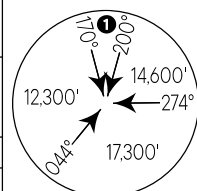


|                  |                        |  |
|------------------|------------------------|--|
| *AWOS<br>132.200 | CALI Approach<br>119.1 | *GUILLERMO LEON VALENCIA Tower<br>118.45 |
|------------------|------------------------|--|

|                 |                               |  |                                |                                |
|-----------------|-------------------------------|--|--------------------------------|--------------------------------|
| <b>RVFP VMC</b> | Final Apch Crs<br><b>256°</b> | ZAFRA <b>FINAL APP</b><br><b>7200' (1513')</b> | CDA (H)<br><b>6500' (813')</b> | Apt Elev 5687'<br>Rwy 26 5687' |
|-----------------|-------------------------------|--|--------------------------------|--------------------------------|



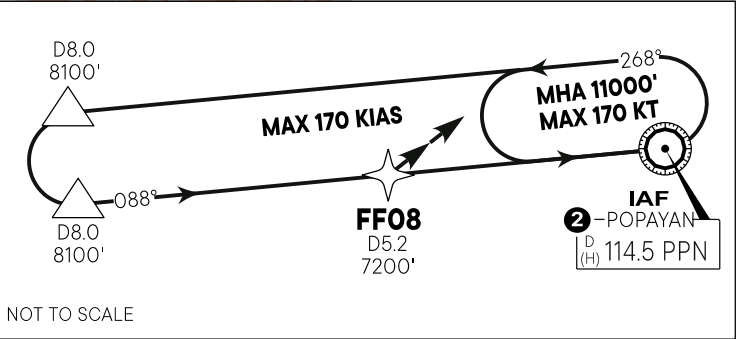
**GO AROUND PROCEDURE:** Follow RNP TRACK to PPN VOR climbing to 11000' and HOLD or follow ATC instructions. MAX 170 KT. Aircraft that will HOLD with a KIAS greater than 170 KT, the minimum ALT will be 14000'.

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

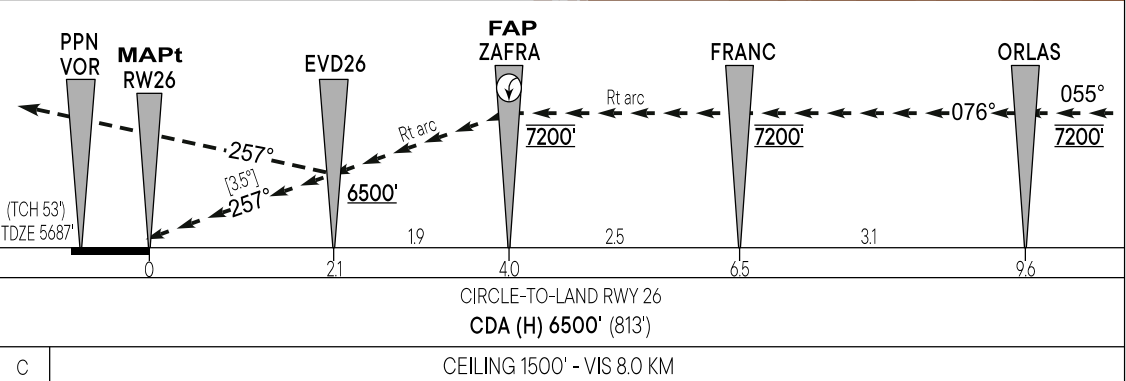
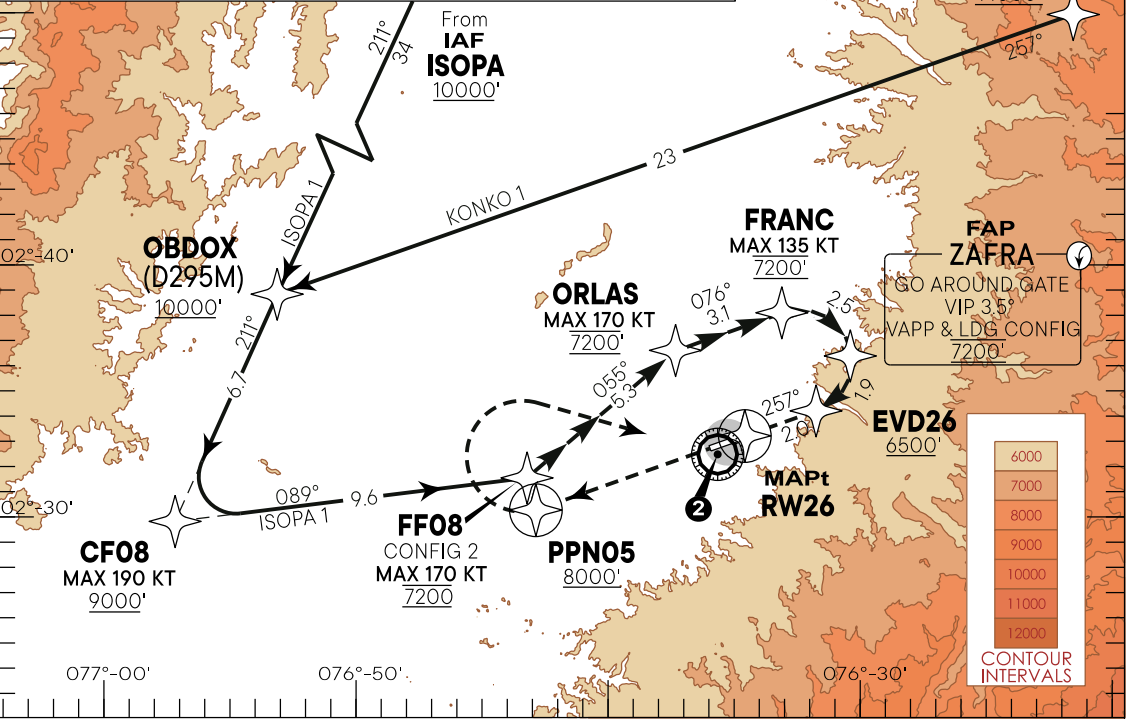
1. Use this procedure **ONLY** in conjunction with ISOPA or KONKO transition
2. Flight crew **MUST** correct QNH as follow: ADD 2 hPa to the QNH provided by ATC. For more information refers to airport briefing page
3. Be aware shopping center and football court with blue roof in short final
4. PAPI: NOT AVAILABLE
5. In case of ENG FAIL during the APCH or G/A, follow RNP track



**MSA PPN VOR**  
**10,600'**



Due to high VPA (3.5°), expect unusual V/S of up to 1000 fpm below 1000 ft AFE. V/S up to 1200 fpm are allowed as long as they are momentary and timely corrected.



CIRCLE-TO-LAND RWY 26  
**CDA (H) 6500' (813)**  
 CEILING 1500' - VIS 8.0 KM