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Terminal Charts For SKBO
Revision Letter For Cycle 01-2015
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General Information

Location: Bogota Col
IATA Code: BOG
Lat/Long: N04° 42.1' W074° 08.8'
Elevation: 8360 ft

Airport Use: Public
Magnetic Variation: 6.8°W

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1107 Z
Sunset: 2258 Z,

Runway Information

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

Runway: 13R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8348 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

Runway: 31L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8351 ft
Lighting: Edge, Centerline
Stopway: 197 ft

Runway: 31R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8357 ft
Lighting: Edge, Centerline

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Communication Information

ATIS 113.9
Eldorado Tower 118.25
Eldorado Tower 118.1
Eldorado Tower 118.35 Secondary
Eldorado Ground Control 122.75
Eldorado Ground Control 121.8
Eldorado Ground Control 122.35 Secondary
Eldorado Clearance Delivery 122.9
Eldorado Clearance Delivery 121.6
Bogota Approach Control 121.3
Bogota Approach Control 119.95
Bogota Approach Control 119.5
Bogota Approach Control 119.05 Secondary
Bogota Approach Control 119.65
Bogota Approach Control 120.95 Secondary
Bogota Approach Control 120.65 Secondary
Bogota Approach Control 120.3 Secondary
Bogota Information 126.9 Flight Info Service
Bogota Center 128.8
Bogota Center 125.1
Bogota Center 128.6
Bogota Center 123.7

General

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

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

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

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

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

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

These speeds are subject to change per ATC requirements.

SPEED ADJUSTMENTS

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

- IAS 185 Kts until turn complete on departures to SOA VOR and ZIP VOR.
- IAS 230 Kts at or below FL140.
- IAS 250 Kts at SLP.

Approximate speed settings:

- IAS 190 Kts at BOG VOR.
- IAS 170 Kts at Outer Marker Rwy 13L.
- IAS 170 Kts at D5.0 ILS 13R.
- IAS 185 Kts at MAP Circling VOR-C.

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

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

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

Note 4: Speed Restrictions:

Aircraft Category C, D, E:

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

Aircraft Category B:

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

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

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

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

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

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

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

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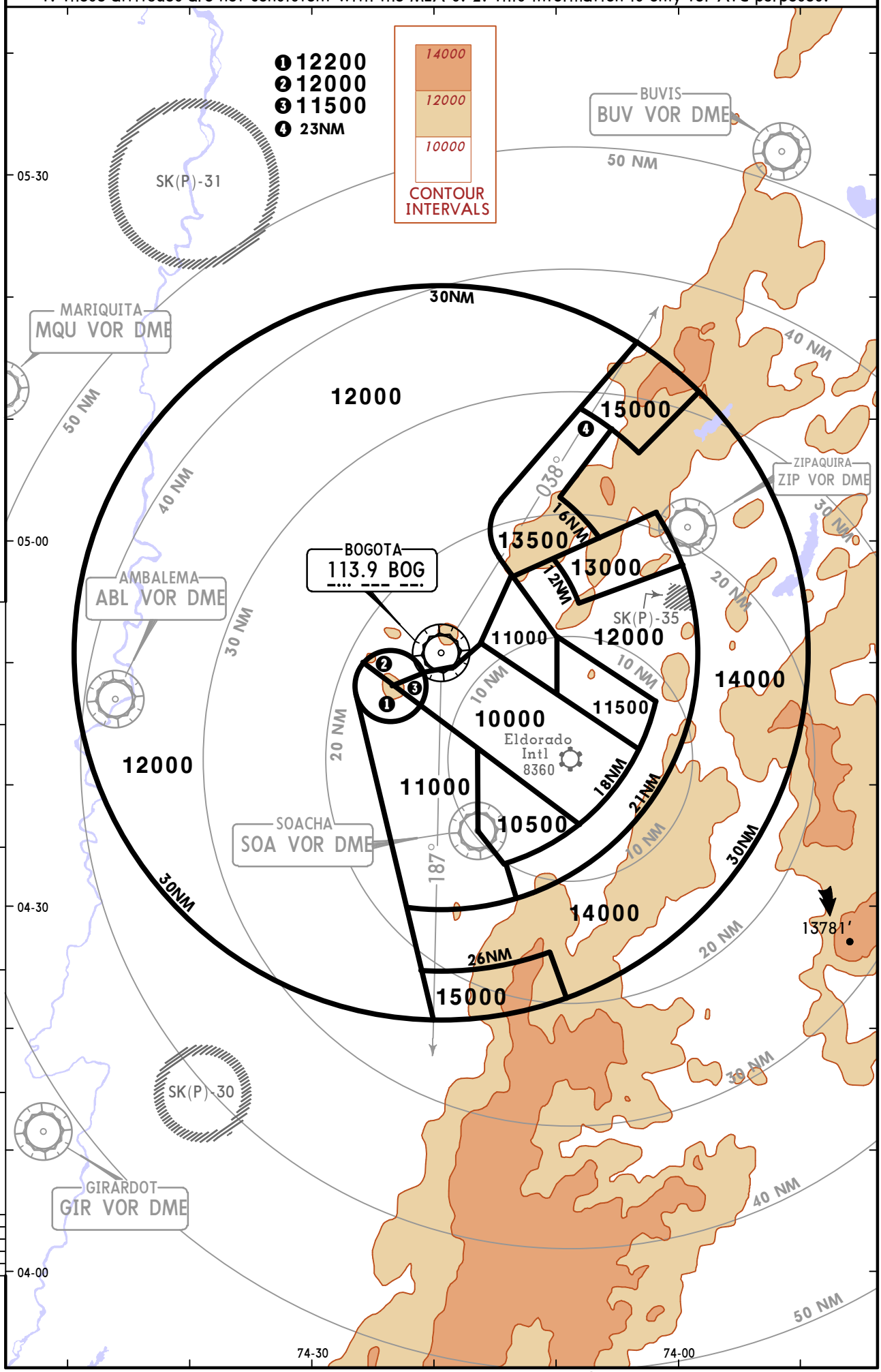
BOGOTA Approach North	Central	South	Apt Elev	Alt Set: INCHES (hPa on req)	Trans level: FL 190	Trans alt: 18000'
121.3	119.5	119.65	8360'			

1. These altitudes are not consistent with the MEA's. 2. This information is only for ATC purposes.



CHANGES: Chart revised.

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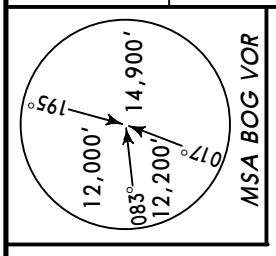
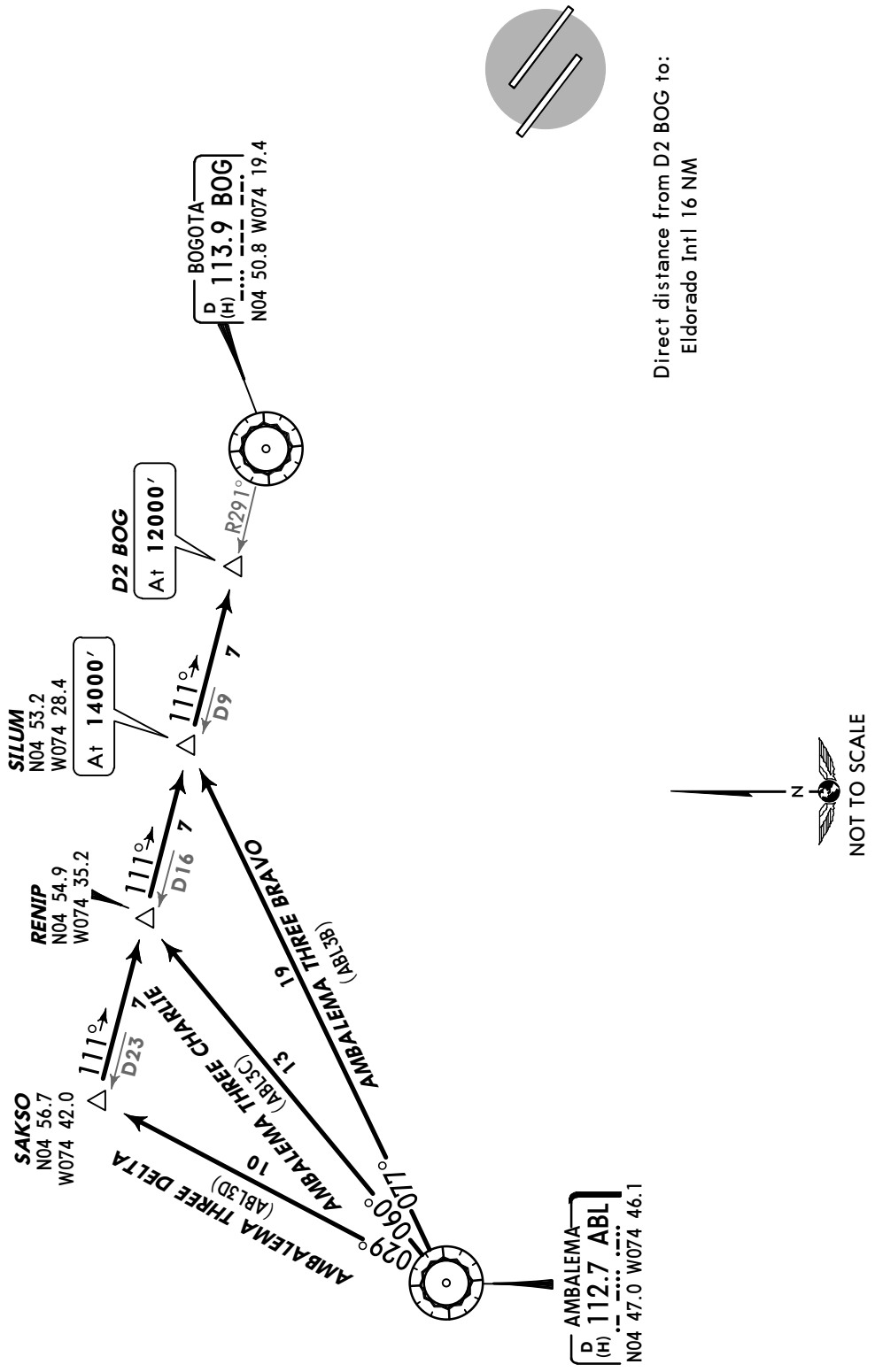
ATIS	Apt Elev	
113.9	8360′	Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′



AMBALEMA THREE BRAVO (ABL3B), AMBALEMA THREE CHARLIE (ABL3C), AMBALEMA THREE DELTA (ABL3D) ARRIVALS

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



CHANGES: Procedures renumbered, BOG NDB removed.

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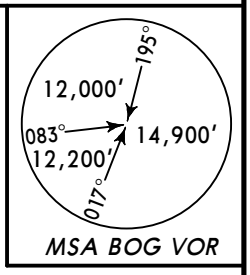
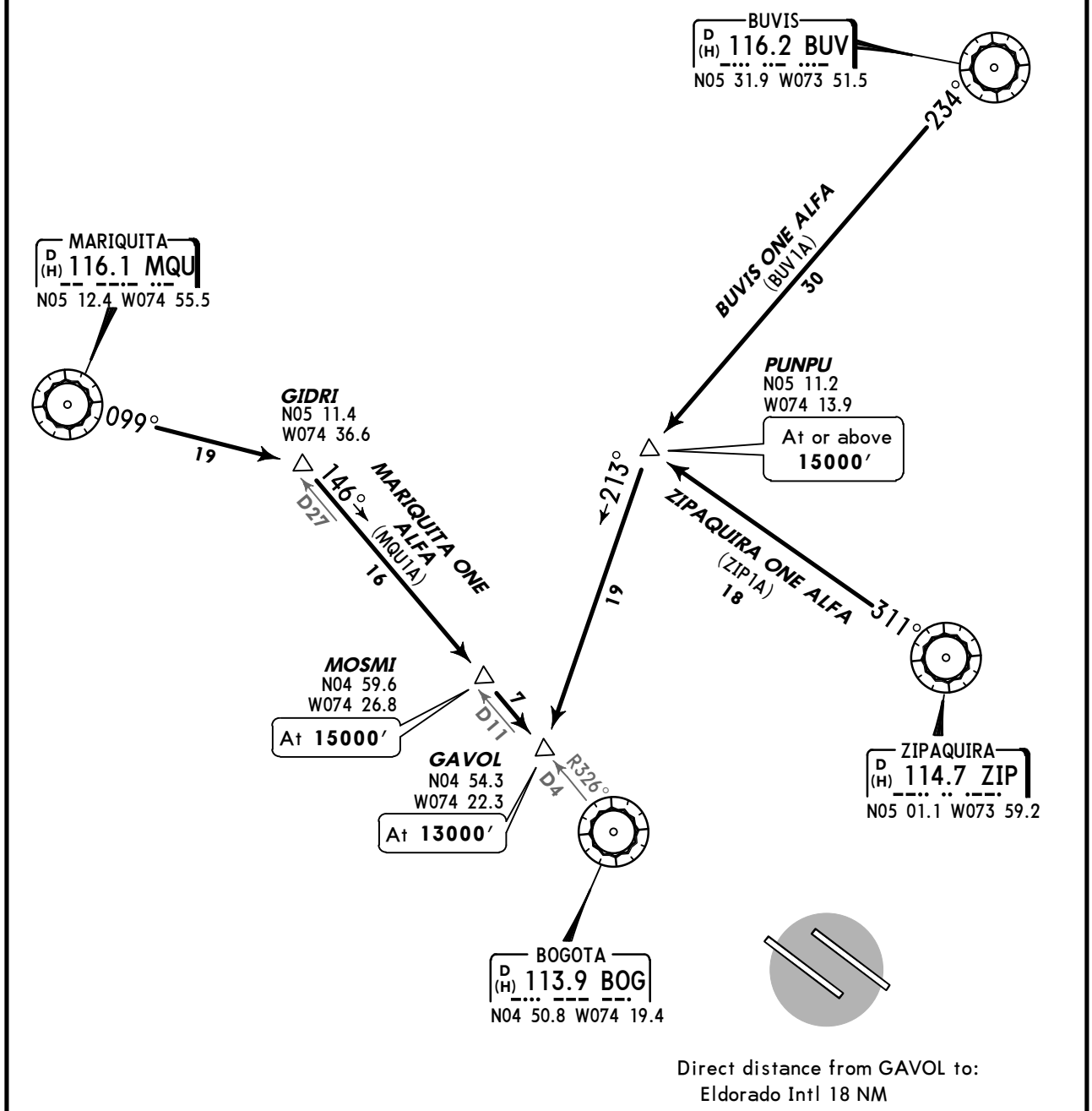
ATIS	Apt Elev	
113.9	8360′	Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′ BUVIS ONE ALFA, ZIPAQUIRA ONE ALFA: **RNAV 1 required** or from PUNPU EXPECT vectors to localizer.

BUVIS ONE ALFA (BUV1A), MARIQUITA ONE ALFA (MQU1A), ZIPAQUIRA ONE ALFA (ZIP1A) ARRIVALS

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





Direct distance from GAVOL to:
Eldorado Intl 18 NM

NOT TO SCALE

CHANGES: ZIPAQUIRA STAR renumbered.

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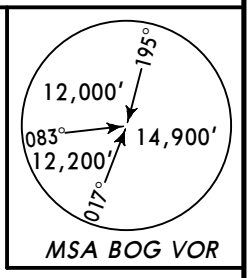
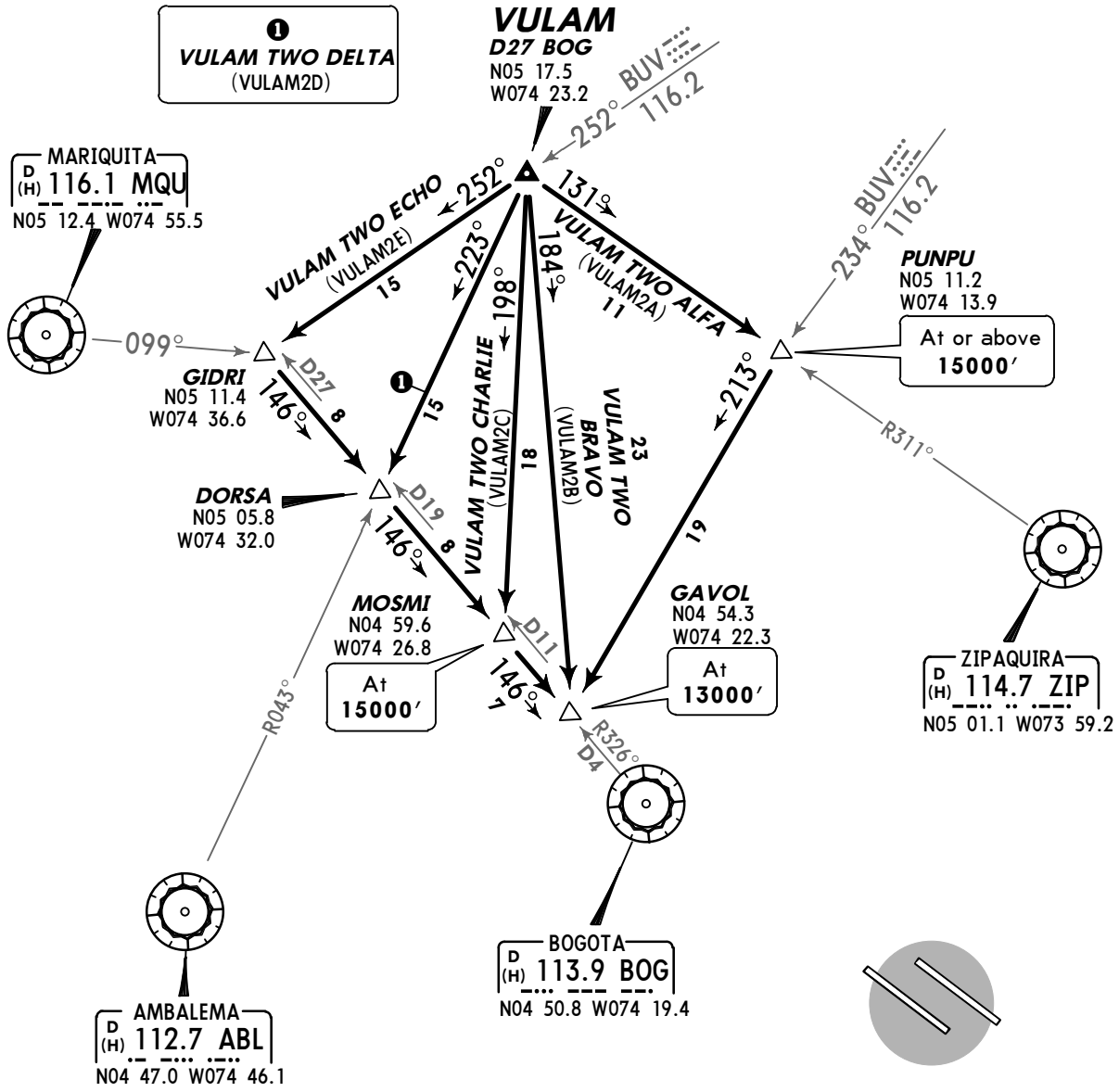
ATIS	Apt Elev	
113.9	8360′	Alt set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′ 1. VULAM TWO BRAVO, VULAM TWO CHARLIE: **RNAV 1 required** or assigned heading to VULAM and follow the procedure and EXPECT vectors. 2. VULAM TWO ALFA: **RNAV 1 required** or at PUNPU EXPECT vectors to localizer.

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

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





Direct distance from GAVOL to:
Eldorado Intl 18 NM

CHANGES: Procedures renumbered, BOG NDB removed.

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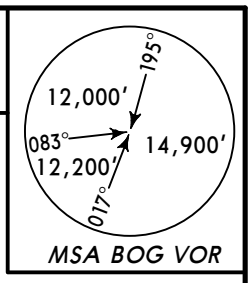
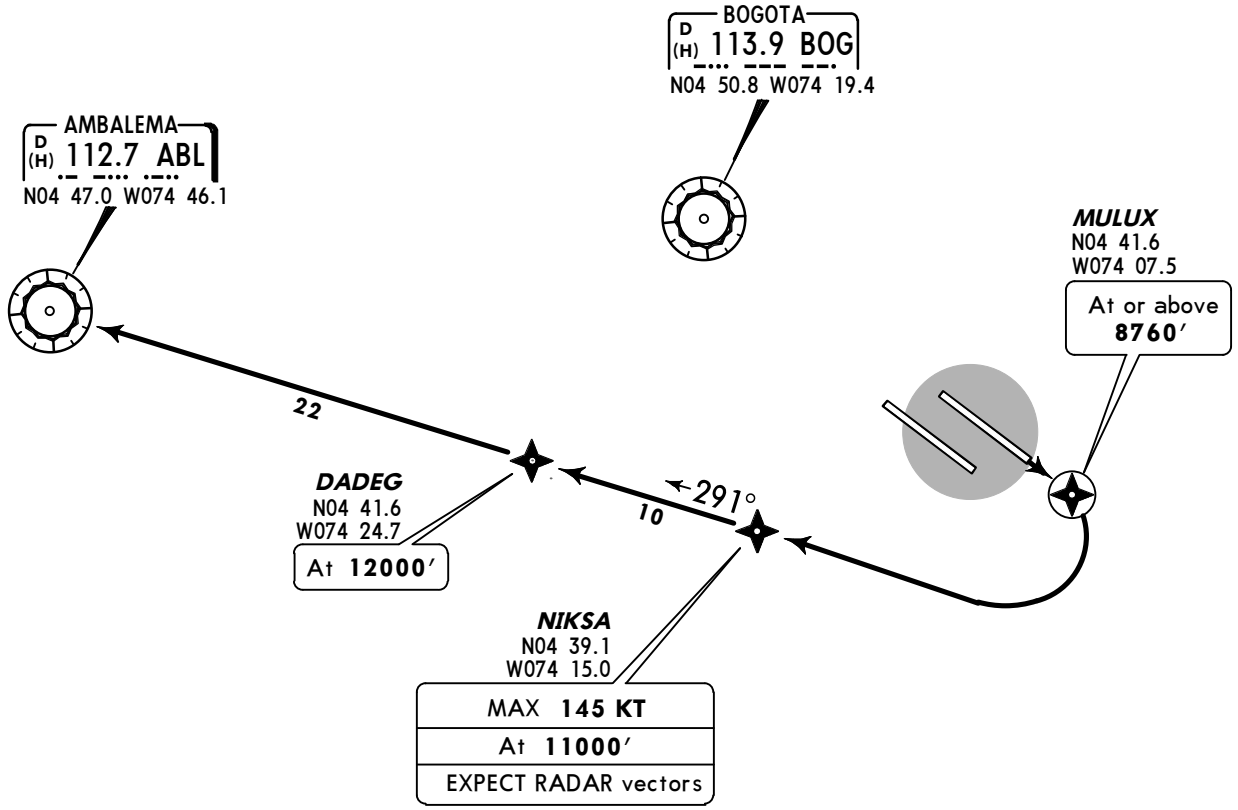
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′ **RNAV 1 certification required.**

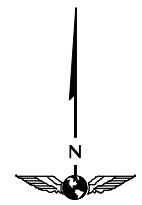


AMBALEMA ONE FOXTROT (ABL 1F) RNAV (GNSS) DEPARTURE

(RWY 13L)

CAT A, B





NOT TO SCALE

Direct distance from Eldorado Intl to:
MULUX 1 NM

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

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

CHANGES: Chart reindexed.

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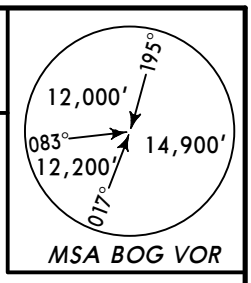
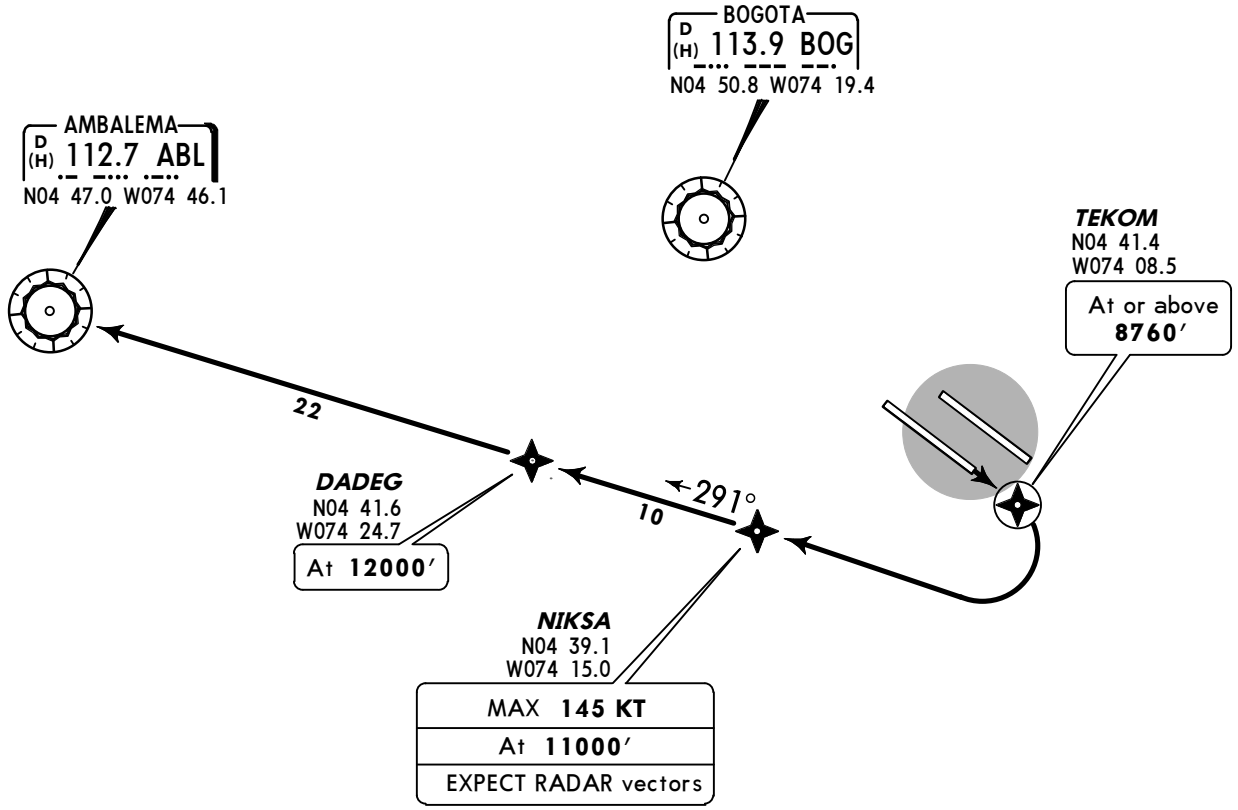
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′ **RNAV 1 certification required.**

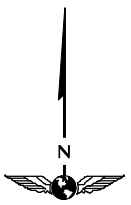


AMBALEMA ONE GOLF (ABL 1G) RNAV (GNSS) DEPARTURE

(RWY 13R)

CAT A, B





NOT TO SCALE

Direct distance from Eldorado Intl to:
TEKOM 1 NM

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

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

CHANGES: Chart reindexed.

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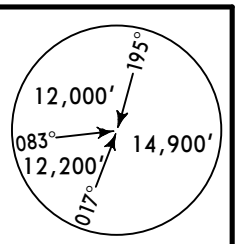
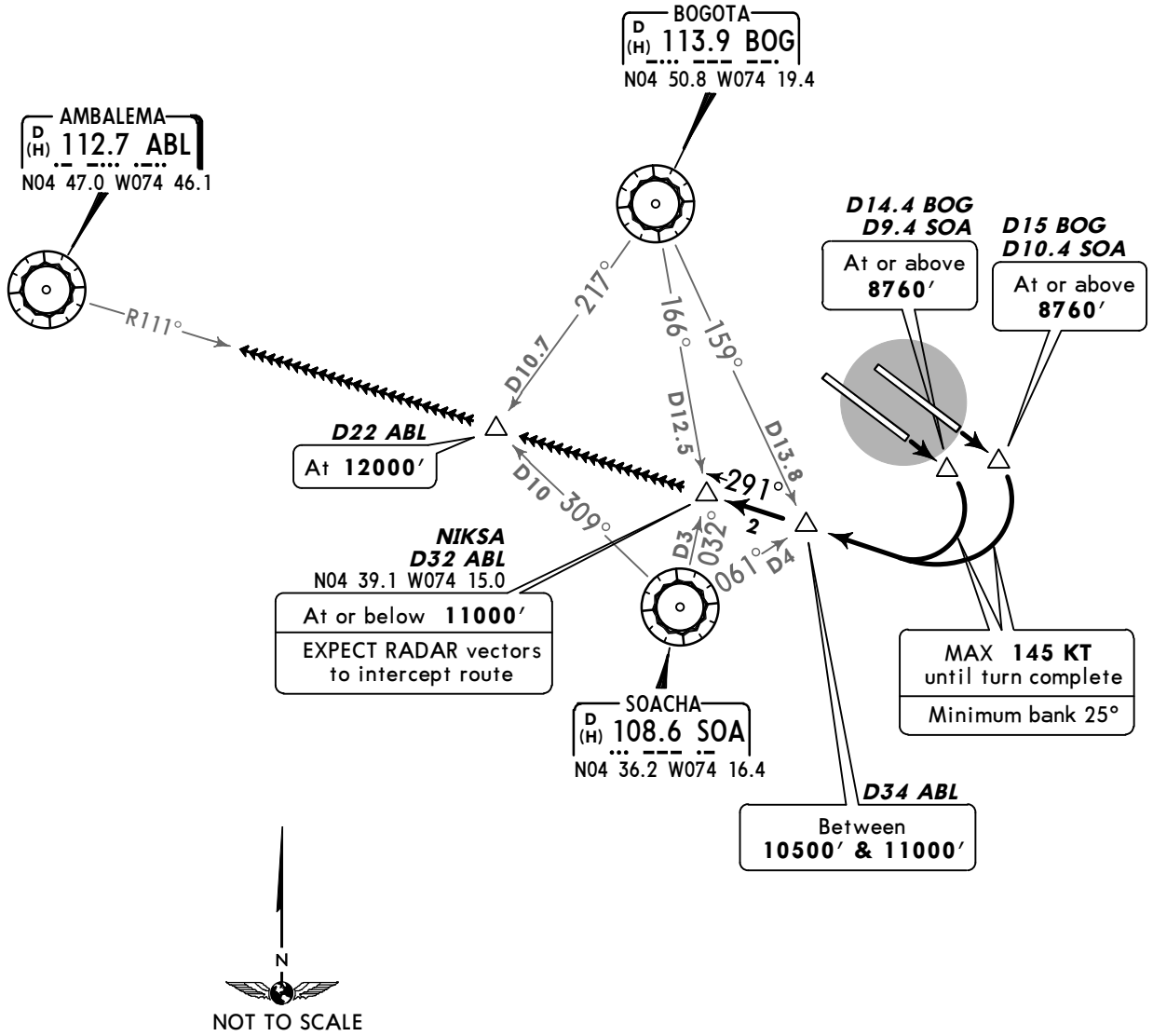
BOGOTA Departure			Apt Elev	
North	Central	South	8360′	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95		**1. RADAR required.** **2. ABL, BOG and SOA VORs required.** 3. ABL4E RWY 13L is only available when RWY 13R is inoperative.



AMBALEMA FOUR ECHO (ABL 4E) DEPARTURE

(RWY 13L/R)

CAT A, B



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

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

CHANGES: None.

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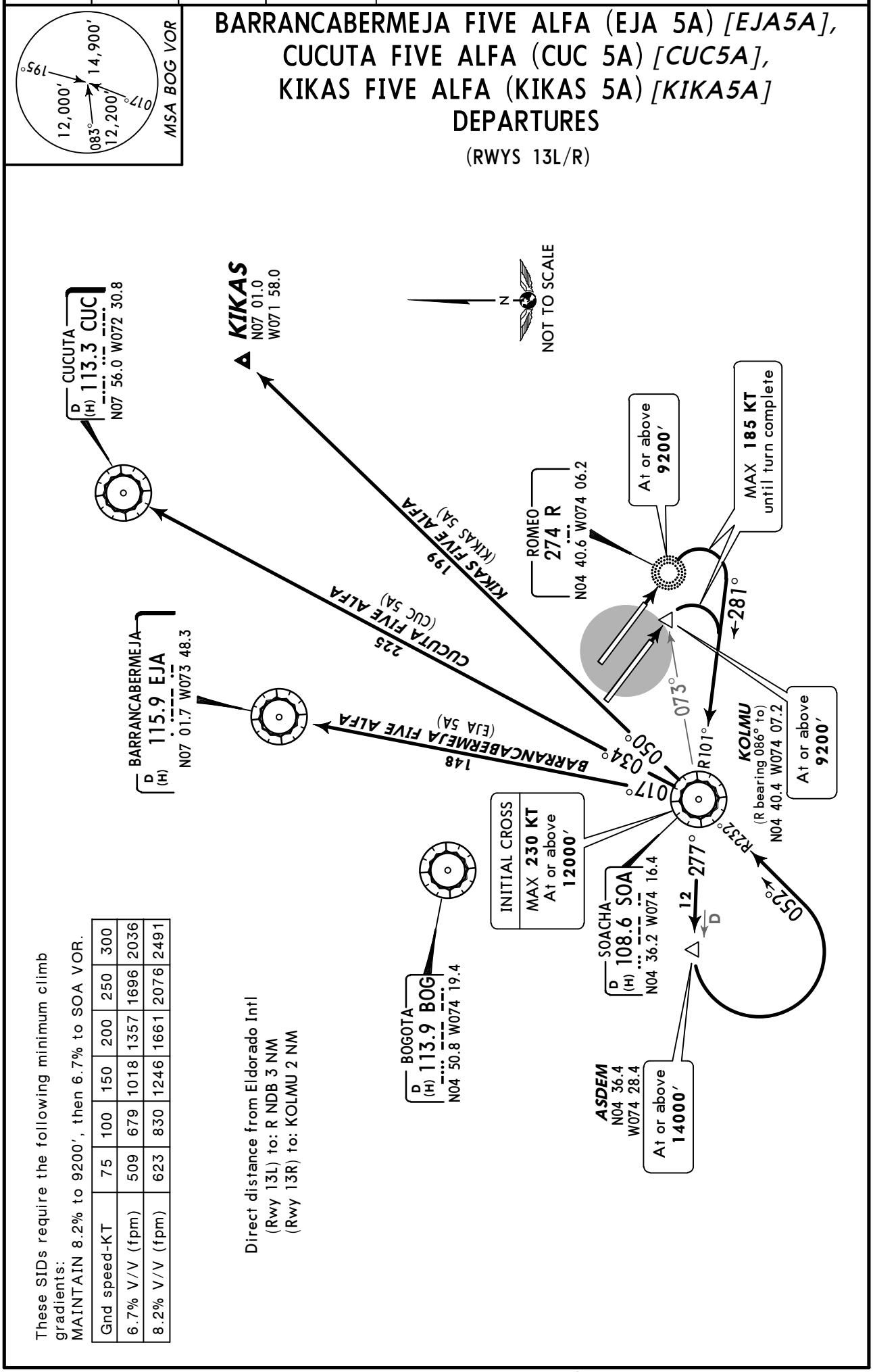
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′

BARRANCABERMEJA FIVE ALFA (EJA 5A) *[EJA5A]*, CUCUTA FIVE ALFA (CUC 5A) *[CUC5A]*, KIKAS FIVE ALFA (KIKAS 5A) *[KIKA5A]* DEPARTURES

(RWYS 13L/R)



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

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

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

CHANGES: Runway 13 R initial climb, procedures renumbered.

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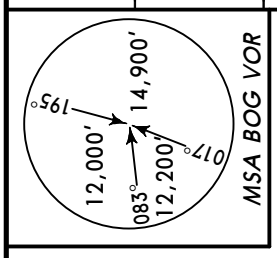
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



BARRANCABERMEJA FOUR BRAVO (EJA 4B) *[EJA4B]*, CUCUTA FOUR BRAVO (CUC 4B) *[CUC4B]*, KIKAS FOUR BRAVO (KIKAS 4B) *[KIKA4B]* DEPARTURES

(RWYS 31L/R)

CAT C, D

KIKAS
N07 01.0
W071 58.0

CUCUTA
D (H) 113.3 CUC
N07 56.0 W072 30.8

KIKAS FOUR BRAVO (KIKAS 4B) 199

CUCUTA FOUR BRAVO (CUC 4B) 225

BARRANCABERMEJA FOUR BRAVO (EJA 4B) 148

BARRANCABERMEJA
D (H) 115.9 EJA
N07 01.7 W073 48.3

At or above 9200′

MAX 185 KT until turn complete

At or above 17000′

Direct distance from Eldorado Intl to: ALGEP 15 NM

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

017° 034° 050° 257° 297° 279° 052° R232° D7 D12 6

ALGEP
N04 38.6
W074 23.0

MAX 230 KT

ATABI
N04 36.8
W074 28.4

At or above 14000′

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

R077°

IBAGUE
D (H) 112.0 IBG
N04 23.8 W075 06.4

N

NOT TO SCALE

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

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

CHANGES: None.

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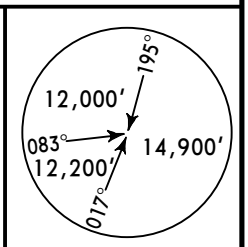
BOGOTA Departure			Apt Elev	
North	Central	South	8360′	
121.3	119.5	119.95		

Trans level: FL190 Trans alt: 18000′
If it is not possible to comply with MAKTO TWO ALFA climb gradient proceed via BOGUS FOUR ALFA until leaving 15000′ then EXPECT RADAR vectors to MAKTO.

BOGUS FOUR ALFA (BOGUS 4A)[BOGU4A], MAKTO TWO ALFA (MAKTO 2A)[MAKT2A] DEPARTURES

(RWYS 13L/R)



BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

ROMEO
274 R
N04 40.6 W074 06.2

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

At or above 9200′

At or above 9200′

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

073°
053°
233°
127°
219°

MAX 185 KT until turn complete
Minimum bank 20°

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

MAKTO TWO ALFA (MAKTO 2A)
B 689-W 17
19

KORKI
N04 34.2
W074 13.0

MAX 230 KT
MAKTO 2A
At or above 13000′

16

N04 23.3
W074 24.6

6

BOGUS FOUR ALFA (BOGUS 4A)

MAKTO
D35 BOG
N04 24.5
W073 56.9

BOGUS
N04 18.0
W074 28.0

31
W 22

D52

LIXAG
N03 52.1
W074 44.5

N

NOT TO SCALE

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

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

CHANGES: Runway 13 R initial climb, procedures renumbered.

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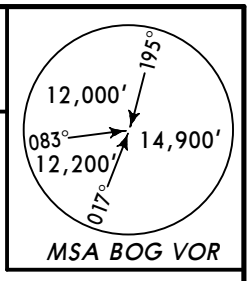
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	



BOGUS THREE BRAVO (BOGUS 3B)[BOGU3B], KAMIS THREE BRAVO (KAMIS 3B)[KAMI3B], MAKTO ONE BRAVO (MAKTO 1B)[MAKT1B], ZIPAQUIRA THREE JULIET (ZIP 3J)[ZIP3J] DEPARTURES

(RWYS 31L/R)

MAX 260 KT

MAX 185 KT until turn complete

BOGOTA
D (H) 113.9 BOG
N04 50.8 W074 19.4

At or above 9200′

ZIPAQUIRA
D (H) 114.7 ZIP
N05 01.1 W073 59.2

ZIPAQUIRA THREE JULIET (ZIP 3J)
R205°
22

MAX 230 KT
At or above 12000′

025°

At or above 15000′

SOACHA
D (H) 108.6 SOA
N04 36.2 W074 16.4

ROMEO
274 R
N04 40.6 W074 06.2

242°
219°
127°

25
W 16
KAMIS THREE BRAVO
(KAMIS 3B)

BOGUS THREE BRAVO
(BOGUS 3B)
21

23
B 689-W 17
MAKTO ONE BRAVO
(MAKTO 1B)

KAMIS
N04 21.9
W074 37.0

BOGUS
N04 18.0
W074 28.0

MAKTO
N04 24.5
W074 56.9

18 TO GIR VOR
N04 11.5 W074 52.0

31
W 22

LIXAG
N03 52.1
W074 44.5

Direct distance from Eldorado Intl to:
SOA VOR 10 NM

N
NOT TO SCALE

These SIDs require the following minimum climb gradients:
BOGUS THREE BRAVO, KAMIS THREE BRAVO: MAINTAIN 8.2% to SOA.
MAKTO ONE BRAVO: MAINTAIN 8.2% to 14000′.

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

CHANGES: BOGUS renumbered, revised, QUEZA repl by MAKTO, chart reindexed.

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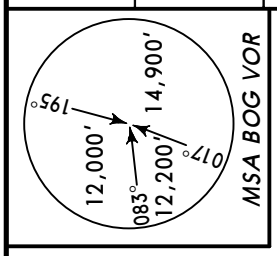
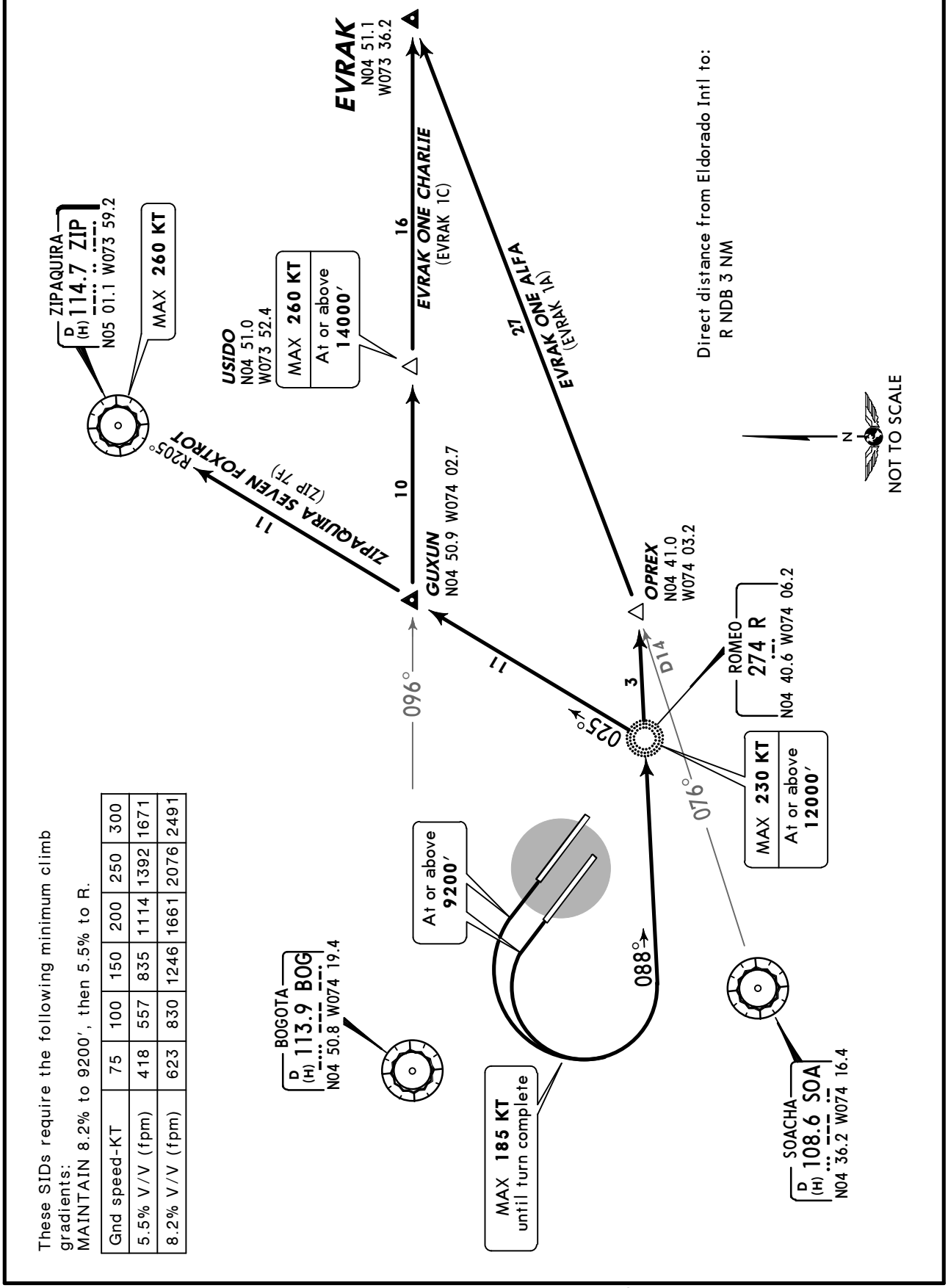
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



EVRAK ONE ALFA (EVRAK 1A) *[EVRA1A]*, EVRAK ONE CHARLIE (EVRAK 1C) *[EVRA1C]*, ZIPAQUIRA SEVEN FOXTROT (ZIP 7F) *[ZIP7F]* DEPARTURES

(RWYS 31L/R)



These SIDs require the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 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: UASCA 6A, UASCA 3C repl by EVRAK 1A, EVRAK 1C, chart reindexed.

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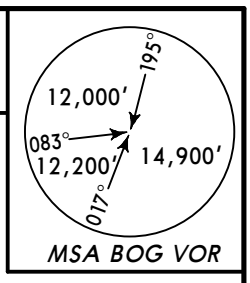
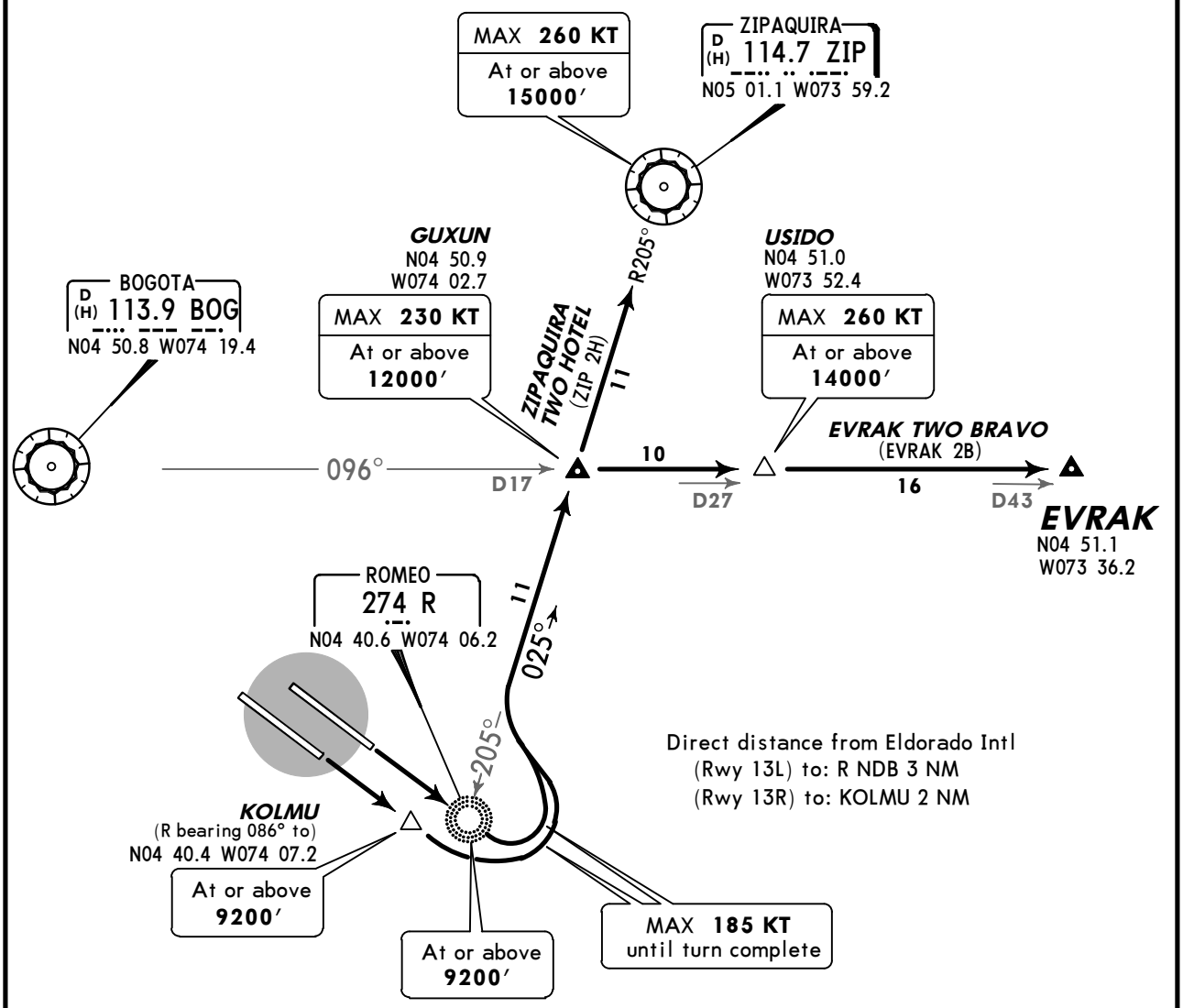
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



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

(RWYS 13L/R)



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

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

INITIAL CLIMB

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

CHANGES: Runway 13 R initial climb, procedures renumbered.

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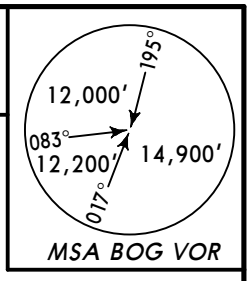
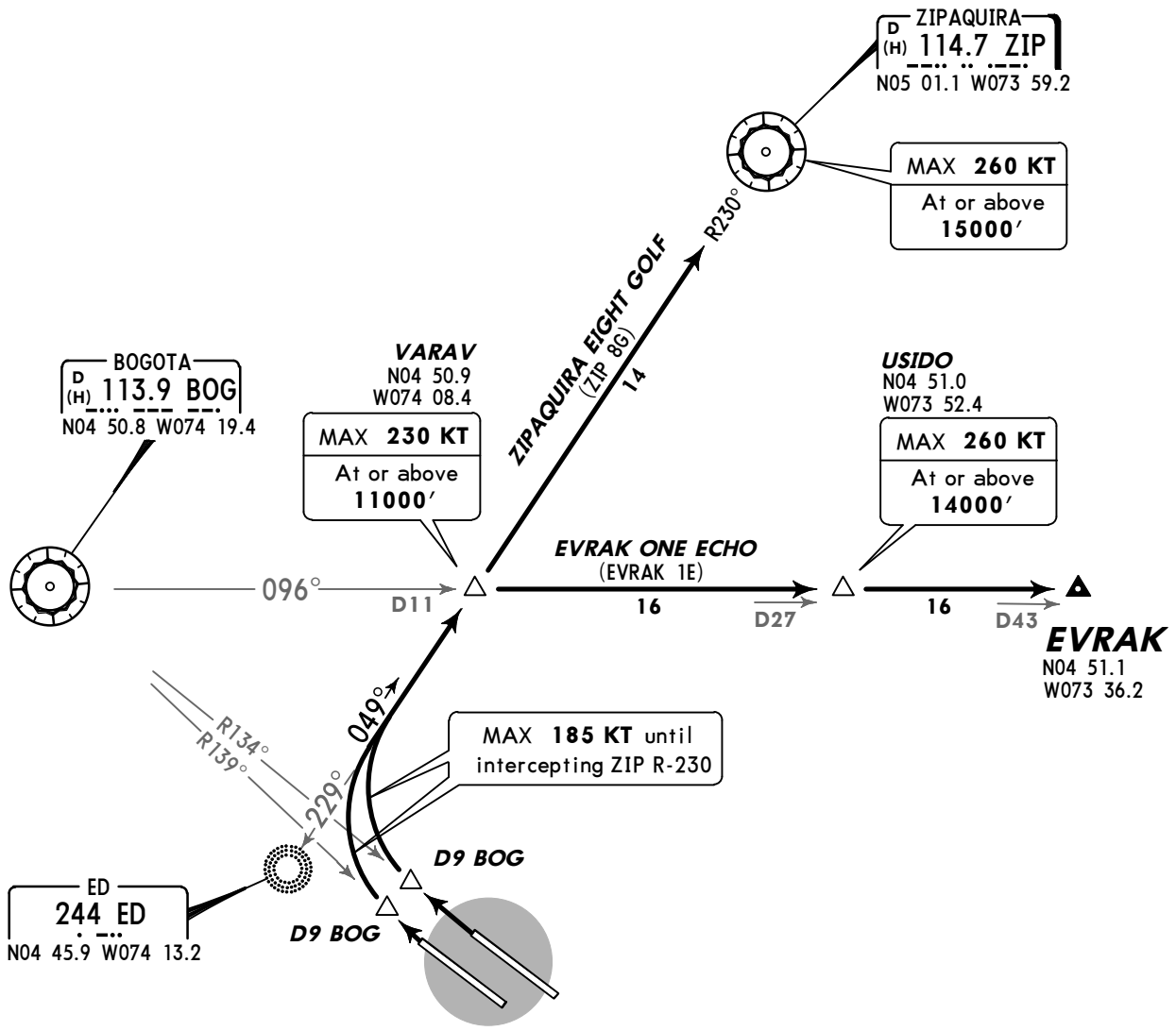
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′ **ED NDB required.**



EVRAK ONE ECHO (EVRAK 1E) *[EVRA1E]*, ZIPAQUIRA EIGHT GOLF (ZIP 8G) *[ZIP8G]* DEPARTURES

(RWYS 31L/R)



Direct distance from Eldorado Intl to:
VARAV 9 NM

NOT TO SCALE

These SIDs require the following minimum climb gradient: MAINTAIN 6.5% to 11000′.

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

INITIAL CLIMB

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

CHANGES: None.

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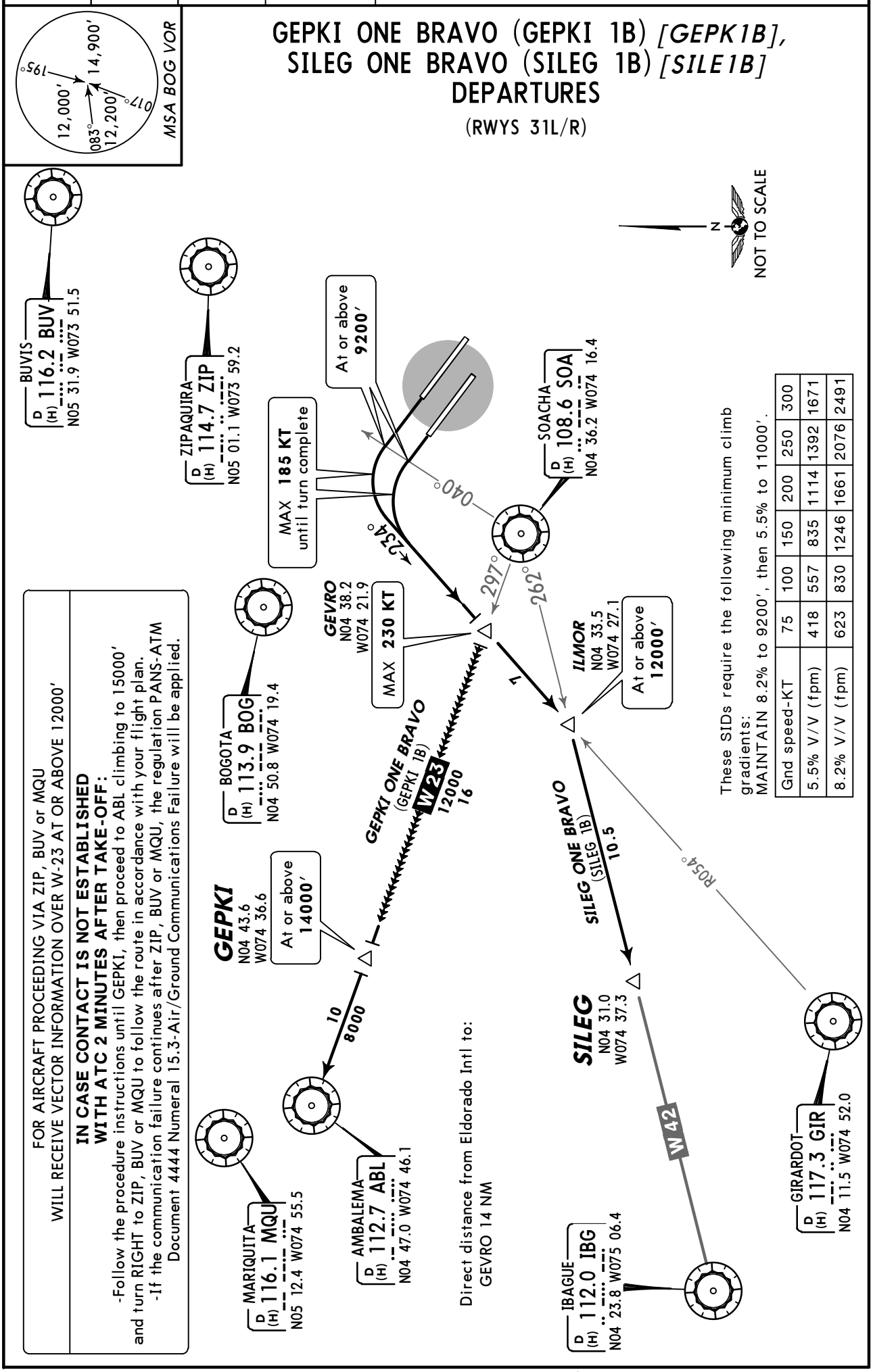
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′

GEPKI ONE BRAVO (GEPKI 1B) *[GEPK1B]*, SILEG ONE BRAVO (SILEG 1B) *[SILE1B]* DEPARTURES

(RWYS 31L/R)



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

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

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 GEPKI, then proceed to ABL climbing to 15000′ 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.

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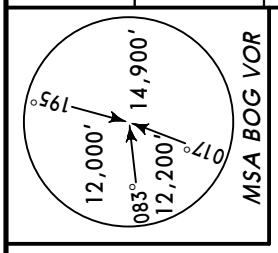
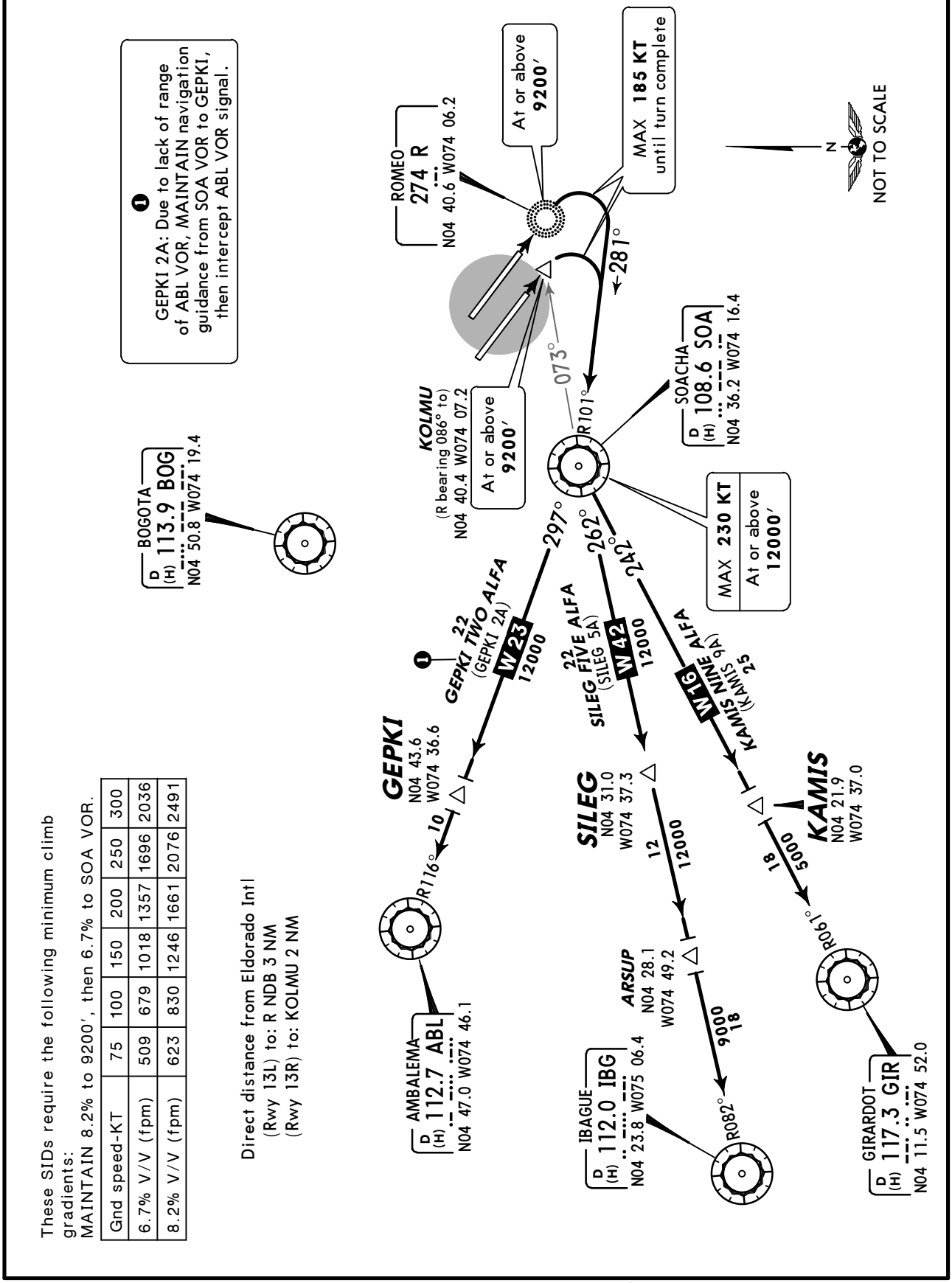
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



GEPKI TWO ALFA (GEPKI 2A) *[GEPK2A]*, KAMIS NINE ALFA (KAMIS 9A) *[KAMI9A]*, SILEG FIVE ALFA (SILEG 5A) *[SILE5A]* DEPARTURES

(RWYS 13L/R)



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

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

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

CHANGES: Runway 13 R initial climb, procedures renumbered.

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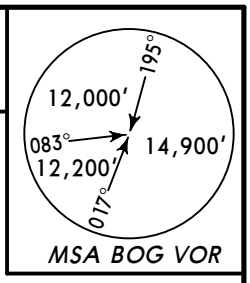
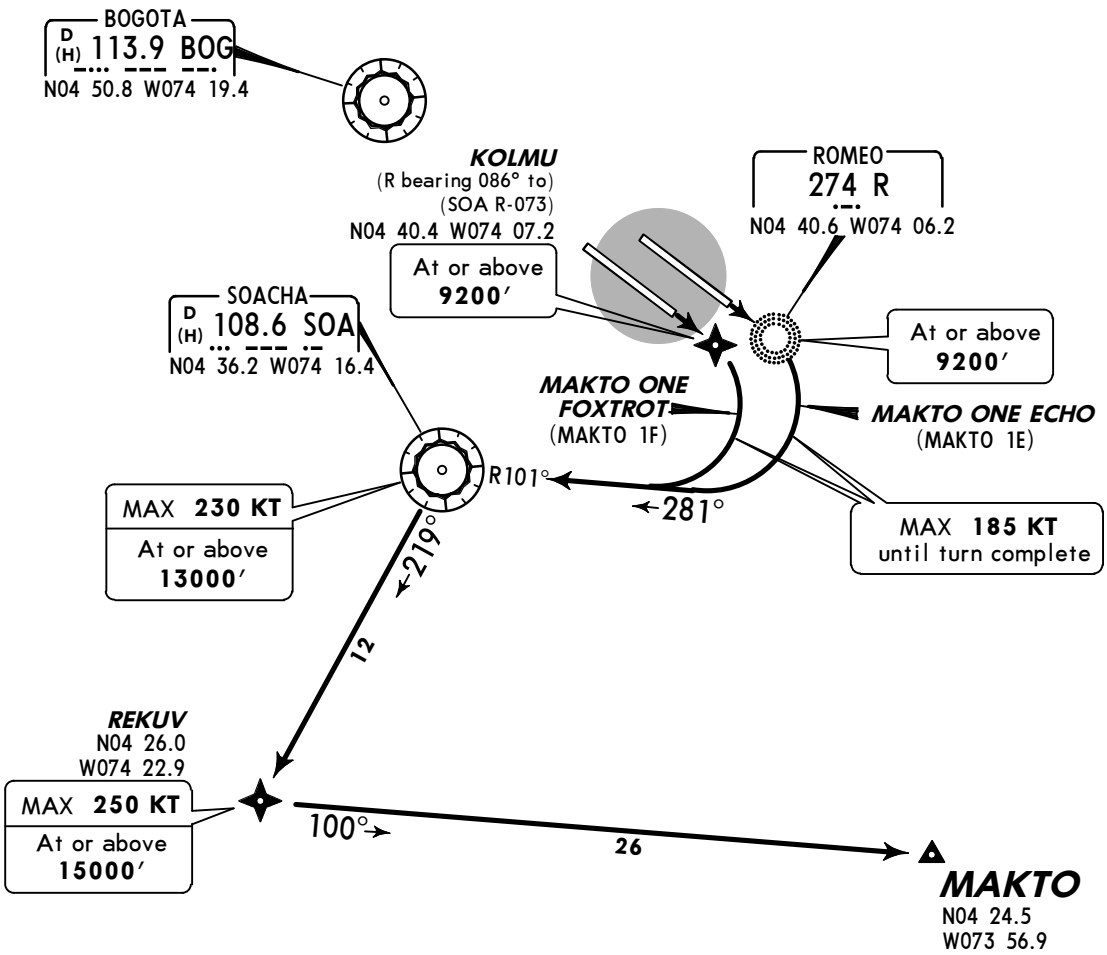
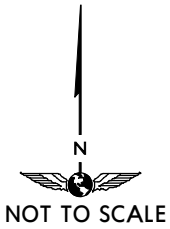
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



MAKTO ONE ECHO (MAKTO 1E) *[MAKT1E]* (RWY 13L), MAKTO ONE FOXTROT (MAKTO 1F) *[MAKT1F]* (RWY 13R) RNAV (GNSS) DEPARTURES





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

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

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

CHANGES: Runway 13 R initial climb, procedures renamed.

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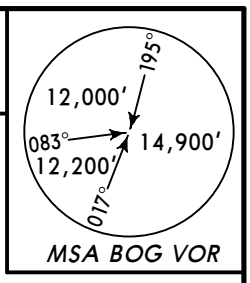
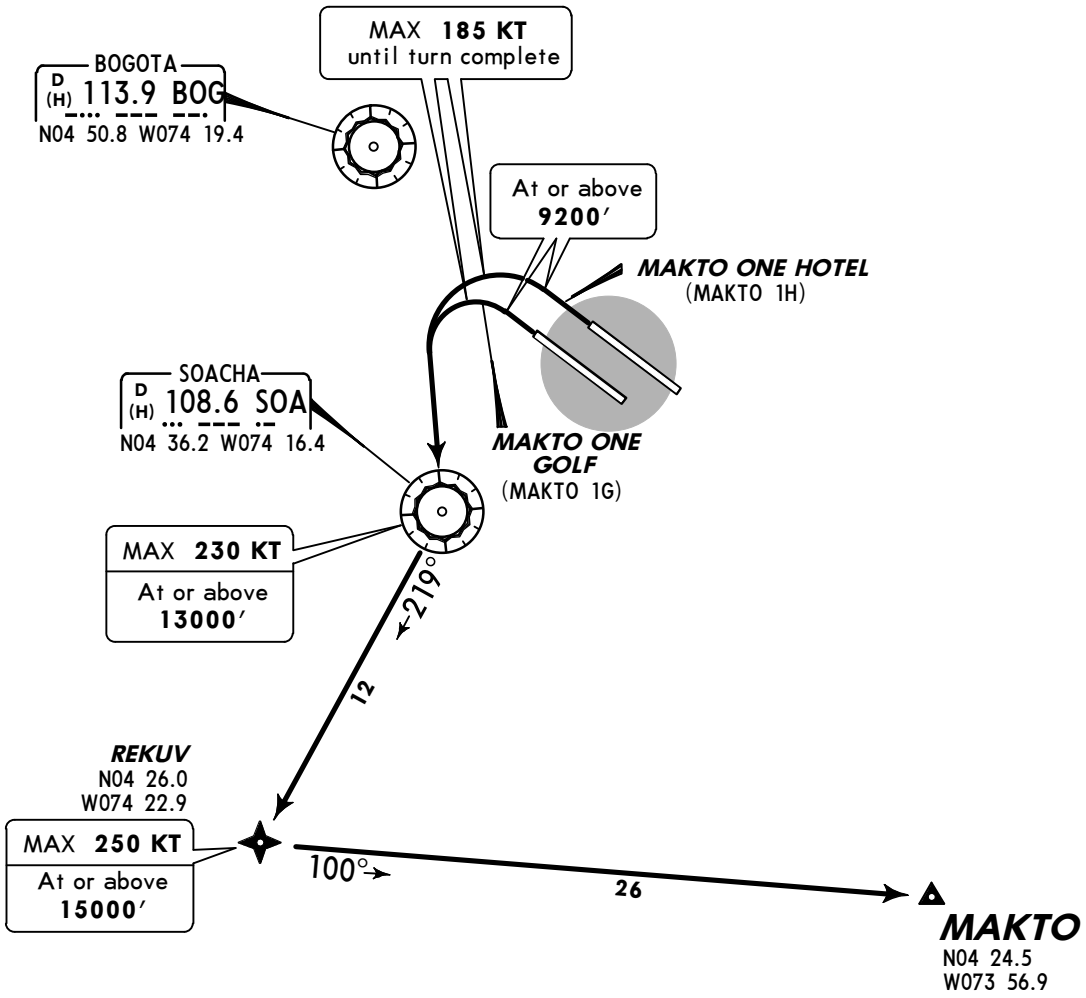
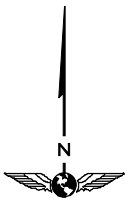
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



MAKTO ONE GOLF (MAKTO 1G) *[MAKT1G]* (RWY 31L), MAKTO ONE HOTEL (MAKTO 1H) *[MAKT1H]* (RWY 31R) RNAV (GNSS) DEPARTURES





NOT TO SCALE

Direct distance from Eldorado Intl to:
SOA VOR 10 NM

This SID requires the following minimum climb gradients:
MAINTAIN 8.2% to 9200′, then 5.5% to 15000′.

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

CHANGES: Procedures renamed.

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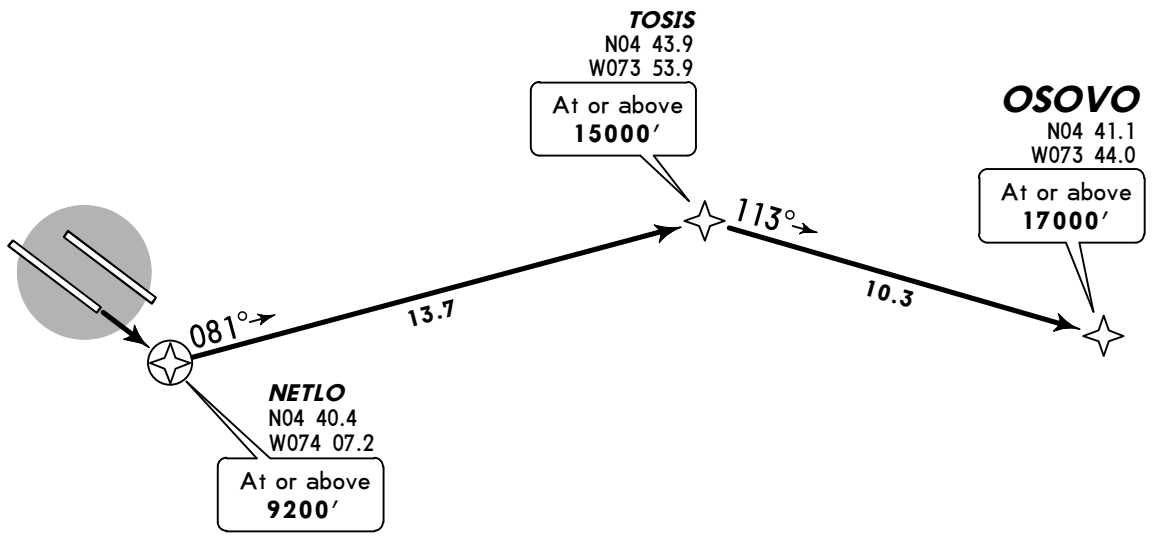
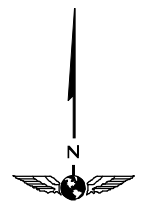
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′ **1. RNAV 1 certification required.** **2. GNSS only.**

OSOVO TWO ALFA (OSOVO 2A) *[OSOV2A]*
RNAV (GNSS) DEPARTURE
(RWY 13R)

CAT A, B





NOT TO SCALE

Direct distance from Eldorado Intl to:
NETLO 2 NM

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

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

CHANGES: Procedure renumbered, chart reindexed.

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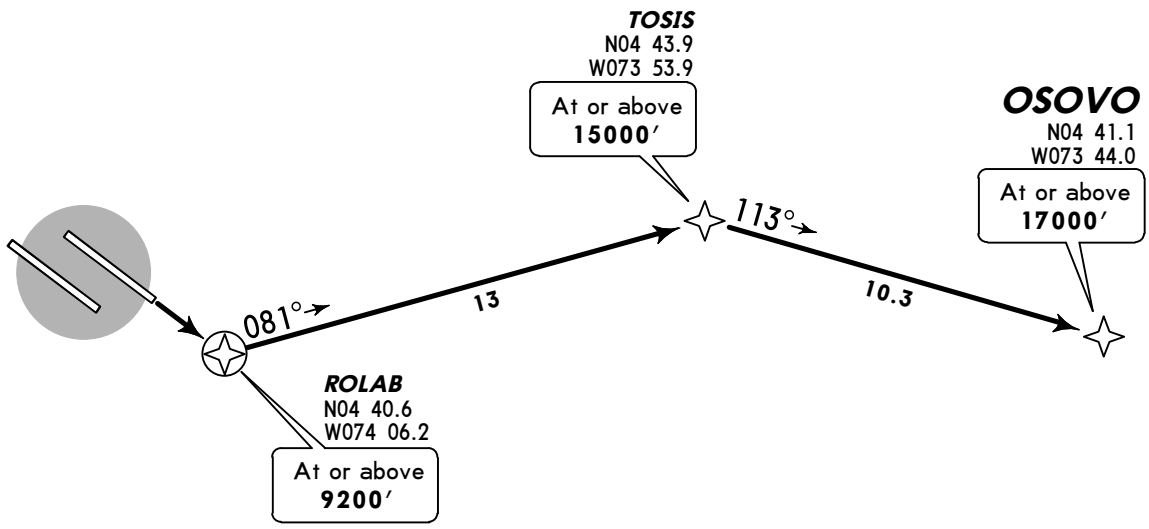
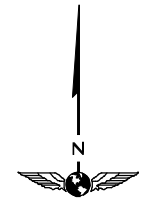
BOGOTA Departure			Apt Elev	
North	Central	South	8360′	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95		**1. RNAV 1 certification required.** **2. GNSS only.**

OSOVO TWO BRAVO (OSOVO 2B) *[OSOV2B]*
RNAV (GNSS) DEPARTURE
(RWY 13L)

CAT A, B





NOT TO SCALE

Direct distance from Eldorado Intl to:
ROLAB 3 NM

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

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

CHANGES: Procedure renumbered, chart reindexed.

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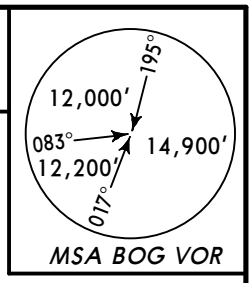
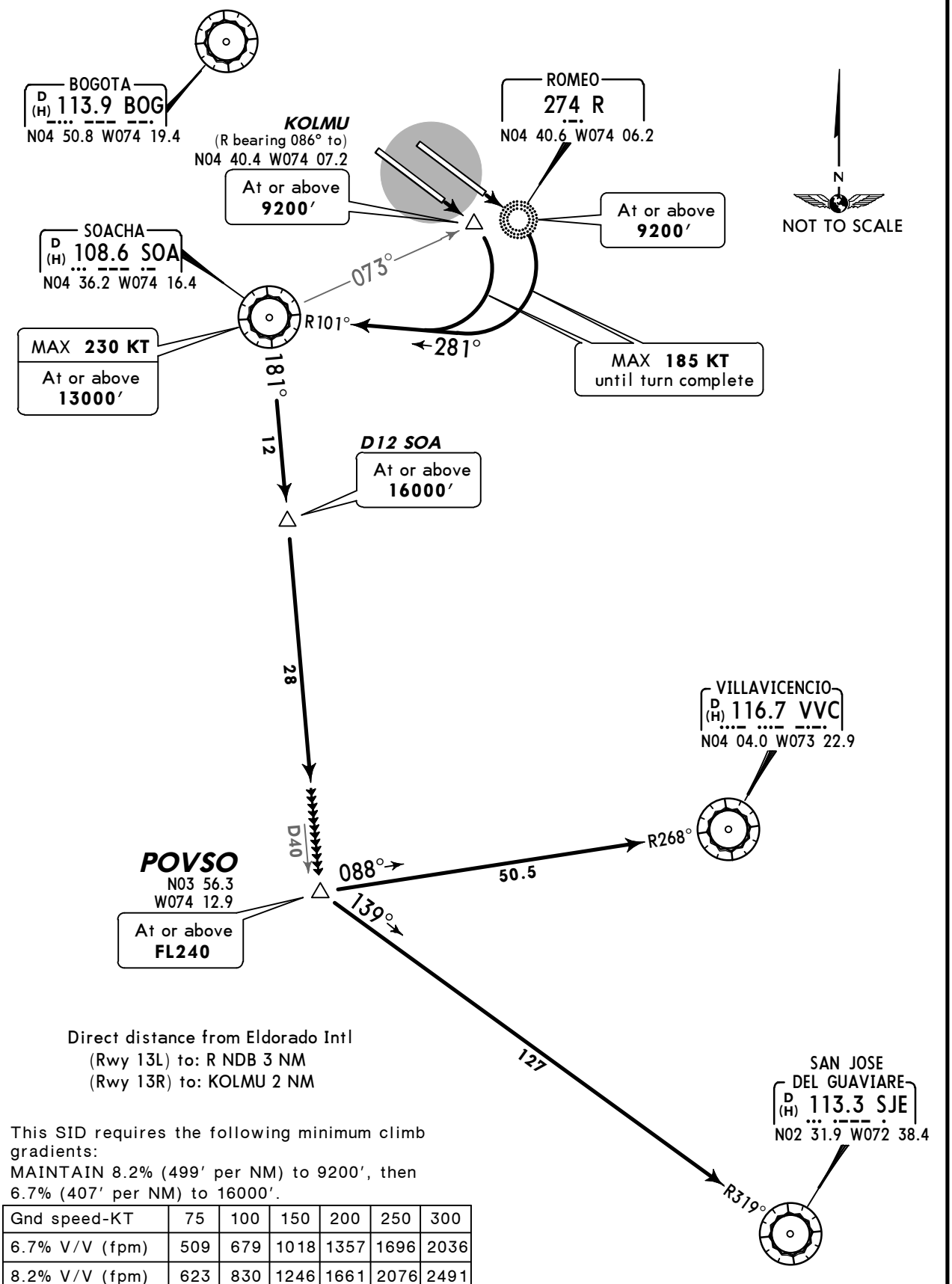
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	

POVSO THREE ALFA (POVSO 3A) DEPARTURE

[POVS3A]

(RWYS 13L/R)





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

This SID requires the following minimum climb gradients:
MAINTAIN 8.2% (499′ per NM) to 9200′, then 6.7% (407′ per NM) to 16000′.

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

INITIAL CLIMB

At POVSO or before EXPECT vectors to intercept route. If no vectors are given at POVSO proceed via VVC R-268 or SJE R-319 according to the route.

CHANGES: Runway 13 R initial climb, procedures renamed.

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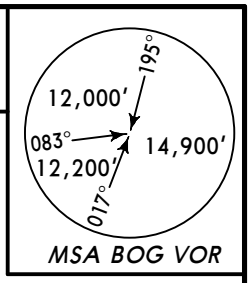
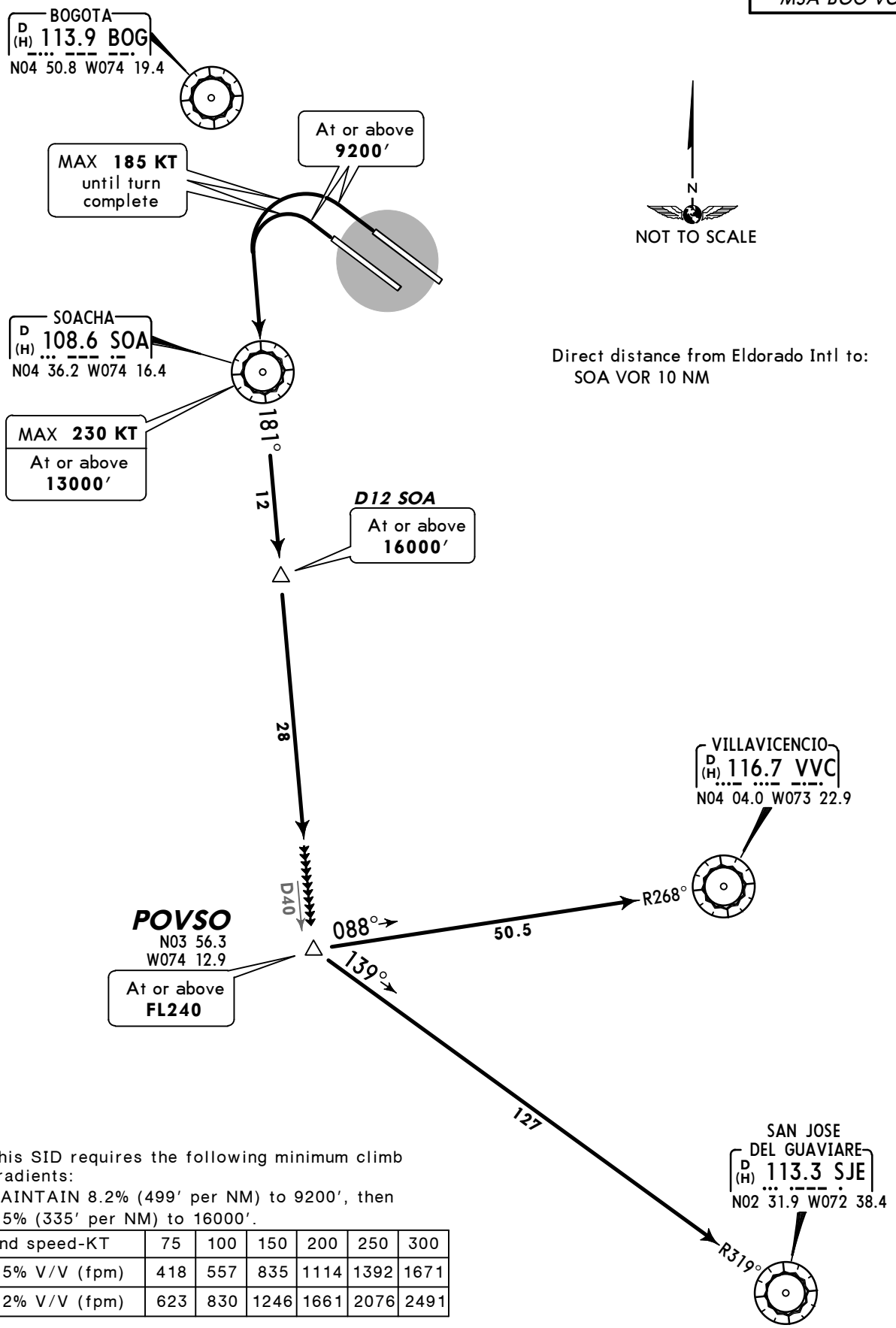
BOGOTA Departure North	Central	South	Apt Elev	
121.3	119.5	119.95	8360′	Trans level: FL190 Trans alt: 18000′



POVSO TWO BRAVO (POVSO 2B) DEPARTURE

[POVS2B]

(RWYS 31L/R)



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

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

INITIAL CLIMB

At POVSO or before EXPECT vectors to intercept route. If no vectors are given at POVSO proceed via VVC R-268 or SJE R-319 according to the route.

CHANGES: None.

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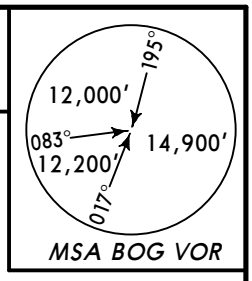
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	

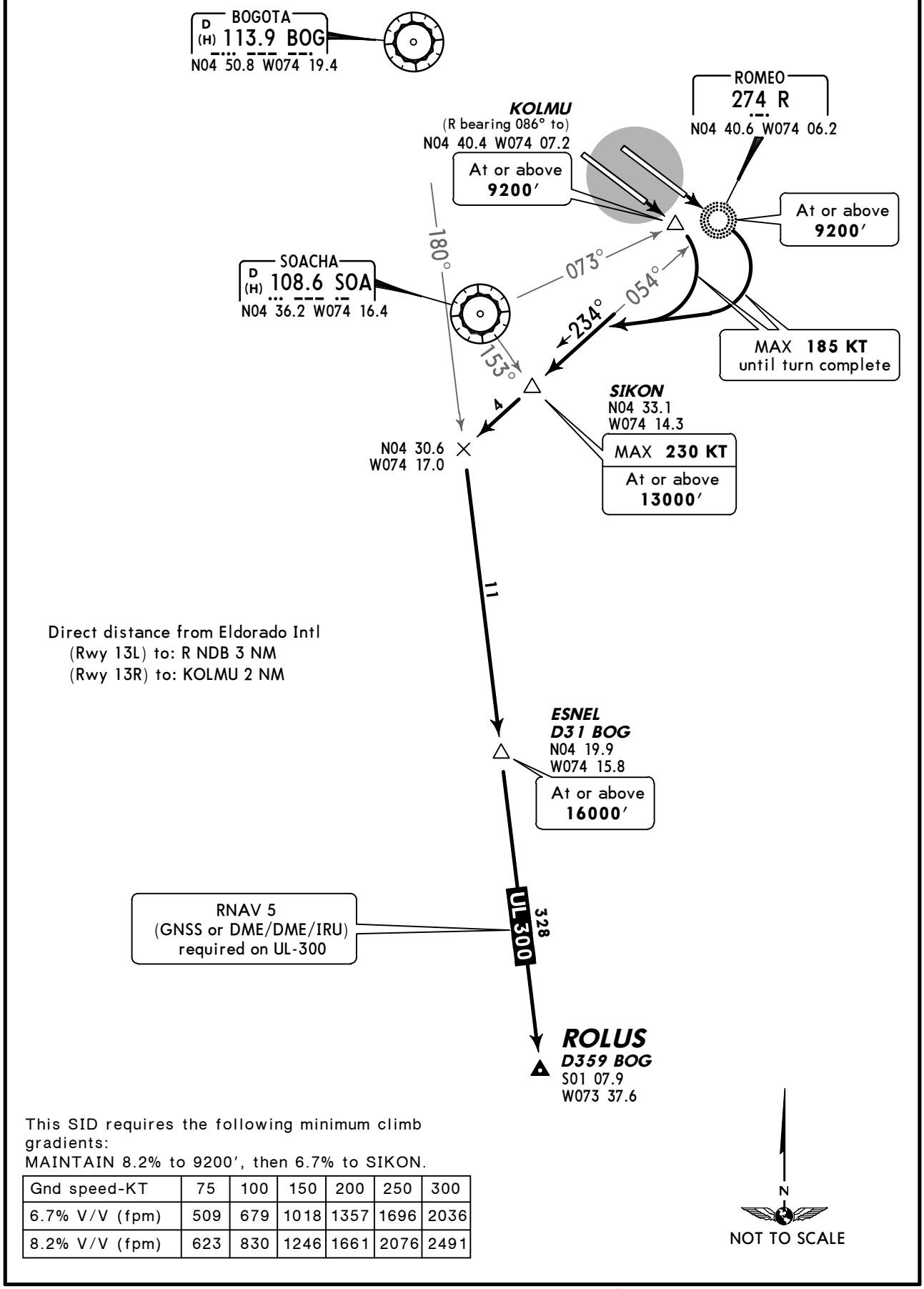


ROLUS EIGHT ALFA (ROLUS 8A) DEPARTURE

[ROLU8A]

(RWYS 13L/R)

CAT C, D



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

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

CHANGES: Runway 13 R initial climb, procedures renumbered.

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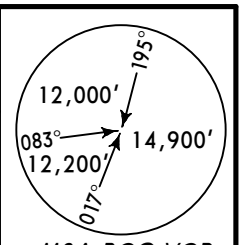
BOGOTA Departure North	Central	South	Apt Elev	Trans level: FL190 Trans alt: 18000′
121.3	119.5	119.95	8360′	

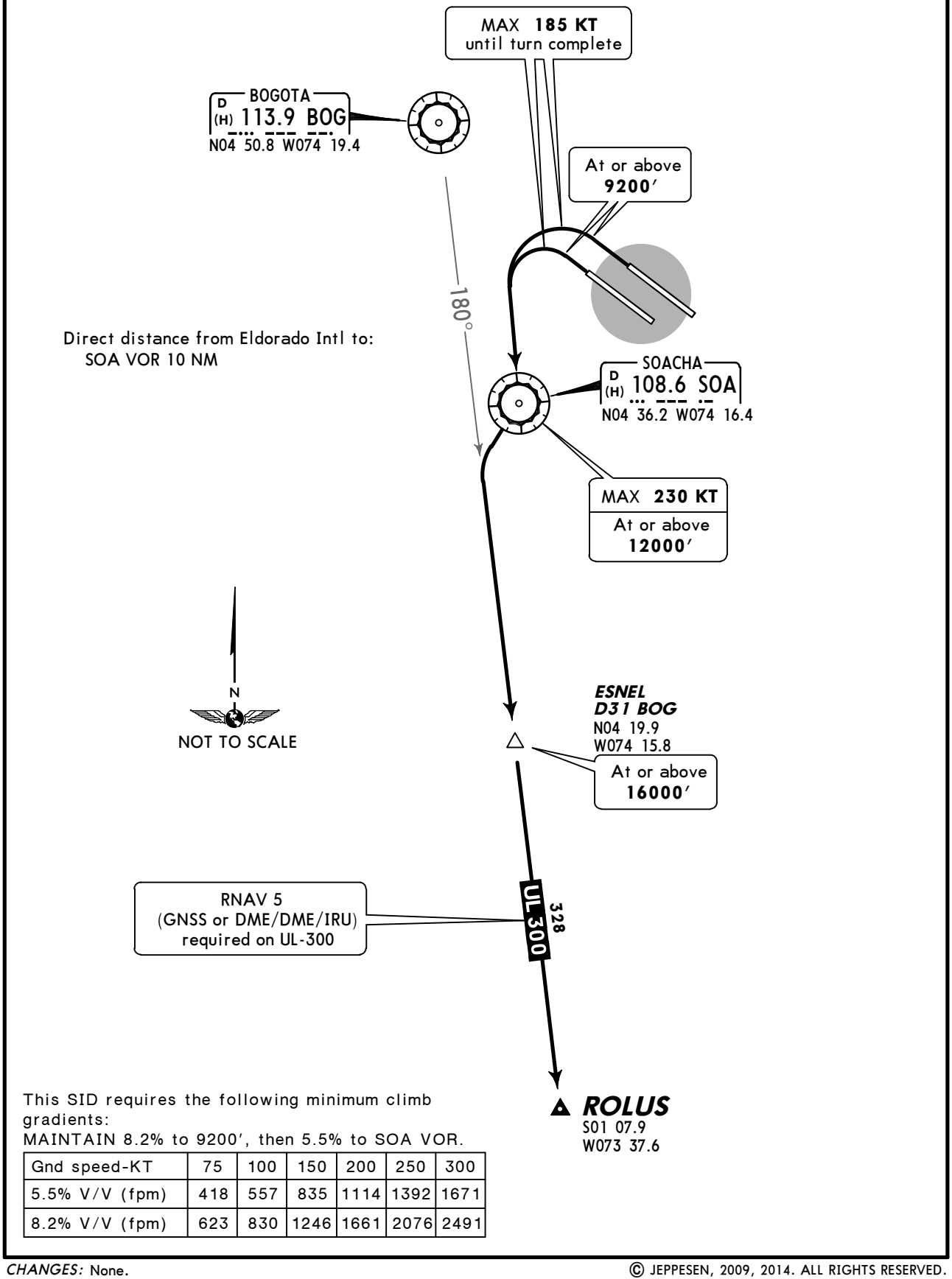


ROLUS SEVEN BRAVO (ROLUS 7B) DEPARTURE

[ROLU7B]

(RWYS 31L/R)

CAT C, D



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

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

CHANGES: None.

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NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 13 L/R

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

- The climb speed until noise abatement starting point will be not less then V2 + 10 Kts.
- **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.

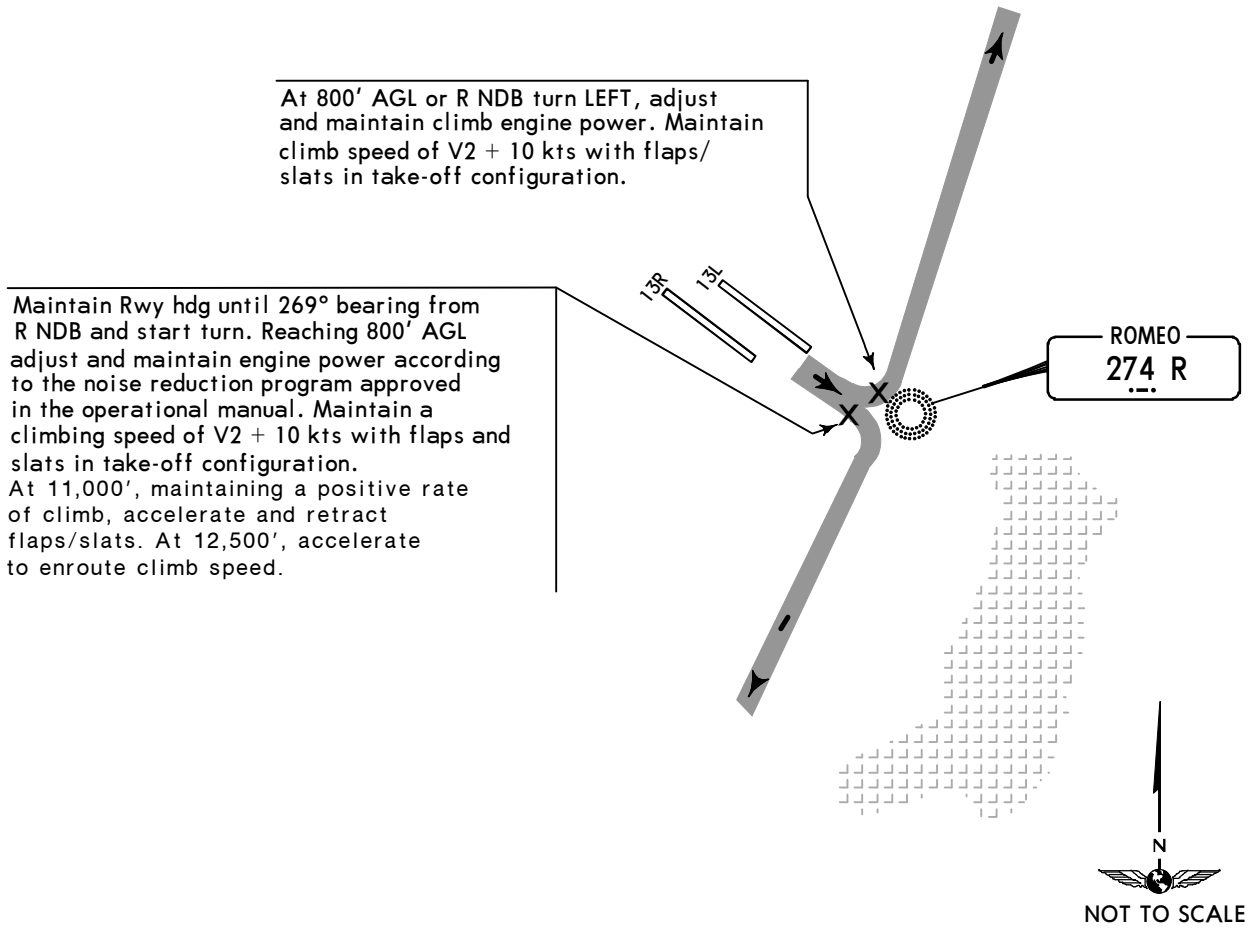
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

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.



CHANGES: Depiction.

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NOISE ABATEMENT PROCEDURES

STANDARD: LT plus 5 hours = UTC

RUNWAY 31 L/R

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

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

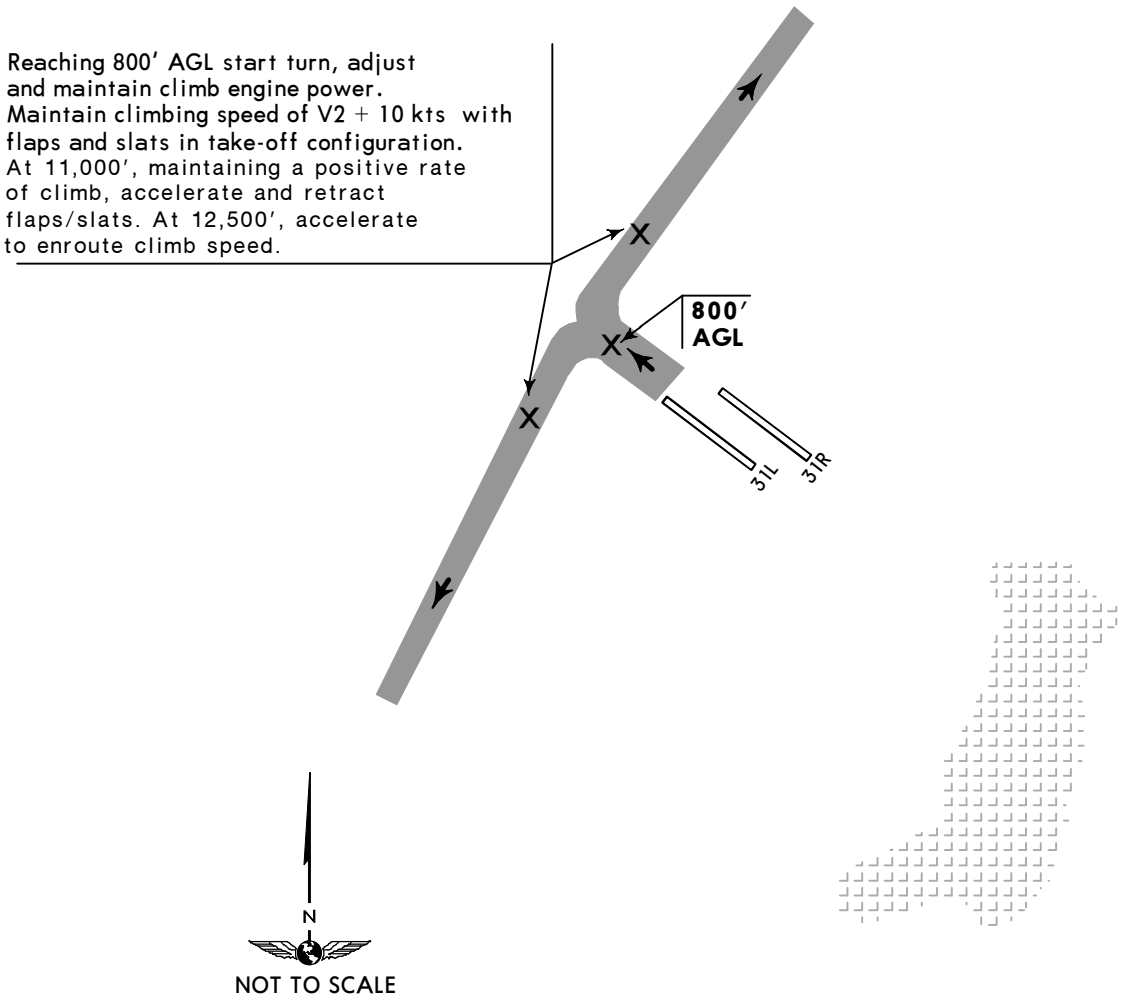
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

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

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

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

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



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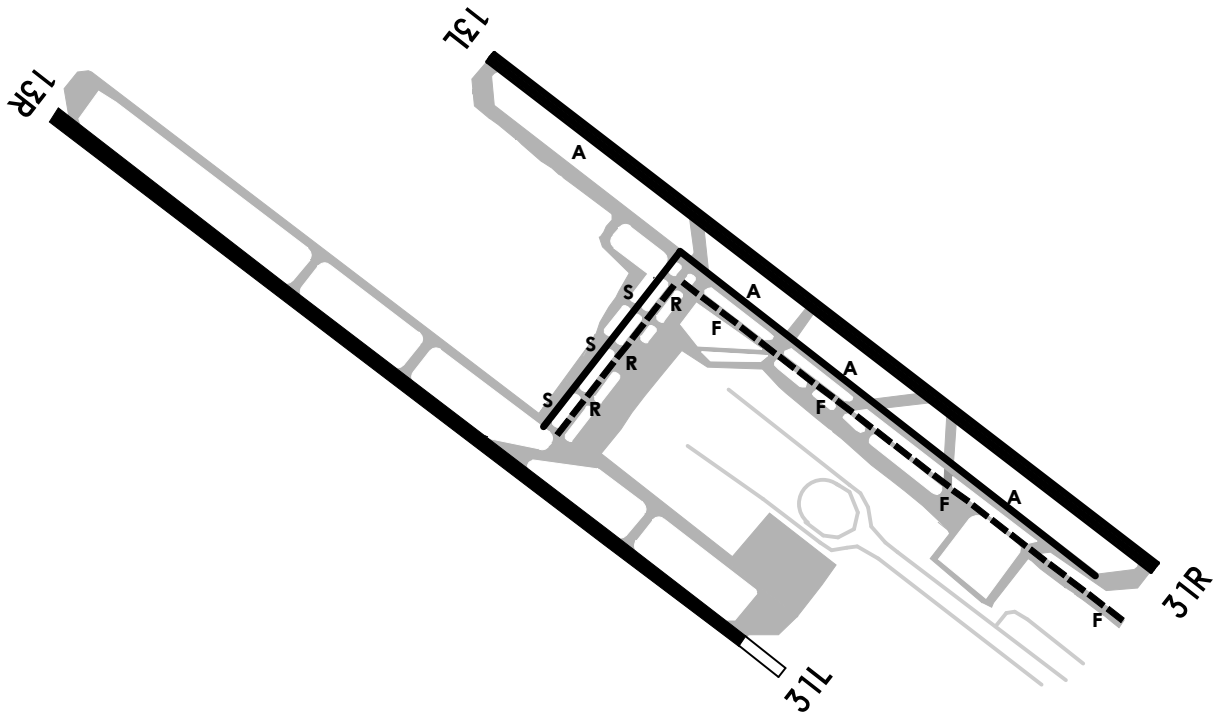
PREFERRED TAXI ROUTES FOR DEPARTURES/ARRIVALS

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

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

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



CIRCUIT 1 TAXIWAYS ALFA & SIERRA

CIRCUIT 2 TAXIWAYS FOXTROT & ROMEO

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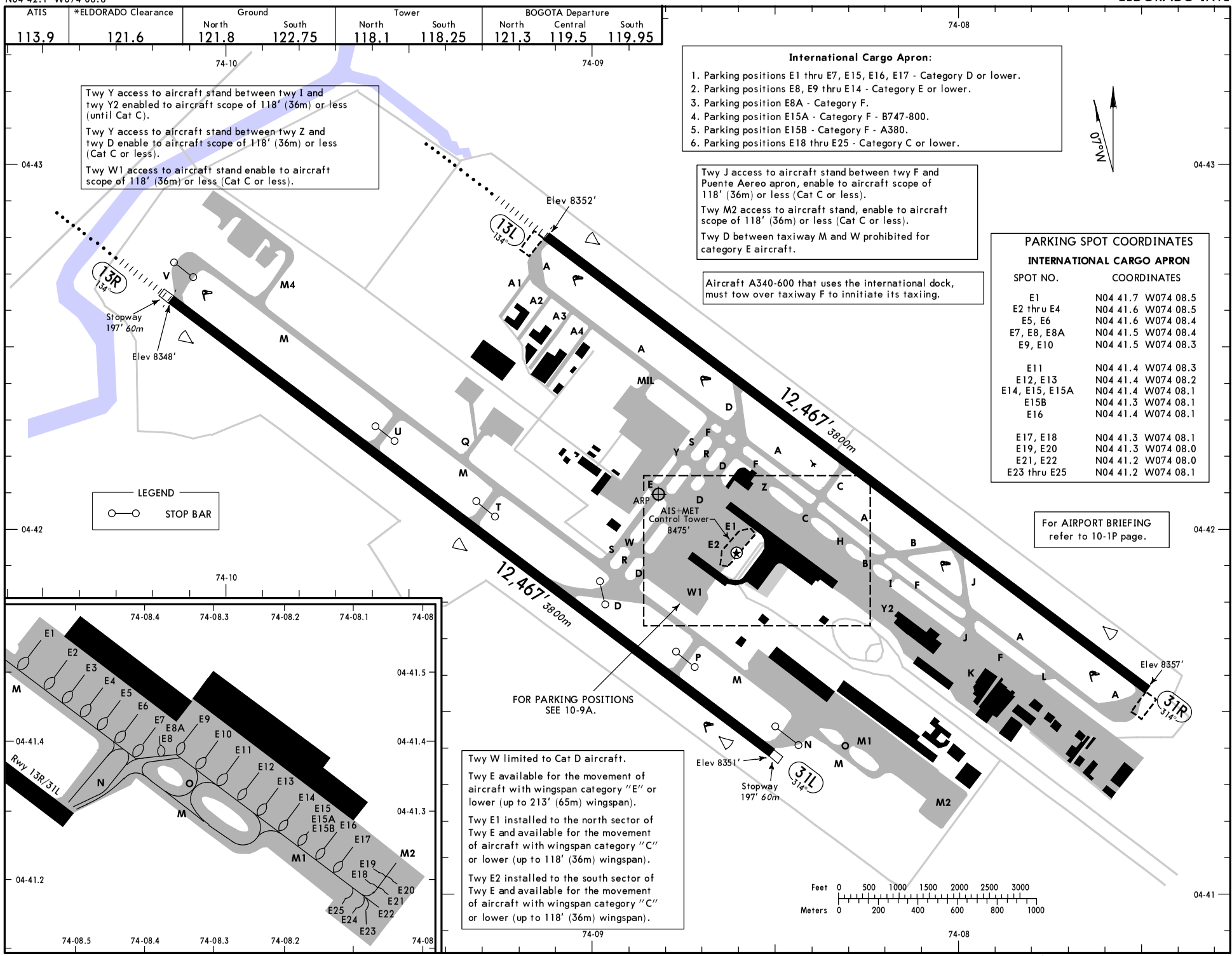
ATIS	*ELDORADO Clearance	Ground		Tower		BOGOTA Departure		
		North	South	North	South	North	Central	South
113.9	121.6	121.8	122.75	118.1	118.25	121.3	119.5	119.95



CHANGES: Taxiways M, M1, N.

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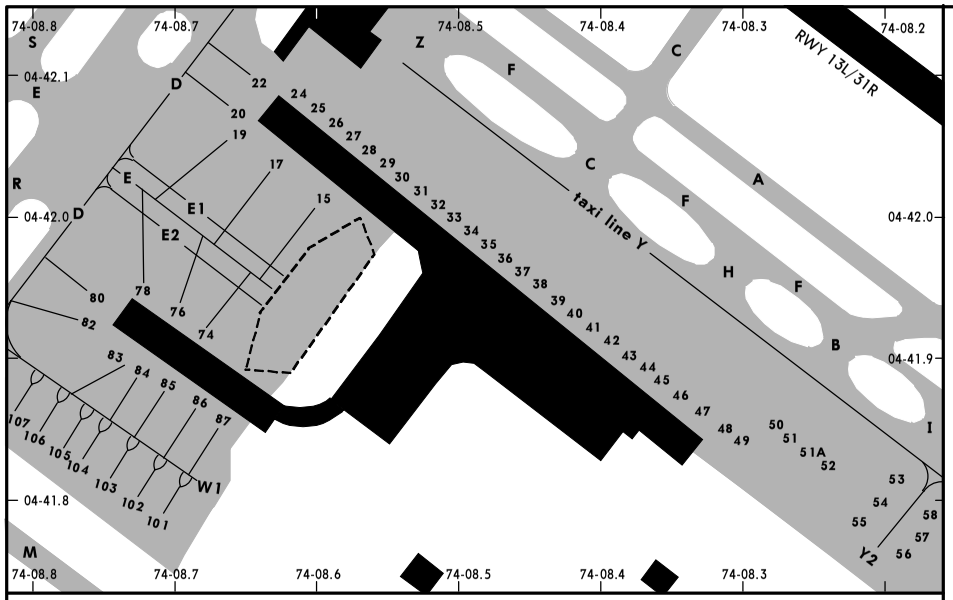

PARKING STAND COORDINATES

STAND No.	COORDINATES
Swing Gate Stands	
15 thru 19	N04 42.0 W074 08.6
20	N04 42.1 W074 08.7
22 thru 26	N04 42.1 W074 08.6
27	N04 42.0 W074 08.6
International Stands	
28 thru 36	N04 42.0 W074 08.5
37 thru 39	N04 42.0 W074 08.4
40 thru 45	N04 41.9 W074 08.4
46 thru 48	N04 41.9 W074 08.3
49	N04 41.8 W074 08.3
National Stands	
74, 76	N04 41.9 W074 08.7
78	N04 42.0 W074 08.7
80, 82	N04 41.9 W074 08.8
83 thru 86	N04 41.9 W074 08.7
87	N04 41.8 W074 08.7
Remote Aircraft Stands	
50	N04 41.9 W074 08.3
51, 51A, 52	N04 41.8 W074 08.3
53 thru 58	N04 41.8 W074 08.2
101, 102	N04 41.8 W074 08.7
103 thru 105	N04 41.8 W074 08.8
106, 107	N04 41.9 W074 08.8

Aircraft Stand Notes:

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

1. Aircraft stand 19,22,27, 78 and 80 enable until aircraft category E, with length of 194' (59m) or less (type A330-200).

2. Aircraft stand 25 enable to aircraft scope 171' (52m) or less (Cat D). Aircraft must be towed.

3. Aircraft stand 87 and 101 must be towed until twy D to start taxi.

Aircraft Parking Positions:

Swing Gate Stands:
1. Parking positions 24, 26 - Category C aircraft or lower
2. Parking positions 15, 20, 25 - Category D aircraft or lower
3. Parking positions 17 - Category E or lower
4. Parking positions 19, 22 - Category E, Type A330-200 or lower
5. Parking positions 27 - Type A330-200 or lower

International Stands:
1. Parking positions 28, 30, 31, 33, 36, 39, 40, 42, 44, 46, 48 - Category C aircraft or lower
2. Parking positions 34, 43, 47 - Category D aircraft or lower
3. Parking positions 29, 35, 38, 41, 45, 49 - Category E or lower
4. Parking positions 32, 37 - Category F or lower

National Stands:
1. Parking positions 74, 83, 84, 85, 86, 87 - Category C aircraft or lower
2. Parking positions 76, 82 - Category D aircraft or lower
3. Parking positions 78, 80 - Category E, Type A330-200 or lower.

Remote Aircraft Stands:
Aircraft entrance by Twy I to position 56, turn off engine and be towed to stand 56.
1. Parking positions 50, 52, 53, 54, 55, 56, 57, 58, 101, 102, 103, 104, 105, 106, 107 - Category C aircraft or lower
2. Parking position 51 - Category D aircraft or lower
3. Parking position 51A - Category E aircraft or lower

GENERAL

CAUTION: Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

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

❶ Rwy closed between 0300-1100 UTC.

TAKE-OFF

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

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

❶ With appropriate approval.

CHANGES: Parking spot 51A added, parking spot 49 coordinates, declared distances.

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LOW VISIBILITY PROCEDURES

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

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

1. FACILITIES DESCRIPTION

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

1.2 SIGNAL AND GUIDANCE TAXI SYSTEMS:

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

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

c. TAXIWAY SIGNALING: Center and edge.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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LOW VISIBILITY PROCEDURES

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

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

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

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

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

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

3. RUNWAY EXIT DETAILS

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

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

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

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

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

4. HOLDING POINTS USAGE AND MOVEMENT RESTRICTIONS

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

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

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

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

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

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

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

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

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LOW VISIBILITY PROCEDURES

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

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

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

5. LVP PROCEDURES DESCRIPTION

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

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

5.1.2 Aeronautical frequencies.

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

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

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

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

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

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

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

5.8 ATC will have to provide landing clearance further than:

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

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

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

5.9 ATC will declare DETRESFA's phase if:

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

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

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

5.11 The crews will:

a. Always listed to the corresponding aeronautical frequency.

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

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

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

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

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

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LOW VISIBILITY PROCEDURES

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

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

i. The crews shall report when:

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

6. COMMUNICATIONS FAILURE

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

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

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

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

7. AFTM MEASURES

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

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

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

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

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

a. VISIBILITY CONDITION TWO (2)

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

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

b. VISIBILITY CONDITION THREE (3)

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

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LOW VISIBILITY PROCEDURES

8. AIRCRAFT OPERATORS

8.1.1 CLEARANCE FOR OPERATION DURING LOW VISIBILITY PROCEDURES

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

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

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

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

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

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

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

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

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

9.1.1 Moving of vehicles

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

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

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

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

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

9.1.2 Towing maneuvers

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

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

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

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

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

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

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

9.1.3 Departure taxi maneuvers

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

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

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LOW VISIBILITY PROCEDURES

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

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

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

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

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

9.1.4 Arrival taxi maneuvers

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

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

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

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

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

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

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

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

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

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

9.1.5 Service Units responsible

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

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

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

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

e. 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.

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

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

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

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

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LOW VISIBILITY PROCEDURES

23. ADDITIONAL INFORMATION

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

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

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

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

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

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

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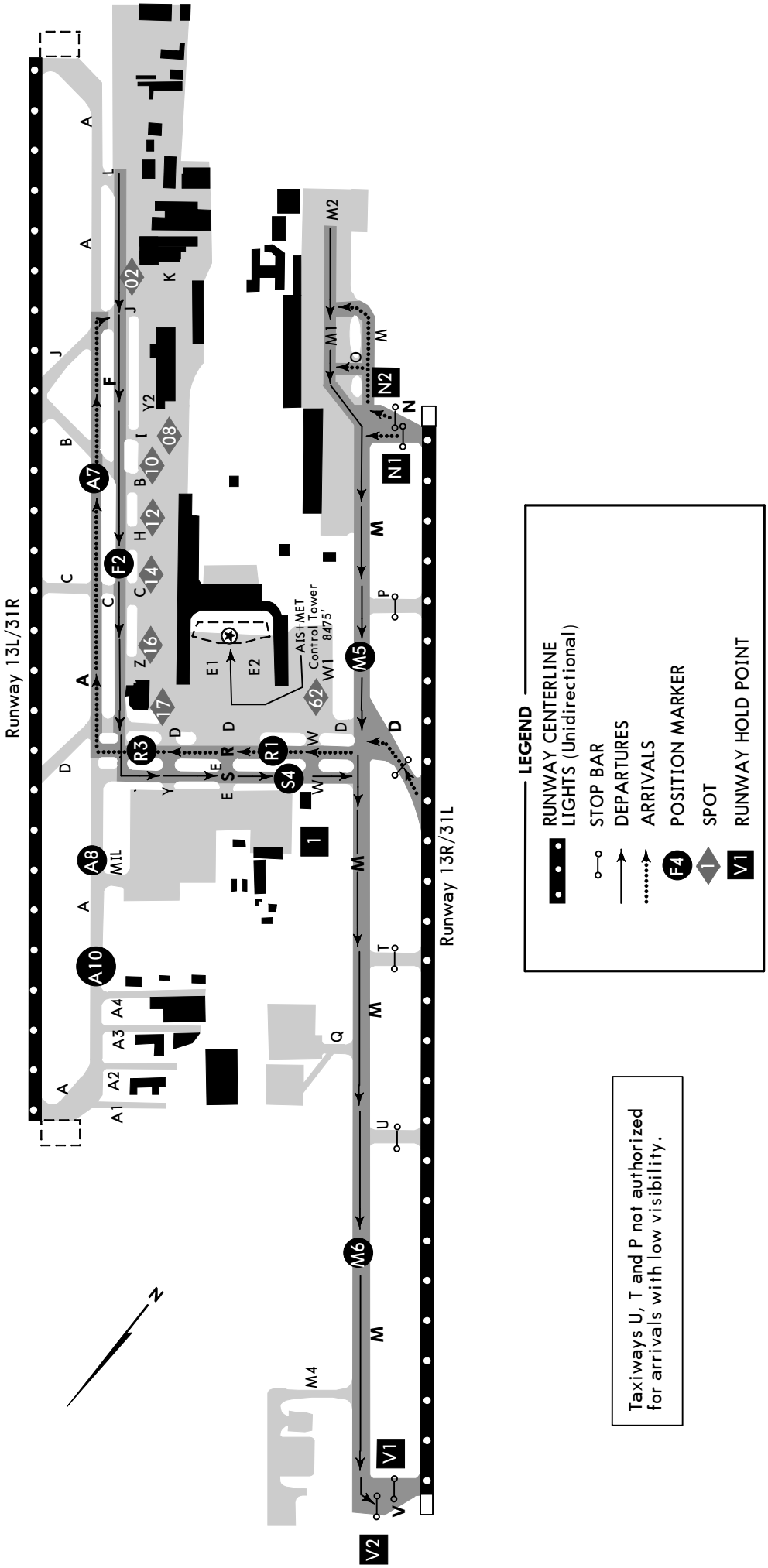
SKBO/BOG
ELDORADO INTL

LESS THAN RVR 550m TO 350m

Apt Elev **8360′**

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



CHANGES: Chart revised.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
(11-1)

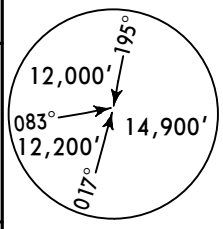
BOGOTA, COLOMBIA
MISSED APCH CLIMB GRADIENT MIM 3.0%
ILS Rwy 13L

BRIEFING STRIP

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

LOC IEDR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / Rwy 13L
111.3	134°	10000′ (1648′)	8890′ (538′)	8360′ / 8352′

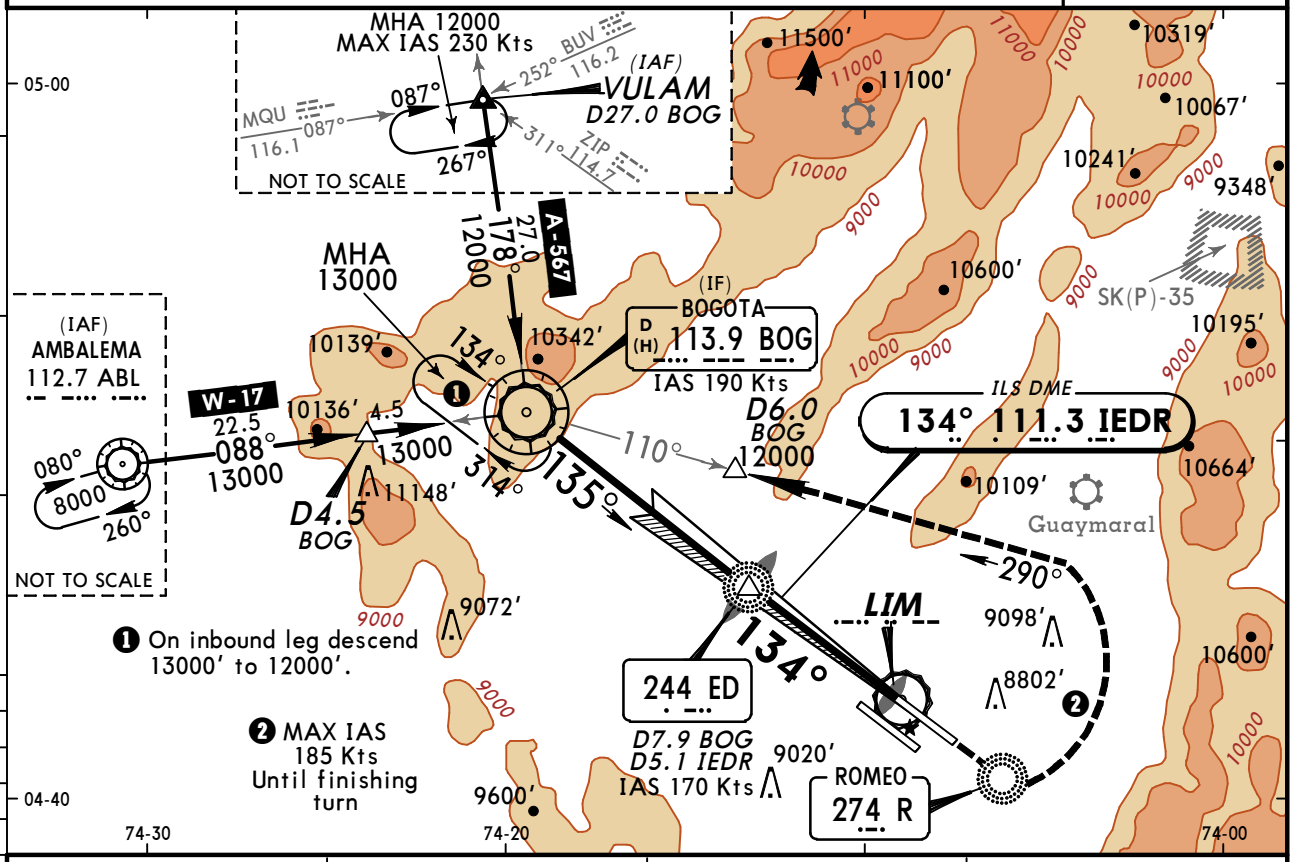
MISSED APCH: Climb on rwy heading to R NDB, turn LEFT (Max IAS 185 Kts until end of the turn) climbing to intercept BOG VOR R-110 at 10000′ or above. Proceed to BOG VOR and enter holding pattern at 13000′. Cross D6.0 BOG at 12000′ or above. Radar vectors may be provided before arriving at BOG VOR. Minimum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



MSA BOG VOR

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

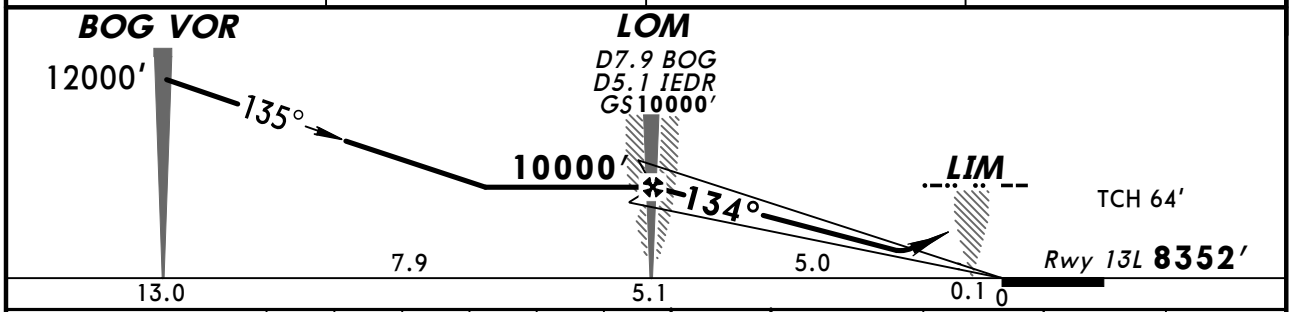
1. BOG VOR required. 2. BOG DME or IEDR DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



❶ On inbound leg descend 13000′ to 12000′.

❷ MAX IAS 185 Kts Until finishing turn

IEDR DME	4.0	3.0	2.0
ALTITUDE	9680′	9370′	9050′



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

HIALS PAPI PAPI ↑ on Rwy hdg R 274

STRAIGHT-IN LANDING RWY 13L Missed Apch climb gradient mim 3.0% ILS DA(H) 8890′ (538′)		LOC (GS out)	CIRCLE-TO-LAND
FULL	HIALS out		
RVR 750m VIS 1000m	1400m	Refer to LOC Rwy 13L	Refer to VOR CHARLIE

PANS OPS: A, B, C, D

CHANGES: Final approach bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
(11-2)

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

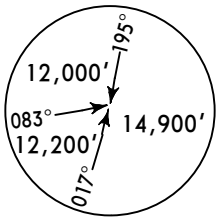
BRIEFING STRIP™

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

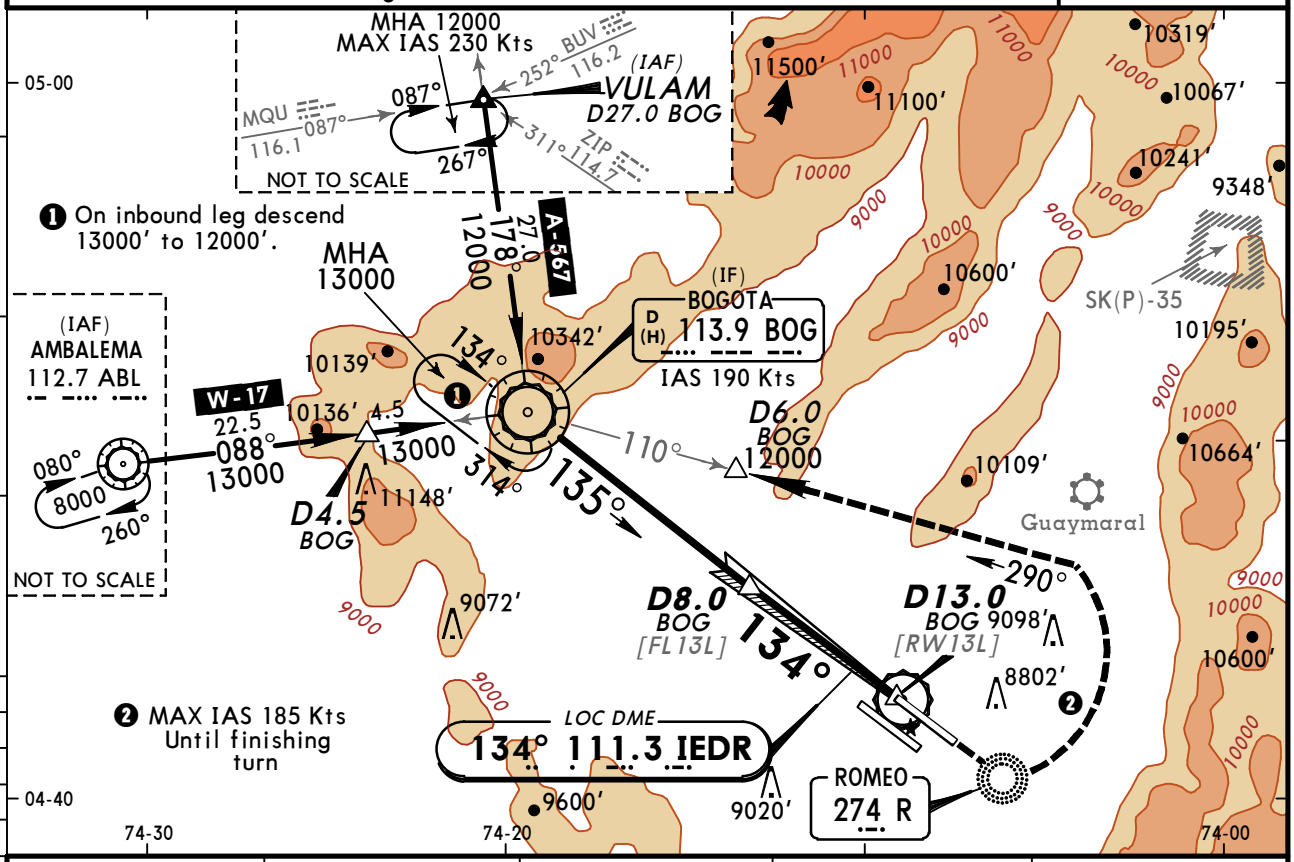
LOC IEDR	Final Apch Crs	Minimum Alt D8.0 BOG	MDA(H)	Apt Elev / Rwy 13L
111.3	134°	10000′ (1648′)	8970′ (618′)	Apt Elev 8360′ / Rwy 13L 8352′

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 R-110 at 10000′ or above. Proceed to BOG VOR and enter holding pattern at 13000′. Cross D6.0 BOG at 12000′ or above. Radar vectors may be provided before arriving at BOG VOR. Minimum climb gradient 3.0%.

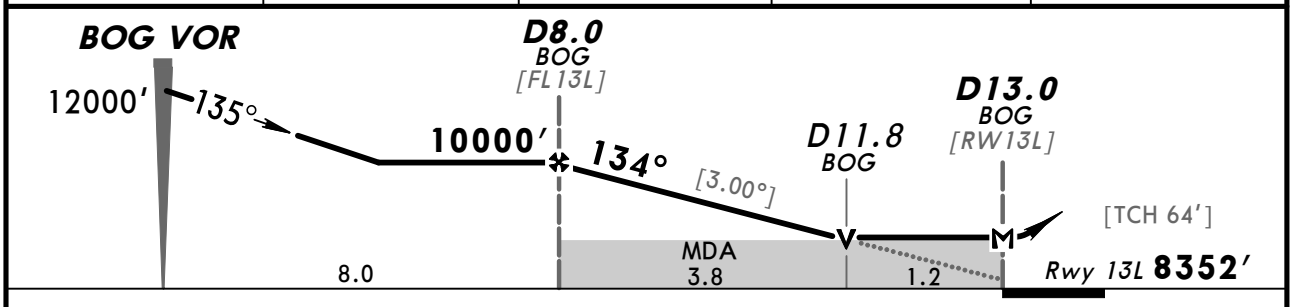
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



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



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

HIALS
PAPI PAPI
on Rwy hdg
R 274

STRAIGHT-IN LANDING RWY 13L Missed Apch climb gradient mim 3.0% MDA(H) 8970′ (618′)		CIRCLE-TO-LAND
	HIALS out	
A, B: 1600m	2400m	Refer to VOR CHARLIE
C: 2800m	3600m	
D: 3200m	4000m	

PANS OPS

CHANGES: Final approach bearing.

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SKBO/BOG
ELDORADO INTL

JEPPESEN

5 DEC 14 (11-3) **Eff 11 Dec**

BOGOTA, COLOMBIA
ILS Rwy 13R

BRIEFING STRIP ™

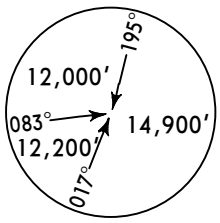
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 8360'
110.7	**134°**	**D7.3 BOG D5.0 IADO** **10000'** (1652')	**8730'** (382')	Rwy 13R **8348'**

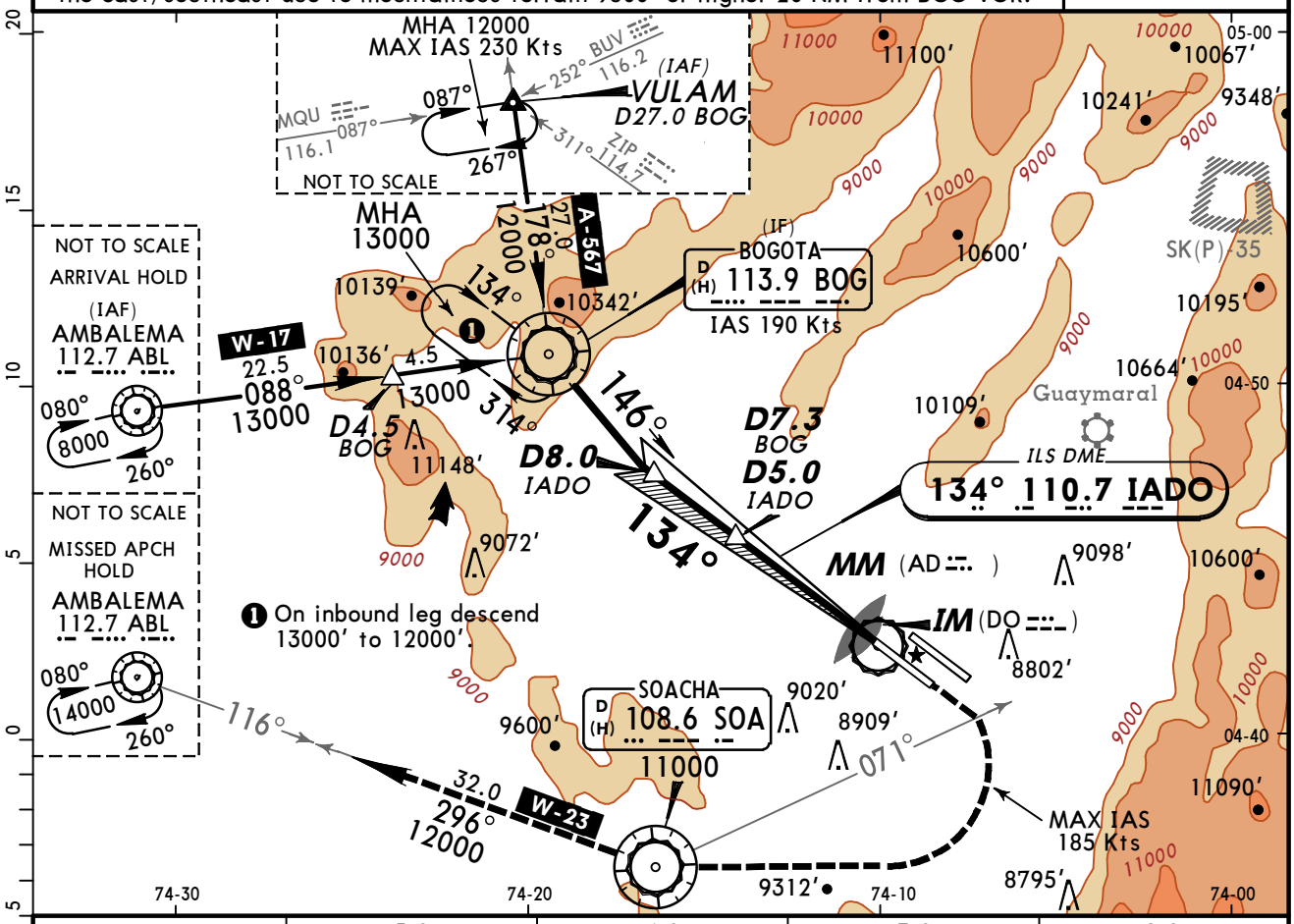
MISSED APCH: Climb on rwy heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000'.

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

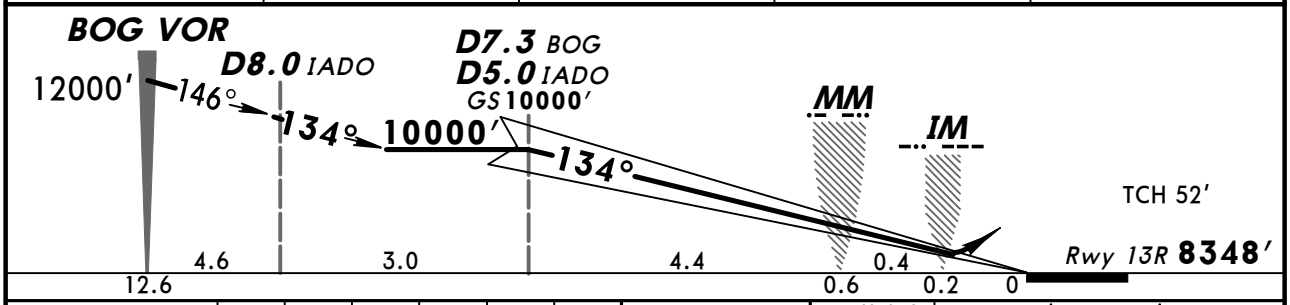
1. BOG VOR required. 2. BOG DME or IADO DME required. 3. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR.



MSA BOG VOR



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



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

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

STRAIGHT-IN LANDING RWY 13R			CIRCLE-TO-LAND
ILS DA(H) 8730' (382')		LOC (GS out)	
FULL	HIALS out		
RVR 750m VIS 1000m	1400m	Refer to LOC Rwy 13R	Refer to VOR CHARLIE

PANS OPS: A B C D

CHANGES: Final approach bearing.

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BRIEFING STRIP

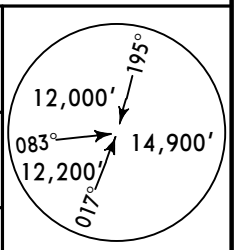
ATIS	BOGOTA Approach			ELDORADO Tower		Ground	
	North	Central	South	North	South	North	South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 8360′
IADO 110.7	134°	D7.3 BOG D5.0 IADO 10000′ (1652′)	Refer to Minimums	Rwy 13R 8348′

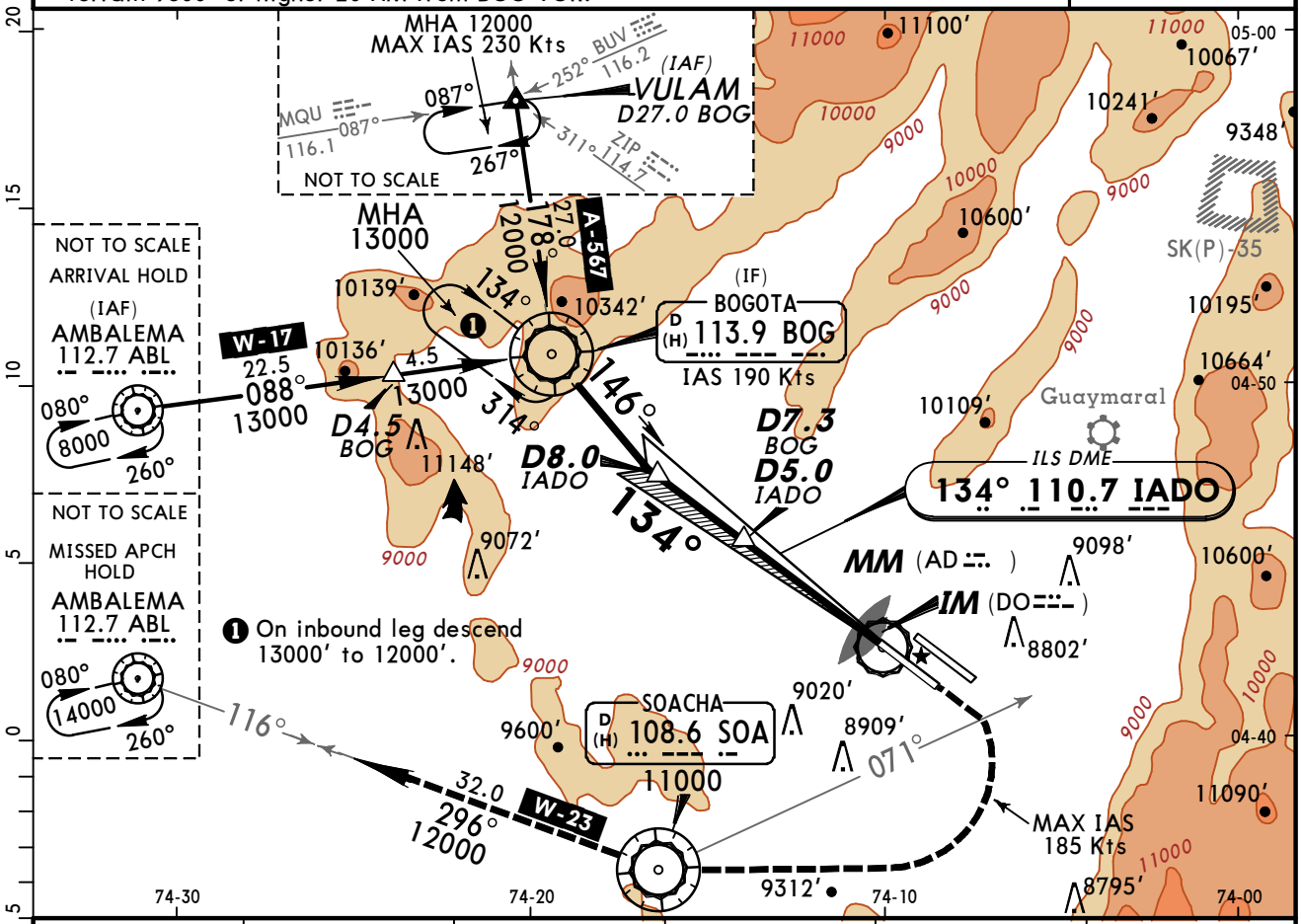
MISSED APCH: Climb on rwy heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000′.

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

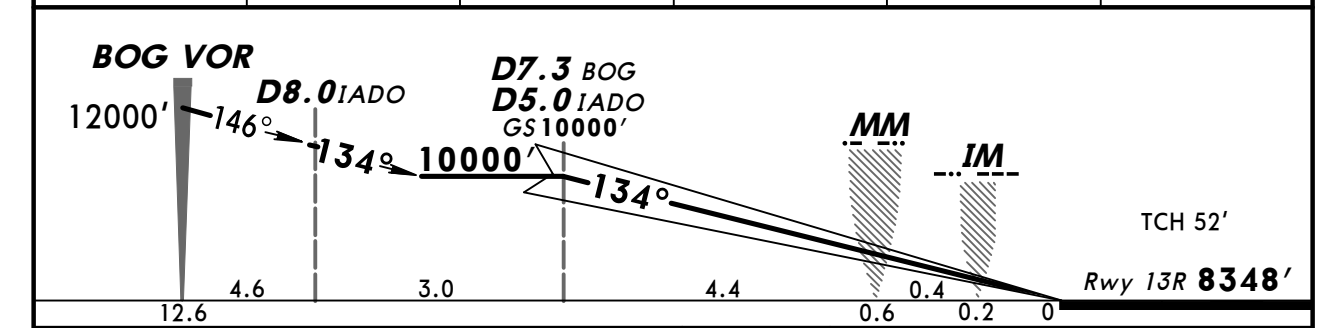
1. Special Aircrew & Acft Certification Required. 2. BOG VOR required. 3. BOG DME or IADO DME required. 4. Exercise caution to the east/southeast due to terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



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



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

HIALS
REIL
PAPI

on Rwy hdg until SOA 108.6 R-071

PANS OPS

STRAIGHT-IN LANDING RWY 13R
CAT II ILS

1 RA 180′
DA(H) **8530′** (182′)

RVR 600m

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

CHANGES: Final approach bearing.

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BRIEFING STRIP

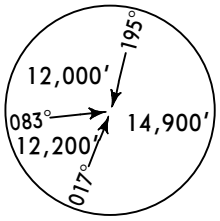
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

LOC IADO	Final Apch Crs	Minimum Alt D7.3 BOG	MDA(H)	Apt Elev 8360'
110.7	134°	10000' (1652')	8970' (622')	Rwy 13R 8348'

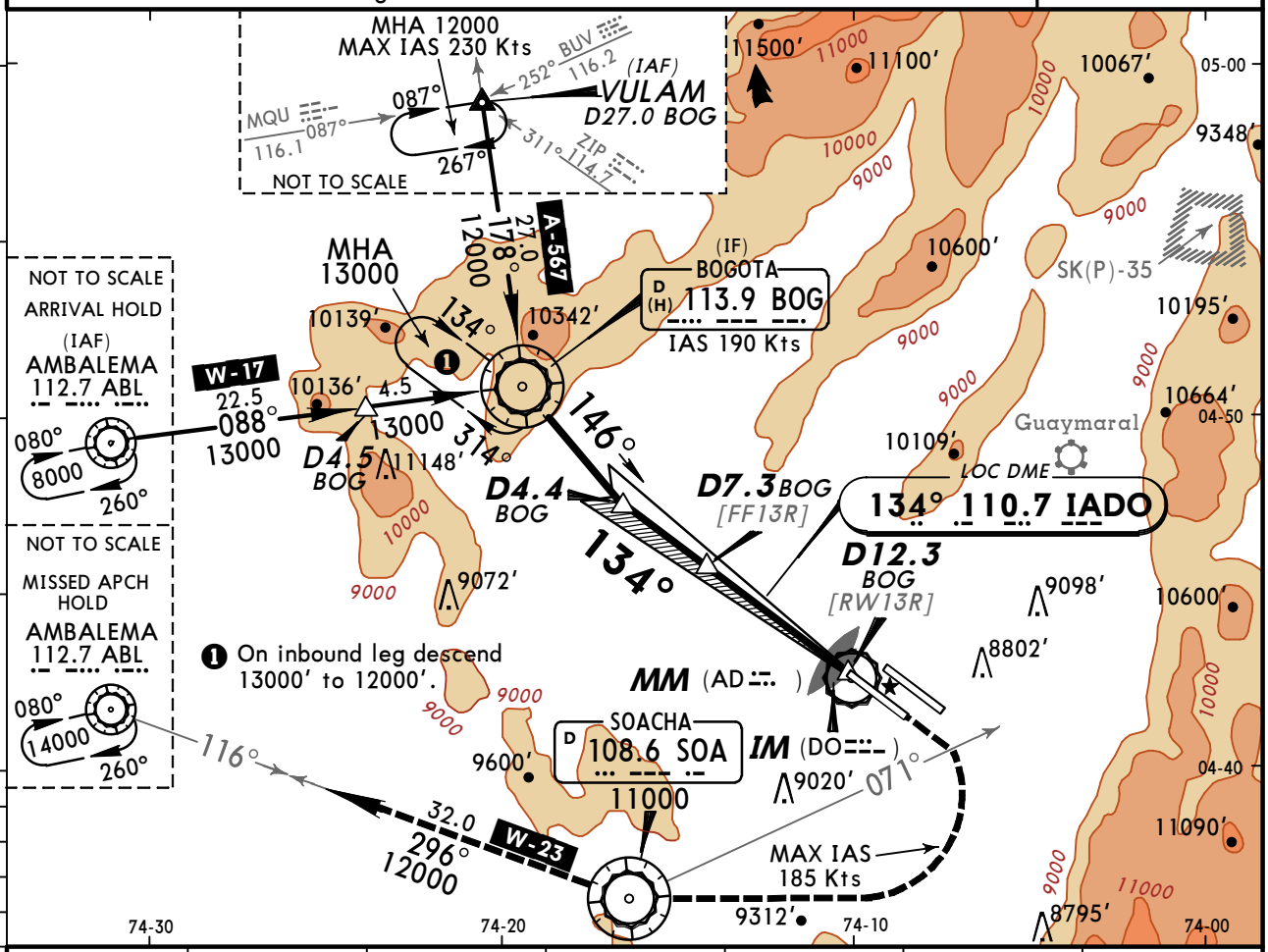
MISSED APCH: Climb on rwy heading until SOA VOR R-071. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL VOR holding at 14000'.

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

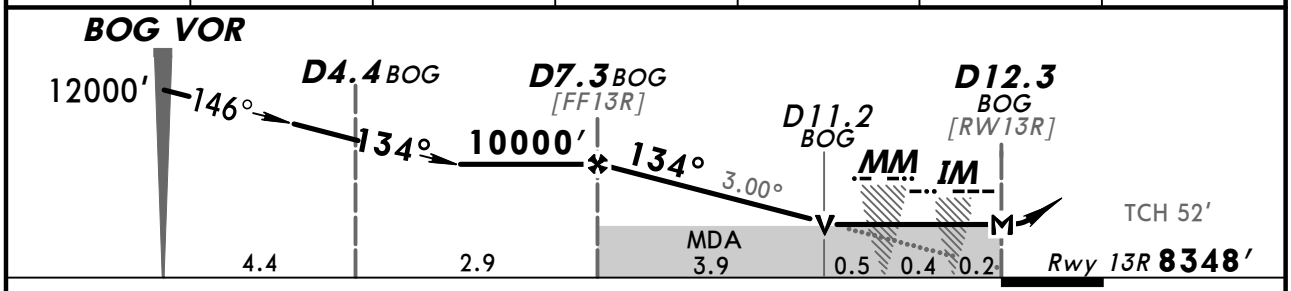
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR.



MSA BOG VOR



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



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

HIALS
REIL
PAPI

on Rwy hdg until SOA 108.6 R-071

STRAIGHT-IN LANDING RWY 13R		CIRCLE-TO-LAND
MDA(H) 8970' (622')	HIALS out	
A	1600m	2400m	Refer to VOR CHARLIE
B		
C	2800m	3600m	
D	3200m	4000m	

PANS OPS

CHANGES: Final approach bearing.

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BRIEFING STRIP

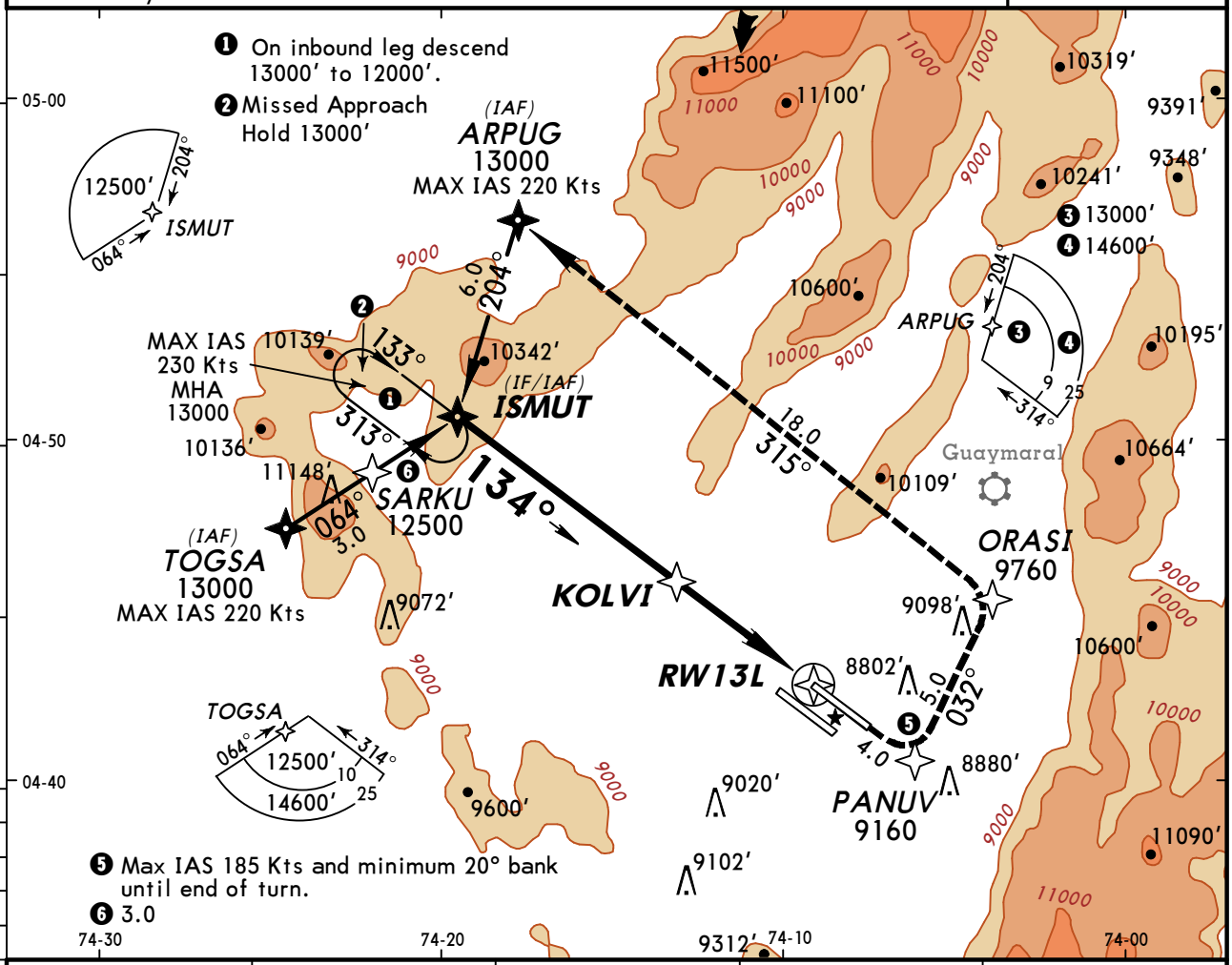
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 8360′
	134°	KOLVI 10000′ (1648′)	8970′ (618′)	Rwy 13L 8352′

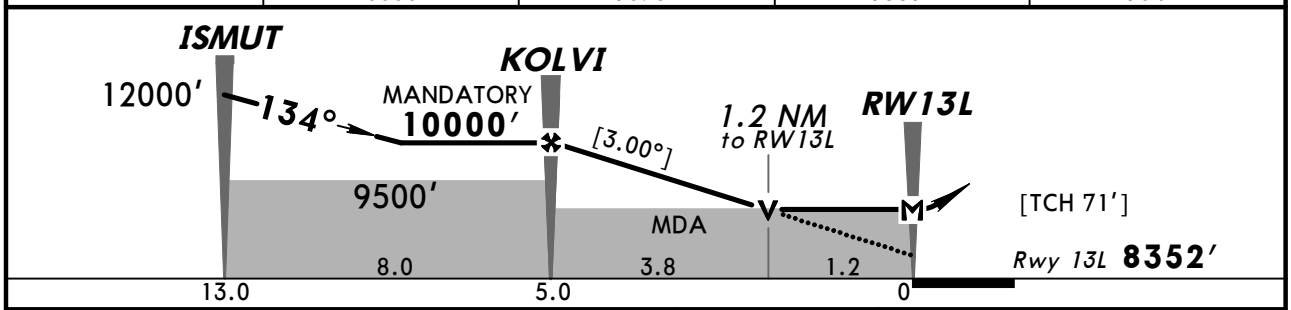
MISSED APCH: Proceed to PANUV, turn LEFT (Max IAS 185 Kts and 20° bank until end of turn). Then proceed to ARPUG, turn LEFT (Max IAS 220 Kts) to ISMUT holding pattern climbing to 13000′.

TAA 25 NM IAF

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



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



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

HIALS PAPI PAPI 9160′ to PANUV

PANS OPS

	STRAIGHT-IN LANDING RWY13L LNAV MDA(H) 8970′ (618′)	HIALS out	CIRCLE-TO-LAND
A	1600m	2400m	Refer to VOR CHARLIE
B			
C	2800m	3600m	
D	3200m	4000m	

CHANGES: Minimums.

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BRIEFING STRIP ™

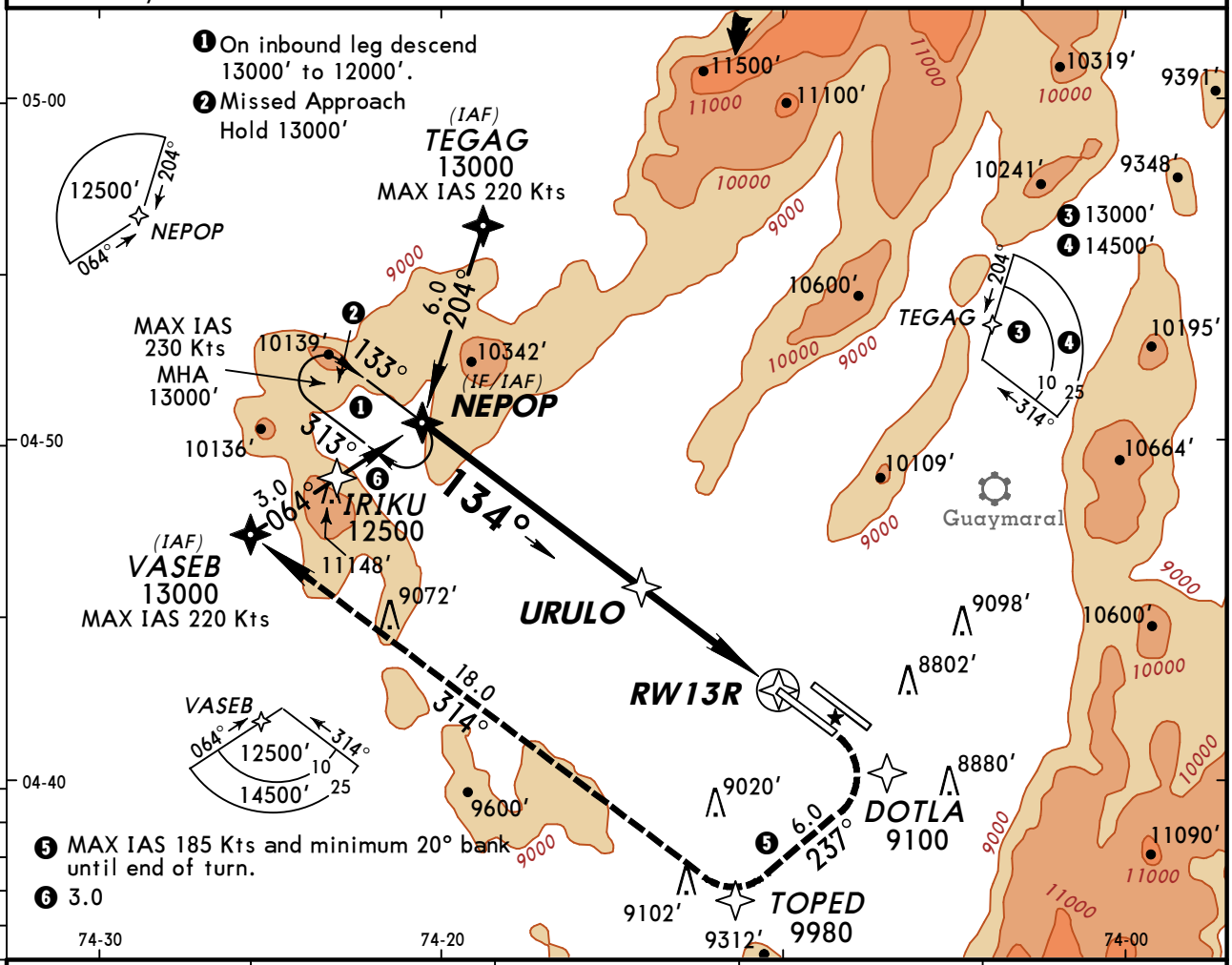
ATIS	BOGOTA Approach North	BOGOTA Approach Central	BOGOTA Approach South	ELDORADO Tower North	ELDORADO Tower South	Ground North	Ground South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 8360'
	134°	URULO 10000' (1652')	8970' (622')	Rwy 13R 8348'

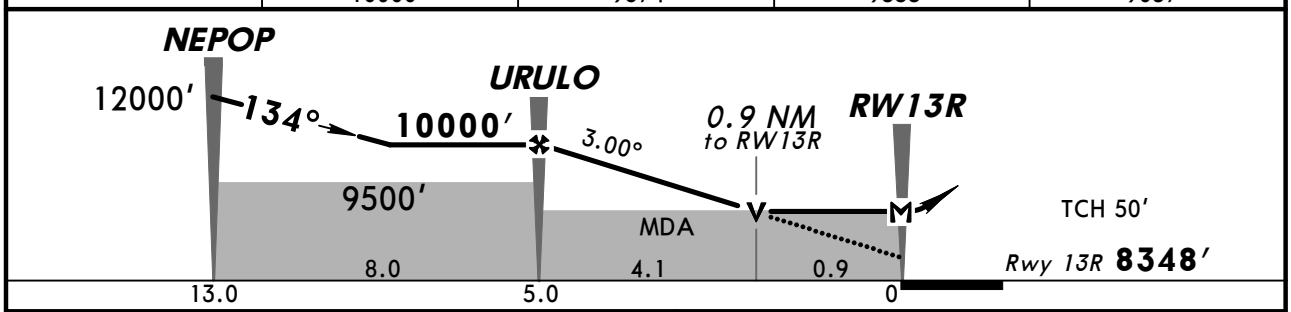
MISSED APCH: Proceed to DOTLA, turn RIGHT (Max IAS 185 Kts and 20° bank until end of turn). Then proceed to VASEB, turn RIGHT (Max IAS 220 Kts) to NEPOP holding pattern climbing to 13000'.

TAA 25 NM IAF

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



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



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

HIALS REIL PAPI 9100' to DOTLA

PANS OPS

STRAIGHT-IN LANDING RWY13R LNAV MDA(H) 8970' (622')		HIALS out	CIRCLE-TO-LAND
A	1600m	2400m	Refer to VOR CHARLIE
B			
C	2800m	3600m	
D	3200m	4000m	

CHANGES: Minimums.

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JEPPESEN

SKBO/BOG
ELDORADO INTL

20 JUN 14
Eff 26 Jun

(12-3)

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

BRIEFING STRIP ™

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

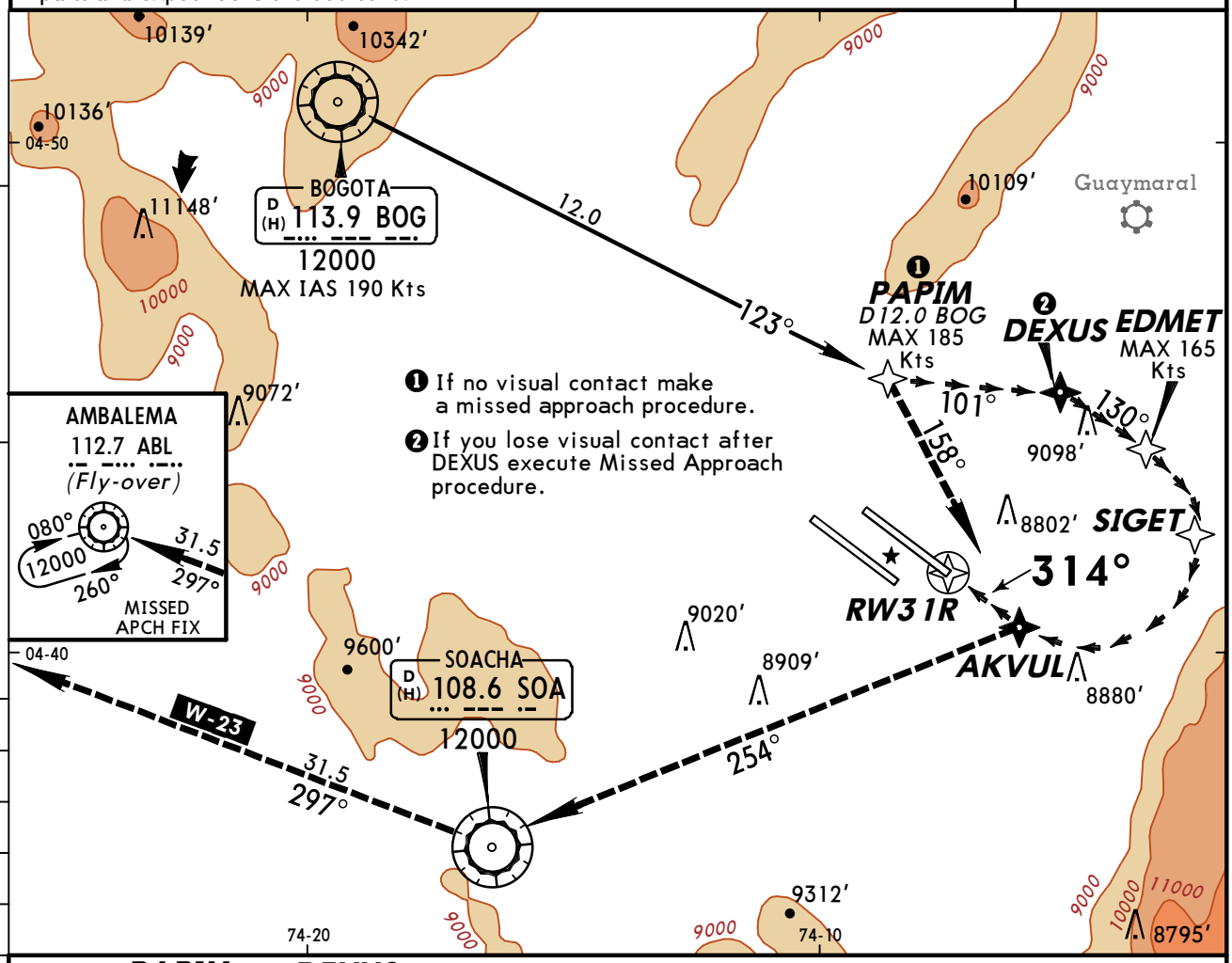
RNAV	Final Apch Crs	Altitude at PAPIM	MDA(H)	Apt Elev 8360′ / Rwy 31R 8357′
	314°	10200′(1843′)	10200′(1843′)	

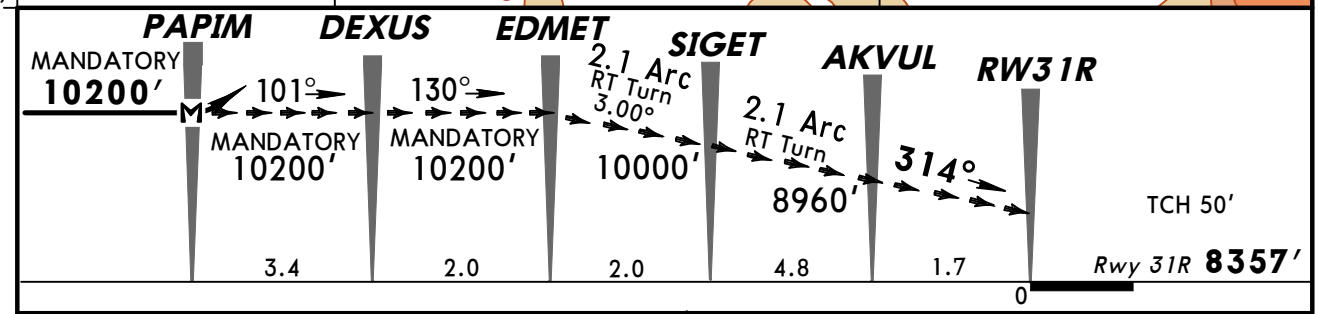
MISSED APCH: Crossing PAPIM, proceed climbing to AKVUL, then turn RIGHT to SOA VOR climbing at 12000′ or above, intercept and follow route W-23 to ABL VOR holding pattern.

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

1. RNP- Approach and RF required. 2. In case of Go Around procedure, follow RFVP path and expect ATC instructions.

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





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

PAPI	Cross PAPIM	158°	AKVUL

STRAIGHT-IN LANDING RWY31R

MDA(H) 10200′(1843′)

PANS OPS

A	8.0 km
B	
C	
D	

CHANGES: BOG NDB removed, procedure bearings.

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SKBO/BOG
ELDORADO INTL

JEPPESEN

26 SEP 14 (13-1)

BOGOTA, COLOMBIA
VOR Rwy 13L

MISSED APCH CLIMB GRADIENT MIN 3.0%

BRIEFING STRIP ™

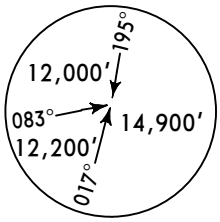
ATIS	BOGOTA Approach			ELDORADO Tower		Ground	
	North	Central	South	North	South	North	South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8360′
BOG 113.9	134°	D8.0 BOG 10000′ (1648′)	8970′ (618′)	Rwy 13L 8352′

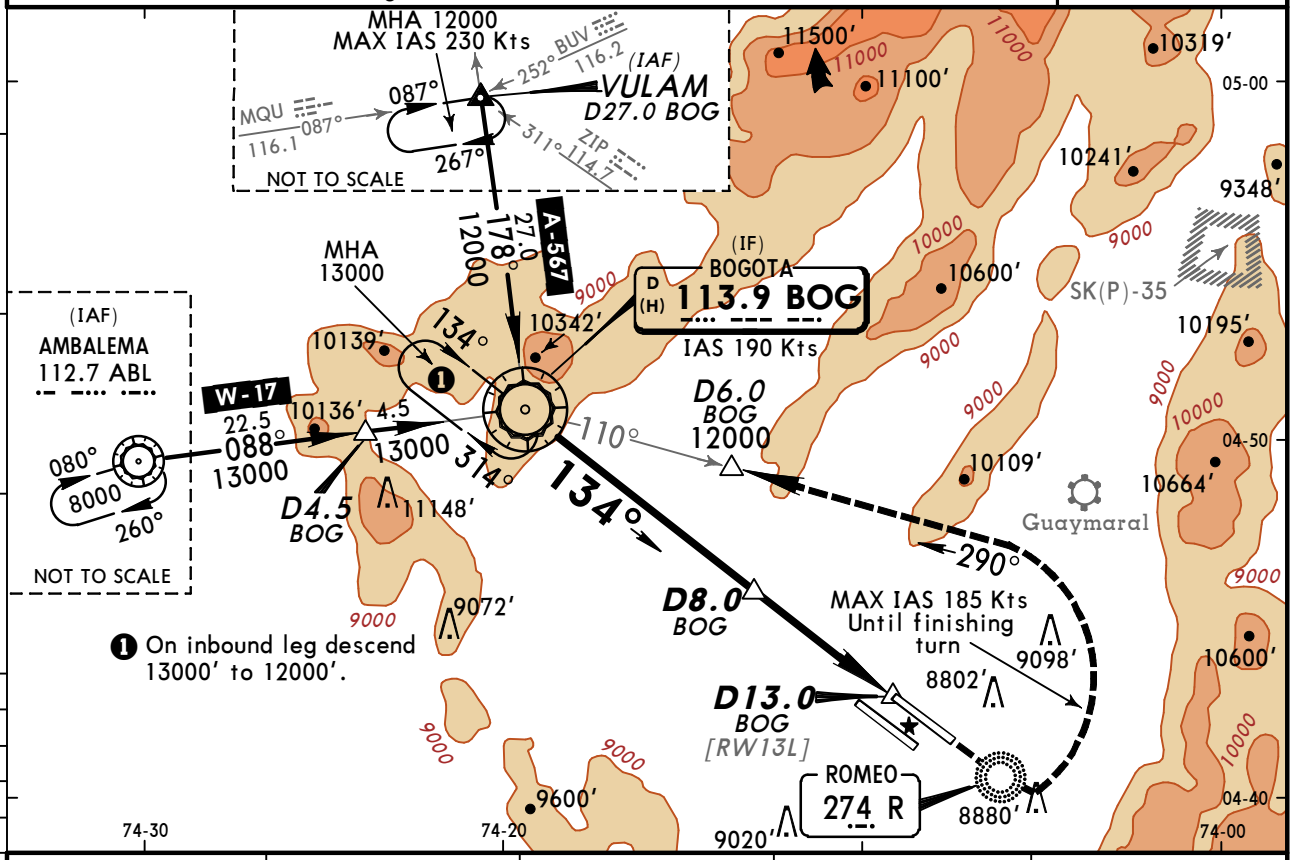
MISSED APCH: Climb on rwy heading to R NDB, turn LEFT (Max IAS 185 Kts until end of the turn) climbing to intercept BOG VOR R-110 at 10000′ or above. Proceed to BOG VOR and enter holding pattern at 13000′. Cross D6.0 BOG at 12000′ or above. Radar vectors may be provided before arriving at BOG VOR. Minimum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

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

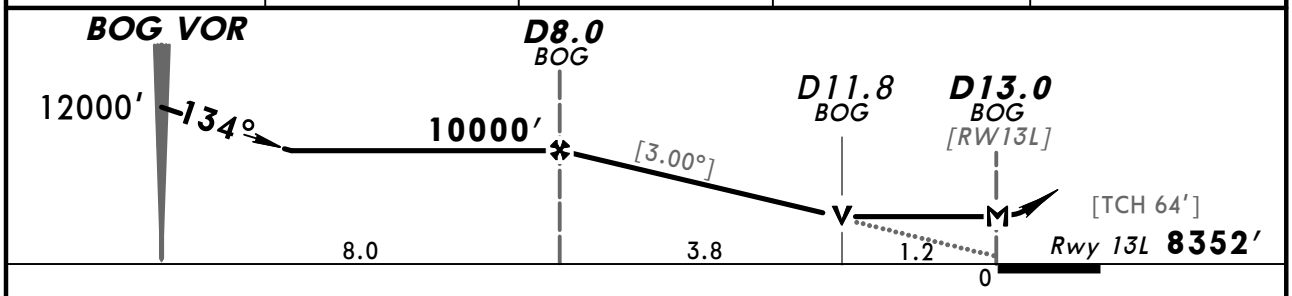
1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



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



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

HIALS PAPI PAPI ↑ on Rwy hdg R 274

STRAIGHT-IN LANDING RWY 13L

MDA(H) 8970′ (618′)

Missed approach climb gradient minimum 3.0%

CIRCLE-TO-LAND

PANS OPS

		HIALS out
A, B	1600m	2400m
C	2800m	3600m
D	3200m	4000m

Refer to VOR CHARLIE

CHANGES: Airspeed note at BOG VOR.

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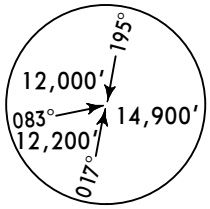
BRIEFING STRIP

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

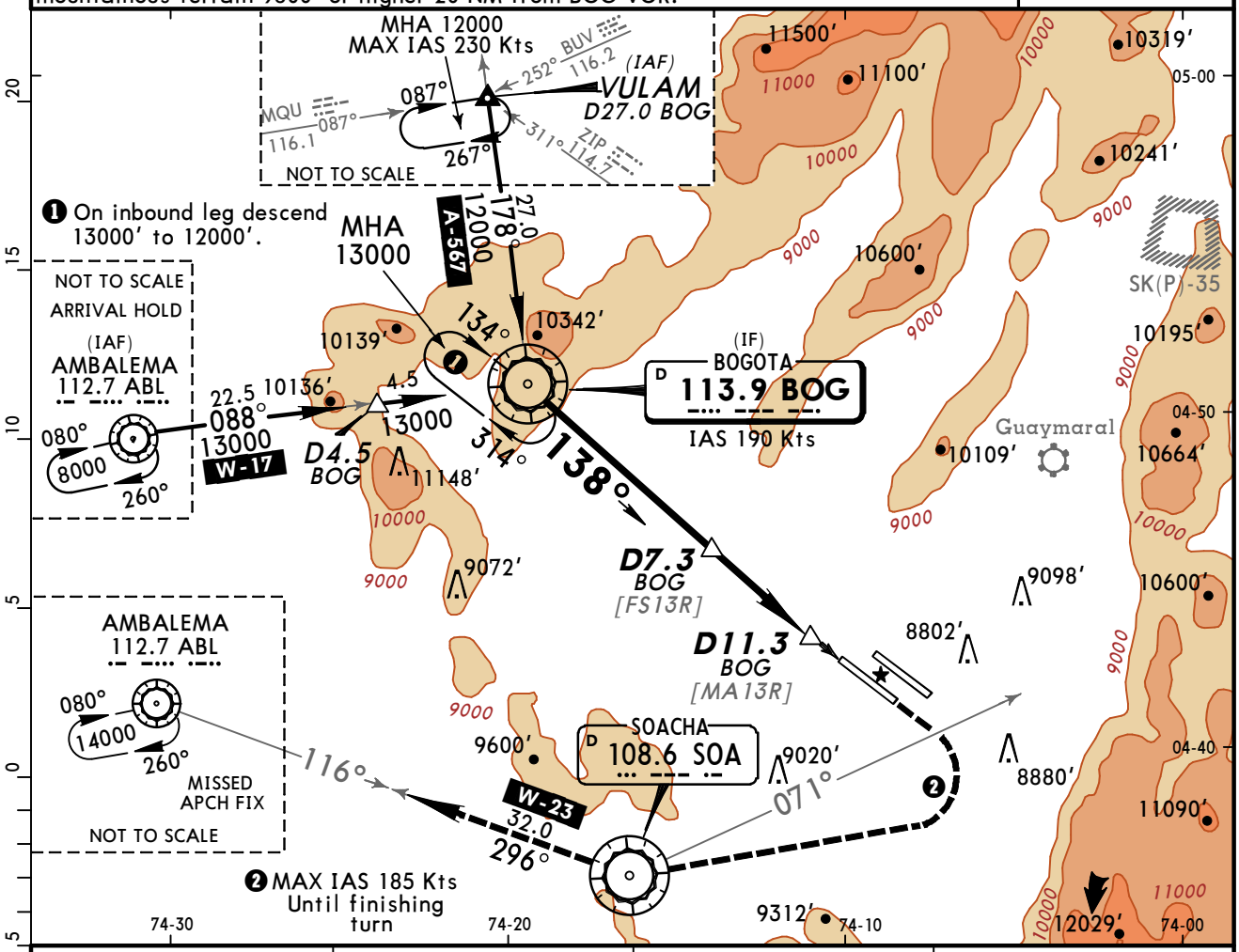
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 13R
BOG 113.9	138°	D7.3 BOG 10000′ (1652′)	8970′ (622′)	Apt Elev 8360′ / Rwy 13R 8348′

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

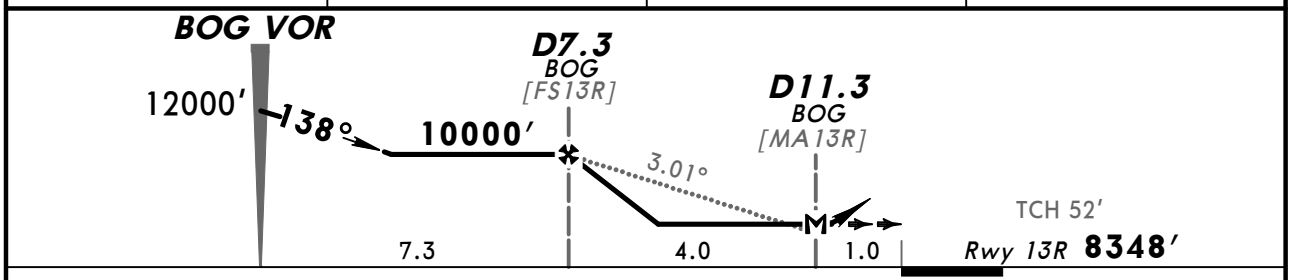
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′
1. **BOG VOR/DME required.** 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR.



MSA BOG VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	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-071

STRAIGHT-IN LANDING RWY 13R MDA(H) 8970′ (622′)		HIALS out	CIRCLE-TO-LAND
PANS OPS	A	1600m	2400m	Refer to VOR CHARLIE
	B			
	C	2800m	3600m	
	D	3200m	4000m	

CHANGES: Airspeed note at BOG VOR.

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

BRIEFING STRIP ™

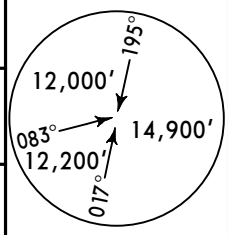
ATIS	BOGOTA Approach			ELDORADO Tower		Ground	
	North	Central	South	North	South	North	South
113.9	121.3	119.5	119.65	118.1	118.25	121.8	122.75

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

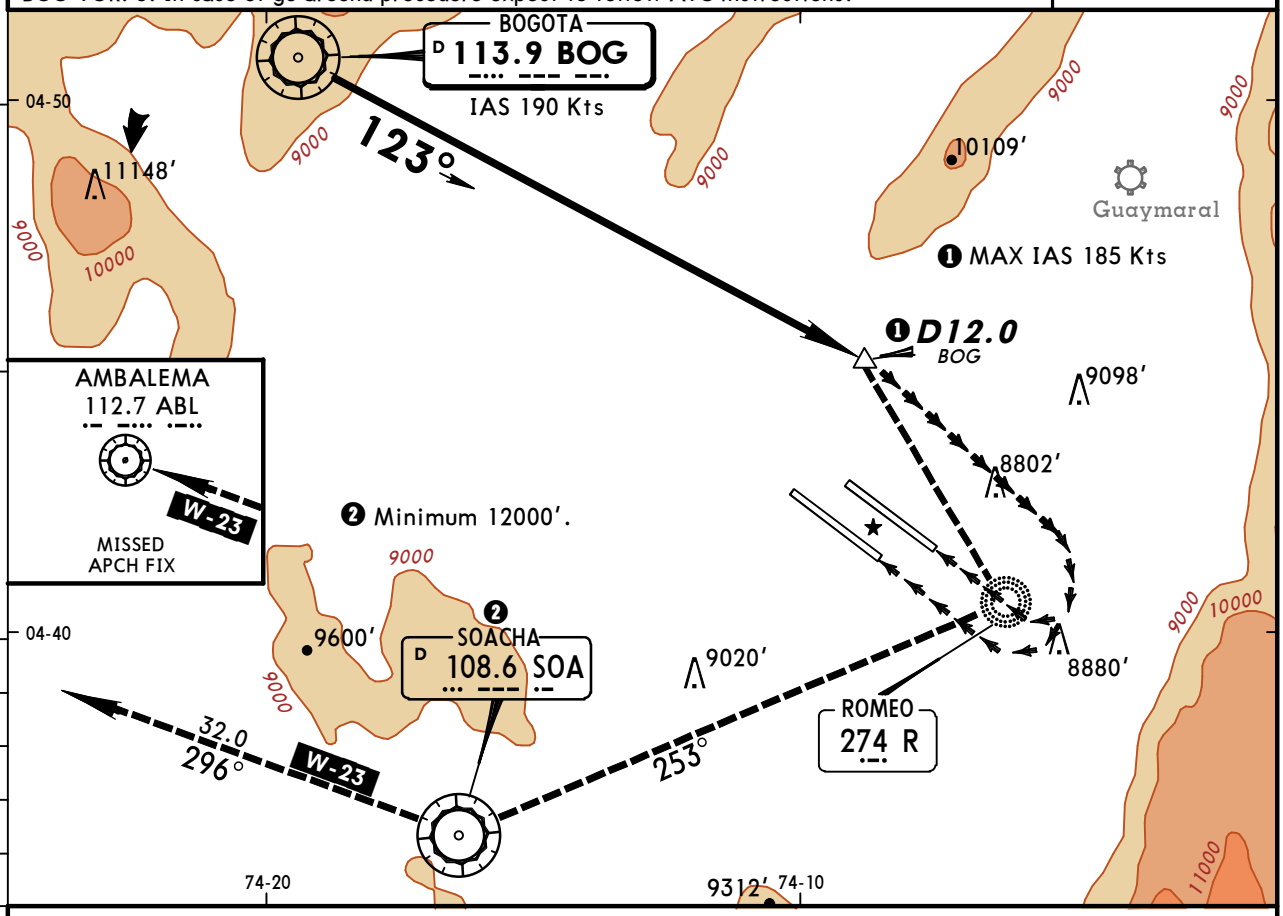
MISSED APCH: Proceed to R NDB. Then turn RIGHT to SOA VOR. Then intercept and follow W-23 to the ABL VOR holding pattern and climb to 14000′.

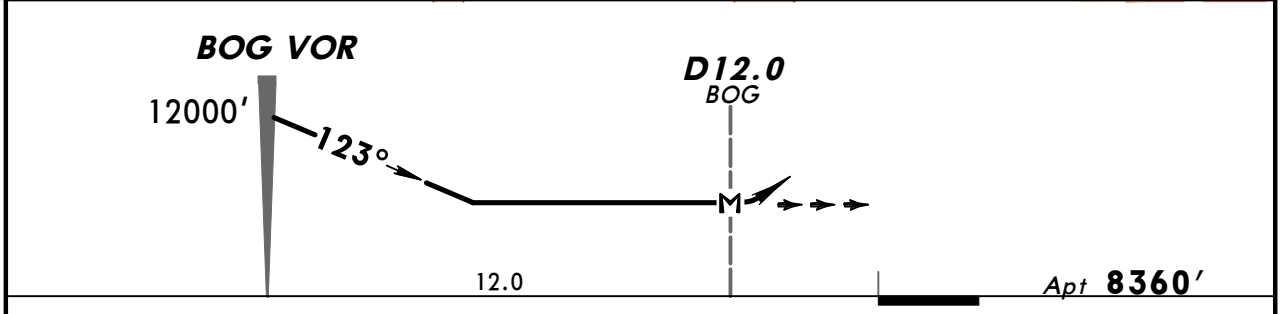
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. BOG VOR/DME required. 2. Exercise caution to the east/southeast due to mountainous terrain 9800′ or higher 20 NM from BOG VOR. 3. Minimum traffic pattern altitude is 9500′, MAX IAS 185 Kts. 4. The visual flight track should not go over D18.0 BOG VOR. 5. In case of go around procedure expect to follow ATC instructions.



MSA BOG VOR





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

CIRCLE-TO-LAND

PANS OPS

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

CHANGES: Airspeed note at BOG VOR.

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Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BOGOTA, (ELDORADO INTL - SKBO)				
REV	AMBALEMA 4E DEP	10-3B	05 Dec 2014	11 Dec 2014
DEL	BARRANCABERMEJA 4A, CUCUT...	10-3C	05 Dec 2014	11 Dec 2014
ADD	BARRANCABERMEJA 5A, CUCUT...	10-3C	05 Dec 2014	11 Dec 2014
REV	BARRANCABERMEJA 4B, CUCUT...	10-3D	05 Dec 2014	11 Dec 2014
DEL	BOGUS 3A, MAKTO 1A DEPS	10-3E	05 Dec 2014	11 Dec 2014
ADD	BOGUS 4A, MAKTO 2A DEPS	10-3E	05 Dec 2014	11 Dec 2014
DEL	EVRAK 1B, ZIPAQUIRA 1H DE...	10-3H	05 Dec 2014	11 Dec 2014
ADD	EVRAK 2B, ZIPAQUIRA 2H DE...	10-3H	05 Dec 2014	11 Dec 2014
REV	EVRAK 1E, ZIPAQUIRA 8G DE...	10-3J	05 Dec 2014	11 Dec 2014
REV	GEPKI 1B, SILEG 1B DEPS	10-3K	05 Dec 2014	11 Dec 2014
ADD	GEPKI 2A, KAMIS 9A, SILEG...	10-3L	05 Dec 2014	11 Dec 2014
DEL	KAMIS 8A, GEPKI 1A, SILEG...	10-3L	05 Dec 2014	11 Dec 2014
DEL	MAKTO 1C RNAV DEP	10-3M	05 Dec 2014	11 Dec 2014
ADD	MAKTO 1E & 1F RNAV DEPS	10-3M	05 Dec 2014	11 Dec 2014
DEL	MAKTO 1D RNAV DEP	10-3N	05 Dec 2014	11 Dec 2014
ADD	MAKTO 1G & 1H RNAV DEPS	10-3N	05 Dec 2014	11 Dec 2014
DEL	POVSO 2A DEP	10-3S	05 Dec 2014	11 Dec 2014
ADD	POVSO 3A DEP	10-3S	05 Dec 2014	11 Dec 2014
REV	POVSO 2B DEP	10-3T	05 Dec 2014	11 Dec 2014
DEL	ROLUS 7A DEP	10-3U	05 Dec 2014	11 Dec 2014
ADD	ROLUS 8A DEP	10-3U	05 Dec 2014	11 Dec 2014
REV	ROLUS 7B DEP	10-3V	05 Dec 2014	11 Dec 2014
REV	AIRPORT	10-9	05 Dec 2014	11 Dec 2014
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	05 Dec 2014	11 Dec 2014
REV	ILS RWY 13L	11-1	05 Dec 2014	11 Dec 2014
REV	LOC RWY 13L	11-2	05 Dec 2014	11 Dec 2014
REV	ILS RWY 13R	11-3	05 Dec 2014	11 Dec 2014
REV	ILS RWY 13R CAT II	11-3A	05 Dec 2014	11 Dec 2014
REV	LOC RWY 13R	11-4	05 Dec 2014	11 Dec 2014

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SKBO

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

Disregard obstacle labeled 8880' Southeast of the airport. The obstacle will be removed from all procedures as revised.