JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: CALI COL
ICAO/IATA: SKCL / CLO
Lat/Long: N03° 32.6', W076° 22.9'
Elevation: 3162 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 6.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1058 Z
Sunset: 2307 Z

Runway Information

Runway: 02
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3152 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3162 ft
Lighting: Edge, Centerline

Communication Information

ASOS: 127.675
Alfonso Bonilla Aragon Tower: 118.100
Alfonso Bonilla Aragon Tower: 118.350 Secondary
Alfonso Bonilla Aragon Ground: 121.900

Cali Approach: 119.100
Cali Approach: 120.400 Secondary

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)

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.

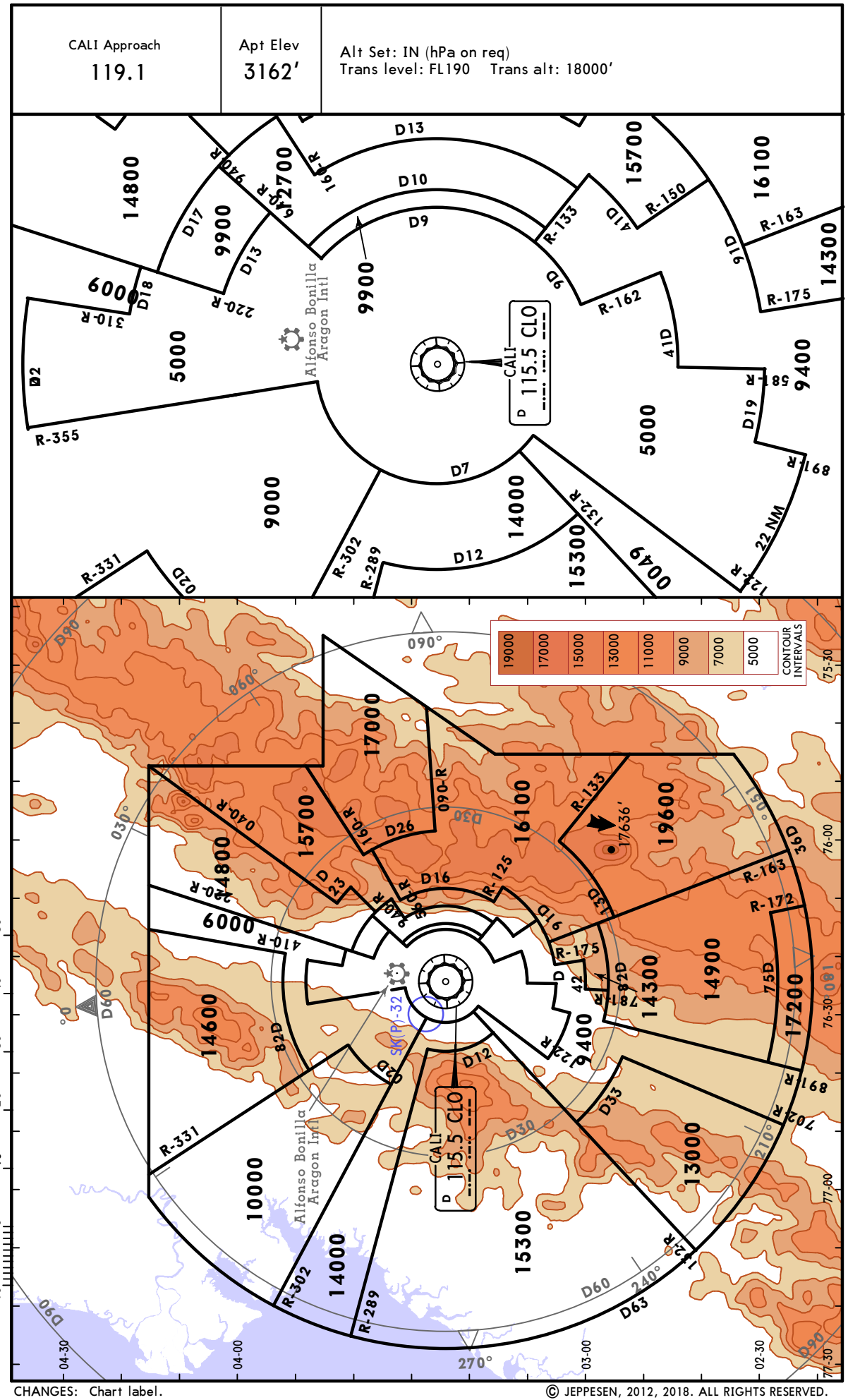
JEPPESEN

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

26 JAN 18 (10-1R)

CALI, COLOMBIA
MINIMUM ALTITUDES

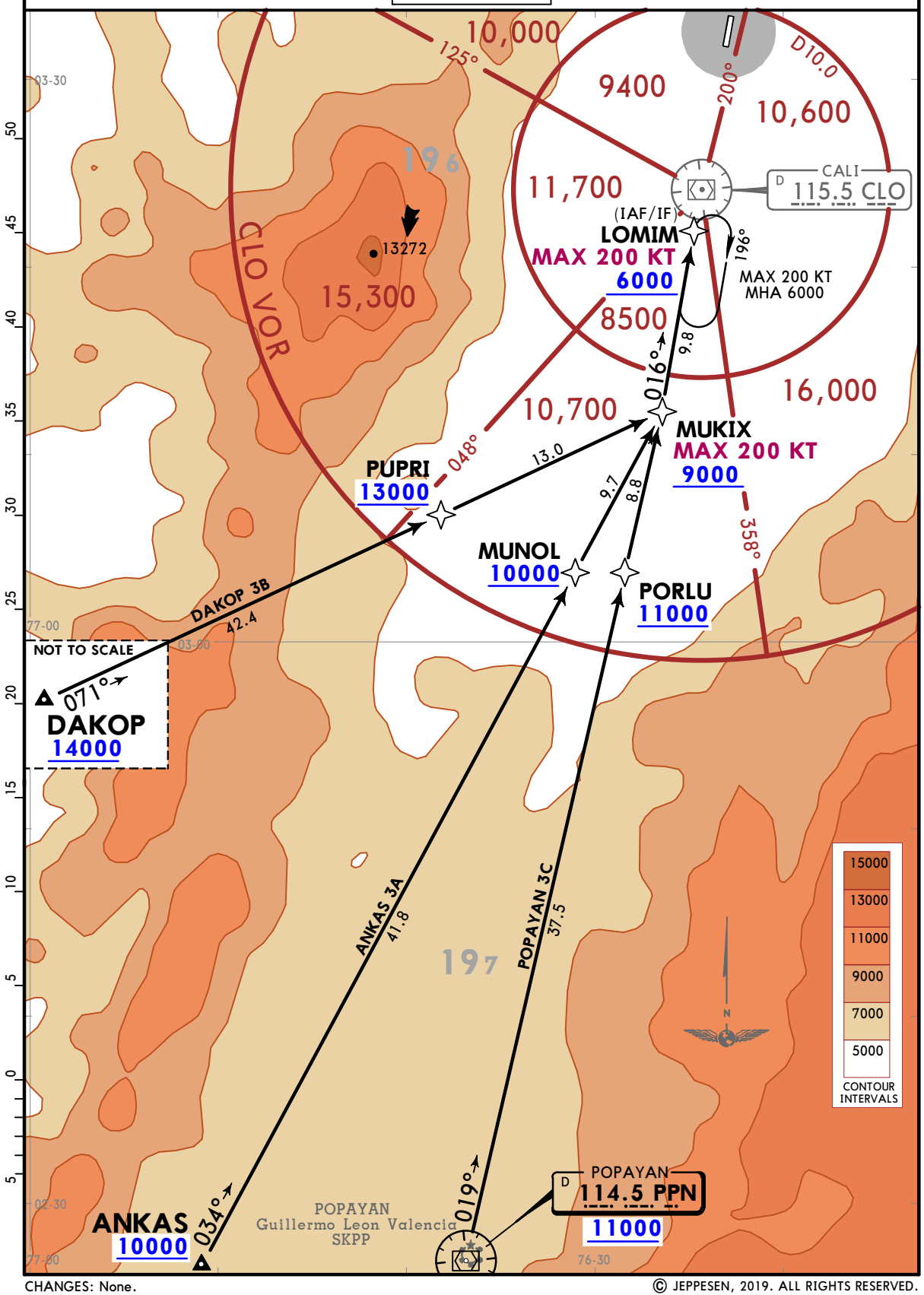
CALI Approach	Apt Elev	
119.1	3162′	Alt Set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′



Apt Elev	
3162	Alt Set: IN (hPa on req) Trans level: FL190 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

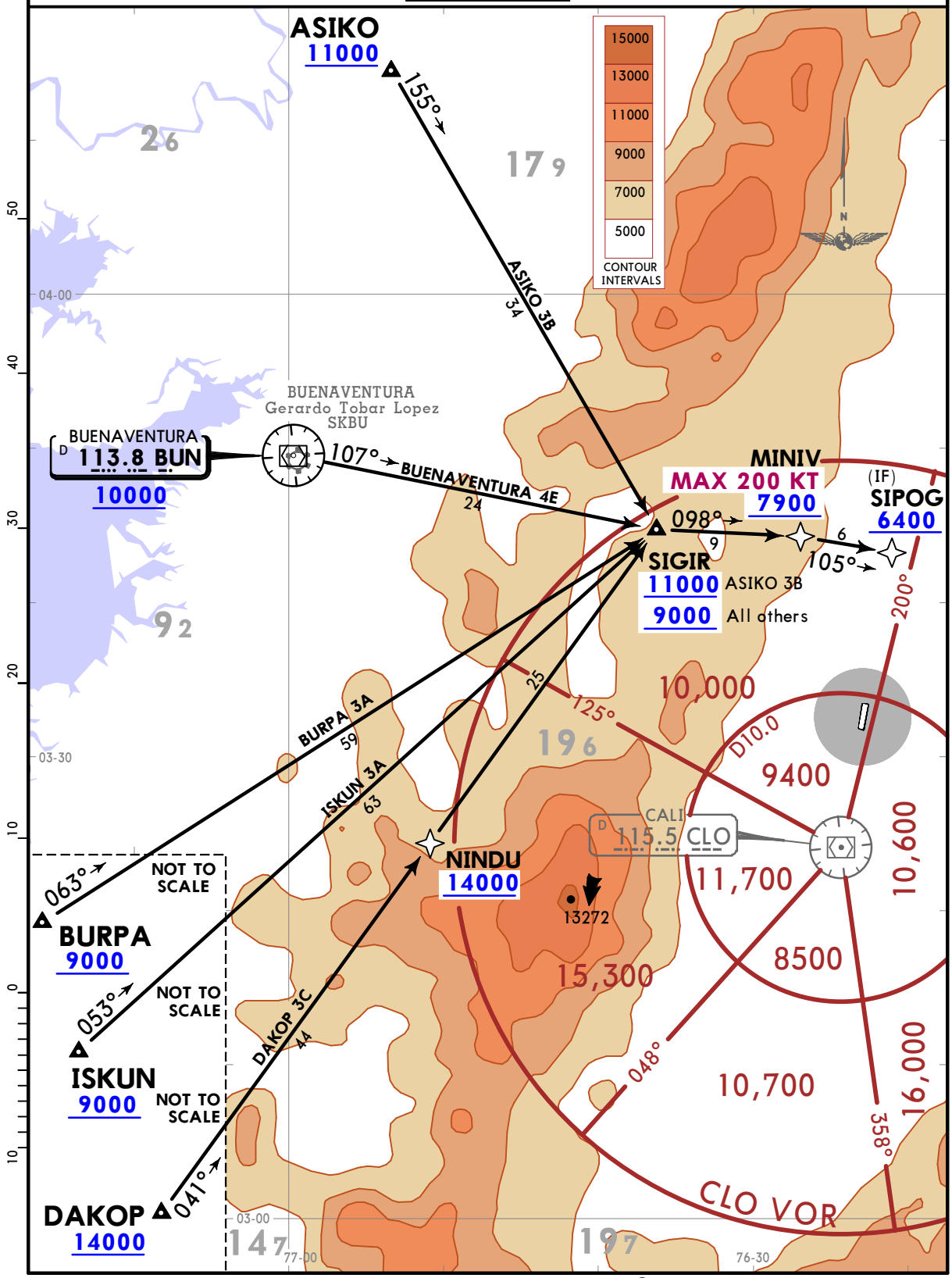


CHANGES: None.

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.

JEPPESEN CALI, COLOMBIA
1 SEP 23 (10-2B) Eff 7 Sep
RNAV STAR

Apt Elev 3162	Alt Set: IN (hPa on req) Trans level: FL190
	RNP 1 or RNAV 1 GNSS required
	ATC may clear aircraft to direct LOMIM after reaching CL804 or CL806.

ASIKO 1C [ASIK1C]
BUENAVENTURA 1F [BUN1F]
KIKUM 1D [KIKU1D]
OREGA 2C [OREG2C]
TULUA 2G [ULQ2G]
RNAV (GNSS) ARRIVALS
(RWY 02)

CAT A, B, C & D

NOT TO SCALE

ASIKO
11000

KIKUM
FL210

TULUA
Heriberto Gil Martinez
SKUL

TULUA
D 117.7 ULQ
16000

BUENAVENTURA
Gerardo Tobar Lopez
SKBU

BUENAVENTURA
D 113.8 BUN
10000

CL809
11000

OREGA
17000

KADIT
13000

LIXES
15800

CL808
13100

NIGRU
10000

USEVU
10000

CLO VOR

CALI
D 115.5 CLO

(IF)
LOMIM
6000

PALOV
MAX 190 KT
7000

CL807
MAX 190 KT
9700

CL806
9000

CL804
6700

CL805
MAX 190 KT

OREGA 2C, TULUA 2G:
6400

ASIKO 1C, BUENAVENTURA 1F, KIKUM 1D:
7800

10,000
9400
10,600
11,700
15,300
16,000
10,700

D10.0

ASIKO 1C
BUENAVENTURA 1F
D1 MUK K
C2 ALL UT
C2 AERO

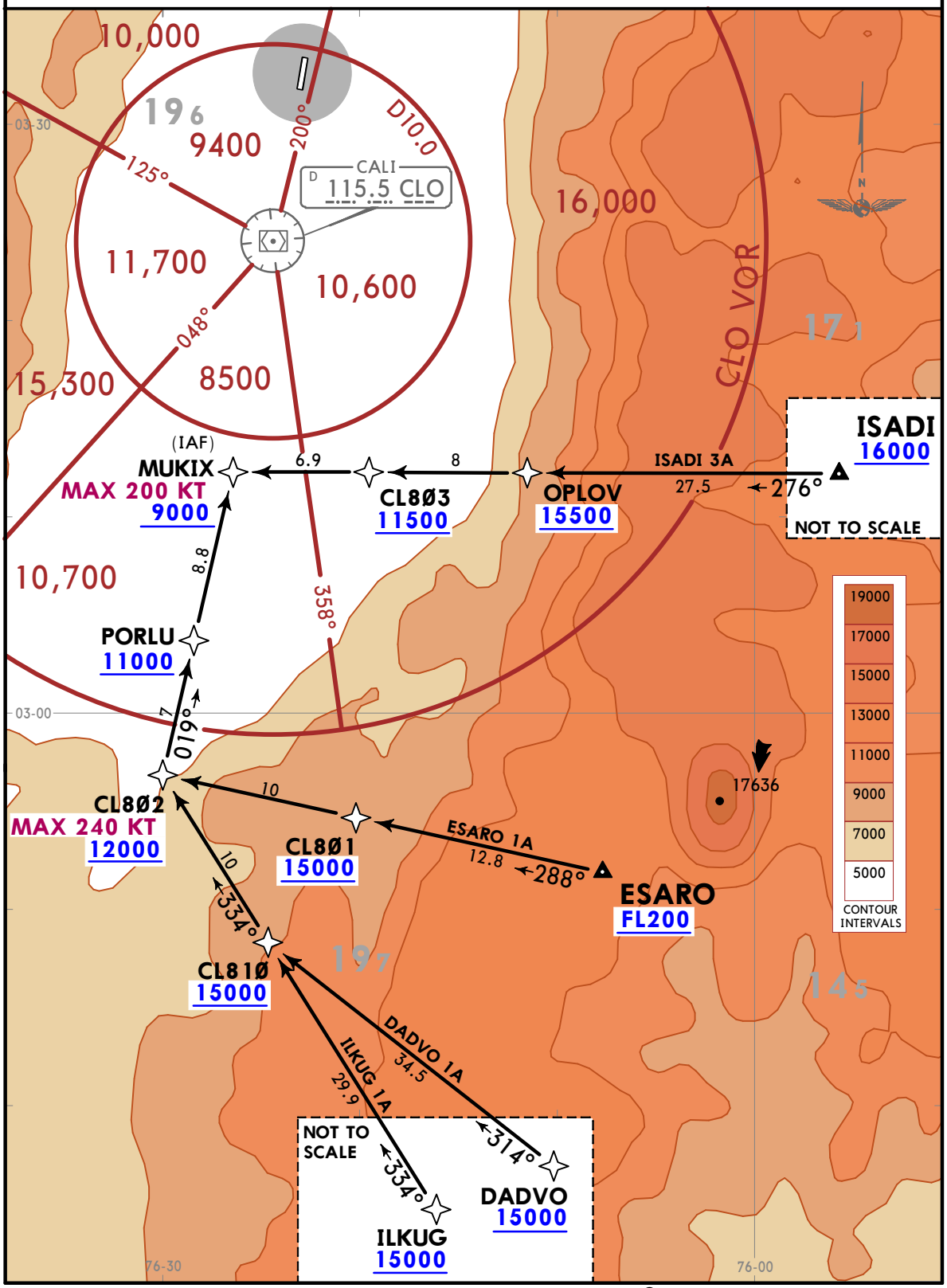
CONTOUR INTERVALS
17000
15000
13000
11000
9000
7000
5000

CHANGES: None.

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

DADVO 1A [DADV1A], ESARO 1A [ESAR1A]
ILKUG 1A [ILKU1A], ISADI 3A [ISAD3A]
RNAV (GNSS) ARRIVALS
(RWY 02)

CAT A, B, C & D



CHANGES: Chart reindexed, new procedures DADVO & ILKUG 1A added, revised.

DAKOP 8A ARRIVAL
[DAK08A]
(RWY 02)

CAT A, B, C & D

Apt Elev 3162

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

CLO VOR/DME required

D15.0 CLO 14000

D15.0 Arc

D3.0 CLO 6000

(IF)

D15.0 CLO 10000

CLO VOR

CALI 115.5 CLO

DAKOP

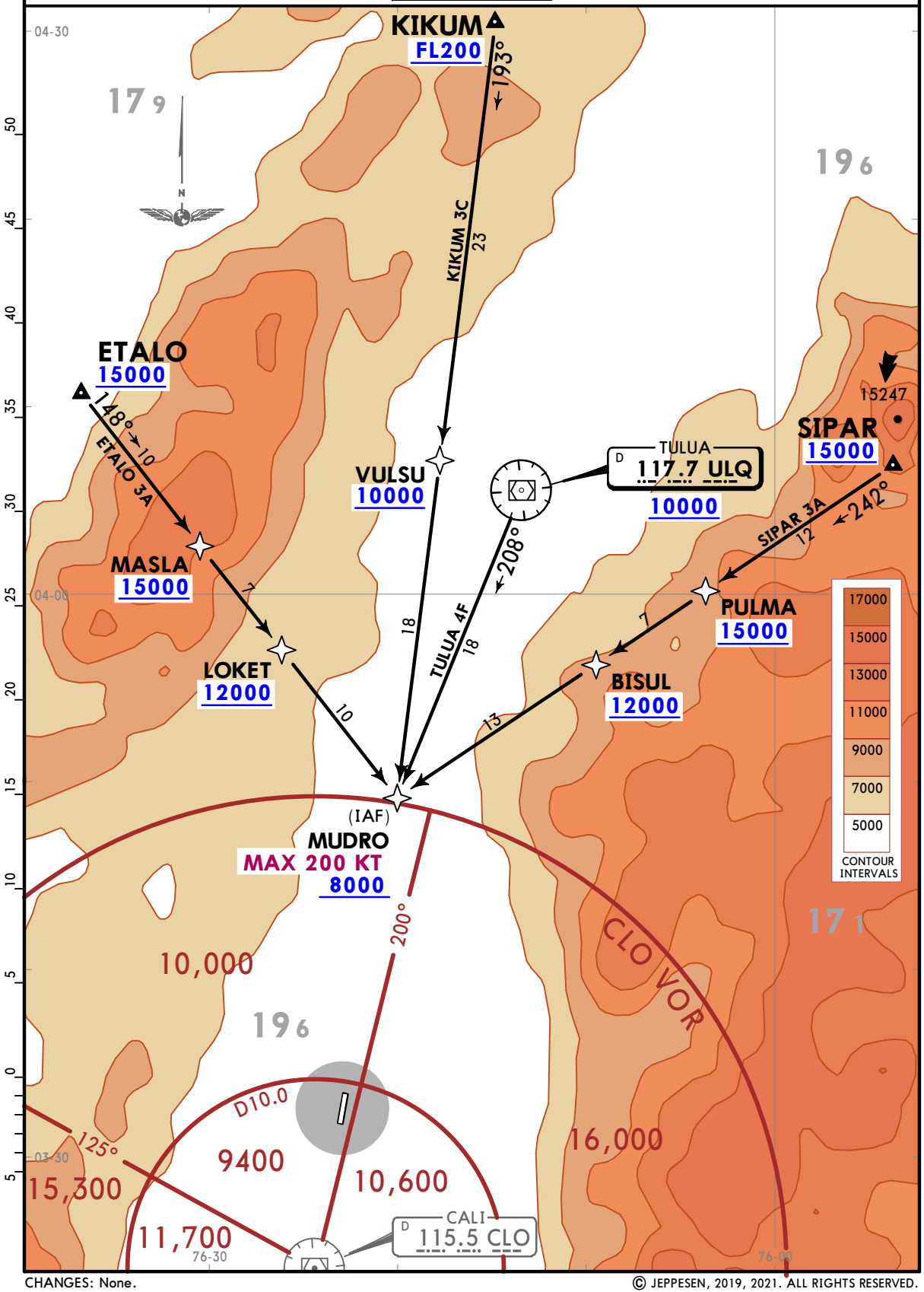
CONTOUR INTERVALS 15000 13000 11000 9000 7000 5000

CHANGES: Chart reindexed, procedure renumbered, revised.

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

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

CAT A, B, C & D

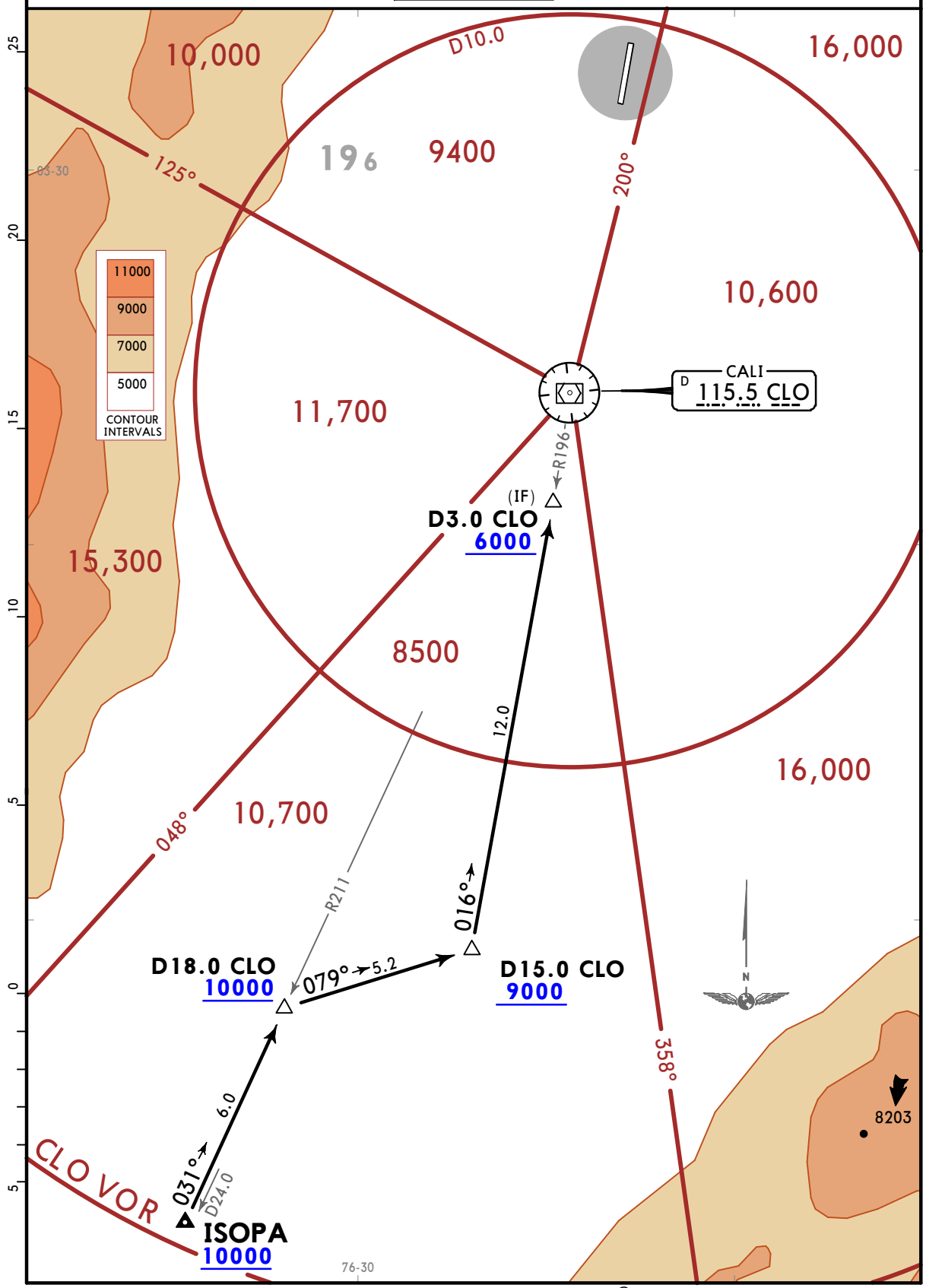


CHANGES: None.

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

ISOPA 4A ARRIVAL
[ISOP4A]
(RWY 02)

CAT A, B, C & D

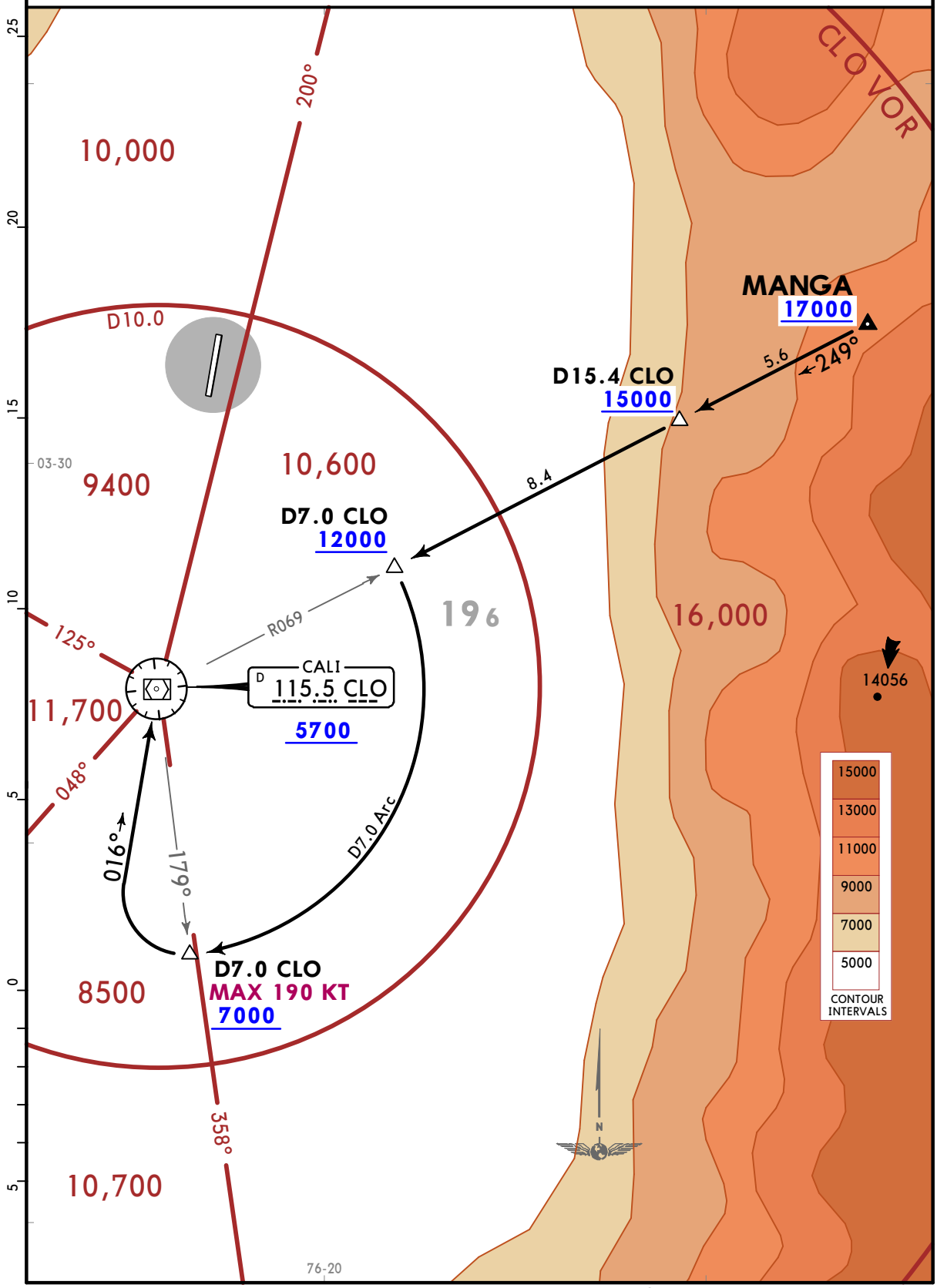


CHANGES: Procedure renumbered, bearing, revised.

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

MANGA 1B ARRIVAL
[MANG1B]
(RWY 02)

CAT A, B, C & D

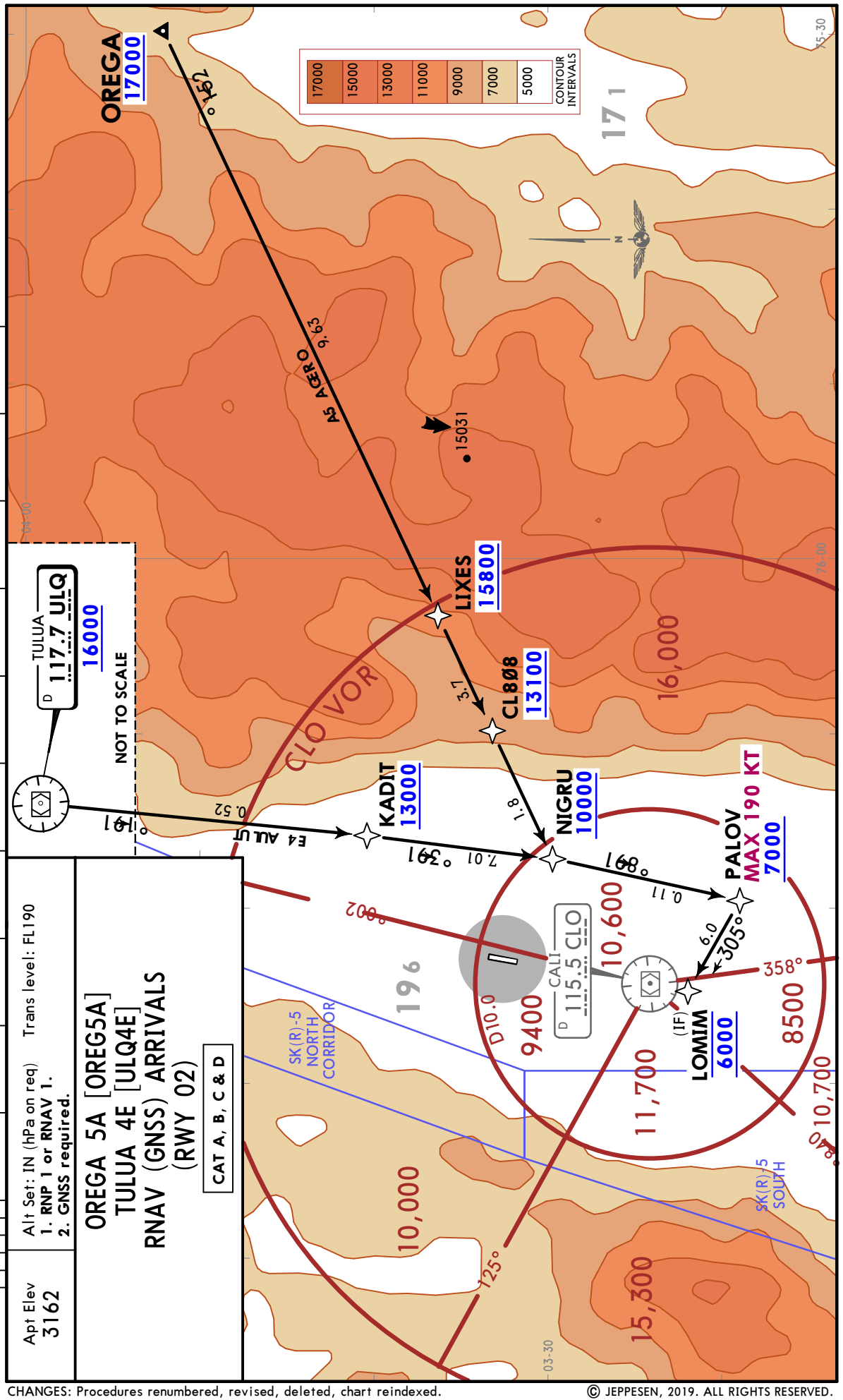


CHANGES: Procedure renumbered, revised.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN
10-2G1
9 AUG 19
Eff 15 Aug

CALI, COLOMBIA
RNAV STAR



Apt Elev
3162

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

OREGA 5A [OREG5A]
TULUA 4E [ULQ4E]
RNAV (GNSS) ARRIVALS
(RWY 02)

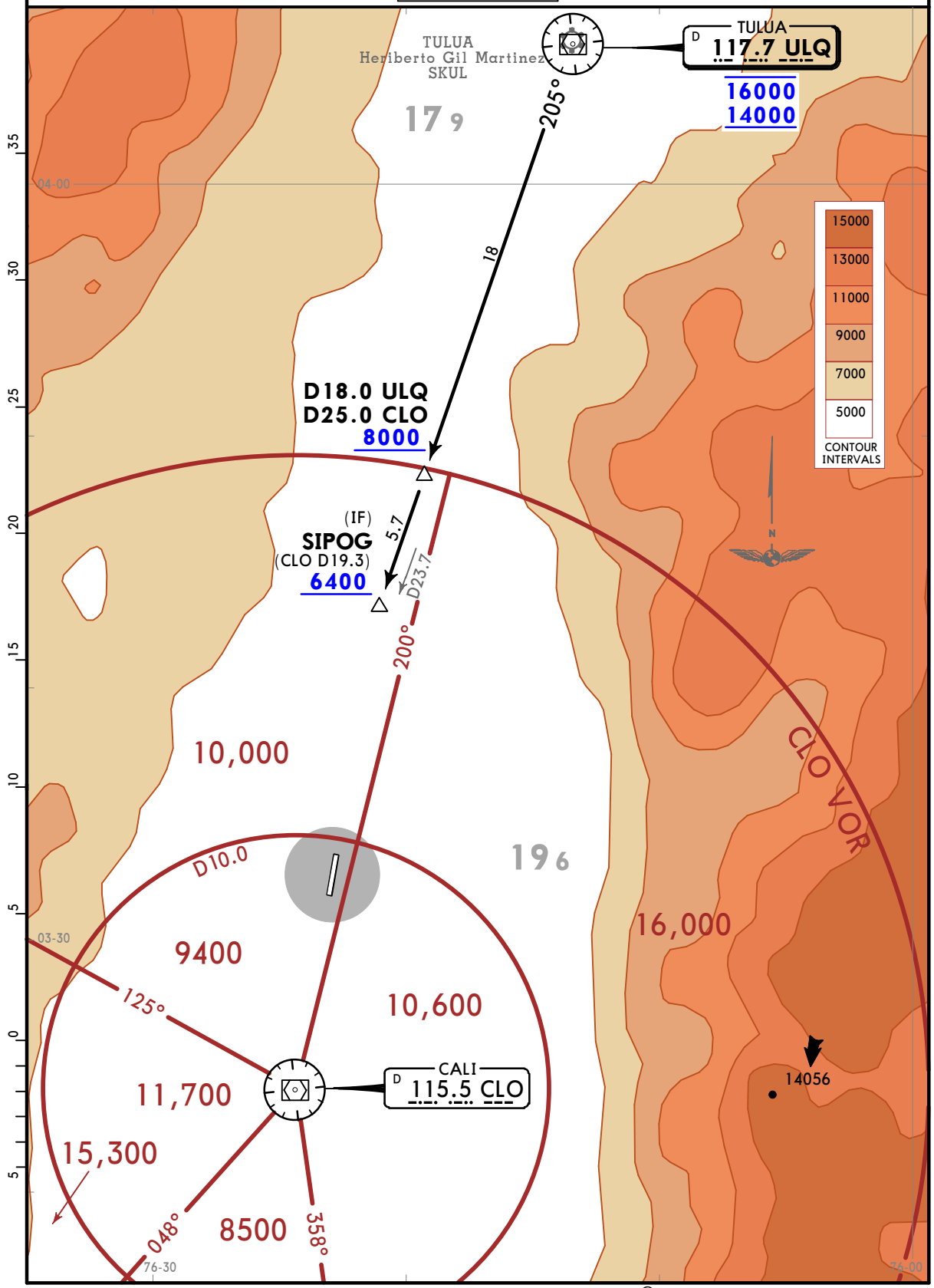
CAT A, B, C & D

CHANGES: Procedures renumbered, revised, deleted, chart reindexed.

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

TULUA 2A ARRIVAL
[ULQ2A]
(RWY 20)

CAT A, B, C & D

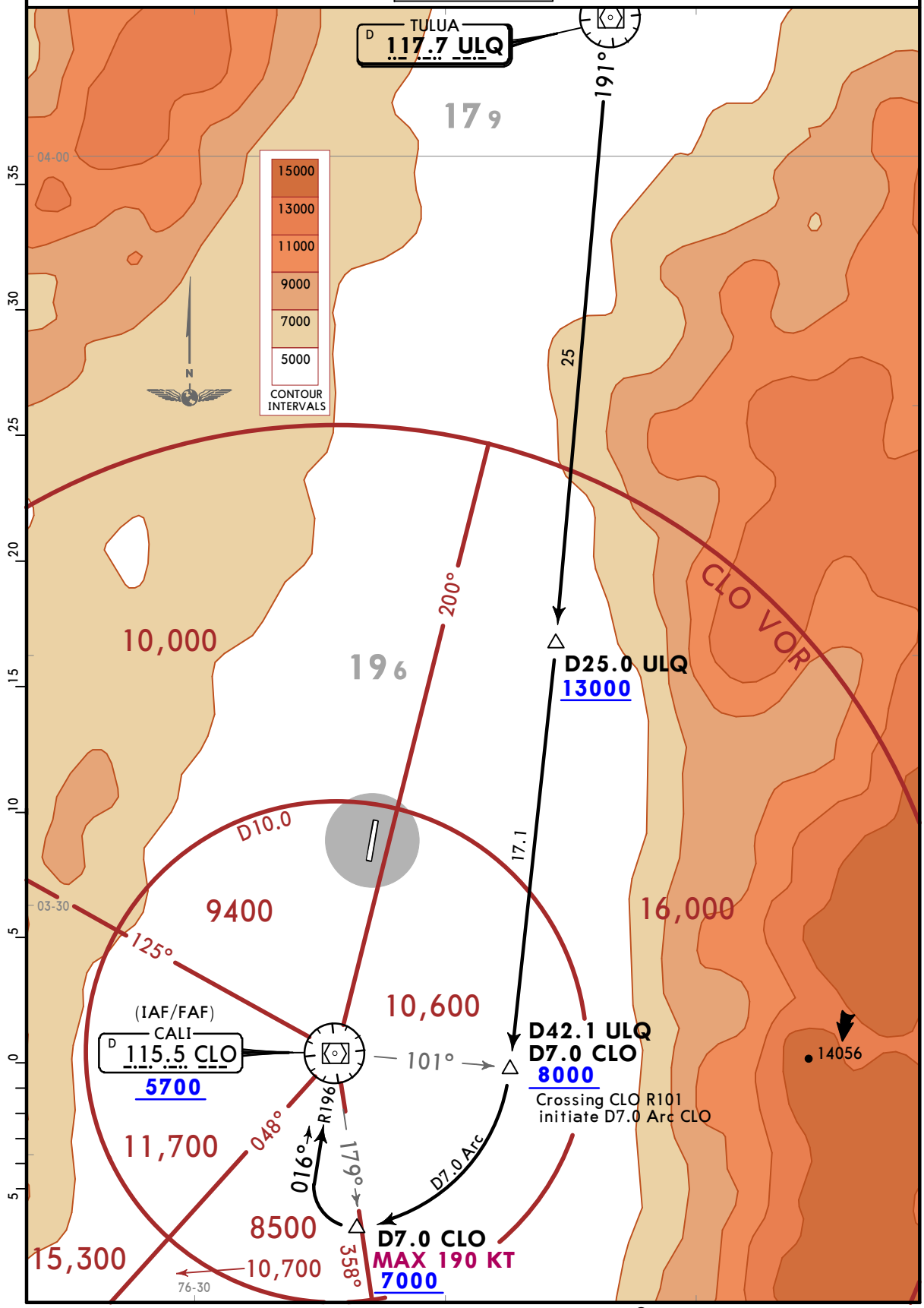


CHANGES: Procedure renumbered, revised.

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

TULUA 7D ARRIVAL [ULQ7D]
(RWY 02)

CAT A, B, C & D



CHANGES: Procedure renumbered, revised.

BUENAVENTURA 3C [BUN3C], SIGIR 6C [SIGI6C] DEPARTURES (RWY 02)

CAT A, B, C & D

SPEED: MAX 220 KT UNTIL FINISHING TURN

Apt Elev 3162

Trans alt: 18000

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

CLO VOR

D18.0 CLO
MAX 220 KT
6700

D32.0 BUN
9000

SIGIR
11000
Via VUSRU:
12000

VUSRU

A 321

SIGIR 6C

BUENAVENTURA 3C

W 15

R107

BUENAVENTURA
Gerardo Tobar Lopez
SKBU

BUENAVENTURA
D 113.8 BUN

CALI
D 115.5 CLO

287°
7.2
354°
336°
D23.7
311°
125°
610°
002°
5.8
24.0
8

16,000
10,600
9400
11,700
15,300
10,000
D10.0
196
92
76-30
03-30
27.00

CONTOUR INTERVALS

13000	11000	9000	7000	5000

These SIDs require a minimum climb gradient of 6.6%.

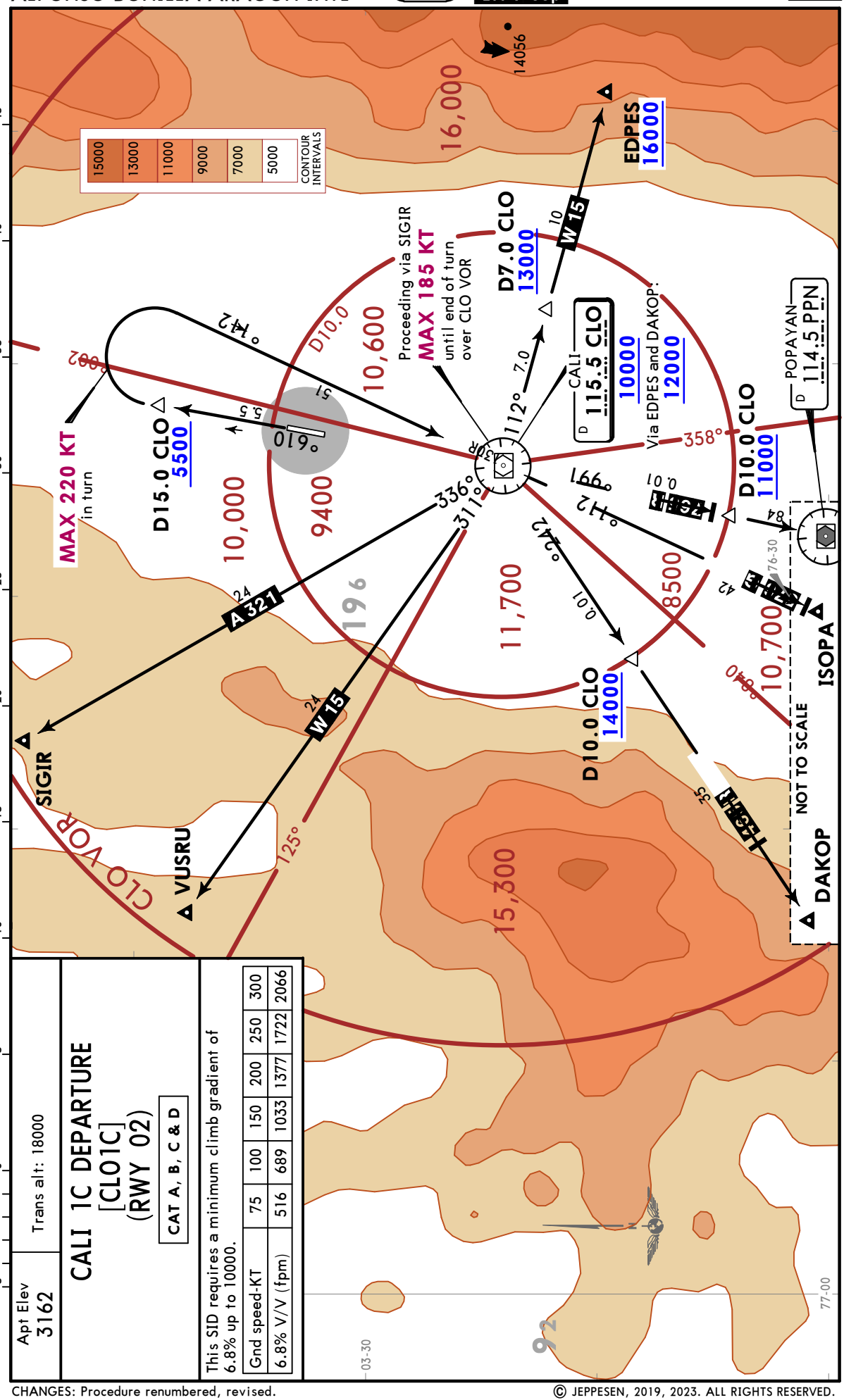
Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

CHANGES: Procedures BUENAVENTURA 3C & SIGIR 6C renumbered, revised.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN
10-3A
1 SEP 23
Eff 7 Sep

CALI, COLOMBIA
SID



Apt Elev 3162

Trans alt: 18000

CALI 1C DEPARTURE
[CLO1C]
(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: Procedure renumbered, revised.

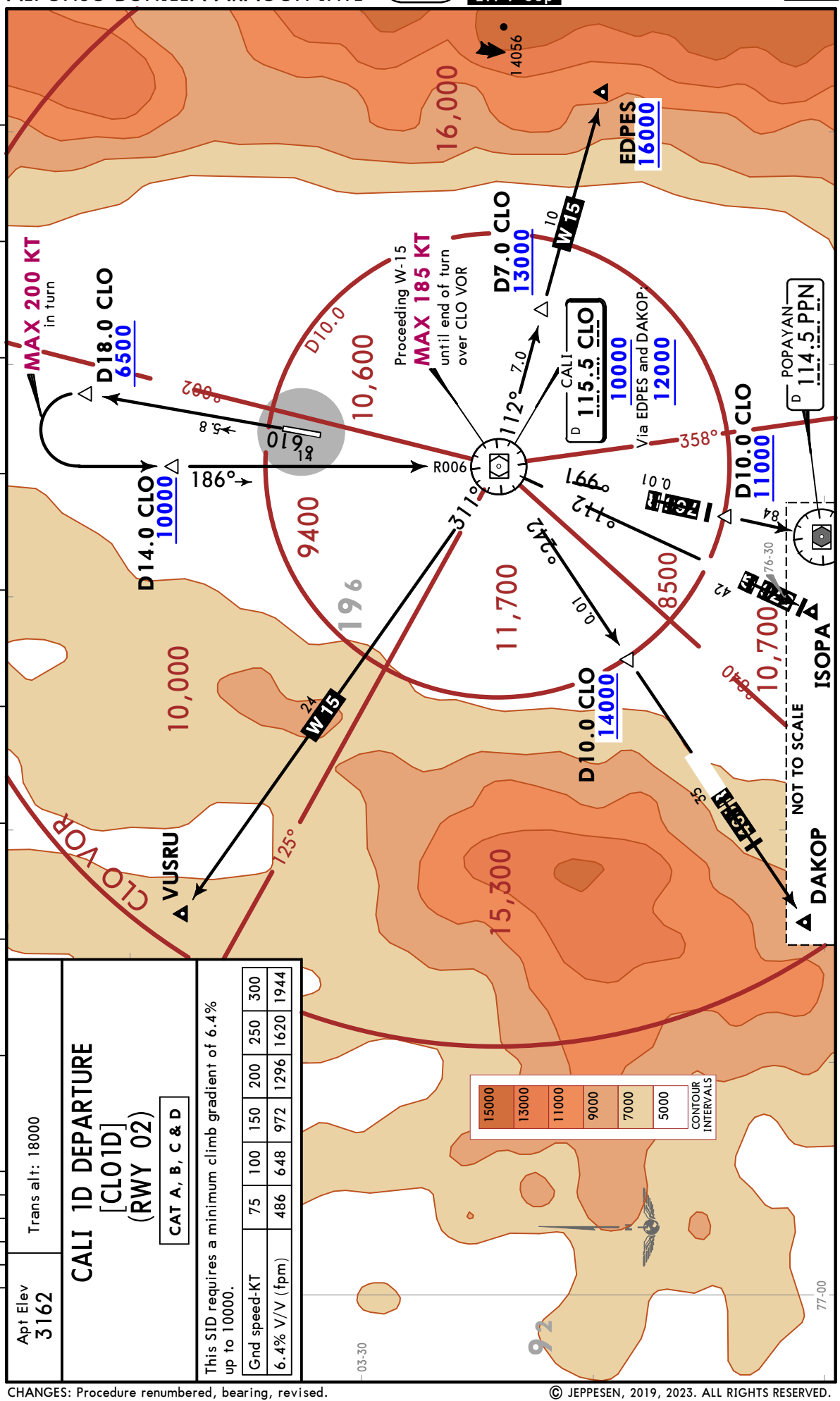
SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN

10-3B

1 SEP 23
Eff 7 Sep

CALI, COLOMBIA
SID



Apt Elev 3162

Trans alt: 18000

CALI 1D DEPARTURE
[CLO1D]
(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

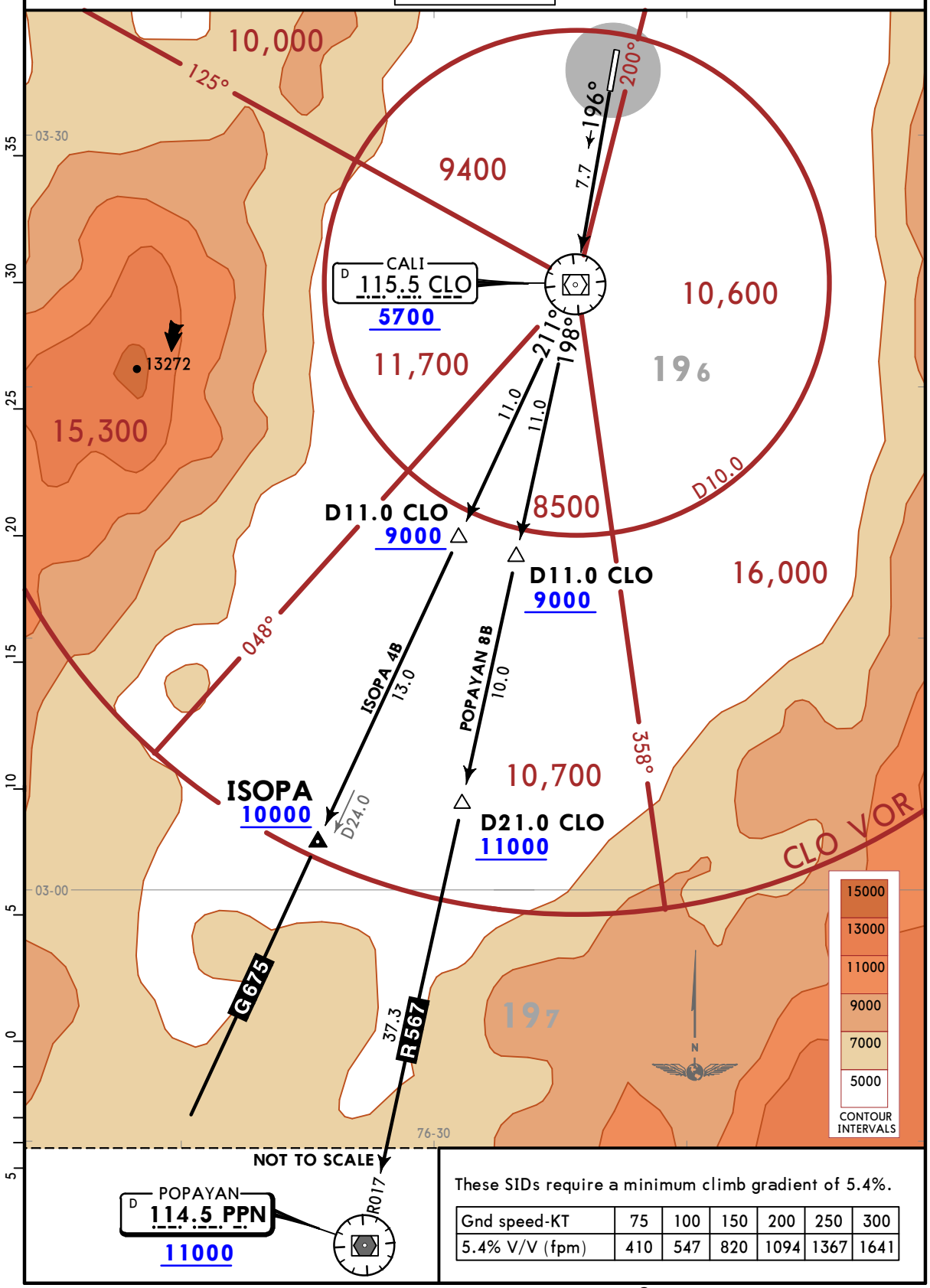
CHANGES: Procedure renumbered, bearing, revised.

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 5A [KIKU5A] DEPARTURE (RWY 02)
KIKUM 5B [KIKU5B] DEPARTURE (RWY 20)

CAT A, B, C & D

KIKUM
FL210

NOT TO SCALE

UQ 101
25.0
003°

TULUA
117.7 ULQ
17000

R205
R200

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

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

17 9

19.1
31.2

D19.1 ULQ
9000

5.7
025°

D18.0 CLO
6700

CLO VOR
19 6

10,000

200°

020°

16,000

KIKUM 5A
016°

D31.2 ULQ
D11.5 CLO
6600

D6.0 CLO
3900

196°

KIKUM 5B

D10.0

9400

125°

MAX 200 KT
in turn

10,600

016°

CALI
115.5 CLO

15,300

11,700

04-00
03-30
76-30

These SIDs require a minimum climb gradient of 6.8%.

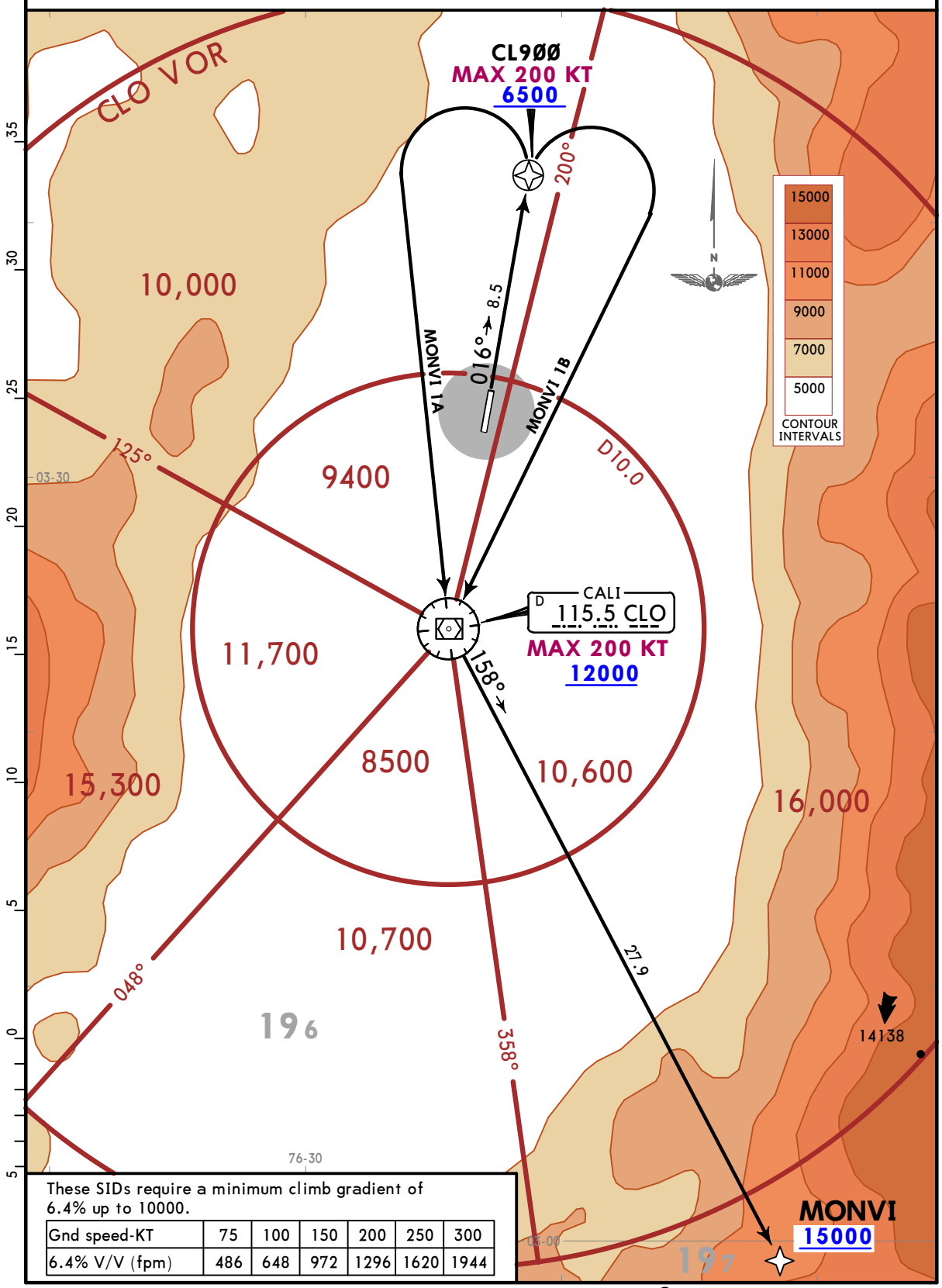
Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

CHANGES: Procedures KIKUM 5A & KIKUM 5B renumbered, revised.

Apt Elev	Trans alt: 18000
3162	RNP 1 or RNAV 1 GNSS

MONVI 1A [MONV1A], MONVI 1B [MONV1B] RNAV DEPARATURES (RWY 02)

CAT A, B, C & D



These SIDs require 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

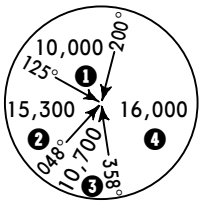
CHANGES: New procedures at this airport.

Apt Elev
3162

Trans alt: 18000

TULUA 1B [ULQ1B] DEPARTURE (RWY 02)
TULUA 1C [ULQ1C] DEPARTURE (RWY 20)

CAT A, B, C & D



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

W 3
W 2
W 1
W 17
W 17
17 9
D TULUA 117.7 ULQ
13000
R205
R200
19.1
31.2
D19.1 ULQ
7500
5.7
025°
D18.0 CLO
5900
200°
CLO VOR
10,000
19 6
020°
8.5
TULUA 1B
016°
D31.2 ULQ
D11.5 CLO
6500
16,000
9400
D6.0 CLO
3700
1.8
196°
TULUA 1C
D10.0
MAX 220 KT
in turn
03-30
125°
CALI
D 115.5 CLO
016°
15,300
11,700
76-30
10,600

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: Chart reindexed, procedures TULUA 1B & 1C renumbered, revised.

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.

SKCL/CLO

Apt Elev **3162′**
N03 32.6 W076 22.9

JEPPESEN
13 MAY 22 (10-9)

CALI, COLOMBIA
ALFONSO BONILLA ARAGON INTL

AWOS	ALFONSO BONILLA ARAGON Ground	Tower
127.675	121.9	118.1

GATE COORDINATES

GATE NO.	COORDINATES
A1	N03 32.4 W076 23.3
A2, A3	N03 32.3 W076 23.3
A4	N03 32.2 W076 23.3
B5, B6, B10, B10A, B10C	N03 32.3 W076 23.3
B7 thru B9	N03 32.3 W076 23.2
B11, C12 thru C14	N03 32.2 W076 23.2
L1, L2	N03 32.5 W076 23.2
R1 thru R3	N03 32.4 W076 23.2
D15, D16	N03 32.2 W076 23.2
D17 thru D20	N03 32.1 W076 23.2
G1 thru G5	N03 32.0 W076 23.2

Remote aircraft stand Z:
N03 33.4 W076 22.9

Engine test with thrust power authorized only at the waiting point of Rwy 20, or test point at G5.

LEGEND
① ENGINE START SPOTS
H HELICOPTER TRAINING

Gates B10A and B10C: Max aircraft size ATR72.

Aircraft entering D-20 must be towed, MAX wingspan 52m (cat. E or lower) on taxiway K.

CODE F AIRCRAFT OPERATIONS (B747-8/A-380)
- When a B747-8 or other similar aircraft with code F operates on the runway, the operation of the parallel taxiway Alpha will be limited to one code C aircraft.
- When a B747-8 or other similar code F aircraft operates on taxiway Alpha, the runway operation is limited to one code C aircraft.
- At the time of landing or take-off of a code F aircraft, the departing aircraft will wait on taxiway A before entering the holding bay of the runway 02 header.
- During taxiing operations, there will always be "Follow Me" vehicle accompaniment.

Elev 3162′
20 196°
Elev 3152′
02 016°
9843′ 3000m
ARP
N 09°W
Control Tower
NDB
COMMERCIAL APRON
CARGO APRON

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: AWOS added.

GENERAL

CAUTION: Birds in vicinity of airport.

Exercise caution due to the presence of paragliders in a radius about 5NM from the center of the coordinates: 03 53 53N 076 17 08W.

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.

Runway and flight training authorized between 0000-0300 UTC, 1100-1600 UTC and 1800-2359 UTC for flight schools based at the airport.

Apron limited, turning more than 90 degree is not authorized to aircraft.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL CL ❶ALSF-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:

Full length	9843′ (3000m)
twy BRAVO int	7874′ (2400m)
twy CHARLIE int	5807′ (1770m)

RWY 20:

Full length	9843′ (3000m)
twy ECHO int	7743′ (2360m)
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: None.

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. Note 1: position is located on guide line in front of L-1 in cargo zone. Note 2: 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. Towing of aircraft from SPOT 3 must be done with nosewheel to the north and taxi via Romeo taxiway. Note 1: position is located on guide line in front of L-1 in cargo zone. Note 2: every aircraft category C or higher must park facing the cargo hold and be pushed back in order to protect the airport infrastructure.

CHANGES: L-1, L-2 note.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 11-1 6 JAN 23

CALI, COLOMBIA
ILS Z Rwy 02

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

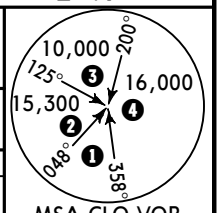
BRIEFING STRIP™

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

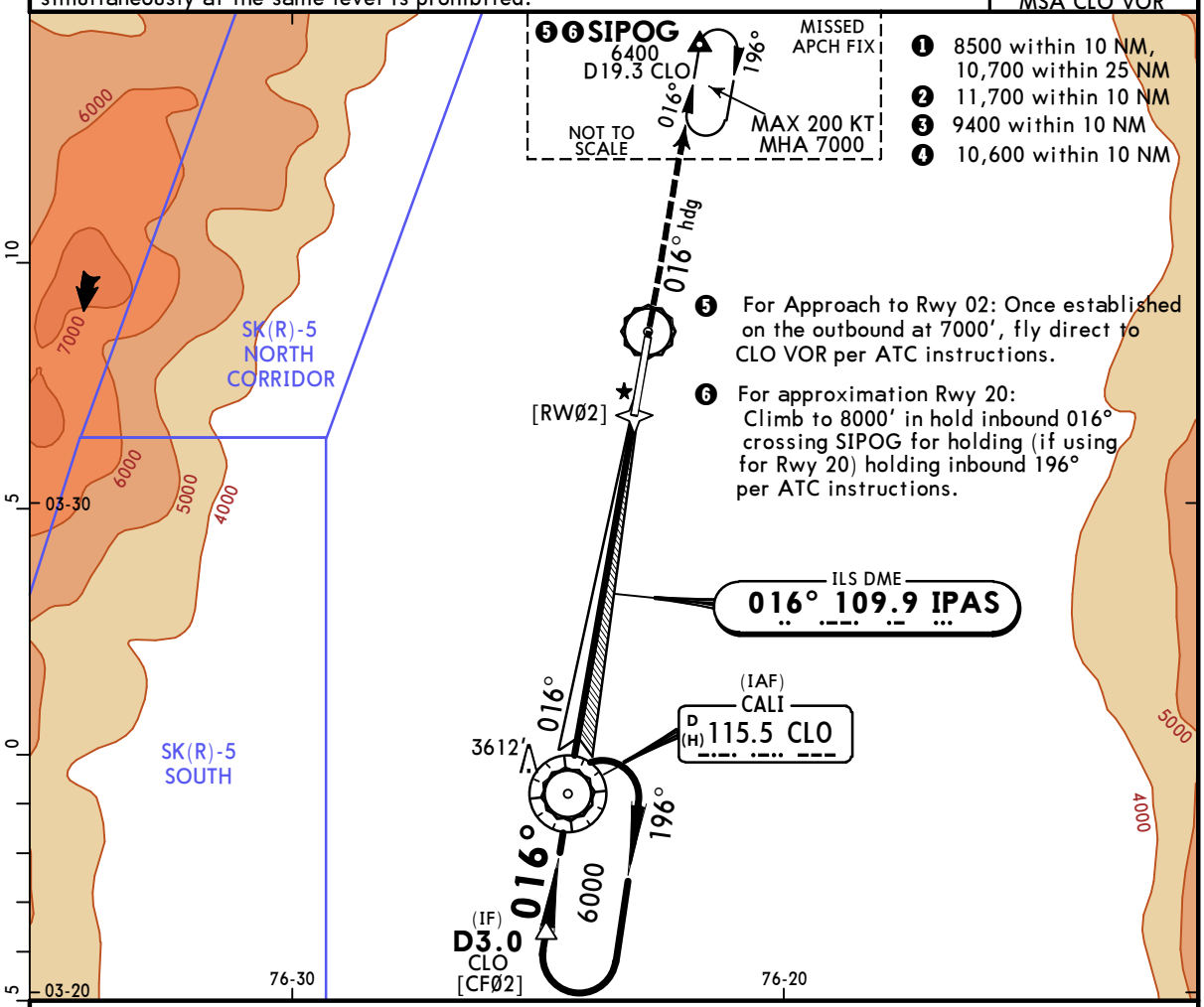
MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.7% up to 6400′.

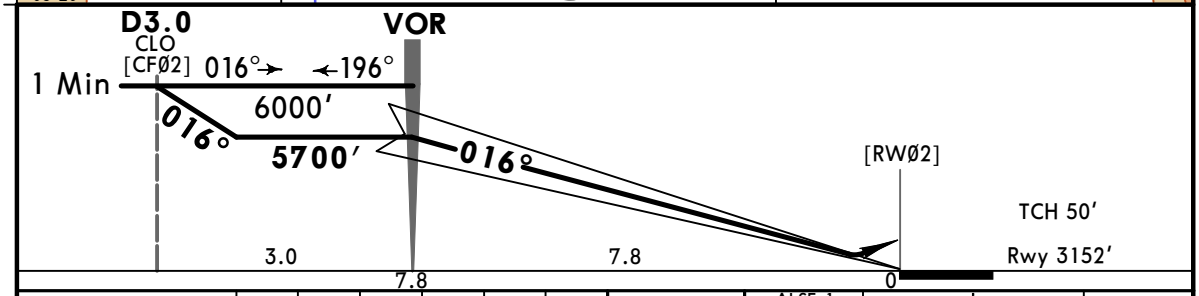
Alt Set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′

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
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

PANS OPS

STRAIGHT-IN LANDING RWY 02

ILS DA(H) 3370′ (218′)

	FULL	ALS out
A	1 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	

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: CLO VOR position, distances, CNF.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 11-2 6 JAN 23

CALI, COLOMBIA
ILS Y Rwy 02

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

BRIEFING STRIP™

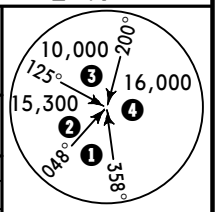
LOC IPAS	Final Apch Crs	KOGLO	ILS DA(H)	Apt Elev 3162′
109.9	016°	4800′ (1648′)	3370′ (218′)	Rwy 3152′

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′.

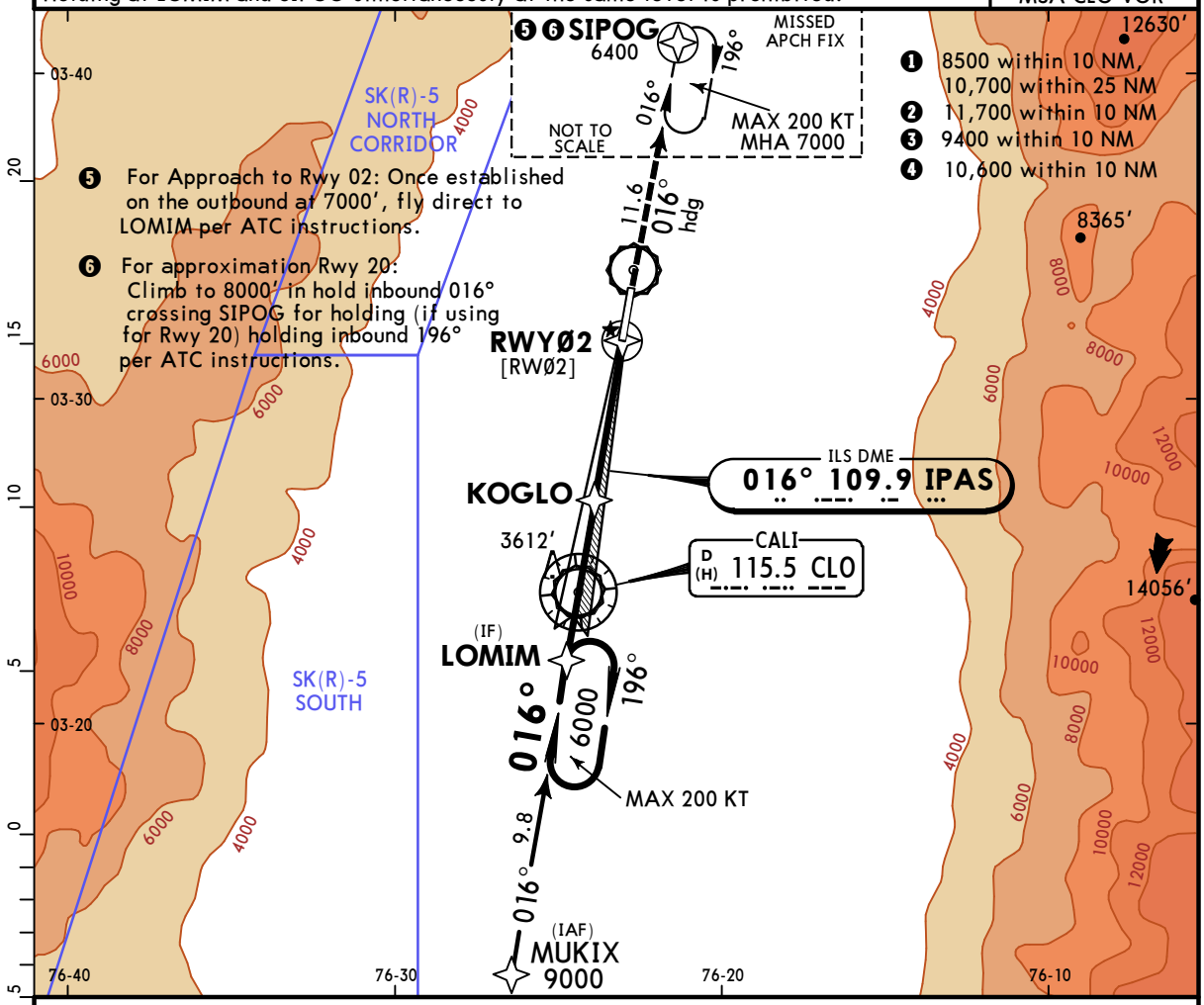
Alt Set: IN (hPa on reg) Trans level: FL190 Trans alt: 18000′

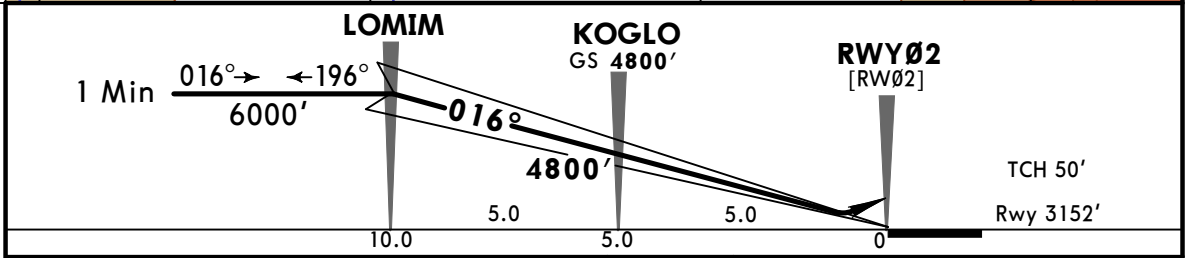
RNAV-1 GNSS required

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



MSA CLO VOR





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	1 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	

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: CLO VOR position.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 11-3 6 JAN 23

CALI, COLOMBIA
LOC Rwy 02

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

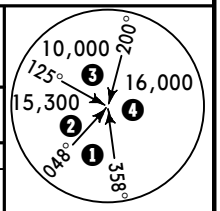
BRIEFING STRIP™

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

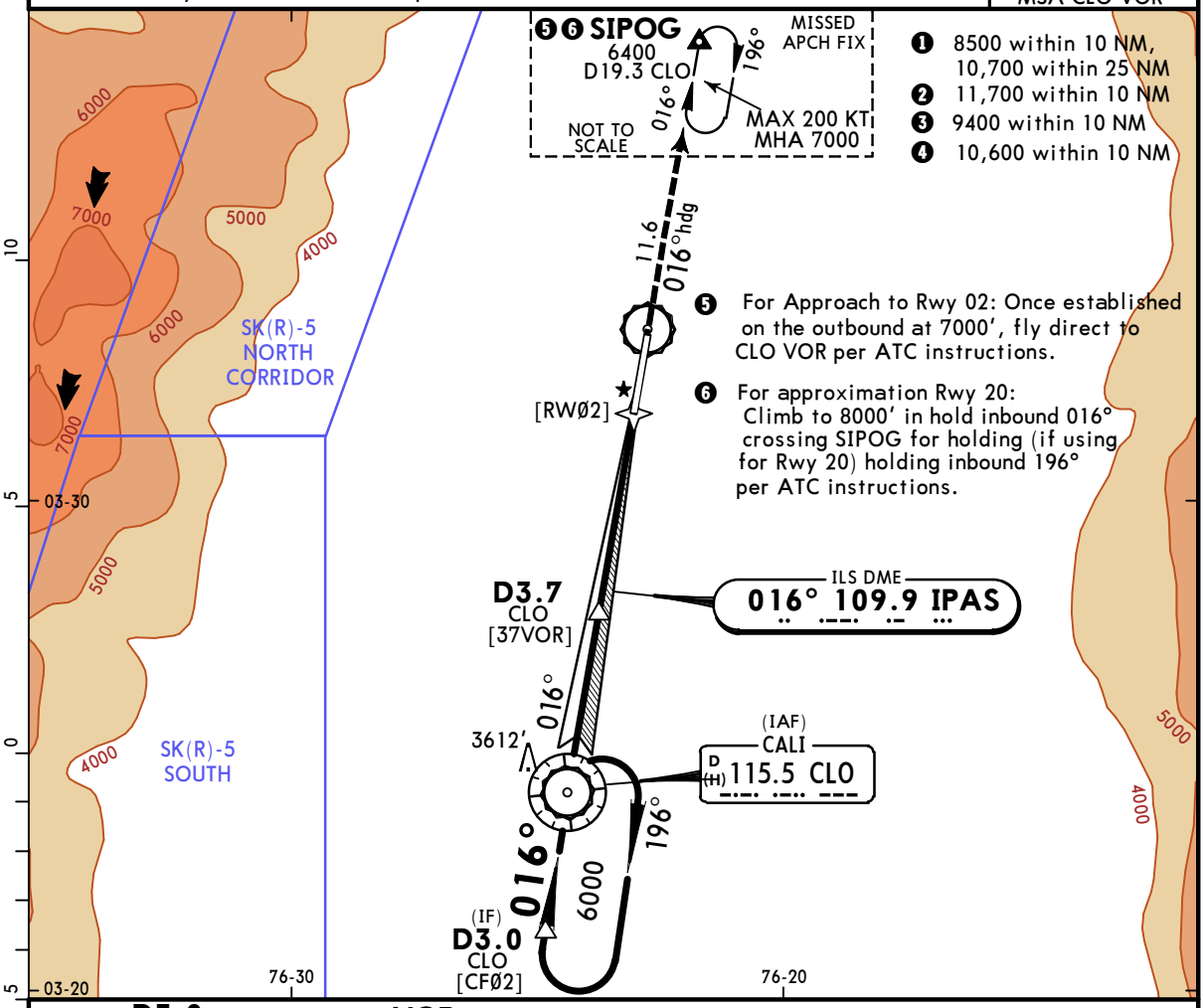
MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.0% up to 6400′.

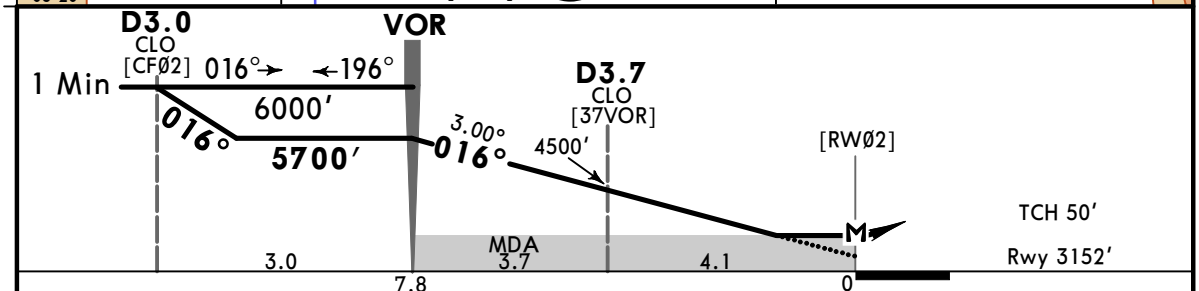
Alt Set: IN (hPa on req) Trans level: FL190 Trans alt: 18000′

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	7.8	6:41	5:12	4:41	3:54	3:21	2:56

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: CLO VOR position, distances, CNF.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN 12-1 13 MAY 22

CALI, COLOMBIA
RNP Rwy 02

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

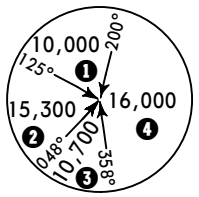
BRIEFING STRIP ™

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

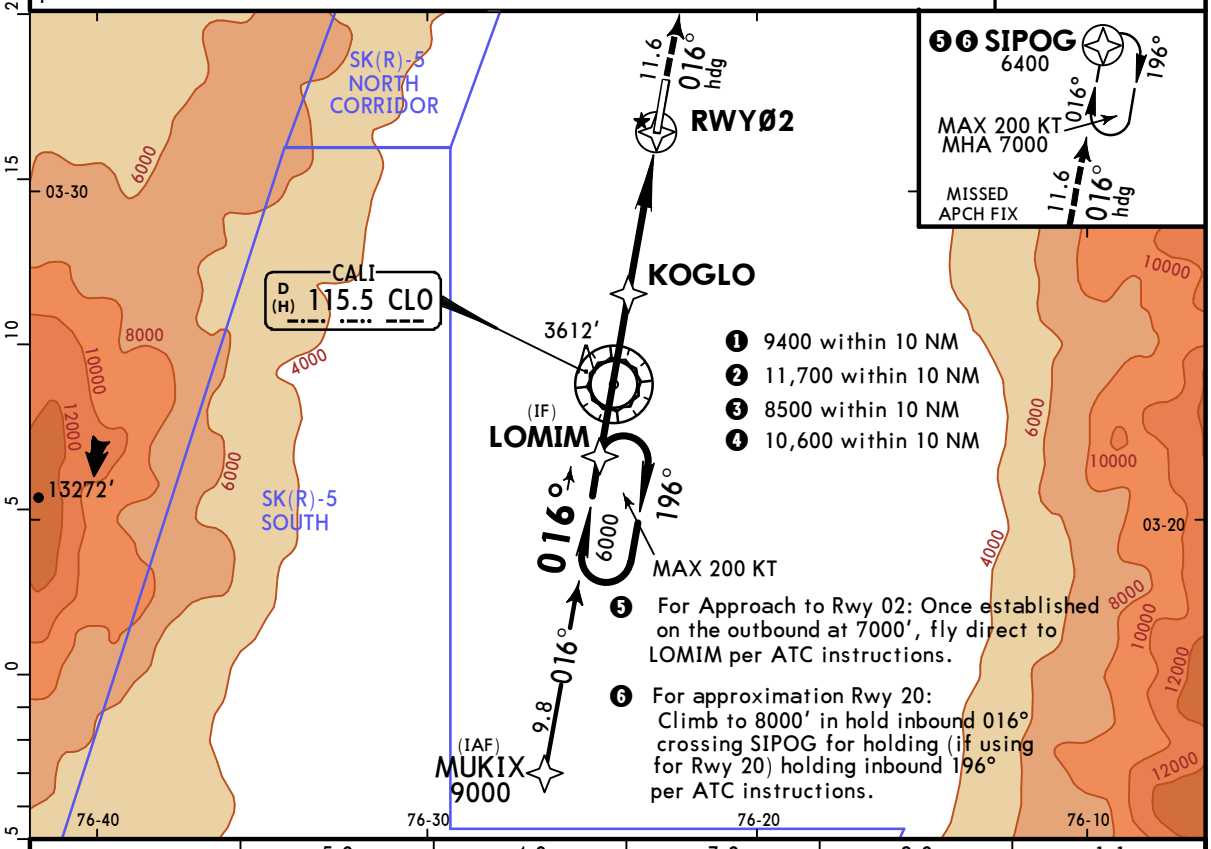
MISSED APCH: Climb on runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.1% up to 6400′.

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

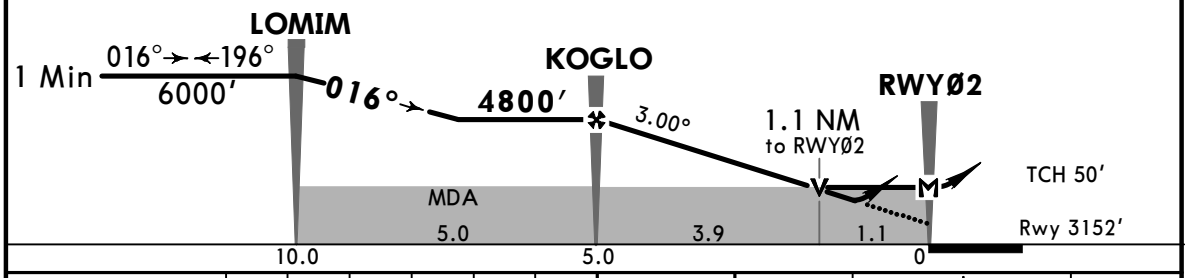
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 41°C. 2. Holding at LOMIM and SIPOG simultaneously at the same level is prohibited.



MSA CLO VOR



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			1600m	2400m	1800m	2500m
D						

CHANGES: AWOS added.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN

13 MAY 22 (12-2)

CALI, COLOMBIA
RNP Z Rwy 20

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

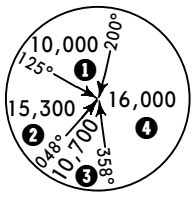
BRIEFING STRIP™

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

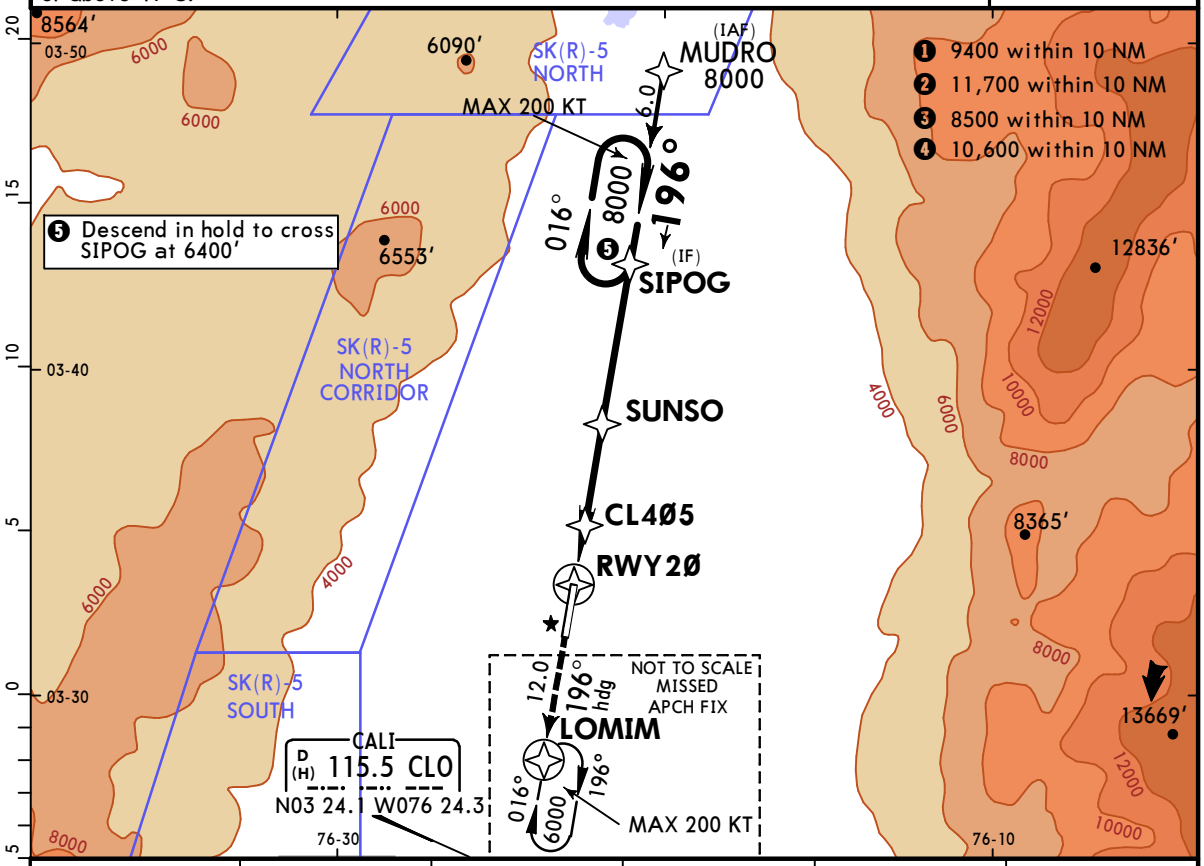
MISSED APCH: Maintain runway heading 196° to LOMIM holding and climb to 6000′. Missed apch climb gradient mim 4.1% up to 6000′

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

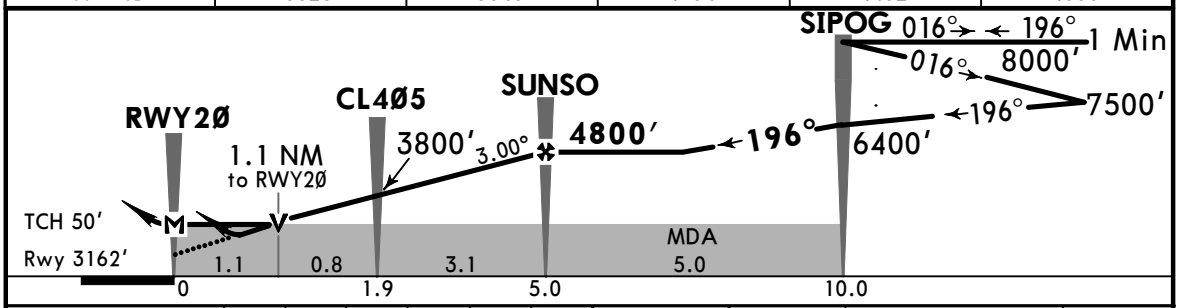
For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 41°C.



MSA CLO VOR



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

PANS OPS

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

CHANGES: AWOS added.

JEPPESEN

SKCL/CLO

13 MAY 22 (12-20)

CALI, COLOMBIA

ALFONSO BONILLA ARAGON INTL

RNP Y Rwy 20 (AR)

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	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′

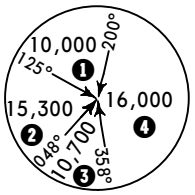
MISSED APCH: Maintain runway heading 196° to LOMIM holding, climbing to 6000′. Missed apch climb gradient mim 3.5% up to 6000′.

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

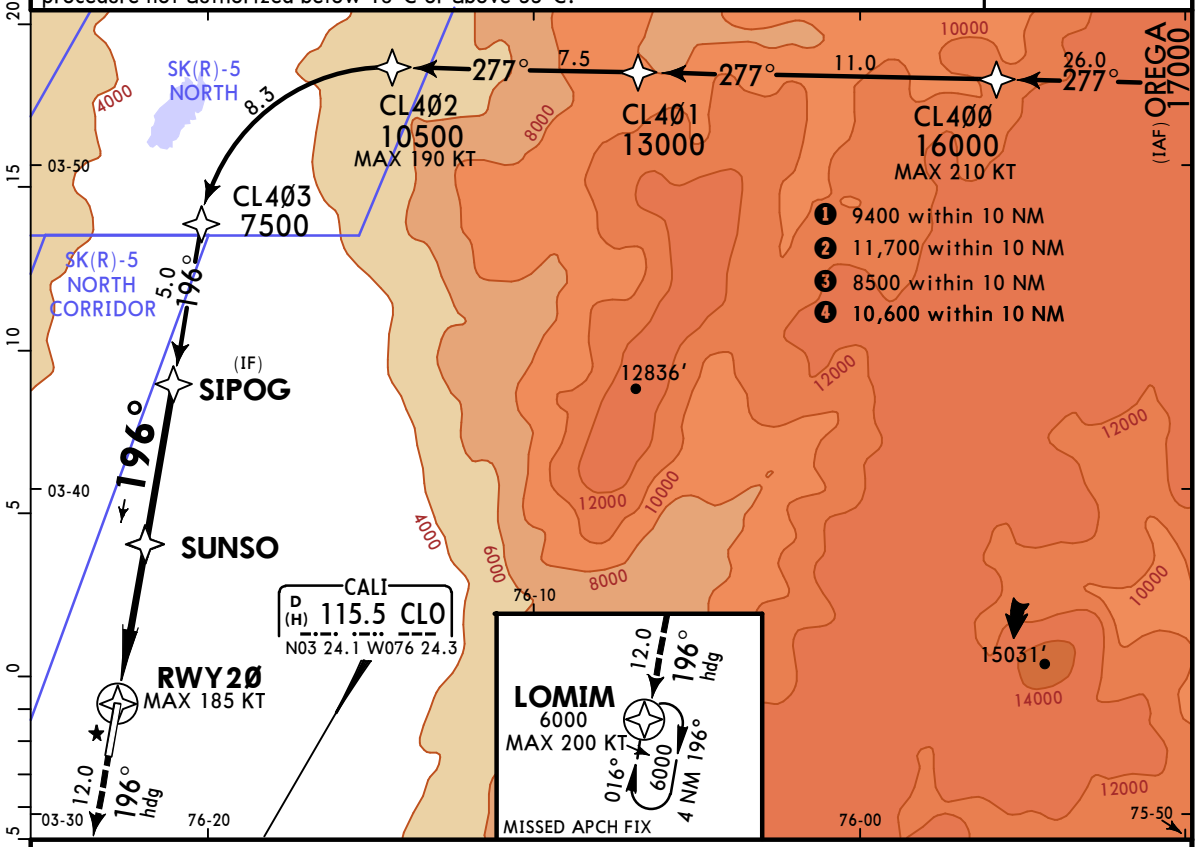
RNP 0.5 Required for initial and intermediate segment

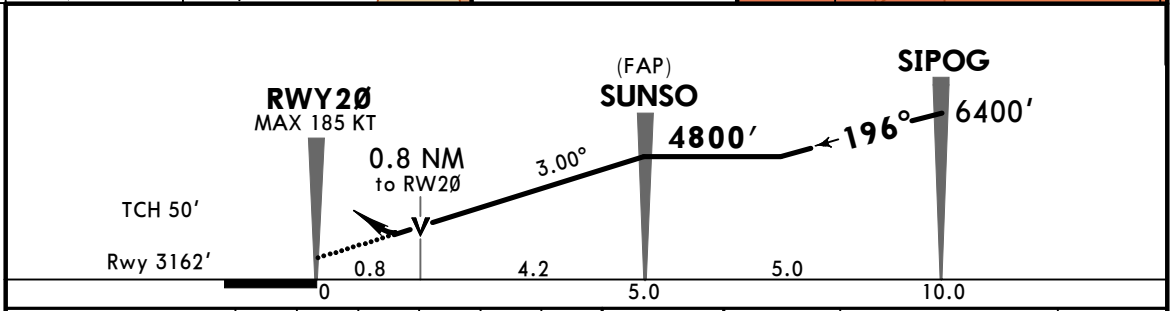
RNP 0.3 required for final segment

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: AWOS added.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN
13-1
12 MAY 23
Eff 18 May

CALI, COLOMBIA
VOR Rwy 02

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

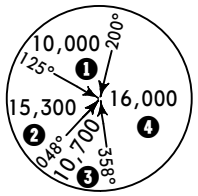
BRIEFING STRIP ™

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

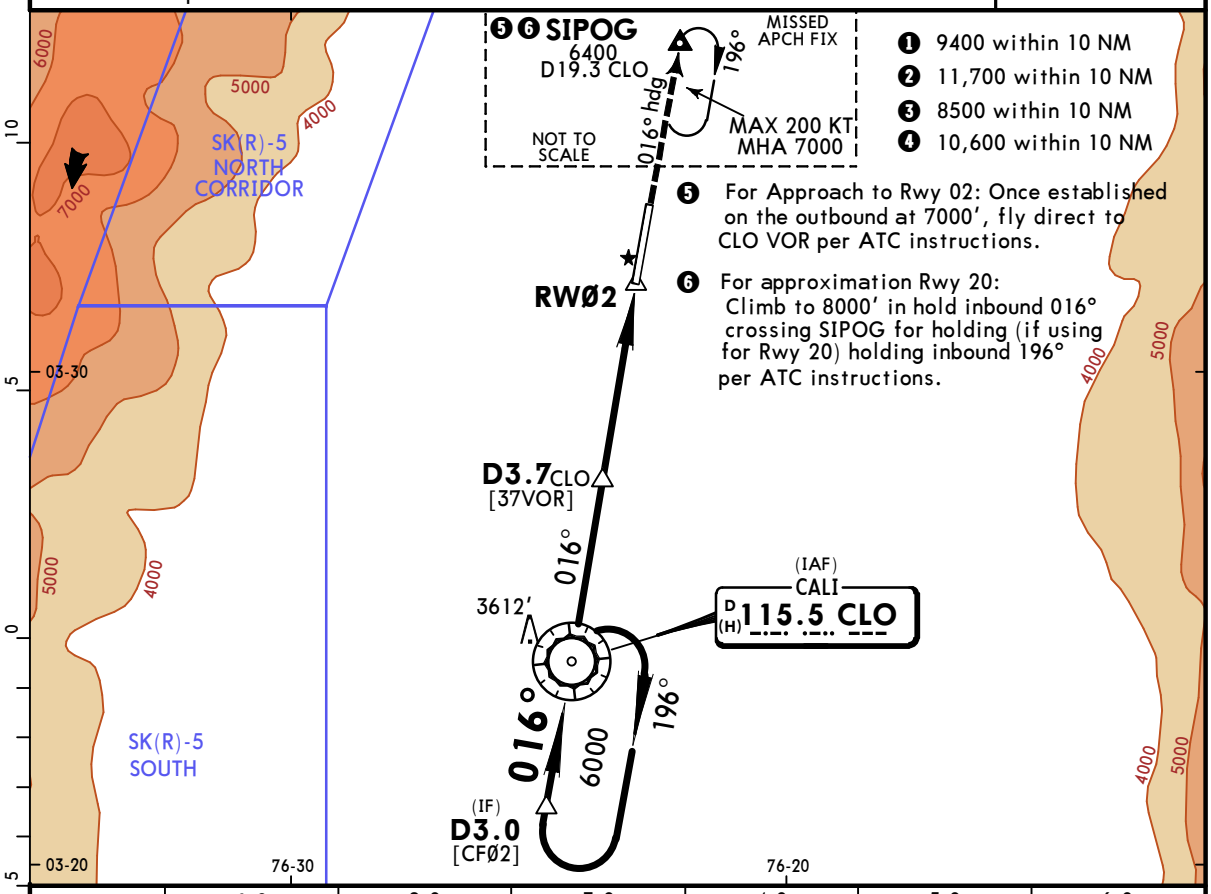
MISSED APCH: Maintain runway heading 016° to SIPOG, climb to 7000′ in SIPOG hold. Missed apch climb gradient mim 4.0% (243/NM) up to 6400′.

Alt Set: hPa (IN O/R) Rwy Elev: 111 hPa Trans level: FL 190 Trans alt: 18000′

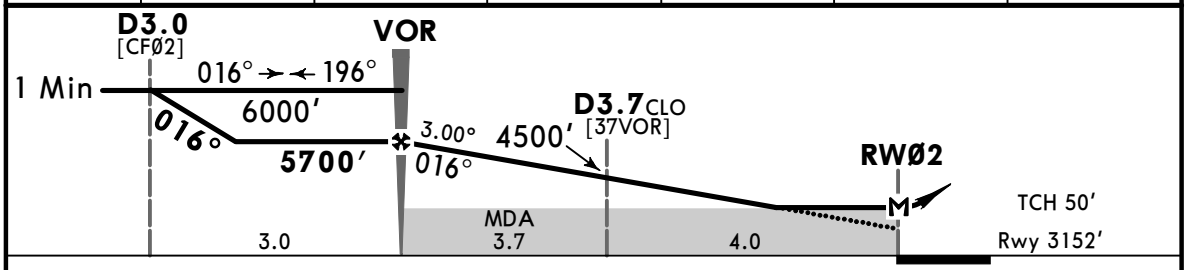
1. CLO VOR/DME required. 2. Holding at CLO VOR and SIPOG simultaneously at the same level is prohibited.



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: Alt setting.

SKCL/CLO
ALFONSO BONILLA ARAGON INTL

JEPPESEN
13-2
12 MAY 23
Eff 18 May

CALI, COLOMBIA
VOR Rwy 20

AWOS	CALI Approach	ALFONSO BONILLA ARAGON Tower	Ground
127.675	119.1	118.1	121.9

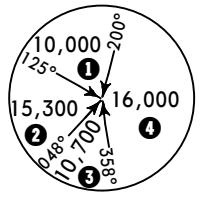
BRIEFING STRIP™

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

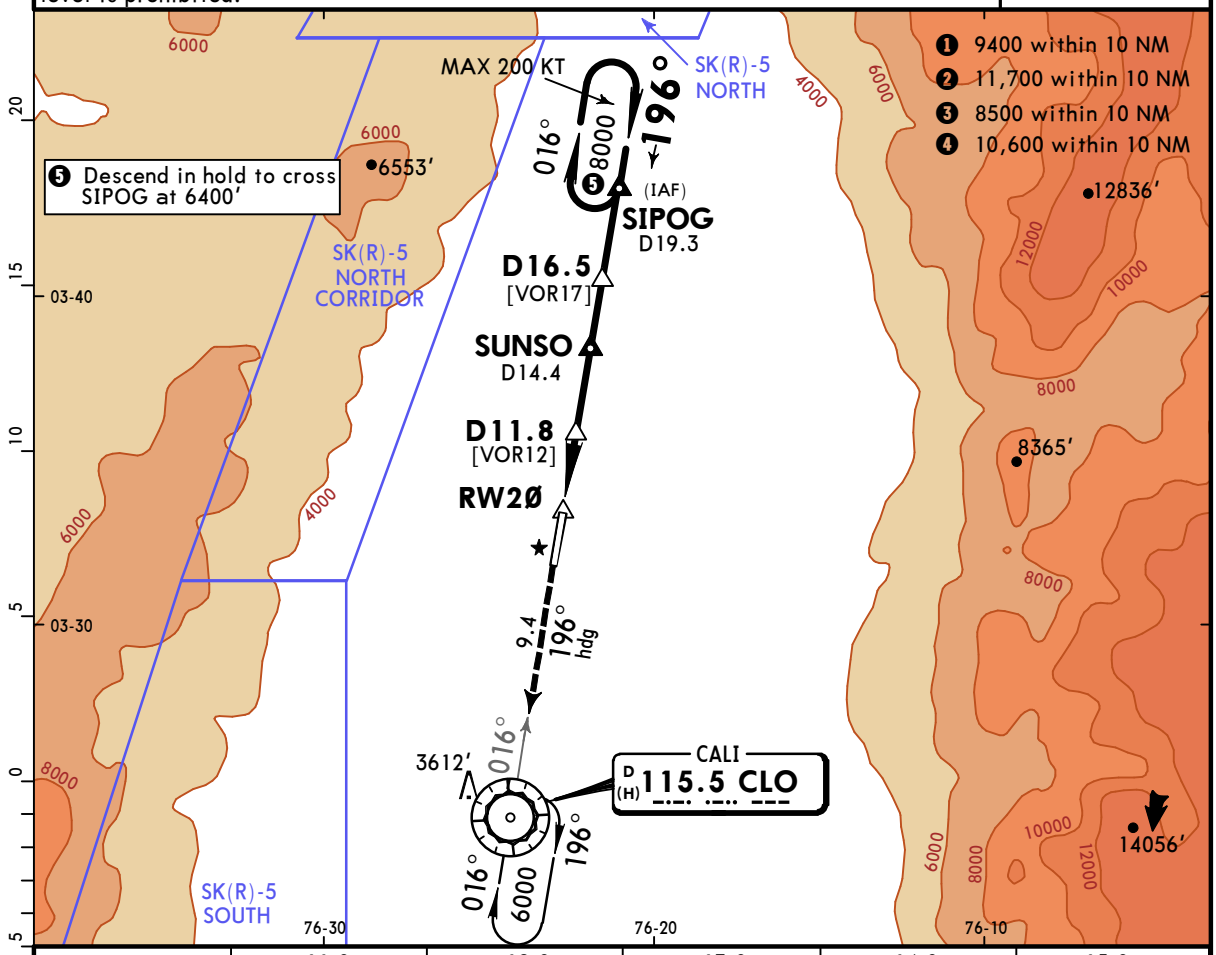
MISSED APCH: Climb on heading 196° to CLO VOR and hold at 6000′.
Missed apch climb gradient mim 4.7% (286/NM) up to 6000′

Alt Set: hPa (IN O/R) Rwy Elev: 111 hPa Trans level: FL 190 Trans alt: 18000′

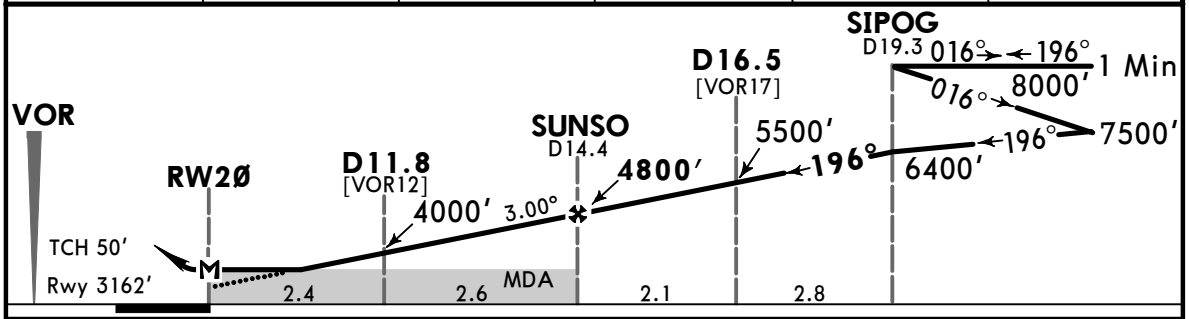
1. CLO DME Required. 2. Holding at CLO VOR and SIPOG simultaneously at the same level is prohibited.



MSA CLO VOR



CLO DME	11.0	12.0	13.0	14.0	15.0
ALTITUDE	3735′	4054′	4373′	4692′	5013′



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: Alt setting, rec table.

JEPPESEN
JeppView for Windows

Chart changes since cycle 18-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CALI, (ALFONSO BONILLA ARAGON INTL - SKCL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport SKCL