SKBO/BOG
ELDORADO INTL

JEPPESEN
27 NOV 09 (10-1P)

BOGOTA, COLOMBIA
AIRPORTBRIEFING

ARRIVAL AND DEPARTURE

1. ARRIVAL

1.1 SPEED RESTRICTIONS

Inside Bogota TMA, unless ATC indicates another speed, the arrivals to Eldorado Intl Airport under RADAR control should tailor their speeds according to those specified.

- 190 KT at BOG VOR.

2. DEPARTURE

2.1 SPEED RESTRICTIONS

Inside Bogota TMA, unless ATC indicates another speed, the departures from Eldorado Intl Airport under RADAR control should tailor their speeds according to those specified.

- 185 KT to FL 120 on departures using SOA VOR.
- 185 KT to FL 150 on departures usng ZIP VOR.
- 230 KT when holding at or below FL 140.
- 250 KT at Speed Limiting Point (SLP).

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JEPPESEN
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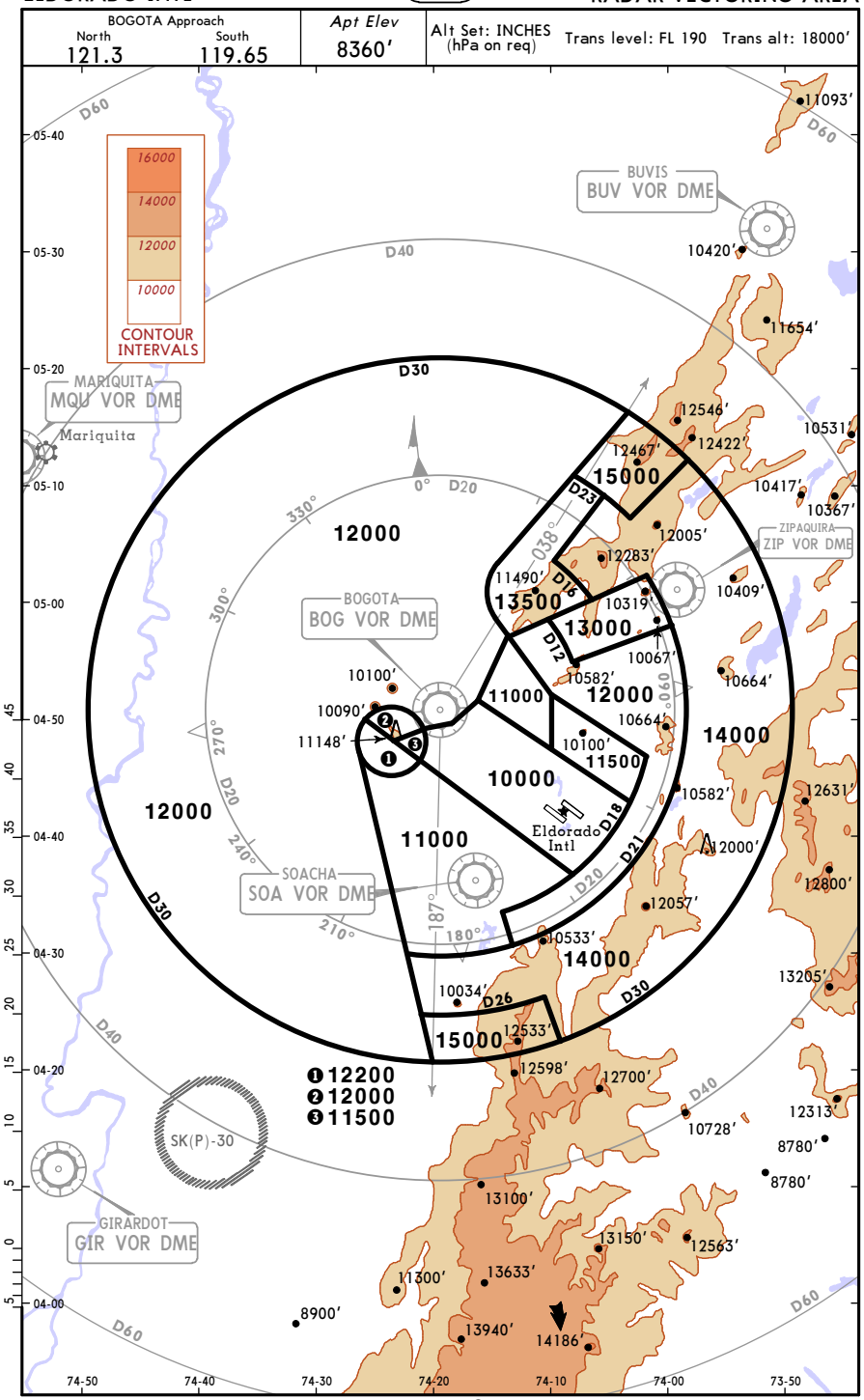
SKBO/BOG
ELDORADO INTL

JEPPESEN
16 NOV 07 (10-1R)

BOGOTA, COLOMBIA
RADAR VECTORING AREA



CHANGES: Altitudes.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-2) Eff 22 Sep

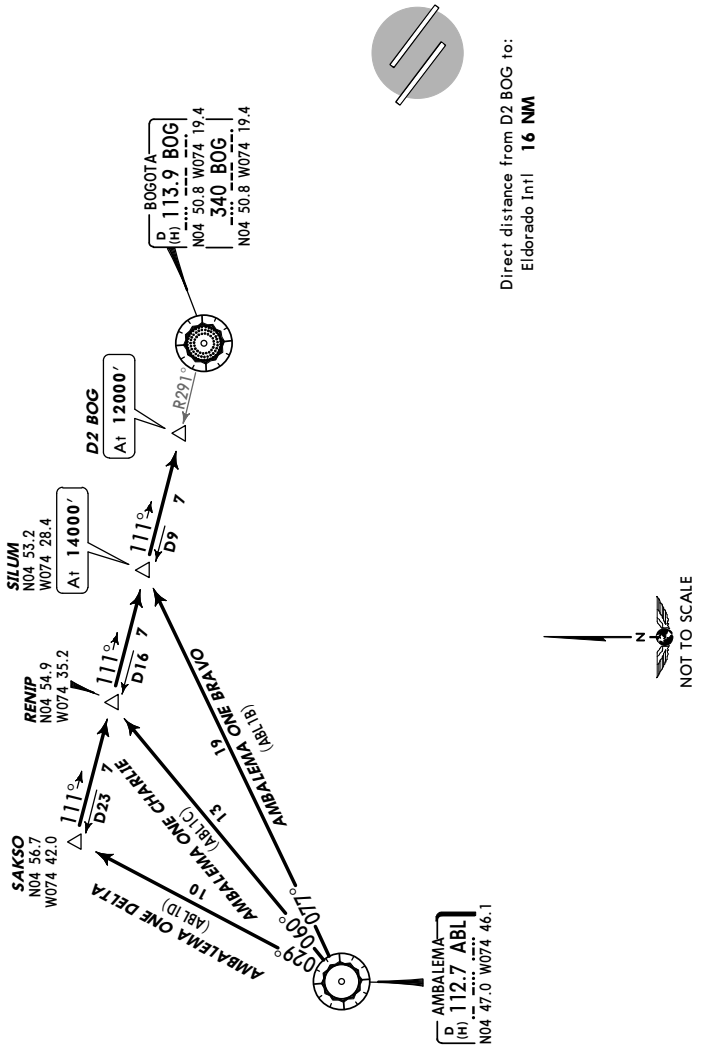
BOGOTA, COLOMBIA
STAR

ATIS	Apt Elev	
113.9	8360′	Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′

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

AMBALEMA ONE BRAVO (ABL1B), AMBALEMA ONE CHARLIE (ABL1C), AMBALEMA ONE DELTA (ABL1D) ARRIVALS

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



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JEPPESEN
JeppView 3.7.5.0

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-2A) Eff 22 Sep

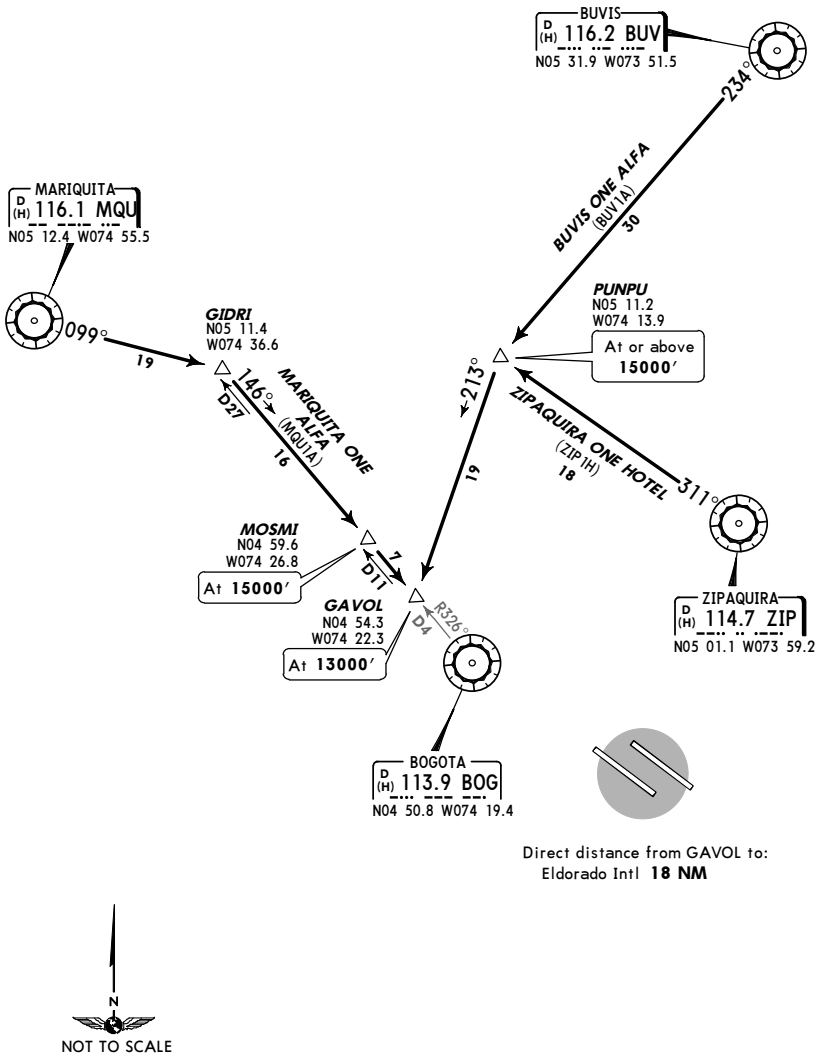
BOGOTA, COLOMBIA
STAR

ATIS	Apt Elev	
113.9	8360′	Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′ BUVIS ONE ALFA, ZIPAQUIRA ONE HOTEL: **RNAV 1 required** or from PUNPU EXPECT vectors to localizer.

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

BUVIS ONE ALFA (BUV1A), MARIQUITA ONE ALFA (MQU1A), ZIPAQUIRA ONE HOTEL (ZIP1H) ARRIVALS

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



SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-2B) Eff 22 Sep

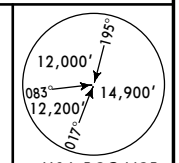
BOGOTA, COLOMBIA
STAR

ATIS	Apt Elev
113.9	8360′

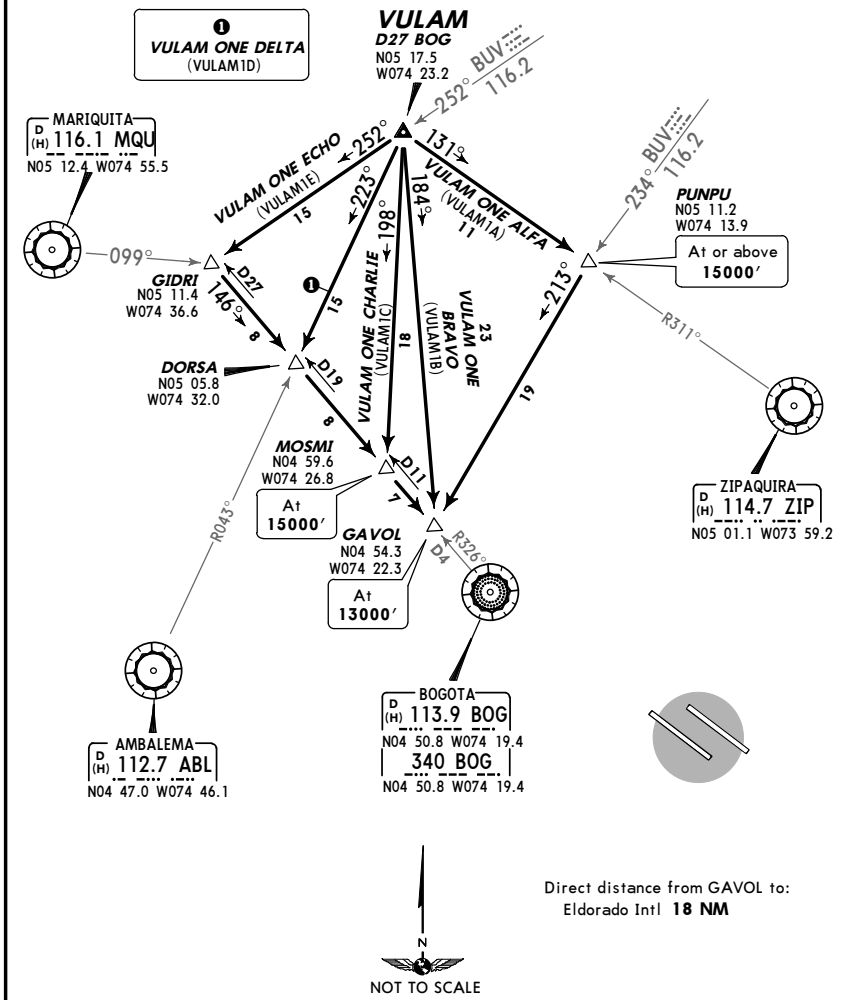
Alt set: IN (hPa on req)
Trans level: FL190 Trans alt: 18000′
1. VULAM ONE BRAVO, VULAM ONE CHARLIE: **RNAV 1 required** or assigned heading to VULAM and follow the procedure and EXPECT vectors.
2. VULAM ONE ALFA: **RNAV 1 required** or at PUNPU EXPECT vectors to localizer.

VULAM ONE ALFA (VULAM1A) *[VULA1A]*, VULAM ONE BRAVO (VULAM1B) *[VULA1B]*, VULAM ONE CHARLIE (VULAM1C) *[VULA1C]*, VULAM ONE DELTA (VULAM1D) *[VULA1D]*, VULAM ONE ECHO (VULAM1E) *[VULA1E]* ARRIVALS

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



MSA BOG VOR



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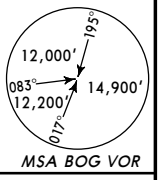
SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3) Eff 22 Sep

BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev
119.95	8360′

Trans level: FL190 Trans alt: 18000′

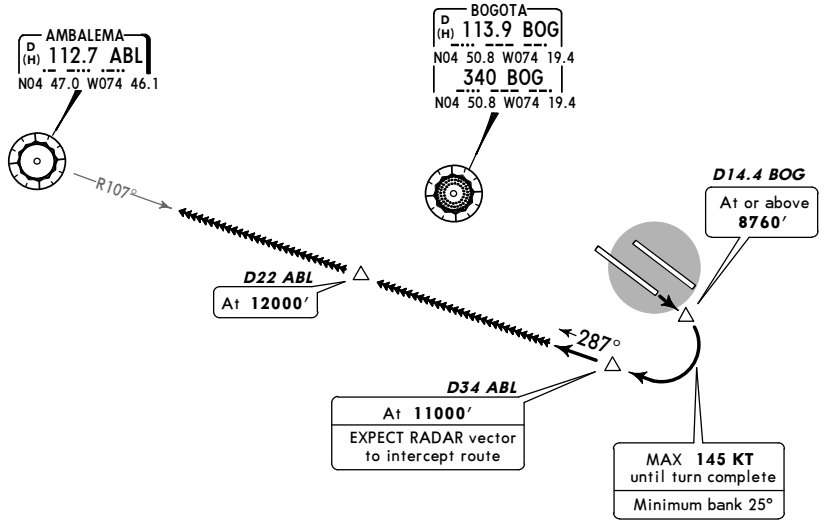


MSA BOG VOR

AMBALEMA ONE ECHO (ABL1E) DEPARTURE

(RWY 13R)

CAT A, B



This SID requires the following minimum climb gradients:
MAINTAIN 8.2% until intercepting ABL R-107, then 5.0% to **11000′**, then 3.3% to **12000′**.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

NOT TO SCALE

SKBO/BOG ELDORADO INTL

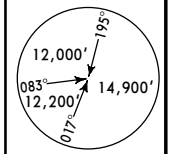
BOGOTA, COLOMBIA

SID

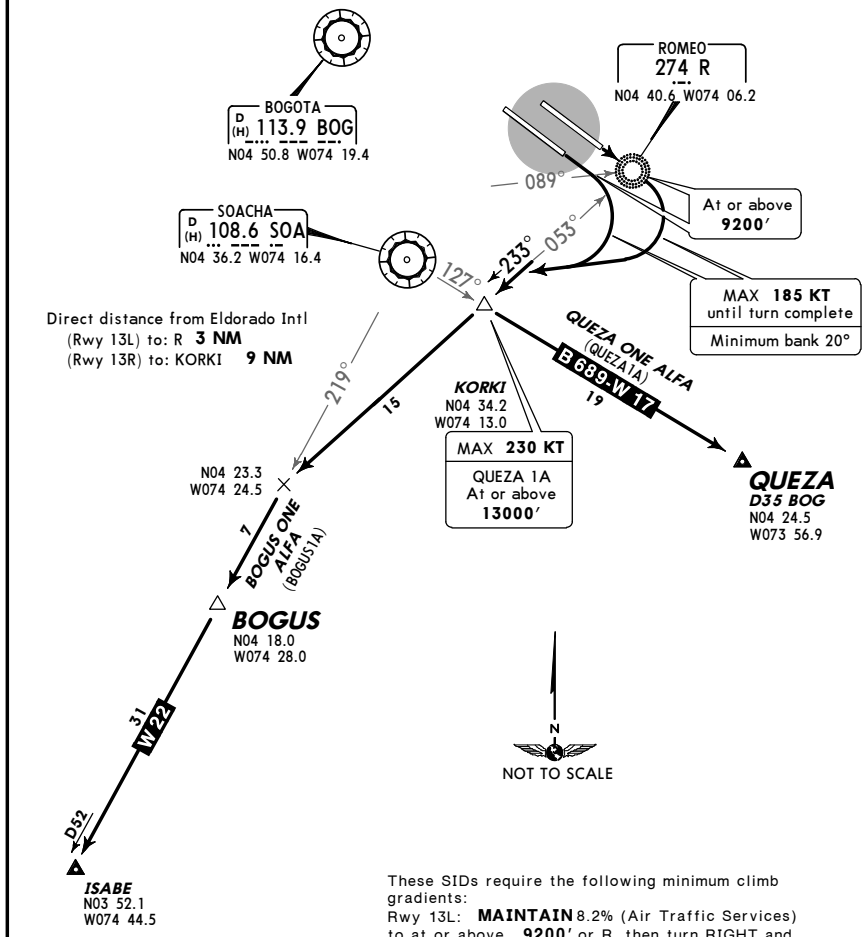
BOGOTA Departure 119.95	Apt Elev 8360′	Trans level: FL190 Trans alt: 18000′ If it is not possible to comply with QUEZA ONE ALFA climb gradient proceed via BOGUS ONE ALFA until leaving **15000′** then EXPECT RADAR vectors to QUEZA.

BOGUS ONE ALFA (BOGUS1A) *[BOGU1A]*, QUEZA ONE ALFA (QUEZA1A) *[QUEZ1A]* DEPARTURES

(RWYS 13L/R)



MSA BOG VOR



These SIDs require the following minimum climb gradients:
Rwy 13L: **MAINTAIN** 8.2% (Air Traffic Services) to at or above **9200′** or R, then turn RIGHT and **MAINTAIN** 6.7% to KORKI.
Rwy 13R: **MAINTAIN** 8.2% (Air Traffic Services) to at or above **9200′** or crossing 089° bearing to R, then turn RIGHT and **MAINTAIN** 6.7% to KORKI.

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

CHANGES: New procedures at this airport (SIDs cancelled).

SKBO/BOG ELDORADO INTL

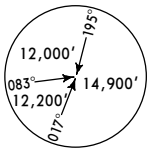
BOGOTA, COLOMBIA

SID

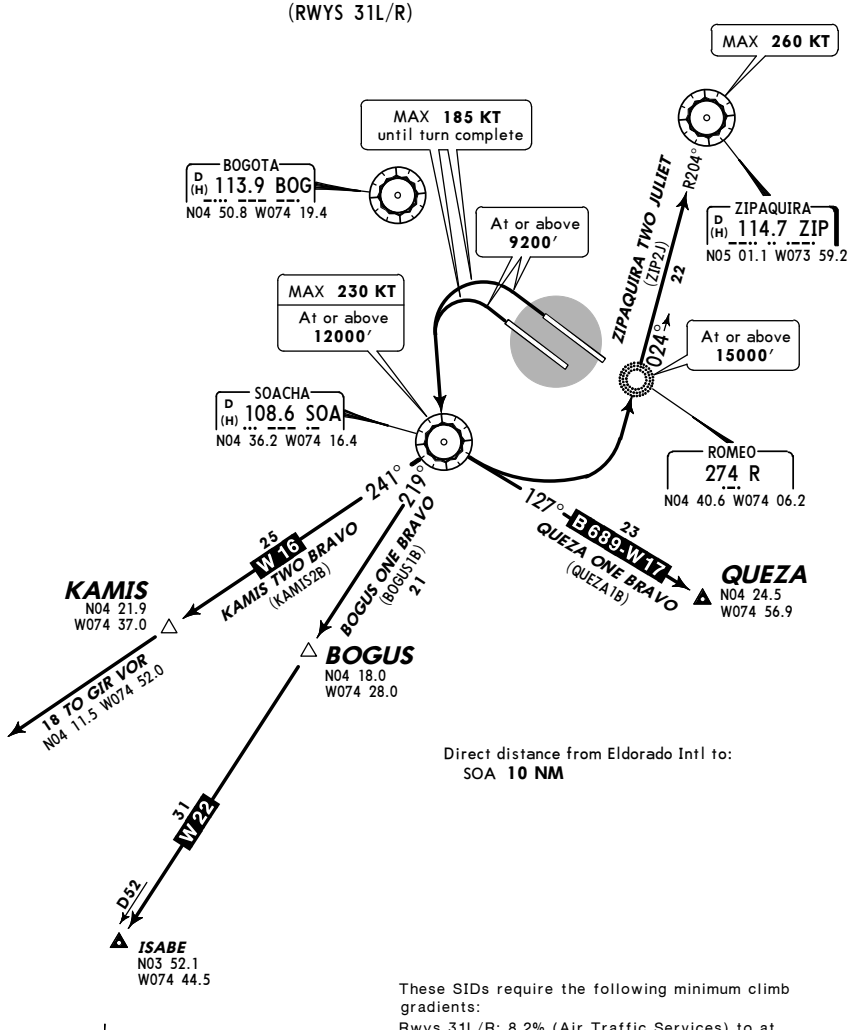
BOGOTA Departure 119.95	Apt Elev 8360′	Trans level: FL190 Trans alt: 18000′

BOGUS ONE BRAVO (BOGUS1B) *[BOGU1B]*, KAMIS TWO BRAVO (KAMIS2B) *[KAMI2B]*, QUEZA ONE BRAVO (QUEZA1B) *[QUEZ1B]*, ZIPAQUIRA TWO JULIET (ZIP2J) *[ZIP2J]* DEPARTURES

(RWYS 31L/R)



MSA BOG VOR



These SIDs require the following minimum climb gradients:
Rwys 31L/R: 8.2% (Air Traffic Services) to at or above **9200′**, then turn LEFT and **MAINTAIN** 5.5% to SOA.
QUEZA ONE BRAVO: **MAINTAIN** published climb gradient until **14000′.**

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

CHANGES: Procedures added, removed, revised, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3C) Eff 22 Sep

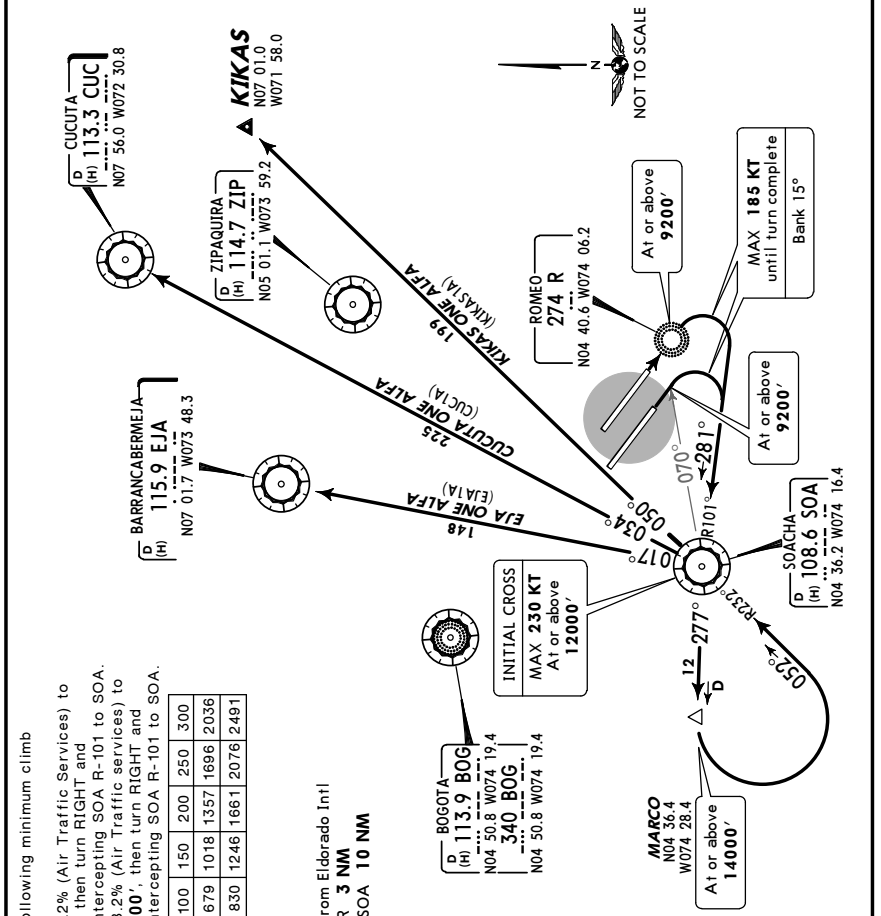
BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	

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

CUCUTA ONE ALFA (CUC1A) *[CUC1A]*, EJA ONE ALFA (EJA1A) *[EJA1A]*, KIKAS ONE ALFA (KIKAS1A) *[KIKA1A]* DEPARTURES

(RWYS 13L/R)



These SIDs require the following minimum climb gradients:
Rwy 13L: **MAINTAIN** 8.2% (Air Traffic Services) to at or above **9200′** or R, then turn RIGHT and **MAINTAIN** 6.7% until intercepting SOA R-101 to SOA.
Rwy 13R: **MAINTAIN** 8.2% (Air Traffic services) to cross SOA R-070 at **9200′**, then turn RIGHT and **MAINTAIN** 6.7% until intercepting SOA R-101 to SOA.

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

CHANGES: Procedures revised, ZIP3A SID cancelled.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3D) Eff 22 Sep

BOGOTA, COLOMBIA
SID

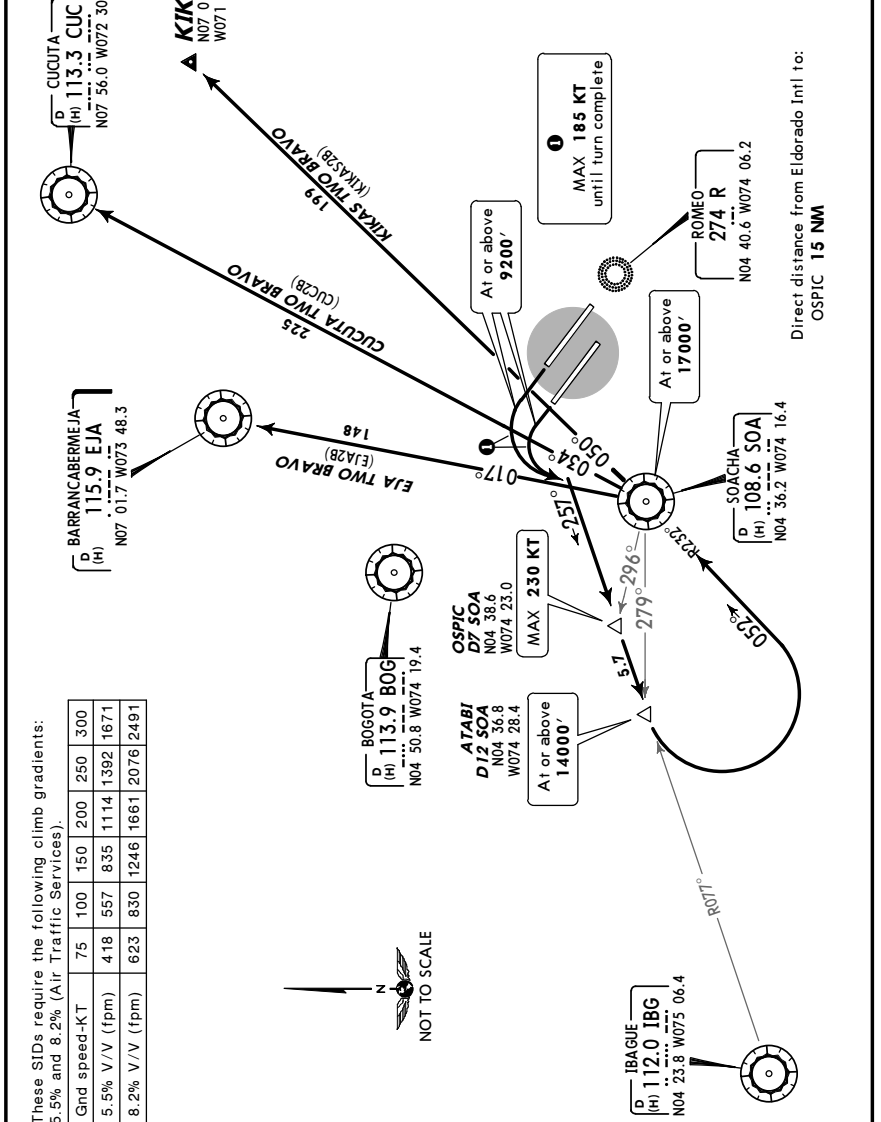
BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	

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

CUCUTA TWO BRAVO (CUC2B) *[CUC2B]*, EJA TWO BRAVO (EJA2B) *[EJA2B]*, KIKAS TWO BRAVO (KIKAS2B) *[KIKA2B]* DEPARTURES

(RWYS 31L/R)

CAT C, D



These SIDs require the following climb gradients:
5.5% and 8.2% (Air Traffic Services).

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

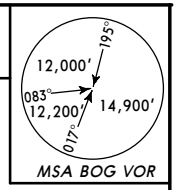
CHANGES: Intial climb text removed, communication, apt elevation, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3E) Eff 22 Sep

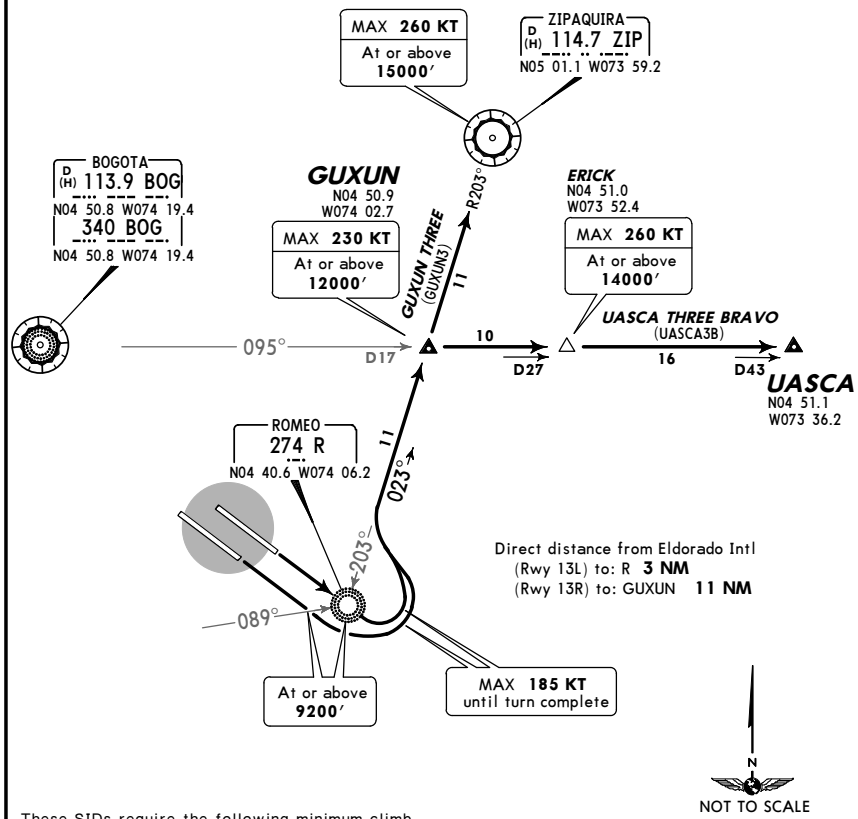
BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev	Trans level: FL190	Trans alt: 18000′
119.95	8360′		



GUXUN THREE (GUXUN3) *[GUXUN3]*, UASCA THREE BRAVO (UASCA3B) *[UASC3B]* DEPARTURES

(RWYS 13L/R)



Direct distance from Eldorado Intl
(Rwy 13L) to: R **3 NM**
(Rwy 13R) to: GUXUN **11 NM**

These SIDs require the following minimum climb gradients:
4.8% and 8.2% (Air Traffic Services).

Rwy 13L: **MAINTAIN** 8.2% to at or above **9200′** or R, turn LEFT and **MAINTAIN** 4.8% to MEA.
Rwy 13R: **MAINTAIN** 8.2% to at or above **9200′** or crossing 089° bearing to R, turn LEFT and **MAINTAIN** 4.8% to MEA.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

INITIAL CLIMB

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

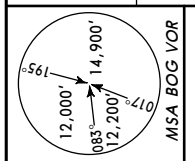
CHANGES: Airport elevation, database identifiers added, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3F) Eff 22 Sep

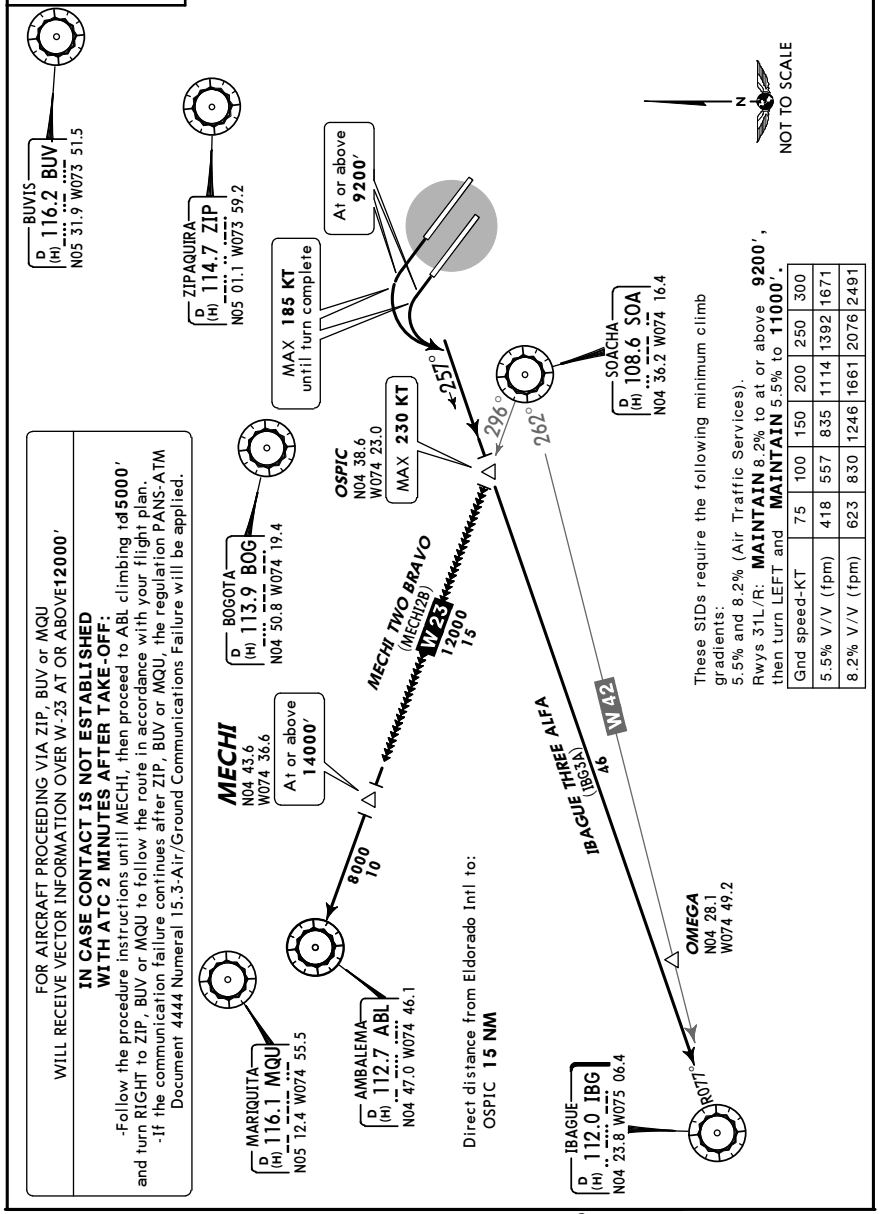
BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev	Trans level: FL190	Trans alt: 18000′
119.95	8360′		



IBAGUE THREE ALFA (IBG3A) *[IBG3A]*, MECHI TWO BRAVO (MECHI2B) *[MECH2B]* DEPARTURES

(RWYS 31L/R)



FOR AIRCRAFT PROCEEDING VIA ZIP, BUV or MQU WILL RECEIVE VECTOR INFORMATION OVER W-23 AT OR ABOVE **12000′**
IN CASE CONTACT IS NOT ESTABLISHED WITH ATC 2 MINUTES AFTER TAKE-OFF:
-Follow the procedure instructions until MECHI, then proceed to ABL climbing to **5000′** and turn RIGHT to ZIP, BUV or MQU to follow the route in accordance with your flight plan.
-If the communication failure continues after ZIP, BUV or MQU, the regulation PANS-ATM Document 4444 Numeral 15.3-Air/Ground Communications Failure will be applied.

Direct distance from Eldorado Intl to:
OSPIC **15 NM**

These SIDs require the following minimum climb gradients:
5.5% and 8.2% (Air Traffic Services).
Rwys 31L/R: **MAINTAIN** 8.2% to at or above **9200′**, then turn LEFT and **MAINTAIN** 5.5% to **11000′.**

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

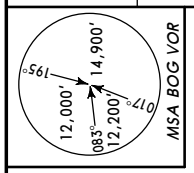
CHANGES: Communication, apt elevation, intial climb text removed, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3G) Eff 22 Sep

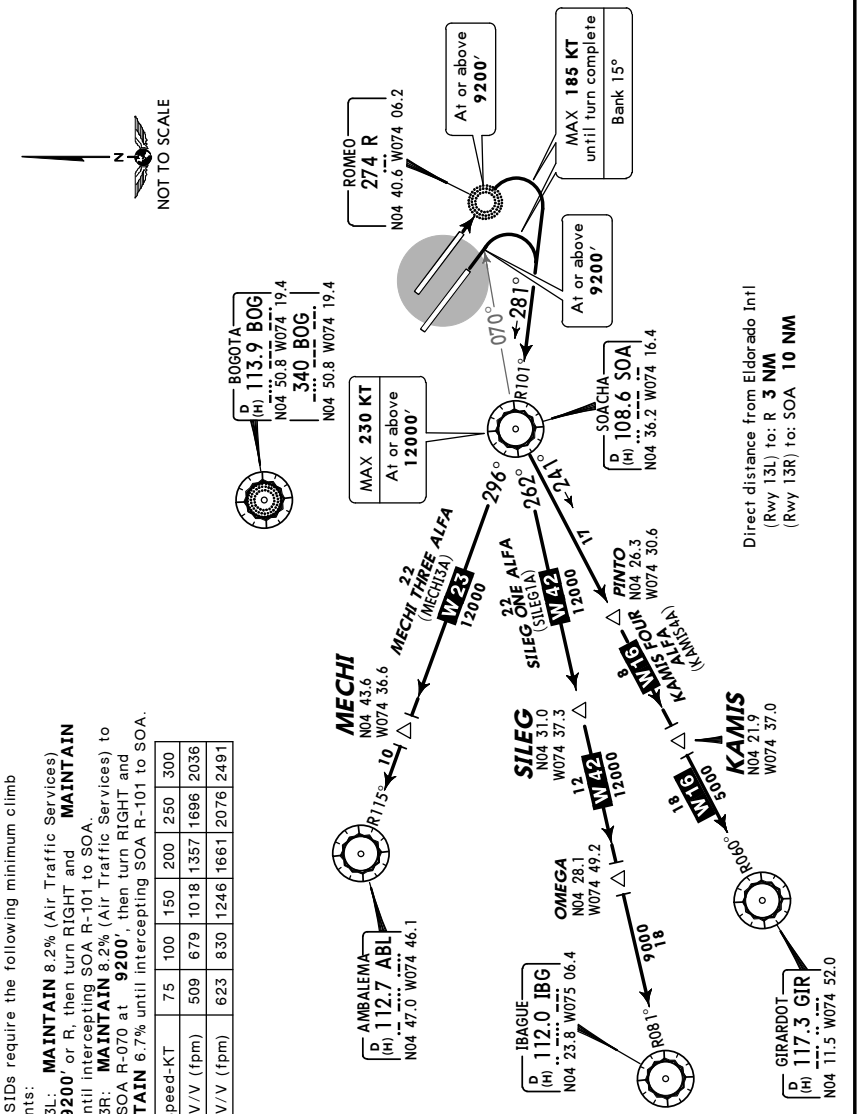
BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	



KAMIS FOUR ALFA (KAMIS4A) *[KAMI4A]*, MECHI THREE ALFA (MECHI3A) *[MECH3A]*, SILEG ONE ALFA (SILEG1A) *[SILE1A]* DEPARTURES

(RWYS 13L/R)



These SIDs require the following minimum climb gradients:
Rwy 13L: **MAINTAIN** 8.2% (Air Traffic Services) until **9200′** or R, then turn RIGHT and **MAINTAIN** 6.7% until intercepting SOA R-101 to SOA.
Rwy 13R: **MAINTAIN** 8.2% (Air Traffic Services) to cross SOA R-070 at **9200′**, then turn RIGHT and **MAINTAIN** 6.7% until intercepting SOA R-101 to SOA.

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

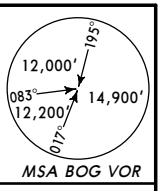
CHANGES: Procedure added, removed, revised, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3H) Eff 22 Sep

BOGOTA, COLOMBIA
SID

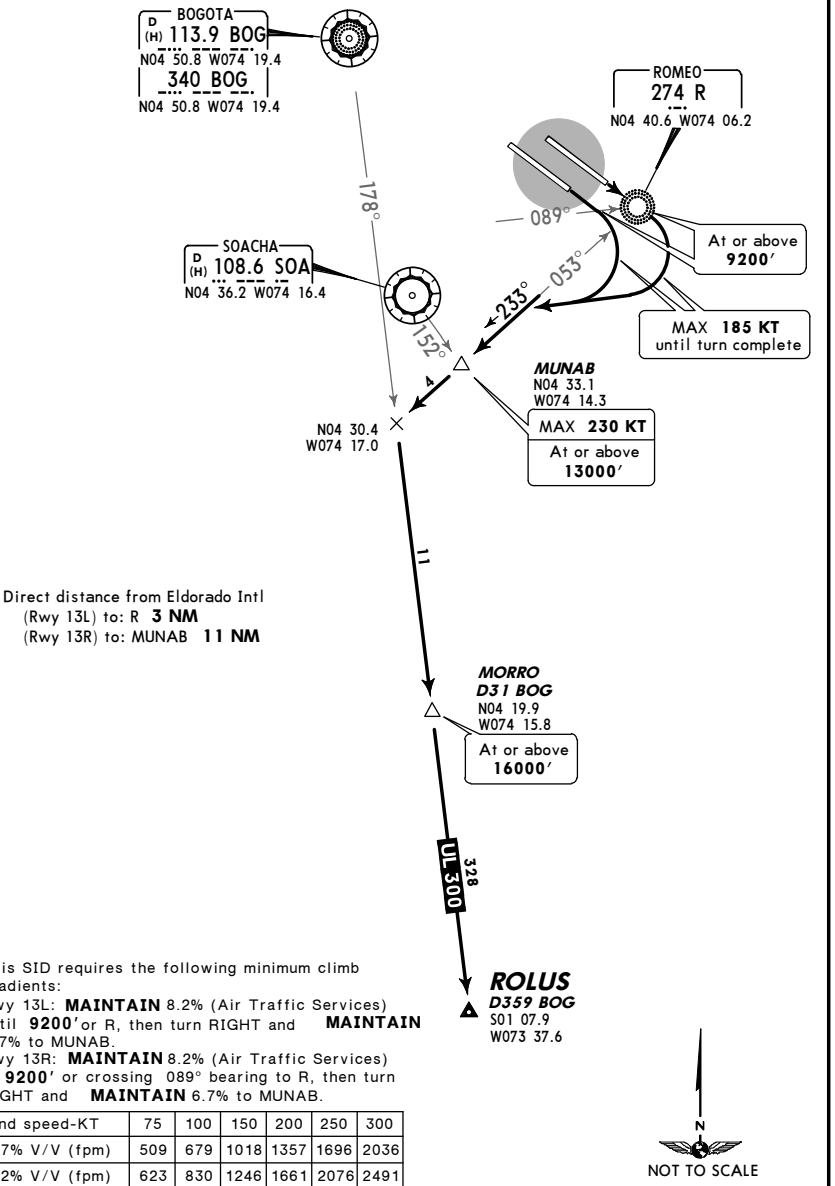
BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	**RNAV 5 (GNSS or DME/DME/IRU) required on UL-300.**



ROLUS FOUR ALFA (ROLUS4A) *[ROLU4A]* DEPARTURE

(RWYS 13L/R)

CAT C, D



This SID requires the following minimum climb gradients:
Rwy 13L: **MAINTAIN** 8.2% (Air Traffic Services) until **9200′** or R, then turn RIGHT and **MAINTAIN** 6.7% to MUNAB.
Rwy 13R: **MAINTAIN** 8.2% (Air Traffic Services) to **9200′** or crossing 089° bearing to R, then turn RIGHT and **MAINTAIN** 6.7% to MUNAB.

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

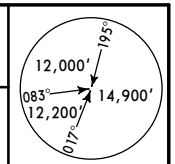
CHANGES: Procedure renumbered, revised, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3J) Eff 22 Sep

BOGOTA, COLOMBIA
SID

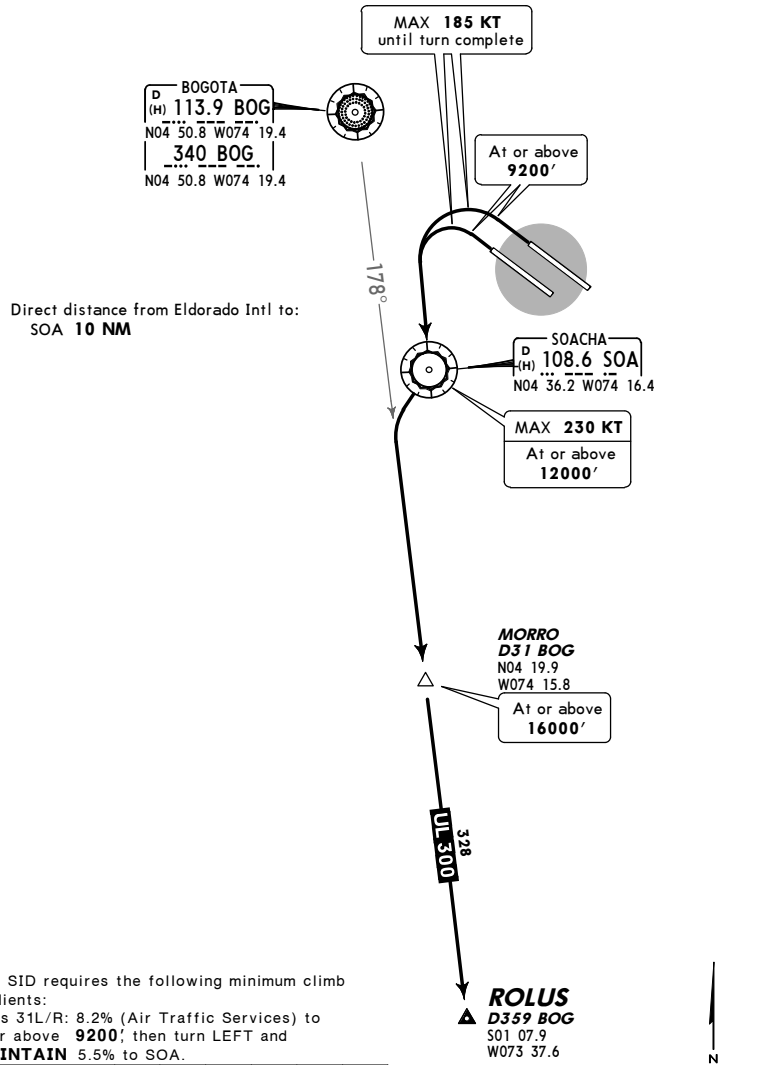
BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	**RNAV 5 (GNSS or DME/DME/IRU) required on UL-300.**



ROLUS FOUR BRAVO (ROLUS4B) DEPARTURE
[ROLU4B]

(RWYS 31L/R)

CAT C, D



This SID requires the following minimum climb gradients:
Rwys 31L/R: 8.2% (Air Traffic Services) to at or above **9200′**, then turn LEFT and **MAINTAIN** 5.5% to SOA.

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

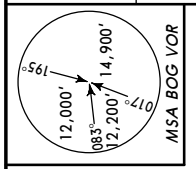
CHANGES: Procedure renumbered, revised, reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3K) Eff 22 Sep

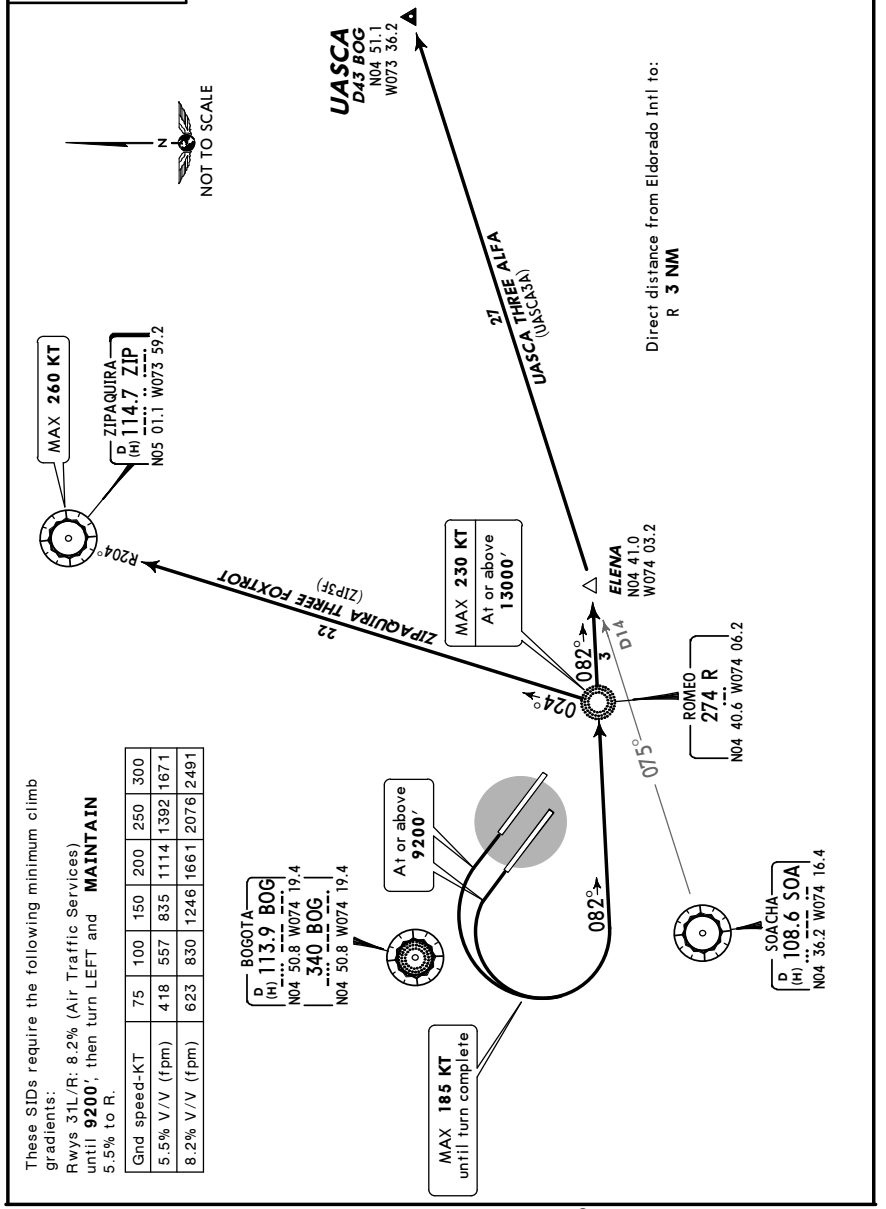
BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	



UASCA THREE ALFA (UASCA3A) *[UASC3A]*, ZIPAQUIRA THREE FOXTROT (ZIP3F) *[ZIP3F]* DEPARTURES

(RWYS 31L/R)



These SIDs require the following minimum climb gradients:
Rwys 31L/R: 8.2% (Air Traffic Services) until **9200′**, then turn LEFT and **MAINTAIN** 5.5% to R.

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

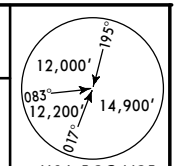
CHANGES: Airport elevation, database identifiers added, chart reindexed.

SKBO/BOG
ELDORADO INTL

JEPPESEN
16 SEP 11 (10-3L) Eff 22 Sep

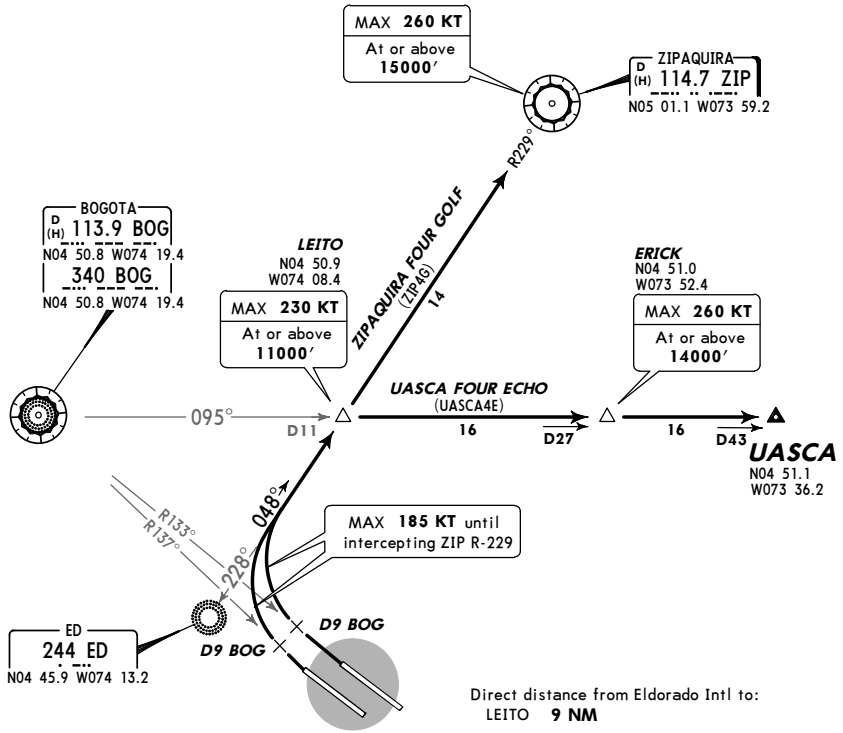
BOGOTA, COLOMBIA
SID

BOGOTA Departure	Apt Elev	Trans level: FL190 Trans alt: 18000′
119.95	8360′	**ED required.**



UASCA FOUR ECHO (UASCA4E) *[UASC4E]*, ZIPAQUIRA FOUR GOLF (ZIP4G) *[ZIP4G]* DEPARTURES

(RWYS 31L/R)



Direct distance from Eldorado Intl to:
LEITO **9 NM**

These SIDs require the following minimum climb gradient:
Rwys 31L/R: **MAINTAIN** 6.5% until **11000′.**

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975

NOT TO SCALE

INITIAL CLIMB

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

CHANGES: Airport elevation, database identifiers, chart reindexed.

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NOISE

SKBO/BOG

JEPPESEN
16 NOV 07 (10-4)

BOGOTA, COLOMBIA
ELDORADO INTL

NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 13 L/R

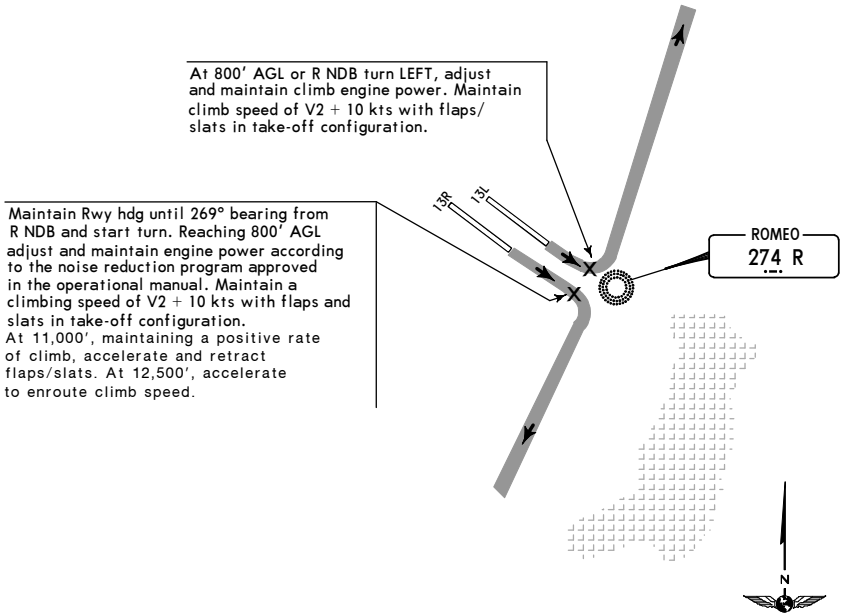
This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until a maximum prescribed altitude is reached. At the prescribed altitude, accelerate and retract flaps/slats maintaining a positive rate of climb and completing the transition to enroute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

- The climb speed until noise abatement starting point will be not less then V2 + 10 Kts.
- **LEFT turn:** Reaching 800′ AGL or R NDB, turn LEFT, adjust and maintain climb engine power. Maintain a climbing speed of V2 + 10 Kts with flaps and slats in take-off configuration.
- **RIGHT turn:** Maintain runway heading until 269° bearing from R NDB and start turn. Reaching 800′ AGL adjust and maintain the 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.



NOT TO SCALE

CHANGES: None.

NOISE

SKBO/BOG

JEPPESEN

16 NOV 07 (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.

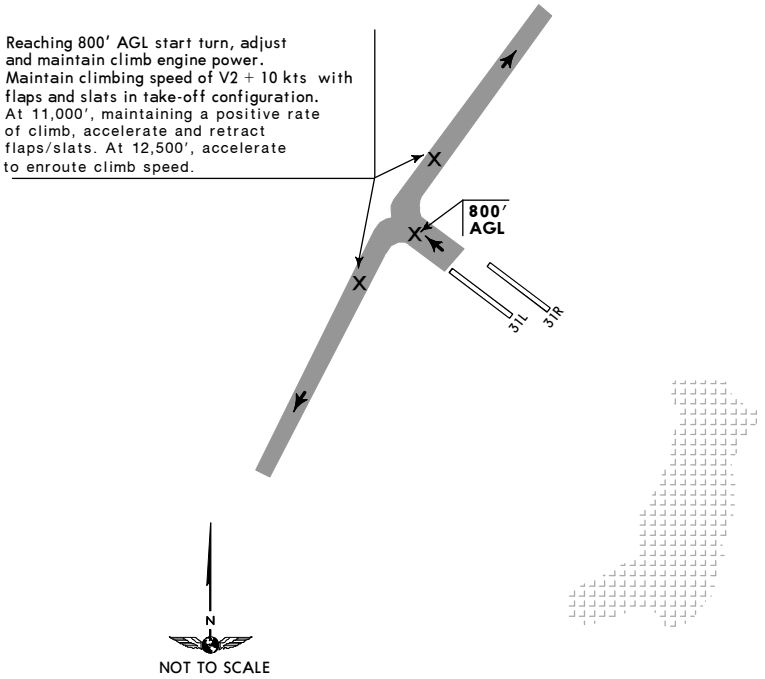
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

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: Procedure.

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TAXI

SKBO

JEPPESEN

1 FEB 02 (10-6)

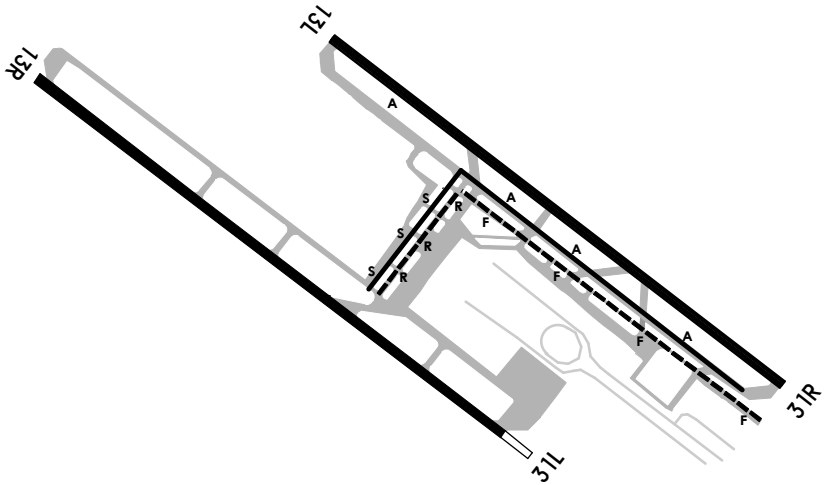
BOGOTA, COLOMBIA
ELDORADO INTL
Coded Taxi Routes

PREFERRED TAXI ROUTES FOR DEPARTURES/ARRIVALS

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

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

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



CIRCUIT 1 TAXIWAYS ALFA & SIERRA

CIRCUIT 2 TAXIWAYS FOXTROT & ROMEO

CHANGES: Location name.

SKBO/BOG

Apt Elev **8360′**

N04 42.1 W074 08.8

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

International Cargo Apron:

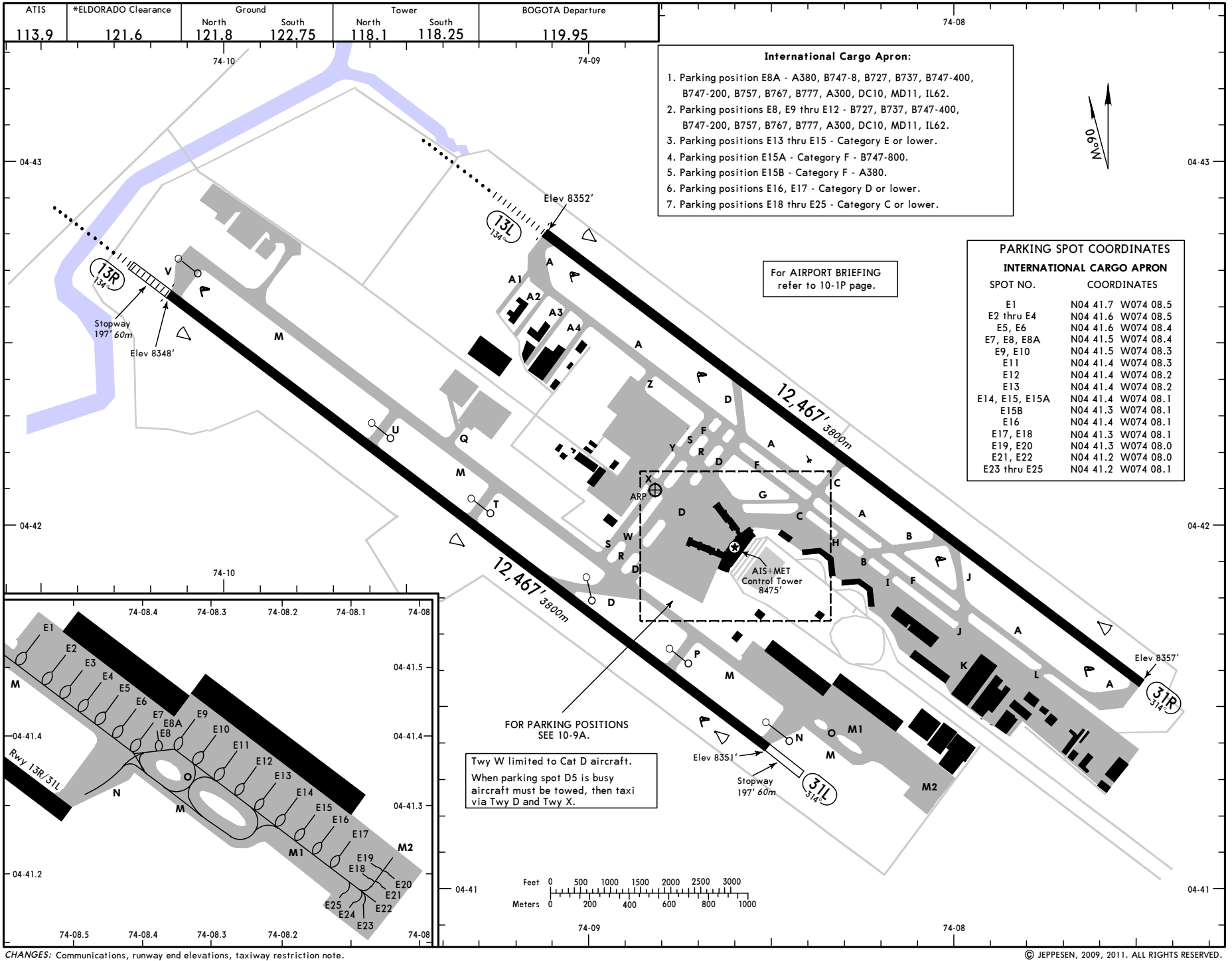
1. Parking position E8A - A380, B747-8, B727, B737, B747-400, B747-200, B757, B767, B777, A300, DC10, MD11, IL62.
2. Parking positions E8, E9 thru E12 - B727, B737, B747-400, B747-200, B757, B767, B777, A300, DC10, MD11, IL62.
3. Parking positions E13 thru E15 - Category E or lower.
4. Parking position E15A - Category F - B747-800.
5. Parking position E15B - Category F - A380.
6. Parking positions E16, E17 - Category D or lower.
7. Parking positions E18 thru E25 - Category C or lower.

For AIRPORT BRIEFING refer to 10-1P page.

PARKING SPOT COORDINATES

INTERNATIONAL CARGO APRON

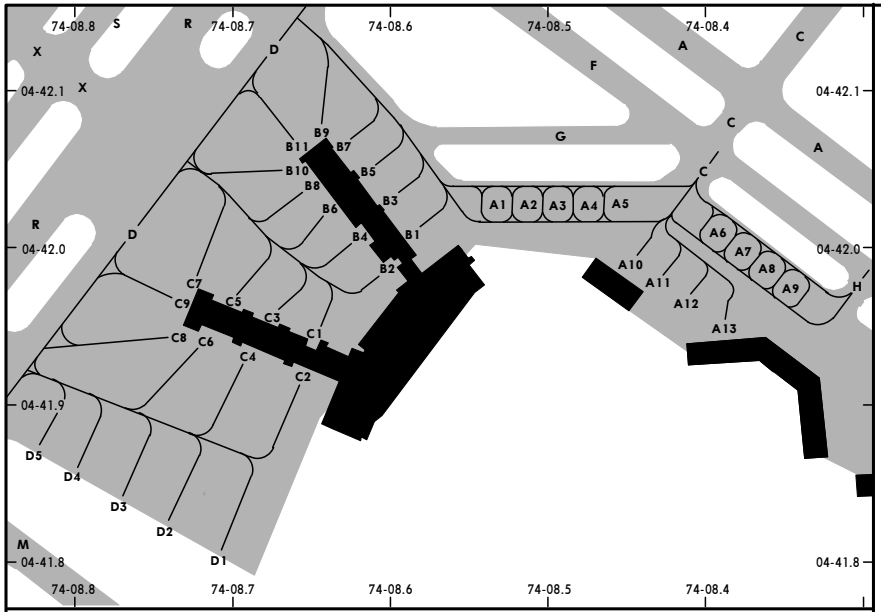
SPOT NO.	COORDINATES
E1	N04 41.7 W074 08.5
E2 thru E4	N04 41.6 W074 08.5
E5, E6	N04 41.6 W074 08.4
E7, E8, E8A	N04 41.5 W074 08.4
E9, E10	N04 41.5 W074 08.3
E11	N04 41.4 W074 08.3
E12	N04 41.4 W074 08.2
E13	N04 41.4 W074 08.2
E14, E15, E15A	N04 41.4 W074 08.1
E15B	N04 41.3 W074 08.1
E16	N04 41.4 W074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



CHANGES: Communications, runway end elevations, taxiway restriction note.

SKBO/BOG

BOGOTA, COLOMBIA
ELDORADO INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
Regional Terminal	
A1 thru A5	N04 42.0 W074 08.5
A6 thru A9	N04 42.0 W074 08.4
A10	N04 42.0 W074 08.5
A11, A12	N04 42.0 W074 08.4
A13	N04 41.9 W074 08.4
National Terminal	
B1 thru B6	N04 42.0 W074 08.6
B7, B9	N04 42.1 W074 08.6
B8, B10	N04 42.0 W074 08.7
B11	N04 42.1 W074 08.7
C1 thru C9	N04 42.0 W074 08.7
Remote International Terminal	
D1	N04 41.8 W074 08.7
D2, D3	N04 41.8 W074 08.8
D4, D5	N04 41.9 W074 08.8

Aircraft Parking Positions:

National Terminal Gates:
1. Parking positions B1 thru B11 - B727, B737-700, EMB170, EMB190, MD
2. Parking positions B1, B4 thru B11 - A319, A320
3. Parking position B11 - B757

International Terminal Gates:
1. Parking positions C1 thru C9 - MD, FOCKER100, EMB190, B727
2. Parking position C1 - B737-300
3. Parking positions C2, C4 thru C9 - B737-800, A300, A319, A320
4. Parking positions C2, C4 - A330, A340-300, B757, B767, B747-200, DC10, MD11, TU-204
5. Parking positions C5, C6 - B757, B767, TU-204
6. Parking positions C7, C8 - A340-600, B757, B767, B747-200, DC10, MD11, TU-204
7. Parking positions C2, C4 thru C9 - IL62, TU-204

Remote International Terminal Gates:
1. Parking position D1 - B727, B737-800, B747-400, B757, B767, A300, A319, A320, A330, A340-600, DC8, DC10, MD11, IL62, TU-204
2. Parking position D2 - B727, B737-800, B747-200, B757, B767, A300, A319, A320, A330, IL62, TU-204
3. Parking position D3 - B727, B737-800, B757, B767, A300, A319, A320, A330, IL62, TU-204
4. Parking position D4 - B727, B737-800, B757, A319, A320, IL62, TU-204
5. Parking position D5 - MD, FOCKER50, FOCKER100, DASH8, EMB145, DORNIER28, B727

GENERAL

CAUTION: Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

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

❶ Rwy closed between 0300-1100 UTC.

TAKE-OFF

Rwy 13R/31L

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

Rwy 13L/31R

	❶ Take-off Alternate Airport Filed	Standard
	RL & CL or RCLM	
1 Eng	570' - *3000m*	
2 Eng	1 hour alternate (1 Eng inop) *550m*	*1600m*
3 & 4 Eng	2 hour alternate (1 Eng inop) *550m*	*800m*

❶ With appropriate approval.

CHANGES: Runway 13R REIL added, Runway 31L REIL removed.

SKBO/BOG

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22 JUL 11 (10-9B)

BOGOTA, COLOMBIA
ELDORADO INTL

LOW VISIBILITY PROCEDURES

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

Operations needing to establish LVP procedures are:

-Take-off operations with RVR of less than 550m.
-CAT II approach and landing operations.

Crews will advise ATC if they will be using CAT II automatic landing or approach simulations. In this case ATC will inform the crews that the sensitive and critical zones of the LOC and GP are protected.

1. FACILITIES DESCRIPTION

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

1.2 SIGNAL AND GUIDANCE TAXI SYSTEMS:

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

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

c. TAXIWAY SIGNALING: Center and edge.

1.3 In order to support the requirements of RVR values and reports in all weather operations, the observations and information will be provided from the following places:

a. Non-precision and CAT I approaches: The touchdown zone will provide representative information.

b. CAT II operations: CAT II operations will comply with CAT I operations, in addition, the mid-point (or roll out point) of the runway will provide representative information, or else a point at the end of the runway.

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

2.1 Preparation phase of LVP procedures will begin by the emission of the LVP PRELIMINARY WARNING advice, which will be released when:

a. The El Dorado airport forecast (TAF) is updated to expect the formation or presence of mist or fog.

b. The reported visibility from the IDEAM (Colombian Institute of Hydrology, Meteorology and Environmental Studies) observer, in the SPECI/METAR is equal to or lower than 2000m (6000 ft).

c. The TDZ RVR indicator for Runway 13R/13L or 13L/31R indicates a 1000m (3000 ft) value with a decreasing trend, 'D1000'. In case of TDZ RVR equipment failure, a meteorological observer will be dispatched to the respective runway threshold to obtain an RVR value which will be used for CAT I approach procedures and take-off up to 500m (1500 ft) (LEVEL I).

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

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

a. TDZ RVR indicator of any Runway 13R, 13L, 31R, 31L, indicates a value of 550m (1650 ft) or less.

b. When the IDEAM observer reports a meteorological visibility of lower than 800m (2400 ft).

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

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22 JUL 11 (10-9C)

BOGOTA, COLOMBIA
ELDORADO INTL
LOW VISIBILITY PROCEDURES

2.3 The ending phase of LVP procedures will be done by the emission of the CANCELLING advice, which will be emitted when:

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

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

c. Landings or take-offs are not expected for two (2) or more hours, in which case aircraft will have to register in the SIGNALS JOURNAL of El Dorado tower.

d. Disorientation or doubt exists about the position of an aircraft or vehicle on the airport. In this situation, take-off, approach and taxi procedures will be able to resume ONLY when there is certainty of the aircraft or missing vehicle position, and the fire fighting service personnel have given notification that they are in the pre-established positions and ready to support these procedures.

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

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

a. The TDZ RVR indicator of Runway 13R indicates a value of 1000m (3000 ft) or more and a reduction of the same TDZ RVR is not expected in the next thirty (30) minutes.

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

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

d. LVP procedure will be cancelled based on which of the above conditions happen first.

e. The LVP procedures are affected by any issue that does not have a prompt solution.

3. RUNWAY EXIT DETAILS

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

4. HOLDING POINTS USAGE AND MOVEMENT RESTRICTIONS

4.1 Numerical marks (SPOTS and intermediate holding points) are painted on the ALPHA, FOXTROT, MIKE and ROMEO taxiways to determine the aircraft position.

4.2 EVEN intermediate holding points will be used for departure routes. Runway 13R will use V1 and Runway 31L N1.

4.3 ODD intermediate holding point numbers will be used on runway exit routes.

4.4. During LVP procedures, with an RVR value of 500m (1500 ft) or above, for the departure runway, only aircraft operators authorized by UAEAC through OPSPECS approval can carry out take-off LEVEL I and LEVEL II. When the standard take-off minimums are present, it is the absolute responsibility of the crew to adjust to the minimum values necessary for take-off and to inform ATC.

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

4.6. The ramp inspector and fire extinguishing vehicles will communicate with the aircraft through the control tower.

4.7. Helicopter movement is restricted during LVP procedures. State aircraft on public order missions (OP) or Presidential flights are excepted, providing that the necessary conductive measures have been taken to guarantee the safety of other aircraft.

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

CHANGES: LVP text.

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22 JUL 11 (10-9D)

BOGOTA, COLOMBIA
ELDORADO INTL

LOW VISIBILITY PROCEDURES

5. LVP PROCEDURES DESCRIPTION

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

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

5.1.2 Aeronautical frequencies.

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

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

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

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

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

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

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

5.8 ATC will have to provide landing clearance further than:

a. **1 NM** from the threshold in case of ILS CAT I precision approach.
b. **2 NM** from the threshold in case of ILS CAT II precision approach.
c. **3 NM** from the threshold in case there is no radar service available.

5.9 ATC will declare DETRESFA's phase if:

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

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

5.10 The crews will:

a. Always listen to the corresponding aeronautical frequency.

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

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

d. Adjust their taxi to the calculated take-off time (CTOT) assigned by ATC.

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

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

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

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

i. Notify when airborne.

j. Notify once the missed approach procedure is initiated.

k. Notify when the final approach point (FAP) is crossed.

l. Notify once landed.

m. Notify once the runway has been cleared.

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22 JUL 11 (10-9E)

BOGOTA, COLOMBIA
ELDORADO INTL

LOW VISIBILITY PROCEDURES

n. Notify if any issue exists, technical or otherwise, that may affect LVP safety.

o. Notify when taxiing through an intermediate taxi holding point, where previously has been requested to stop.

p. Immediately stop taxiing and turn on all exterior lights if in doubt or disorientation exists in regard to the aircraft position.

q. Immediately stop taxiing and turn on all exterior lights if unable to see the 'FOLLOW ME' vehicle.

r. Notify ATC about the irregular movement of any vehicle or aircraft into the maneuvering area that may be a risk to the LVP operations.

t. Notify ATC if there is any discrepancy between the RVR values reported by the Control Tower and the visual range from the pilot's cockpit.

6. COMMUNICATIONS FAILURE

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

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

b. If the aircraft is landing, it will hold position at the first intermediate holding point and wait for guidance of the 'FOLLOW ME' vehicle to the assigned gate or parking position.

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

7. AFTM MEASURES

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

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

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

RVR LOWER THAN 550m ONLY DEPARTURES - LVTO
Twelve (12) or less (per hour)

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

a. VISIBILITY CONDITION TWO (2)

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

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

b. VISIBILITY CONDITION THREE (3)
Enough visibility so the pilot can taxi, BUT insufficient to avoid collision with other traffic in taxiways and intersections. It is also insufficient for ATC personnel to control traffic by visual surveillance with this condition. For taxiing purposes these visibilities will normally be equivalent to an RVR value of 400m, but greater than 75m.

8. AIRCRAFT OPERATORS

8.1.1 CLEARANCE FOR OPERATION DURING LOW VISIBILITY PROCEDURES

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

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

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

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

LOW VISIBILITY PROCEDURES

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

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

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

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

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

9.1.1 Moving of vehicles

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

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

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

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

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

9.1.2 Towing maneuvers

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

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

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

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

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

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

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

9.1.3 Departure taxi maneuvers

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

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

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

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

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

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

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

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LOW VISIBILITY PROCEDURES

9.1.4 Arrival taxi maneuvers

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

a. Landed aircraft must exit Runway 13R via Taxiway D, N as below specified unless a different authorization is received from ATC:

LANDING RUNWAY	EXIT
13R	D, N

b. Aircraft exiting Runway 13R via Taxiway DELTA, will follow the corresponding (green/yellow) centerline lights, notifying 'runway vacated' and will continue taxiing through ROMEO taxiway, stopping at the intermediate point A1.

c. Aircraft exiting Runway 13R via Taxiway NOVEMBER will follow the corresponding green/yellow) centerline lights, notifying 'runway vacated' and will continue taxiing through MIKE taxiway, stopping at marking position five (5) unless the El Dorado ground controller gives instructions to stop taxiing when entering taxiway MIKE, and follow taxi instructions from the 'FOLLOW ME' vehicle.

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

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

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

g. All aircraft arriving to the Domestic and International apron will wait for the presence of a 'FOLLOW ME' vehicle at the closest marked position and comply with the following:

-If the aircraft is heading to parking positions D1, D2, D3, D4, D5, C2, C4 and C8, will be guided by a 'FOLLOW ME' from holding point five (5) to the assigned parking position.

-If the aircraft is heading to parking positions B1 to B11, C1, C3, C5, C7 and C9, will be guided by a 'FOLLOW ME' from holding position one (1) to the assigned parking position.

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

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

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

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

9.1.5 Service Units responsible

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

b. It is competency of the Direction of Operations (Operations Coordinator) of the airport operator OPAIN S.A. to enforce the LVP procedures on the aprons, through the CCO and Platform Inspectors.

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

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

e. Maneuvering area lighting system as well as Runway 13L/31R and 13R/31L operations it is responsibility of CODAD. Airport operator OPAIN S.A. Platform Inspectors will team up with CODAD personnel to carry out mandatory runway inspections as required for LVP procedures.

23. ADDITIONAL INFORMATION

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

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

CAUTION: Movement of flocks of bird during take-off and landing operations.
North-South direction between 1030-1200.
South-North direction between 2200-1330.

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

SMGCS

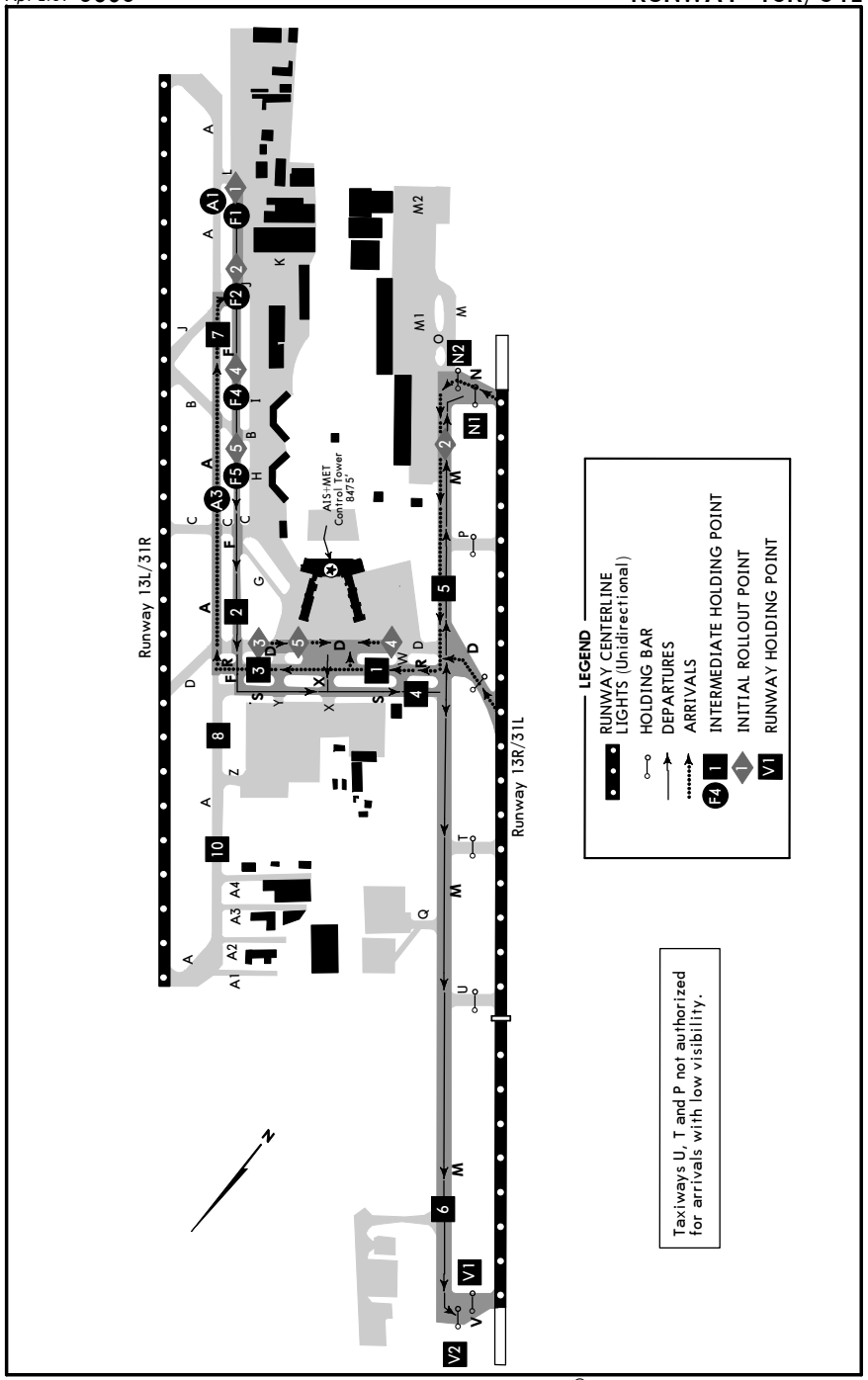
SKBO/BOG
ELDORADO INTL

RVR 350 or less

Apt Elev **8358′**

JEPPESEN
22 JUL 11 (10-9H)

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



CHANGES: Chart reindexed.

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SMGCS

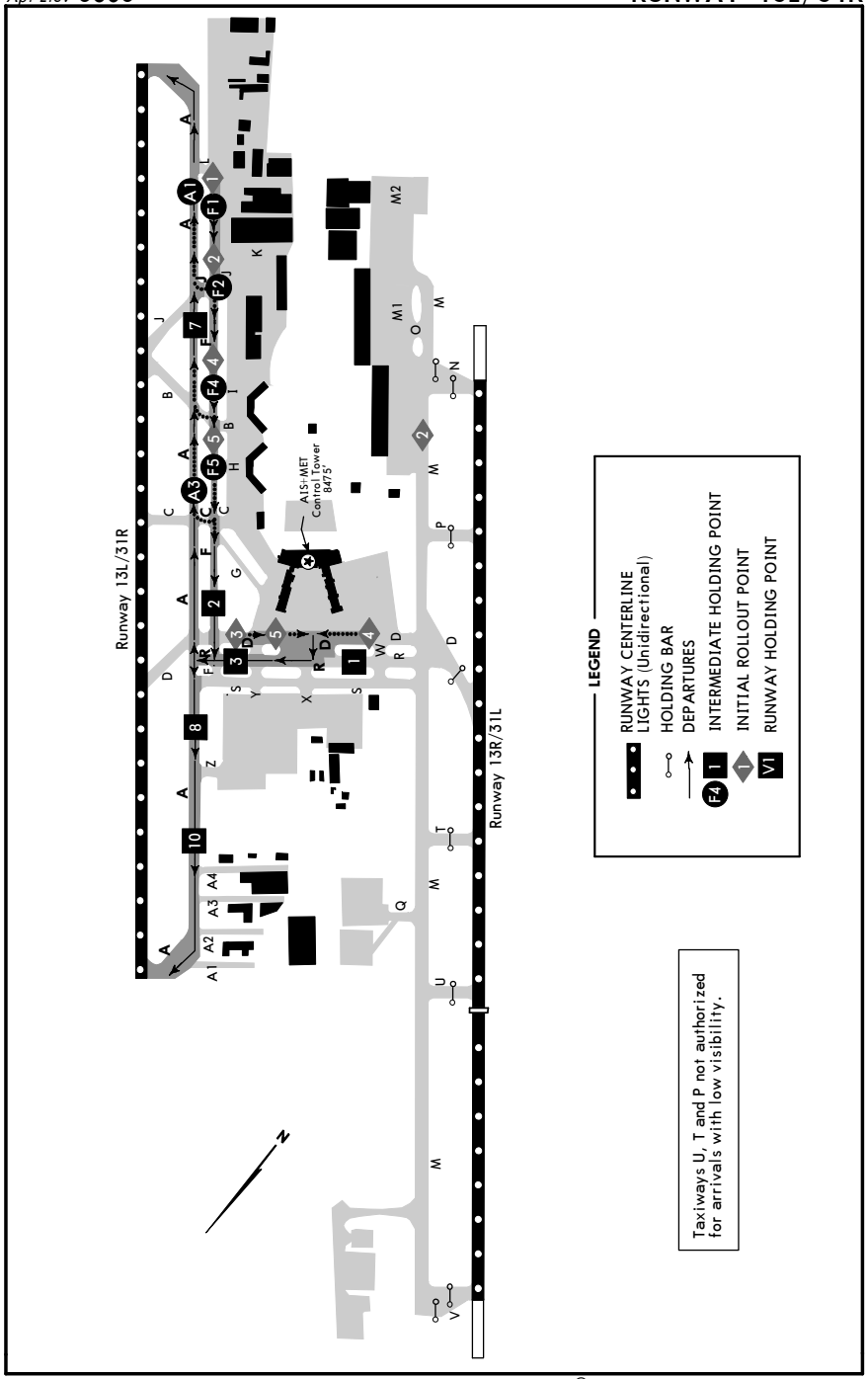
SKBO/BOG
ELDORADO INTL

RVR 450 or less

Apt Elev **8358′**

JEPPESEN
22 JUL 11 (10-9J)

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



CHANGES: Chart reindexed.

SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 Eff 22 Sep (11-1)

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

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

LOC IEDR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	Rwy 13L
111.3	133°	10200′ (1848′)	8552′ (200′)	8360′	8352′

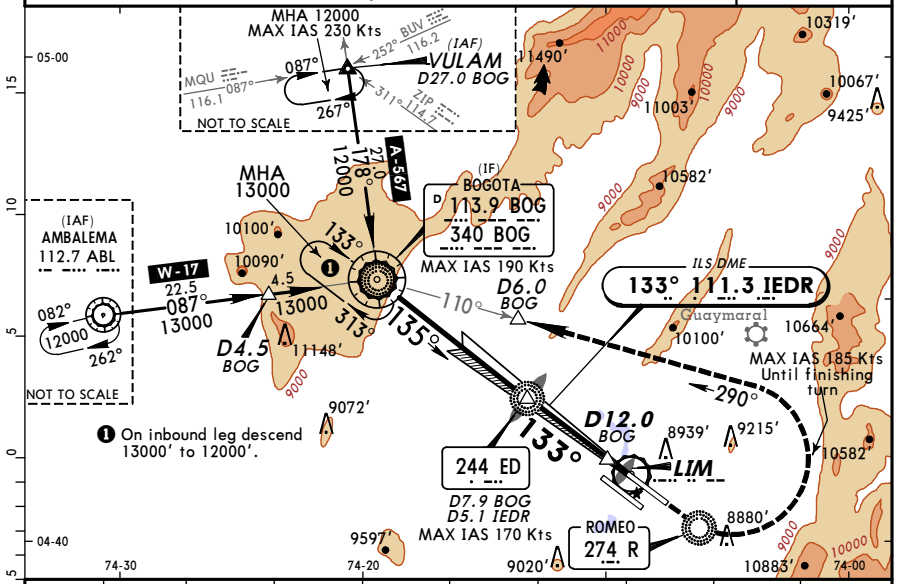
BRIEFING STRIP

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

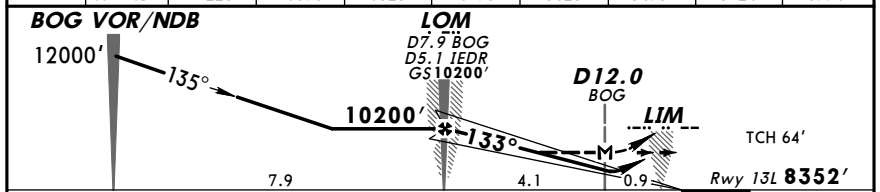
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. BOG VOR or BOG NDB and ILS DME required.

MSA BOG VOR



LOC (GS out)	BOG DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
	IEDR DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11226′	10876′	10525′	10175′	9825′	9475′	9124′	8774′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934
MAP at D12.0 BOG or LOM to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

HIALS PAPI PAPI on Rwy hdg R 274

STRAIGHT-IN LANDING RWY 13L
Missed Apch climb gradient mim 3.0%

PANS OPS 3	ILS DA(H) 8552′ (200′) FULL	ILS DA(H) 8552′ (200′) HIALS out	LOC (GS out) MDA(H) 8752′ (400′)	LOC (GS out) MDA(H) 8752′ (400′) HIALS out
A	RVR 550m VIS 800m	1200m	1600m	2400m
B				
C			2000m	2800m
D			2400m	3200m

CIRCLE-TO-LAND
Missed Apch climb gradient mim 3.0%
No Circling beyond 18 DME Arc BOG

Max Kts	MDA(H)
100	10500′ (2140′)-6000m
135	
180	
205	

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SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 Eff 22 Sep (11-2)

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

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

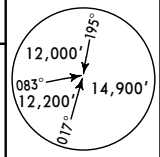
LOC IEDR	Final Apch Crs	Minimum Alt D7.9 BOG	MDA(H)	Apt Elev	Rwy 13L
111.3	133°	10200′ (1848′)	8760′ (408′)	8360′	8352′

BRIEFING STRIP

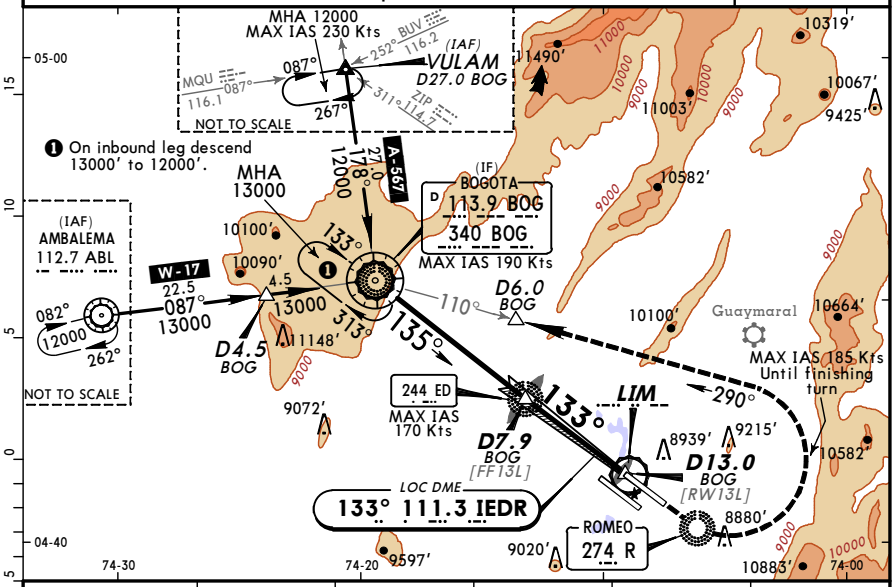
MISSED APCH: Climb on rwy heading to R NDB, turn LEFT (Max IAS 185 Kts until end of the turn) climbing to intercept BOG VOR/NDB R-110 at 10000′ or above. Proceed to BOG VOR/NDB and enter holding pattern at 13000′. Cross D6.0 BOG at 12000′ or above. Radar vectors may be provided before arriving at BOG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

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

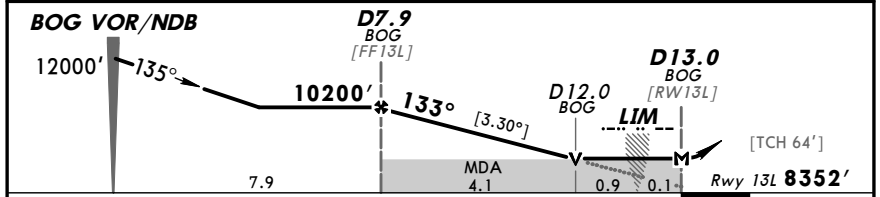
1. BOG VOR or BOG NDB and BOG DME required.



MSA BOG VOR



BOG DME	8.0	9.0	10.0	11.0	12.0
ALTITUDE	10150′	9800′	9450′	9100′	8760′



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient 5.7% or Descent angle [3.30°]		409	526	584	701	817	934
MAP at D13.0 BOG or FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS PAPI PAPI on Rwy hdg R 274

STRAIGHT-IN LANDING RWY 13L
Missed Apch climb gradient mim 3.0%

PANS OPS 3	MDA(H) 8760′ (408′) HIALS out
A	1600m / 2400m
B	
C	2000m / 2800m
D	2400m / 3200m

CIRCLE-TO-LAND

Refer to NDB DELTA and/or VOR CHARLIE

SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 (11-3) Eff 22 Sep

BOGOTA, COLOMBIA ILS Rwy 13R

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

LOC	Final	GS	ILS		
IADO	Apch Crs	D7.3 BOG	DA(H)	Apt Elev 8360′	
110.7	133°	D5.0 IADO	8548′ (200′)	Rwy 13R	8348′
		10000′ (1652′)			

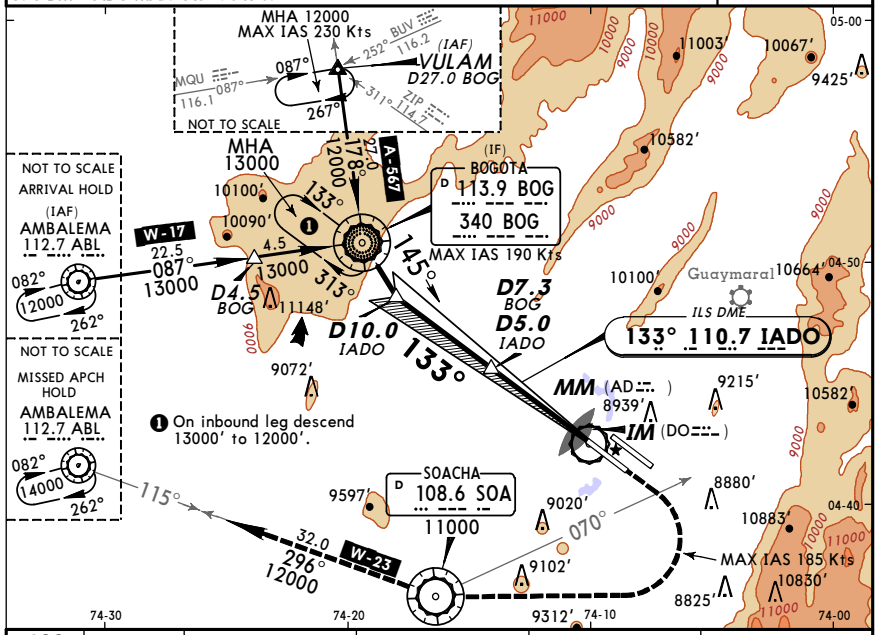
BRIEFING STRIP

MISSED APCH: Climb on rwy heading until R-070 SOA VOR. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000′.

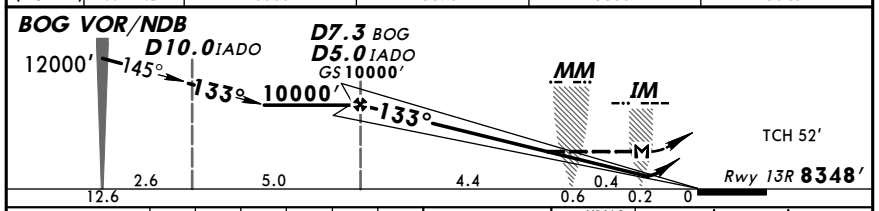
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. BOG DME or ILS DME required. 2. BOG VOR or BOG NDB required.
3. 5 DME IADO MAX IAS 170 Kts.

MSA BOG VOR



LOC (GS out)	IADO DME	5.0	4.0	3.0	2.0
	ALTITUDE	10000′	9670′	9360′	9040′



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

HIALS REIL PAPI — on Rwy hdg until SOA 108.6 R-070

PANS OPS 3

STRAIGHT-IN LANDING RWY 13R			CIRCLE-TO-LAND
	ILS	LOC (GS out)	
	DA(H) 8548′ (200′)	MDA(H) 8750′ (402′)	No Circling beyond 18 DME Arc BOG
	FULL	HIALS out	HIALS out
A	RVR 550m	1200m	1600m 2400m
B	VIS 800m		2000m 2800m
C			2400m 3200m
D			

Max Kts.	MDA(H)
100	10500′ (2140′)-6000m
135	
180	
205	

CHANGES: Apch freq, rwy elev, transitions, note removed, missed apch hold.

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SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 (11-3A) Eff 22 Sep

BOGOTA, COLOMBIA ILS Rwy 13R CAT II

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

LOC	Final	GS	CAT II ILS		
IADO	Apch Crs	D7.3 BOG	Refer to	Apt Elev 8360′	
110.7	133°	D5.0 IADO	Minimums	Rwy 13R	8348′
		10000′ (1652′)			

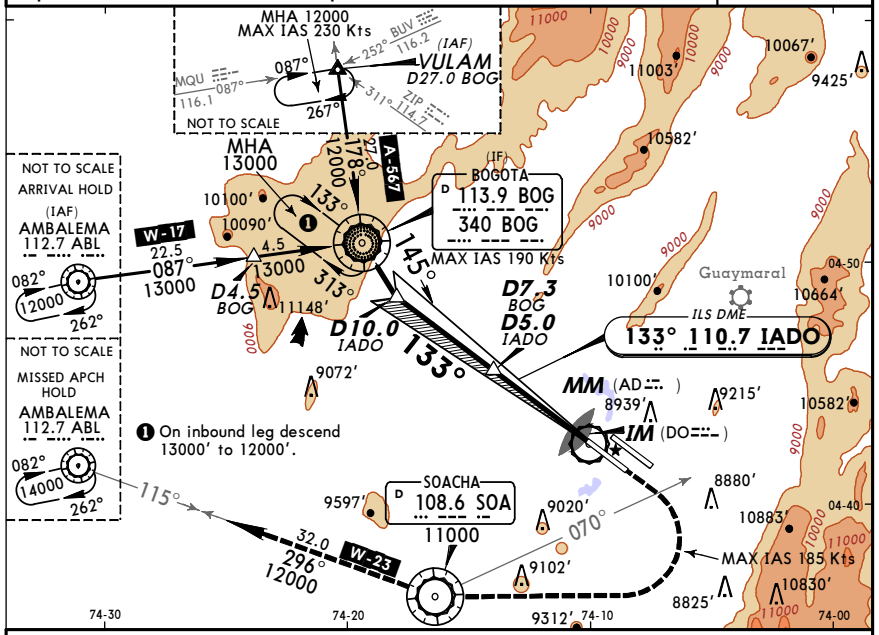
BRIEFING STRIP

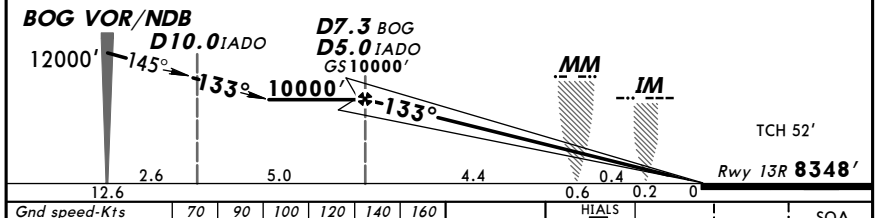
MISSED APCH: Climb on rwy heading until R-070 SOA VOR. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000′.

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

1. Special Aircrew & Acft Certification Required. 2. BOG DME or ILS DME required. 3. BOG VOR or BOG NDB required. 4. 5 DME IADO MAX IAS 170 Kts.

MSA 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 SOA 108.6 R-070

PANS OPS 3

STRAIGHT-IN LANDING RWY 13R
1 CAT II ILS

RA 100′	RA 150′
DA(H) 8448′ (100′)	DA(H) 8498′ (150′)
RVR 350m	RVR 500m

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

CHANGES: Approach freq, transitions, note, procedure altitudes, FAF, profile.

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SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 (11-4) Eff 22 Sep

BOGOTA, COLOMBIA LOC Rwy 13R

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

BRIEFING STRIP

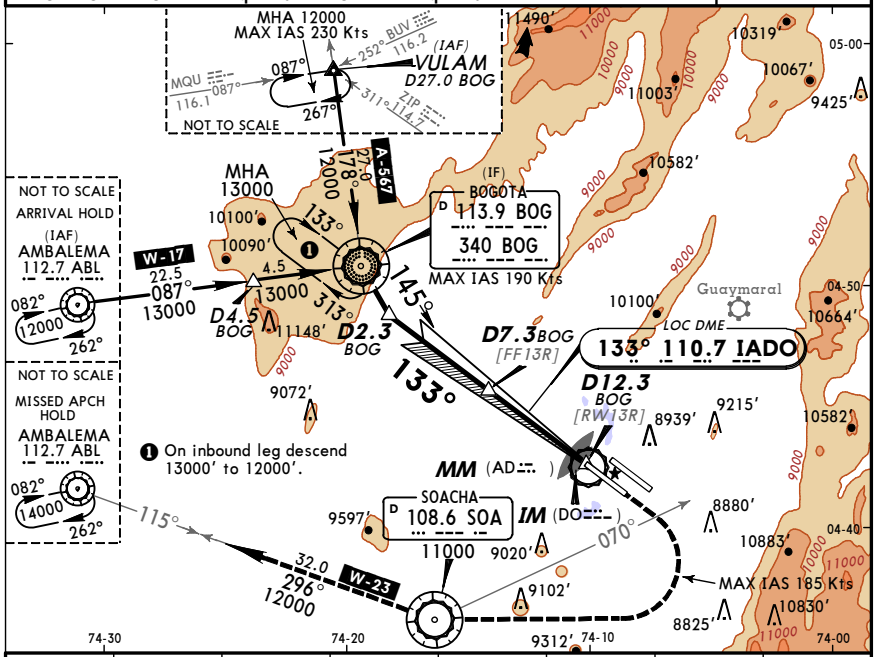
LOC IADO	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8360′
110.7	133°	D7.3 BOG 10000′ (1652′)	8750′ (402′)	Rwy 13R 8348′

MISSED APCH: Climb on rwy heading until R-070 SOA VOR. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000′.

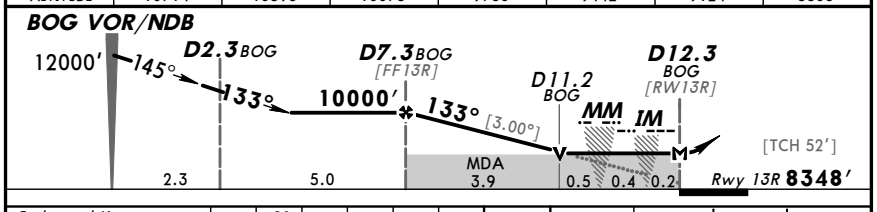
MSA BOG VOR: 12,000′ (083°–195°), 14,900′ (195°–017°), 12,200′ (017°–083°)

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

1. BOG VOR or BOG NDB required. 2. BOG DME required.



BOG DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	10714′	10396′	10078′	9760′	9442′	9124′	8806′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D12.3 BOG or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS REIL PAPI — on Rwy hdg until SOA 108.6 R-070

PANS OPS 3

STRAIGHT-IN LANDING RWY 13R MDA(H) 8750′ (402′)		CIRCLE-TO-LAND
	HIALS out	
A	1600m	2400m
B		
C	2000m	2800m
D	2400m	3200m

Refer to NDB DELTA and/or VOR CHARLIE

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JEPPESEN
JeppView 3.7.5.0

SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 (12-1) Eff 22 Sep

BOGOTA, COLOMBIA RNAV (GNSS) Rwy 13L

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

BRIEFING STRIP

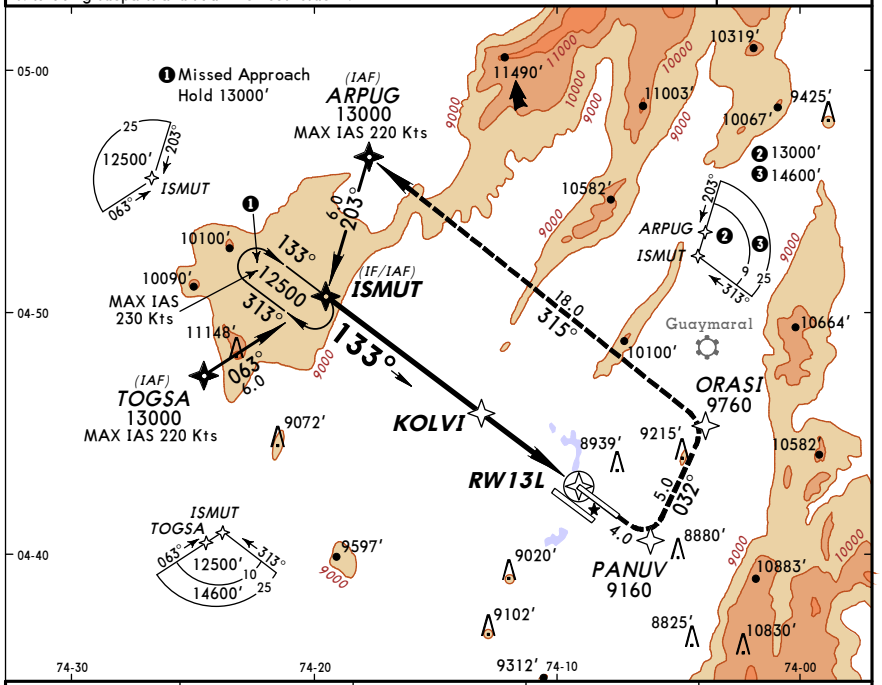
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 8360′
	133°	KOLVI 10000′ (1648′)	8800′ (448′)	Rwy 13L 8352′

TAA 25 NM ISMUT, TOGSA ARPUG

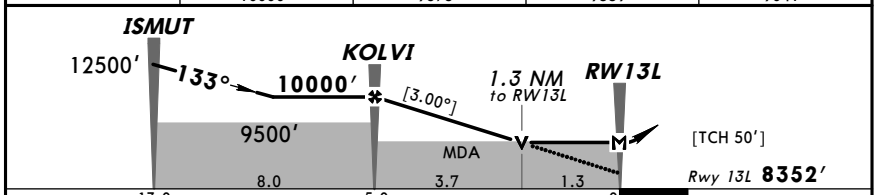
MISSED APCH: Proceed to PANUV, turn LEFT (Max IAS 185 Kts and 20° bank until end of turn). Then proceed to ARPUG, turn LEFT (Max IAS 220 Kts) to ISMUT holding pattern climbing to 13000′.

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

1. RNP approach certification required. 2. GNSS only. 3. DME/DME not authorized. 4. RNAV glidepath and PAPI not coincident.



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



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

HIALS PAPI PAPI — 9160′ to PANUV

PANS OPS 3

STRAIGHT-IN LANDING RWY 13L LNAV MDA(H) 8800′ (448′)		CIRCLE-TO-LAND
	HIALS out	
A	1600m	2400m
B		
C	2000m	2800m
D	2400m	3200m

Refer to NDB DELTA and/or VOR CHARLIE

SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 Eff 22 Sep (12-2)

BOGOTA, COLOMBIA RNAV (GNSS) Rwy 13R

BRIEFING STRIP

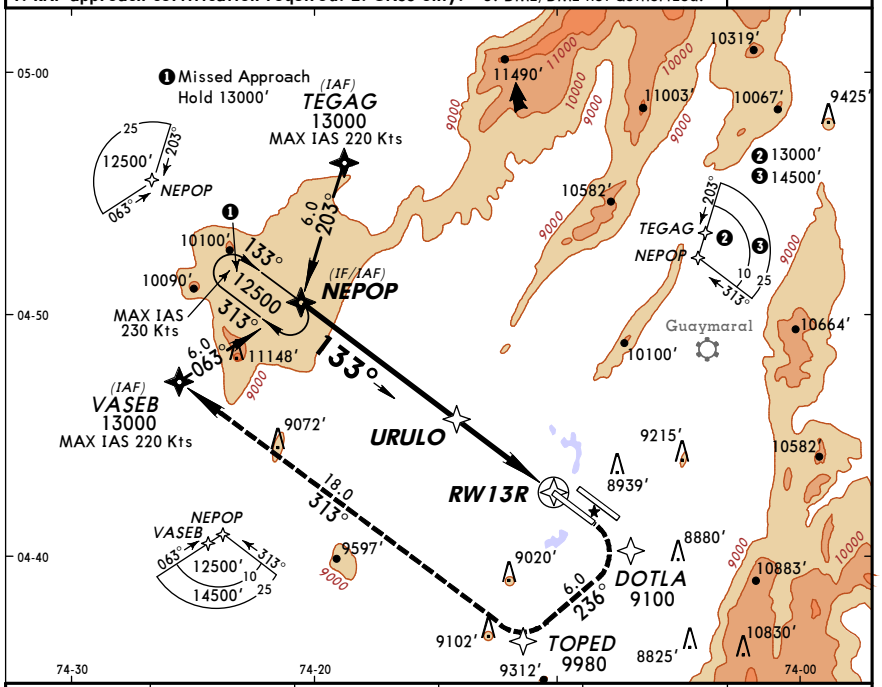
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev / Rwy 13R
	133°	URULO 10000′ (1652′)	8700′ (352′)	Apt Elev 8360′ / Rwy 13R 8348′

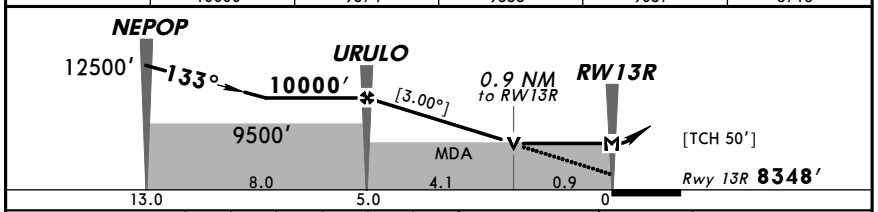
MISSED APCH: Proceed to DOTLA, turn RIGHT (Max IAS 185 Kts and 20° bank until end of turn). Then proceed to VASEB, turn RIGHT (Max IAS 220 Kts) to NEPOP holding pattern climbing to 13000′.

TAA
25 NM
NEPOP, TEGAG
VASEB

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. RNP approach certification required. 2. GNSS only. 3. DME/DME not authorized.



DIST to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	10000′	9674′	9355′	9037′	8718′



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

HIALS
REIL
PAPI
9100′ to DOLTA

PANS OPS 3

STRAIGHT-IN LANDING RWY13R
LNAV
MDA(H) 8700′ (352′)

	HIALS out
A	
B	1600m / 2400m
C	
D	2000m / 2800m

CIRCLE-TO-LAND

A	
B	Refer to NDB DELTA and/or VOR CHARLIE
C	
D	

CHANGES: Apch frequency, apt elev, rwy elev, missed approach note.

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SKBO/BOG ELDORADO INTL

JEPPESEN 16 SEP 11 (13-1) Eff 22 Sep

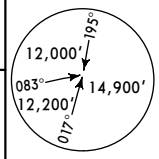
BOGOTA, COLOMBIA VOR or NDB Rwy 13L

BRIEFING STRIP

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

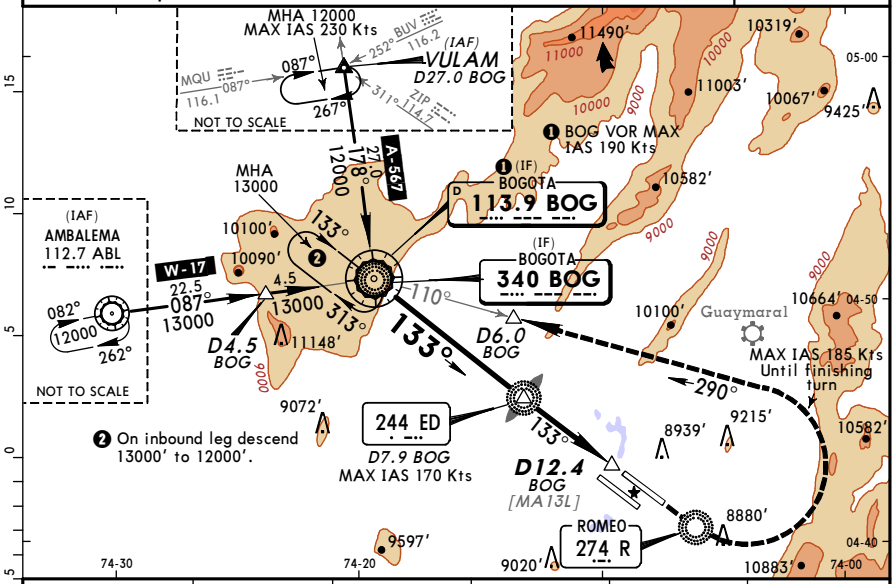
VOR BOG	NDB BOG	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 13L
113.9	340	133°	ED NDB 10200′ (1848′)	8760′ (408′)	Apt Elev 8360′ / Rwy 13L 8352′

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

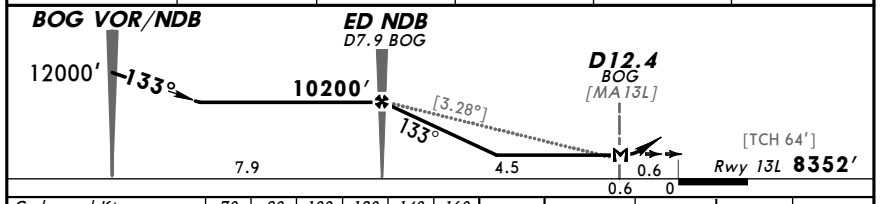


MSA BOG VOR

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. BOG DME required.



BOG DME	8.0	9.0	10.0	11.0	12.0
ALTITUDE	10176′	9825′	9475′	9125′	8775′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.7% or Descent angle [3.28°]	406	522	580	696	813	929
MAP at D12.4 BOG or ED NDB to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

HIALS
PAPI PAPI
on Rwy hdg R 274

PANS OPS 3

STRAIGHT-IN LANDING RWY13L
MDA(H) 8760′ (408′)

	HIALS out	Max Kts.	MDA(H)
A	1600m / 2400m	100	10500′ (2140′) - 6000m
B		135	
C	2000m / 2800m	180	
D	2400m / 3200m	205	

CIRCLE-TO-LAND
No Circling beyond 18 DME Arc BOG

CHANGES: Apch freq, transitions, headings, notes, profile, descent angle.

SKBO/BOG
ELDORADO INTL

JEPPESEN 16 SEP 11 (13-2) Eff 22 Sep

BOGOTA, COLOMBIA
VOR or NDB Rwy 13R

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

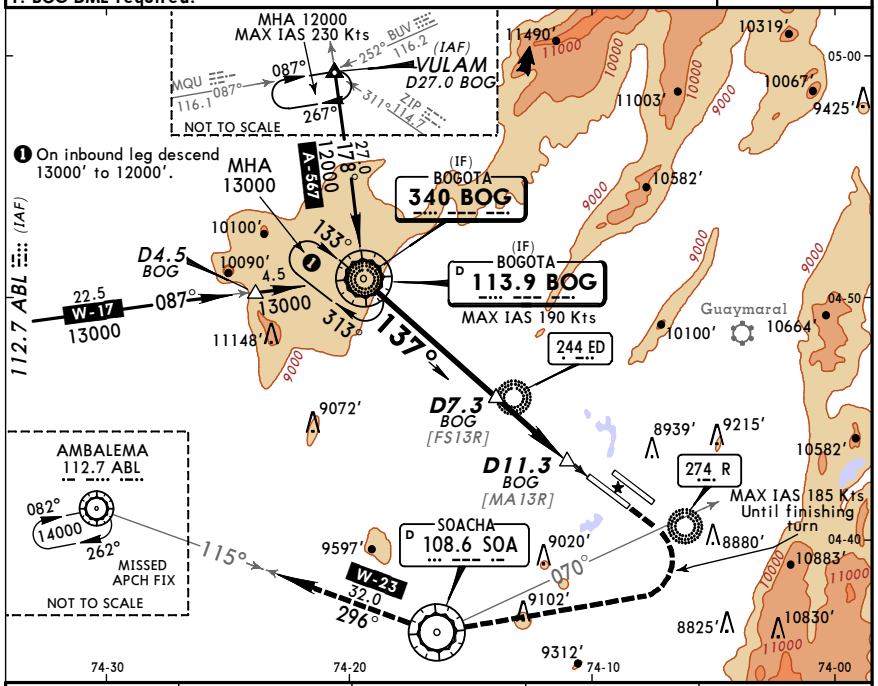
BRIEFING STRIP™

VOR BOG	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 13R
113.9 NDB BOG 340	137°	D7.3 BOG 10000′ (1652′)	8830′ (482′)	Apt Elev 8360′ Rwy 13R 8348′

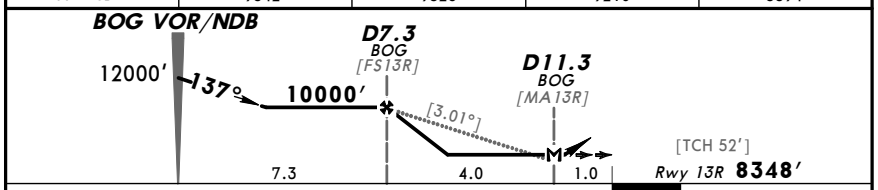
MISSED APCH: Climb on rwy heading until R-070 SOA VOR, then RIGHT climbing turn to SOA VOR and intercept W-23 to ABL VOR holding at 14000′.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. BOG DME required.

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



BOG DME	8.0	9.0	10.0	11.0
ALTITUDE	9842′	9526′	9210′	8894′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
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-070

PANS OPS 3

STRAIGHT-IN LANDING RWY 13R
MDA(H) 8830′ (482′)

	HIALS out
A	1600m
B	2400m
C	2000m
D	2800m

CIRCLE-TO-LAND
No Circling beyond 18 DME Arc BOG

Max Kts	MDA(H)
100	10500′ (2140′) - 6000m
135	
180	
205	

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SKBO/BOG
ELDORADO INTL

JEPPESEN 16 SEP 11 (13-3) Eff 22 Sep

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

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

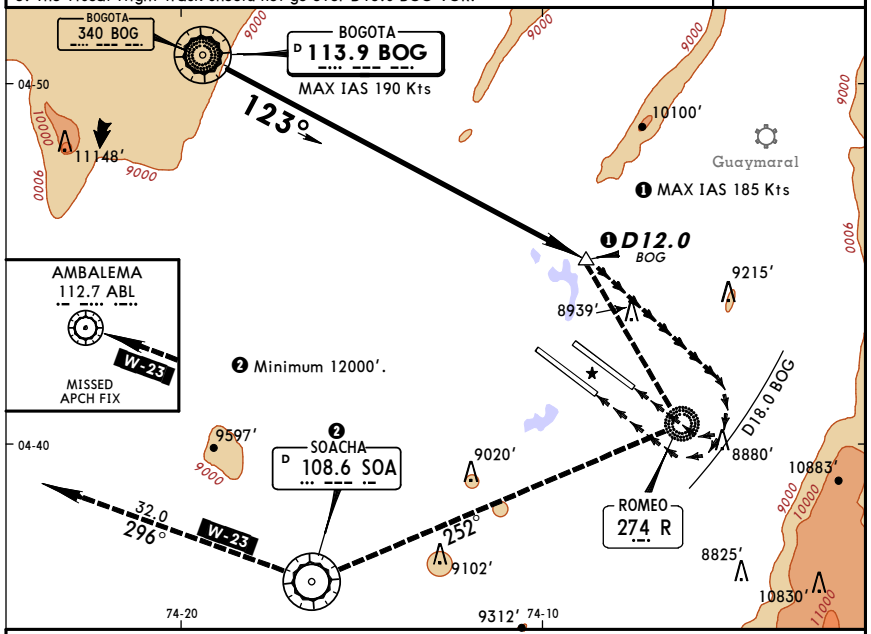
BRIEFING STRIP™

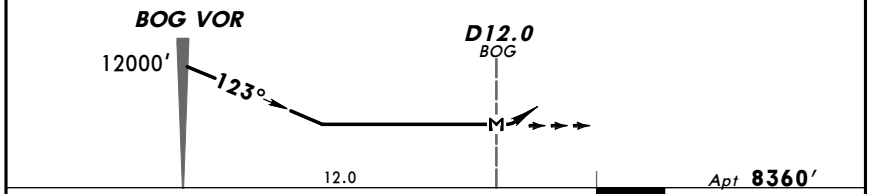
VOR BOG	Final Apch Crs	No FAF	MDA(H)	Apt Elev
113.9	123°		Refer to Minimums	8360′

MISSED APCH: Proceed to R NDB. Then turn RIGHT to SOA VOR. Then intercept and follow W-23 to the ABL VOR holding pattern and climb to 14000′.

Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. BOG DME required. 2. Minimum traffic pattern altitude is 9500′.
3. The visual flight track should not go over D18.0 BOG VOR.

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





MAP at D12.0 BOG	Lighting - Refer to Airport Chart	R 274	14000′ RT	SOA 108.6

PANS OPS 3

CIRCLE-TO-LAND
No Circling beyond 18 DME Arc BOG.

Max Kts	MDA(H)
A 100	10200′ (1840′) - 6.0 km
B 135	
C 180	
D 205	

JEPPESEN
JeppView 3.7.5.0

SKBO/BOG

ELDORADO INTL

JEPPESEN

16 SEP 11 (16-1) Eff 22 Sep

BOGOTA, COLOMBIA
NDB DELTA (NDB-D)
RWY 31R/31L

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

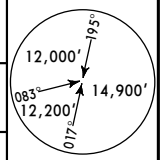
BRIEFING STRIP

NDB	LOM	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev
BOG 340	ED 244	156°			8360′

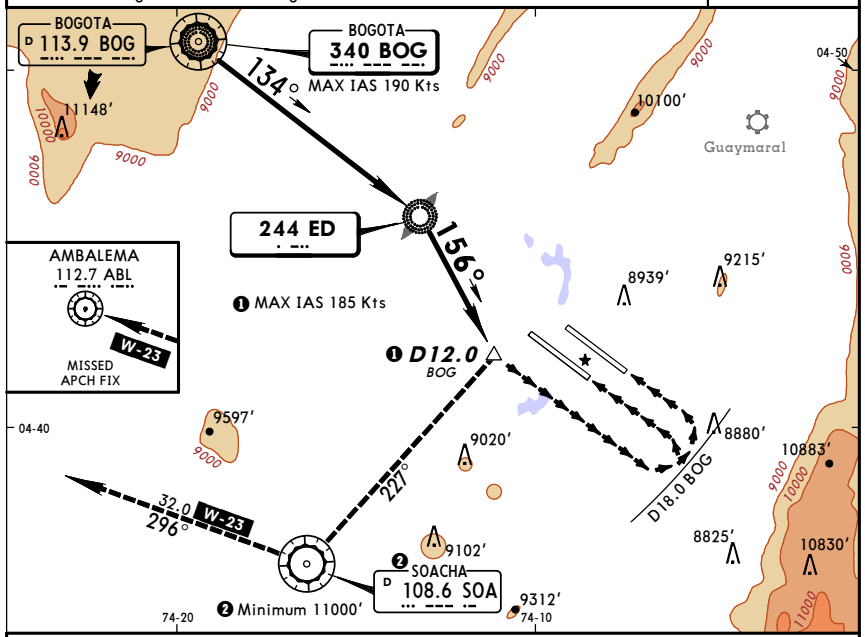
MISSED APCH: Turn RIGHT to SOA VOR. Then intercept and follow W-23 to ABL VOR to the holding pattern and climb to 14000′.

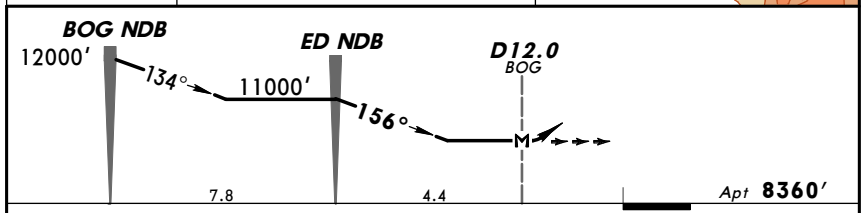
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. BOG DME required. 2. Minimum traffic pattern altitude is 9500′.
3. The visual flight track should not go over D18.0 BOG VOR.



MSA BOG VOR





MAP at D12.0 BOG								Lighting - Refer to Airport Chart	14000′ RT	SOA 108.6

CIRCLE-TO-LAND

No Circling beyond 18 DME Arc BOG.

PANS OPS 3

	Max Kts.	MDA(H)
A	100	10500′(2140′)-5.0 km
B	135	
C	180	
D	205	

CHANGES: Communications.