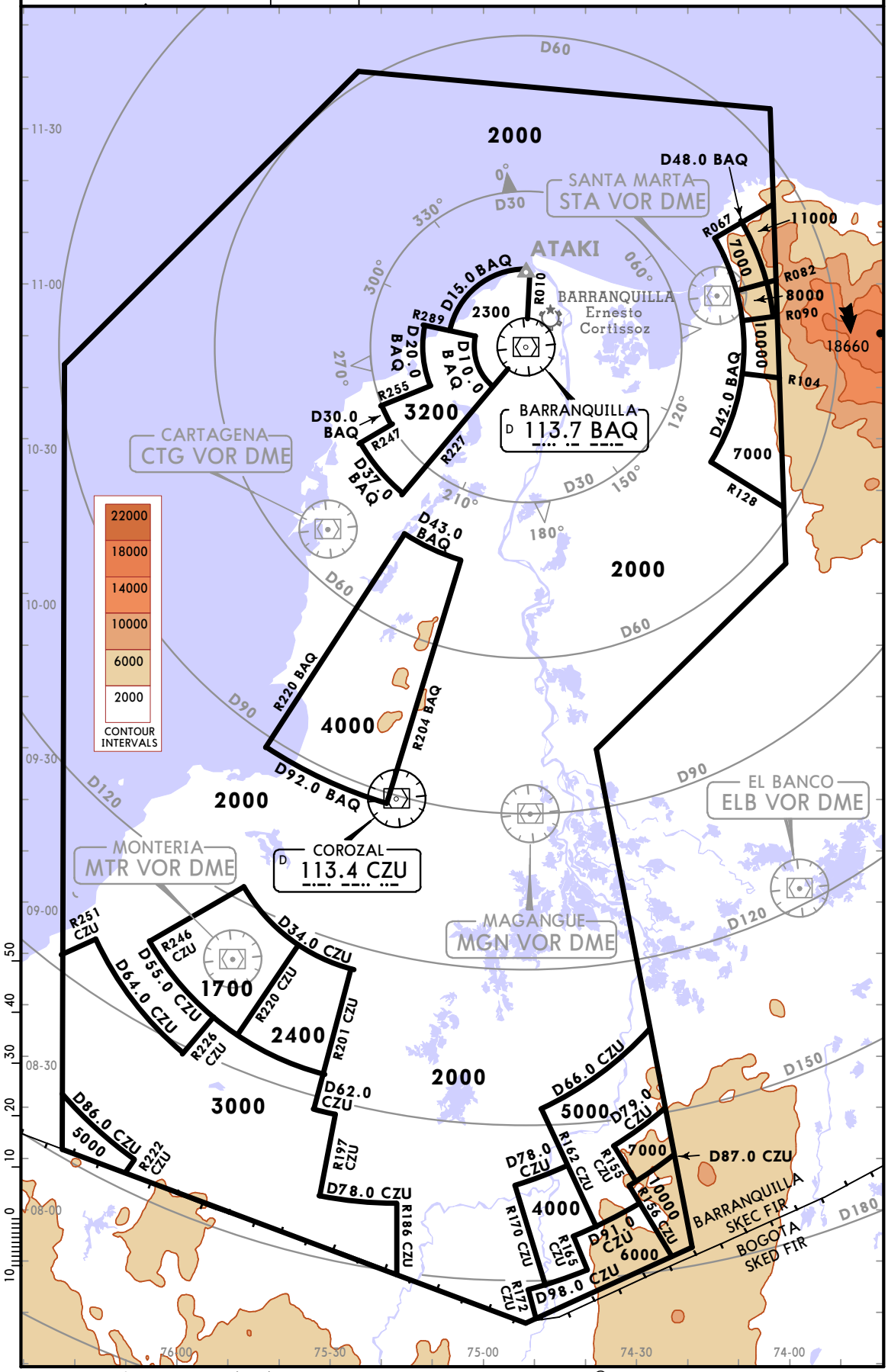
SKBQ/BAQ
ERNESTO CORTISSOZ

JEPPESEN **BARRANQUILLA, COLOMBIA**

10 AUG 18 | 10-1R | Eff 16 Aug | MINIMUM ALTITUDES

BARRANQUILLA Approach North	BARRANQUILLA Approach South	Apt Elev	Alt Set: IN (hPa on req)	
119.1	119.75	98′	Trans level: FL 190	Trans alt: 18000′



CHANGES: Northeast sectors & altitudes.

SKBQ/BAQ
ERNESTO CORTISSOZ

JEPPESEN
14 MAY 21 | 10-2 | Eff 20 May

BARRANQUILLA, COLOMBIA
RNAV STAR

ATIS 113.7 | Apt Elev 95

Alt Set: IN (hPa on req)
Trans level: FL190
1. RNP1 or RNAV1.
2. GNSS required.

CARTAGENA 1A [CTG1A]
COROZAL 1B [CZU1B]
DARNI 1A [DARN1A]
EDRES 1B [EDRE1B]
EGOKU 1A [EGOK1A]
ENTIP 1B [ENTI1B]
KAKUD 1C [KAKU1C]
LOLUD 1A [LOLU1A]
MORGI 1B [MORG1B]
STA 2B [STA2B]
UGSOL 1D [UGSO1D]
UMKIR 1A [UMKI1A]
VARON 1C [VARO1C]
VUMBA 1A [VUMB1A]
RNAV (GNSS) ARRIVALS (RWY 05)
CAT A, B, C & D

KAKUD 6000
MORGI 6000
EDRES 6000
ENTIP 11000
VARON 6000
GIKTI (IAF) 4000
VALOP (IAF) 4000
EROLA (IAF/IF) 3000
VUMBA 8000
EGOKU 7000
UMKIR 8000
LOLUD 5000
UGSOL 5000
DARNI 5000

BAQ VOR
BARRANQUILLA 113.7 BAQ
SANTA MARTA 116.6 STA 5000
CARTAGENA 112.3 CTG 5000
COROZAL 113.4 CZU 5000
SANTA MARTA Simon Bolivar Intl SKSM
CARTAGENA Rafael Nunez SKCG

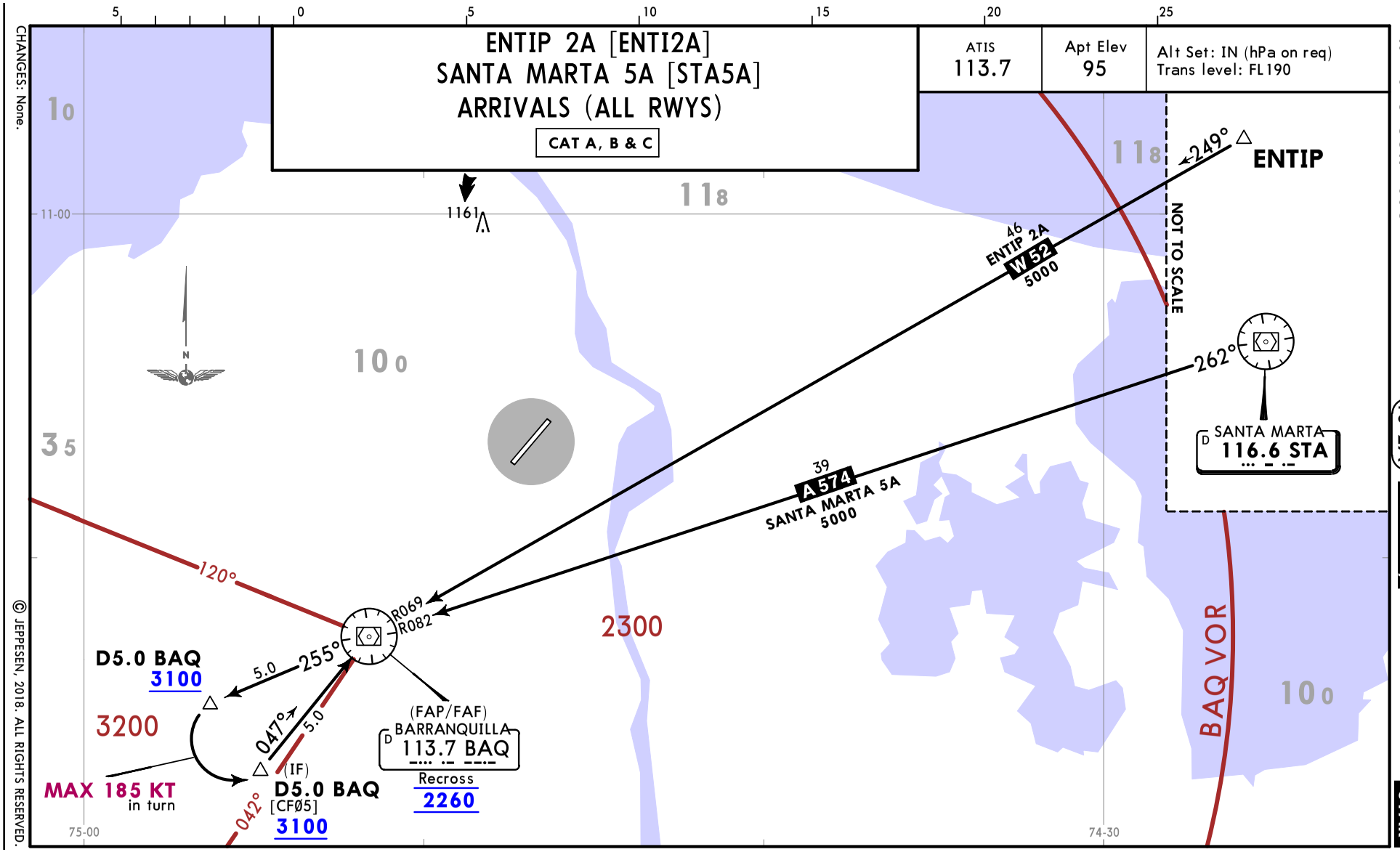
W31 171° KAKUD 1C 55
A301 182° MORGI 1B 51
W5 208° EDRES 1B 52
A574 W52 242° ENTIP 1B 48
A552 118° VARON 1C 52
252° STA 2B 39
266° A552 VUMBA 1A 32
281° W41 EGOKU 1A 28
309° W31 UMKIR 1A 28
336° W12 DARNI 1A 42
011° UZ002 LOLUD 1A 46
023° W5 W81 COROZAL 1B 87
033° UGSOL 1D 67
042° CARTAGENA 1A 48
056° A574 G445
120°

2300
3200
18660

CONTOUR INTERVALS: 20000, 18000, 16000, 14000, 12000, 10000, 8000, 6000, 4000, 2000

NOT TO SCALE

CHANGES: Airways UA-552, UA-574, UL-542, UQ-116, UW-5, Z-001 withdrawn, bearings revised, DOSPU waypoint withdrawn.



SKBQ/BAQ
ERNESTO CORTISSOZ

JEPPESEN BARRANQUILLA, COLOMBIA

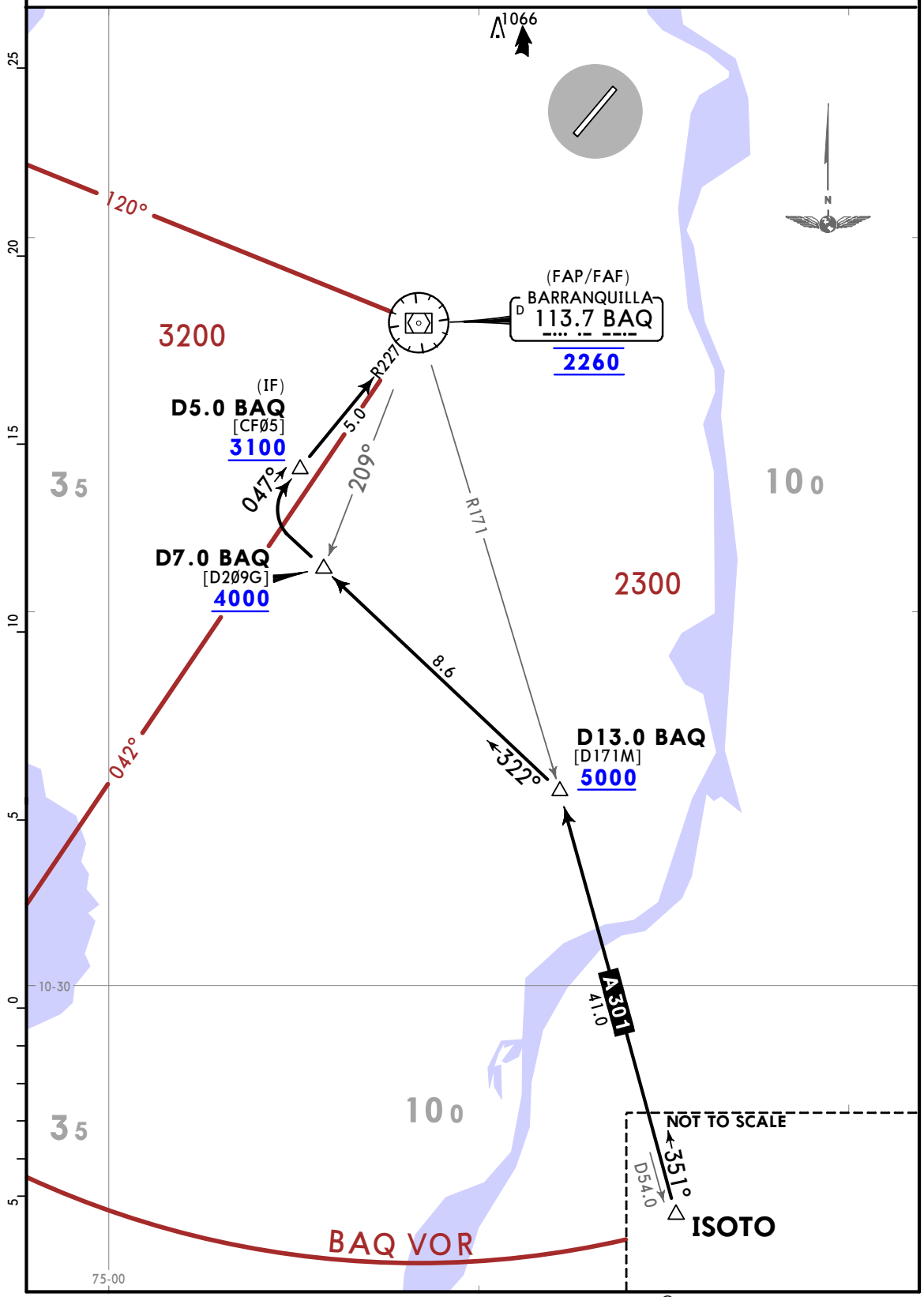
14 MAY 21 (10-2A) Eff 20 May

STAR

ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
113.7	95	

ISOTO 4A [ISOT4A]
ARRIVAL (ALL RWYS)

CAT A, B & C



CHANGES: New format.

SKBQ/BAQ
ERNESTO CORTISSOZ

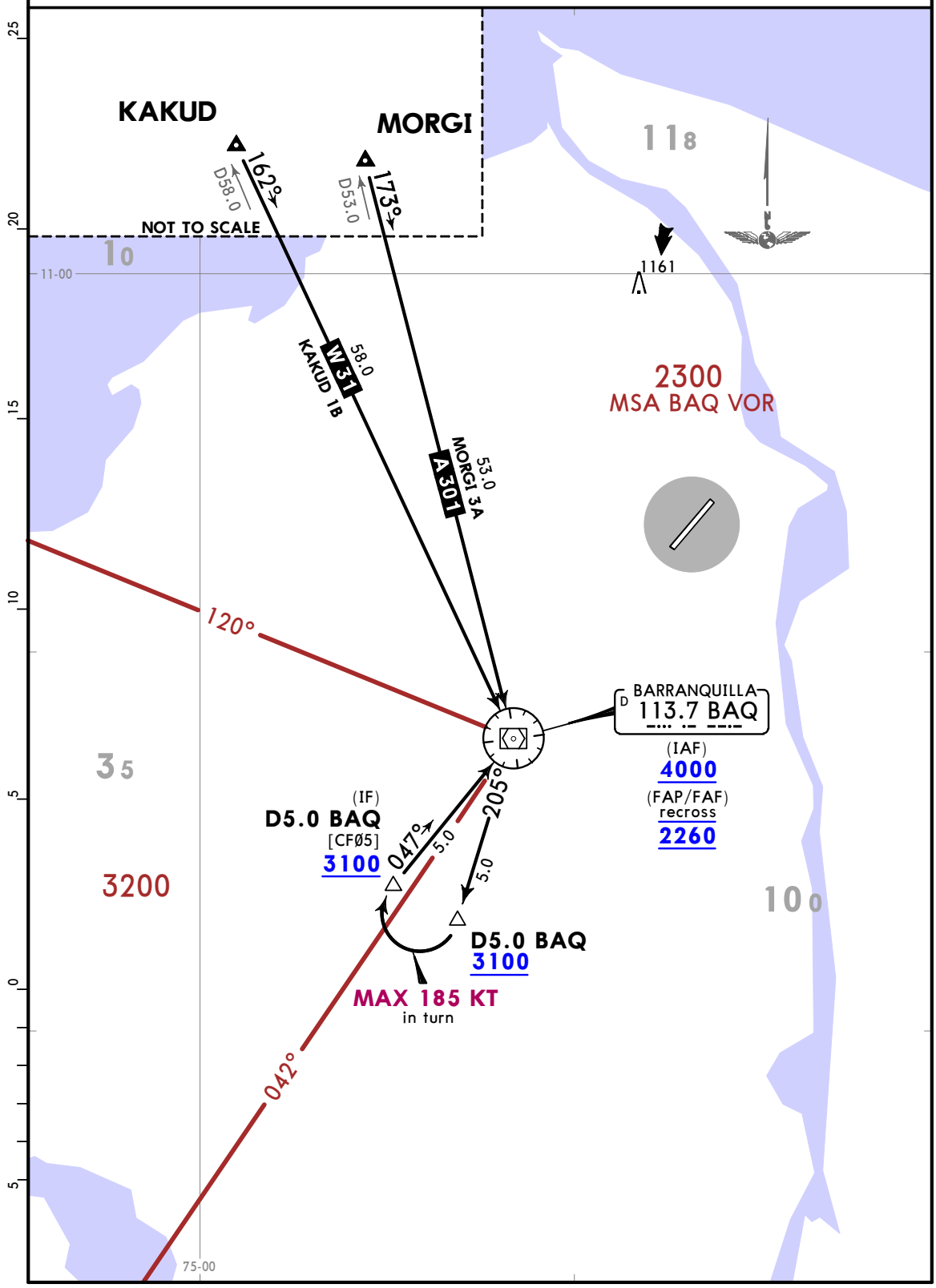
JEPPESEN
16 NOV 18
10-2C

BARRANQUILLA, COLOMBIA

STAR

ATIS	Apt Elev	Alt Set: IN (hPa on req)
113.7	95	Trans level: FL190

KAKUD 1B [KAKU1B]
MORGI 3A [MORG3A]
ARRIVALS (ALL RWYS)

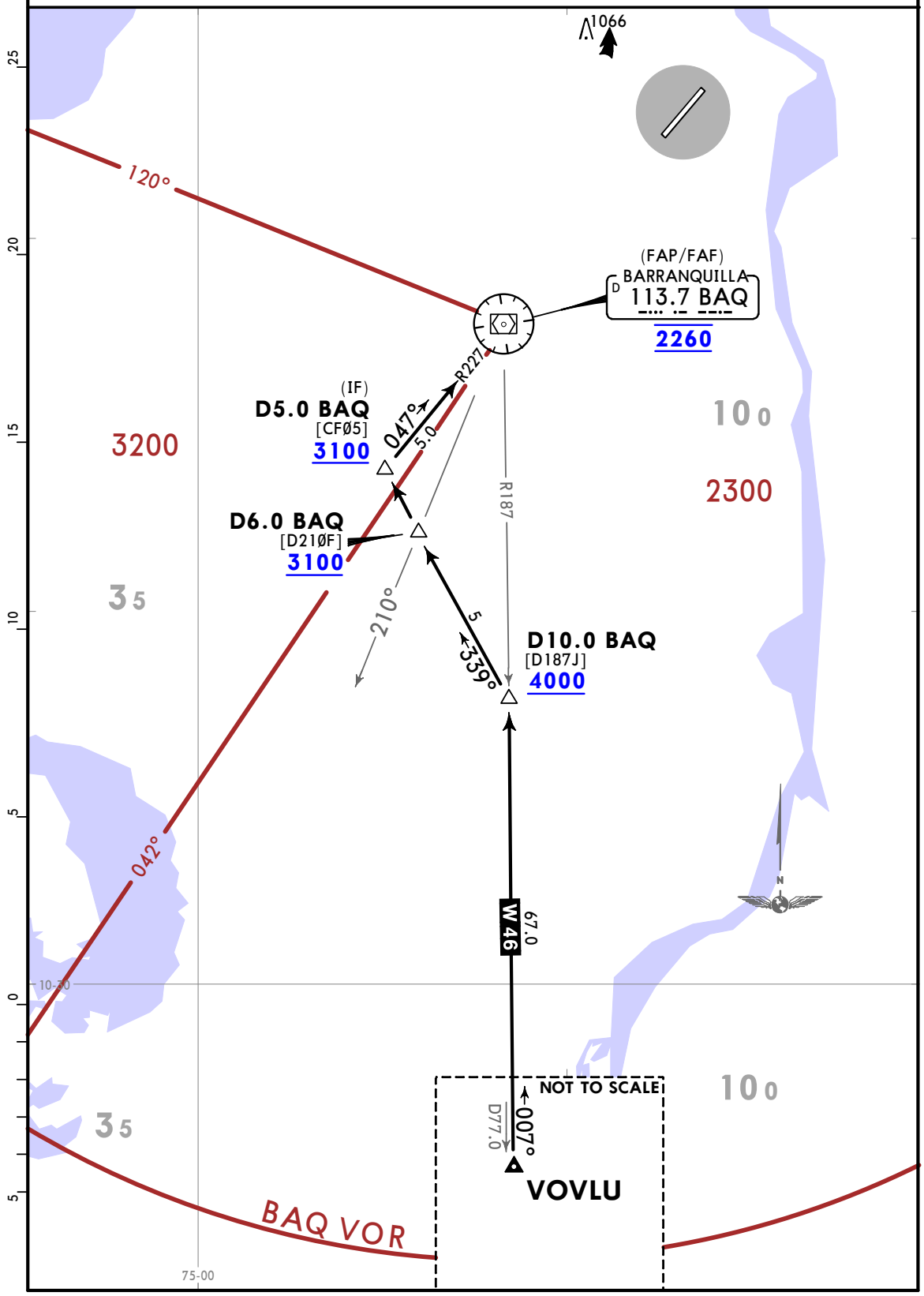


CHANGES: New format.

ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
113.7	95	

VOVLU 2A [VOVL2A]
ARRIVAL (ALL RWYS)

CAT A, B & C



CHANGES: New format.

SKBQ/BAQ
ERNESTO CORTISSOZ

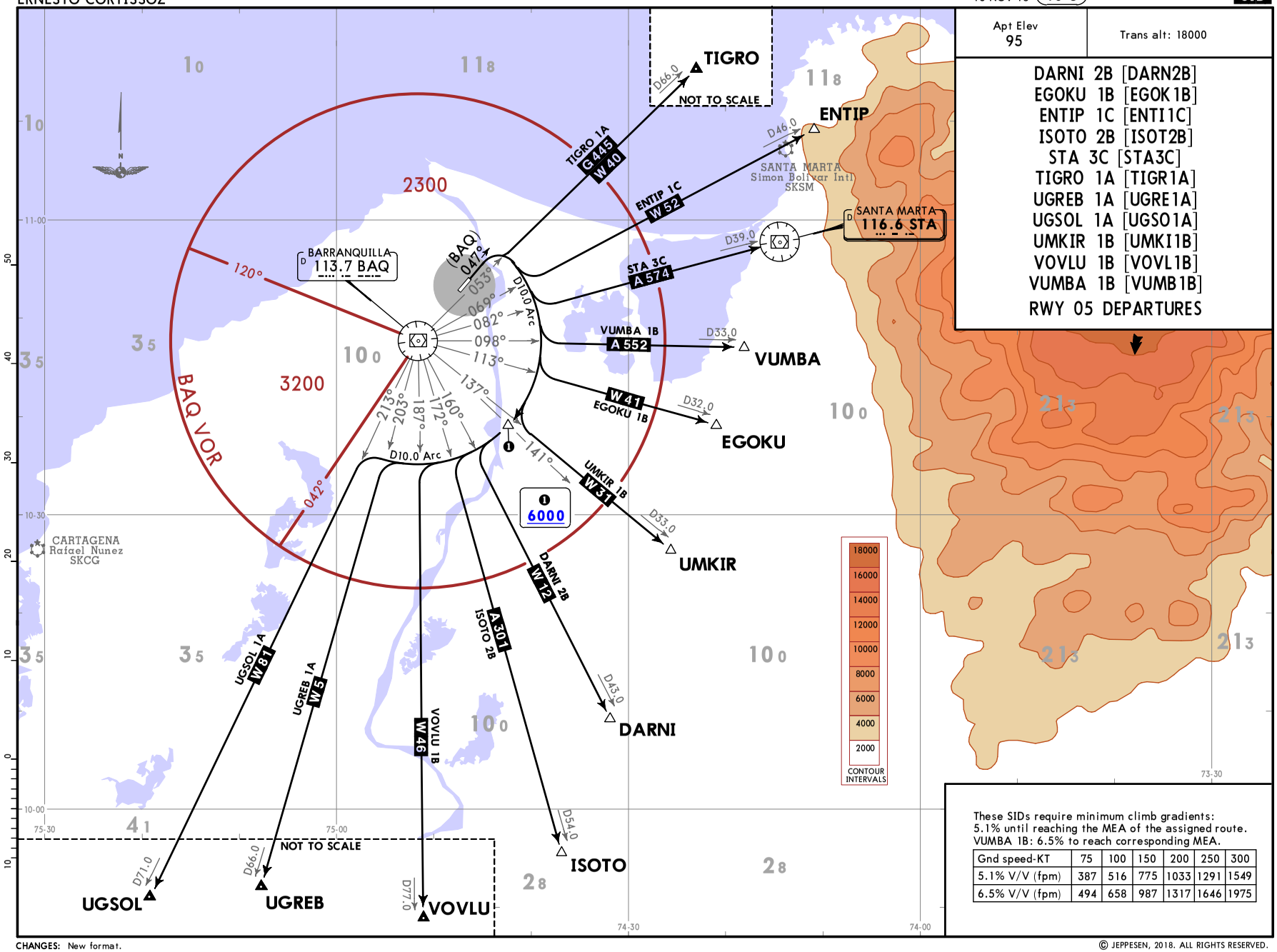
JEPPESEN
16 NOV 18 (10-3)

BARRANQUILLA, COLOMBIA

SID

Apt Elev	Trans alt: 18000
95	

DARNI 2B [DARN2B]
EGOKU 1B [EGOK1B]
ENTIP 1C [ENTI1C]
ISOTO 2B [ISOT2B]
STA 3C [STA3C]
TIGRO 1A [TIGR1A]
UGREB 1A [UGRE1A]
UGSOL 1A [UGSO1A]
UMKIR 1B [UMKI1B]
VOVLU 1B [VOVL1B]
VUMBA 1B [VUMB1B]
RWY 05 DEPARTURES



These SIDs require minimum climb gradients:
5.1% until reaching the MEA of the assigned route.
VUMBA 1B: 6.5% to reach corresponding MEA.

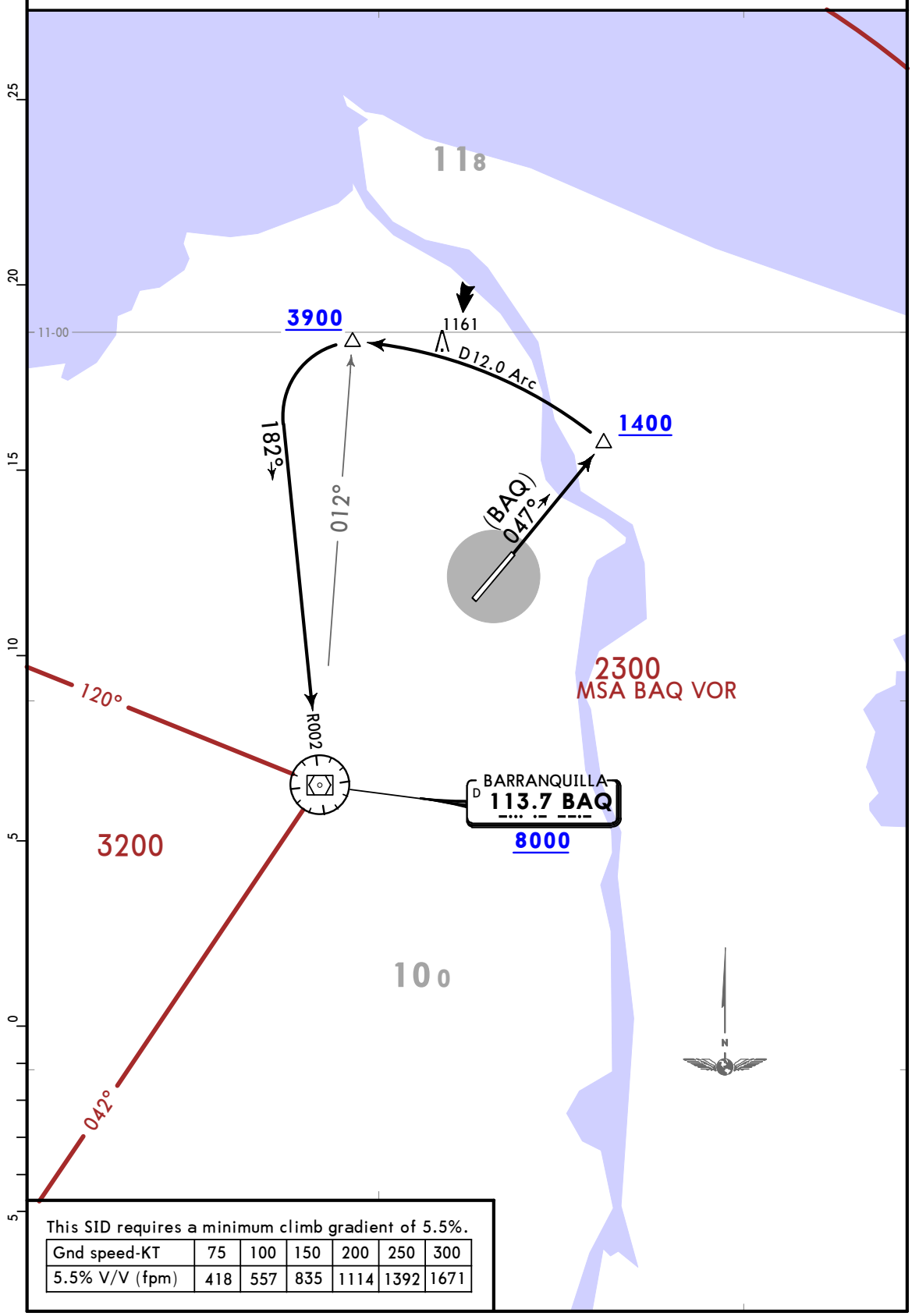
Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.5% V/V (fpm)	494	658	987	1317	1646	1975

CHANGES: New format.

Apt Elev 98

Trans alt: 18000

BARRANQUILLA 1F (BAQ1F)
RWY 05 DEPARTURE



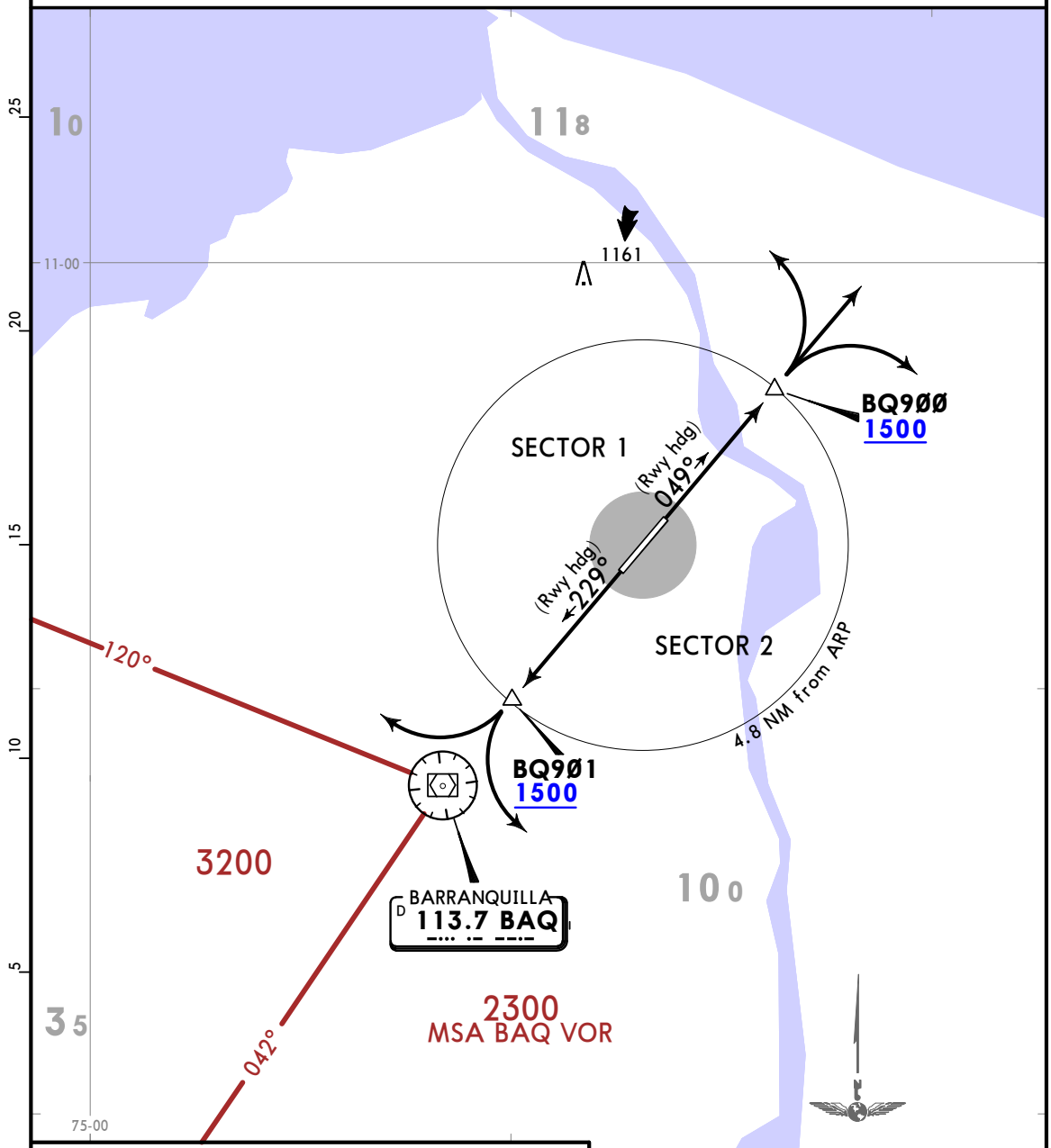
This SID requires a minimum climb gradient of 5.5%.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: New format.

Apt Elev	Trans alt: 18000
95	

BARRANQUILLA 1H [BAQ1H]
DEPARTURE



MAINTAIN the following minimum climb gradients:
Rwys 05 and 23 (SECTOR 2): 6.0% until 2000.
Rwy 23 (SECTOR 1): 6.0% until 3200.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

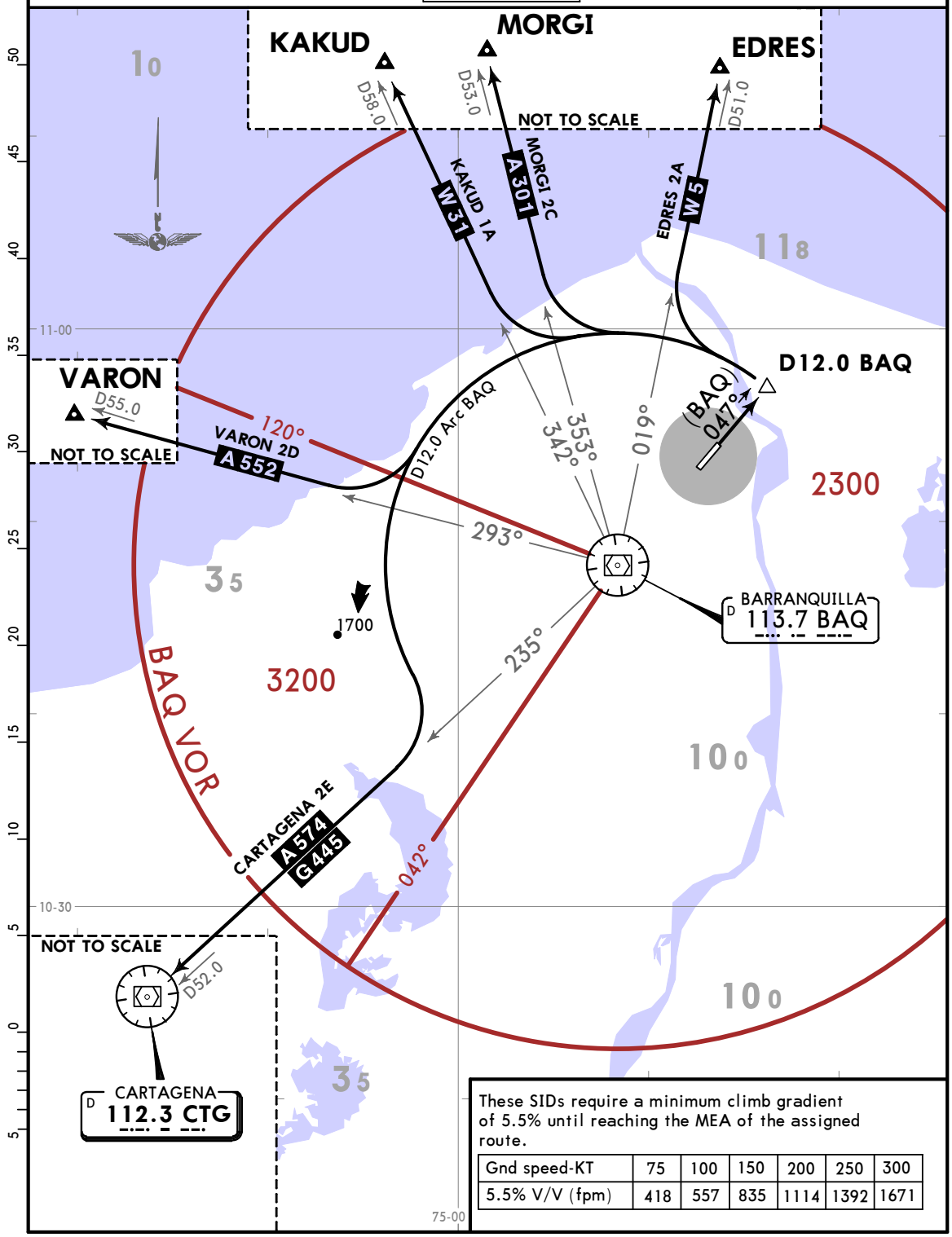
RWY	INITIAL CLIMB
05	MAINTAIN runway heading 049° until crossing BQ9ØØ at or above 1500, then start LEFT or RIGHT turn towards the corresponding sector to intercept the route, or wait for vector guidance after crossing 2000 according to ATC.
23 (SECTOR 1)	MAINTAIN runway heading 229° until crossing BQ9Ø1 at or above 1500, then turn RIGHT to intercept the route, or wait for vector guidance after crossing 3200 according to ATC.
23 (SECTOR 2)	MAINTAIN runway heading 229° until crossing 1500, then turn LEFT to intercept route, or wait for vector guidance after crossing 2000 according to ATC.

CHANGES: New format

Apt Elev	Trans alt: 18000
95	

CARTAGENA 2E [CTG2E]
EDRES 2A [EDRE2A]
KAKUD 1A [KAKU1A]
MORGI 2C [MORG2C]
VARON 2D [VARO2D]
RWY 05 DEPARTURES

CAT A, B, C & D



These SIDs require a minimum climb gradient of 5.5% until reaching the MEA of the assigned route.

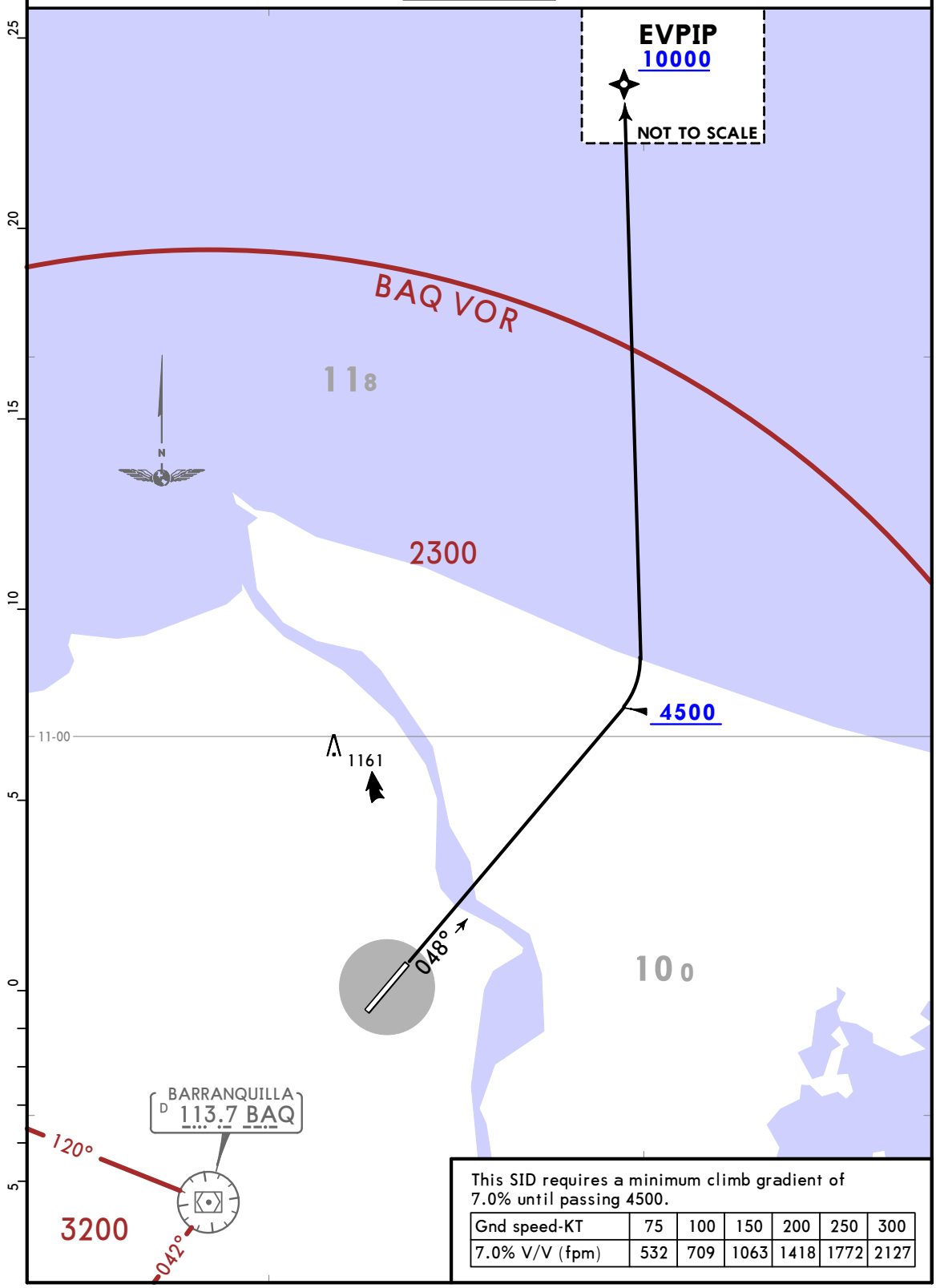
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: New format.

Apt Elev	Trans alt: 18000
95	1. RNP1 or RNAV1. 2. GNSS required.

EVPIP 1A RNAV (GNSS) DEPARTURE
[EVPI1A]
(RWY 05)

CAT A, B, C & D



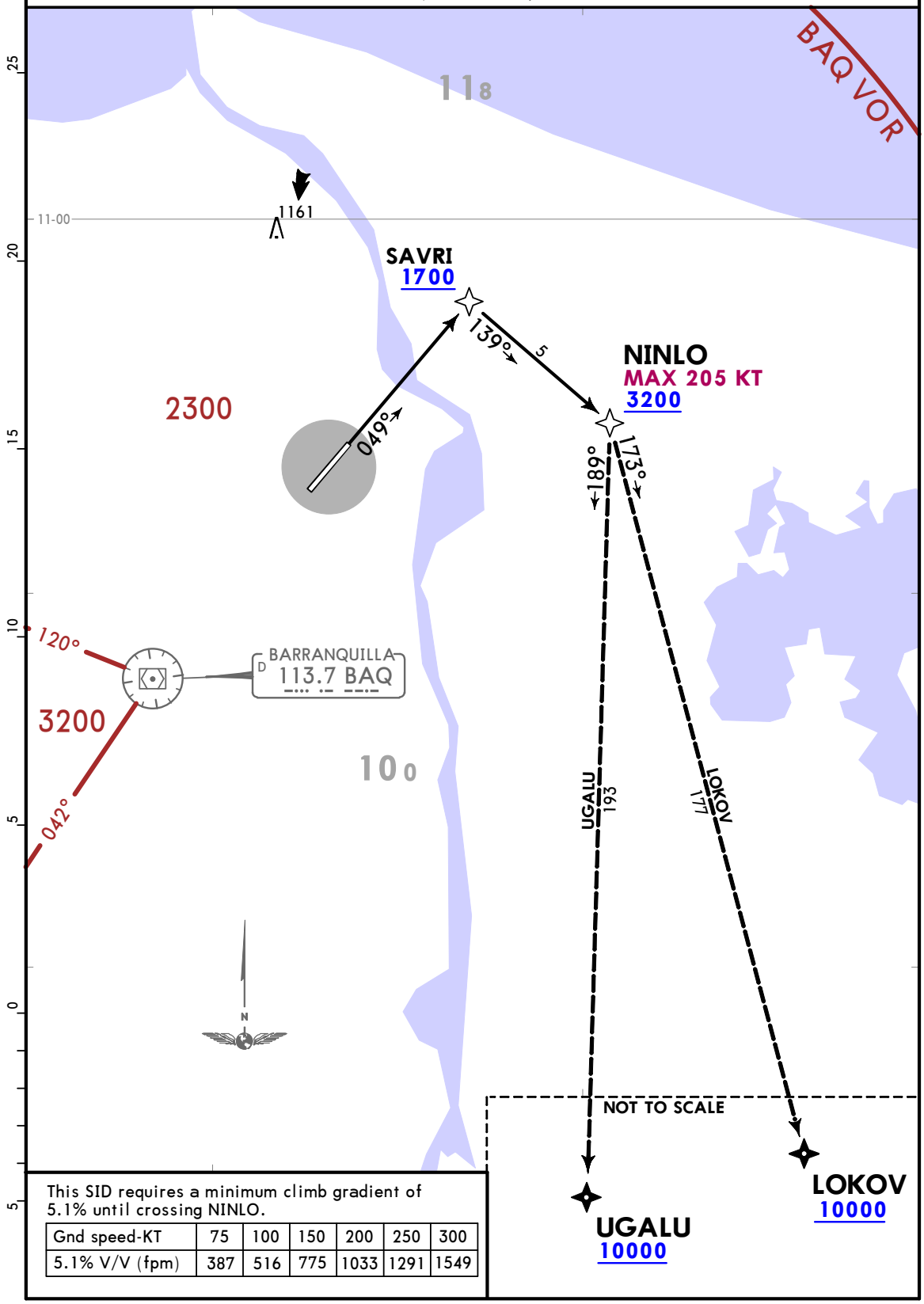
This SID requires a minimum climb gradient of 7.0% until passing 4500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

CHANGES: New procedure at this airport.

Apt Elev	Trans alt: 18000
95	1. RNP 1 or RNAV 1 required. 2. GNSS required.

NINLO 1A RNAV (GNSS) DEPARTURE
[NINL1A]
(RWY 05)



This SID requires a minimum climb gradient of 5.1% until crossing NINLO.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

CHANGES: Chart reindexed.

NOISE ABATEMENT PROCEDURES

RUNWAY 05

This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until 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 V2 + 10 Kts.
- Reaching 800′ AGL adjust and maintain the engine power according to the noise reduction program approved in the operational manual. Maintain a climbing speed of V2 + 10 Kts with flaps and slats in take-off configuration.
- At 1500′, maintaining a positive rate of climb, accelerate and retract flaps/slats.
- At 3500′, accelerate to enroute climb speed.

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

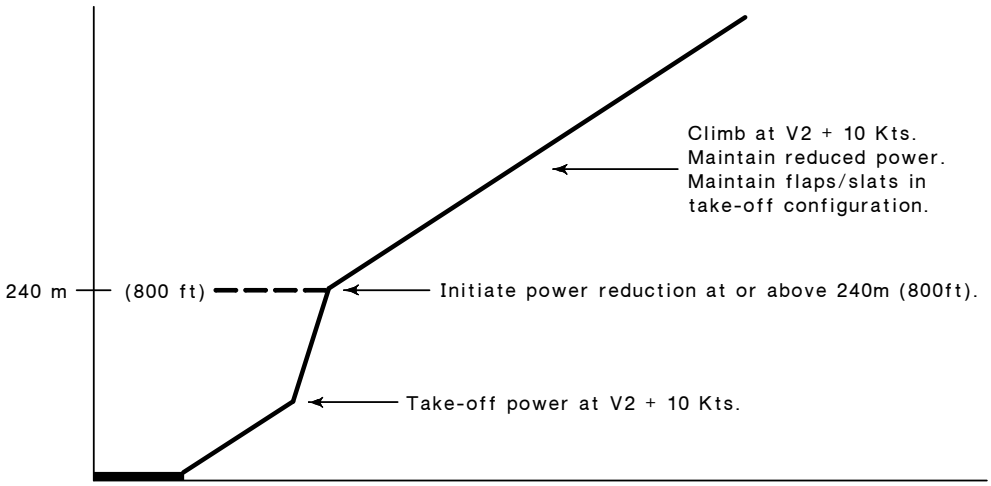
NOTE 2: For DC-10 aircraft the criteria will be V2 + 20 Kts.

Reduced power noise abatement procedures will not be required when the following adverse conditions exist:

a) When runway surface condition is adversely affected ex. (water, mud, rubber, oil or other substances).
b) When horizontal visibility is less than 1.9 KM (1 NM).
c) When transversal component of wind, including gusts exceed 15 Kts.
d) When tailwind component, including gusts exceed 5 Kts.
e) When it has been notified or forecasted the existence of wind shear or when storms affecting approach or departure are expected.
f) Noise abatement procedures will not be performed below 800′ above airport elevation.

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: Runway 04 changed to Rwy 05.

SKBQ/BAQ

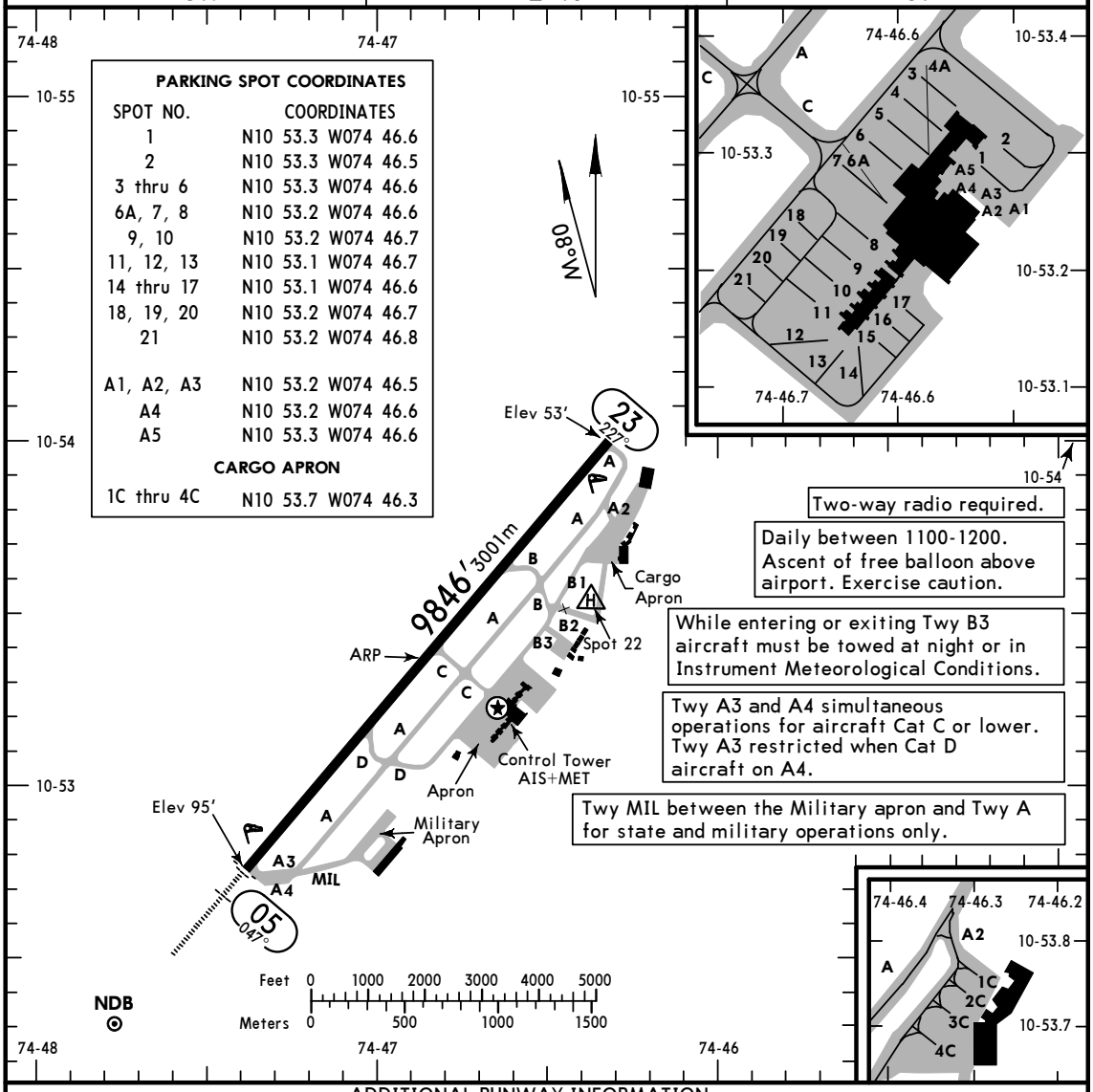
Apt Elev **95′**
N10 53.4 W074 46.8

JEPPESEN BARRANQUILLA, COLOMBIA

20 AUG 21 (10-9)

ERNESTO CORTISSOZ

ATIS	CORTISSOZ Ground	Tower
113.7	121.9	118.1



Two-way radio required.

Daily between 1100-1200. Ascent of free balloon above airport. Exercise caution.

While entering or exiting Twy B3 aircraft must be towed at night or in Instrument Meteorological Conditions.

Twy A3 and A4 simultaneous operations for aircraft Cat C or lower. Twy A3 restricted when Cat D aircraft on A4.

Twy MIL between the Military apron and Twy A for state and military operations only.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL ALSF-I PAPI-L (angle 3.0°)		8721′ 2658m		148′ 45m
23	HIRL PAPI-L (angle 3.0°)				

TAKE-OFF

	All Rwys	
	1 Take-off Alternate Airport Filed RL & CL or RCLM	Standard
1 Eng	560′ - 3000m	
2 Eng	1 hour alternate (1 Eng inop) 500m	1600m
3 & 4 Eng	2 hour alternate (1 Eng inop) 500m	800m

1 With appropriate approval.

CHANGES: Take-off minimums.

SKBQ/BAQ ERNESTO CORTISSOZ

MISSED APCH CLIMB GRADIENT MIM 3.0%

JEPPESEN 24 JAN 20 (11-1) Eff 30 Jan

BARRANQUILLA, COLOMBIA ILS Z Rwy 05

ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

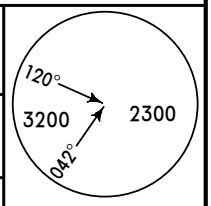
BRIEFING STRIP ™

LOC IBAQ	Final Apch Crs	VOR	ILS DA(H)	Apt Elev 95′
109.9	048°	2260′(2165′)	300′(205′)	Rwy 95′

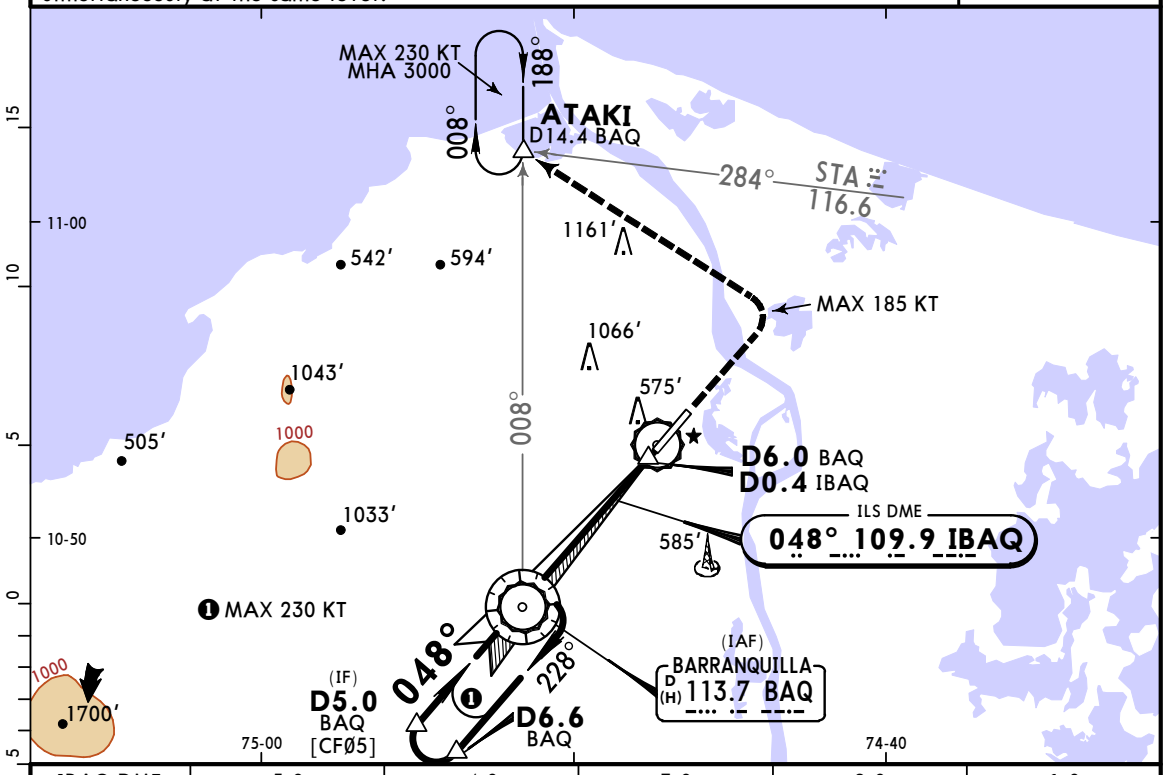
MISSED APCH: Climb on runway heading until 1200′, then turn LEFT climbing to ATAKI INT holding pattern at 3000′.
MAX 185 KT until end of the turn.

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

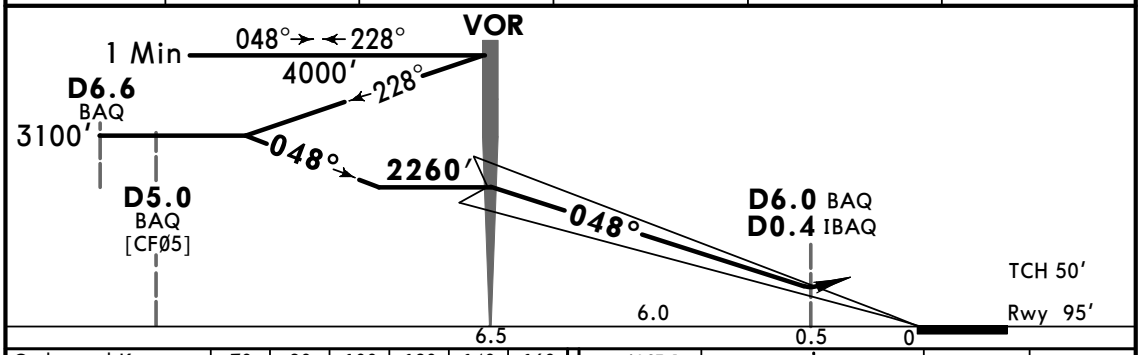
1. BAQ VOR-DME required. 2. ATAKI and BAQ VOR holding can not be used simultaneously at the same level.



MSA BAQ VOR



IBAQ DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1752′	1434′	1115′	797′	478′



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

ALSF-I PAPI 1200′ on Rwy hdg 3000′ LT ATAKI

PANS OPS	STRAIGHT-IN LANDING RWY05 ILS Missed apch climb gradient mim 3.0% DA(H) 300′(205′) FULL	STRAIGHT-IN LANDING RWY05 ILS Missed apch climb gradient mim 3.0% DA(H) 300′(205′) ALS out	STRAIGHT-IN LANDING RWY05 LOC (GS out)	CIRCLE-TO-LAND
A	1000m	1200m	REFER TO PROCEDURE 11-3 (LOC Rwy 05)	REFER TO PROCEDURES 13-2 (VOR-A Rwy 23) OR 13-3 (VOR-B Rwy 23)
B				
C				
D				

CHANGES: TCH, PAPI, chart format.

SKBQ/BAQ ERNESTO CORTISSOZ

MISSED APCH CLIMB GRADIENT MIM 3.0%

JEPPESEN 24 JAN 20 (11-2) Eff 30 Jan

BARRANQUILLA, COLOMBIA ILS Y Rwy 05

ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

BRIEFING STRIP™

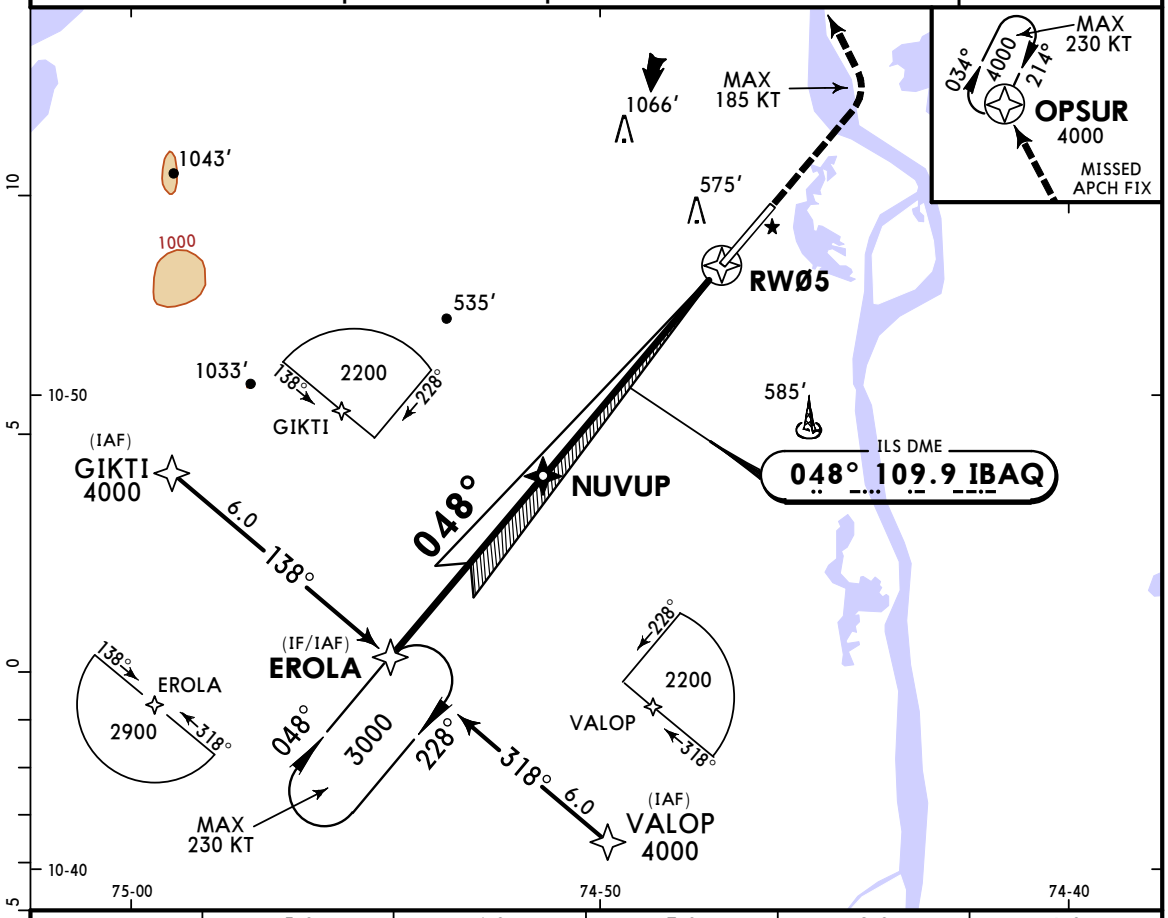
LOC IBAQ	Final Apch Crs	NUVUP	ILS DA(H)	Apt Elev 95′
109.9	048°	2000′(1905′)	430′(335′)	Rwy 95′

MISSED APCH: Climb on runway heading until 1200′, then turn LEFT climbing to OPSUR holding pattern at 4000′. MAX 185 KT until end of the turn.

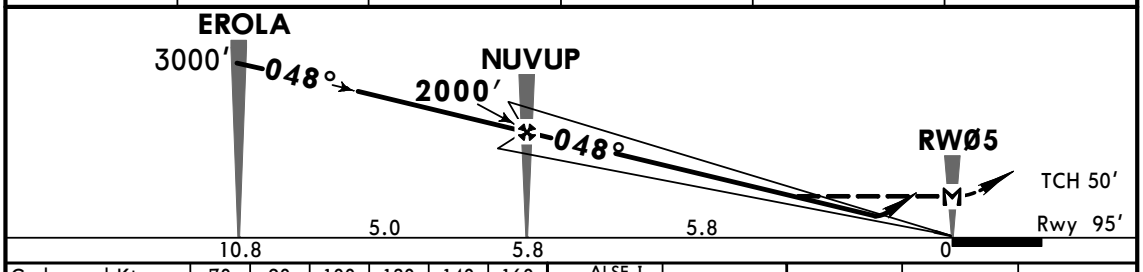
TAA 25 NM IAF

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

1. RNAV 1 certification required. 2. GNSS required.



DIST to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1752′	1434′	1115′	797′	478′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-I PAPI 1200′ on Rwy hdg 4000′ LT OPSUR

STRAIGHT-IN LANDING RWY05

	ILS Missed apch climb gradient mim 3.0% DA(H) 430′(335′)		LOC (GS out) Missed apch climb gradient mim 3.0% MDA(H) 500′(405′)	
	FULL	ALS out		ALS out
PANS OPS A	1300m	1500m	1900m	2100m
PANS OPS B				
PANS OPS C			2100m	2300m
PANS OPS D				

CHANGES: TCH, PAPI, chart format.

SKBQ/BAQ BARRANQUILLA, COLOMBIA
ERNESTO CORTISSOZ — LOC Rwy 05

MISSED APCH CLIMB GRADIENT MIN 3.0%

JEPPESEN 9 MAR 18 (11-3)

BRIEFING STRIP ™

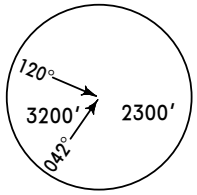
ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

LOC IBAQ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 95′
109.9	048°	VOR 2260′(2165′)	500′(405′)	Rwy 95′

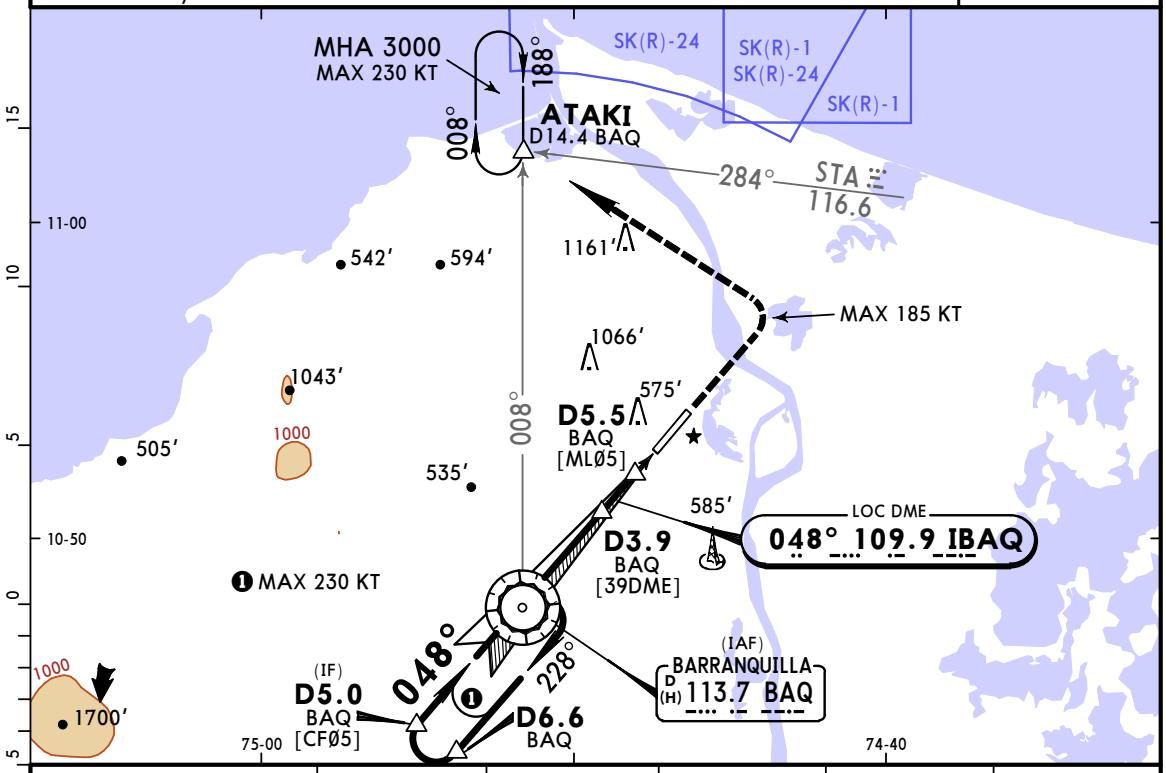
MISSED APCH: Climb on runway heading until 1200′, then turn LEFT climbing to ATAKI INT holding pattern at 3000′.
MAX 185 KT until end of the turn.

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

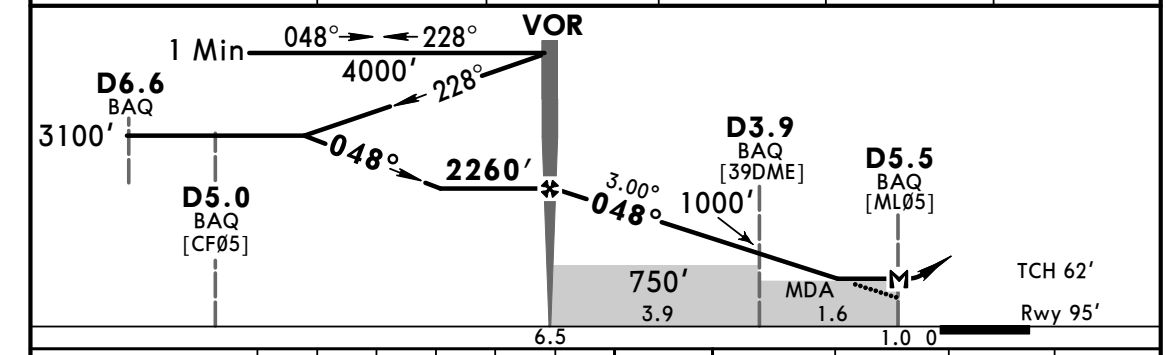
1. BAQ VOR-DME required. 2. ATAKI and BAQ VOR holding can not be used simultaneously at the same level.



MSA BAQ VOR



BAQ DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1942′	1620′	1295′	961′	634′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.5 BAQ or VOR to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-I
PAPI PAPI

1200′ 3000′ LT

ATAKI

STRAIGHT-IN LANDING RWY**05**
Missed apch climb gradient mim 3.0%

MDA(H) **500′**(405′)

CIRCLE-TO-LAND

PANS OPS

	ALS out	
A B	1900m	2100m
C D	2100m	2300m

REFER TO PROCEDURES
13-2 (VOR-A Rwy 23) OR
13-3 (VOR-B Rwy 23)

CHANGES: Tower frequency added.

SKBQ/BAQ
ERNESTO CORTISSOZ

JEPPESEN **BARRANQUILLA, COLOMBIA**

25 DEC 20
Eff 31 Dec

(12-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

RNP Rwy 05

ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

BRIEFING STRIP ™

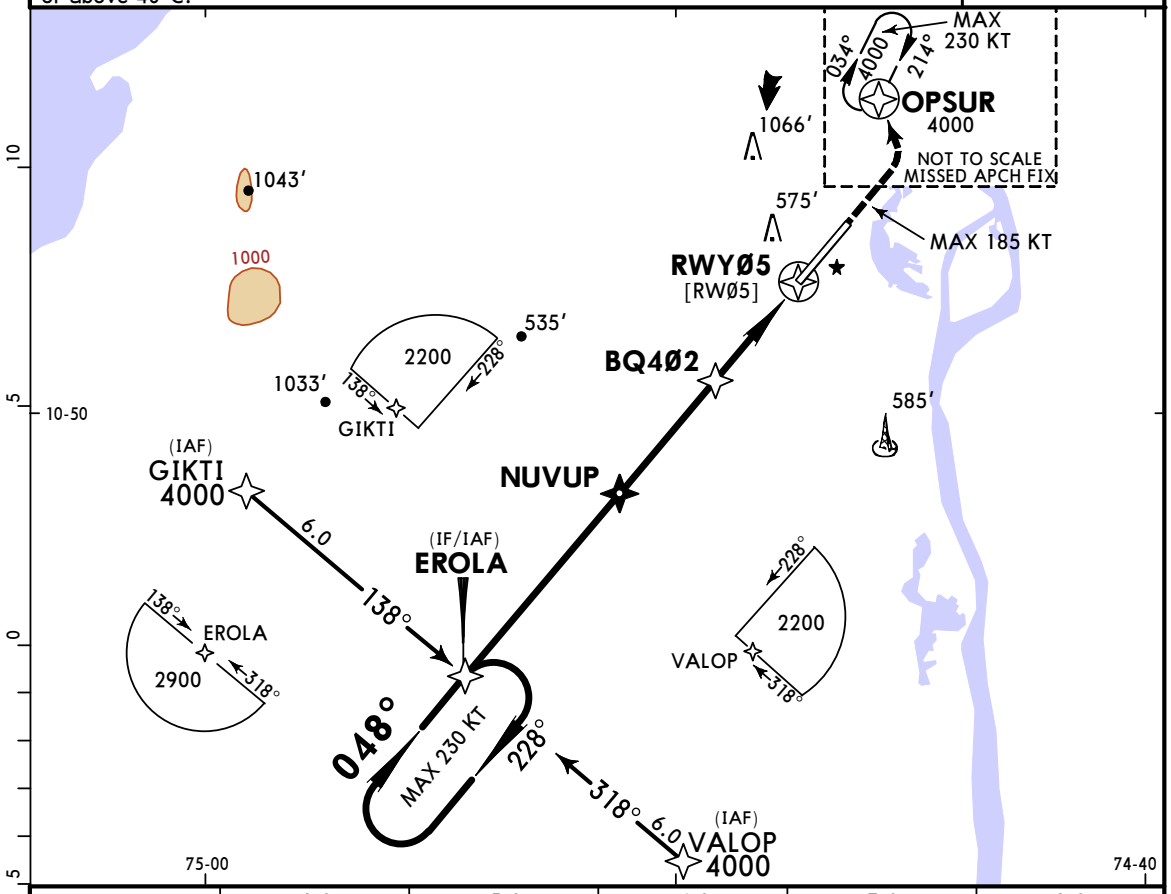
RNAV	Final Apch Crs	NUVUP	LNAV/VNAV DA(H)	Apt Elev 95′
	048°	**2000′** (1905′)	**440′** (345′)	Rwy 95′

MISSED APCH: Climb on runway heading until 1200′, then turn LEFT climbing to OPSUR holding pattern at 4000′.
Missed apch climb gradient mim 3.0%. MAX 185 KT until end of the turn.

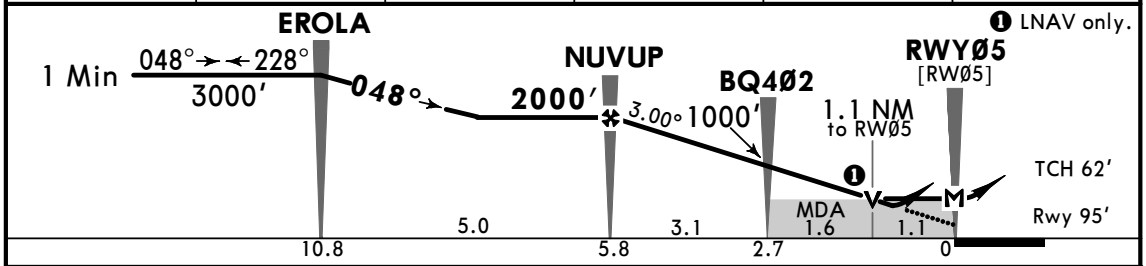
TAA
25 NM
IAF

RNP Apch | Alt Set: IN (hPa on req) | Trans level: FL 190 | Trans alt: 18000′

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 16°C or above 40°C.



DIST to THR	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2070′	1752′	1434′	1115′	797′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RWY05							
NUVUP to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-I
PAPI

1200′ on **Rwy** hdg

4000′ LT

OPSUR

STRAIGHT-IN LANDING RWY **05**

CIRCLE-TO-LAND

PANS OPS	LNAV/VNAV DA(H) 440′ (345′) ALS out		LNAV MDA(H) 500′ (405′) ALS out		CIRCLE-TO-LAND
A	1400m	1600m	1900m	2100m	NOT APPLICABLE
B					
C			2100m	2300m	
D					

CHANGES: Procedure title, lights, chart format.

SKBQ/BAQ
ERNESTO CORTISSOZ

JEPPESEN 25 DEC 20 (12-2) Eff 31 Dec

BARRANQUILLA, COLOMBIA
RNP Rwy 23

ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

BRIEFING STRIP ™

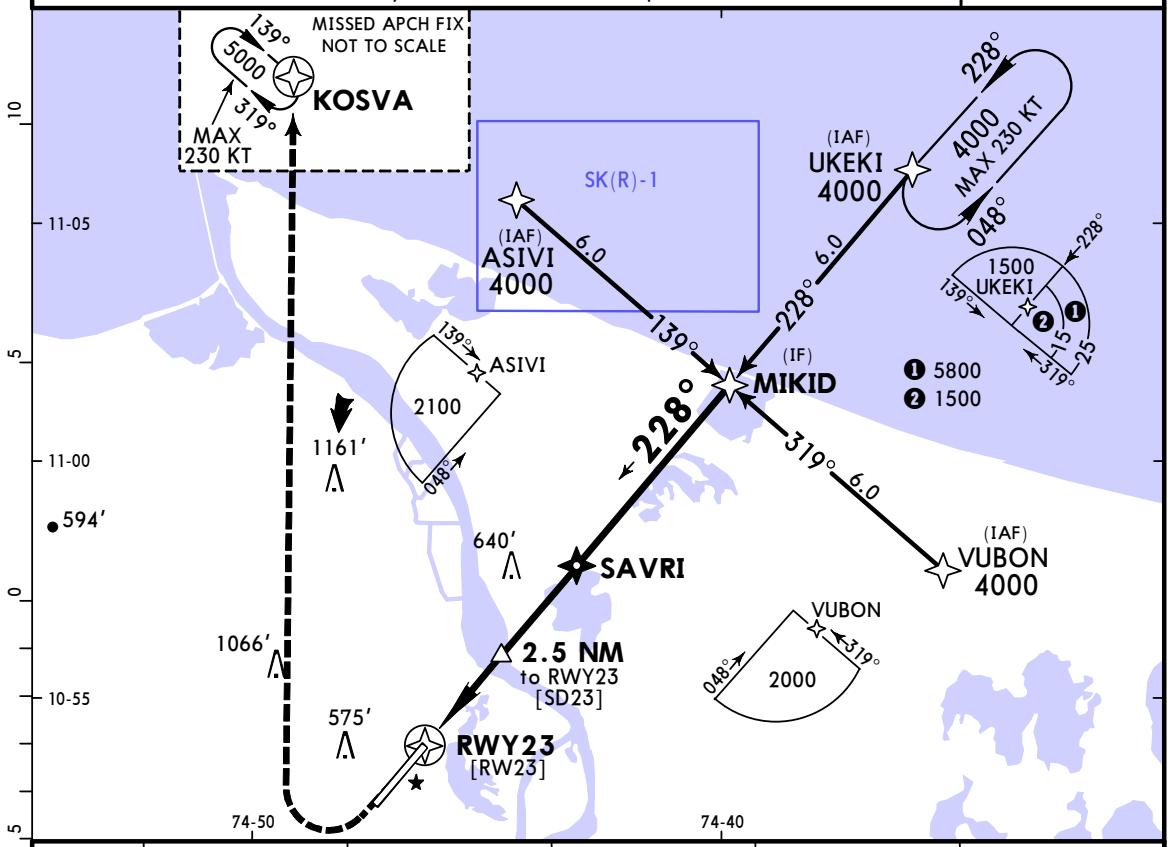
RNAV	Final Apch Crs	SAVRI	LNAV MDA(H)	Apt Elev 95′
	228°	1690′ (1637′)	470′ (417′)	Rwy 53′

MISSED APCH: Maintain runway heading until 660′, then RIGHT turn to KOSVA hold, climbing to 5000′.

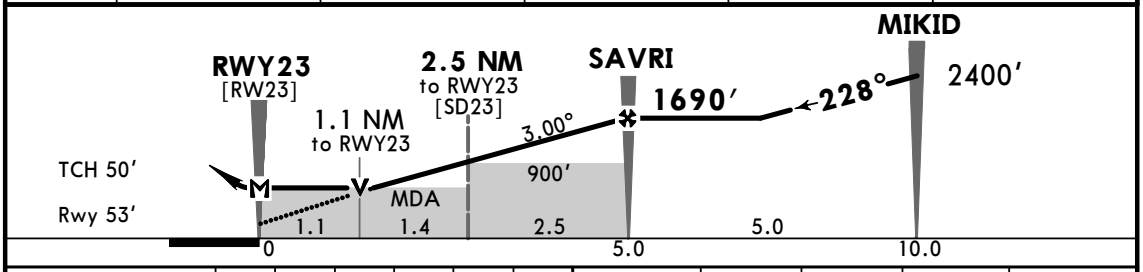
TAA 25 NM IAF

RNP Apch | Alt Set: IN (hPa on req) | Trans level: FL 190 | Trans alt: 18000′

1. CAUTION: Visual Segment Surface (VSS) penetrated by construction to the right of the final. 2. SK(R)-1 usable up to 1000′ or other altitude authorized by ATC. 3. Holding at UKEKI and KOSVA simultaneously at the same altitude is prohibited.



DIST to THR	1.1	2.5	3.0	4.0	5.0
ALTITUDE	470′	900′	1210′	1460′	1690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY23							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L | 660′ | Rwy hdg | 5000′ RT | KOSVA

STRAIGHT-IN LANDING RWY 23 LNAV MDA(H) 470′ (417′)	CIRCLE-TO-LAND
A, B: 2100m	NA
C, D: 2300m	

PANS OPS

CHANGES: Procedure title, lights.

SKBQ/BAQ ERNESTO CORTISSOZ

MISSED APCH CLIMB GRADIENT MIM 3.0%

JEPPESEN 9 MAR 18 (13-1)

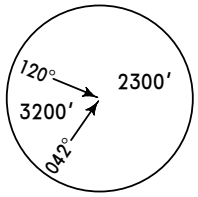
BARRANQUILLA, COLOMBIA VOR Rwy 05

ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

BRIEFING STRIP ™

VOR BAQ	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 95′
113.7	048°	2260′ (2165′)	600′ (505′)	Rwy 95′

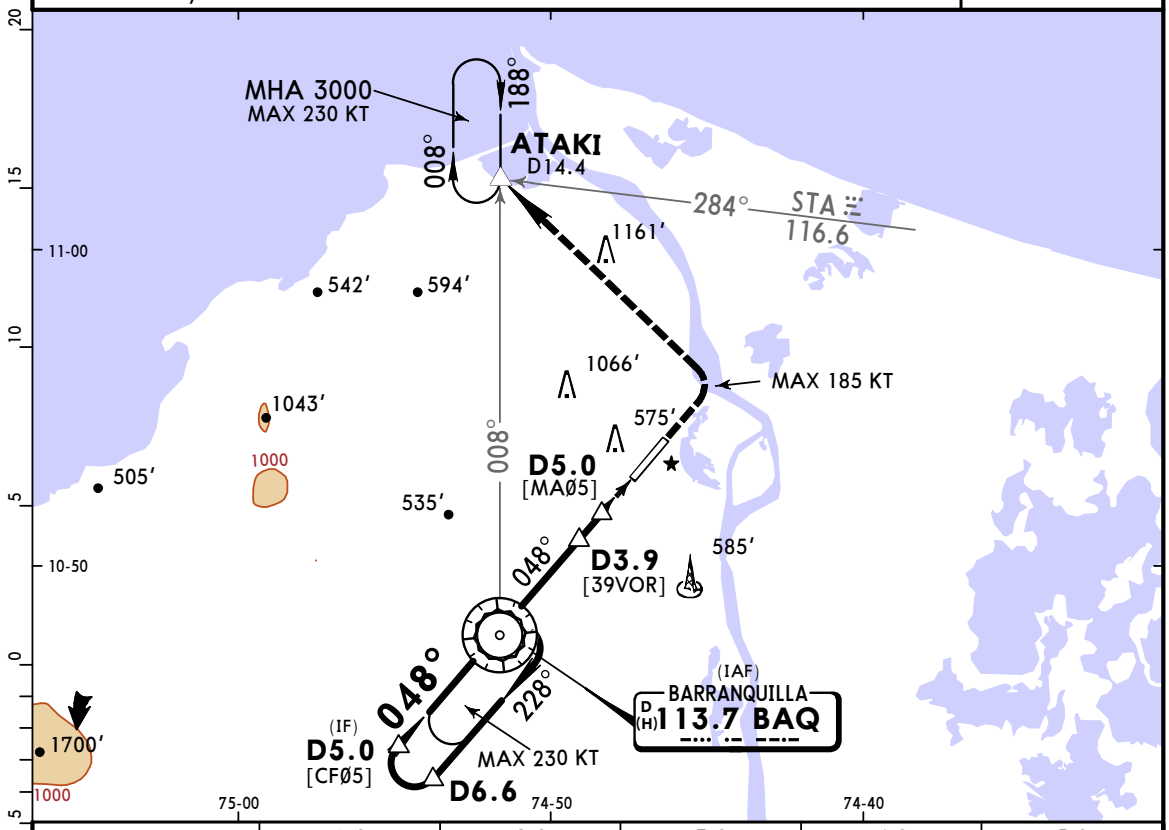
MISSED APCH: Climb on runway heading until 1200′, then turn LEFT climbing to ATAKI INT holding pattern at 3000′.
MAX 185 KT until end of the turn.



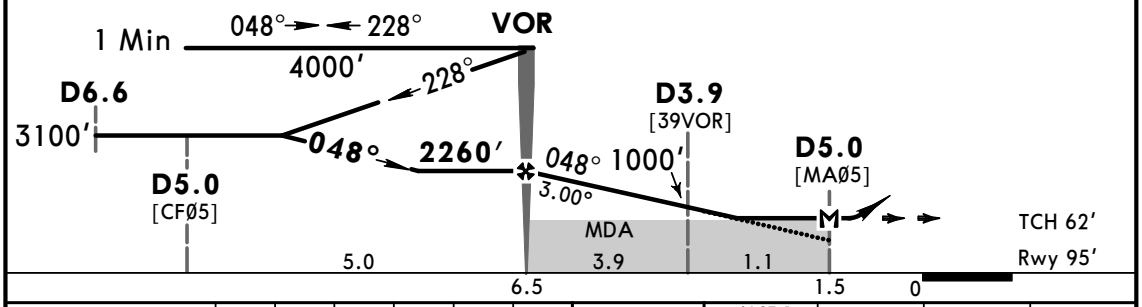
MSA BAQ VOR

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

1. **BAQ VOR-DME required.** 2. ATAKI and BAQ VOR holding can not be used simultaneously at the same level.



BAQ DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1942′	1620′	1295′	961′	634′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.0 or VOR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
PAPI PAPI

1200′

3000′ LT

ATAKI

STRAIGHT-IN LANDING RWY 05
Missed apch climb gradient mim 3.0%
MDA(H) **600′** (505′)

CIRCLE-TO-LAND

PANS OPS

	ALS out	
A, B	2300m	2600m
C, D	2500m	2800m

REFER TO PROCEDURES
13-2 (VOR-A Rwy 23) OR
13-3 (VOR-B Rwy 23)

CHANGES: Tower frequency added.

SKBQ/BAQ ERNESTO CORTISSOZ

MISSED APCH CLIMB GRADIENT MIM 4.3%

JEPPESEN 9 MAR 18 (13-2)

BARRANQUILLA, COLOMBIA VOR-A Rwy 23

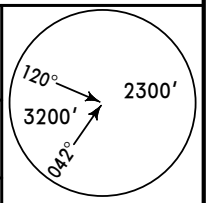
ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

VOR BAQ	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 95′
113.7	032°	VOR 2500′ (2447′)		Rwy 53′

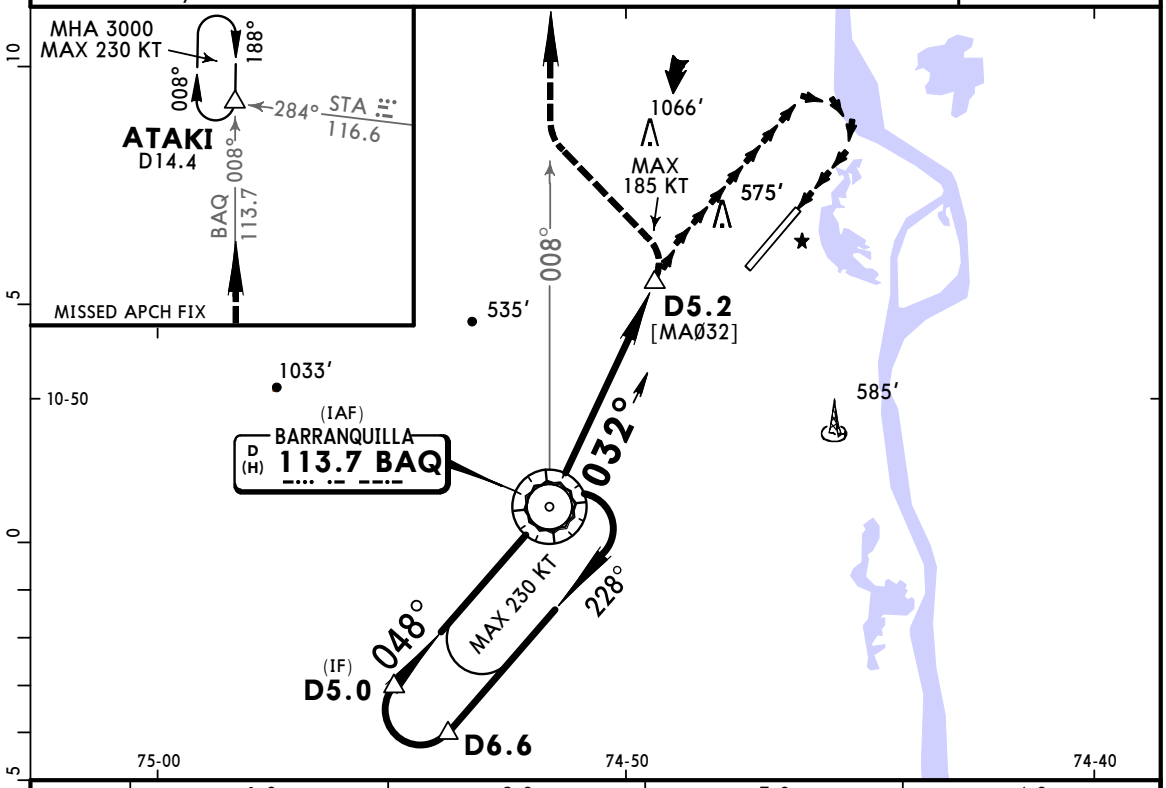
MISSED APCH: Turn LEFT climbing to intercept and follow BAQ VOR R-008 outbound to ATAKI INT holding pattern at 3000′. MAX 185 KT until end of the turn.

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

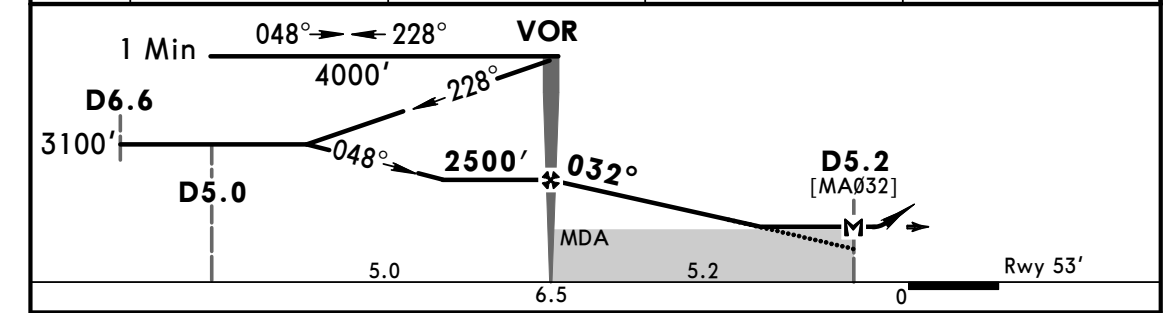
1. BAQ VOR-DME required. 2. ATAKI and BAQ VOR holdings can not be used simultaneously at the same level.



MSA BAQ VOR



BAQ DME	1.0	2.0	3.0	4.0
ALTITUDE	2222′	1903′	1585′	1266′



Gnd speed-Kts	70	90	100	120	140	160
MAP at D5.2 or VOR to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

Lighting - Refer to Airport Chart

3000′ LT

BAQ 113.7 R-008

CIRCLE-TO-LAND

Missed apch climb gradient mim 4.3%

	Max Kts	MDA(H)
A	100	**870′** (817′) -4000m
B	135	
C	180	**1460′** (1407′) -5000m
D	205	

BRIEFING STRIP™

PANS OPS

CHANGES: Tower frequency added.

SKBQ/BAQ MISSED APCH CLIMB GRADIENT MIM 4.5%
ERNESTO CORTISSOZ

JEPPESEN 9 MAR 18 (13-3)

BARRANQUILLA, COLOMBIA
VOR-B Rwy 23

BRIEFING STRIP™

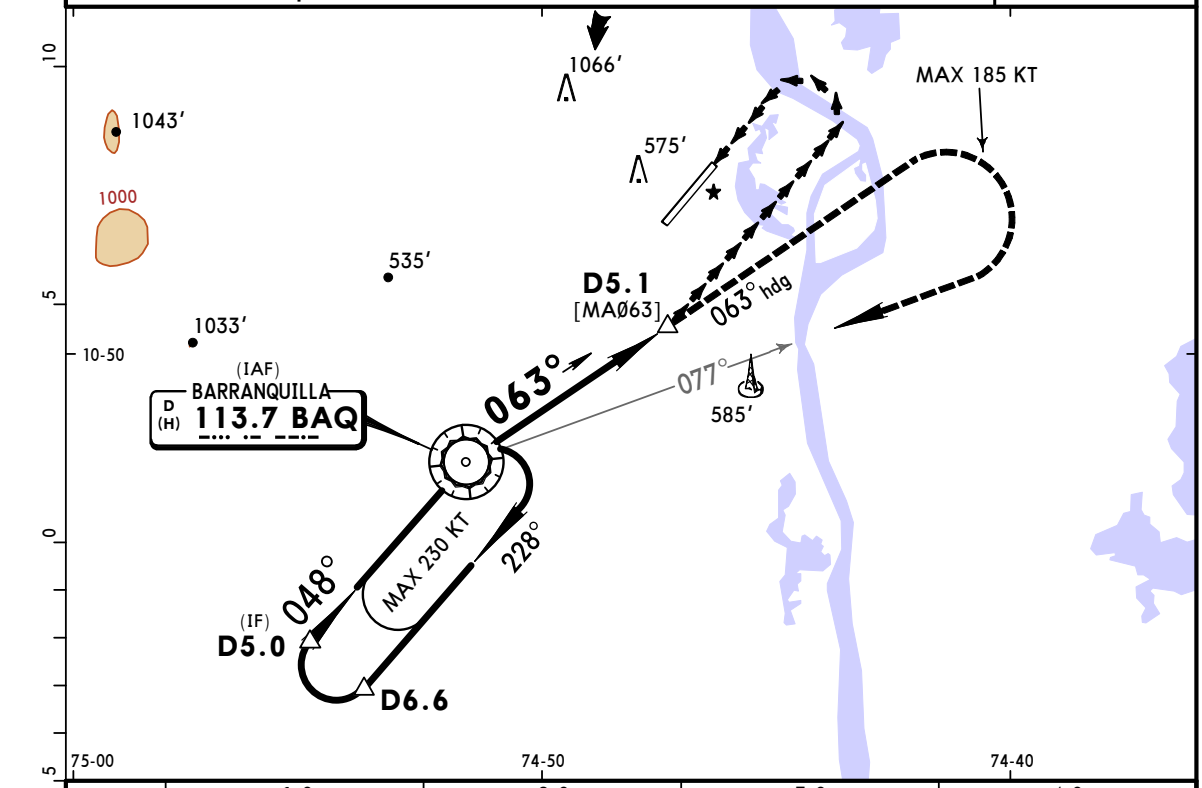
ATIS	BARRANQUILLA Approach North	CORTISSOZ Tower	Ground
113.7	119.1	118.1 118.45	121.9

VOR BAQ	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 95′
113.7	063°	VOR 2500′ (2447′)		Rwy 53′

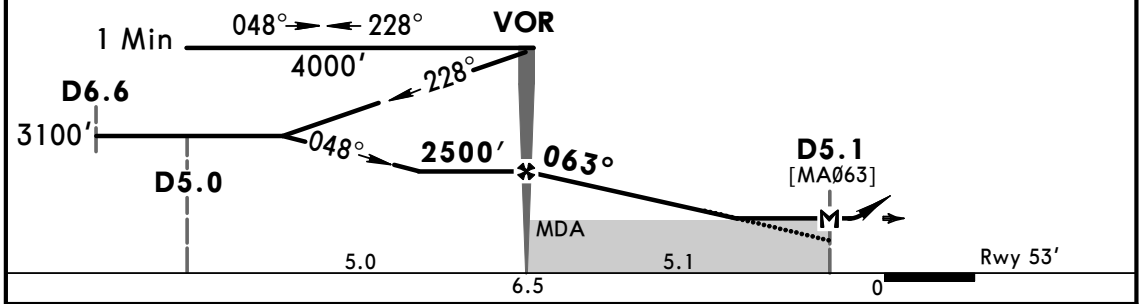
MISSED APCH: Climb on heading 063° at 4000′ turn RIGHT to intercept and follow BAQ VOR R-077 inbound at 5000′ or above to BAQ VOR holding pattern. MAX 185 KT until end of turn. Do not exceed D21.0 from BAQ VOR.

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

1. BAQ VOR-DME required.



BAQ DME	1.0	2.0	3.0	4.0
ALTITUDE	2182′	1863′	1545′	1226′



Gnd speed-Kts	70	90	100	120	140	160
MAP at D5.1 or VOR to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

Lighting - Refer to Airport Chart

063° hdg

CIRCLE-TO-LAND

Missed apch climb gradient mim 4.5%

PANS OPS

	Max Kts	MDA(H)
A	100	**870′** (817′) -4000m
B	135	
C	180	**1040′** (987′) -4900m
D	205	

CHANGES: Tower frequency added.