

# SKBO - Bogota - El Dorado Intl

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## Airport details

|             |                         |
|-------------|-------------------------|
| State       | Cundinamarca Department |
| Country     | Colombia                |
| Region      | SK                      |
| Elevation   | 8356ft (2547m)          |
| Timezone    | GMT -5                  |
| Coordinates | 4.70654, -74.14750      |
| Type        | land                    |
| ICAO code   | SKBO                    |
| IATA code   | BOG                     |
| FAA code    | n/a                     |

## Runway info

|                  |                           |
|------------------|---------------------------|
| Runway 13L / 31R |                           |
| length           | 3806m (12487ft)           |
| bearing          | 127° / 307°               |
| width            | 45m (148ft)               |
| surface          | asphalt                   |
| blast zone       | 4m (13ft) / 30m (98ft)    |
| Runway 13R / 31L |                           |
| length           | 3805m (12484ft)           |
| bearing          | 127° / 307°               |
| width            | 45m (148ft)               |
| surface          | asphalt                   |
| blast zone       | 60m (197ft) / 60m (197ft) |

## Communication

|                                      |         |
|--------------------------------------|---------|
| El Dorado Intl BOGOTA<br>INFORMACION | 113.900 |
| El Dorado Intl BOGOTA<br>INFORMACION | 121.300 |
| El Dorado Intl BOGOTA<br>INFORMACION | 113.900 |
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| El Dorado Intl BOGOTA<br>INFORMACION | 121.300 |
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|                                  |         |
|----------------------------------|---------|
| El Dorado Intl BOGOTA CONTROL NE | 128.600 |
| El Dorado Intl BOGOTA CONTROL SE | 128.800 |
| El Dorado Intl BOGOTA CONTROL NW | 123.700 |
| El Dorado Intl BOGOTA CONTROL SW | 125.100 |
| El Dorado Intl BOGOTA CONTROL SW | 125.100 |
| El Dorado Intl BOGOTA CONTROL NW | 123.700 |
| El Dorado Intl BOGOTA CONTROL SE | 128.800 |
| El Dorado Intl BOGOTA CONTROL NE | 128.600 |
| El Dorado Intl BOGOTA CONTROL NE | 128.600 |
| El Dorado Intl BOGOTA CONTROL SW | 125.100 |
| El Dorado Intl BOGOTA CONTROL NW | 123.700 |
| El Dorado Intl BOGOTA CONTROL SE | 128.800 |
| El Dorado Intl BOGOTA CONTROL NE | 128.600 |
| El Dorado Intl BOGOTA CONTROL SE | 128.800 |
| El Dorado Intl BOGOTA CONTROL NW | 123.700 |
| El Dorado Intl BOGOTA CONTROL SW | 125.100 |
| El Dorado Intl ELDORADO          | 121.600 |
| AUTORIZACIONES                   |         |
| El Dorado Intl ELDORADO          | 121.600 |
| AUTORIZACIONES                   |         |
| El Dorado Intl ELDORADO          | 121.600 |
| AUTORIZACIONES                   |         |
| El Dorado Intl ELDORADO          | 121.600 |
| AUTORIZACIONES                   |         |
| El Dorado Intl ELDORADO          | 122.750 |
| SUPERFICIE SUR                   |         |
| El Dorado Intl ELDORADO          | 121.800 |
| SUPERFICIE NORTE                 |         |
| El Dorado Intl ELDORADO          | 121.800 |
| SUPERFICIE NORTE                 |         |
| El Dorado Intl ELDORADO          | 122.750 |
| SUPERFICIE SUR                   |         |
| El Dorado Intl ELDORADO          | 121.800 |
| SUPERFICIE NORTE                 |         |
| El Dorado Intl ELDORADO          | 122.750 |
| SUPERFICIE SUR                   |         |
| El Dorado Intl ELDORADO          | 121.800 |
| SUPERFICIE NORTE                 |         |
| El Dorado Intl ELDORADO          | 122.750 |
| SUPERFICIE SUR                   |         |
| El Dorado Intl ELDORADO TWR SUR  | 118.250 |
| El Dorado Intl ELDORADO TWR      | 118.100 |
| NORTE                            |         |
| El Dorado Intl ELDORADO TWR SUR  | 118.250 |
| El Dorado Intl ELDORADO TWR      | 118.100 |
| NORTE                            |         |
| El Dorado Intl ELDORADO TWR      | 118.100 |
| NORTE                            |         |
| El Dorado Intl ELDORADO TWR SUR  | 118.250 |
| El Dorado Intl ELDORADO TWR      | 118.100 |
| NORTE                            |         |

El Dorado Intl ELDORADO TWR SUR 118.250  
 El Dorado Intl BOGOTA APP CENTRAL 119.500  
 El Dorado Intl BOGOTA APP NORTE 121.300  
 El Dorado Intl BOGOTA APP NORTE 121.300  
 El Dorado Intl BOGOTA APP NORTE 121.300  
 El Dorado Intl BOGOTA APP CENTRAL 119.500  
 El Dorado Intl BOGOTA APP 119.650  
 LLEGADAS SUR  
 El Dorado Intl BOGOTA APP 119.650  
 LLEGADAS SUR  
 El Dorado Intl BOGOTA APP NORTE 121.300  
 El Dorado Intl BOGOTA APP CENTRAL 119.500  
 El Dorado Intl BOGOTA APP 119.650  
 LLEGADAS SUR  
 El Dorado Intl BOGOTA APP CENTRAL 119.500  
 El Dorado Intl BOGOTA APP 119.650  
 LLEGADAS SUR  
 El Dorado Intl BOGOTA APP SALIDAS 119.950  
 SUR  
 El Dorado Intl BOGOTA APP SALIDAS 119.950  
 SUR  
 El Dorado Intl BOGOTA APP SALIDAS 119.950  
 SUR  
 El Dorado Intl BOGOTA APP SALIDAS 119.950  
 SUR

## Approach frequencies

|             |     |       |         |
|-------------|-----|-------|---------|
| ILS-cat-III | 13R | 110.7 | 18.00mi |
| ILS-cat-III | 13L | 111.3 | 18.00mi |
| 3° GS       | 13R | 110.7 | 18.00mi |
| 3° GS       | 13L | 111.3 | 18.00mi |

## Nearby beacons

| code | identifier                        | dist | bearing | frequency |
|------|-----------------------------------|------|---------|-----------|
| SOA  | SOACHA (BOGOTA) VOR/DME           | 9.7  | 230.5°  | 108.60    |
| BOG  | BOGOTA VOR/DME                    | 13.4 | 308.5°  | 113.90    |
| ZIP  | ZIPAQUIRA (BOGOTA) VOR/DME        | 21   | 27.3°   | 114.70    |
| ABL  | AMBALEMA VOR/DME                  | 37.4 | 277.1°  | 112.70    |
| TOL  | GENERAL GUSTAVO ROJAS PIN VOR/DME | 40   | 227.5°  | 111.20    |
| PY   | APIAY NDB                         | 52.3 | 136.3°  | 250       |
| BUV  | BUVIS VOR/DME                     | 52.5 | 19.2°   | 116.20    |
| GIR  | GIRARDOT VOR/DME                  | 52.9 | 234.3°  | 117.30    |
| MQU  | MARIQUITA VOR/DME                 | 55.1 | 302.7°  | 116.10    |
| AP   | APIAY NDB                         | 55.2 | 133.4°  | 270       |
| PAL  | PALANQUERO (PUERTO SALGAR VOR/DME | 56   | 326.6°  | 114.20    |
| VVC  | VILLAVICENCIO VOR/DME             | 59.7 | 129.8°  | 116.70    |
| IBG  | IBAGUE VOR/DME                    | 60.3 | 252.1°  | 113.10    |

## Departure and arrival routes

Transition altitude 18000ft  
Transition level 19000ft

| <b>SID end points</b> | <b>distance</b> | <b>outbound direction</b> |
|-----------------------|-----------------|---------------------------|
| <b>RW13L</b>          |                 |                           |
| ZIP4H, ZIP2C          | 52.5            | 19°                       |
| DANS1R, OSUS1R        | 82.2            | 23°                       |
| EVRA4B                | 33.7            | 75°                       |
| USID2B                | 24.7            | 93°                       |
| BOGU7A                | 59.7            | 130°                      |
| POVS2U                | 46.2            | 185°                      |
| LIXA1U                | 61.6            | 215°                      |
| KAMI5A                | 34.7            | 234°                      |
| VAP01R                | 95.1            | 238°                      |
| SILE2E, SILE1A        | 30.5            | 248°                      |
| ISNO1R                | 85.5            | 261°                      |
| ABL2A, ABL6E          | 37.4            | 277°                      |
| VASI1U, TOBK1R        | 67.8            | 293°                      |
| <b>RW13R</b>          |                 |                           |
| ZIP4H, ZIP2C          | 52.5            | 19°                       |
| DANS1R, OSUS1R        | 82.2            | 23°                       |
| EVRA4B                | 33.7            | 75°                       |
| USID2B                | 24.7            | 93°                       |
| BOGU7A                | 59.7            | 130°                      |
| POVS2U                | 46.2            | 185°                      |
| LIXA1U                | 61.6            | 215°                      |
| KAMI5A                | 34.7            | 234°                      |
| VAP01R                | 95.1            | 238°                      |
| SILE1A, SILE2E        | 30.5            | 248°                      |
| ISNO1R                | 85.5            | 261°                      |
| ABL6E, ABL2A          | 37.4            | 277°                      |
| TOBK1R, VASI1U        | 67.8            | 293°                      |
| <b>RW31L</b>          |                 |                           |
| ZIP2B, ZIP3D          | 52.5            | 19°                       |
| OSUS1R, DANS1R        | 82.2            | 23°                       |
| USID2A                | 33.7            | 75°                       |
| USID1C                | 24.7            | 93°                       |
| BOGU2C                | 59.7            | 130°                      |
| POVS2T                | 46.2            | 185°                      |
| LIXA1T                | 61.6            | 215°                      |
| KAMI2C                | 34.7            | 234°                      |
| VAP01R                | 95.1            | 238°                      |
| SILE2D                | 30.5            | 248°                      |
| ISNO1R                | 85.5            | 261°                      |
| ABL3K                 | 37.4            | 277°                      |
| TOBK1R, VASI1T        | 67.8            | 293°                      |
| <b>RW31R</b>          |                 |                           |

|                |      |      |
|----------------|------|------|
| ZIP2B, ZIP3D   | 52.5 | 19°  |
| DANS1R, OSUS1R | 82.2 | 23°  |
| USID2A         | 33.7 | 75°  |
| USID1C         | 24.7 | 93°  |
| BOGU2C         | 59.7 | 130° |
| POVS2T         | 46.2 | 185° |
| LIXA1T         | 61.6 | 215° |
| KAMI2C         | 34.7 | 234° |
| VAPO1R         | 95.1 | 238° |
| SILE2D         | 30.5 | 248° |
| ISNO1R         | 85.5 | 261° |
| ABL3K          | 37.4 | 277° |
| TOBK1R, VASI1T | 67.8 | 293° |

#### STAR starting points

#### distance

#### inbound direction

##### RW13 (ALL)

|                |       |      |
|----------------|-------|------|
| GIR3E          | 52.9  | 54°  |
| TOLI3E         | 83.1  | 76°  |
| ABL1L          | 37.4  | 97°  |
| TIRT3E         | 84.4  | 108° |
| EDPU3E         | 71.1  | 119° |
| ISVA3E         | 83.3  | 135° |
| MUGO2T         | 87.2  | 142° |
| ATAN2T, ATAN3E | 87.7  | 152° |
| VULA5D         | 37.9  | 158° |
| GRUD2T, GRUD2E | 122.5 | 179° |
| ILSE3E         | 79.1  | 187° |
| DOPL3E         | 79.4  | 211° |
| ENVA3E         | 60.6  | 218° |
| SIRU3E         | 55.1  | 243° |
| EGEP3E         | 40.1  | 314° |

##### RW31 (ALL)

|                |       |      |
|----------------|-------|------|
| GIR3W          | 52.9  | 54°  |
| TOLI3W         | 83.1  | 76°  |
| ABL1M          | 37.4  | 97°  |
| TIRT3W         | 84.4  | 108° |
| EDPU3W         | 71.1  | 119° |
| ISVA3W         | 83.3  | 135° |
| MUGO2S         | 87.2  | 142° |
| ATAN2S, ATAN3W | 87.7  | 152° |
| VULA2F         | 37.9  | 158° |
| GRUD2S, GRUD2W | 122.5 | 179° |
| ILSE3W         | 79.1  | 187° |
| DOPL3W         | 79.4  | 211° |
| ENVA3W         | 60.6  | 218° |
| SIRU3W, SIRU1S | 55.1  | 243° |
| EGEP3W, EGEP1S | 40.1  | 314° |

## Holding patterns

| STAR name | hold at | type | turn  | heading*   | altitude             | leg             | speed limit |
|-----------|---------|------|-------|------------|----------------------|-----------------|-------------|
| ATAN2S    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| ATAN2S    | PAPET   | VHF  | left  | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250         |
| ATAN2T    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| ATAN2T    | PAPET   | VHF  | left  | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250         |
| ATAN3E    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| ATAN3E    | MQU     | NDB  | left  | 346 (166)° | 10000ft -<br>19500ft | 1.0min<br>timed | ICAO rules  |
| ATAN3W    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| ATAN3W    | MQU     | NDB  | left  | 346 (166)° | 10000ft -<br>19500ft | 1.0min<br>timed | ICAO rules  |
| DOPL3E    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| DOPL3E    | PAPET   | VHF  | left  | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250         |
| DOPL3W    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| DOPL3W    | PAPET   | VHF  | left  | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250         |
| EDPU3E    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| EDPU3E    | MQU     | NDB  | left  | 346 (166)° | 10000ft -<br>19500ft | 1.0min<br>timed | ICAO rules  |
| EDPU3W    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| EDPU3W    | MQU     | NDB  | left  | 346 (166)° | 10000ft -<br>19500ft | 1.0min<br>timed | ICAO rules  |
| EGEP1S    | MADLA   | VHF  | right | 107 (287)° | > 16000ft            | 1.5min<br>timed | 230         |
| EGEP3E    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| EGEP3E    | VUNEX   | VHF  | left  | 115 (295)° | > 18000ft            | 1.5min<br>timed | 250         |
| EGEP3W    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| EGEP3W    | VUNEX   | VHF  | left  | 115 (295)° | > 18000ft            | 1.5min<br>timed | 250         |
| ENVA3E    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |
| ENVA3E    | PAPET   | VHF  | left  | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250         |
| ENVA3W    | AMVES   | VHF  | left  | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250         |

|        |       |     |      |            |                      |                 |            |
|--------|-------|-----|------|------------|----------------------|-----------------|------------|
| ENVA3W | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| GIR3E  | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| GIR3E  | IRUPU | VHF | left | 179 (359)° | > 17000ft            | 1.5min<br>timed | 250        |
| GIR3W  | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| GIR3W  | IRUPU | VHF | left | 179 (359)° | > 17000ft            | 1.5min<br>timed | 250        |
| GRUD2E | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| GRUD2E | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| GRUD2S | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| GRUD2S | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| GRUD2T | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| GRUD2T | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| GRUD2W | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| GRUD2W | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| ILSE3E | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| ILSE3E | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| ILSE3W | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| ILSE3W | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| ISVA3E | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| ISVA3E | MQU   | NDB | left | 346 (166)° | 10000ft -<br>19500ft | 1.0min<br>timed | ICAO rules |
| ISVA3W | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| ISVA3W | MQU   | NDB | left | 346 (166)° | 10000ft -<br>19500ft | 1.0min<br>timed | ICAO rules |
| MUGO2S | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| MUGO2S | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| MUGO2T | AMVES | VHF | left | 314 (134)° | > 15000ft            | 1.5min<br>timed | 250        |
| MUGO2T | PAPET | VHF | left | 56 (236)°  | > 18000ft            | 1.5min<br>timed | 250        |
| SIRU1S | OPLEK | VHF | left | 69 (249)°  | > 15000ft            | 1.5min<br>timed | 250        |

|        |       |     |      |            |           |                 |     |
|--------|-------|-----|------|------------|-----------|-----------------|-----|
| SIRU3E | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| SIRU3E | PAPET | VHF | left | 56 (236)°  | > 18000ft | 1.5min<br>timed | 250 |
| SIRU3W | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| SIRU3W | PAPET | VHF | left | 56 (236)°  | > 18000ft | 1.5min<br>timed | 250 |
| TIRT3E | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| TIRT3E | IRUPU | VHF | left | 179 (359)° | > 17000ft | 1.5min<br>timed | 250 |
| TIRT3W | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| TIRT3W | IRUPU | VHF | left | 179 (359)° | > 17000ft | 1.5min<br>timed | 250 |
| TOLI3E | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| TOLI3E | IRUPU | VHF | left | 179 (359)° | > 17000ft | 1.5min<br>timed | 250 |
| TOLI3W | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| TOLI3W | IRUPU | VHF | left | 179 (359)° | > 17000ft | 1.5min<br>timed | 250 |
| VUNE3E | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| VUNE3E | VUNEX | VHF | left | 115 (295)° | > 18000ft | 1.5min<br>timed | 250 |
| VUNE3W | AMVES | VHF | left | 314 (134)° | > 15000ft | 1.5min<br>timed | 250 |
| VUNE3W | VUNEX | VHF | left | 115 (295)° | > 18000ft | 1.5min<br>timed | 250 |

\*) magnetic outbound (inbound) holding course

## Disclaimer

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