JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: BOGOTA COL
ICAO/IATA: SKBO / BOG
Lat/Long: N04° 42.1', W074° 08.8'
Elevation: 8360 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 7.5° 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: 1043 Z
Sunset: 2238 Z

Runway Information

Runway: 31R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8360 ft
Lighting: Edge, Centerline

Runway: 13R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8352 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

Runway: 13L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8356 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8356 ft

Lighting: Edge, Centerline
Stopway: 197 ft

Communication Information

ATIS: 127.800
El Dorado Tower: 118.250
El Dorado Tower: 118.350 Secondary
El Dorado Tower: 118.100
El Dorado Ground: 121.800
El Dorado Ground: 122.350 Secondary
El Dorado Ground: 122.400 Secondary
El Dorado Ground: 122.750
El Dorado Ramp/Taxi: 132.900
El Dorado Clearance Delivery: 121.600
El Dorado Clearance Delivery: 122.900 Secondary
Bogota Approach: 120.300 Secondary
Bogota Approach: 121.300
Bogota Approach: 119.050 Secondary
Bogota Approach: 120.950 Secondary
Bogota Approach: 120.650 Secondary
Bogota Approach: 119.500 Arrival Service
Bogota Approach: 119.650
Bogota Approach: 119.950
Bogota Information: 126.750 Secondary
Bogota Information: 126.900 Flight Info Service RCO

1. GENERAL

All aircraft using T2, domestic and international passenger and/or cargo aprons must be towed until reaching the SPOT or Taxiway indicated by the Ground Control.

Aircraft A340-600 using the international apron, must be towed on taxiway B, to start taxiing.

Taxiway P between taxiway K and G is prohibited for category E aircraft.

Aicraft transporting dangerous goods of Class 1, explosives, should use Rwy 31L, or Rwy 31R if Rwy31L is closed. Aicraft are not allowed to depart that transport Class 3 cargo, "Liquid Flammables", except in the case of "limited" or "exempted" quantities as established in ICAO Document 9284 "Technical Instructions for Transportation of Dangerous Goods". The crew of the aircraft carrying out such transport must ensure, in their first call, that air traffic control know this information.

2. GROUND CONTROL

In order to quickly evacuate the runway, aircraft exiting via taxiways A4 and A6 shall continue its taxi following the appropriate standard route to go to its parking stand, applying the right of way, as established in ICAO Annex 2. Contact with the corresponding Ground Control unit shall be done without stopping the aircraft when crossing the safety line informing of the current position and apron or parking stand of destination, if no contact is established, the pilot in command shall stop the aircraft prior to crossing the next intersection.
Note: This procedure does not apply when the reported RVR is equal or below 550 meters, in this case shall proceed in accordance with the provision of the Low Visibility Procedures.

3. AERODROME CONTROL

1. Aircraft taxiing to the runway threshold shall apply the provisions of 2.10 (see below) and shall keep listening to the Aerodrome Control frequency until clearance to enter the take-off runway or any other type of instruction is received.
(Provisions of 2.10: Normally, crews of departing aircraft may make the change to the corresponding Aerodrome Control frequency without waiting for instructions from Ground Control, by applying the monitoring procedure as follows:
- Rwy 13L, when entering the holding bay.
- Rwy 13R, crossing Taxiway H3.
- Rwy 31L, when entering the holding bay.
- Rwy 31R, crossing Taxiway B13.

2. In order to speed up the traffic, the immediate take-off of an aircraft may be authorized prior to entering the runway. By accepting such authorization, the aircraft shall circulate via the taxiway to the runway and take-off without stopping.
3. Unless there is a different request before granting permission to take-off, once in the air, all aircraft in climb and leaving the take-off trajectory, shall change to the corresponding departure frequency, without prior warning from the aerodrome control as follows:
- On EAST configuration with SID's which first turn is on heading to SOA VOR, shall call on frequency 119.95 MHz and for those whose turn is on heading to ZIP VOR shall call on frequency 121.30 MHz.
- On WEST configuration, traffic with SID's ending with N or NE course, shall call on frequency 121.30 MHz and traffic with SID's ending with W, WSW, SW or SE course, shall call on frequency 119.95 MHz.

4. Normally, crews of arriving aircraft can change the corresponding Ground Control frequency without waiting for instructions from the Aerodrome Control.
5. Between Sunset and Sunrise or in low visibility conditions, aircraft shall notify clear runway on the Aerodrome Control frequency.

4. SPEED ADJUSTMENTS

Within the Bogota TMA, unless the ATC indicates another speed setting, 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 13L/31R- 13R/31L FULFILLING AT OR MAX ON ALL POINTS SPECIFIED.

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 13 L/R: Up to 5NM before THR
APP PROCEDURE Rwy 31 L/R:
RNP AR (31 L/R Z, Y, X): Up to FAP
RVFP 31L/R: Up to WP BO413
VOR A RWY 31L/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 in** braking maneuvers on the runway, and adjustment in speed 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 the 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 the ATC considers it necessary by sequence and in favor of applying the minimum average delay. The ATC will report as soon as practicable the APPROXIMATE TIME adjusted to the transit sequence.

Note 4: At the first contact with the air traffic control, the speed to be maintained must be communicated when it differs by more than 10 knots from the regulated one, in order that the air traffic control can plan the sequence and the 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, the 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.

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

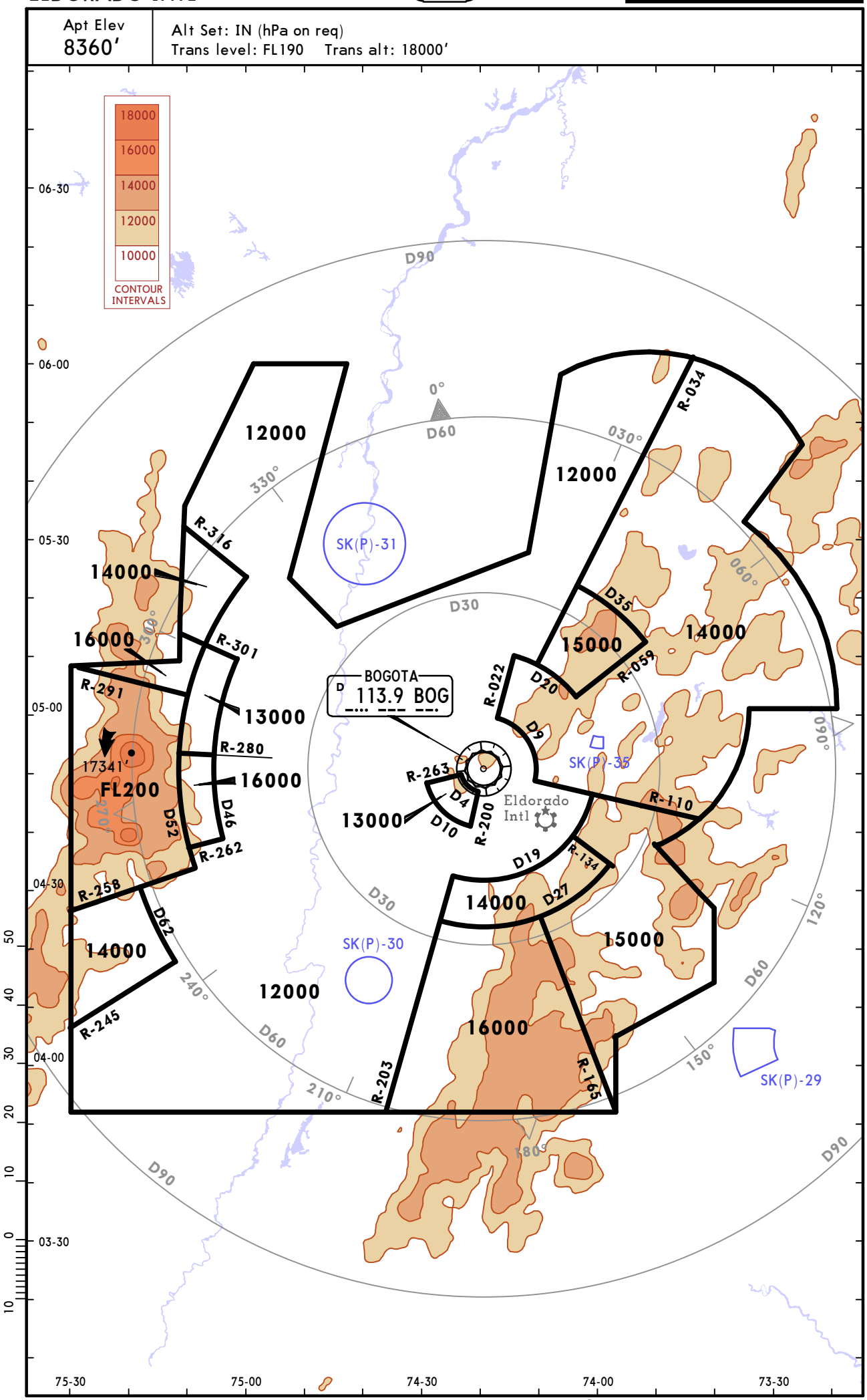
JEPPESEN

26 JAN 18 (10-1R)

BOGOTA, COLOMBIA
MINIMUM ALTITUDES

Apt Elev
8360'

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

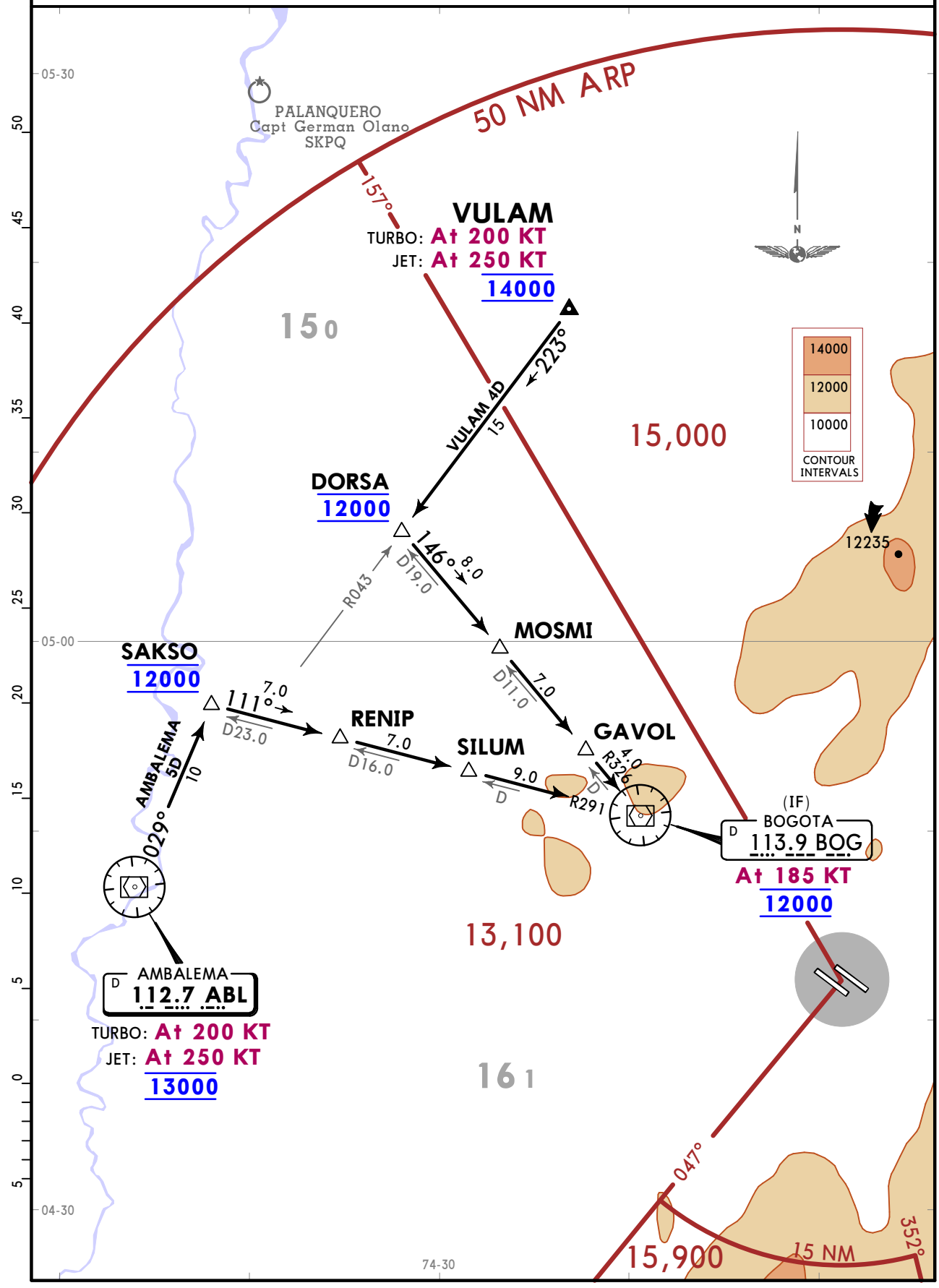


CHANGES: Chart label.

D-ATIS	Apt Elev	
127.8	8360	Alt set: IN (hPa on req) Trans level: FL190

AMBALEMA 5D [ABL5D], VULAM 4D [VULA4D] ARRIVALS (RWYS 13L/R)

CAT A, B, C & D

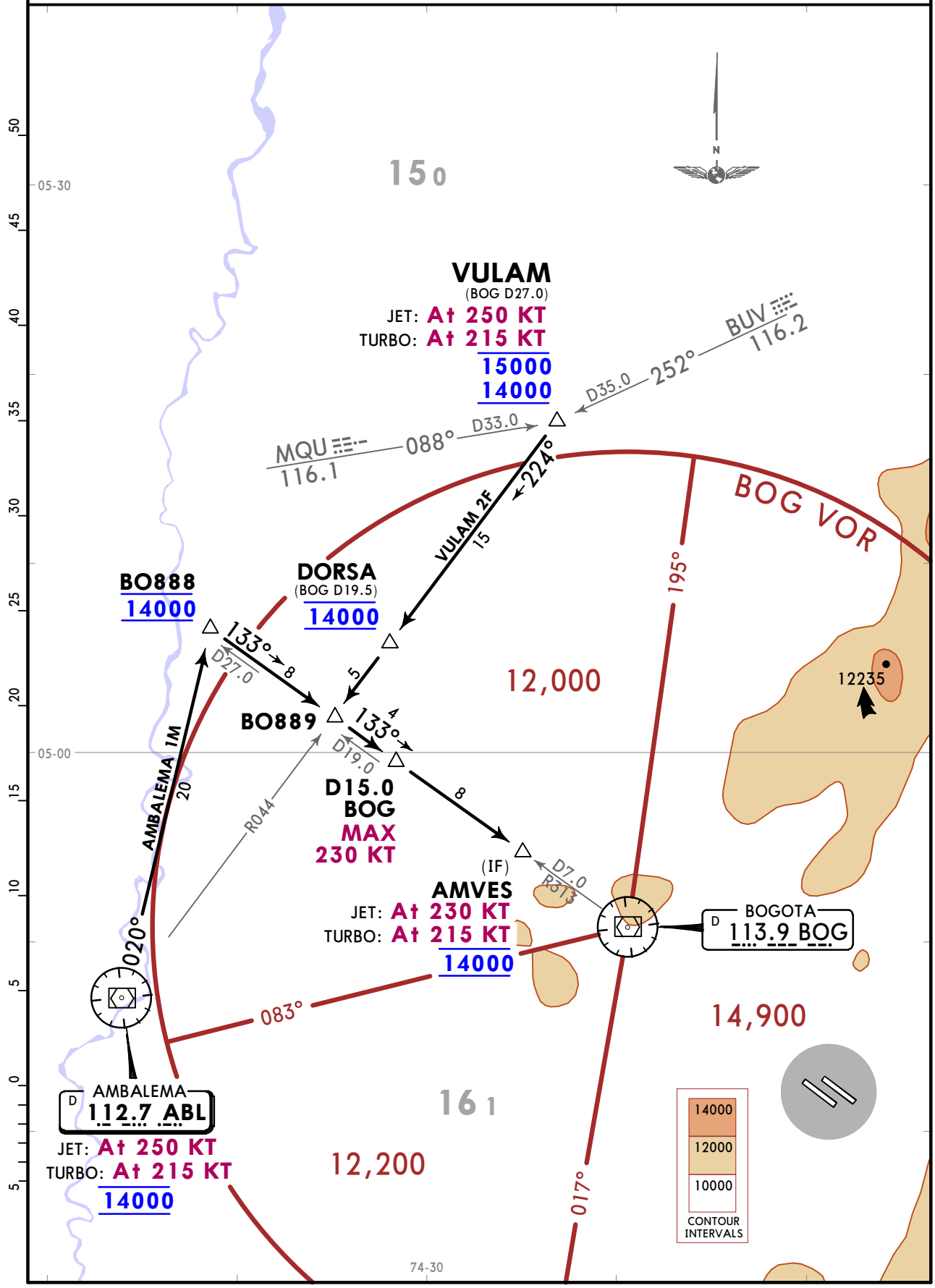


CHANGES: Procedures revised, renumbered.

D-ATIS	Apt Elev	
127.8	8360	Alt set: IN (hPa on req) Trans level: FL190

AMBALEMA 1M [ABL1M], VULAM 2F [VULA2F] ARRIVALS (RWYS 31L/R)

CAT A, B, C & D



CHANGES: Procedures revised, renumbered.

SKBO/BOG
EL DORADO INTL

D-ATIS	Apt Elev	Alt set: IN (hPa on req) Trans level: FL190
127.8	8360	1. GNSS required. 2. RNAV 1. 3. Descent clearance will be as directed by ATC. 4. Pilots must inform ATC if unable to comply with any level or speed constraint.

ATANA 3E [ATAN3E], EDPU 3E [EDPU3E]
GIRARDOT 3E [GIR3E], ISVAT 3E [ISVA3E]
TIRTO 3E [TIRT3E], TOLIM 3E [TOLI3E]
RNAV (GNSS) ARRIVALS (RWYS 13L/R)
ATANA 3W [ATAN3W], EDPU 3W [EDPU3W]
GIRARDOT 3W [GIR3W], ISVAT 3W [ISVA3W]
TIRTO 3W [TIRT3W], TOLIM 3W [TOLI3W]
RNAV (GNSS) ARRIVALS (RWYS 31L/R)

CAT A, B, C & D

MEDELLIN
Olaya Herrera
SKMD

RIONEGRO
Jose Maria Cordova
SKRG

ATANA
18000

ISVAT
18000

ATANA 3E, 3W
38.2
202°
164°
ISVAT 3E, 3W
20.1

FLOTE
MAX 270 KT
FL230

EDPUL
17000

MAX 250 KT
MHA 17000
165°
11.3
142°
322°
EDPUL 3E, 3W
113°
16.4

TIRTO
FL250

135°
TIRTO 3E, 3W
28.7

MARIQUITA
Jose Celestino Mutis
SKQU

MANIZALES
La Nubia
SKMZ

PEREIRA
Matecana
SKPE

17334

MARIQUITA
D 116.1 MQU
FL190
17000

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

BO886
MAX 270 KT
FL220
FL200

109°
20.0

BO862
MAX 270 KT
JET: FL190
TURBO: 17000

TOLIM
JET: FL190
TURBO: 17000

TOLIM 3E, 3W
28.4
068°

MAX 250 KT
MHA FL190
248°

ARMENIA
El Eden
SKAR

IBAGUE
Perales
SKIB

GIRARDOT
D 117.3 GIR

GIRARDOT 3E, 3W
14.8
014°

GIRARDOT
Santiago Vila
SKGI

JET:
FL260
FL210
TURBO:
FL190
17000

CONTOUR INTERVALS
18000
16000
14000
12000
10000

W 86
W 16
W 85

PALANQUERO
Capt German Olano
SKPQ

ATC may issue direct to AMVES prior to aircraft reaching NOR05

NOR04
JET: AT 250 KT
TURBO: AT 215 KT
17000

50 NM ARP

NOR03
JET: AT 250 KT
TURBO: AT 215 KT
17000

NOR05
JET: AT 250 KT
TURBO: AT 215 KT
17000

10.4
076°
101°
157°
204°
16.0

JET 8 NM BEFORE AMVES:
At 230 KT

PULDI
JET: At 230 KT

NOR02
JET: AT 250 KT
TURBO: AT 215 KT
17000

11.2
050°
5.4
127°
024°
10.4

NOR01
JET: AT 250 KT
TURBO: AT 215 KT
17000

10.8
359°
176°

IRUPU
JET: AT 250 KT
TURBO: AT 215 KT
17000

20.0
MAX 250 KT
MHA 17000

GERBA
MAX 270 KT
JET: FL210
TURBO:
FL190
17000

AMVES
(IAF)
RWYS 13L/R:
AT 215 KT
13000
RWYS 31L/R:
JET: AT 230 KT
TURBO: AT 215 KT
17000
15000

8.0
8 NM AMVES

JET 8 NM BEFORE AMVES:
At 230 KT

HOLDING OVER AMVES
134°
314°
RWYS 13L/R:
MAX 215 KT
MHA 13000
RWYS 31L/R:
MAX 250 KT
MHA 15000

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

15 NM
20NM
047°
352°
40 NM

ATANA 3E [ATAN3E]
EDPU 3E [EDPU3E]
GIRARDOT 3E [GIR3E]
ISVAT 3E [ISVA3E]
TIRTO 3E [TIRT3E]
TOLIM 3E [TOLI3E]
RNAV (GNSS) ARRIVALS
(RWYS 13L/R)
ATANA 3W [ATAN3W]
EDPU 3W [EDPU3W]
GIRARDOT 3W [GIR3W]
ISVAT 3W [ISVA3W]
TIRTO 3W [TIRT3W]
TOLIM 3W [TOLI3W]
RNAV (GNSS) ARRIVALS
(RWYS 31L/R)

JEPPESEN BOGOTA, COLOMBIA
24 JAN 20 (10-2B) Eff 30 Jan
RNAV STAR

D-ATIS	Apt Elev	Alt set: IN (hPa on req) Trans level: FL190
127.8	8360	

1. GNSS required. 2. RNAV 1.
3. Conditional routes (CDR) through SK(R)-10 area. 4. Descent clearance will be as directed by ATC. 5. Pilots must inform ATC if unable to comply with any level or speed constraint. 6. 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.

ATANA 2S [ATAN2S], GRUDE 2S [GRUD2S]
GRUDE 2W [GRUD2W], MUGOP 2S [MUGO2S]
RNAV (GNSS) ARRIVALS
(RWYS 31L/R)
ATANA 2T [ATAN2T], GRUDE 2E [GRUD2E]
GRUDE 2T [GRUD2T], MUGOP 2T [MUGO2T]
RNAV (GNSS) ARRIVALS
(RWYS 13L/R)

CAT A, B, C & D

GRUDE
FL240
184°
167°
GRUDE 2E
GRUDE 2W
24.3
GRUDE 2S
GRUDE 2T
53.6
BO9Ø1
11.7
TEMOB
186°
10.0
ILSEV
18000
ATANA
146°
ATANA 2S
ATANA 2T
8.3
BO93Ø
MUGOP
MUGOP 2S
MUGOP 2T
116°
17.3
BO94Ø
18.1
15.1
BO935
FL230
146°
20.0
BO951
FL230
36.3
26.2
BO95Ø
MAX 270 KT
FL210
18000
BO8Ø4
MAX 270 KT
FL220
236°
16.7
186°
11
SURØ1
JET: At 250 KT
TURBO: At 215 KT
18000
SURØ2
JET: At 250 KT
TURBO: At 215 KT
18000
8.7
256°
8.7
281°
MAX 250 KT
MHA 18000
056°
157°
PAPET ❶
JET: At 250 KT
TURBO: At 215 KT
18000
SURØ3
JET: At 250 KT
TURBO: At 215 KT
18000
9.3
230°
JET 8 NM BEFORE AMVES:
At 230 KT
8.7
204°
8 NM AMVES
134°
314°
TOBKI
JET: At 250 KT
TURBO: At 215 KT
18000
12.0
102°
8.0
BO885
JET:
At 230 KT
(IAF)
AMVES
RWYS 13L/R:
AT 215 KT
13000
RWYS 31L/R:
JET: At 230 KT
TURBO: At 215 KT
17000
15000
RWYS 13L/R
MAX 215 KT
MHA 13000
RWYS 31L/R
MAX 250 KT
MHA 15000
❶ Aircraft inbound via PAPET, ATC may issue direct to AMVES prior to aircraft reaching TOBKI
50 NM ARP
SK(R)-10
MARIQUITA
Jose Celestino Mutis
SKQU
IBAGUE
Perales
SKIB
15,000
13,100
15,900
15 NM
20 NM
047°
352°
18000
16000
14000
12000
10000
CONTOUR INTERVALS

ATANA 2S [ATAN2S]
GRUDE 2S [GRUD2S]
GRUDE 2W [GRUD2W]
MUGOP 2S [MUGO2S]
RNAV (GNSS) ARRIVALS
(RWYS 31L/R)
ATANA 2T [ATAN2T]
GRUDE 2E [GRUD2E]
GRUDE 2T [GRUD2T]
MUGOP 2T [MUGO2T]
RNAV (GNSS) ARRIVALS
(RWYS 13L/R)

SKBO/BOG
EL DORADO INTL

JEPPESEN BOGOTA, COLOMBIA
24 JAN 20 (10-2C) Eff 30 Jan
RNAV STAR

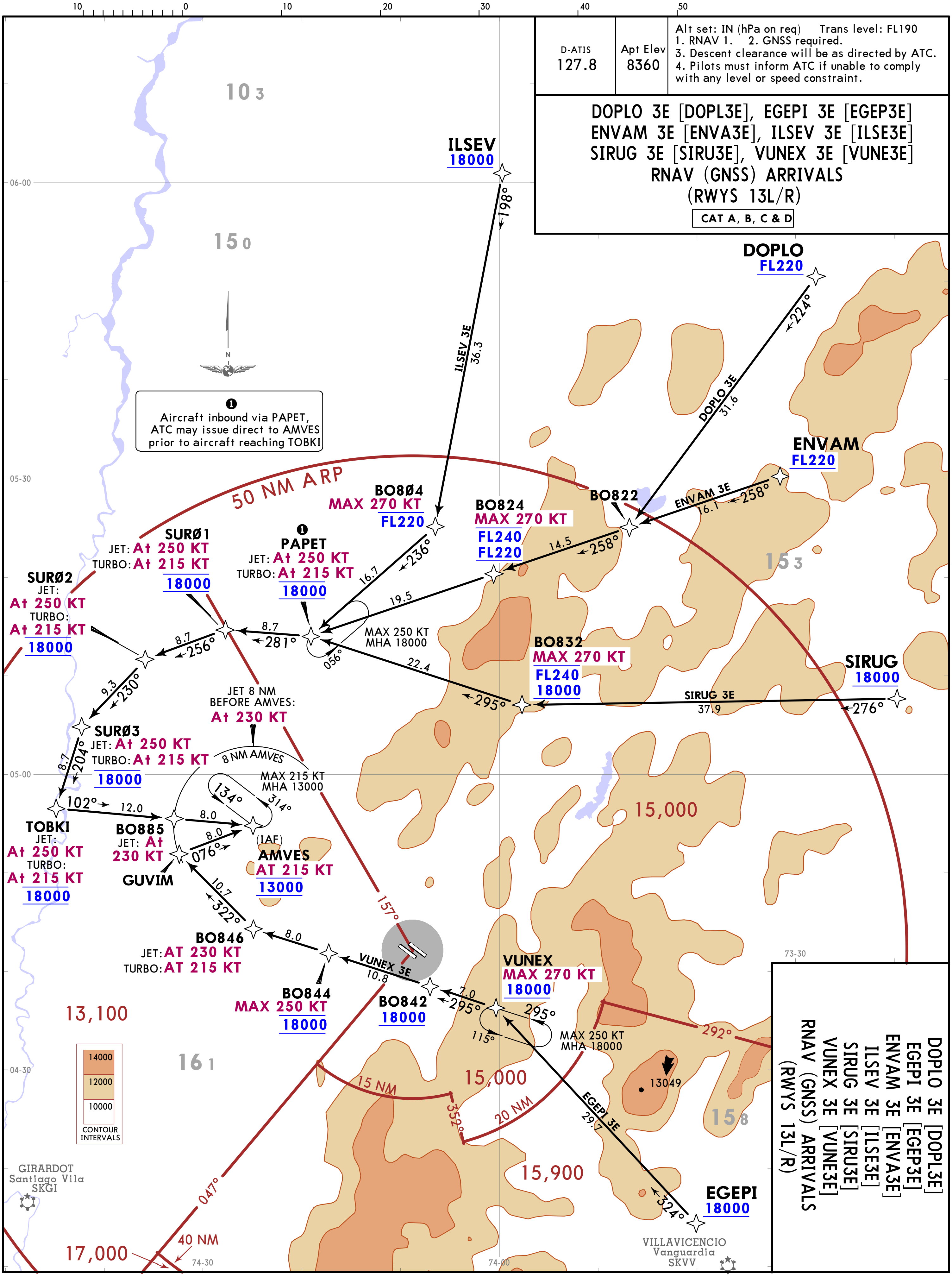
CHANGES: Procedures renamed, renumbered, revised.

CHANGES: Procedures renumbered, revised.

D-ATIS	Apt Elev	
127.8	8360	Alt set: IN (hPa on req) Trans level: FL190 1. RNAV 1. 2. GNSS required. 3. Descent clearance will be as directed by ATC. 4. Pilots must inform ATC if unable to comply with any level or speed constraint.

DOPLO 3E [DOPL3E], EGEPI 3E [EGEP3E] ENVAM 3E [ENVA3E], ILSEV 3E [ILSE3E] SIRUG 3E [SIRU3E], VUNEX 3E [VUNE3E] RNAV (GNSS) ARRIVALS (RWYS 13L/R)

CAT A, B, C & D


ILSEV
18000
198°
ILSEV 3E
36.3
DOPLO
FL220
224°
DOPLO 3E
31.6
ENVAM
FL220
ENVAM 3E
16.1
258°
BO822
BO824
MAX 270 KT
FL240
FL220
14.5
258°
19.5
BO804
MAX 270 KT
FL220
16.7
236°
PAPET
JET: At 250 KT
TURBO: At 215 KT
18000
Aircraft inbound via PAPET, ATC may issue direct to AMVES prior to aircraft reaching TOBKI
MAX 250 KT
MHA 18000
056°
22.4
295°
BO832
MAX 270 KT
FL240
18000
SIRUG
18000
SIRUG 3E
37.9
276°
50 NM ARP
SURØ1
JET: At 250 KT
TURBO: At 215 KT
18000
8.7
281°
SURØ2
JET: At 250 KT
TURBO: At 215 KT
18000
8.7
256°
9.3
230°
SURØ3
JET: At 250 KT
TURBO: At 215 KT
18000
8.7
204°
JET 8 NM BEFORE AMVES: At 230 KT
8 NM AMVES
MAX 215 KT
MHA 13000
134°
314°
TOBKI
JET: At 250 KT
TURBO: At 215 KT
18000
102°
12.0
BO885
JET: At 230 KT
8.0
8.0
076°
(IAF)
AMVES
AT 215 KT
13000
GUVIM
10.7
322°
BO846
JET: AT 230 KT
TURBO: AT 215 KT
8.0
VUNEX 3E
10.8
BO844
MAX 250 KT
18000
BO842
18000
7.0
295°
VUNEX
MAX 270 KT
18000
295°
115°
MAX 250 KT
MHA 18000
157°
EGEPI 3E
29.7
324°
EGEPI
18000
13049
292°
15 NM
352°
20 NM
40 NM
047°
10 3
15 0
15 3
15,000
13,100
16 1
15,000
15,900
15 8
17,000
14000
12000
10000
CONTOUR INTERVALS
GIRARDOT Santiago Vila SKGI
VILLAVICENCIO Vanguardia SKVV
06-00
05-30
05-00
04-30
73-30
74-30
74-00

DOPLO 3E [DOPL3E] EGEPI 3E [EGEP3E] ENVAM 3E [ENVA3E] ILSEV 3E [ILSE3E] SIRUG 3E [SIRU3E] VUNEX 3E [VUNE3E] RNAV (GNSS) ARRIVALS (RWYS 13L/R)

CHANGES: Procedures renumbered, revised.

D-ATIS	Apt Elev	
127.8	8360	Alt set: IN (hPa on req) Trans level: FL190 1. RNAV 1. 2. GNSS required. 3. Descent clearance will be as directed by ATC. 4. Pilots must inform ATC if unable to comply with any level or speed constraint.

DOPLO 3W [DOPL3W], EGEPI 1S [EGEP1S]
EGEPI 3W [EGEP3W], ENVAM 3W [ENVA3W]
ILSEV 3W [ILSE3W], SIRUG 1S [SIRU1S]
SIRUG 3W [SIRU3W], VUNEX 3W [VUNE3W]
RNAV (GNSS) ARRIVALS (RWYS 31L/R)

CAT A, B, C & D

ILSEV
18000

DOPLO
FL220

ENVAM
FL220

SIRUG
SIRUG 1S:
15000
SIRUG 3W:
18000

ILSEV 3W
36.3
198°

DOPLO 3W
31.6
224°

ENVAM 3W
16.1
258°

SIRUG 3W
37.9
276°
249°

SIRUG 1S
30.9

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

50 NM ARP

BO8Ø4
MAX 270 KT
FL220

BO824
MAX 270 KT
FL240
FL220

BO822

BO832
MAX 270 KT
FL240
18000

SURØ1
JET: At 250 KT
TURBO: At 215 KT
18000

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

SURØ2
JET: At 250 KT
TURBO: At 215 KT
18000

SURØ3
JET: At 250 KT
TURBO: At 215 KT
18000

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

BO885
JET: At 230 KT

GUVIM

JET 8 NM BEFORE AMVES:
At 230 KT

8 NM AMVES

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

MAX 250 KT
MHA 15000

MAX 250 KT
MHA 18000

(IAF)
OPLEK
MAX 250 KT
15000

MAX 250 KT
MHA 15000

BO846
JET: AT 230 KT
TURBO: AT 215 KT

BO844
MAX 250 KT
18000

BO842
18000

VUNEX
MAX 270 KT
18000

VUNEX 3W
10.8

MAX 250 KT
MHA 18000

(IAF)
MADLA
MAX 250 KT
16000

MAX 230 KT
MHA 16000
Direct entry only

EGEPI
EGEPI 1S:
16000
EGEPI 3W:
18000

EGEPI 3W
29.7

EGEPI 1S
20.6

13049

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

15 NM
20 NM
40 NM

14000
12000
10000
CONTOUR INTERVALS

GIRARDOT
Santiago Vila
SKGI

VILLAVICENCIO
Vanguardia
SKVV

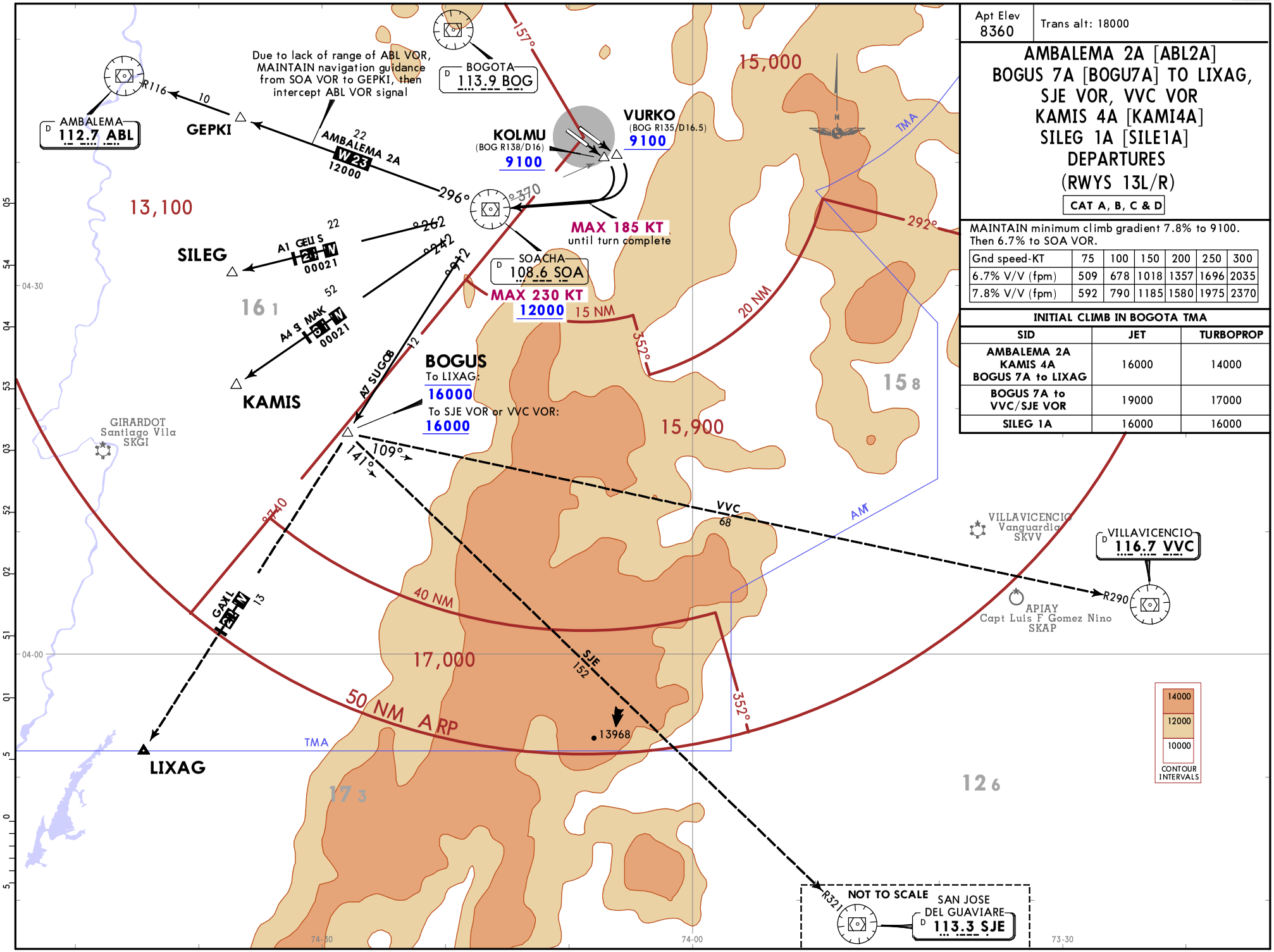
SKBO/BOG
EL DORADO INTL

BOGOTA, COLOMBIA

JEPPESEN
24 JAN 20 (10-2E)
Eff 30 Jan

RNAV STAR

DOPLO 3W [DOPL3W], EGEPI 1S [EGEP1S]
EGEPI 3W [EGEP3W], ENVAM 3W [ENVA3W]
ILSEV 3W [ILSE3W], SIRUG 1S [SIRU1S]
SIRUG 3W [SIRU3W], VUNEX 3W [VUNE3W]
RNAV (GNSS) ARRIVALS
(RWYS 31L/R)



Apt Elev	Trans alt: 18000
8360	

AMBALEMA 2A [ABL2A]
BOGUS 7A [BOGU7A] TO LIXAG, SJE VOR, VVC VOR
KAMIS 4A [KAMI4A]
SILEG 1A [SILE1A]
DEPARTURES
(RWYS 13L/R)

CAT A, B, C & D

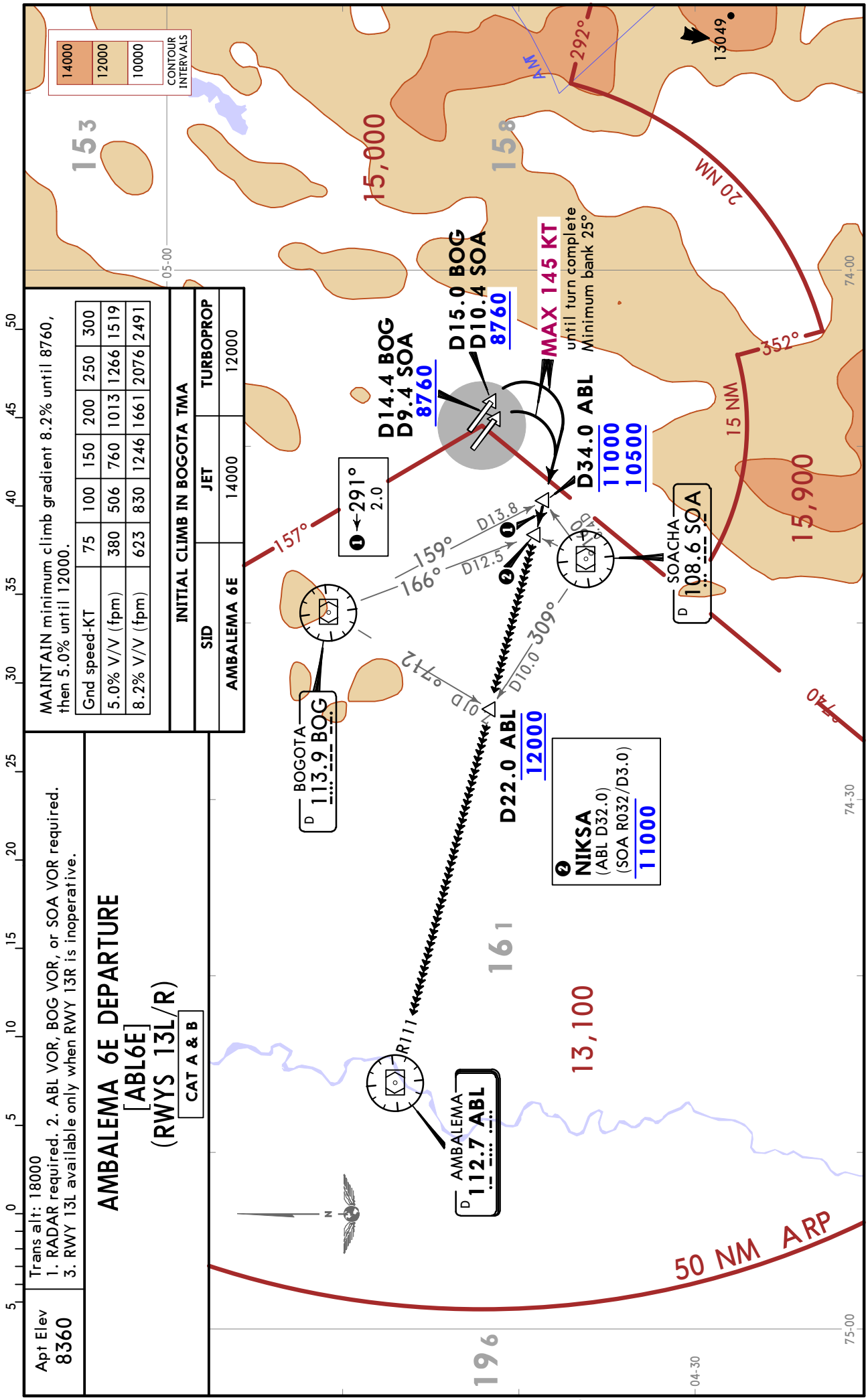
MAINTAIN minimum climb gradient 7.8% to 9100.
Then 6.7% to SOA VOR.

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 2A KAMIS 4A BOGUS 7A to LIXAG	16000	14000
BOGUS 7A to VVC/SJE VOR	19000	17000
SILEG 1A	16000	16000

CHANGES: KAMIS 4A SID MEA.



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 6E	14000	12000

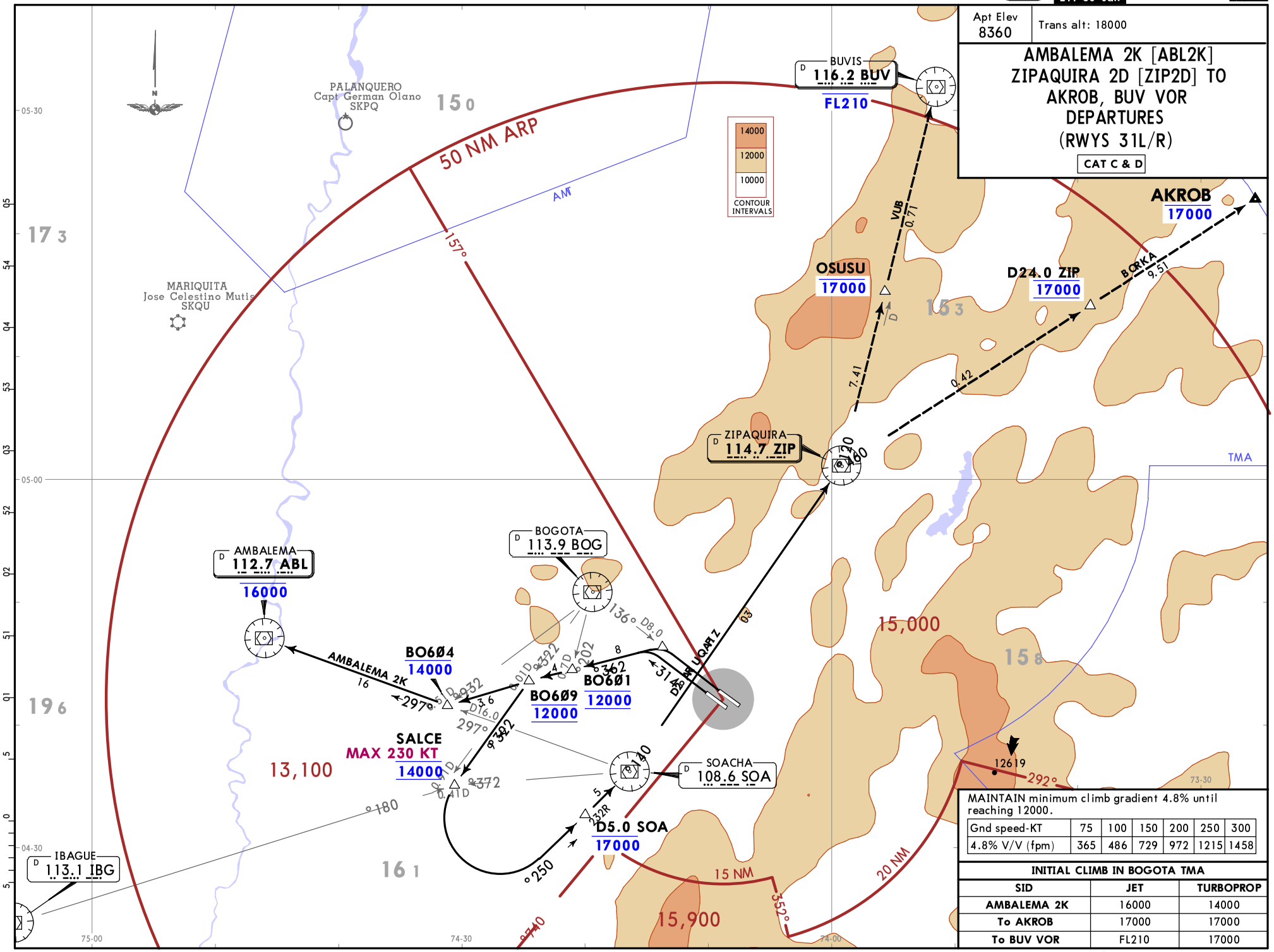
AMBALEMA 6E DEPARTURE
[ABL6E]
(RWYS 13L/R)

CAT A & B

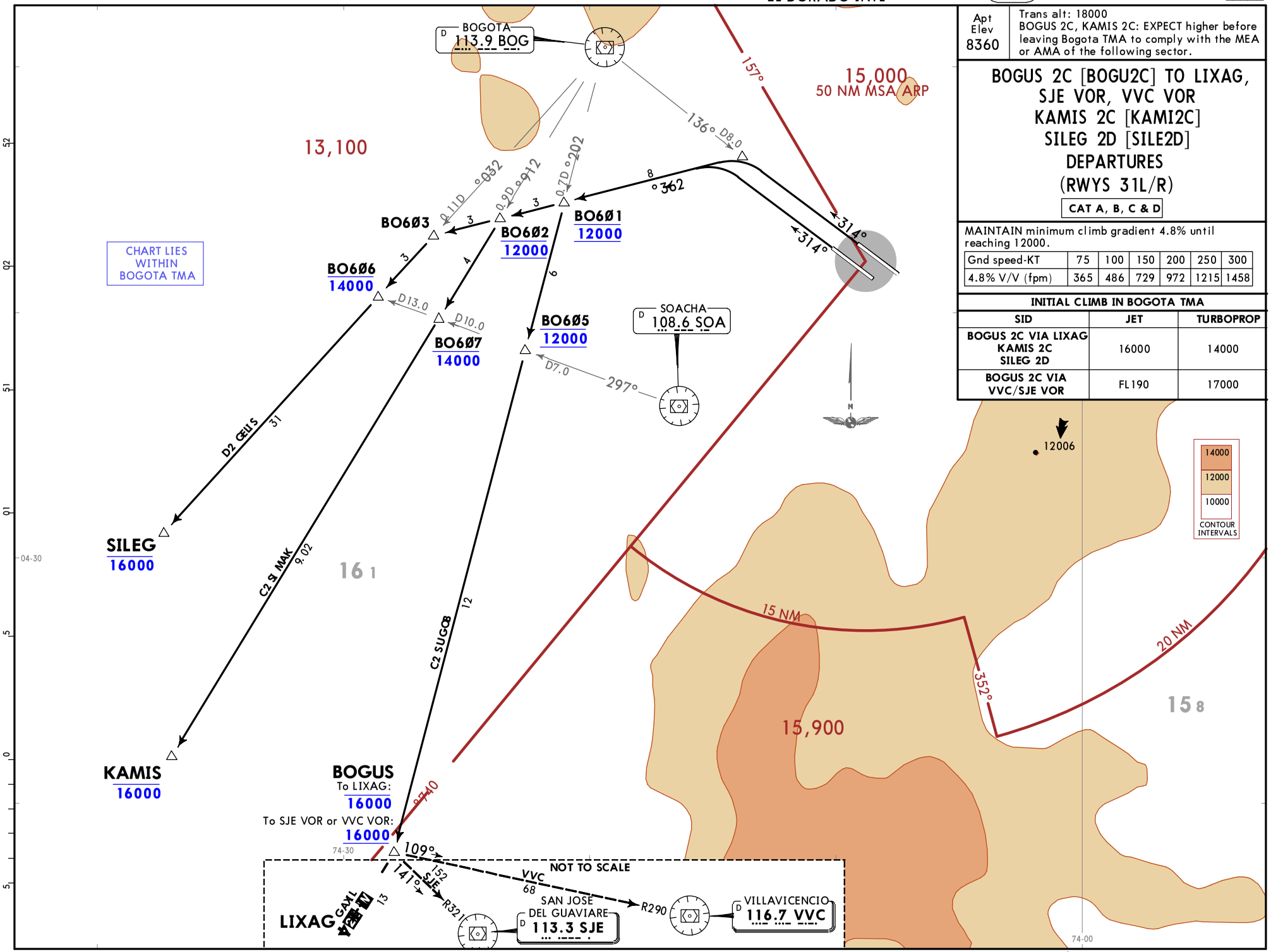
Apt Elev 8360

Trans alt: 18000
1. RADAR required. 2. ABL VOR, BOG VOR, or SOA VOR required.
3. RWY 13L available only when RWY 13R is inoperative.

CHANGES: None.



CHANGES: Procedures revised, renumbered, added, MSA, chart reindexed.



Apt Elev 8360	Trans alt: 18000 BOGUS 2C, KAMIS 2C: EXPECT higher before leaving Bogota TMA to comply with the MEA or AMA of the following sector.

BOGUS 2C [BOGU2C] TO LIXAG, SJE VOR, VVC VOR
KAMIS 2C [KAMI2C]
SILEG 2D [SILE2D]
DEPARTURES
(RWYS 31L/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 2C VIA LIXAG KAMIS 2C SILEG 2D	16000	14000
BOGUS 2C VIA VVC/SJE VOR	FL190	17000

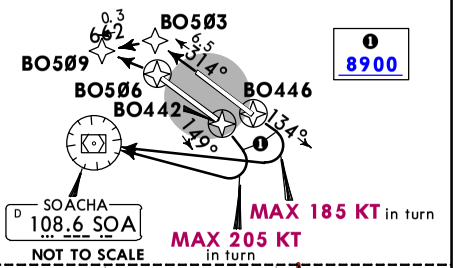
CHANGES: Procedures renumbered, revised, MSA, chart reindexed.

Apt Elev	Trans alt: 18000	1. RNAV 1. 2. GNSS required.
8360		

DANSA 1R TO AKROB, ANLAV, DANSA, GIKPU, KOVBU
RNAV (GNSS) DEPARTURE
[DANS1R]
(ALL RWYS)
VASIL 1T RNAV (GNSS) DEPARTURE
[VASI1T]
(RWYS 31L/R)
VASIL 1U RNAV (GNSS) DEPARTURE
[VASI1U]
(RWYS 13L/R)

CAT A, B, C & D

INITIAL CLIMB



Rwy 13L: Minimum climb gradient 5.5% until 8900.
Rwy 13R: Minimum climb gradient 5.0% until 8900.
Rwy 31L: MAINTAIN minimum climb gradient 4.1% until 11400.
Rwy 31R: MAINTAIN minimum climb gradient 3.7% until 11500.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

RWY	TURN DIRECTION	INITIAL CLIMB
13L	RIGHT	Climb on course 134° straight ahead until 8900, then direct to SOA VOR. Do not turn before DER.
13R	RIGHT	Climb on course 149° until 8900, then direct to SOA VOR. Do not turn before DER.
31L	LEFT	Climb direct to BO5Ø9 then to BO549. Do not turn before DER.
31R	LEFT	Climb to BO5Ø3 on course 314°, then to BO549.

CHANGES: KOMBO replaced by KOVBU, chart reindexed.

Apt Elev 8360	Trans alt: 18000	1. RNAV 1. 2. GNSS required.

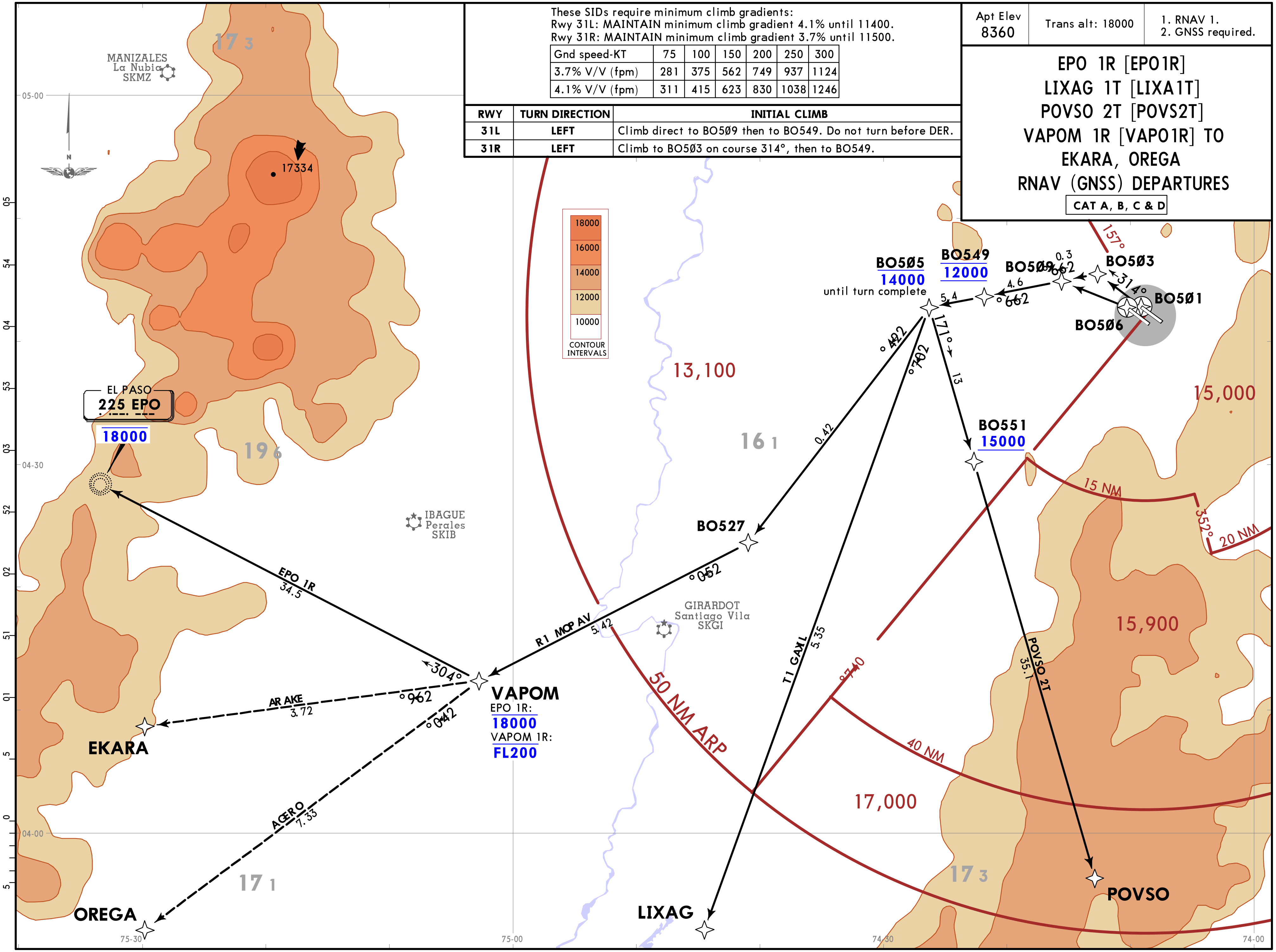
EPO 1R [EPO1R] LIXAG 1T [LIXA1T] POVSO 2T [POVS2T] VAPOM 1R [VAPO1R] TO EKARA, OREGA RNAV (GNSS) DEPARTURES

CAT A, B, C & D

These SIDs require minimum climb gradients:
Rwy 31L: MAINTAIN minimum climb gradient 4.1% until 11400.
Rwy 31R: MAINTAIN minimum climb gradient 3.7% until 11500.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.1% V/V (fpm)	311	415	623	830	1038	1246

RWY	TURN DIRECTION	INITIAL CLIMB
31L	LEFT	Climb direct to BO509 then to BO549. Do not turn before DER.
31R	LEFT	Climb to BO503 on course 314°, then to BO549.



Apt Elev 8360 | Trans alt: 18000 | 1. RNAV 1. 2. GNSS required.

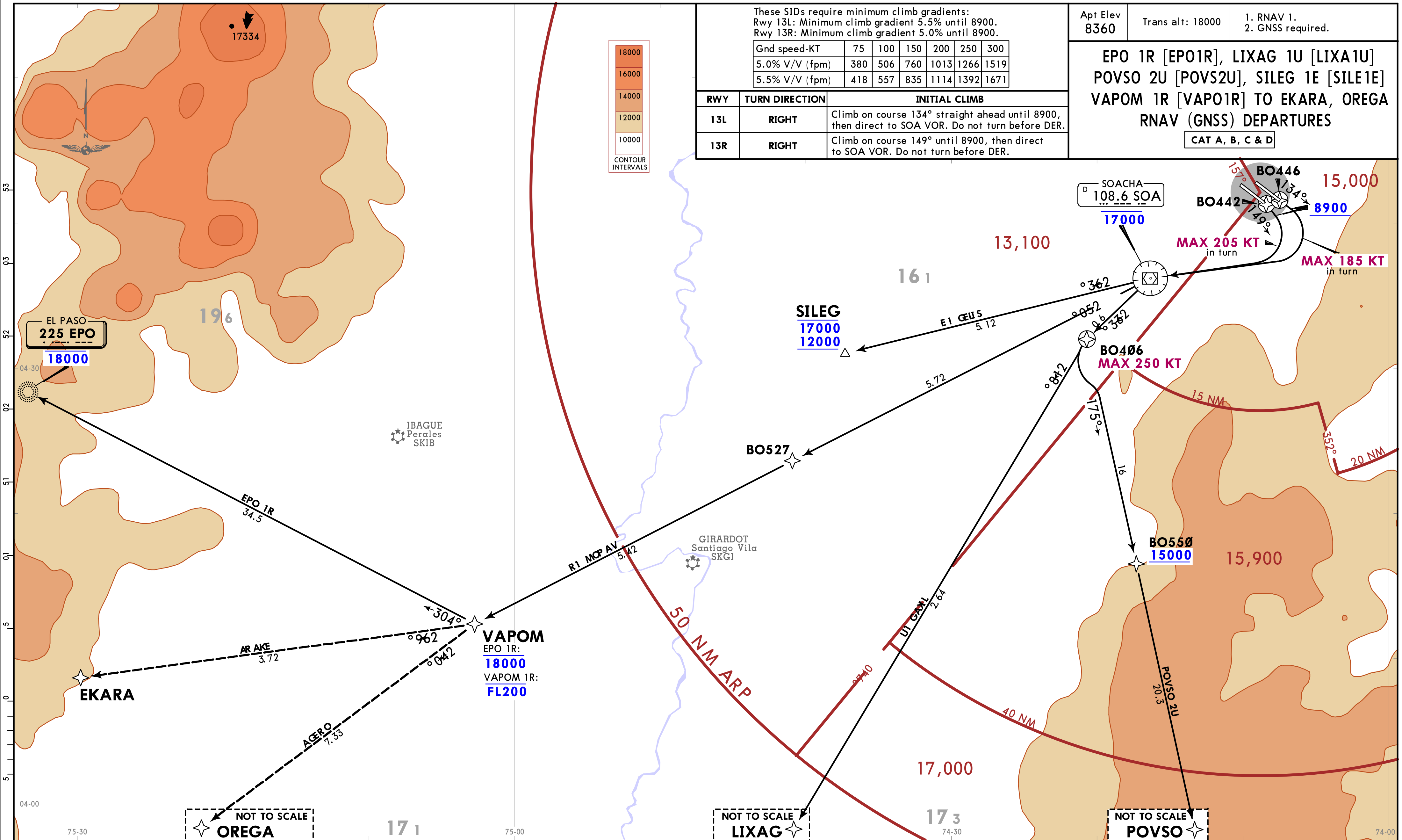
EPO 1R [EPO1R], LIXAG 1U [LIXA1U] POVSO 2U [POVS2U], SILEG 1E [SILE1E] VAPOM 1R [VAPO1R] TO EKARA, OREGA RNAV (GNSS) DEPARTURES

CAT A, B, C & D

These SIDs require minimum climb gradients:
Rwy 13L: Minimum climb gradient 5.5% until 8900.
Rwy 13R: Minimum climb gradient 5.0% until 8900.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

RWY	TURN DIRECTION	INITIAL CLIMB
13L	RIGHT	Climb on course 134° straight ahead until 8900, then direct to SOA VOR. Do not turn before DER.
13R	RIGHT	Climb on course 149° until 8900, then direct to SOA VOR. Do not turn before DER.



CHANGES: ANLAV departure removed, POVSO renumbered, revised, chart reindexed.

Apt Elev	Trans alt: 18000
8360	

EVRAK 4B [EVRA4B]
ZIPAQUIRA 4H [ZIP4H] TO AKROB, BUV VOR
DEPARTURES (RWYS 13L/R)

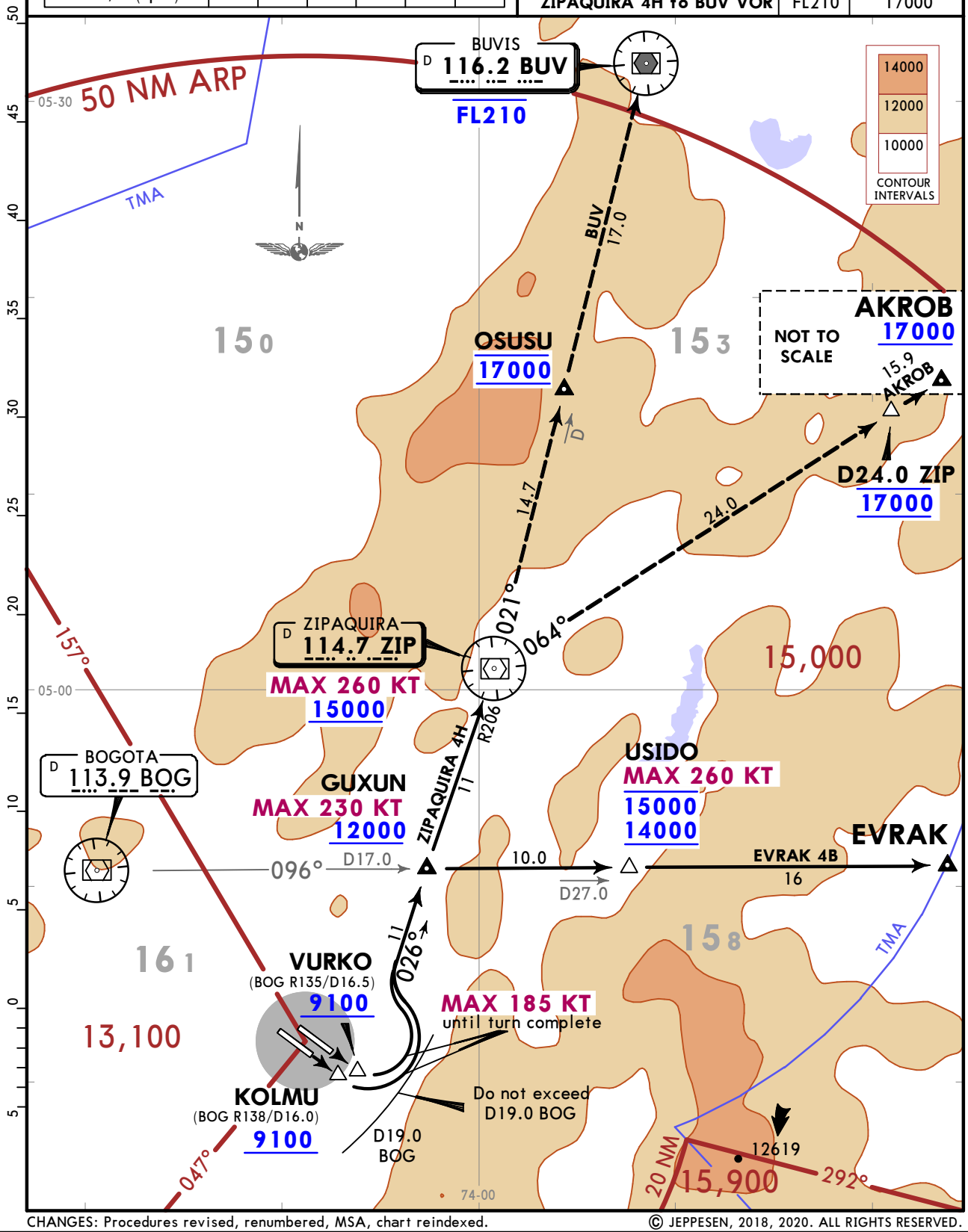
CAT A, B, C & D

MAINTAIN minimum climb gradient 7.8% until 9100. Then 5.2% until MEA.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

INITIAL CLIMB IN BOGOTA TMA

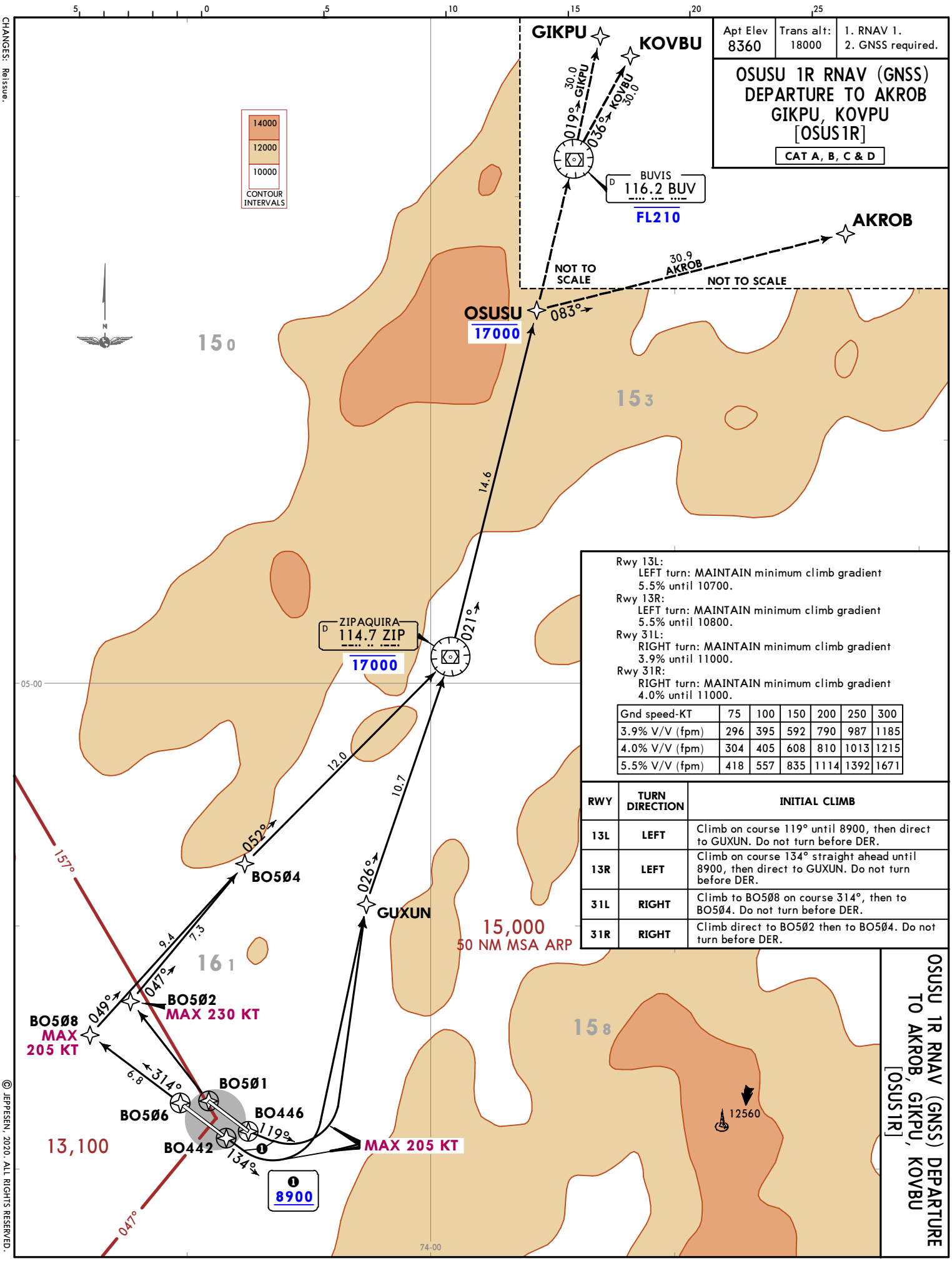
SID	JET	TURBOPROP
EVRAK 4B ZIPAQUIRA 4H to AKROB	17000	15000
ZIPAQUIRA 4H to BUV VOR	FL210	17000



Apt Elev	Trans alt:	1. RNAV 1.
8360	18000	2. GNSS required.

OSUSU 1R RNAV (GNSS) DEPARTURE TO AKROB GIKPU, KOVPU [OSUS1R]

CAT A, B, C & D



Rwy 13L:
LEFT turn: MAINTAIN minimum climb gradient 5.5% until 10700.
Rwy 13R:
LEFT turn: MAINTAIN minimum climb gradient 5.5% until 10800.
Rwy 31L:
RIGHT turn: MAINTAIN minimum climb gradient 3.9% until 11000.
Rwy 31R:
RIGHT turn: MAINTAIN minimum climb gradient 4.0% until 11000.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.5% V/V (fpm)	418	557	835	1114	1392	1671

RWY	TURN DIRECTION	INITIAL CLIMB
13L	LEFT	Climb on course 119° until 8900, then direct to GUXUN. Do not turn before DER.
13R	LEFT	Climb on course 134° straight ahead until 8900, then direct to GUXUN. Do not turn before DER.
31L	RIGHT	Climb to BO5Ø8 on course 314°, then to BO5Ø4. Do not turn before DER.
31R	RIGHT	Climb direct to BO5Ø2 then to BO5Ø4. Do not turn before DER.

Rwy 13L:
RIGHT turn: Minimum climb gradient 5.5% until 8900.
Rwy 13R:
RIGHT turn: Minimum climb gradient 5.0% until 8900.
Rwy 31L:
LEFT turn: MAINTAIN minimum climb gradient 4.1% until 11400.
Rwy 31R:
LEFT turn: MAINTAIN minimum climb gradient 3.7% until 11500.

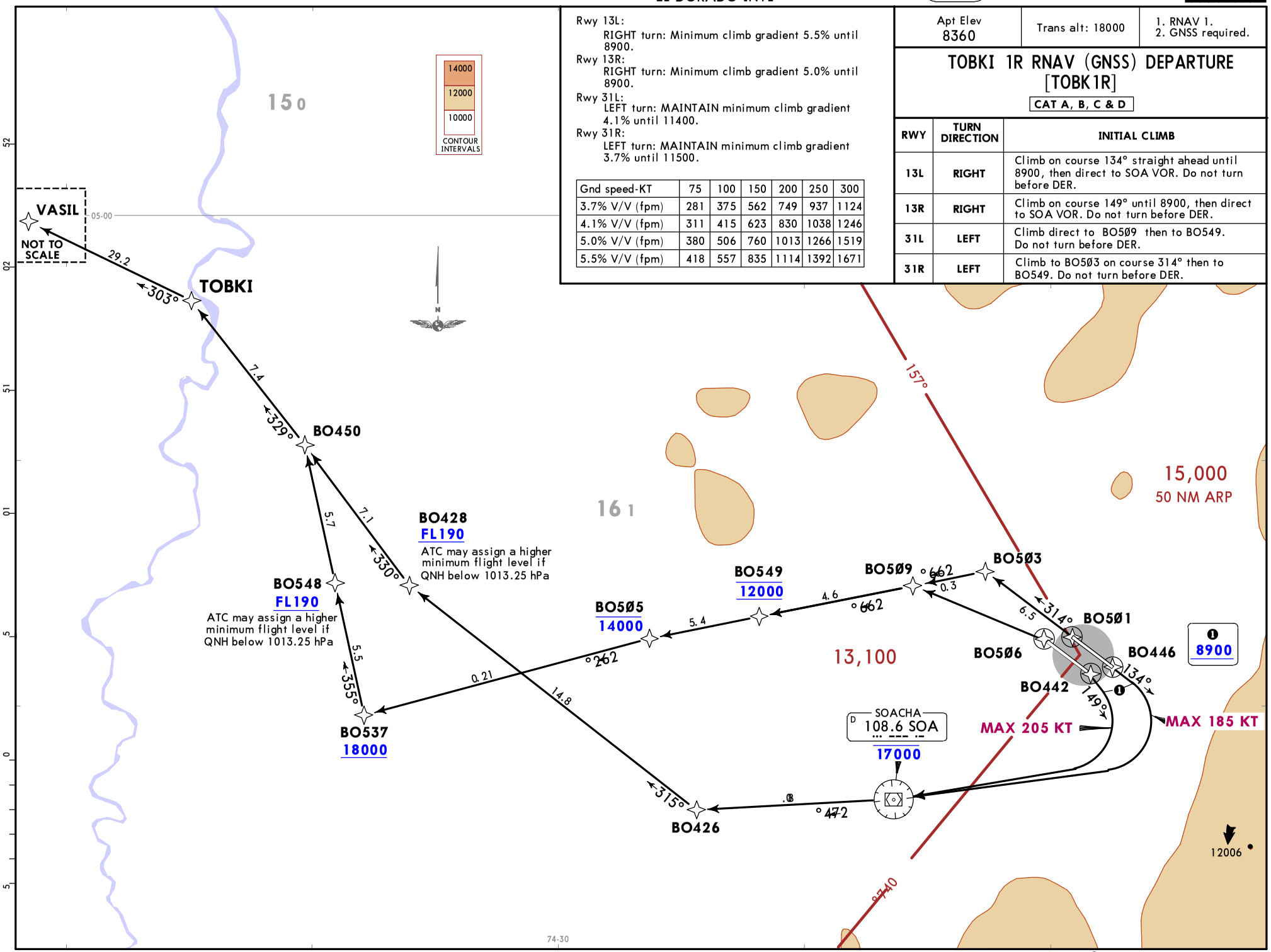
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

Apt Elev	Trans alt: 18000	1. RNAV 1. 2. GNSS required.
8360		

TOBKI 1R RNAV (GNSS) DEPARTURE [TOBK1R]

CAT A, B, C & D

RWY	TURN DIRECTION	INITIAL CLIMB
13L	RIGHT	Climb on course 134° straight ahead until 8900, then direct to SOA VOR. Do not turn before DER.
13R	RIGHT	Climb on course 149° until 8900, then direct to SOA VOR. Do not turn before DER.
31L	LEFT	Climb direct to BO5Ø9 then to BO549. Do not turn before DER.
31R	LEFT	Climb to BO5Ø3 on course 314° then to BO549. Do not turn before DER.



CHANGES: Reissue.

Apt Elev	Trans alt: 18000
8360	ED NDB required.

USIDO 2A [USID2A] ZIPAQUIRA 2B [ZIP2B] TO AKROB, BUV VOR DEPARTURES (RWYS 31L/R)

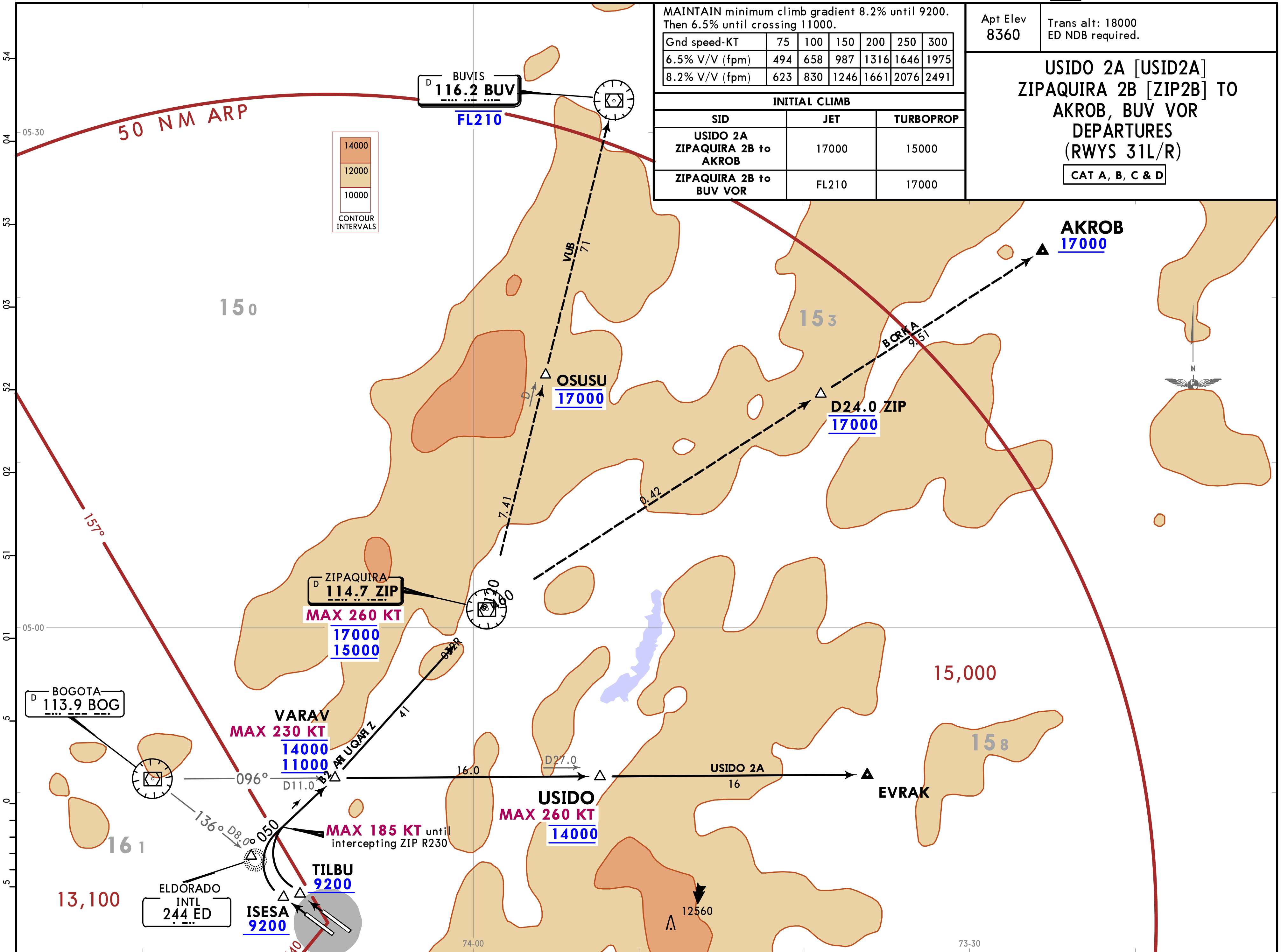
CAT A, B, C & D

MAINTAIN minimum climb gradient 8.2% until 9200. Then 6.5% until crossing 11000.

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 2A ZIPAQUIRA 2B to AKROB	17000	15000
ZIPAQUIRA 2B to BUV VOR	FL210	17000


BUVIS
D 116.2 BUV
FL210
50 NM ARP
14000
12000
10000
CONTOUR INTERVALS
VUB 71
OSUSU
17000
7.41
AKROB
17000
BORKA 9.51
D24.0 ZIP
17000
0.42
ZIPAQUIRA
D 114.7 ZIP
MAX 260 KT
17000
15000
032R
41
AR UQAR Z
VARAV
MAX 230 KT
14000
11000
BOGOTA
D 113.9 BOG
096°
D11.0
136°
D8.0
050
MAX 185 KT until intercepting ZIP R230
ELDORADO INTL
244 ED
TILBU
9200
ISESA
9200
16.0
D27.0
USIDO 2A
16
EVRAK
USIDO
MAX 260 KT
14000
15,000
12560
13,100
157°
140°
05-30
05-00
74-00
73-30

USIDO 1B TO EVRAK, OSOVO RNAV (GNSS) DEPARTURE [USID1B] (RWYS 13L/R)

CAT A, B & C

Apt Elev 8360

Trans alt: 18000
1. RNAV 1.
2. GNSS required.

MAINTAIN minimum climb gradient 5.5% until GUXUN.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

15,000
50 NM MSA ARP

CONTOUR INTERVALS: 14000, 12000, 10000

EVRAK 15000

OSOVO 16000

USIDO
MAX 260 KT
15000
14000

GUXUN
MAX 260 KT
12500

VURTI
MAX 180 KT
10700

BO446

BO442

8900

13,100

098°
148°
097°
061°
119°
134°
157°
OSOVO 13
EVRAK 16
12560
10
9.6

USIDO 1C TO EVRAK, OSOVO RNAV (GNSS) DEPARTURE [USID1C] (RWYS 31L/R)

CAT A, B & C

Apt Elev 8360

Trans alt: 18000
1. RNAV 1.
2. GNSS required.

MAINTAIN minimum climb gradient 4.7% until VARAV.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

CONTOUR INTERVALS: 14000, 12000, 10000

15,000
50 NM MSA ARP

EVRAK 15000

OSOVO 16000

USIDO 14000

VARAV
MAX 200 KT
14000
11000

BO5Ø2
MAX 180 KT
9770

BO5Ø1

BO5Ø6

BO5Ø8
MAX 180 KT
9700

097°
098°
148°
157°
329°
314°
050°

12560

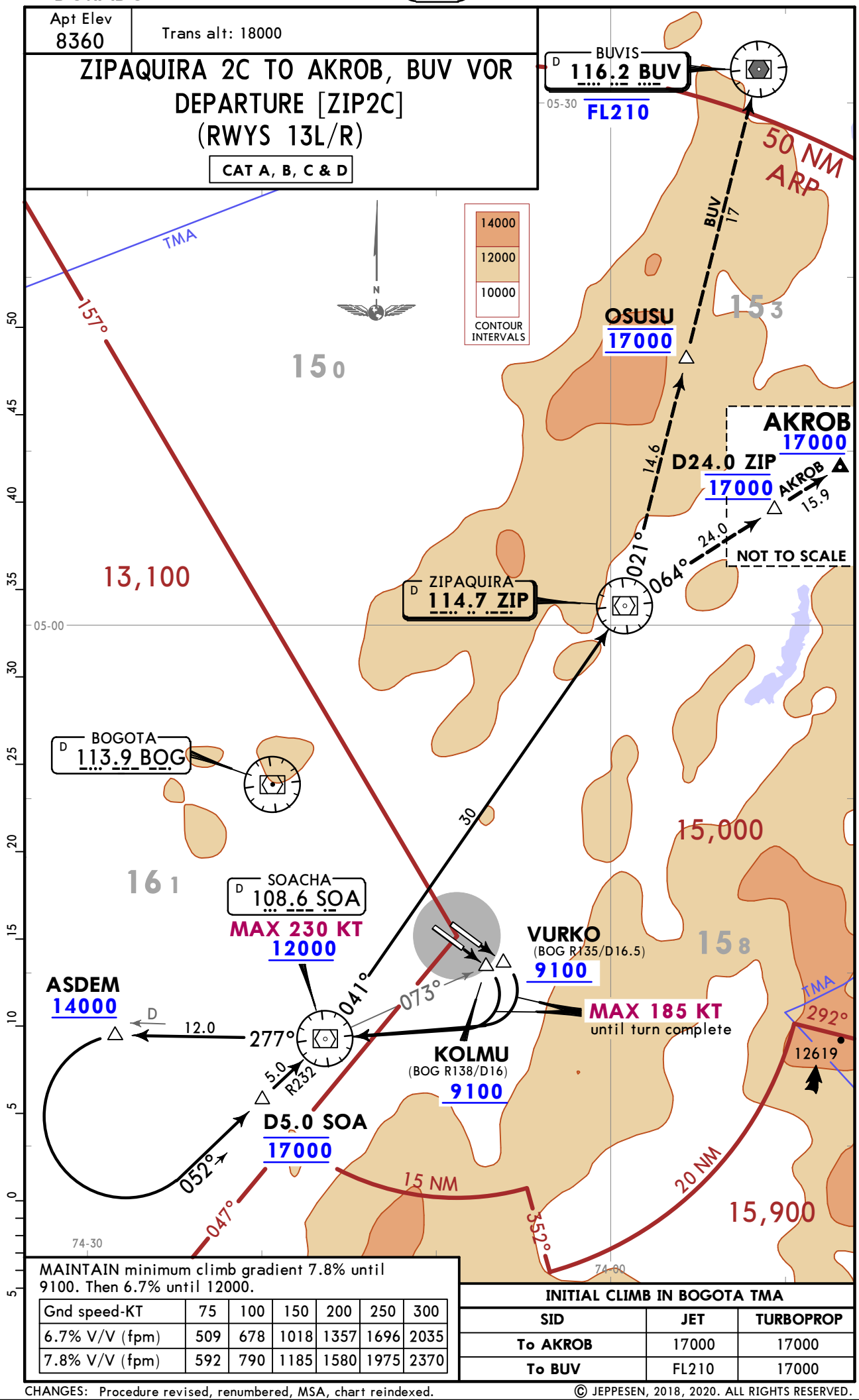
13,100

Apt Elev 8360

Trans alt: 18000

ZIPAQUIRA 2C TO AKROB, BUV VOR DEPARTURE [ZIP2C] (RWYS 13L/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 revised, renumbered, MSA, chart reindexed.

NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 13 L/R

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

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

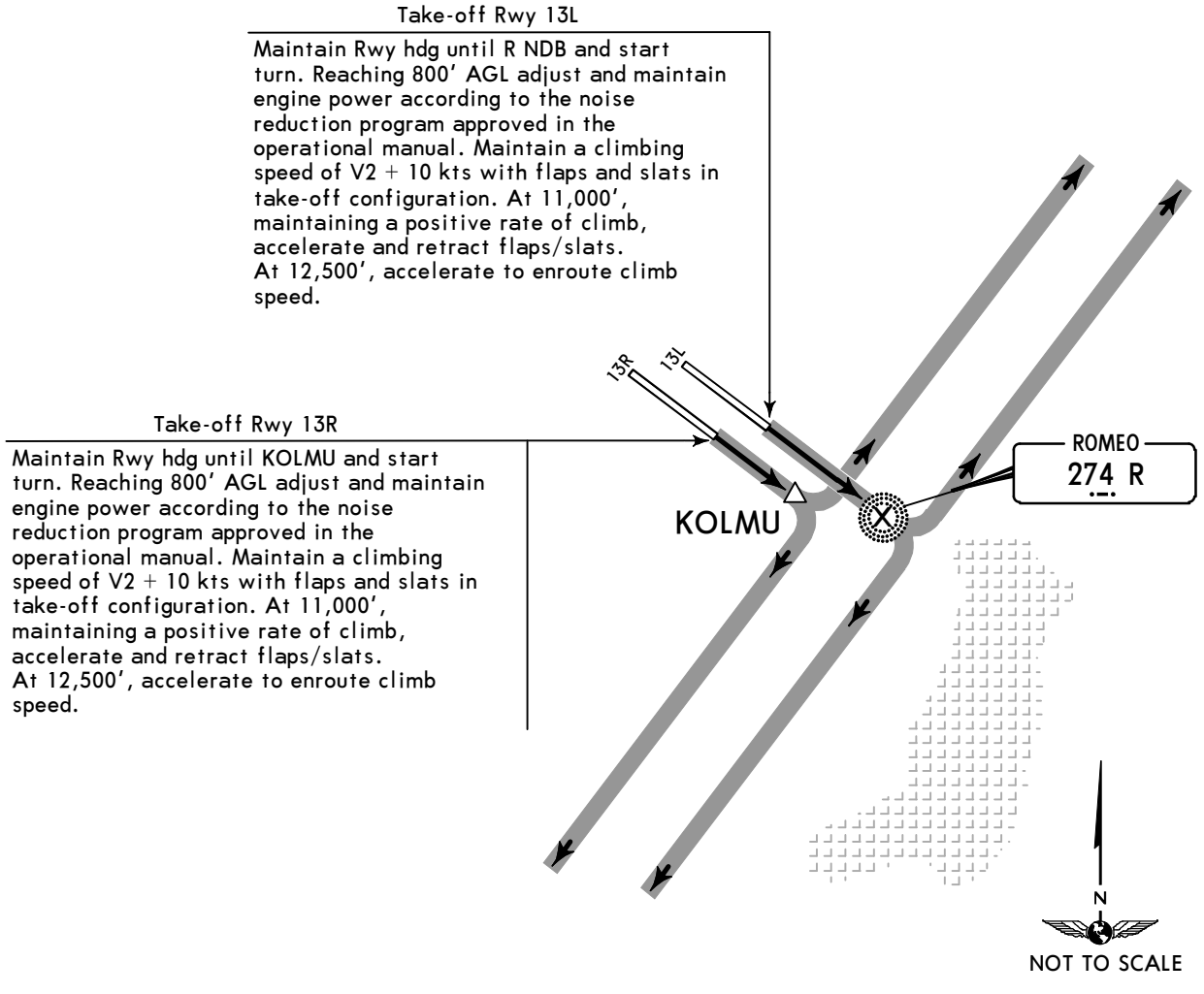
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

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

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

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

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



CHANGES: Procedure.

SKBO/BOG

JEPPESEN

27 MAR 15 (10-4A)

BOGOTA, COLOMBIA

ELDORADO INTL

NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 31 L/R

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

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

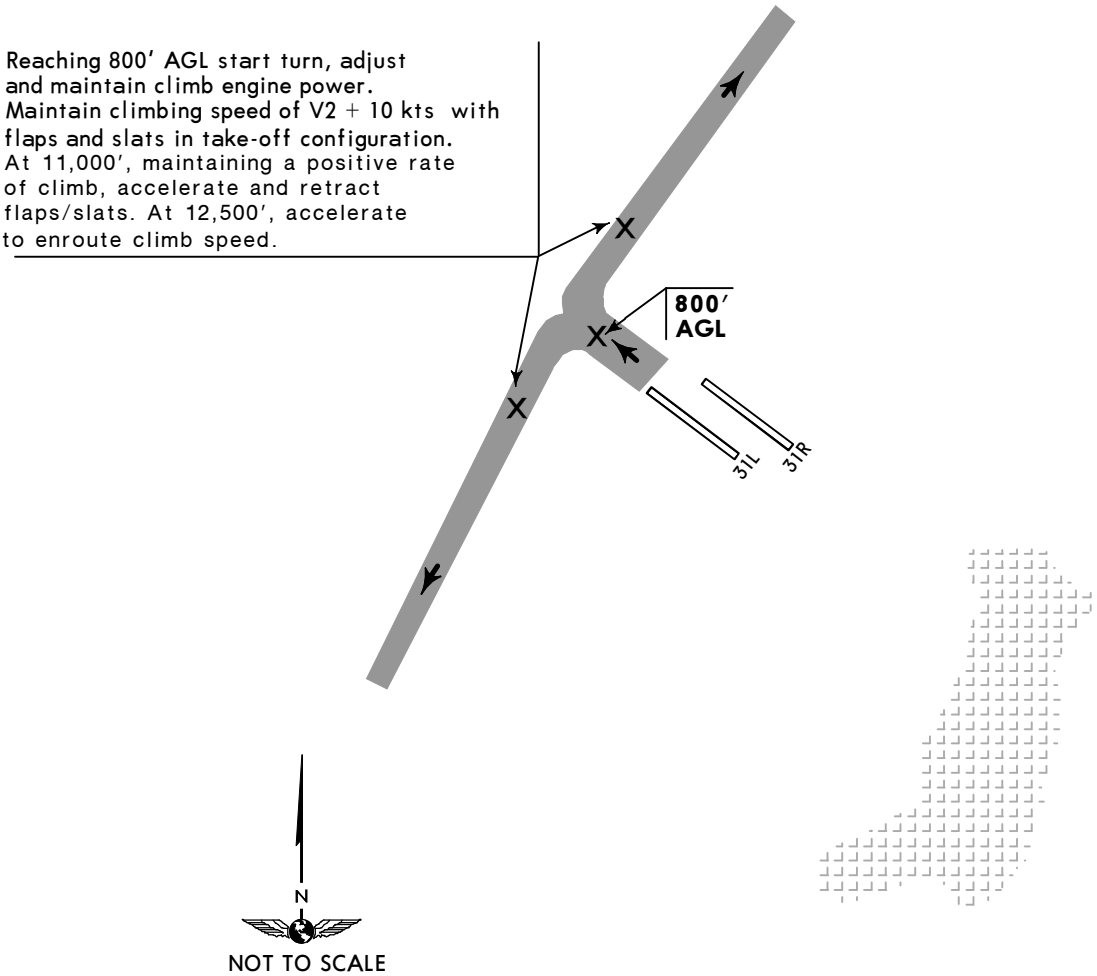
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

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

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

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

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



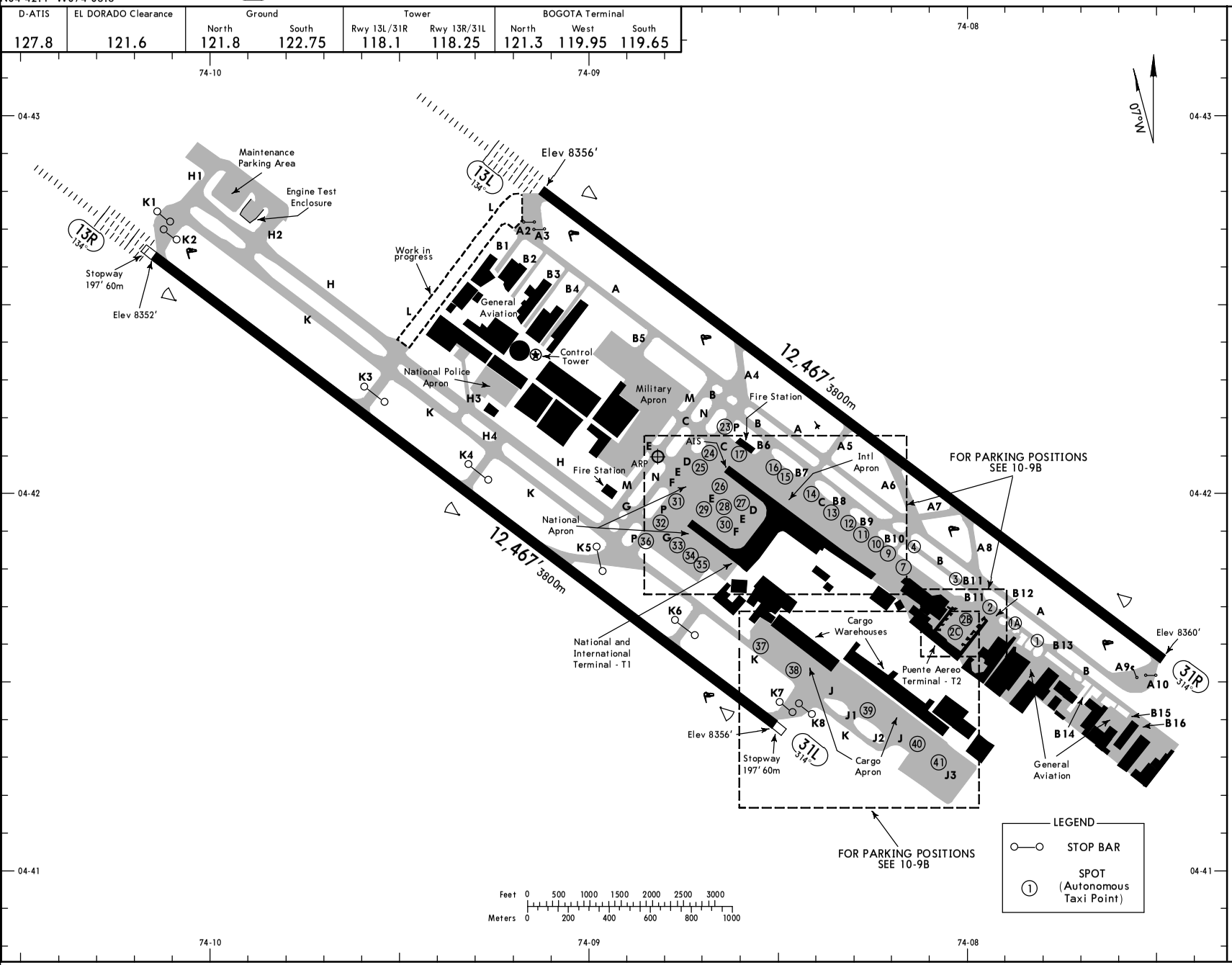
CHANGES: None.

SKBO/BOG
Apt Elev **8360′**
N04 42.1 W074 08.8

JEPPESEN
18 SEP 20 (10-9)

BOGOTA, COLOMBIA
EL DORADO INTL

D-ATIS	EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
		North	South	Rwy 13L/31R	Rwy 13R/31L	North	West	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 of118′ (36m) or less (Cat C or less).

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.

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

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

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

For AIRPORT BRIEFING refer to 10-1P pages.

CHANGES: None.

GENERAL

CAUTION: Birds in vicinity of airport.
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
13L ❶ 31R	HIRL ALSF-I TDZ PAPI (angle 3.0°) RVR HIRL TDZ PAPI (angle 3.0°)		11,430′ 3484m	❷	148′ 45m

❶ Between 1100 and 0459 without restriction.
Between 0500-1059 for landing Rwy 13L and take-off Rwy 31R.

❷ TAKE-OFF RUN AVAILABLE

RWY 13L:		RWY 31R:	
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)

13R ❸ 31L	HIRL CL REIL ALSF-II TDZ PAPI-L (angle 3.0°) RVR HIRL CL TDZ PAPI-L (angle 3.0°) RVR		11,490′ 3502m	❹	148′ 45m

❸ Between 1100 and 0300 without restriction.
Between 0301-0459 for landing Rwy 13R.
Between 0500-1059 for landing Rwy 13R and take-off Rwy 31L.

❹ TAKE-OFF RUN AVAILABLE

RWY 13R:		RWY 31L:	
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

13R/31L

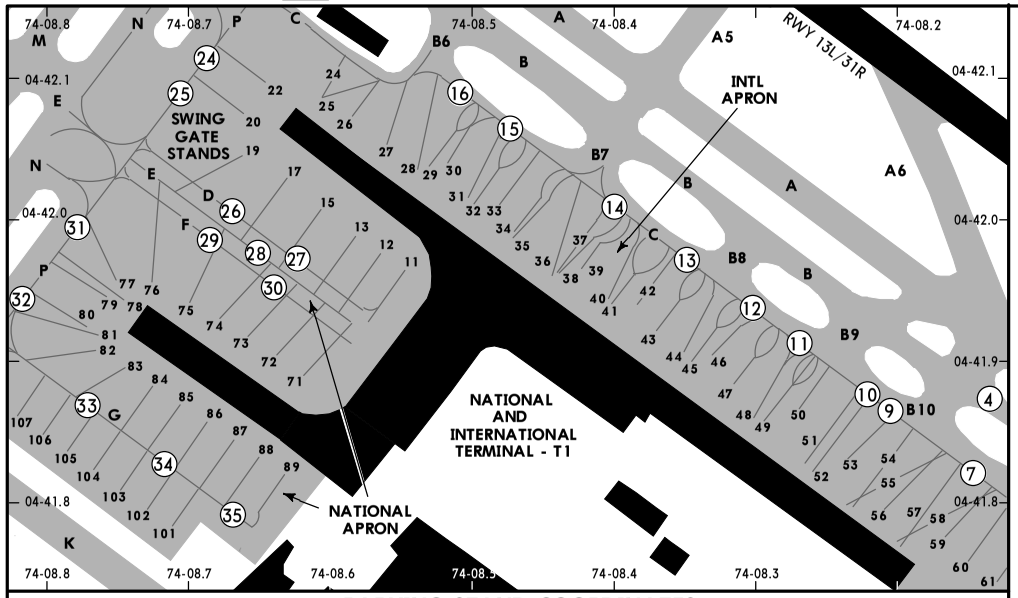
Special Permission Required						Standard		
2 Eng			3 & 4 Eng					
1 hr Take-off Altn Apt Filed (1 Eng inop)			2 hr Take-off Altn Apt Filed (1 Eng inop)					
With Stop Barrier or Rwy Protection Lights		HIRL & CL or RCLM	With Stop Barrier or Rwy Protection Lights		HIRL & CL or RCLM			
HIRL & CL & RCLM	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

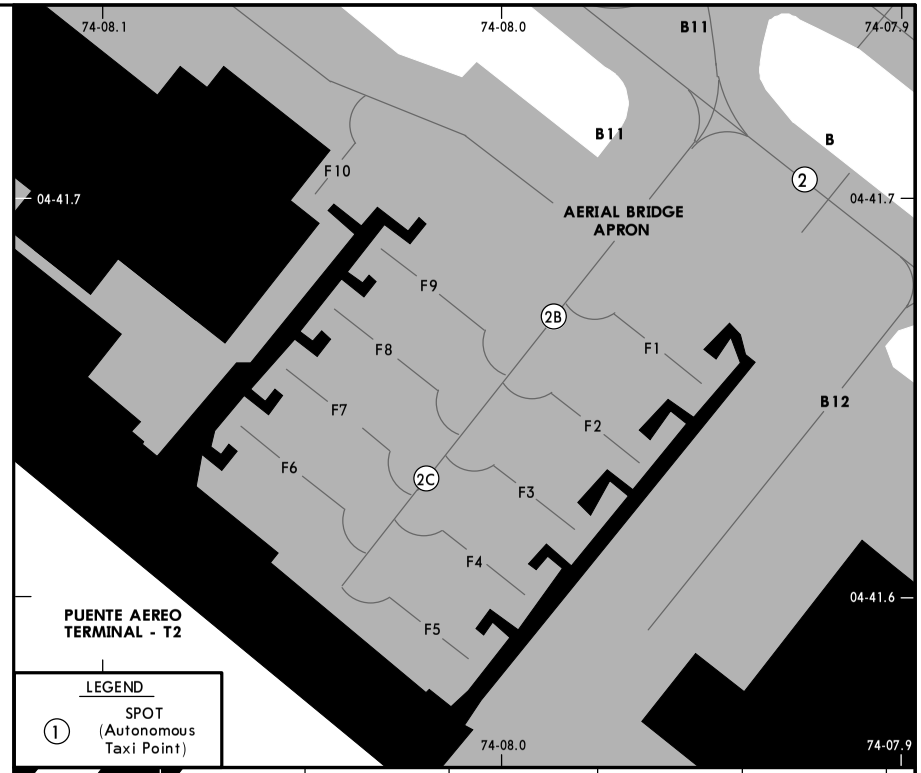
13L/31R

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

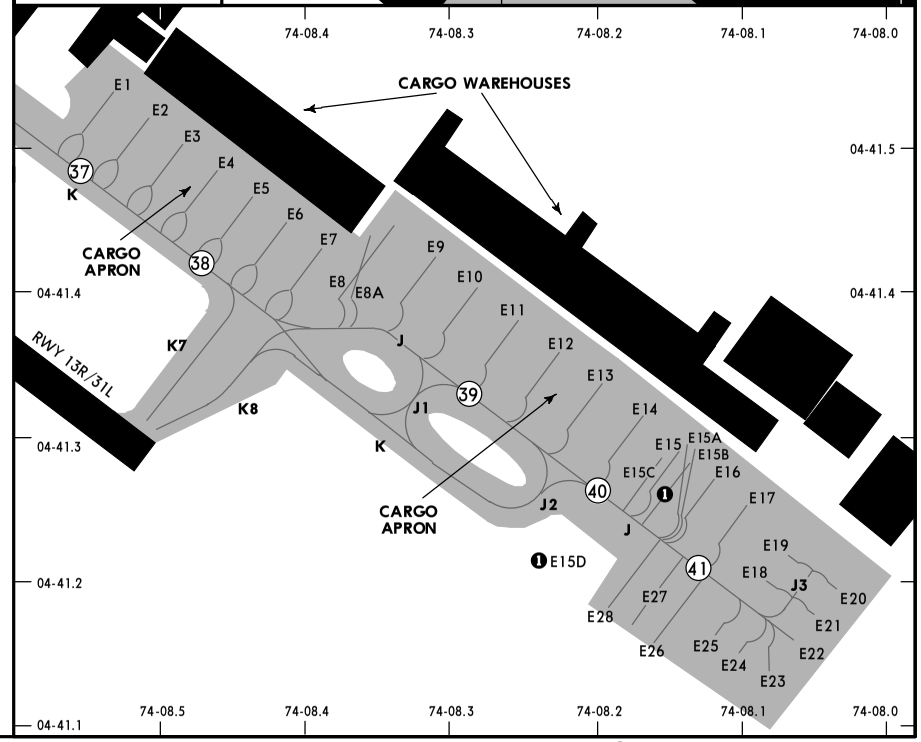
CHANGES: Declared distances.

BOGOTA, COLOMBIA
EL DORADO INTL





LEGEND
(1) SPOT (Autonomous Taxi Point)



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	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	N04 41.7 W074 08.5
E2 thru E4	N04 41.6 W074 08.5
E5, E6	N04 41.6 W074 08.4
E7, E8, E8A	N04 41.5 W074 08.4
E9, E10	N04 41.5 W074 08.3
E11	N04 41.4 W074 08.3
E12, E13	N04 41.4 W074 08.2
E14, E15, E15A	N04 41.4 W074 08.1
E15B	N04 41.3 W074 08.1
E15C, E15D, 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, ST1	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: 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 19, 22, 27, 78 are authorzed 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 positions E18 thru E25 must be towed from/to Twy J, lateral to parking position E17.
Aircraft exiting positions E18 thru E25 can only start engines on Twy J, lateral to parking position E17.
Aircraft exiting positions E14, E15, E15A, E15B, E16, E17 can only start engines when they are on Twy J lateral to parking position E14.
A340-600 aircraft using the International Dock, must tow onto Twy B, to start their taxiing.

CHANGES: Parking note, autonomous taxi point 17 closed.

AIRCRAFT PUSHBACK PROCEDURES/RESTRICTIONS

T1 TERMINAL

Aircraft Stands	SPOT	Pushback Procedures/Restrictions
55, 56, 57, 58, 59, 60, 61	7 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 7 (facing west). RESTRICTION: Aircraft A340-600 that use positions 55 or 58, must be towed on Taxiway B, to start taxiing.
53, 54	9	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 9 (facing east). RESTRICTION: SPOT 9 enabled for starting Category C aircraft engines or lower.
	7 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 7 (facing west).
51, 52	10 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 10 (facing west). RESTRICTION: Aircraft A340-600 that use position 52, must be towed on Taxiway B, to start taxiing.
48, 49, 50	11	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 11 (facing east). RESTRICTION: Aircraft A340-600 that use position 49, must be towed on Taxiway B, to start taxiing.
	10 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 10 (facing west).
45, 46, 47	12 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 12 (facing west). RESTRICTION: Aircraft A340-600 that use positions 45 or 46, must be towed on Taxiway B, to start taxiing.
42, 43, 44	13	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 13 (facing east).
	12 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 12 (facing west).
37, 38, 39, 40, 41	14 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 14 (facing west). RESTRICTION: Aircraft A340-600 that use positions 37 or 41, must be towed on Taxiway B, to start taxiing.
36	15	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 15 (facing east).
	14 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 14 (facing west).
34, 35	14 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 14 (facing west).
31, 32, 33	15	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 15 (facing east). RESTRICTION: Aircraft A340-600 that use position 32, must be towed on Taxiway B, to start taxiing.
	16 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 16 (facing west).
30	15	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 15 (facing east).
	16 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 16 (facing west).
25, 26, 27, 28, 29	16 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 16 (facing west). RESTRICTION: Aircraft A340-600 that use position 29, must be towed on Taxiway B, to start taxiing.
24	17	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 17 (facing west). RESTRICTION: SPOT 17 enabled for starting Category C aircraft engines or lower.
22	24	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 24 (facing north).
	25 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 25 (facing south).
20	25 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 25 (facing south).
19	25	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 25 (facing south).
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION: When SPOT 28 is in use, the operation of SPOTs 26, 27, 29 and 30 is suspended.

CHANGES: New chart.

AIRCRAFT PUSHBACK PROCEDURES/RESTRICTIONS (CONTD)

T1 TERMINAL (contd)

Aircraft Stands	SPOT	Pushback Procedures/Restrictions
15, 17	26	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 26 (facing west). RESTRICTION 1: SPOT 26 enabled for starting Category C aircraft engines or lower. RESTRICTION 2: Parking position 19 disabled when SPOT 26 is in use.
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION 1: SPOT 28 enabled for starting Category D or E aircraft engines. RESTRICTION 2: When SPOT 28 is in use, the operation of SPOTS 26, 27, 29 and 30 is suspended.
12, 13	27	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 27 (facing west). RESTRICTION: SPOT 27 enabled for starting Category C aircraft engines or lower.
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION: When SPOT 28 is in use, the operation of SPOTs 26, 27, 29 and 30 is suspended.
11	27	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 27 (facing west). RESTRICTION: SPOT 27 enabled for starting Category C aircraft engines or lower.
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION: When SPOT 28 is in use, the operation of SPOTs 26, 27, 29 and 30 is suspended.
	25 (Usable in LVP)	Aircraft with inoperative APUs located in position 11 must tow out along the taxi line until the nose landing gear of the aircraft reaches SPOT 25 (facing south).
71	30	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 30 (facing west). RESTRICTION: SPOT 30 enabled for starting Category C aircraft engines or lower.
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION: When SPOT 28 is in use, the operation of SPOTs 26, 27, 29 and 30 is suspended.
	31	Aircraft with inoperative APUs located in position 31 must tow out along the taxi line until the nose landing gear of the aircraft reaches SPOT 31 (facing south). RESTRICTION: Parking positions 77, 78 and 79 disabled when SPOT 31 is in use.
72, 73	30	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 30 (facing west). RESTRICTION: SPOT 30 enabled for starting Category C aircraft engines or lower.
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION: When SPOT 28 is in use, the operation of SPOTs 26, 27, 29 and 30 is suspended.
74, 75	29	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 29 (facing west). RESTRICTION: SPOT 29 enabled for starting Category C aircraft engines or lower.
	28 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 28 (facing west). RESTRICTION 1: SPOT 28 enabled for starting Category D or E aircraft engines. RESTRICTION 2: When SPOT 28 is in use, the operation of SPOTs 26, 27, 29 and 30 is suspended.
76, 77, 78, 79	31 (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 31 (facing north). RESTRICTION: Parking positions 77, 78 and 79 disabled when SPOT 31 is in use.
80, 81	32	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 32 (facing south). RESTRICTION: Parking positions 78, 79, 80, and 81 disabled when SPOT 32 is in use.

CHANGES: New chart.

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 (facing 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 (facing west). RESTRICTION 1: SPOT 34 enabled for starting CAT C acft engines or lower. RESTRICTION 2: Parking positions 86, 87, 88, 89, 101, 102 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 (facing west). RESTRICTION: SPOT 35 enabled for starting CAT C acft engines or lower.
102, 103, 104	34	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 34 (facing west). RESTRICTION 1: SPOT 34 enabled for starting CAT C acft engines or lower. RESTRICTION 2: Parking positions 86, 87, 88, 89, 101, 102 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 (facing west). RESTRICTION: SPOT 33 enabled for starting CAT C acft engines or lower.

CARGO TERMINAL

E1, E2, E3	37	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 37.
E4, E5, E6, E7, E8, E8A	38	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 38.
E9, E10, E11, E12	39	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 39 (facing west).
E13, E14, E15 E15A, E15B, E15C, E15D, E16, E17	40	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 40 (facing west). RESTRICTION: When SPOT 40 in use, operation of SPOT 41 is suspended.
E18, E19, E20, E21, E22, E23, E24, E25, E26, E27, E28	41	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 41 (facing west). RESTRICTION: SPOT 41 enabled to start type B-727 aircraft engines only. RESTRICTION: When SPOT 40 in use, operation of SPOT 41 is suspended.

Note: B727-100/200 and 737-100/200 aircraft that are stationed between positions E1, E2, E3, E4, E5, E6, E7, E8, E9, E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E20, E21, E22, E23, E24 and E25, can only start engines on SPOT 38 or 39.

T2 TERMINAL

F1, F2	2B (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 2B (facing north). RESTRICTION: Parking positions F1 to F9 disabled when SPOT 2B in use.
F3	2C	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 2C (facing north). RESTRICTION 1: SPOT 2C enabled for starting aircraft engines with a fuselage length of maximum 98′(30m). RESTRICTION 2: Parking positions F3, F4, F5, F6 and F7 disabled when SPOT 2C is in use.
F4	2C	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 2C (facing north). RESTRICTION 1: SPOT 2C enabled for starting aircraft engines with a fuselage length of maximum 98′(30m). RESTRICTION 2: Parking positions F3, F4, F5, F6 and F7 disabled when SPOT 2C is in use.
	2	Acft with inoperative APUs located in position F7 must tow out along the taxi line until the acft nose landing gear reaches SPOT 2 (facing west).
F5, F6	2	Towed push back with the nose to the south following Twy B11, until the nose landing gear of the acft reaches SPOT 2 (facing west) or SPOT 3 (facing east).
	3	
F7	2C	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 2C (facing north). RESTRICTION 1: SPOT 2C enabled for starting aircraft engines with a fuselage length of maximum 98′(30m). RESTRICTION 2: Parking positions F3, F4, F5, F6 and F7 disabled when SPOT 2C is in use.
	3	Acft with inoperative APUs located in position F7 must tow out along the taxi line until the acft nose landing gear reaches SPOT 3 (facing east).
F8, F9, F10	2B (Usable in LVP)	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 2B (facing north). RESTRICTION: Parking positions F1 to F9 disabled when SPOT 2B in use.
ST1	7	Towed push back following taxilane until the nose landing gear of the aircraft reaches SPOT 7 (facing west).

CHANGES: New chart.

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 13R is equipped with ILS and is approved for CAT III and LVTO (Low Visibility Take-Off) Level I, II, and III operations.
b. Runway 31L is approved for LVTO Level I, II, and III operations.
c. Runway 13L is equipped with ILS and is approved for CAT III and LVTO Level I, II, and III operations.
d. Runway 31R 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 13R/31L, stop bars on Taxiways A2, A3, A9, and A10 of Runway 13L/31R, and runway protection lights on 13R/31L and 13L/31R. 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 13R/31L and 13L/31R are lighted with taxiway centerline exit green lights.

2. AERODROME OPERATING MINIMA

a. Landings
- ILS CAT II: DA(H) 8540′ (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 13R 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 13R/13L 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 13R 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. ATFM MEASURES

All the following Air Traffic Management measures will be taken by the FMU Colombia, taking into account the current regulations.

a. Confirmed Preliminary Warning (RVR 1000 meters to 550 meters): Fifteen (15) or fewer arrivals / Fifteen (15) or fewer departures (per hour) on each of the runways used. If there is a simultaneous arrival and departure operation.
b. Implementation (RVR less than 550 meters):
   -Eight (8) arrivals / eight (8) departures (per hour). If there is only one runway in operation for arrivals and departures.
   -Twenty (20) arrivals (Runway 13L) / Twenty (20) departures (Runway 13R) per hour in segregated operation.

LOW VISIBILITY PROCEDURES (cont.)

6. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP)

6.1 MOVEMENT OF VEHICLES

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

a. 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.

b. The maximum movement speed of vehicles on the airport aprons shall be established by the Aerodrome Operating Plan.

c. The maximum movement speed of vehicles in the maneuvering area of the airport shall be 10 k/h.

d. The ground support vehicles shall only tow three (3) trolleys at a time;

e. 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.

6.1.1 Aircraft Towing Maneuvers

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

a. The transfer of aircraft, towed or by own means between different aprons will not be authorized; unless the maneuver is coordinated by the CCO OPAIN and the aircraft are escorted by two IP vehicles (one ahead and one behind the aircraft).

b. The transfer of aircraft by own means will be authorized and said maneuver will have priority over the towed transfer with accompaniment.

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.

6.1.2 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.

f. 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.

g. During taxi 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.

h. 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.

i. Except when they receive a different authorization from ATC, the aircraft that have been authorized to taxi to the threshold of 13R shall use the holding point K1 or A2 respectively.

j. 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.

k. 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.

l. The pilot-in-command shall notify when airborne.

m. 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.

LOW VISIBILITY PROCEDURES (cont.)

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

6.1.3 Maneuvers Associated with Arriving Aircraft

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

a. 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.

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

c. 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.

d. For CAT II approach operations only the operation of the RVR TDZ threshold 13R (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.

e. 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.

f. ATC will declare DETRESFA phase to an aircraft if: after 2 min having notified or crossed 4 NM TDZ of Runway 13R has not reported that it has landed or executing a missed approach procedure, nor does respond to the call of ATC units.

g. 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.

h. 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.

i. 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.

j. Except when they receive clearance from ATC, aircraft that have landed must exit:
   -Runway 13R through Taxiways K5 or K8.
   -Runway 13L through Taxiways A6 or A10.

k. Aircraft exiting Runway 13R via Taxiway KILO 5, shall continue taxiing on Taxiway NOVEMBER, stopping at the geographical location mark 1N.

l. Aircraft exiting Runway 13R 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 13L 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 13L 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. 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.

r. During taxiing the pilot-in-command will notify:
   - When on the assigned geographical position mark, where they shall wait for new authorization to continue said maneuver;
   - When leaving any of the position marks or taxiing intermediate holding points, at which previously it has been requested to stop taxiing.

LOW VISIBILITY PROCEDURES (cont.)

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

6.1.3 Maneuvers Associated with Arriving Aircraft (cont.)

s. 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.

t. 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.

u. 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.

6.1.4 Contingencies and Emergencies

6.1.4.1 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.

6.1.4.2 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.

6.1.4.3 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.

6.1.4.4 Emergency and Accident

When by any means is known that an emergency is in progress:

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.

JEPPESEN

SMGCS

SKBO/BOG
EL DORADO INTL

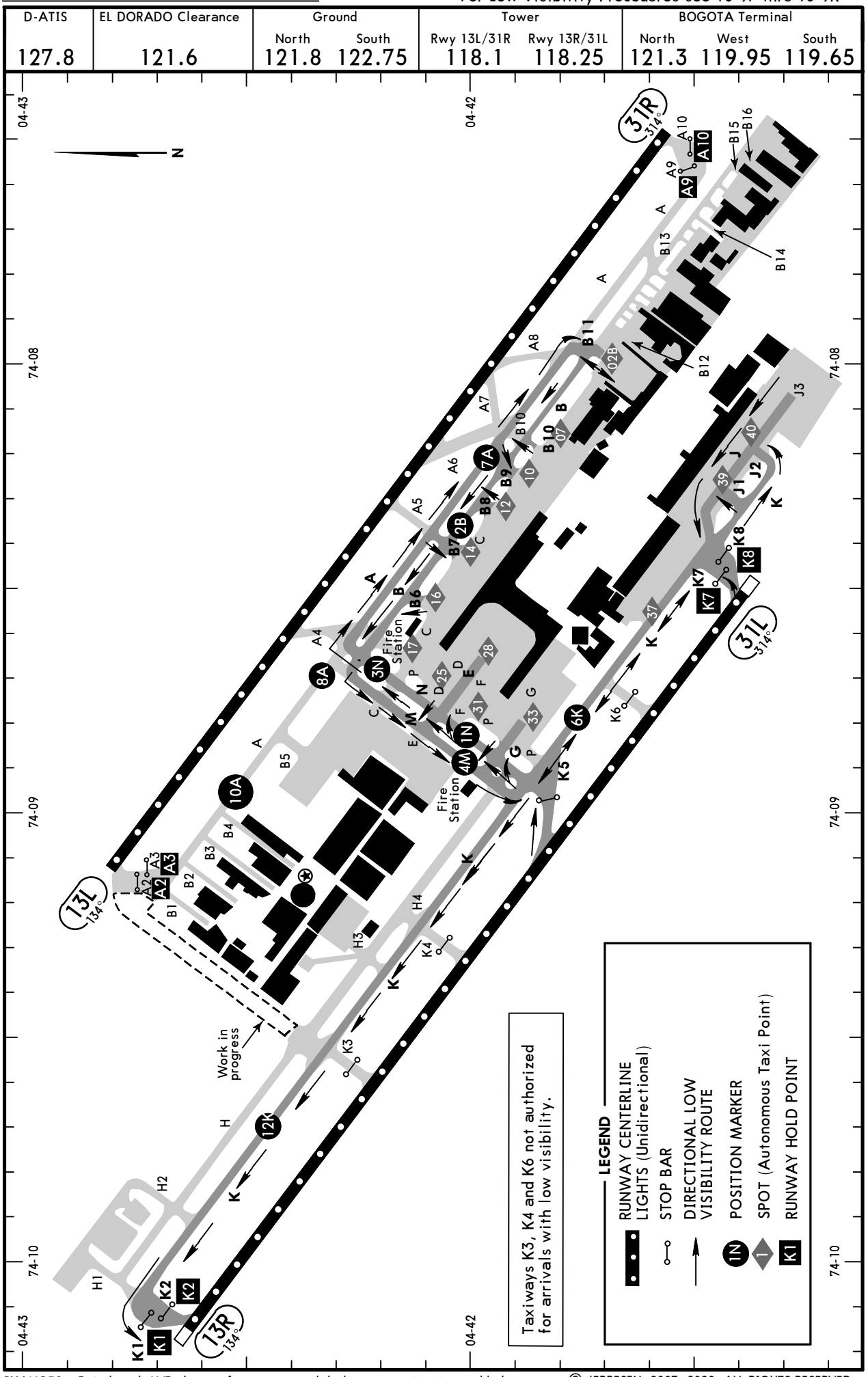
12 JUN 20 (10-9L)

BOGOTA, COLOMBIA
LOW VISIBILITY TAXI CHART
RUNWAY 13R

LESS THAN RVR 175m

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

D-ATIS	EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
		North	South	Rwy 13L/31R	Rwy 13R/31L	North	West	South
127.8	121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65



CHANGES: Reindexed, LVP chart reference note, labels, communications added.

JEPPESEN

12 JUN 20 (10-9M)

SMGCS

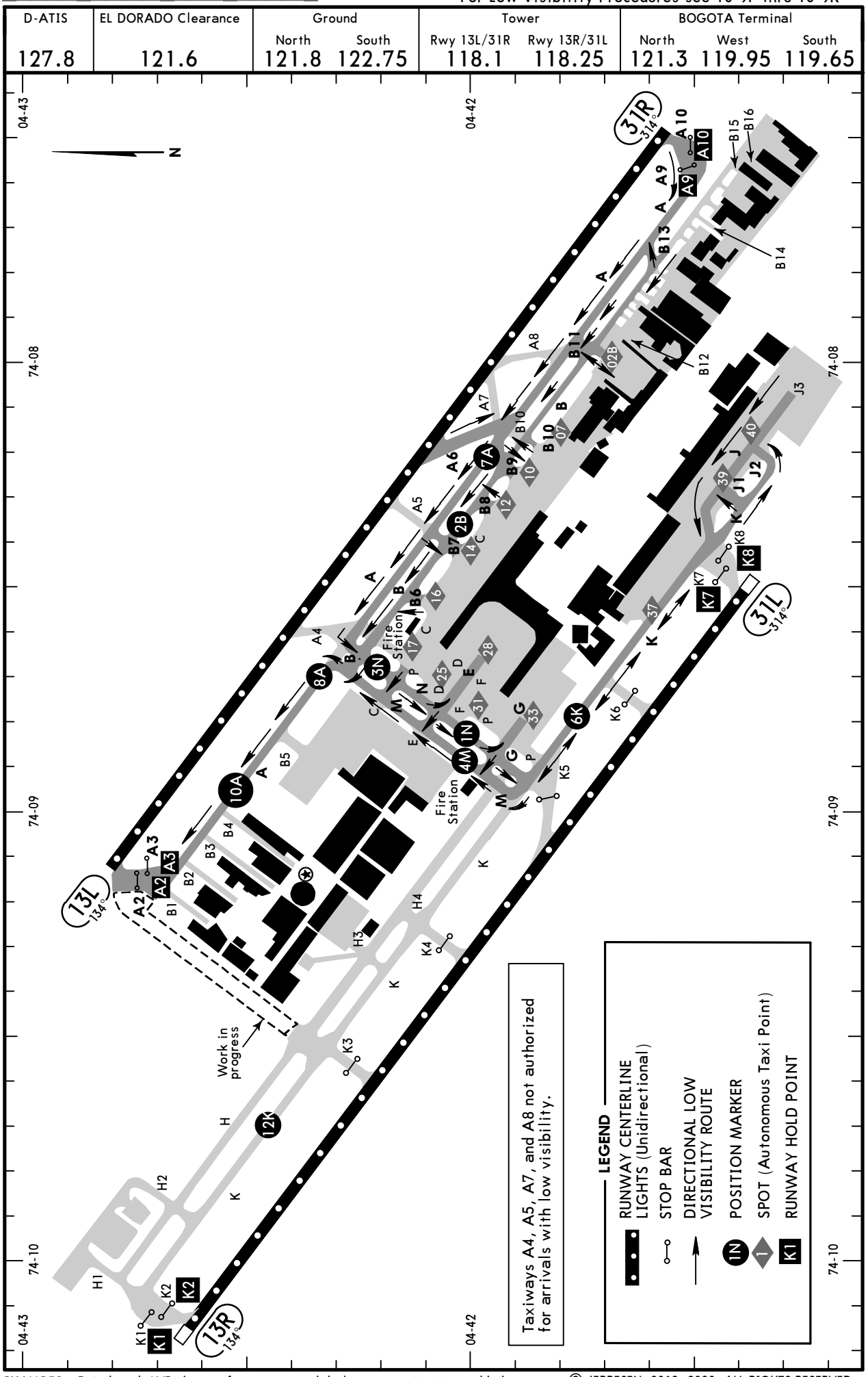
SKBO/BOG
EL DORADO INTL

BOGOTA, COLOMBIA
LOW VISIBILITY TAXI CHART
RUNWAY 13L

LESS THAN RVR 175m

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

D-ATIS	EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
		North	South	Rwy 13L/31R	Rwy 13R/31L	North	West	South
127.8	121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65



CHANGES: Reindexed, LVP chart reference note, labels, communications added.

JEPPESEN

SMGCS

SKBO/BOG
EL DORADO INTL

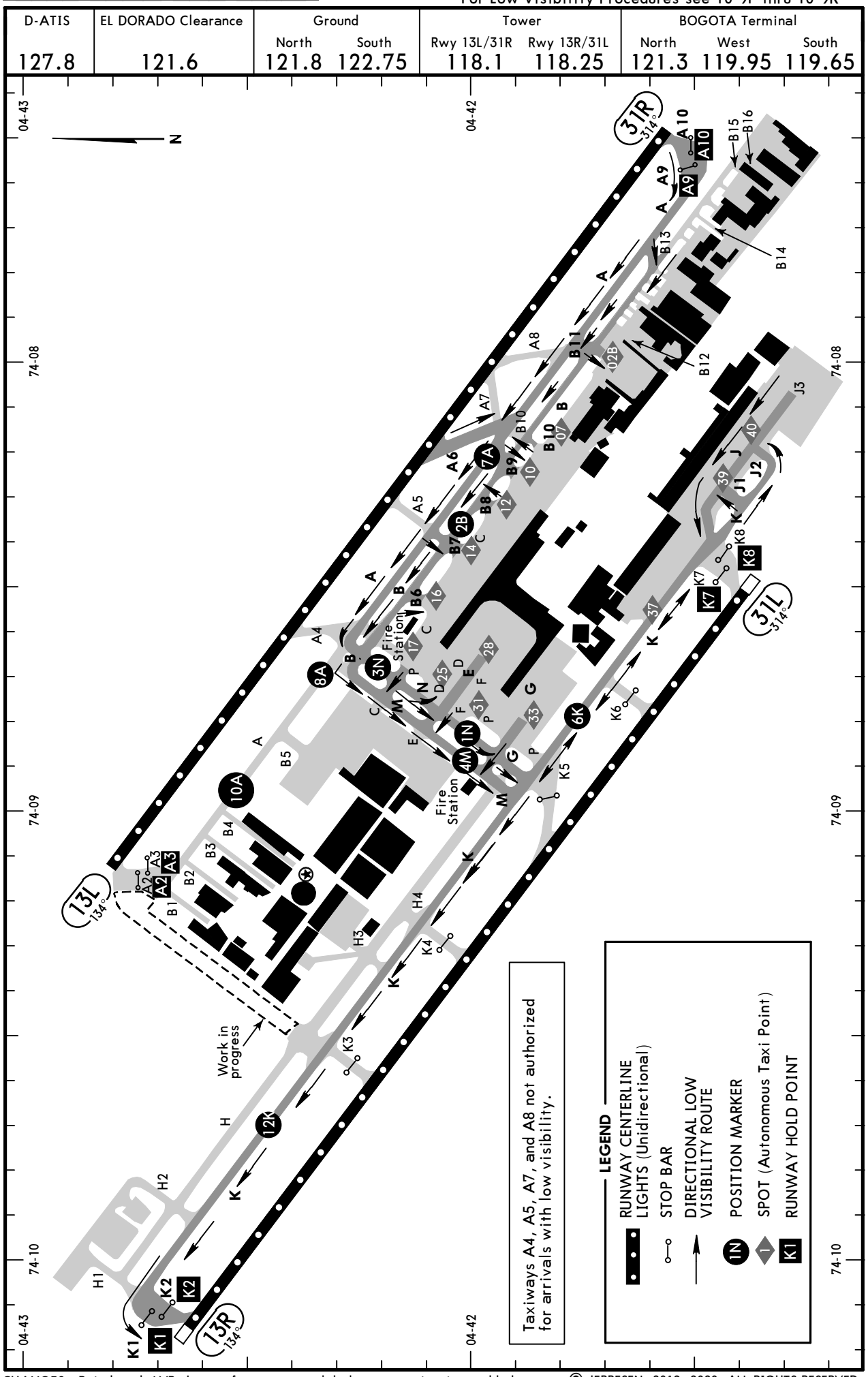
12 JUN 20 (10-9N)

BOGOTA, COLOMBIA
LOW VISIBILITY TAXI CHART
ARRIVAL Rwy 13L & DEPARTURE Rwy 13R

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

LESS THAN RVR 175m

D-ATIS	EL DORADO Clearance	Ground		Tower		BOGOTA Terminal		
		North	South	Rwy 13L/31R	Rwy 13R/31L	North	West	South
127.8	121.6	121.8	122.75	118.1	118.25	121.3	119.95	119.65



CHANGES: Reindexed, LVP chart reference note, labels, communications added.

SKBO/BOG
EL DORADO INTL

JEPPESEN 24 JAN 20 (11-1) Eff 30 Jan

MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA
ILS Z or LOC Z Rwy 13L

BRIEFING STRIP

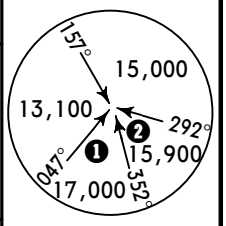
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	D7.9 BOG D5.1 IEDR	ILS DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8356′
111.3	134°	10000′ (1644′)		

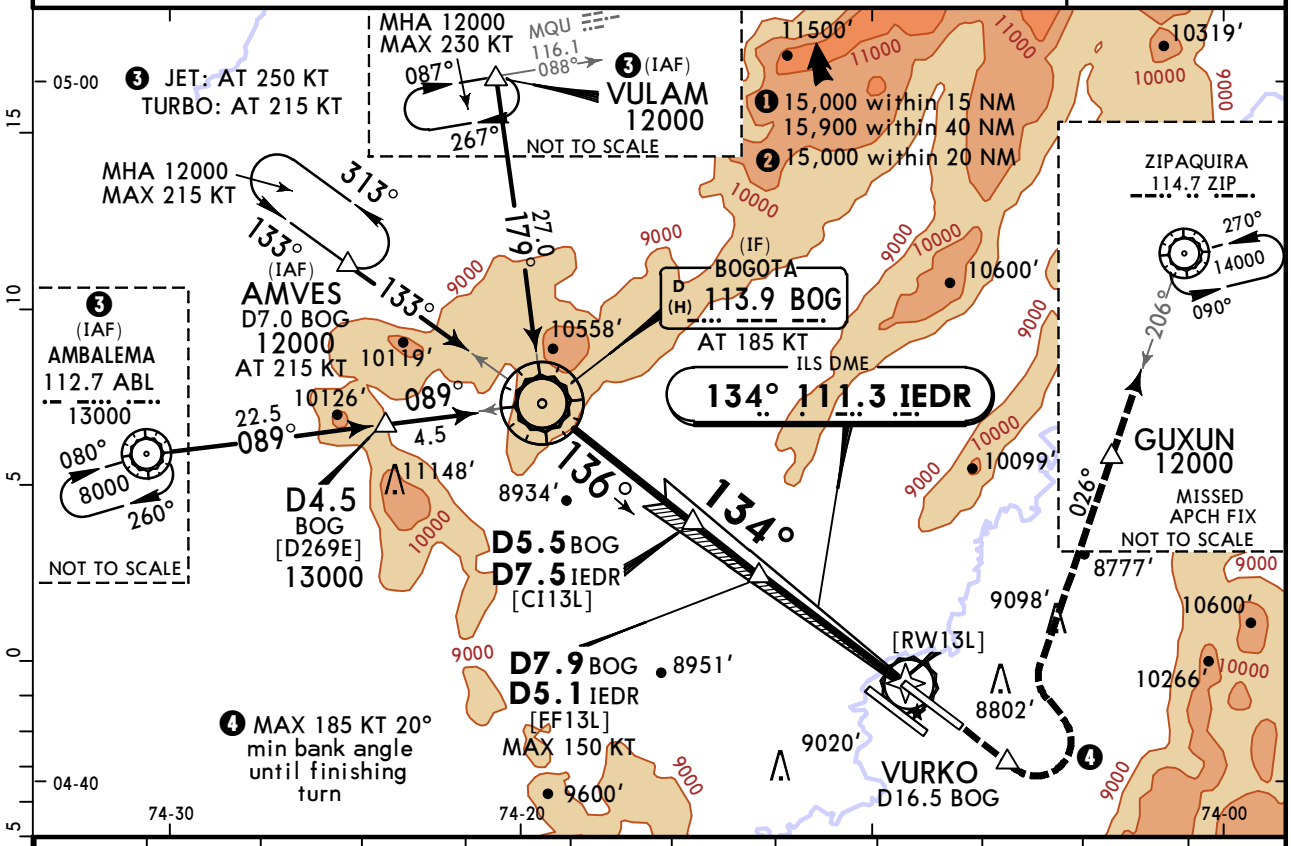
MISSED APCH: Climb on rwy heading to VURKO, turn LEFT (Max 185 KT until end of the turn, 20° min bank angle) to intercept ZIP VOR R-206 to ZIP VOR, cross GUXUN at 12000′ or above to ZIP VOR holding at 14000′. Missed apch climb gradient mim 4%.

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

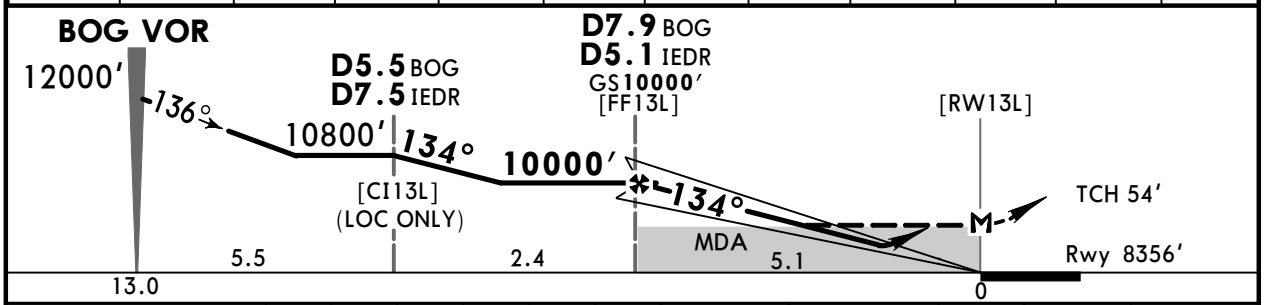
1. BOG VOR required. 2. BOG DME or IEDR DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



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	11590′	11272′	10954′	10636′	10318′	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 RW13L or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS PAPI PAPI on Rwy hdg VURKO

STRAIGHT-IN LANDING RWY 13L

ILS		LOC (GS out)	
CAT A,B: DA(H) 8556′ (200′)		MDA(H) 8920′ (564′)	
CAT C,D: DA(H) 8576′ (220′)			
FULL	HIALS out		HIALS out
RVR 550m VIS 800m	1200m	2000m	2700m
		2200m	2900m

PANS OPS A B C D

CHANGES: Comms, missed apch text, MSA, procedure, topography, profile.

SKBO/BOG
EL DORADO INTL

JEPPESEN 24 JAN 20 (11-2) Eff 30 Jan

BOGOTA, COLOMBIA
ILS Y or LOC Y Rwy 13L

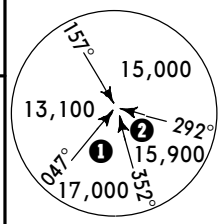
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IEDR	Final Apch Crs	BO613 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8356′
111.3	134°	13000′ (4644′)		

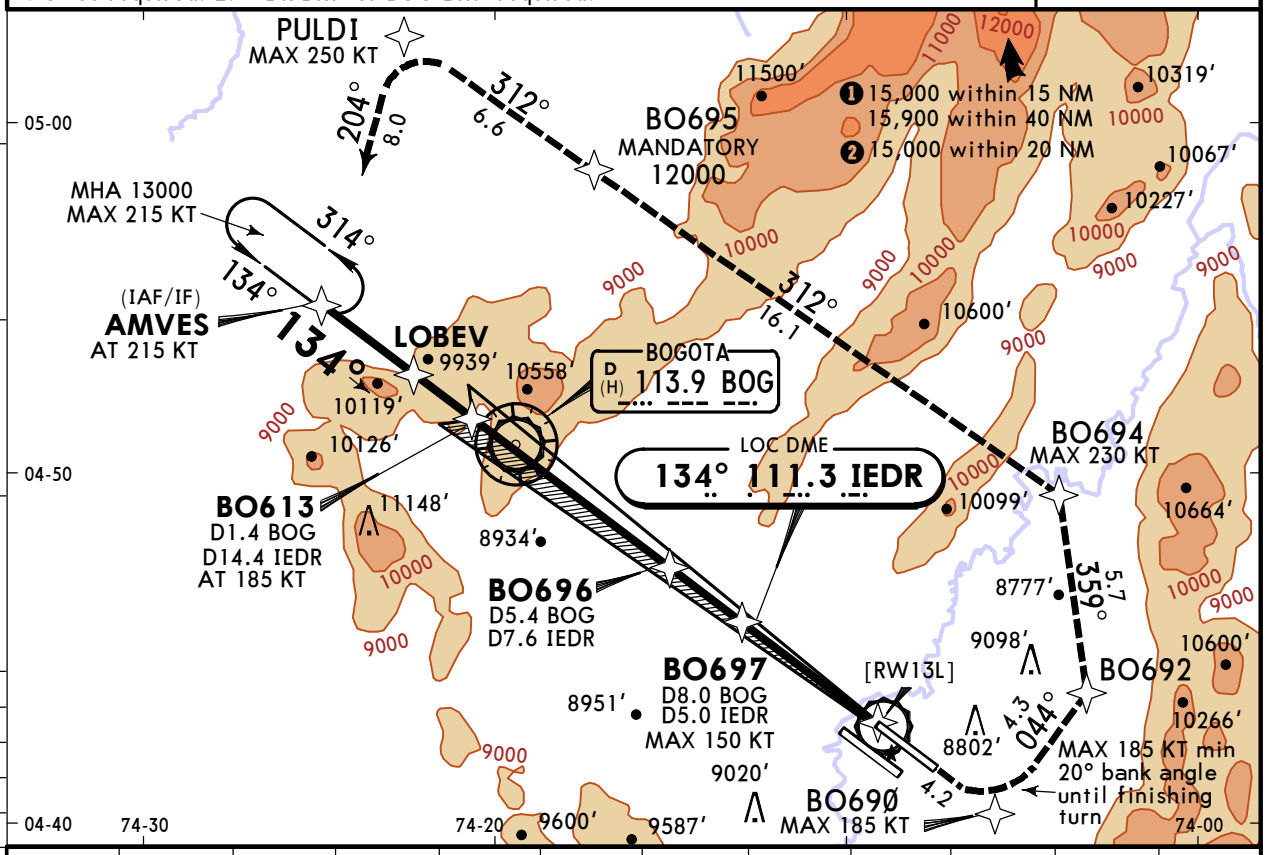
MISSED APCH: Climb to 12000′ on the RNAV (GNSS) missed approach track to AMVES via BO69Ø (MAX 185 KT until end of turn 20° min bank angle), turn LEFT to BO692, BO694, BO695, PULDI. Cross BO695 at 12000′, after BO695 climb to 13000′. At AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradients.

RNAV-1	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000′

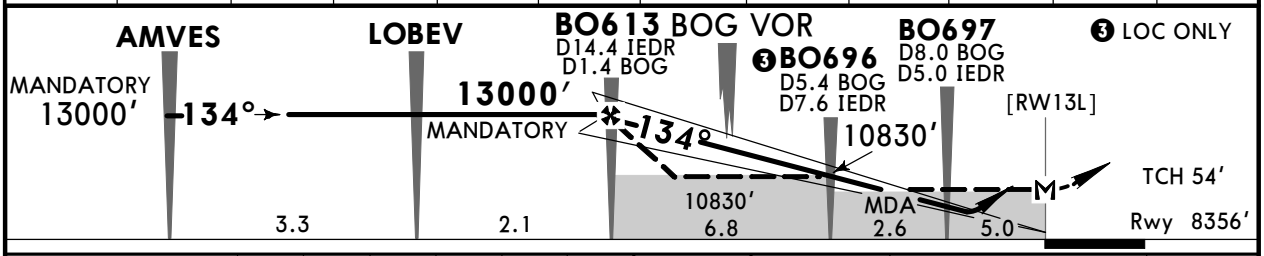
1. GNSS required. 2. IEDR DME or BOG DME required.



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	11590′	11272′	10954′	10636′	10318′	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 RW13L or FAF to MAP	14.4	12:21	9:36	8:38	7:12	6:10	5:24

HIALS PAPI PAPI

12000′ on

RNAV (GNSS) Missed Apch Track

BO69Ø

STRAIGHT-IN LANDING RWY 13L

	ILS				LOC (GS out)			
	Missed Apch climb gradient mim 4.0% CAT A,B: DA(H) 8556′ (200′) CAT C: DA(H) 8566′ (210′) CAT D: DA(H) 8576′ (220′)		Missed Apch climb gradient mim 3.0% CAT A,B: DA(H) 8726′ (370′) CAT C: DA(H) 8746′ (390′) CAT D: DA(H) 8816′ (460′)		Missed Apch climb gradient mim 2.5% CAT A,B: DA(H) 8906′ (550′) CAT C: DA(H) 8946′ (590′) CAT D: DA(H) 8966′ (610′)		Missed Apch climb gradient mim 3.0% CAT A,B: MDA(H) 8850′ (494′) CAT C: MDA(H) 8880′ (524′) CAT D: MDA(H) 8910′ (554′)		Missed Apch climb gradient mim 2.5% CAT A,B: MDA(H) 8940′ (584′) CAT C: MDA(H) 9110′ (754′) CAT D: MDA(H) 9140′ (784′)	
PANS OPS	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out		HIALS out		HIALS out
A	RVR 550m VIS 800m	1200m	1000m	1700m	1800m	2500m	1500m	2300m	1900m	2600m
B										
C			1100m	1800m	2000m	2700m	1600m	2400m	2700m	3500m
D			1400m	2100m	2100m	2800m	1800m	2500m	2900m	3600m

CHANGES: Comms, missed apch text, procedure, topography, profile.

SKBO/BOG
EL DORADO INTL

JEPPESEN 29 MAY 20 (11-2A)

MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA
ILS X Rwy 13L CAT II & III

BRIEFING STRIP

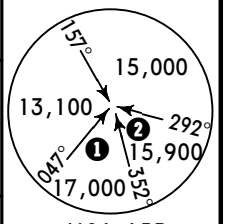
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

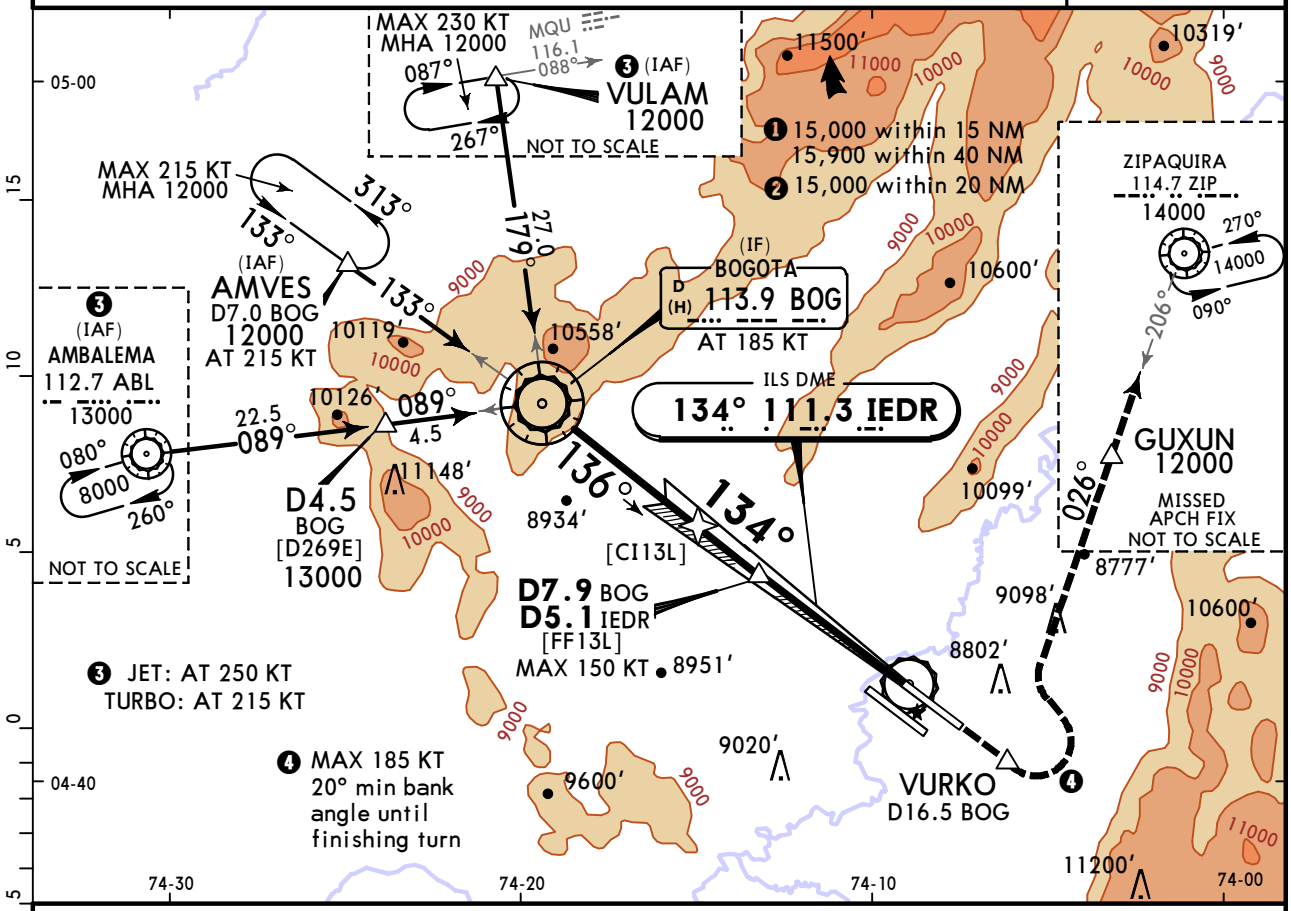
LOC IEDR	Final Apch Crs	D7.9 BOG D5.1 IEDR	CAT IIIB	CAT IIIA	CAT II ILS DA(H)	Apt Elev 8360′
111.3	134°	10000′ (1644′)	Refer to Minimums		Refer to Minimums	Rwy 8356′

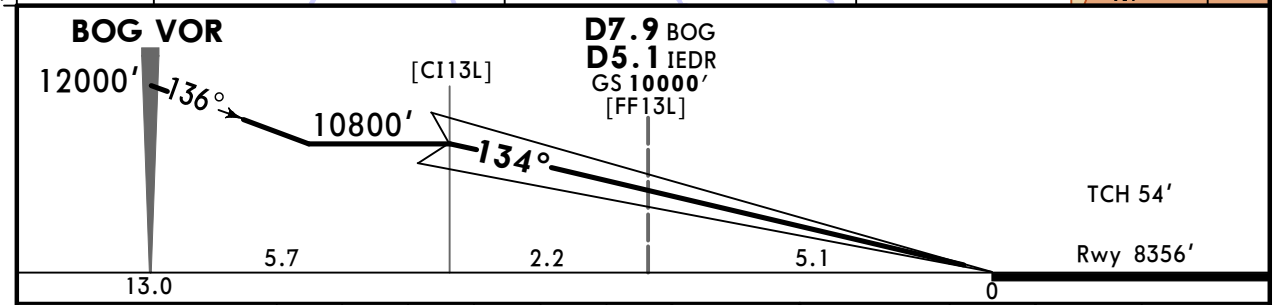
MISSED APCH: Climb on Rwy heading to VURKO, turn LEFT (Max 185 KT until end of the turn, 20° min bank angle) to intercept ZIP VOR R-206 to ZIP VOR, cross GUXUN at 12000′ or above to ZIP VOR holding at 14000′. Missed apch climb gradient mim 4%.

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

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







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 13L

1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS
		CAT A,B: RA 102′ DA(H) 8456′ (100′)
		CAT C,D: RA 144′ DA(H) 8496′ (140′)
RVR 75m	RVR 175m	2 RVR 350m 3 RVR 500m

1 Aircraft operating "fail passive" DA(H) 8406′ (50′).
2 2 RVR required, TDZ and MID or Roll Out. 3 Only TDZ RVR required.

CHANGES: Minimums.

ILS Z or LOC Z Rwy 13R

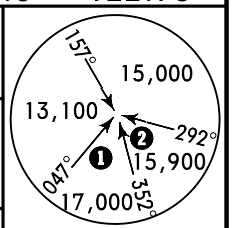
BRIEFING STRIP ™

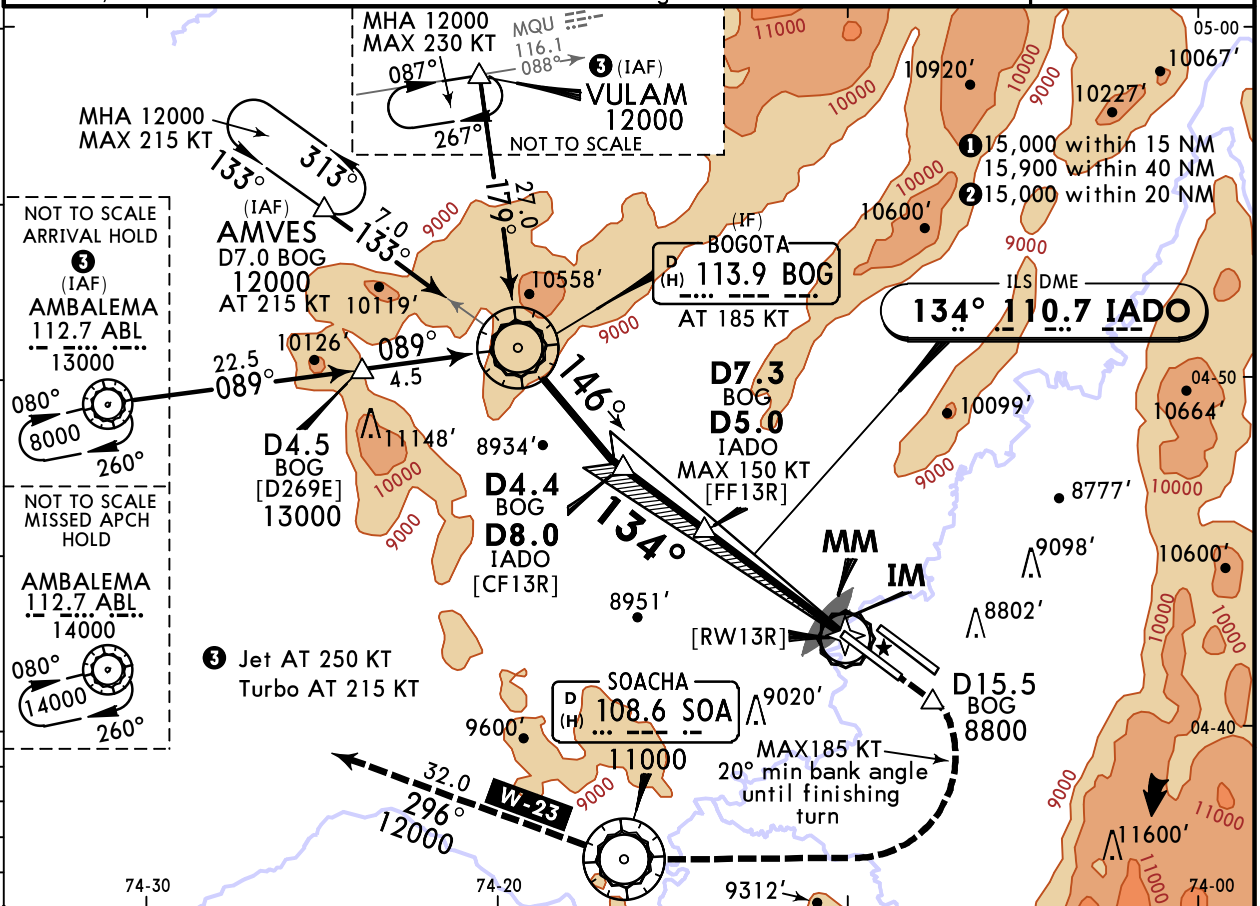
D-ATIS	BOGOTA Approach Arrivals	North	South	West	EL DORADO Tower North	South	Ground North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	D7.3 BOG D5.0 IADO	ILS DA(H)	Apt Elev 8360′ Rwy 8352′
110.7	134°	10000′(1648′)	8572′(220′)	

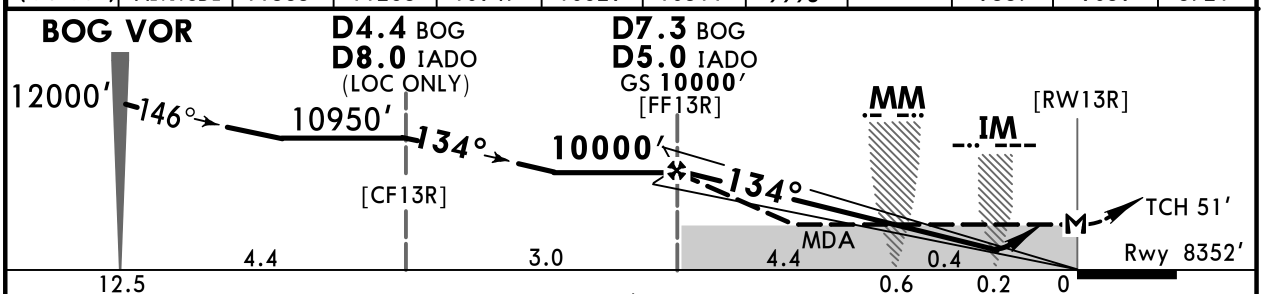
MISSED APCH: Climb on rwy heading until D15.5 BOG, then turn RIGHT to SOA VOR (Max 185 Kt until finishing turn), cross SOA VOR at 11000′ or above. Intercept W-23 to ABL VOR and hold at 14000′.
Missed approach requires a minimum climb gradient of 4.0%

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. BOG VOR required. 2. BOG DME or IADO DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.





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	11583′	11265′	10947′	10629′	10311′	9993′	9675′	9357′	9039′	8721′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at RW13R or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
REIL
PAPI

Rwy hdg on until D15.5 BOG

STRAIGHT-IN LANDING RWY 13R

	ILS DA(H) 8572′(220′)		LOC (GS out) MDA(H) 8920′(568′)	
	FULL	HIALS out		HIALS out
A	RVR 550m VIS 800m	1200m	2000m	2700m
B				
C			2200m	2900m
D				

PANS OPS

CHANGES: None.

SKBO/BOG
EL DORADO INTL

JEPPESEN

29 MAY 20 (11-3A)

MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA
ILS X Rwy 13R CAT II & III

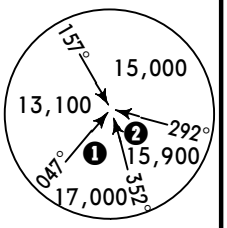
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

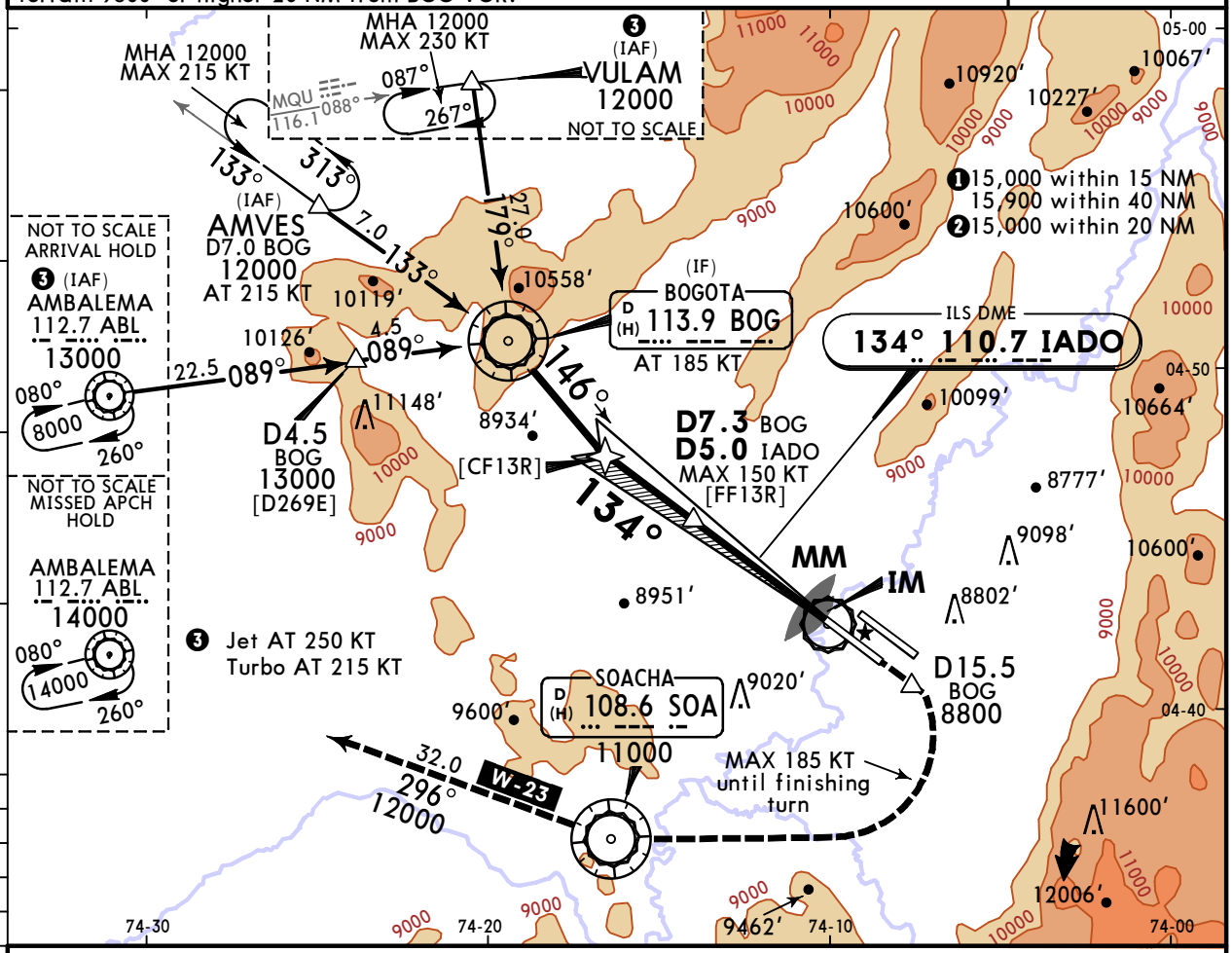
LOC IADO	Final Apch Crs	D7.3 BOG D5.0 IADO	CAT IIIB / CAT IIIA	CAT II ILS DA(H)	Apt Elev 8360′
110.7	134°	10000′ (1648′)	Refer to Minimums	Refer to Minimums	Rwy 8352′

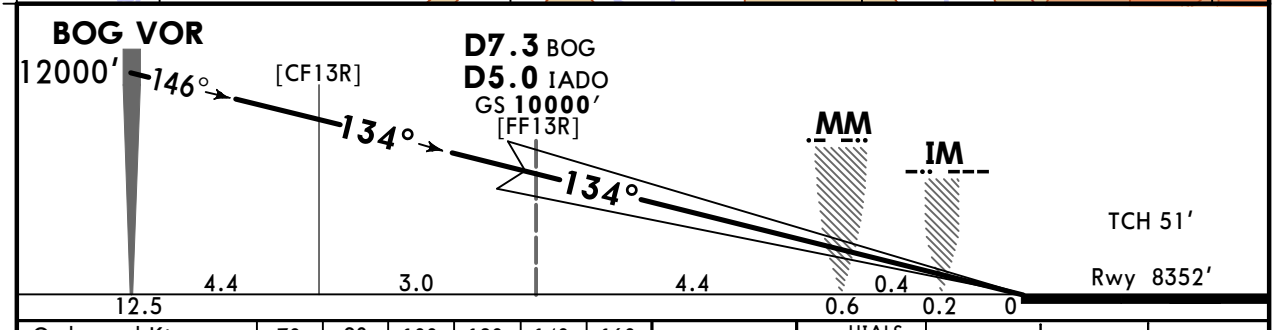
MISSED APCH: Climb on rwy heading until D15.5 BOG, then turn RIGHT to SOA VOR (Max 185 Kt until finishing turn), cross SOA VOR at 11000′ or above. Intercept W-23 to ABL VOR and hold at 14000′.
Missed approach requires a minimum climb gradient of 4.0%

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

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







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

STRAIGHT-IN LANDING RWY 13R

1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS
		CAT A,B: RA 97′ DA(H) 8452′ (100′)
		CAT C,D: RA 137′ DA(H) 8492′ (140′)
RVR 75m	RVR 175m	2 RVR 350m
		3 RVR 500m

PANS OPS

1 Aircraft operating "fail passive" DA(H) 8402′(50′).
2 2 RVR required, TDZ and MID or Roll Out. 3 Only TDZ RVR required.

CHANGES: Minimums.

SKBO/BOG
EL DORADO INTL

JEPPESEN
24 JAN 20
Eff 30 Jan
11-4

BOGOTA, COLOMBIA
ILS Y or LOC Y Rwy 13R

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

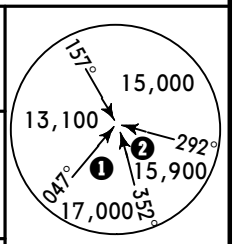
BRIEFING STRIP ™

LOC IADO 110.7	Final Apch Crs 134°	BO612 MANDATORY 12000′ (3648′)	ILS DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8352′

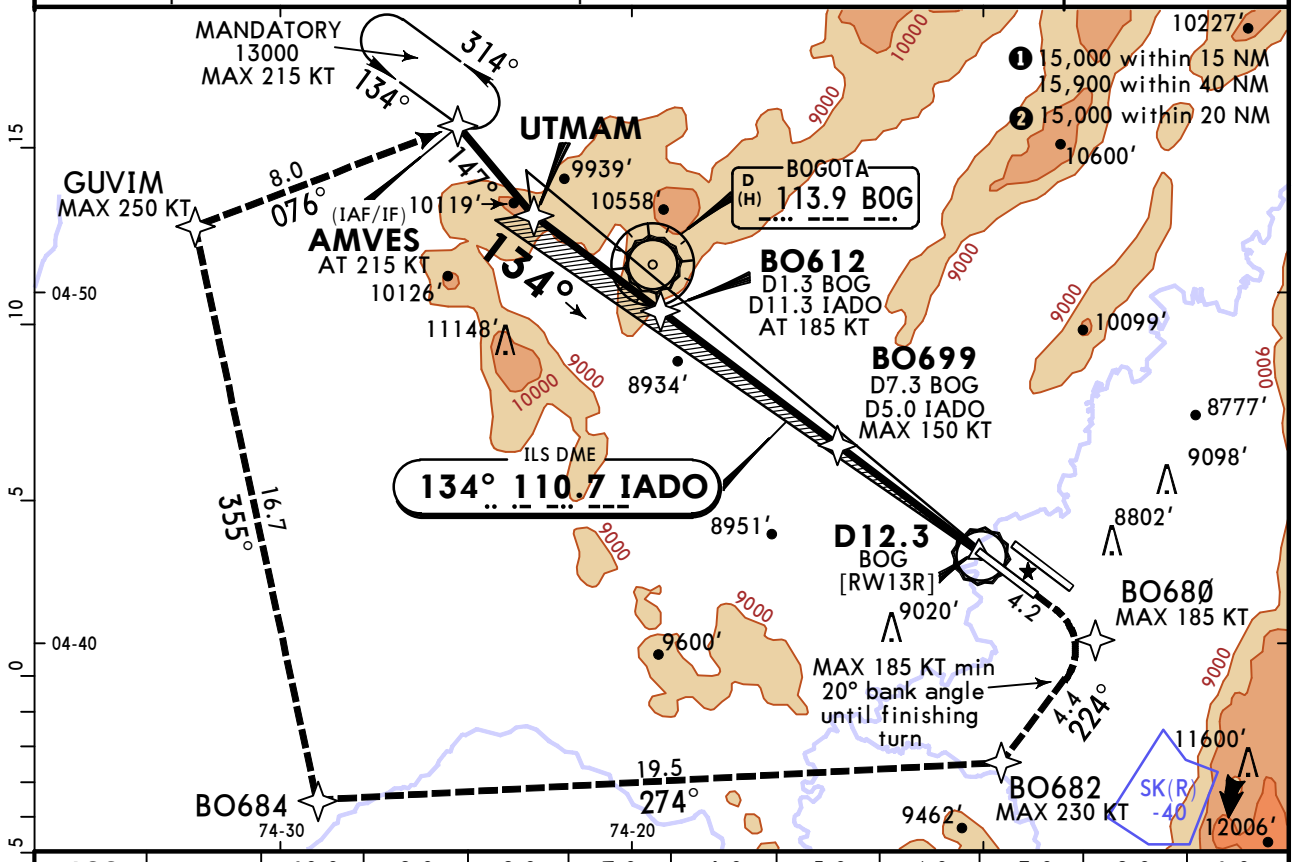
MISSED APCH: Climb to 13000′ on the RNAV (GNSS) missed approach track to AMVES via BO68Ø (MAX 185 KT until end of turn 20° min bank angle), turn RIGHT to BO682, BO684, GUVIM. At AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradient.

RNAV-1	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000′

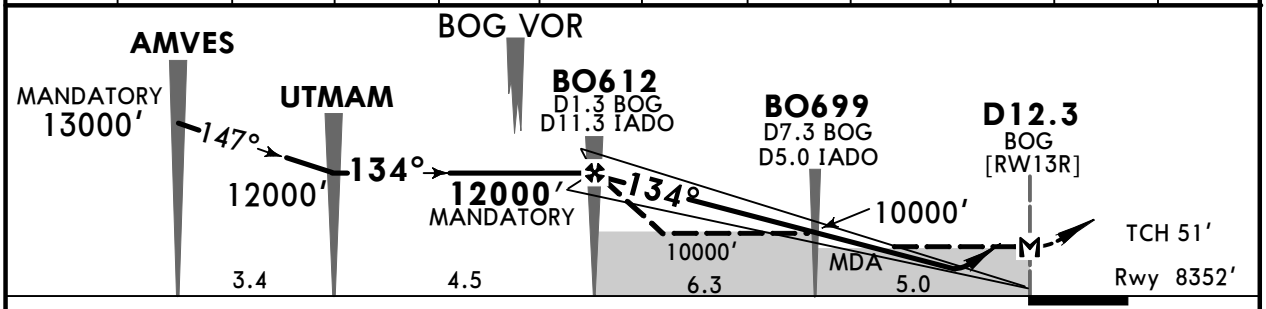
1. GNSS required. 3. IADO DME or BOG DME required.



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	11583′	11265′	10947′	10629′	10311′	9993′	9675′	9357′	9039′	8721′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D12.3 BOG or FAF to MAP	11.3	9:41	7:32	6:47	5:39	4:51	4:14

HIALS
REIL
PAPI
13000′
on
RNAV (GNSS) Missed Apch Track
BO68Ø

STRAIGHT-IN LANDING RWY 13R

ILS

	Missed Apch climb gradient mim 3.0%	Missed Apch climb gradient mim 2.5%
CAT A,B: DA(H)	8572′ (220′)	8612′ (260′)
CAT C: DA(H)	8592′ (240′)	8622′ (270′)
CAT D: DA(H)	8612′ (260′)	8652′ (300′)

LOC (GS out)

Missed Apch climb gradient mim 2.5%

MDA(H) 8740′ (388′)

PANS OPS

	FULL	HIALS out	FULL	HIALS out		HIALS out
A, B, C	RVR 550m VIS 800m	1200m	RVR 600m VIS 800m	1300m	1000m	1700m
D	RVR 600m VIS 800m	1300m	RVR 650m VIS 800m	1400m		

CHANGES: PBN note added, waypoint names, waypoint speeds.

SKBO/BOG
EL DORADO INTL

JEPPESEN
24 JAN 20 (12-1) Eff 30 Jan

BOGOTA, COLOMBIA
RNP Rwy 13L

BRIEFING STRIP ™

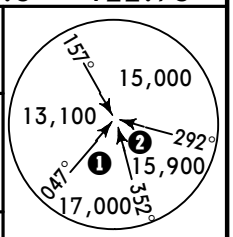
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 8360′
	134°	BO613 13000′(4644′)	Refer to Minimums	Rwy 8356′

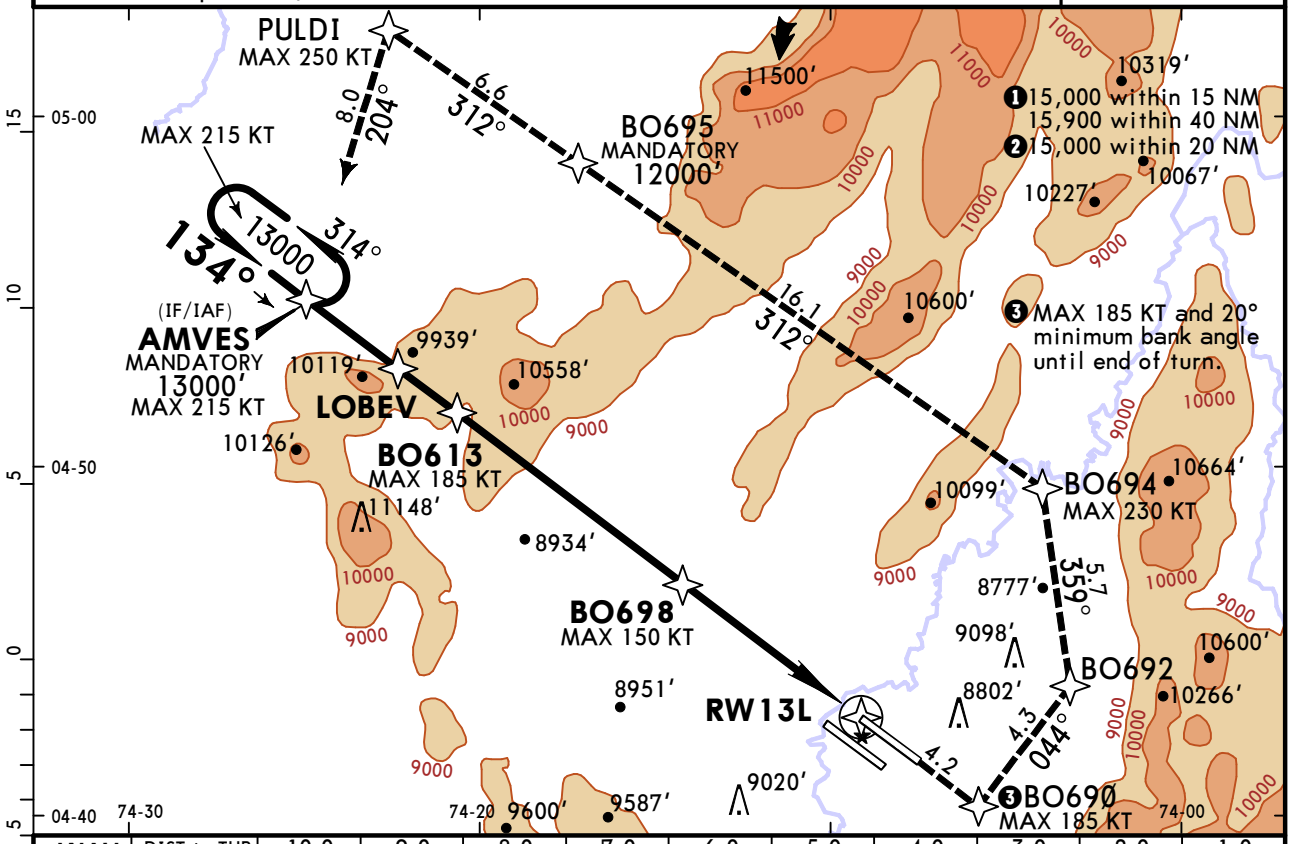
MISSED APCH: Climb to 12000′ on the RNP missed approach track to AMVES via BO69Ø (MAX 185 KT), turn LEFT to BO692, BO694, BO695, PULDI. Cross BO695 at 12000′, after BO695 climb to 13000′at AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradients.

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

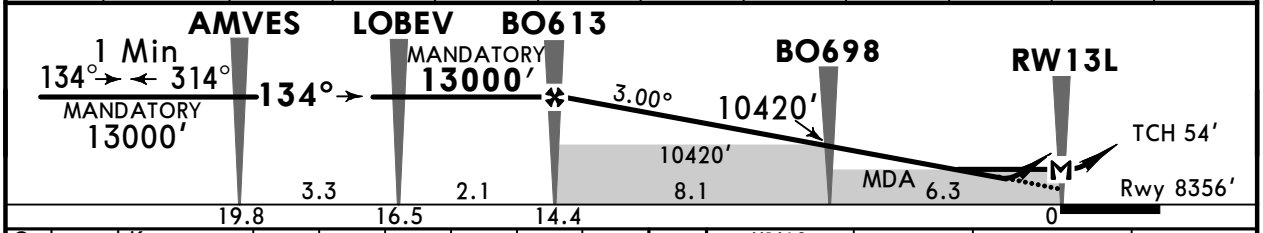
1. Baro-VNAV for non-baro compensated aircraft: Minimum temperature, -5°C, Maximum Temperature, 42°C.



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′	11272′	10954′	10636′	10318′	10000′	9682′	9364′	9046′	8728′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	496	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RW13L.						
FAF to RW13L 14.4	12:21	9:36	8:38	7:12	6:10	5:24

HIALS
PAPI PAPI

12000′

RNP Missed Apch track

AMVES

1 STRAIGHT-IN LANDING RWY 13L

LNAV/VNAV

	Missed Apch Climb Gradient Mim 4.0%		Missed Apch Climb Gradient Mim 3.0%		Missed Apch Climb Gradient Mim 2.5%	
DA(H)	A, B: 8706′(350′) C: 8736′(380′) D: 8776′(420′)		A, B: 8756′(400′) C: 8876′(520′) D: 8906′(550′)		A, B: 8926′(570′) C: 9046′(690′) D: 9086′(730′)	
		HIALS out		HIALS out		HIALS out
A	900m	1600m	1100m	1800m	1900m	2600m
B						
C	1000m	1700m	1600m	2400m	2500m	3200m
D	1600m	1900m	1800m	2500m	2700m	3400m

LNAV

	Missed Apch Climb Gradient Mim 4.0%		Missed Apch Climb Gradient Mim 3.0%		Missed Apch Climb Gradient Mim 2.5%	
MDA(H)	A, B, D: 8900′(544′) C: 8890′(534′)		A, B: 8900′(544′) C: 9030′(674′) D: 9060′(704′)		A, B: 9060′(704′) C: 9240′(884′) D: 9260′(904′)	
		HIALS out		HIALS out		HIALS out
A	1700m	2400m	1700m	2400m	2500m	3200m
B						
C			2400m	3100m	3300m	4000m
D			2500m	3200m		

PANS OPS

1 CIRCLE-TO-LAND: NOT APPLICABLE.

CHANGES: Procedure title, missed approach, BO698, notes.

SKBO/BOG
EL DORADO INTL

JEPPESEN
24 JAN 20 (12-2) Eff 30 Jan

BOGOTA, COLOMBIA
RNP Rwy 13R

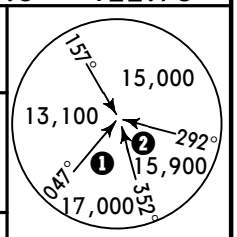
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals North	Arrivals North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Mandatory Alt	LNAV/VNAV DA(H)	Apt Elev 8360′
	134°	BO612 12000′(3648′)	Refer to Minimums	Rwy 8352′

MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES via BO68Ø (MAX 185 KT), turn RIGHT to BO682, BO684, GUVIM. At AMVES hold or follow ATC instructions.

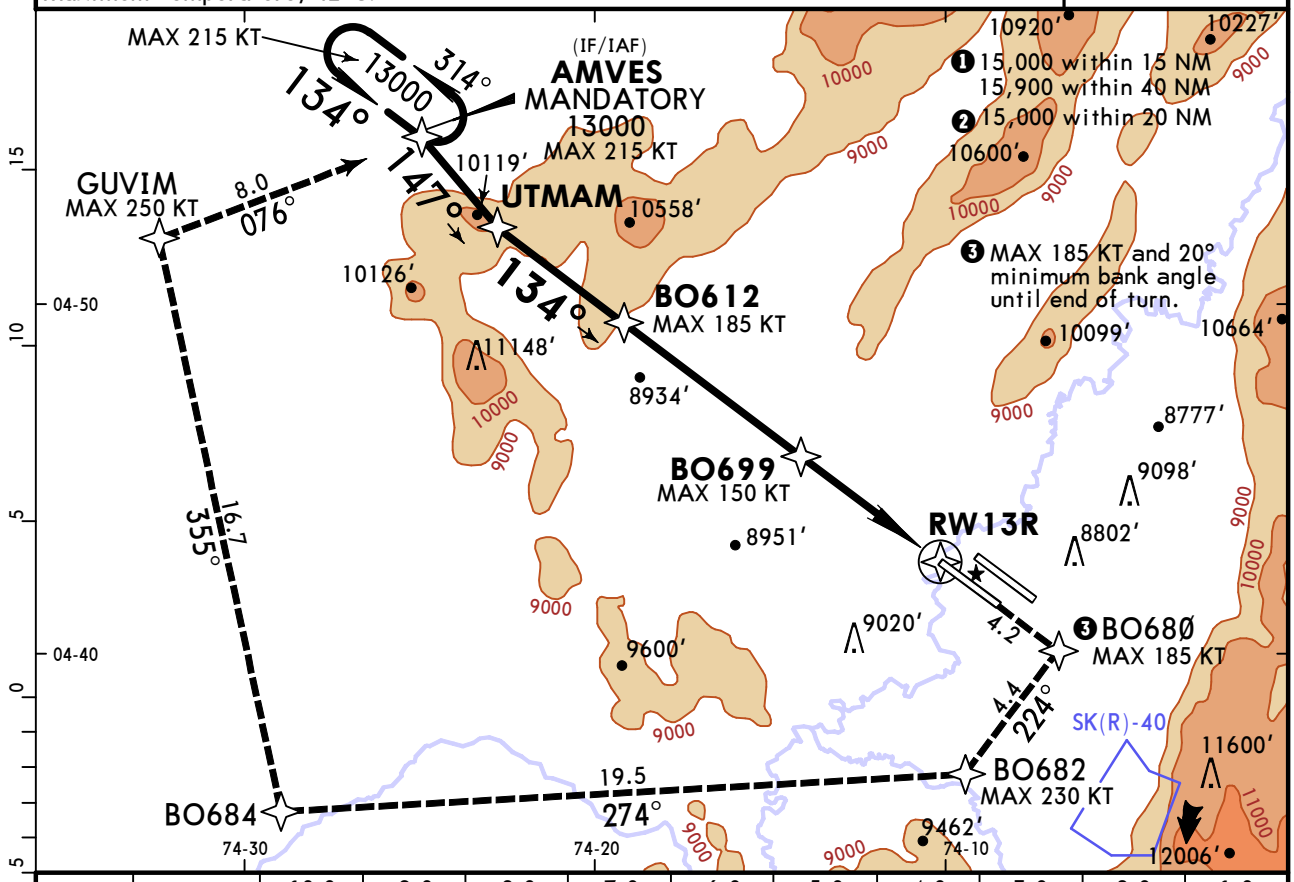
RNP APCH	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000′

1. Baro-VNAV for non-baro compensated aircraft: Minimum temperature, -5°C, Maximum Temperature, 42°C.

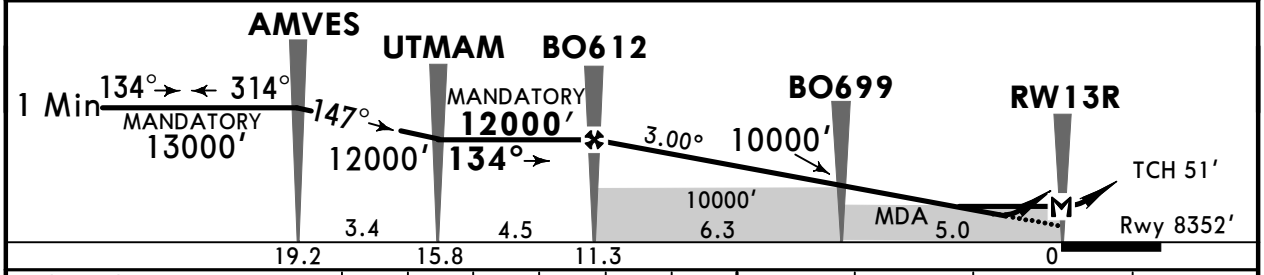


MSA ARP within 50 NM

BRIEFING STRIP



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	11583′	11265′	10947′	10629′	10311′	9993′	9675′	9357′	9039′	8721′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RW13R.							
FAF to RW13R	11.3	9:41	7:32	6:47	5:39	4:51	4:14

HIALS
REIL
PAPI

13000′

RNP Missed Apch track

AMVES

STRAIGHT-IN LANDING RWY 13R

LNAV/VNAV	LNAV
A, B: DA(H) 8672′(320′)	A, B: MDA(H) 8780′(428′)
C: DA(H) 8682′(330′)	C: MDA(H) 8790′(438′)
D: DA(H) 8712′(360′)	D: MDA(H) 8820′(468′)

CIRCLE-TO-LAND

PANS OPS

	HIALS out		HIALS out		
A	800m	1600m	1200m	1900m	NOT APPLICABLE
B					
C			1300m	2000m	
D	1600m		1600m	2100m	

CHANGES: Procedure title, missed approach, BO699, notes.

SKBO/BOG

JEPPESEN

24 JAN 20
Eff 30 Jan

(12-3)

BOGOTA, COLOMBIA
RNP VISUAL FLIGHT PROCEDURE
MISSED APCH CLIMB GRADIENT MIM 3.7%
RNP A Rwy 31L

EL DORADO INTL

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

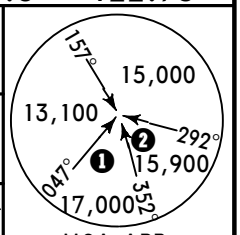
BRIEFING STRIP

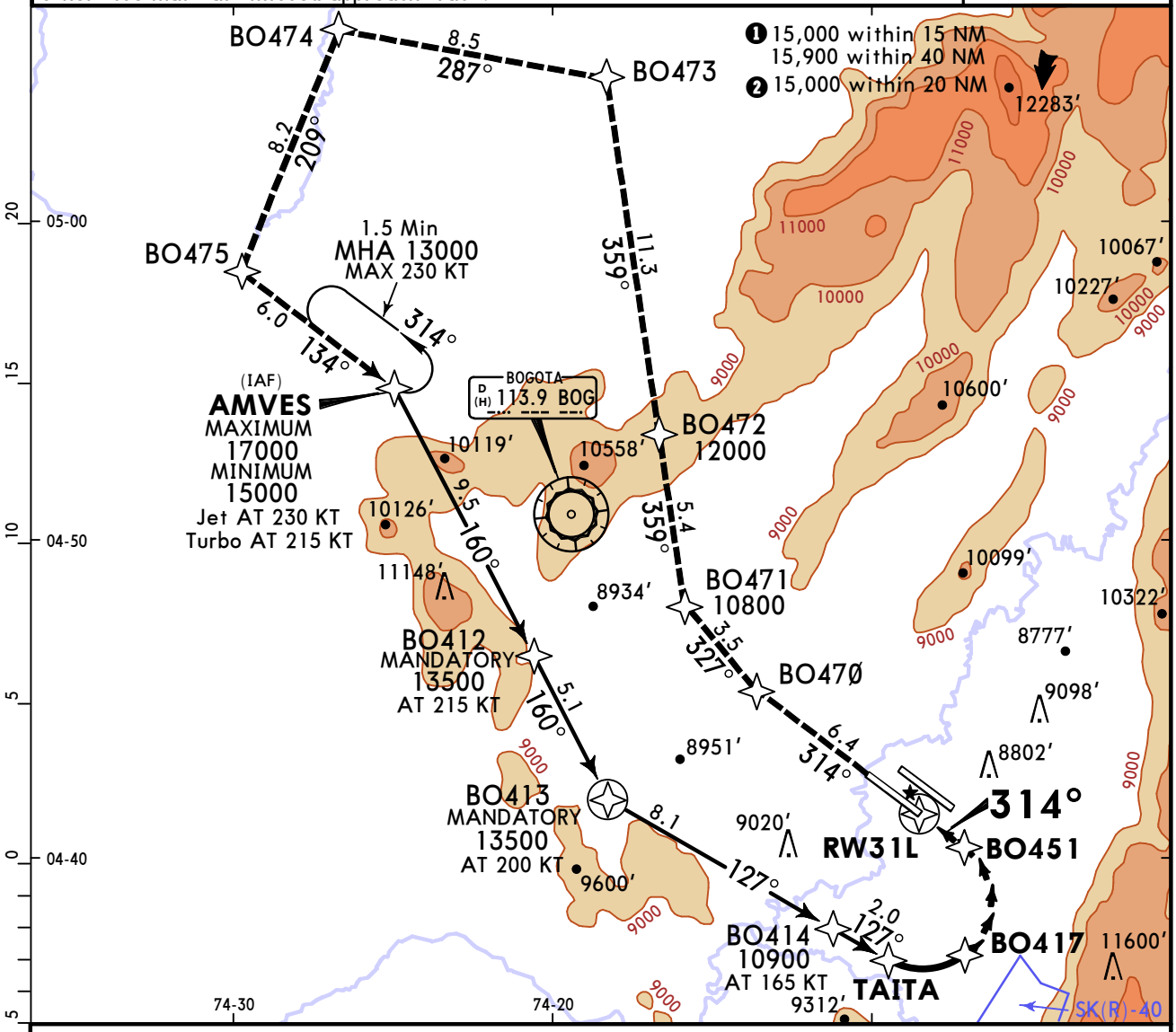
RNAV	Final Apch Crs 314°	TAITA 10300′ (1944′)	MDA(H) 9900′ (1544′)	Apt Elev 8360′ Rwy 8356′

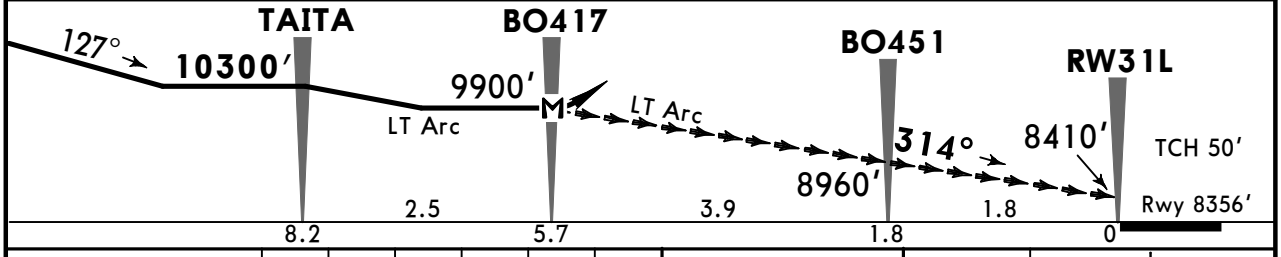
MISSED APCH: If on BO417 with no visual contact, maintain on RVFP track, climbing to 13000′ then expect ATC instructions.
Missed Approach Climb Gradient of 3.7% until 12000′

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

1. RF required. 2. CAUTION: Mountainous terrain in E/SE sectors, 9800′ or above, within 20 NM from BOG VOR. 3. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track.







							PAPI-L	13000′ on	RVFP track
MAP at BO417									

STRAIGHT-IN LANDING RWY 31L

MDA(H) 9900′ (1544′)

PANS OPS

A	5000m
B	
C	
D	

CHANGES: Procedure title, speed restrictions, altitudes.

SKBO/BOG

JEPPESEN

EL DORADO INTL

24 JAN 20 **Eff 30 Jan** (12-4)

BOGOTA, COLOMBIA
RNP VISUAL FLIGHT PROCEDURE
MISSED APCH CLIMB GRADIENT MIM 3.7%
RNP B Rwy 31L

BRIEFING STRIP ™

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

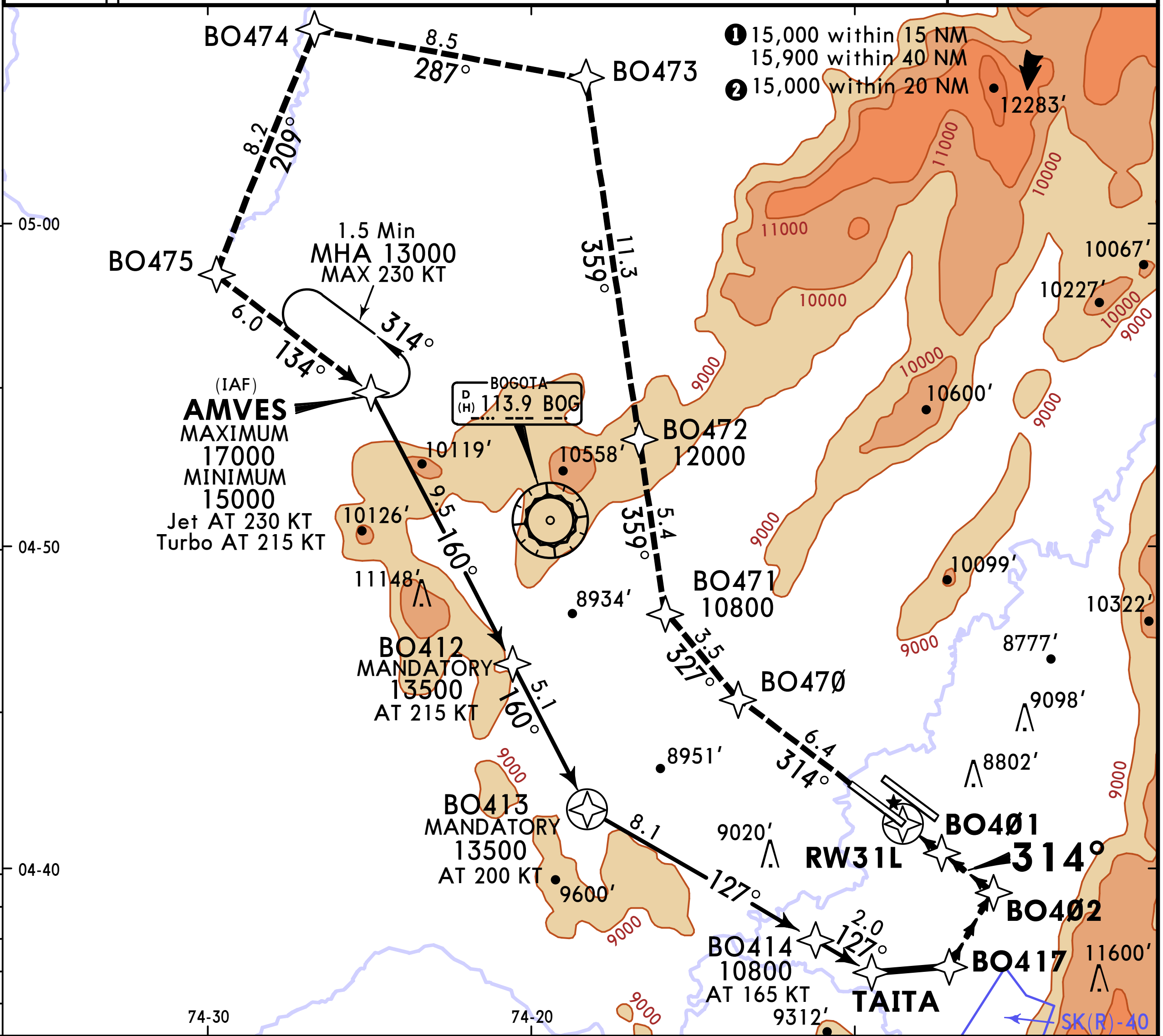
RNAV	Final Apch Crs	TAITA	MDA(H)	Apt Elev 8360′
	314°	**10200′**(1844′)	**9900′**(1544′)	Rwy 8356′

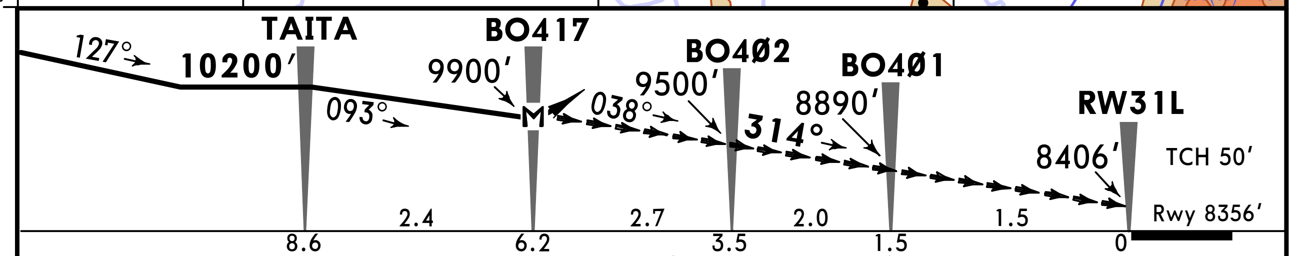
MISSED APCH: If on BO417 with no visual contact, maintain on RVFP track, climbing to 13000′ then expect ATC instructions.
Missed Approach Climb Gradient of 3.7% until 12000′

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

1. CAUTION: Mountainous terrain in E/SE sectors, 9800′ or above, within 20 NM from BOG VOR. 2. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track.

MSA ARP within 50 NM: 157° 15,000; 13,100; 292° ➋ 15,900; 047° ➊ 17,000; 352°





MAP at BO417

PAPI-L

13000′ on **RVFP** track

STRAIGHT-IN LANDING RWY31L

MDA(H) **9900′**(1544′)

PANS OPS	
A, B, C, D	5000m

CHANGES: Procedure title, speed restrictions, altitudes.

SKBO/BOG

JEPPESEN

24 JAN 20
Eff 30 Jan

(12-5)

BOGOTA, COLOMBIA

RNP VISUAL FLIGHT PROCEDURE

MISSED APCH CLIMB GRADIENT MIM 3.6%

RNP A Rwy 31R

EL DORADO INTL

BRIEFING STRIP ™

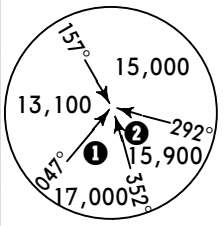
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	TAITA	MDA(H)	Apt Elev 8360′
	314°	10300′ (1940′)	9900′ (1540′)	Rwy 8360′

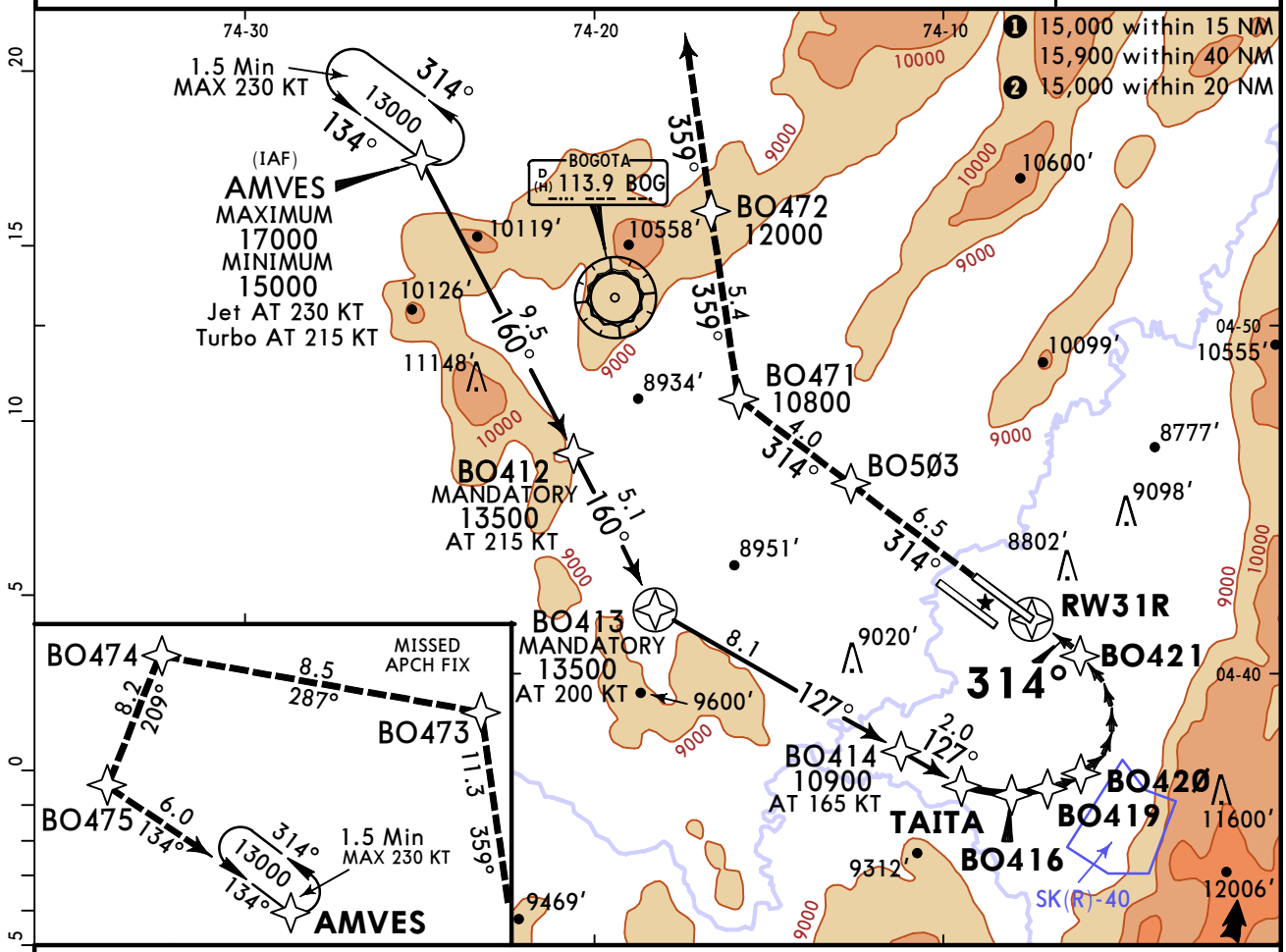
MISSED APCH: If on BO419 with no visual contact, maintain on RVFP track, climbing to 13000′, then expect ATC instructions.
Missed Approach Climb Gradient of 3.6% until 12000′

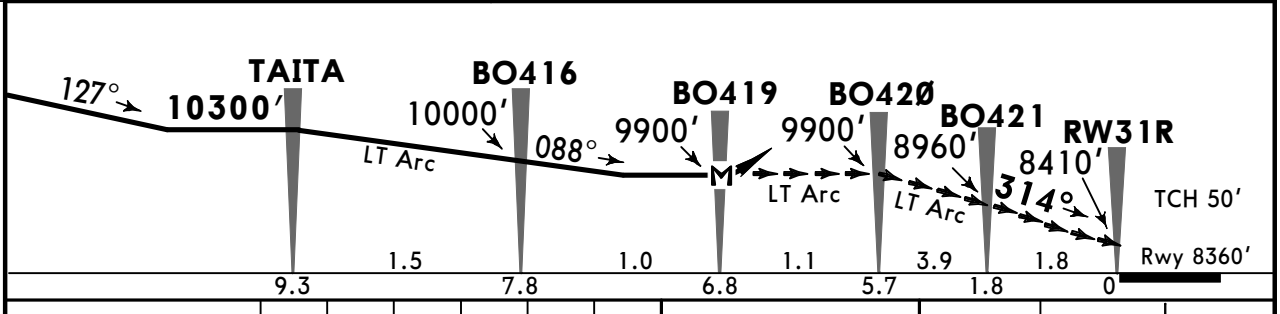
RNP APCH	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000′

1. RF required. 2. CAUTION: Mountainous terrain in E/SE sectors, 9800′ or above, within 20 NM from BOG VOR. 3. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track.



MSA ARP within 50 NM





								PAPI	13000′ on RVFP track
MAP at BO419									

STRAIGHT-IN LANDING RWY31R

MDA(H) 9900′ (1540′)

PANS OPS

A	
B	
C	
D	5000m

CHANGES: Procedure title, speed restrictions, altitudes.

SKBO/BOG

JEPPESEN

BOGOTA, COLOMBIA

RNP VISUAL FLIGHT PROCEDURE

EL DORADO INTL

24 JAN 20
Eff 30 Jan

(12-6)

MISSED APCH CLIMB GRADIENT MIM 3.6%

RNP B Rwy 31R

BRIEFING STRIP ™

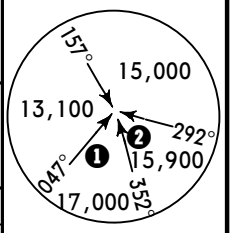
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	TAITA	MDA(H)	Apt Elev 8360′
	314°	10300′ (1940′)	9900′ (1540′)	Rwy 8360′

MISSED APCH: If on BO476 with no visual contact, maintain on RVFP track, climbing to 13000′, then expect ATC instructions.
Missed Approach Climb Gradient of 3.6% until 12000′

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

1. CAUTION: Mountainous terrain in E/SE sectors, 9800′ or above, within 20 NM from BOG VOR. 2. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track.

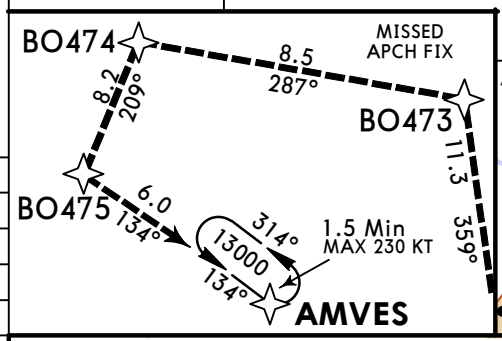


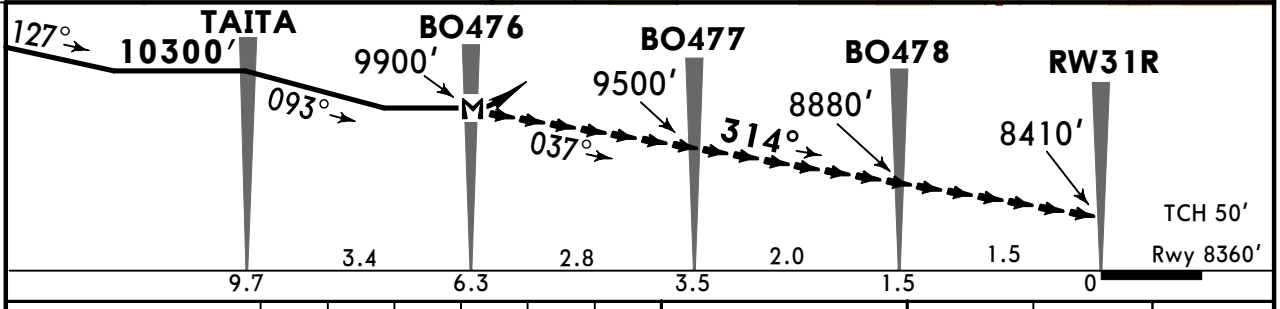
MSA ARP within 50 NM

❶ 15,000 within 15 NM
15,900 within 40 NM
❷ 15,000 within 20 NM

74-30 74-20 74-10 04-50 04-40

1.5 Min MAX 230 KT
314° 13000 134°
(IAF)
AMVES
MAXIMUM 17000
MINIMUM 15000
Jet AT 230 KT
Turbo AT 215 KT
BOGOTA D (H) 113.9 BOG
359°
BO472 12000
9.5 160°
5.4 359°
BO471 10800
4.0 314°
BO5Ø3
BO412 MANDATORY 13500 AT 215 KT
5.1 160°
BO413 MANDATORY 13500 AT 200 KT
8.1 127°
6.5 314°
RW31R
BO478
314°
BO477
BO414 10900 AT 165 KT
2.0 127°
TAITA
BO476
SK(R)-40
10119′ 10558′ 10600′ 10126′ 11148′ 8934′ 10099′ 10322′ 8777′ 9098′ 8951′ 8802′ 9020′ 9600′ 9312′ 11600′ 12006′ 9469′
10000 9000





								PAPI	13000′ on RVFP track
MAP at BO476									

STRAIGHT-IN LANDING RWY **31R**

MDA(H) **9900′** (1540′)

PANS OPS

A	5000m
B	
C	
D	

CHANGES: Procedure title, speed restrictions, altitudes.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

24 JAN 20 (12-20) Eff 30 Jan

BOGOTA, COLOMBIA
RNP Z Rwy 31L (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

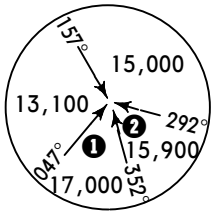
BRIEFING STRIP ™

RNAV	Final Apch Crs **314°**	Mandatory Alt **BO718** **15000′** (6644′)	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8356′

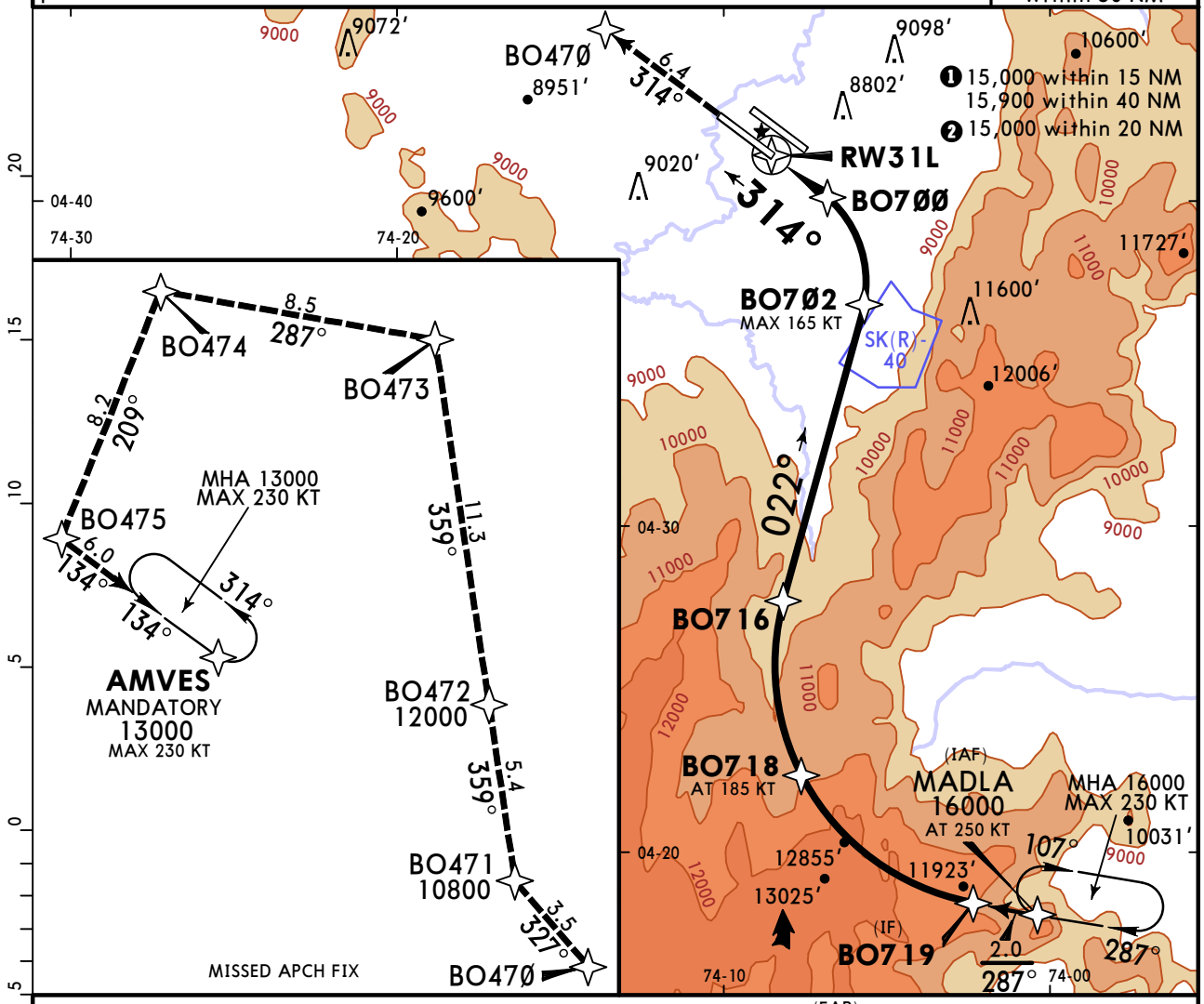
MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES. Cross BO471 at or above 10800′, BO472 at or above 12000′ and AMVES at 13000′.

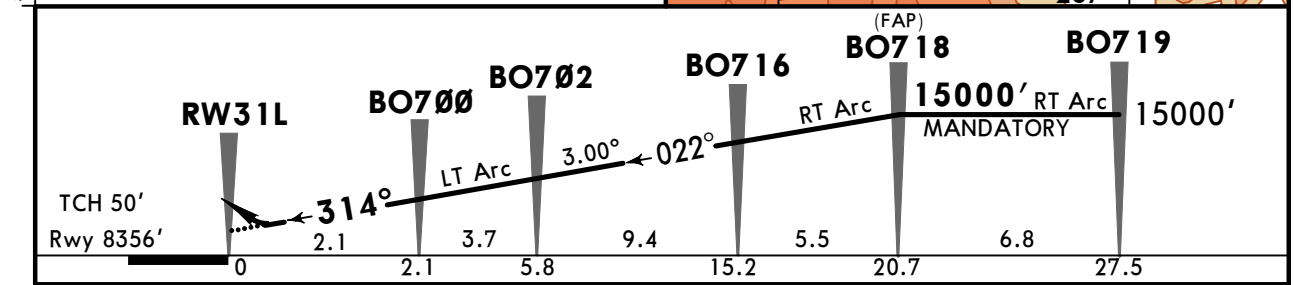
Alt Set: IN (hPa on req) | Trans level: FL 190 | Trans alt: 18000′

1. Authorization required. 2 RF required. 3. 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
MAP at DA							

PAPI | 13000′ on | RNP track | AMVES

STRAIGHT-IN LANDING RWY **31L**

RNP 0.30

CAT B: DA(H) **8700′** (344′) CAT C: DA(H) **8720′** (364′) CAT D: DA(H) **8740′** (384′)

PANS OPS

B	1500m
C	1600m
D	1700m

CHANGES: Comms, missed approach, Cat A mims removed.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

24 JAN 20 (12-21) Eff 30 Jan

BOGOTA, COLOMBIA
RNP Y Rwy 31L (AR)

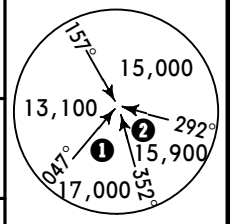
D-ATIS	BOGOTA Approach				ELDORADO Tower		Ground	
	North Arrivals		South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8356′
	314°	BO7Ø7 15000′ (6644′)		

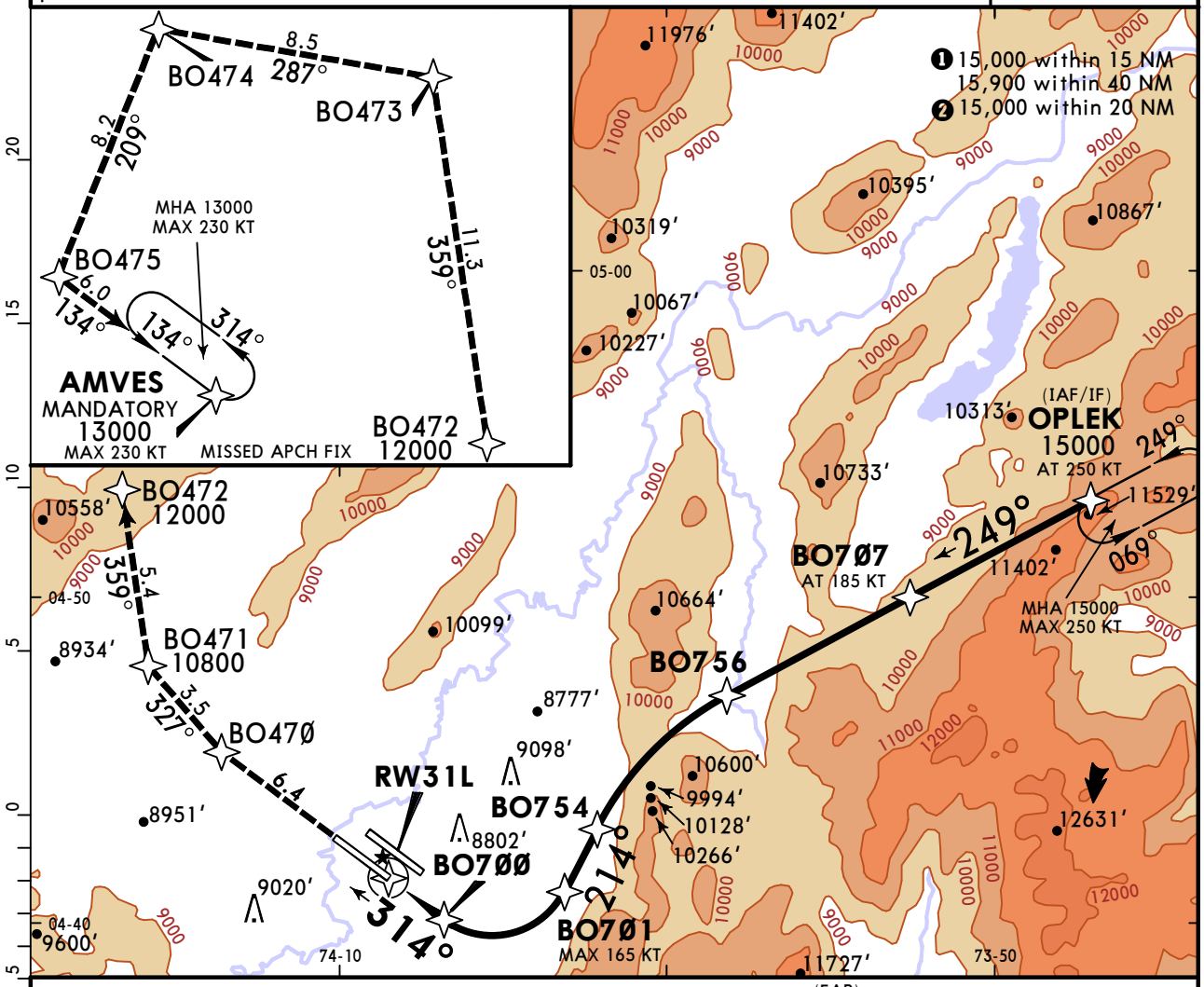
MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES. Cross BO471 at or above 10800′, BO472 at or above 12000′ and AMVES at 13000′.

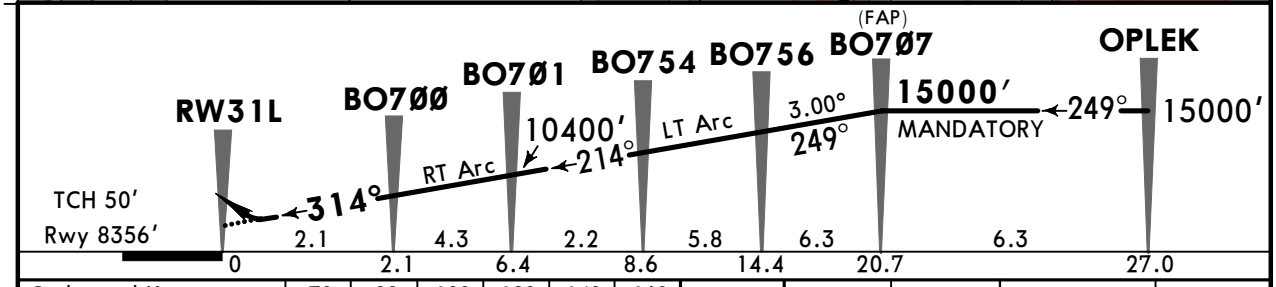
Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 42°C.



BRIEFING STRIP ™





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

PAPI 13000′ on RNP track AMVES

STRAIGHT-IN LANDING RWY 31L

RNP 0.30

CAT B: DA(H) **8700′** (344′) CAT C: DA(H) **8720′** (364′) CAT D: DA(H) **8740′** (384′)

PANS OPS

B	1500m
C	1600m
D	1700m

CHANGES: Comms, missed approach, Cat A mims removed.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

24 JAN 20 (12-22) Eff 30 Jan

BOGOTA, COLOMBIA
RNP X Rwy 31L (AR)

BRIEFING STRIP ™

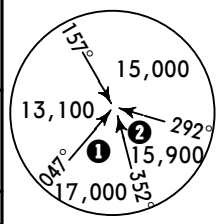
D-ATIS	BOGOTA Approach				EL DORADO Tower		Ground	
	North	Arrivals	South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 8360′
	314°	BO7Ø8 15000′ (6644′)	Refer to Minimums	Rwy 8356′

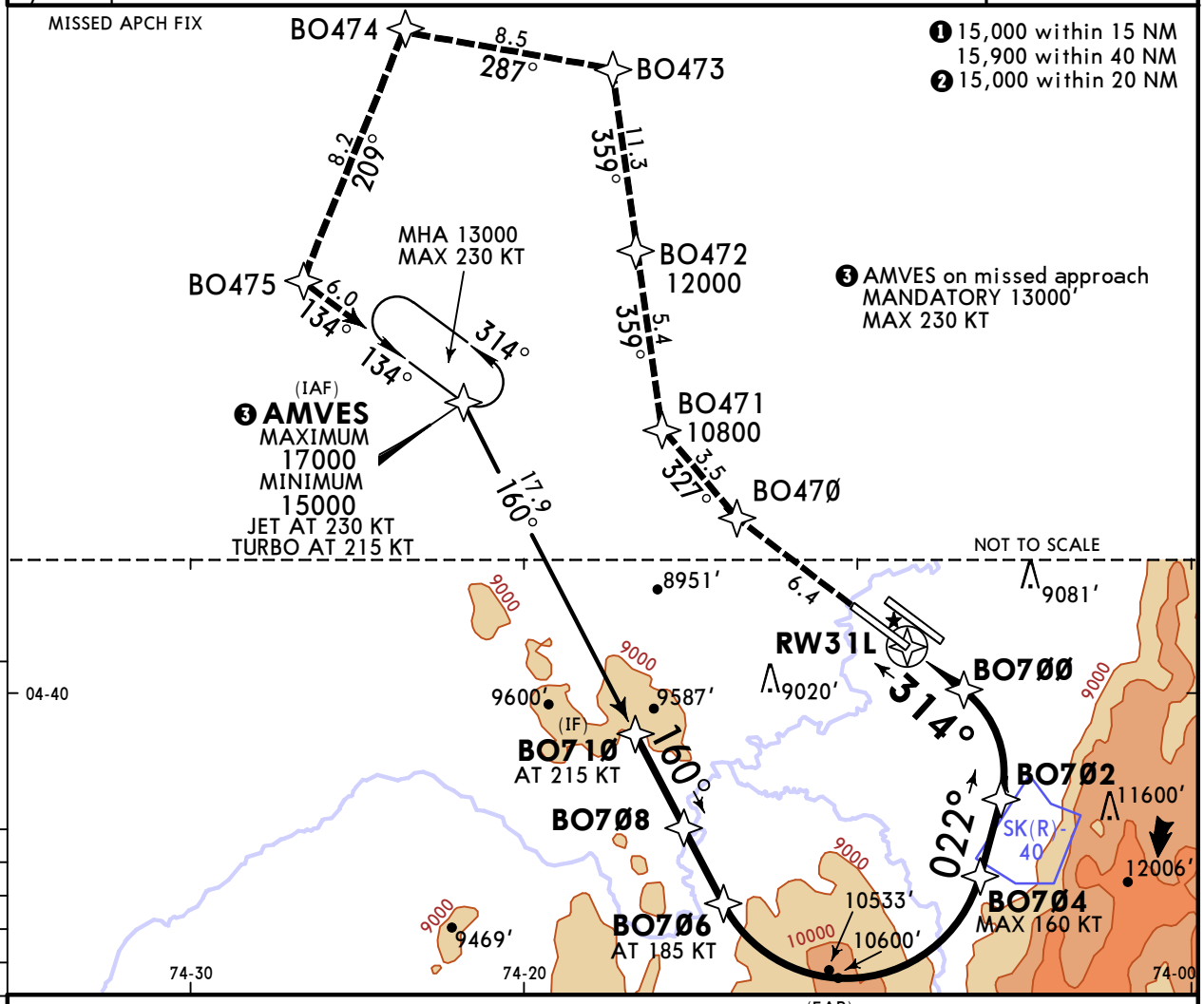
MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES. Cross BO471 at or above 10800′, BO472 at or above 12000′ and AMVES at 13000′.

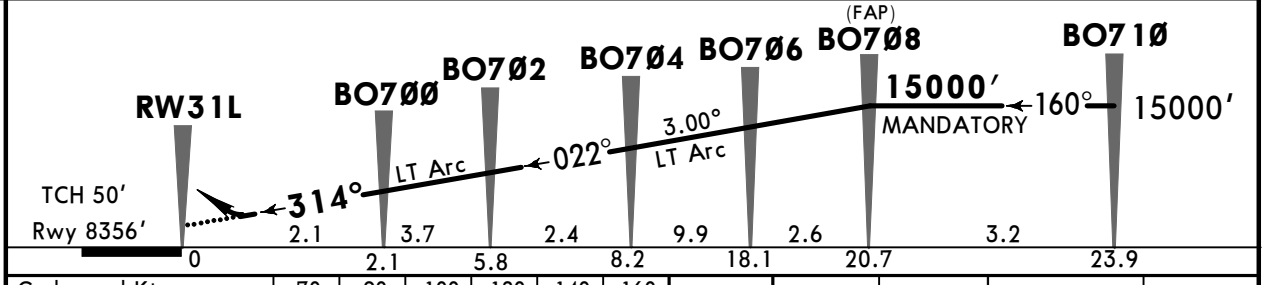
Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. Authorization required. 2. RF required. 3. 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	13000′ on	RNP track	AMVES
Glide Path Angle	3.00°	372	478	531	637	743	849					
MAP at DA												

STRAIGHT-IN LANDING RWY 31L

RNP 0.30

CAT B: DA(H) **8700′** (344′) CAT C: DA(H) **8720′** (364′) CAT D: DA(H) **8740′** (384′)

PANS OPS

B	1500m
C	1600m
D	1700m

CHANGES: Missed approach, Cat A mims removed.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

24 JAN 20 (12-23) Eff 30 Jan

BOGOTA, COLOMBIA
RNP Z Rwy 31R (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

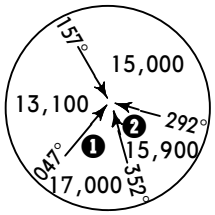
BRIEFING STRIP ™

RNAV	Final Apch Crs **314°**	Mandatory Alt **BO767** **15000′** (6640′)	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8360′

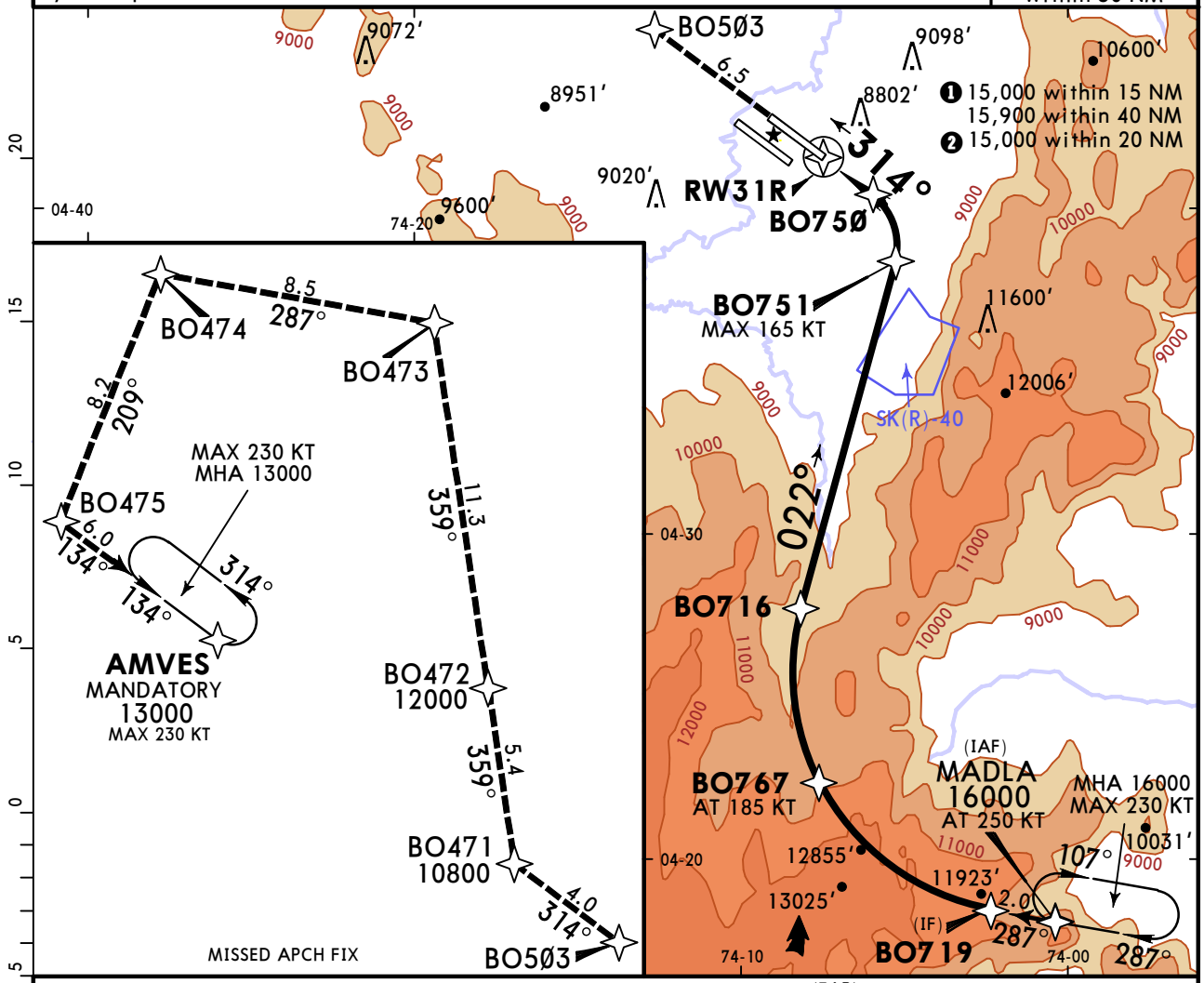
MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES. Cross BO471 at or above 10800′, BO472 at or above 12000′ and AMVES at 13000′.

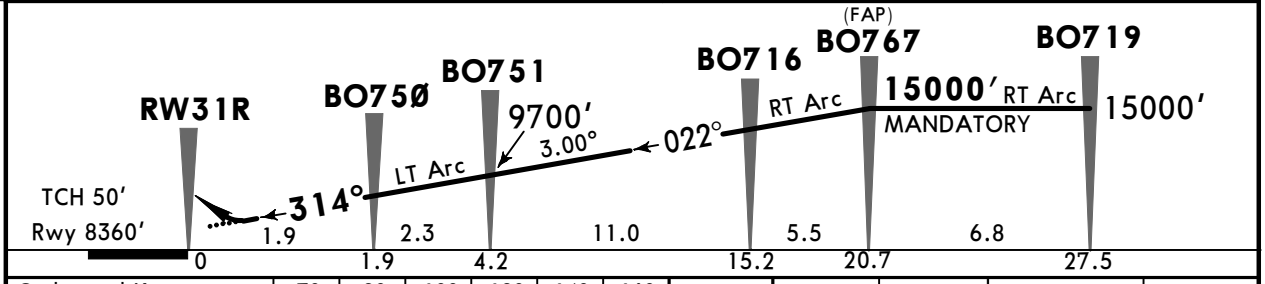
Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. Authorization required. 2. RF required. 3. 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
MAP at DA						

PAPI 13000′ on RNP track AMVES

STRAIGHT-IN LANDING RWY **31R**

RNP 0.30

CAT B: DA(H) **8680′** (320′) CAT C: DA(H) **8690′** (330′) CAT D: DA(H) **8700′** (340′)

PANS OPS

B	1400m
C	1500m
D	

CHANGES: Missed approach, Cat A mims removed.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

24 JAN 20 (12-24) Eff 30 Jan

BOGOTA, COLOMBIA
RNP Y Rwy 31R (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

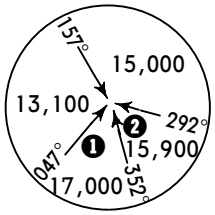
BRIEFING STRIP ™

RNAV	Final Apch Crs **314°**	Mandatory Alt **BO758** **15000′** (6640′)	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8360′

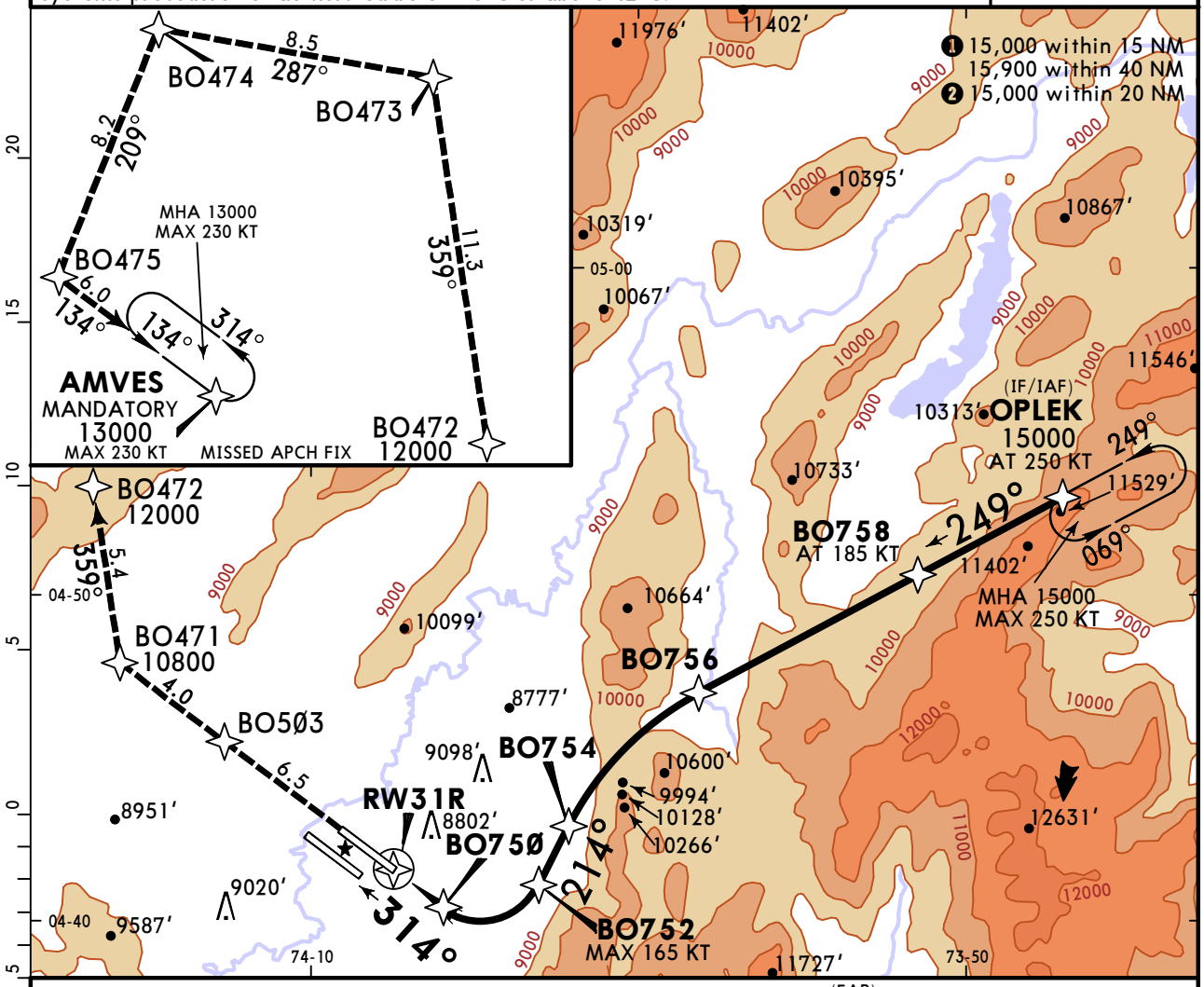
MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES. Cross BO471 at or above 10800′, BO472 at or above 12000′ and AMVES at 13000′.

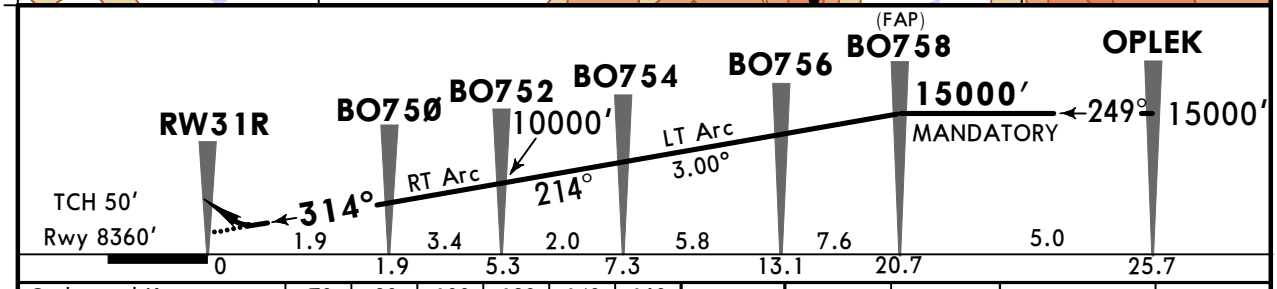
Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. Authorization required. 2. RF required. 3. 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
MAP at DA						

PAPI | 13000′ on | RNP track | AMVES

STRAIGHT-IN LANDING RWY **31R**

RNP 0.30

CAT B: DA(H) **8680′** (320′) CAT C: DA(H) **8690′** (330′) CAT D: DA(H) **8700′** (340′)

PANS OPS

B	1400m
C	1500m
D	

CHANGES: Comms, missed approach, Cat A mims removed.

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D

24 JAN 20 (12-25) Eff 30 Jan

BOGOTA, COLOMBIA
RNP X Rwy 31R (AR)

BRIEFING STRIP ™

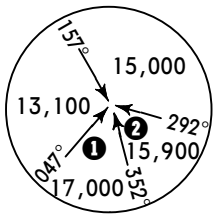
D-ATIS	BOGOTA Approach				ELDORADO Tower		Ground	
	North Arrivals		South	West	North	South	North	South
127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs **314°**	Mandatory Alt **BO7Ø8** **15000′** (6640′)	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360′ Rwy 8360′

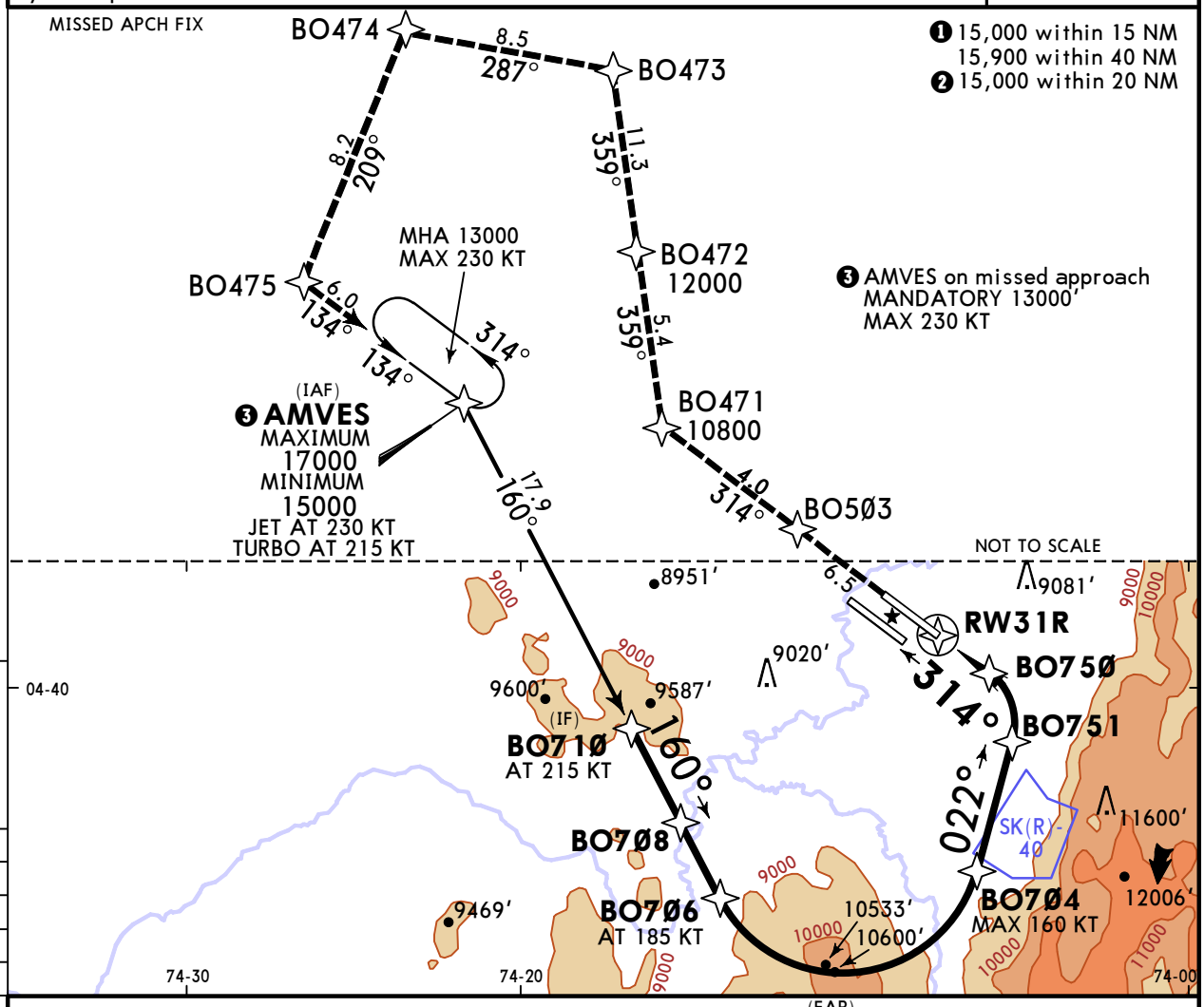
MISSED APCH: Climb to 13000′ on the RNP missed approach track to AMVES. Cross BO471 at or above 10800′, BO472 at or above 12000′ and AMVES at 13000′.

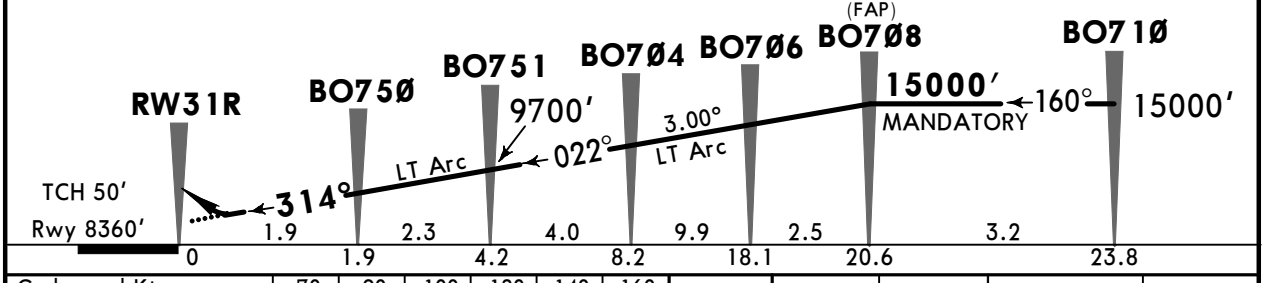
Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. Authorization required. 2. RF required. 3. 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	13000′ on	RNP track	AMVES
Glide Path Angle	3.00°	372	478	531	637	743	849					
MAP at DA												

STRAIGHT-IN LANDING RWY **31R**

RNP 0.30

CAT B: DA(H) **8680′** (320′) CAT C: DA(H) **8690′** (330′) CAT D: DA(H) **8700′** (340′)

PANS OPS

B	1400m
C	1500m
D	

CHANGES: Comms, missed approach, Cat A mims removed.

SKBO/BOG
EL DORADO INTL

JEPPESEN
7 FEB 20 (13-1)

BOGOTA, COLOMBIA
MISSED APCH CLIMB GRADIENT MIM 4.0%
VOR Rwy 13L

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

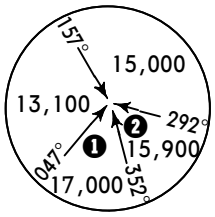
BRIEFING STRIP

VOR BOG	Final Apch Crs	D7.9 BOG	MDA(H)	Apt Elev 8360′
113.9	135°	10000′ (1644′)	8920′ (564′)	Rwy 8356′

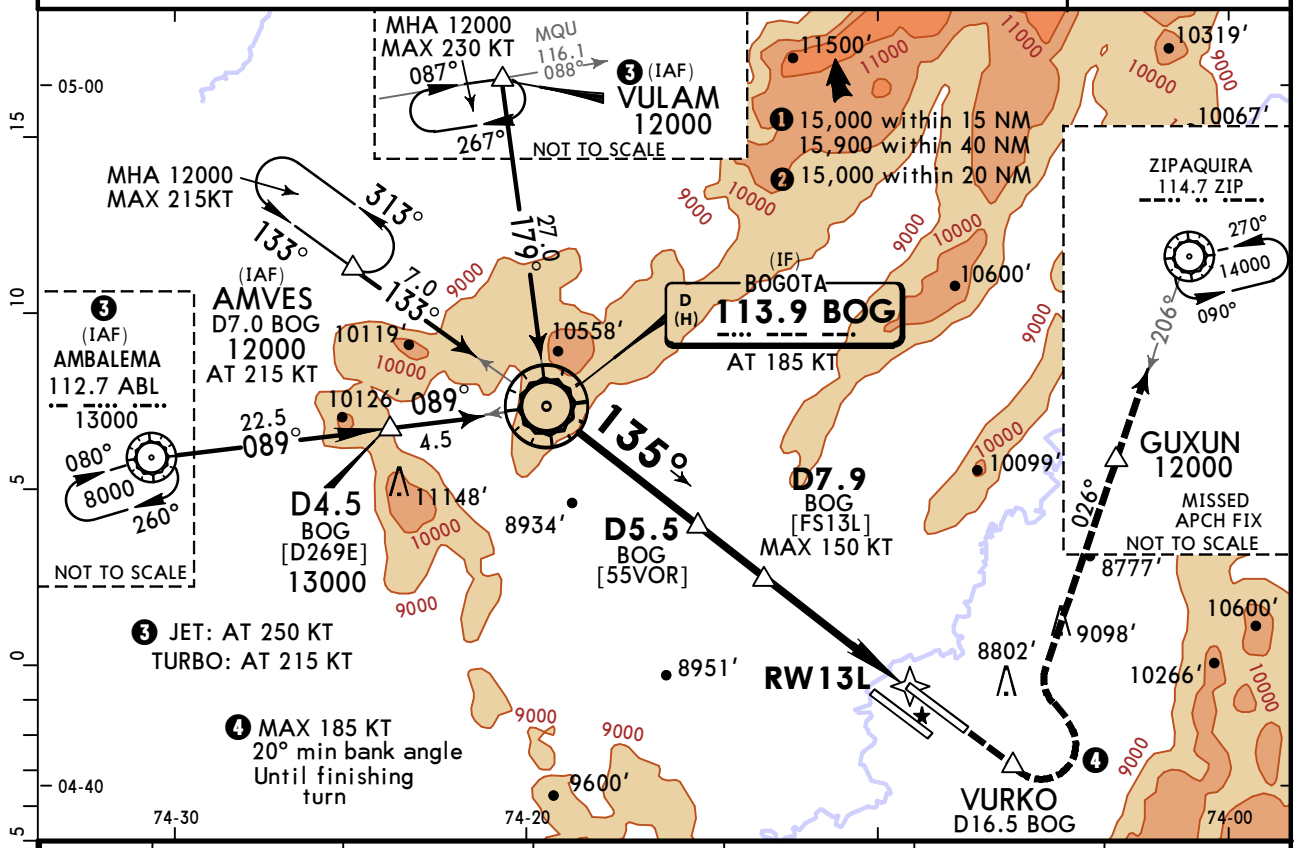
MISSED APCH: Climb on rwy heading to VURKO, then turn LEFT (Max 185 KT until end of the turn, 20° min bank angle) to intercept ZIP VOR R-206 to ZIP VOR, cross GUXUN at 12000′ or above, to ZIP VOR holding at 14000′. Missed apch climb gradient mim 4%.

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

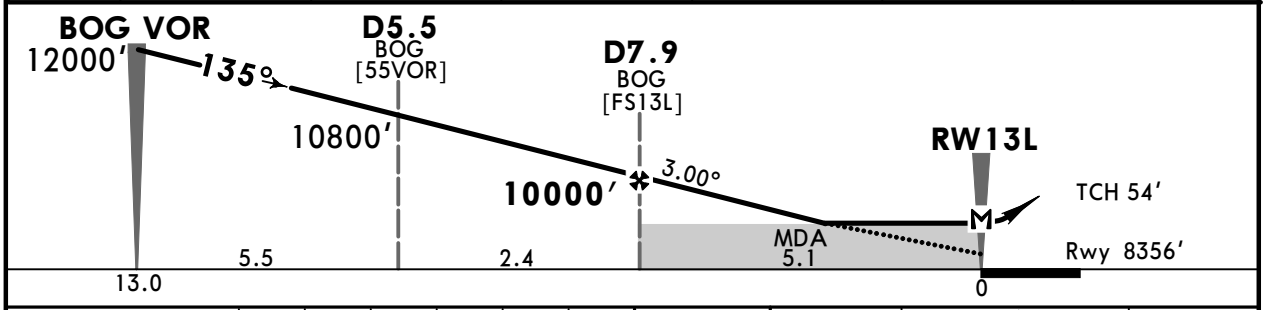
1. BOG VOR/DME required. 2. Caution: Mountainous terrain in E and SE sectors at 9800′ and above within 20 NM BOG VOR.



MSA ARP within 50 NM



BOG DME	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	10000′	9682′	9364′	9046′	8728′	8410′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW13L or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS PAPI PAPI on Rwy hdg **VURKO**

PANS OPS

STRAIGHT-IN LANDING RWY 13L

MDA(H) 8920′ (564′)

		HIALS out
A	2000m	2700m
B		
C	2200m	2900m
D		

CIRCLE-TO-LAND

A	NOT APPLICABLE
B	
C	
D	

CHANGES: TCH revised.

SKBO/BOG
EL DORADO INTL

JEPPESEN

24 JAN 20
Eff 30 Jan

13-2

MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA
VOR Rwy 13R

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

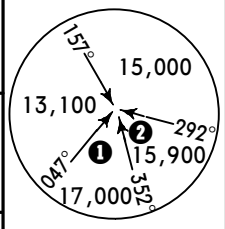
BRIEFING STRIP™

VOR BOG	Final Apch Crs	D7.3 BOG	MDA(H)	Apt Elev 8360′
113.9	138°	10000′ (1648′)	8920′ (568′)	Rwy 8352′

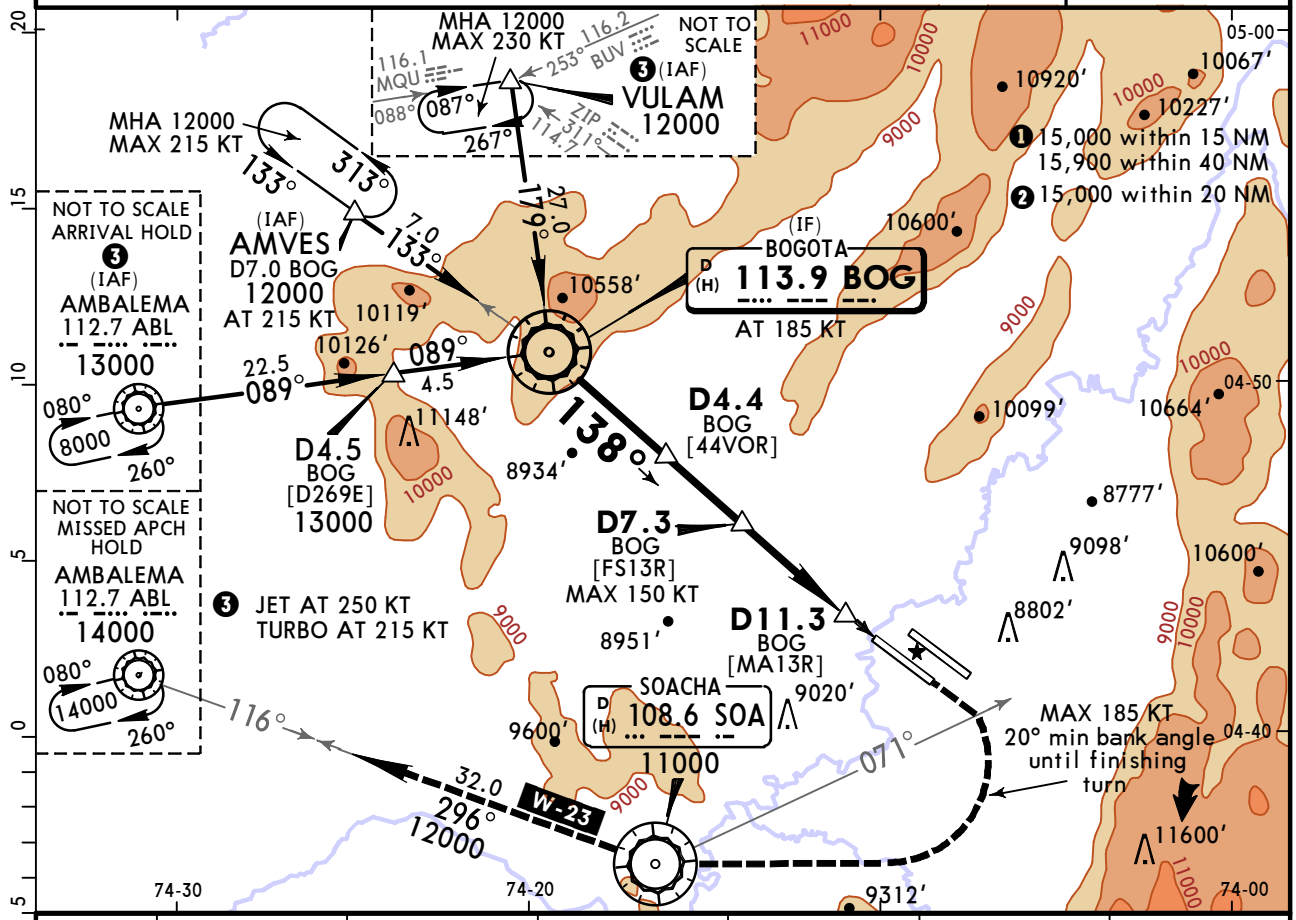
MISSED APCH: Climb on runway heading until SOA VOR R-071, then turn RIGHT to SOA VOR, cross SOA VOR at 11000′ or above. Intercept W-23 to ABL VOR holding at 14000′.
Missed approach requires a minimum climb of 4.0%

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

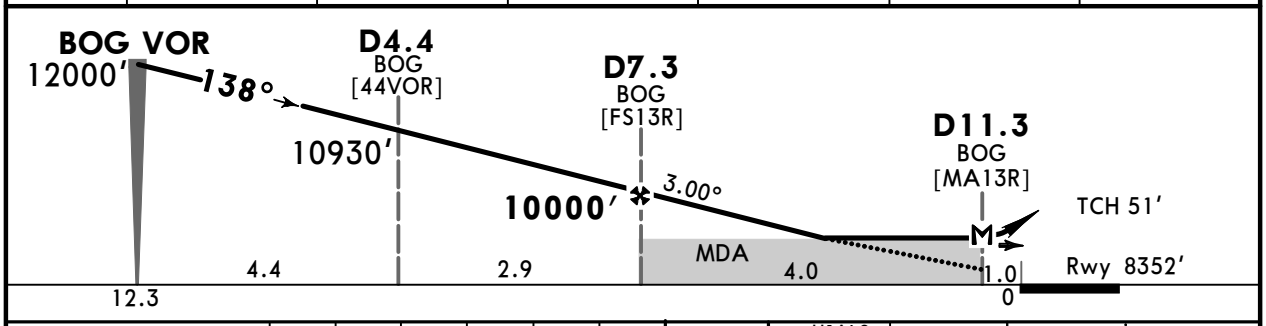
1. BOG VOR/DME required. 2. Caution: Mountainous terrain in E and SE sectors at 9800′ and above within 20 NM of BOG VOR.



MSA ARP within 50 NM



BOG DME	7.3	8.0	9.0	10.0	11.0	12.0
ALTITUDE	10000′	9777′	9459′	9141′	8823′	8505′



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

HIALS
REIL
PAPI

on Rwy hdg until SOA 108.6 R-071

PANS OPS

STRAIGHT-IN LANDING RWY 13R

MDA(H) 8920′ (568′)

	HIALS out
A	2000m
B	
C	2200m
D	

CIRCLE-TO-LAND

A	NOT APPLICABLE
B	
C	
D	

CHANGES: MSA, waypoint speeds.

SKBO/BOG
EL DORADO INTL

JEPPESEN
24 JAN 20 (13-3) Eff 30 Jan

BOGOTA, COLOMBIA
VOR-A Rwy 31L/31R

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 ™

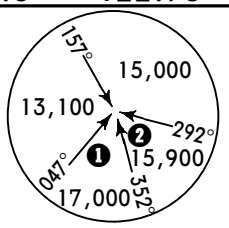
VOR SOA	Final Apch Crs	D5.3 SOA	MDA(H) Refer to Minimums	Apt Elev 8360′
108.6	094°	10300′ (1940′)		

MISSED APCH: Crossing the MAP, turn LEFT to intercept inbound ZIP VOR R-206 climb to 14000′. Cross GUXUN 12000′ or higher, hold at ZIP VOR at 14000′. Expect ATC instructions.

(When ZIP VOR not operational): After UBSEN intercept inbound BOG VOR R-118 climbing to 14000′ or expect ATC instructions.

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

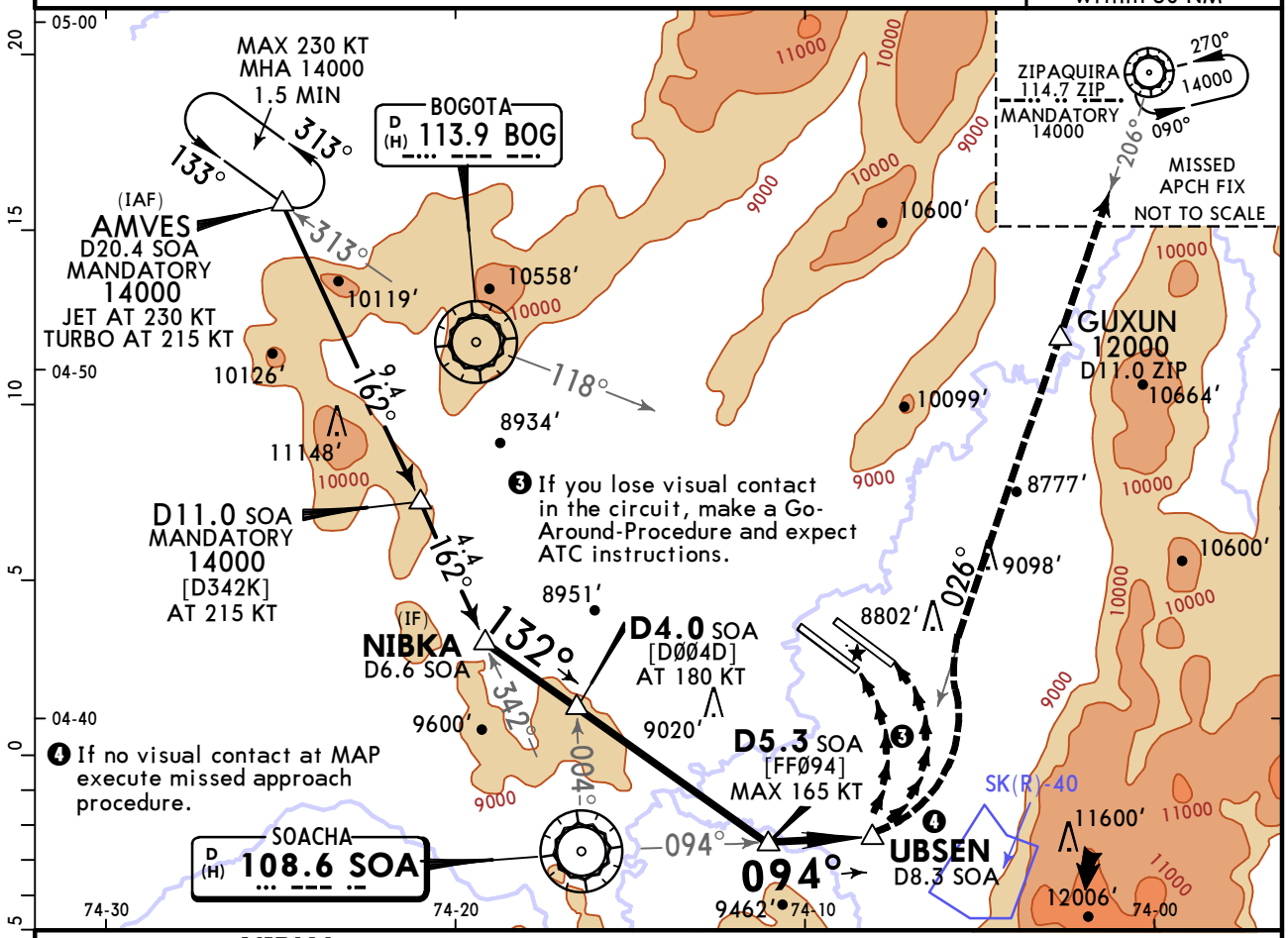
1. BOG, SOA and ZIP VOR/DME required. 2. CAUTION: Mountainous terrain in E and SE sectors at 9800′ and above within 20 NM of BOG VOR.

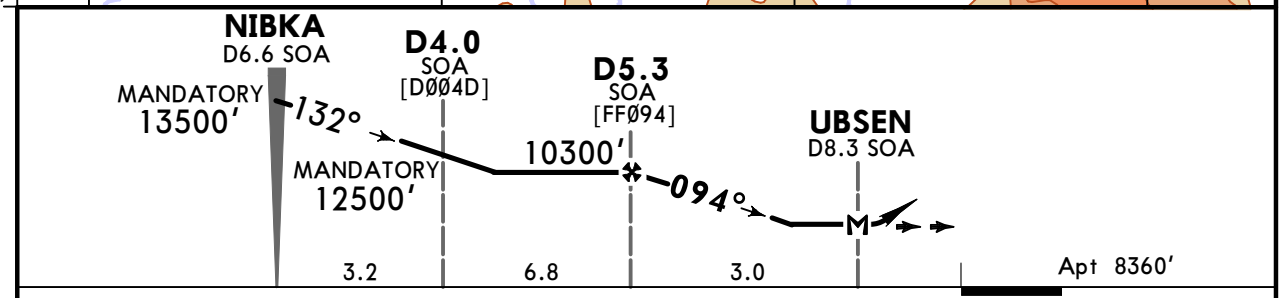


❶ 15,000 within 15 NM
15,900 within 40 NM

❷ 15,000 within 20 NM

MSA ARP within 50 NM





								Lighting - Refer to Airport Chart	LT	ZIP 114.7 R-206	GUXUN 12000′
MAP at UBSEN										

CIRCLE-TO-LAND

PANS OPS

	Max Kts	MDA(H)
A	100	9900′ (1540′) - 8000m
B	135	
C	180	
D	205	

CHANGES: Missed approach, MSA, speed restrictions.

Chart changes since cycle 21-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BOGOTA, (EL DORADO INTL - SKBO)				
DEL	TEMPORARY DISPLACED THRES...	10-8	30 Oct 2020	
DEL	RNP V RWY 31L - DISPL (AR...	12-22-T	30 Oct 2020	
DEL	RNP VIS FLIGHT PROC RNP E...	12-3-T	30 Oct 2020	
DEL	RNP VIS FLIGHT PROC RNP F...	12-4-T	30 Oct 2020	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SKBO

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Spot 17 (Autonomous Taxi Point) closed.