PROCEDURE FOR THE MOVEMENT, PARKING, PARKING OF AIRCRAFT IN THE APRONS OF ALFONSO BONILLA ARAGON INTERNATIONAL AIRPORT.

As a measure of Operational Safety and in order to prevent incidents and/or accidents and decongesting passenger, cargo aprons and taxiways, all users are reminded to apply the following rules.

1.1 The pilot-in-command of the aircraft and the ground support personnel must take the maximum safety measures to avoid dangerous situations and/or damage to third parties during the start-up of the engines. In this operation special consideration should be given to the proximity of airport structures, aircraft in the vicinity embarking and disembarking of passengers and/or cargo, circulation of vehicles and ground support equipment and eventual transit of pedestrians.

1.2 For the transit of aircraft through taxiways, access lines to hangars or parking stands and stands in the apron, aircraft operators must take into account that surface bearing (PCN) is greater than the aircraft ACN, in order not to deteriorate the airport infrastructures. If the above is not complied with, the concessionaire AEROCALI shall have the power to deny access of the aircraft(s) involved to said areas.

1.3 The Head of Flight Operations, maintenance and dispatch of aircraft of the companies, must instruct their aircrews and ground personnel, for the compliance of all Operational Safety Standards.

1.4 It is prohibited to board and disembark passengers and/or baggage and/or cargo to the aircraft after being towed from the boarding site.

1.5 All aircraft that use the parking stands at the Regional, National and International passenger, decongestion and/or cargo apron must exit towed to the SPOT or taxiway indicated by the Ground Control.

1.6 Aircraft located in positions A-1 and A-2 can start engines in that position and exit by their own means, but they should always use a guide person during the turn on the left. If the positions A-1/A-2 are occupied, engines cannot be started in spot 1 and 2 or vice versa. In the event the spot 1 is occupied with an aircraft the entry of an aircraft to positions A-3, A-4 and B-5 is restricted until the aircraft leaves spot 1.

1.7 The use of permanent APU is authorized at the passenger parking stands A-1, A-2, B-6, B-7, B-8, C-13, C-14, D-15, D-16, D-17, D-18, D-19 and D-20.

1.8 In case of failures of the APU, aircraft that require a pneumatic starter must be towed and start their engines in the SPOT authorized by Ground Control.

1.9 It is forbidden to start engines and engine test in apron and general aviation hangars without an authorization and/or supervision of the Apron Inspector in compliance with the Operations plan.

1.10 As a measure of Operational Safety and what is related with the Regulatory Circular - Guidance manual of the operational plan or Airport operations plan and the Regulatory circular - Towing of aircraft on the ground, during parking and/or exit of aircraft at the different passenger or cargo parking positions should always be assisted by a signal man and wing tip guidance personnel to mitigate the operational risk to the aircraft during the entry and exit of the assigned position.

1.11 In the aircraft parking positions the air carriers and/or handling contracted by them, must establish with cones or markers a closure, as appropriate, when part of the parked aircraft is outside the safety diamond, when two diamonds are covered or by deficient demarcation or nonexistent and/or part of a service road is occupied (vehicles road).

1.12 When the aircraft are parked in the different passenger, decongestion, cargo or general aviation apron parking stands, an enclosure with cones must be established indicating the wing tips, nose and tail of the aircraft and the installation of the respective blocks at the main and nose landing gear.

1.13 The entry of an aircraft to a parking stand should be towed if there is poor signaling, poor lighting, or when there is ponding of the aircraft parking stand or when the type of aircraft entering does not have its own parking mark or the jet bridge is out of service.

1.14 The aircraft parking positions demarcated for specific aircraft may be used by any type of aircraft other than demarcated, if the type of aircraft comply with the specifications of the safety diamond and the size and wingspan is equal to or lower than usually operated. In all cases there must be approval of the aircraft operator and the aerodrome. The aircraft must enter and exit assisted by signalman and towed according to the ground assistance procedures of the operating company.

1.15 The infractions and contraventions to this regulation, shall be determined and applied according to the provisions in the Colombian Aeronautical Regulations, Sanctioning System, and/or Operations Plan approved by the UAEAC for Alfonso Bonilla Aragon International Airport.

1.16 Taxiway KILO in international apron has a MAX SPAN of 171' (52m) to enter to position D-20. (aircraft category E maximum B-767-300ER or lower).

(Continue on next page)

CHANGES: New chart.

PROCEDURE FOR THE MOVEMENT, PARKING, PARKING OF AIRCRAFT IN THE APRONS OF ALFONSO BONILLA ARAGON INTERNATIONAL AIRPORT (CONTD).

1.17 Aircraft entering to position D-20 must do so towed, as established in number 1.10 on Jeppeson chart 10-1p.

1.18 For environmental reasons, aircraft with turboprop engines are not authorized to reach positions B-10 and B-11 with more than one engine running. Aircraft with turboprop engines that park in these mentioned positions must turn off one of their engines on the taxiway before entering the apron.

1.19 Aircraft must be towed when the transit of an aircraft through a taxiway, access lane to a parking stand, or during entry or exit of a parking stand that does not comply with the distances in the tables below.

Distance between the centerline of a taxiway and the centerline of a runway								
Key letter	Instrument flight runway Key number				Visual flight runway Key number			
	1	2	3	4	1	2	3	4
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
A	271′ (82.5m)	271′ (82.5m)	-	-	123′ (37.5m)	156′ (47.5m)	-	-
B	285′ (87m)	285′ (87m)	-	-	138′ (42m)	171′ (52m)	-	-
C	-	-	551′ (168m)	-	-	-	305′ (93m)	-
D	-	-	577′ (176m)	577′ (176m)	-	-	331′ (101m)	331′ (101m)
E	-	-	-	599′ (182.5m)	-	-	-	353′ (107.5m)
F	-	-	-	623′ (190m)	-	-	-	377′ (115m)

Key letter	Distance between the centerline of a taxiway and the centerline of another taxiway	Distance between the centerline of a taxiway that is not an access road to an aircraft parking stand and an object	Distance between the centerline of an access road to an aircraft parking stand and the centerline of another access road	Distance between the access road centerline to an aircraft parking stand and an object
(1)	(10)	(11)	(12)	(13)
A	75′ (23m)	51′ (15.5m)	64′ (19.5m)	39′ (12m)
B	105′ (32m)	66′ (20m)	94′ (28.5m)	54′ (16.5m)
C	144′ (44m)	85′ (26m)	133′ (40.5m)	74′ (22.5m)
D	207′ (63m)	121′ (37m)	195′ (59.5m)	110′ (33.5m)
E	249′ (76m)	143′ (43.5m)	238′ (72.5m)	131′ (40m)
F	299′ (91m)	167′ (51m)	287′ (87.5m)	156′ (47.5m)

USE OF REVERSE

It is totally forbidden to use the reverse with power on the taxiways or in the aprons of Alfonso Bonilla Aragon International Airport, in order to exit the parking stands.

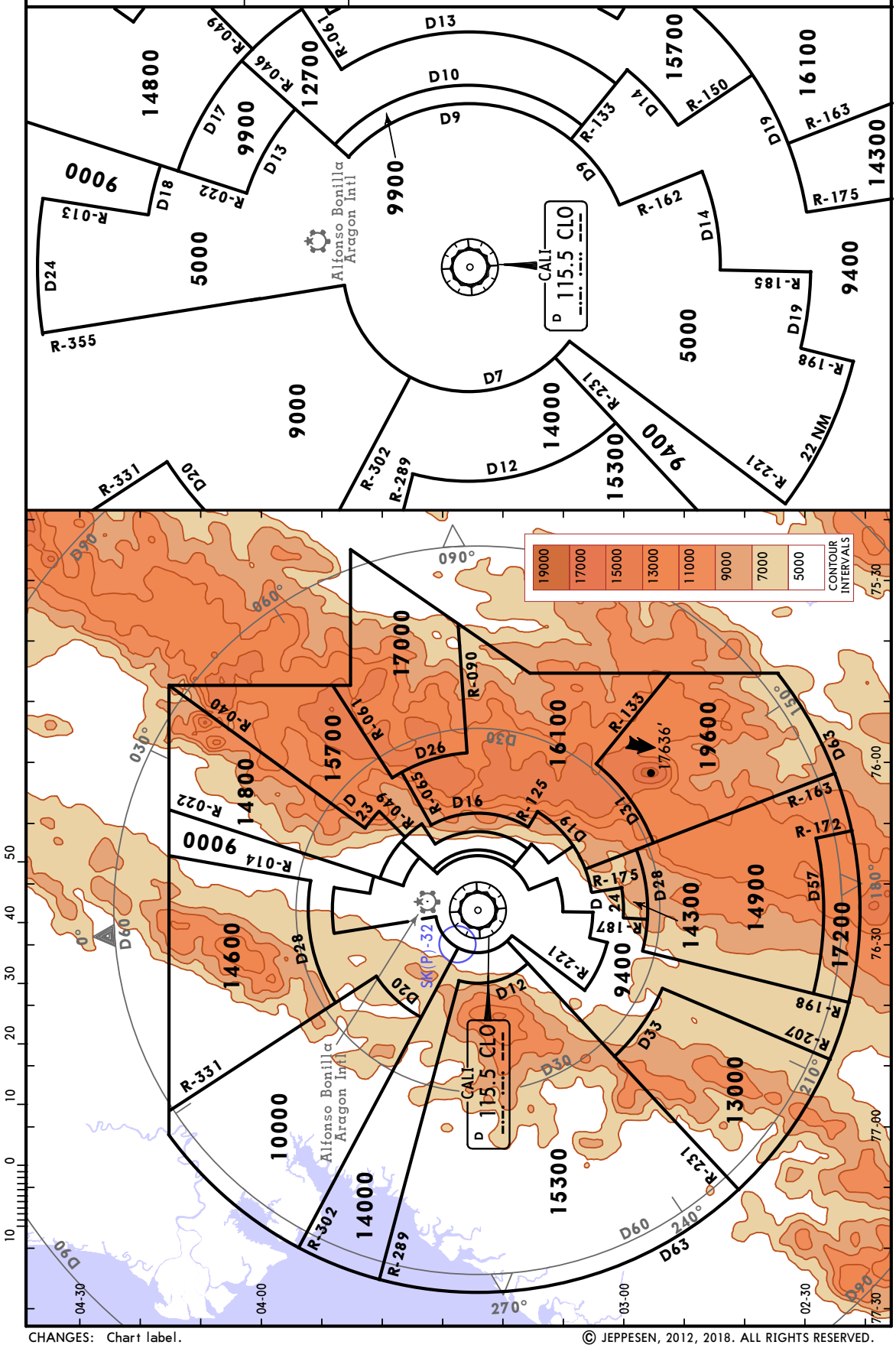
CHANGES: New chart.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 26 JAN 18 (10-1R)

CALI, COLOMBIA
MINIMUM ALTITUDES

CALI Approach	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′
119.1	3162′	

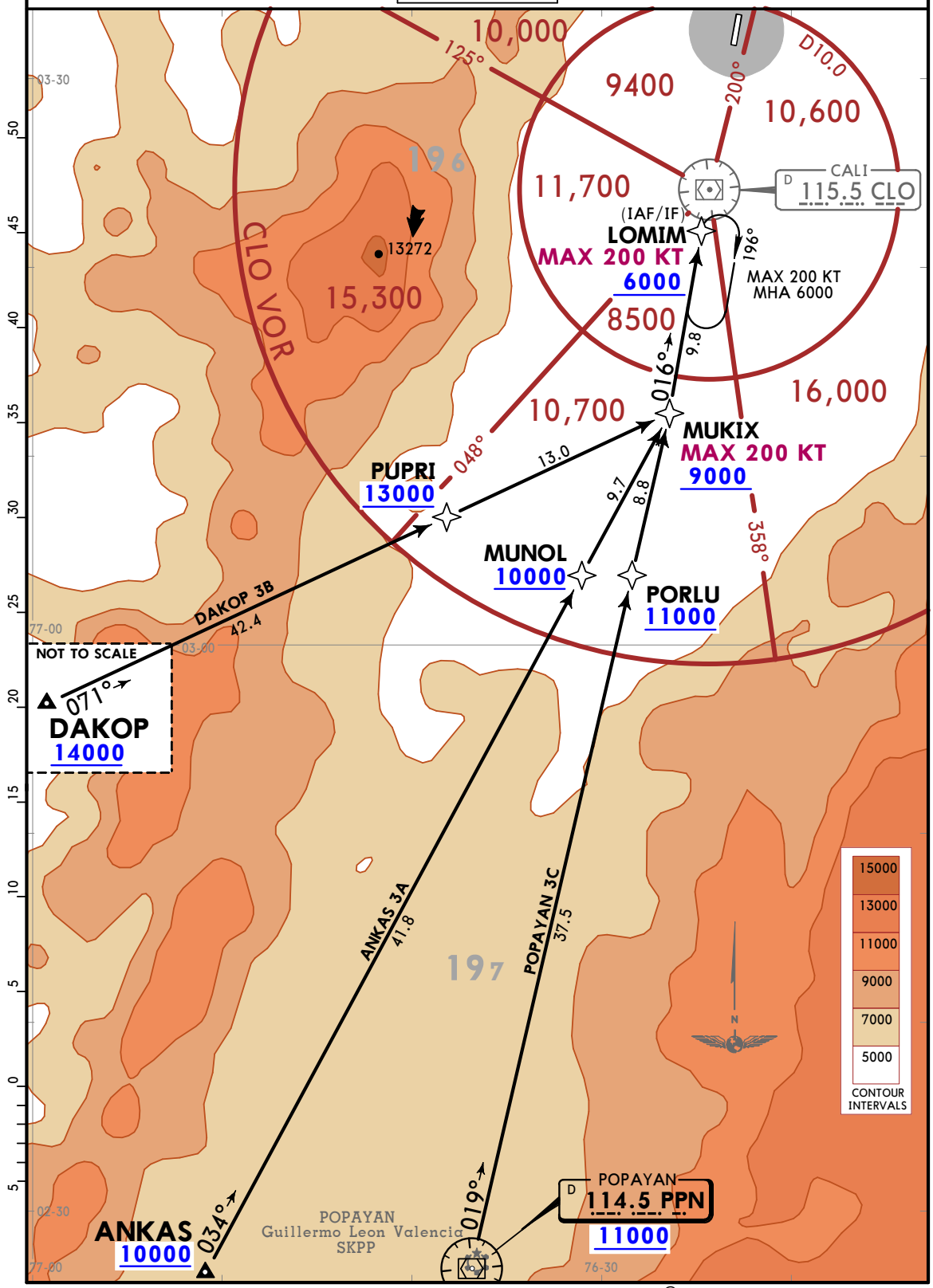


CHANGES: Chart label.

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
3162	1. RNP 1 or RNAV 1. 2. GNSS required.

ANKAS 3A [ANKA3A], DAKOP 3B [DAKO3B], POPAYAN 3C [PPN3C] RNAV (GNSS) ARRIVALS (RWY 02)

CAT A, B, C & D

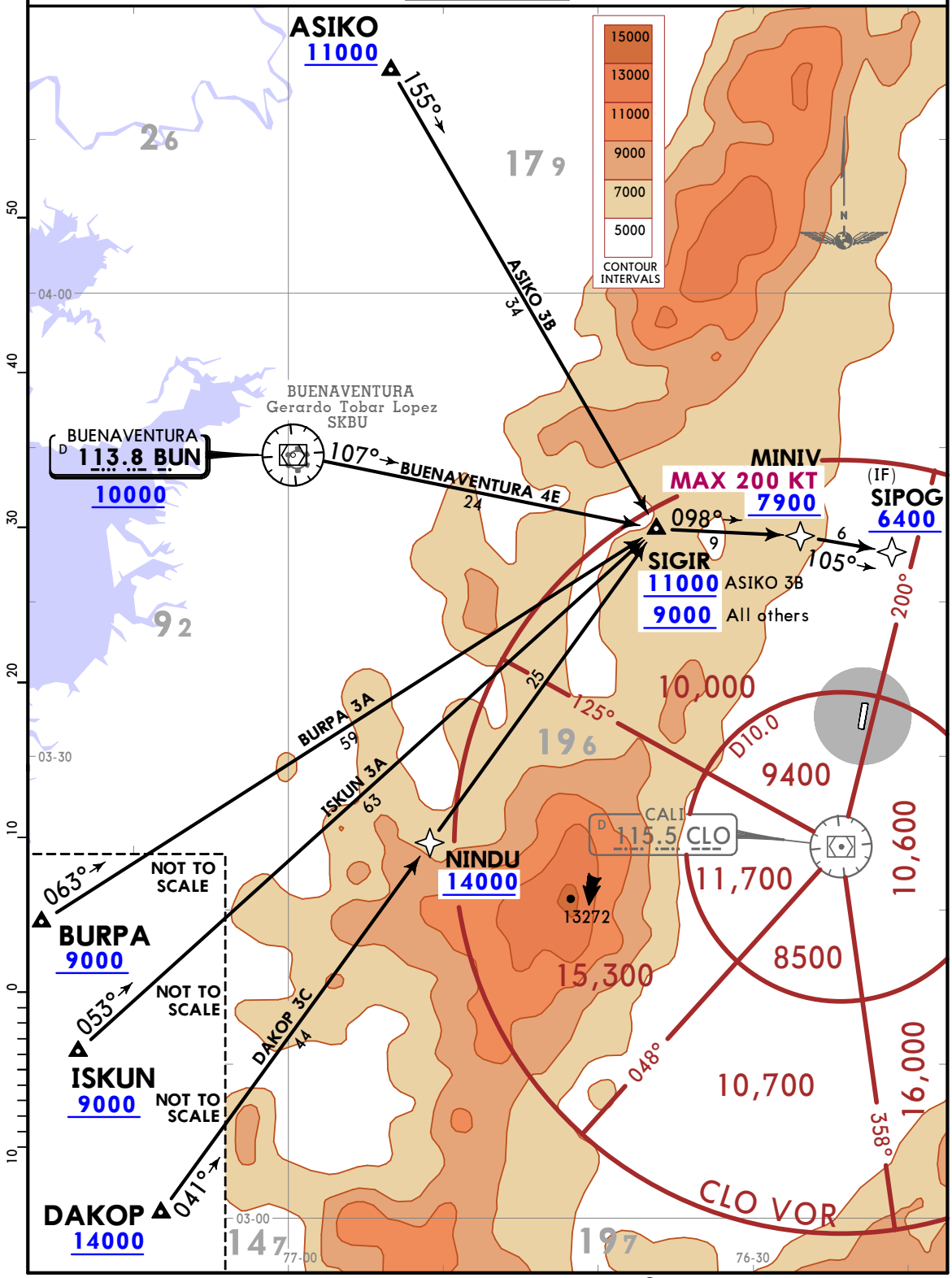


CHANGES: None.

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
3162	1. RNP 1 or RNAV 1. 2. GNSS required.

ASIKO 3B [ASIK3B], BUENAVENTURA 4E [BUN4E]
BURPA 3A [BURP3A], DAKOP 3C [DAKO3C], ISKUN 3A [ISKU3A]
RNAV (GNSS) ARRIVALS
(RWY 20)

CAT A, B, C & D



CHANGES: STARs renumbered, SIPOG crossing altitude.

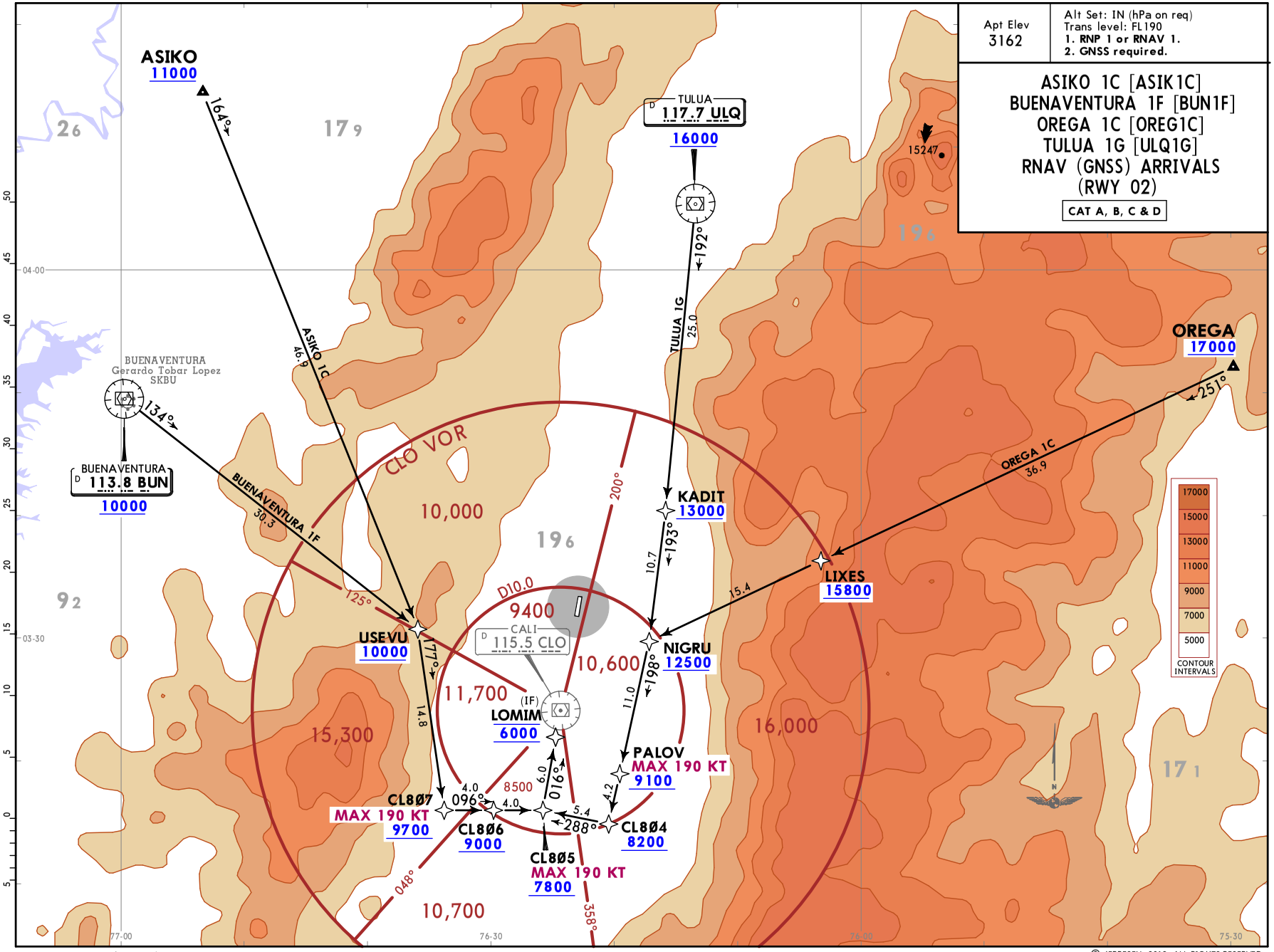
SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN CALI, COLOMBIA
9 AUG 19 (10-2B) Eff 15 Aug
RNAV STAR

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190 1. RNP 1 or RNAV 1. 2. GNSS required.
3162	

ASIK 1C [ASIK1C]
BUENAVENTURA 1F [BUN1F]
OREGA 1C [OREG1C]
TULUA 1G [ULQ1G]
RNAV (GNSS) ARRIVALS
(RWY 02)

CAT A, B, C & D



CHANGES: New procedures at this airport.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL
JEPPESEN
9 AUG 19
EFF 15 Aug
10-2C
CALI, COLOMBIA
STAR
CHANGES: None.
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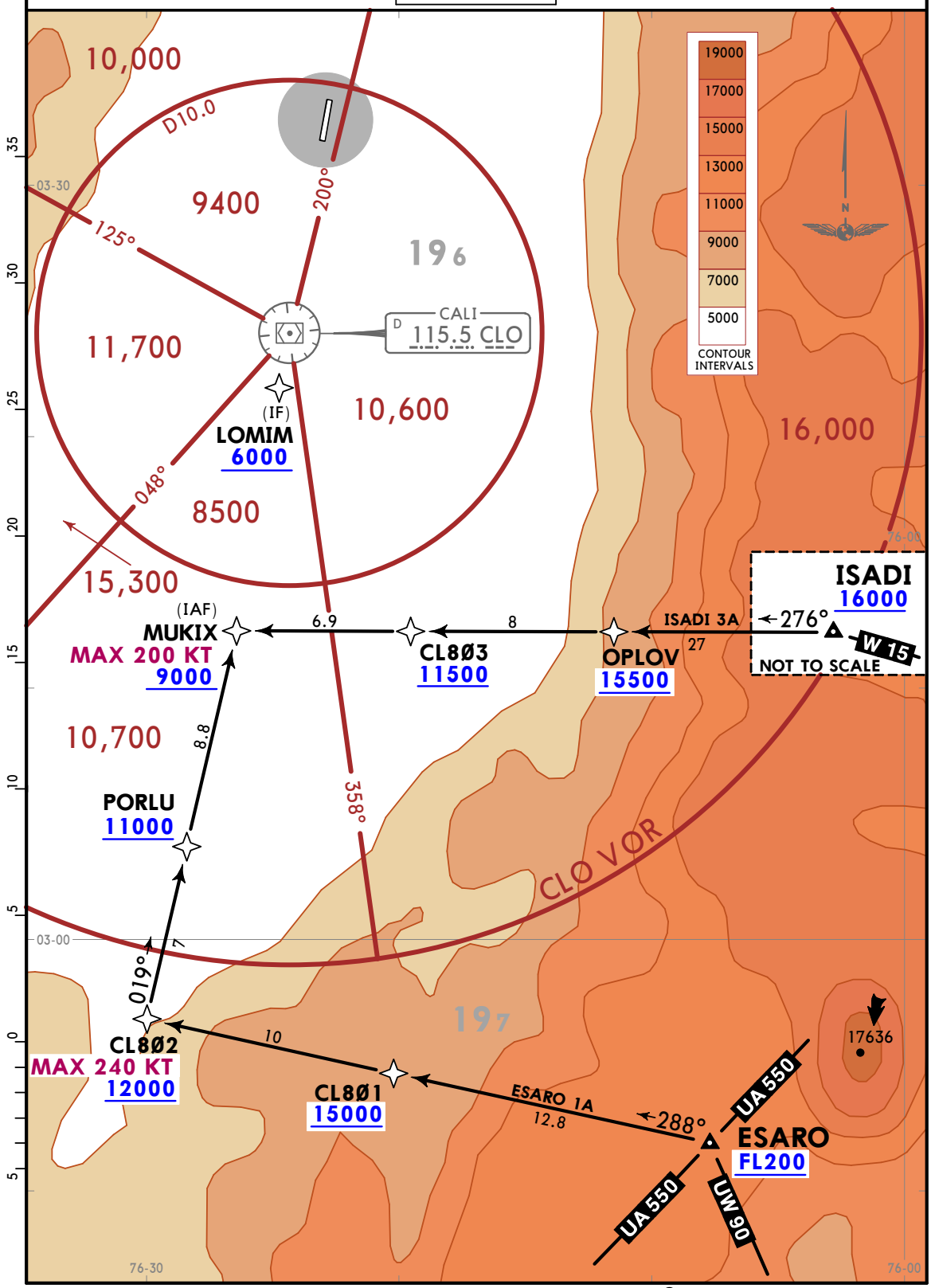
DAKOP 7A ARRIVAL [DAK07A]
(RWY 02)
CAT A, B, C & D
Apt Elev
3162
Alt Set: IN (hPa on req)
CLO VOR/DME required.
Trans level: FL190
CONTOUR INTERVALS
15000
13000
11000
9000
7000
5000
DAKOP
062°
R564
14000
D15.0 CLO
14000
D15.0 Arc
048°
R242
CALI
115.5 CLO
5700
125°
D10.0
200°
R196
3.0
(IF)
D3.0 CLO
6000
016°
12.0
D15.0 CLO
10000
358°
CLO VOR
15,300
11,700
10,700
10,000
9400
8500
10,600
16,000
14138

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
3162	1. RNP 1 or RNAV 1. 2. GNSS required.

ESARO 1A [ESAR1A], ISADI 3A [ISAD3A]
RNAV (GNSS) ARRIVALS
(RWY 02)

CAT A, B, C & D

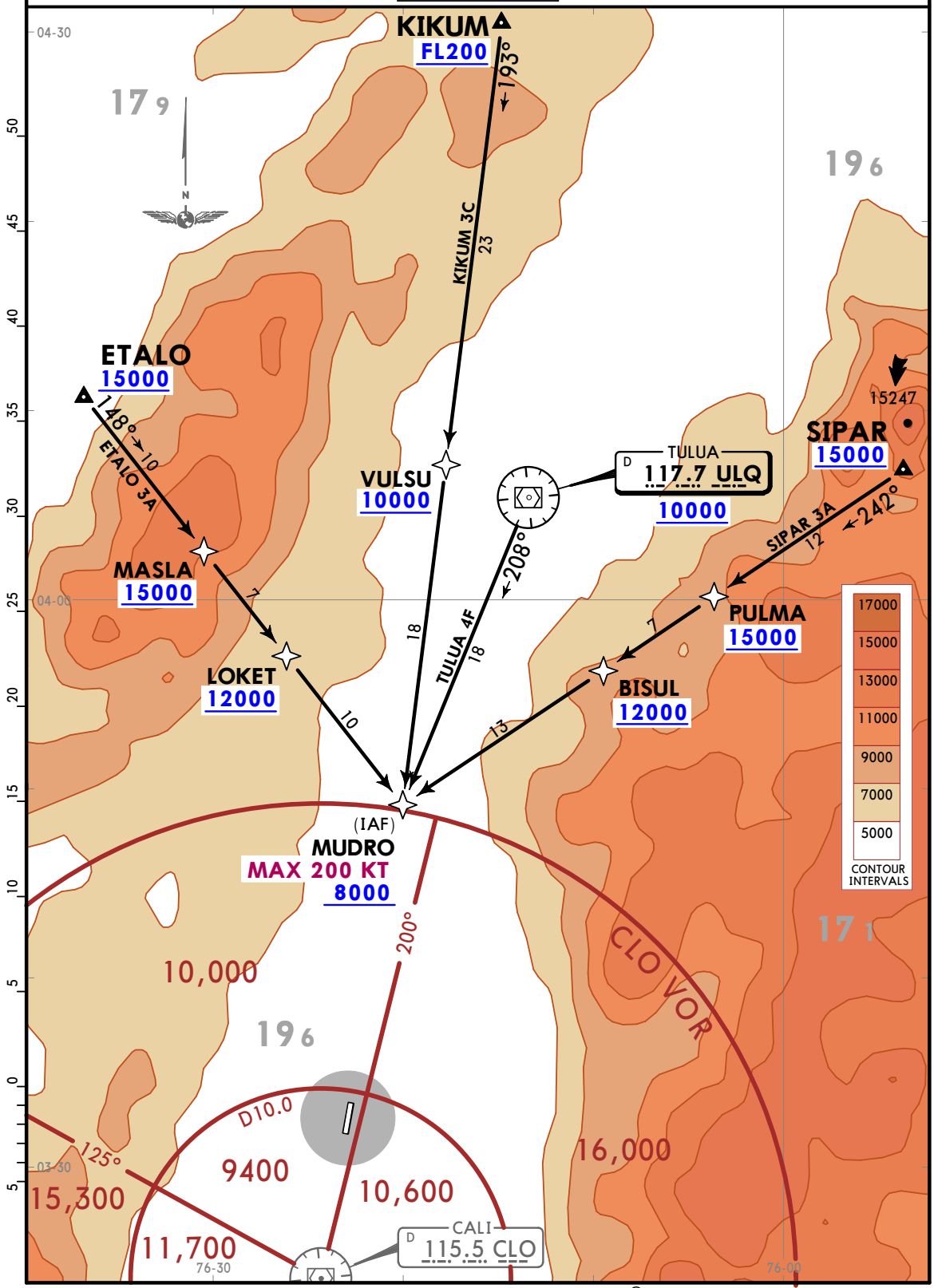


CHANGES: None.

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
3162	1. RNP 1 or RNAV 1. 2. GNSS required.

ETALO 3A [ETAL3A], KIKUM 3C [KIKU3C], SIPAR 3A [SIPA3A] TULUA 4F [ULQ4F] RNAV (GNSS) ARRIVALS (RWY 20)

CAT A, B, C & D

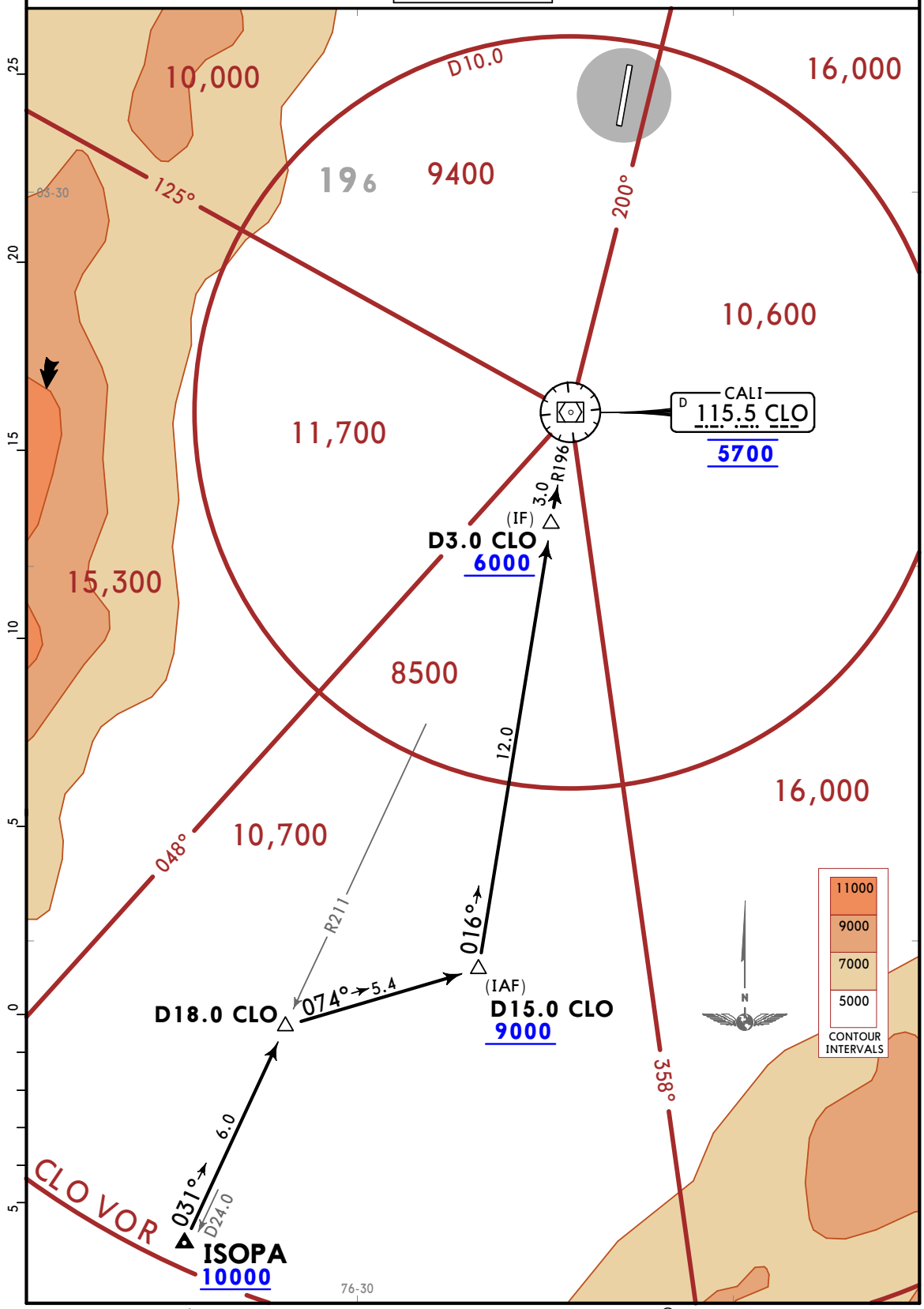


CHANGES: STARs renumbered, TULUA 4F revised, MUDRO crossing altitude.

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
3162	**CLO VOR/DME required.**

ISOPA 3A ARRIVAL [ISOP3A]
(RWY 02)

CAT A, B, C & D



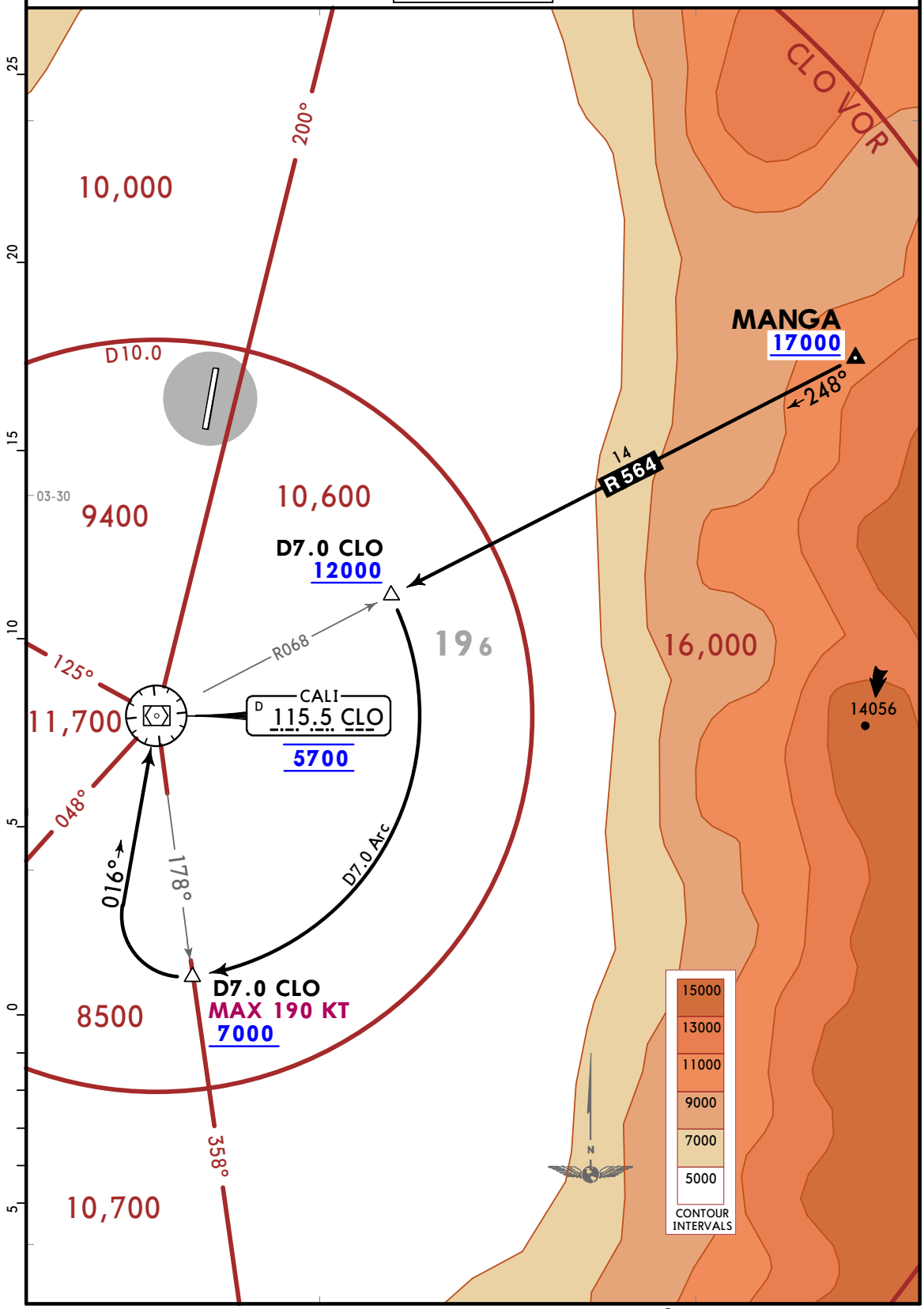
CHANGES: ATIS removed.

Apt Elev
3162

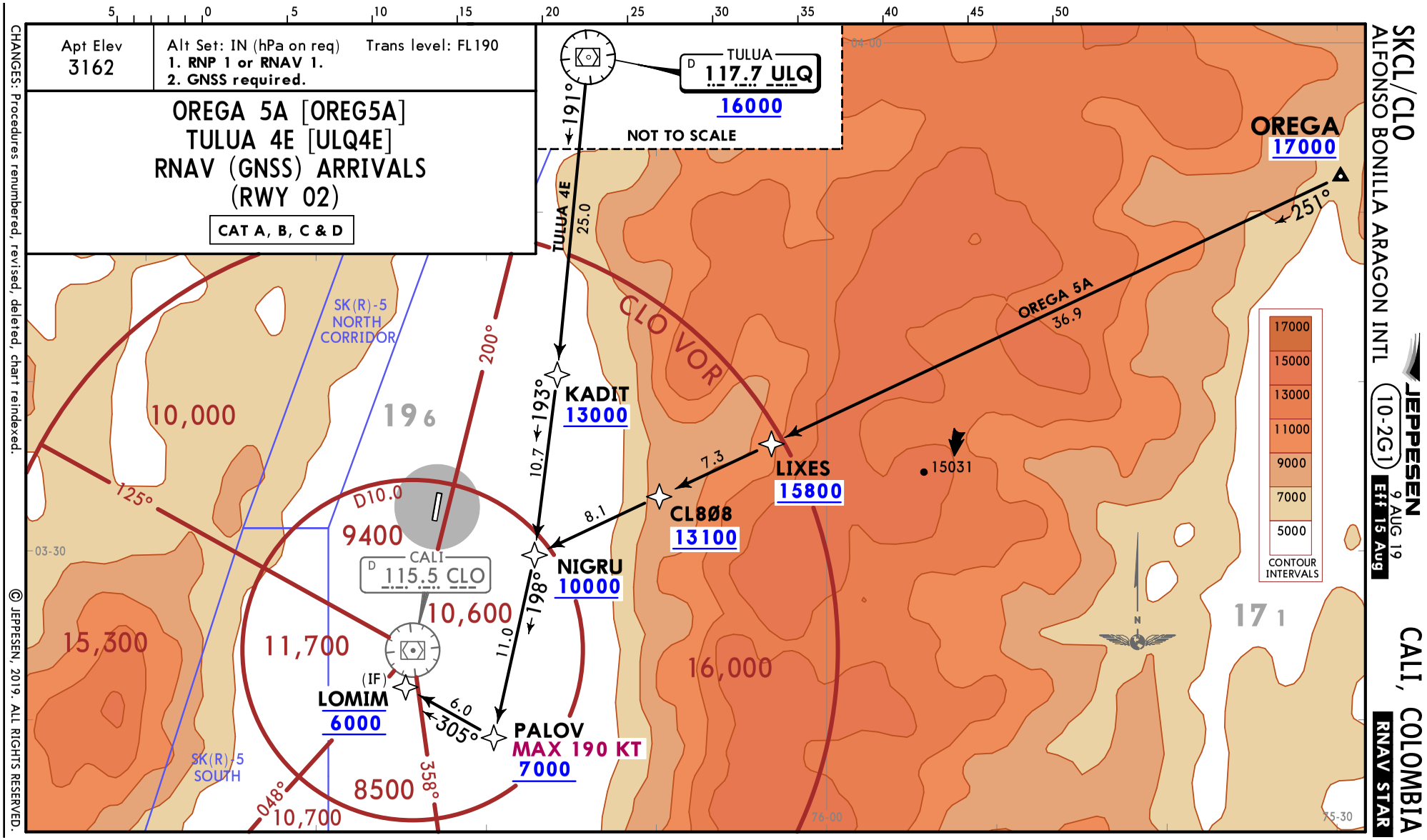
Alt Set: IN (hPa on req) Trans level: FL190
CLO VOR/DME required.

MANGA 9 ARRIVAL [MANGA9]
(RWY 02)

CAT A, B, C & D



CHANGES: ATIS removed.

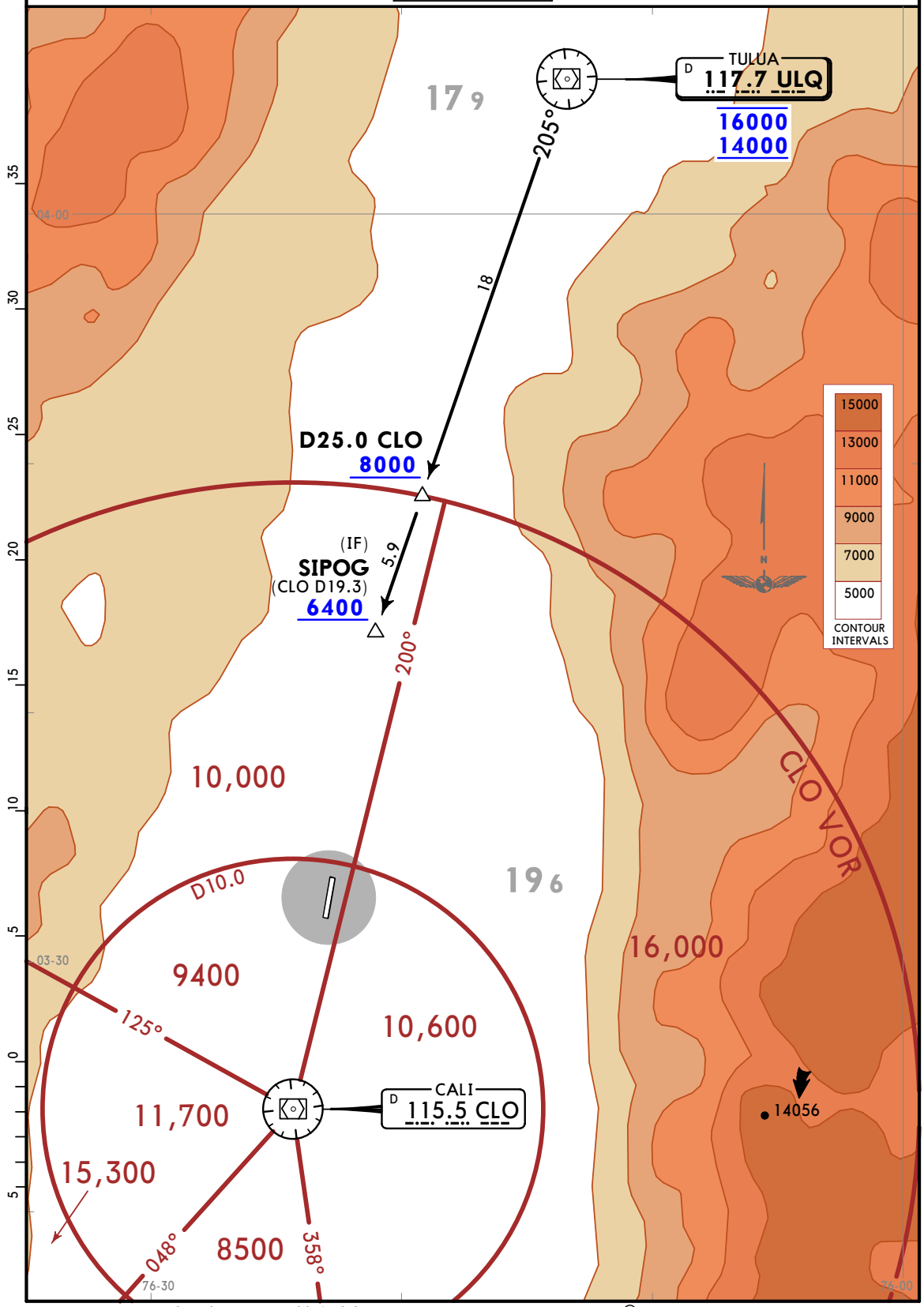


SKCL/CLO
ALFONSO BONILLA ARAGON INTL
(10-2G1)
JEPPESEN
9 AUG 19
Eff 15 Aug
CALI, COLOMBIA
RNAV STAR

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL190
3162	CLO DME and ULQ VOR required.

TULUA 1A ARRIVAL [ULQ1A]
(RWY 20)

CAT A, B, C & D



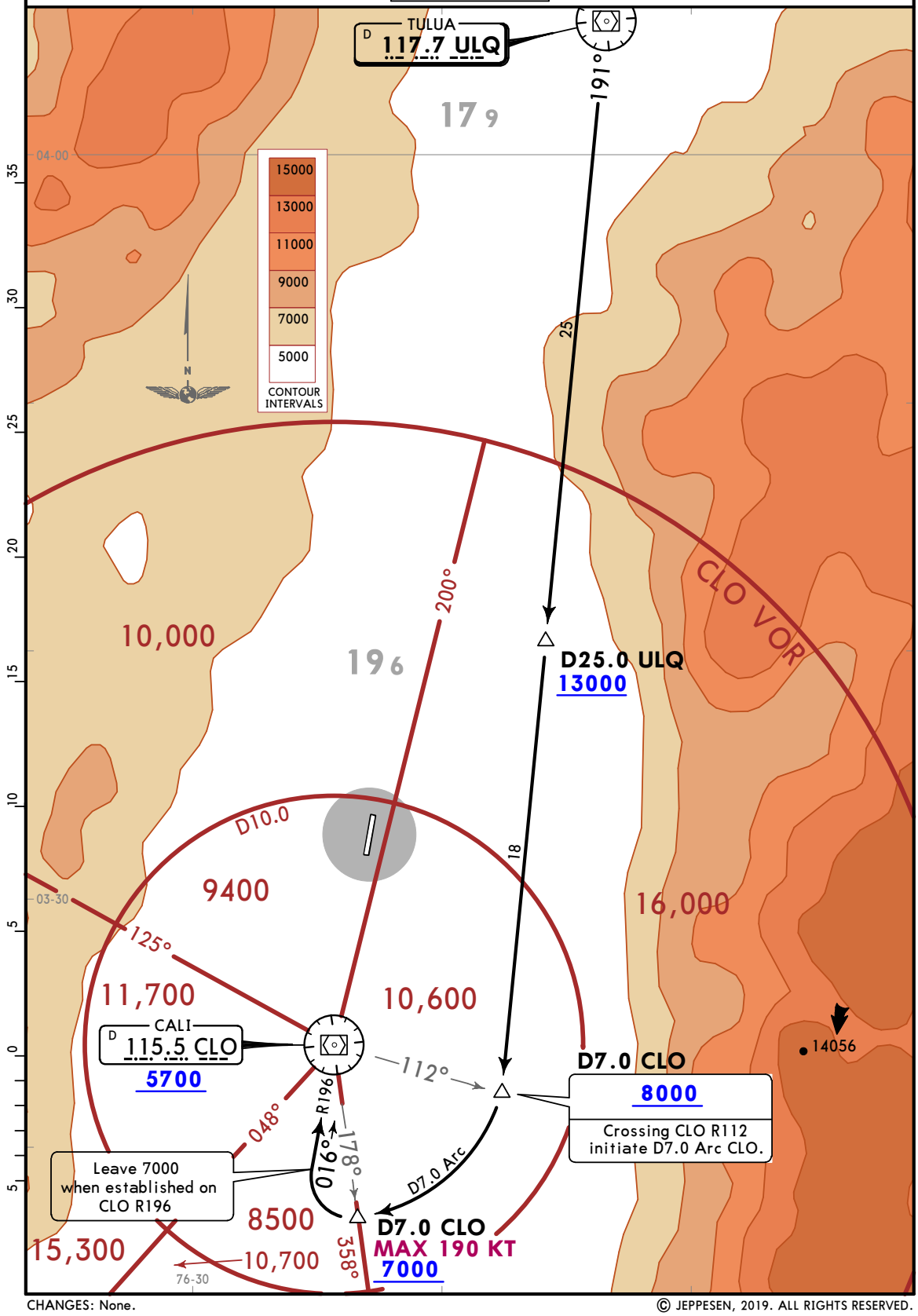
CHANGES: STAR renumbered, SIPOG established, bearings.

Apt Elev
3162

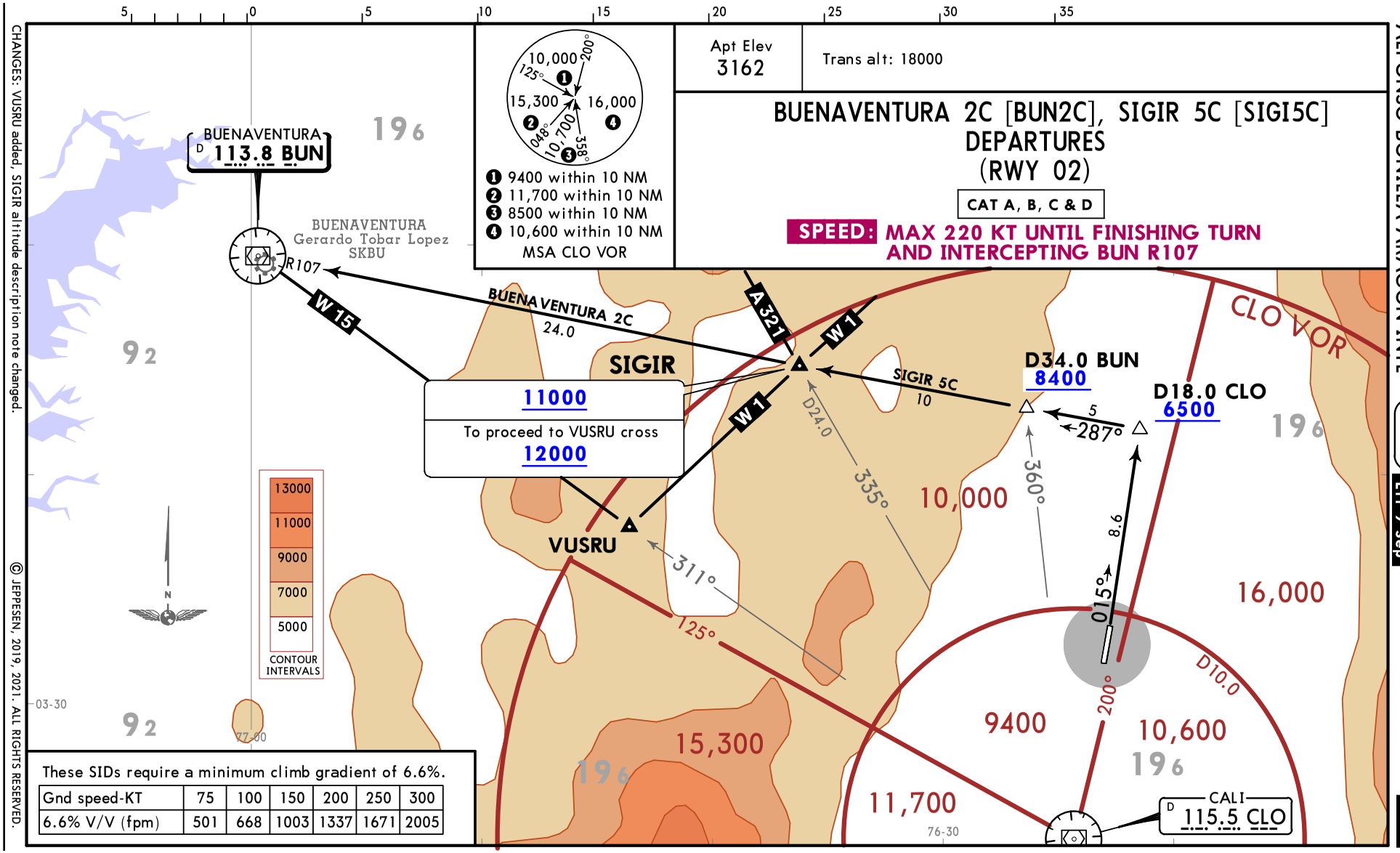
Alt Set: IN (hPa on req) Trans level: FL190
CLO VOR/DME and ULQ VOR/DME required.

TULUA 6D ARRIVAL [ULQ6D]
(RWY 02)

CAT A, B, C & D



CHANGES: None.


Apt Elev
3162
Trans alt: 18000
BUENAVENTURA 2C [BUN2C], SIGIR 5C [SIGI5C]
DEPARTURES
(RWY 02)
CAT A, B, C & D
SPEED: MAX 220 KT UNTIL FINISHING TURN AND INTERCEPTING BUN R107
10,000
15,300
16,000
10,700
1 9400 within 10 NM
2 11,700 within 10 NM
3 8500 within 10 NM
4 10,600 within 10 NM
MSA CLO VOR
BUENAVENTURA
D 113.8 BUN
BUENAVENTURA
Gerardo Tobar Lopez
SKBU
R107
W 15
BUENAVENTURA 2C
24.0
A 321
W 1
SIGIR
SIGIR 5C
10
D34.0 BUN
8400
D18.0 CLO
6500
CLO VOR
11000
To proceed to VUSRU cross
12000
VUSRU
D24.0
335°
311°
125°
287°
360°
015°
8.6
5
D10.0
200°
9400
10,600
15,300
11,700
CALI
D 115.5 CLO
13000
11000
9000
7000
5000
CONTOUR INTERVALS
These SIDs require a minimum climb gradient of 6.6%.
Gnd speed-KT 75 100 150 200 250 300
6.6% V/V (fpm) 501 668 1003 1337 1671 2005
CHANGES: VUSRU added, SIGIR altitude description note changed.
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SKCL/CLO
ALFONSO BONILLA ARAGON INTL
JEPPESEN
10-3
3 SEP 21
Eff 9 Sep
CALI, COLOMBIA
SID

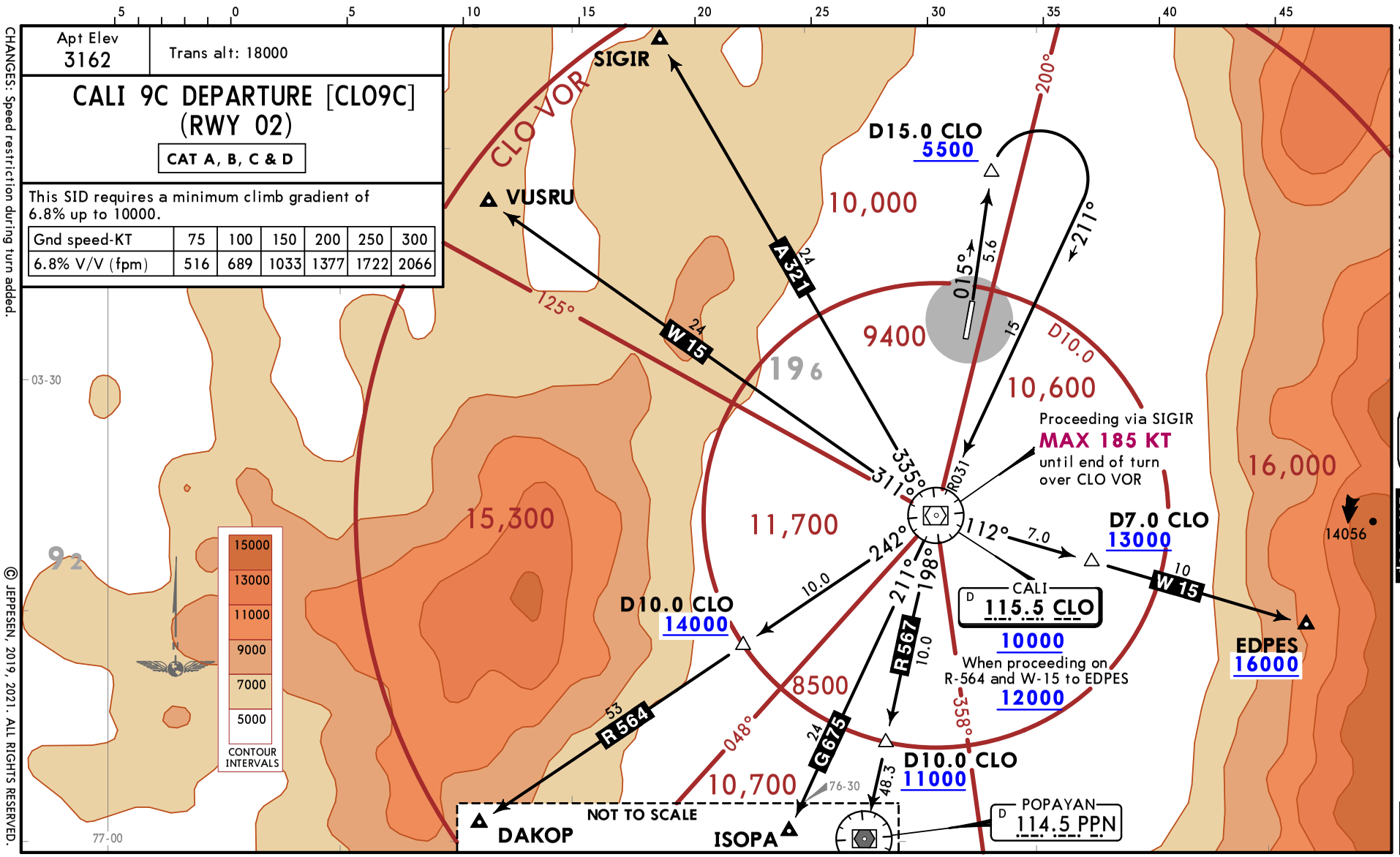
Apt Elev	Trans alt: 18000
3162	

CALI 9C DEPARTURE [CLO9C] (RWY 02)

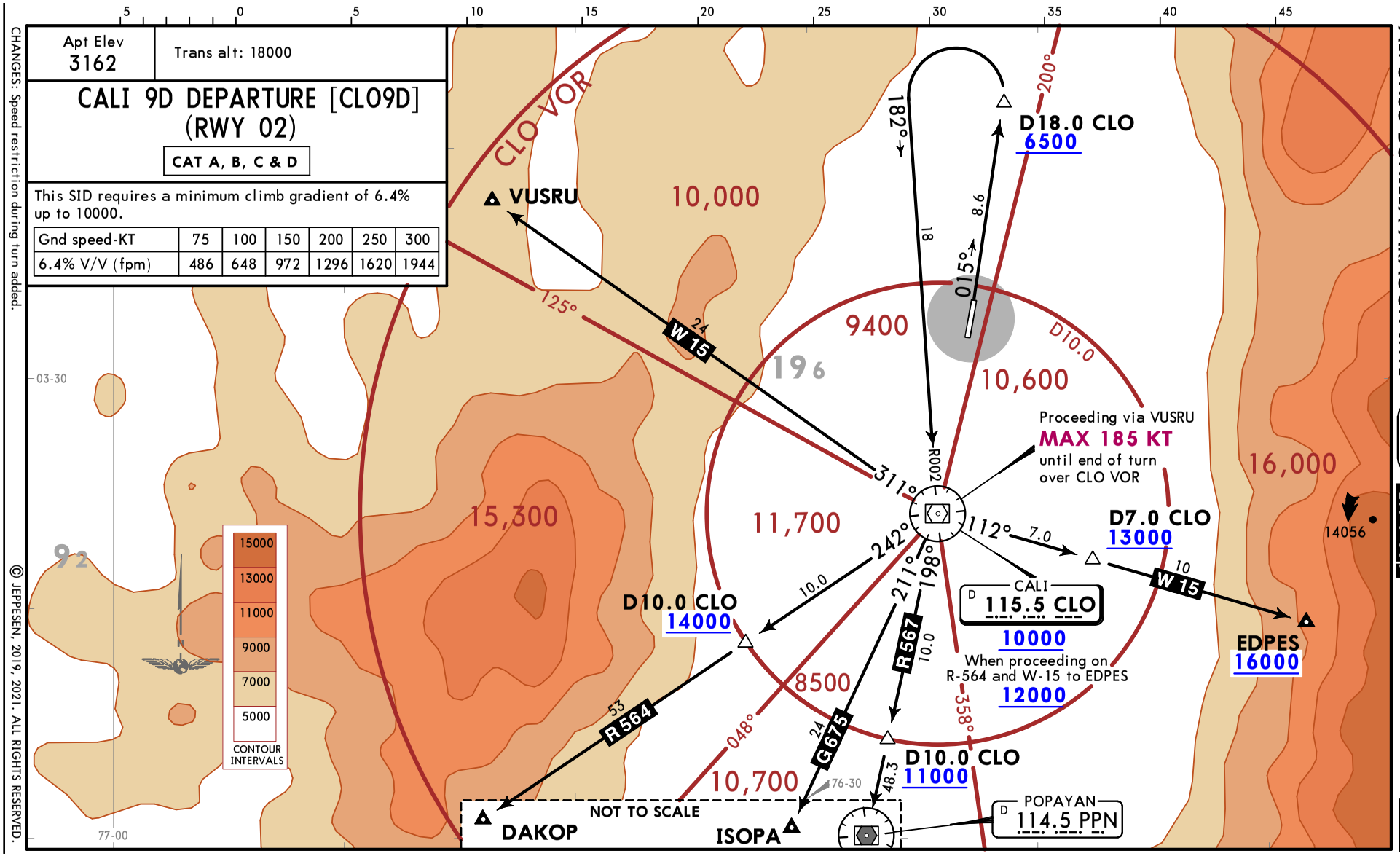
CAT A, B, C & D

This SID requires a minimum climb gradient of 6.8% up to 10000.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066



CHANGES: Speed restriction during turn added.


Apt Elev
3162
Trans alt: 18000
CALI 9D DEPARTURE [CLO9D]
(RWY 02)
CAT A, B, C & D
This SID requires a minimum climb gradient of 6.4% up to 10000.
Gnd speed-KT 75 100 150 200 250 300
6.4% V/V (fpm) 486 648 972 1296 1620 1944
CLO VOR
VUSRU
10,000
D18.0 CLO
6500
182°
200°
18
8.6
015°
125°
24
W 15
9400
D10.0
10,600
Proceeding via VUSRU
MAX 185 KT
until end of turn
over CLO VOR
311°
R002
16,000
15,300
11,700
112°
7.0
D7.0 CLO
13000
14056
242°
10.0
198°
211°
D10.0 CLO
14000
CALI
115.5 CLO
10000
When proceeding on R-564 and W-15 to EDPES
12000
10
W 15
EDPES
16000
R567
10.0
8500
358°
048°
53
R564
24
G675
48.3
D10.0 CLO
11000
10,700
76-30
NOT TO SCALE
DAKOP
ISOPA
POPAYAN
114.5 PPN
15000
13000
11000
9000
7000
5000
CONTOUR INTERVALS
03-30
77-00
CHANGES: Speed restriction during turn added.
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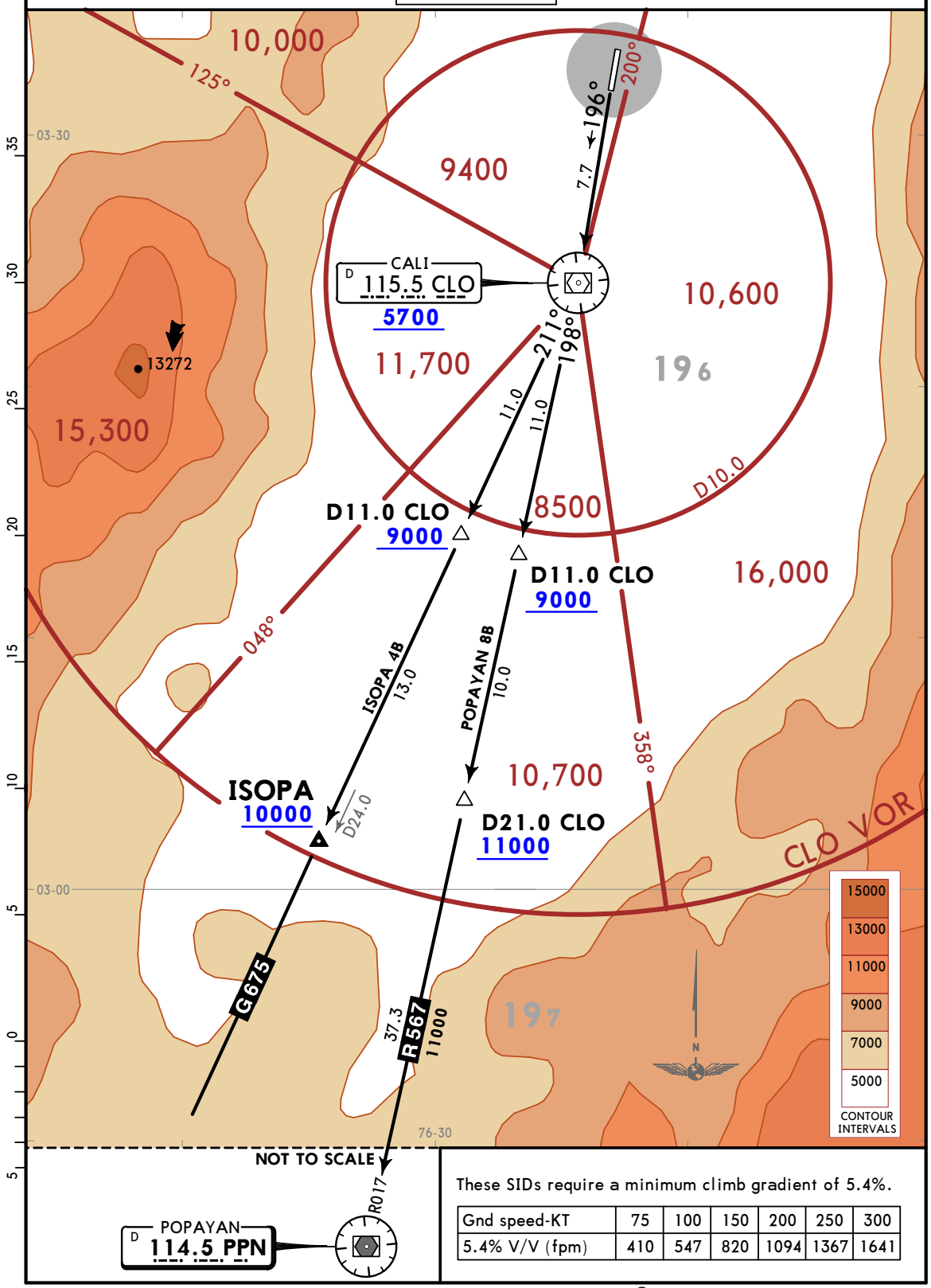
SKCL/CLO
ALFONSO BONILLA ARAGON INTL
10-3B
3 SEP 21
Eff 9 Sep
JEPPESEN
CALI, COLOMBIA
SID

Apt Elev
3162

Trans alt: 18000

ISOPA 4B [ISOP4B], POPAYAN 8B [PPN8B] DEPARTURES (RWY 20)

CAT A, B, C & D



These SIDs require a minimum climb gradient of 5.4%.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

CHANGES: None.

Apt Elev
3162

Trans alt: 18000

KIKUM 4A [KIKU4A] DEPARTURE (RWY 02)
KIKUM 4B [KIKU4B] DEPARTURE (RWY 20)

CAT A, B, C & D

KIKUM
FL210

NOT TO SCALE

UQ 101
25.0
002°

TULUA
117.7 ULQ
17000

R205
R207

10,000 200° 125°
15,300 16,000
10,700 048° 358°

1 9400 within 10 NM
2 11,700 within 10 NM
3 8500 within 10 NM
4 10,600 within 10 NM
MSA CLO VOR

15000
13000
11000
9000
7000
5000
CONTOUR INTERVALS

19.1

D19.1 ULQ
9000

CLO VOR

D18.0 CLO
6700

025° 5.6
31.5
200°

KIKUM 4A
021°
015°

D11.0 CLO
6300

KIKUM 4B
195°
D10.0

D6.0 CLO
3870

015°

CALI
115.5 CLO

125°

17 9
19 6
10,000
16,000
9400
10,600
15,300
11,700

These SIDs require a minimum climb gradient of 6.8%.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

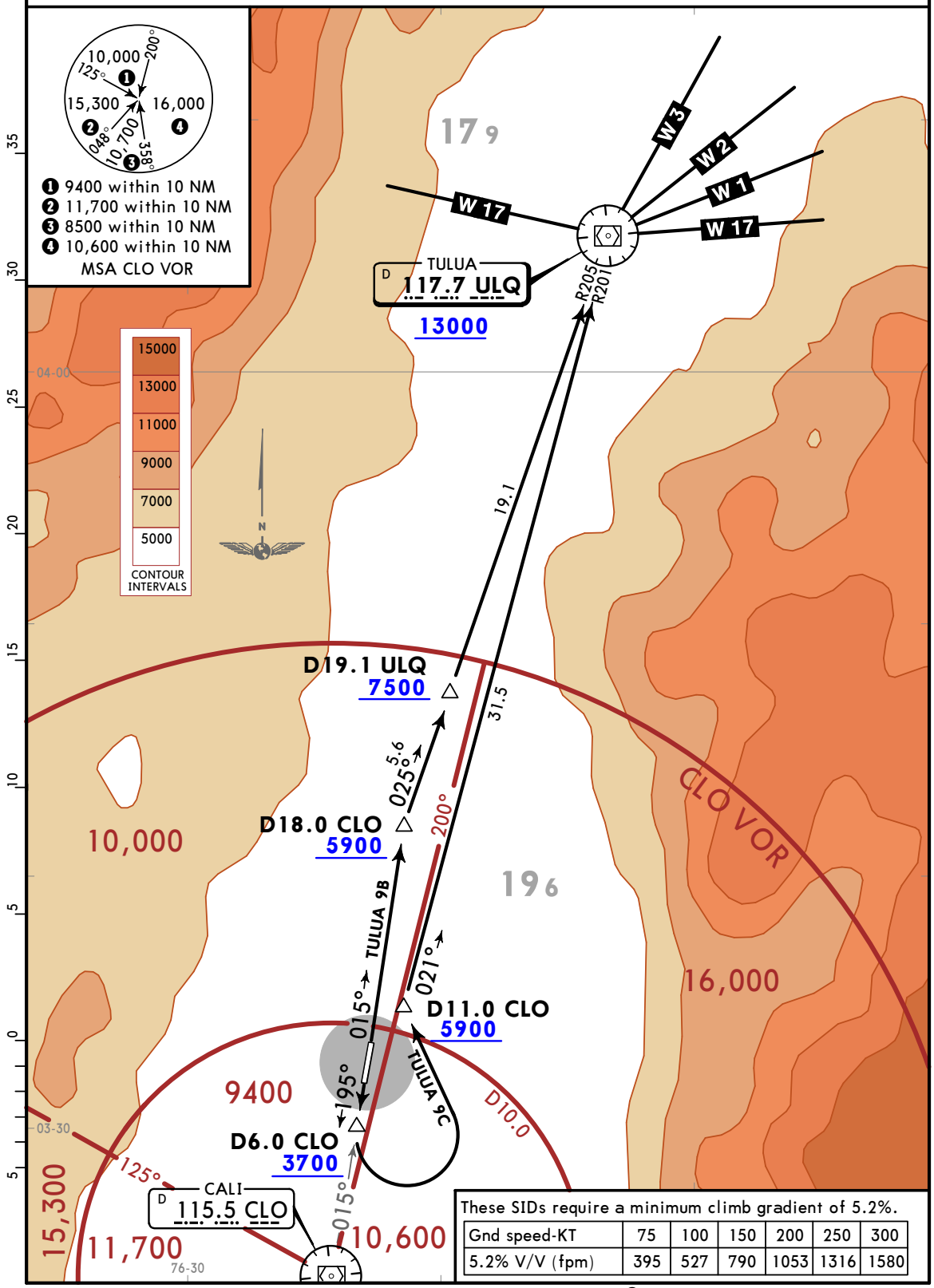
CHANGES: SIDs renumbered and revised.

Apt Elev
3162

Trans alt: 18000

TULUA 9B [ULQ9B] DEPARTURE (RWY 02)
TULUA 9C [ULQ9C] DEPARTURE (RWY 20)

CAT A, B, C & D



These SIDs require a minimum climb gradient of 5.2%.

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

CHANGES: SIDs renumbered and revised, chart reindexed.

NOISE ABATEMENT PROCEDURES

For reasons of operational safety and in order to avoid the high level of aircraft noise, the following aircraft towing procedures are established at the Alfonso Bonilla Aragon International Airport:

a. Aircraft occupying parking positions No. A3, A4, B5, B6, B7, B8, B9, B10, B11, C12, C13, C14, D15, D16, D17, D18, D19 and D20, as well as cargo positions L1, L2 and decongestion positions R1, R2, and R3 will be towed to the site determined by the air traffic controller. In all cases, the air traffic controller first authorizes the towing of the aircraft with engines off, then at the established site, it will authorize engine start.

b. Aircraft are authorized to start engines in regional ramp positions A1 and A2 and in the general international aviation ramp positions G1, G2, G3, G4 and G5.

c. Using APUs is authorized only in parking positions A1, A2, B6, B7, B8, C13, C14, D15, D16, D17, D18, D19, D20, R1, R2, R3, L1, L2, and general international aviation ramp.

d. Performing any kind of functional engine test is unauthorized (jet, turboprop and piston) in the different holding positions. When it is essential to perform engine tests it is necessary to coordinate with ATC, to determine the place. During engine tests a portable fire extinguisher is required.

e. Engine tests with power will only be authorized in the waiting point of Runway 20. During engine tests a portable fire extinguisher is required.

f. In position G5, engine test for aircraft up to category B is authorized not to exceed ten (10) minutes. For this reason, aircraft personnel responsible for operation must communicate with Ground Control to request the presence of a Platform Inspector or, failing that, the Chief of CECOA, who will supervise the operation.

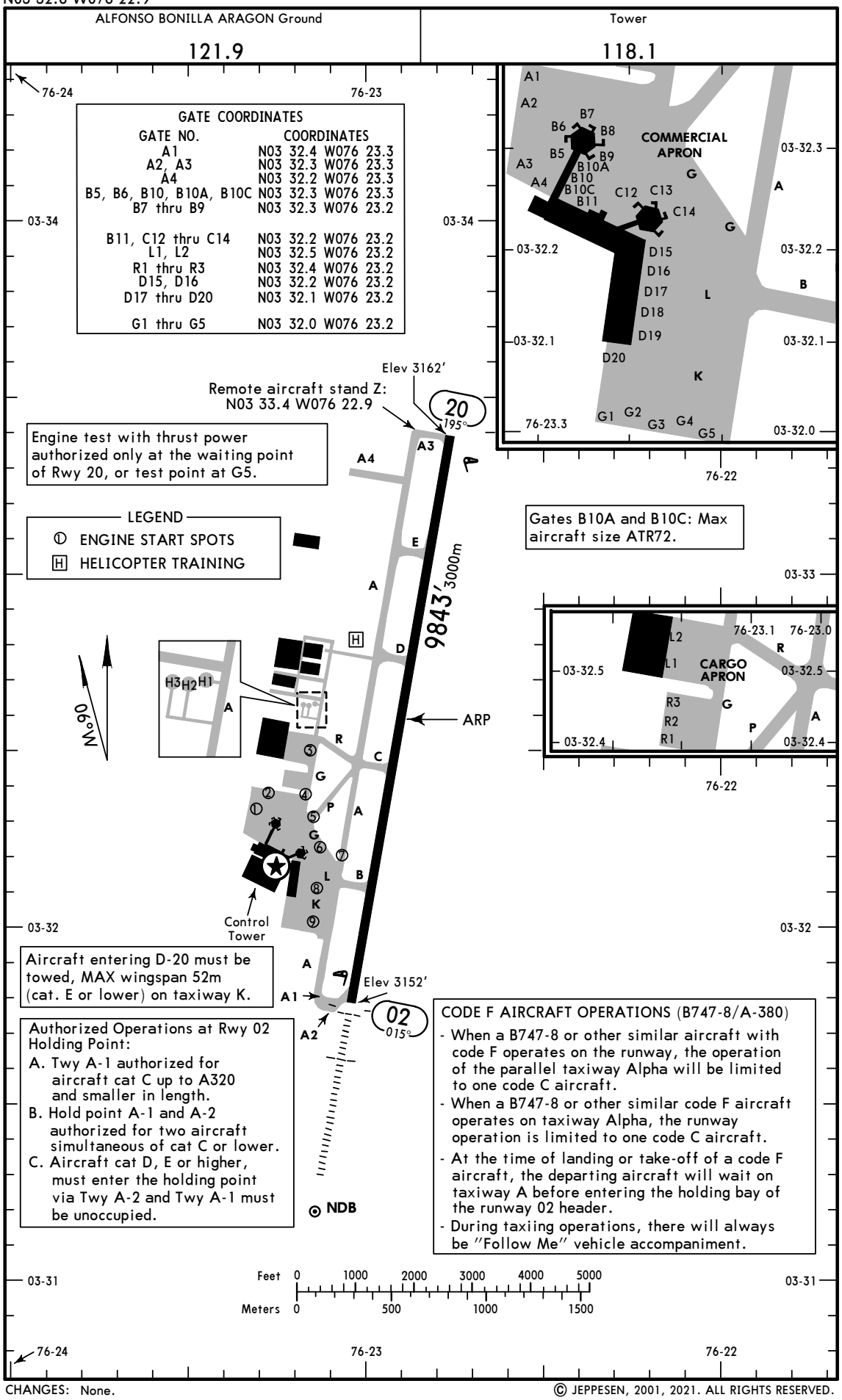
g. Engine test in minima is authorized only and exclusively for the inspection for leaks, instruments checks, components or functional tests and without applying power to the engines. During engine tests a portable fire extinguisher is required.

h. For environmental reasons, aircraft with more than one turboprop engine on are not authorized at positions B10 and B11 of the national dock. Aircraft with multiple turboprop engines that park in the mentioned positions must turn off one engine on the taxiway before entering the national ramp zone.

i. The Directors of Flight Operations and Maintenance, of the airlines and General Aviation, must instruct their crews and ground staff to comply with these Operational Safety Standards for the benefit of Air Transport users and those working at the airport.

NOTE : Operation of the pneumatic ground starter in the parking positions is not authorized for any reason.

ALFONSO BONILLA ARAGON Ground	Tower
121.9	118.1



CHANGES: None.

GENERAL

CAUTION: Birds in vicinity of airport.

Two-way radio required.

Use caution due to spraying work on security strips.

Heliport H1, H2, and H3 closed to all night operations.

Due to security procedures, airlines operating at Alfonso Bonilla Aragon terminal must tow aircraft from/to the platform to place determined by Control Tower.

The airspace centered on coordinates N03 27.5 W076 30.0 within radius of 3NM is prohibited.

Power reverse thrust Not Authorized.

180° turn is prohibited on Rwy 02/20 thresholds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL CL ❶ ALSF-1 PAPI (angle 3.0°)		8889' 2709m	❷	148' 45m
20	HIRL CL PAPI (angle 3.0°)				

❶ Sequenced flashing lights unserviceable.

❷ TAKE-OFF RUN AVAILABLE

RWY 02:		RWY 20:	
Full length	9843' (3000m)	Full length	9843' (3000m)
twy BRAVO int	7874' (2400m)	twy ECHO int	7743' (2360m)
twy CHARLIE int	5807' (1770m)	twy DELTA int	5906' (1800m)

TAKE-OFF

	All Rwys	
	❶ Take-off Alternate Airport Filed RL & CL or RCLM	Standard
1 Eng	420'-3000m	
2 Eng	1 hour alternate (1 Eng inop) 500m	1600m
3 & 4 Eng	2 hour alternate (1 Eng inop) 500m	800m

❶ With appropriate approval.

CHANGES: Lighting.

AIRCRAFT PUSHBACK PROCEDURES/POSITION STARTING INSTRUCTIONS

Aircraft Stands	Pushback Procedures	Position Starting Instructions
A-1, A-2, A-3, A-4	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 1 and/or SPOT 2 (with nosewheel facing east).	The aircraft located in position A-1 (MAX Cat. B), A-2 (MAX ATR) can start engines in that position and leave by their own means. Always shall utilize a guide during the turn to the left. SPOT 1 and 2 enabled for the start of aircraft engines category C or lower.
B-5, B-6, B-7	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 2 (with nosewheel facing east).	SPOT 2 enabled for the start of aircraft engines category C or lower.
B-7, B-8, B-9, B-10, B-11, C-12, C-13	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 3 (with nosewheel facing south).	SPOT 3 enabled for the start of aircraft engines category E or lower. Note: position is located on guide line in front of L-1 in cargo zone.
B-7, B-8, B-9, B-10, B-11, C-12, C-13	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 4 (with nosewheel facing south).	SPOT 4 enabled for the start of aircraft engines category E or lower.
B-8, B-9, B-10, B-11 C-12, C-13	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 5 (with nosewheel facing south).	SPOT 5 enabled for the start of aircraft engines category E or lower.
C-14, D-15	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 6 (with nosewheel facing south).	SPOT 6 enabled for the start of aircraft engines category E or lower.
D-13, D-14, D-15, D-16	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 7 (with nosewheel facing south).	SPOT 7 enabled for the start of aircraft engines category E or lower. Note: position is located on guide line of Alfa taxiway.
D-14, D-15, D-16 D-17, D-18	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 8 (with nosewheel facing north). Then taxi to L if authorized.	SPOT 8 enabled for the start of aircraft engines category E or lower.
D-19, D-20	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 9 (with nosewheel facing south). Then taxi to K if authorized.	SPOT 9 enabled for the start of aircraft engines category E or lower.
R-1, R-2, R-3	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 9 (with nosewheel facing south).	SPOT 3 enabled for the start of aircraft engines category F or lower. Note1: position is located on guide line in front of L-1 in cargo zone. Note2: when nosewheel facing east at decongestion apron, engine start and taxi to holding point when authorized by ground control.
L-1, L-2	The aircraft shall be pushed back following the taxi line until the nosewheel reaches SPOT 9 (with nosewheel facing south).	SPOT 3 enabled for the start of aircraft engines category F or lower. Note1: position is located on guide line in front of L-1 in cargo zone. Note2: Every aircraft category C or higher must park facing the cargo hold and be pushed back in order to protect the airport infrastructure.

CHANGES: New chart.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 11-1 3 SEP 21 Eff 9 Sep

CALI, COLOMBIA
ILS Z Rwy 02

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

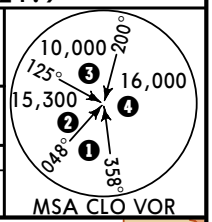
LOC IPAS	Final Apch Crs	VOR	ILS DA(H)	Apt Elev 3162′
109.9	016°	5700′ (2548′)	3370′ (218′)	Rwy 3152′

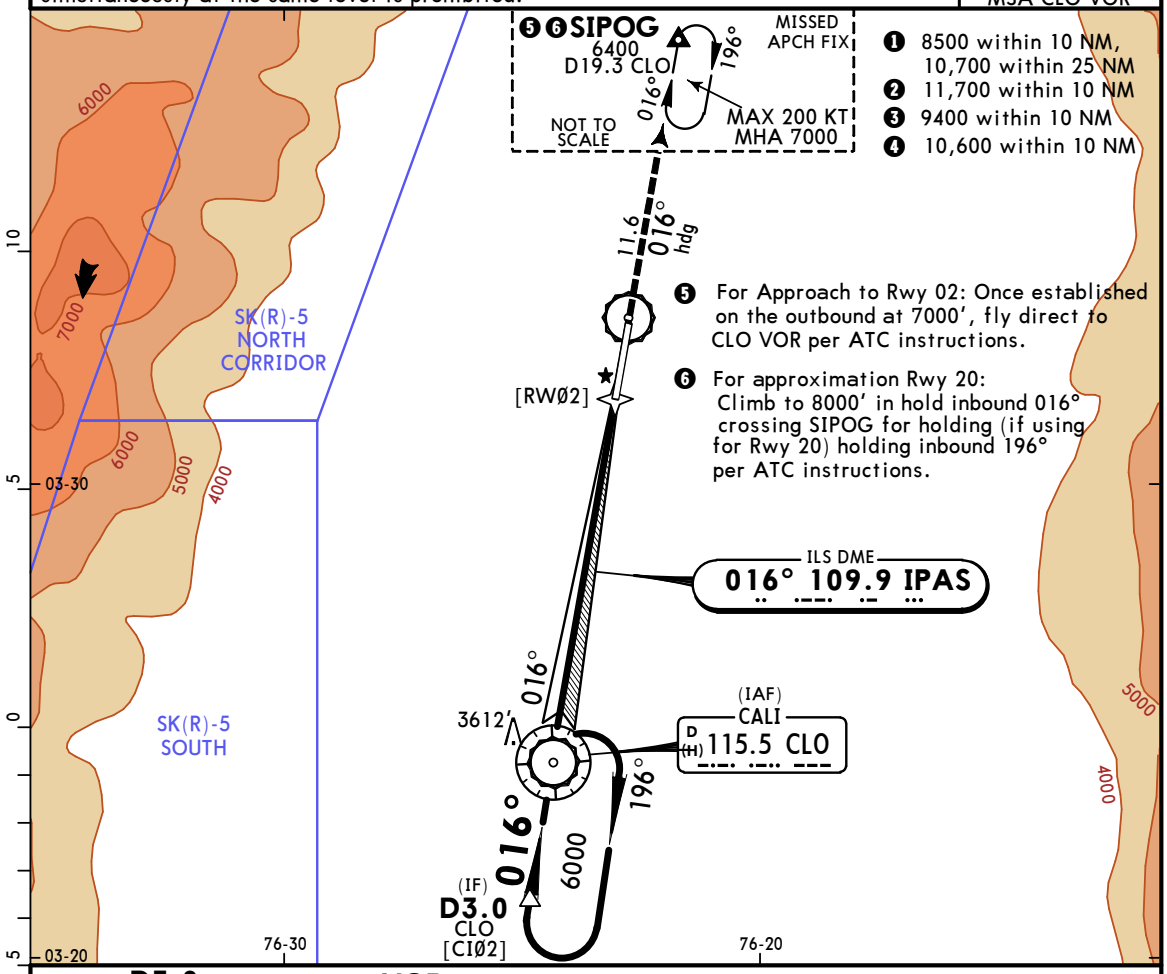
MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.7% up to 6400′.

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

1. CLO VOR required. 2. CLO DME required. 3. Holding at CLO VOR and SIPOG simultaneously at the same level is prohibited.

MSA CLO VOR

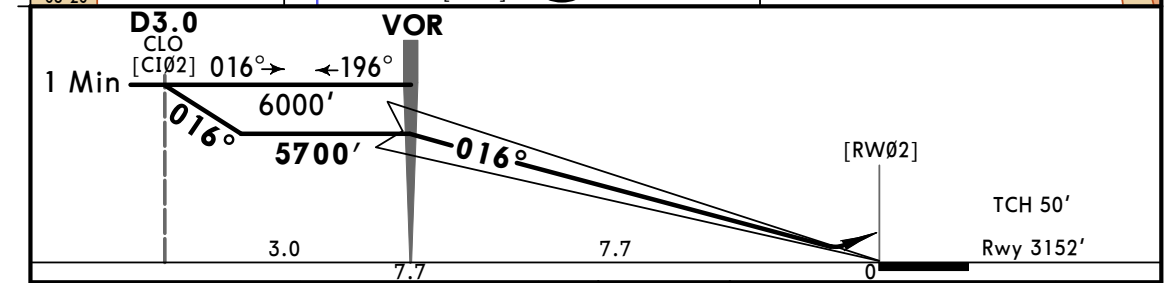




1 8500 within 10 NM, 10,700 within 25 NM
2 11,700 within 10 NM
3 9400 within 10 NM
4 10,600 within 10 NM

5 For Approach to Rwy 02: Once established on the outbound at 7000′, fly direct to CLO VOR per ATC instructions.

6 For approximation Rwy 20: Climb to 8000′ in hold inbound 016° crossing SIPOG for holding (if using for Rwy 20) holding inbound 196° per ATC instructions.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FAF to THR	7.8	6:41	5:12	4:41	3:54	3:21	2:56

ALSF-1 PAPI PAPI

7000′ on Rwy hdg 016°

SIPOG

STRAIGHT-IN LANDING RWY02

ILS DA(H) 3370′ (218′)

	FULL	ALS out
A B C D	1 RVR 550m VIS 800m	1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	3770′ (608′) - 2400m
180 205	3970′ (808′) - 3800m

PANS OPS

1 Applicable for aircraft with approved operational credits or equivalent systems, or when a docked autopilot approach or a flight director approach is made to the DH.

CHANGES: Approach per ATC instructions at SIPOG.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN
11-2
3 SEP 21
Eff 9 Sep

CALI, COLOMBIA
ILS Y Rwy 02

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

BRIEFING STRIP

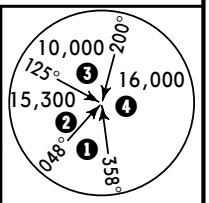
LOC IPAS	Final Apch Crs	KOGLO	ILS DA(H)	Apt Elev 3162′
109.9	016°	4800′ (1648′)	3370′ (218′)	Rwy 3152′

MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.7% up to 6400′.

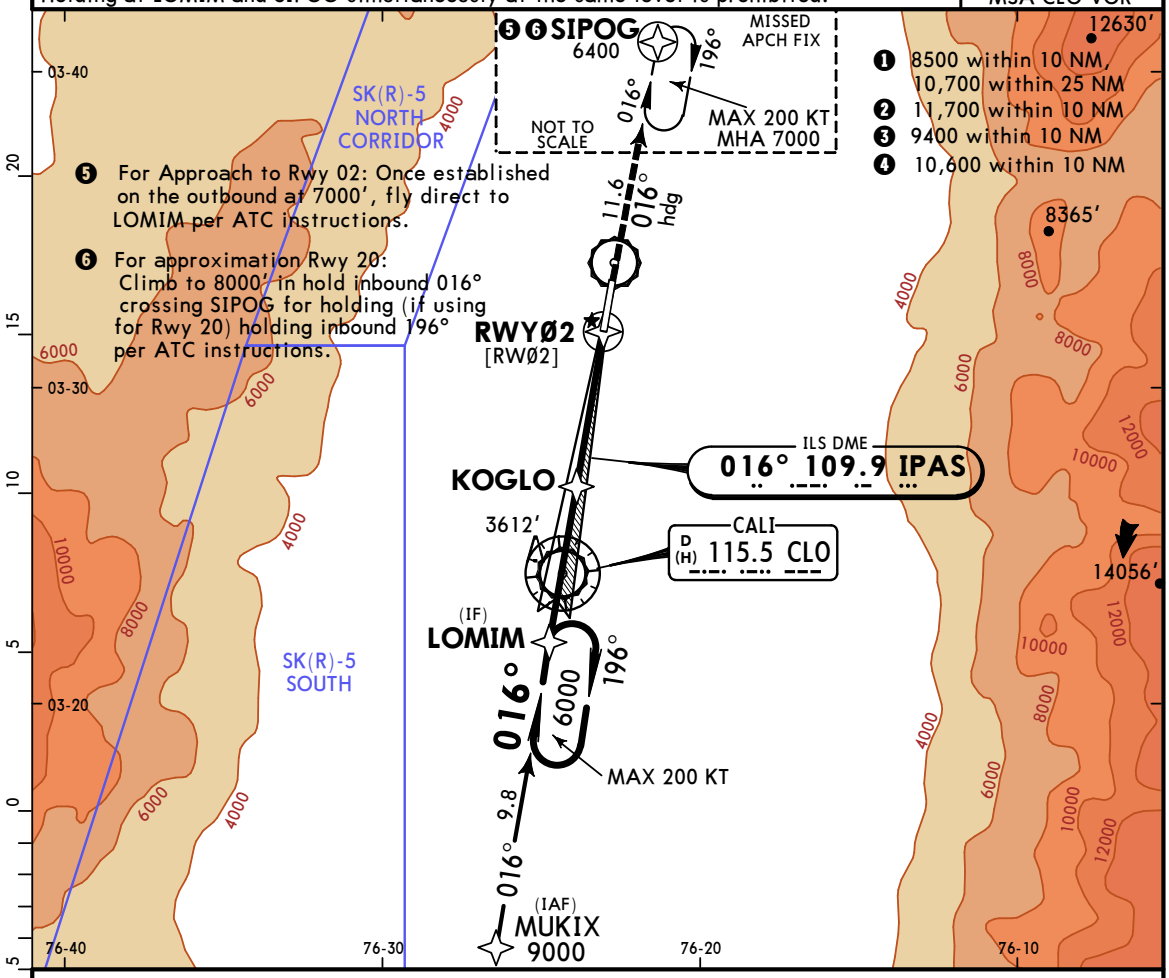
Alt Set: IN (hPa on req) | Trans level: FL 190 | Trans alt: 18000′

RNAV-1 GNSS required

Holding at LOMIM and SIPOG simultaneously at the same level is prohibited.



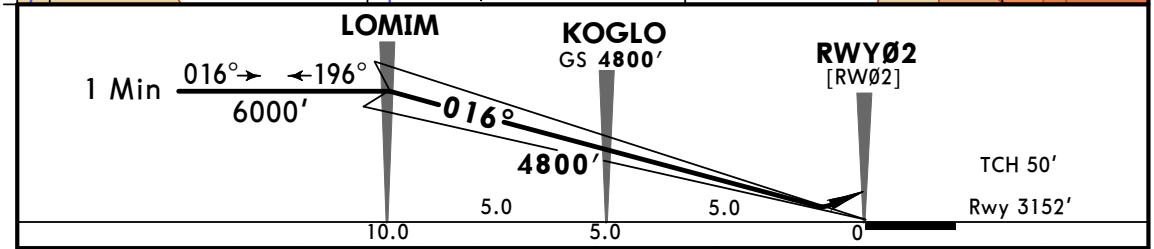
MSA CLO VOR



❺ For Approach to Rwy 02: Once established on the outbound at 7000′, fly direct to LOMIM per ATC instructions.

❻ For approximation Rwy 20: Climb to 8000′ in hold inbound 016° crossing SIPOG for holding (if using for Rwy 20) holding inbound 196° per ATC instructions.

❶ 8500 within 10 NM, 10,700 within 25 NM
❷ 11,700 within 10 NM
❸ 9400 within 10 NM
❹ 10,600 within 10 NM



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

ALSF-1
PAPI PAPI

7000′ on Rwy hdg 016°

SIPOG

PANS OPS

STRAIGHT-IN LANDING RWY02

ILS
DA(H) 3370′ (218′)

	FULL	ALS out
A	❶ RVR 550m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	3770′ (608′) -2400m
135	
180	3970′ (808′) -3800m
205	

❶ Applicable for aircraft with approved operational credits or equivalent systems, or when a docked autopilot approach or a flight director approach is made to the DH.

CHANGES: Approach per ATC instructions at SIPOG.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 11-3 3 SEP 21 Eff 9 Sep

CALI, COLOMBIA
LOC Rwy 02

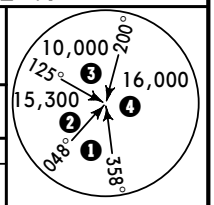
CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

LOC IPAS	Final Apch Crs	VOR	MDA(H)	Apt Elev 3162′
109.9	016°	5700′ (2548′)	3600′ (448′)	Rwy 3152′

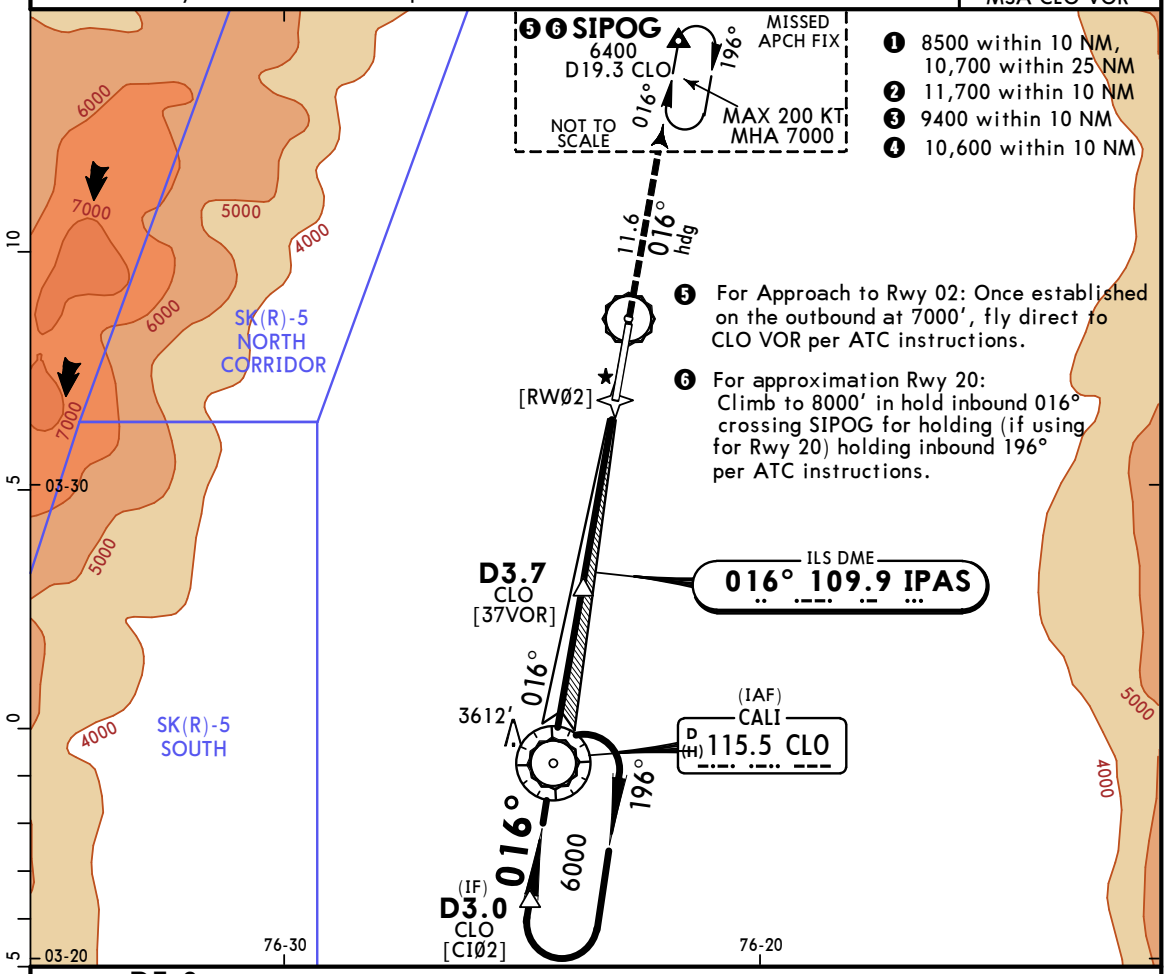
MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.0% up to 6400′.

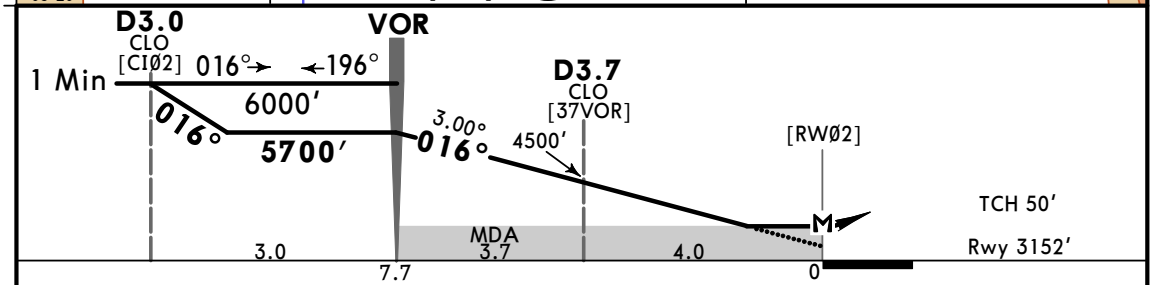
Alt Set: IN (hPa on req) Trans level: FL 190 Trans alt: 18000′

1. CLO VOR required. 2. CLO DME required. 3. Holding at CLO VOR and SIPOG simultaneously at the same level is prohibited.



MSA CLO VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ2							
FAF to MAP	7.7	6:36	5:08	4:37	3:51	3:18	2:53

ALSF-1 PAPI PAPI

7000′ on Rwy hdg 016°

SIPOG

PANS OPS

STRAIGHT-IN LANDING RWY02

	CDFA MDA(H) 3600′ (448′)		non-CDFA MDA(H) 3600′ (448′)	
		ALS out		ALS out
A	1400m	1600m	1600m	2300m
B				
C		2100m	1800m	2500m
D		2400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	3770′ (608′) -2400m
135	
180	3970′ (808′) -3800m
205	

CHANGES: Approach per ATC instructions at SIPOG.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN
12-1
3 SEP 21
Eff 9 Sep

CALI, COLOMBIA
RNP Rwy 02

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

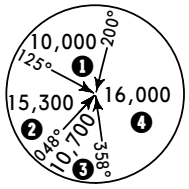
BRIEFING STRIP ™

RNAV	Final Apch Crs 016°	KOGLO 4800′ (1648′)	LNAV/VNAV DA(H) 3490′ (338′)	Apt Elev 3162′ Rwy 3152′

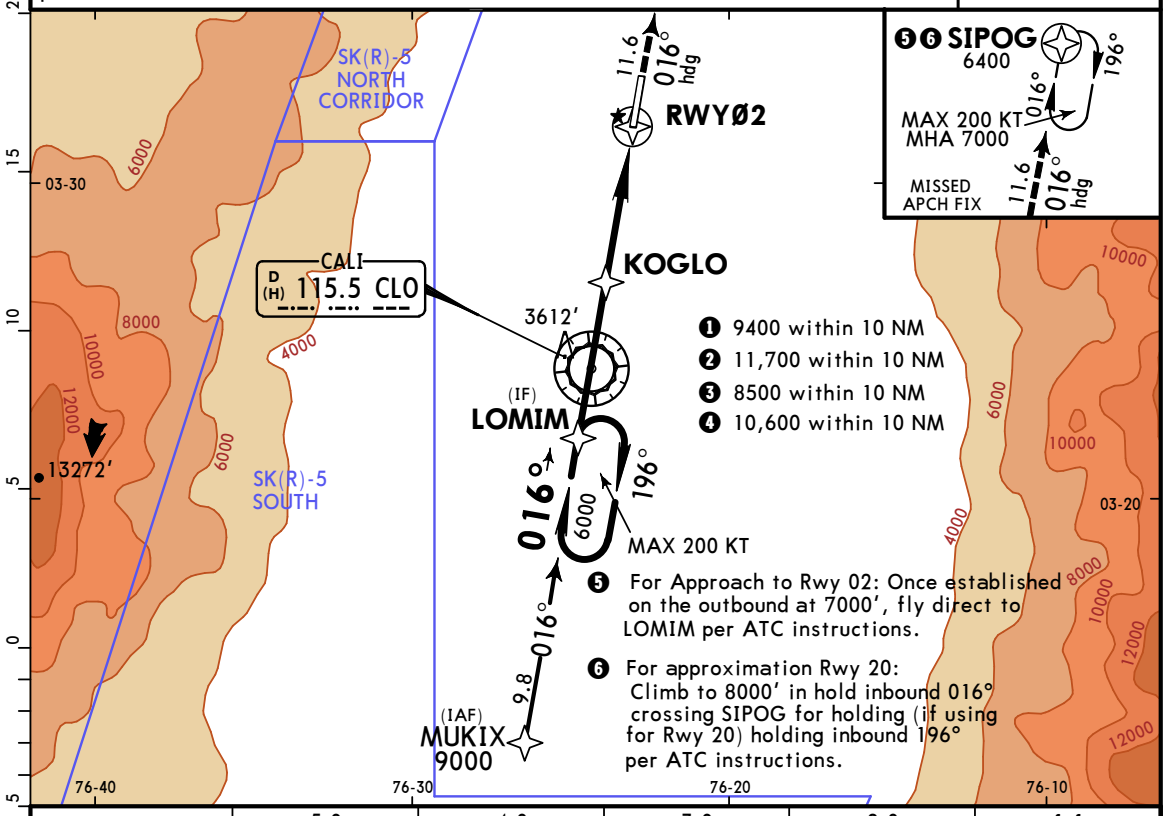
MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.1% up to 6400′.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 41°C. 2. Holding at LOMIM and SIPOG simultaneously at the same level is prohibited.



MSA CLO VOR

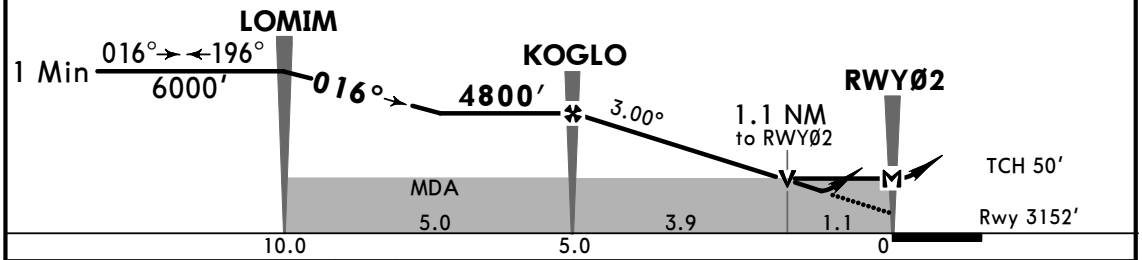


❶ 9400 within 10 NM
❷ 11,700 within 10 NM
❸ 8500 within 10 NM
❹ 10,600 within 10 NM

❺ For Approach to Rwy 02: Once established on the outbound at 7000′, fly direct to LOMIM per ATC instructions.

❻ For approximation Rwy 20: Climb to 8000′ in hold inbound 016° crossing SIPOG for holding (if using for Rwy 20) holding inbound 196° per ATC instructions.

DIST to THR	5.0	4.0	3.0	2.0	1.1
ALTITUDE	4800′	4482′	4164′	3846′	3600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWYØ2							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I
PAPI PAPI

7000′ on Rwy hdg 016°

SIPOG

STRAIGHT-IN LANDING RWY 02

PANS OPS

	LNAV/VNAV DA(H) 3490′ (338′)		LNAV CDFA MDA(H) 3600′ (448′)		LNAV non-CDFA MDA(H) 3600′ (448′)	
		ALS out		ALS out		ALS out
A	1200m	1600m	1400m	1600m	1600m	2300m
B						
C				2400m	1800m	2500m
D			1600m			

CHANGES: Approach per ATC instructions at SIPOG.

SKCL/CLO
ALFONSO BONILLA
ARAGON INTL

JEPPESEN
3 SEP 21 (12-2) Eff 9 Sep

CALI, COLOMBIA
RNP Z Rwy 20

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

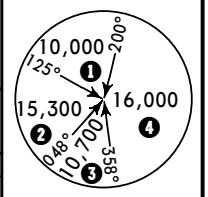
BRIEFING STRIP™

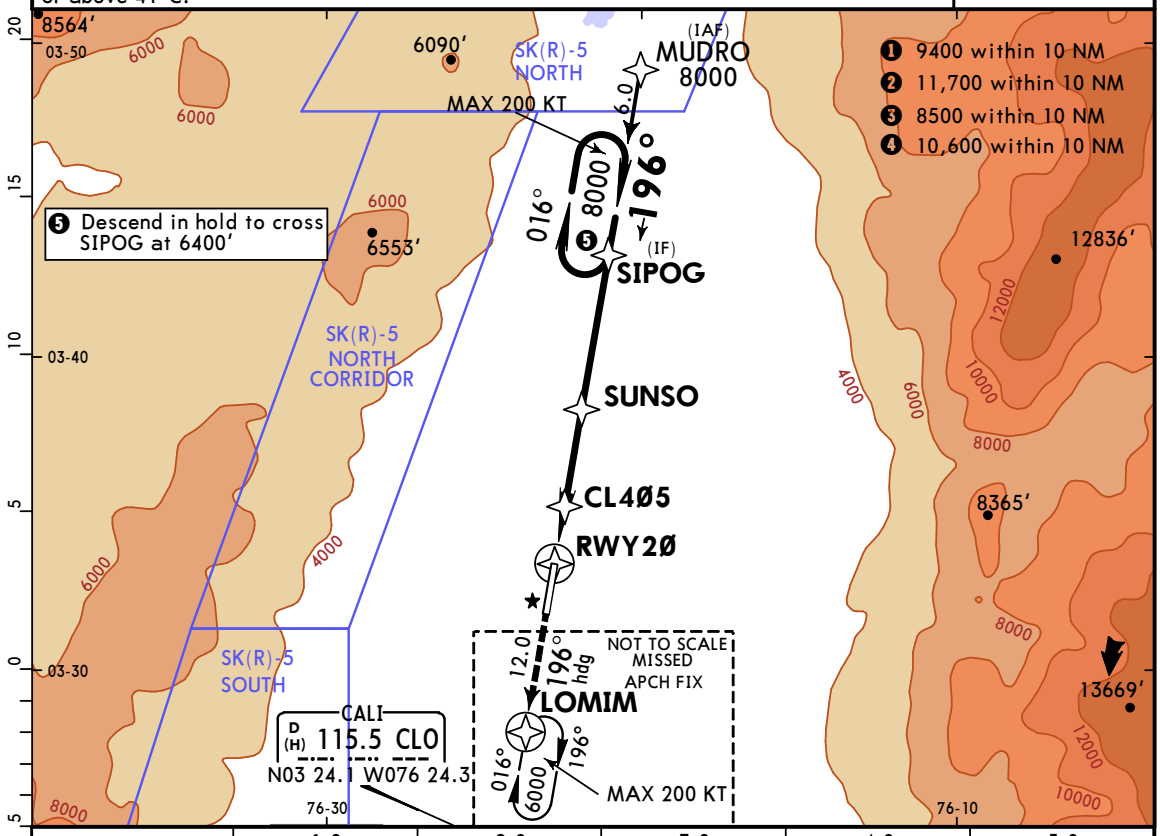
RNAV	Final Apch Crs 196°	SUNSO 4800′ (1638′)	LNAV/VNAV DA(H) 3440′ (278′)	Apt Elev 3162′ Rwy 3162′

MISSED APCH: Maintain runway heading 196° to LOMIM holding and climb to 6000′. Missed apch climb gradient mim 4.1% up to 6000′

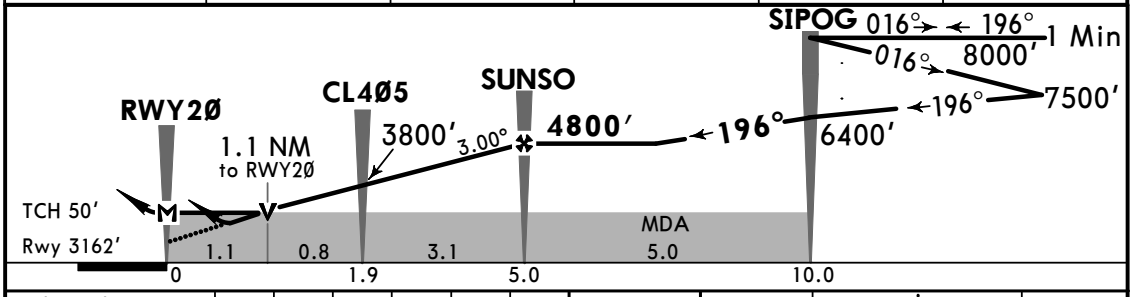
RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL 190	Trans alt: 18000′

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 41°C.





DIST to THR	1.0	2.0	3.0	4.0	5.0
ALTITUDE	3528′	3846′	4164′	4482′	4800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWY2Ø							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI | 6000′ on Rwy hdg 196° | LOMIM

STRAIGHT-IN LANDING RWY **20**

	LNAV/VNAV DA(H) 3440′ (278′)	LNAV MDA(H) 3570′ (408′)
PANS OPS A	1600m	2100m
PANS OPS B		
PANS OPS C		2300m
PANS OPS D		

CHANGES: Topo.

SKCL/CLO

JEPPESEN

3 SEP 21 (12-20) Eff 9 Sep

CALI, COLOMBIA

ALFONSO BONILLA ARAGON INTL

RNP Y Rwy 20 (AR)

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

BRIEFING STRIP ™

RNAV	Final Apch Crs 196°	SUNSO 4800′ (1638′)	RNP 0.30 DA(H) 3480′ (318′)	Apt Elev 3162′ Rwy 3162′

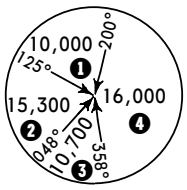
MISSED APCH: Maintain runway heading 196° to LOMIM holding, climbing to 6000′. Missed apch climb gradient mim 3.5% up to 6000′.

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

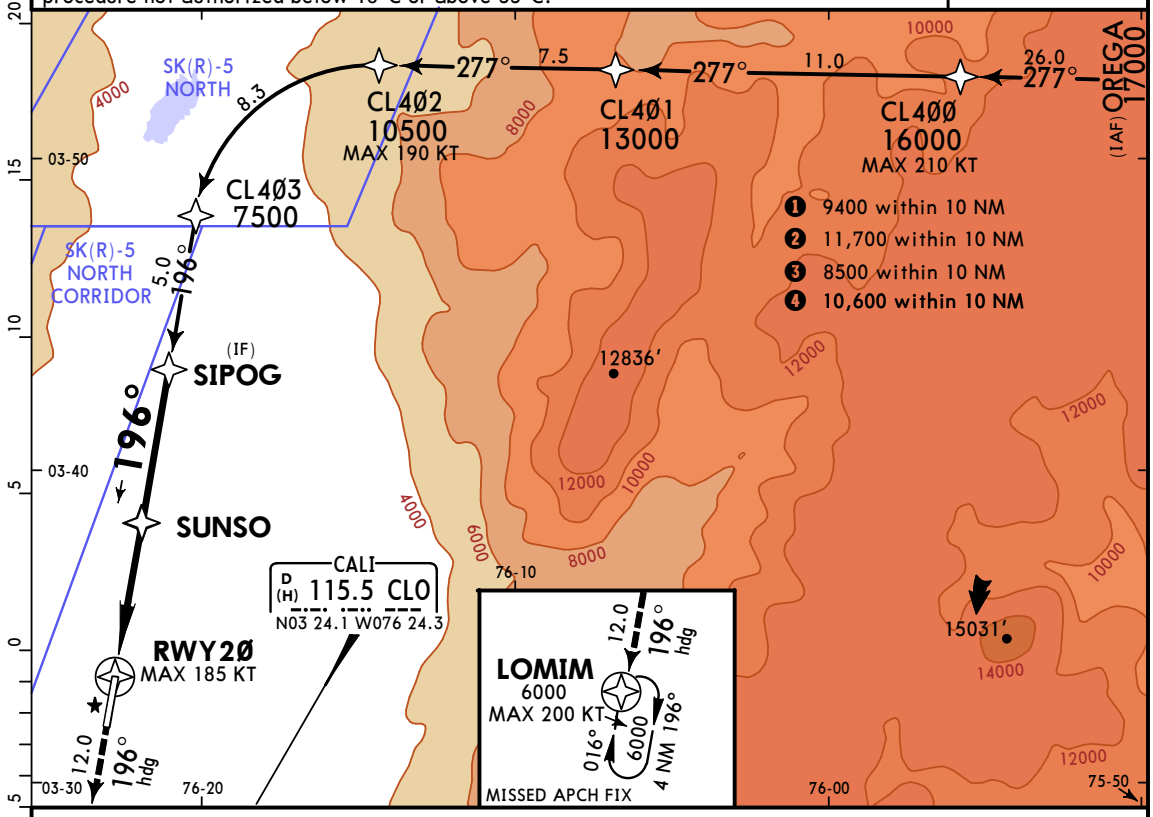
RNP 0.5 Required for initial and intermediate segment

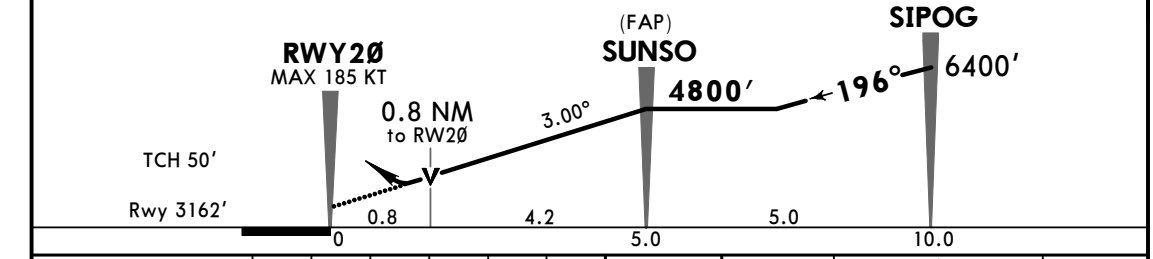
RNP 0.3 required for final segment

1. Authorization required. 2. RF required. 3. Procedure not authorized when the altimeter setting is not received. 4. For uncompensated Baro-VNAV systems procedure not authorized below 18°C or above 33°C.



MSA CLO VOR





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

PAPI

6000′ on Rwy hdg 196°

LOMIM

STRAIGHT-IN LANDING RWY **20**

RNP 0.30

DA(H) **3480′** (318′)

PANS OPS

A	1600m
B	
C	
D	

CHANGES: OREGA added, max speed, note removed.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 13-1 3 SEP 21 Eff 9 Sep

CALI, COLOMBIA
VOR Rwy 02

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

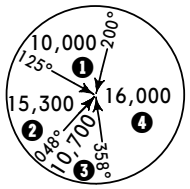
BRIEFING STRIP ™

CLO VOR	Final Apch Crs	VOR	MDA(H)	Apt Elev 3162′
115.5	016°	5700′ (2548′)	3600′ (448′)	Rwy 3152′

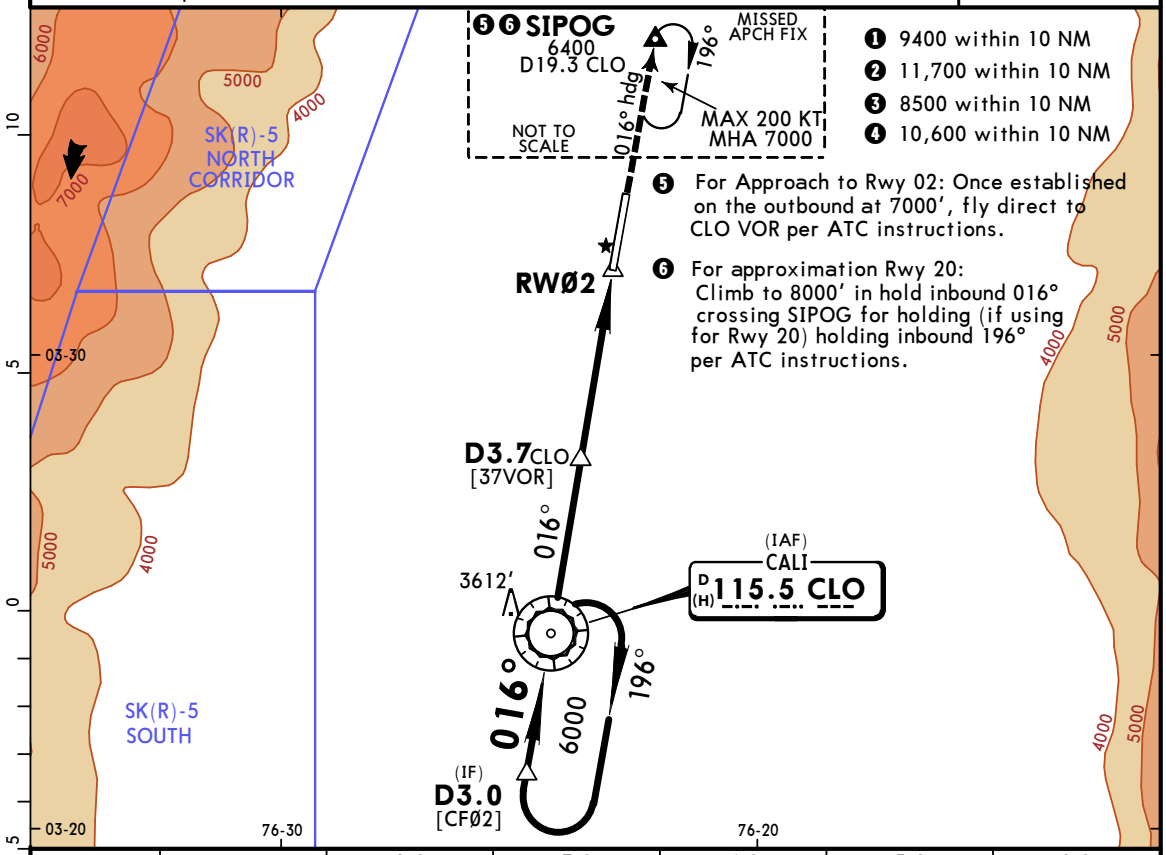
MISSED APCH: Maintain runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.0% up to 6400′.

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

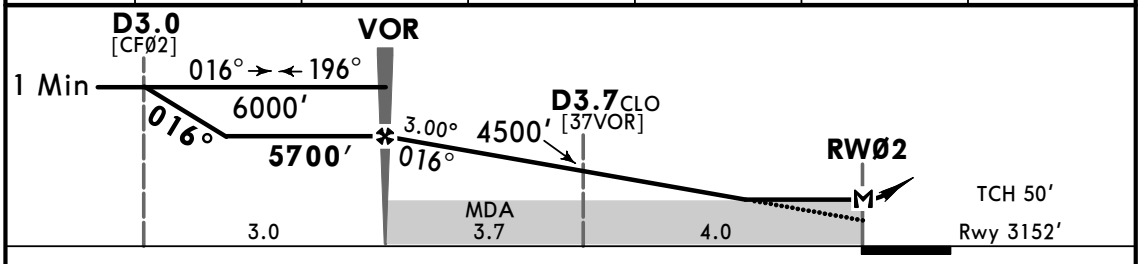
1. CLO VOR/DME required. 2. Holding at CLO VOR and SIPOG simultaneously at the same level is prohibited.



MSA CLO VOR



CLO DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	5359′	5043′	4727′	4411′	4095′	3779′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ2							
FAF to MAP	7.7	6:36	5:08	4:37	3:51	3:18	2:53

ALSF-I
PAPI PAPI

016° hdg to SIPOG 7000′

PANS OPS

STRAIGHT-IN LANDING RWY02

	CDFA MDA(H) 3600′(448′)		non-CDFA MDA(H) 3600′(448′)	
		ALS out		ALS out
A	1400m	1600m	1600m	2300m
B				
C		2100m	1800m	2500m
D	1600m	2400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	3770′(608′) -2400m
135	
180	3970′(808′) -3800m
205	

CHANGES: Approach per ATC instructions at SIPOG.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 13-2 3 SEP 21 Eff 9 Sep

CALI, COLOMBIA
VOR Rwy 20

CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
119.1	118.1	121.9

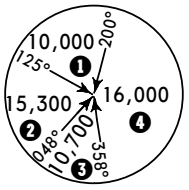
BRIEFING STRIP

VOR CLO	Final Apch Crs	SUNSO	MDA(H)	Apt Elev 3162′
115.5	196°	4800′ (1638′)	3570′ (408′)	Rwy 3162′

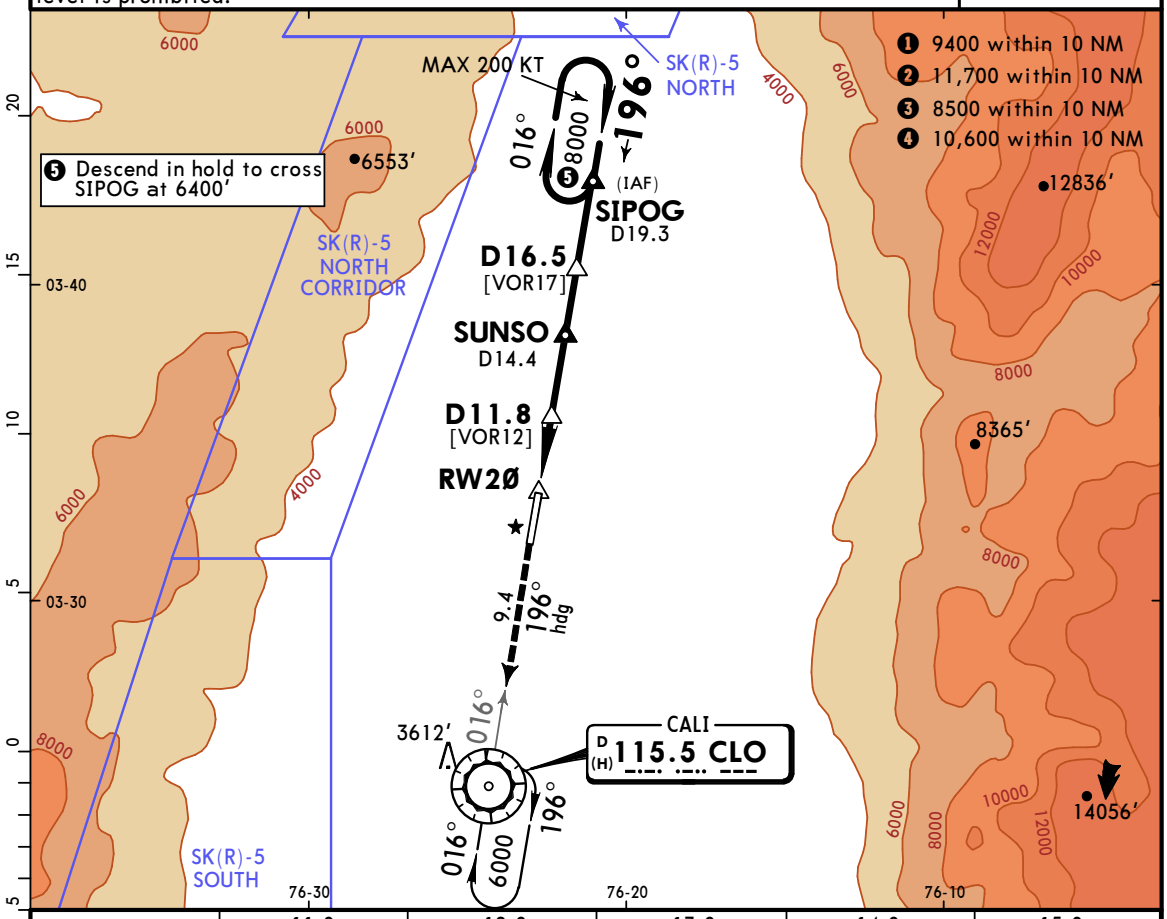
MISSED APCH: Climb on heading 196° to CLO VOR and hold at 6000′.
Missed apch climb gradient mim 4.7% up to 6000′

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

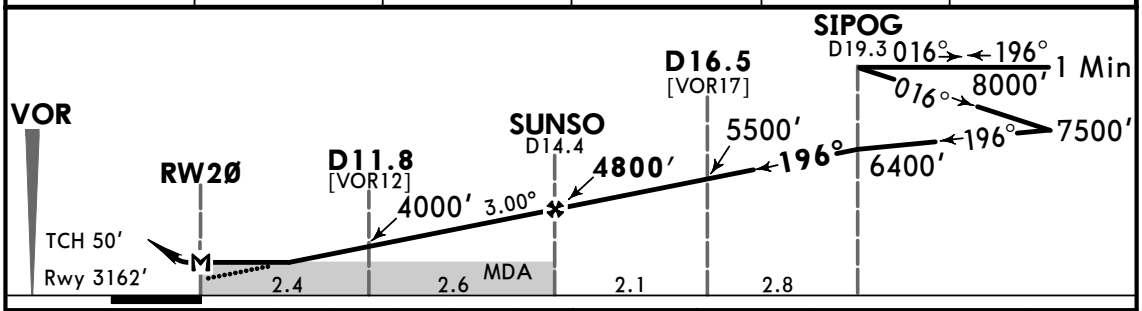
1. CLO DME Required. 2. Holding at CLO VOR and SIPOG simultaneously at the same level is prohibited.



MSA CLO VOR



CLO DME	11.0	12.0	13.0	14.0	15.0
ALTITUDE	3728′	4066′	4364′	4682′	5000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW20							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI | 6000′ on | 196° hdg | CLO 115.5

PANS OPS

STRAIGHT-IN LANDING RWY20		CIRCLE-TO-LAND	
MDA(H) 3570′ (408′)		Max Kts	MDA(H)
A	2100m	100	3770′ (608′) -2400m
B		135	
C	2300m	180	3970′ (808′) -3800m
D		205	

CHANGES: Topo.