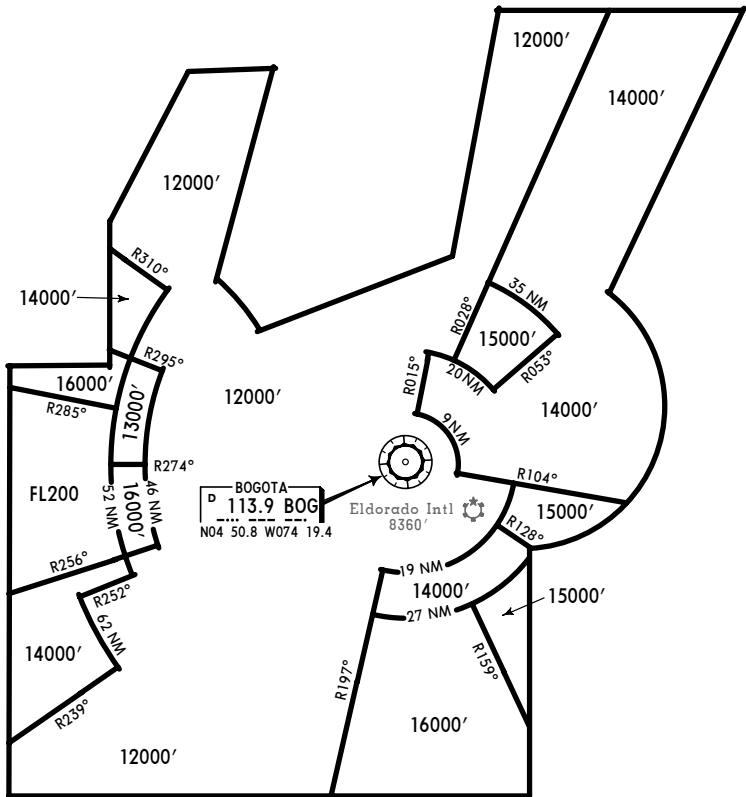


IFR MINIMUM VECTOR ALTITUDE CLEARANCE



SKBO/BOG
ELDORADO INTL

JEPPESEN
20 OCT 06 (10-2) Eff 26 Oct

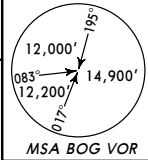
BOGOTA, COLOMBIA

STAR

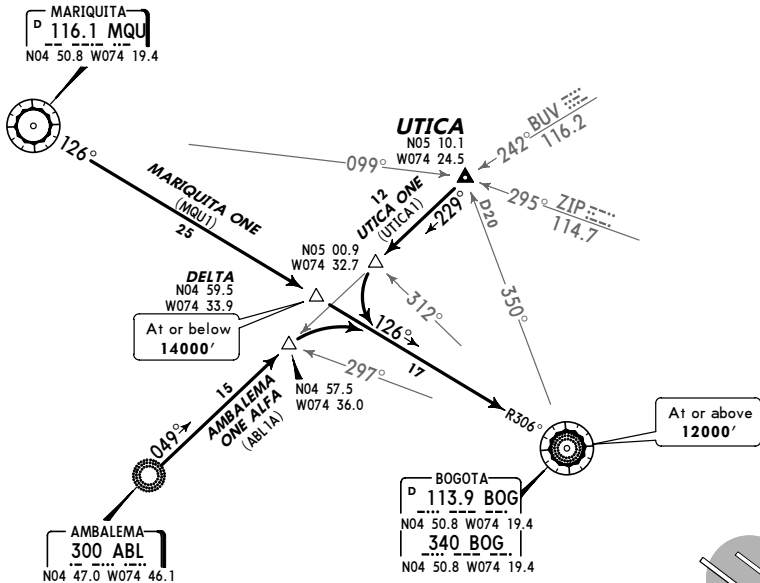
ATIS
113.9

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**

SKBO/BOG
ELDORADO INTL

JEPPESEN
20 OCT 06 (10-2A) Eff 26 Oct

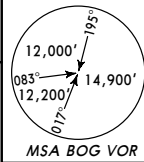
BOGOTA, COLOMBIA

STAR

ATIS
113.9

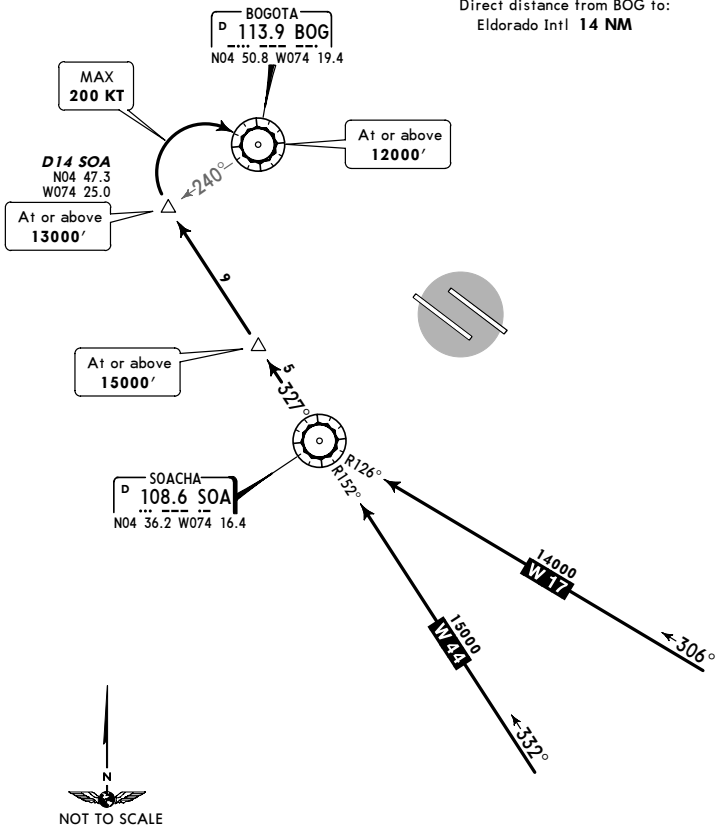
Apt Elev
8360'

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



SOACHA ONE ALFA (SOA1A) ARRIVAL
(RWYS 13L/R)

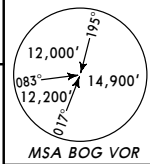
Direct distance from BOG to:
Eldorado Intl 14 NM



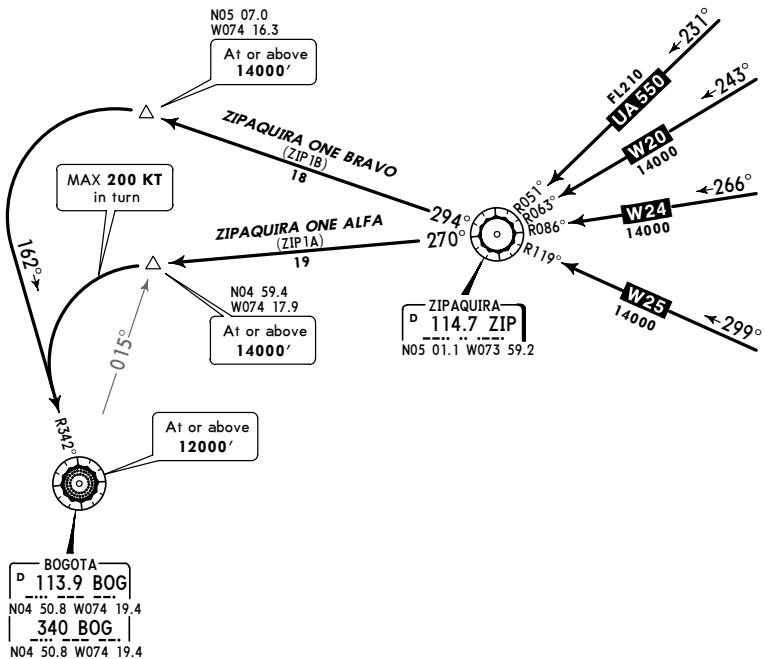
ATIS
113.9

Apt Elev
8360'

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



**ZIPAQUIRA ONE ALFA (ZIP1A),
ZIPAQUIRA ONE BRAVO (ZIP1B) ARRIVALS**
(RWYS 13L/R, 31L/R)



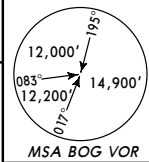
Direct distance from BOG VOR to:
Eldorado Intl **14 NM**



BOGOTA
Departure
121.3

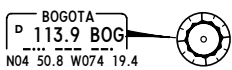
Apt Elev
8360'

Trans level: FL190 Trans alt: 18000'
RNAV required for ROLUS Departure.

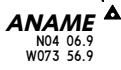
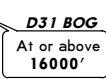
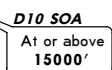
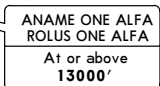
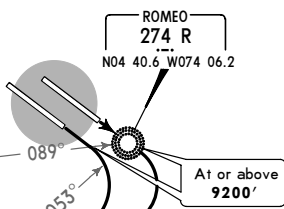
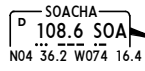


**ANAME ONE ALFA (ANAME1A),
ISABE ONE BRAVO (ISABE1B),
ROLUS ONE ALFA (ROLUS1A) DEPARTURES**
(RWYS 13L/R)

SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED



Direct distance from Eldorado Intl
(Rwy 13L) to: R **4 NM**
(Rwy 13R) to: MUNAB **10 NM**

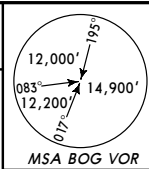


These SIDs require the following minimum climb gradients:
Rwy 13L: 8.2% to R, turn RIGHT, then 6.7% to MUNAB.
Rwy 13R: 8.2% to cross the 089° bearing to R at **9200'**, turn RIGHT, then 6.7% to MUNAB.

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

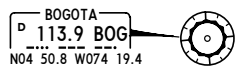
6.7% climb gradient required to avoid obstacles.
8.2% climb gradient required for noise abatement procedures or for Air Traffic Services.

BOGOTA Departure 121.3	Apt Elev 8360'	Trans level: FL190 Trans alt: 18000' RNAV required for ROLUS Departure.
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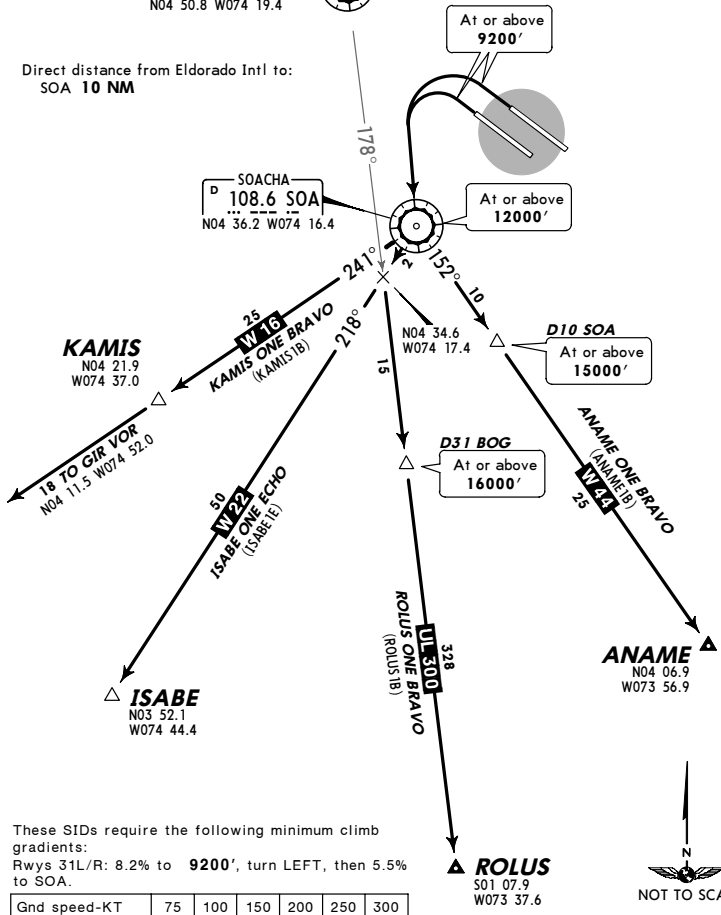
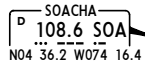


**ANAME ONE BRAVO (ANAME1B),
ISABE ONE ECHO (ISABE1E),
KAMIS ONE BRAVO (KAMIS1B),
ROLUS ONE BRAVO (ROLUS1B) DEPARTURES**
(RWYS 31L/R)

SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED



Direct distance from Eldorado Intl to:
SOA 10 NM



These SIDs require the following minimum climb gradients:
Rwys 31L/R: 8.2% to 9200', turn LEFT, then 5.5% to SOA.

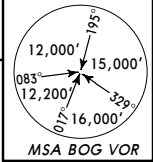
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491



BOGOTA
Departure
121.3

Apt Elev
8360'

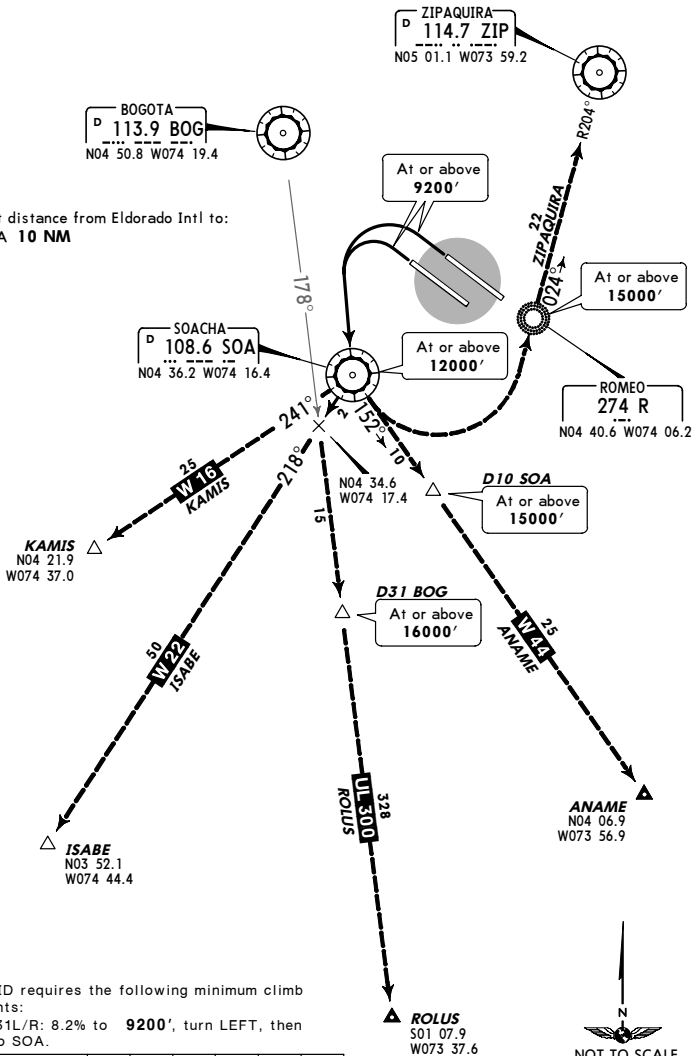
Trans level: FL190 Trans alt: 18000'



CHUCUA 1 DEPARTURE
(RWYS 31L/R)

SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED

Direct distance from Eldorado Intl to:
SOA **10 NM**

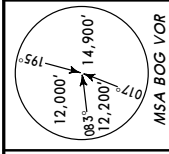


This SID requires the following minimum climb gradients:
Rwys 31L/R: 8.2% to 9200', turn LEFT, then 5.5% to SOA.

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

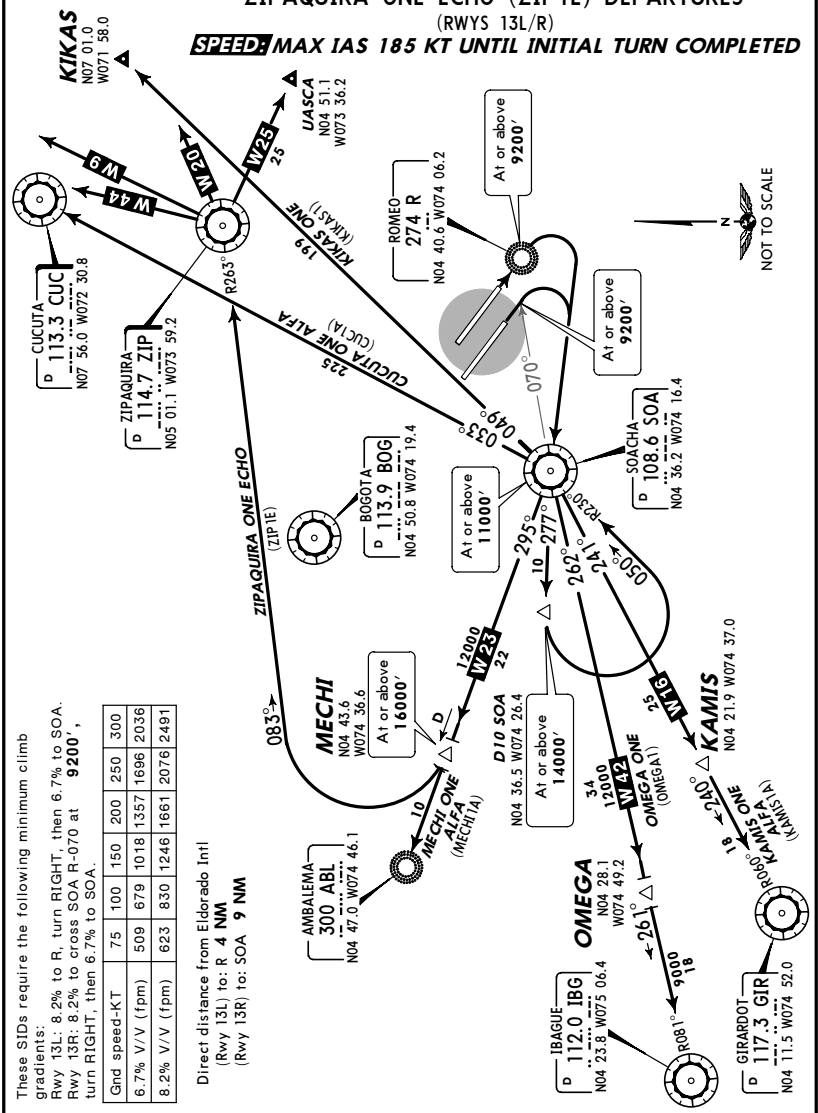


BOGOTA Departure 121.3	Apt Elev 8360'	Trans level: FL190 Trans alt: 18000'
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CUCUTA ONE ALFA (CUC1A),
KAMIS ONE ALFA (KAMIS1A),
KIKAS ONE (KIKAS1), MECHI ONE ALFA (MECHI1A),
OMEGA ONE (OMEGA1),
ZIAPAQUIRA ONE ECHO (ZIP1E) DEPARTURES
(RWYS 13L/R)

SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED



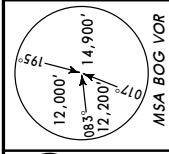
These SIDs require the following minimum climb gradients:

Rwy 13L: 8.2% to R, turn RIGHT, then 6.7% to SOA.
Rwy 13R: 8.2% to cross SOA R-070 at 9200',
turn RIGHT, then 6.7% to SOA.

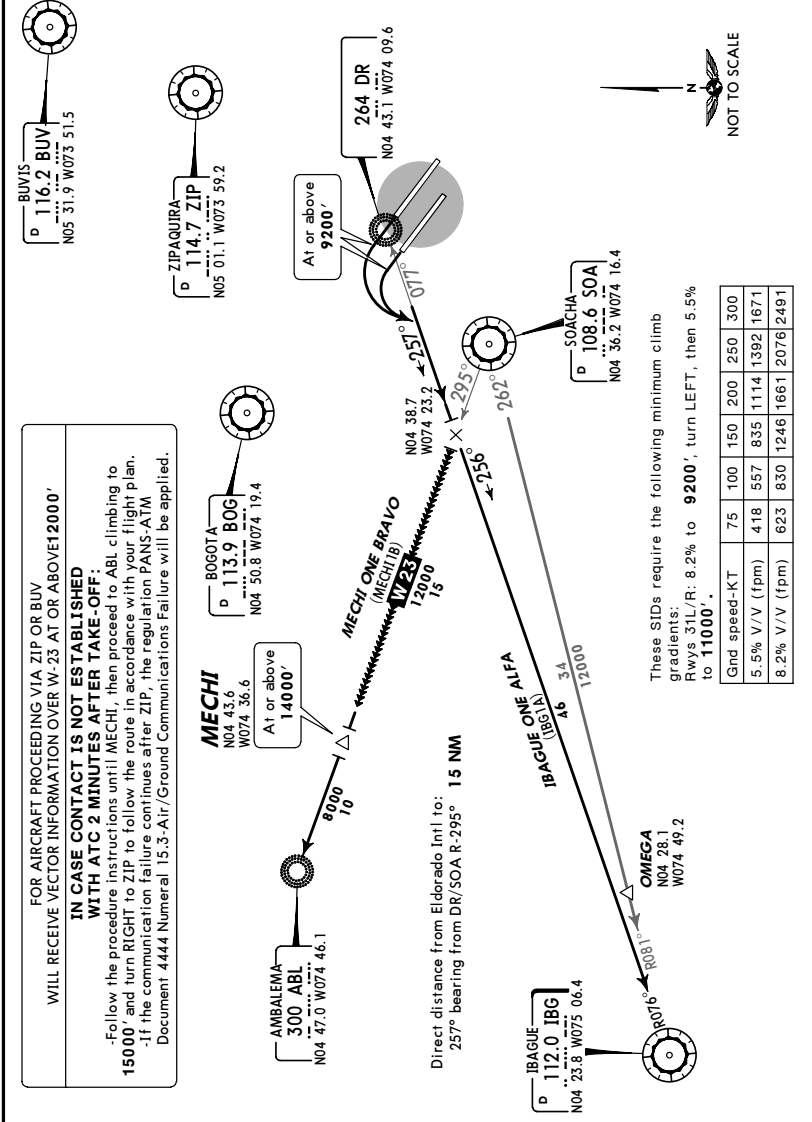
Grnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	679	1018	1357	1696	2036
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

Direct distance from Eldorado Intl
(Rwy 13L) to: R 4 NM
(Rwy 13R) to: SOA 9 NM

BOGOTA Departure 121.3	Apt Elev 8360'	Trans level: FL190 Trans alt: 18000'
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**MECHI ONE BRAVO (MECHI1B),
IBAGUE ONE ALFA (IBG1A) DEPARTURES**
(RWYS 31L/R)
SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED



FOR AIRCRAFT PROCEEDING VIA ZIP OR BUW
 WILL RECEIVE VECTOR INFORMATION OVER W-23 AT OR ABOVE 12000'

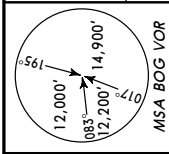
**IN CASE CONTACT IS NOT ESTABLISHED
 WITH ATC 2 MINUTES AFTER TAKE-OFF:**

- Follow the procedure instructions until MECHI, then proceed to ABL climbing to 15000' and turn RIGHT to ZIP to follow the route in accordance with your flight plan.
- If the communication failure continues after ZIP, the regulation FANS-A1M Document 4444 Numeral 15.3-Air/Ground Communications Failure will be applied.

These SIDs require the following minimum climb gradients:
 Rwys 31L/R: 8.2% to 9200', turn LEFT, then 5.5% to 11000'.

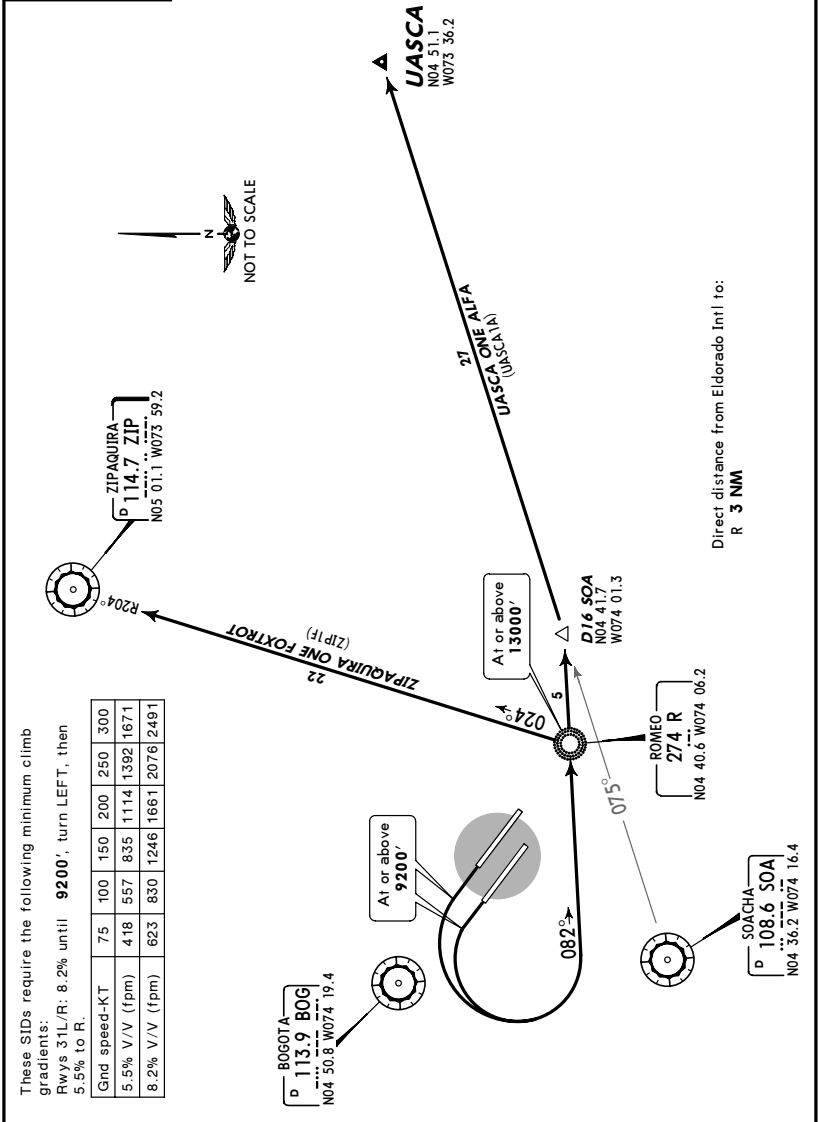
Grnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

BOGOTA Departure 121.3	Apt Elev 8360'	Trans level: FL190 Trans alt: 18000'
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**UASCA ONE ALFA (UASCA1A),
ZIPAQUIRA ONE FOXTROT (ZIP1F) DEPARTURES**
(RWYS 31L/R)

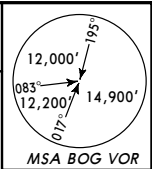
SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED



These SIDs require the following minimum climb gradients:
Rwys 31L/R: 8.2% until 9200', turn LEFT, then 5.5% to R.

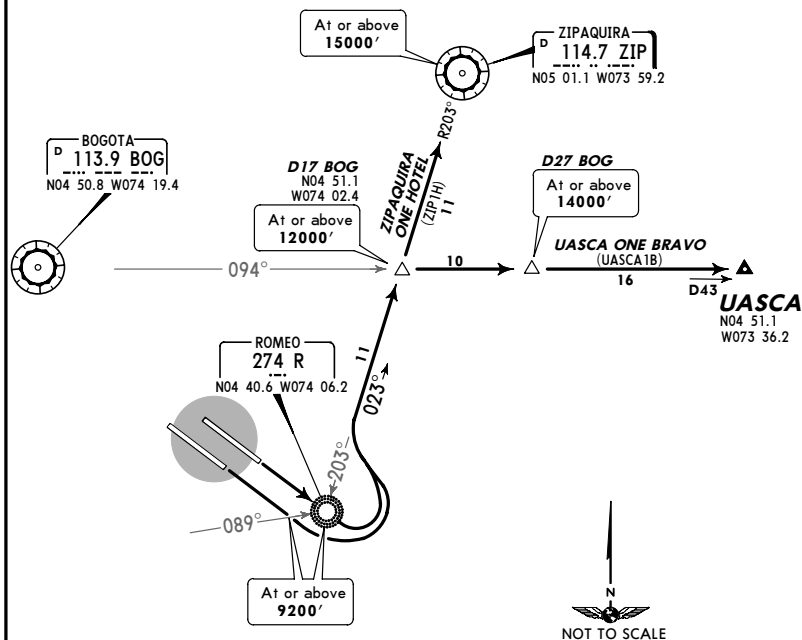
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

BOGOTA Departure 121.3	Apt Elev 8360'	Trans level: FL190 Trans alt: 18000'
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**UASCA ONE BRAVO (UASCA1B),
ZIQAUIRA ONE HOTEL (ZIP1H) DEPARTURES**
(RWYS 13L/R)

SPEED: MAX IAS 185 KT UNTIL INITIAL TURN COMPLETED



These SIDs require the following minimum climb gradients:

Rwy 13L: 8.2% until **9200'** or R, turn LEFT, then 4.8% until MEA.

Rwy 13R: 8.2% until **9200'** or the 089° bearing to R, turn LEFT, then 4.8% until MEA.

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

Direct distance from Eldorado Intl
(Rwy 13L) to: R **4 NM**
(Rwy 13R) to: D17 BOG **11 NM**



SKBO/BOG
ELDORADO INTL

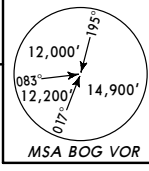
JEPPESEN
17 NOV 06 **10-3G**

BOGOTA, COLOMBIA
SID

BOGOTA
Departure
121.3

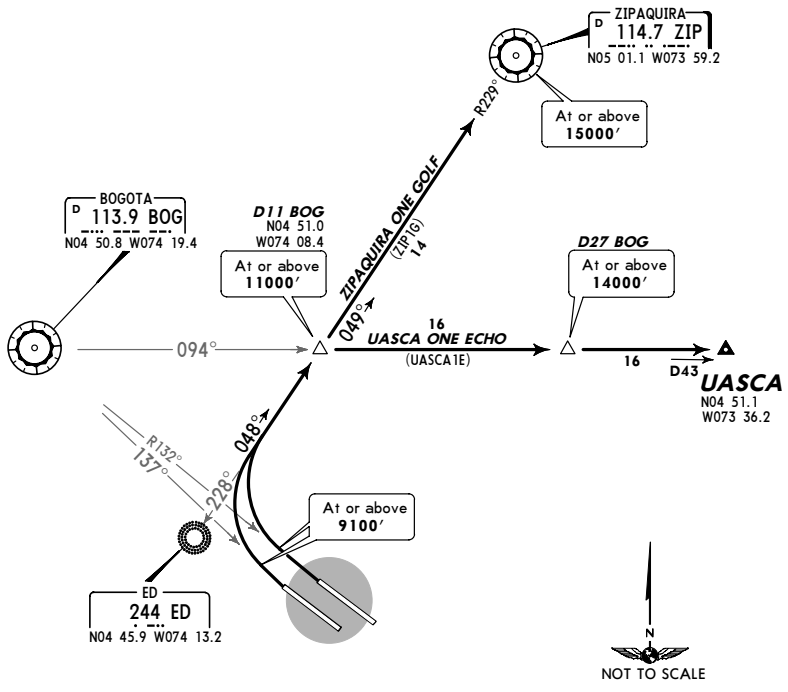
Apt Elev
8360'

Trans level: FL190 Trans alt: 18000'
ED required.



**UASCA ONE ECHO (UASCA1E),
ZIQAUIRA ONE GOLF (ZIP1G) DEPARTURES**
(RWYS 31L/R)

**SPEED: MAX IAS 200 KT UNTIL INTERCEPTING 048°
BEARING FROM ED**



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

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

Direct distance from Eldorado Intl to:
D11 BOG 9 NM

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.
- **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.

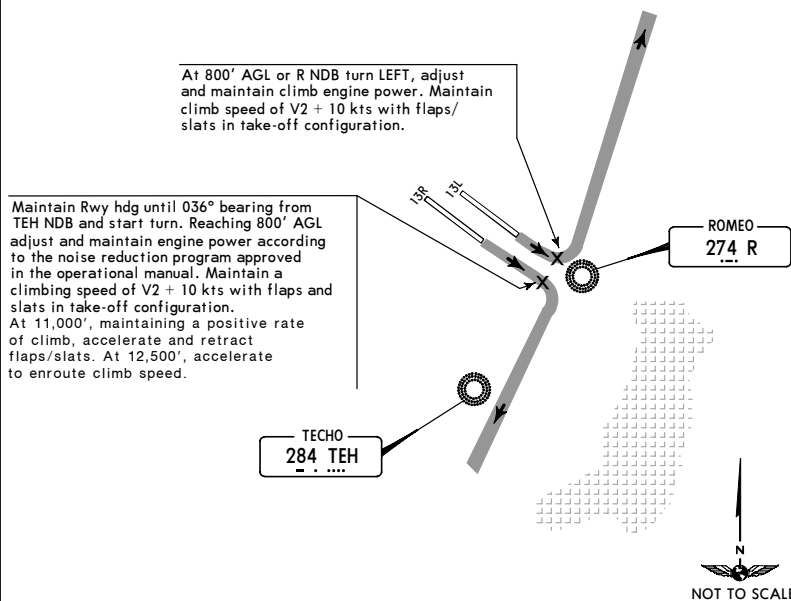
NOTE 1: Maintain maximum climb gradient in the initial take-off phase.

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.



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 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.

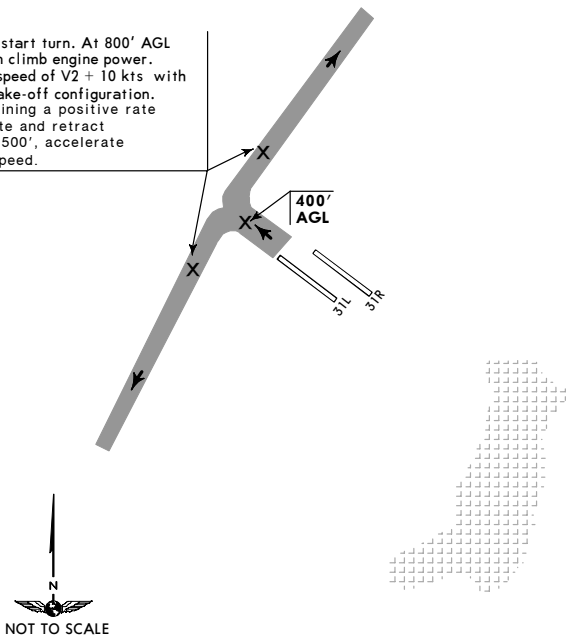
NOTE 2: For DC-10 aircraft the criteria will be $V_2 + 20$ Kts.

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.

Reaching 400' AGL start turn. At 800' AGL 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.



PREFERRED TAXI ROUTES FOR DEPARTURES/ARRIVALS

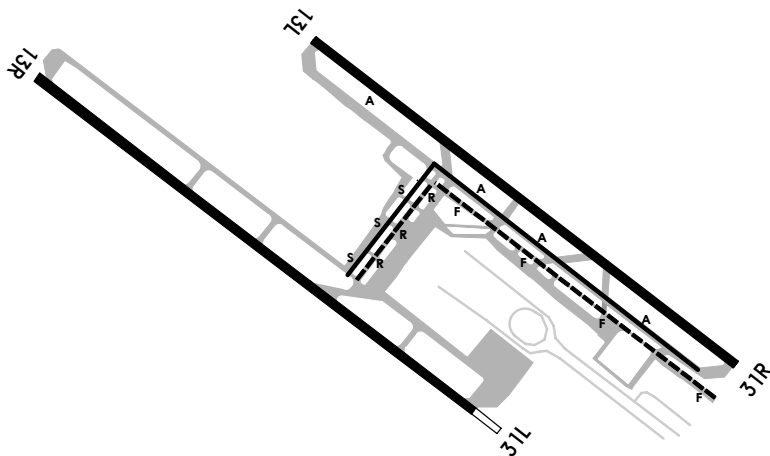
Preferred routes will be issued by Ground Control. Route will indicate that the aircraft is to proceed via Taxiway Alfa, Sierra or Foxtrot, Romeo and taxi circuit 1 or 2.

To Runways 13R/13L

Route Ident	Routing via
CIRCUIT 1	Alfa - Sierra
CIRCUIT 2	Foxtrot - Romeo

To Runways 31L/31R

Route Ident	Routing via
CIRCUIT 1	Alfa - Sierra
CIRCUIT 2	Foxtrot - Romeo



————— CIRCUIT 1 TAXIWAYS ALFA & SIERRA

----- CIRCUIT 2 TAXIWAYS FOXTROT & ROMEO

SKBO/BOG

Apt Elev **8360'**

N04 42.2 W074 08.3



BOGOTA, COLOMBIA

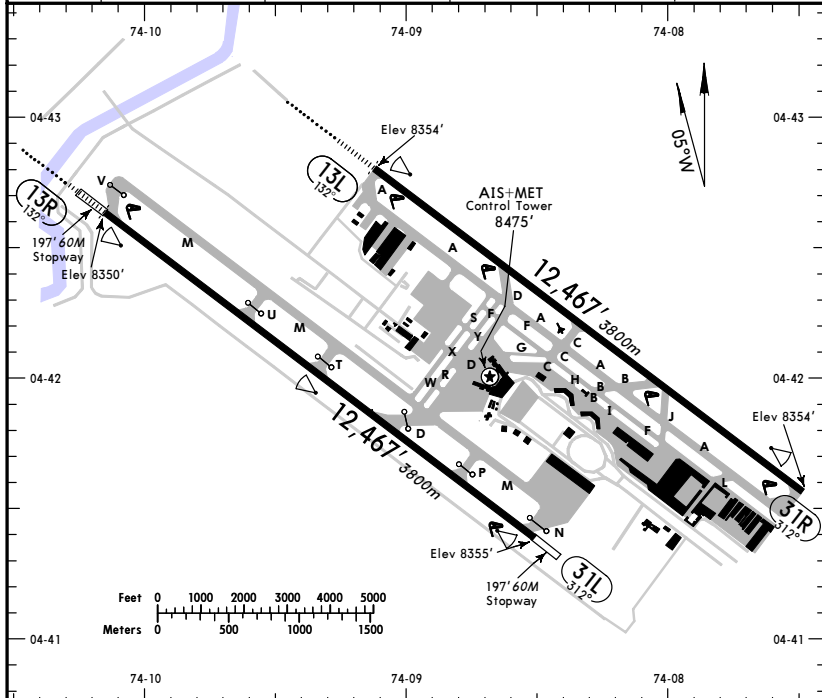
20 OCT 06

(10-9)

Eff 26 Oct

ELDORADO INTL

ATIS	*ELDORADO Clearance	North	Ground	South	Rwys 13L/31R	Tower	Rwys 13R/31L	BOGOTA Departure
113.9	121.6	121.8		122.75	118.1		118.25	121.3



ADDITIONAL RUNWAY INFORMATION

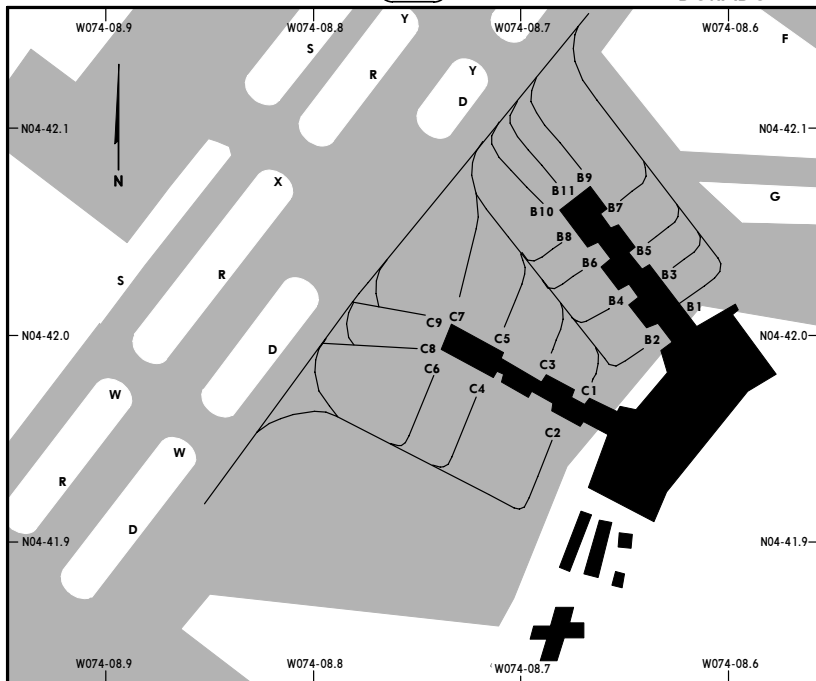
RWY						USABLE LENGTHS			WIDTH	
	HIRL	CL	HIALS	TDZ	PAPI (angle 3.0°)	RVR	Threshold	Glide Slope		TAKE-OFF
13L								11,449'	3490m	148'
31R										45m
13R								11,471'	3496m	148'
31L										45m

1 Rwy closed between 0300-1100 UTC.

TAKE-OFF

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

1 With appropriate approval.



PARKING SPOT COORDINATES

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

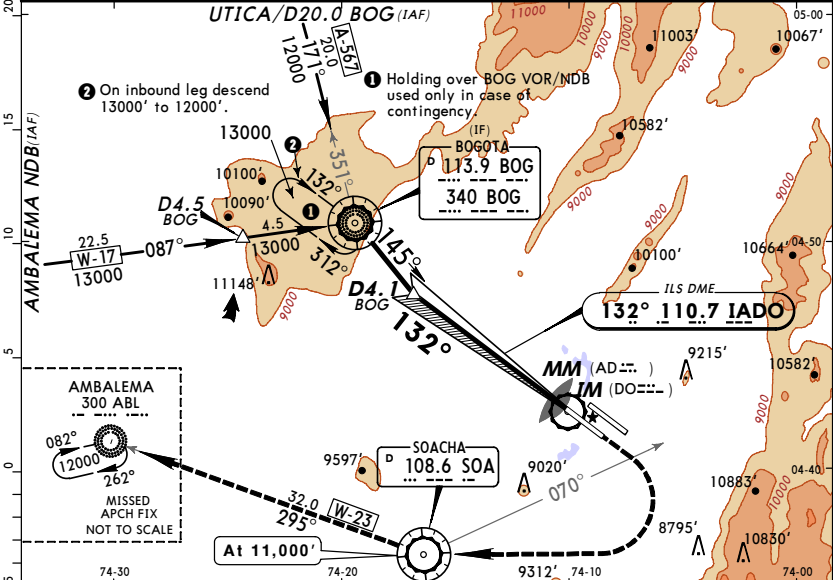
1. Parking positions C1 thru C9 - MD-80, B727, B737
2. Parking positions C2 thru C9 - RJ100
3. Parking positions C2, C4, C7, C8 - B747
4. Parking positions C2, C4, C7, C8 - A340 and C2, C4, C6, C7, C8 - MD11
5. Parking positions C2, C4, C6 thru C9 - DC10 and C2, C4 thru C9 - B757, B767, A300
6. Parking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

SKBO/BOG
ELDORADO INTL

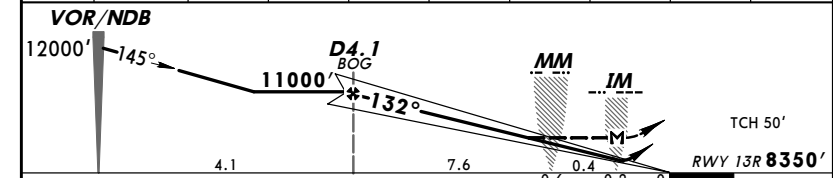
JEPPESEN
20 OCT 06 **11-1** **Eff 26 Oct**

BOGOTA, COLOMBIA
ILS Rwy 13R

ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75	
LOC IADO 110.7	Final Apch Crs 132°	GS D4.1 BOG	ILS DA(H) 8550' (200')	Apt Elev 8360' RWY 13R 8350'			
MISSED APCH: Climb on runway heading until R-070 SOA VOR. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL NDB holding at 14,000'.							
Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000' 1. VOR or NDB DME required. 2. Missed approach turn Max IAS 185 kts.						MSA BOG VOR	



LOC (GS out)	IADO DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	10900'	10580'	10260'	9950'	9630'	9310'	8990'	8670'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI ↑ on Rwy hdg until 108.6 R-070
GS	3:00°	3:77	4:48	5:20	6:48	8:00	
MAP at IM or D4.1 to MAP	8.0	6:51	5:20	4:48	4:00	3:26	

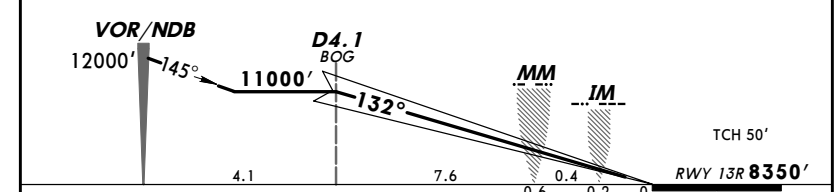
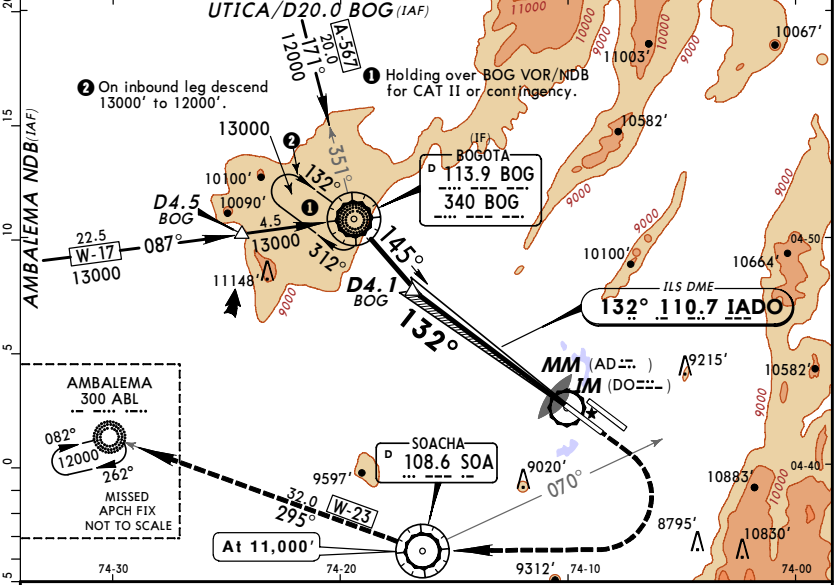
STRAIGHT-IN LANDING RWY13R				CIRCLE-TO-LAND		
ILS DA(H) 8550' (200')		LOC (GS out) MDA(H) 8750' (400')		Do not exceed D18 BOG VOR.		
FULL		HIALS out		Max Kts		
A				100	10500' (2140')-6000m	
B	RVR 550m	1200m	1600m	135		
C	VIS 800m		2000m	180		
D			2400m	205		

SKBO/BOG
ELDORADO INTL

JEPPESEN
20 OCT 06 **(11-1A)** **Eff 26 Oct**

BOGOTA, COLOMBIA
ILS Rwy 13R CAT II

ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75	
LOC IADO 110.7	Final Apch Crs 132°	GS D4.1 BOG 11000' (2650')	CAT II ILS DA(H) Refer to Minimums		Apt Elev 8360' RWY 13R 8350'		
<p>MISSED APCH: Climb on runway heading until R-070 SOA VOR. Then RIGHT climbing turn to SOA VOR, and intercept W-23 to ABL NDB holding at 14,000'.</p> <p>Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. VOR or NDB DME required. 3. Missed approach turn Max IAS 185 kts.</p>							<p>MSA BOG VOR</p>



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
GS	3.00°	377	484	538	646	753	861	PAPI
								↑ on Rwy hdg until 108.6
								R-070

STRAIGHT-IN LANDING RWY 13R			
CAT II ILS			
RA 100'		RA 150'	
DA(H) 8500' (150')		DA(H) 8500' (150')	
FULL	HIALS out	FULL	HIALS out
A			
B			
C	RVR 350m	NA	RVR 500m
D			

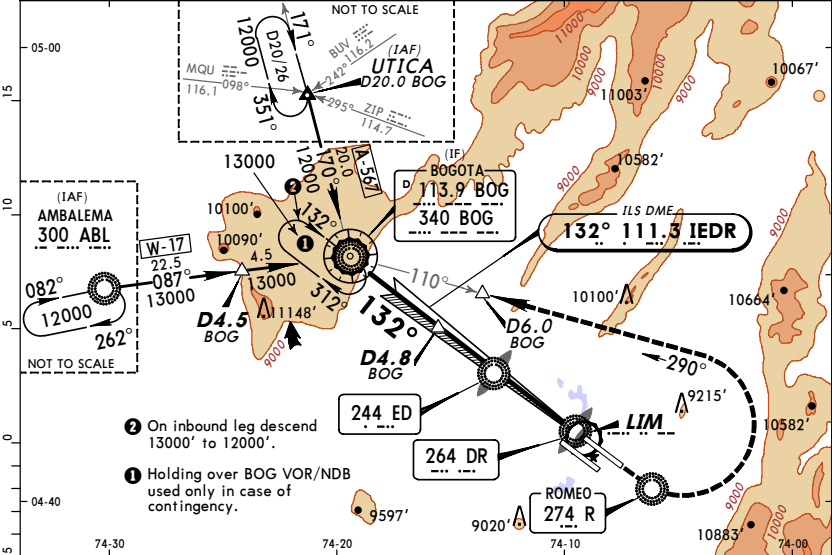
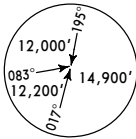
1 2 RVR required, TDZ and MID or Roll Out.
CHANGES: Procedure. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

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ELDORADO INTL

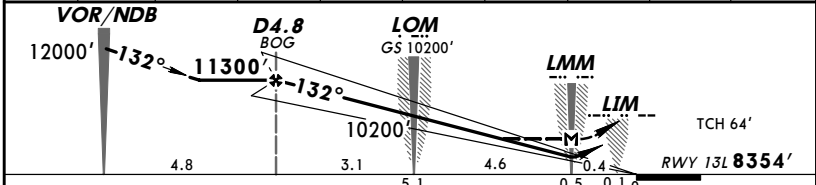
BOGOTA, COLOMBIA
ILS Rwy 13L

BRIEFING STRIP™

ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75	
LOC IEDR 111.3	Final Apch Crs 132°	GS LOM 10200' (1846')	ILS DA(H) 8554' (200')	Apt Elev 8360'			
<p>MISSED APCH: Climb on Rwy heading to R NDB, turn left (Max IAS 185 kts until end of the turn) climbing to intercept BOG VOR R-110 at 10000' or above. Proceed to BOG VOR and enter holding pattern at 13000'. Cross D6.0 BOG at 12000' or above. Radar vectors may be provided before arriving at BOG VOR.</p>							
Gnd speed-Kts		75	100	150	200	250	300
Mim climb gradient 3.0%		228	304	456	608	760	911
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'		MSA BOG VOR	
1. VOR or NDB DME required.							



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



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

STRAIGHT-IN LANDING RWY13L				CIRCLE-TO-LAND	
ILS DA(H) 8554' (200')		LOC (GS out) MDA(H) 8754' (400')		Do not exceed D18 BOG VOR.	
FULL	HIALS out	HIALS out	Max Kts	MDA(H)	
A			100		
B	RVR 550m		135		
C	VIS 800m	1200m	180	10500'(2140')-6000m	
D			205		

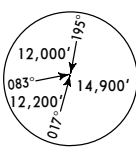
PANS OPS 3

SKBO/BOG
ELDORADO INTL

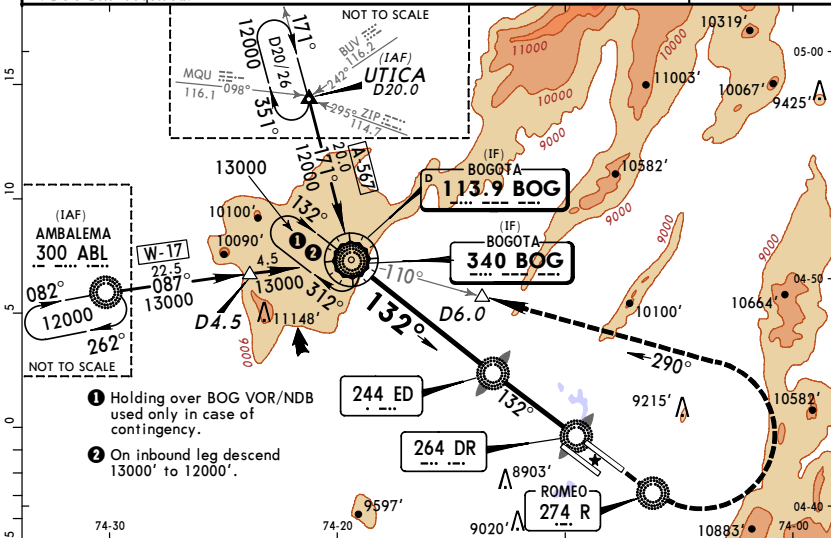
JEPPESSEN
20 OCT 06 (13-1) **Eff 26 Oct**

BOGOTA, COLOMBIA
VOR or NDB Rwy 13L

BRIEFING STRIP	ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75														
	VOR BOG 113.9	Final Apch Crs 132°	Minimum Alt ED NDB 10200' (1846')		MDA(H) 8760' (406')		Apt Elev 8360' RWY 13L 8354'														
	NDB BOG 340	<p>MISSED APCH: Climb on Rwy heading to R NDB, turn left (Max IAS 185 kts until end of the turn) climbing to intercept BOG VOR R-110 at 13000'. Proceed to BOG VOR and enter holding pattern at 13000'. Cross D6.0 at 12000' or above. Radar vectors may be provided before arriving at BOG VOR/NDB.</p> <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>Mim climb gradient 3.0%</td> <td>228</td> <td>304</td> <td>456</td> <td>608</td> <td>760</td> <td>911</td> </tr> </table> <p>Alt Set: INCHES (hPa on req) Trans level: FL 190 Trans alt: 18000'</p> <p>1. BOG DME required.</p>							Gnd speed-Kts	75	100	150	200	250	300	Mim climb gradient 3.0%	228	304	456	608	760
Gnd speed-Kts	75	100	150	200	250	300															
Mim climb gradient 3.0%	228	304	456	608	760	911															

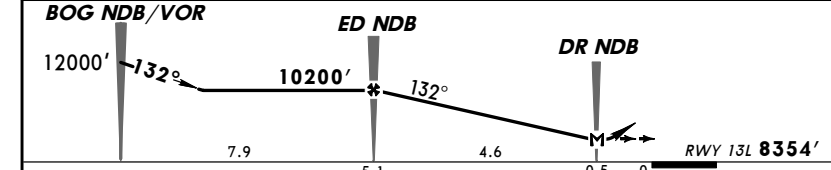


MSA BOG VOR



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

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.7%	404	520	577	693	808	924
MAP at DR NDB or ED NDB to DR NDB	4.6	3:57	3:04	2:46	2:18	1:58
						1:44

STRAIGHT-IN LANDING RWY13L MDA(H) 8760' (406')			CIRCLE-TO-LAND No Circling beyond 18 DME Arc BOG		
HIALS out			Max Kts		
A	1600m	2400m	100	10500' (2140') - 6000m	
B	2000m	2800m	135		
C	2400m	3200m	180		
D			205		

CHANGES: Procedure.

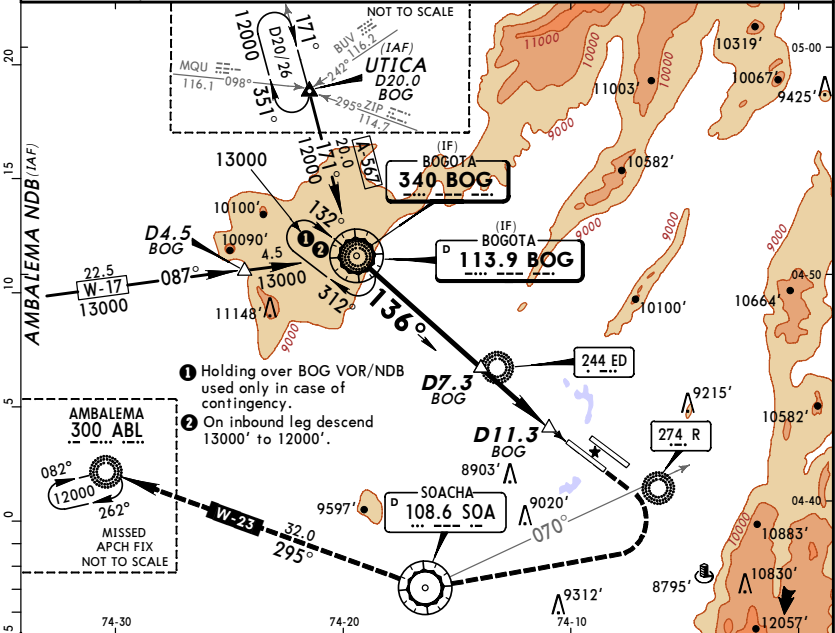
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SKBO/BOG
ELDORADO INTL

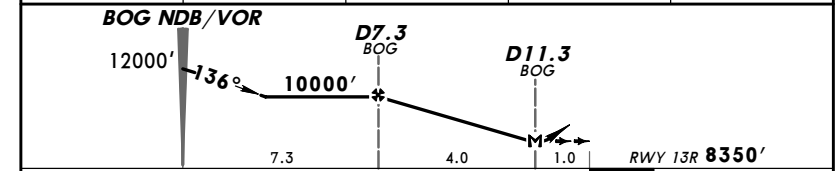
JEPPesen
20 OCT 06 (13-2) Eff 26 Oct

BOGOTA, COLOMBIA
VOR or NDB Rwy 13R

ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75	
VOR BOG 113.9 NDB BOG 340		<i>Final</i> <i>Apch Crs</i> 136°		<i>Minimum Alt</i> D7.3 10000' (1650')		<i>MDA(H)</i> 8830' (480')	
				<i>Apt Elev</i> 8360' RWY 13R 8350'			
MISSED APCH: Climb on runway heading until R-070 SOA VOR DME, then RIGHT climbing turn (Max IAS 185 kts until end of the turn) to SOA VOR and intercept W-23 to ABL NDB holding at 14000'.							
Alt Set: INCHES (hPa on req)				Trans level: FL 190		Trans alt: 18000'	
1. BOG DME required.						MSA BOG VOR	



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



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		SOA Rwy hdg until 108.6 R-070
<i>Descent Gradient</i> 4.8%	340	437	486	583	681	778		
<i>MAP at D11.3 or FAF to MAP</i>	4.0	3:26	2:40	2:24	2:00	1:43		

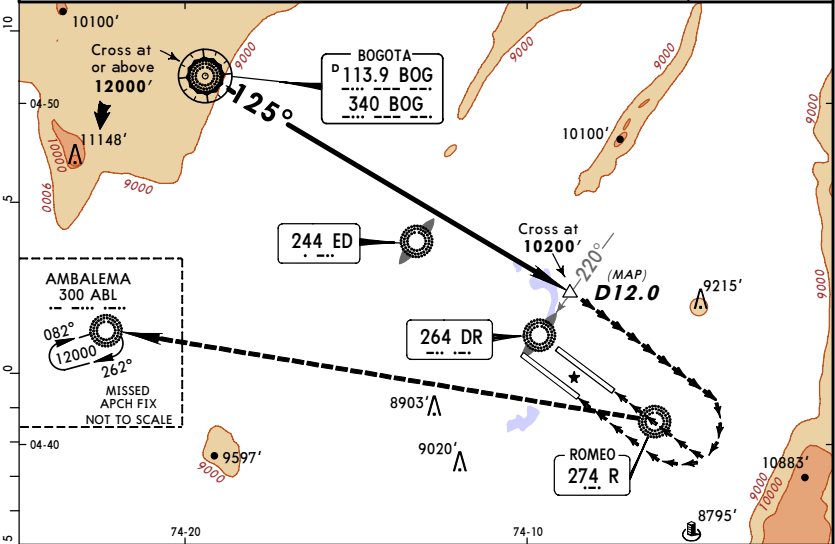
STRAIGHT-IN LANDING RWY13R MDA(H) 8830' (480')				CIRCLE-TO-LAND No Circling beyond 18 DME Arc BOG MDA(H) _____			
HIALS out				Max Kts.			
A	1600m		2400m		100		
B	2000m		2800m		135		
C	2800m		3600m		180		
D					205		
10500' (2140') - 6000m							

SKBO/BOG
ELDORADO INTL

JEPPESEN
20 OCT 06 (13-3) Eff 26 Oct

BOGOTA, COLOMBIA
VOR-C

BRIEFING STRIP™	ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75		
	NAVAIDS Refer to Planview	Final Apch Crs Refer to Planview	No FAF		MDA(H) Refer to Minimums	Apt Elev 8360'			
	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) 1. BOG DME required.		Trans level: FL 190		Trans alt: 18000'				



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
B
C
D

10200' (1840') - 6.0 km

PANS OPS 3

CHANGES: New procedure.

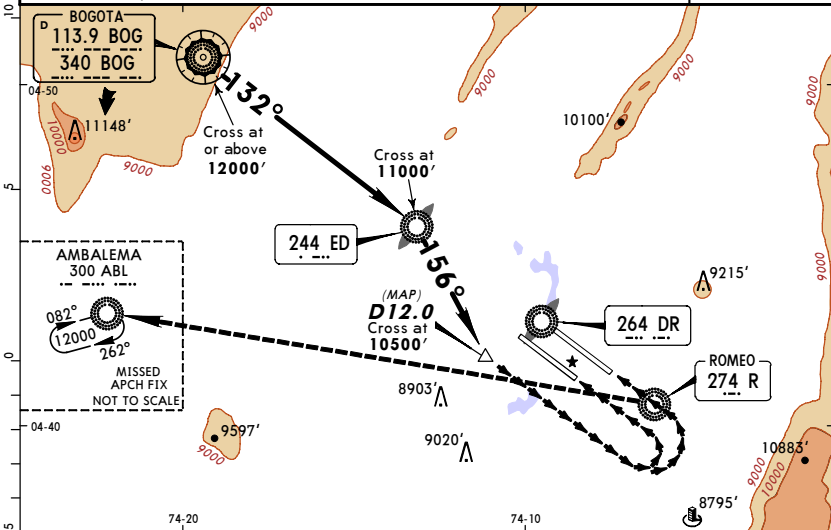
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SKBO/BOG
ELDORADO INTL

JEPPesen
20 OCT 06 (16-1) Eff 26 Oct

BOGOTA, COLOMBIA
NDB-D

BRIEFING STRIP™	ATIS 113.9		BOGOTA Approach North 121.3 South 119.65		ELDORADO Tower North 118.1 South 118.25		Ground North 121.8 South 122.75	
	NAVAIDS Refer to Planview	Final Apch Crs Refer to Planview	No FAF		MDA(H) Refer to Minimums	Apt Elev 8360'		
	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) 1. BOG DME required.			Trans level: FL 190		Trans alt: 18000'			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.

Rwy 31L APT. 8360'	Rwy 31R TDZE 8355'	Rwy 31R TDZE 8354'
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Lighting -
Refer to
Airport
Chart

MAP at D12.0

CIRCLE-TO-LAND

MDA(H)

10500' (2140') - 5.0 km

- A
- B
- C
- D

PANS OPS 3