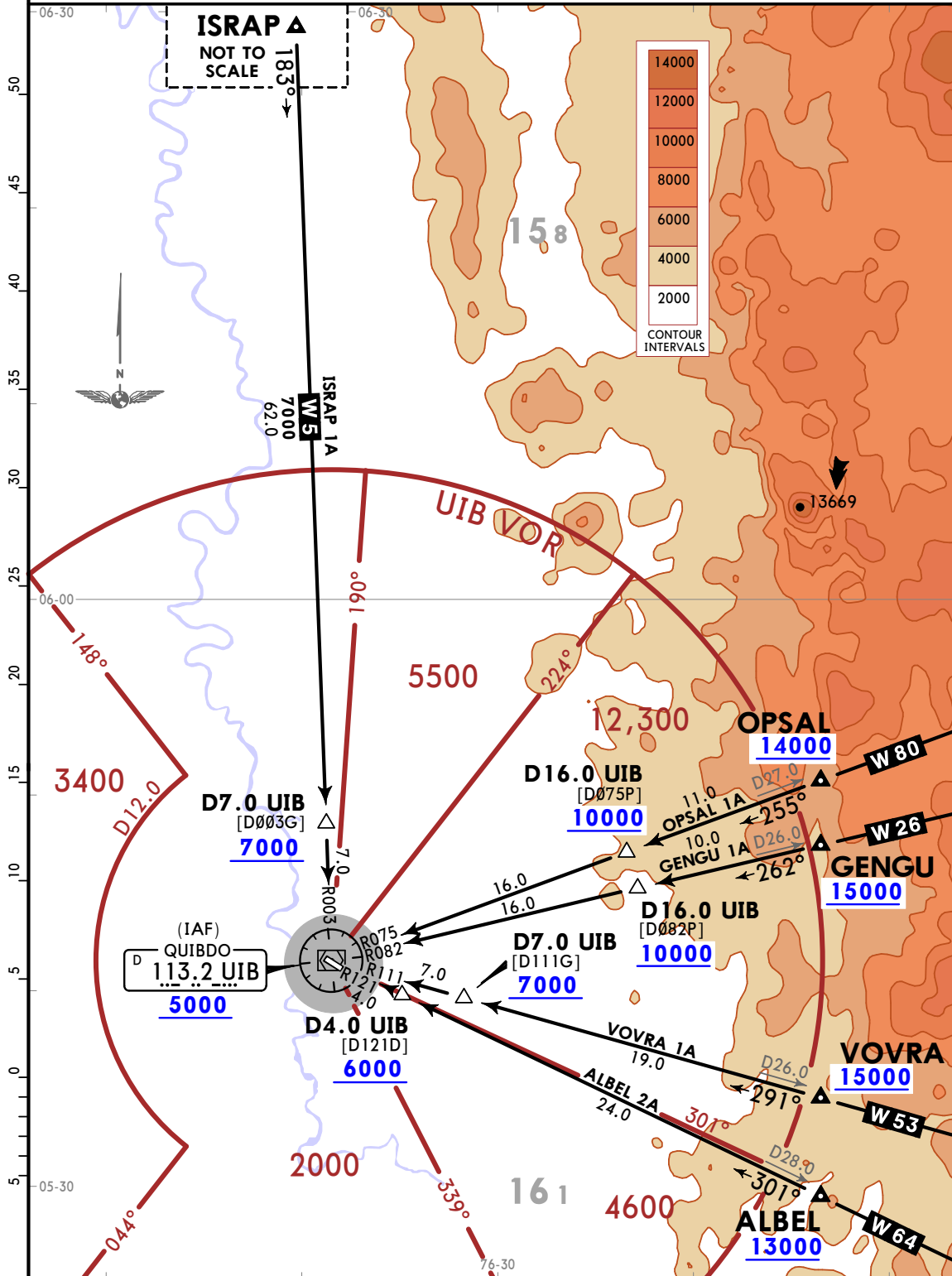


\*AWOS  
127.675

Apt Elev  
204

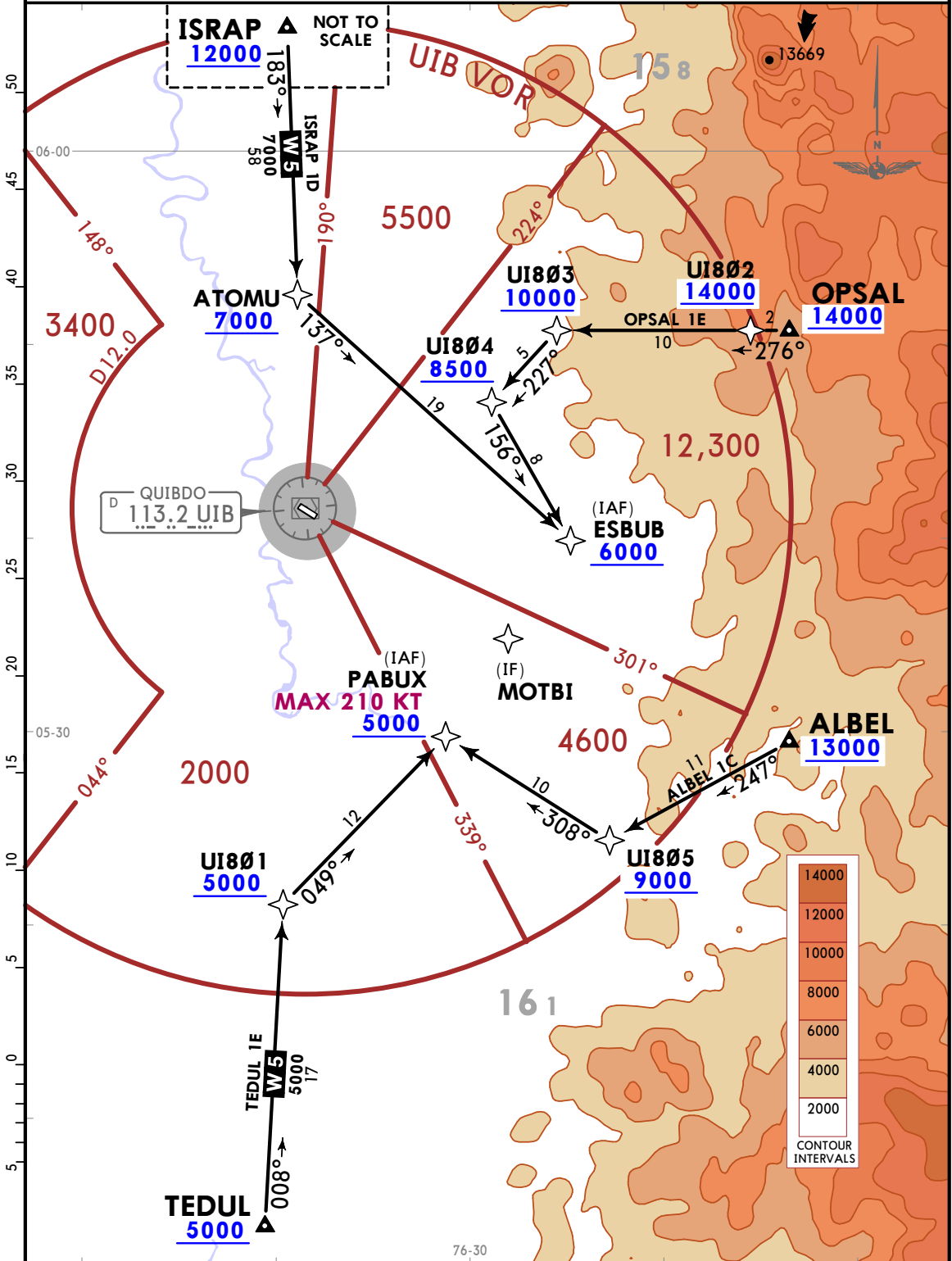
Alt Set: hPa (IN on req) Trans level: FL190

ALBEL 2A [ALBE2A], GENGU 1A [GENG1A]  
ISRAP 1A [ISRA1A], OPSAL 1A [OPSA1A]  
VOVRA 1A [VOVR1A] ARRIVALS  
(RWY 31)  
CAT A, B & C

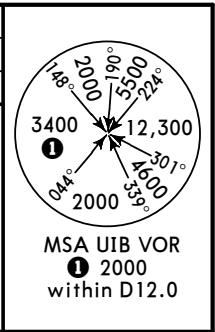


*AWOS 127.675	Apt Elev 204	Alt Set: hPa (IN on req) Trans level: FL190 RNP 1 or RNAV 1 certification GNSS required
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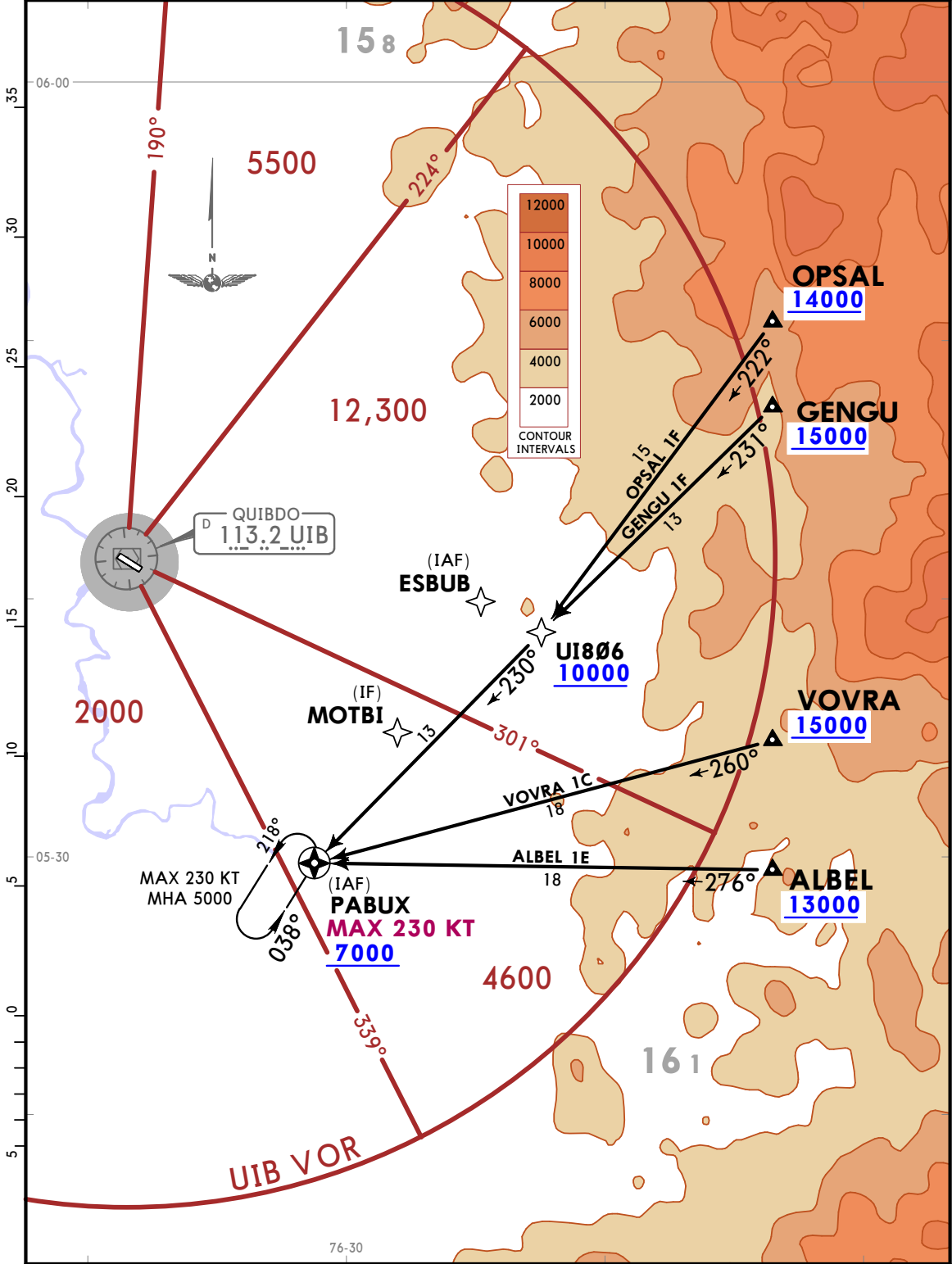
ALBEL 1C [ALBE1C], ISRAP 1D [ISRA1D]  
OPSA1 1E [OPSA1E], TEDUL 1E [TEDU1E]  
RNAV (GNSS) ARRIVALS  
(RWY 31)  
CAT A, B & C



*AWOS 127.675	Apt Elev 204	Alt Set: hPa (IN on req) Trans level: FL190
		RNP 1 or RNAV 1 certification GNSSE required
		Start descent in hold at PABUX.

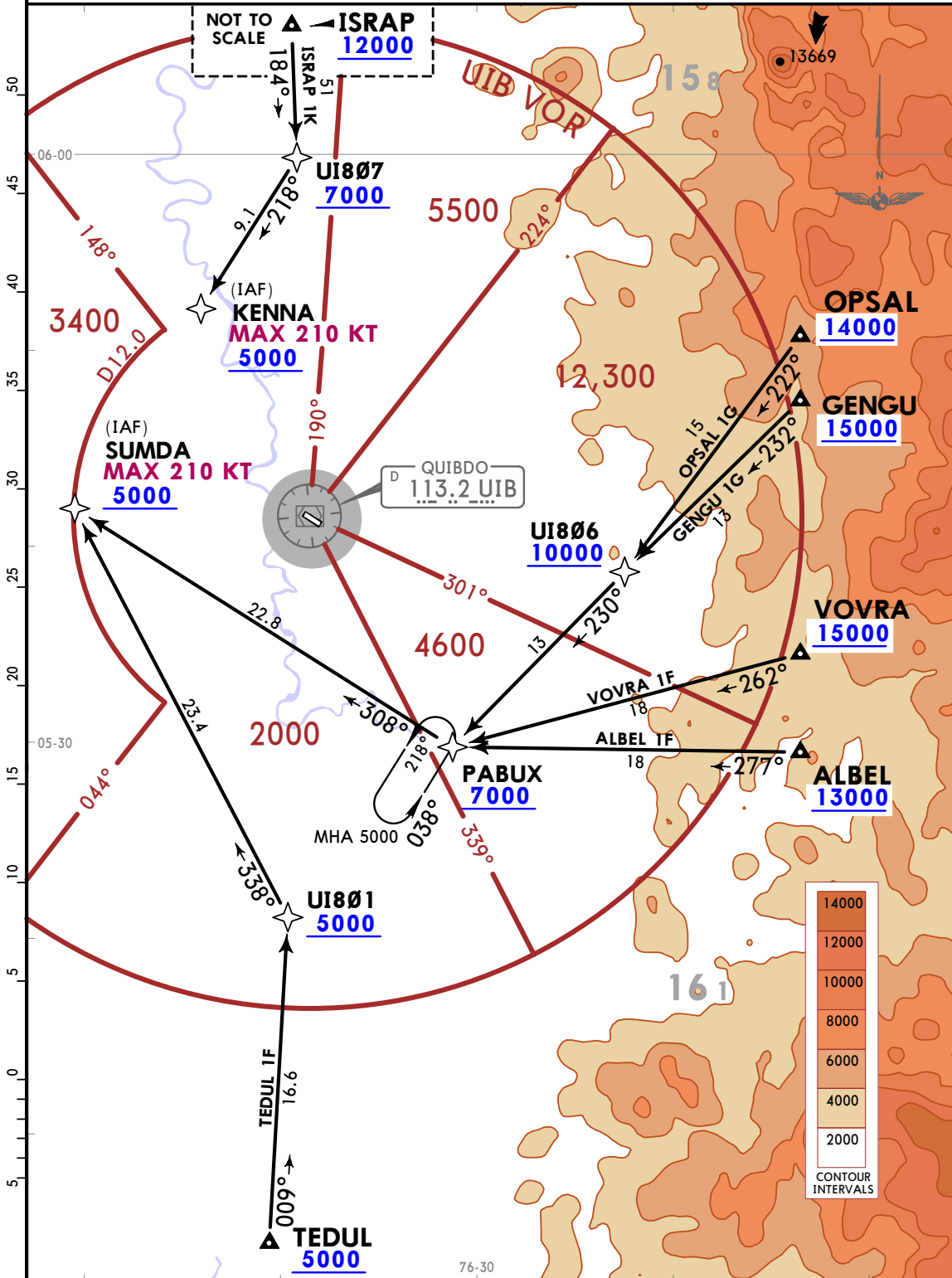


ALBEL 1E [ALBE1E], GENGU 1F [GENG1F]  
OPSA1 1F [OPSA1F], VOVRA 1C [VOVR1C]  
RNAV (GNSS) ARRIVALS  
(RWY 31)  
CAT A, B & C



*AWOS 127.675	Apt Elev 204	Alt Set: hPa (IN on req) Trans level: FL190 RNP 1 or RNAV 1 GNSS required
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ALBEL 1F [ALBE1F], GENGU 1G [GENG1G], ISRAP 1K [ISRA1K]  
 OPSAL 1G [OPSA1G], TEDUL 1F [TEDU1F], VOVRA 1F [VOVR1F]  
 RNAV (GNSS) ARRIVALS  
 (RWY 13)  
 CAT A, B & C

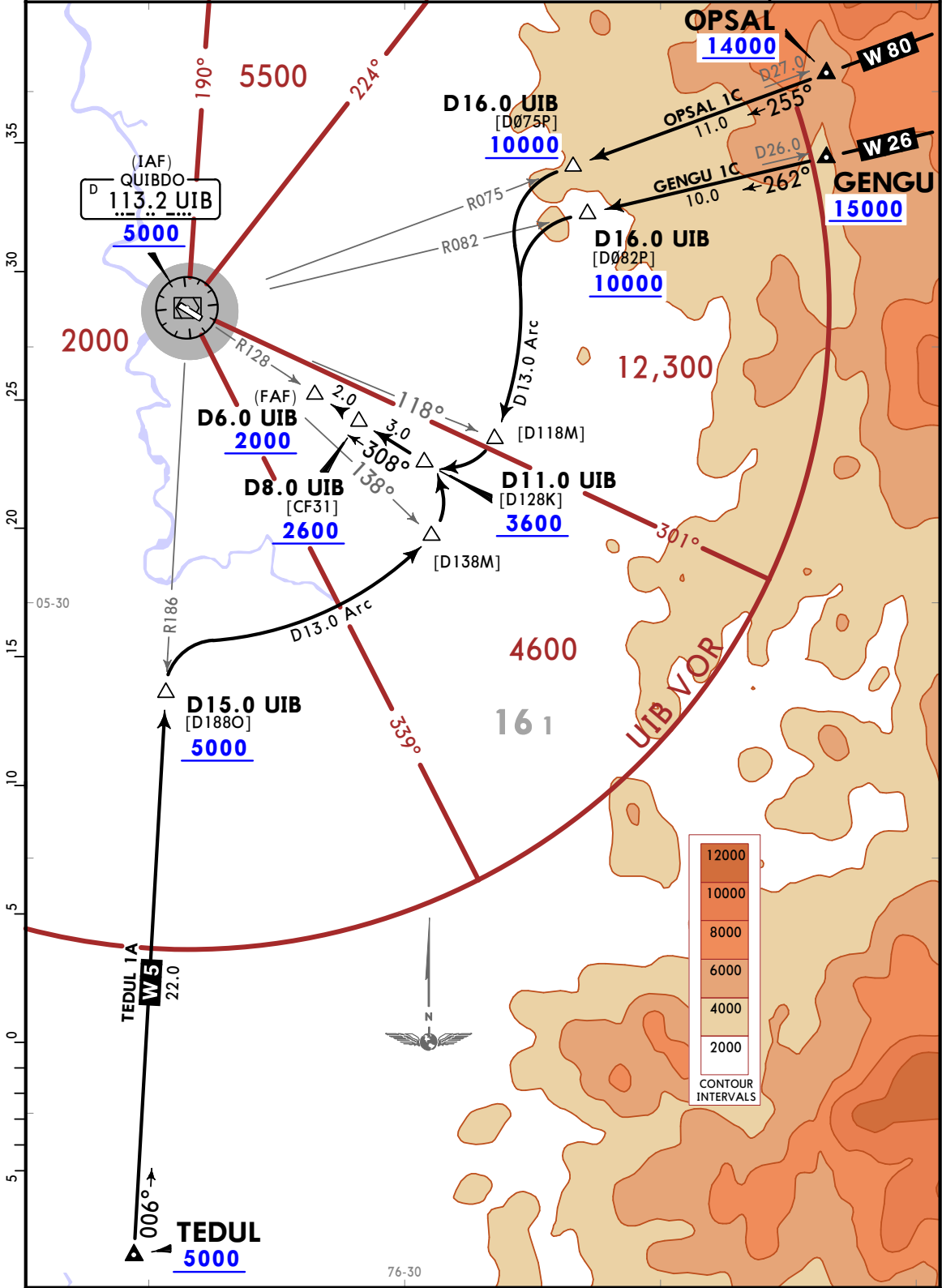
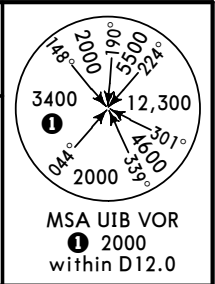


CHANGES: New format, reindexed.

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*AWOS 127.675	Apt Elev 204	Alt Set: hPa (IN on req) Trans level: FL190
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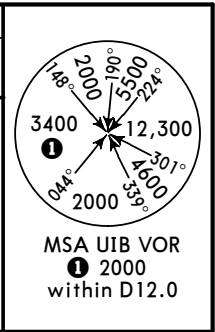
GENGU 1C [GENG1C], OPSAL 1C [OPSA1C]  
TEDUL 1A [TEDU1A] ARRIVALS  
(RWY 31)  
CAT A, B & C



CHANGES: New format, reindexed.

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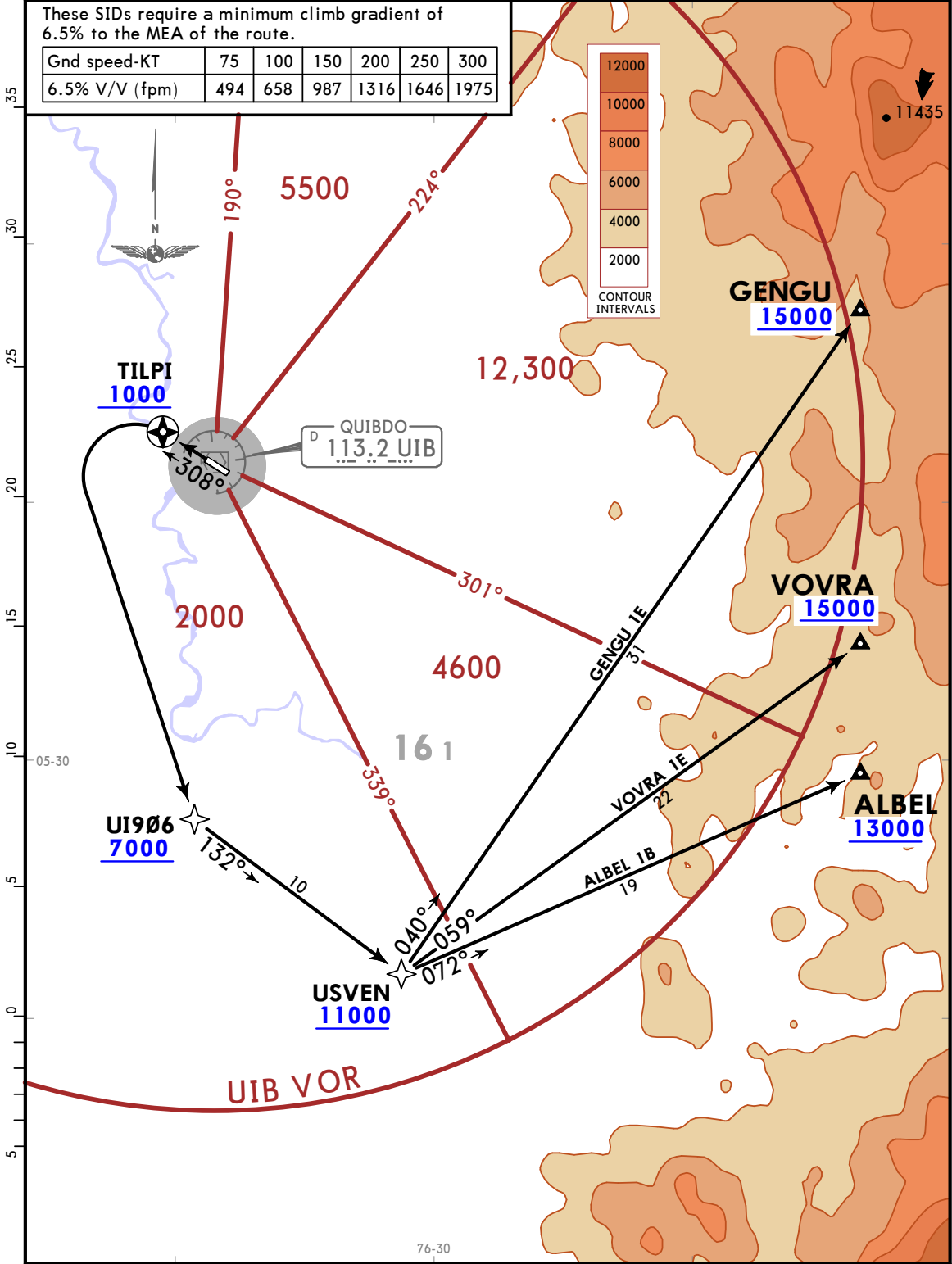
Apt Elev 204	Trans alt: 18000
	RNP 1 or RNAV 1 certification GNSS required



**ALBEL 1B [ALBE1B], GENGU 1E [GENG1E]  
VOVRA 1E [VOVR1E]  
RNAV (GNSS) DEPARTURES  
(RWY 31)  
CAT A, B & C**

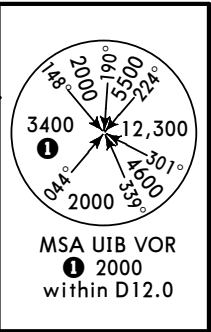
These SIDs require a minimum climb gradient of 6.5% to the MEA of the route.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975



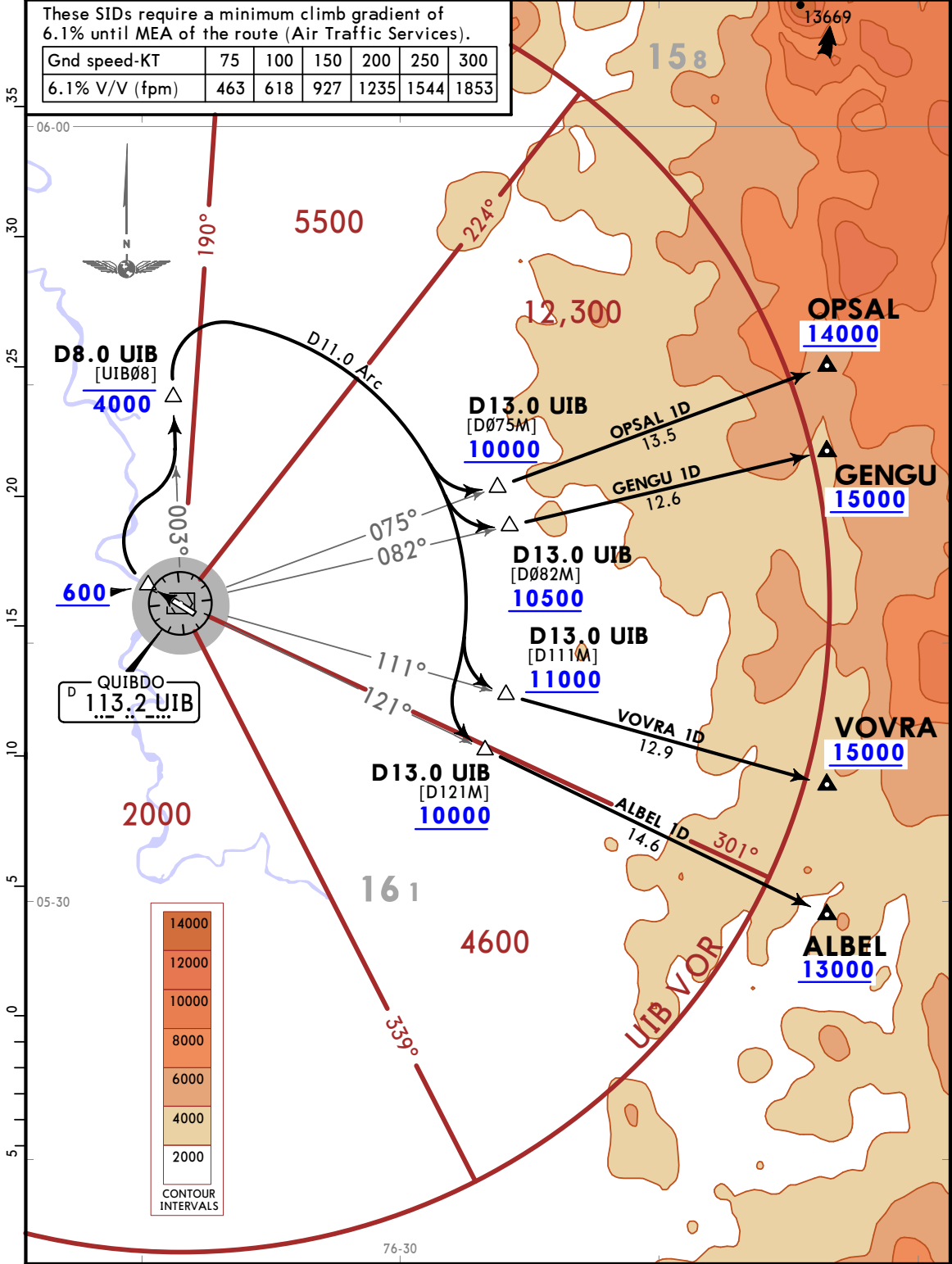
Apt Elev 204      Trans alt: 18000

**ALBEL 1D [ALBE1D], GENGU 1D [GENG1D]  
OPSAL 1D [OPSA1D], VOVRA 1D [VOVR1D]**  
**DEPARTURES**  
**(RWY 31)**  
**CAT A, B & C**



These SID's require a minimum climb gradient of 6.1% until MEA of the route (Air Traffic Services).

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853



CHANGES: New format.

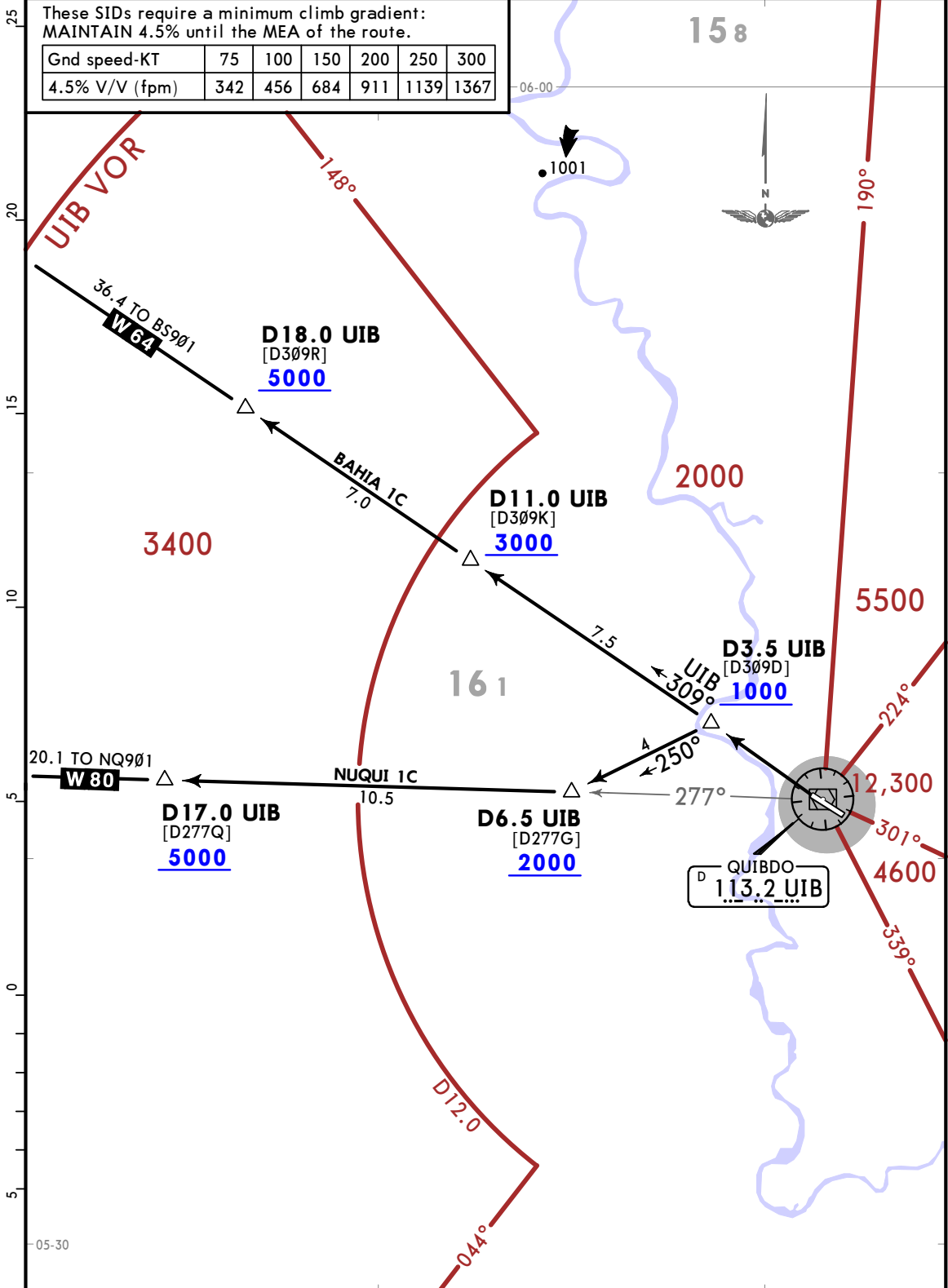
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Apt Elev 204	Trans alt: 18000
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BAHIA 1C [BAHI1C], NUQUI 1C [NUQU1C]  
DEPARTURES  
(RWY 31)  
CAT A, B & C

These SIDs require a minimum climb gradient:  
MAINTAIN 4.5% until the MEA of the route.

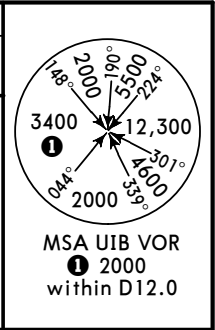
Grnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367





Apt Elev <b>204</b>	Trans alt: 18000
	RNP 1 or RNAV 1 certification GNSS required

**GENGU 1B [GENG1B], ISRAP 1B [ISRA1B]  
OPSA1B [OPSA1B], VOVRA 1B [VOVR1B]  
RNAV (GNSS) DEPARTURES  
(RWY 31)  
CAT A, B & C**

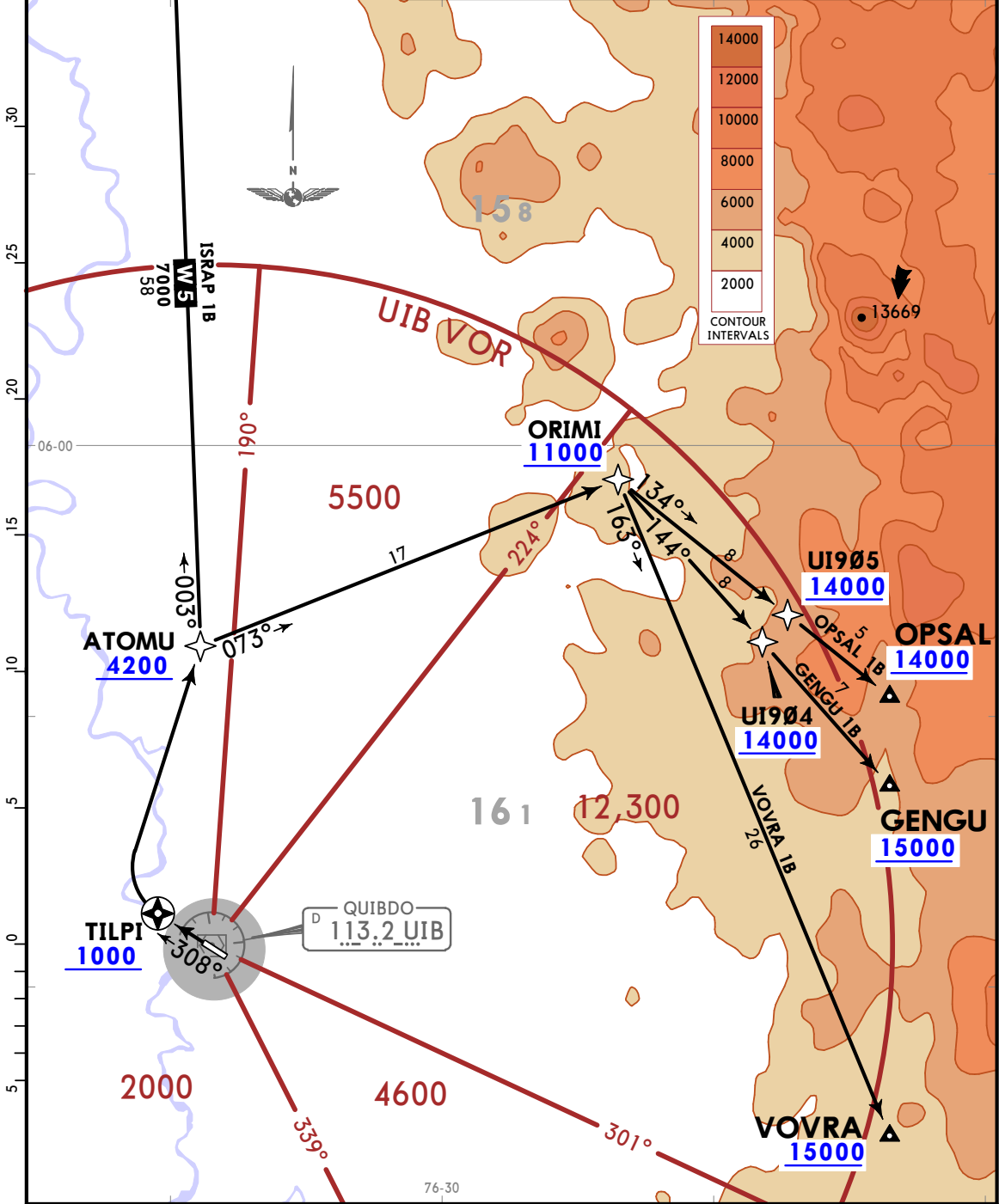


**ISRAP** ▲  
12000

NOT TO SCALE

These SID's require a minimum climb gradient of 6.5% to the MEA of the route.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975



CHANGES: New format, reindexed.

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Apt Elev 204	Trans alt: 18000
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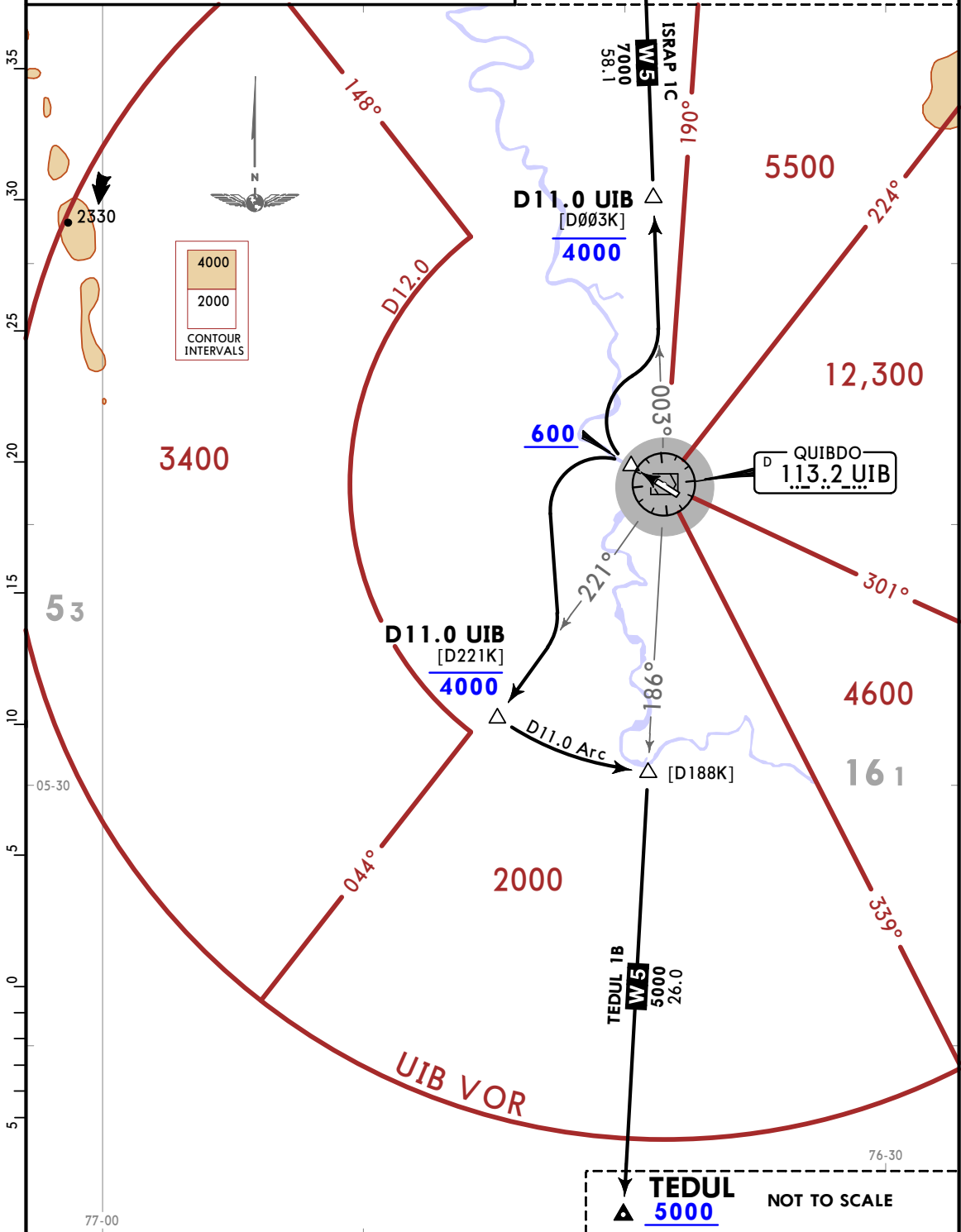
**ISRAP 1C [ISRA1C], TEDUL 1B [TEDU1B] DEPARTURES  
(RWY 31)  
CAT A, B & C**

These SIDs require a minimum climb gradient of 4.2% to MEA of the route.

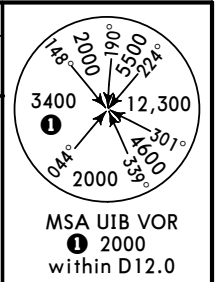
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

**ISRAP** ▲  
**12000**

NOT TO SCALE



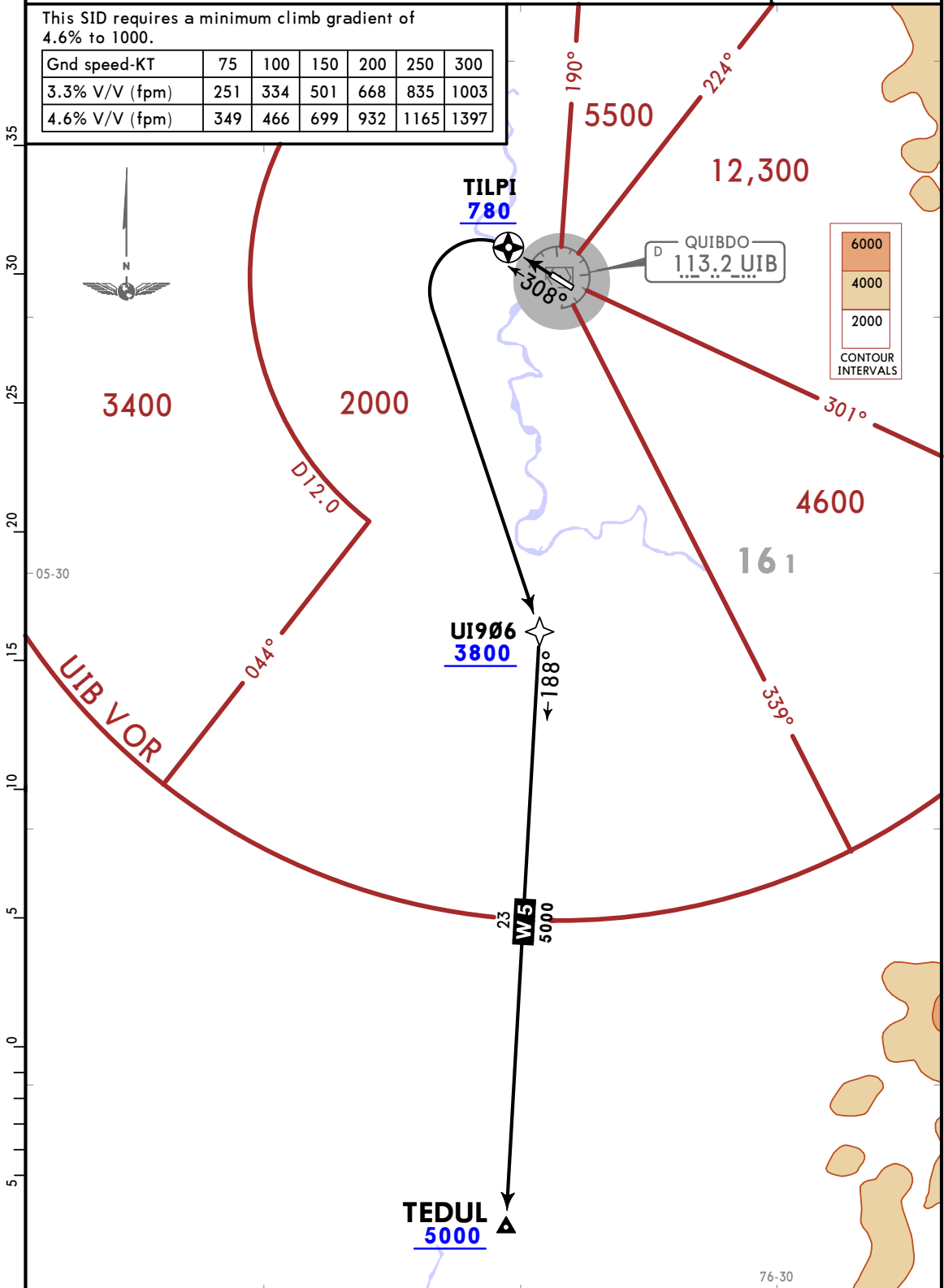
Apt Elev <b>204</b>	Trans alt: 18000
	RNP 1 or RNAV 1 certification GNSS required

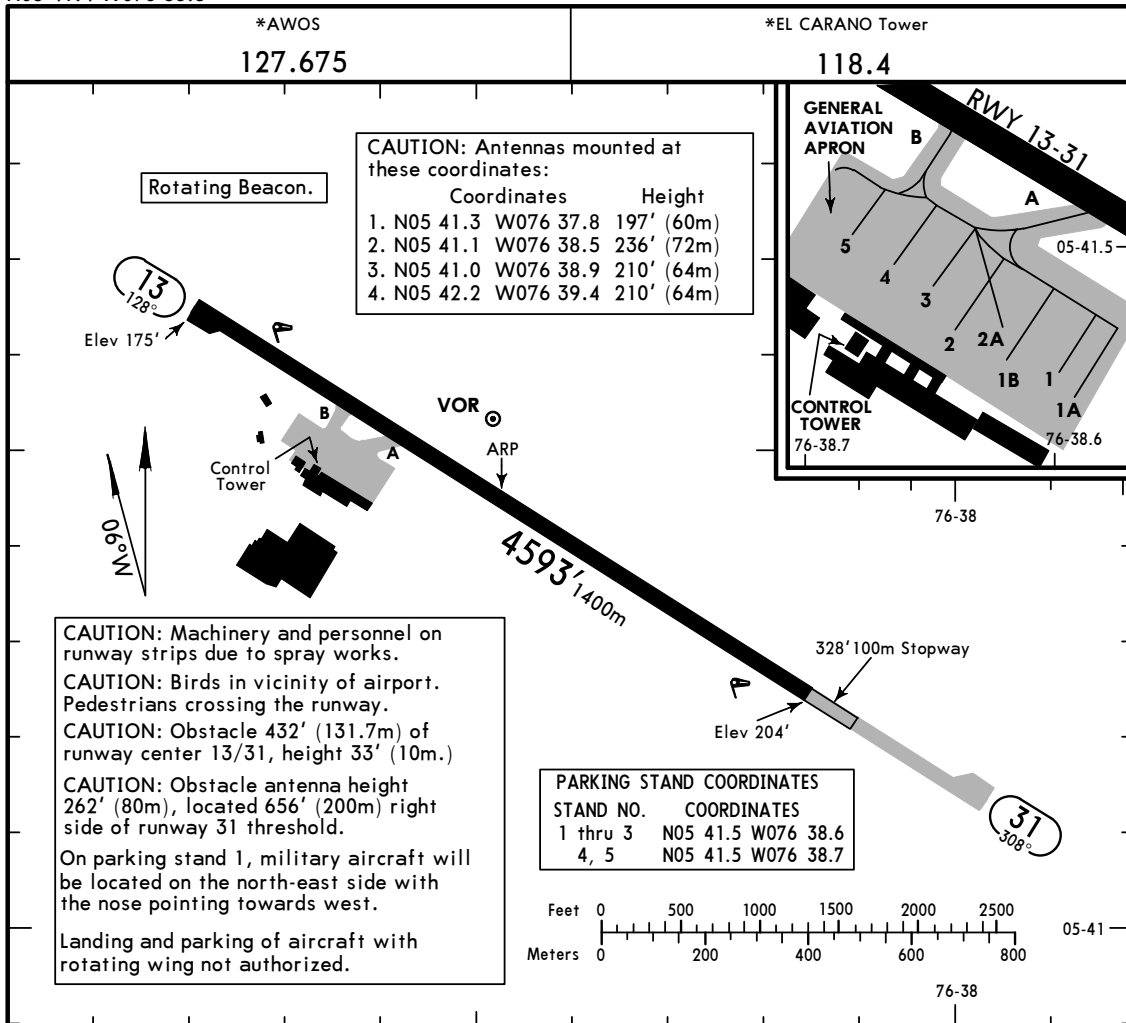


**TEDUL 1D RNAV (GNSS) DEPARTURE**  
[TEDU1D]  
(RWY 31)  
CAT A, B & C

This SID requires a minimum climb gradient of 4.6% to 1000.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.6% V/V (fpm)	349	466	699	932	1165	1397





**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
13	MIRL PAPI (angle 3.0°)	①			98' 30m
31	MIRL PAPI-L (angle 3.0°)		3800' 1158m	5906' 1800m	

① LDA: 5906' 1800m

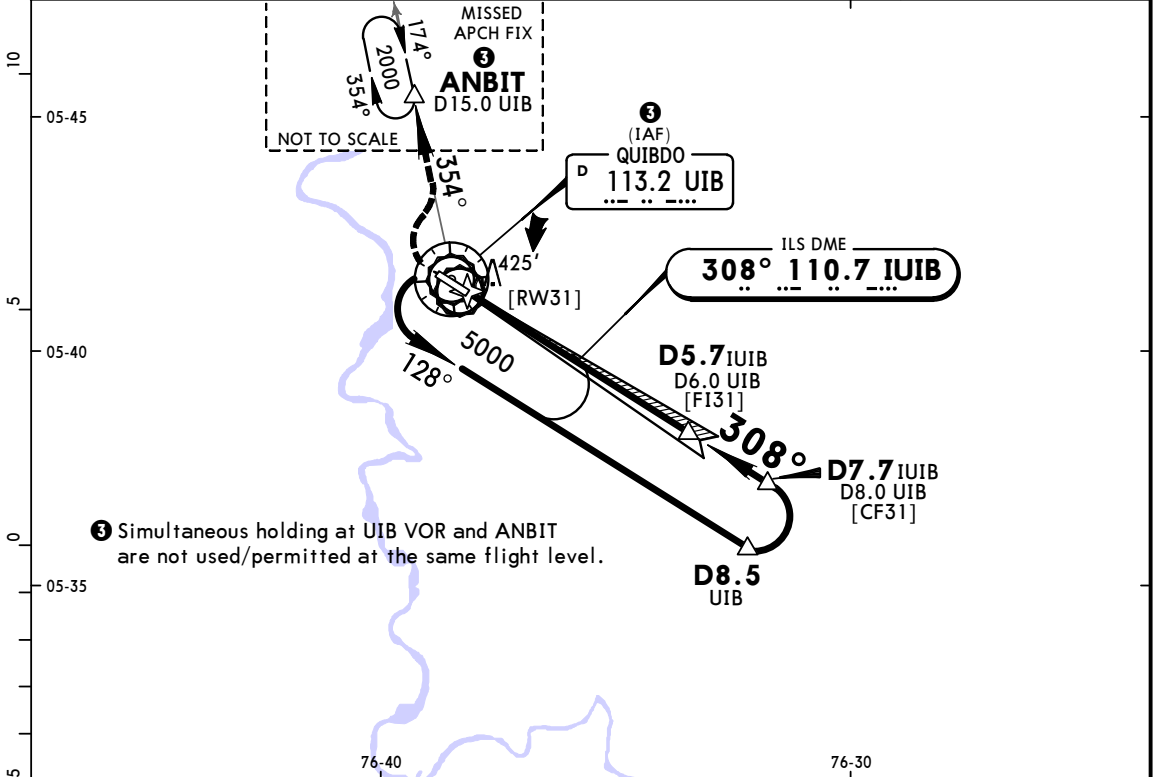
TAKE-OFF	
A	400' - 3.0 km
B	
C	
D	

SKUI/UIB  
EL CARANO

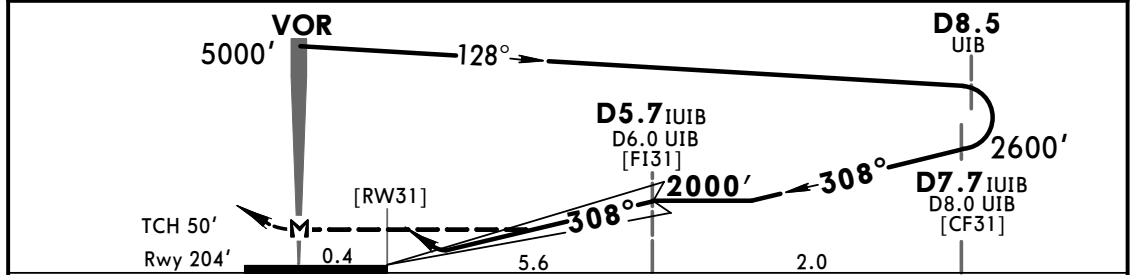
24 AUG 18 **JEPPESEN** (11-1)

QUIBDO, COLOMBIA  
CAT A, B & C ILS Z Rwy 31

*AWOS 127.675		MEDELLIN Control 127.2		*EL CARANO Tower 118.4		
LOC IUIB <b>110.7</b>	Final Apch Crs <b>308°</b>	Minimum Alt <b>D5.7 IUIB</b> <b>D6.0 UIB</b> <b>2000'</b> (1796')	ILS DA(H) <b>580'</b> (376')	Apt Elev 204' Rwy 204'		
<b>MISSED APCH: Turn RIGHT to intercept R-354 UIB VOR and proceed to ANBIT holding pattern climbing to 2000'.</b>						
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'		
1. Outbound procedure, MAX IAS 185 KT.						



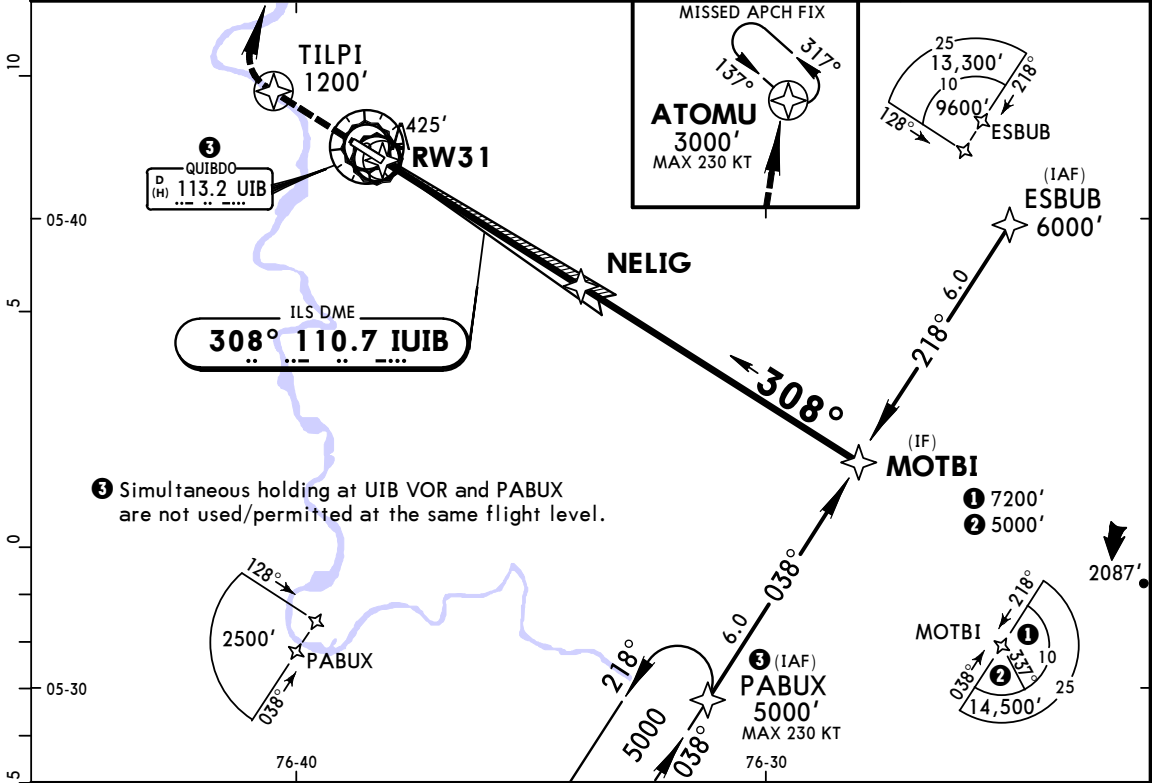
IUIB DME	2.0	3.0	4.0	5.0	5.7
ALTITUDE	830'	1146'	1462'	1778'	2000'



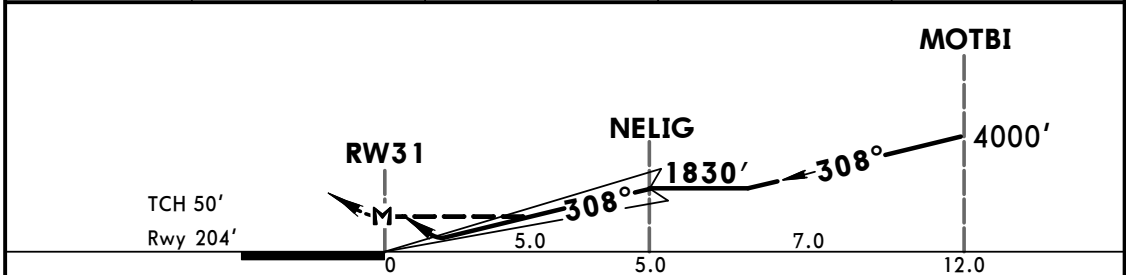
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000' to 113.2 ANBIT RT R-354
GS 3.00°	372	478	531	637	743	849		
MAP at VOR or FAP to MAP	6.0	5:09	4:00	3:36	3:00	2:34		

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
ILS DA(H) <b>580'</b> (376')		LOC (GS out) MDA(H) <b>700'</b> (496')		Max Kts	MDA(H)
A	2000m	2500m	2700m	100	800' (596') -2500m
B				135	
C				180	
D	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	D	NOT APPLICABLE

*AWOS 127.675		MEDELLIN Control 127.2		*EL CARANO Tower 118.4	
LOC IUIB <b>110.7</b>	Final Apch Crs <b>308°</b>	Minimum Alt <b>NELIG</b> 1830' (1626')	ILS DA(H) <b>580'</b> (376')	Apt Elev 204' Rwy 204'	TAA 25 NM IAF
MISSED APCH: Maintain runway heading to TILPI, then RIGHT turn to ATOMU holding pattern climbing to 3000'.					
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'	
1. GNSS required.					



IUIB DME	2.0	3.0	4.0	5.0
ALTITUDE	886'	1202'	1518'	1834'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	TELIG	RT
GS	3.00°	372	478	531	637	849			
MAP at RW31 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09			

STRAIGHT-IN LANDING RWY 31 Missed apch climb gradient 3.5%			CIRCLE-TO-LAND		
ILS DA(H) <b>580'</b> (376')		LOC (GS out) MDA(H) <b>700'</b> (496')		Max Kts	MDA(H)
A	2000m	2500m	2700m	100	800' (596') -2500m
B				135	
C				180	900' (696') -3600m
D	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	D	NOT APPLICABLE

PANS OPS

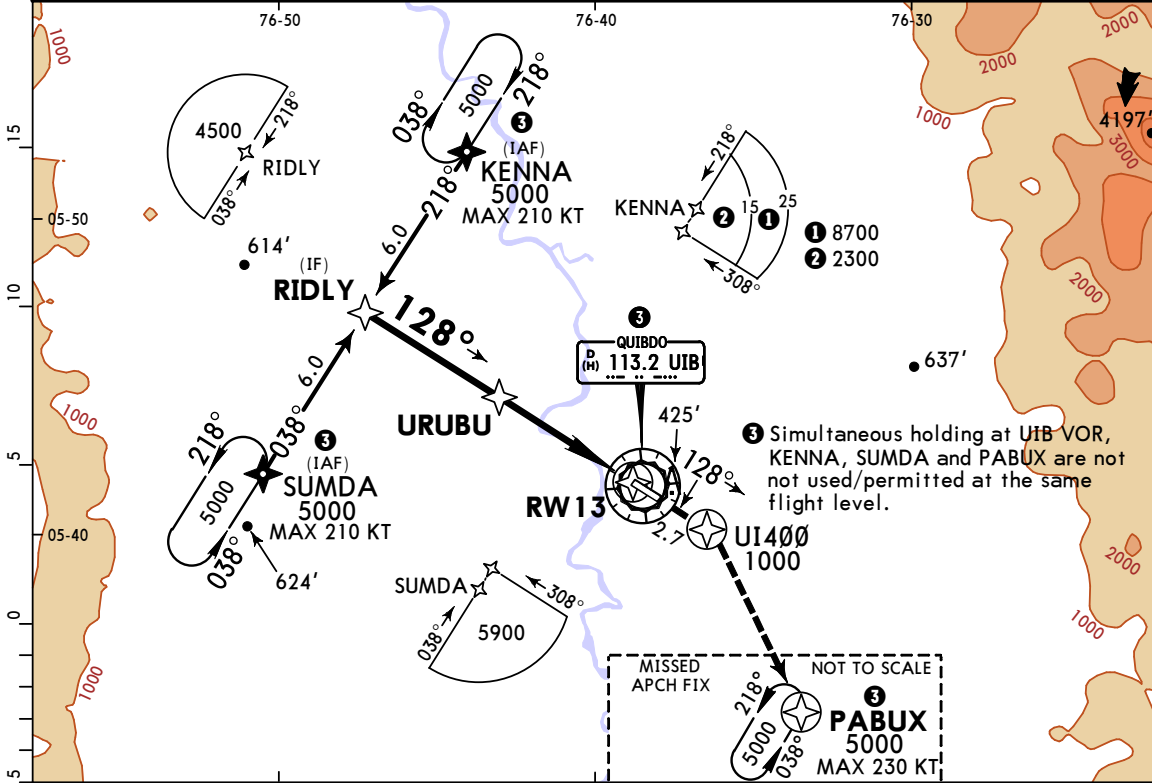
SKUI/UIB  
EL CARANO

JEPESEN  
25 DEC 20  
Eff 31 Dec (12-1)

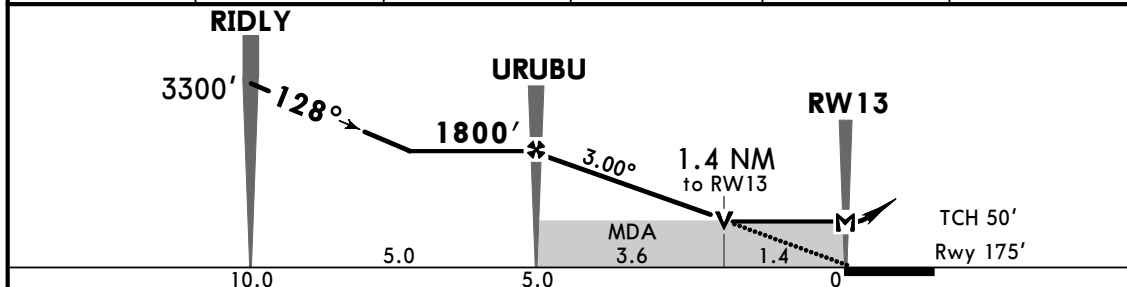
MISSED APCH CLIMB  
GRADIENT MIM 4.0%  
CAT A, B & C

QUIBDO, COLOMBIA  
RNP Rwy 13

*AWOS 127.675		MEDELLIN Control 127.2		*EI CARANO Tower 118.4	
RNAV	Final Apch Crs <b>128°</b>	<b>URUBU</b> 1800' (1625')	LNAV/CDFA MDA(H) (CONDITIONAL) <b>670' (495')</b>	Apt Elev 204' Rwy 175'	
<b>MISSED APCH: Maintain runway heading until UI400, then turn RIGHT to PABUX holding pattern, climbing to 5000'.</b> Missed apch climb gradient mim 4.0%					TAA 25 NM IF
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'	
RNP Apch	After missed approach procedure perform published approach.				



DIST to THR	5.0	4.0	3.0	2.0	1.4
ALTITUDE	1800'	1492'	1176'	860'	670'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	↑	Rwy hdg	UI400
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at RW13										
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

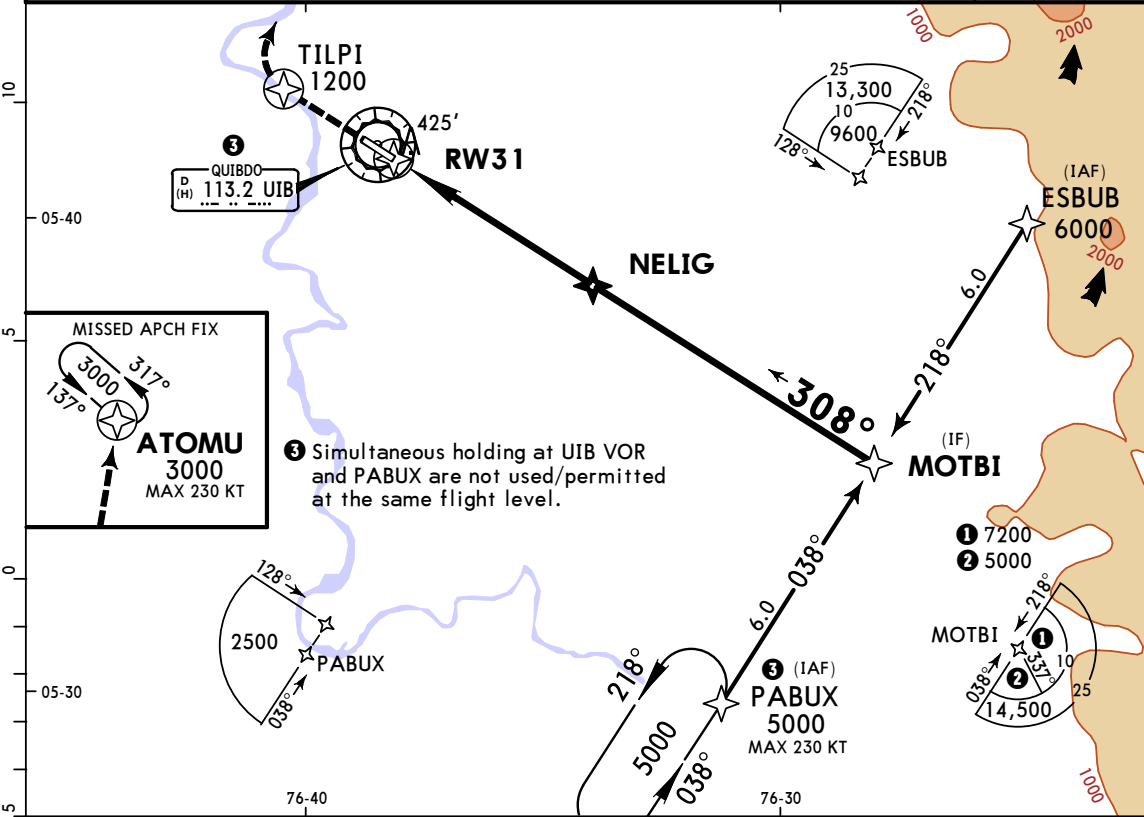
STRAIGHT-IN LANDING RWY 13	
LNAV/CDFA MDA(H) <b>670' (495')</b>	LNAV MDA(H) <b>670' (495')</b>
A	2500m
B	2300m
C	2700m
D	NOT APPLICABLE

PANS OPS

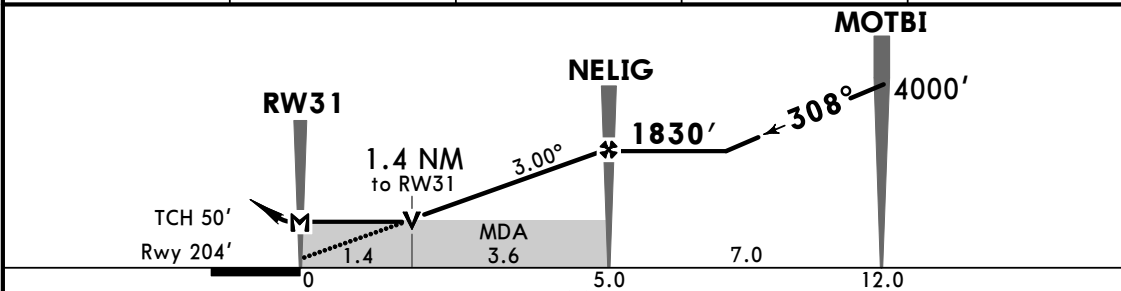
CHANGES: Procedure name, TAA, chart format.

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*AWOS 127.675		MEDELLIN Control 127.2			*EI CARANO Tower 118.4	
RNAV	Final Apch Crs <b>308°</b>	<b>NELIG</b> 1830' (1626')	LNAV MDA(H) <b>700'</b> (496')	Apt Elev 204' Rwy 204'		TAA 25 NM IAF
<b>MISSED APCH: Maintain runway heading to TILPI, then RIGHT turn to ATOMU holding pattern climbing to 3000'.</b> Missed apch climb gradient mim 3.5%						
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'		
1. GNSS required. 2. RNP approach certification required.						



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	886'	1202'	1518'	1834'

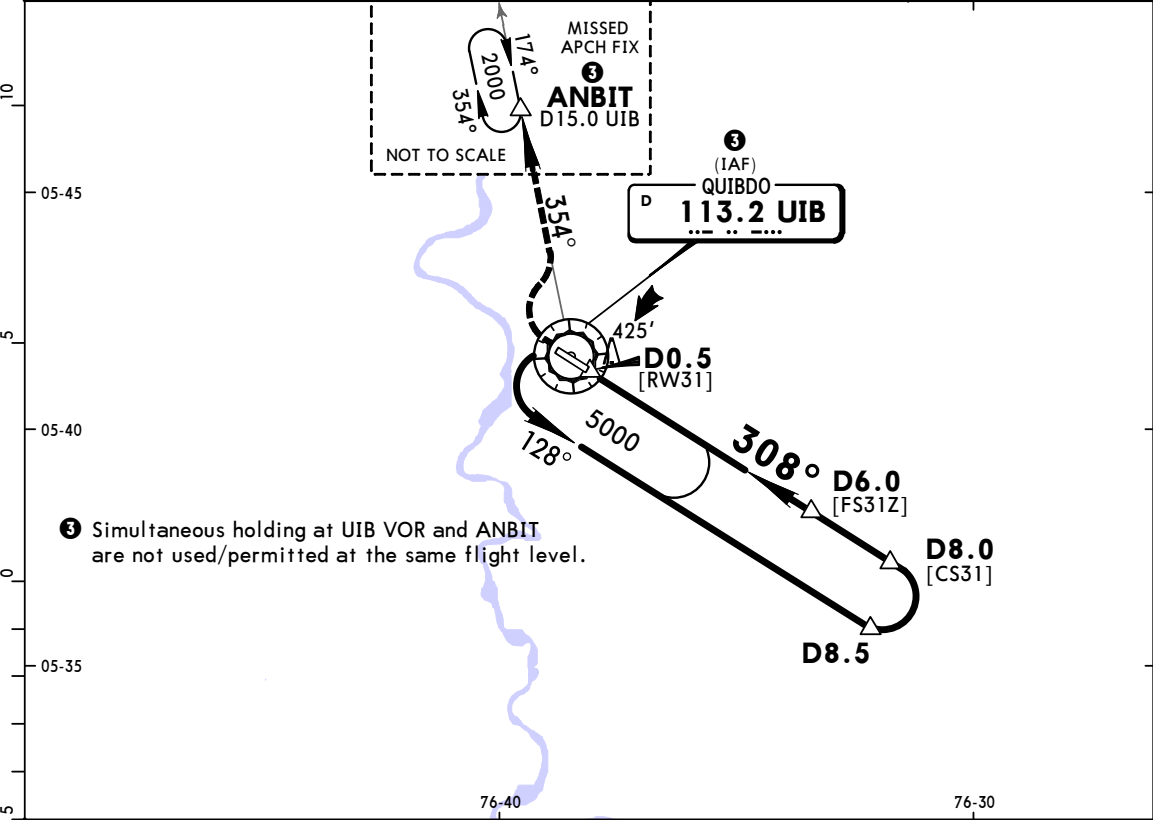


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	Rwy hdg	TILPI	RT	ATOMU	
Descent Angle	3.00°	372	478	531	637	743						849
MAP at RW31	5.0	4:17	3:20	3:00	2:30	2:09						1:53

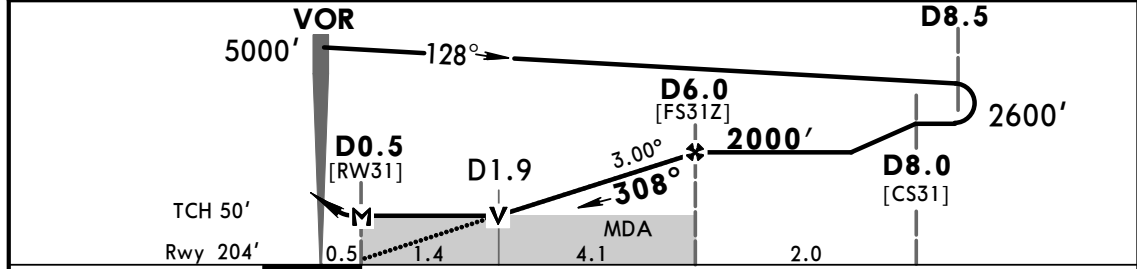
STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
LNAV MDA(H) <b>700'</b> (496')				MDA(H)			
A	2500m			Max Kts	800' (596') -2500m		
B	2700m			100	900' (696') -3600m		
C	NOT APPLICABLE			135	NOT APPLICABLE		
D	NOT APPLICABLE			180	NOT APPLICABLE		
D	NOT APPLICABLE			D	NOT APPLICABLE		



*AWOS 127.675		MEDELLIN Control 127.2			*EL CARANO Tower 118.4	
VOR UIB <b>113.2</b>	Final Apch Crs <b>308°</b>	Minimum Alt <b>D6.0</b> 2000' (1796')	MDA(H) <b>700'</b> (496')	Apt Elev 204' Rwy 204'		
<b>MISSED APCH: Turn RIGHT to intercept R-354 UIB VOR and proceed to ANBIT holding pattern climbing to 2000'.</b>						
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'		
1. Outbound procedure, MAX IAS 185 Kts.						



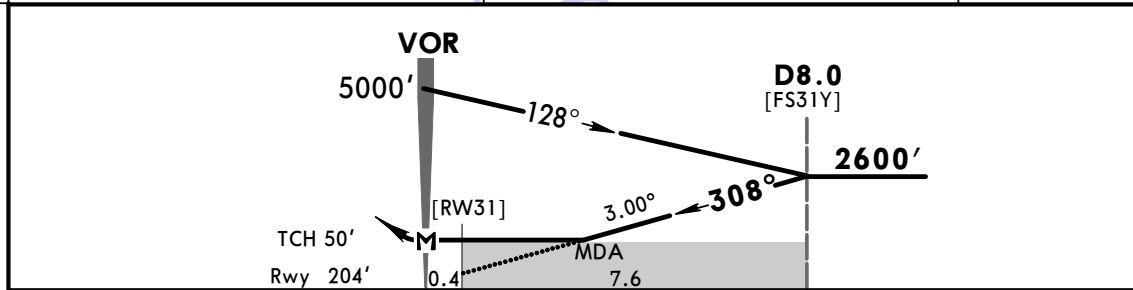
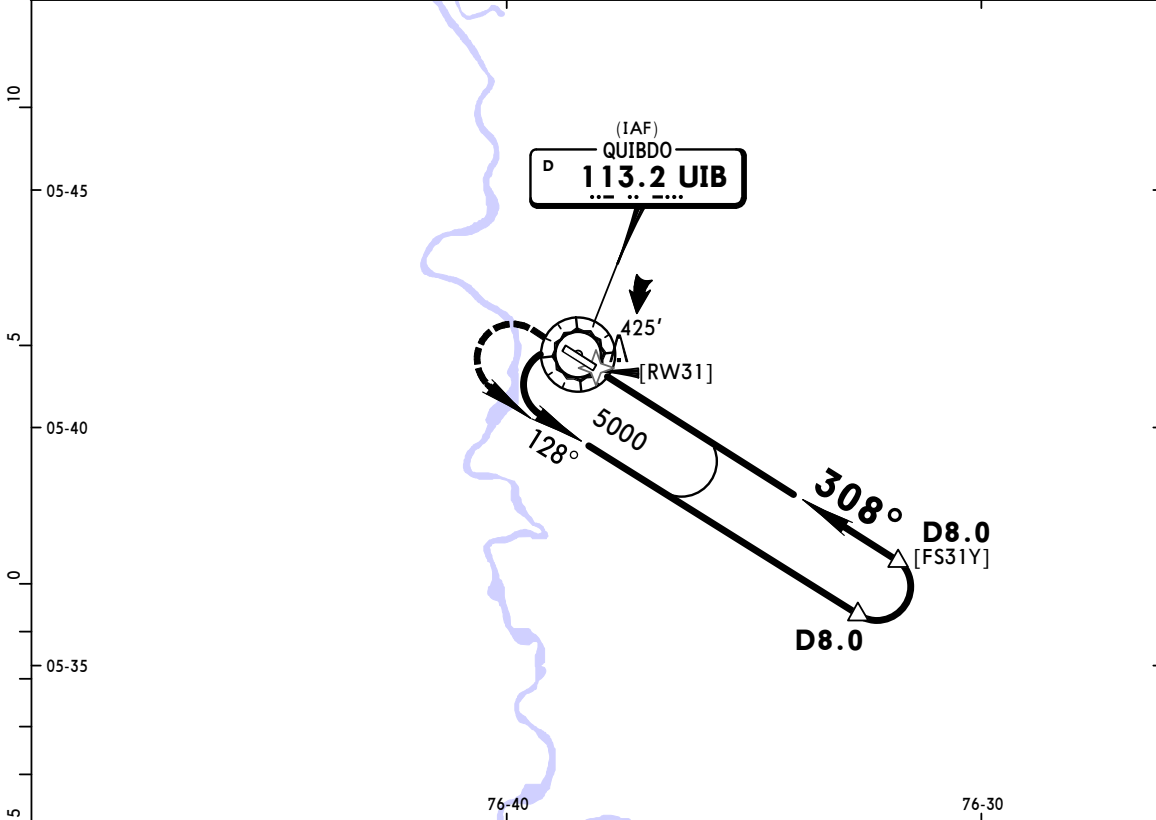
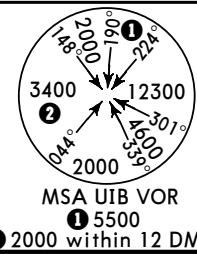
UIB DME	2.0	3.0	4.0	5.0
ALTITUDE	730'	1050'	1360'	1680'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L 2000' to 113.2 RT R-354 ANBIT	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.5 or D6.0 to MAP	5.5	4:43	3:40	3:18	2:45	2:21		2:04

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
MDA(H) <b>700'</b> (496')			MDA(H) _____		
A	2500m		Max Kts	100	
B	2700m		135	800' (596') -2500m	
C	2700m		180	900' (696') -3600m	
D	NOT APPLICABLE		D	NOT APPLICABLE	

*AWOS 127.675		MEDELLIN Control 127.2			*EL CARANO Tower 118.4	
VOR UIB <b>113.2</b>	Final Apch Crs <b>308°</b>	No FAF	MDA(H) <b>700'</b> (496')	Apt Elev 204'	Rwy 204'	
<b>MISSED APCH: Turn LEFT climbing until 5000' to UIB VOR holding pattern.</b>						
Alt Set: INCHES (hPa on req)		Trans level: FL 190		Trans alt: 18000'		
1. Outbound procedure, MAX IAS 185 Kts.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	5000' to 113.2 LT HOLDING PATTERN
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
MDA(H) <b>700'</b> (496')			MDA(H)		
A			Max Kts		
B	2500m		100	800' (596') -2500m	
C	2700m		135	900' (696') -3600m	
D	NOT APPLICABLE		180	900' (696') -3600m	
			D	NOT APPLICABLE	

PANS OPS