

Eldorado International (Bogota)

IATA/ICAO CODE: BOG/SKBO
 CITY: Bogota
 COUNTRY: Colombia

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name: Sede Corporativa OPAIN S.A.
 Aeropuerto Internacional El Dorado
 Title: Commutador General
 Airport: El Dorado International Airport
 Address: Aeropuerto Internacional El Dorado
 Bogota, D.C. Colombia
 Phone: +571 425 1000 - 413 8702 or 413 8284
 Fax: +571 413 8586
 Email: +571 413 5104
 Airport Web Site: www.aerocivil.gov.co

ELEVATION: 8358 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
13L/31R	3800	-	-	45
13R/31L	3800	-	-	45

NOISE ABATEMENT PROCEDURES

Runway 13 L/R

This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until a maximum prescribed altitude is reached. At the prescribed altitude, accelerate and retract flaps/slats maintaining a positive rate of climb and completing the transition to en-route normal climbing procedures.

- The climb speed until noise abatement starting point will not be less than V_2+10 kts.
- Left turn: Reaching 800 ft AGL or R NDB, turn LEFT, adjust and maintain engine power. Maintain a climbing speed of V_2+10 kts with flaps and slats in take-off configuration.
- RIGHT turn: Maintain runway heading until 036 degrees bearing from TEH NDB and start turn. Reaching 800 ft AGL and adjust and maintain the engine power according to the noise reduction flaps and slats in takeoff configuration.
- At 11,000 ft, maintaining a positive rate of climb, accelerate and retract flaps/slats.

- At 12,500 ft accelerate to en-route climb speed.

Note 1: Maintain maximum climb gradient in the initial takeoff phase.

Note 2: For DC-10 aircraft the criteria will be V_2+20 kts.

Note 3: Reduced takeoff power procedure is recommended in accordance with the operational manual.

In addition, the following criteria should be taken into account:

1. The power rules to be applied after the failure or loss of one engine, or any other apparent loss of performance, at any stage of takeoff or climb during the noise abatement procedure, will be at pilot in command discretion, and noise abatement considerations will no longer apply.
2. The maximum acceptable angle for each kind of fuselage will not be exceeded.

Runway 31 L/R

This procedure implies a reduction of power at a prescribed minimum altitude and delay the flaps/slats retraction until a maximum prescribed altitude is reached. At the prescribed altitude, accelerate and retract flaps/slats maintaining a positive rate of climb and completing the transition to en-route normal climbing procedures.

- The climb speed until noise abatement starting point will not be less than V_2+10 kts.
- Reaching 400 ft AGL start turn. At 800 ft AGL adjust and maintain climb engine power. Maintain a climbing speed of V_2+10 kts with flaps and slats in take-off configuration.
- At 11,000 ft , maintaining a positive rate of climb, accelerate and retract flaps/slats.
- At 12,500 ft, accelerate to en-route climb speed.

Note 1: Maintain maximum climb gradient in the initial take-off phase.

Note 2: Fro DC10 aircraft the criteria will be V_2+20 kts.

Note 3: Reduced take-off power procedure is recommended in accordance with the operational manual.

In addition, the following criteria should be taken into account:

1. The power rules to be applied after the failure or loss of one engine, or any other apparent loss of performance, at any stage of takeoff or climb during the noise abatement procedure, will be at pilot in command discretion, and noise abatement considerations will no longer apply.
2. The maximum acceptable angle for each kind of fuselage will not be exceeded.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)FLIGHT TRACK MONITORING SYSTEM - [NONE](#)NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

See Chapter 2 Phase out below.

CHAPTER 2 PHASEOUT

[The phase out of Chapter 2 aircraft in Colombia was completed as of January 1, 2003.](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)