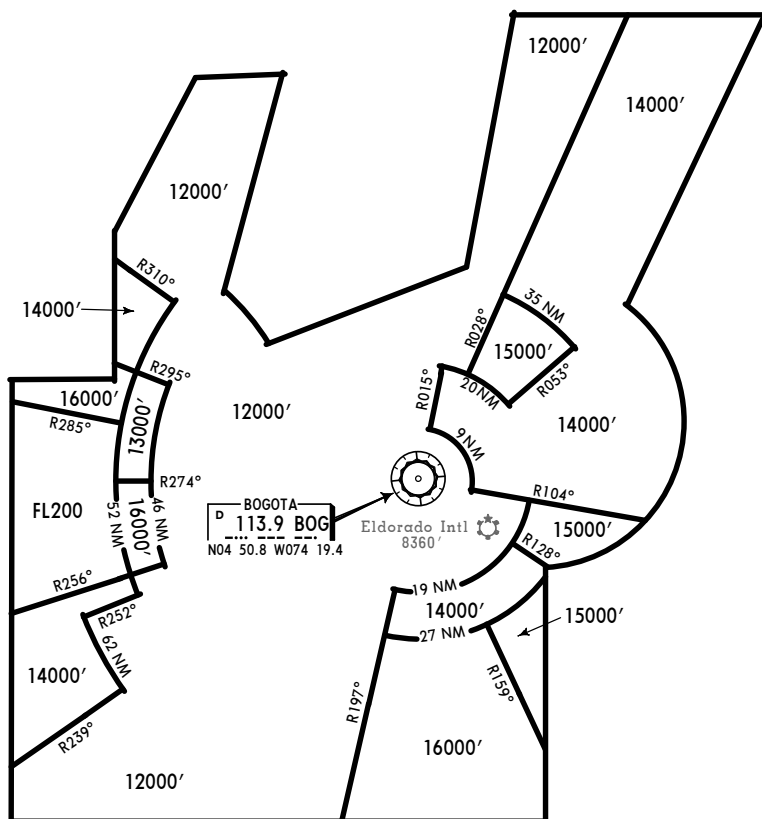


JEPPesen

22 NOV 02 (10-1R)

BOGOTA, COLOMBIA  
 ELDORADO INTL

IFR MINIMUM VECTOR ALTITUDE CLEARANCE



CHANGES: New chart.

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SKBO/BOG  
 ELDORADO INTL

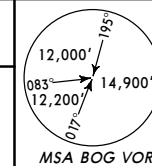
JEPPesen

20 OCT 06 (10-2)

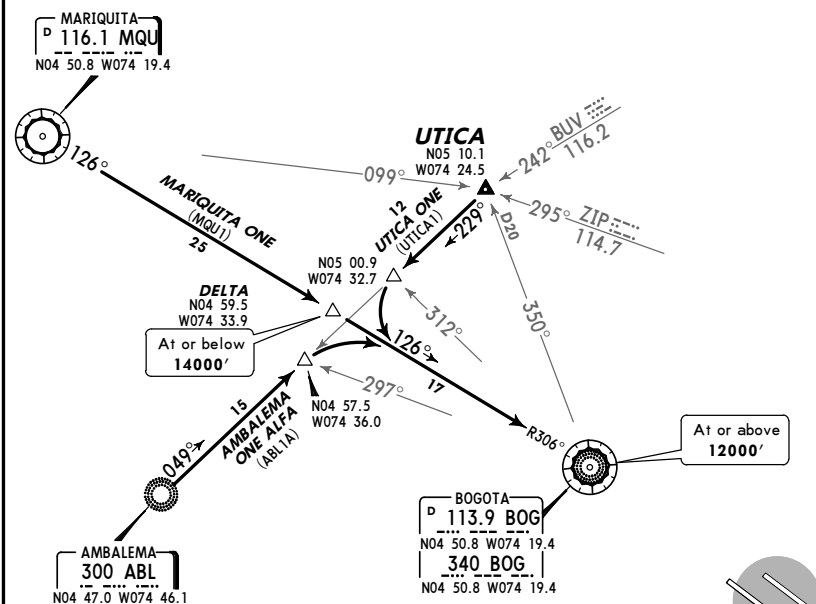
Eff 26 Oct

BOGOTA, COLOMBIA  
 STAR

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



AMBALEMA ONE ALFA (ABL1A),  
 MARIQUITA ONE (MQU1),  
 UTICA ONE (UTICA1) ARRIVALS  
 (RWYS 13L/R, 31L/R)

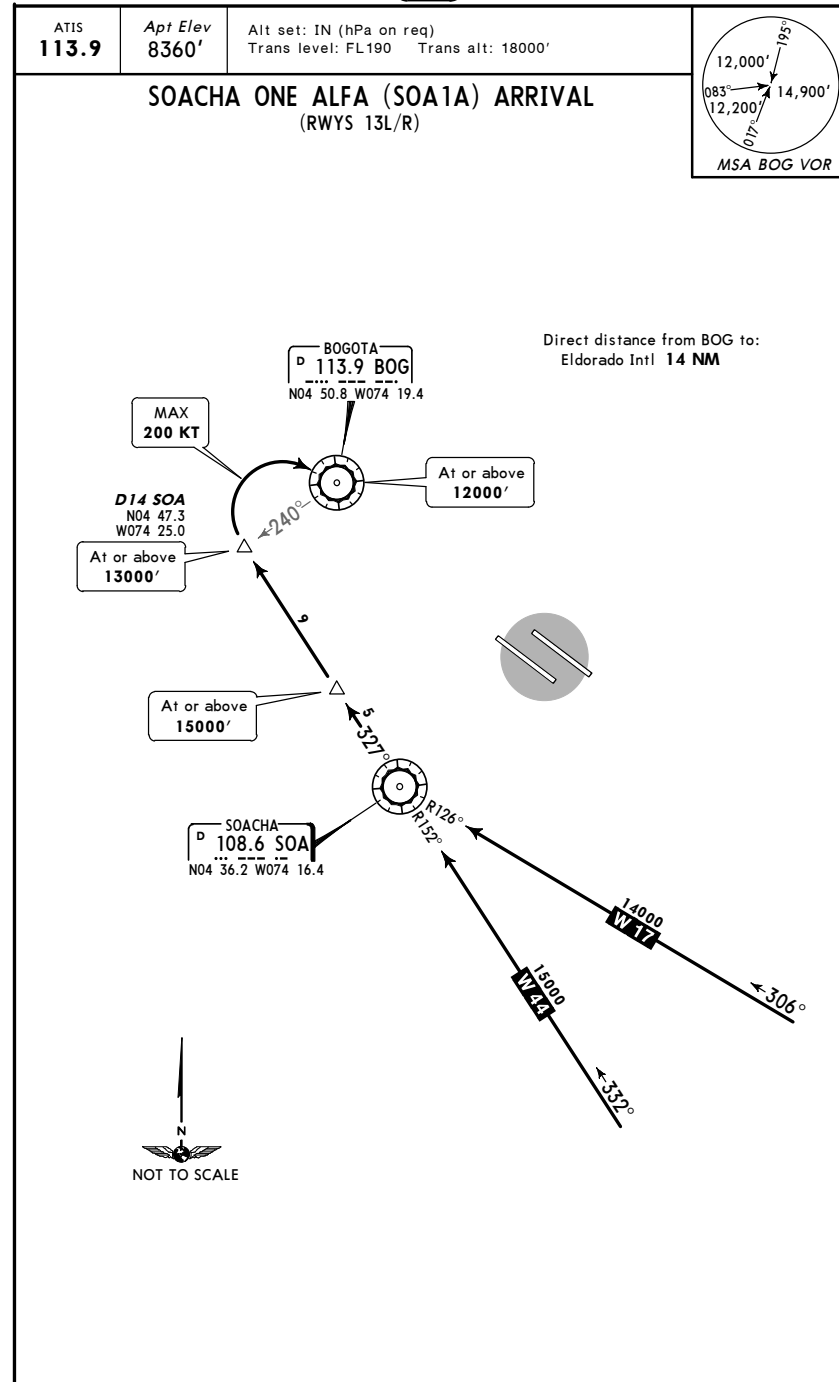


Direct distance from BOG VOR to:  
 Eldorado Intl **14 NM**

CHANGES: New procedures.

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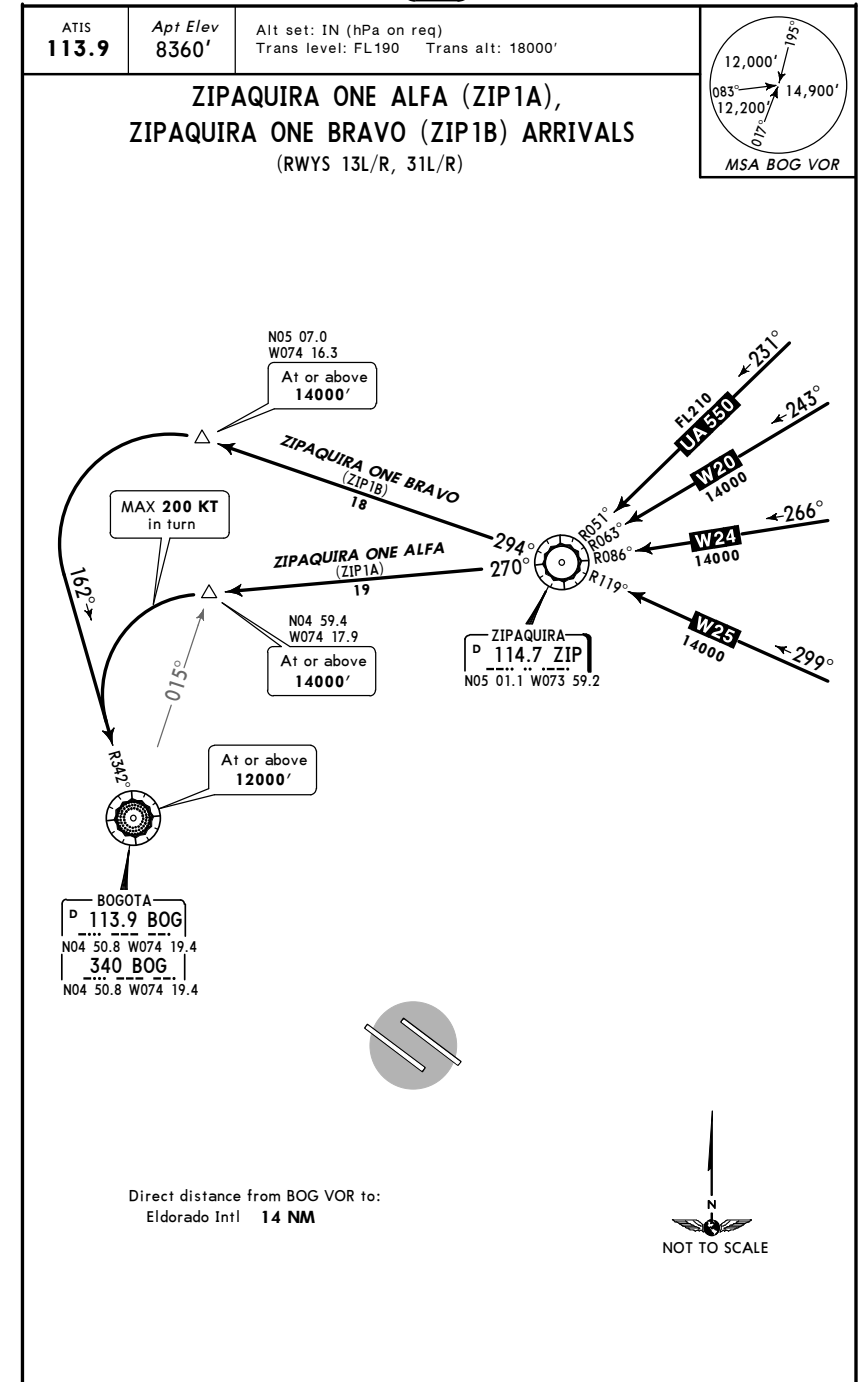
SKBO/BOG **JEPPESEN** BOGOTA, COLOMBIA  
 ELDORADO INTL 20 OCT 06 (10-2A) Eff 26 Oct **STAR**



CHANGES: New procedure.

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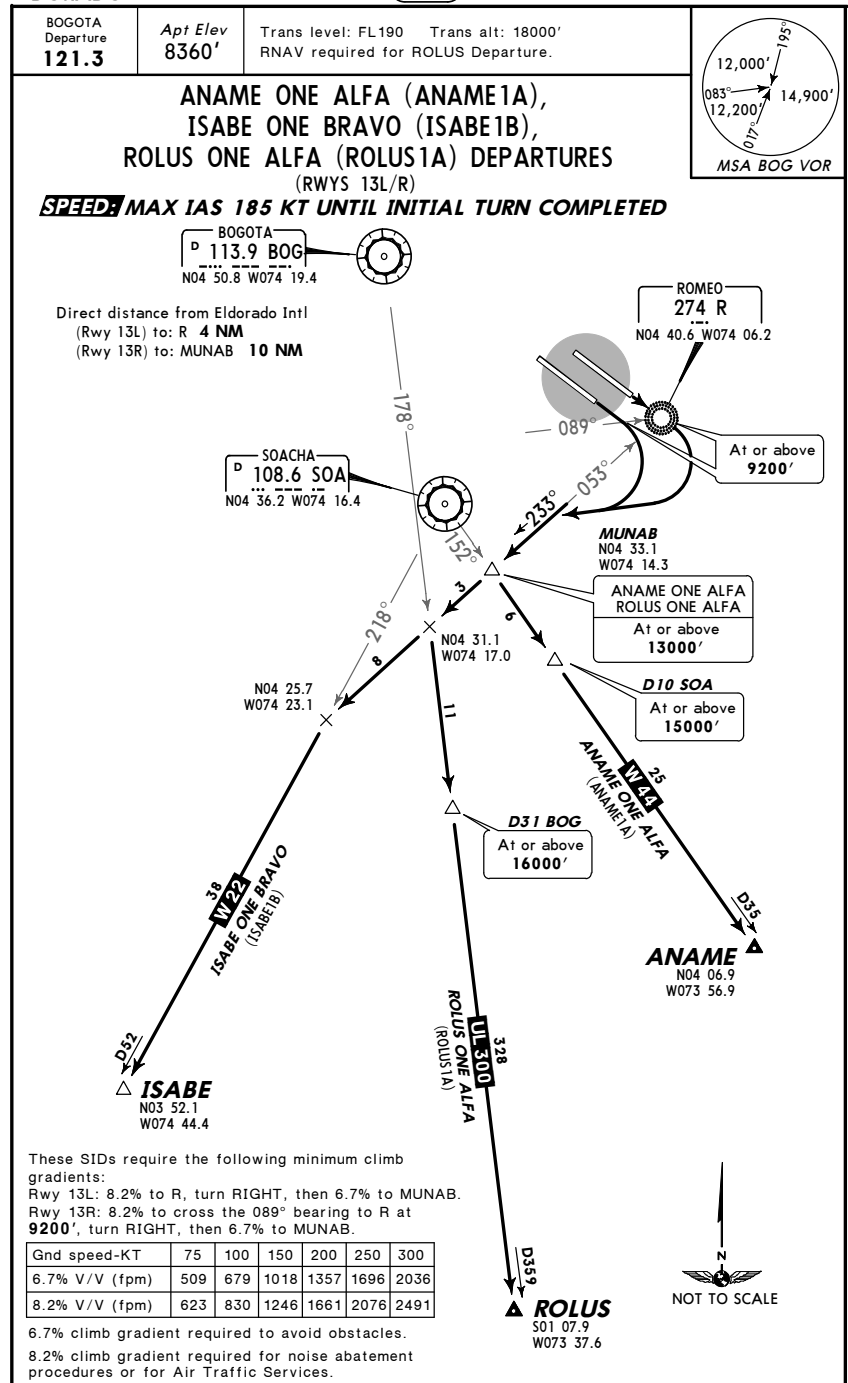
SKBO/BOG **JEPPESEN** BOGOTA, COLOMBIA  
 ELDORADO INTL 3 NOV 06 (10-2B) **STAR**



CHANGES: ZIPAQUIRA ONE ALFA revised.

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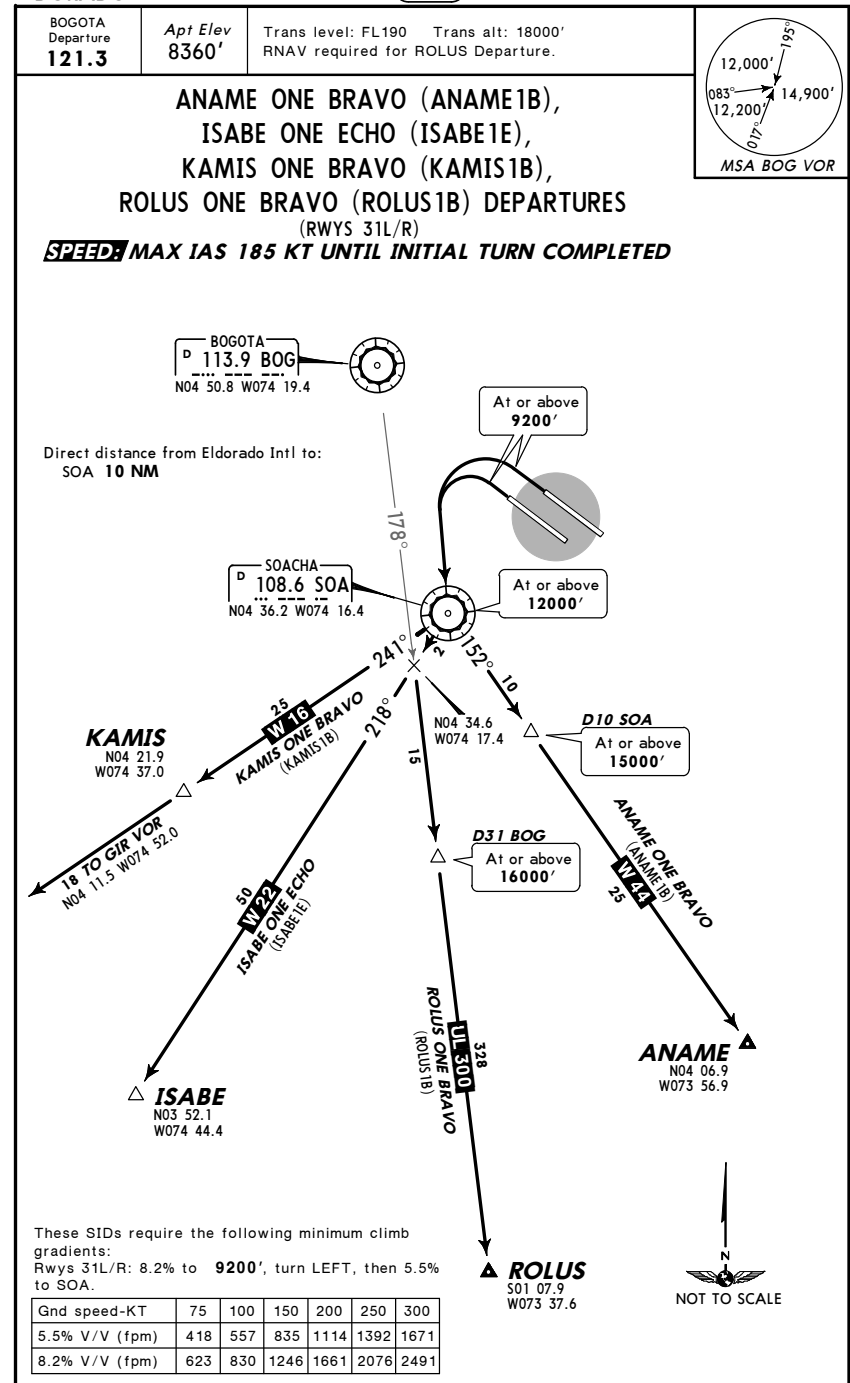
**SKBO/BOG** **JEPPESEN** **BOGOTA, COLOMBIA**  
**ELDORADO INTL** 17 NOV 06 **(10-3)** **SID**



CHANGES: MUNAB crossing restriction.

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**SKBO/BOG** **JEPPESEN** **BOGOTA, COLOMBIA**  
**ELDORADO INTL** 17 NOV 06 **(10-3A)** **SID**

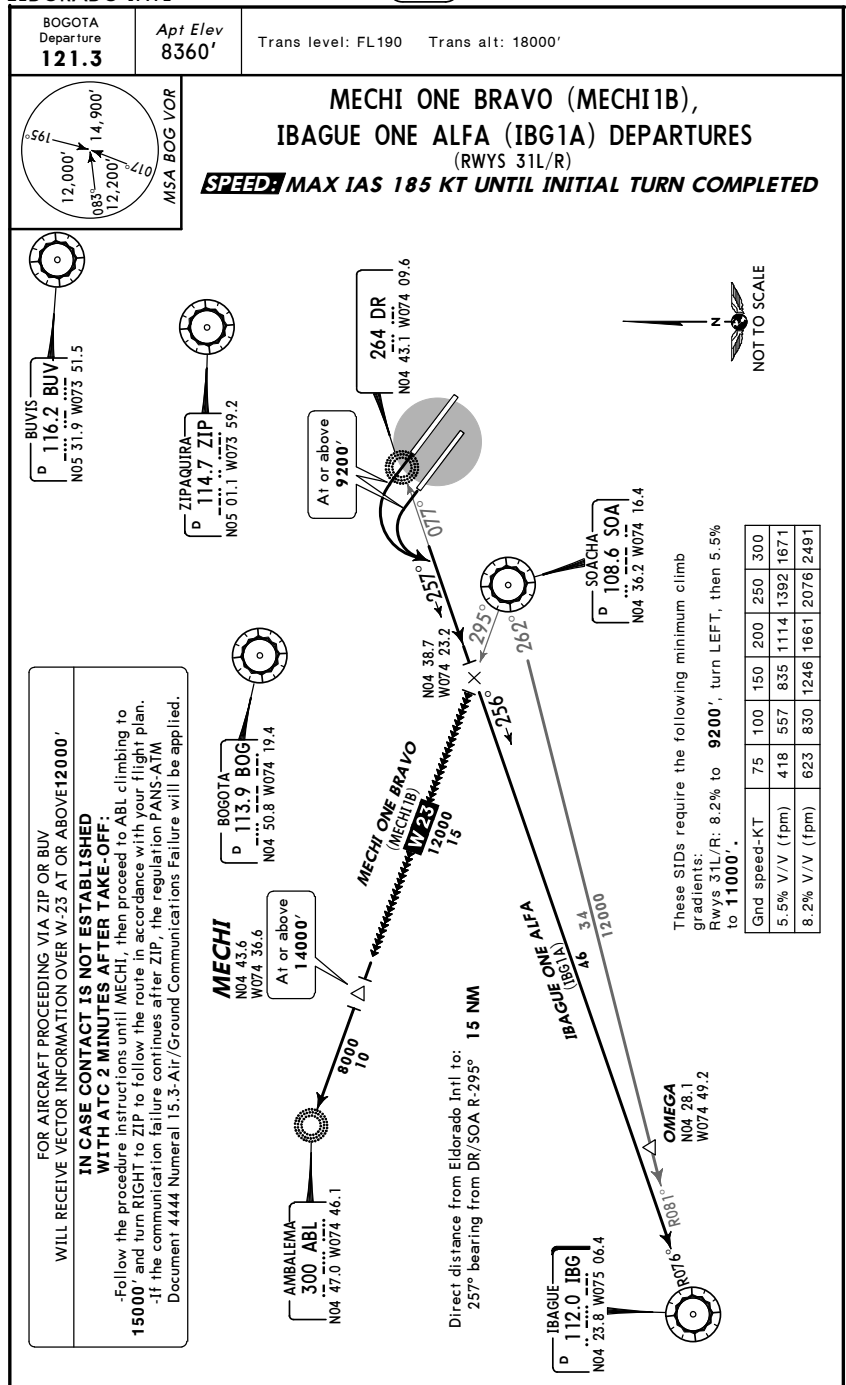


CHANGES: None.

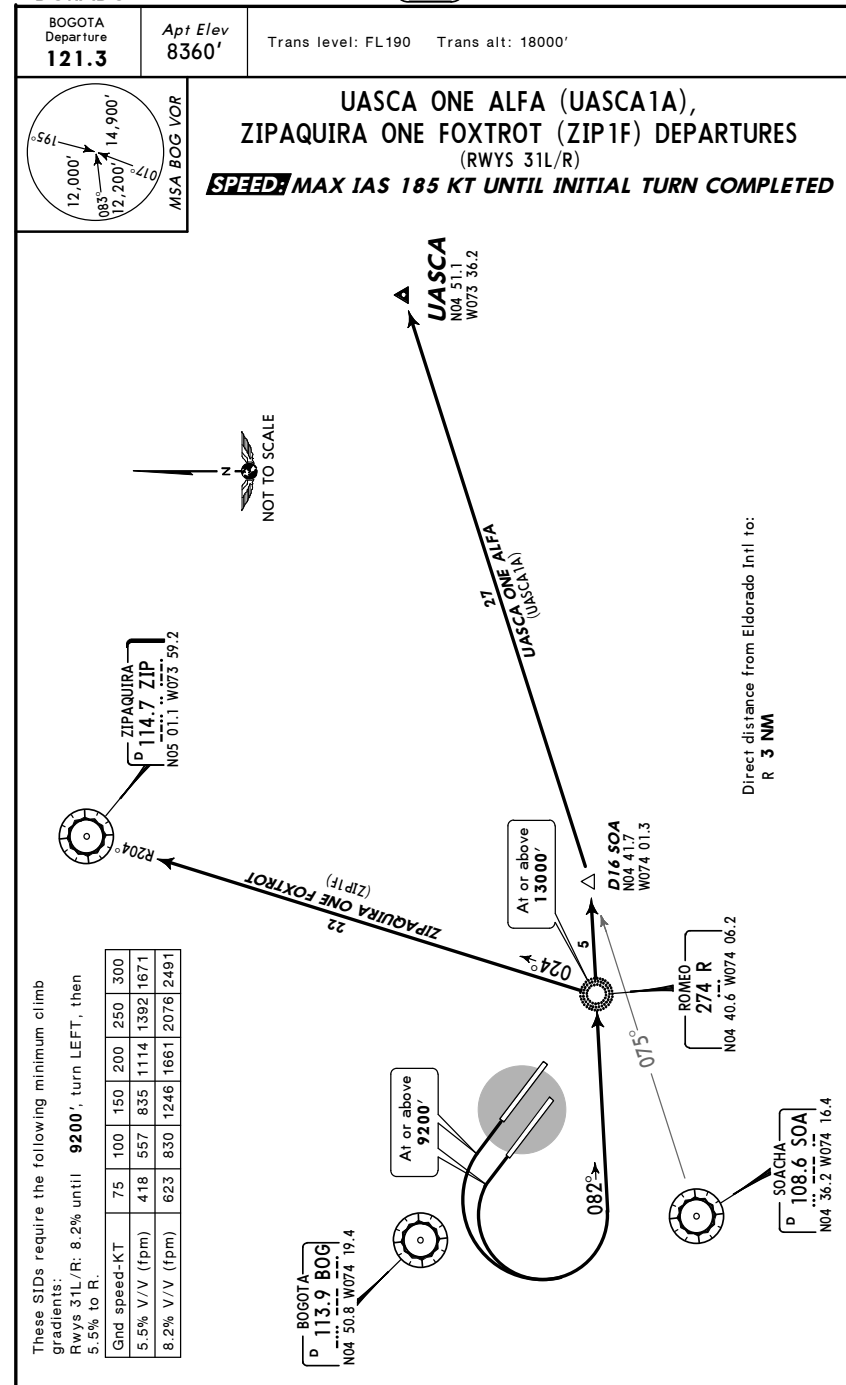
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SKBO/BOG BOGOTA, COLOMBIA  
ELDORADO INTL 17 NOV 06 (10-3D) SID



SKBO/BOG BOGOTA, COLOMBIA  
ELDORADO INTL 17 NOV 06 (10-3E) SID





SKBO/BOG

JEPPesen

30 JUL 04 (10-4)

BOGOTA, COLOMBIA  
ELDORADO INTL

NOISE

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  $V_2 + 10$  Kts.
- **LEFT turn:** Reaching 800' AGL or R NDB, turn LEFT, adjust and maintain climb engine power. Maintain a climbing speed of  $V_2 + 10$  Kts with flaps and slats in take-off configuration.
- **RIGHT turn:** Maintain runway heading until 036° bearing from TEH 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  $V_2 + 10$  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.

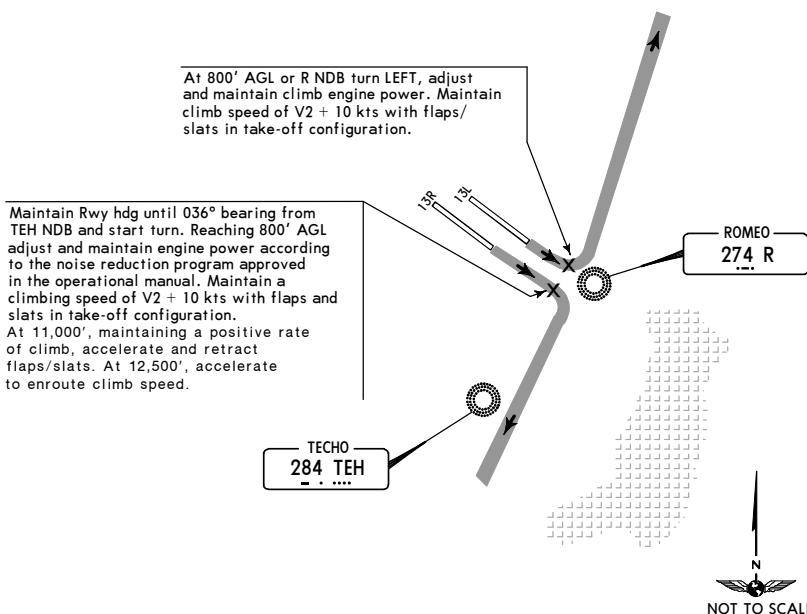
**NOTE 1:** Maintain maximum climb gradient in the initial take-off phase.

**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.



CHANGES: Procedure.

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SKBO/BOG

JEPPesen

30 JUL 04 (10-4A)

BOGOTA, COLOMBIA  
ELDORADO INTL

NOISE

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 be not less then  $V_2 + 10$  Kts.
- Reaching 400' AGL start turn. At 800' AGL 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.

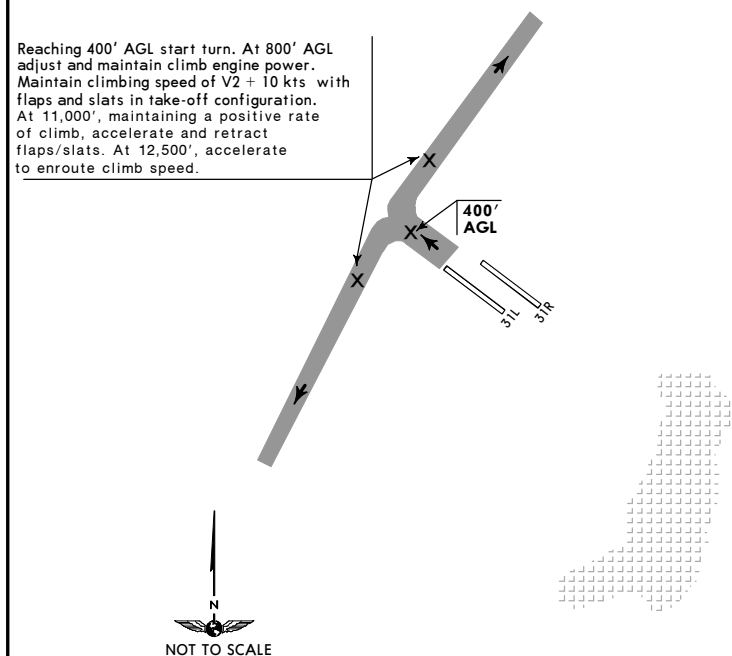
**NOTE 1:** Maintain maximum climb gradient in the initial take-off phase.

**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.



CHANGES: New chart.

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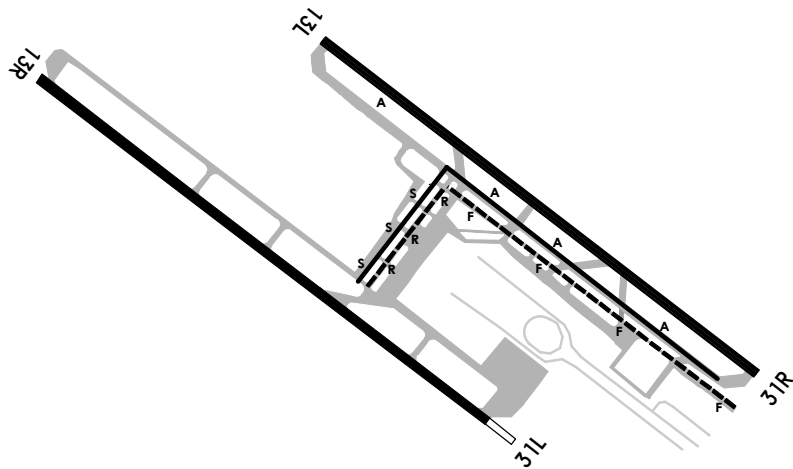
SKBO **JEPPESEN** **BOGOTA, COLOMBIA** **TAXI**  
ELDORADO INTL  
1 FEB 02 **10-6**  
Coded Taxi Routes

**PREFERRED TAXI ROUTES FOR DEPARTURES/ARRIVALS**

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

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

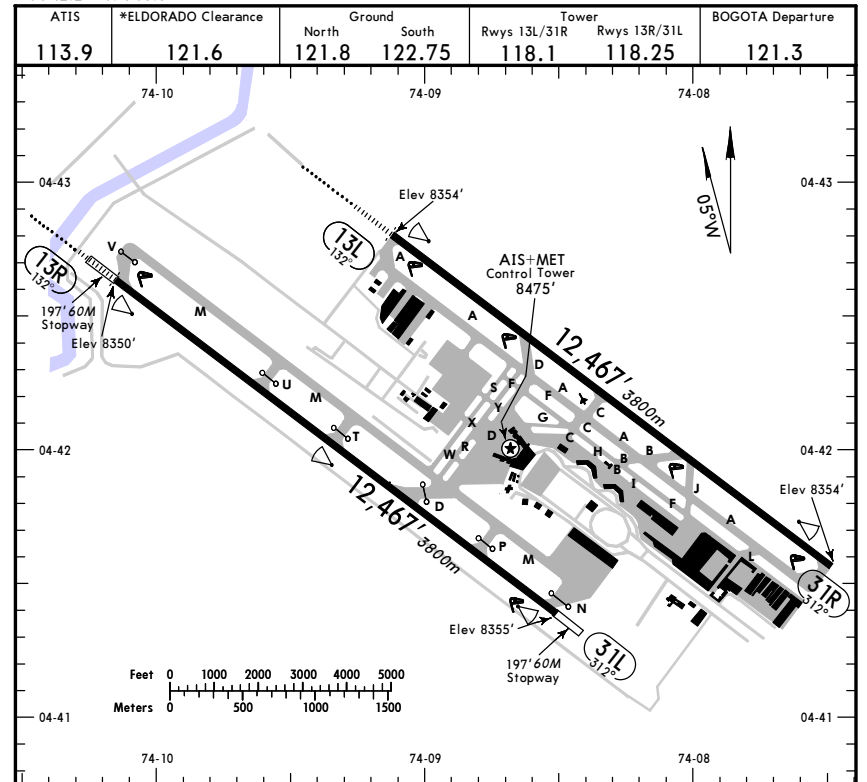
To Runways 31L/31R	
Route Ident	Routing via
CIRCUIT 1	Alfa - Sierra
CIRCUIT 2	Foxtrot - Romeo



SOLID LINE CIRCUIT 1 TAXIWAYS ALFA & SIERRA

DASHED LINE CIRCUIT 2 TAXIWAYS FOXTROT & ROMEO

SKBO/BOG **JEPPESEN** **BOGOTA, COLOMBIA**  
Apr Elev **8360'** 20 OCT 06 **10-9** **Eff 26 Oct**  
N04 42.2 W074 08.3 **ELDORADO INTL**



ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING BEYOND			
							Threshold	Glide Slope		
13L	HIRL CL HIALS TDZ PAPI (angle 3.0°) RVR						11,449' 3490m		148' 45m	
31R	HIRL CL PAPI									
13R	HIRL CL HIALS TDZ PAPI-L (angle 3.0°) RVR						11,471' 3496m		148' 45m	
❶ 31L	HIRL CL REIL PAPI-L (angle 3.0°) RVR									
❶ Rwy closed between 0300-1100 UTC.										
TAKE-OFF										
Rwy 13R/31L										
❶ Take-off Alternate Airport Filed										
RL & CL & RCLM			RL & CL or RCLM			RL & CL or RCLM			Standard	
Stop Barrier or Runway Protection Lights										
1 Eng	570' - 3000m									
2 Eng	1 hour alternate (1 Eng inop)									
3 & 4 Eng	RVR 350m	500m		550m		1600m				
3 & 4 Eng	RVR 350m	500m		550m		800m				
Rwy 13L/31R										
❶ Take-off Alternate Airport Filed										
RL & CL or RCLM			Standard							
1 Eng	570' - 3000m									
2 Eng	1 hour alternate (1 Eng inop)									
3 & 4 Eng	2 hour alternate (1 Eng inop)									
3 & 4 Eng	550m									
❶ With appropriate approval.										



SKBO/BOG

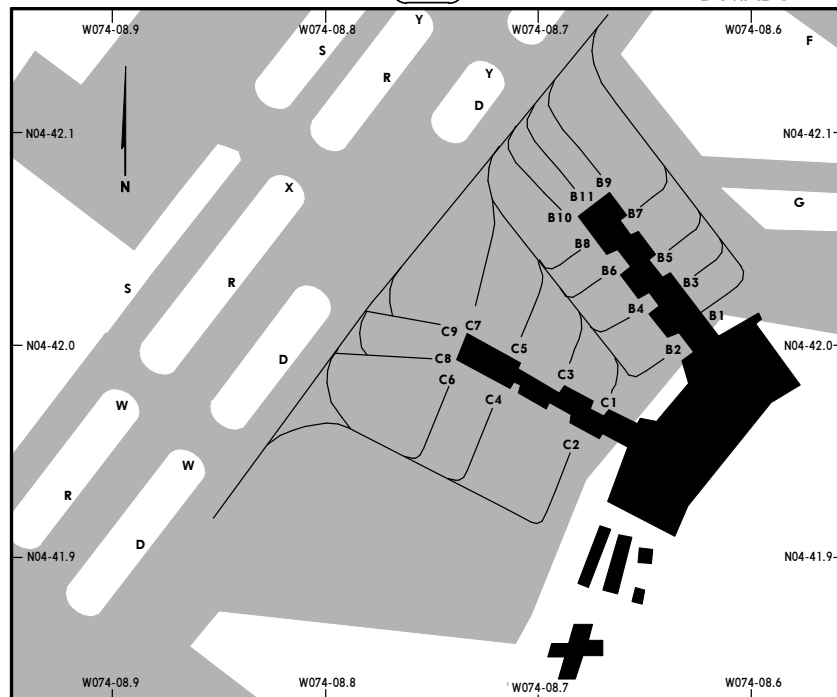
JEPPesen

BOGOTA, COLOMBIA

20 OCT 06 (10-9A)

Eff 26 Oct

ELDORADO INTL



### PARKING SPOT COORDINATES

SPOT No.	COORDINATES
B1, B2, B3, B5	N04 42.0 W074 08.6
B4, B6, B8	N04 42.0 W074 08.7
B7, B9, B10, B11	N04 42.1 W074 08.7
C1 thru C9	N04 42.0 W074 08.7

### Aircraft Parking Positions:

#### National Terminal Gates:

1. Parking positions B1 thru B11 - B727, DC-9, B737, MD-80
2. Parking positions B1, B5, B8, B10, B11 - A320
3. Parking positions B1, B2, B4, B6, B7, B9, B11 - BAE146, F28
4. Parking positions B11 - B757, B767, A300

#### International Terminal Gates:

1. Parking positions C1 thru C9 - MD-80, B727, B737
2. Parking positions C2 thru C9 - RJ100
3. Parking positions C2, C4, C7, C8 - B747
4. Parking positions C2, C4, C7, C8 - A340 and C2, C4, C6, C7, C8 - MD11
5. Parking positions C2, C4, C6 thru C9 - DC10 and C2, C4 thru C9 - B757, B767, A300
6. Parking positions C2 thru C9 - A320
7. Parking positions C2, C4, C6 thru C8 - A310
8. Parking positions C3, C5, C7 - DC9

CHANGES: None.

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SKBO/BOG

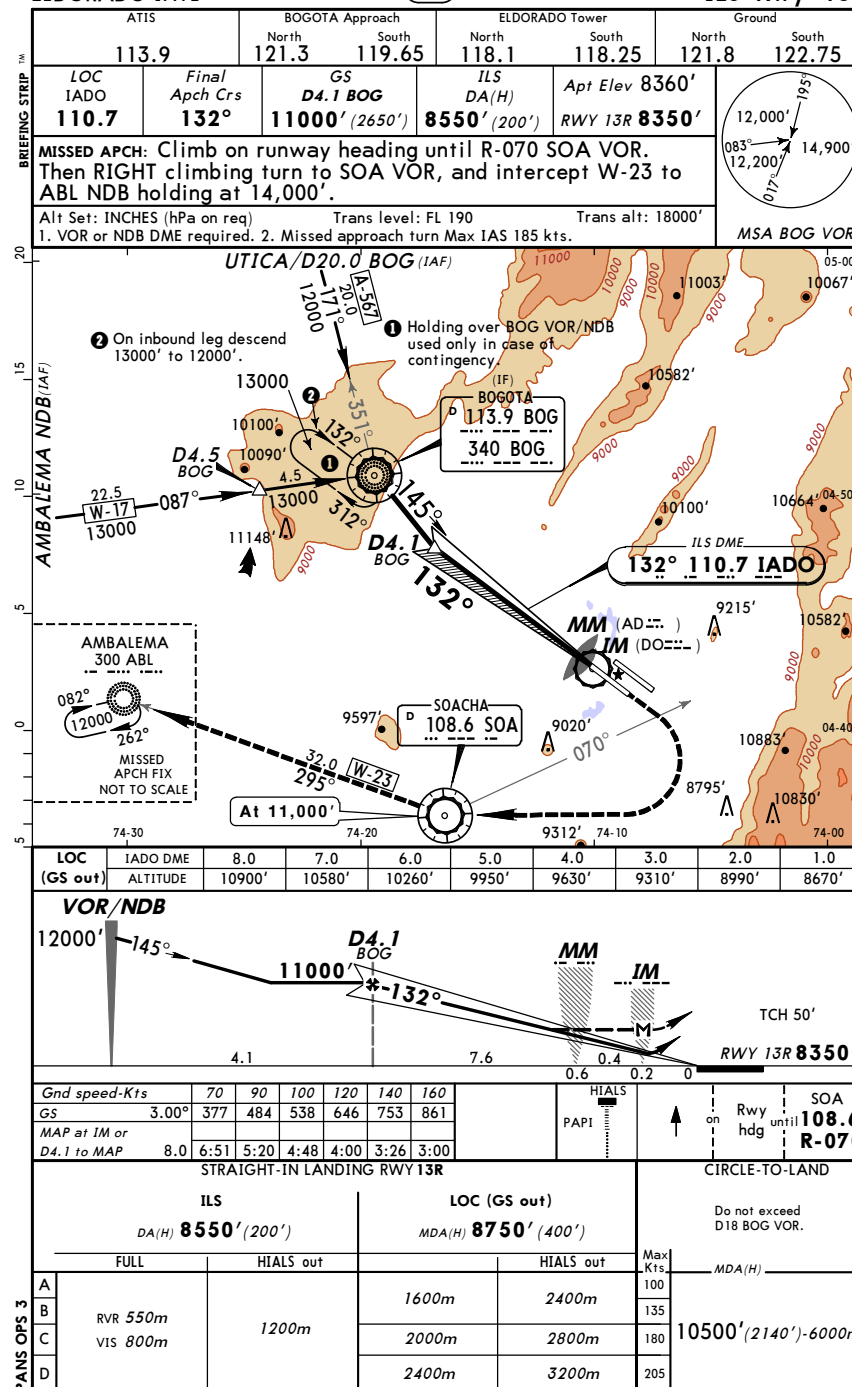
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BOGOTA, COLOMBIA

20 OCT 06 (11-1)

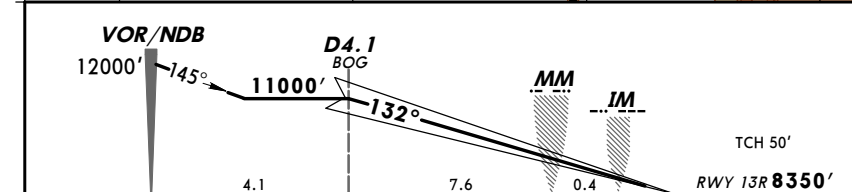
Eff 26 Oct

ILS Rwy 13R



CHANGES: Procedure.

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[illegible]

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	377	484	538	646	753	861

STRAIGHT-IN LANDING RWY 13R

## **I** CAT II ILS

RA 100'

RA 150'

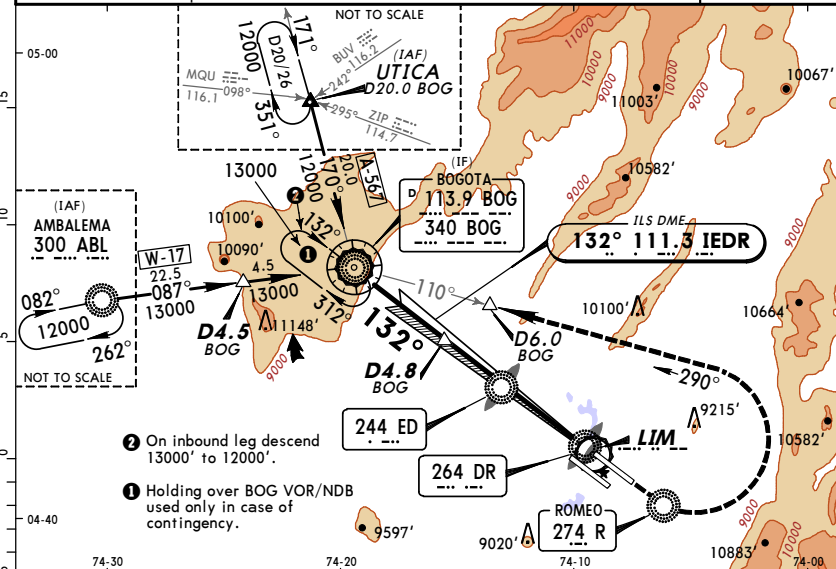
DA(H) **8500'** (150')

$DA(H)$  **8500'** (150')

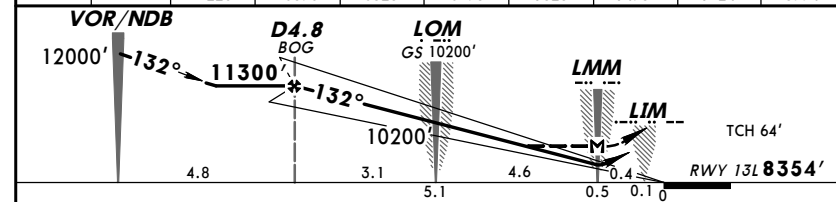
		FULL	HIALS out	FULL	HIALS out
S OPS 3	A				
	B				
	C	RVR 350m	NA	RVR 500m	NA
	D				

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

arriving at BOG VOR.	Mim climb gradient 3.0%	228	304	456	608	760	911	MSA BOG VOR
Alt Set: INCHES (hPa on req)	Trans level: FL 190		Trans alt: 18000'					
1. VOR or NDB DME required.								



LOC	IEDR DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	11226'	10876'	10525'	10175'	9825'	9475'	9124'	8774'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		HIALS PAPI PAPI		Rwy hdg	R <b>274</b>
<i>GS</i> 3.30°	414	532	591	710	828	946			↑ on		
<i>MAP at LMM or LOM to MAP</i>	4.6	3:57	3:04	2:46	2:18	1:58	1:44				

STRAIGHT-IN LANDING RWY13L

LOC (GS out)

MDA(H) 0734 (400	
	HIALS

CIRCLE-TO-LAND

Do not exceed  
D18 BOG VOR

FULL		HIALS out		HIALS out	Max Kts	MDA(H)
A	RVR 550m VIS 800m	1200m			100	
B			1600m	2400m	130	
C			2000m	2800m	185	
D			2400m	3200m	205	

**CHANGES:** Procedure.

[illegible]

**BOG NDB/VOR** **ED NDB** **DR NDB**

12000' 132° 10200' 132°

7.9 4.6

**RWY 13L 8354'**

STRAIGHT-IN LANDING RWY 13L		CIRCLE-TO-LAND	
MDA(H) <b>8760'</b> (406')		No Circling beyond 18 DME Arc BOG	
	HIALS out	Max Kts	MDA(H)

CHANGES: Procedure. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

**AMBALEMA NDB (IAF)**

**UTICA BOG** (VOR/DME)  
D20.0  
BOG

**SOACHA SOA** (VOR/DME)  
D108.6  
SOA

**Legend:**

- Holding over BOG VOR/NDB used only in case of contingency.
- On inbound leg descend 13000' to 12000'.

**Other Labels:** AMBALEMA 300 ABL, W-17, W-23, D4.5 BOG, D7.3 BOG, D11.3 BOG, 244 ED, 274 R, 9215', 10582', 10830', 10883', 10664', 10067', 10031', 11003', 11000', 9000', 11148', 10090', 10100', 13000', 12000', 116.1, 098°, 242°, 116.2, 114.2, 295°, 32.0, 295°, 087°, 082°, 262°, MISSED APCH FIX NOT TO SCALE, NOT TO SCALE, (IF), (IAF), (VOR), (DME), (ED), (R).

ALTITUDE	9842'	9526'	9210'	8894'
----------	-------	-------	-------	-------

**BOG NDB/VOR**

12000'

136°

10000'

D7.3  
BOG

D11.3  
BOG

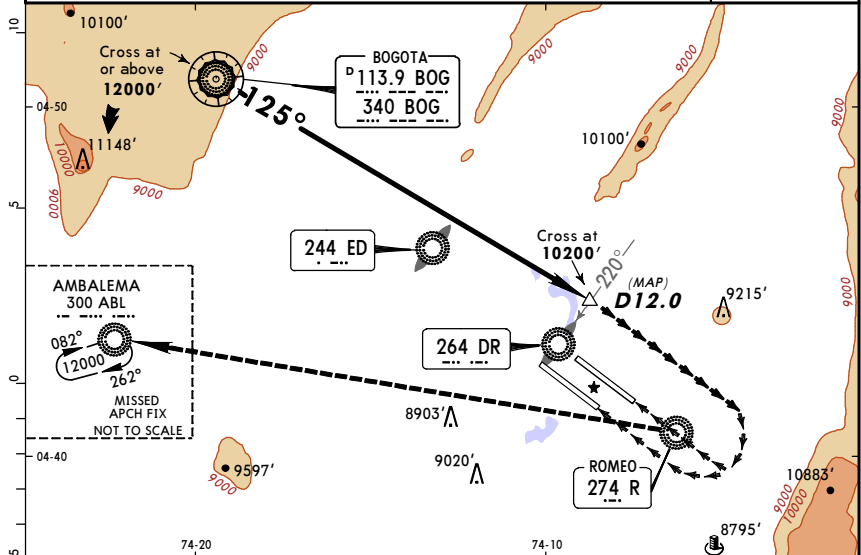
FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30			R-070
STRAIGHT-IN LANDING RWY13R MDA(H) <b>8830'</b> (480')								CIRCLE-TO-LAND No Circling beyond 18 DME Arc BOG		

CHANGES: Procedure. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

SKBO/BOG BOGOTA, COLOMBIA  
ELDORADO INTL 20 OCT 06 (13-3) Eff 26 Oct VOR-C

BRIEFING STRIP

ATIS		BOGOTA Approach		ELDORADO Tower		Ground	
113.9		121.3		118.1		121.8	
North		South		North		South	
119.65		118.25		121.8		122.75	
NAVAIDS	Final Apch Crs	No FAF		MDA(H)	Apt Elev 8360'		
Refer to Planview	Refer to Planview			Refer to Minimums			
MISSED APCH: Climbing to 14000' proceed direct to R NDB then turn RIGHT to hold at ABL NDB. If already crossed R NDB proceed direct to ABL NDB climbing to 14000'.							
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'		MSA BOG VOR	
1. BOG DME required.							



**VFR GO-AROUND PROCEDURE:**

**RUNWAY 31L**  
Expect to enter the traffic pattern by LEFT turn.

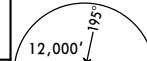
**RUNWAY 31R**  
Expect to enter the traffic pattern by RIGHT turn. Expect new instructions from the tower for circling to Rwy 31L/R.

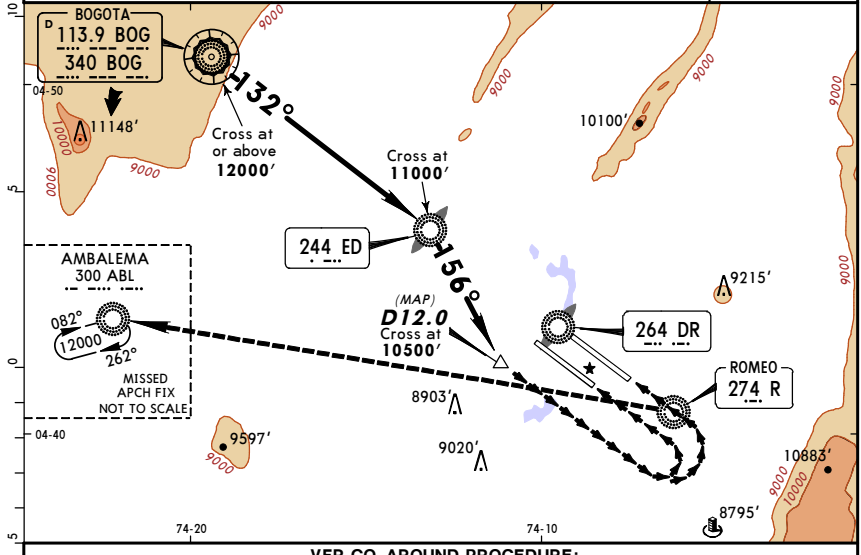
**NOTES**  
Minimum traffic pattern altitude is 9500'. Remain within D18.0 BOG VOR while on visual flight track.

APT. 8360' Rwy 31L TDZE 8355' Rwy 31R TDZE 8354'

																				Lighting - Refer to Airport Chart									
MAP at D12.0																													
										CIRCLE-TO-LAND										MDA(H)									
										A										10200' (1840')-6.0 km									
										B																			
										C																			
D																													

SKBO/BOG BOGOTA, COLOMBIA  
ELDORADO INTL 20 OCT 06 (16-1) Eff 26 Oct NDB-D

BRIEFING STRIP	ATIS		BOGOTA Approach		ELDORADO Tower		Ground	
	113.9		121.3		118.1		121.8	
	North		South		North		South	
	119.65		118.25		121.8		122.75	
	NAVAIDS	Final Apch Crs	No FAF	MDA(H)	Apt Elev 8360'			
	Refer to Planview	Refer to Planview	Refer to Minimums					
	MISSED APCH: Climbing to 14000' proceed to R NDB then turn LEFT to hold at ABL NDB. If already crossed R NDB proceed direct to ABL NDB climbing to 14000'.							
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'				
1. BOG DME required.		MSA BOG VOR						



**VFR GO-AROUND PROCEDURE:**

**RUNWAY 31L**  
Expect to enter the traffic pattern by LEFT turn.

**RUNWAY 31R**  
Expect to enter the traffic pattern by RIGHT turn. Expect new instructions from the tower for circling to Rwy 31L/R.

**NOTES**  
Minimum traffic pattern altitude is 9500'. Remain within D18.0 BOG VOR while on visual flight track.

APT. 8360' Rwy 31L TDZE 8355' Rwy 31R TDZE 8354'

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