

List of pages in this Trip Kit

Trip Kit Index

Airport Information For SKBO

Terminal Charts For SKBO

Revision Letter For Cycle 11-2020

Change Notices

Notebook

General Information

Location: BOGOTA COL
ICAO/IATA: SKBO / BOG
Lat/Long: N04° 42.10', W074° 08.82'
Elevation: 8360 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 7.0° W

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

Sunrise: 1109 Z
Sunset: 2301 Z

Runway Information

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

Runway: 31L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8356 ft
Lighting: Edge, Centerline
Stopway: 197 ft

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

Runway: 31R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 8360 ft
Lighting: Edge, Centerline

Communication Information

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

SKBO/BOG

 JEPPESEN

BOGOTA, COLOMBIA

EL DORADO INTL

7 FEB 20

10-1P

AIRPORT BRIEFING**1. GENERAL**

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

Aircraft A340-600 using the international apron, must be towed on taxiway B, to start taxiing. Taxiway P between taxiway K and G is prohibited for category E aircraft.

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

2. GROUND CONTROL

In order to quickly evacuate the runway, aircraft exiting via taxiways A4 and A6 shall continue its taxi following the appropriate standard route to go to its parking stand, applying the right of way, as established in ICAO Annex 2. Contact with the corresponding Ground Control unit shall be done without stopping the aircraft when crossing the safety line informing of the current position and apron or parking stand of destination, if no contact is established, the pilot in command shall stop the aircraft prior to crossing the next intersection.

Note: This procedure does not apply when the reported RVR is equal or below 550 meters, in this case shall proceed in accordance with the provision of the Low Visibility Procedures.

3. AERODROME CONTROL

1. Aircraft taxiing to the runway threshold shall apply the provisions of 2.10 (see below) and shall keep listening to the Aerodrome Control frequency until clearance to enter the take-off runway or any other type of instruction is received.

(Provisions of 2.10: Normally, crews of departing aircraft may make the change to the corresponding Aerodrome Control frequency without waiting for instructions from Ground Control, by applying the monitoring procedure as follows:

- Rwy 13L, when entering the holding bay.
- Rwy 13R, crossing Taxiway H3.
- Rwy 31L, when entering the holding bay.
- Rwy 31R, crossing Taxiway B13.

2. In order to speed up the traffic, the immediate take-off of an aircraft may be authorized prior to entering the runway. By accepting such authorization, the aircraft shall circulate via the taxiway to the runway and take-off without stopping.

3. Unless there is a different request before granting permission to take-off, once in the air, all aircraft in climb and leaving the take-off trajectory, shall change to the corresponding departure frequency, without prior warning from the aerodrome control as follows:

- On EAST configuration with SID's which first turn is on heading to SOA VOR, shall call on frequency 119.95 MHz and for those whose turn is on heading to ZIP VOR shall call on frequency 121.30 MHz.
- On WEST configuration, traffic with SID's ending with N or NE course, shall call on frequency 121.30 MHz and traffic with SID's ending with W, WSW, SW or SE course, shall call on frequency 119.95 MHz.

4. Normally, crews of arriving aircraft can change the corresponding Ground Control frequency without waiting for instructions from the Aerodrome Control.

5. Between Sunset and Sunrise or in low visibility conditions, aircraft shall notify clear runway on the Aerodrome Control frequency.

SKBO/BOG

 JEPPESEN

BOGOTA, COLOMBIA

EL DORADO INTL

7 FEB 20

(10-1P1)

AIRPORT BRIEFING**4. SPEED ADJUSTMENTS**

Within the Bogota TMA, unless the ATC indicates another speed setting, departures, arrivals and approaches to El Dorado International Airport under radar control will adjust their speeds as specified in each of the SID STAR and IAC charts for the runways 13L/31R- 13R/31L FULFILLING AT OR MAX ON ALL POINTS SPECIFIED.

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

APP PROCEDURE Rwy 13 L/R: Up to 5NM before THR

APP PROCEDURE Rwy 31 L/R:

RNP AR (31 L/R Z, Y, X): Up to FAP

RVFP 31L/R: Up to WP BO413

VOR A RWY 31L/R: Up to NIBKA

and must inform ATC of their speed at first contact.

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

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

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

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

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

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

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

SKBO/BOG

 JEPPESEN

BOGOTA, COLOMBIA

EL DORADO INTL

7 FEB 20

10-1P2

AIRPORT BRIEFING**OPERATION OF TRANSPONDER WHEN AN AIRCRAFT IS ON THE GROUND****1. PURPOSE**

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

2. GENERALITIES

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

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

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

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

3. PROCEDURES**a. Departure**

At the Gate/Stand:

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

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

On Requesting Pushback/Taxi (whichever is earlier):

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

When Lining Up:

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

b. Arrival

When on the Runway:

- Keep TCAS selected

After vacating the Runway:

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

Parked on Stand:

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

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

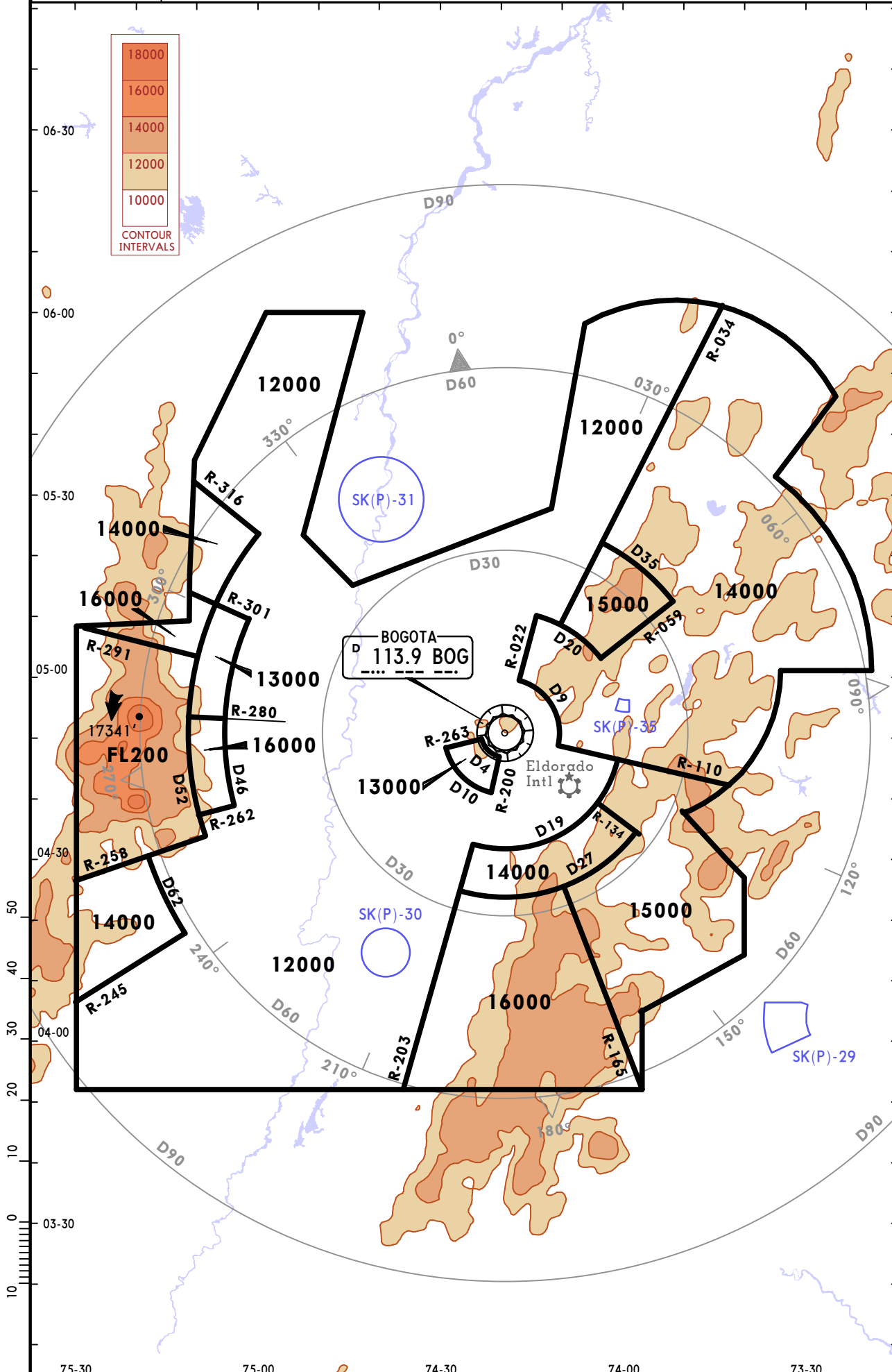
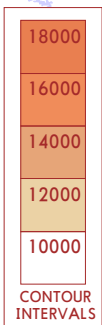
SKBO/BOG ELDORADO INTL

26 JAN 18 **10-1R**

BOGOTA, COLOMBIA MINIMUM ALTITUDES

Apt Elev
8360'

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



SKBO/BOG
EL DORADO INTL

JEPPESEN

BOGOTA, COLOMBIA

24 JAN 20

10-2A

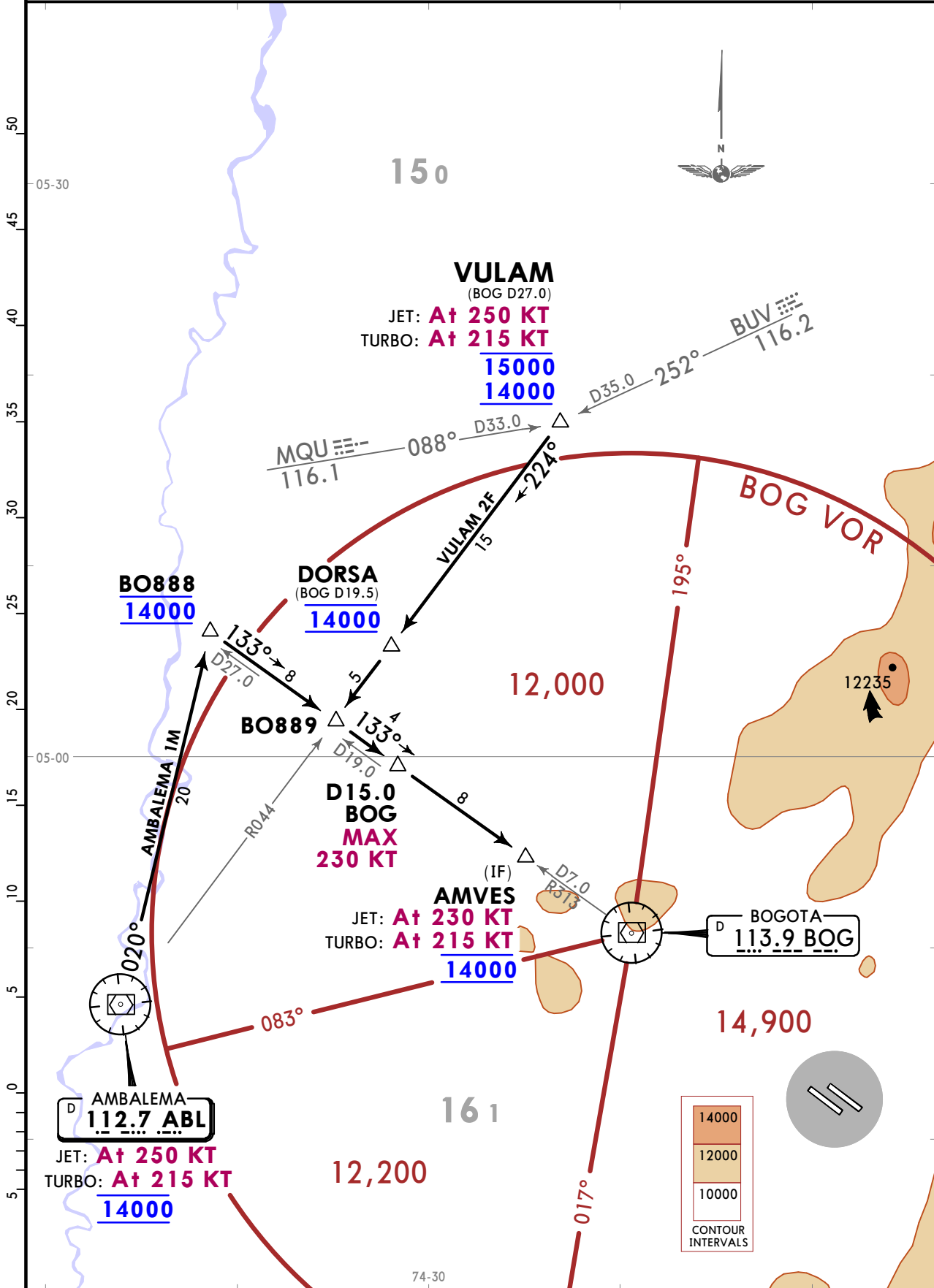
Eff 30 Jan

STAR

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

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

CAT A, B, C & D



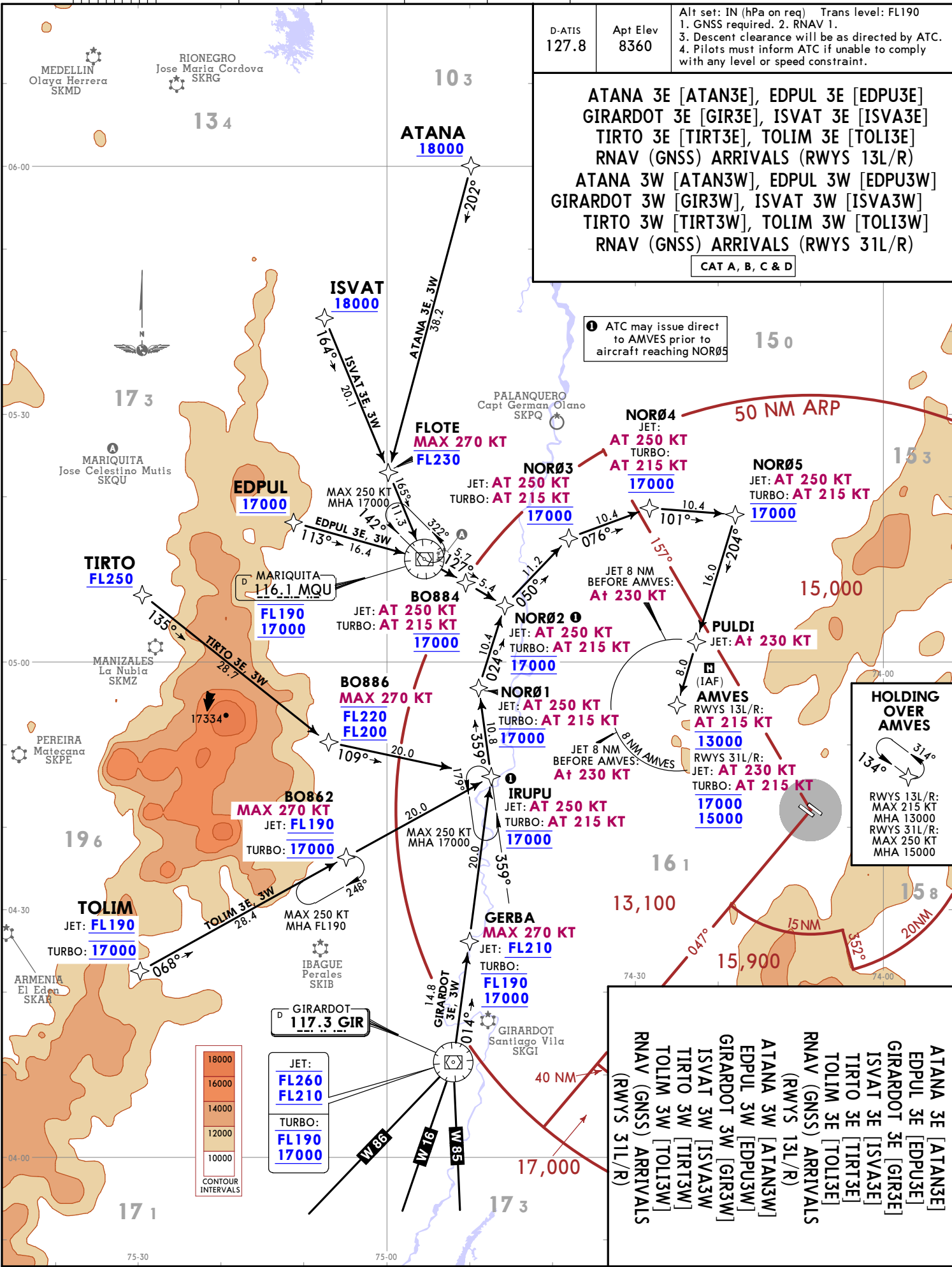
CHANGES: Procedures added, removed, renumbered, revised.

SKBO/BOG
EL DORADO INTL

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

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

CAT A, B, C & D



HOLDING OVER AMVES

RWYS 13L/R:
MAX 215 KT
MHA 13000

RWYS 31L/R:
MAX 250 KT
MHA 15000

RNAV STAR

ATANA 3E [ATAN3E]
EDPUL 3E [EDPU3E]
GIRARDOT 3E [GIR3E]
ISVAT 3E [ISVA3E]
TIRTO 3E [TIRT3E]
TOLIM 3E [TOLI3E]
RNAV (GNSS) ARRIVALS (RWYS 13L/R)

ATANA 3W [ATAN3W]
EDPUL 3W [EDPU3W]
GIRARDOT 3W [GIR3W]
ISVAT 3W [ISVA3W]
TIRTO 3W [TIRT3W]
TOLIM 3W [TOLI3W]
RNAV (GNSS) ARRIVALS (RWYS 31L/R)

24 JAN 20 10.2B EFT 30 JAN
JEPESENBOGOTA, COLOMBIA
RNAV STAR

© JEPESEN, 2018, 2020. ALL RIGHTS RESERVED.

CHANGES: Procedures remained, renumbered, revised.

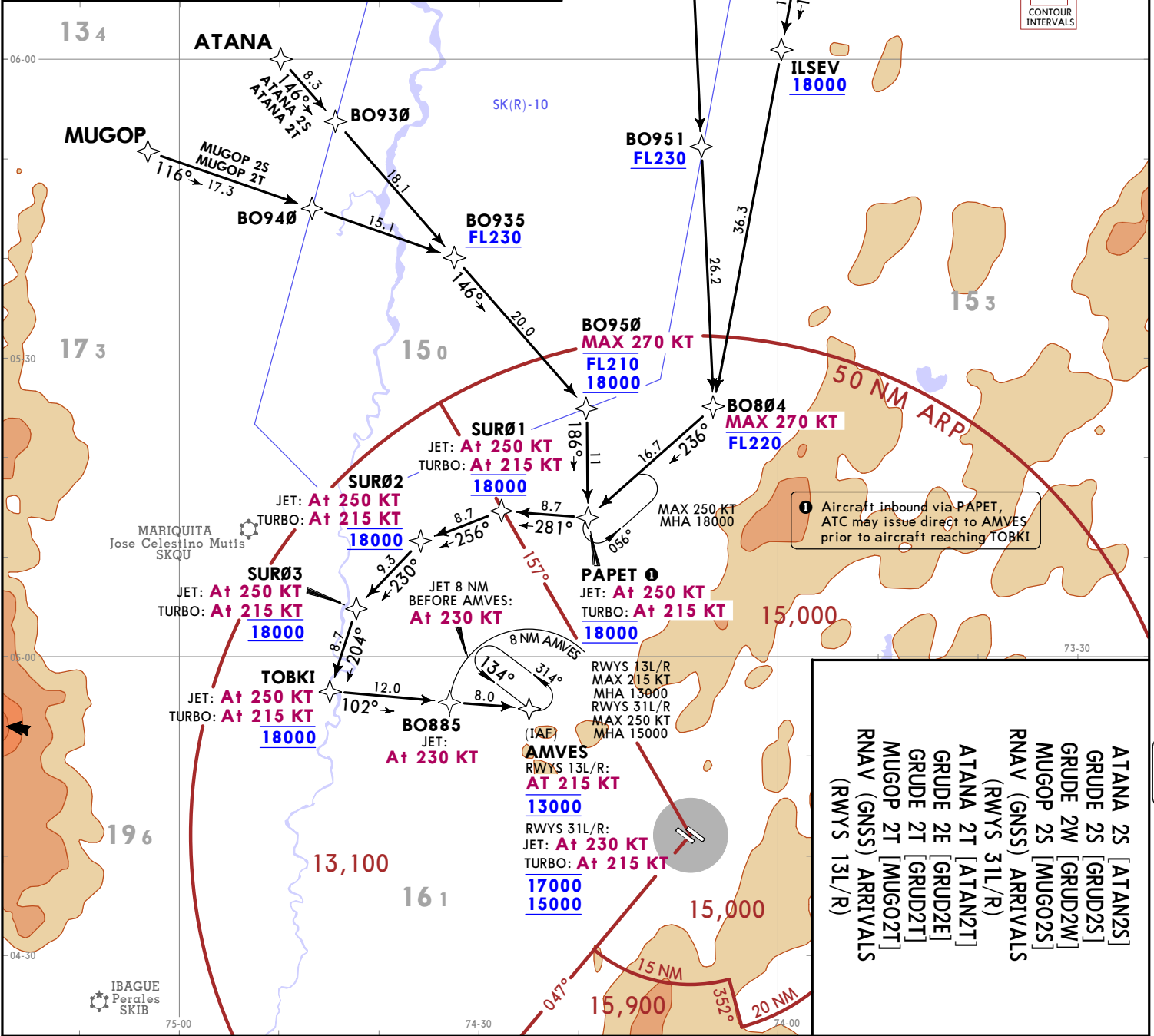
D-ATIS 127.8	Apt Elev 8360	Alt set: IN (hPa on req) Trans level: FL190
-----------------	------------------	--

1. GNSS required. 2. RNAV 1.
3. Conditional routes (CDR) through SK(R)-10 area. 4. Descent clearance will be as directed by ATC. 5. Pilots must inform ATC if unable to comply with any level or speed constraint. 6. Initial phase operational instructions: Usable only by commercial scheduled aviation. Foreign state aircraft and unscheduled aviation shall apply for FAC permit. The CDRs cannot be used for flight planning. The CDRs shall be assigned by ATC, prior coordination ATC PQE. CDRs from MUGOP and ATANA shall be approved preferably between 0200 UTC-1000 UTC. Outside these hours due to meteorological conditions or if there is no traffic in SK(R)-10. If indicated by Control to leave the area, this shall be carried out immediately. When applying offset function procedure for CDRs MUGOP and ATANA, this shall be carried out to the LEFT of the route.

**ATANA 2S [ATAN2S], GRUDE 2S [GRUD2S]
GRUDE 2W [GRUD2W], MUGOP 2S [MUGO2S]
RNAV (GNSS) ARRIVALS
(RWYS 31L/R)**

**ATANA 2T [ATAN2T], GRUDE 2E [GRUD2E]
GRUDE 2T [GRUD2T], MUGOP 2T [MUGO2T]
RNAV (GNSS) ARRIVALS
(RWYS 13L/R)**

CAT A, B, C & D



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

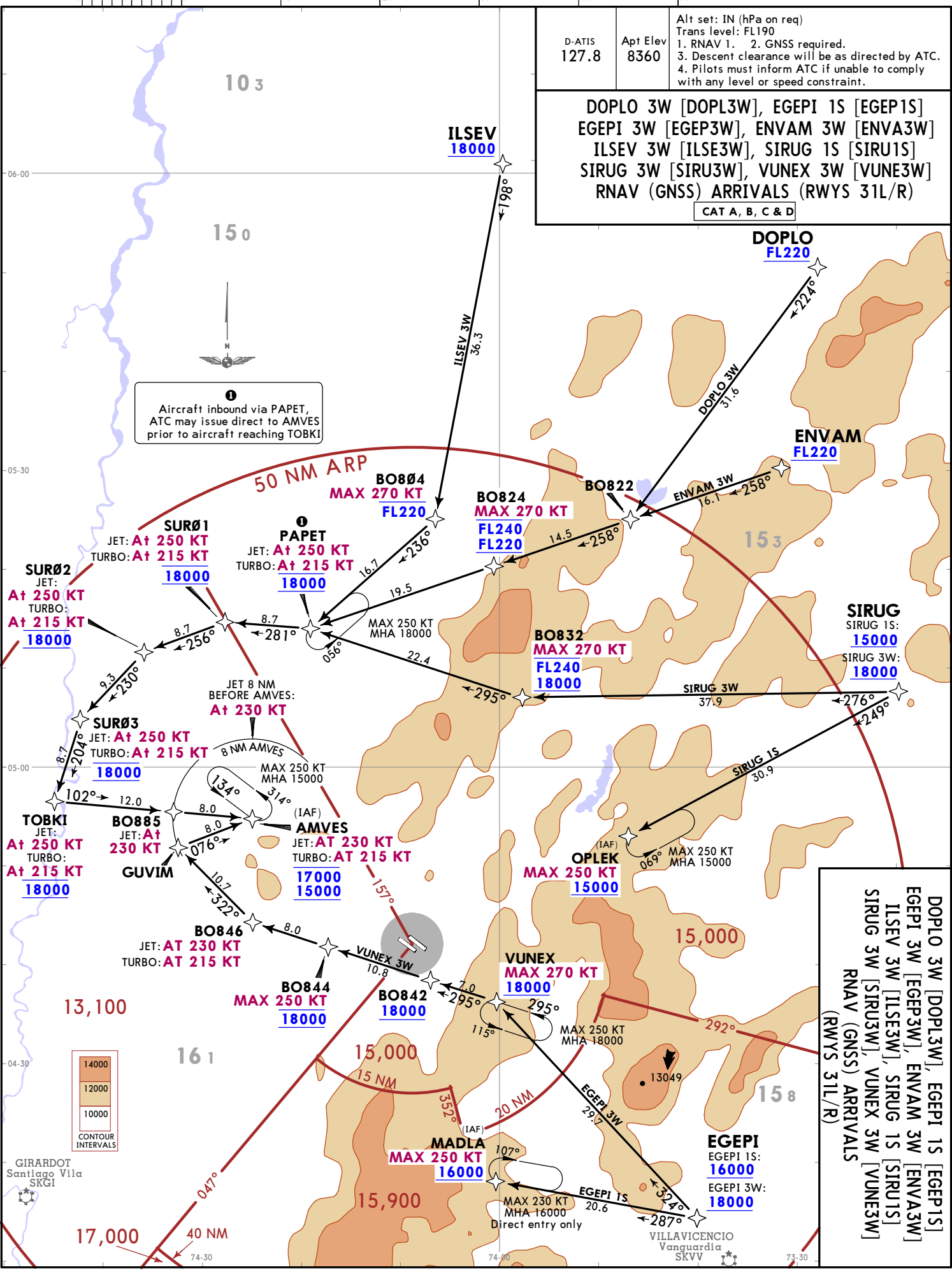
- ATANA 2S [ATAN2S]
- GRUDE 2S [GRUD2S]
- GRUDE 2W [GRUD2W]
- MUGOP 2S [MUGO2S]
- RNAV (GNSS) ARRIVALS (RWYS 31L/R)
- ATANA 2T [ATAN2T]
- GRUDE 2E [GRUD2E]
- GRUDE 2T [GRUD2T]
- MUGOP 2T [MUGO2T]
- RNAV (GNSS) ARRIVALS (RWYS 13L/R)

CHANGES: Procedures renumbered, revised.

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

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

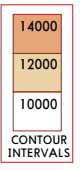
CAT A, B, C & D



Aircraft inbound via PAPIET, ATC may issue direct to AMVES prior to aircraft reaching TOBK1

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

SKBO/BOG
EL DORADO INTL
JEPPESSEN
 24 JAN 20 (10-2E) E17 30 Jan
BOGOTA, COLOMBIA
RNAV STAR



GIRARDOT Santiago Vila SKGI

VILLAVICENCIO Vanguardia SKVV

JEPESENBOGOTA, COLOMBIA
SID
 10-3 29 MAY 20

Apt Elev
8360
 Trans alt: 18000

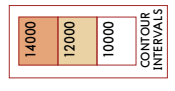
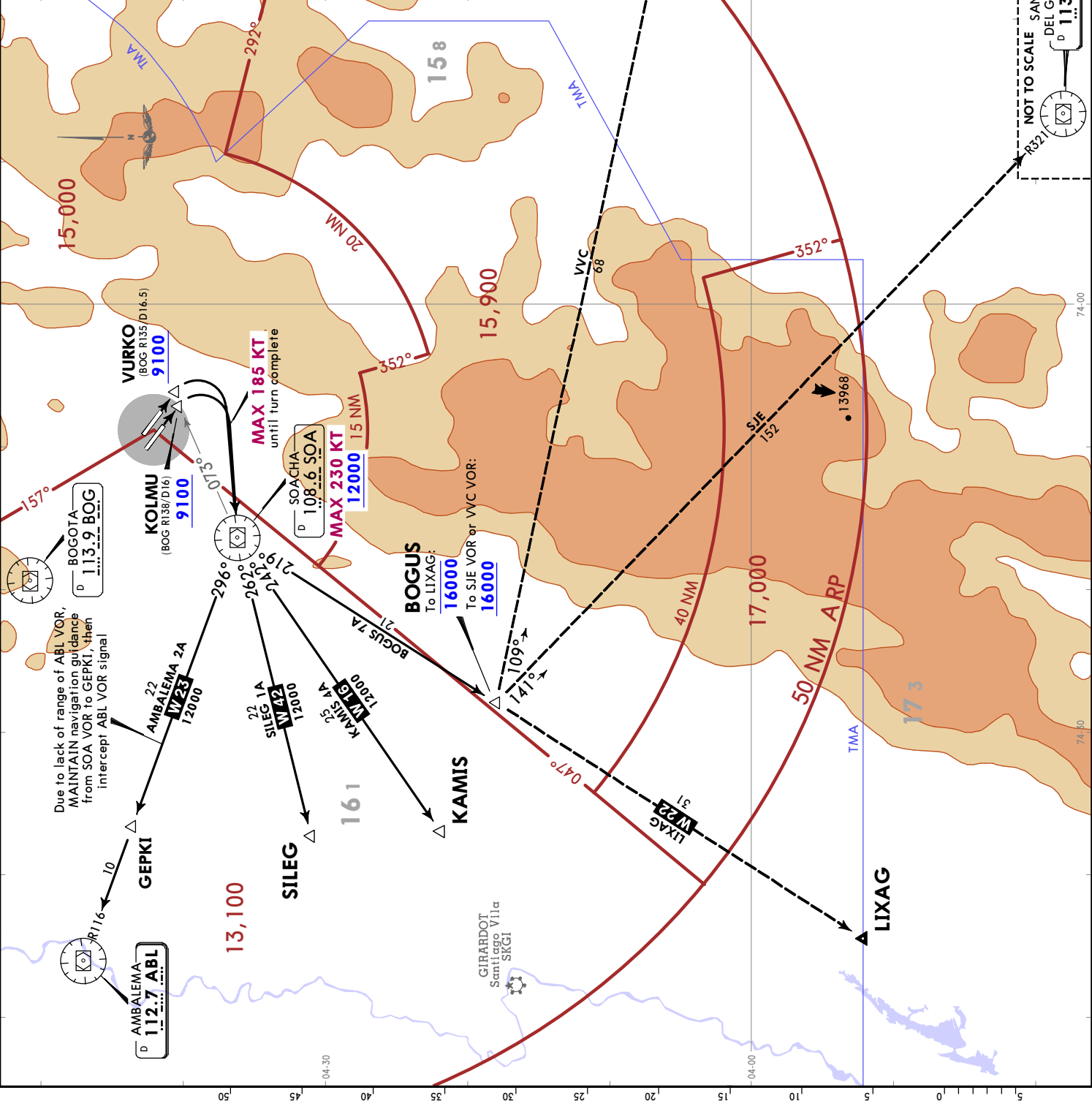
AMBALEMA 2A [ABL2A]
BOGUS 7A [BOGU7A] TO LIXAG,
SJE VOR, VVC VOR
KAMIS 4A [KAMI4A]
SILEG 1A [SILE1A]
DEPARTURES
(RWYS 13L/R)
CAT A, B, C & D

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

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

INITIAL CLIMB IN BOGOTA TMA

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

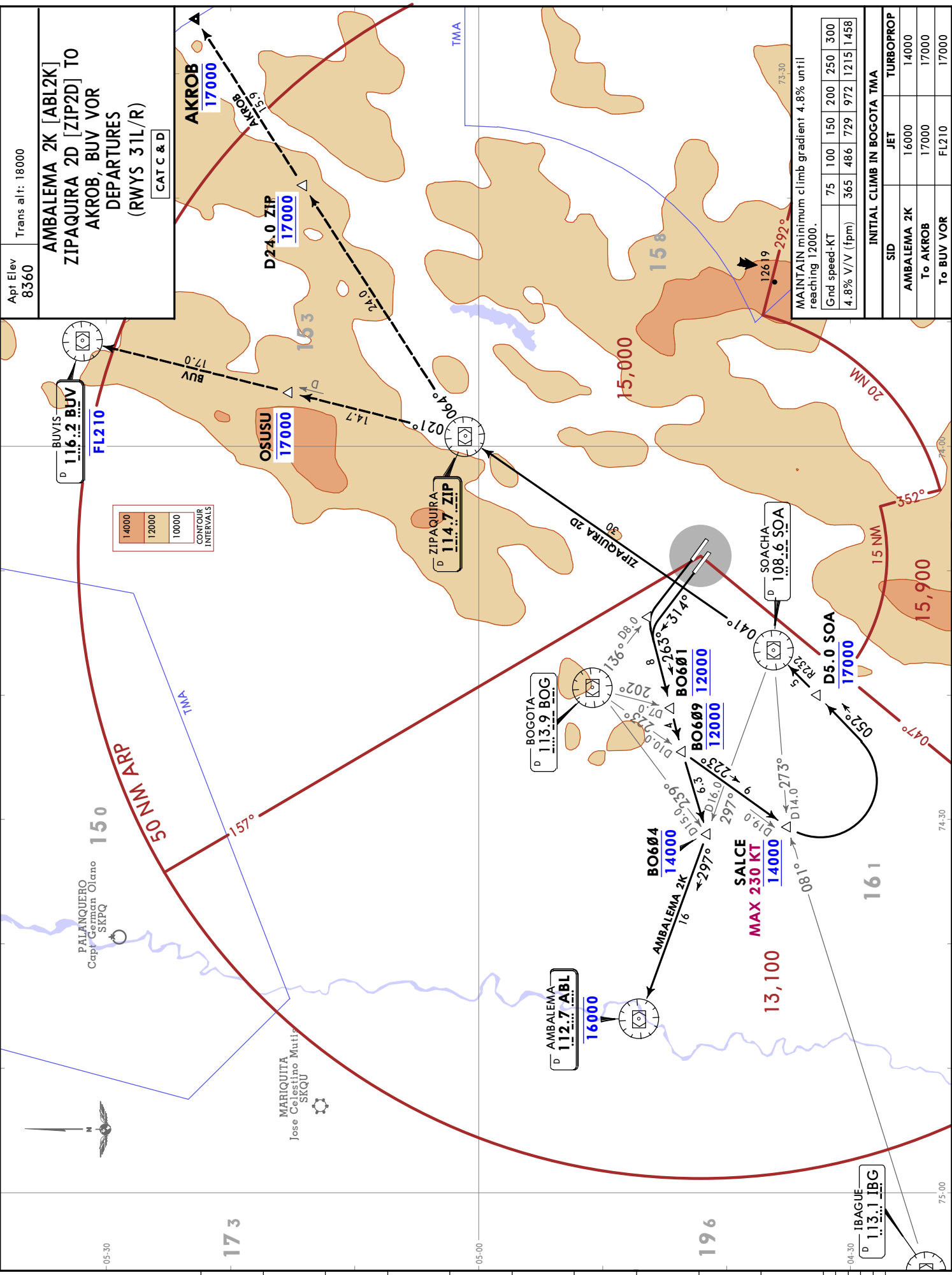


NOT TO SCALE SAN JOSE DEL GUAVIARE
 VOR 113.3 SJE

SKBO/BOG
EL DORADO INTL

SKBO/BOG
EL DORADO INTL

JEPPIENBOGOTA, COLOMBIA
SID
(10-3B) Eff 30 Jan



MAINTAIN minimum climb gradient 4.8% until reaching 12000.

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

INITIAL CLIMB IN BOGOTA TMA	
SID	TURBOPROP
AMBALEMA 2K	16000
To AKROB	17000
To BUUV VOR	FL210
To BUUV VOR	17000

1. RNAV 1.
 2. GNSS required.

Trans alt: 18000

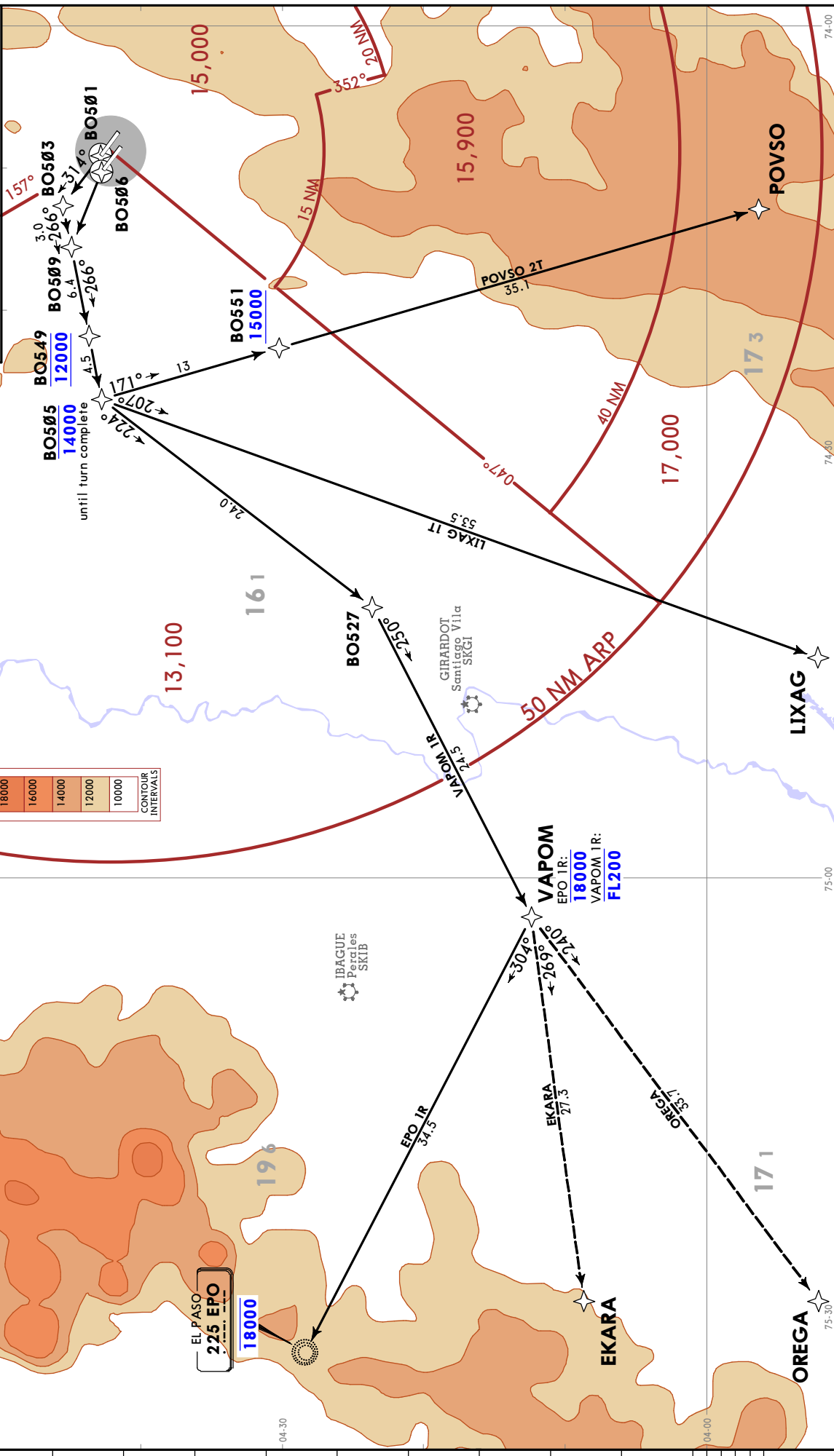
Apt Elev
 8360

EPO 1R [EPO1R]
LIXAG 1T [LIXA1T]
POVSO 2T [POVSO2T]
VAPOM 1R [VAPOM1R] TO
EKARA, OREGA
RNAV (GNSS) DEPARTURES
 (CAT A, B, C & D)

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

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

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



SKBO/BOG
EL DORADO INTL

JEPPESEN
 24 JAN 20 **10-3G** Eff 30 Jan

BOGOTA, COLOMBIA

SID

Apt Elev
8360
 Trans alt: 18000

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

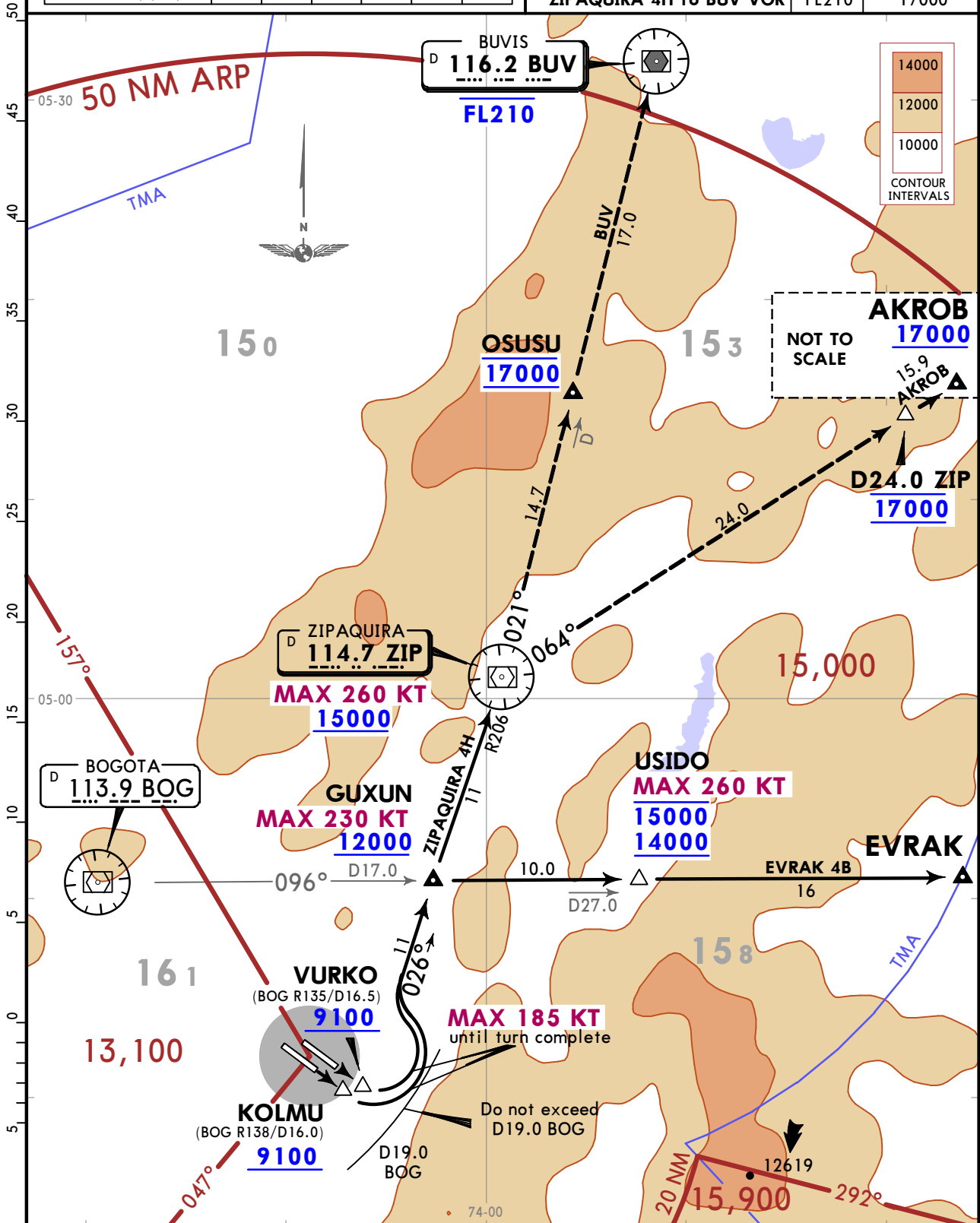
CAT A, B, C & D

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

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

INITIAL CLIMB IN BOGOTA TMA

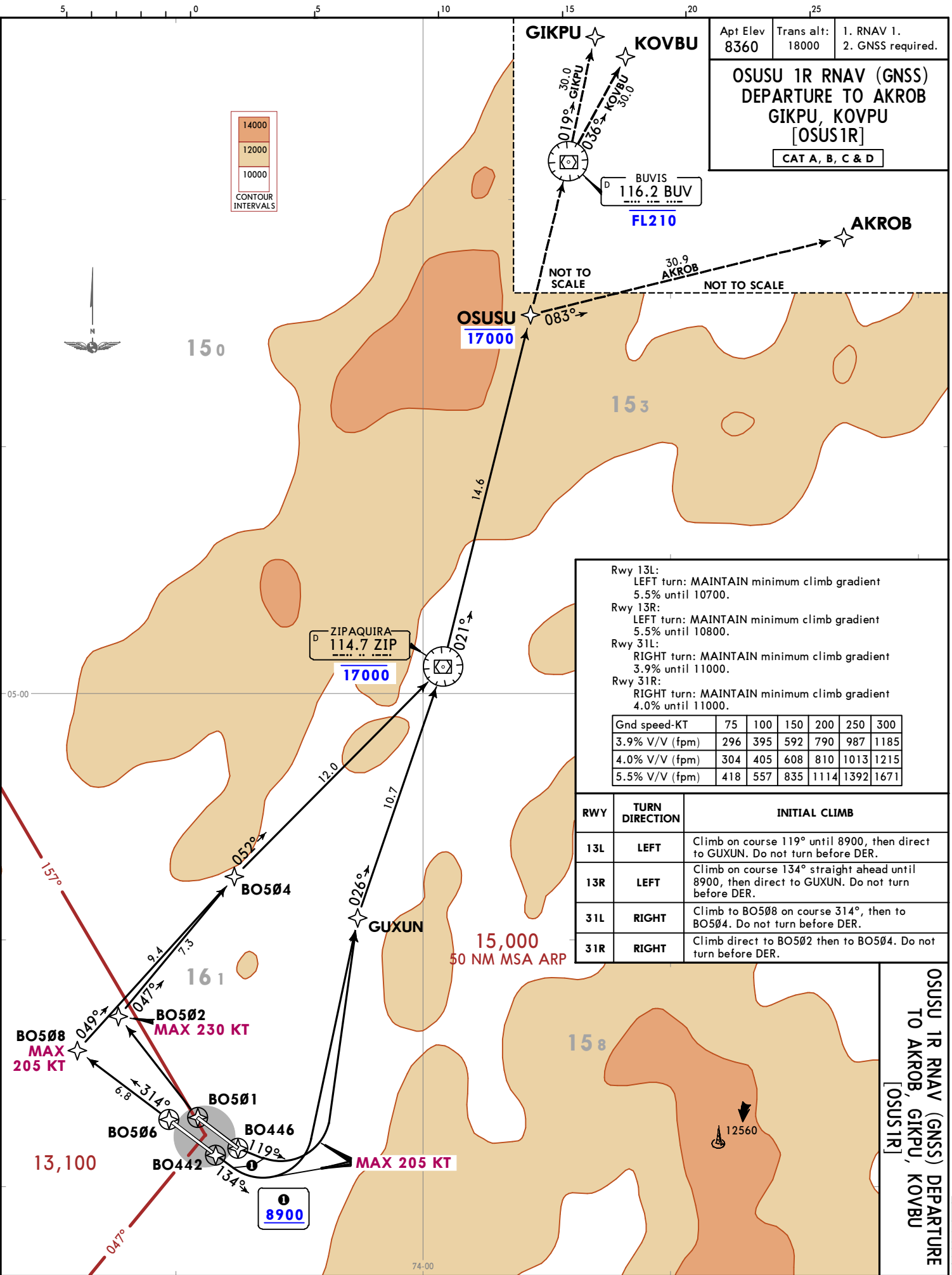
SID	JET	TURBOPROP
EVRAK 4B		
ZIPAQUIRA 4H to AKROB	17000	15000
ZIPAQUIRA 4H to BUV VOR	FL210	17000



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

CHANGES: Reissue.

SKBO/BOG
EL DORADO INTL



Apt Elev 8360	Trans alt: 18000	1. RNAV 1. 2. GNSS required.
OSUSU 1R RNAV (GNSS) DEPARTURE TO AKROB GIKPU, KOVBU [OSUS1R]		
CAT A, B, C & D		

Rwy 13L:
LEFT turn: MAINTAIN minimum climb gradient 5.5% until 10700.

Rwy 13R:
LEFT turn: MAINTAIN minimum climb gradient 5.5% until 10800.

Rwy 31L:
RIGHT turn: MAINTAIN minimum climb gradient 3.9% until 11000.

Rwy 31R:
RIGHT turn: MAINTAIN minimum climb gradient 4.0% until 11000.

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

RWY	TURN DIRECTION	INITIAL CLIMB
13L	LEFT	Climb on course 119° until 8900, then direct to GUXUN. Do not turn before DER.
13R	LEFT	Climb on course 134° straight ahead until 8900, then direct to GUXUN. Do not turn before DER.
31L	RIGHT	Climb to BO508 on course 314°, then to BO504. Do not turn before DER.
31R	RIGHT	Climb direct to BO502 then to BO504. Do not turn before DER.

JEPPesen BOGOTA, COLOMBIA
29 MAY 20 (10-31)
RNAV SID

© JEPPesen, 2020. ALL RIGHTS RESERVED.

1. RNAV 1.
 2. GNSs required.

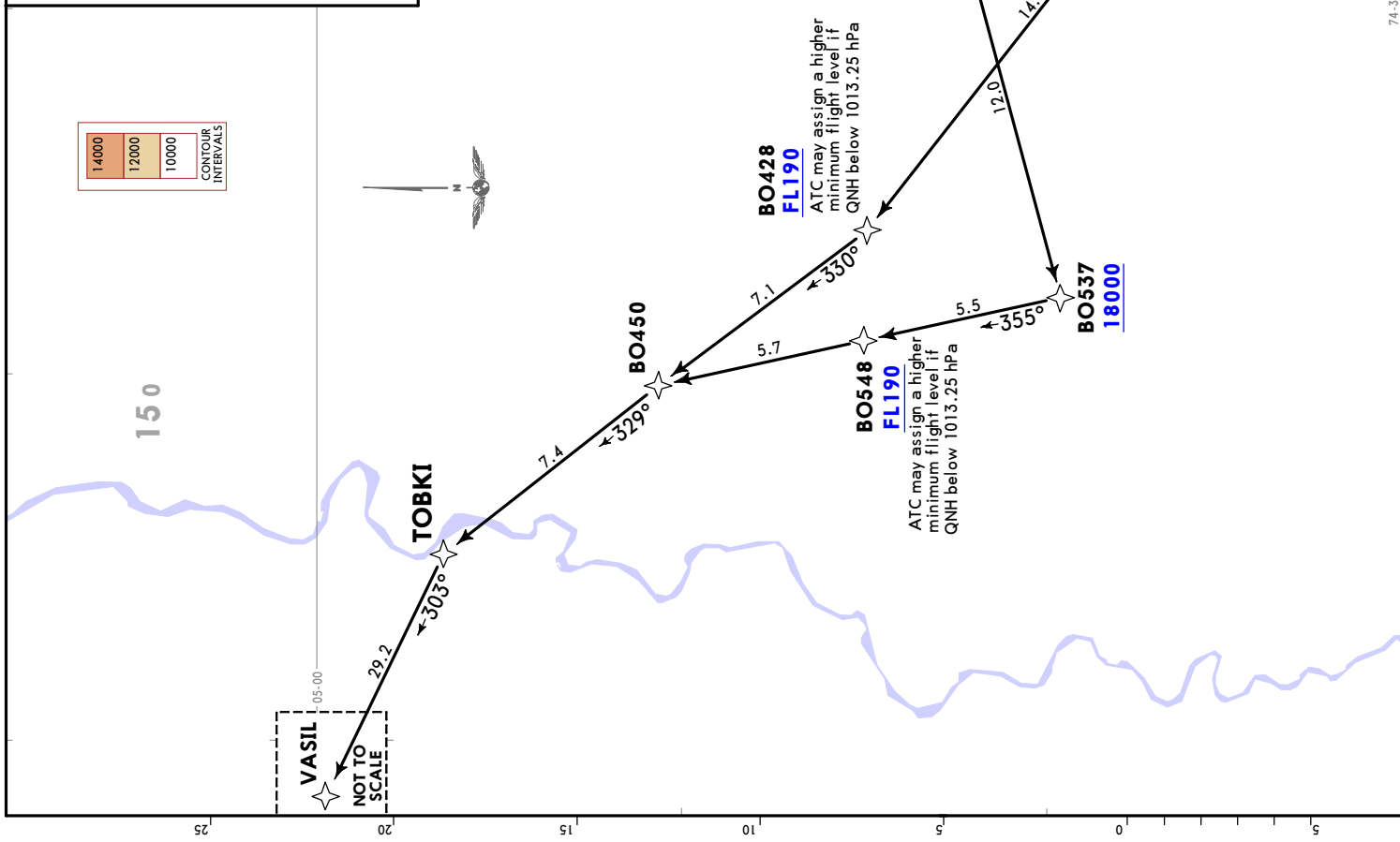
Trans alt: 18000

TOBKI 1R RNAV (GNSs) DEPARTURE
[TOBK 1R]
CAT A, B, C & D

RWY	TURN DIRECTION	INITIAL CLIMB
13L	RIGHT	Climb on course 134° straight ahead until 8900, then direct to SOA VOR. Do not turn before DER.
13R	RIGHT	Climb on course 149° until 8900, then direct to SOA VOR. Do not turn before DER.
31L	LEFT	Climb direct to BO509 then to BO549. Do not turn before DER.
31R	LEFT	Climb to BO503 on course 314° then to BO549. Do not turn before DER.

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

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



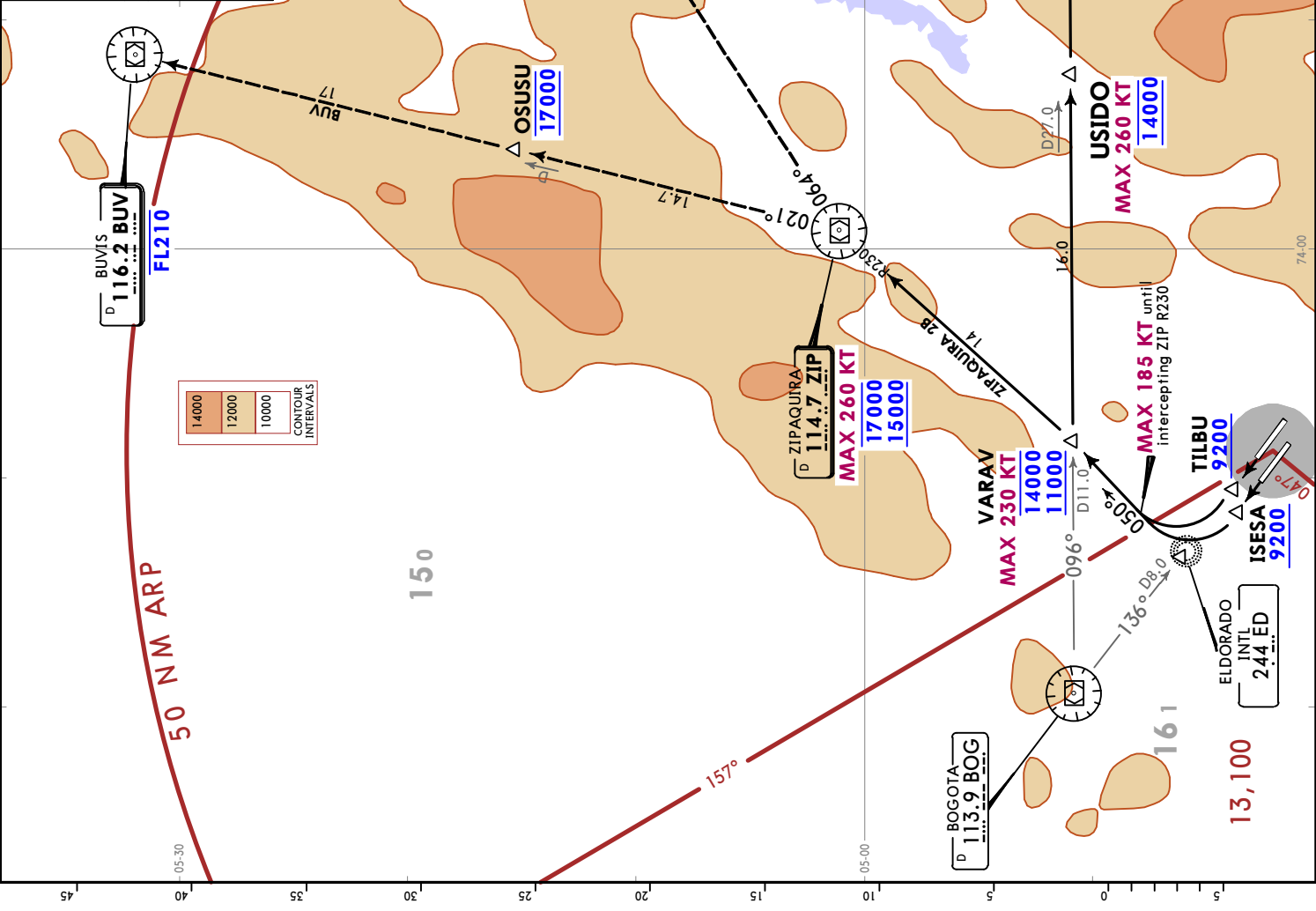
Trans alt: 18000
ED NDB required.

**USIDO 2A [USID2A]
ZIPAQUIRA 2B [ZIP2B] TO
AKROB, BUY VOR
DEPARTURES
(RWYS 31L/R)
CAT A, B, C & D**

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

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

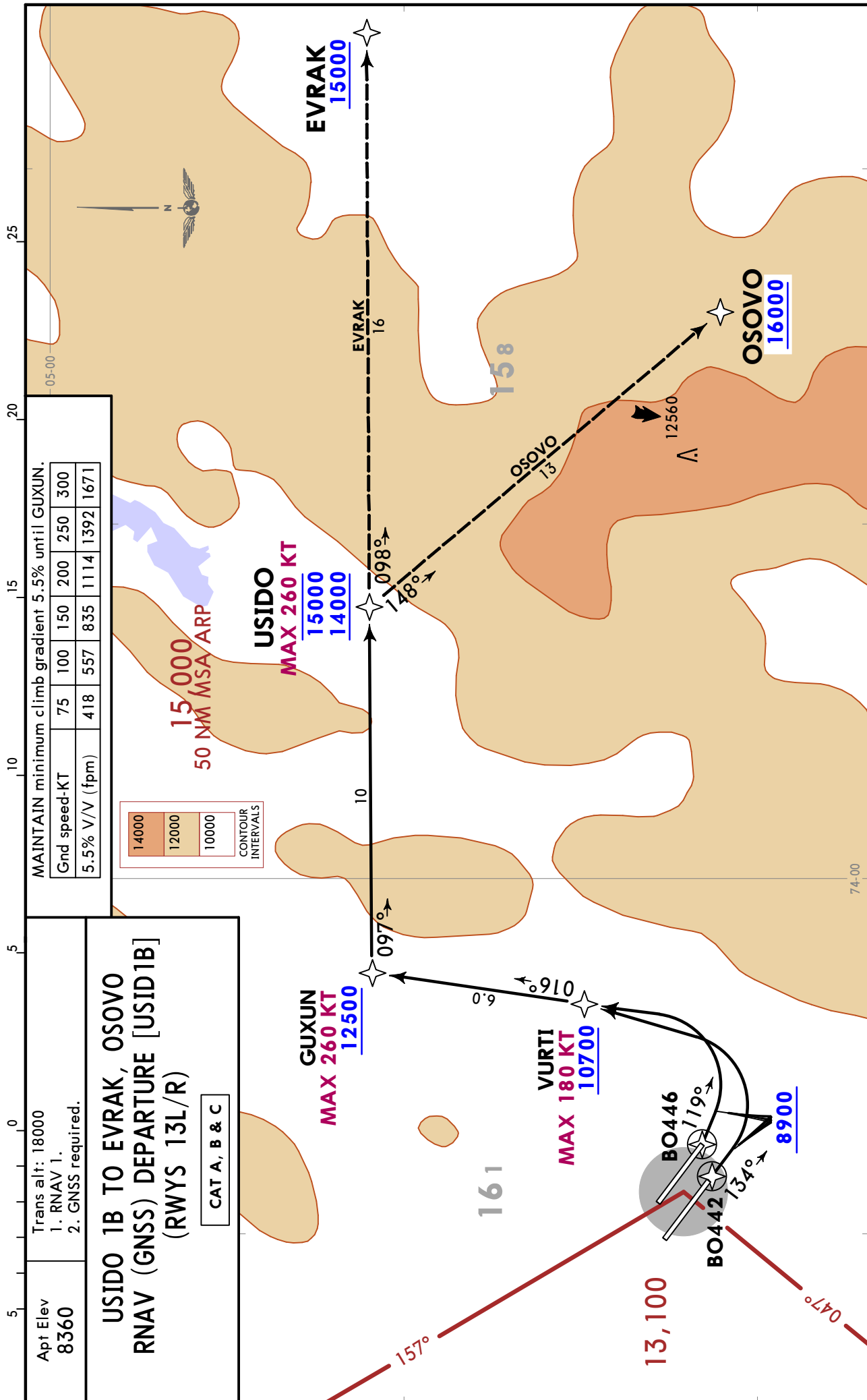
SID	INITIAL CLIMB	
	JET	TURBOPROP
USIDO 2A	17000	15000
ZIPAQUIRA 2B 1o AKROB	17000	15000
ZIPAQUIRA 2B 1o BUY VOR	FL210	17000



SKBO/BOG
EL DORADO INTL

JEPPESSEN
24 JAN 20 **10-3K** Eff 30 Jan

BOGOTA, COLOMBIA
RNAV SID



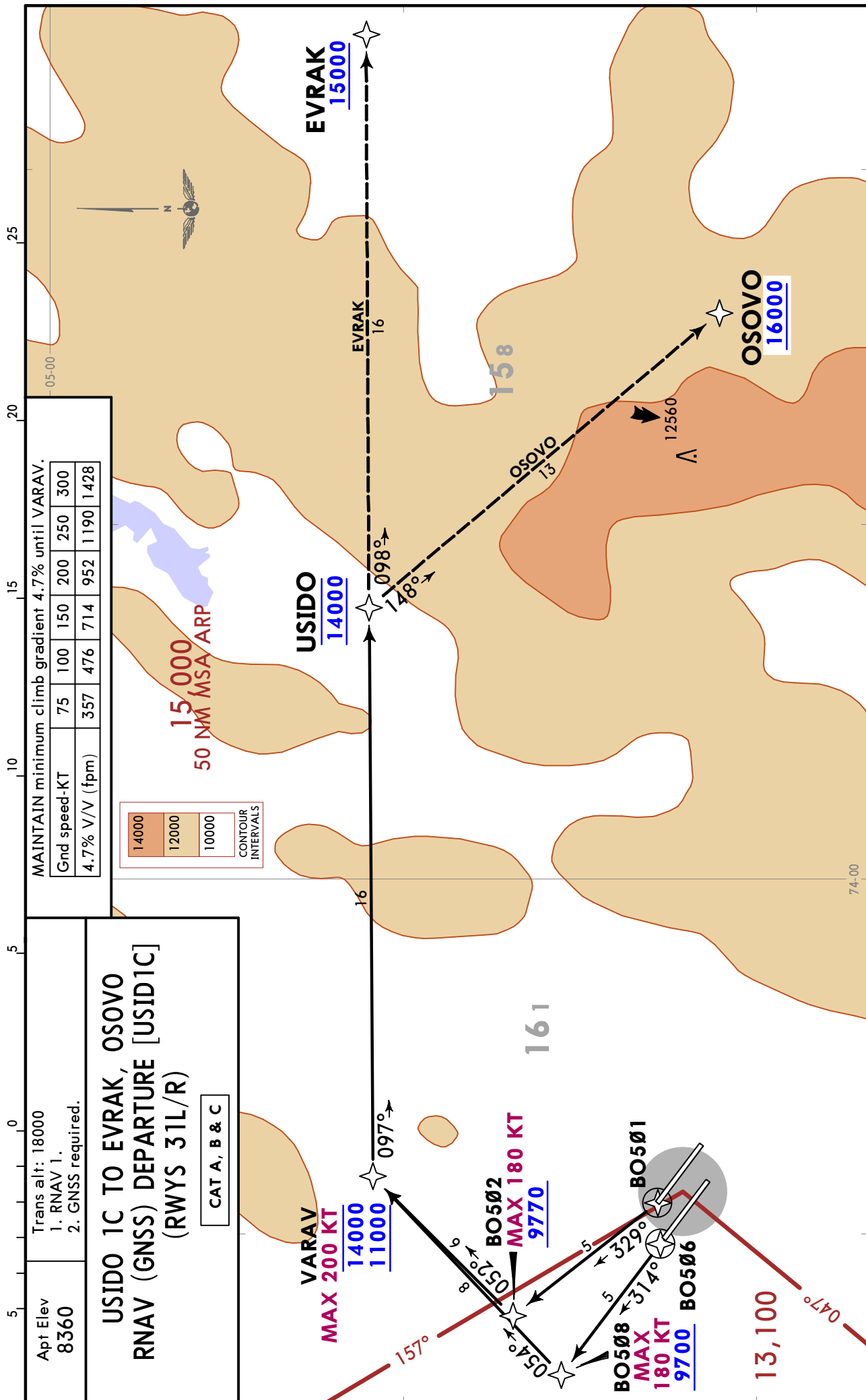
CHANGES: New procedure at this airport.

© JEPPESSEN, 2020. ALL RIGHTS RESERVED.

SKBO/BOG
EL DORADO INTL

JEPPESSEN
24 JAN 20 **10-3L** Eff 30 Jan

BOGOTA, COLOMBIA
RNAV SID



CHANGES: New procedure at this airport.

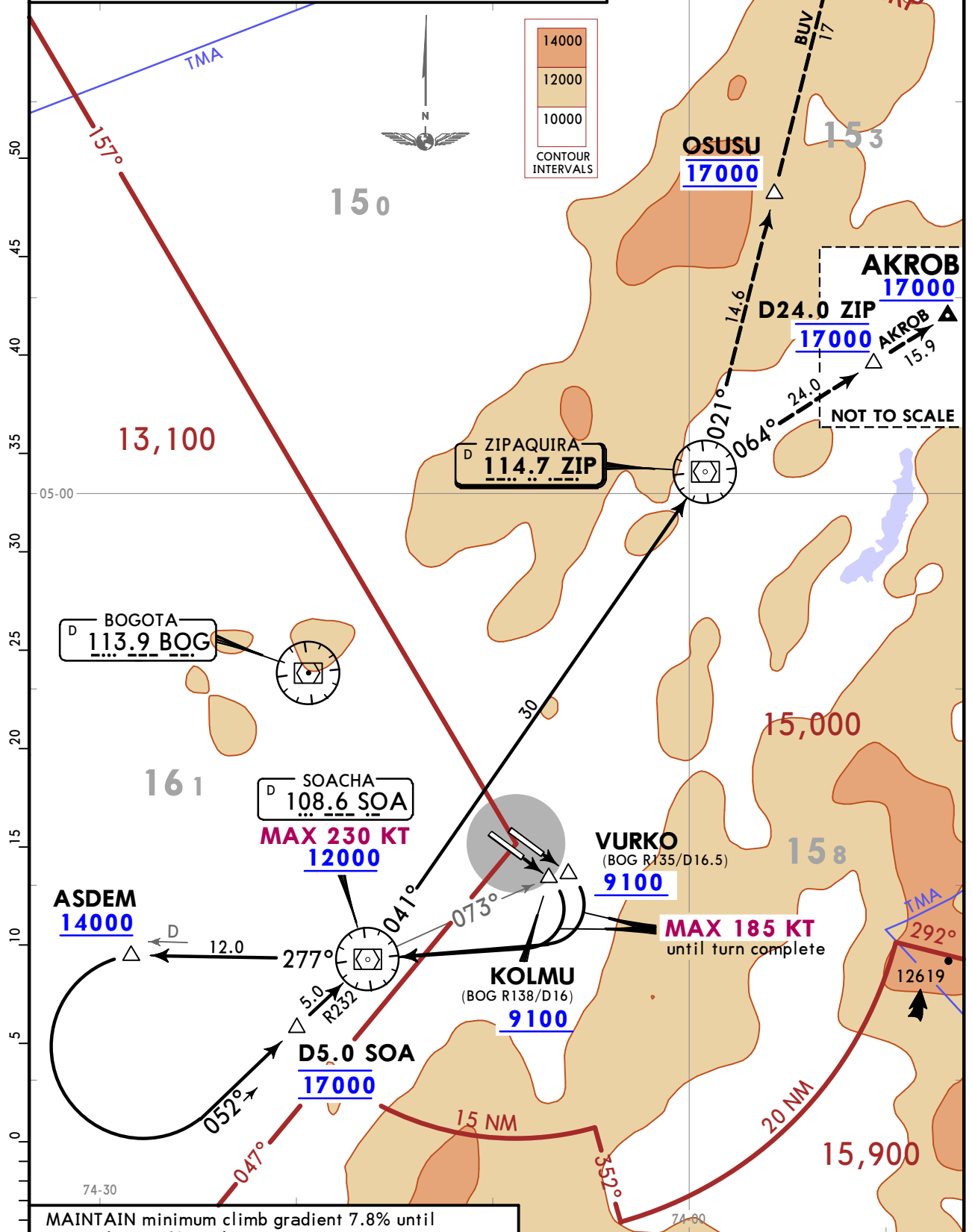
© JEPPESSEN, 2020. ALL RIGHTS RESERVED.

SKBO/BOG
EL DORADO INTL

JEPPESSEN
24 JAN 20 **10-3M** Eff 30 Jan

BOGOTA, COLOMBIA
SID

Apt Elev 8360 Trans alt: 18000
ZIQAQUIRA 2C TO AKROB, BUV VOR
DEPARTURE [ZIP2C]
(RWYS 13L/R)
CAT A, B, C & D



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

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

INITIAL CLIMB IN BOGOTA TMA		
SID	JET	TURBOPROP
To AKROB	17000	17000
To BUV	FL210	17000

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 than $V_2 + 10$ Kts.
- **Take-off Rwy 13L:** Maintain Rwy heading until R NDB and start turn. Reaching 800' AGL adjust and maintain engine power according to the noise reduction program approved in the operational manual. Maintain a climbing speed of $V_2 + 10$ kts with flaps and slats in take-off configuration.
- **Take-off Rwy 13R:** Maintain Rwy heading until KOLMU and start turn. Reaching 800' AGL adjust and maintain engine power according to the noise reduction program approved in the operational manual. Maintain a climbing speed of $V_2 + 10$ 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.

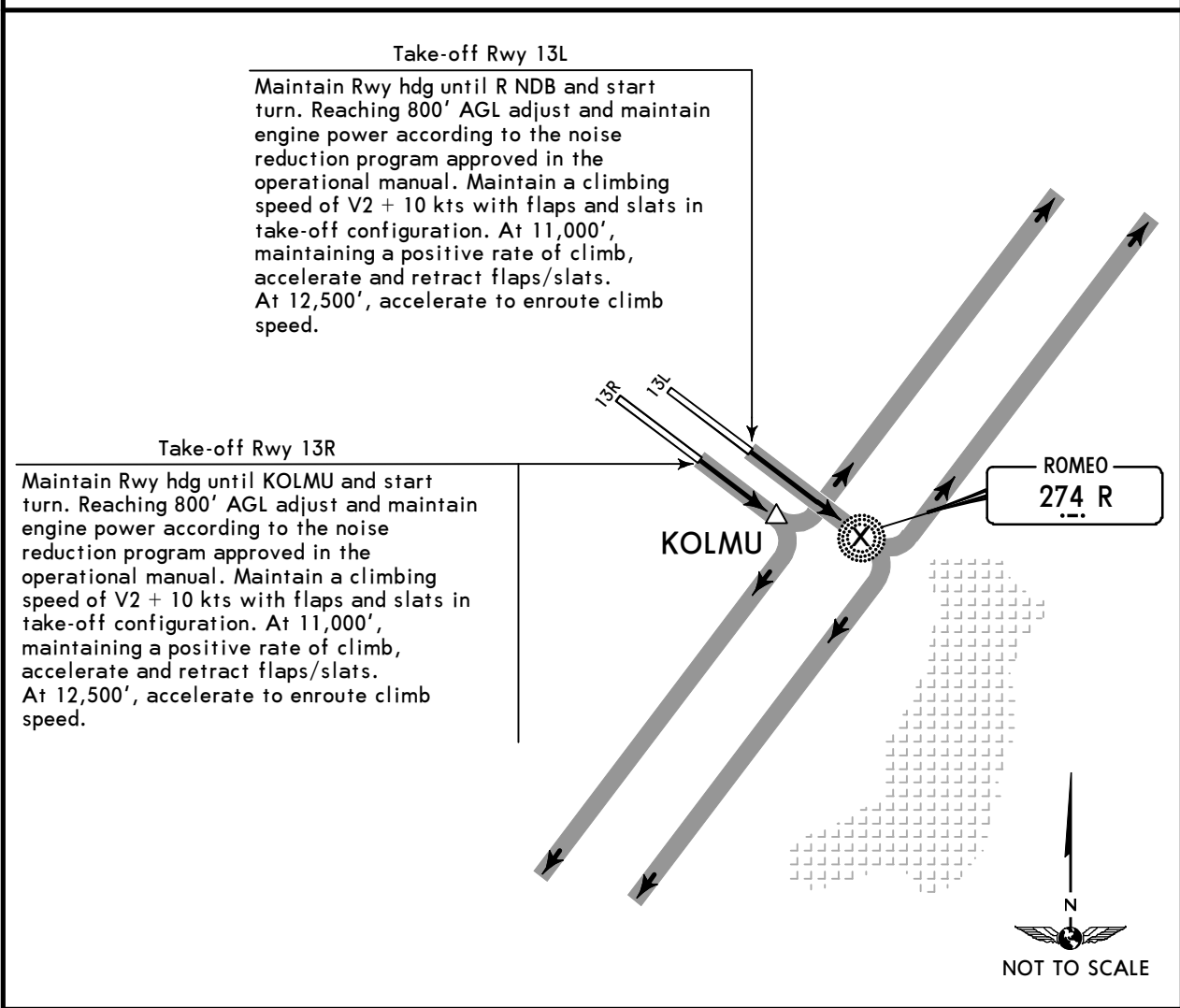
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

NOTE 2: For DC-10 aircraft the criteria will be $V_2 + 20$ 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.



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 than $V_2 + 10$ Kts.
- Reaching 800' AGL start turn, adjust and maintain climb engine power. Maintain a climbing speed of $V_2 + 10$ 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.

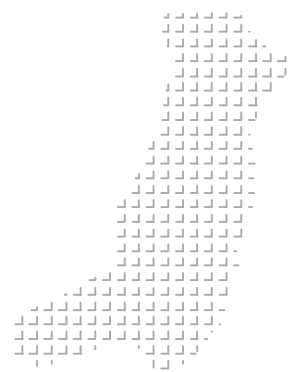
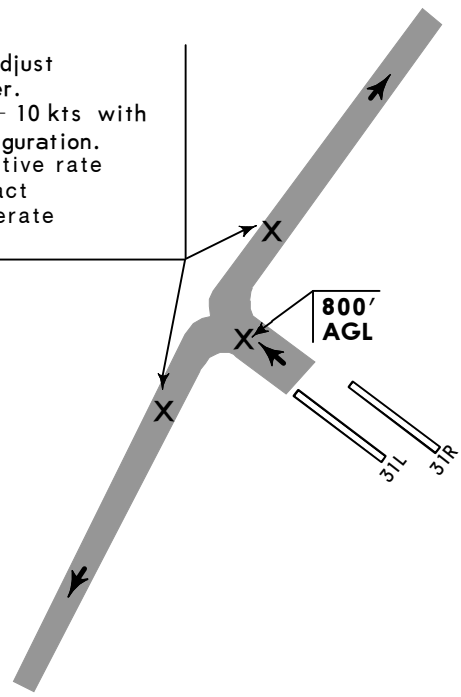
NOTE 2: For DC-10 aircraft the criteria will be $V_2 + 20$ Kts.

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.

Reaching 800' AGL start turn, adjust and maintain climb engine power. Maintain climbing speed of $V_2 + 10$ 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.



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

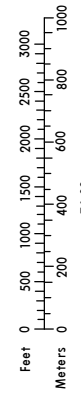
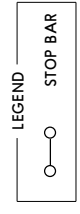
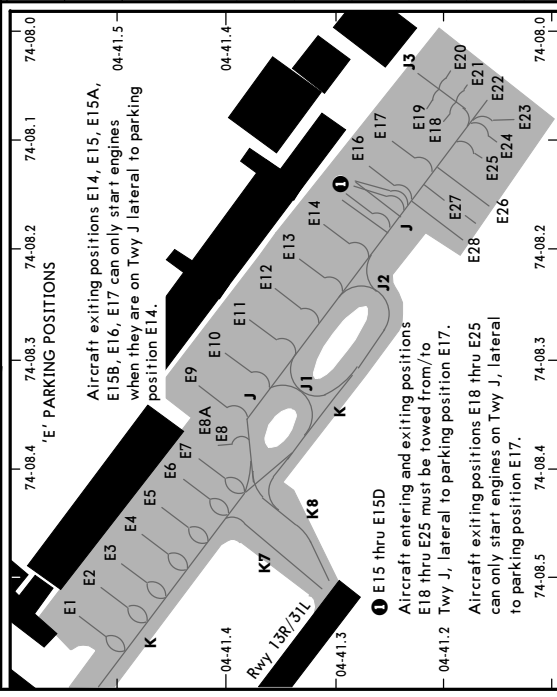
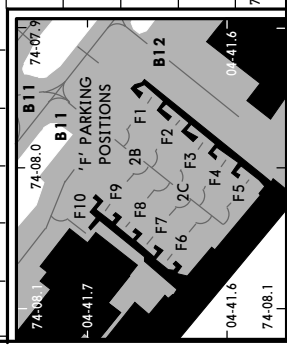
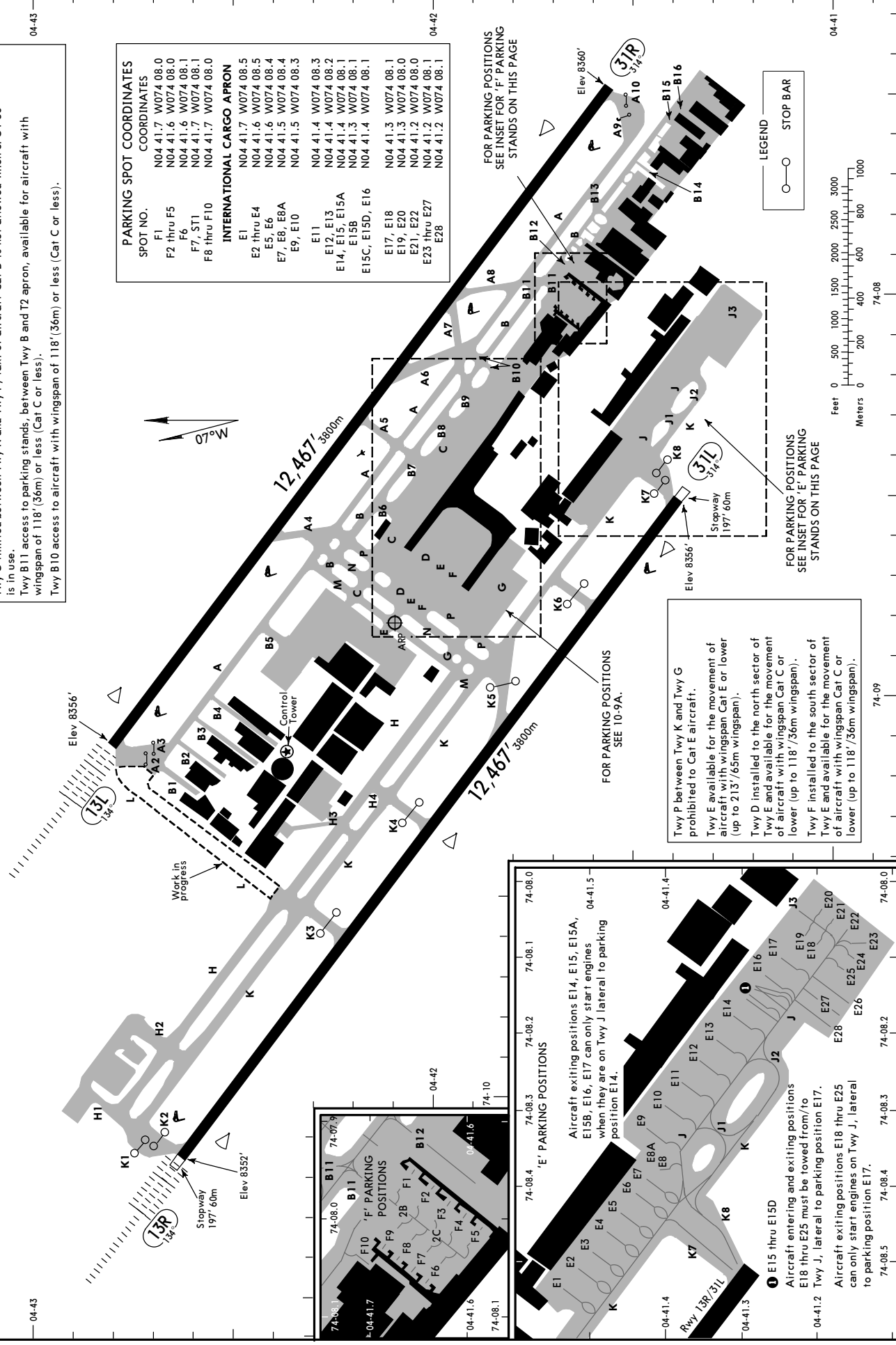
JEPPESSEN BOGOTA, COLOMBIA
15 MAY 20 **(10-9) Eff 21 May** EL DORADO INTL

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

For AIRPORT BRIEFING refer to 10-1P page.

Twy C access to aircraft parking between Twy B6 and Twy P available to aircraft with wingspan of 118' (36m) or less (Cat C or less).
Twy G access to aircraft parking available to aircraft with wingspan of 118' (36m) or less (Cat C or less).
Twy H, between Twy L and Twy M authorized only up to Cat D aircraft.
Twy J3 access to aircraft parking available to aircraft with wingspan of 118' (36m) or less (Cat C or less).
Twy G limited between Twy N and Twy P, taxi of aircraft Cat D is not allowed when SPOT 36 is in use.
Twy B11 access to parking stands, between Twy B and T2 apron, available for aircraft with wingspan of 118' (36m) or less (Cat C or less).
Twy B10 access to aircraft with wingspan of 118' (36m) or less (Cat C or less).

PARKING SPOT NO.	COORDINATES
F1	N04 41.7 W074 08.0
F2 thru F5	N04 41.6 W074 08.0
F6	N04 41.6 W074 08.1
F7, ST1	N04 41.7 W074 08.1
F8 thru F10	N04 41.7 W074 08.0
INTERNATIONAL CARGO APRON	
E1	N04 41.7 W074 08.5
E2 thru E4	N04 41.6 W074 08.5
E5, E6	N04 41.6 W074 08.4
E7, E8, E8A	N04 41.5 W074 08.4
E9, E10	N04 41.5 W074 08.3
E11	N04 41.4 W074 08.3
E12, E13	N04 41.4 W074 08.2
E14, E15, E15A	N04 41.4 W074 08.1
E15B	N04 41.3 W074 08.1
E15C, E15D, E16	N04 41.4 W074 08.1
E17, E18	N04 41.3 W074 08.1
E19, E20	N04 41.3 W074 08.0
E21, E22	N04 41.2 W074 08.0
E23 thru E27	N04 41.2 W074 08.1
E28	N04 41.2 W074 08.1



FOR PARKING POSITIONS SEE INSET FOR 'F' PARKING STANDS ON THIS PAGE

FOR PARKING POSITIONS SEE INSET FOR 'E' PARKING STANDS ON THIS PAGE

Twy P between Twy K and Twy G prohibited to Cat E aircraft.
Twy E available for the movement of aircraft with wingspan Cat E or lower (up to 213'/65m wingspan).
Twy D installed to the north sector of Twy E and available for the movement of aircraft with wingspan Cat C or lower (up to 118'/36m wingspan).
Twy F installed to the south sector of Twy E and available for the movement of aircraft with wingspan Cat C or lower (up to 118'/36m wingspan).

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

E15 thru E15D
Aircraft entering and exiting positions E18 thru E25 must be towed from/to E18 thru E25 lateral to parking position E17.
Aircraft exiting positions E18 thru E25 can only start engines on Twy J, lateral to parking position E17.

GENERAL
 CAUTION: Birds in vicinity of airport.
 Operations with piston aircraft are prohibited.
 Training flight operations are prohibited.
 Arrival of fixed wing flights with VFR flight plans are prohibited.

RWY	HIRL HIALS TDZ PAPI (angle 3.0°)		RVR	USABLE LENGTHS		WIDTH
	31R	31L		LANDING BEYOND Threshold	GLIDE SLOPE	
13L	11,430'	11,430'	3494m	11,430'	3494m	148' 45m

ADDITIONAL RUNWAY INFORMATION

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

2 TAKE-OFF RUN AVAILABLE
 RWY 31R: Full length 12,467' (3800m)
 twy A4 int 8530' (2600m)
 twy A5 int 6234' (1900m)
 RWY 31L: Full length 12,467' (3800m)
 twy A8 int 8694' (2650m)
 twy A5 int 6562' (2000m)

RWY	HIRL CL REIL HIALS TDZ PAPI-L (angle 3.0°)		RVR	WIDTH
	31R	31L		
13R	11,471'	11,471'	3496m	148' 45m

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

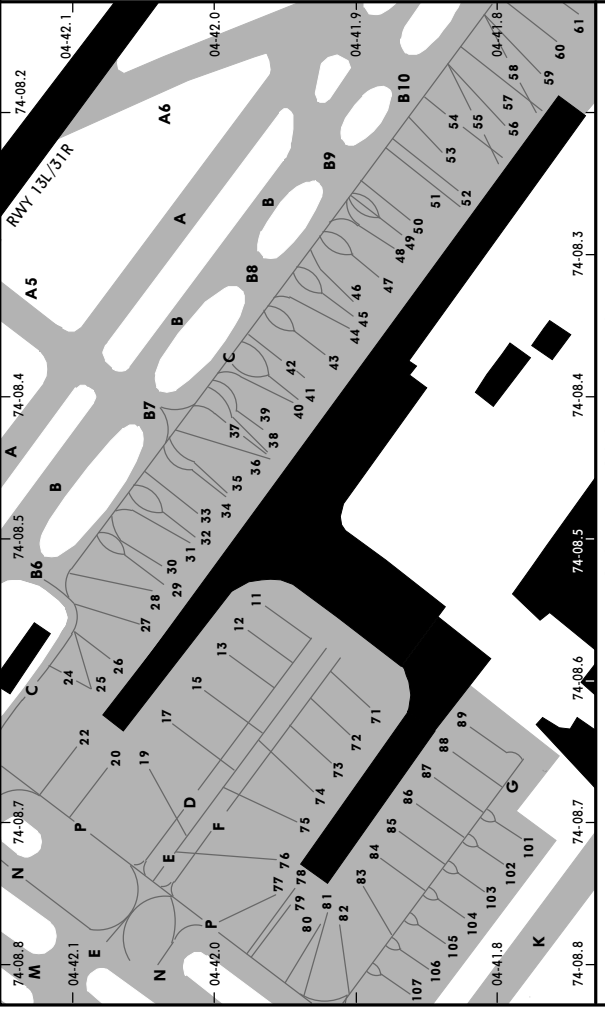
4 TAKE-OFF RUN AVAILABLE
 RWY 13R: Full length 12,467' (3800m)
 twy K3 int 8202' (2500m)
 twy K4 int 6234' (1900m)
 RWY 31L: Full length 12,467' (3800m)
 twy K6 int 10,499' (3200m)
 twy K5 int 8202' (2500m)
 twy K4 int 6234' (1900m)

Special Permission Required	1 hr Take-off Alt		2 hr Take-off Alt	
	Apt Filed (1 Eng Inop)	With Stop Barrier or Rwy Protection Lights	Apt Filed (1 Eng Inop)	With Stop Barrier or Rwy Protection Lights
2 Eng	500m	500m	500m	500m
3 & 4 Eng	550m	550m	550m	550m

TAKE-OFF
13R/31L
 Standard

Special Permission Required	1 hr Take-off Alt		2 hr Take-off Alt	
	Apt Filed (1 Eng Inop)	With Stop Barrier or Rwy Protection Lights	Apt Filed (1 Eng Inop)	With Stop Barrier or Rwy Protection Lights
2 Eng	500m	500m	500m	500m
3 & 4 Eng	550m	550m	550m	550m

13L/31R
 Standard



STAND No.	COORDINATES	STAND No.	COORDINATES
D1	N04 42.2 W074 08.6	73 thru 76	N04 41.9 W074 08.7
15 thru 19	N04 42.0 W074 08.6	77, 78	N04 42.0 W074 08.7
20	N04 42.1 W074 08.7	79 thru 82	N04 41.9 W074 08.8
22 thru 26	N04 42.1 W074 08.6	83 thru 86	N04 41.9 W074 08.7
27	N04 42.0 W074 08.6	87, 88	N04 41.8 W074 08.7
28 thru 36	N04 42.0 W074 08.5	89	N04 41.8 W074 08.6
37 thru 39	N04 42.0 W074 08.4	Remote Aircraft Stands	
40 thru 45	N04 41.9 W074 08.4	50	N04 41.9 W074 08.3
46 thru 48	N04 41.9 W074 08.3	51, 52	N04 41.8 W074 08.3
49	N04 41.8 W074 08.3	53 thru 60	N04 41.7 W074 08.1
International Stands		61	N04 41.8 W074 08.7
11	N04 42.0 W074 08.5	101, 102	N04 41.8 W074 08.8
12, 13	N04 42.0 W074 08.6	103 thru 105	N04 41.8 W074 08.8
71, 72	N04 41.9 W074 08.6	106, 107	N04 41.9 W074 08.8

Aircraft Stand Notes:
 CAUTION: Reduced tower visibility to aircraft stands 101 thru 107 and 82 thru 87.
 Parking stand 24, aircraft must enter and exit towed.
 Parking stand 25: must enter towed, aircraft taxi prohibited on Twy C between Twys P and B6 when in use, suspends parking stands 24 and 26.
 Parking stands 19, 22, 27, 78 are authorized for Cat E aircraft, with a length of 194' (59m) or less (type A330-200).
 Aircraft entering parking stand 36 must be towed if parking stands 34 or 39 are occupied.
 Aircraft entering stands of the south apron; positions 101 to 107, which for any reason stop movement on Twy G entrance route must enter towed; it is prohibited to add power to continue entry.
 A340-600 aircraft using the International Dock, must tow onto Twy B, to start their taxiing.

LOW VISIBILITY PROCEDURES

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

1. FACILITIES DESCRIPTION

1.1 RUNWAYS SUITABLE FOR LOW VISIBILITY OPERATIONS.

- a. Runway 13R is equipped with ILS and is approved for CAT III and LVTO Level I, II and III operations.
- b. Runway 31L is approved for LVTO Level I and II.
- c. Runway 13L is equipped with ILS and is approved for CAT and LVTO Level I operations.
- d. Runway 31R is approved for LVTO operations Level I.

1.2 SIGNAL AND GUIDANCE TAXI SYSTEMS:

- a. TAXI GUIDANCE SYSTEM: Illuminated position indicators, NO ENTRY signs, mandatory instructions and information signs, taxi holding points, stop bars at the entry/exit of runway 13R/31L and runway protection lights on 13R/31L. A system of geographical position marks painted on the taxiways is established to determine the position of the aircraft.
- b. RUNWAY SIGNALING: Threshold, centerline, touchdown zone, and aiming point markings.
- c. TAXIWAY SIGNALING: Center and edge. Exits of runway 13R/31L are lighted with taxiway centerline exit green lights.

2. OPERATING MINIMUMS

- a. Landings
 - ILS CAT II: DA(H) 8540 (RA100) - RVR 350 meters.
 - ILS CAT III A: Without DH or DH below 30m (100') and RVR not below 175m.
 - ILS CAT III B: Without DH or DH below 15m (50') and RVR between 175m exclusive and 50m inclusive.
- b. Take-offs
 - LEVEL 1: Below standard, but not lower than RVR 500m (1600').
 - LEVEL 2: Below standard, but not lower than RVR 350m (1200').
 - LEVEL 3: Below standard, but not lower than RVR 175m (600').

3. CERTIFICATION FOR AIRCRAFT AND OPERATORS

National Operators: The aircraft and procedures of national operators involved in IFR CAT II/III Operations, must obtain, prior to its execution, the corresponding certification by the UAEAC, in accordance with RAC 4 numeral 4. Certification Parameters of the present regulation.

Foreign Operators: The operating specifications of the international operators issued by their states of registration, must be attached to their operation request with the purpose of studying is under ICAO requirements, IFR CAT II/III Operations can be authorized within the national territory. In any case to carry out IFR CAT II/III operations within Colombia, the international commercial schedule air carriers must:

- Have the corresponding authorization as CAT II/III operator, including the registration numbers of the authorized aircraft, incorporated in their Operations Specifications.
- Have the CAT II/III Operations Procedures or its equivalent ("Low Visibility Procedures LVP") incorporated in their Operations Manual and
- Have each of its flight crews duly qualified for CAT II/III.

LOW VISIBILITY PROCEDURES (cont.)

4. CONDITIONS FOR INITIATING AND CANCELLING THE LVP

The LVP shall be initiated when one of the following cases occur:

- a. The RVR of the runway in use is 550 meters, or;
- b. The height of the cloud base is equal or less than 200'.
- c. When visibility 2 conditions exist.

The LVP shall be cancelled when each and every one of the following meteorological conditions are met:

- a. The TDZ RVR indicator of Runway 13R indicates a value greater than 2000 or; if the visibility value reported by the IDEAM meteorological observer is the same.
- b. Height of the cloud base is equal or greater than 300'.

4.1 LVP PHASES

Preliminary Warning

When the aerodrome forecast (TAF) indicated a predicted visibility (PROB40) of less than 2000 meters, the preparation phase of the LVP shall be initiated by issuing the PRELIMINARY WARNING notice of the Low Visibility Procedures.

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 when:

- a. The reported visibility from the IDEAM meteorological observer, in the SPECI/METAR is equal to or lower than 2000m.
- b. The TDZ RVR indicator for Runway 13R/31L or 13L/31R indicates a 2000m 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'.
- d. From the three previous conditions, the one that occurs first.

Implementation

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

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

Suspension

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

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

Cancellation

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

- a. The TDZ RVR indicator on runway 13R indicates a value greater than 2000 meters or; if the RVR is out of service the value in the meteorological visibility reported the by the IDEAM observer is the same.
- b. The height of the cloud base is equal or greater than 300'.
- c. The equipment that supports the LVP are affected by some degradation and there is no possibility of a prompt solution.
- d. From the three previous conditions, the one that occurs first.

LOW VISIBILITY PROCEDURES (cont.)**5. ATFM MEASURES**

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

- a. Preliminary Warning Confirmed (RVR 1000 meters to 550 meters): Fifteen (15) or less arrivals / Fifteen (15) or less departures (per hour) in each of the runways in use. If there are simultaneous arrivals and departures.
- b. Entry into force (RVR less than 550m, departures (LVTO) and arrivals (CAT II or CAT III)): Eight (8) or less arrivals / eight (8) or less departures (per hour) on each of the runways in use. If there are simultaneous arrivals and departures.
- c. Entry into force (RVR less than 550m, only departures (LVTO)): Twelve (12) or less departures (per hour). If there are no arrival operations.

6. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP)**6.1 MOVEMENT OF VEHICLES**

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

- a. When they need to enter the maneuvering area (runways and taxiways), the FOLLOW-ME, IP, SAM and ARFF vehicles shall do so exclusively with the authorization of the corresponding ATC unit (Ground Control or Control Tower) through an aeronautical frequency.
- b. The maximum movement speed of vehicles on the airport aprons shall be established by the Aerodrome Operative Plan.
- c. The maximum movement speed of vehicles in the maneuvering area of the airport shall be 10 k/h.
- d. The ground support vehicles shall only tow three (3) trolleys at a time;
- e. The Apron Inspector-IP shall monitor that the vehicles circulating on the aprons comply with the standards established in this document on vehicular traffic and other complementary regulations.

6.1.1 Aircraft Towing Maneuvers

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

- a. The transfer of aircraft, towed or by own means between different platforms shall not be authorized.
- b. Except as provided by the units that provide the apron management of Terminal T2 (Air Shuttle) and CATAM, or simultaneous towing in stands of the same dock or of the same apron.
- c. To start engines associated with taxiing, all aircraft parked in different parking positions and aprons of El Dorado International Airport, must be towed from its parking position, to the taxiway centerline and /or to the SPOT established in the LVP taxi routes runway 13R/31L published in the AIP of El Dorado Airport, or other site determined by ATC.

6.1.2 Maneuvers Associated with Departing Aircraft

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

- a. Crews must request Authorization from control, towing and engine start-up, only when the RVR values reported by ATC are equal or greater than the take-off minimums for which they are certified.
- b. All aircraft must be towed to the nearest autonomous taxiing start-up point (SPOT), according to the LVP Taxi Routes chart.
- c. Crew must adjust taxiing to the time assigned by ATC.
- d. Taxiing towards the threshold of Runway in use for take-off will not be authorized if the RVR value is below the minimum of LEVEL III (175 meters);
- e. All taxiing maneuvers shall be done using the LVP routes runway 13R/31L published in the AIP of El Dorado Airport, strictly following the instructions of ATC.
- f. When visibility conditions two or three exist, it shall be mandatory to use the position mark (2B, 4M, 6K, 12K, 8A and 10A) in the departure transit route.
- g. During taxi the pilot in command shall notify:
 - When it is in the assigned geographical position mark, where the aircraft shall wait for new authorization to continue the maneuver.
 - When left any of the position marks or intermediate taxiing holding point, in which, previously had been ask to stop its taxiing.
- h. The Ground Controller, shall NOT authorize an aircraft to taxi until the next geographical position mark, until the destination geographical position mark is free, and the aircraft that occupied it has informed that it has been established in the next geographic position mark.

LOW VISIBILITY PROCEDURES (cont.)**6. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP) (cont)****6.1.2 Maneuvers Associated with Departing Aircraft (cont)**

- i. Except when they receive a different authorization from ATC, the aircraft that have been authorized to taxi to the threshold of 13R shall use the holding point K1.
- j. Crews must refrain from crossing a lighted stop bar unless they have received the corresponding confirmation from the aerodrome control tower. If, once the stop bar is crossed the entrance guidance lights to the runway are switched off (confirm segment), the crew shall immediately stop the aircraft and request additional instructions.
- k. The control tower shall directly provide the value of the three RVR of the runway in use in accordance with the following order:
 - Touchdown RVR: Touchdown area.
 - MID-RVR: Runway middle point.
 - Rollout RVR: Runway end.
- l. The pilot-in-command shall notify when is airborne.
- m. ATC shall declare the DETRESFA phase to an aircraft if after 2 min after being authorized to take-off, it is not in radar contact and does not respond to the calls from ATC units.

6.1.3 Maneuvers Associated with Arriving Aircraft

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

- a. ATC shall guarantee a minimum separation of 15 NM between aircraft approaching the same runway (13R), in order to allow preceding aircraft to exit the localizer sensible and critical area (LSA) of runway 13R. This separation can be reduced to 12 NM, as provided there is no traffic to take-off at the holding point of runway 13R.
- b. Interception of the localizer shall be performed at no less than 10 NM from the runway touchdown point.
- c. Crew must establish contact with the aerodrome control tower no later than 5 NM from threshold, whether or not it has been transferred by approach control.
- d. For CAT II operations only the operation of the RVR TDZ threshold 13R (RVR control) and with information of 300 meters or greater, the RVR MID and RVR ROLLOUT values shall only be for information.
- e. The RVR minimums for CAT III approaches are in function of the capacity of the equipment available on the aircraft and of the automatic landing system ("Fail Operational" or "Fail Passive"). For CAT III landing minimums as low as 175 meters, it shall be necessary that RVR TDZ, RVR MID and RVR ROLL OUT are operating, the RVR TDZ and RVR MID values as control elements for all operations, the RVR ROLL OUT values shall be of information for the pilots. For CAT III approaches with minimums below 175 meters, the RVR TDZ, RVR MID and RVR ROLL OUT values are control elements for all operations.
- f. The ATC shall declare DETRESFA phase to an aircraft if: 2 min after having notified or crossed 4 NM TDZ of runway 13R has not reported that it has landed or executing a missed approach procedure, nor does respond to the call of ATC units.
- g. ATC must issue the landing clearance when the ILS (LSA) sensible areas are free, normally before the aircraft on approach is at 2 NM from the touch down point. However, granting the landing clearance may be delayed before the aircraft is at 1 NM from the touch down point provided the pilot has been warned that a late clearance shall be provided. If the above is not possible, instructions shall be given to execute the missed approach maneuver.
- h. The control tower shall directly provide the value of the three RVR of the runway in use in accordance with the following order:
 - Touchdown RVR: Touchdown area.
 - MID-RVR: Runway middle point.
 - Rollout RVR: Runway end.
- i. The pilot shall notify:
 - When landed.
 - Free sensitive area when, exit the runway and all lights of the taxiway centerline in his/her sight are GREEN, or
 - When the missed approach procedure has been initiated.

LOW VISIBILITY PROCEDURES (cont.)
6. DESCRIPTION OF LOW VISIBILITY PROCEDURES (LVP) (cont)
6.1.3 Maneuvers Associated with Arriving Aircraft (cont)

- j. Except when they receive clearance other than ATC, aircraft that have landed shall exit runway 13R through taxiways K5 or K8.
- k. Aircraft exiting runway 13R via taxiway KILO 5, shall continue taxiing through taxiway NOVEMBER, stopping at the geographical location mark 1N.
- l. Aircraft exiting runway 13R through taxiway KILO 8, shall continue taxiing through taxiway KILO, stopping at the geographical position mark 6K, unless controls informs to stop taxiing when entering taxiway KILO, and follow the the taxiing instructions from the FOLLOW ME.
- m. Aircraft leaving the sensitive area shall have priority over those taxiing in the vicinity.
- n. All taxiing maneuvers shall be done using the LVP runway 13R/31L routes published in the AIP of El Dorado Airport, strictly following ATC instructions.
- o. When visibility conditions two or three exists, it will be mandatory the use of position marks (6K, 1N, 3N and 7A) in the transit route arriving.
- p. During taxiing the pilot shall notify:
 - When is on the assigned geographical position mark, where shall wait for new authorization to continue this maneuver;
 - When leaving any of the position marks or taxiing intermediate holding point, in which, previously has been requested to stop taxiing.
- q. The Ground Controller, shall NOT authorize an aircraft to taxi to the next geographical position mark, until geographical position mark of destination is free, and the aircraft that occupied it has informed that it has been established in the following geographical position mark.
- r. Every aircraft that arrives at the Terminal T2 (Air Shuttle) and CATAM apron, may enter self-propelled and shall coordinate on the assigned frequency to the unit that provides the apron management service, its entry to it.
- s. Once the aircraft is parked, shall the responsibility of the aircraft operator to place buoys (markers) on the wing tips, nose and empennage of the aircraft.

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

6.1.4 Contingencies and Emergencies

6.1.4.1 Failure of Communications

In the event that an aircraft or vehicle operating in the maneuvering area experiences a failure in communications shall proceed as following:

- a. If the aircraft is going to take-off: Shall continue along the assigned route up to the limit of the authorization taking extreme cautions to avoid deviations from it. Once there, shall maintain the position and wait the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to the designated parking position.
- b. If the aircraft is landing: It will maintain position at the first position mark (1N or 6K, as appropriate) and shall wait the arrival of a "FOLLOW ME" vehicle that shall guide the aircraft to the assigned parking position.
- c. If it is a vehicle: It shall remain in its position and shall wait the arrival of a "FOLLOW ME" vehicle that shall assist it properly.

6.1.4.2 Disorientation and Impairment of Visibility Conditions

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

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

6.1.4.3 Unlawful Interference and/or Bomb Threat

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

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

6.1.4.4 Emergency and Accident

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

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

SKBO/BOG

 JEPPESEN

SMGCS

1 NOV 19

10-9H

BOGOTA, COLOMBIA
EL DORADO INTL

LOW VISIBILITY PROCEDURES (cont.)

7. TRAINING FOR ILS CAT II AND CAT III PRECISION APPROACHES

CAT II and CAT III precision approach practice shall not be authorized when the visibility is less than 3000 meters and/or the cloud base is below 800 ft, and/or there is a weather phenomenon such as (DZ, RA, FU, FG, BR).

Aircraft crews wishing to perform CAT II and CAT III precision approach practices, shall request the corresponding authorization from the Bogota Control Center, which, in turn, shall carry out the corresponding coordination with El Dorado Control Tower.

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

23. ADDITIONAL INFORMATION

- Caution antenna located at the following coordinates 04 51 36N 074 15 72W without illumination.
- Caution bird concentration in the vicinity of the aerodrome.
- Implemented the National Program of control and prevention of bird strike.
- 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 September and October.
- Tower, exercise CAUTION due low visibility towards:
Aircraft Parking Positions 82 to 87 and 101 to 107.
- Exercise caution due to Control Tower located at the following coordinates 04 42 21.83N 074 09 08.41W and 86 meters height.

SKBO/BOG
EL DORADO INTL

1 NOV 19

10-9J

BOGOTA, COLOMBIA

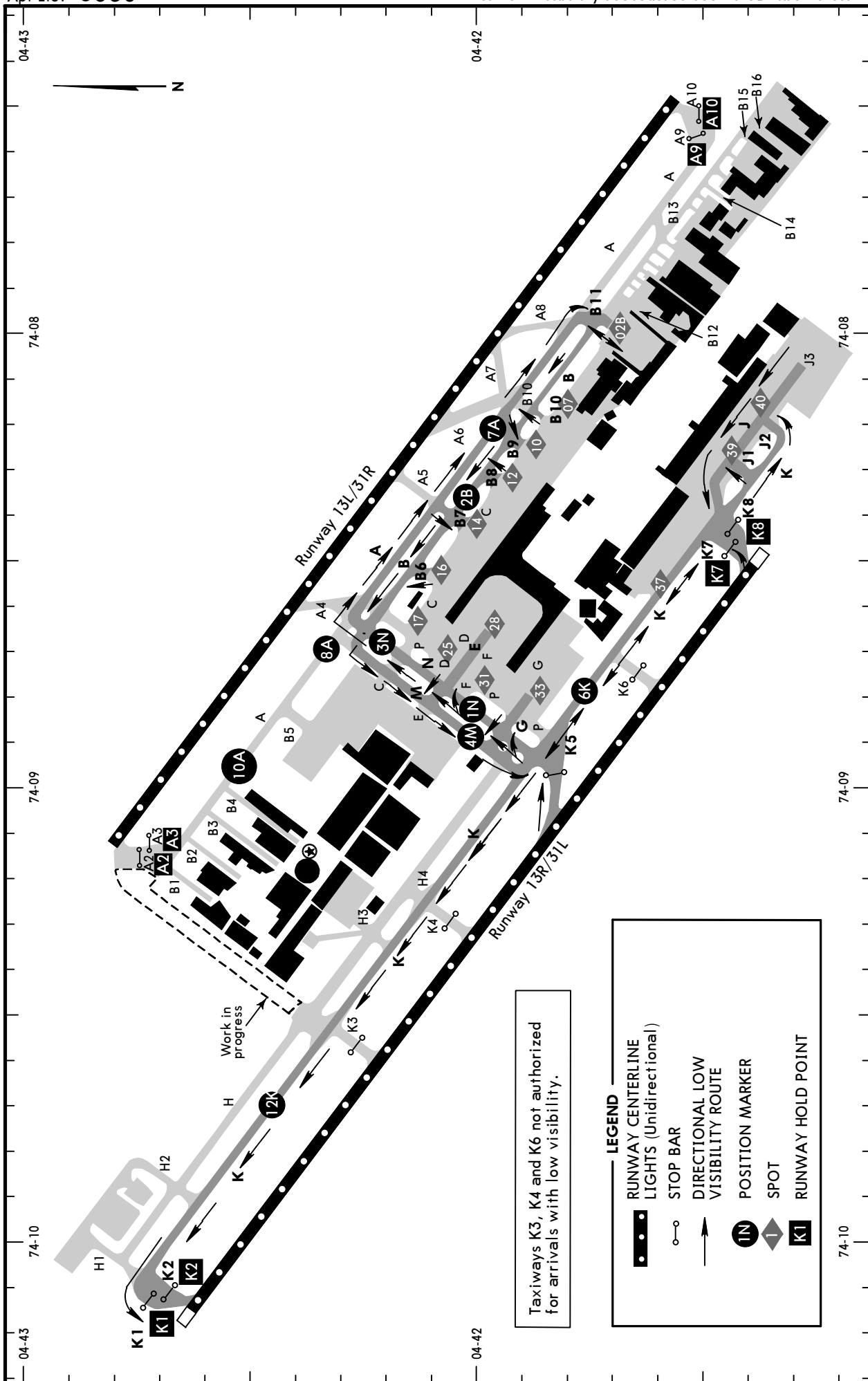
LOW VISIBILITY TAXI CHART

RUNWAY 13R

LESS THAN RVR 175m

Apt Elev **8360'**

For Low Visibility Procedures see 10-9B thru 10-9H



Taxiways K3, K4 and K6 not authorized for arrivals with low visibility.

LEGEND

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

SKBO/BOG
EL DORADO INTL

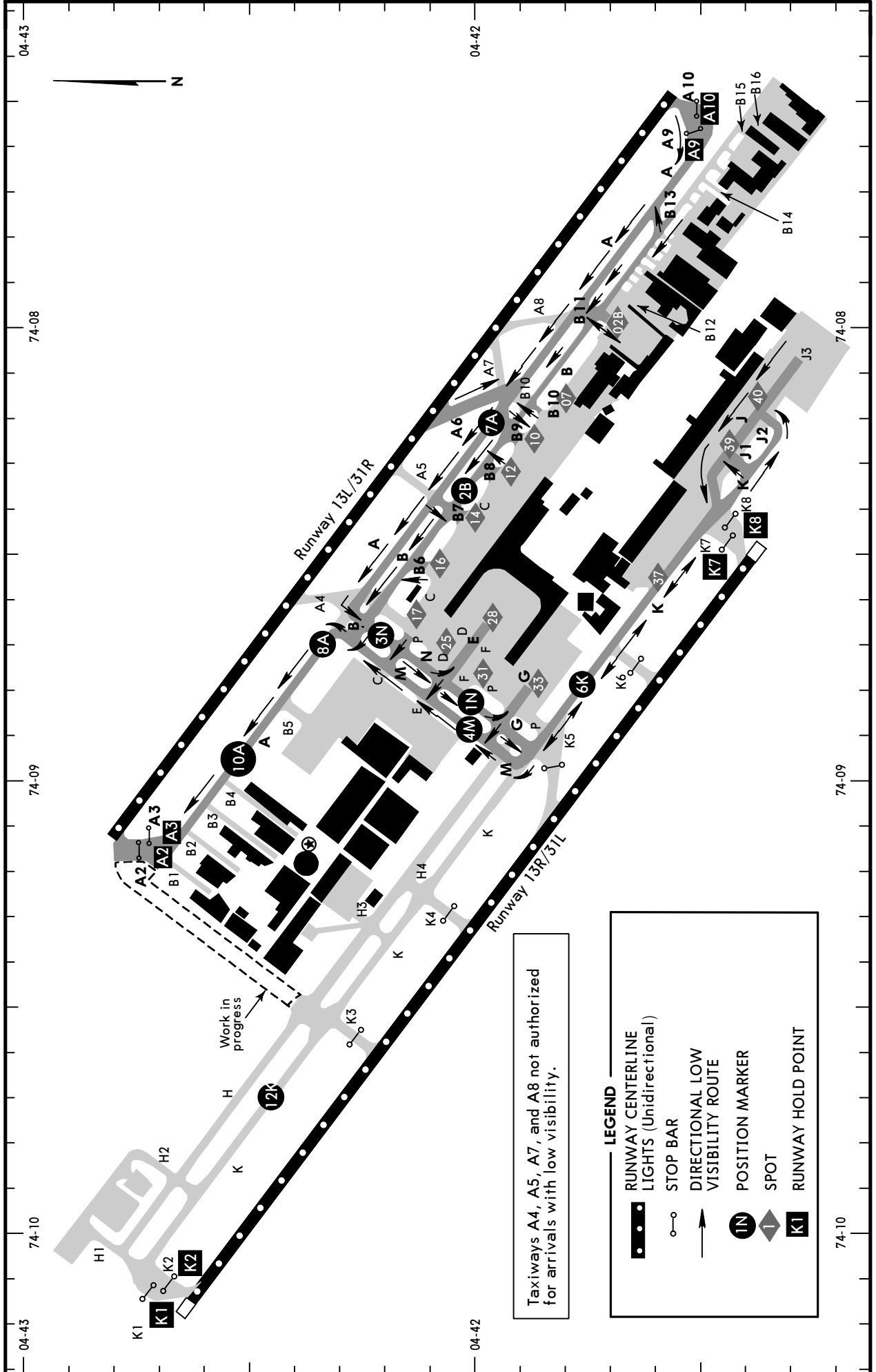
JEPPESSEN
1 NOV 19 **10-9K**

SMGCS
BOGOTA, COLOMBIA
LOW VISIBILITY TAXI CHART
RUNWAY 13L

LESS THAN RVR 175m

Apt Elev **8360'**

For Low Visibility Procedures see 10-9B thru 10-9H



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

LEGEND

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

SKBO/BOG
EL DORADO INTL

1 NOV 19

10-9L

BOGOTA, COLOMBIA

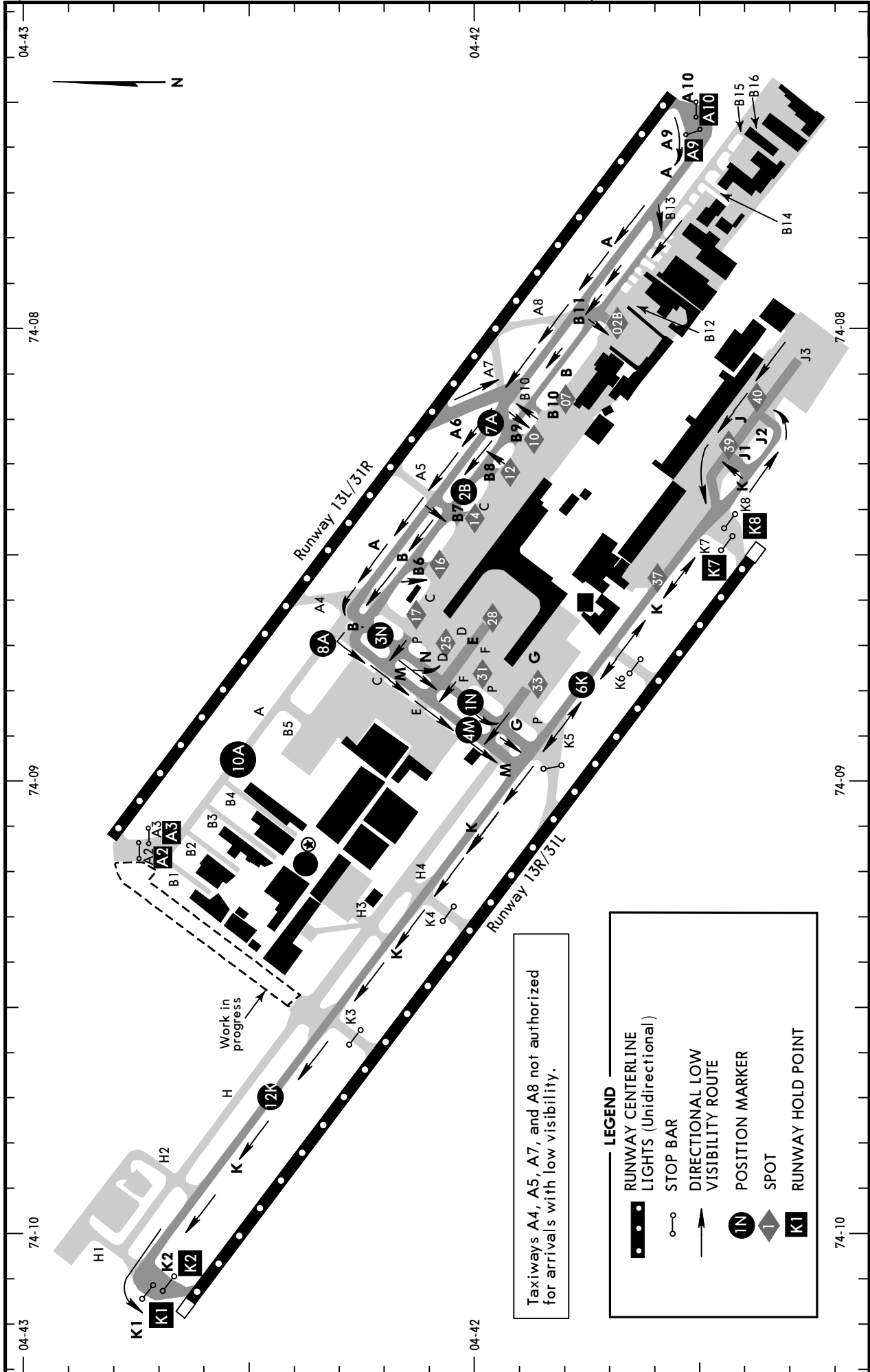
LESS THAN RVR 175m

LOW VISIBILITY TAXI CHART

ARRIVAL Rwy 13L & DEPARTURE Rwy 31L

For Low Visibility Procedures see 10-9B thru 10-9H

Apt Elev 8360'



SKBO/BOG

EL DORADO INTL 24 JAN 20



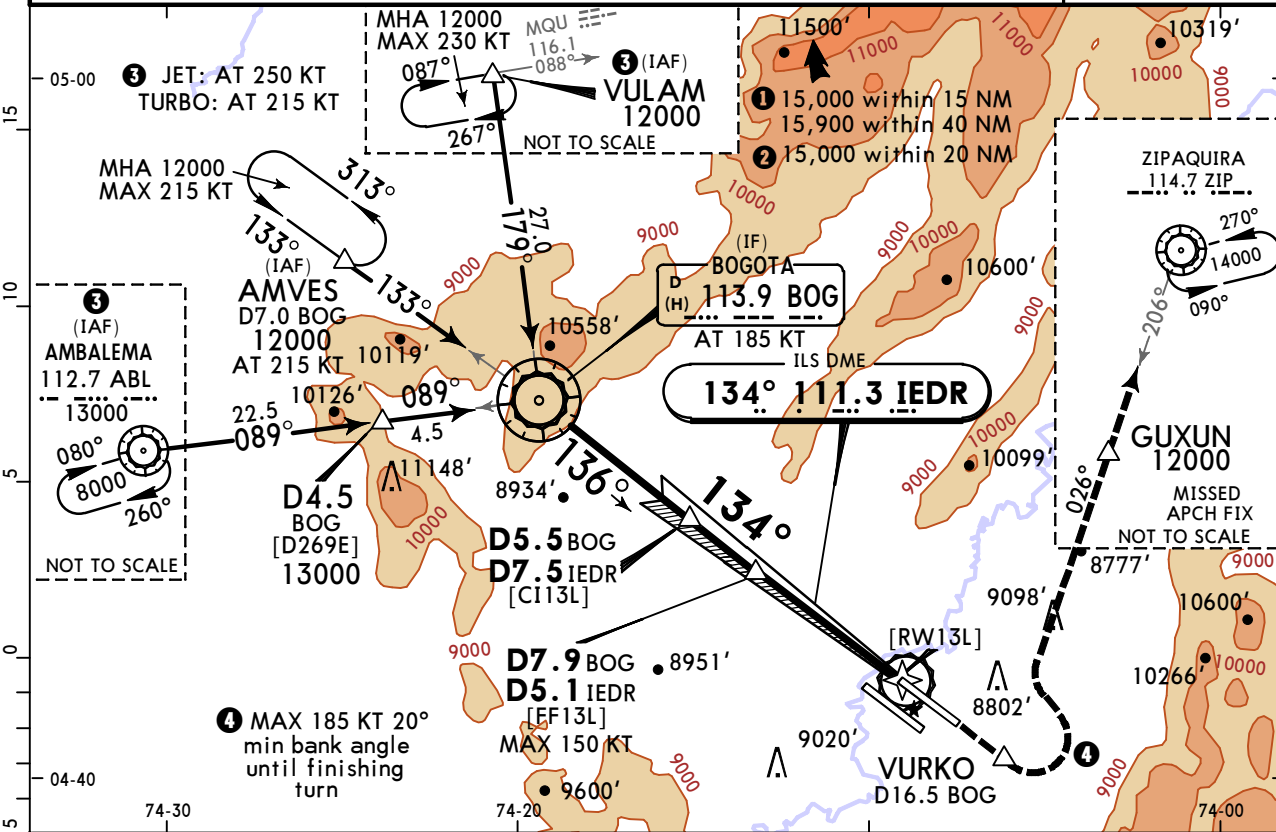
MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA

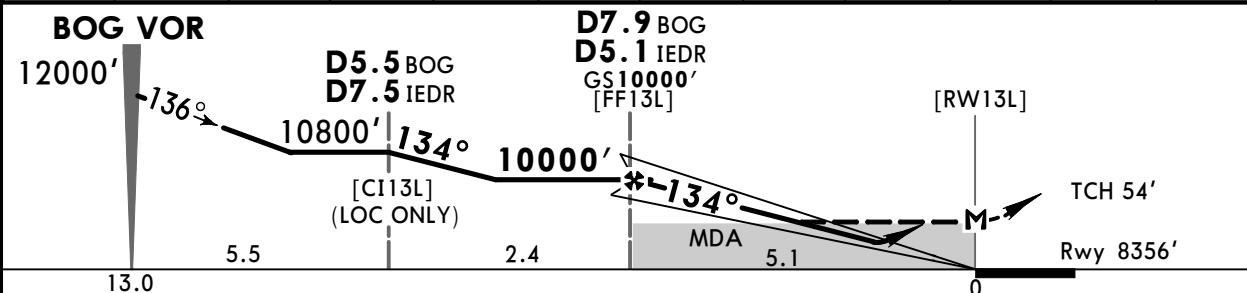
ILS Z or LOC Z Rwy 13L

11-1 Eff 30 Jan

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground		
	127.8	Arrivals	North	South	West	North	South	North	South
LOC IEDR	Final Apch Crs	D7.9 BOG D5.1 IEDR			ILS DA(H)	Apt Elev 8360'			
111.3	134°	10000' (1644')			Refer to Minimums	Rwy 8356'			
<p>MISSED APCH: Climb on rwy heading to VURKO, turn LEFT (Max 185 KT until end of the turn, 20° min bank angle) to intercept ZIP VOR R-206 to ZIP VOR, cross GUXUN at 12000' or above to ZIP VOR holding at 14000'. Missed apch climb gradient mim 4%.</p>									
Alt Set: INCHES (hPa on req)				Trans level: FL 190		Trans alt: 18000'			
<p>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.</p>									



LOC (GS out)	IEDR DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11590'	11272'	10954'	10636'	10318'	10000'	9682'	9364'	9046'	8728'



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

ILS		LOC (GS out)	
CAT A,B: DA(H)	8556' (200')	MDA(H)	8920' (564')
CAT C,D: DA(H)	8576' (220')		
FULL	HIALS out	HIALS out	

PANS OPS	A			2000m	2700m
	B	RVR 550m			
	C	VIS 800m	1200m	2200m	2900m
	D				

SKBO/BOG

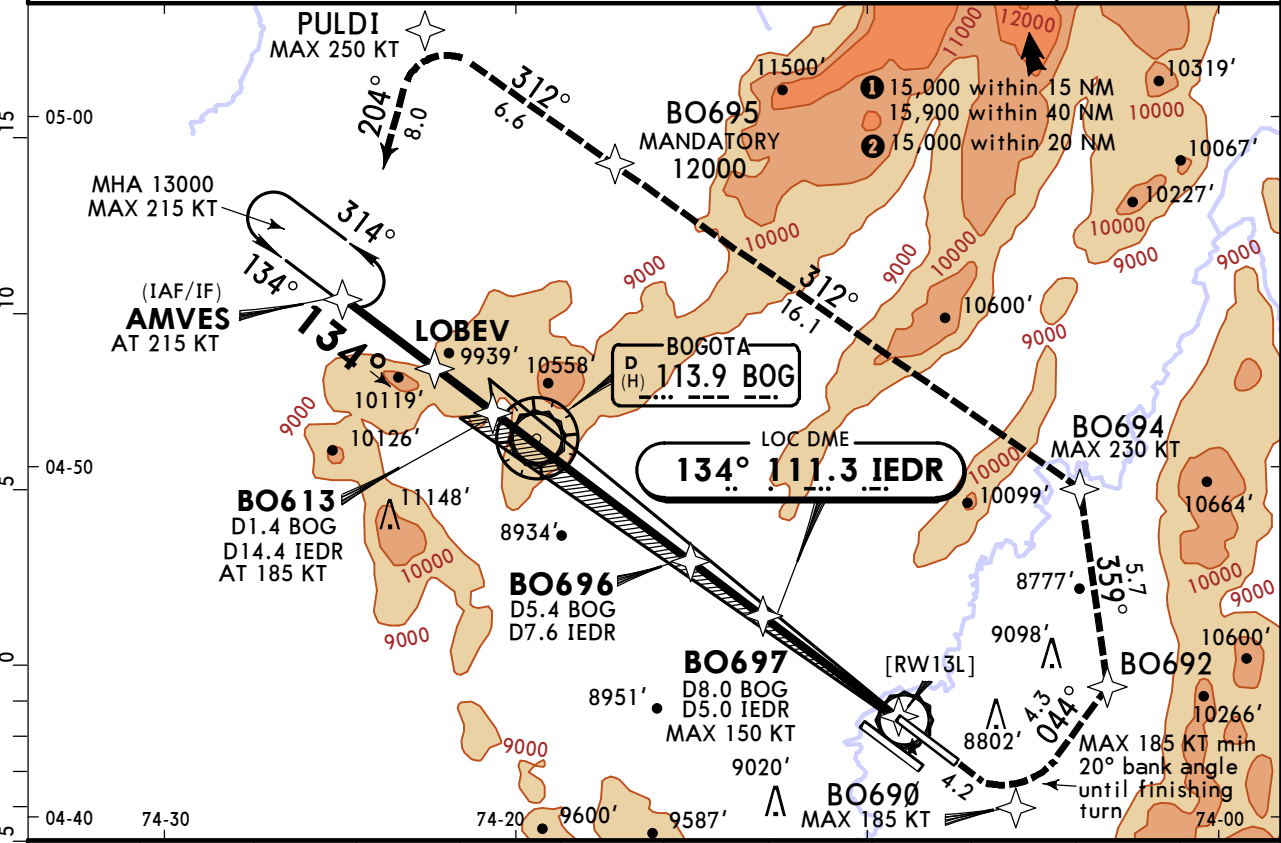
EL DORADO INTL

JEPPESSEN
24 JAN 20 **11-2** Eff 30 Jan

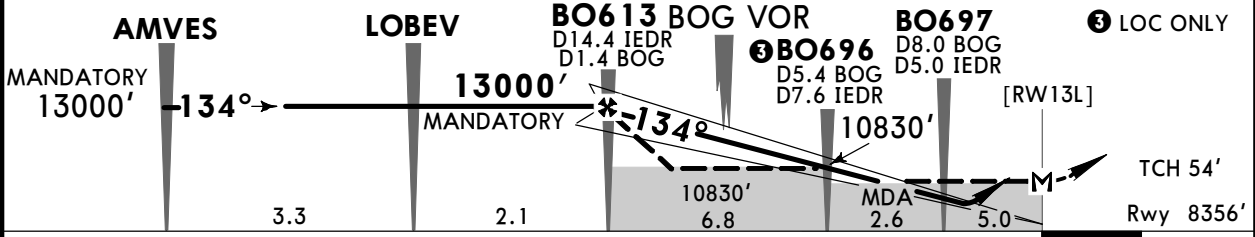
BOGOTA, COLOMBIA

ILS Y or LOC Y Rwy 13L

D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground		
	Arrivals	North	South	West	North	South	North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75
LOC IEDR	Final Apch Crs	BO613 MANDATORY		ILS DA(H)	Apt Elev 8360'			
111.3	134°	13000' (4644')		Refer to Minimums	Rwy 8356'			
MISSED APCH: Climb to 12000' on the RNAV (GNSS) missed approach track to AMVES via BO690 (MAX 185 KT until end of turn 20° min bank angle), turn LEFT to BO692, BO694, BO695, PULDI. Cross BO695 at 12000', after BO695 climb to 13000'. At AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradients.								MSA ARP within 50 NM
RNAV-1	Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'			
1. GNSS required. 2. IEDR DME or BOG DME required.								



LOC (GS out)	IEDR DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11590'	11272'	10954'	10636'	10318'	10000'	9682'	9364'	9046'	8728'



Gnd speed-Kts	70	90	100	120	140	160		12000'	RNAV (GNSS) Missed Apch Track	BO690
GS	3.00°	372	478	531	637	743				
MAP at RW13L or FAF to MAP	14.4	12:21	9:36	8:38	7:12	6:10	5:24			

		ILS STRAIGHT-IN LANDING RWY 13L				LOC (GS out)											
		Missed Apch climb gradient mim 4.0%		Missed Apch climb gradient mim 3.0%		Missed Apch climb gradient mim 2.5%		Missed Apch climb gradient mim 3.0%		Missed Apch climb gradient mim 2.5%							
		CAT A,B:		CAT A,B:		CAT A,B:		CAT A,B:		CAT A,B:							
DA(H)	8556' (200')	8726' (370')	8906' (550')	8850' (494')	8940' (584')	8566' (210')	8746' (390')	8946' (590')	8880' (524')	9110' (754')	8576' (220')	8746' (390')	8946' (590')	8880' (524')	9110' (754')	8940' (584')	9140' (784')
DA(H)	8566' (210')	8746' (390')	8946' (590')	8880' (524')	9110' (754')	8576' (220')	8816' (460')	8966' (610')	8910' (554')	9140' (784')							
DA(H)	8576' (220')	8816' (460')	8966' (610')	8910' (554')	9140' (784')												
	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out	FULL	HIALS out	

PANS OPS	A										
	B	RVR 550m	1200m	1000m	1700m	1800m	2500m	1500m	2300m	1900m	2600m
	C	VIS 800m		1100m	1800m	2000m	2700m	1600m	2400m	2700m	3500m
	D			1400m	2100m	2100m	2800m	1800m	2500m	2900m	3600m

SKBO/BOG

EL DORADO INTL 29 MAY 20



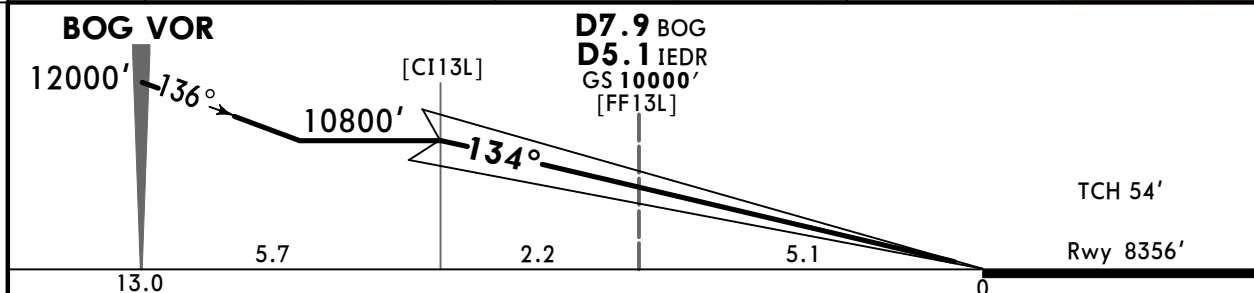
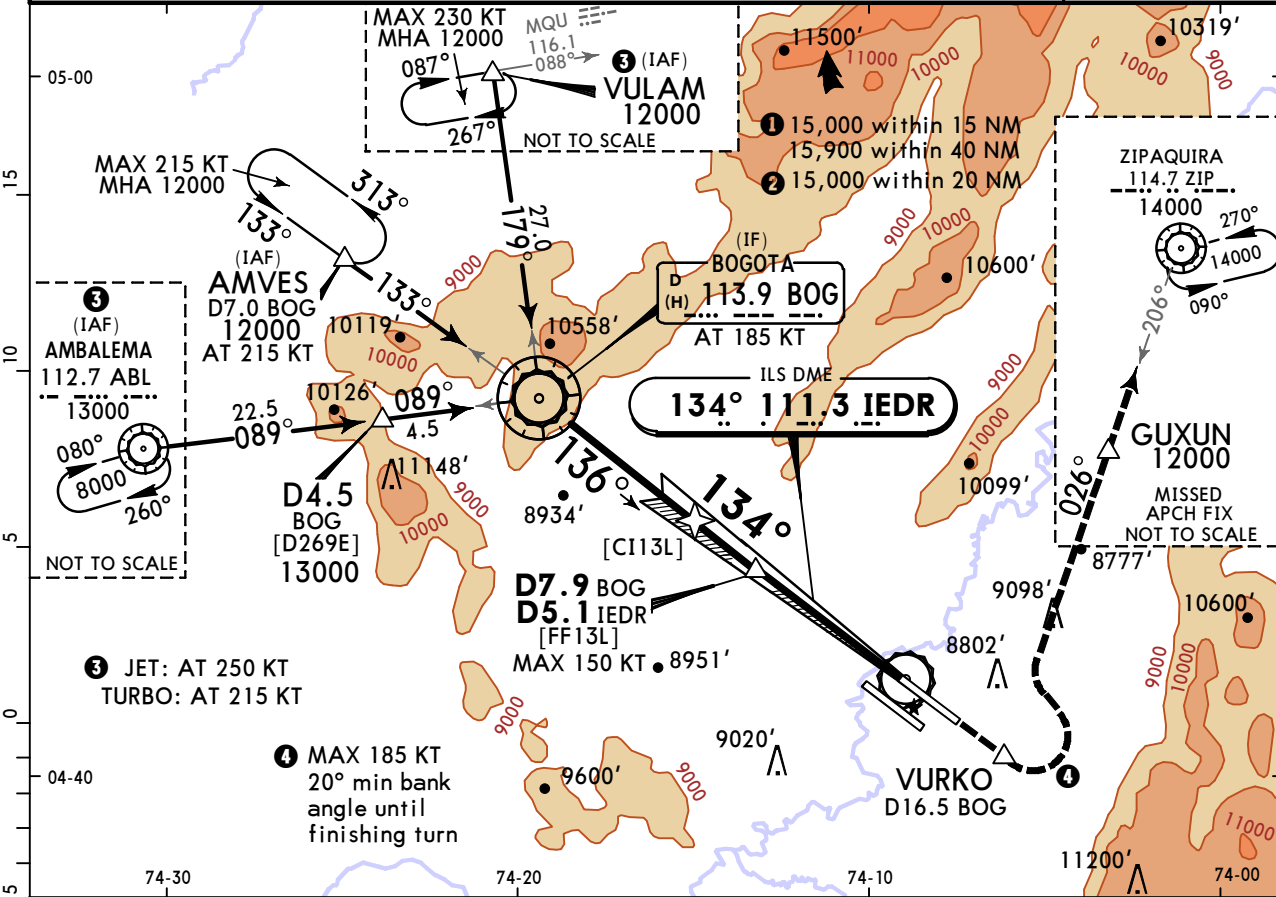
MISSED APCH CLIMB GRADIENT MIM 4.0%

BOGOTA, COLOMBIA

ILS X Rwy 13L CAT II & III

(11-2A)

D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground			
	Arrivals	North	South	West	North	South	North	South	
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75	
LOC IEDR	Final Apch Crs	D7.9 BOG D5.1 IEDR		CAT IIIB	CAT IIIA	CAT II ILS DA(H) Refer to Minimums	Apt Elev 8360' Rwy 8356'		
111.3	134°	10000' (1644')		Refer to Minimums					
MISSED APCH: Climb on Rwy heading to VURKO, turn LEFT (Max 185 KT until end of the turn, 20° min bank angle) to intercept ZIP VOR R-206 to ZIP VOR, cross GUXUN at 12000' or above to ZIP VOR holding at 14000'. Missed apch climb gradient mim 4%.								<p>MSA ARP within 50 NM</p>	
Alt Set: INCHES (hPa on req)			Trans level: FL 190			Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. BOG VOR required. 3. BOG DME or IEDR DME required. 4. Exercise caution to the east/southeast due to mountainous terrain 9800' or higher 20 NM from BOG VOR.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI ↑ on Rwy VURKO hdg
GS	3.00°	372	478	531	637	849	

STRAIGHT-IN LANDING RWY 13L		
1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS CAT A,B: RA 102' DA(H) 8456' (100') CAT C,D: RA 144' DA(H) 8496' (140')
RVR 75m	RVR 175m	2 RVR 350m 3 RVR 500m

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

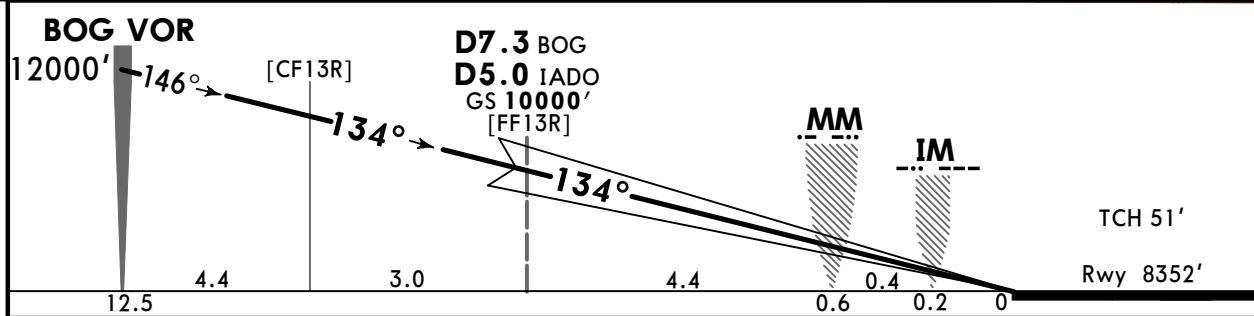
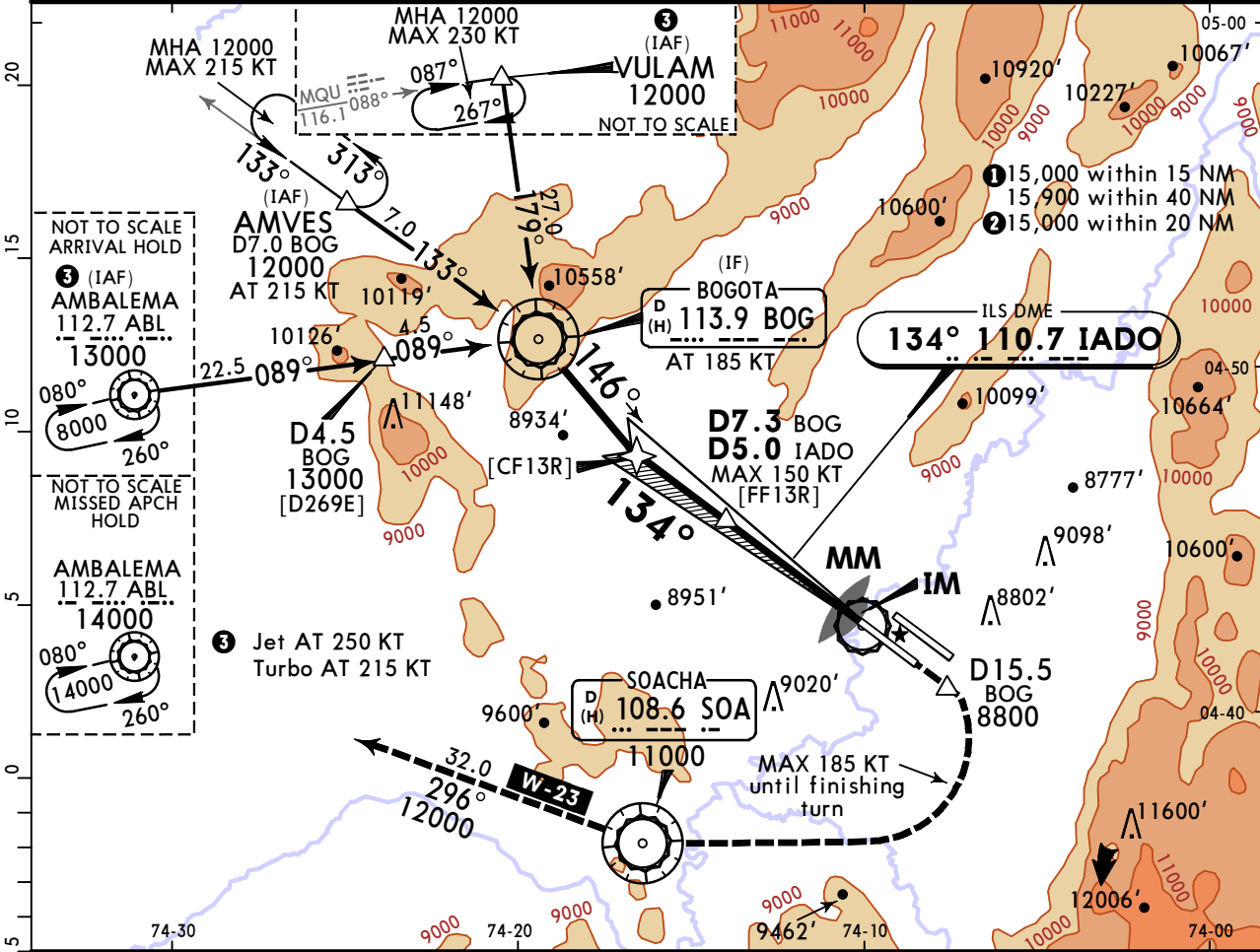
SKBO/BOG
EL DORADO INTL

JEPPESSEN
29 MAY 20 **(11-3A)**

MISSED APCH CLIMB GRADIENT MIM 4.0%

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

D-ATIS 127.8	Arrivals 119.5	BOGOTA Approach North 121.3	South 119.65	West 119.95	EL DORADO Tower North 118.1	South 118.25	Ground North 121.8	South 122.75
LOC IADO 110.7	Final Apch Crs 134°	D7.3 BOG D5.0 IADO 10000' (1648')	CAT IIIB CAT IIIA Refer to Minimums		CAT II ILS DA(H) Refer to Minimums	Apt Elev 8360' Rwy 8352'		
MISSED APCH: Climb on rwy heading until D15.5 BOG, then turn RIGHT to SOA VOR (Max 185 Kt until finishing turn), cross SOA VOR at 11000' or above. Intercept W-23 to ABL VOR and hold at 14000'. Missed approach requires a minimum climb gradient of 4.0%								
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. BOG VOR required. 3. BOG DME or IADO DME required. 4. Exercise caution to the east/southeast due to terrain 9800' or higher 20 NM from BOG VOR.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	Rwy D15.5 on hdg until BOG
GS	3.00°	372	478	531	637	849		

STRAIGHT-IN LANDING RWY 13R		
1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS
RVR 75m	RVR 175m	CAT A,B: RA 97' DA(H) 8452' (100')
		CAT C,D: RA 137' DA(H) 8492' (140')
		2 RVR 350m
		3 RVR 500m

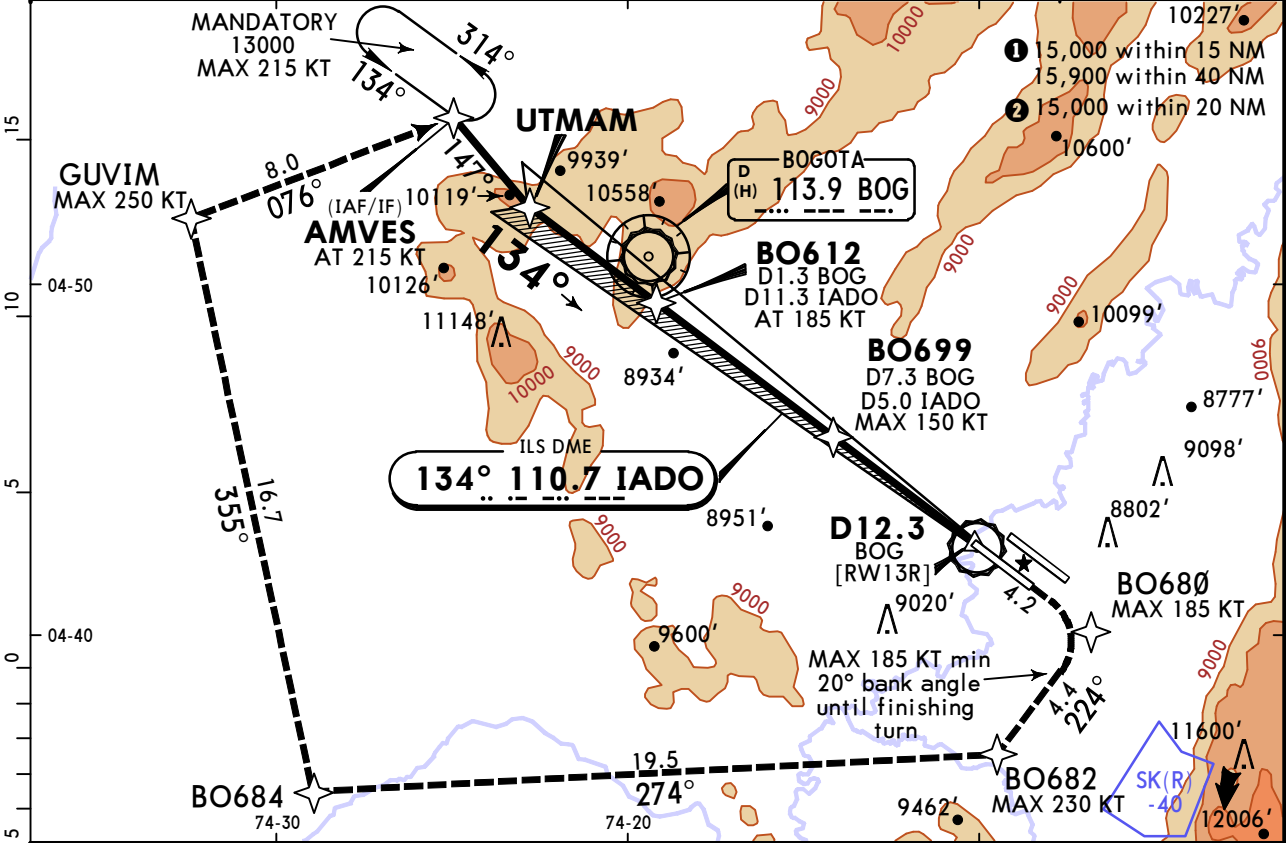
1 Aircraft operating "fail passive" DA(H) 8402' (50').
2 2 RVR required, TDZ and MID or Roll Out. **3** Only TDZ RVR required.

SKBO/BOG
EL DORADO INTL

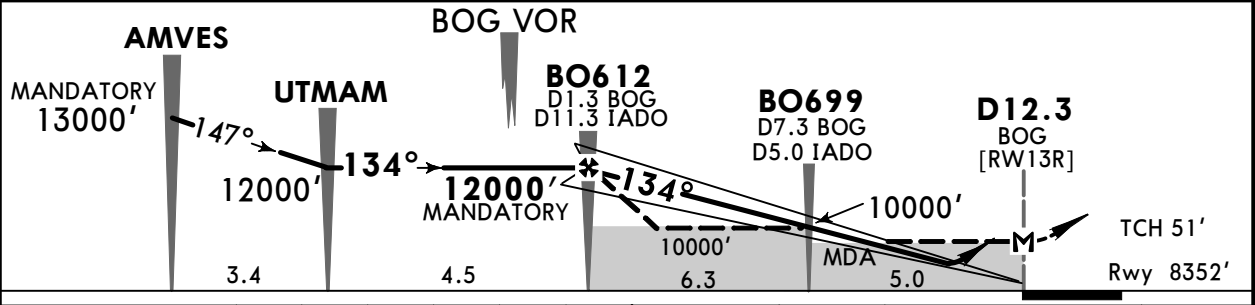
JEPPESSEN
24 JAN 20
Eff 30 Jan **(11-4)**

BOGOTA, COLOMBIA
ILS Y or LOC Y Rwy 13R

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground		
	127.8	Arrivals	North	South	West	North	South	North	South
LOC IADO	Final Apch Crs	BO612 MANDATORY			ILS DA(H) Refer to Minimums	Apt Elev 8360'			
110.7	134°	12000' (3648')				Rwy 8352'			
MISSED APCH: Climb to 13000' on the RNAV (GNSS) missed approach track to AMVES via BO680 (MAX 185 KT until end of turn 20° min bank angle), turn RIGHT to BO682, BO684, GUVIM. At AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradient.									
RNAV-1 Alt Set: INCHES (hPa on req)				Trans level: FL 190		Trans alt: 18000'			
1. GNSS required. 3. IADO DME or BOG DME required.									



LOC (GS out)	IADO DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11583'	11265'	10947'	10629'	10311'	9993'	9675'	9357'	9039'	8721'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 13000' on Track RNAV (GNSS) Missed Apch Track BO680
GS	3.00°	372	478	531	637	849	
MAP at D12.3 BOG or FAF to MAP	11.3	9:41	7:32	6:47	5:39	4:14	

Missed Apch climb gradient mim 3.0% CAT A,B: DA(H) 8572' (220') CAT C: DA(H) 8592' (240') CAT D: DA(H) 8612' (260')				ILS Missed Apch climb gradient mim 2.5% CAT A,B: DA(H) 8612' (260') CAT C: DA(H) 8622' (270') CAT D: DA(H) 8652' (300')				LOC (GS out) Missed Apch climb gradient mim 2.5% MDA(H) 8740' (388')			
FULL		HIALS out		FULL		HIALS out		FULL		HIALS out	

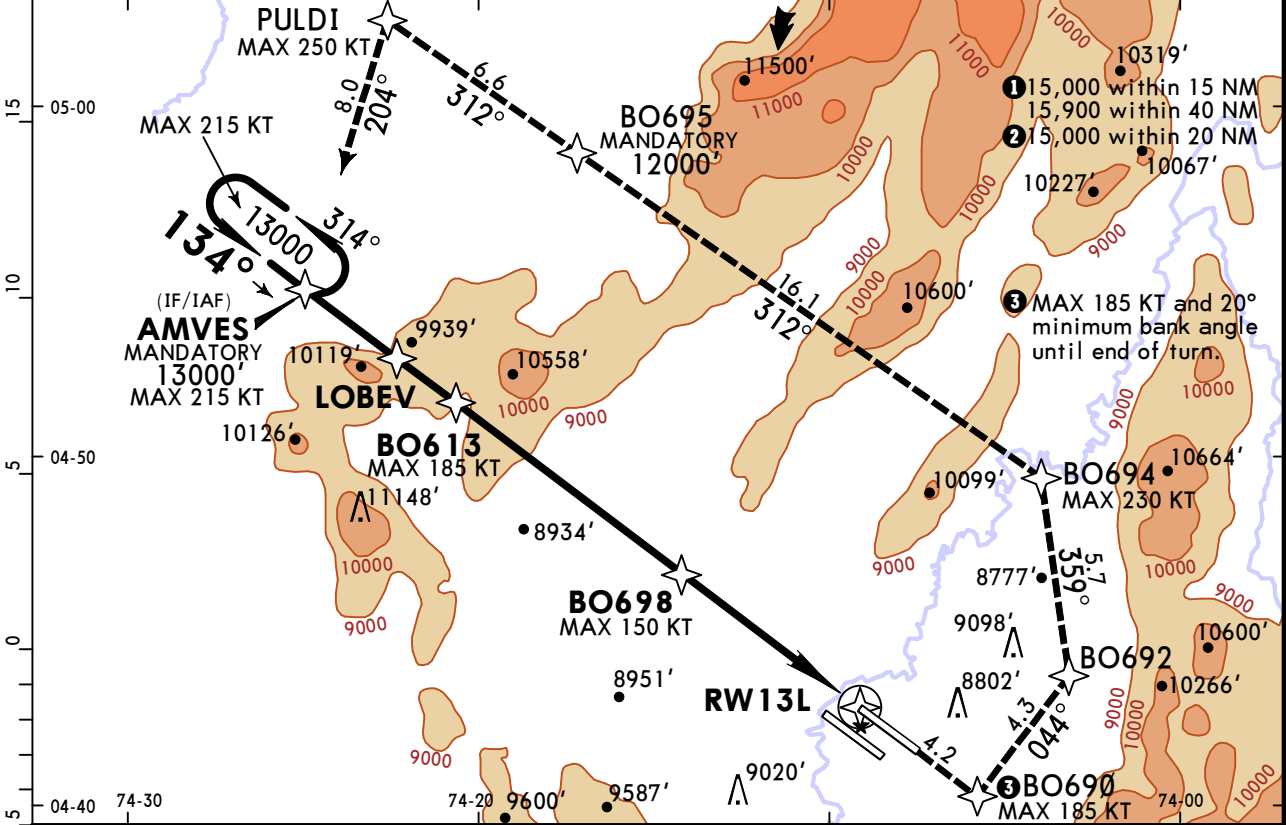
PANS OPS	A	RVR 550m VIS 800m	1200m	RVR 600m VIS 800m	1300m	1000m	1700m
	B	RVR 600m VIS 800m	1300m	RVR 650m VIS 800m	1400m		
	C						
	D						

SKBO/BOG
EL DORADO INTL

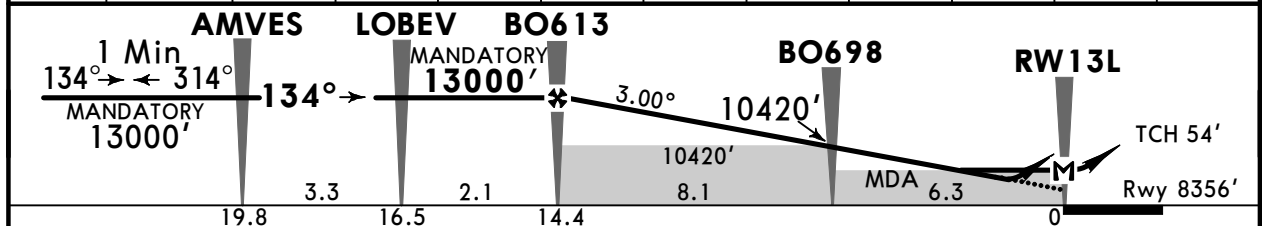
JEPPESEN
24 JAN 20 **(12-1)** **Eff 30 Jan**

BOGOTA, COLOMBIA
RNP Rwy 13L

D-ATIS 127.8	Arrivals 119.5	BOGOTA Approach North 121.3	South 119.65	West 119.95	EL DORADO Tower North 118.1	South 118.25	Ground North 121.8	South 122.75
RNAV	Final Apch Crs 134°	Mandatory Alt BO613 13000' (4644')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 8360' Rwy 8356'			
MISSED APCH: Climb to 12000' on the RNP missed approach track to AMVES via BO690 (MAX 185 KT), turn LEFT to BO692, BO694, BO695, PULDI. Cross BO695 at 12000', after BO695 climb to 13000' at AMVES hold or follow ATC instructions. Refer to minimums for missed apch climb gradients.								MSA ARP within 50 NM
RNP APCH Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'								
1. Baro-VNAV for non-baro compensated aircraft: Minimum temperature, -5°C, Maximum Temperature, 42°C.								



LNAV ONLY	DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11590'	11272'	10954'	10636'	10318'	10000'	9682'	9364'	9046'	8728'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 12000' RNP Missed Apch track AMVES
Descent Angle	3.00°	372	478	531	637	849	
LNAV/VNAV: MAP at DA. LNAV: MAP at RW13L.							
FAF to RW13L	14.4	12:21	9:36	8:38	7:12	6:10	5:24

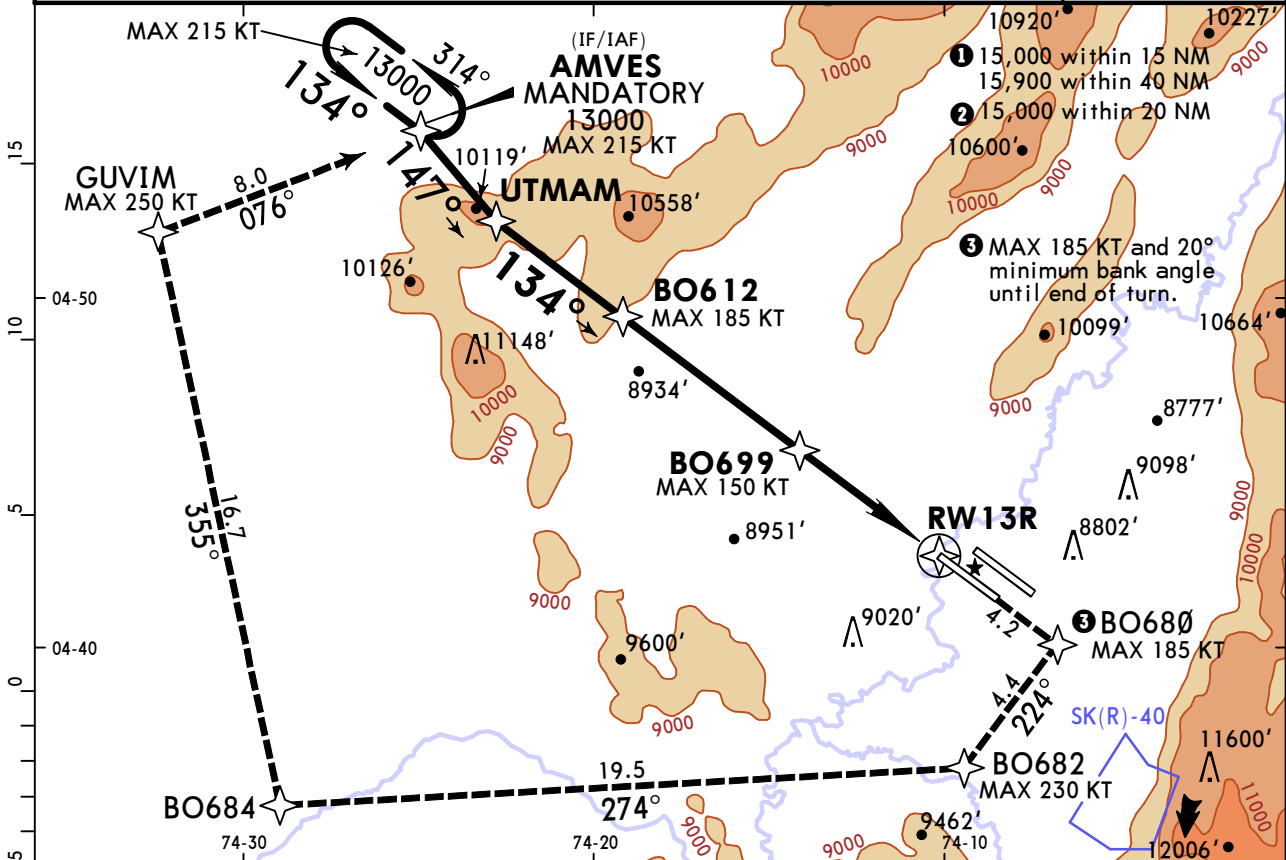
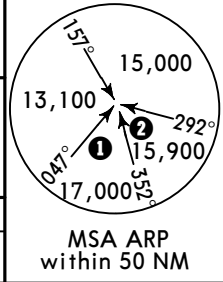
STRAIGHT-IN LANDING RWY 13L					
LNAV/VNAV		LNAV/VNAV		LNAV	
Missed Apch Climb Gradient Mim 4.0%		Missed Apch Climb Gradient Mim 3.0%		Missed Apch Climb Gradient Mim 2.5%	
DA(H) A, B: 8706' (350')		DA(H) A, B: 8756' (400')		DA(H) A, B: 8926' (570')	
C: 8736' (380') D: 8776' (420')		C: 8876' (520') D: 8906' (550')		C: 9046' (690') D: 9086' (730')	
HIALS out		HIALS out		HIALS out	
A	900m	1600m	1100m	1800m	1900m
B	1000m	1700m	1600m	2400m	2500m
C	1600m	1900m	1800m	2500m	2700m
D	1700m	2400m	1700m	2400m	2500m
LNAV		LNAV		LNAV	
Missed Apch Climb Gradient Mim 4.0%		Missed Apch Climb Gradient Mim 3.0%		Missed Apch Climb Gradient Mim 2.5%	
MDA(H) A, B, D: 8900' (544')		MDA(H) A, B: 8900' (544')		MDA(H) A, B: 9060' (704')	
C: 8890' (534')		C: 9030' (674') D: 9060' (704')		C: 9240' (884') D: 9260' (904')	
HIALS out		HIALS out		HIALS out	
A	1700m	2400m	1700m	2400m	2500m
B	2400m	3100m	2400m	2500m	3200m
C	2500m	3200m	2500m	3300m	4000m
D					

SKBO/BOG
EL DORADO INTL

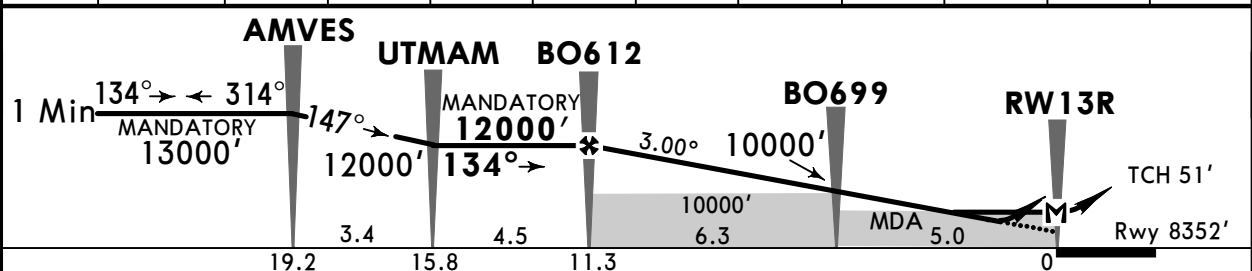
JEPPESEN
24 JAN 20 **(12-2)** Eff 30 Jan

BOGOTA, COLOMBIA
RNP Rwy 13R

D-ATIS 127.8	Arrivals 119.5	BOGOTA Approach North 121.3 South 119.65 West 119.95	EL DORADO Tower North 118.1 South 118.25	Ground North 121.8 South 122.75
RNAV	Final Apch Crs 134°	Mandatory Alt BO612 12000' (3648')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 8360' Rwy 8352'
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES via BO68Ø (MAX 185 KT), turn RIGHT to BO682, BO684, GUVIM. At AMVES hold or follow ATC instructions.				
RNP APCH Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'				
1. Baro-VNAV for non-baro compensated aircraft: Minimum temperature, -5°C, Maximum Temperature, 42°C.				



LNAV ONLY	DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	11583'	11265'	10947'	10629'	10311'	9993'	9675'	9357'	9039'	8721'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 13000'	RNP Missed Apch track	AMVES
Descent Angle	3.00°	372	478	531	637	849			
LNAV/VNAV: MAP at DA. LNAV: MAP at RW13R.							REIL PAPI		
FAF to RW13R	11.3	9:41	7:32	6:47	5:39	4:51			

STRAIGHT-IN LANDING RWY 13R				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		LNAV		CIRCLE-TO-LAND	
A, B: DA(H) 8672' (320')		A, B: MDA(H) 8780' (428')		A, B: MDA(H) 8780' (428')		A	
C: DA(H) 8682' (330')		C: MDA(H) 8790' (438')		C: MDA(H) 8790' (438')		B	
D: DA(H) 8712' (360')		D: MDA(H) 8820' (468')		D: MDA(H) 8820' (468')		C	
HIALS out				HIALS out			
A							
B	800m		1200m		1900m		NOT APPLICABLE
C		1600m	1300m		2000m		
D	1600m		1600m		2100m		

PANS OPS

SKBO/BOG

JEPPESSEN

BOGOTA, COLOMBIA

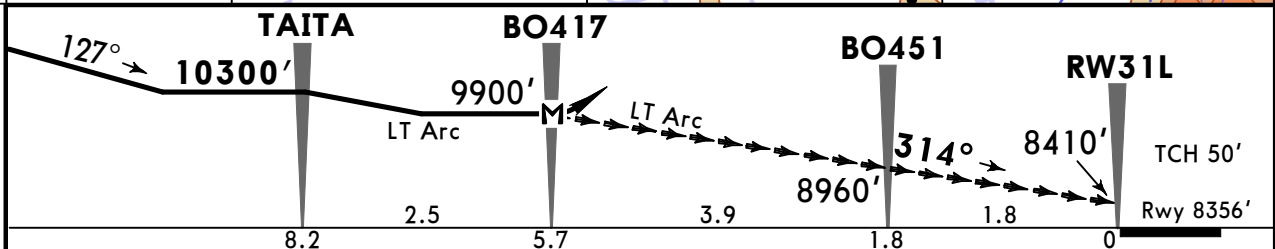
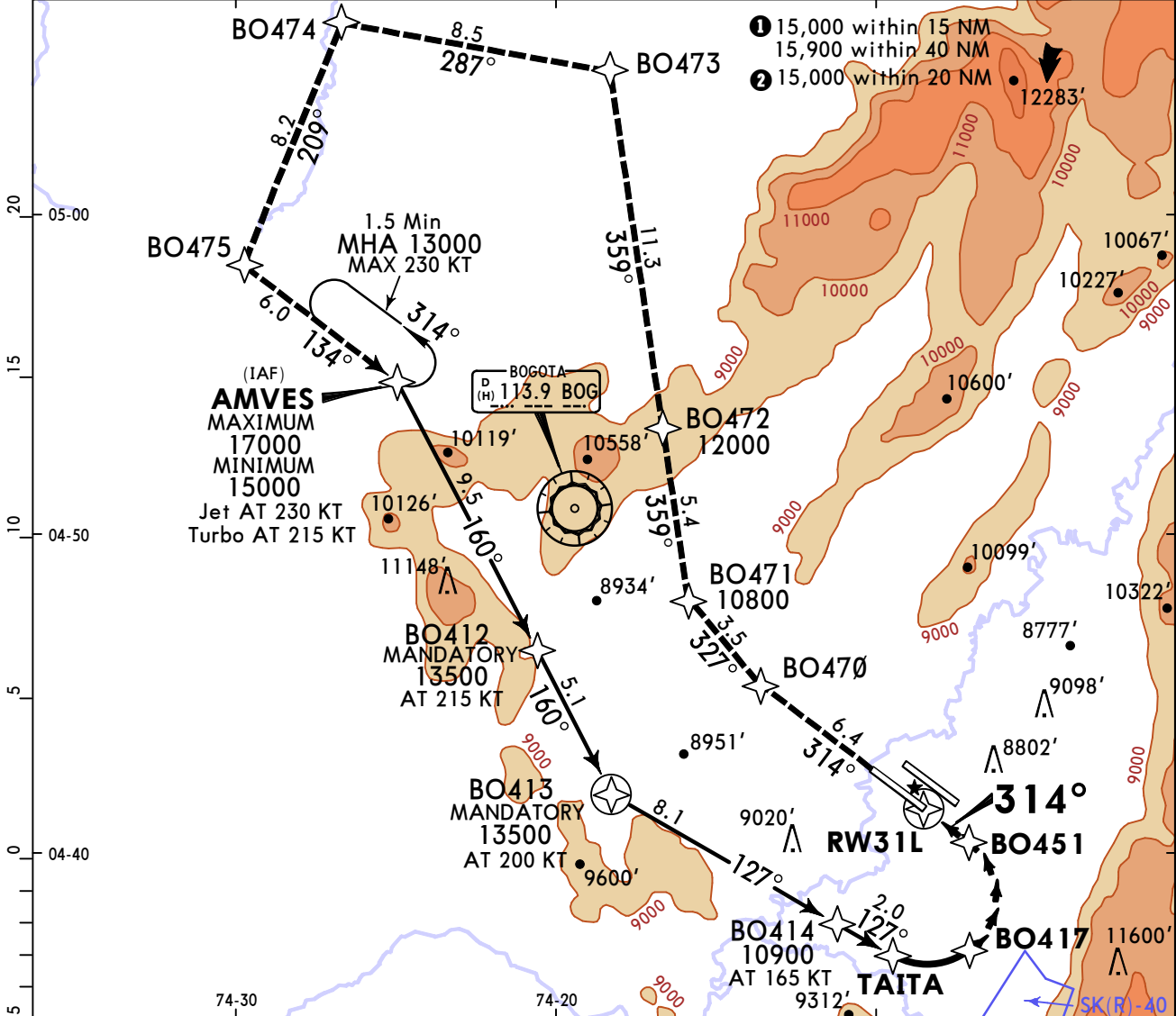
24 JAN 20
Eff 30 Jan

12-3

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

EL DORADO INTL

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground		
	127.8	Arrivals	North	South	West	North	South	North	South
		119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75
	RNAV	Final Apch Crs		TAITA		MDA(H)		Apt Elev 8360'	
		314°		10300' (1944')		9900' (1544')		Rwy 8356'	
<p>MISSED APCH: If on BO417 with no visual contact, maintain on RVFP track, climbing to 13000' then expect ATC instructions. Missed Approach Climb Gradient of 3.7% until 12000'</p>									
RNP APCH		Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'			
<p>1. RF required. 2. CAUTION: Mountainous terrain in E/SE sectors, 9800' or above, within 20 NM from BOG VOR. 3. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track.</p>									



MAP at BO417						PAPI-L	13000'	RVFP track
--------------	--	--	--	--	--	--------	--------	------------

STRAIGHT-IN LANDING RWY31L
MDA(H) 9900' (1544')

PANS OPS

A
B
C
D

5000m

SKBO/BOG

JEPPESSEN

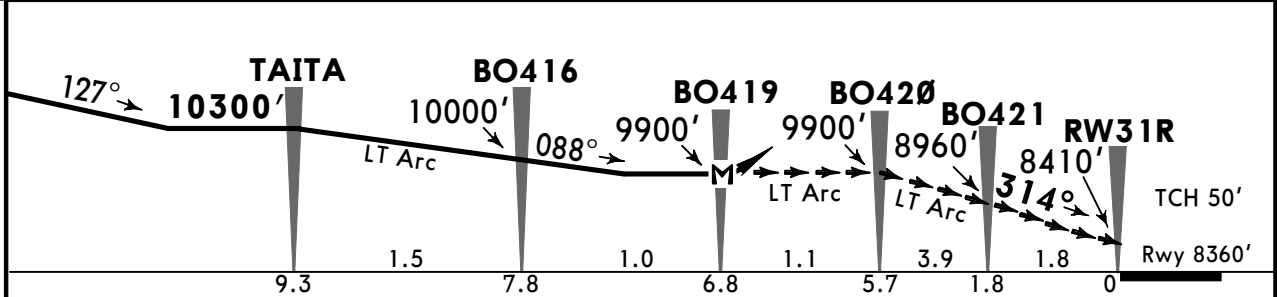
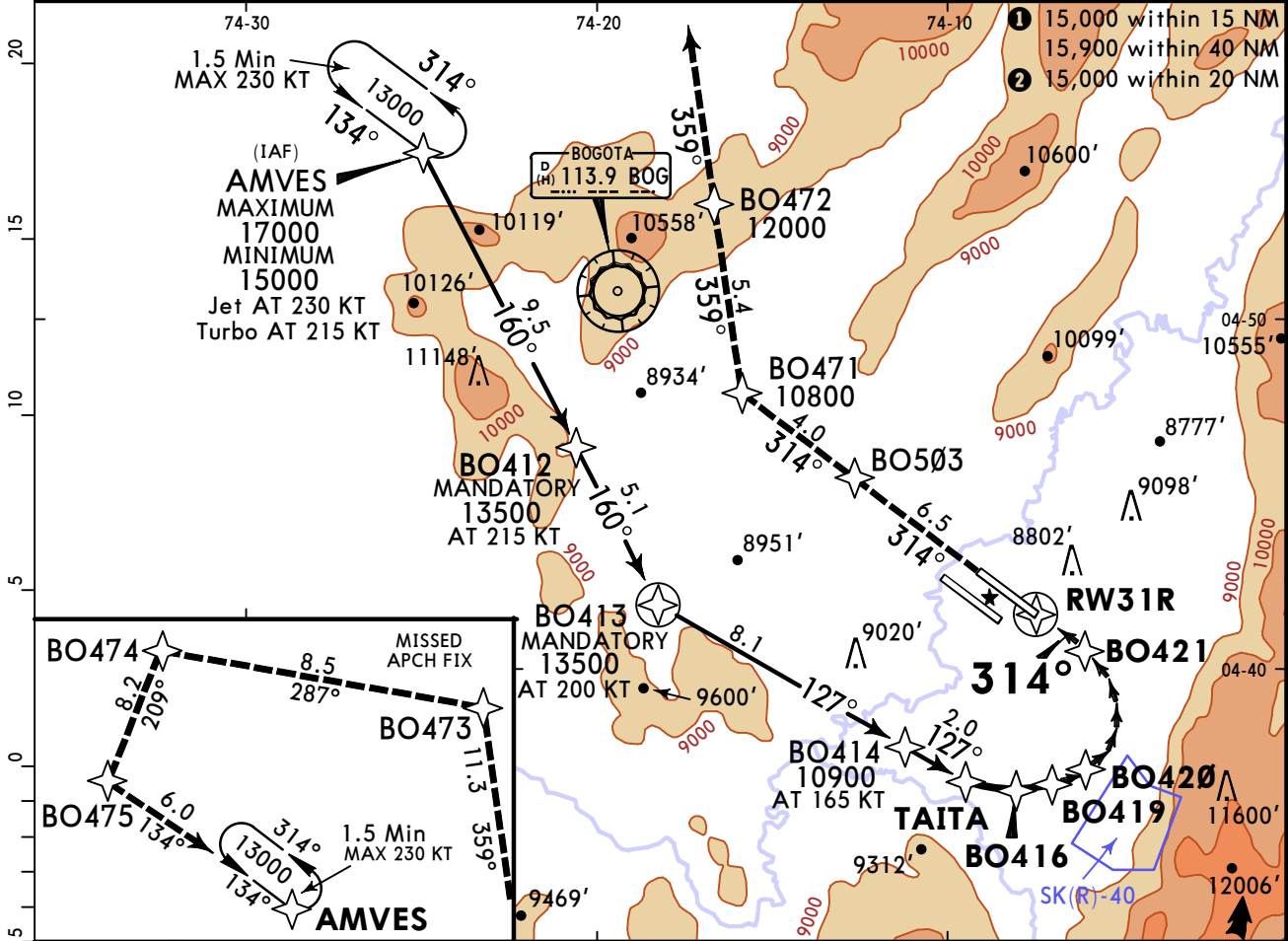
BOGOTA, COLOMBIA

24 JAN 20
Eff 30 Jan (12-5)

RNP VISUAL FLIGHT PROCEDURE
MISSED APCH CLIMB
GRADIENT MIM 3.6%
RNP A Rwy 31R

EL DORADO INTL

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground		
	127.8	Arrivals	North	South	West	North	South	North	South
		119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75
	RNAV	Final Apch Crs	TAITA		MDA(H)	Apt Elev 8360'			
		314°	10300' (1940')		9900' (1540')	Rwy 8360'			
<p>MISSED APCH: If on BO419 with no visual contact, maintain on RVFP track, climbing to 13000', then expect ATC instructions. Missed Approach Climb Gradient of 3.6% until 12000'</p>									
RNP APCH		Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'			
<p>1. RF required. 2. CAUTION: Mountainous terrain in E/SE sectors, 9800' or above, within 20 NM from BOG VOR. 3. In case of Go Around: Expect ATC instructions, otherwise maintain missed approach track.</p>									
								<p>MSA ARP within 50 NM</p> <ul style="list-style-type: none"> 1 15,000 within 15 NM 2 15,900 within 40 NM 3 15,000 within 20 NM 	



MAP at BO419						PAPI	13000'	RVFP track
							↑	on track

STRAIGHT-IN LANDING RWY31R
MDA(H) 9900' (1540')

PANS OPS

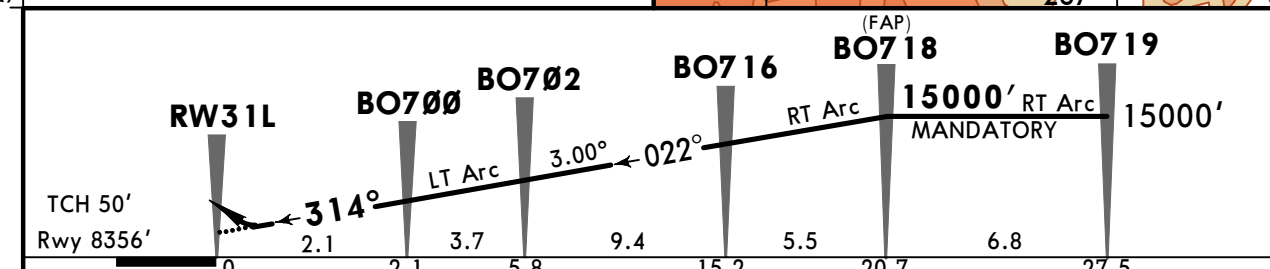
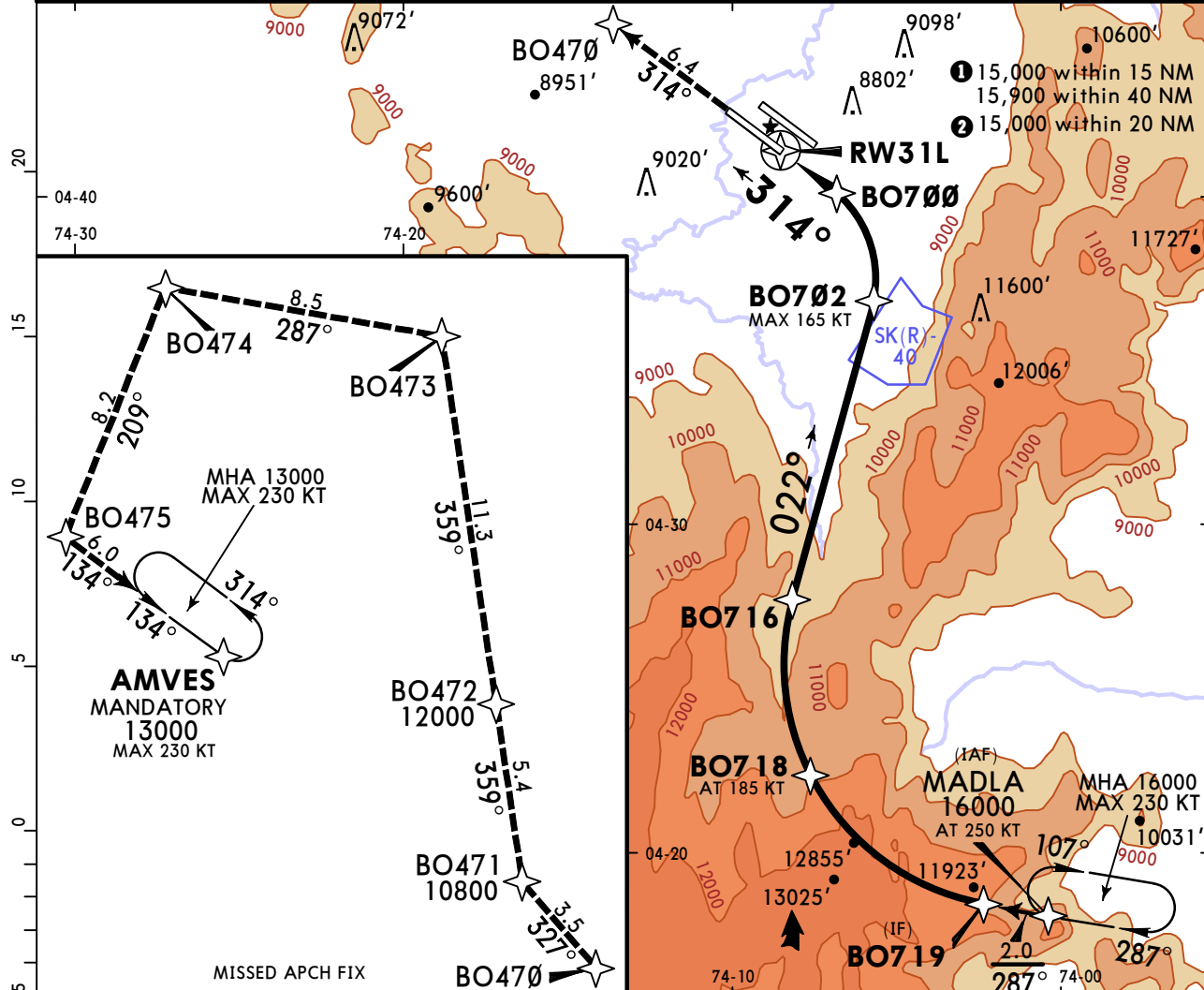
A	
B	
C	5000m
D	

SKBO/BOG
EL DORADO INTL

JEPPESEN CAT B, C & D
24 JAN 20 **12-20** Eff 30 Jan

BOGOTA, COLOMBIA
RNP Z Rwy 31L (AR)

BRIEFING STRIP™	D-ATIS	North	BOGOTA Approach Arrivals	South	West	ELDORADO Tower	North	South	Ground	North	South
	127.8	121.3	119.5	119.65	119.95	118.1	118.25	121.8	122.75		
	RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H) Refer to Minimums		Apt Elev	Rwy		MSA ARP within 50 NM		
		314°	15000' (6644')			8360'	8356'				
<p>MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000' and AMVES at 13000'.</p>											
Alt Set: IN (hPa on req)			Trans level: FL 190			Trans alt: 18000'					
<p>1. Authorization required. 2 RF required. 3. For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 42°C.</p>											



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

STRAIGHT-IN LANDING RWY 31L
RNP 0.30
CAT B: DA(H) **8700'**(344') CAT C: DA(H) **8720'**(364') CAT D: DA(H) **8740'**(384')

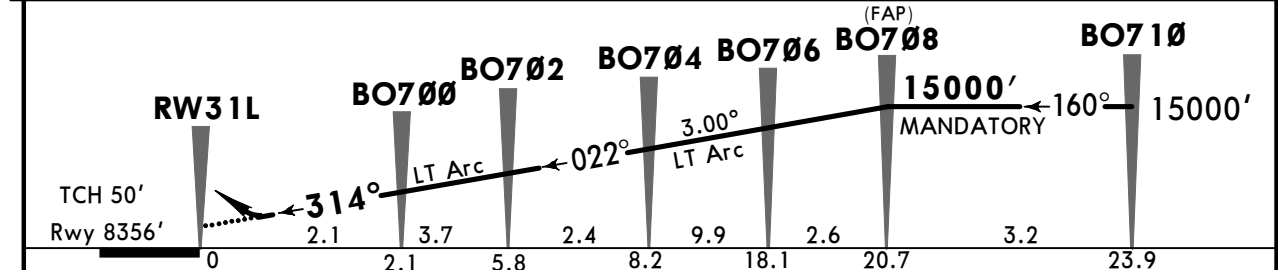
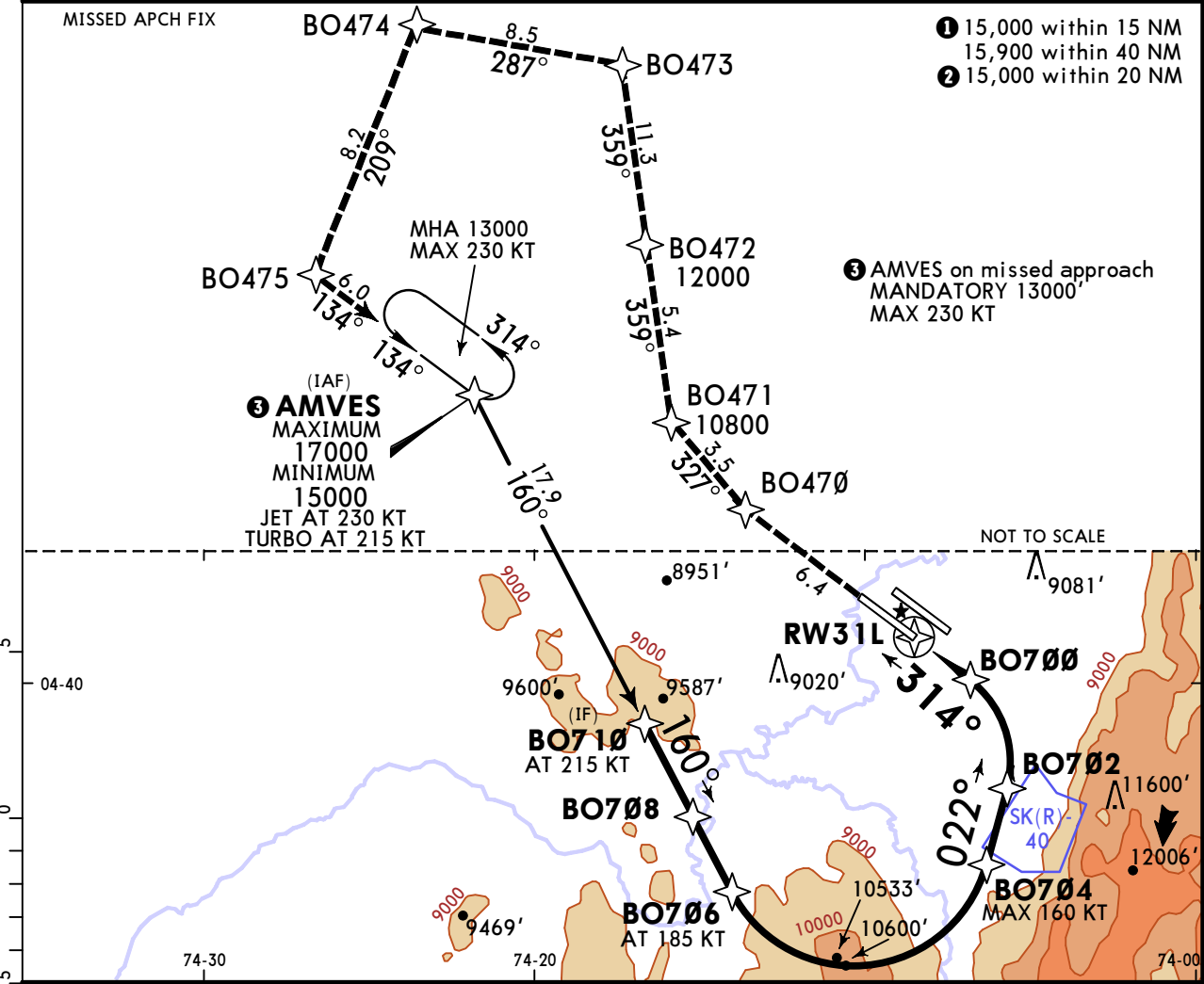
PANS OPS	B	1500m
	C	1600m
	D	1700m

SKBO/BOG EL DORADO INTL

JEPPESEN CAT B, C & D
24 JAN 20 **12-22** Eff 30 Jan

BOGOTA, COLOMBIA RNP X Rwy 31L (AR)

D-ATIS 127.8	North 121.3	BOGOTA Arrivals 119.5	Approach South 119.65	West 119.95	EL DORADO Tower North 118.1	Tower South 118.25	Ground North 121.8	South 122.75	
RNAV	Final Apch Crs 314°	Mandatory Alt 15000' (6644')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360'	Rwy 8356'				
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000' and AMVES at 13000'.					Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000'				
1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 42°C.					MSA ARP within 50 NM				



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at DA										
STRAIGHT-IN LANDING RWY 31L										
RNP 0.30										
CAT B: DA(H) 8700' (344') CAT C: DA(H) 8720' (364') CAT D: DA(H) 8740' (384')										

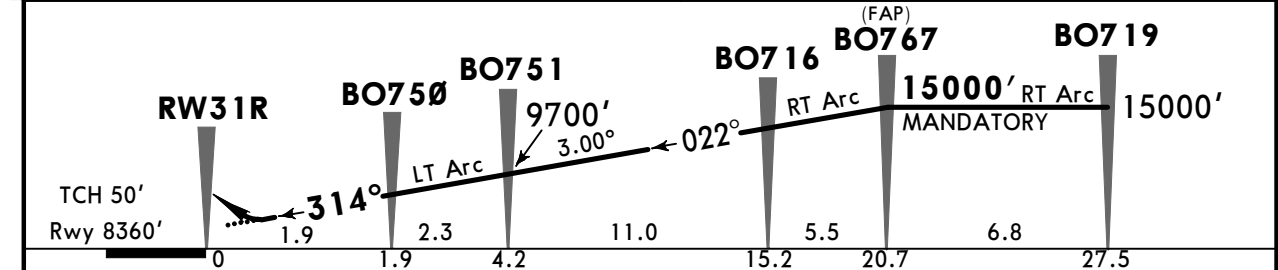
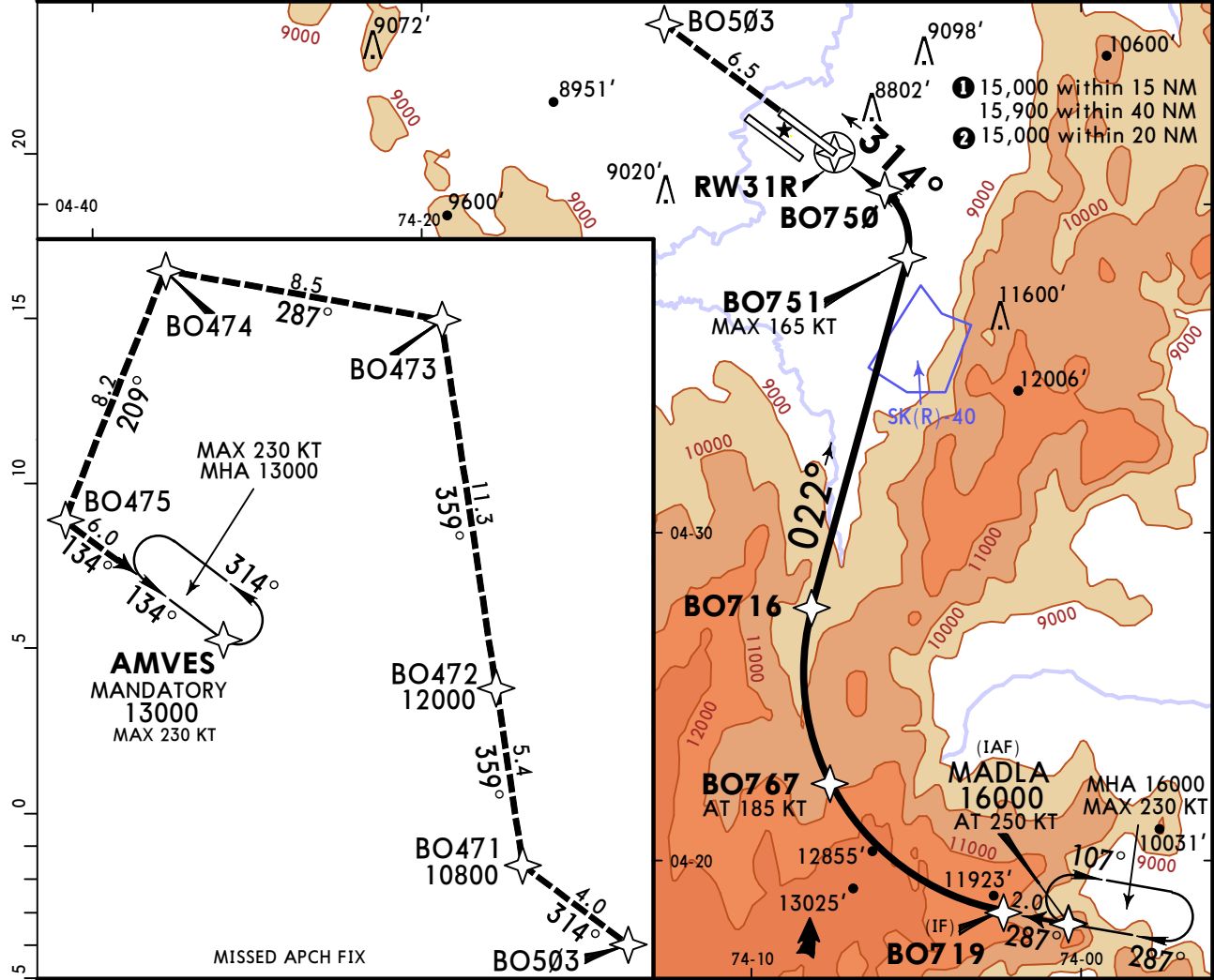
B	1500m
C	1600m
D	1700m

SKBO/BOG EL DORADO INTL

JEPPESSEN CAT B, C & D
24 JAN 20 **12-23** Eff 30 Jan

BOGOTA, COLOMBIA RNP Z Rwy 31R (AR)

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground	
	127.8	North 121.3	Arrivals 119.5	South 119.65	West 119.95	North 118.1	South 118.25	North 121.8 South 122.75
	RNAV	Final Apch Crs 314°	Mandatory Alt BO767 15000' (6640')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360'	Rwy 8360'		
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000' and AMVES at 13000'.								
Alt Set: IN (hPa on req)			Trans level: FL 190			Trans alt: 18000'		
1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 42°C.								
MSA ARP within 50 NM								



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

STRAIGHT-IN LANDING RWY 31R

RNP 0.30

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

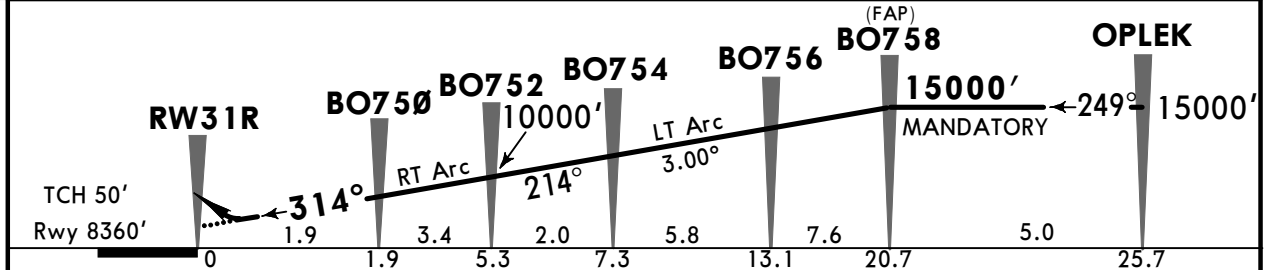
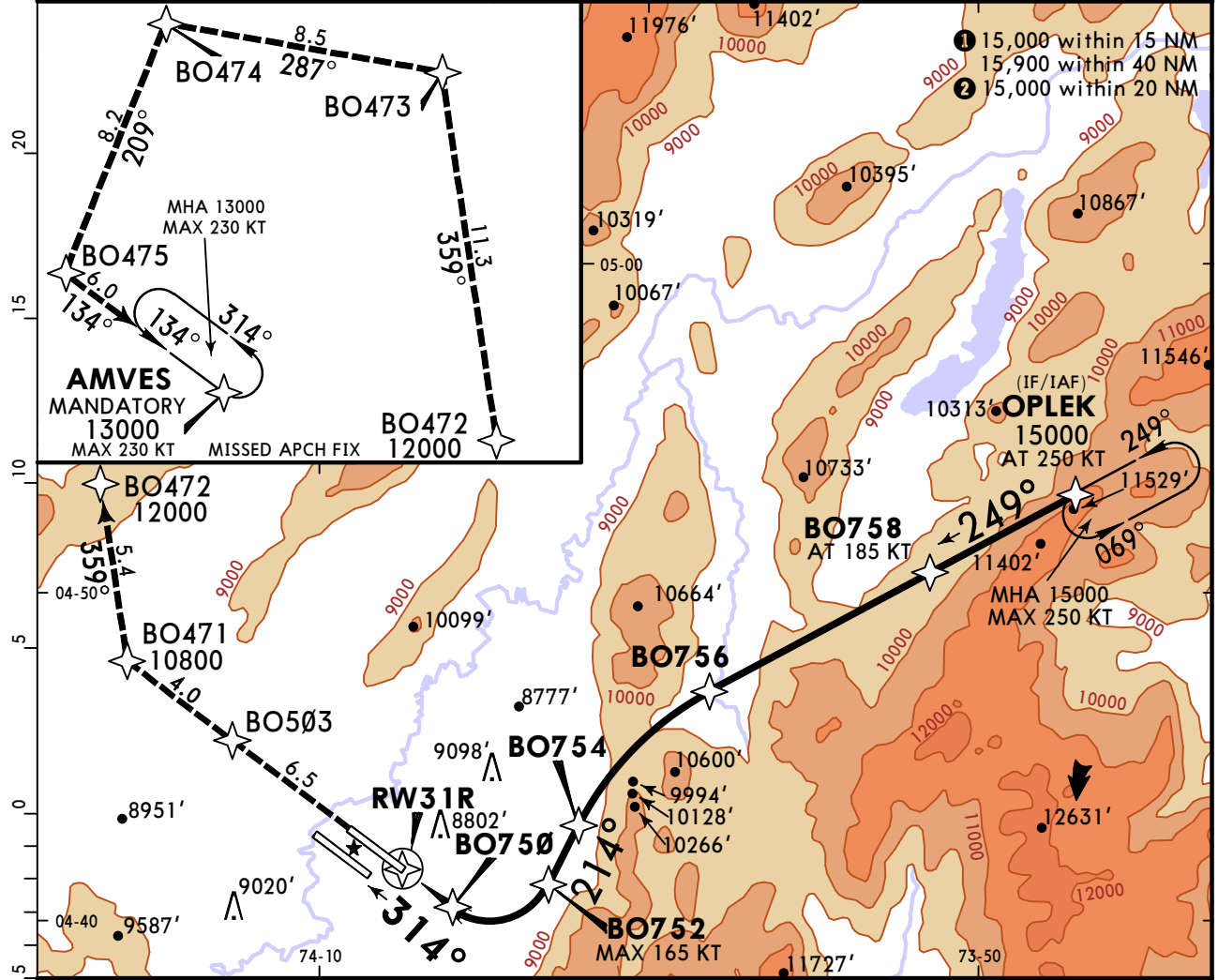
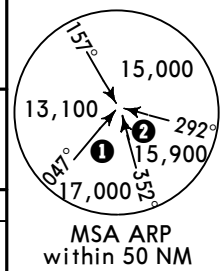
PANS OPS	B	1400m
	C	1500m
	D	

SKBO/BOG EL DORADO INTL

24 JAN 20 (12-24) Eff 30 Jan

JEPESEN CAT B, C & D BOGOTA, COLOMBIA RNP Y Rwy 31R (AR)

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			ELDORADO Tower		Ground	
	127.8	North 121.3	Arrivals 119.5	South 119.65	West 119.95	North 118.1	South 118.25	North 121.8 South 122.75
	RNAV	Final Apch Crs 314°	Mandatory Alt BO758 15000' (6640')		RNP 0.30 DA(H) Refer to Minimums	Apt Elev 8360'	Rwy 8360'	
<p>MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000' and AMVES at 13000'.</p> <p>Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000'</p> <p>1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 42°C.</p>								



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

STRAIGHT-IN LANDING RWY 31R
RNP 0.30
CAT B: DA(H) **8680'**(320') CAT C: DA(H) **8690'**(330') CAT D: DA(H) **8700'**(340')

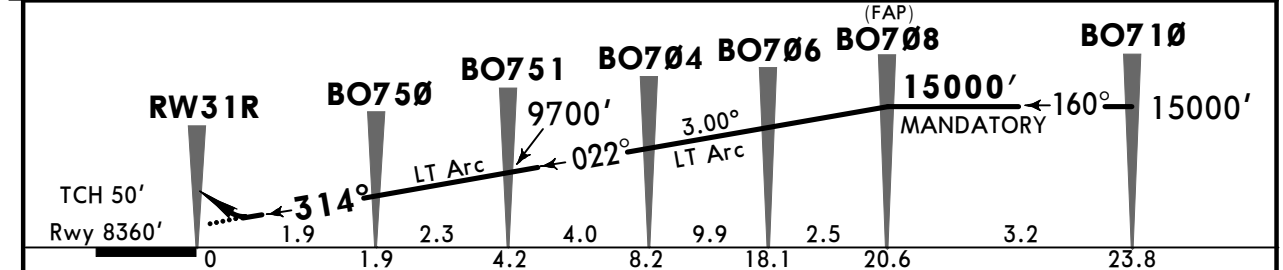
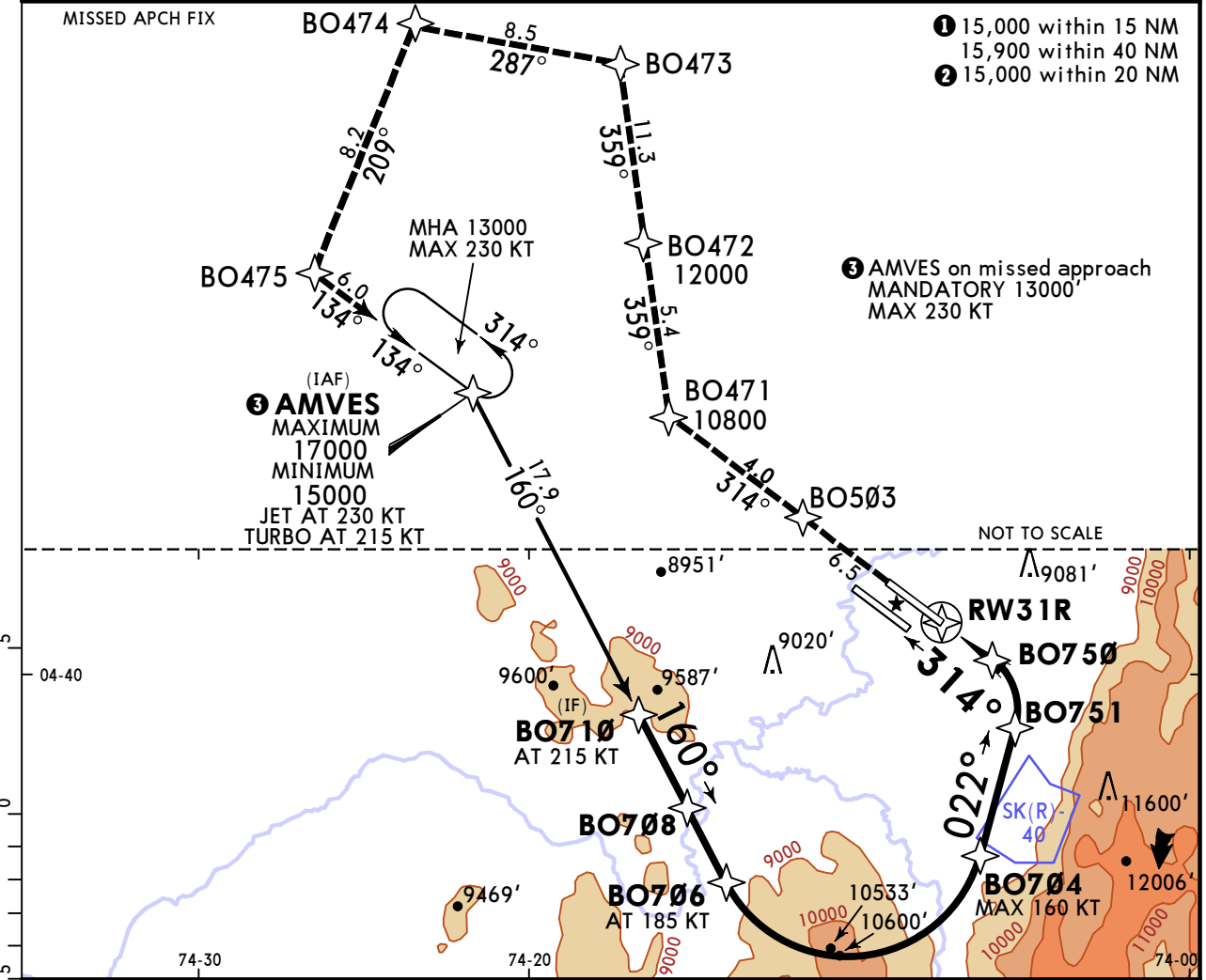
PANS OPS	B	1400m
	C	
	D	1500m

SKBO/BOG
EL DORADO INTL

JEPPESSEN CAT B, C & D
24 JAN 20 (12-25) Eff 30 Jan

BOGOTA, COLOMBIA
RNP X Rwy 31R (AR)

D-ATIS 127.8	North 121.3	BOGOTA Approach Arrivals 119.5	South 119.65	West 119.95	ELDORADO Tower North 118.1	South 118.25	Ground North 121.8	South 122.75
RNAV	Final Apch Crs 314°	Mandatory Alt BO708 15000' (6640')	RNP 0.30 DA(H) Refer to Minimums		Apt Elev 8360' Rwy 8360'			
MISSED APCH: Climb to 13000' on the RNP missed approach track to AMVES. Cross BO471 at or above 10800', BO472 at or above 12000' and AMVES at 13000'.								
Alt Set: IN (hPa on req)			Trans level: FL 190			Trans alt: 18000'		
1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 42°C.								



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

STRAIGHT-IN LANDING RWY 31R
RNP 0.30
CAT B: DA(H) 8680'(320') CAT C: DA(H) 8690'(330') CAT D: DA(H) 8700'(340')

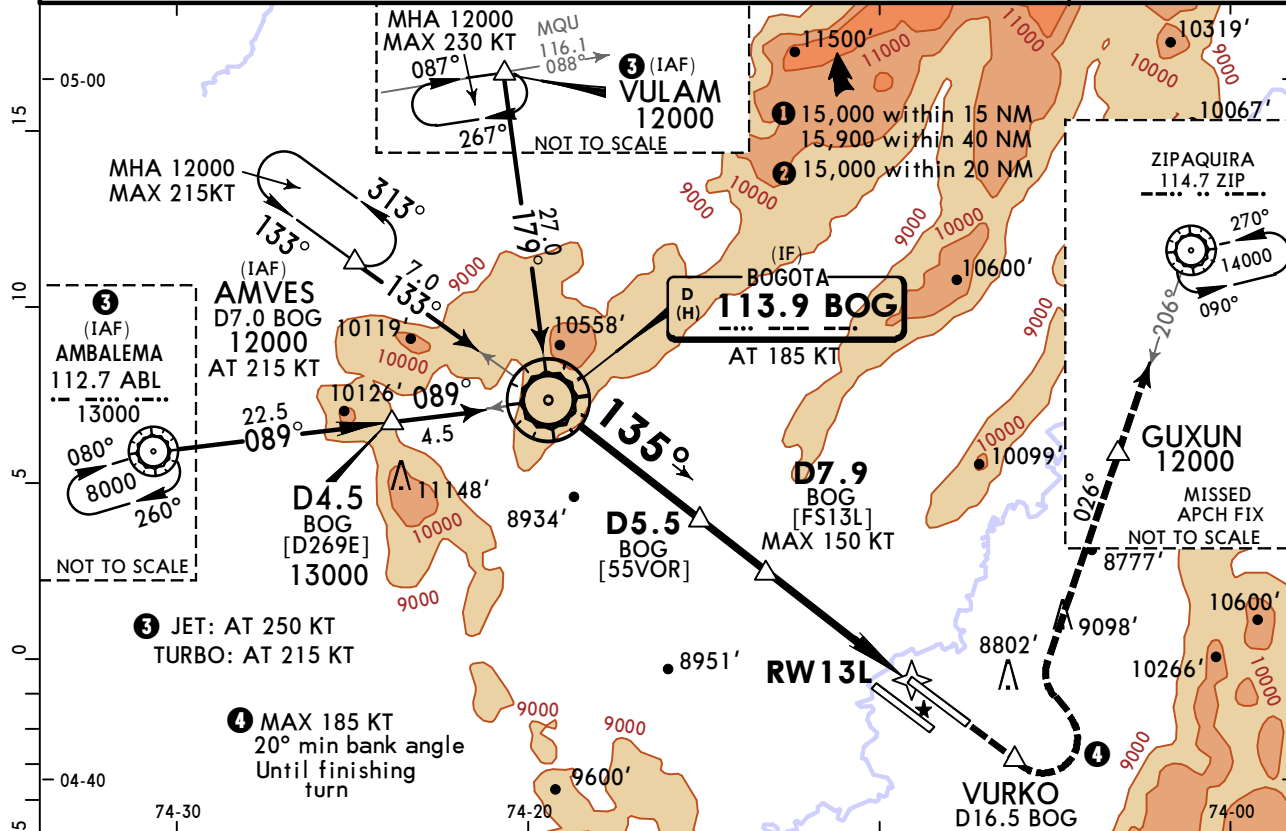
B	1400m
C	
D	1500m

SKBO/BOG EL DORADO INTL

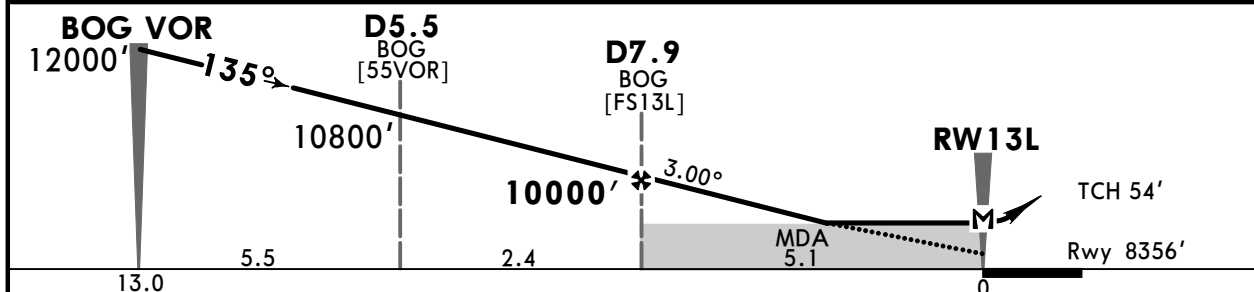
JEPPESEN
7 FEB 20 **(13-1)**

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

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground		
	127.8	North 121.3	Arrivals 119.5	South 119.65	West 119.95	North 118.1	South 118.25	North 121.8	South 122.75
	VOR BOG 113.9	Final Apch Crs 135°	D7.9 BOG 10000' (1644')		MDA(H) 8920' (564')	Apt Elev 8360' Rwy 8356'		<p>MSA ARP within 50 NM</p>	
<p>MISSED APCH: Climb on rwy heading to VURKO, then turn LEFT (Max 185 KT until end of the turn, 20° min bank angle) to intercept ZIP VOR R-206 to ZIP VOR, cross GUXUN at 12000' or above, to ZIP VOR holding at 14000'. Missed apch climb gradient mim 4%.</p>									
Alt Set: INCHES (hPa on req)			Trans level: FL 190			Trans alt: 18000'			
1. BOG VOR/DME required. 2. Caution: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM BOG VOR.									



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



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

STRAIGHT-IN LANDING RWY13L				CIRCLE-TO-LAND			
MDA(H) 8920' (564')				HIALS out			

PANS OPS	A	2000m	2700m	A	NOT APPLICABLE
	B			B	
	C	2200m	2900m	C	
	D			D	

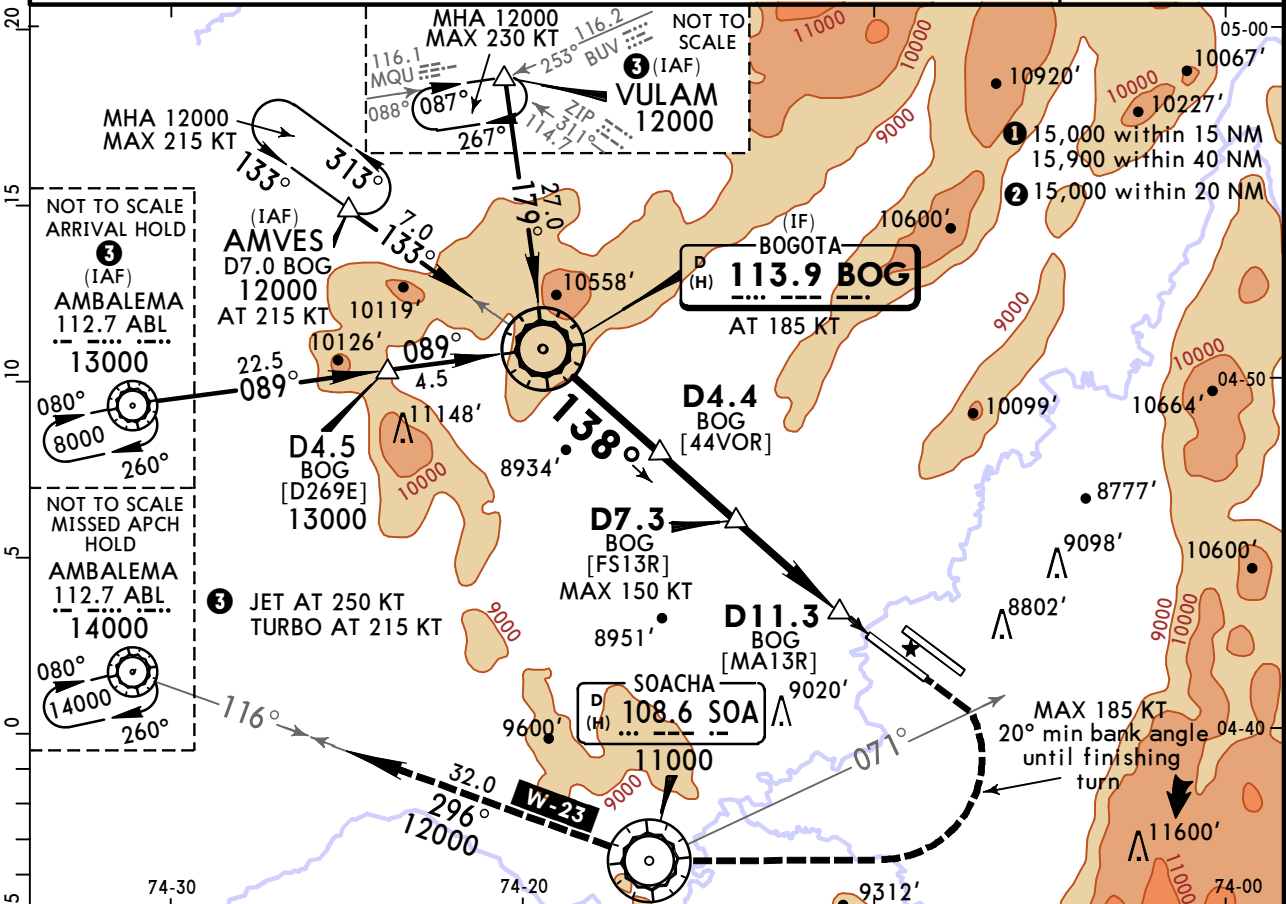
CHANGES: TCH revised.

SKBO/BOG EL DORADO INTL

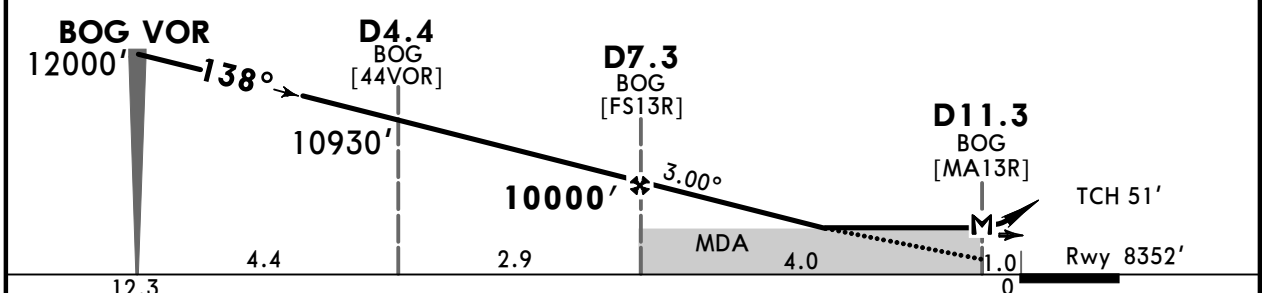
24 JAN 20
Eff 30 Jan **13-2**

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

D-ATIS	Arrivals	BOGOTA Approach North	South	West	EL DORADO Tower North	South	Ground North	South
127.8	119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75
VOR BOG 113.9	Final Apch Crs 138°	D7.3 BOG 10000' (1648')		MDA(H) 8920' (568')	Apt Elev 8360' Rwy 8352'			
MISSED APCH: Climb on runway heading until SOA VOR R-071, then turn RIGHT to SOA VOR, cross SOA VOR at 11000' or above. Intercept W-23 to ABL VOR holding at 14000'. Missed approach requires a minimum climb of 4.0%								
Alt Set: INCHES (hPa on req)			Trans level: FL 190			Trans alt: 18000'		
1. BOG VOR/DME required. 2. Caution: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM of BOG VOR.								



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	↑ on Rwy until SOA hdg 108.6 R-071
Descent Angle	3.00°	372	478	531	637	743		
MAP at D11.3 BOG or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30	

STRAIGHT-IN LANDING RWY 13R				CIRCLE-TO-LAND			
MDA(H) 8920' (568')				HIALS out			

PANS OPS	A					A	
	B	2000m				B	NOT APPLICABLE
	C					C	
	D	2200m				D	

SKBO/BOG



BOGOTA, COLOMBIA

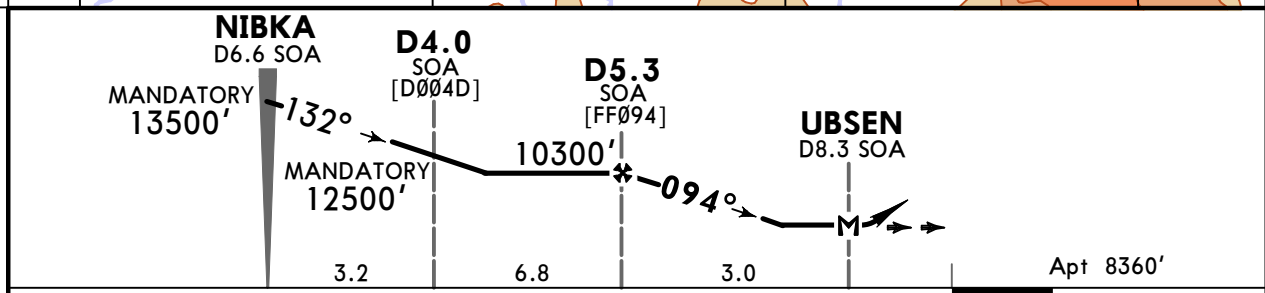
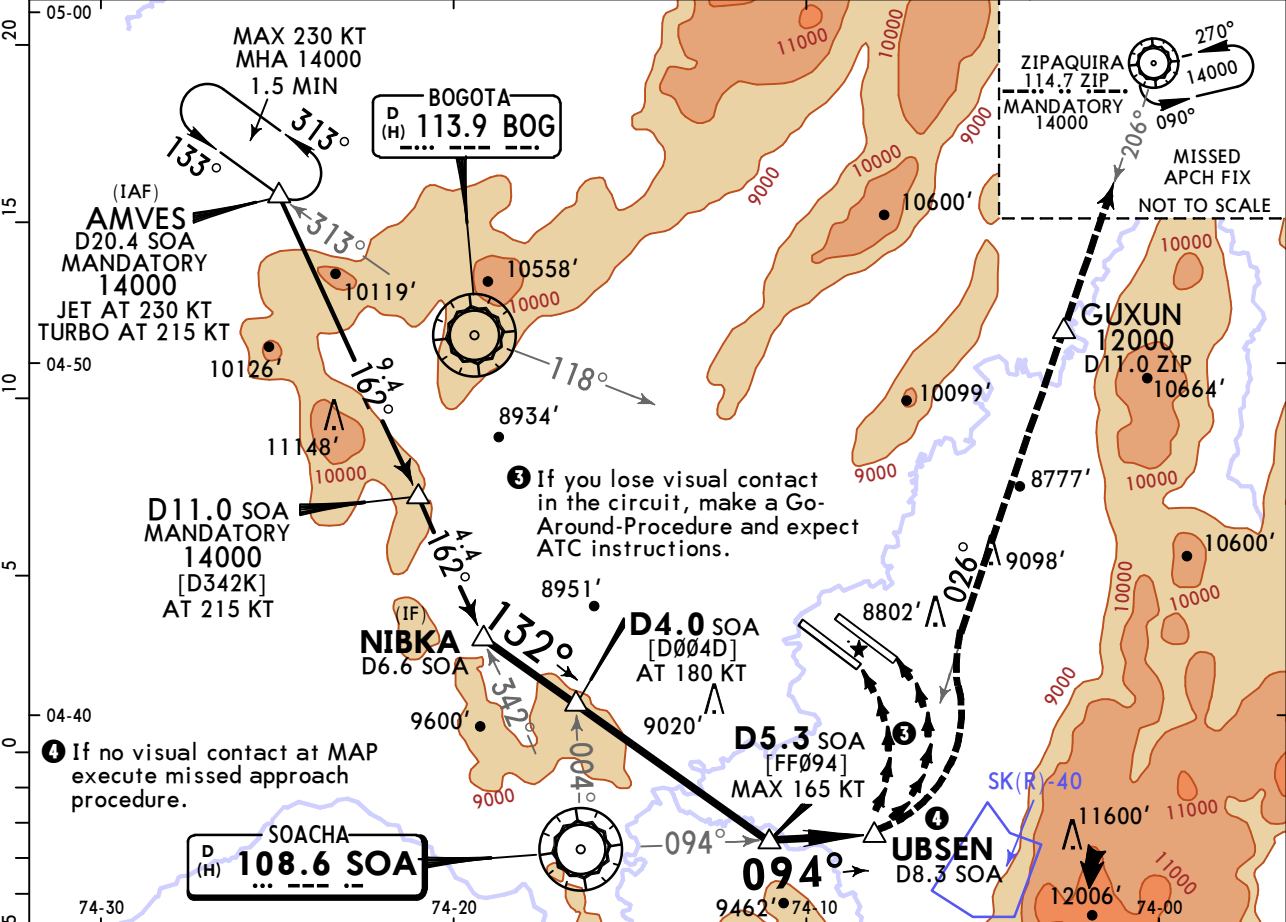
EL DORADO INTL

24 JAN 20

13-3 Eff 30 Jan

VOR-A Rwy 31L/31R

BRIEFING STRIP™	D-ATIS	BOGOTA Approach			EL DORADO Tower		Ground			
	127.8	Arrivals	North	South	West	North	South	North	South	
		119.5	121.3	119.65	119.95	118.1	118.25	121.8	122.75	
	VOR SOA	Final Apch Crs	D5.3 SOA		MDA(H)	Apt Elev				
	108.6	094°	10300' (1940')		Refer to Minimums	8360'				
<p>MISSED APCH: Crossing the MAP, turn LEFT to intercept inbound ZIP VOR R-206 climb to 14000'. Cross GUXUN 12000' or higher, hold at ZIP VOR at 14000'. Expect ATC instructions.</p> <p>(When ZIP VOR not operational): After UBSSEN intercept inbound BOG VOR R-118 climbing to 14000' or expect ATC instructions.</p>										
Alt Set: INCHES (hPa on req)							Trans level: FL 190		Trans alt: 18000'	
1. BOG, SOA and ZIP VOR/DME required. 2. CAUTION: Mountainous terrain in E and SE sectors at 9800' and above within 20 NM of BOG VOR.										



MAP at UBSSEN					Lighting - Refer to Airport Chart	ZIP 114.7 R-206	GUXUN 12000'
---------------	--	--	--	--	-----------------------------------	-----------------	--------------

CIRCLE-TO-LAND	
Max Kts	MDA(H)
A 100	9900' (1540') - 8000m
B 135	
C 180	
D 205	

PANS OPS

Chart changes since cycle 10-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BOGOTA, (EL DORADO INTL - SKBO)				
REV	AMBALEMA 2A, BOGUS 7A, KA...	10-3	29 May 2020	
REV	AMBALEMA 6E DEP	10-3A	29 May 2020	
REV	OSUSU 1R RNAV DEP	10-3H	29 May 2020	
REV	TOBKI 1R RNAV DEP	10-3H1	29 May 2020	
REV	ILS X RWY 13L CAT II & II...	11-2A	29 May 2020	
REV	ILS Z OR LOC Z RWY 13R	11-3	29 May 2020	
REV	ILS X RWY 13R CAT II & II...	11-3A	29 May 2020	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport SKBO



SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT