SLAG/MHW

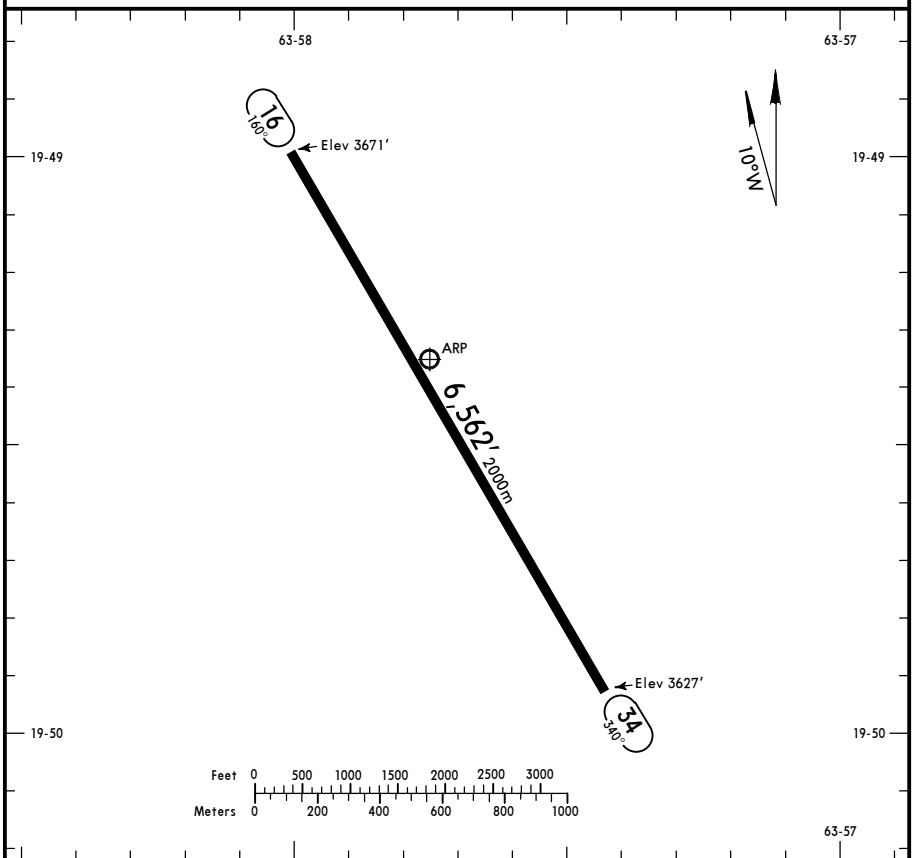
Apt Elev **3671′**
S19 49.4 W063 57.8

28 JUL 17 (10-9)

MONTEAGUDO, BOLIVIA

APIAGUAIKI TUMPA

*MONTEAGUDO Tower 118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16 34					98′ 30m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums, runway length, runway material, airport coordinates.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLAG/MHW
APIAGUAIKI TUMPA

2 JUN 17 (12-1)

MISSED APCH CLIMB GRADIENT MIM 4.5%

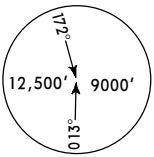
CAT A, B & C

MONTEAGUDO, BOLIVIA
RNAV (GNSS) Z Rwy 34

BRIEFING STRIP ™

MONTEAGUDO Control	*MONTEAGUDO Tower
128.2	118.3

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 3671′
	340°	AG767 5500′ (1873′)	4430′ (803′)	Rwy 3627′



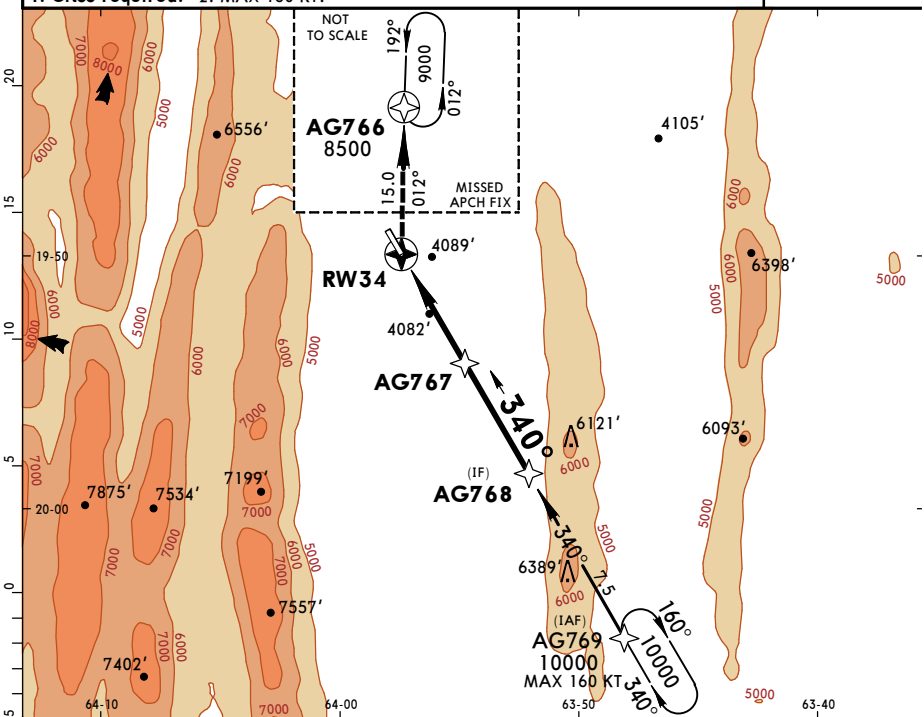
MSA ARP

MISSED APCH: Climbing RIGHT turn to 8500′ to AG766, enter hold 192° left turns, continue climb to 9000′ and request ATC instructions.

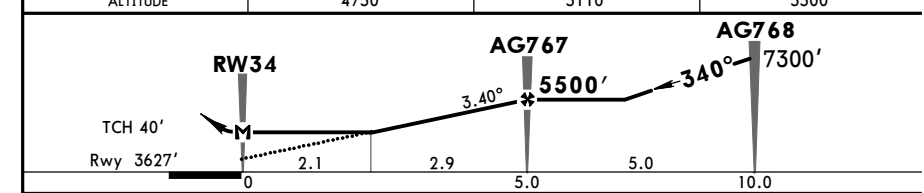
MISSED APCH: Distance to AG766					
Distance	3.0	6.0	9.0	12.0	15.0
Alt/4.5% Climb Gradient	5300′	6100′	6900′	7700′	8500′

Alt Set: hPa Rwy Elev: 126 hPa Trans level: By ATC Trans alt: 10000′

1. GNSS required. 2. MAX 160 KT.



DIST to THR	3.0	4.0	5.0
ALTITUDE	4750′	5110′	5500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842	963
MAP at RW34 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

8500′ RT D AG766

PANS OPS

STRAIGHT-IN LANDING RWY 34 MISSED APCH CLIMB GRADIENT MIM 4.5% LNAV MDA(H) 4430′ (803′)		CIRCLE-TO-LAND MISSED APCH CLIMB GRADIENT MIM 4.5%	
		Max Kts	MDA(H)
A	2400m	100	4500′ (829′) -2800m
B		135	
C	4000m	C	NOT APPLICABLE
D	NOT APPLICABLE	D	

CHANGES: Airport name.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLAL

Apt Elev **10184′**
S19 14.3 W065 08.9

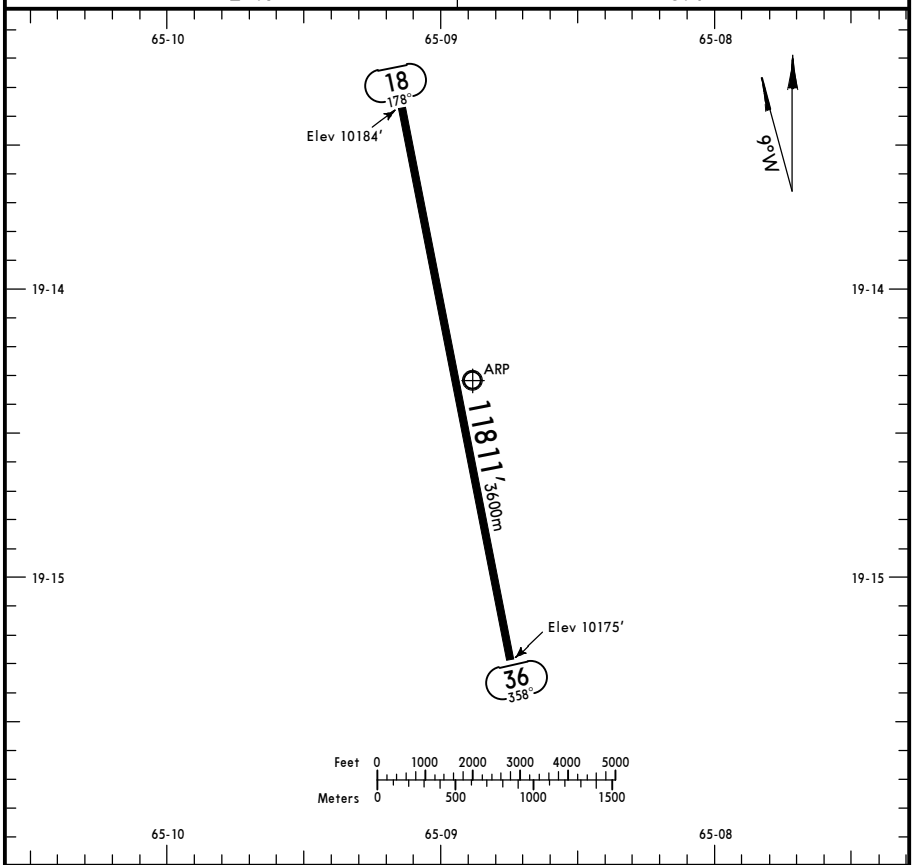
18 OCT 19

20-9

SUCRE, BOLIVIA

ALCANTARI

*ALCANTARI Ground	*ALCANTARI Tower
121.9	118.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL				148′
36	HIRL PAPI-L (3.3°)				45m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Communications, location name, lighting.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLAL
ALCANTARI

MISSED APCH CLIMB GRADIENT MIM 4.0%

18 OCT 19

(21-1)

CAT A, B & C

SUCRE, BOLIVIA
ILS Z Rwy 36

*ALCANTARI Approach	*ALCANTARI Tower	*Ground
119.1	118.4	121.9

BRIEFING STRIP

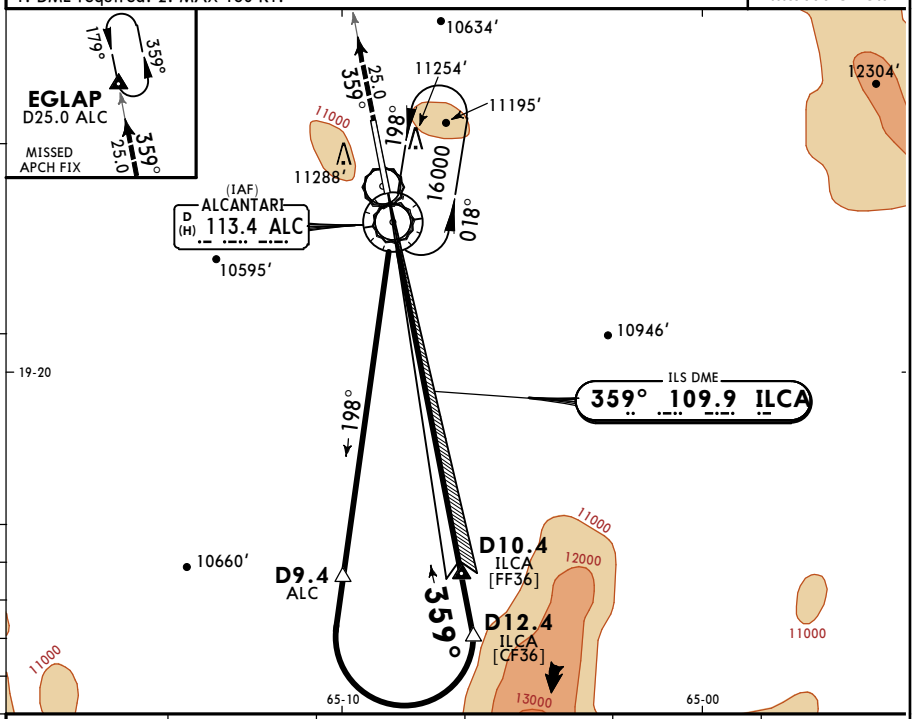
LOC ILCA	Final Apch Crs	GS D10.4 ILCA	ILS DA(H)	Apt Elev 10184′ Rwy 10175′
109.9	359°	13800′(3625′)	10575′(400′)	

MISSED APCH: Intercept ALC VOR R-359 outbound climbing to 15000′ direct to EGLAP/ D25.0 ALC VOR, enter hold and request instructions from ATC.

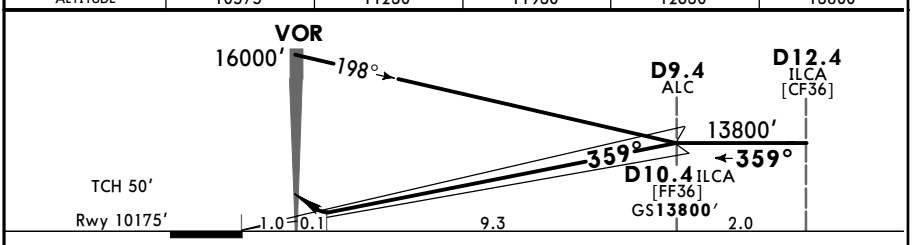
Alt Set: INCHES Rwy Elev: 321 hPa Trans level: By ATC Trans alt: 16000′

1. DME required. 2. MAX 160 KT.

MSA ALC VOR: 180°, 15,800; FL180; 040°, 330°, FL170



ILCA DME	1.1	3.0	5.0	7.0	10.4
ALTITUDE	10575′	11230′	11930′	12630′	13800′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.30°	409	526	584	701	817	934
MAP at DA						

PAPI-L | 15000′ | on ALC 113.4 R-359 | D | EGLAP

STRAIGHT-IN LANDING RWY 36 Missed Apch Climb Gradient Mim 4.0%		CIRCLE-TO-LAND Missed Apch Climb Gradient Mim 4.0%	
ILS DA(H) 10575′ (400′)		Max Kts	MDA(H)
A	2000m	100	11680′ (1496′)-2400m
B	2400m	135	11780′ (1596′)-2800m
C	4000m	180	11880′ (1696′)-4400m
D	NOT APPLICABLE	D	NOT APPLICABLE

PANS OPS

CHANGES: Communications, location name, PAPI-L added.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLAL
ALCANTARI

18 OCT 19 (22-1)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SUCRE, BOLIVIA
RNAV (GNSS) Z Rwy 36

*ALCANTARI Approach	*ALCANTARI Tower	*Ground
119.1	118.4	121.9

BRIEFING STRIP™

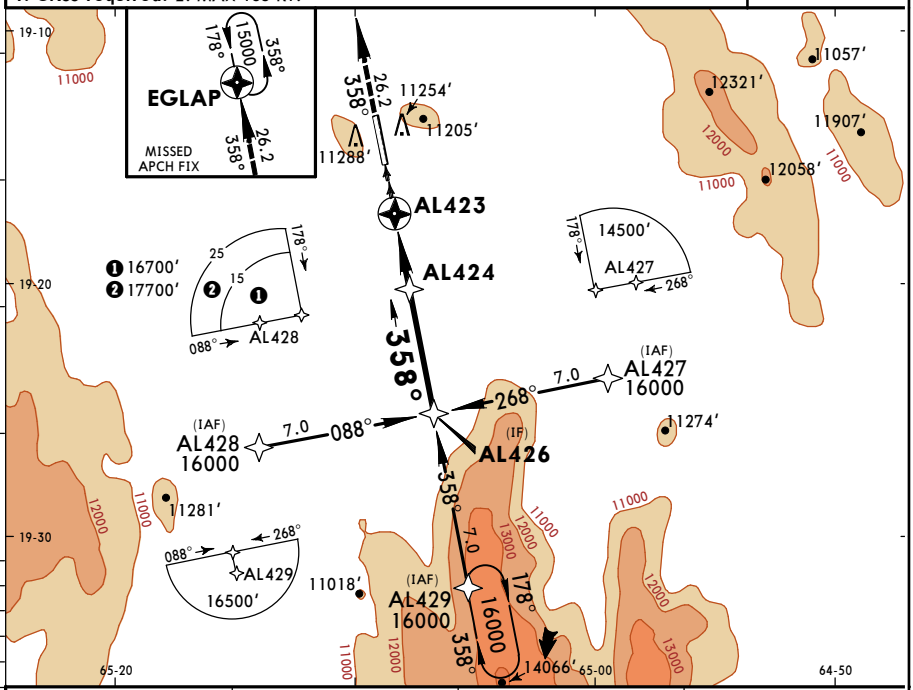
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 10184'
	358°	AL424 11980'(1805')	10920'(745')	Rwy 10175'

MISSED APCH: Climb to 15000' direct to EGLAP to join holding pattern and request instructions from ATC.

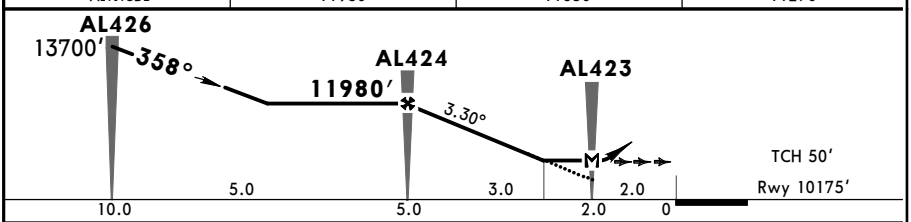
TAA 25 NM IAF

Alt Set: INCHES Rwy Elev: 321 hPa Trans level: By ATC Trans alt: 16000'

1. GNSS required. 2. MAX 185 KT.



DIST to MAP	3.0	2.0	1.0
ALTITUDE	11980'	11630'	11270'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at AL423 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L | 15000' | EGLAP

STRAIGHT-IN LANDING RWY 36
MISSED APCH CLIMB GRADIENT MIM 5.0%
LNAV
MDA(H) 10920' (745')

PANS OPS

A	2000m
B	2400m
C	4000m
D	4400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	11680' (1496')-2400m
135	11680' (1496')-2800m
180	11780' (1596')-4400m
205	11880' (1696')-4800m

CHANGES: Communications, location name, PAPI-L added.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLAL
ALCANTARI

18 OCT 19 (23-1)

MISSED APCH CLIMB GRADIENT MIM 4.5%

SUCRE, BOLIVIA
VOR Z Rwy 36

*ALCANTARI Approach	*ALCANTARI Tower	*Ground
119.1	118.4	121.9

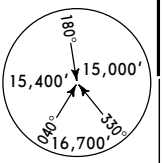
BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10184′
ALC 113.4	358°	D5.0 12270′ (2095′)	10960′ (785′)	Rwy 10175′

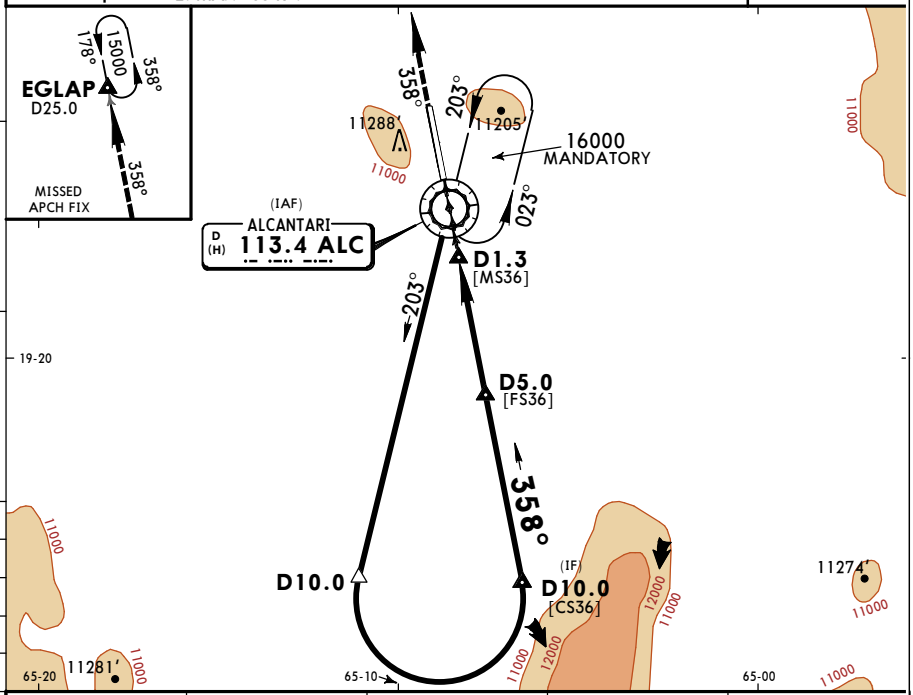
MISSED APCH: Maintain course 358° climbing to 15000′ direct to EGLAP/D25.0/R-358 ALC, enter holding and request instructions from ATC.

Alt Set: INCHES Rwy Elev: 321 hPa Trans level: By ATC Trans alt: 16000′

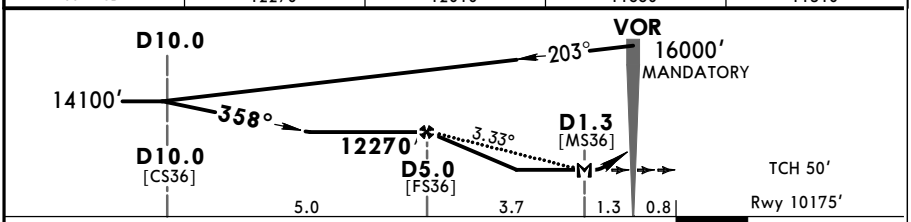
1. DME required. 2. MAX 185 KT.



MSA ALC VOR



DIST to MAP	3.7	3.0	2.0	1.0
ALTITUDE	12270′	12010′	11660′	11310′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.33°	412	530	589	707	825	943
MAP at D1.3 or FAF to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

PAPI-L 15000′ ALC on 113.4 R-358 EGLAP

PANS OPS

STRAIGHT-IN LANDING RWY 36 MISSED APCH CLIMB GRADIENT MIM 4.5% MDA(H) 10960′ (785′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	2000m	100	11680′ (1496′)-2400m
B	2400m	135	11680′ (1496′)-2800m
C	4000m	180	11780′ (1596′)-4400m
D	4400m	205	11880′ (1696′)-4800m

CHANGES: Communications, location name, PAPI-L added.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLAL
ALCANTARI

18 OCT 19 (23-2)

MISSED APCH CLIMB GRADIENT MIM 4.5%

SUCRE, BOLIVIA
VOR Y Rwy 36

*ALCANTARI Approach	*ALCANTARI Tower	*Ground
119.1	118.4	121.9

BRIEFING STRIP ™

VOR	Final	Minimum Alt	MDA(H)	Apt Elev 10184′
ALC	Apch Crs	D5.0		Rwy 10175′
113.4	358°	12270′ (2095′)	10960′ (785′)	

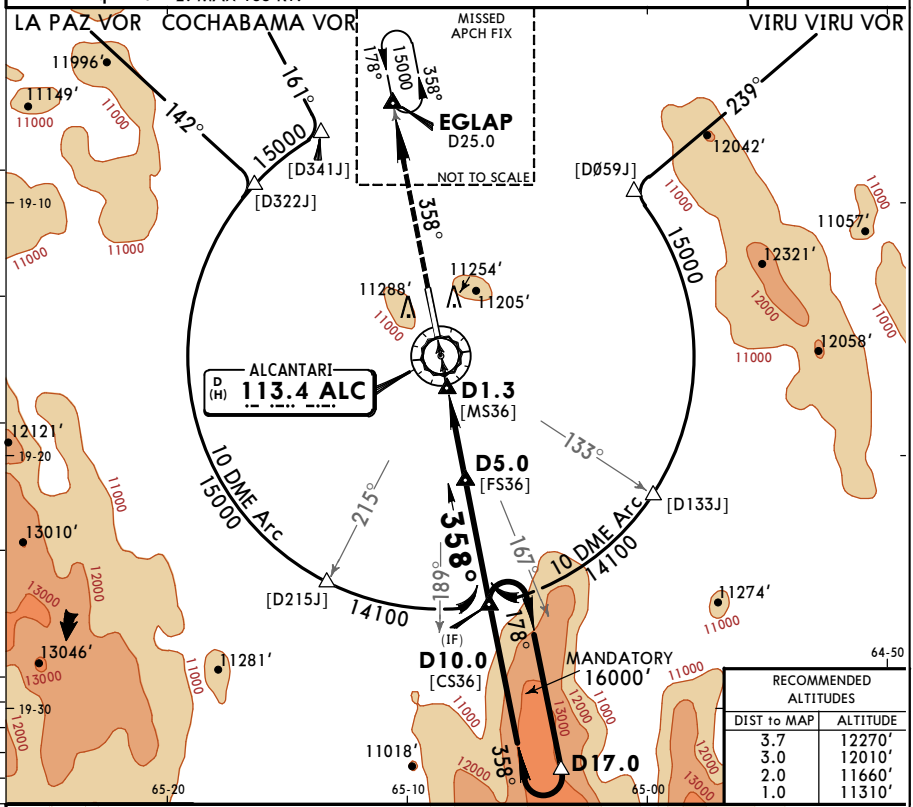
MISSED APCH: Maintain course 358° climbing to 15000′ direct to EGLAP/D25.0/R-358 ALC, enter holding and request instructions from ATC.

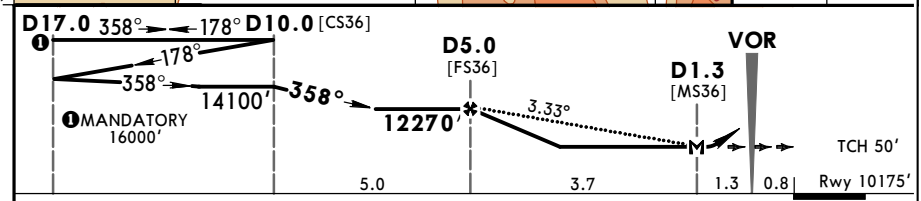
Alt Set: INCHES Rwy Elev: 321 hPa Trans level: By ATC Trans alt: 16000′

1. DME required. 2. MAX 185 KT.

MSA ALC VOR: 180° 15,000′; 330° 16,700′; 040° 15,400′

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.33°	412	530	589	707	825	943
MAP at D1.3 or D5.0 to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

PAPI-L | 15000′ ↑ | ALC on 113.4 R-358 | D | EGLAP

PANS OPS

STRAIGHT-IN LANDING RWY 36 MISSED APCH CLIMB GRADIENT MIM 4.5% MDA(H) 10960′ (785′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	2000m	100	11680′ (1496′)-2400m
B	2400m	135	11680′ (1496′)-2800m
C	4000m	180	11780′ (1596′)-4400m
D	4400m	205	11880′ (1696′)-4800m

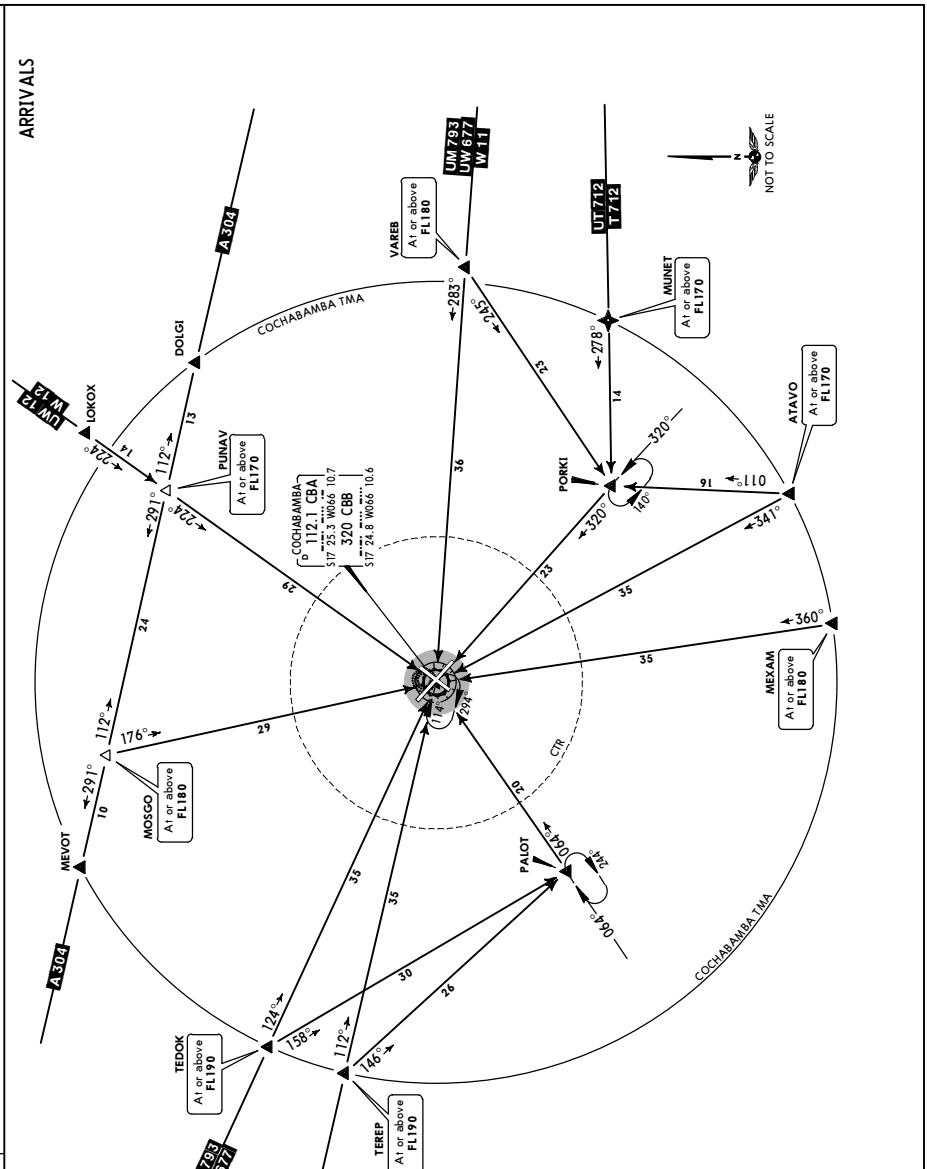
CHANGES: Communications, location name, PAPI-L added.

SLCB/CBB
JORGE WILSTERMANN INTL

17 MAY 19 (10-2)

Apt Elev 8360'

Alt Set: hPa Trans level: By ATC Trans alt: 18000'

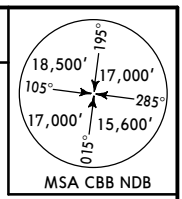


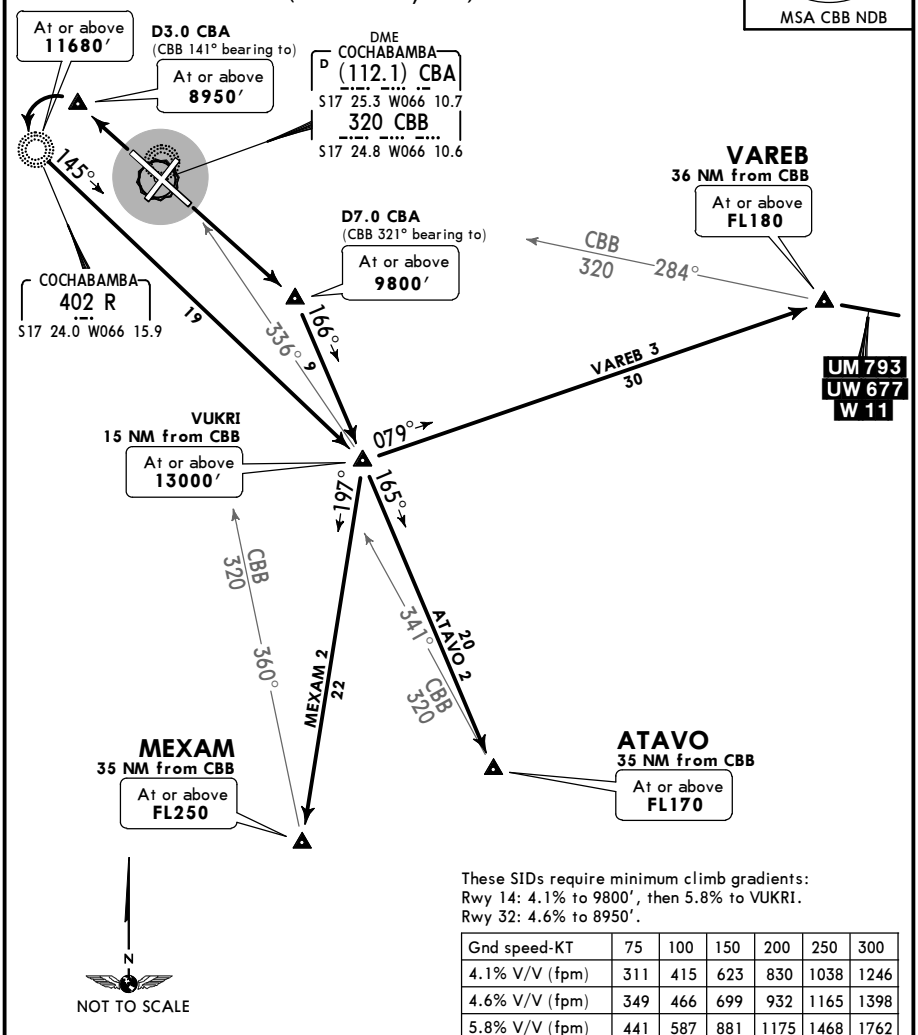
CHANGES: Airway UA 304 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	Trans level: By ATC Trans alt: 18000′
8360′	**1. CBA DME required. 2. ADF required.**

ATAVO 2 [ATAVO2], MEXAM 2 [MEXAM2], VAREB 3 [VAREB3] DEPARTURES (RWYS 14, 32)





These SIDs require minimum climb gradients:
Rwy 14: 4.1% to 9800′, then 5.8% to VUKRI.
Rwy 32: 4.6% to 8950′.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.6% V/V (fpm)	349	466	699	932	1165	1398
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to D7.0 CBA, climbing to at or above 9800′. Turn RIGHT to 166° course to VUKRI.
32	After take-off MAINTAIN runway heading to D3.0 CBA, climbing to at or above 8950′. Turn LEFT to R NDB, follow R 145° bearing to VUKRI.

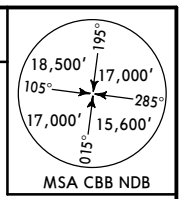
SID	ROUTING
ATAVO 2	After VUKRI, continue on course 165° to ATAVO.
MEXAM 2	After VUKRI, turn RIGHT to 197° course to MEXAM.
VAREB 3 (W-11, UM-793, UW-677)	After VUKRI, turn LEFT to 079° course to VAREB.

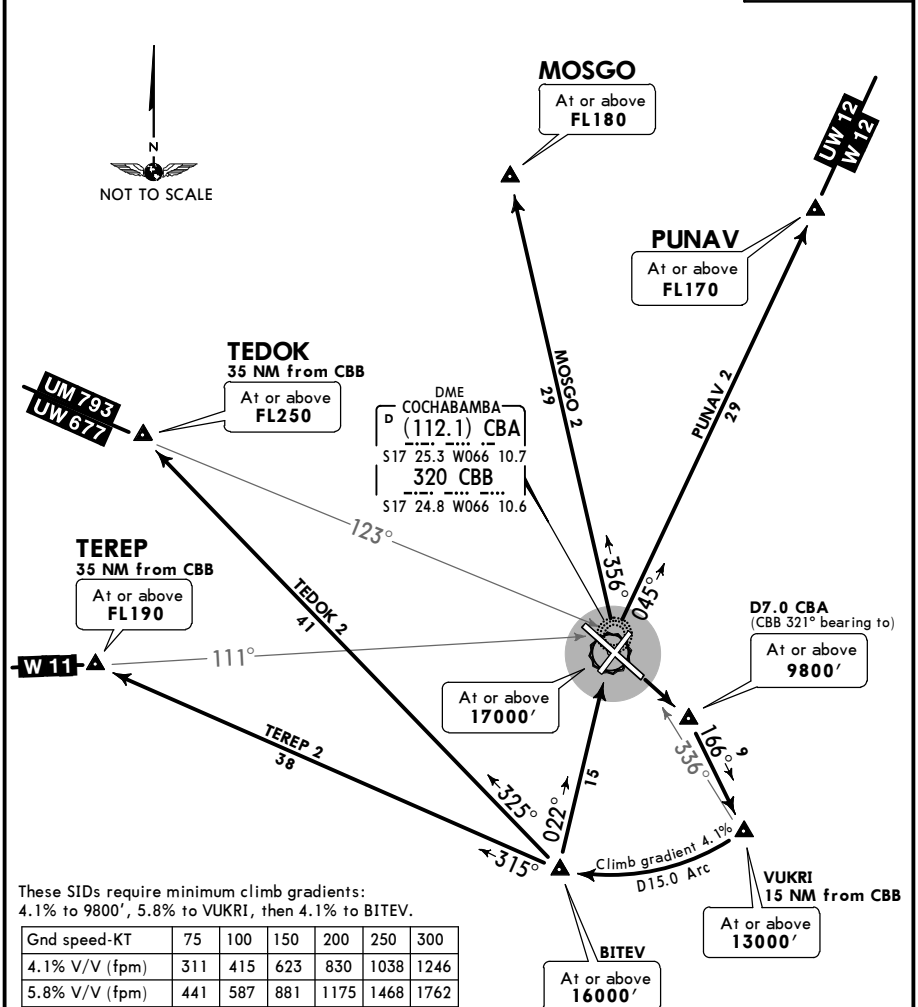
CHANGES: Airways W-2, UW-2 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 8360′	Trans level: By ATC Trans alt: 18000′ **1. CBA DME required. 2. ADF required.**

MOSGO 2 [MOSGO2], PUNAV 2 [PUNAV2], TEDOK 2 [TEDOK2], TEREP 2 [TEREP2] DEPARTURES (RWY 14)





These SIDs require minimum climb gradients:
4.1% to 9800′, 5.8% to VUKRI, then 4.1% to BITEV.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.8% V/V (fpm)	441	587	881	1175	1468	1762

INITIAL CLIMB

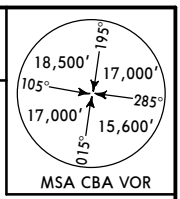
After take-off, MAINTAIN runway heading to D7.0 CBA, climbing to at or above 9800′. Turn RIGHT to 166° course to VUKRI. Turn RIGHT on D15.0 Arc CBA to BITEV.

SID	ROUTING
MOSGO 2	After BITEV, turn RIGHT to 022° course to CBB NDB. Intercept 356° course direct to MOSGO.
PUNAV 2 (W-12, UW-12)	After BITEV, turn RIGHT to 022° course to CBB NDB. Intercept 045° course direct to PUNAV.
TEDOK 2 (UM-793, UW-677)	After BITEV, 325° course to TEDOK.
TEREP 2 (W-11)	After BITEV, 315° course to TEREP.

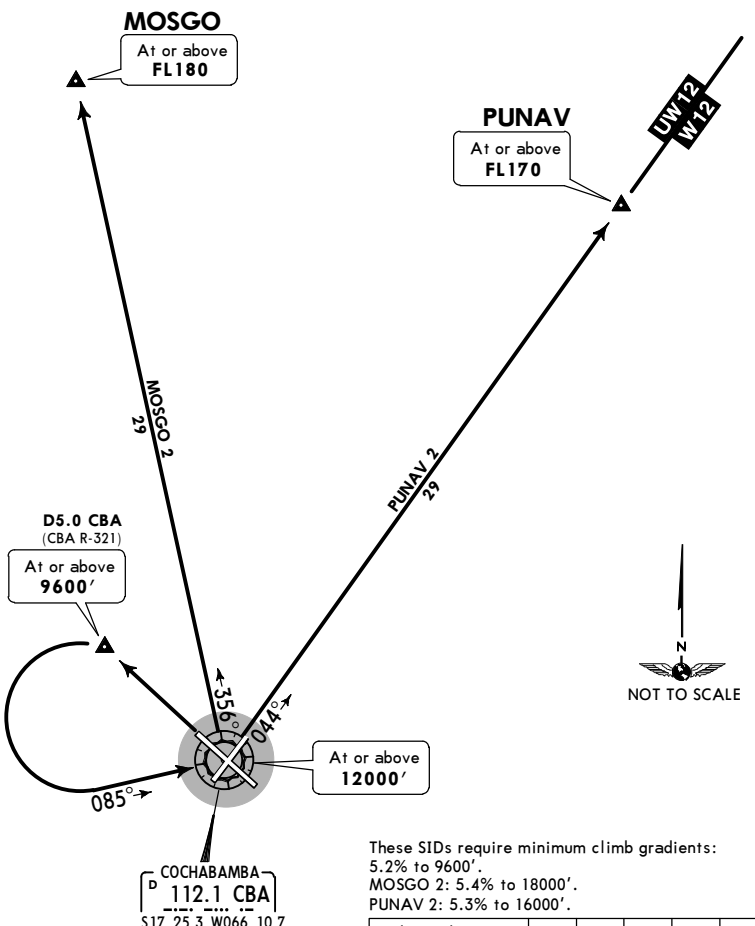
CHANGES: Airway W-2 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 8360′	Trans level: By ATC Trans alt: 18000′



MOSGO 2 [MOSGO2], PUNAV 2 [PUNAV2] DEPARTURES (RWY 32)



These SIDs require minimum climb gradients:
5.2% to 9600′.
MOSGO 2: 5.4% to 18000′.
PUNAV 2: 5.3% to 16000′.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.4% V/V (fpm)	410	547	820	1094	1367	1641

INITIAL CLIMB

After take-off, MAINTAIN runway heading to D5.0 CBA, climbing to at or above 9600′. Turn LEFT course 085° to CBA VOR.

SID	ROUTING
MOSGO 2	After CBA VOR, 356° course direct to MOSGO.
PUNAV 2 (W-12, UW-12)	After CBA VOR, 044° course direct to PUNAV.

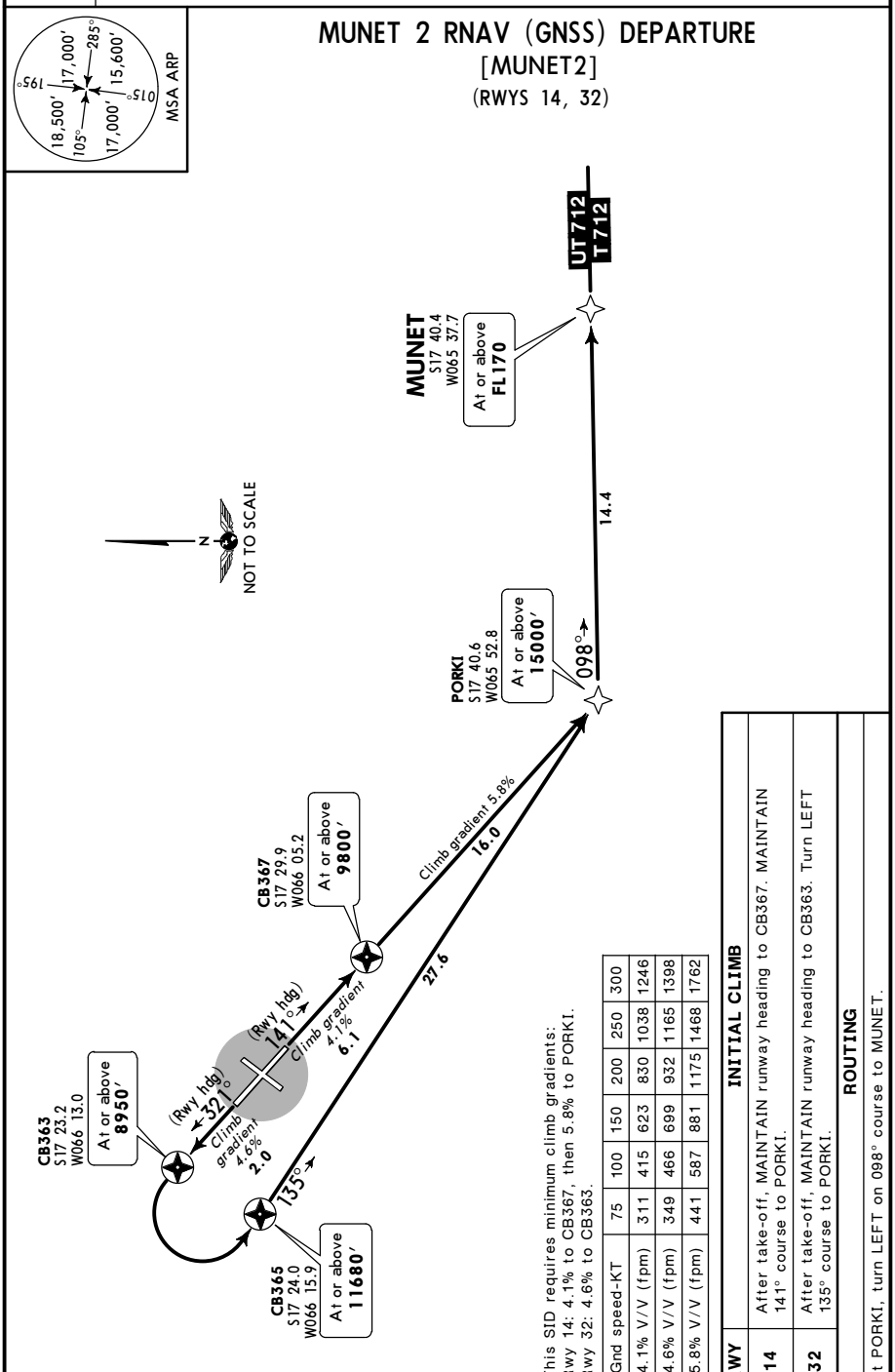
CHANGES: Airway W-2 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 8360′

Trans level: By ATC Trans alt: 18000′
GNSS required.

MUNET 2 RNAV (GNSS) DEPARTURE
[MUNET2]
(RWYS 14, 32)



This SID requires minimum climb gradients:
Rwy 14: 4.1% to CB367, then 5.8% to PORKI.
Rwy 32: 4.6% to CB363.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.6% V/V (fpm)	349	466	699	932	1165	1398
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off, MAINTAIN runway heading to CB367. MAINTAIN 141° course to PORKI.
32	After take-off, MAINTAIN runway heading to CB363. Turn LEFT 135° course to PORKI.

ROUTING

At PORKI, turn LEFT on 098° course to MUNET.

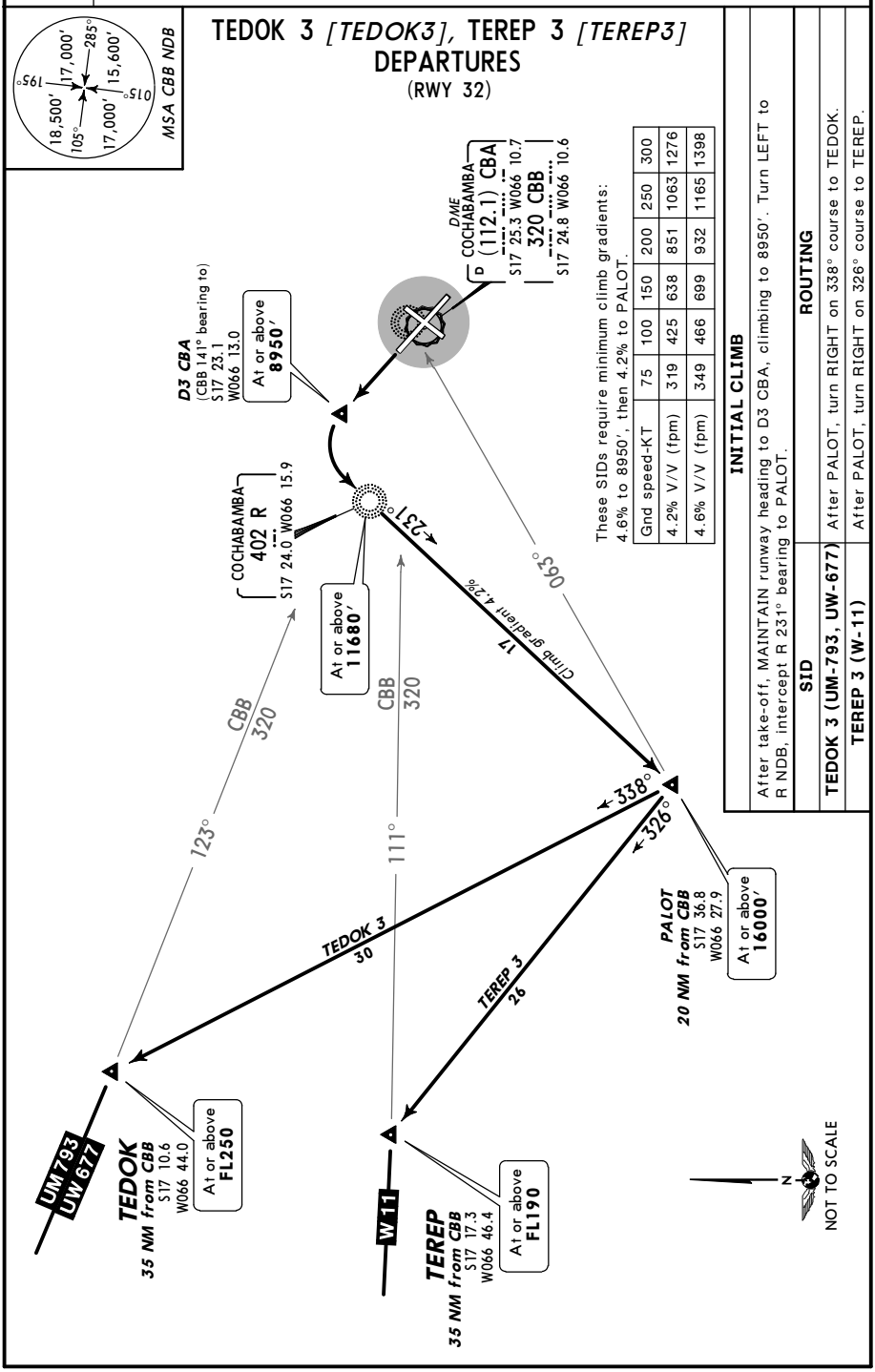
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: None.

Apt Elev	Trans level: By ATC Trans alt: 18000′
8360′	**1. CBA DME required. 2. ADF required.**

TEDOK 3 *[TEDOK3]*, TEREP 3 *[TEREP3]* DEPARTURES

(RWY 32)



These SIDs require minimum climb gradients: 4.6% to 8950′, then 4.2% to PALOT.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.6% V/V (fpm)	349	466	699	932	1165	1398

INITIAL CLIMB

After take-off, MAINTAIN runway heading to D3 CBA, climbing to 8950′. Turn LEFT to R NDB, intercept R 231° bearing to PALOT.

SID	ROUTING
TEDOK 3 (UM-793, UW-677)	After PALOT, turn RIGHT on 338° course to TEDOK.
TEREP 3 (W-11)	After PALOT, turn RIGHT on 326° course to TEREP.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: Procedures revised.

LOCAL FLIGHT RESTRICTIONS

GENERAL

Overflight of the city is strictly prohibited by the applicable Air Regulations without the express authorization of the Direccion Regional de Aeronautica Civil (ref. Reglamento Del Aire, Reglas Generales de Vuelo, Chapter IV, par 15, 1st insert).

RUNWAY 04

a. Night operations are not authorized.

b. During daylight operations, aircraft should always make a left turn on departure.

c. Piston powered aircraft are not authorized for takeoff operations

RUNWAY 22

a. Night takeoffs are not authorized except for flight schools conducting instructional flights, in which case the aircraft should always make a right turn on departure.

b. After takeoff, a right turn on departure should always be made during daylight operations except for single-engine aircraft with a MTOW of less than 12,566 lbs (5700kg).

c. After takeoff, a left turn or runway heading departure is not authorized, except for single engine aircraft with a MTOW of less than 12,566 lbs (5700kg).

RUNWAY	TAKEOFF		LANDING	
	DAY	NIGHT	DAY	NIGHT
04	Authorized (1)	Not Authorized	Authorized	Not Authorized
22	Authorized (2)	Not authorized except single engine aircraft.	Authorized	Authorized

NOTES:

1. Turns to the right and piston aircraft are Not Authorized.
2. Turns to the left are Not Authorized, except for single-engine aircraft.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB

Apt Elev **8360′**

S17 25.1 W066 10.6

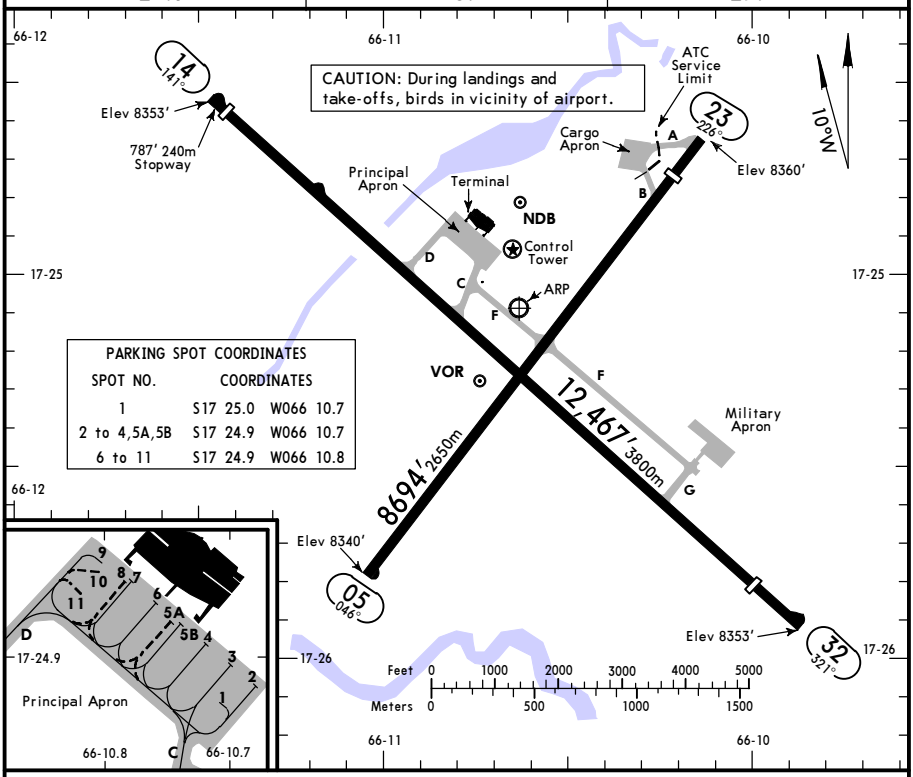
4 OCT 19

(10-9)

COCHABAMBA, BOLIVIA

JORGE WILSTERMANN INTL

COCHABAMBA Ground	Tower	*COCHABAMBA Radio
121.9	118.1	127.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m) PAPI-L (angle 3.3°)			4869′ 1484m	148′
23	HIRL (60m) PAPI-L (angle 3.10°)	7962′ 2427m		8497′ 2590m	45m
14	HIRL (60m) PAPI (angle 2.57°)	12139′ 3700m		12139′ 3700m	148′
32	HIRL (60m) ALS PAPI-L (angle 3.3°)	11483′ 3500m	10400′ 3170m	11680′ 3560m	45m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Runway Idents, bearings, aprons, parking stands, taxiways.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

31 MAY 19

(11-1)

MISSED APCH CLIMB GRADIENT MIM 4.0%

COCHABAMBA, BOLIVIA
ILS Z Rwy 32

BRIEFING STRIP ™

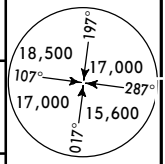
COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 8360′
ILCO 110.5	321°	D8.6 ILCO 11400′(3048′)	8690′(338′)	Rwy 8352′

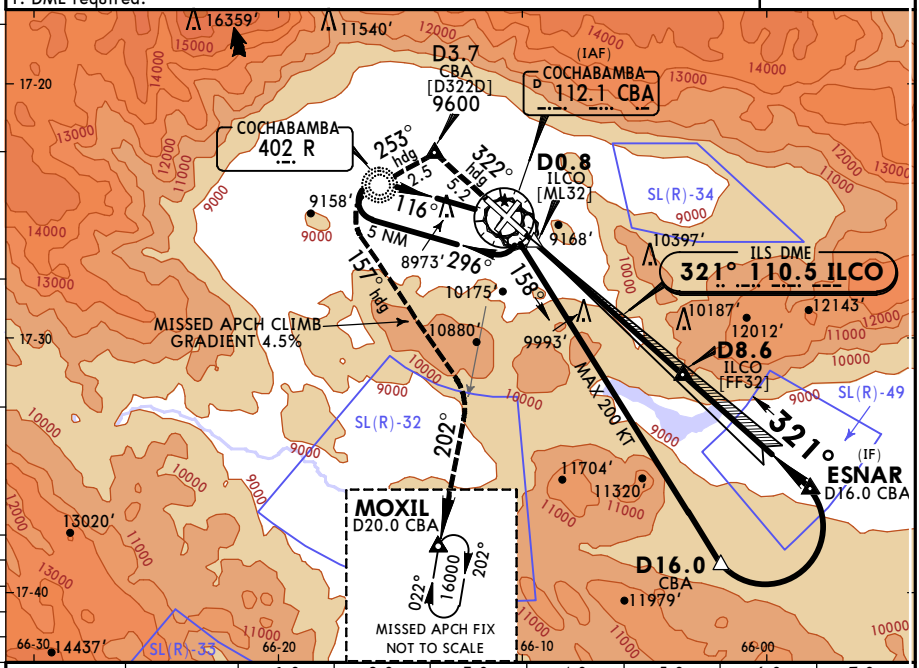
MISSED APCH: Maintain runway heading until D3.7 CBA climbing to 9600′, turn LEFT heading 253° to R NDB, turn LEFT heading 157° continue climb to 16000′ at 4.5% climb gradient, intercept CBA VOR R-202 direct to MOXIL and hold. Request instructions from ATC.

Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′

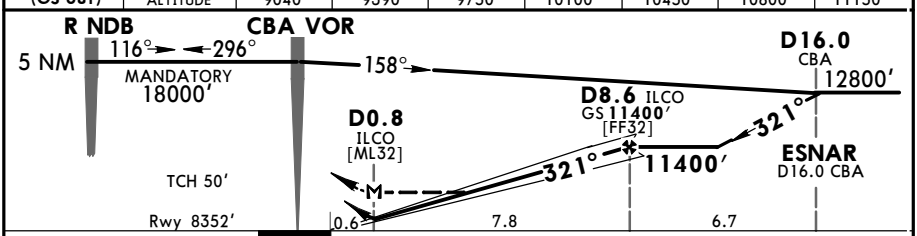
1. DME required.



MSA CBA VOR



LOC (GS out)								
	ILCO DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	9040′	9390′	9750′	10100′	10450′	10800′	11150′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934
MAP at D0.8 ILCO or FAF to MAP	7.8	6:41	5:12	4:41	3:54	3:21	2:56

ALS	9600′	RWY	D3.7 CBA
PAPI-L	on	hdg	112.1

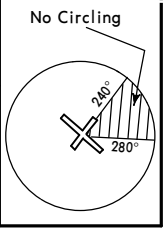
STRAIGHT-IN LANDING RWY 32
Missed apch climb gradient mim 4.0%

	ILS DA(H) 8690′(338′) FULL	ILS DA(H) 8690′(338′) ALS out	LOC (GS out) MDA(H) 9560′(1208′)	LOC (GS out) MDA(H) 9560′(1208′) ALS out
A	1600m	2400m	1600m	2400m
B		2800m	2000m	2800m
C	2400m	4800m	4000m	4800m
D			4400m	

CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0%

Max Kts	MDA(H)	VIS
100	10600′(2240′)	2600m
135	10600′(2240′)	2800m
180	11200′(2840′)	4800m
205		

No Circling



PANS OPS

CHANGES: Bearings, database waypoints, GS angle.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

31 MAY 19 (11-2)

COCHABAMBA, BOLIVIA
MISSED APCH CLIMB GRADIENT MIM 4.0%
ILS Y RWY 32

COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

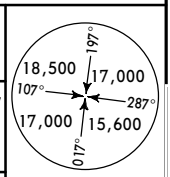
BRIEFING STRIP ™

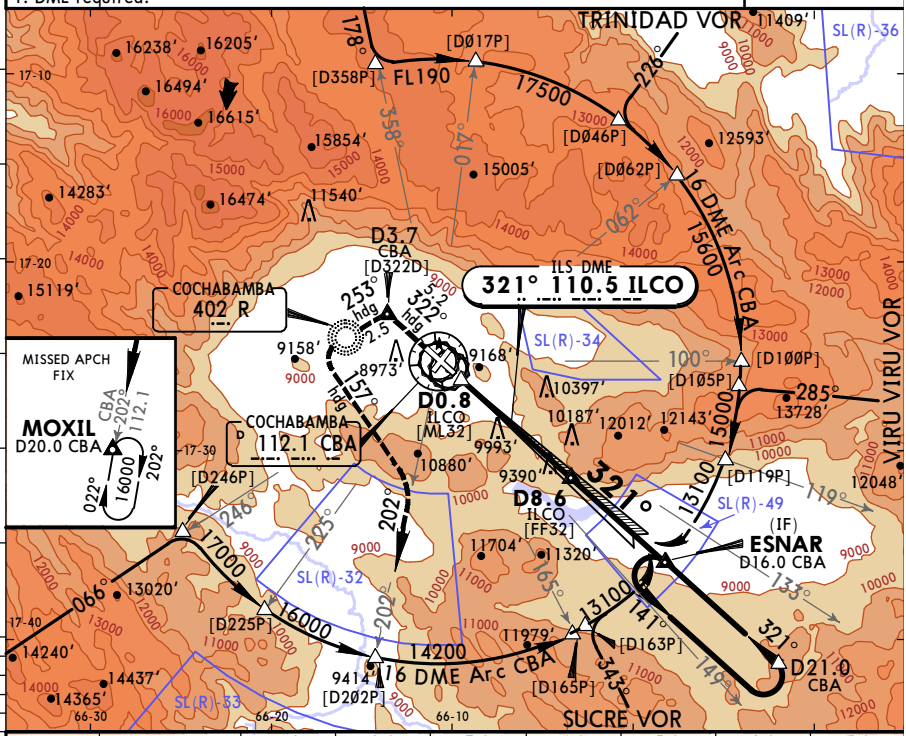
LOC ILCO	Final Apch Crs	GS D8.6 ILCO	ILS DA(H)	Apt Elev 8360′
110.5	321°	11400′(3048′)	8690′(338′)	Rwy 8352′

MISSED APCH: Maintain runway heading until D3.7 CBA climbing to 9600′, turn LEFT heading 253° to R NDB, turn LEFT heading 157° continue climb to 16000′ at 4.5% climb gradient, intercept CBA VOR R-202 direct to MOXIL and hold. Request instructions from ATC.

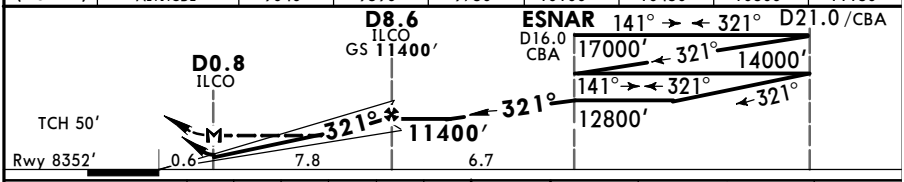
Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′

1. DME required.





LOC (GS out)	ILCO DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	9040′	9390′	9750′	10100′	10450′	10800′	11150′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934
MAP at D0.8 ILCO or FAF to MAP	7.8	6:41	5:12	4:41	3:54	3:21	2:56

ALS PAPI-L	9600′ on	RWY Hdg	D3.7 CBA 112.1

PANS OPS

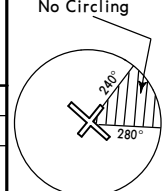
STRAIGHT-IN LANDING RWY 32
Missed Apch Climb Gradient Mim 4.0%

	ILS DA(H) 8690′(338′) FULL	ILS DA(H) 8690′(338′) ALS out	LOC (GS out) MDA(H) 9560′(1208′)	LOC (GS out) MDA(H) 9560′(1208′) ALS out
A	1600m	2400m	1600m	2400m
B		2800m	2000m	2800m
C	2400m	4800m	4000m	4800m
D			4400m	

CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 4.0%

Max Kts	MDA(H)	VIS
100	10600′(2240′)	2600m
135	10600′(2240′)	2800m
180	11200′(2840′)	4800m
205		

No Circling



CHANGES: Bearings, GS angle, profile.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB JORGE WILSTERMANN INTL

MISSED APCH CLIMB GRADIENT MIM 5.0%

3 MAY 19 (12-1)

COCHABAMBA, BOLIVIA
RNAV (GNSS) Z Rwy 32

COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

BRIEFING STRIP™

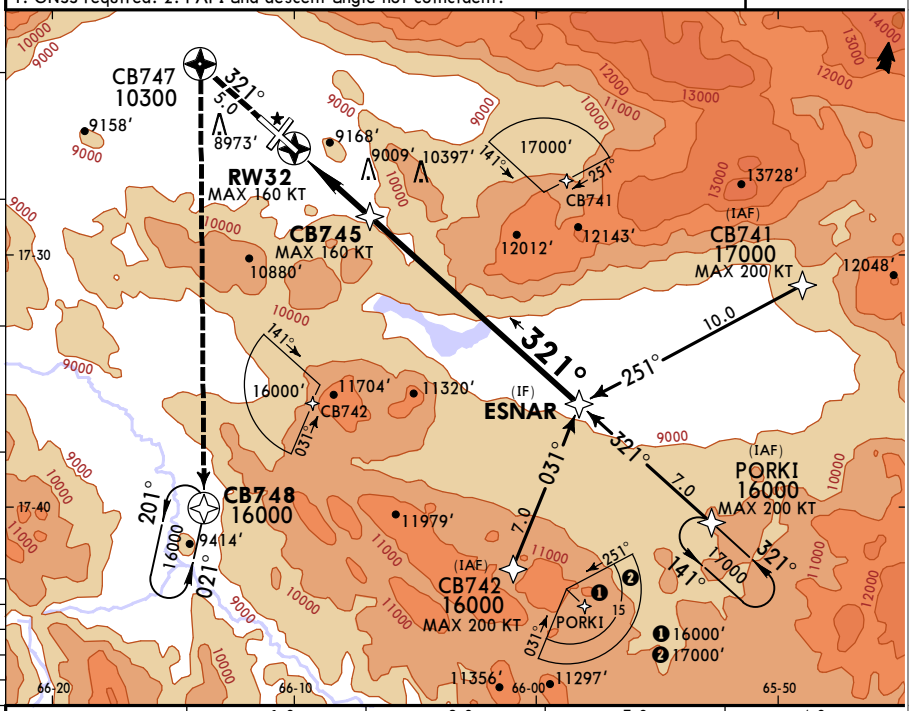
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 8360′
	321°	CB745 **9700′**(1348′)	**8800′**(448′)	Rwy 8352′

MISSED APCH: Climb to 10300′ direct to CB747, turn LEFT to CB748 and climb to 16000′. Enter hold, 021° inbound, LEFT turns, and request instructions from ATC.

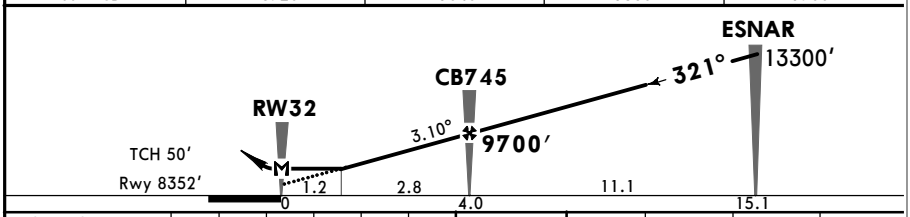
TAA 25 NM IAF

Alt Set: hPa | Rwy Elev: 271 hPa | Trans level: By ATC | Trans alt: 18000′

1. GNSS required. 2. PAPI and descent angle not coincident.



DIST to THR	1.0	2.0	3.0	4.0
ALTITUDE	8720′	9040′	9360′	9700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at RW32							
FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALS PAPI-L | **10300′** | D | **CB747**

STRAIGHT-IN LANDING RWY **32**
Missed apch climb gradient mim 5.0%
LNAV
MDA(H) **8800′**(448′)

CIRCLE-TO-LAND
Missed apch climb gradient mim 5.0%

PANS OPS

		ALS out	Max Kts	MDA(H)
A	1600m	2000m	100	9900′(1541′) -2400m
B			135	
C	2000m	2400m	180	10700′(2341′) -3200m
D	2800m	3200m	205	12100′(3741′) -4400m

CHANGES: New procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

31 MAY 19

(13-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

COCHABAMBA, BOLIVIA
VOR Z Rwy 14

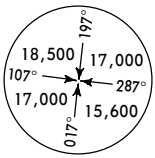
COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

BRIEFING STRIP ™

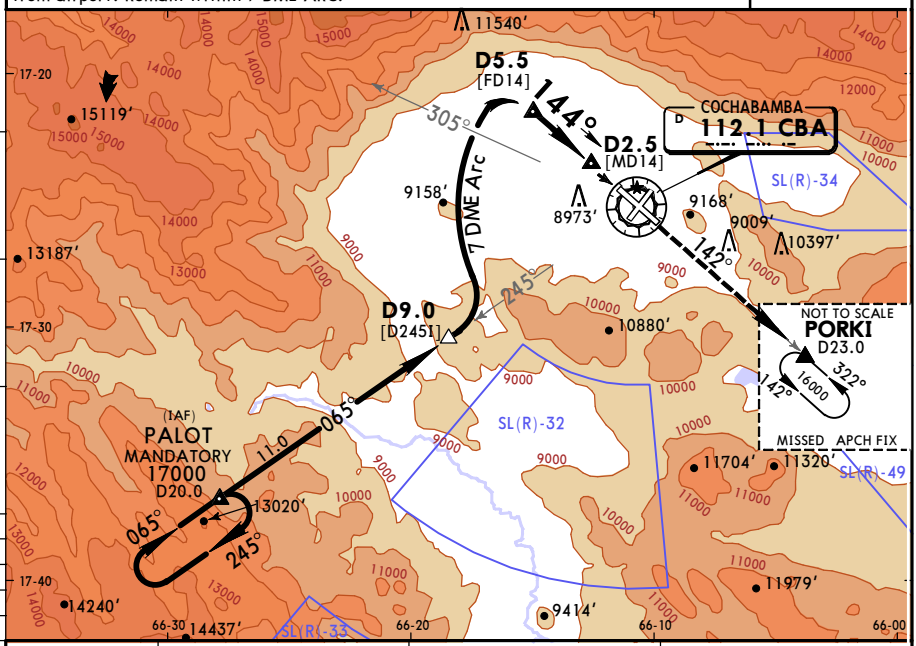
VOR CBA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8360′
112.1	144°	D7.0 10590′(2236′)	8950′(596′)	Rwy 8354′

MISSED APCH: Climb on heading 144° to CBA VOR, ascend to 9200′ with minimum 3.0% climb gradient, intercept outbound CBA VOR R-142 and climb to 16000′ at 4.9% climb gradient direct to PORKI. Contact ATC for instructions.

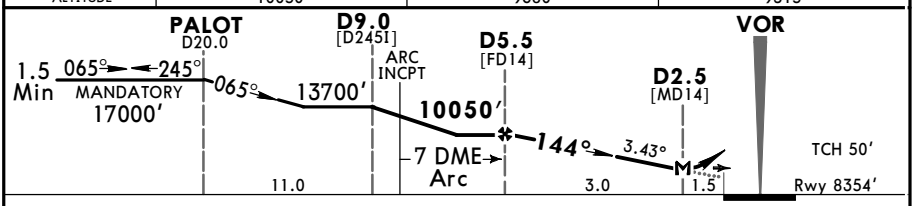
Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′
1. DME required. 2. CAUTION: High obstacles beyond 10 DME arc, sector W-NW-N from airport. Remain within 7 DME ARC.



MSA CBA VOR



CBA DME	5.5	4.5	3.5
ALTITUDE	10050′	9680′	9315′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.43°	425	546	607	728	850	971
MAP at D2.5 or FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

PAPI

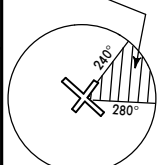
9200′ ↑ on CBA 112.1 R-142

PANS OPS

STRAIGHT-IN LANDING RWY 14 Missed apch climb gradient mim 3.0% MDA(H) 8950′(596′)	
A	1600m
B	1600m
C	2800m
D	3200m

CIRCLE-TO-LAND Missed apch climb gradient mim 3.0%				
Max Kts	MDA(H)	VIS	ALS out
100	11400′(3040′)	2000m	2400m
135	11400′(3040′)		2800m
180	12000′(3640′)	3200m	4400m
205	12000′(3640′)	3600m	4800m

No Circling



CHANGES: Bearings, descent angle.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

31 MAY 19 (13-2)

COCHABAMBA, BOLIVIA
MISSED APCH CLIMB GRADIENT MIM 3.0% VOR V Rwy 14

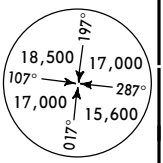
COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

VOR CBA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8360′
112.1	144°	D7.0 10590′(2236′)	8950′(596′)	Rwy 8354′

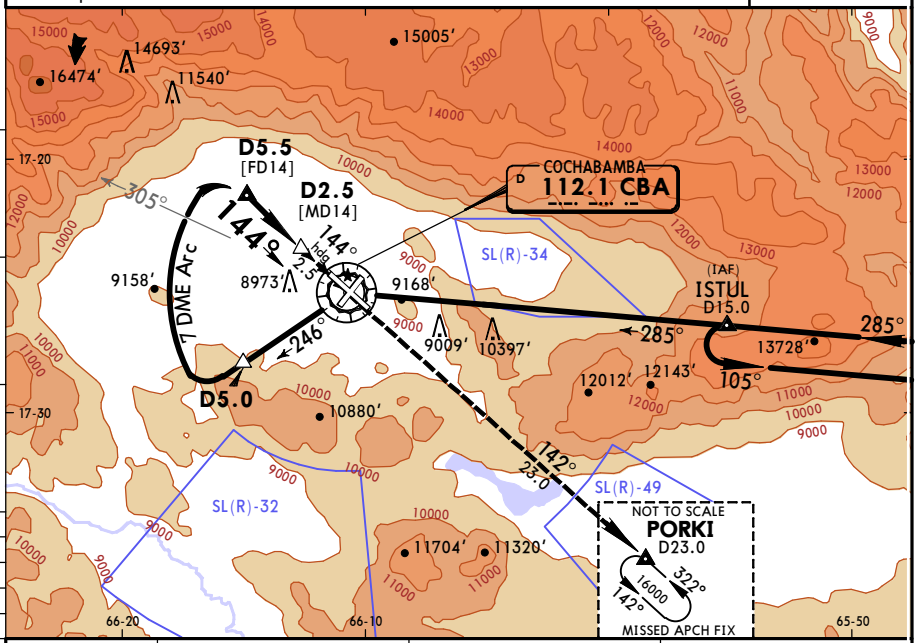
MISSED APCH: Climb on heading 144° to CBA VOR, ascend to 9200′ with minimum 3.0% climb gradient, intercept outbound CBA VOR R-142 and climb to 16000′ at 4.9% climb gradient direct to PORKI and hold. Contact ATC for instructions.

Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′

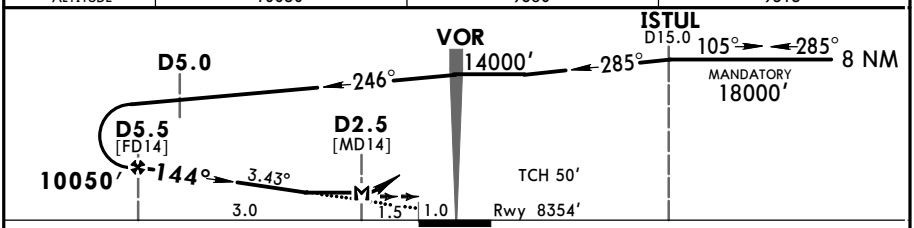
1. DME required. 2. CAUTION: High obstacles beyond 10 DME arc, sector W-NW-N from airport. Remain within 7 DME ARC.



MSA CBA VOR



CBA DME	5.5	4.5	3.5
ALTITUDE	10050′	9680′	9315′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.43°	425	546	607	728	850	971
MAP at D2.5 or FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

PAPI 9200′ on 144° hdg

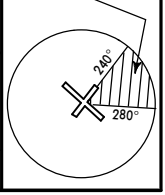
STRAIGHT-IN LANDING RWY 14
Missed Apch Climb Gradient Mim 3.0%
MDA(H) **8950′**(596′)

A	1600m
B	1600m
C	2800m
D	3200m

CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 3.0%

Max Kts	MDA(H)	VIS	ALS out
100	11400′ (3040′)	2000m	2400m
135	11400′ (3040′)	2000m	2800m
180	12000′ (3640′)	3200m	4400m
205	12000′ (3640′)	3600m	4800m

No Circling



PANS OPS

CHANGES: Bearings, descent angle.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

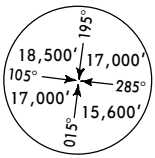
4 OCT 19 (13-3)

MISSED APCH CLIMB GRADIENT MIM 4.0%

COCHABAMBA, BOLIVIA
VOR A Rwy 14

COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

VOR CBA	*Final* *Apch Crs*	No FAF	Refer to Minimums	Apt Elev 8360′ Rwy 8354′
112.1	**064°**			

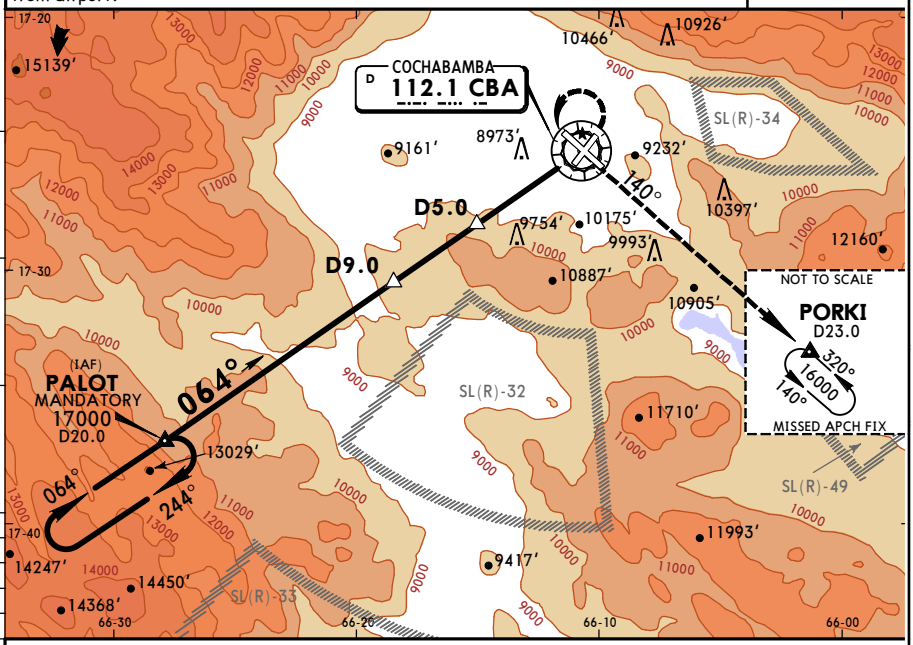


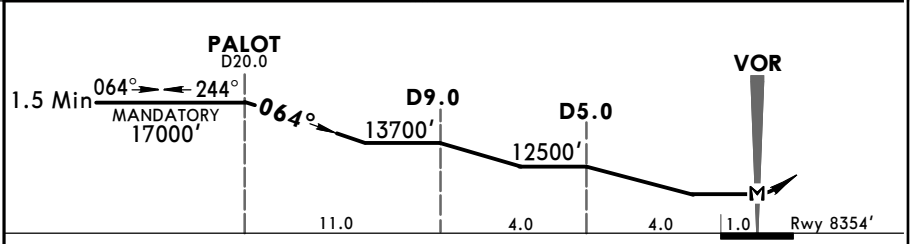
MSA CBA VOR

MISSED APCH: Climbing LEFT turn to intercept CBA VOR R-140 outbound within 3 DME, ascend to 16000′ direct to PORKI and enter hold. Contact ATC for instructions.

Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′

1. DME required. 2. CAUTION: High obstacles beyond 10 DME arc, sector W-NW-N from airport.





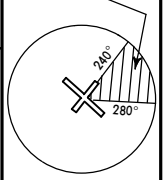
MAP at VOR						

PAPI	140° LT	CBA within 112.1 3.0 DME	16000′

CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 4.0%

	Max Kts	MDA(H)	VIS
A	100	11000′(2640′)	2400m
B	135	11000′(2640′)	2800m
C	180	11000′(2640′)	4400m
D	205	11000′(2640′)	4800m

No Circling



BRIEFING STRIP ™

PANS OPS

CHANGES: None

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

4 OCT 19

(13-4)

COCHABAMBA, BOLIVIA
MISSED APCH CLIMB GRADIENT MIM 4.0%

VOR V Rwy 32

BRIEFING STRIP ™

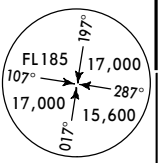
COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

VOR CBA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8360′
112.1	321°	D10.0 11800′(3448′)	9560′(1208′)	Rwy 8352′

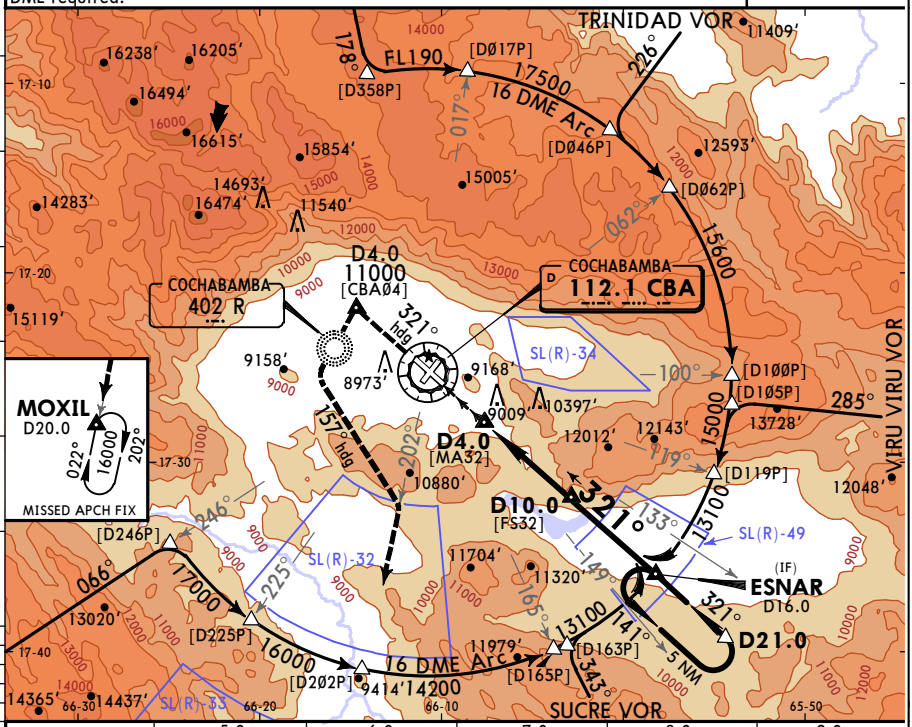
MISSED APCH: Maintain heading 321° and climb to 11000′ direct to D4.0 CBA. Then turn LEFT to R NDB, turn LEFT heading 157° and climb to 16000′ to intercept CBA VOR R-202 outbound direct to MOXIL and hold. Request instructions from ATC.

Alt Set: hPa | Rwy Elev: 271 hPa | Trans level: By ATC | Trans alt: 18000′

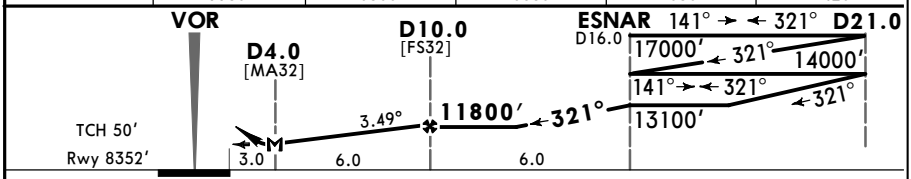
DME required.



MSA CBA VOR



CBA DME	5.0	6.0	7.0	8.0	9.0
ALTITUDE	9930′	10300′	10680′	11050′	11420′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at D4.0							

HIALS PAPI-L	11000′	321° hdg	D	D4.0 CBA

PANS OPS

STRAIGHT-IN LANDING RWY 32 Missed Apch Climb Gradient Mim 4.0% MDA(H) 9560′(1208′)		ALS out
A	1600m	2400m
B	2000m	2800m
C	4000m	4800m
D	4400m	

CIRCLE-TO-LAND Missed Apch Climb Gradient Mim 4.0%	Max Kts	MDA(H)
	100	10600′(2240′) -2600m
	135	10600′(2240′) -2800m
	180	11200′(2840′) -4800m
	205	

CHANGES: Re-indexed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCB/CBB
JORGE WILSTERMANN INTL

4 OCT 19 (13-5)

COCHABAMBA, BOLIVIA
MISSED APCH CLIMB GRADIENT MIM 4.0%
VOR U Rwy 32

COCHABAMBA Approach	COCHABAMBA Tower	Ground	*COCHABAMBA Radio
119.3	118.1	121.9	127.1

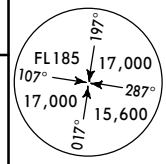
BRIEFING STRIP™

VOR CBA	Final Apch Crs	Minimum Alt D10.0	MDA(H)	Apt Elev 8360′
112.1	321°	11800′(3448′)	9560′(1208′)	Rwy 8352′

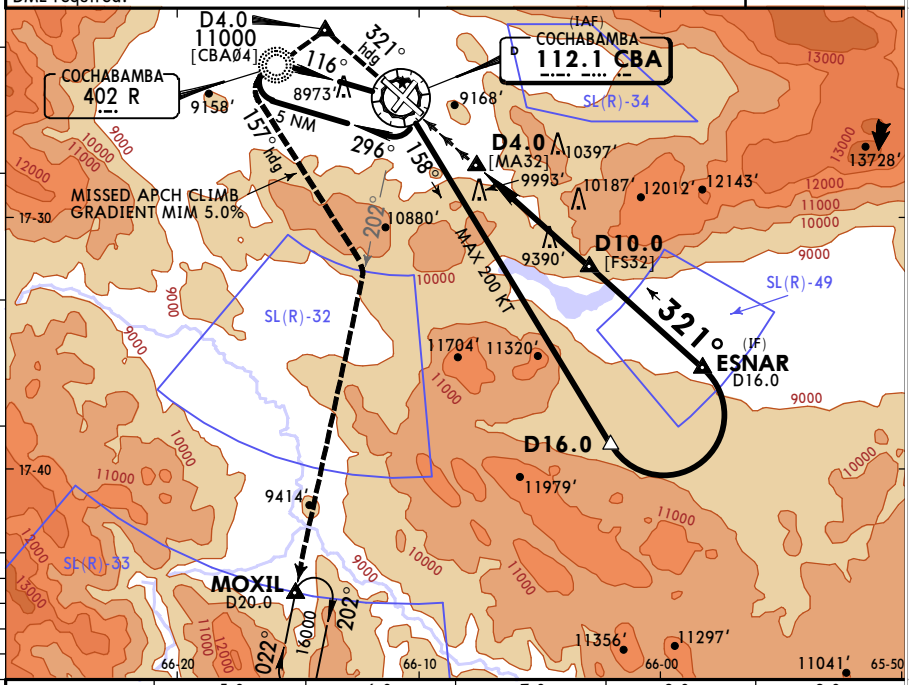
MISSED APCH: Maintain heading 321° and climb to 11000′ direct to D4.0 CBA. Then turn LEFT to R NDB, turn LEFT heading 157° and climb to 16000′ to intercept CBA VOR R-202 outbound direct to MOXIL and hold. Request instructions from ATC.

Alt Set: hPa | Rwy Elev: 271 hPa | Trans level: By ATC | Trans alt: 18000′

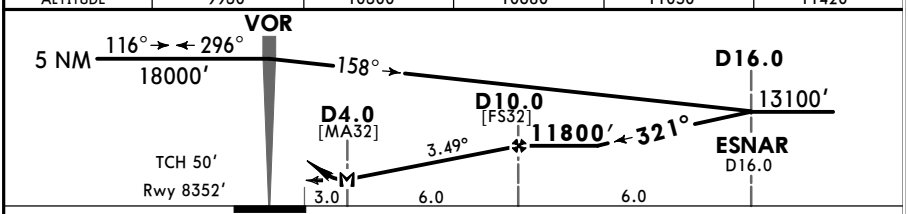
DME required.



MSA CBA VOR



CBA DME	5.0	6.0	7.0	8.0	9.0
ALTITUDE	9930′	10300′	10680′	11050′	11420′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at D4.0							

ALS PAPI-L	11000′	321° hdg	D	D4.0 CBA

PANS OPS

STRAIGHT-IN LANDING RWY 32 Missed Apch Climb Gradient Mim 4.0%			CIRCLE-TO-LAND Missed Apch Climb Gradient Mim 4.0%	
MDA(H) 9560′(1208′)		ALS out	Max Kts	MDA(H)
A	1600m	2400m	100	10600′(2240′) -2600m
B	2000m	2800m	135	10600′(2240′) -2800m
C	4000m	4800m	180	11200′(2840′) -4800m
D	4400m		205	

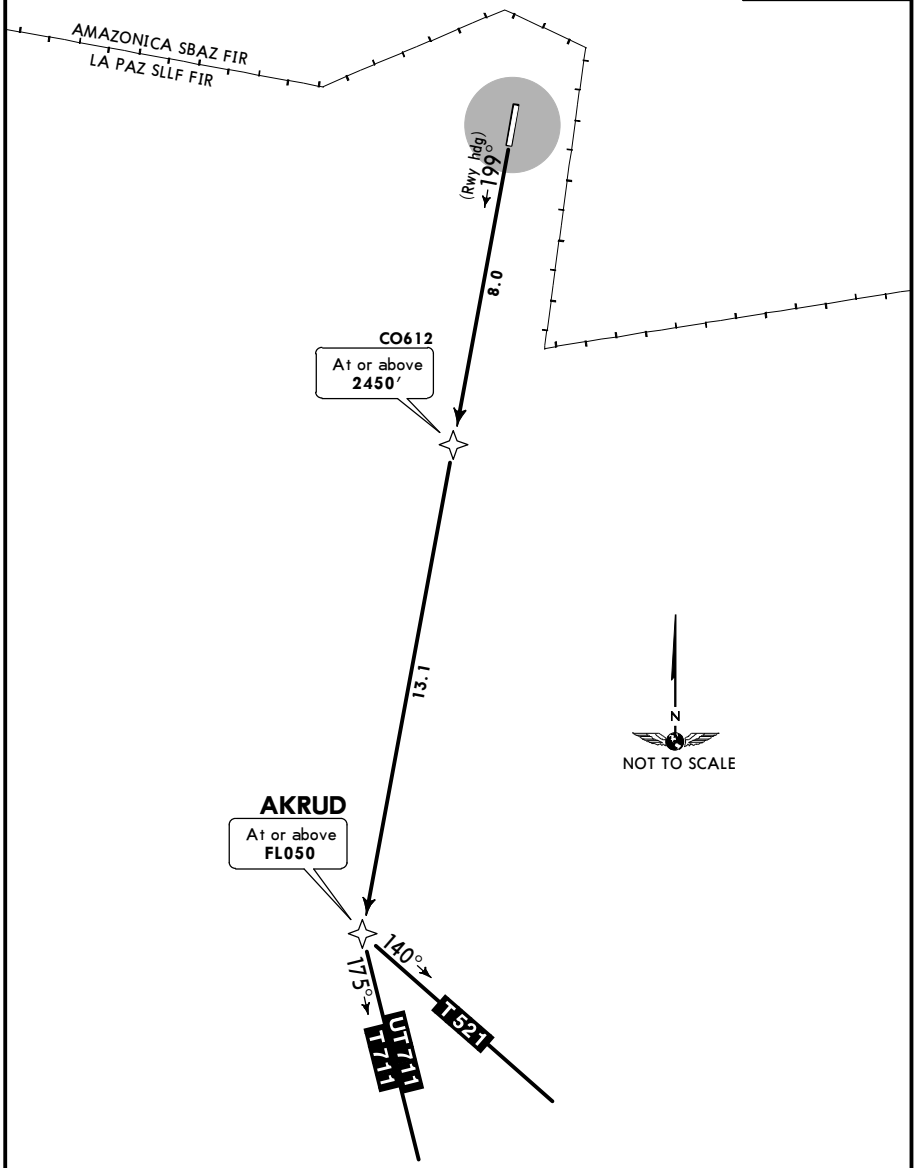
CHANGES: Re-indexed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 804′	Trans level: By ATC Trans alt: 5000′ **GNSS required.**

3000′
MSA ARP

AKRUD 1 (RNAV GNSS) DEPARTURE
[AKRUD1]
(RWY 20)



INITIAL CLIMB

After take-off MAINTAIN runway heading to cross CO612 at or above 2450′. Continue climb on course 199° to AKRUD, cross AKRUD at or above FL050.

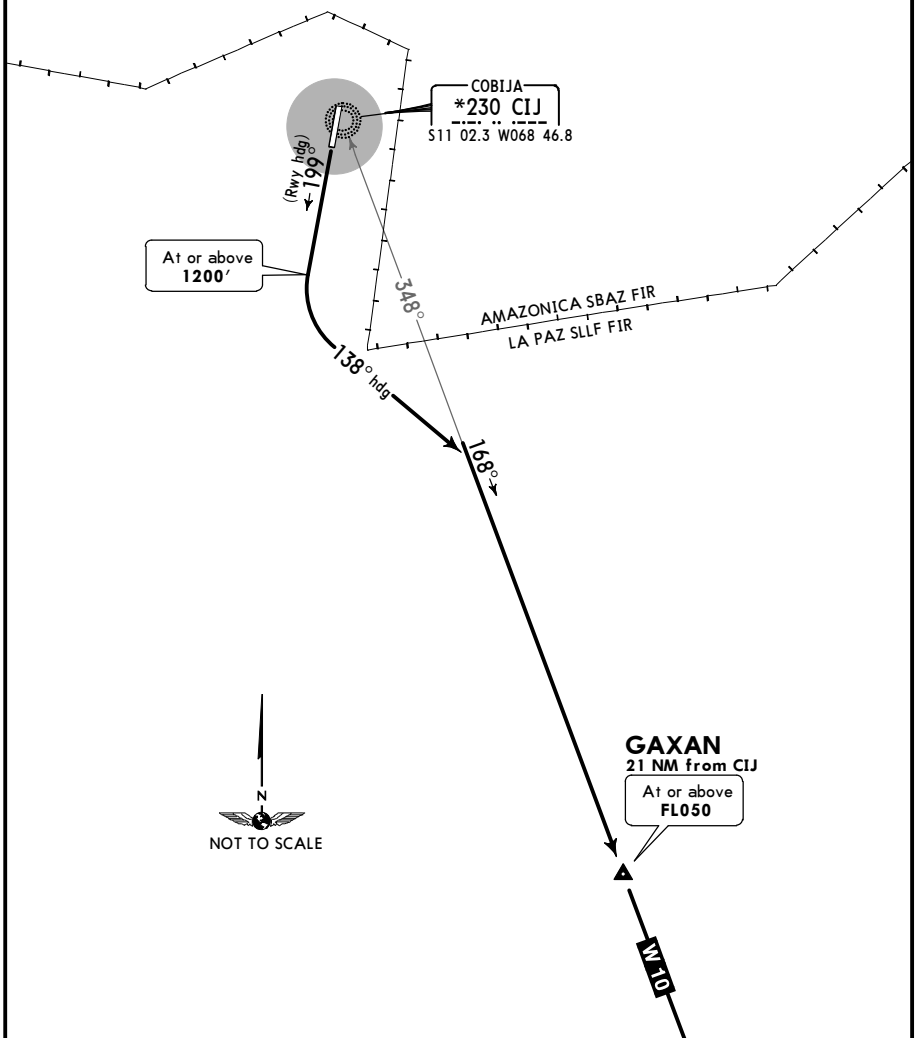
CHANGES: New procedure at this airport.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	
804′	Trans level: By ATC Trans alt: 5000′ **ADF required.**

3000′
MSA CIJ NDB

GAXAN 1 DEPARTURE
[GAXAN1]
(RWY 20)



This SID requires a climb gradient of 3.5% to GAXAN.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

INITIAL CLIMB

After take-off MAINTAIN runway heading to 1200′ or above, turn LEFT heading 138° and intercept CIJ 168° bearing to GAXAN. Cross GAXAN at or above FL050.

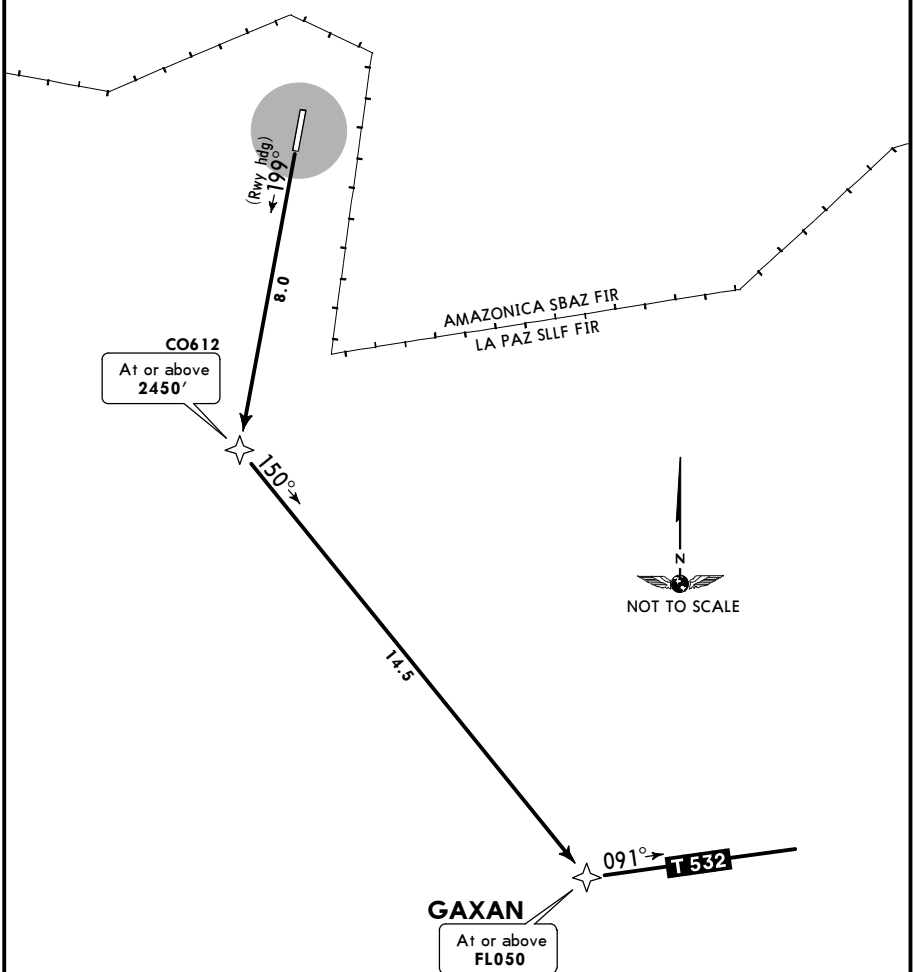
CHANGES: New procedure at this airport.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 804′	Trans level: By ATC Trans alt: 5000′ **GNSS required.**

3000′
MSA ARP

GAXAN 2 (RNAV GNSS) DEPARTURE [GAXAN2] (RWY 20)



INITIAL CLIMB

After take-off MAINTAIN runway heading to cross CO612 at or above 2450′. After CO612 turn LEFT course 150° to GAXAN, cross GAXAN at or above FL050.

CHANGES: New procedure at this airport.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCO/CIJ

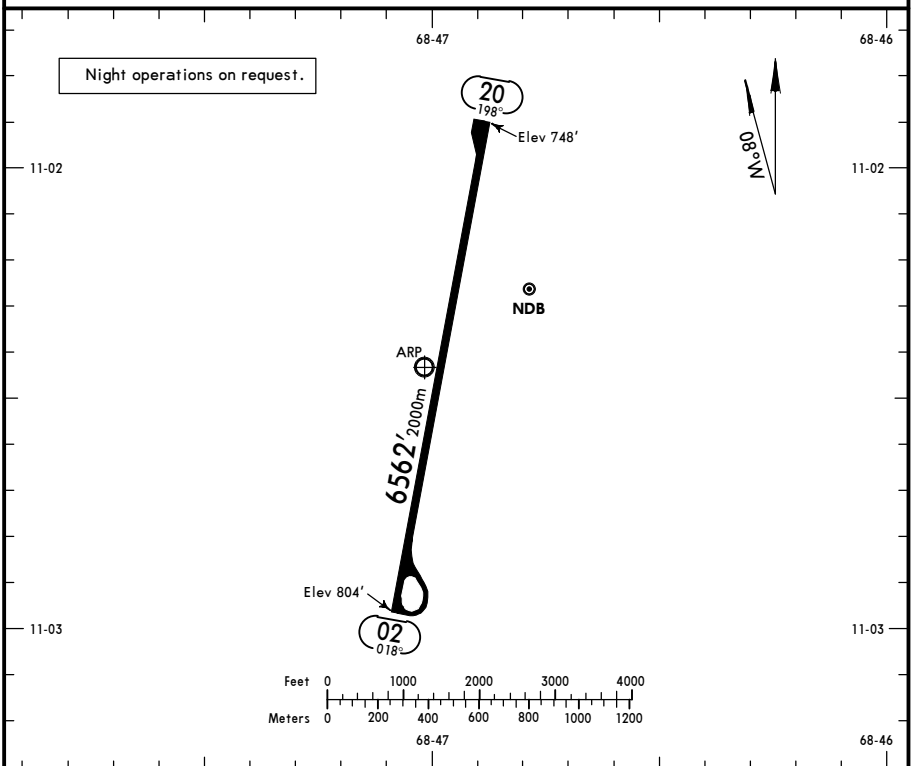
Apt Elev **804'**
S11 02.4 W068 47.0

14 JUL 17 (10-9)

COBIJA, BOLIVIA

CAP AV CIV ANIBAL ARAB FADUL

*COBIJA Tower 118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	RL				98' 30m

	TAKE-OFF
	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

23 NOV 12

SLCO/CIJ
CAP AV CIV ANIBAL ARAB FADUL INTL

(12-1)

CAT A, B & C

COBIJA, BOLIVIA
RNAV (GNSS) Z Rwy 02

LA PAZ Control	*COBIJA Approach	*COBIJA Tower
128.2	118.3	118.3

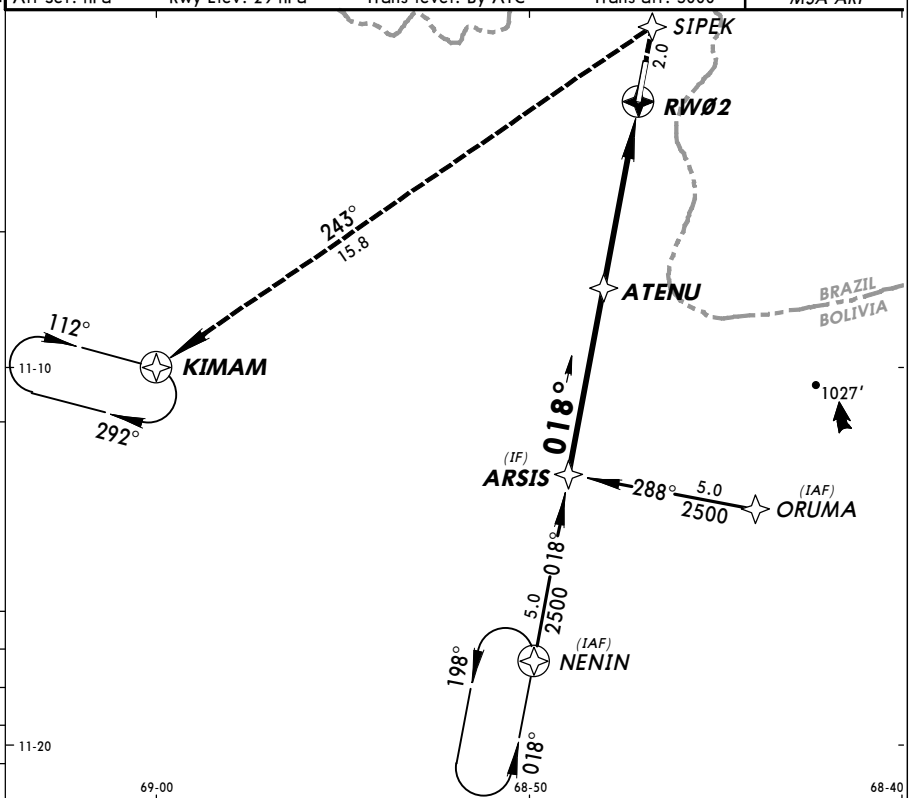
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 804′
	018°	ATENU 2500′ (1696′)	1200′ (396′)	Rwy 02 804′

MISSED APCH: Over RWØ2 climb to 4000′ direct to SIPEK, turn LEFT direct to KIMAM to join holding and request instructions from ATC. No turns prior to MAP.

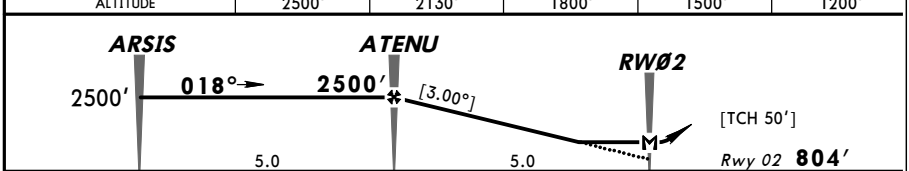
Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000′

3000′ MSA ARP

BRIEFING STRIP™



DISTANCE to THRESHOLD	5.0	4.0	3.0	2.0	1.1
ALTITUDE	2500′	2130′	1800′	1500′	1200′



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 5.0	4:17	3:20	3:00	2:30	2:09	1:53

4000′ ↑ D→ SIPEK

PANS OPS

	STRAIGHT-IN LANDING RWY 02 LNAV MDA(H) 1200′(396′)		CIRCLE-TO-LAND Max Kts.	MDA(H)
A	1600m		100	1200′(396′) - 1900m
B			135	1300′(496′) - 1900m
C	2000m		180	1500′(696′) - 2300m
D	NOT APPLICABLE		D	NOT APPLICABLE

CHANGES: Approach freq added.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLCO/CIJ

23 NOV 12

CAP AV CIV ANIBAL ARAB FADUL INTL (16-1)

COBIJA, BOLIVIA

CAT B & C **NDB-2 Rwy 02**

LA PAZ Control	*COBIJA Approach	*COBIJA Tower
128.2	118.3	118.3

BRIEFING STRIP ™

NDB	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 804′
CIJ *230	022°		1200′ (396′)	Rwy 02 804′

MISSED APCH: Maintain bearing 022° to CIJ NDB, then turn LEFT to 245° heading climbing to 2000′. Request instructions from CONTROL.

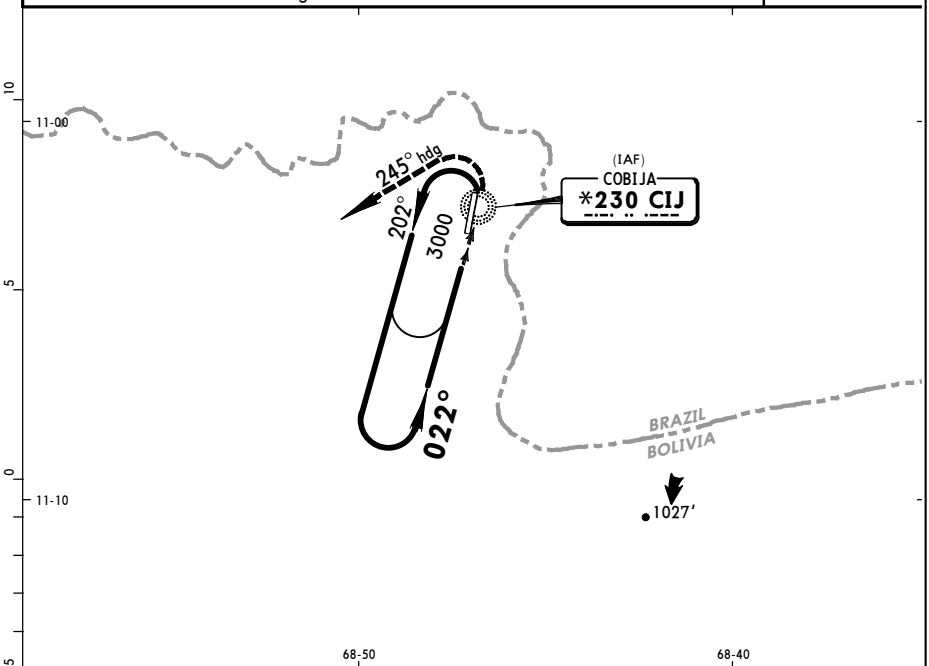
Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000′

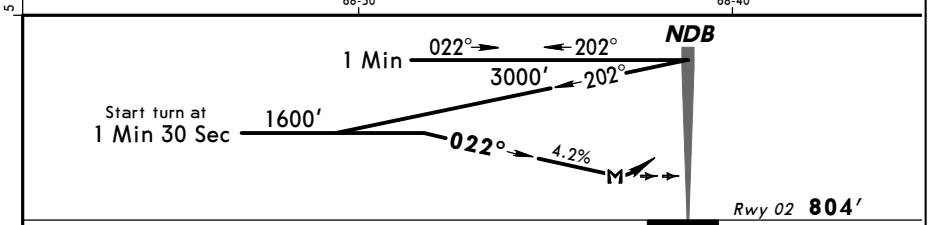
1. Procedure not authorized at night.

2000′

MSA CIJ NDB

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.2%	298	383	425	510	595	681
MAP at MDA						

CIJ	CIJ			
*230 022°	*230	LT	245° hdg	2000′

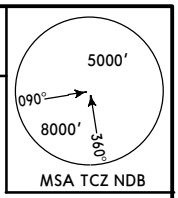
STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND 20 Not Authorized West of Airport	
MDA(H) 1200′ (396′)		Max Kts	MDA(H)
A	NOT APPLICABLE	A	NOT APPLICABLE
B	1600m	135	1300′ (496′) - 1600m
C		180	1400′ (596′) - 2400m
D	NOT APPLICABLE	D	NOT APPLICABLE

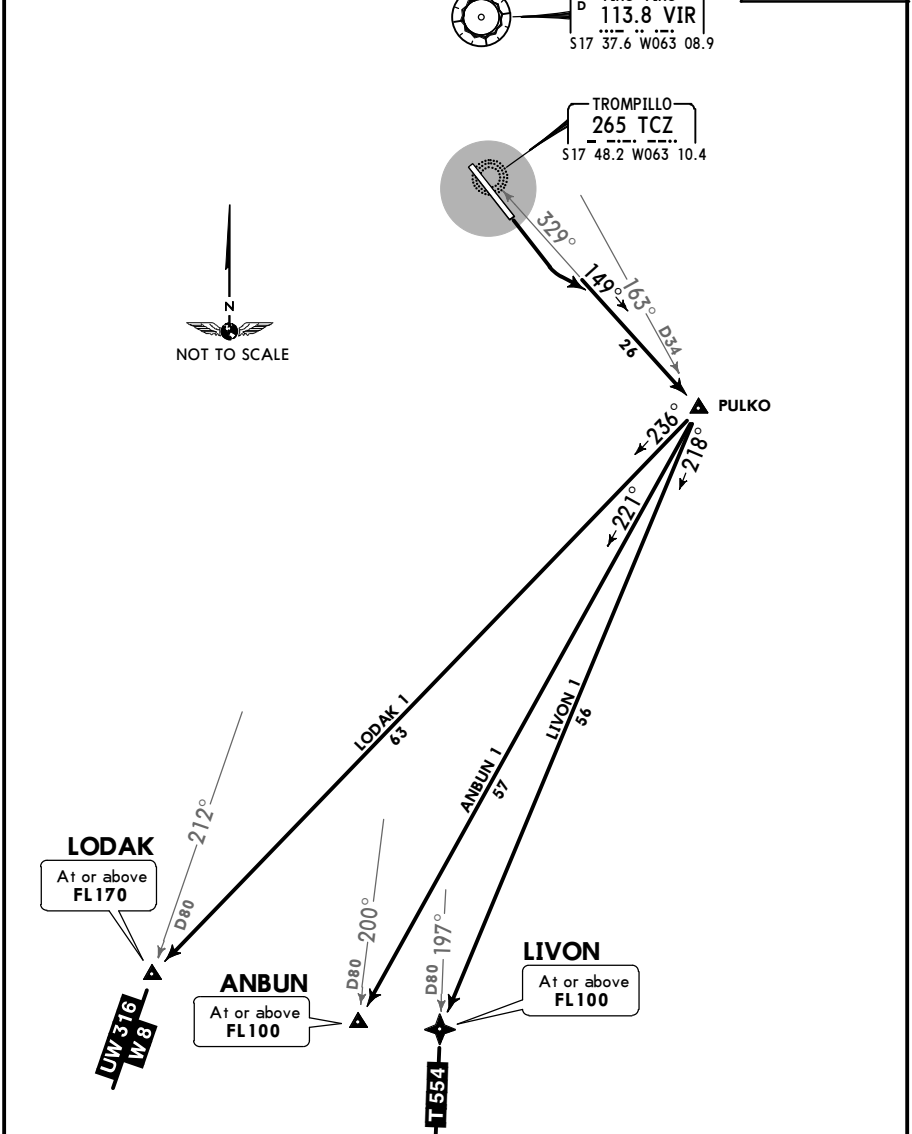
PANS OPS

CHANGES: Approach freq added.

Apt Elev	Trans level: By ATC Trans alt: 5000′
1371′	

ANBUN 1 [ANBUN1], LIVON 1 [LIVON1] LODAK 1 [LODAK1] DEPARTURES (RWY 15)





INITIAL CLIMB

After take-off intercept TCZ 149° bearing to PULKO.

SID	ROUTING
ANBUN 1	From PULKO, 221° course to ANBUN.
LIVON 1 (T-554)	From PULKO, 218° course to LIVON.
LODAK 1 (W-8, UW-316)	From PULKO, 236° course to LODAK.

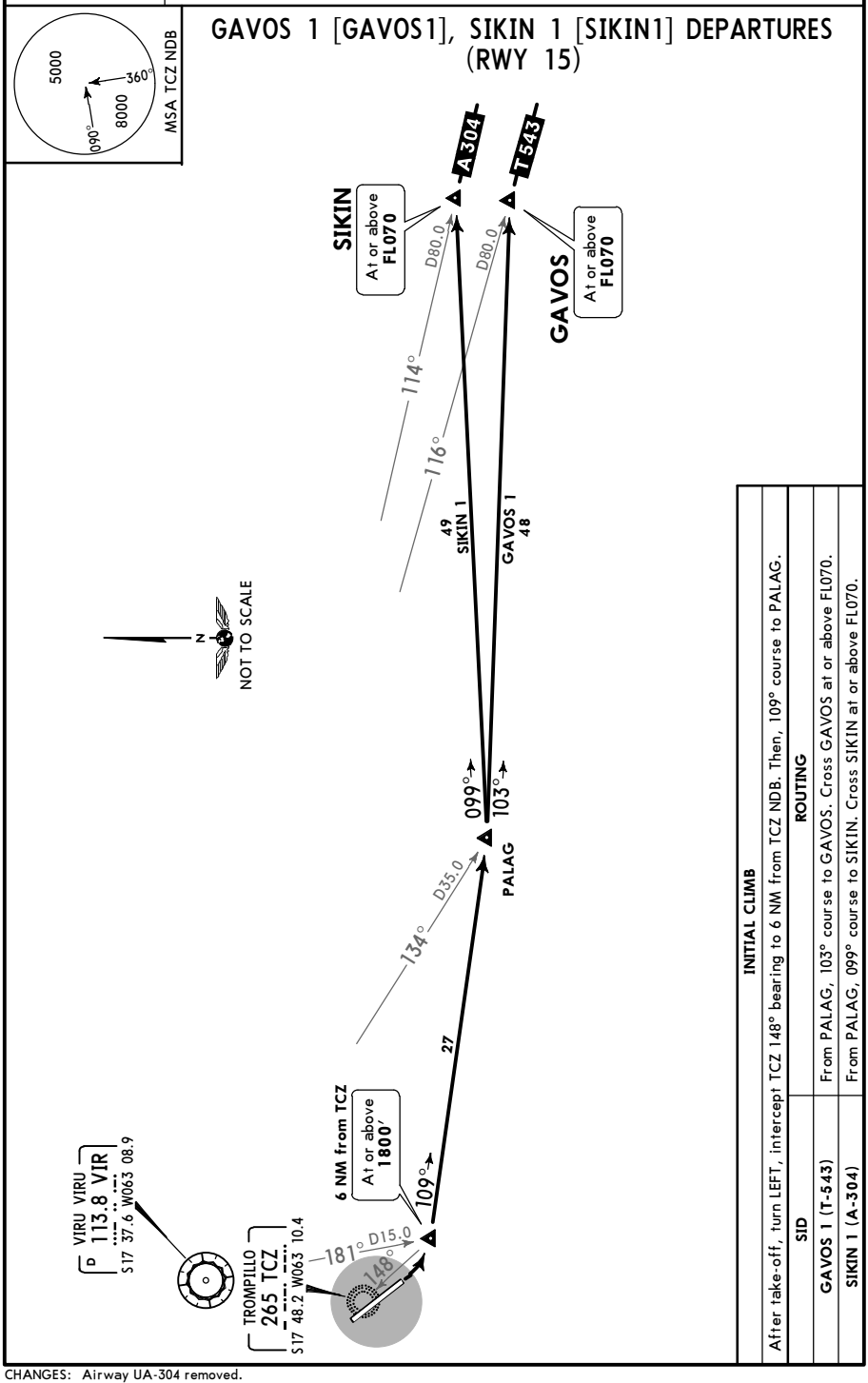
CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev
1371'

Trans level: By ATC Trans alt: 5000'

GAVOS 1 [GAVOS1], SIKIN 1 [SIKIN1] DEPARTURES (RWY 15)



INITIAL CLIMB

After take-off, turn LEFT, intercept TCZ 148° bearing to 6 NM from TCZ NDB. Then, 109° course to PALAG.

SID	ROUTING
GAVOS 1 (T-543)	From PALAG, 103° course to GAVOS. Cross GAVOS at or above FL070.
SIKIN 1 (A-304)	From PALAG, 099° course to SIKIN. Cross SIKIN at or above FL070.

CHANGES: Airway UA-304 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLET/SRZ

Apt Elev **1371′**

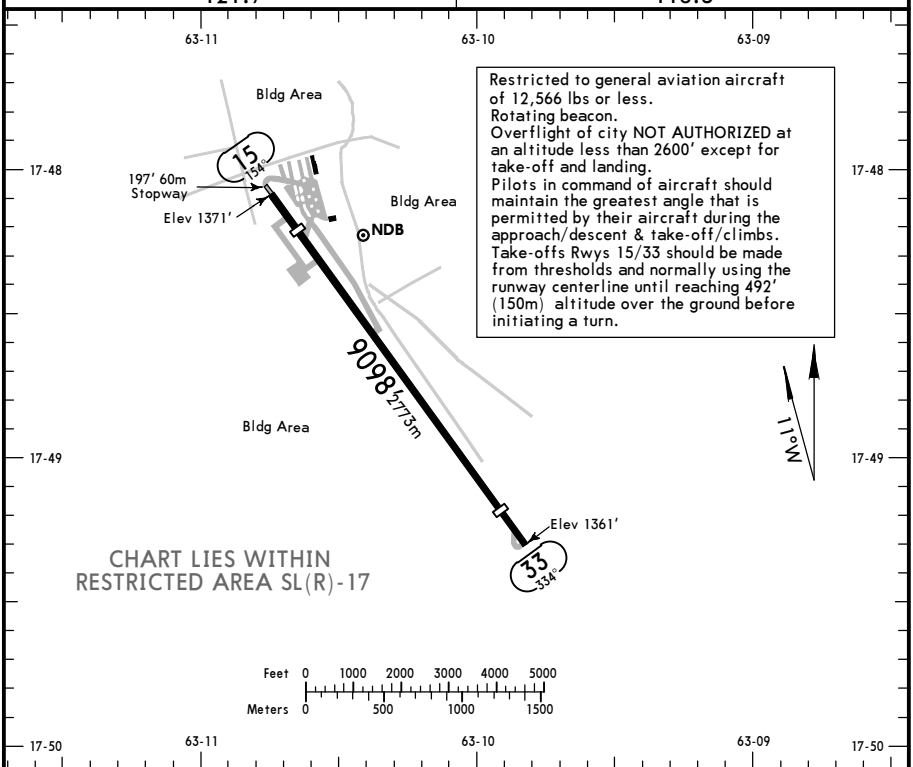
S17 48.7 W063 10.3

28 JUL 17 (10-9)

SANTA CRUZ, BOLIVIA

EL TROMPILLO

*TROMPILLO Ground	*Tower
121.7	118.3



Restricted to general aviation aircraft of 12,566 lbs or less.
Rotating beacon.
Overflight of city NOT AUTHORIZED at an altitude less than 2600′ except for take-off and landing.
Pilots in command of aircraft should maintain the greatest angle that is permitted by their aircraft during the approach/descent & take-off/climbs.
Take-offs Rwys 15/33 should be made from thresholds and normally using the runway centerline until reaching 492′ (150m) altitude over the ground before initiating a turn.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15	RL	8159′ 2487m			98′
33		8199′ 2499m			30m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums, magnetic variation, airport elevation.

SLET/SRZ
EL TROMPILLO

2 JUN 17 (12-1) CAT A, B & C

SANTA CRUZ, BOLIVIA
RNAV (GNSS) Z Rwy 33

VIRU VIRU Approach	*TROMPILLO Tower	*Ground
119.7	118.3	121.7

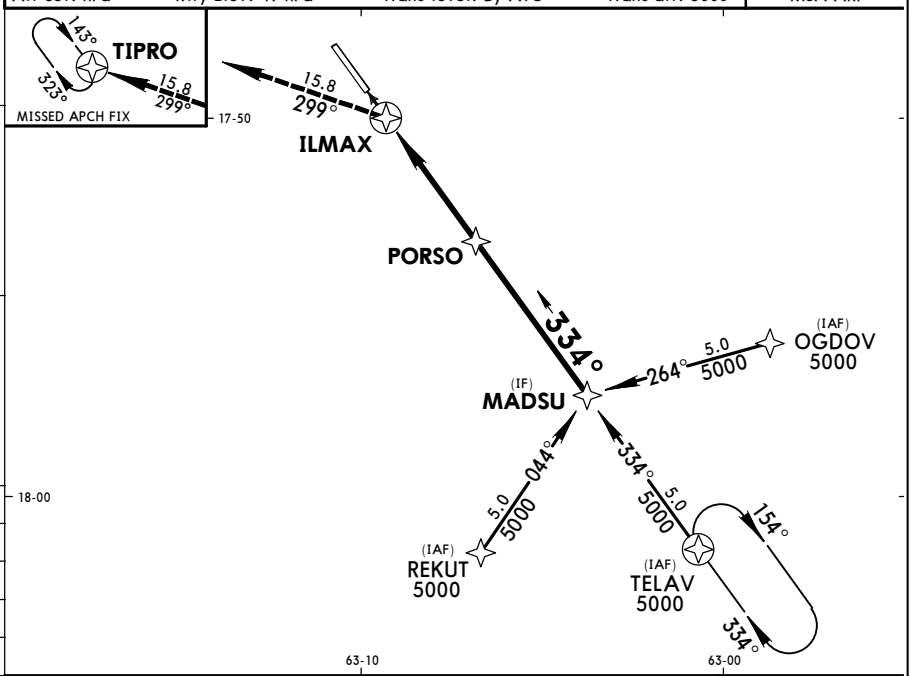
BRIEFING STRIP ™

RNAV	*Final Apch Crs*	Minimum Alt	LNAV MDA(H)	Apt Elev 1372′
	334°	**PORSO** **3200′**(1838′)	**1800′**(438′)	Rwy 1362′

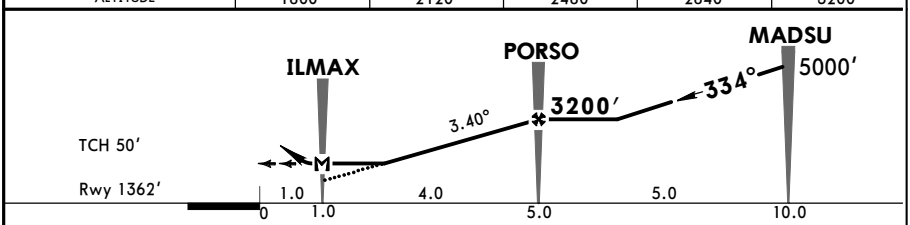
MISSED APCH: LEFT turn and climb to 4000′ direct to TIPRO and follow 143° and do a RIGHT hold. Request instructions from ATC. Turns not allowed before MAP.

Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: By ATC | Trans alt: 5000′

MSA ARP: 3000′ 100° 8000′ 360°



DISTANCE to THRESHOLD	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1800′	2120′	2480′	2840′	3200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842	963
MAP at ILMAX							
FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

4000′ LT **TIPRO**

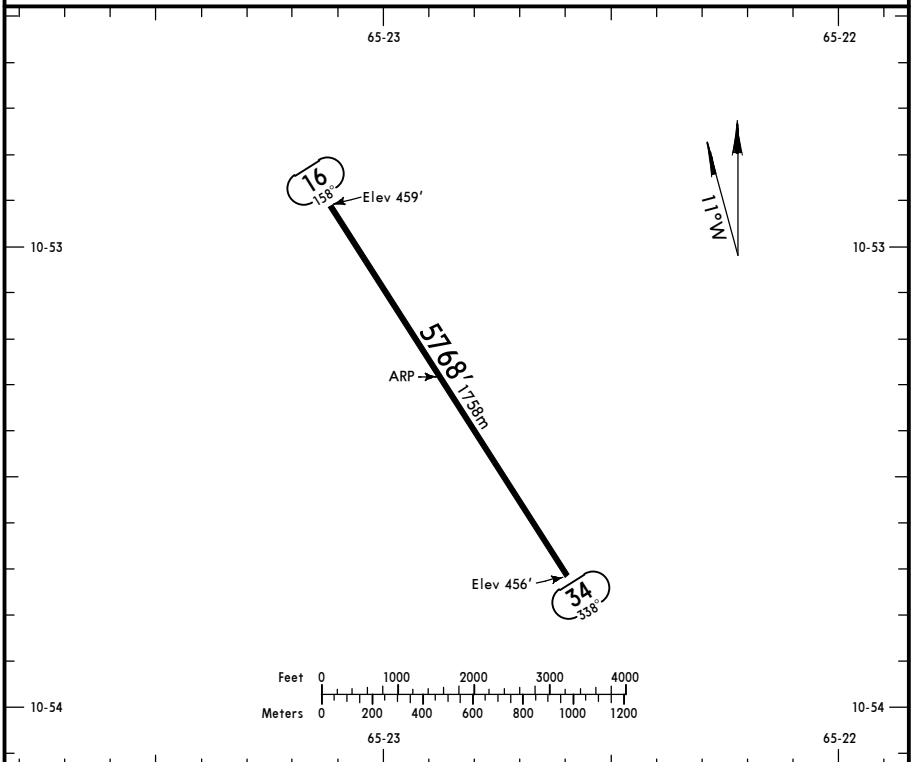
STRAIGHT-IN LANDING RWY **33** **LNAV** MDA(H) **1800′**(438′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1900m	100	2100′(728′) -2200m
B		135	
C	2000m	180	2200′(828′) -2300m
D	NOT APPLICABLE	D	NOT APPLICABLE

PANS OPS

CHANGES: Reverse side procedure canceled.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

*GUAYARAMERIN Tower 118.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 34					69′ 21m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLGM
GUAYARAMERIN INTL

28 JUL 17 (12-1) CAT A & B

GUAYARAMERIN, BOLIVIA
RNAV (GNSS) Z Rwy 34

LA PAZ Control	*GUAYARAMERIN Approach	*GUAYARAMERIN Tower
128.2	118.7	118.7

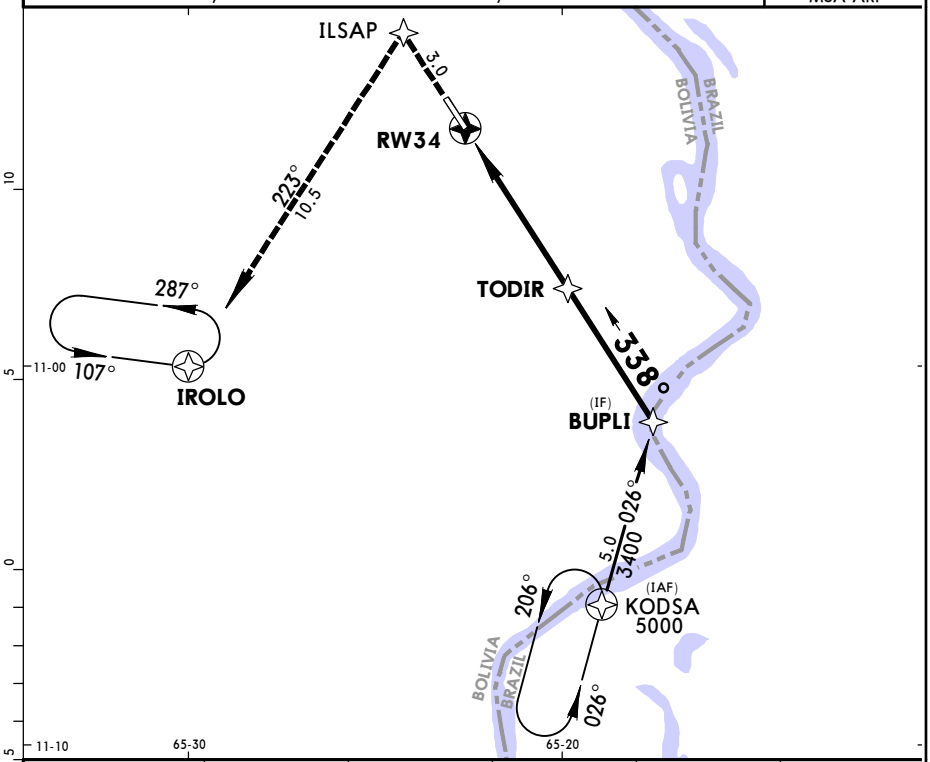
BRIEFING STRIP ™

RNAV	Final Apch Crs 338°	Minimum Alt TODIR 2100′ (1644′)	LNAV MDA(H) (CONDITIONAL) 780′ (324′)	Apt Elev 460′ Rwy 34 456′

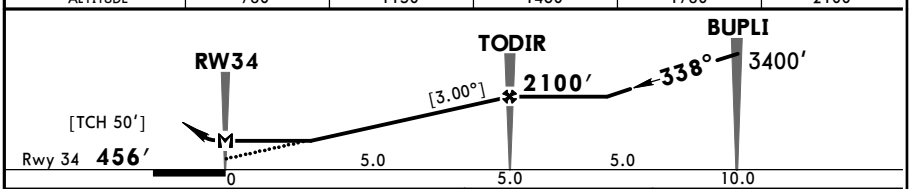
MISSED APCH: Climb to 4000′ direct ILSAP, turn LEFT direct to IROLO. Join holding and request ATC instructions.

Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000′

2000′ MSA ARP



DIST to THR	0.9	2.0	3.0	4.0	5.0
ALTITUDE	780′	1150′	1460′	1780′	2100′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at RW34							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

4000′ ↑ | D→ | ILSAP

PANS OPS

STRAIGHT-IN LANDING RWY 34 LNAV MDA(H) 780′ (324′) DAY		NIGHT
A	1600m	NA
B		
C	NOT APPLICABLE	
D		

CIRCLE-TO-LAND Max Kts.	DAY MDA(H)	NIGHT
100	1000′ (540′) -2000m	NA
135	1050′ (590′) -2400m	
C	NOT APPLICABLE	
D		

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

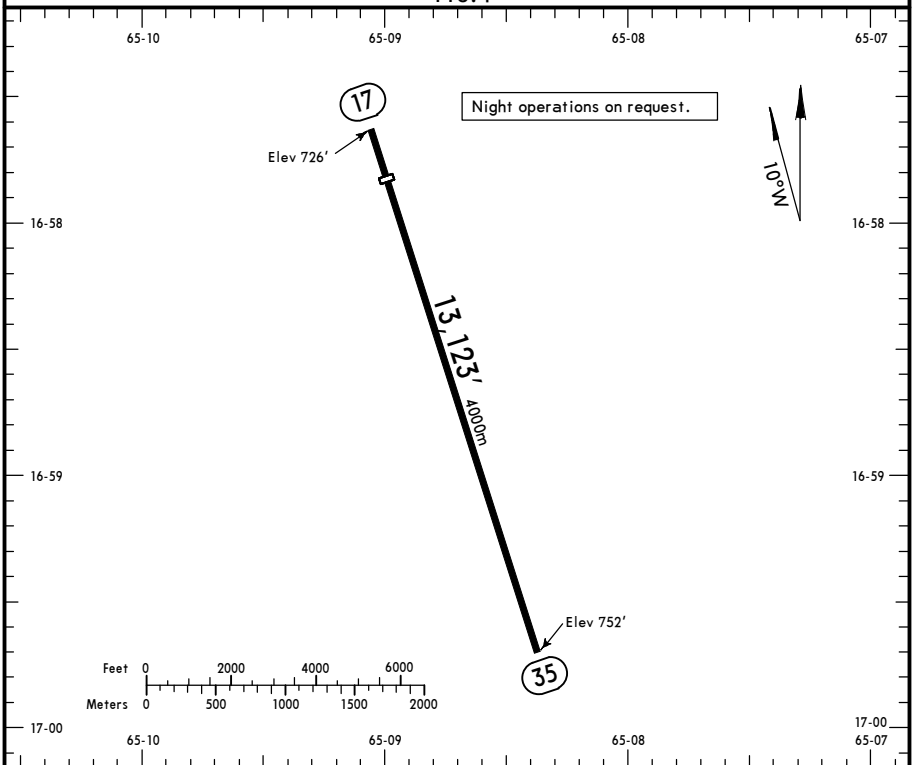
SLHI/CCA

Apt Elev **752′**
S16 58.7 W065 08.7

4 OCT 19 (20-9)

COCHABAMBA, BOLIVIA
CHIMORE

*CHIMORE Tower
118.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35		11,988′ 3654m			148′ 45m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Communications, usable lengths.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLHI/CCA
CHIMORE

2 DEC 16
Eff 8 Dec

(22-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

CAT A, B & C

COCHABAMBA, BOLIVIA
RNAV (GNSS) Y Rwy 17

BRIEFING STRIP ™

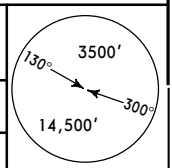
LA PAZ Control	CHIMORE Tower
128.2	118.4

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 752′
	173°	**HI875** **2700′** (1974′)	**1200′** (474′)	Rwy 726′

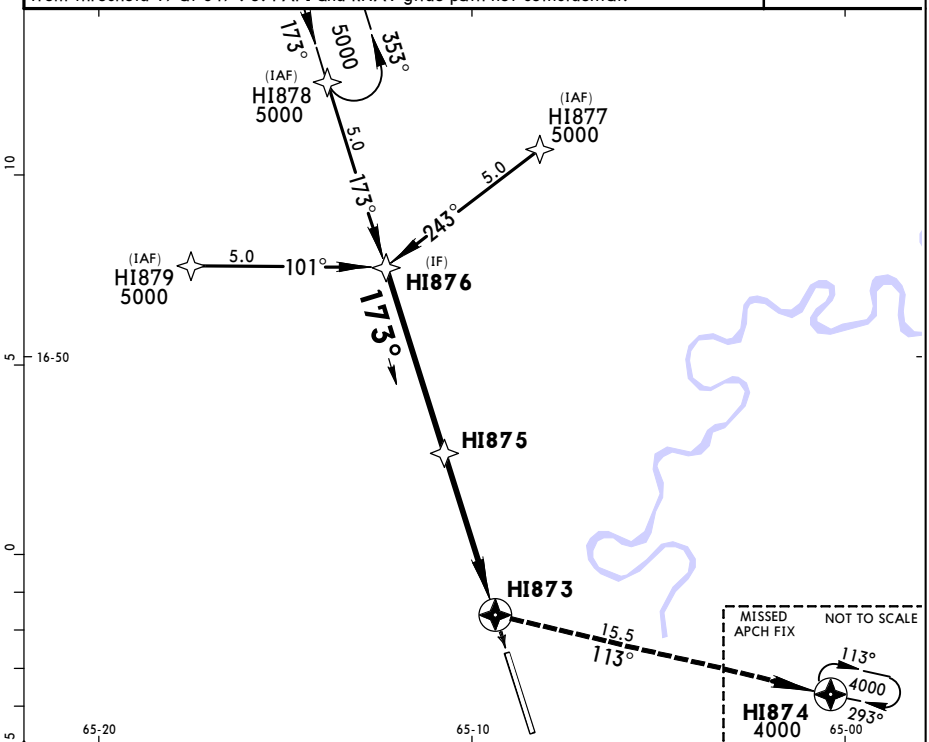
MISSED APCH: Turn LEFT direct to HI874, climb to 4000′ to hold, and request ATC instructions.

Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 5000′

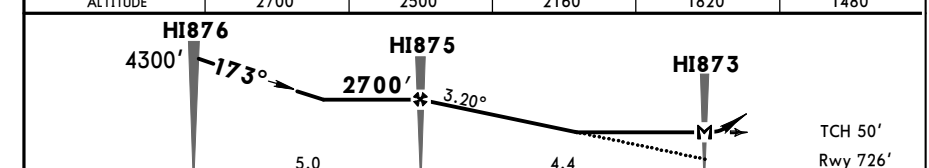
1. GNSS required. 2. CAUTION: Hills and trees in the missed approach path at 2.6 NM from threshold 17 at 647′. 3. PAPI and RNAV glide path not coincidental.



MSA ARP



DIST to THR	4.4	4.0	3.0	2.0	1.0
ALTITUDE	2700′	2500′	2160′	1820′	1480′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.20°	396	510	566	679	793	906
MAP at HI873							
FAF to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

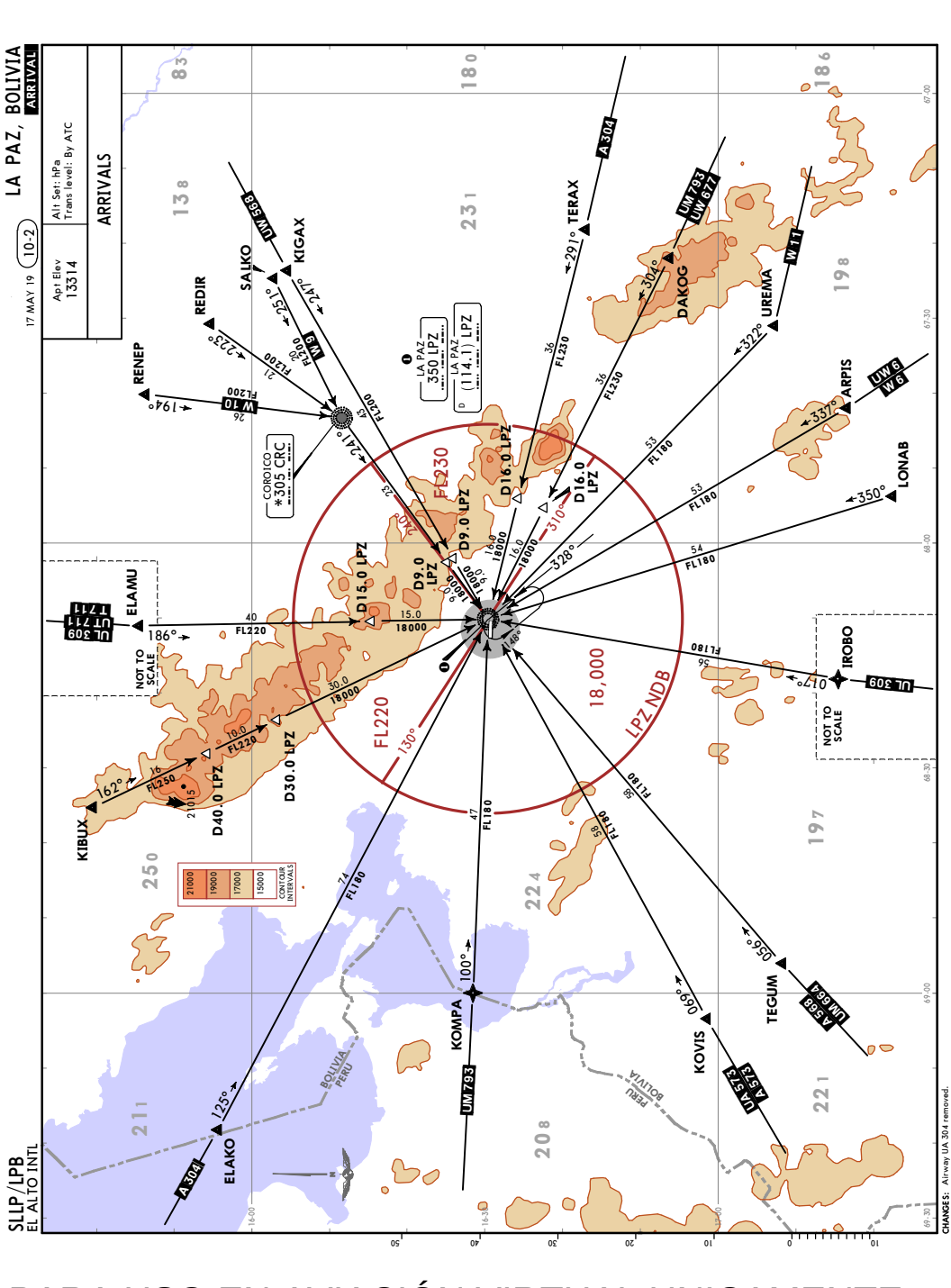
4000′ LT D **HI874**

PANS OPS

STRAIGHT-IN LANDING RWY **17** **MISSED APCH CLIMB GRADIENT MIM 3.0%** **LNAV** MDA(H) **1200′** (474′)		Max Kts	CIRCLE-TO-LAND
A	2400m	A	NOT APPLICABLE
B		B	
C	2800m	C	
D	NOT APPLICABLE	D	

CHANGES: New procedure.

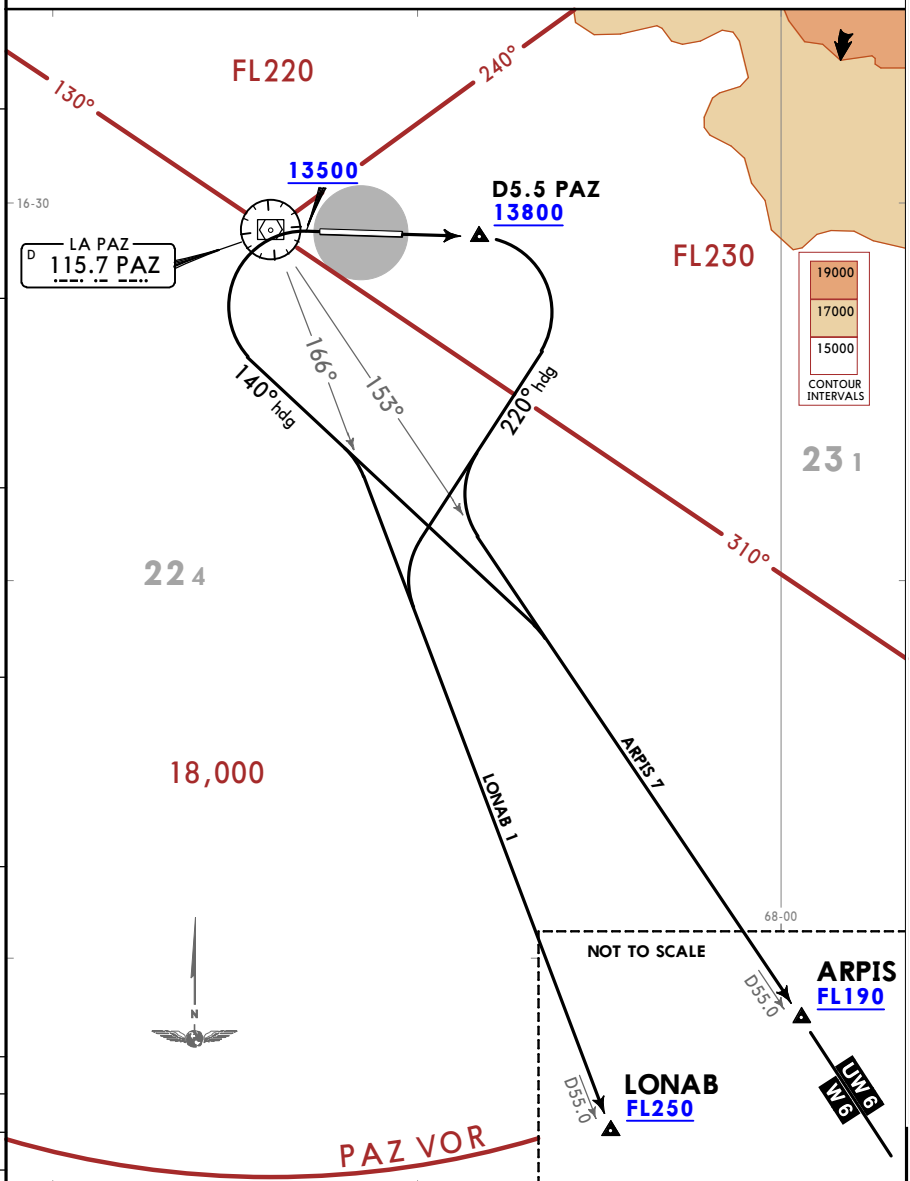
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE



PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 13314	Trans alt: 18000

ARPIS 7 [ARPIS7], LONAB 1 [LONAB1] DEPARTURES



RWY	INITIAL CLIMB
10	After take-off, MAINTAIN runway heading to D5.5 PAZ, turn RIGHT heading 220°.
28	After take-off, MAINTAIN runway heading to 13500, turn LEFT heading 140°.

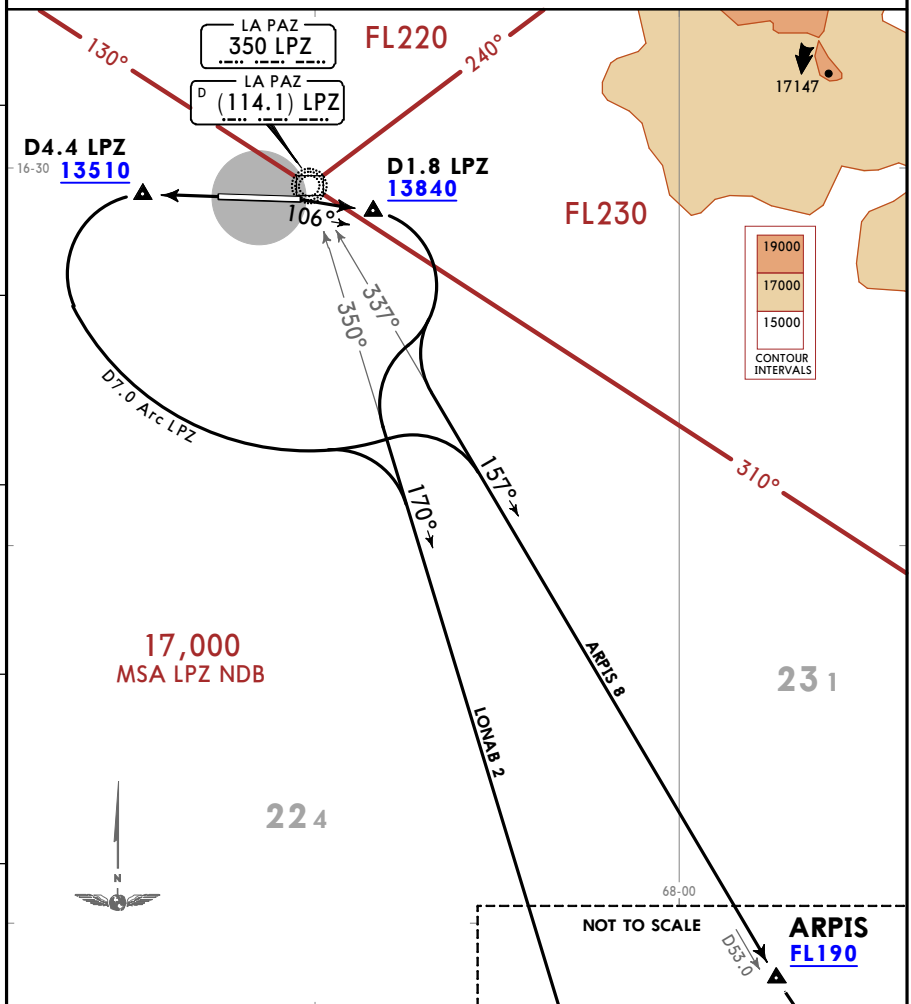
SID	ROUTING
ARPIS 7 (W-6, UW-6)	Intercept PAZ R153 direct to ARPIS.
LONAB 1	Intercept PAZ R166 direct to LONAB.

CHANGES: New format.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	
13314	Trans alt: 18000 **ADF-DME required.**

ARPIS 8 [ARPIS8], LONAB 2 [LONAB2] DEPARTURES



These SIDs require a minimum climb gradient:
Rwy 10: 4.2% to 13840.

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

RWY	INITIAL CLIMB
10	After take-off continue on 106° course to D1.8 LPZ, turn RIGHT.
28	After take-off MAINTAIN runway heading to D4.4 LPZ, turn LEFT on D7.0 Arc LPZ.

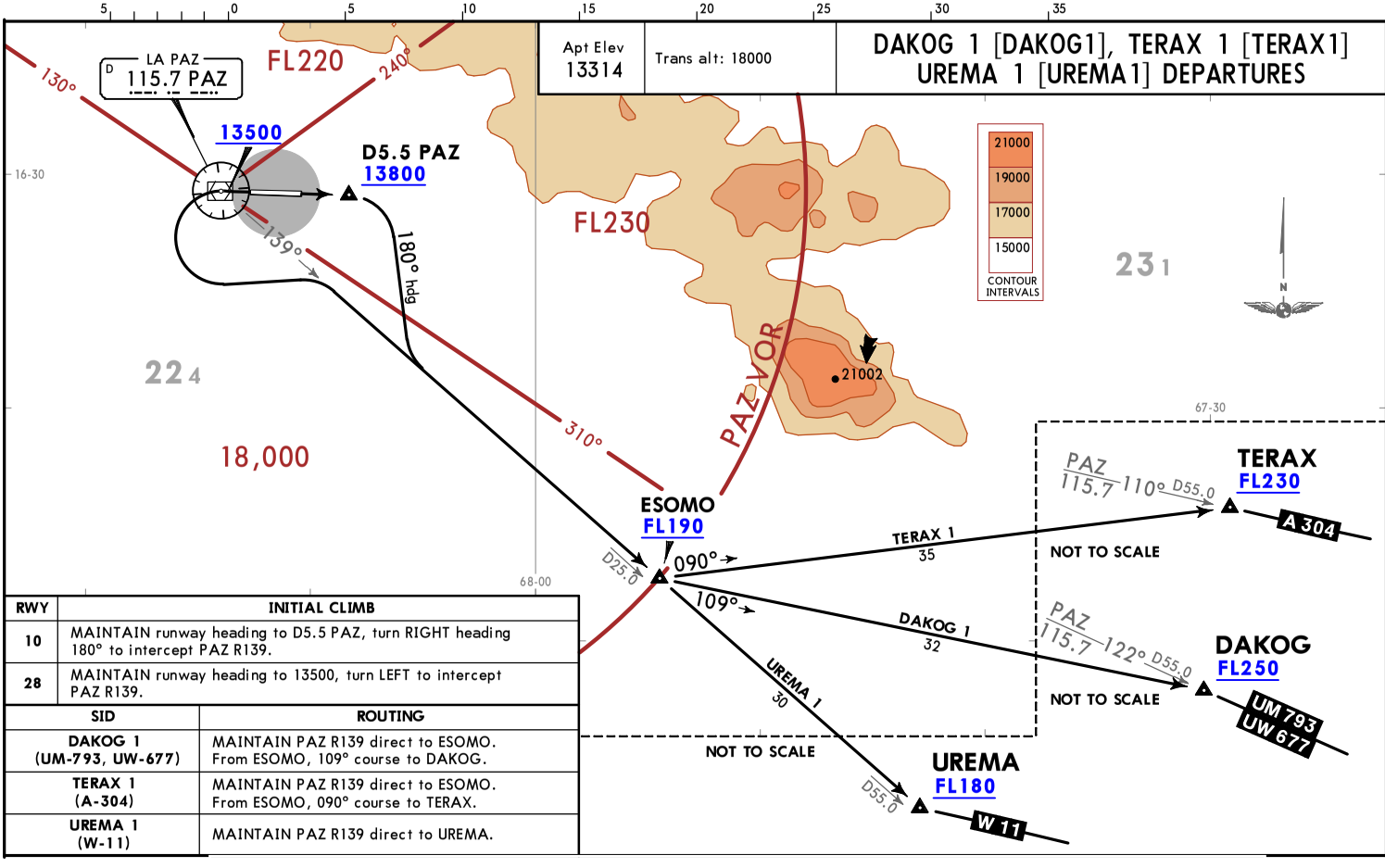
SID	RWY	ROUTING
ARPIS 8 (UW-6, W-6)	10	Intercept LPZ 157° bearing direct to ARPIS.
	28	MAINTAIN D7.0 Arc LPZ to intercept LPZ 157° bearing direct to ARPIS.
LONAB 2	10	Intercept LPZ 170° bearing direct to LONAB.
	28	MAINTAIN D7.0 Arc LPZ to intercept LPZ 170° bearing direct to LONAB.

CHANGES: New format.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

DAKOG 1 [DAKOG1], TERAX 1 [TERAX1] UREMA 1 [UREMA1] DEPARTURES

Apt Elev 13314 | Trans alt: 18000



RWY	INITIAL CLIMB
10	MAINTAIN runway heading to D5.5 PAZ, turn RIGHT heading 180° to intercept PAZ R139.
28	MAINTAIN runway heading to 13500, turn LEFT to intercept PAZ R139.

SID	ROUTING
DAKOG 1 (UM-793, UW-677)	MAINTAIN PAZ R139 direct to ESOMO. From ESOMO, 109° course to DAKOG.
TERAX 1 (A-304)	MAINTAIN PAZ R139 direct to ESOMO. From ESOMO, 090° course to TERAX.
UREMA 1 (W-11)	MAINTAIN PAZ R139 direct to UREMA.

CHANGES: Airway UA 304 removed.

17 MAY 19

10-3B

LA PAZ, BOLIVIA

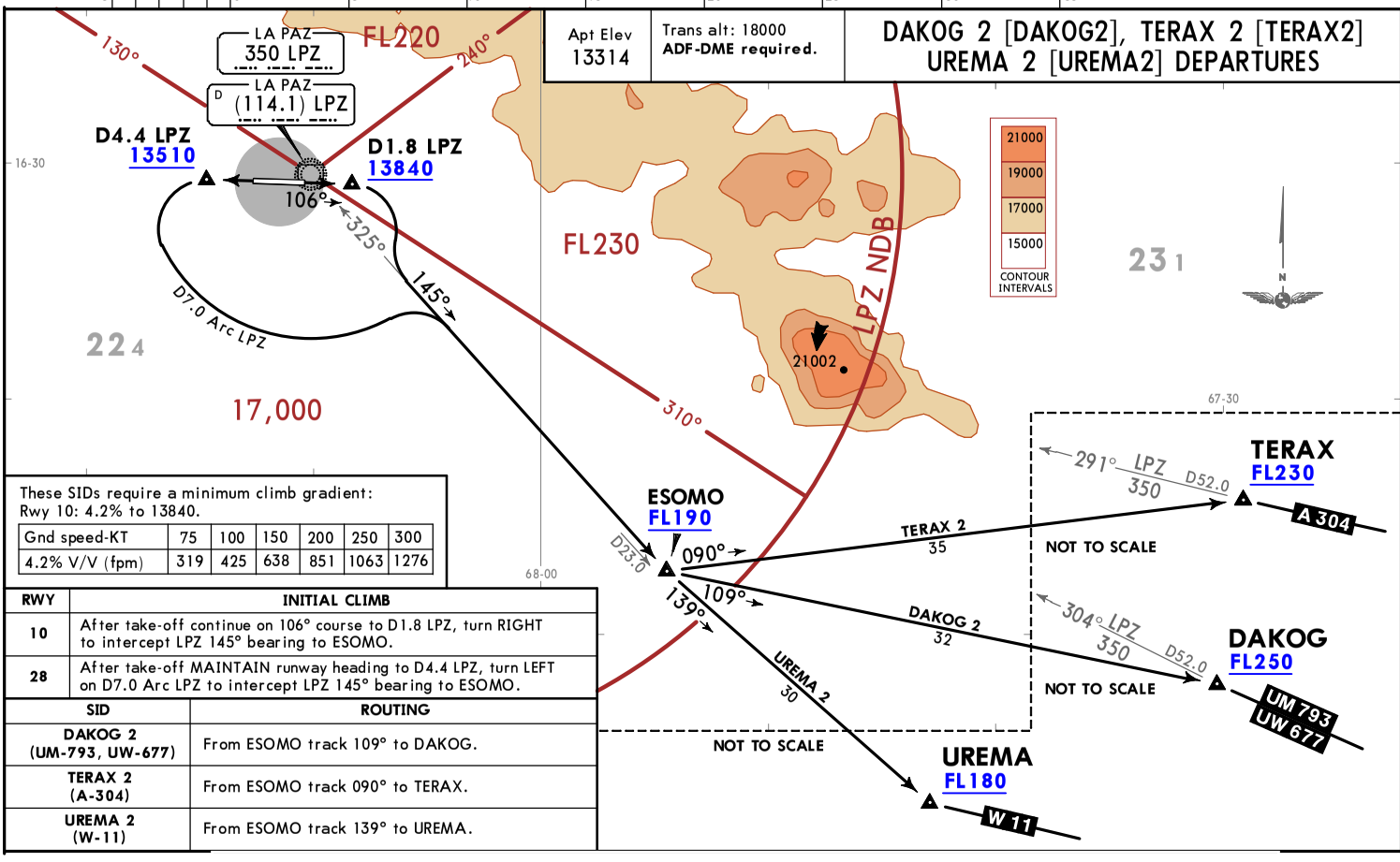
SID

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

DAKOG 2 [DAKOG2], TERAX 2 [TERAX2] UREMA 2 [UREMA2] DEPARTURES

Apt Elev 13314

Trans alt: 18000
ADF-DME required.



These SIDs require a minimum climb gradient:
Rwy 10: 4.2% to 13840.

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

RWY	INITIAL CLIMB
10	After take-off continue on 106° course to D1.8 LPZ, turn RIGHT to intercept LPZ 145° bearing to ESOMO.
28	After take-off MAINTAIN runway heading to D4.4 LPZ, turn LEFT on D7.0 Arc LPZ to intercept LPZ 145° bearing to ESOMO.

SID	ROUTING
DAKOG 2 (UM-793, UW-677)	From ESOMO track 109° to DAKOG.
TERAX 2 (A-304)	From ESOMO track 090° to TERAX.
UREMA 2 (W-11)	From ESOMO track 139° to UREMA.

CHANGES: Airway UA 304 removed.

17 MAY 19

10-3C

LA PAZ, BOLIVIA

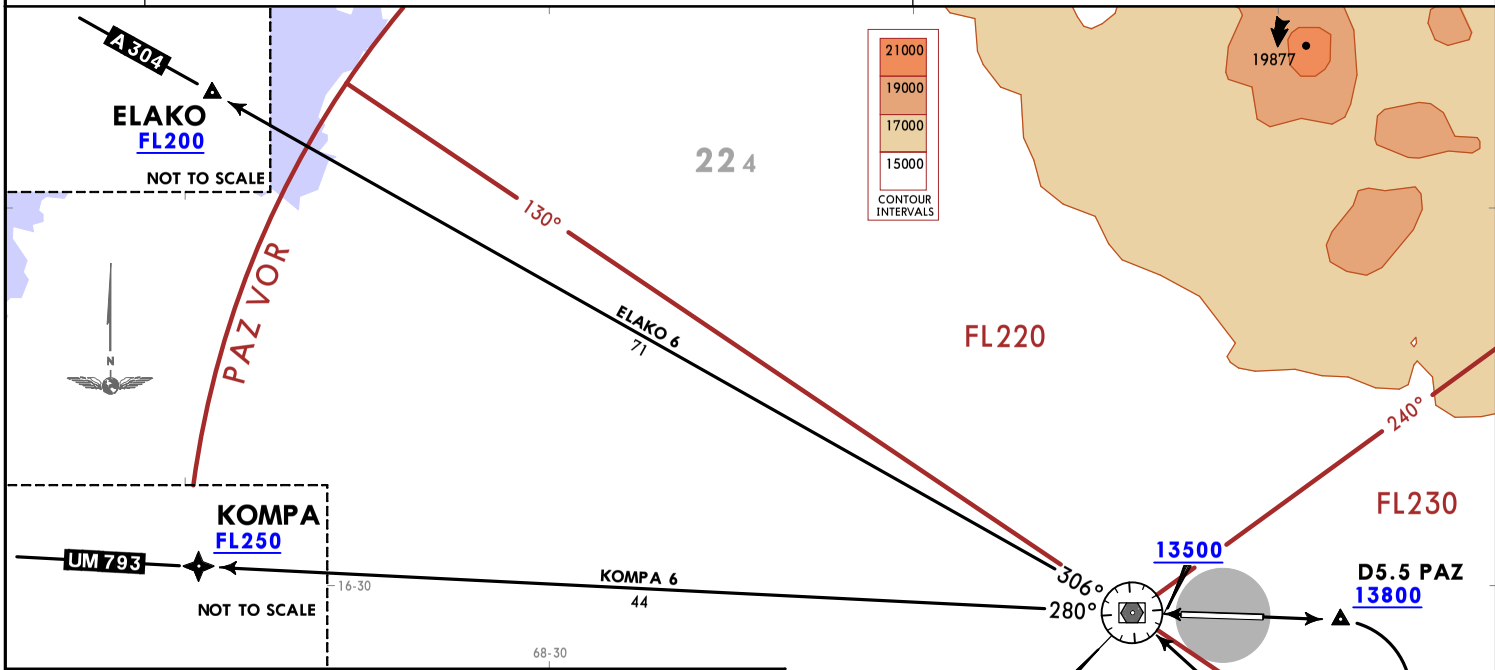
SID

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

ELAKO 6 [ELAKO6], KOMPA 6 [KOMPA6] DEPARTURES

Apt Elev 13314

Trans alt: 18000



RWY	INITIAL CLIMB
10	After take-off, MAINTAIN runway heading to D5.5 PAZ, turn RIGHT to PAZ VOR.
28	After take-off, MAINTAIN runway heading to 13500.

SID	ROUTING
ELAKO 6 (A-304)	Intercept PAZ R306 direct to ELAKO.
KOMPA 6 (UM-793)	Intercept PAZ R280 direct to KOMPA.

CHANGES: Airway UA 304 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: Airway UA 304 removed.

SLLP/LPB
EL ALTO INTL

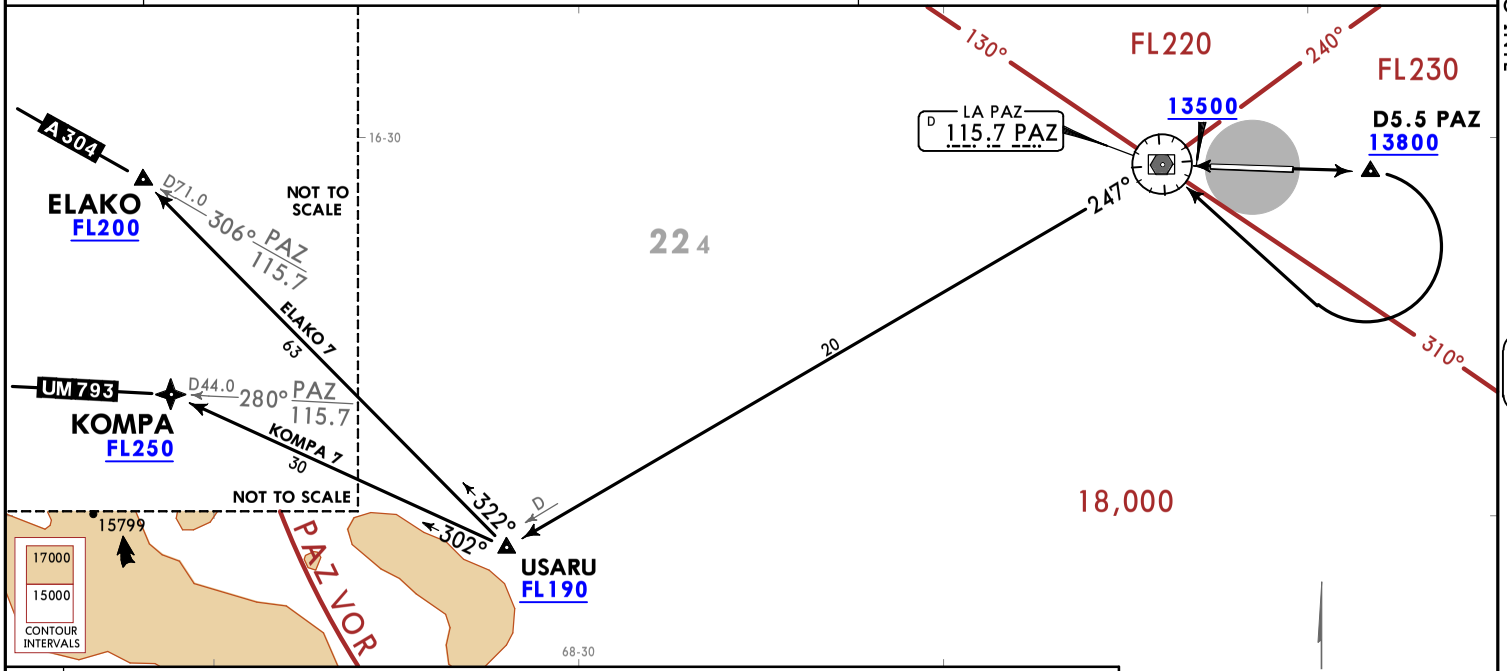
LA PAZ, BOLIVIA

SID

17 MAY 19

10-3E

Apt Elev 13314	Trans alt: 18000	ELAKO 7 [ELAKO7], KOMPA 7 [KOMPA7] DEPARTURES



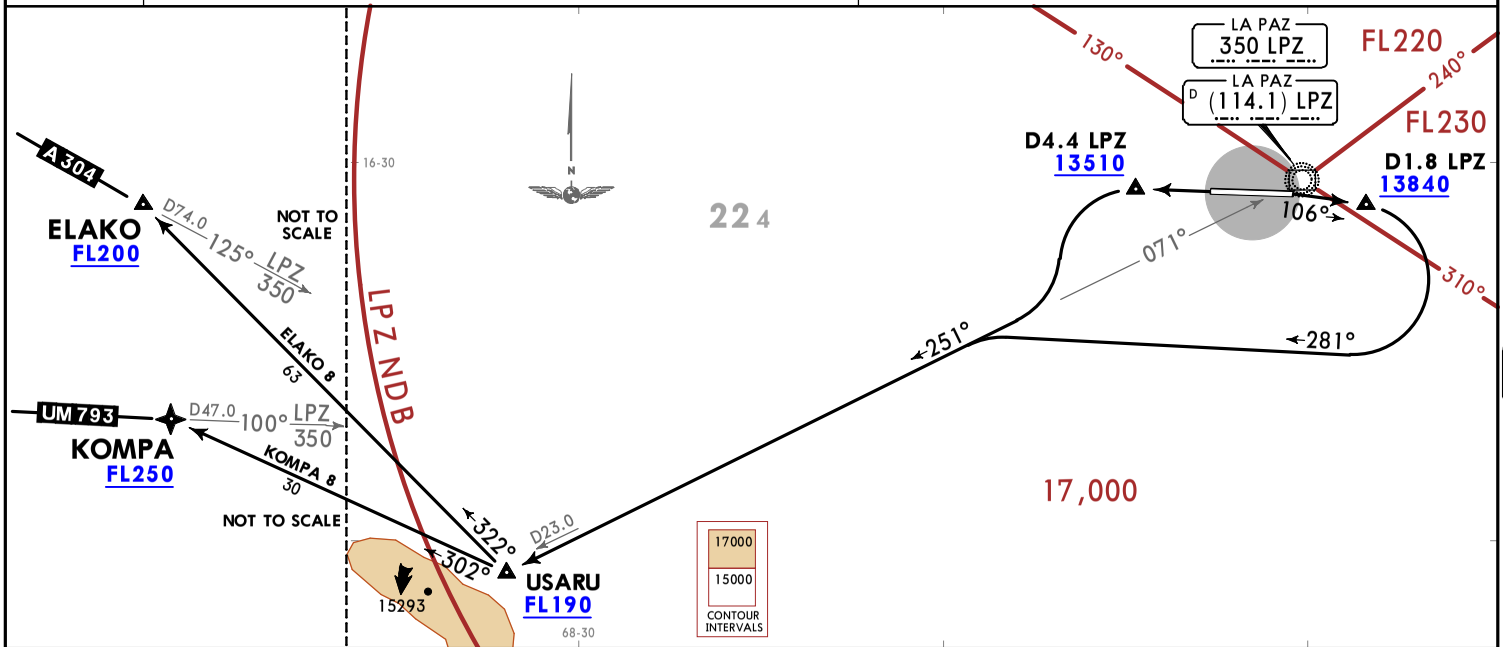
RWY	INITIAL CLIMB
10	After take-off, MAINTAIN runway heading to D5.5 PAZ, turn RIGHT to PAZ VOR and intercept PAZ R247 to USARU.
28	After take-off, MAITNAIN runway heading to 13500, turn LEFT to intercept PAZ R247 to USARU.

SID	ROUTING
ELAKO 7 (A-304)	After USARU, 322° course to ELAKO.
KOMPA 7 (UM-793)	After USARU, 302° course to KOMPA.

CHANGES: Airway UA 304 removed.

Apt Elev 13314	Trans alt: 18000 **ADF-DME required.**

ELAKO 8 [ELAKO8], KOMPA 8 [KOMPA8] DEPARTURES



RWY	INITIAL CLIMB
10	After take-off continue on 106° course to D1.8 LPZ, turn RIGHT and continue on 281° course to intercept LPZ 251° bearing to USARU.
28	After take-off MAINTAIN runway heading to D4.4 LPZ, turn LEFT to intercept LPZ 251° bearing to USARU.

SID	ROUTING
ELAKO 8 (A-304)	From USARU track 322° to ELAKO.
KOMPA 8 (UM-793)	From USARU track 302° to KOMPA.

These SIDs require a minimum climb gradient:
Rwy 10: 4.2% to 13840.

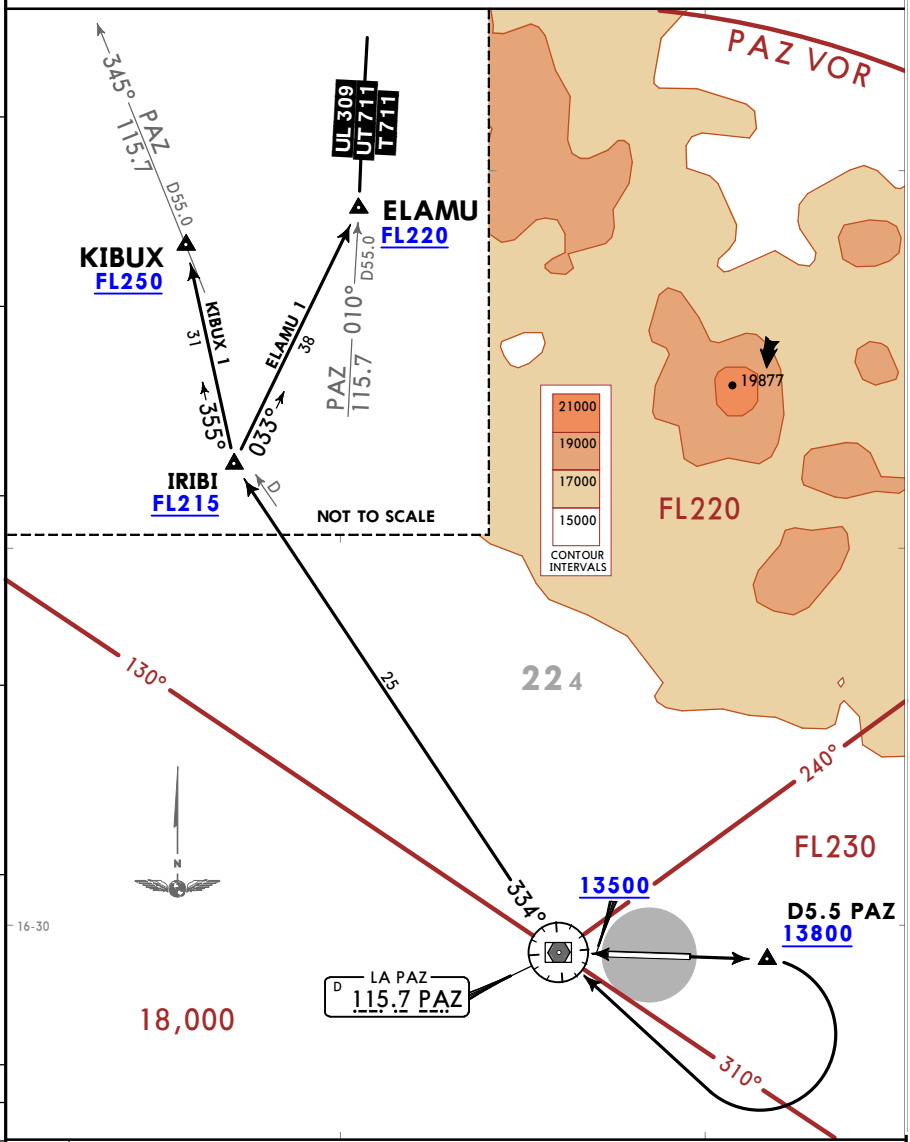
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

SLLP/LPB
EL ALTO INTL
17 MAY 19
10-3F
LA PAZ, BOLIVIA
SID

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	Trans alt: 18000
13314	

ELAMU 1 [ELAMU1], KIBUX 1 [KIBUX1] DEPARTURES



RWY	INITIAL CLIMB
10	After take-off, MAINTAIN runway heading to D5.5 PAZ, turn RIGHT to PAZ VOR and intercept PAZ R334 to IRIBI.
28	After take-off, MAINTAIN runway heading to 13500, turn RIGHT to intercept PAZ R334 to IRIBI.

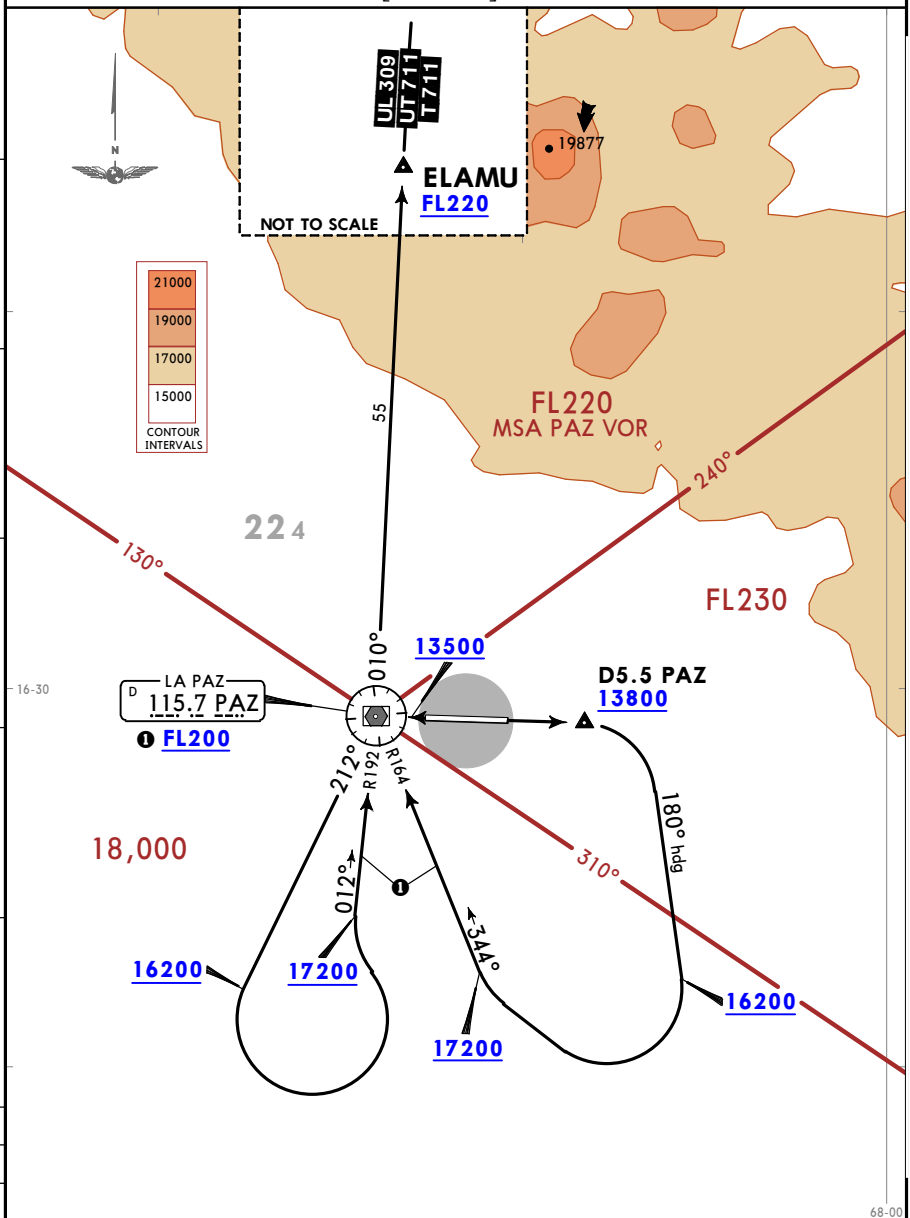
SID	ROUTING
ELAMU 1 (T-711, UL-309, UT-711)	After IRIBI, 033° course to ELAMU.
KIBUX 1	After IRIBI, 355° course to KIBUX.

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 13314	Trans alt: 18000

ELAMU 2 [ELAMU2] DEPARTURE



RWY	INITIAL CLIMB
10	After take-off, MAINTAIN runway heading to D5.5 PAZ. Turn RIGHT heading 180° to 16200. Turn RIGHT to intercept PAZ R164 to PAZ VOR.
28	After take-off, MAINTAIN runway heading to 13500. Turn LEFT to intercept PAZ R212 to 16200. Turn LEFT to intercept PAZ R192 to return to PAZ VOR.

ROUTING

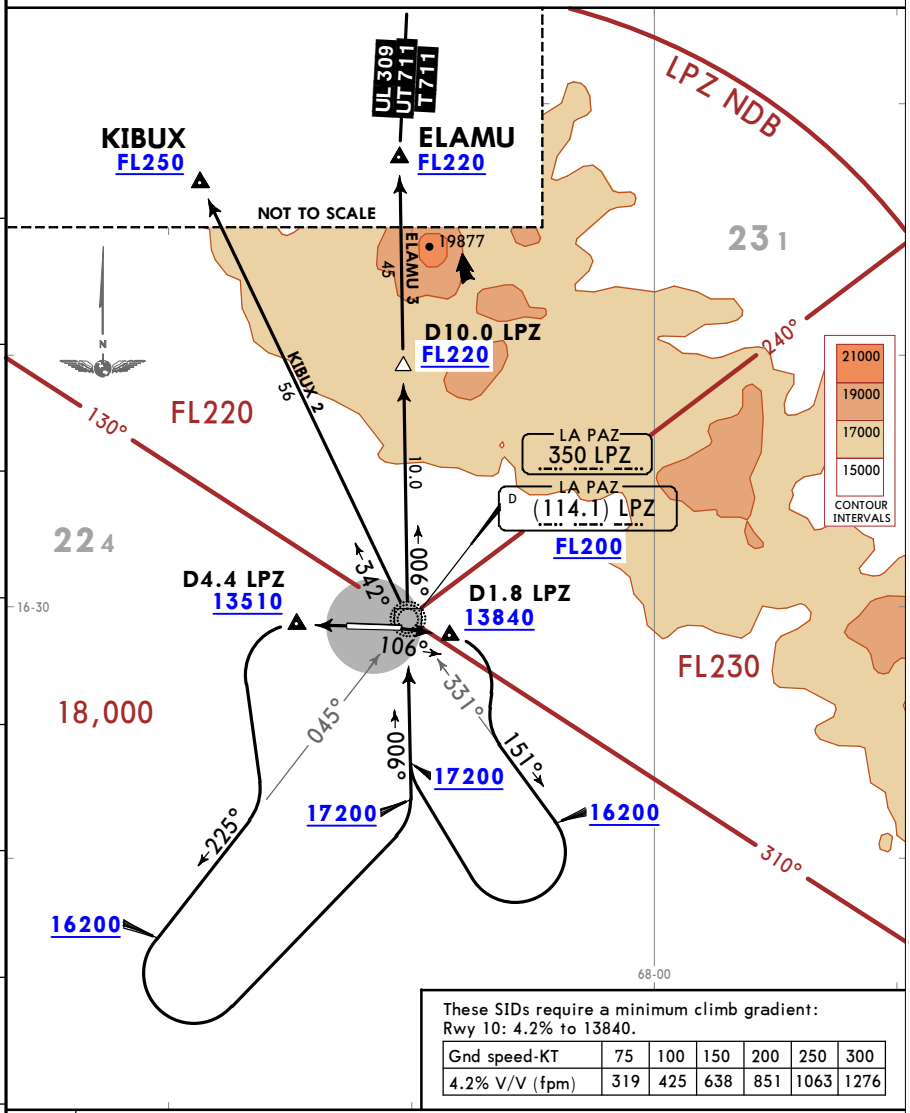
At PAZ VOR, intercept PAZ R010 direct to ELAMU.

CHANGES: New format.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	Trans alt: 18000
13314	**ADF-DME required.**

ELAMU 3 [ELAMU3], KIBUX 2 [KIBUX2] DEPARTURES



These SIDs require a minimum climb gradient:
Rwy 10: 4.2% to 13840.

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

RWY	INITIAL CLIMB
10	After take-off continue on 106° course to D1.8 LPZ, turn RIGHT to intercept LPZ 151° bearing to at or above 16200, turn RIGHT track 006° to return to LPZ NDB.
28	After take-off MAINTAIN runway heading to D4.4 LPZ, turn LEFT to intercept LPZ 225° bearing to at or above 16200, turn LEFT track 006° to return to LPZ NDB.

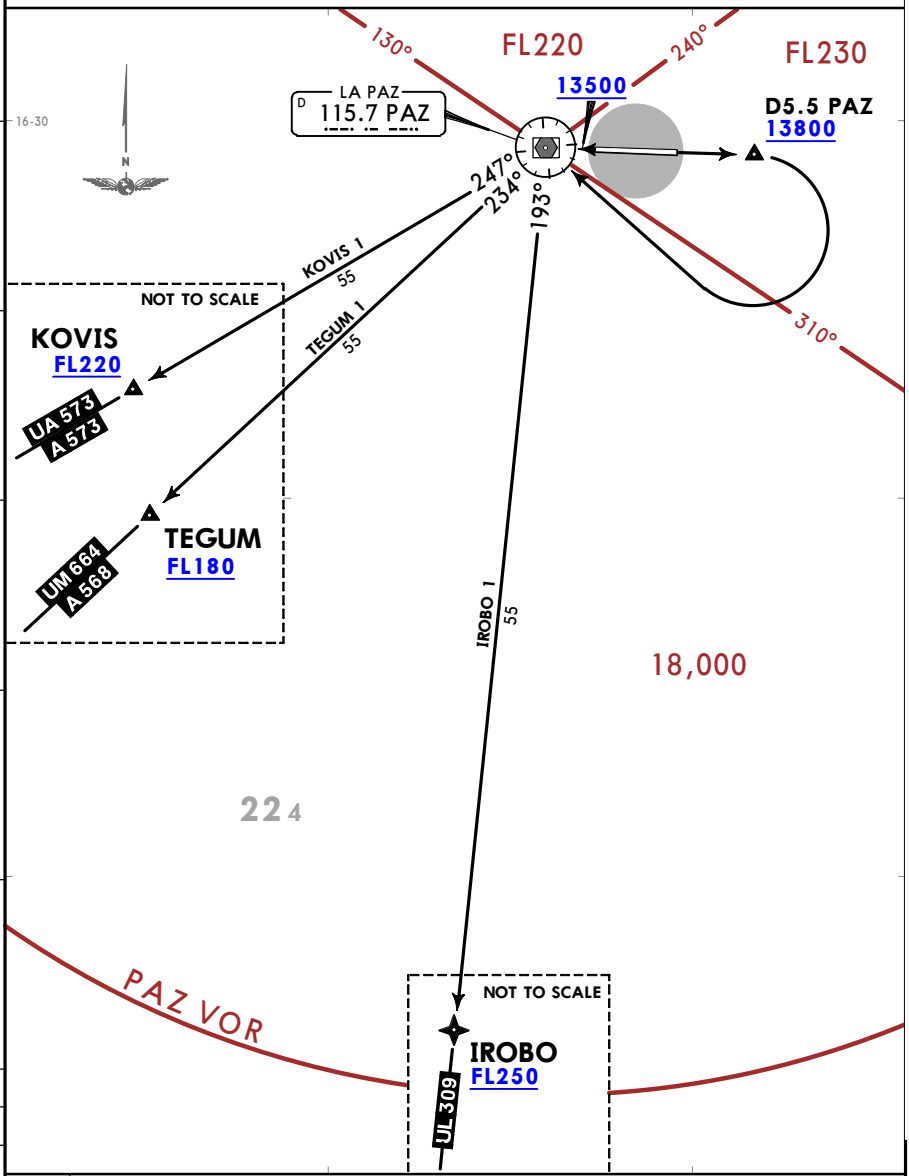
SID	ROUTING
ELAMU 3 (T-711, UL-309, UT-711)	At LPZ NDB, MAINTAIN LPZ 006° bearing direct to ELAMU.
KIBUX 2	At LPZ NDB, MAINTAIN LPZ 342° bearing direct to KIBUX.

CHANGES: New format.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 13314	Trans alt: 18000

IROBO 1 [IROBO1], KOVIS 1 [KOVIS1] TEGUM 1 [TEGUM1] DEPARTURES



RWY	INITIAL CLIMB
10	MAINTAIN runway heading to D5.5 PAZ, turn RIGHT to PAZ VOR.
28	MAINTAIN runway heading to 13500. Turn LEFT.

SID	ROUTING
IROBO 1 (UL-309)	Intercept PAZ R193 direct to IROBO.
KOVIS 1 (A-573, UA-573)	Intercept PAZ R247 direct to KOVIS.
TEGUM 1 (A-568, UM-664)	Intercept PAZ R234 direct to TEGUM.

CHANGES: New format.

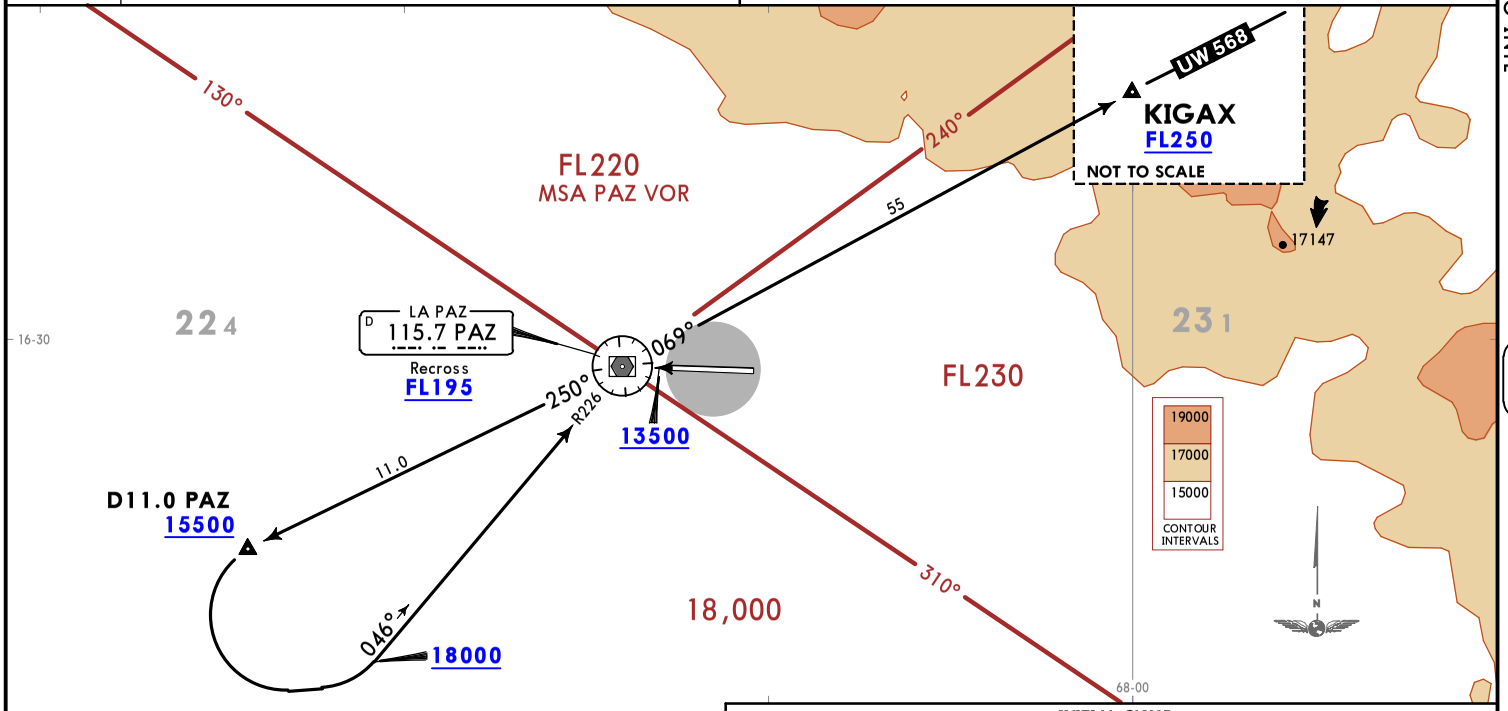
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: New format.

Apt Elev
13314

Trans alt: 18000

KIGAX 1 [KIGAX1] RWY 28 DEPARTURE



INITIAL CLIMB

MAINTAIN runway heading to 13500. Turn LEFT to intercept PAZ R250 to D11.0 PAZ.
Turn LEFT to intercept PAZ R226 to return to PAZ VOR.

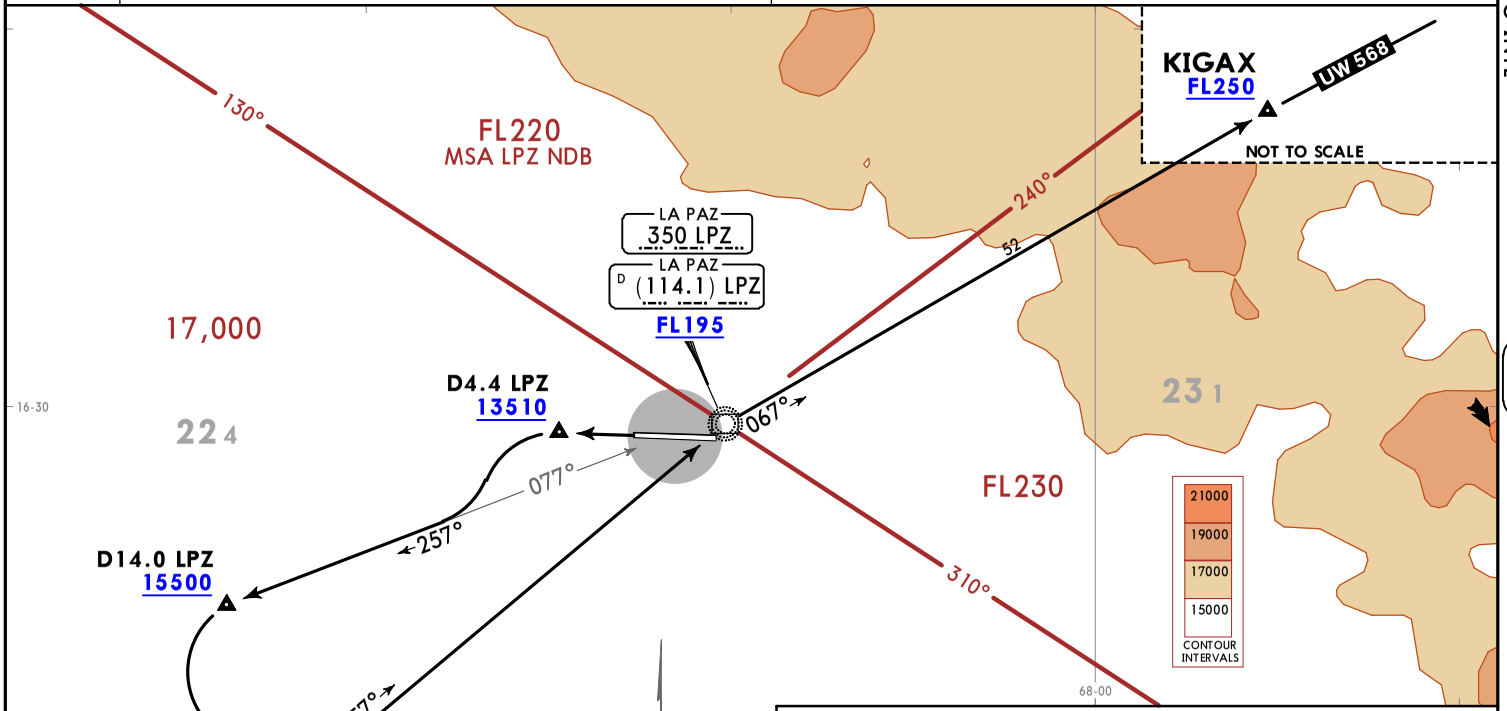
ROUTING

At PAZ VOR, intercept PAZ R069 to KIGAX.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: New format.

Apt Elev 13314	Trans alt: 18000 **ADF-DME required.**	KIGAX 2 [KIGAX2] RWY 28 DEPARTURE



INITIAL CLIMB

MAINTAIN runway heading to D4.4 LPZ, turn LEFT to intercept LPZ 257° bearing to D14.0 LPZ, turn LEFT climbing to at or above 18000 track 057° to return to LPZ NDB.

ROUTING

At LPZ NDB, intercept LPZ 067° bearing to KIGAX.

SLLP/LPB
EL ALTO INTL

16 NOV 18

10-3M

LA PAZ, BOLIVIA

SID

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

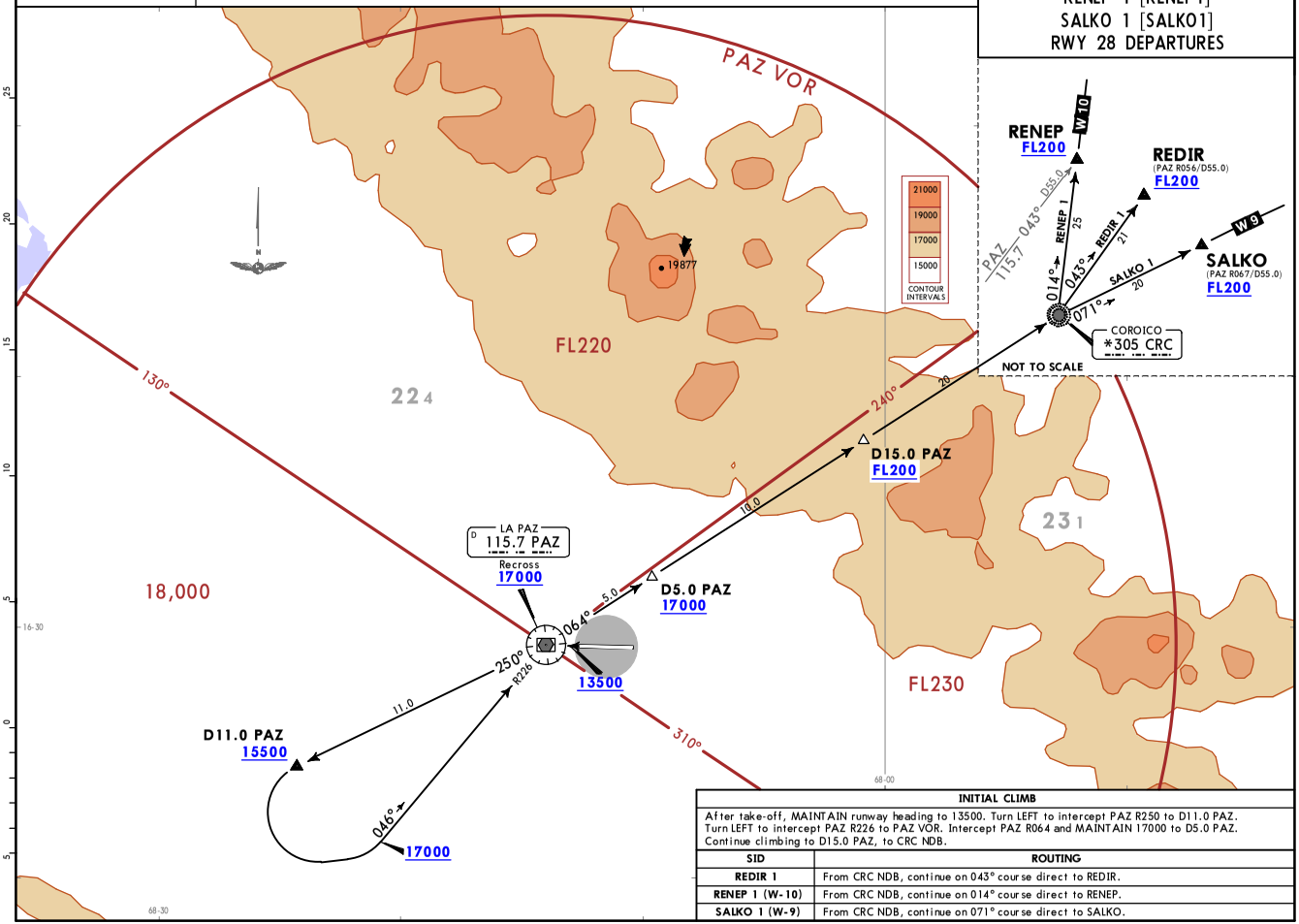
16 NOV 18 (10-3N)

LA PAZ, BOLIVIA
SID

Apt Elev
13314

Trans alt: 18000

REDIR 1 [REDIR1]
RENEP 1 [RENEP1]
SALKO 1 [SALKO1]
RWY 28 DEPARTURES



INITIAL CLIMB
After take-off, MAINTAIN runway heading to 13500. Turn LEFT to intercept PAZ R250 to D11.0 PAZ. Turn LEFT to intercept PAZ R226 to PAZ VOR. Intercept PAZ R064 and MAINTAIN 17000 to D5.0 PAZ. Continue climbing to D15.0 PAZ, to CRC NDB.

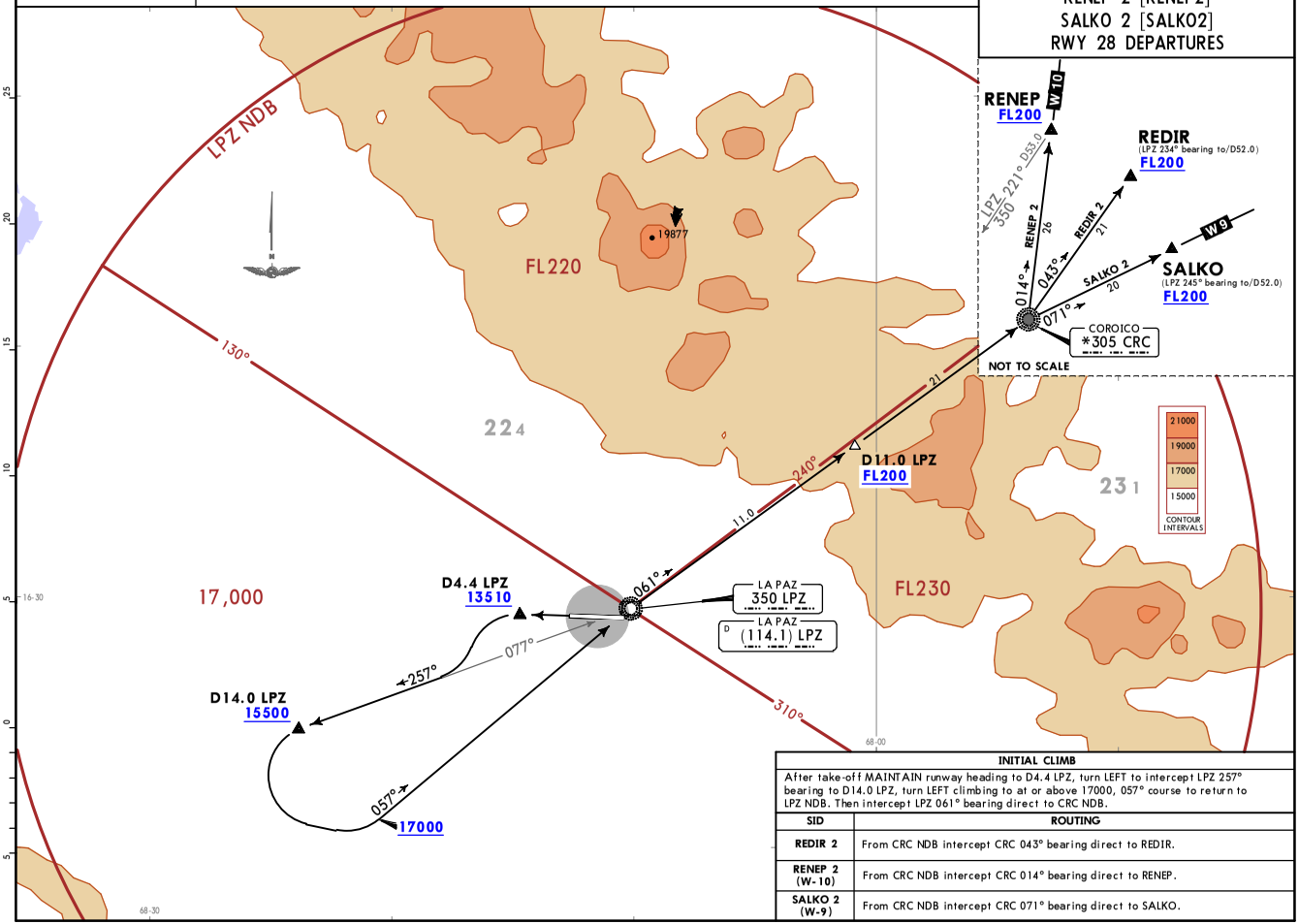
SID	ROUTING
REDIR 1	From CRC NDB, continue on 043° course direct to REDIR.
RENEP 1 (W-10)	From CRC NDB, continue on 014° course direct to RENEP.
SALKO 1 (W-9)	From CRC NDB, continue on 071° course direct to SALKO.

CHANGES: New format.

REDIR 2 [REDIR2]
RENEP 2 [RENEP2]
SALKO 2 [SALKO2]
RWY 28 DEPARTURES

Apt Elev
13314

Trans alt: 18000
ADF-DME required.



INITIAL CLIMB

After take-off MAINTAIN runway heading to D4.4 LPZ, turn LEFT to intercept LPZ 257° bearing to D14.0 LPZ, turn LEFT climbing to at or above 17000, 057° course to return to LPZ NDB. Then intercept LPZ 061° bearing direct to CRC NDB.

SID	ROUTING
REDIR 2	From CRC NDB intercept CRC 043° bearing direct to REDIR.
RENEP 2 (W-10)	From CRC NDB intercept CRC 014° bearing direct to RENEP.
SALKO 2 (W-9)	From CRC NDB intercept CRC 071° bearing direct to SALKO.

CHANGES: New format.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB

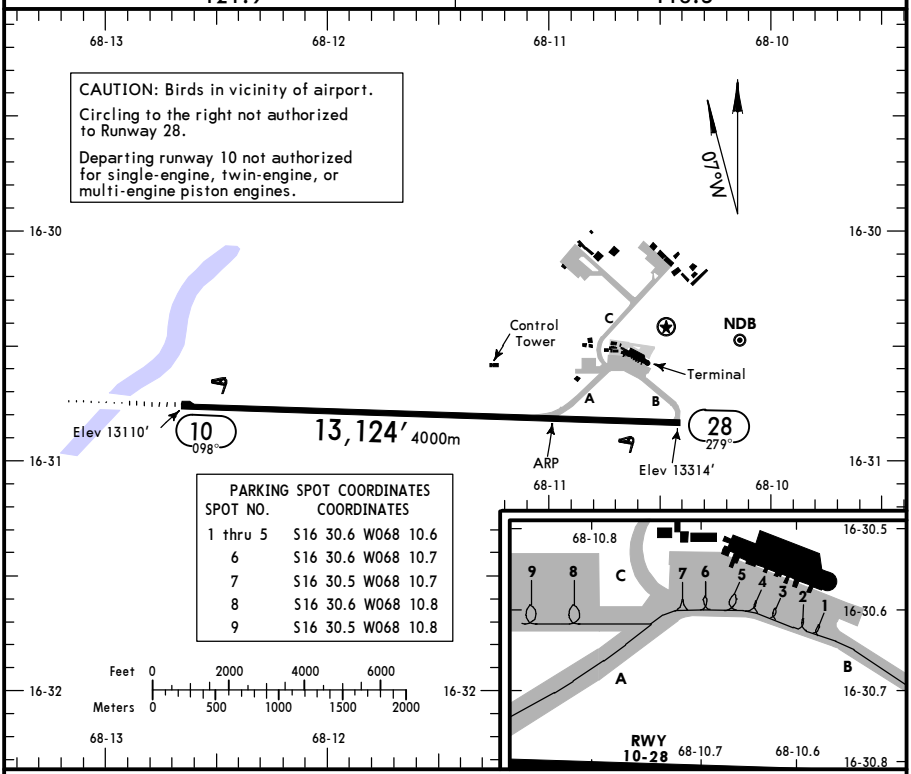
Apt Elev **13314′**
S16 30.8 W068 11.0

4 OCT 19 (10-9)

LA PAZ, BOLIVIA

EL ALTO INTL

LA PAZ Ground	Tower
121.9	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL ALS REIL PAPI-L (angle 2.4°)		12,056′ 3675m		151′ 46m
28	HIRL REIL PAPI-L (angle 3.2°)				

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Ramp, buildings, airport beacon moved, parking spots.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

31 MAY 19 (11-1)

LA PAZ, BOLIVIA
ILS Z Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

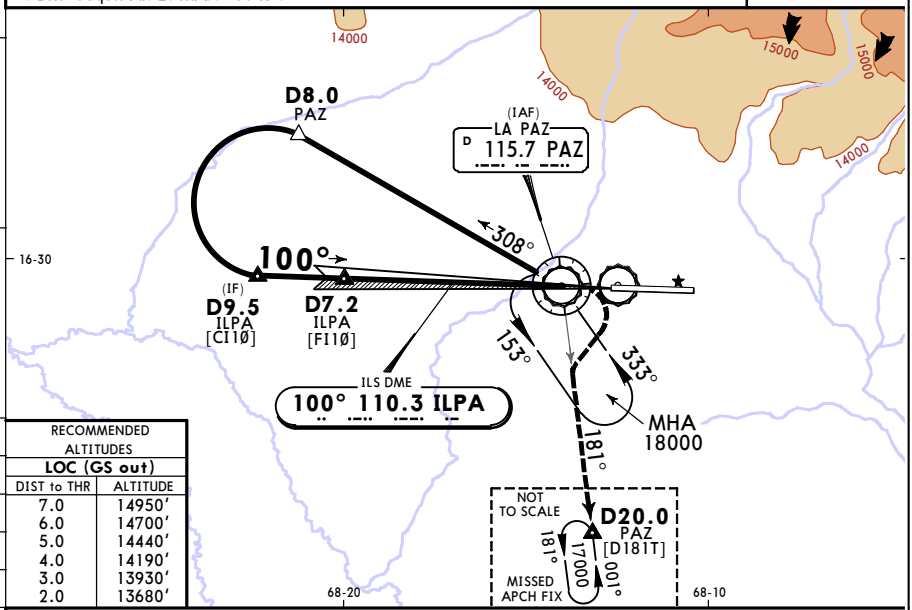
BRIEFING STRIP™

LOC ILPA	Final Apch Crs	Minimum Alt D7.2 ILPA	ILS DA(H)	Apt Elev 13314′ Rwy 13111′
110.3	100°	15000′(1889′)	13331′(220′)	

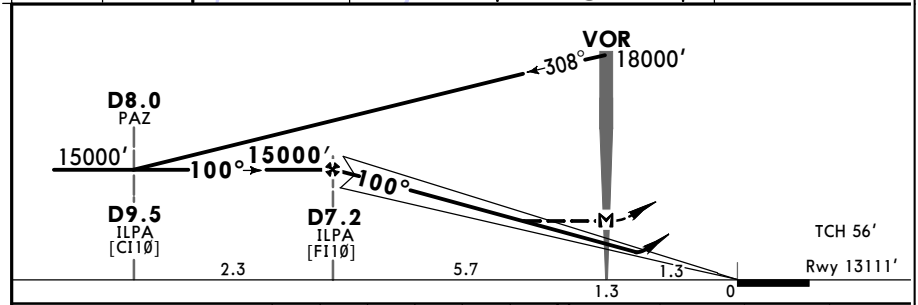
MISSED APCH: Turn RIGHT and intercept PAZ VOR R-181 outbound to D20.0 PAZ climbing to 17000′ and hold. Request instruction from ATC.

Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′
1. DME required. 2. MAX 160 KT.

FL220 132° 242° FL230 18,000 318°
MSA PAZ VOR



RECOMMENDED ALTITUDES LOC (GS out)	
DIST to THR	ALTITUDE
7.0	14950′
6.0	14700′
5.0	14440′
4.0	14190′
3.0	13930′
2.0	13680′



Gnd speed-Kts		70	90	100	120	140	160
GS	2.40°	297	382	424	509	594	679
MAP at VOR							

ALS REIL PAPI

RT

PAZ 115.7 R-181

17000′

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 13331′ (220′) FULL	ILS DA(H) 13331′ (220′) ALS out	LOC (GS out) MDA(H) 13550′ (439′)	LOC (GS out) MDA(H) 13550′ (439′) ALS out
A	1200m	1600m	1600m	
B				
C				
D		2000m	2000m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14050′ (736′) -2000m
135	14050′ (736′) -2400m
180	14660′ (1346′)-4000m
205	15130′ (1816′)-4400m

PANS OPS

CHANGES: Procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

31 MAY 19 (11-2)

LA PAZ, BOLIVIA
ILS Y Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

BRIEFING STRIP ™

LOC ILPA	Final Apch Crs	Minimum Alt D7.2 ILPA	ILS DA(H)	Apt Elev 13314′
110.3	100°	15000′(1889′)	13331′(220′)	Rwy 13111′

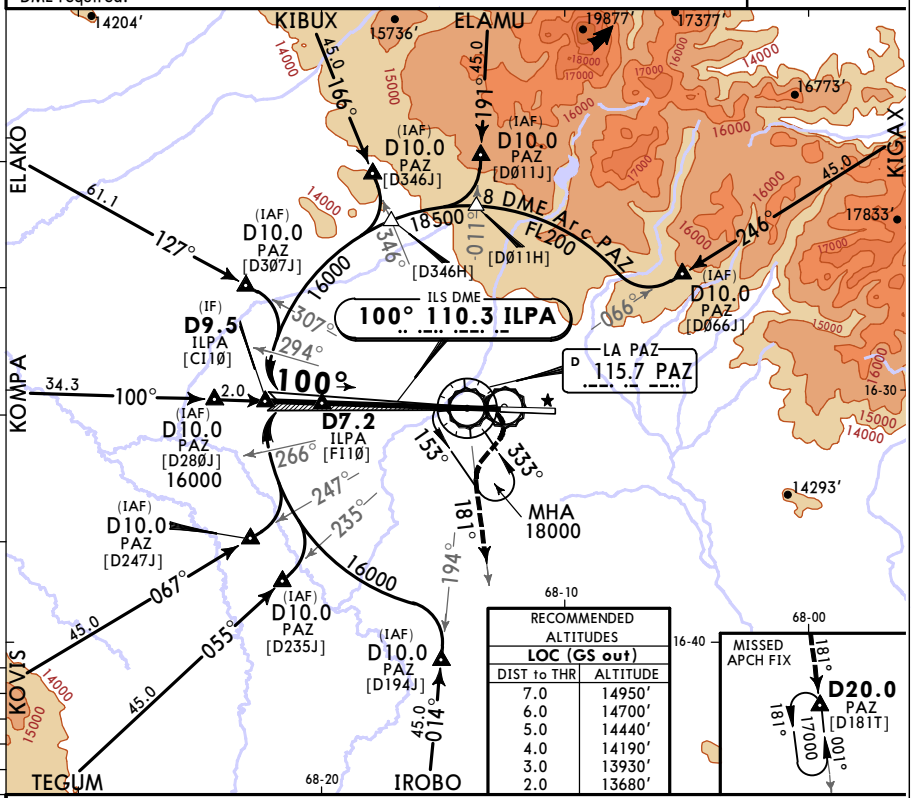
MISSED APCH: Turn RIGHT and intercept PAZ VOR R-181 outbound to D20.0 PAZ climbing to 17000′ and hold. Request instruction from ATC.

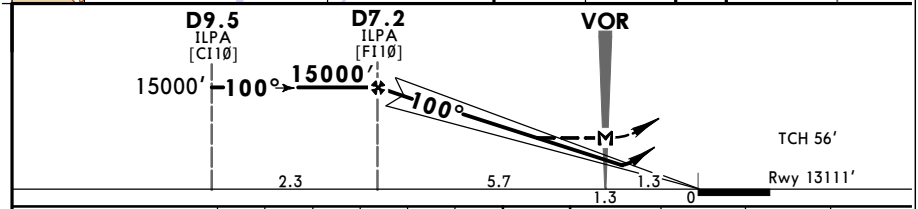
Alt Set: hPa | Rwy Elev: 397 hPa | Trans level: By ATC | Trans alt: 18000′

DME required.

FL220 132° 242° FL230 18,000 318°

MSA PAZ VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.40°	297	382	424	509	594	679
MAP at VOR							

ALS REIL PAPI | RT | PAZ 115.7 R-181 | 17000′

PANS OPS

	STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
	ILS		LOC (GS out)			
	DA(H) 13331′ (220′)		MDA(H) 13550′ (439′)			
	FULL	ALS out	ALS out	Max Kts	MDA(H)	
A	1200m	1600m	1600m	100	14050′ (736′)	-2000m
B				135	14050′ (736′)	-2400m
C				180	14660′ (1346′)	-4000m
D		2000m	2000m	205	15130′ (1816′)	-4400m

CHANGES: Procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

22 MAY 15 (11-3)

MISSED APCH CLIMB GRADIENT MIM 3.0%

LA PAZ, BOLIVIA
ILS X Rwy 10

BRIEFING STRIP ™

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

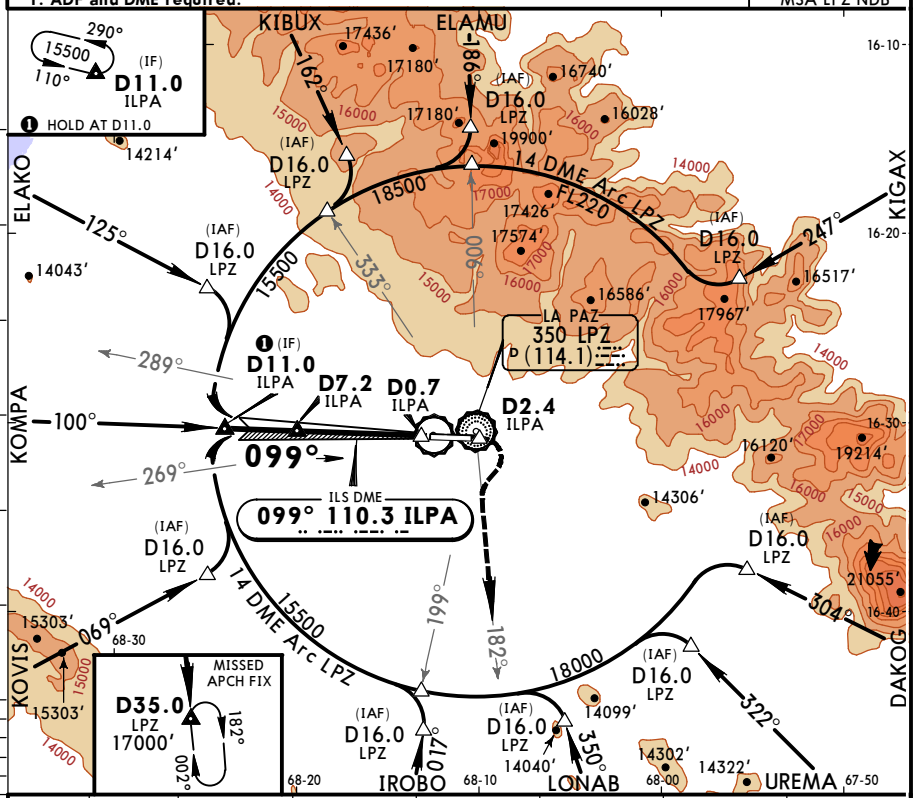
LOC ILPA	Final Apch Crs	Minimum Alt D7.2 ILPA	ILS DA(H)	Apt Elev 13314′
110.3	099°	15000′(1890′)	13330′(220′)	Rwy 13110′

MISSED APCH: Maintain heading 099° to D2.4 ILPA and climb to 13700′. Then turn RIGHT and intercept LPZ NDB R-182 direct to D35.0 LPZ and climb to 17000′ to hold and request instruction from CONTROL.

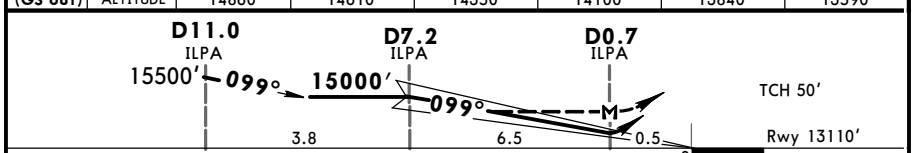
Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′

1. ADF and DME required.

MSA LPZ NDB: FL220 (130°–240°), FL230 (310°–130°), 17,000′



LOC (GS out)	DIST to THR	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	14860′	14610′	14350′	14100′	13840′	13590′



Gnd speed-Kts		70	90	100	120	140	160
GS	2.40°	297	382	424	509	594	679
MAP at D0.7 ILPA or D7.2 ILPA to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

REIL PAPI ALS 13700′ D D2.4 ILPA

PANS OPS

STRAIGHT-IN LANDING RWY 10
Missed apch climb gradient mim 3.0%

	ILS DA(H) 13330′(220′) FULL	ILS DA(H) 13330′(220′) ALS out	LOC (GS out) MDA(H) 13420′(310′)	LOC (GS out) MDA(H) 13420′(310′) ALS out
A	800m	1600m	1600m	1600m
B				
C		2400m	2400m	2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14100′(786′)-1900m
135	14100′(786′)-2800m
180	14200′(886′)-3700m
205	14200′(886′)-4600m

CIRCLING
Not Authorized
308° 10 28 067°

CHANGES: Missed approach climb gradient.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

22 MAY 15 (11-4)

MISSED APCH CLIMB GRADIENT MIM 3.0%

LA PAZ, BOLIVIA
ILS W Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

BRIEFING STRIP ™

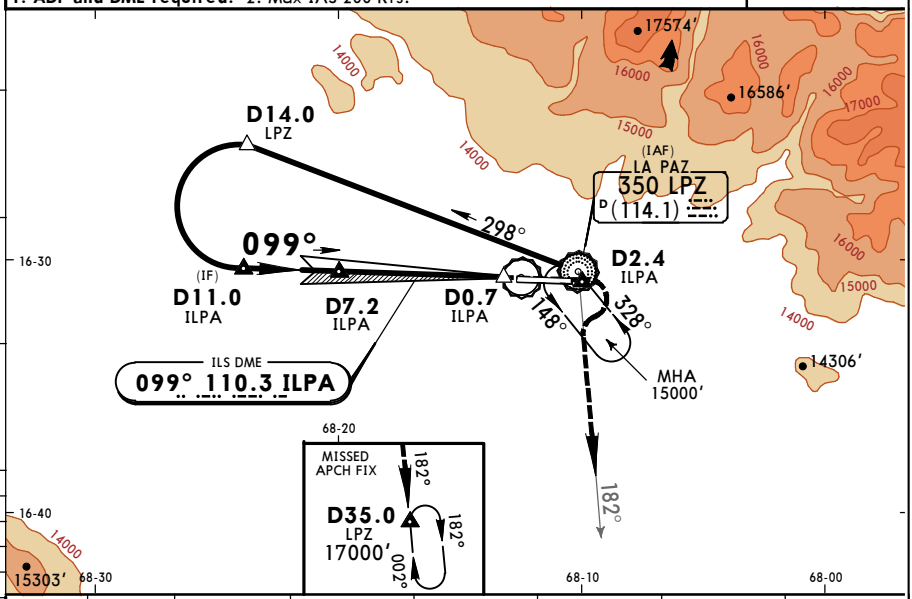
LOC ILPA	Final Apch Crs	Minimum Alt D7.2 ILPA	ILS DA(H)	Apt Elev 13314′
110.3	099°	15000′(1890′)	13330′(220′)	Rwy 13110′

MISSED APCH: Maintain heading 099° to D2.4 ILPA and climb to 13700′. Then turn RIGHT and intercept LPZ NDB R-182 direct to D35.0 LPZ and climb to 17000′ to hold and request instructions from CONTROL.

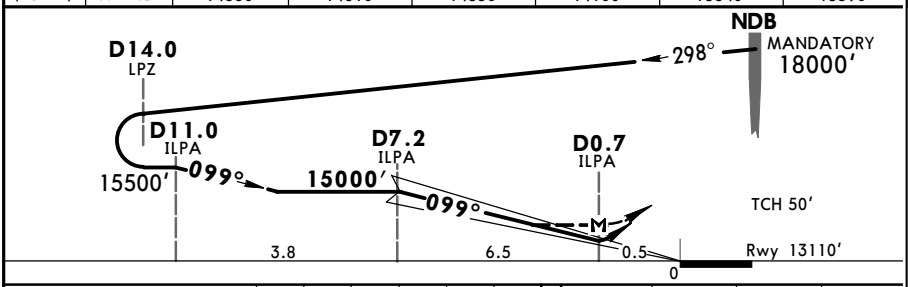
Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′

1. ADF and DME required. 2. Max IAS 200 Kts.

MSA LPZ NDB



LOC (GS out)	DIST to THR	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	14860′	14610′	14350′	14100′	13840′	13590′



Gnd speed-Kts		70	90	100	120	140	160
GS	2.40°	297	382	424	509	594	679
MAP at D0.7 ILPA or D7.2 ILPA to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

REIL PAPI ALS 13700′ D D2.4 ILPA

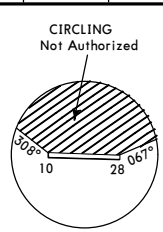
PANS OPS

STRAIGHT-IN LANDING RWY 10
Missed aprch climb gradient mim 3.0%

ILS DA(H) 13330′(220′) FULL	ILS DA(H) 13330′(220′) ALS out	LOC (GS out) MDA(H) 13420′(310′)	LOC (GS out) MDA(H) 13420′(310′) ALS out
A	800m	1600m	1600m	1600m
B				
C		2400m	2400m	2400m
D				

CIRCLE-TO-LAND

Max Kts.	MDA(H)
100	14100′(786′)-1900m
135	14100′(786′)-2800m
180	14200′(886′)-3700m
205	14200′(886′)-4600m



CHANGES: Missed approach climb gradient.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

14 JUN 19 (11-5)

LA PAZ, BOLIVIA
ILS V Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

BRIEFING STRIP ™

LOC ILPA	Final Apch Crs	Minimum Alt D7.2 ILPA	ILS DA(H)	Apt Elev 13314′ Rwy 13111′
110.3	100°	15000′(1889′)	13331′(220′)	

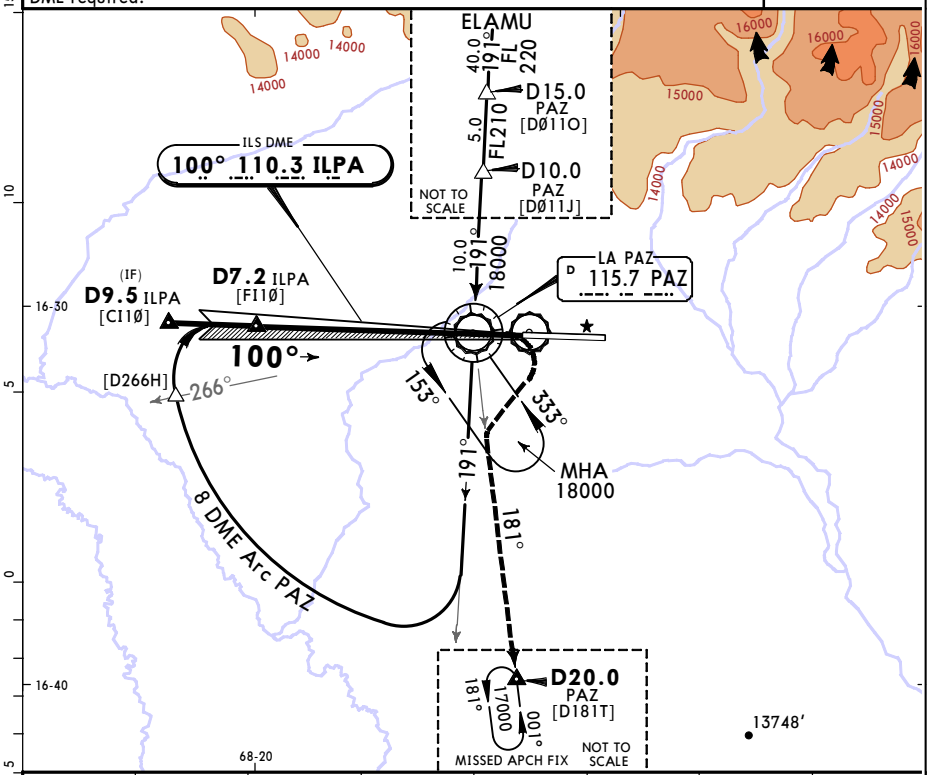
MISSED APCH: Turn RIGHT and intercept PAZ VOR R-181 outbound to D20.0 PAZ climbing to 17000′ and hold. Request instructions from ATC.

Alt Set: hPa | Rwy Elev: 397 hPa | Trans level: By ATC | Trans alt: 18000′

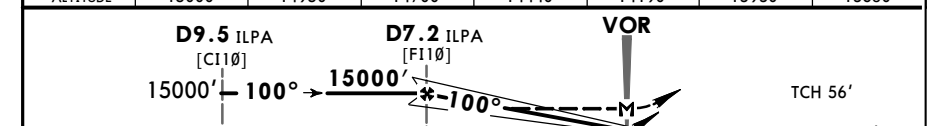
DME required.

FL220 132° 242° FL230 18,000 318°

MSA PAZ VOR



DIST to THR	7.2	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	15000′	14950′	14700′	14440′	14190′	13930′	13680′



Gnd speed-Kts		70	90	100	120	140	160
GS	2.40°	297	382	424	509	594	679
MAP at VOR							

REIL PAPI | ALS | RT | PAZ 115.7 R-181 | 17000′

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 13331′(220′) FULL	ILS DA(H) 13331′(220′) ALS out	LOC (GS out) MDA(H) 13550′(439′)	LOC (GS out) MDA(H) 13550′(439′) ALS out
A	1200m	1600m	1600m	
B				
C				
D		2000m	2000m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14050′ (736′) -2000m
135	14050′ (736′) -2400m
180	14660′ (1346′) -4000m
205	15130′ (1816′) -4400m

PANS OPS

CHANGES: Reissue.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

4 OCT 19
Eff 10 Oct
(12-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

LA PAZ, BOLIVIA
RNAV(GNSS) Z Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

BRIEFING STRIP ™

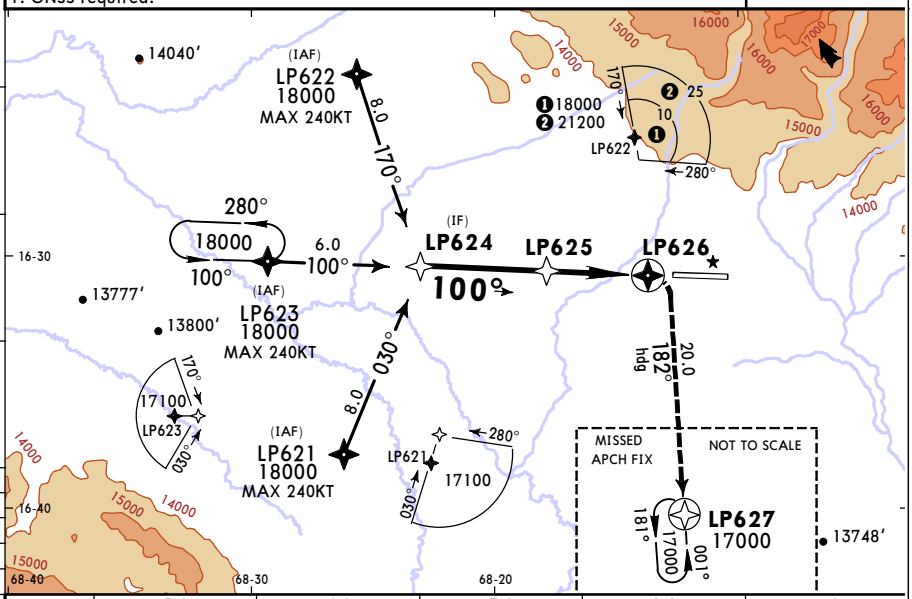
RNAV	Final Apch Crs	LP625 MANDATORY	LNAV MDA(H)	Apt Elev 13314′
	100°	14800′(1689′)	13490′(379′)	Rwy 13111′

TAA
25 NM
IAF

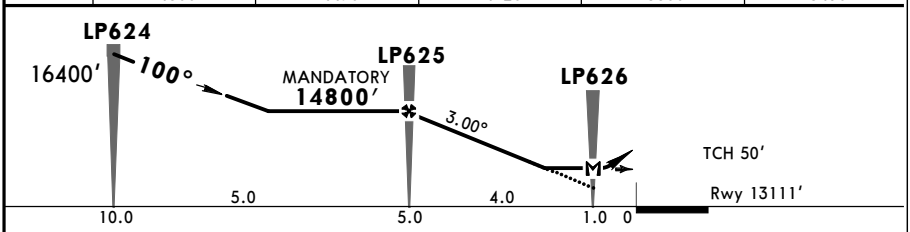
MISSED APCH: RIGHT turn climb to 17000′ to LP627, enter hold and request instructions from ATC.
Missed approach requires a minimum climb gradient of 3.0%.

NM to LP627	5.0	10.0	15.0	20.0
3.0% Climb Gradient	14380′	15260′	16140′	17000′

Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′
1. GNSS required.



DIST to THR	5.0	4.0	3.0	2.0	1.0
ALTITUDE	14800′	14470′	14120′	13800′	13490′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LP626 or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALS
REIL
PAPI
RT
182° hdg
17000′

PANS OPS

STRAIGHT-IN LANDING RWY 10

LNAV
MDA(H) 13490′ (379′)

		ALS out
A	1600m	2000m
B		
C	2000m	2400m
D	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14050′ (736′) -2000m
135	14050′ (736′) -2400m
180	14660′ (1346′) -4000m
205	15130′ (1816′) -4400m

CHANGES: Text, altitudes, topography.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

4 OCT 19
Eff 10 Oct

(12-2)

MISSED APCH CLIMB GRADIENT MIM 3.0%

LA PAZ, BOLIVIA
RNAV(GNSS) Y Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

BRIEFING STRIP ™

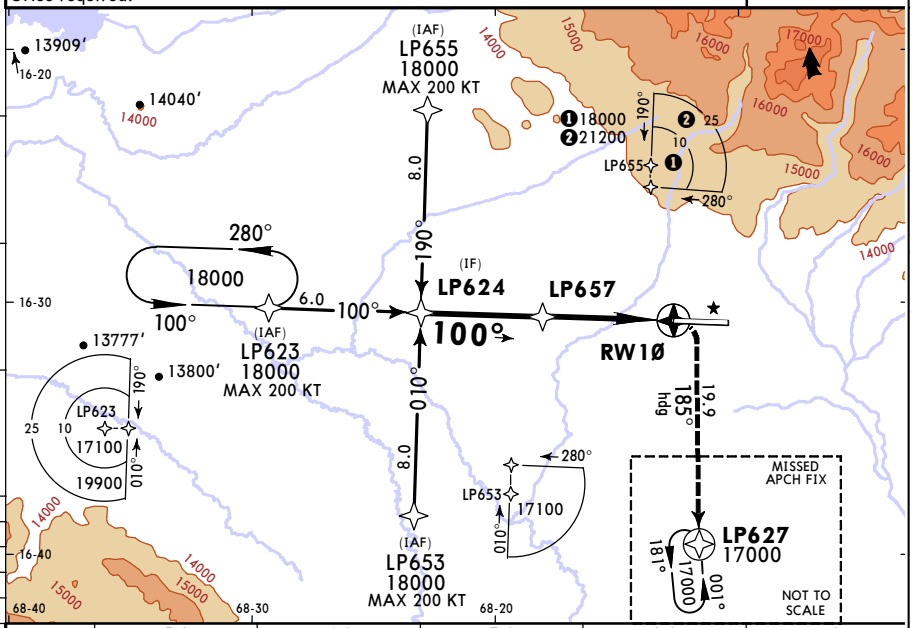
RNAV	Final Apch Crs	LP657 MANDATORY	LNAV MDA(H)	Apt Elev 13314′
	100°	14500′ (1389′)	13490′ (379′)	Rwy 13111′

MISSED APCH: Turn RIGHT climbing to 17000′ DIRECT to LP627 and hold. Request ATC instructions. Missed approach requires a minimum climb gradient of 3.0%.

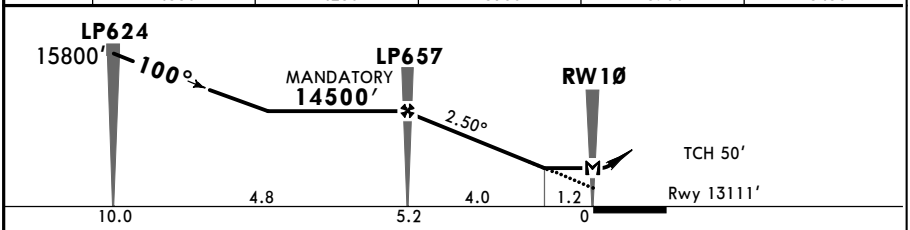
TAA 25 NM IAF

Alt Set: hPa | Rwy Elev: 397 hPa | Trans level: By ATC | Trans alt: 18000′

GNSS required.



DIST to THR	5.2	4.0	3.0	2.0	1.0
ALTITUDE	14550′	14230′	13960′	13700′	13430′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.50°	310	398	442	531	619	707
MAP at RW1Ø							

ALS
REIL
PAPI

17000′
RT

LP627

PANS OPS

STRAIGHT-IN LANDING RWY 10

LNAV
MDA(H) 13490′ (379′)

		ALS out
A	1600m	2000m
B		
C	2000m	2400m
D	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14050′ (736′) -2000m
135	14050′ (736′) -2800m
180	14660′ (1346′) -3700m
205	15130′ (1816′) -4600m

CHANGES: New procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

31 MAY 19 (13-1)

LA PAZ, BOLIVIA
VOR Z Rwy 10

BRIEFING STRIP ™

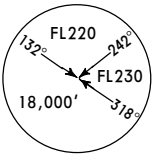
LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13314′
PAZ 115.7	100°	D4.6 15000′ (1889′)	13570′ (459′)	Rwy 13111′

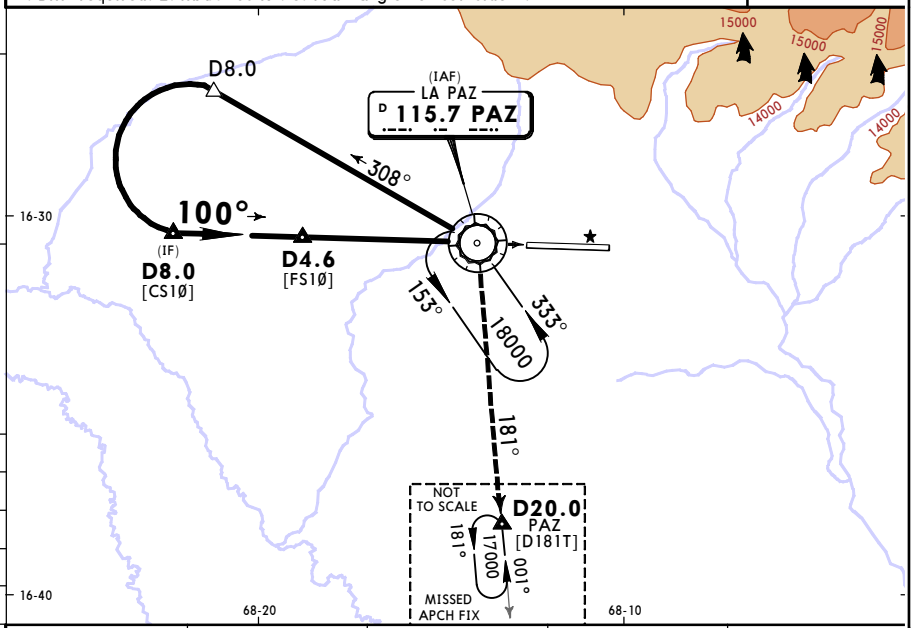
MISSED APCH: Turn RIGHT to intercept PAZ VOR R-181 outbound climbing to 17000′ to D20.0 PAZ VOR, enter hold LEFT turns 001° and request instructions from ATC.

Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′

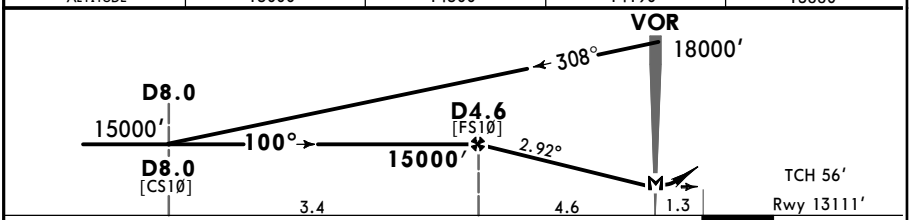
1. DME required. 2. MAX 160 KT. 3. PAPI angle not coincident.



MSA PAZ VOR



PAZ DME	4.6	3.0	2.0	1.0
ALTITUDE	15000′	14500′	14190′	13880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.92°	362	465	517	620	723	826
MAP at VOR or D4.6 to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALS
REIL
PAPI

RT on PAZ 115.7 R-181

17000′

PANS OPS

STRAIGHT-IN LANDING RWY 10

MDA(H) 13570′ (459′)

		ALS out
A	1600m	2000m
B		
C	2000m	2400m
D	2400m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14050′ (736′) -2000m
135	14050′ (736′) -2400m
180	14660′ (1346′) -4000m
205	15130′ (1816′) -4400m

CHANGES: Procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

31 MAY 19 (13-2)

LA PAZ, BOLIVIA
VOR Y Rwy 10

LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

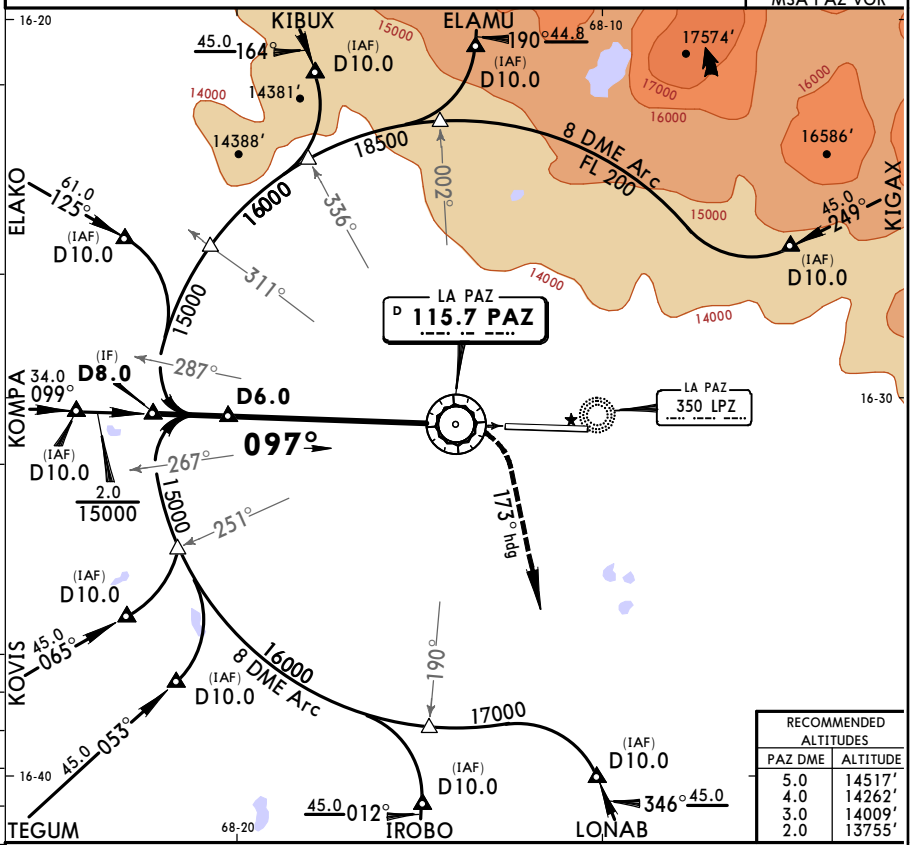
BRIEFING STRIP ™

VOR PAZ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13313′
115.7	097°	D6.0 15000′ (1888′)	13500′ (388′)	RWY 10 13112′

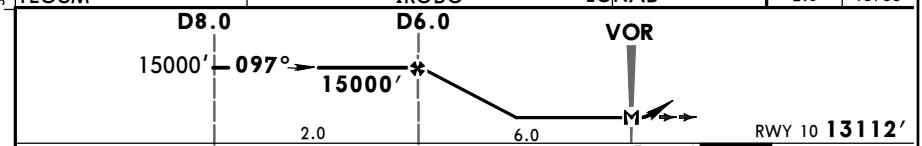
MISSED APCH: Turn RIGHT and follow 173° heading climbing to 17000′, request instructions from CONTROL.

Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′

MSA PAZ VOR: FL 220 (130°–240°), FL 230 (310°–130°), 18,000′



RECOMMENDED ALTITUDES	
PAZ DME	ALTITUDE
5.0	14517′
4.0	14262′
3.0	14009′
2.0	13755′



Gnd speed-Kts	70	90	100	120	140	160
MAP at VOR or D6.0 to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

REIL PAPI ALS RT 173° hdg 17000′

STRAIGHT-IN LANDING RWY10

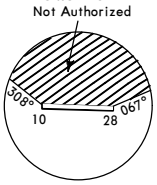
MDA(H) 13500′ (388′)

	ALS out
A	1600m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	14100′(787′)-1900m
135	14100′(787′)-2800m
180	14200′(887′)-3700m
205	14200′(887′)-4600m

CIRCLING Not Authorized



PANS OPS 3

CHANGES: Reindexed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLLP/LPB
EL ALTO INTL

11 JUN 10 (16-1)

LA PAZ, BOLIVIA
CAT B & C NDB Rwy 10

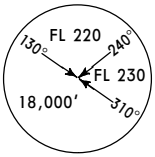
LA PAZ Approach	LA PAZ Tower	Ground
119.5	118.3	121.9

BRIEFING STRIP ™

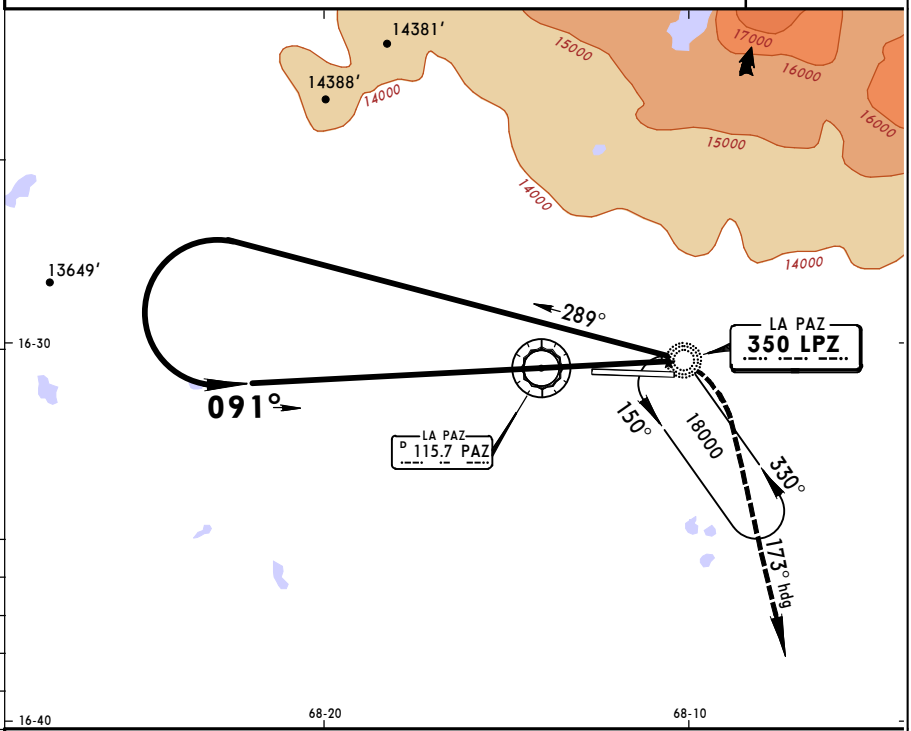
NDB	Final Apch Crs	No FAF	MDA(H)	Apt Elev 13313′
LPZ 350	091°		13900′ (788′)	RWY 10 13112′

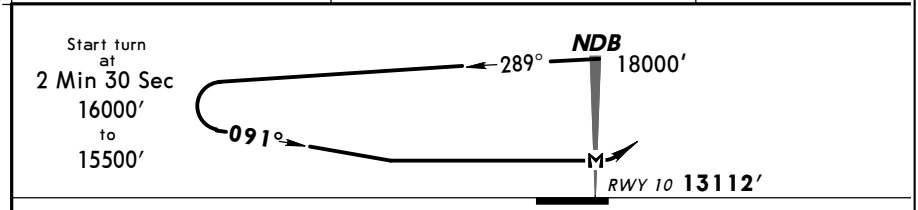
MISSED APCH: Turn RIGHT and follow 173° heading climbing to 17000′, request instructions from CONTROL .

Alt Set: hPa Rwy Elev: 397 hPa Trans level: By ATC Trans alt: 18000′
1. Max IAS 160 Kts.



MSA LPZ NDB



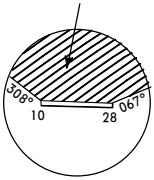


MAP at NDB								ALS REIL PAPI	RT	173° hdg	17000′

PANS OPS 3

STRAIGHT-IN LANDING RWY10			CIRCLE-TO-LAND	
MDA(H) 13900′ (788′)				
	ALS out	Max Kts	MDA(H)	
A	NOT APPLICABLE	A	NOT APPLICABLE	
B	1600m	135	13930′ (617′)-2800m	
C	3600m	180	14100′ (787′)-3700m	
D	NOT APPLICABLE	D	NOT APPLICABLE	

CIRCLING
Not Authorized



CHANGES: MSA.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLOR/ORU

Apt Elev **12164′**

S17 57.3 W067 4.5

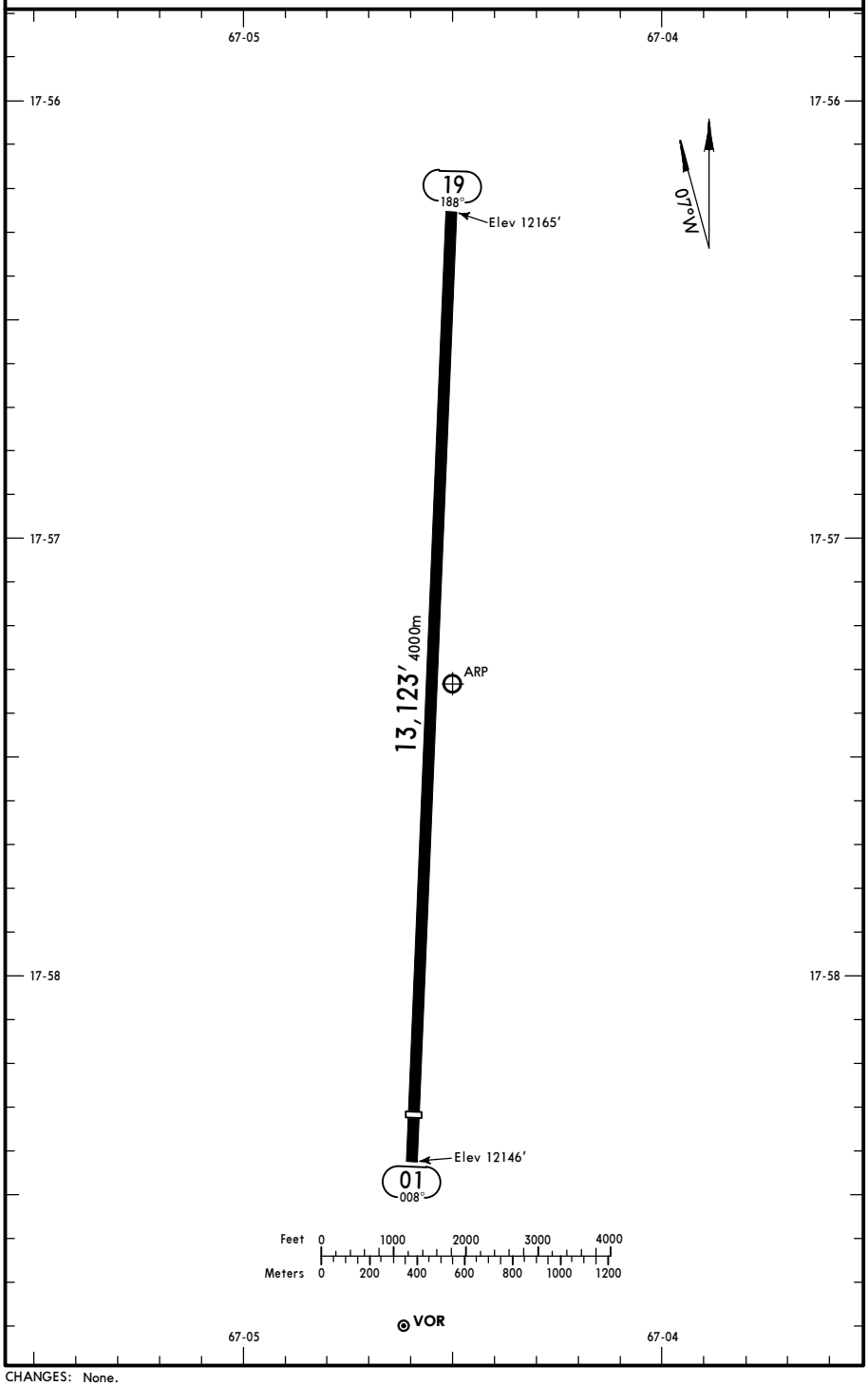
28 JUL 17

(10-9)

ORURO, BOLIVIA

JUAN MENDOZA

*ORURO Tower 118.5



PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: None.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
❶01	RL PAPI (angle 3.0°)	12,467′ 3800m		NA	148′ 45m
❷19	RL				

❶ No departures Rwy 1 due to high tension power lines and towers.

❷ No landing Rwy 19 in wind of 10 kts or greater, except wind from 180° due to high tension power lines and tower.

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLOR/ORU — ORURO, BOLIVIA

JUAN MENDOZA

20 MAY 16 — Eff 26 May — (12-1) — CAT A, B & C

RNAV (GNSS) Z Rwy 01

LA PAZ Control	*ORURO Tower
128.2	118.5

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 12164′
	011°	OR975 13800′ (1654′)	12530′ (384′)	Rwy 12146′

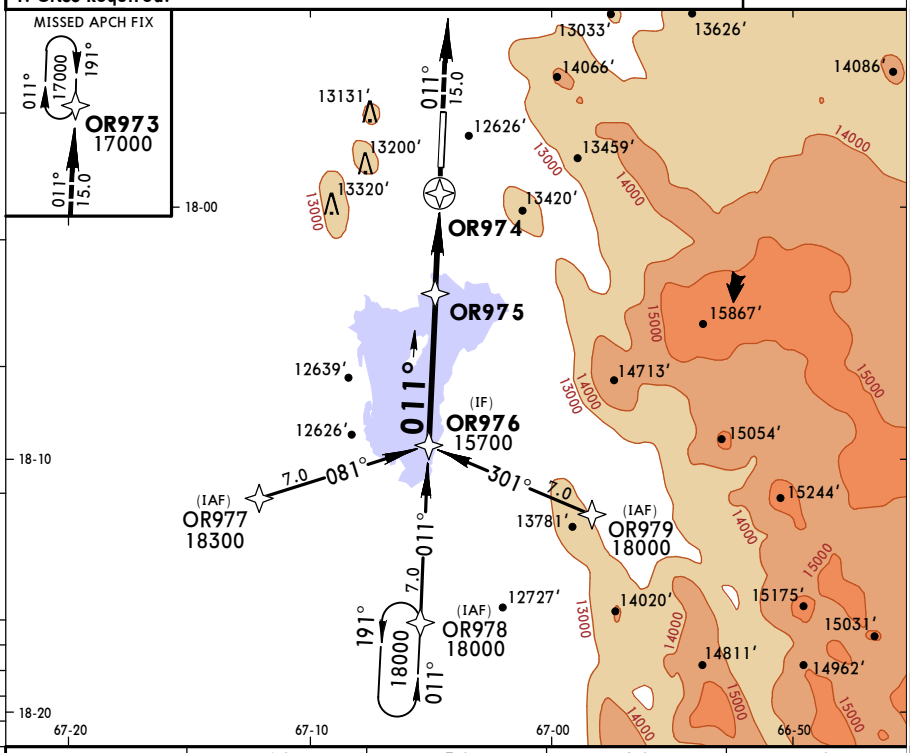
MISSED APCH: Proceed direct to OR973 climbing to 17,000′, enter holding at OR973, RIGHT turns, 191° inbound, request instructions from ATC.

Alt Set: INCHES — Rwy Elev: 373 hPa — Trans level: By ATC — Trans alt: 18000′

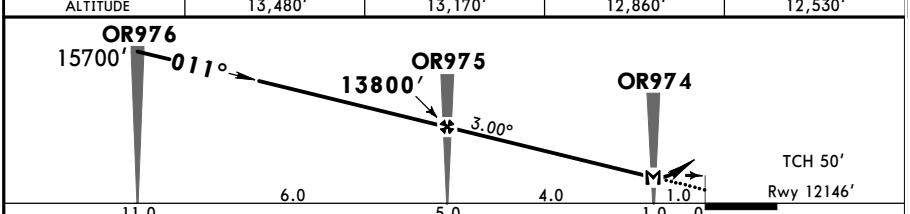
1. GNSS Required.

17,700′ 270° 18,000′ 360° — MSA ARP

BRIEFING STRIP™



DIST to THR	4.0	3.0	2.0	1.0
ALTITUDE	13,480′	13,170′	12,860′	12,530′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at OR974 or OR975 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

PAPI — OR973 — 17000′

STRAIGHT-IN LANDING RWY 01 LNAV MDA(H) 12530′ (384′)		CIRCLE-TO-LAND	
A	1600m	A	NOT AUTHORIZED
B		B	
C	2000m	C	
D	NOT AUTHORIZED	D	

PANS OPS

CHANGES: New procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLOR/ORU

JUAN MENDOZA

28 AUG 15 (13-1)

CAT A, B & C

ORURO, BOLIVIA
VOR Z RWY 01

MISSED APCH CLIMB GRADIENT MIM 6%

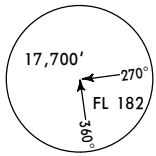
BRIEFING STRIP TM

LA PAZ Control 128.2			*ORURO Tower 118.5	
VOR ORU 113.0	Final Apch Crs 010°	Minimum Alt D5.0 13900′(1754′)	MDA(H) 12640′(494′)	Apt Elev 12164′ Rwy 12146′

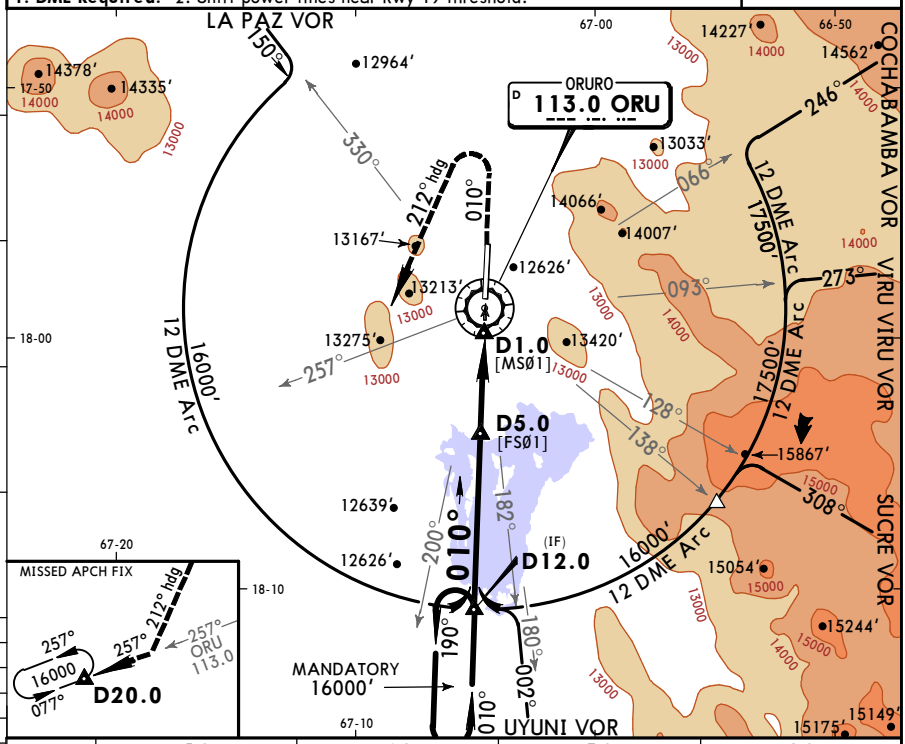
MISSED APCH: Maintain course 010° until crossing 15000′ (6%), turn LEFT onto heading 212° to intercept outbound ORU VOR R-257, climbing to 16000′, maintain outbound ORU VOR R-257 to D20.0 ORU, enter holding at 077° left turn and request ATC instructions.

Alt Set: INCHES Rwy Elev: 373 hPa Trans level: By ATC Trans alt: 18000′

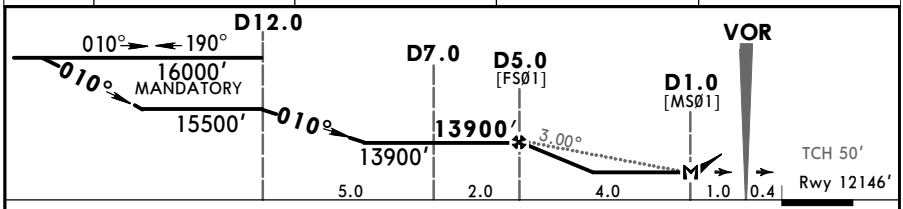
1. DME Required. 2. Unlit power lines near Rwy 19 threshold.



MSA ORU VOR



ORU DME	5.0	4.0	3.0	2.0
ALTITUDE	13900′	13585′	13270′	12955′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							
D5.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

PAPI	15000′	16000′ LT	212° hdg

STRAIGHT-IN LANDING RWY 01 MDA(H) 12640′(494′)		CIRCLE-TO-LAND	
A	1600m	A	NOT APPLICABLE
B		B	
C	2000m	C	
D	NOT APPLICABLE	D	

PANS OPS

CHANGES: Procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLOR/ORU
JUAN MENDOZA

28 AUG 15 (13-2)

CAT A, B & C

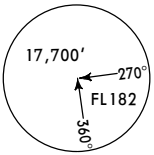
ORURO, BOLIVIA
VOR Y RWY 01

MISSED APCH CLIMB GRADIENT MIM 6%

BRIEFING STRIP™

LA PAZ Control 128.2			*ORURO Tower 118.5	
VOR ORU 113.0	Final Apch Crs 010°	Minimum Alt D5.0 13900′(1754′)	MDA(H) 12640′(494′)	Apt Elev 12164′ Rwy 12146′

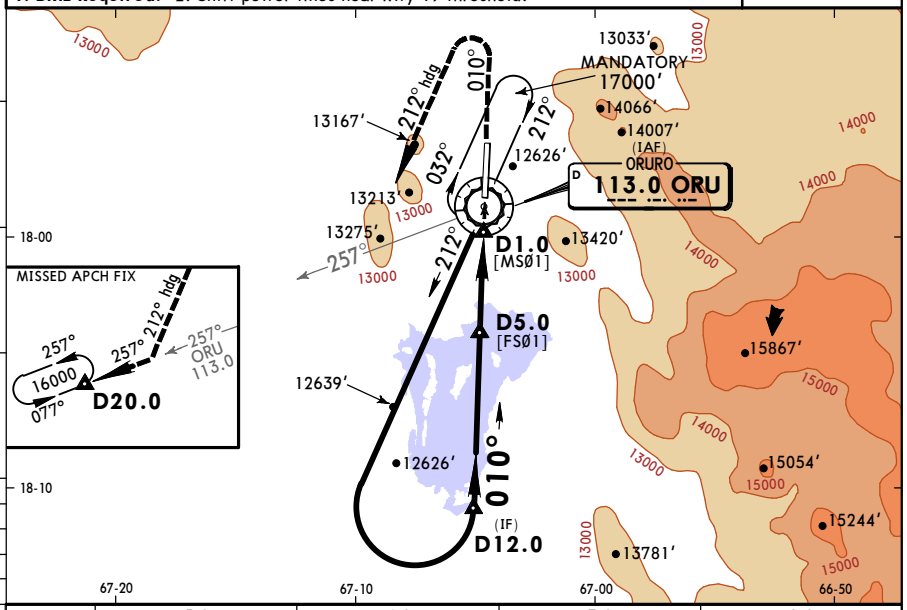
MISSED APCH: Maintain course 010° until crossing 15000′, (6%). Turn LEFT onto heading 212° to intercept outbound ORU VOR R-257, climbing to 16000′ maintain outbound ORU VOR R-257 to D20.0 ORU, enter hold at 077° left turn and request ATC instructions.



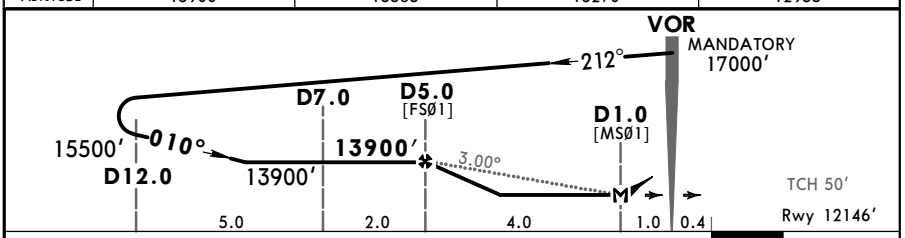
MSA ORU VOR

Alt Set: INCHES Rwy Elev: 373 hPa Trans level: By ATC Trans alt: 18000′

1. DME Required. 2. Unlit power lines near Rwy 19 threshold.



ORU DME	5.0	4.0	3.0	2.0
ALTITUDE	13900′	13585′	13270′	12955′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							
D5.0 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

PAPI | 15000′ | 16000′ LT | 212° hdg

STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
MDA(H) 12640′(494′)			
A	1600m	A	NOT APPLICABLE
B		B	
C	2000m	C	
D	NOT APPLICABLE	D	

PANS OPS

CHANGES: Missed approach procedure, recommended altitudes, frequency.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLPO/POI

Apt Elev **12923′**

S19 32.5 W065 43.4

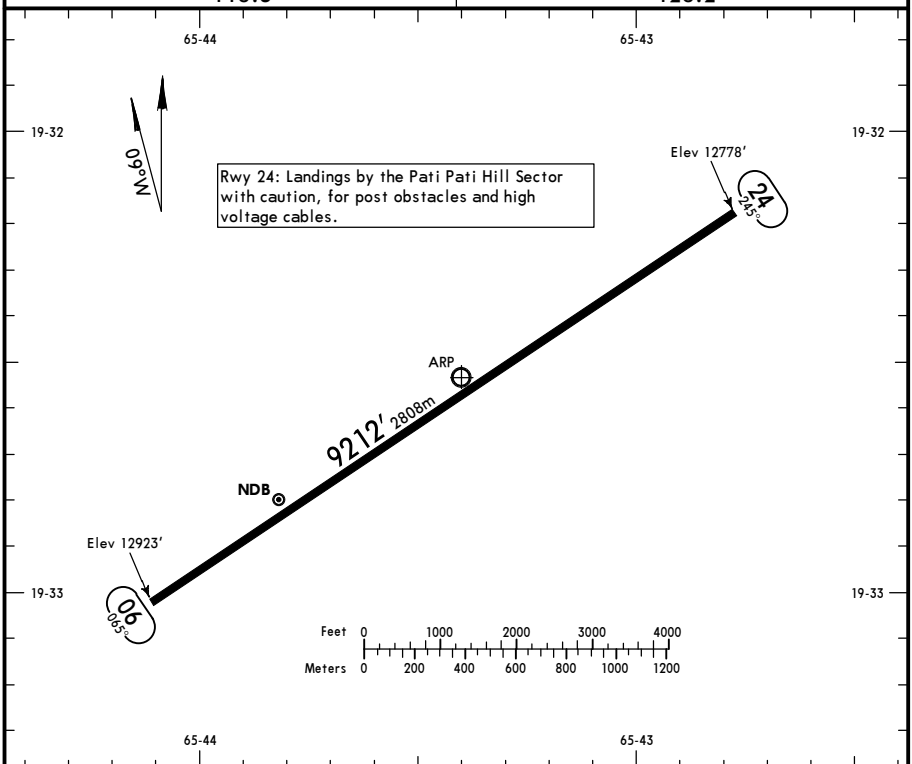
28 JUL 17

10-9

POTOSI, BOLIVIA

CAPT NICOLAS ROJAS

*POTOSI Tower	LA PAZ Control
118.3	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24					98′ 30m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums, airport elevation.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLPO/POI CAT A, B & C
CAPT NICOLAS ROJAS 9 SEP 16 (12-1)

MISSED APCH CLIMB GRADIENT MIM 4.0%

POTOSI, BOLIVIA
RNAV (GNSS) Z Rwy 24

LA PAZ Control	*POTOSI Tower
128.2	118.3

BRIEFING STRIP TM

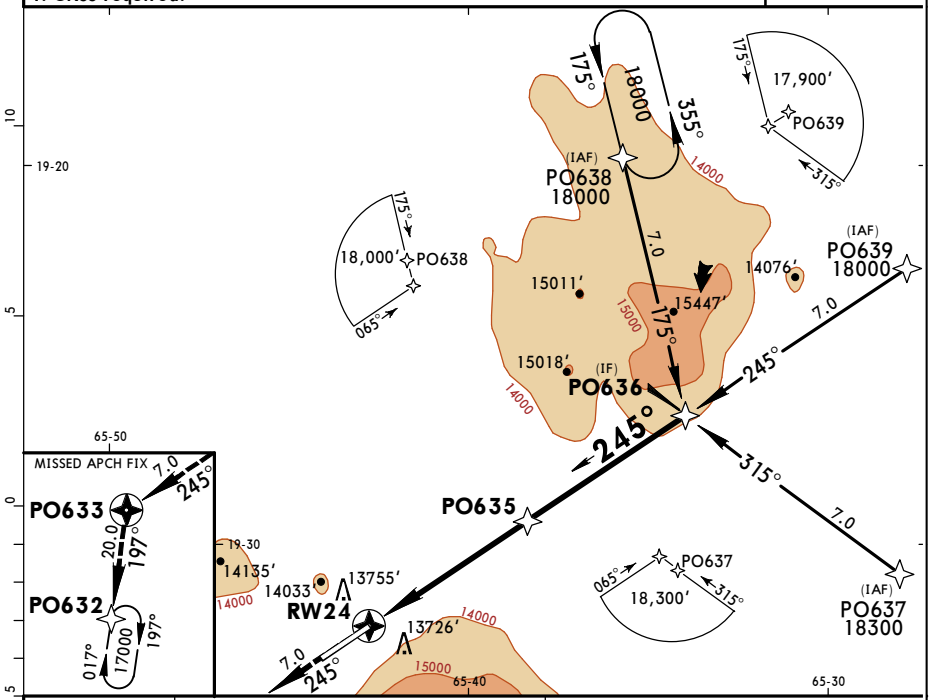
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 12922'
	245°	PO365 14600' (1822')	13950' (1172')	Rwy 12778'

TAA 25 NM IAF

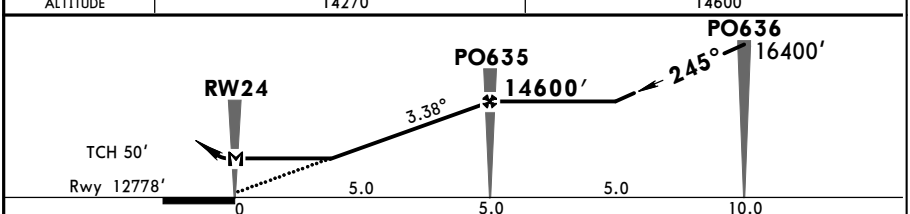
MISSED APCH: Climb direct to PO633 at or above 15300', 4.0 % climb gradient, turn LEFT climbing to 17000' and join holding 017°, RIGHT turns, and request ATC instructions.

Alt Set: hPa Rwy Elev: 388 hPa Trans level: By ATC Trans alt: 18000'

1. GNSS required.



DIST TO THR	4.0	5.0
ALTITUDE	14270'	14600'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.38°	419	538	598	718	837	957
MAP at RW24							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

15300' ↑ | D→ | PO633

PANS OPS

STRAIGHT-IN LANDING RWY 24 Missed Apch Climb Gradient Mim 4.0% LNAV MDA(H) 13950' (1172')		Max Kts	CIRCLE-TO-LAND
A	2400m	A	NOT APPLICABLE
B	2800m	B	
C	4800m	C	
D	NOT APPLICABLE	D	

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLPO/POI CAT A, B & C
CAPT NICOLAS ROJAS 9 SEP 16 (12-2)

MISSED APCH CLIMB GRADIENT MIM 4.0%

POTOSI, BOLIVIA
RNAV (GNSS) Y Rwy 24

LA PAZ Control	*POTOSI Tower
128.2	118.3

BRIEFING STRIP™

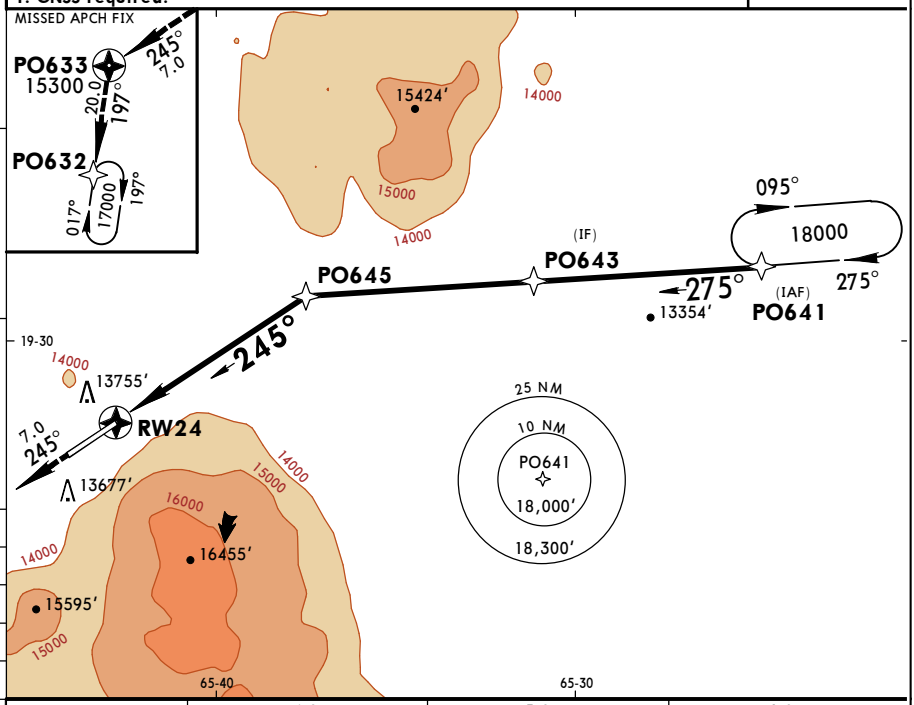
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 12922'
	245°	PO645 15000'(2222')	13950'(1172')	Rwy 12778'

TAA 25 NM IAF

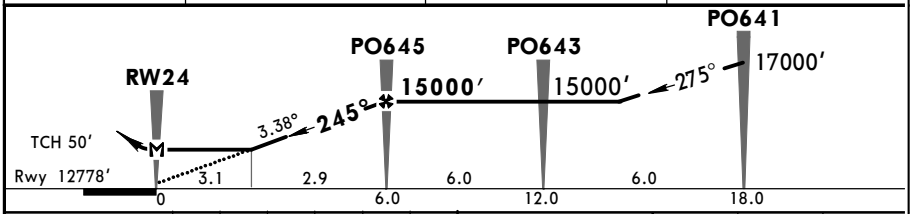
MISSED APCH: Climb direct to PO633 at or above 15300', 4.0 % climb gradient, turn LEFT climbing to 17000' and join holding 017°, RIGHT turns, and request ATC instructions.

Alt Set: hPa Rwy Elev: 388 hPa Trans level: By ATC Trans alt: 18000'

1. GNSS required.



DIST to THR	4.0	5.0	6.0
ALTITUDE	14270'	14650'	15000'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.38°	419	538	598	718	837	957
MAP at RW24 or FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

15300' D PO633

PANS OPS

STRAIGHT-IN LANDING RWY 24 Missed Apch Climb Gradient Mim 4.0% LNAV MDA(H) 13950' (1172')		Max Kts	CIRCLE-TO-LAND
A	2400m	A	NOT APPLICABLE
B	2800m	B	
C	4800m	C	
D	NOT APPLICABLE	D	

CHANGES: New procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLPO/POI CAT A, B & C
CAPT NICOLAS ROJAS 4 OCT 19 (13-1)

Missed Apch Climb Gradient Mim 3.3%

POTOSI, BOLIVIA
VOR Z Rwy 24

LA PAZ Control	*POTOSI Tower
128.2	118.3

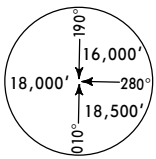
BRIEFING STRIP TM

VOR PTS	Final Apch Crs	D11.0	MDA(H)	Apt Elev 12922′
114.9	248°	17000′ (4222′)	14200′ (1422′)	Rwy 12778′

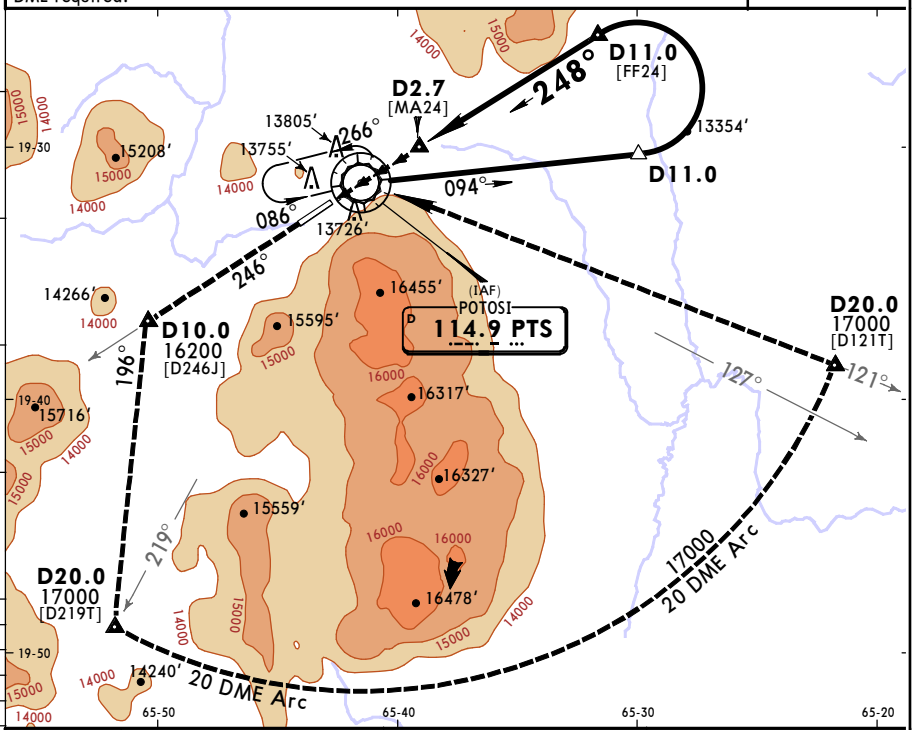
MISSED APCH: Climb to 16200′ to D10.0/PTS VOR R-246, 3.3% climb gradient. Turn LEFT heading 196° climbing to 17000′ up to PTS 20 DME. Turn LEFT and maintain 20 DME arc until PTS VOR R-121 then turn LEFT to PTS VOR and enter hold 086° and request instruction from ATC.

Alt Set: hPa Rwy Elev: 388 hPa Trans level: By ATC Trans alt: 18000′

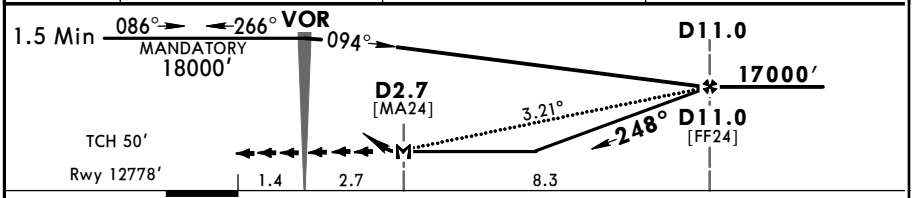
DME required.



MSA PTS VOR



DIST to THR	6.0	9.0	12.4
ALTITUDE	14870′	15900′	17000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.21°	398	511	568	682	795	909
MAP at D2.7 or FAF to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

16200′	246°	D10.0

STRAIGHT-IN LANDING RWY 24	CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 3.3%	
MDA(H) 14200′ (1422′)	

PANS OPS

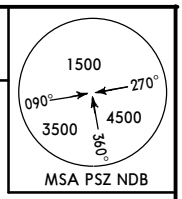
A	2000m	NOT APPLICABLE
B	3000m	
C	4000m	
D	NOT APPLICABLE	

CHANGES: Minimums, bearings, missed approach, airport and runway elevation.

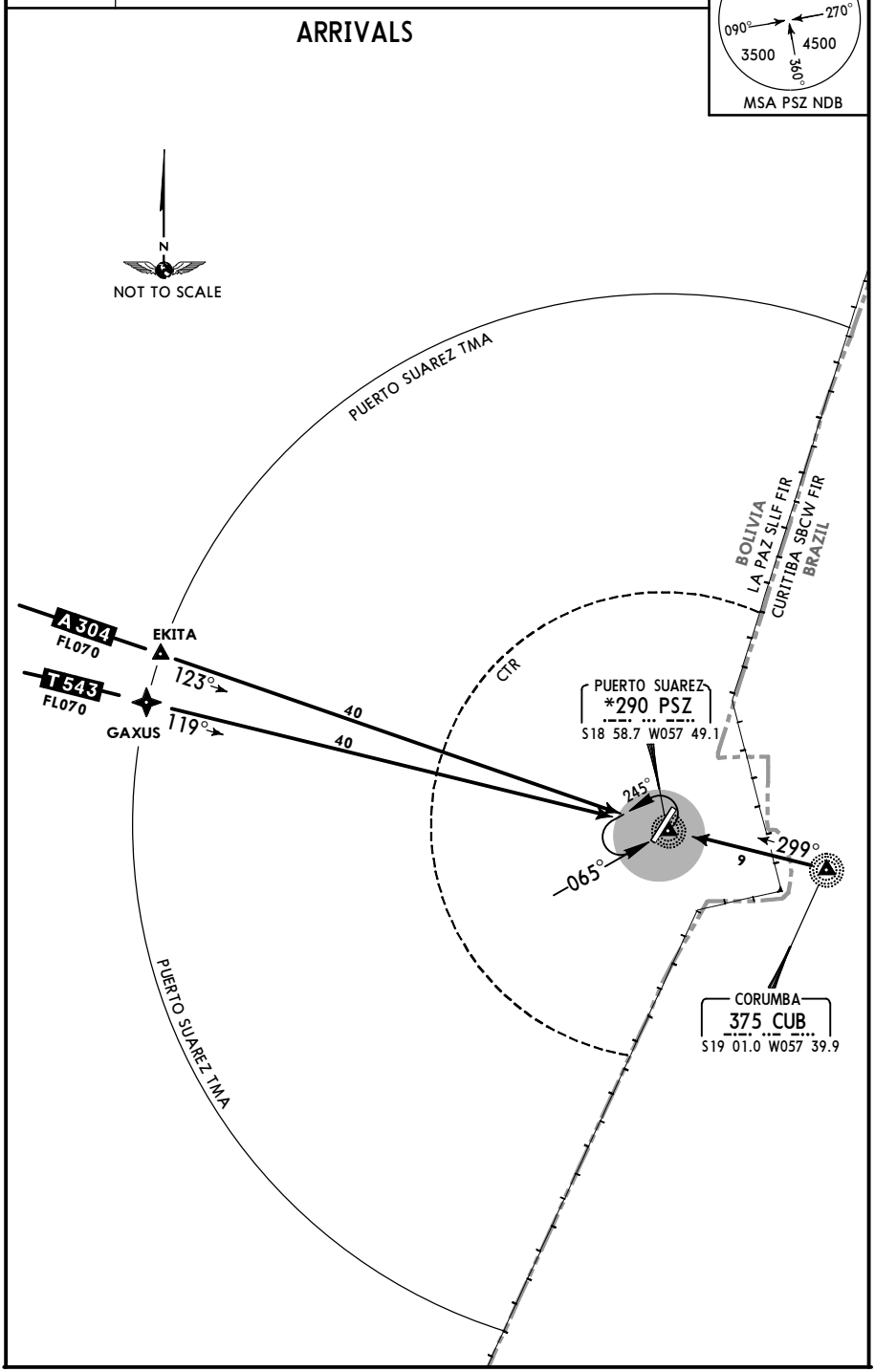
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 440'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'



ARRIVALS



PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

CHANGES: Airway UA-304 removed, airport name.

SLPS/PSZ

Apt Elev **440′**
S18 58.8 W057 49.4

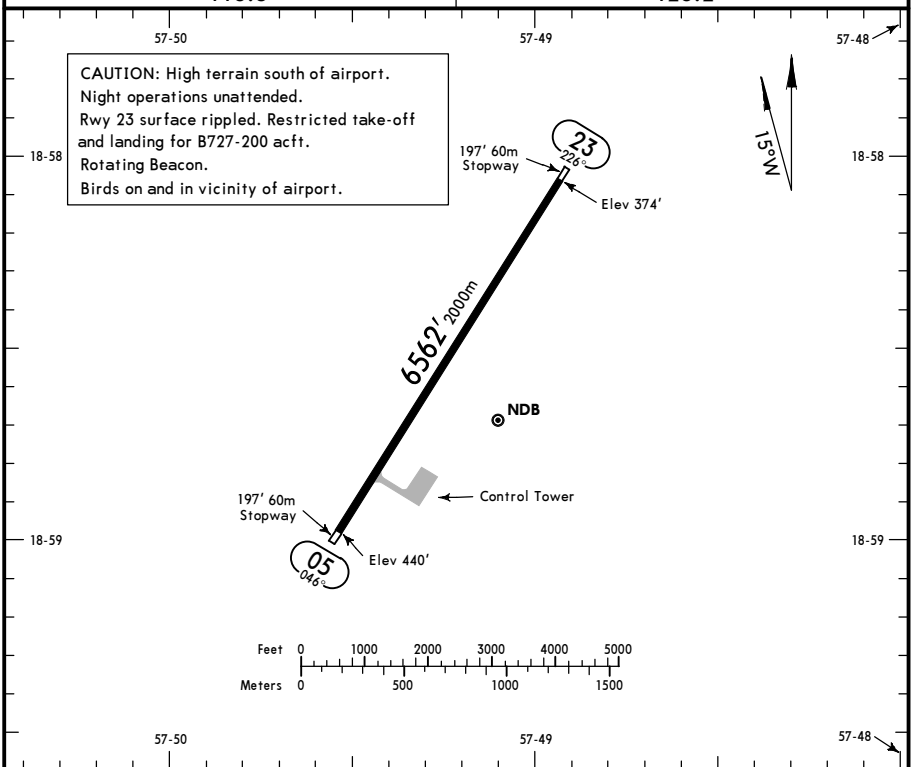
28 JUL 17

(12-1)

PUERTO SUAREZ, BOLIVIA

TTE AV SALVADOR OGAYA G

*PUERTO SUAREZ Tower	PUERTO SUAREZ Center
118.5	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23	RL PAPI-L				118′ 36m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums, airport name.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLPS/PSZ
TTE AV SALVADOR OGAYA G

28 JUL 17 (12-1)

PUERTO SUAREZ, BOLIVIA
CAT A, B & C **RNAV (GNSS) Z Rwy 05**

BRIEFING STRIP ™

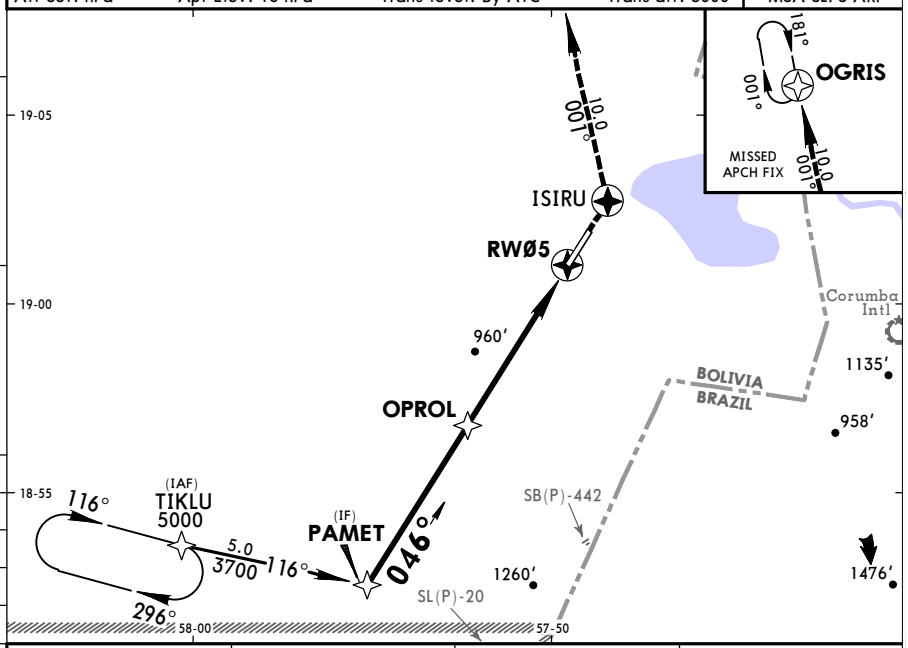
PUERTO SUAREZ Center	*PUERTO SUAREZ Tower
128.2	118.5

RNAV	*Final* Apch Crs	Minimum Alt OPROL	LNAV MDA(H)	Apt Elev / Rwy 05
	046°	2100′ (1660′)	1350′ (910′)	440′ / 440′

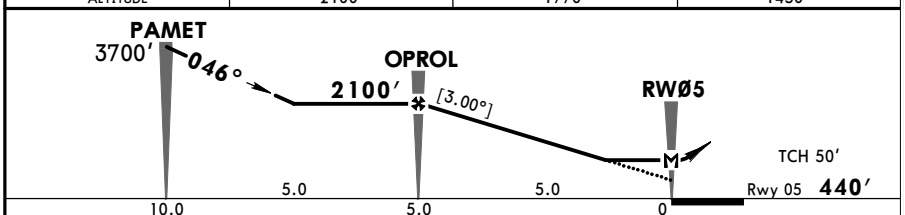
MISSED APCH: Climb to 4000′ direct to ISIRU, turn LEFT direct to OGRIS and join holding. Request ATC instructions.

Alt Set: hPa | Apt Elev: 16 hPa | Trans level: By ATC | Trans alt: 5000′

MSA SLPS ARP: 1500′ (270°–360°), 4500′ (360°–090°), 3500′ (090°–270°)



DIST to THR	5.0	4.0	3.0
ALTITUDE	2100′	1770′	1450′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at RWØ5							
OPROL to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L | 4000′ | D | ISIRU

PANS OPS 3

STRAIGHT-IN LANDING RWY 05 LNAV MDA(H) 1350′ (910′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1600m	100	1500′ (1060′) -1900m
B	1800m	135	1500′ (1060′) -2100m
C	2000m	180	1600′ (1160′) -2300m
D	NA	D	NA

CHANGES: Airport name.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLPS/PSZ
TTE AV SALVADOR OGAYA INTL

10 DEC 10 (16-1)

PUERTO SUAREZ, BOLIVIA
NDB-1 Rwy 23

BRIEFING STRIP ™

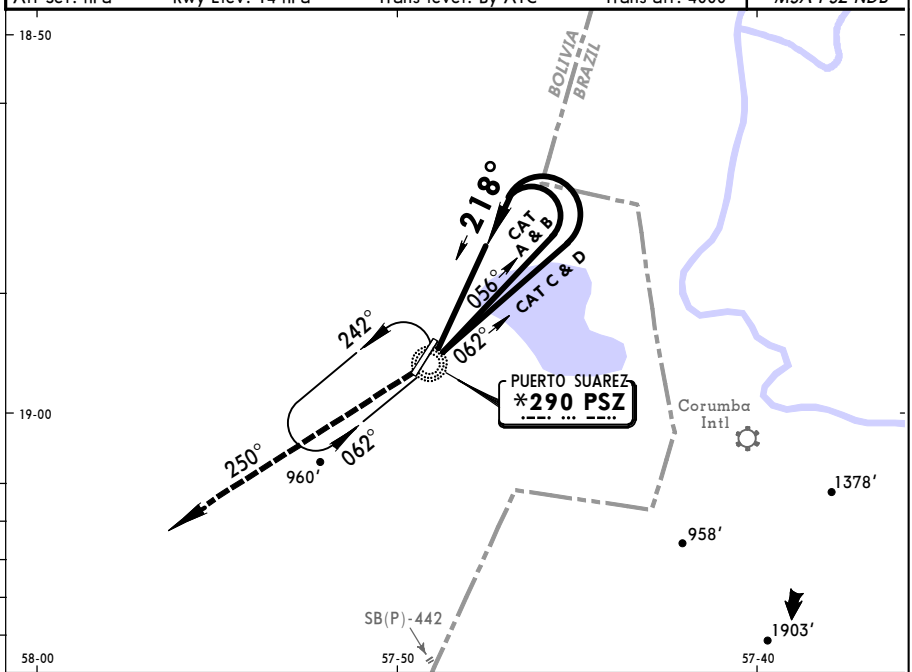
*PUERTO SUAREZ Tower 118.5

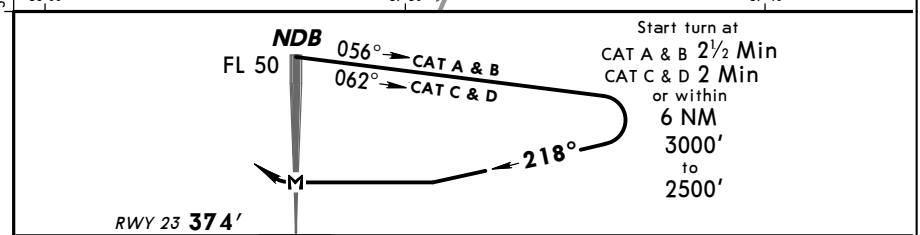
NDB	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 440′
PSZ *290	218°		840′ (466′)	Rwy 23 374′

MISSED APCH: Climb on the 250° bearing from PSZ NDB until reaching 3000′ and request instructions from CONTROL.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

MSA PSZ NDB: 1500′ (270°–360°), 4500′ (360°–090°), 3500′ (090°–270°)





MAP at NDB							PAPI-L	3000′ ↑ on	PSZ *290 250°

STRAIGHT-IN LANDING RWY23			CIRCLE-TO-LAND	
MDA(H) 840′ (466′) DAY		NIGHT	Not Authorized East of Airport	
			Max Kts	MDA(H)
A	1.6 km	NA	100	1030′ (590′) -2.4 km
B			135	
C	2.0 km		180	
D			205	1130′ (690′) -3.6 km

PANS OPS 3

CHANGES: Airport elevation, printing sequence.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

PUERTO SUAREZ, BOLIVIA
NDB Rwy 05-23

*PUERTO SUAREZ Tower 118.5

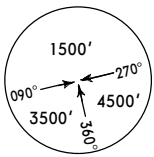
BRIEFING STRIP ™

NDB	Final Apch Crs	No FAF	MDA(H)	Apt Elev 440′
CUB 375	295°		Refer to Minimums	

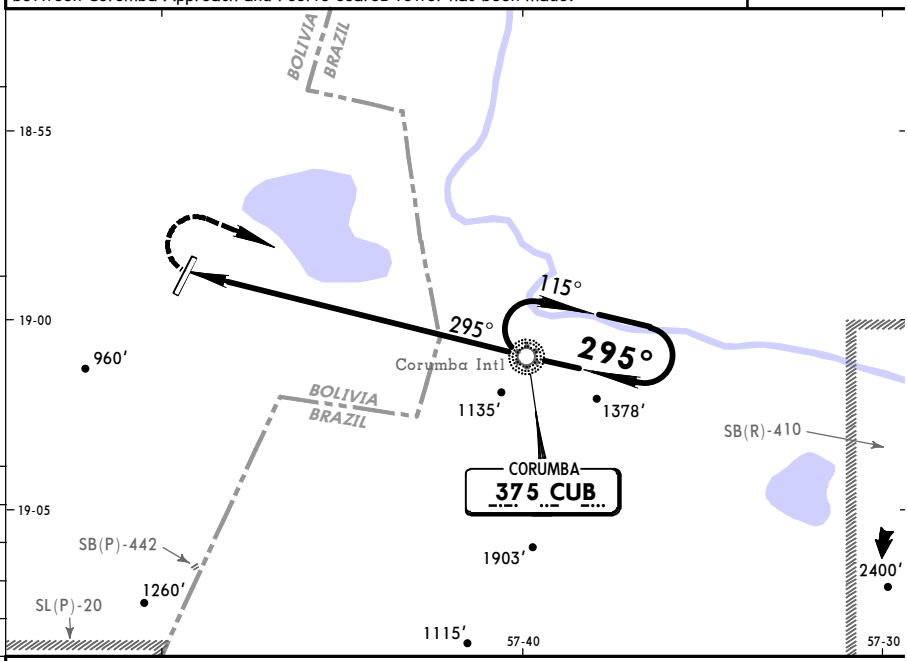
MISSED APCH: Turn RIGHT climbing to 4000′ and proceed to CUB NDB. Request instructions from CONTROL.

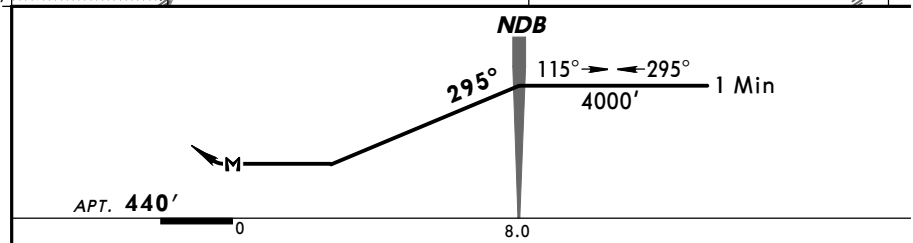
Alt Set: hPa Apt Elev: 16 hPa Trans level: By ATC Trans alt: 4000′

1. This procedure is usable when PSZ NDB is out of service and previous coordination between Corumba Approach and Puerto Suarez Tower has been made.



MSA CUB NDB





Gnd speed-Kts		70	90	100	120	140	160
NDB to MAP	8.0	6:51	5:20	4:48	4:00	3:26	3:00

Lighting - Refer to Airport Chart | 4000′ RT | CUB 375

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		Max Kts	DAY MDA(H)	NIGHT
A	NA	100	1030′ (590′) -2.4 km	NA
B		135		
C		180		
D		205	1130′ (690′) -3.6 km	

PANS OPS 3

CHANGES: Airport elevation, printing sequence.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLRI/RIB

Apt Elev **463'**
S11 00.6 W066 04.4

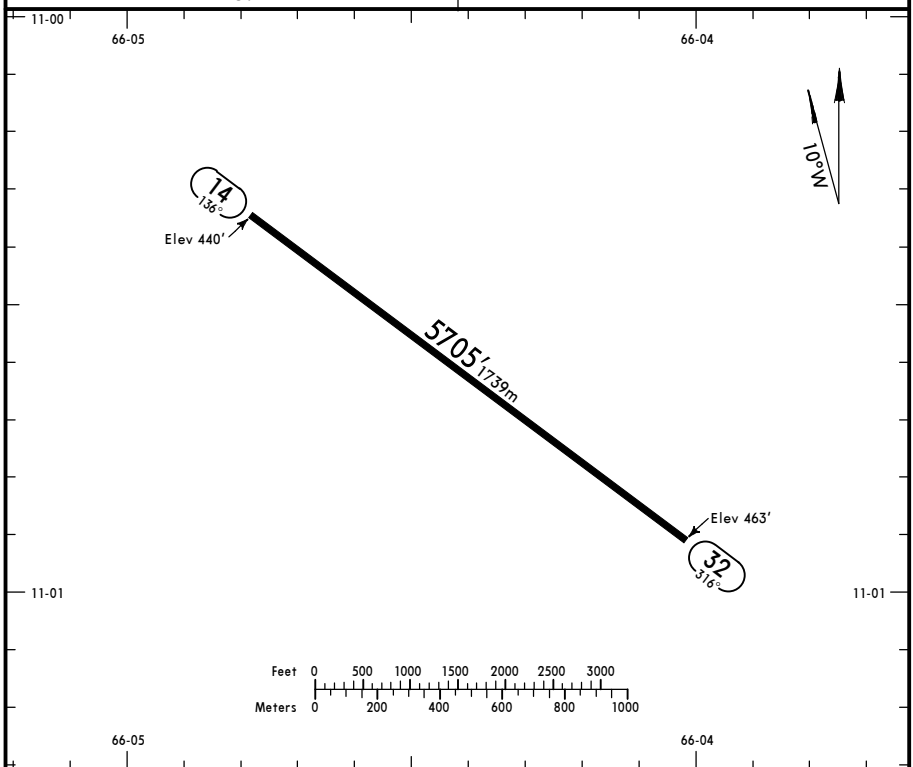
4 OCT 19

10-9

RIBERALTA, BOLIVIA

CAP DE AV SELIN ZEITUN LOPEZ

*RIBERALTA Tower	LA PAZ Control
118.1	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32					69' 21m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Airport coordinates, communications, NDB removed, rwy length.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLRI/RIB — RIBERALTA, BOLIVIA

4 OCT 19

CAP DE AV SELIN ZEITUN LOPEZ

(12-1) CAT A & B

RNAV (GNSS) Z Rwy 32

BRIEFING STRIP ™

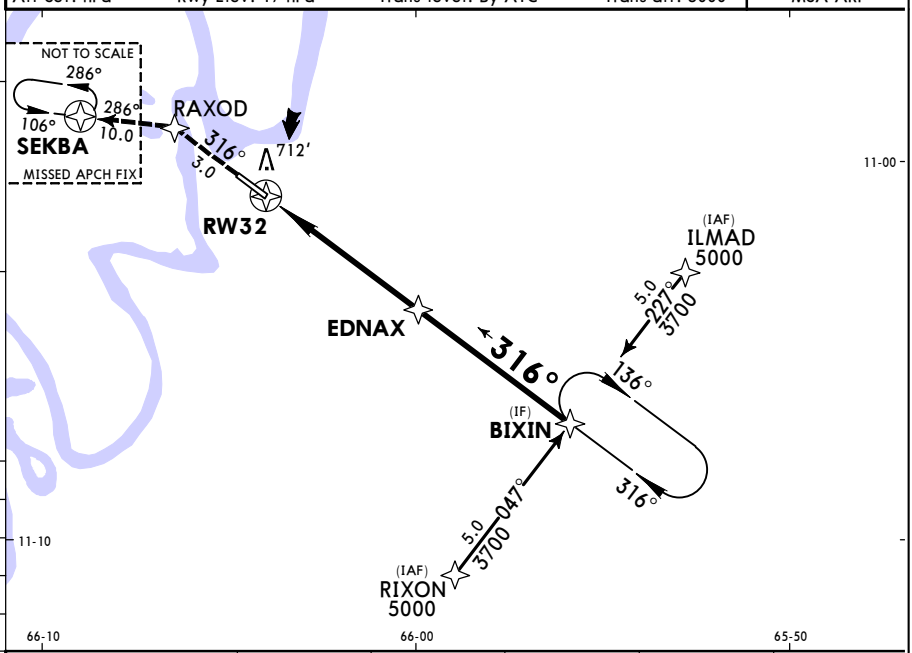
LA PAZ Control	*RIBERALTA Tower
128.2	118.1

RNAV	Final Apch Crs	EDNAX	LNAV MDA(H)	Apt Elev 463′
	316°	2100′ (1637′)	960′ (497′)	Rwy 463′

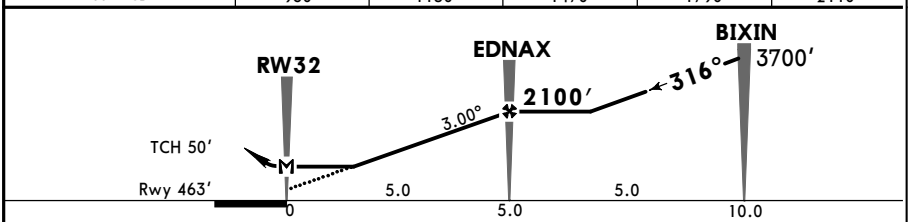
MISSED APCH: Climb to 4000′ direct to RAXOD, turn LEFT to SEKBA and join holding, requesting ATC instructions. No turns prior MAP.

Alt Set: hPa | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 5000′

3000 MSA ARP



DISTANCE to THRESHOLD	1.4	2.0	3.0	4.0	5.0
ALTITUDE	960′	1150′	1470′	1790′	2110′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at RW32							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

4000′ ↑ — D → — RAXOD

PANS OPS

STRAIGHT-IN LANDING RWY 32 LNAV MDA(H) 960′ (497′)	DAY	NIGHT
A	1600m	NA
B		
C	NOT APPLICABLE	
D		

CIRCLE-TO-LAND	Max Kts	DAY MDA(H)	NIGHT
A	100	1200′ (737′) - 1900m	NA
B	135		
C		NOT APPLICABLE	
D			

CHANGES: Communications.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLRQ/RBQ

Apt Elev **666′**

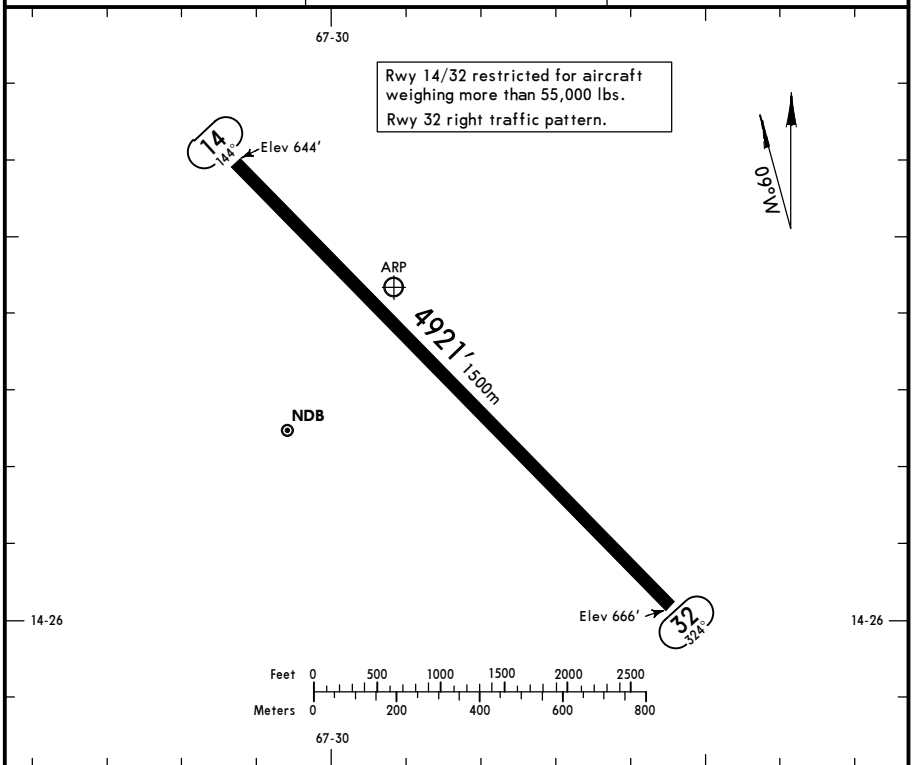
S14 25.6 W067 29.9

28 JUL 17 (10-9)

RURRENABAQUE, BOLIVIA

RURRENABAQUE

*RURRENABAQUE Tower	*RURRENABAQUE Approach	LA PAZ Control
118.1	118.1	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32					98′ 30m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Runway elevation, magnetic variation, take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLRQ/RBQ RURRENABAQUE

MISSED APCH CLIMB GRADIENT MIM 4.6%

24 MAR 17 — Eff 30 Mar — (12-1) — CAT A, B & C

RURRENABAQUE, BOLIVIA RNAV (GNSS) Y Rwy 14

LA PAZ Control	*RURRENABAQUE Approach	*RURRENABAQUE Tower
128.2	118.1	118.1

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 666'
	145°	REDUT 2400'(1755')	1300'(655')	Rwy 645'

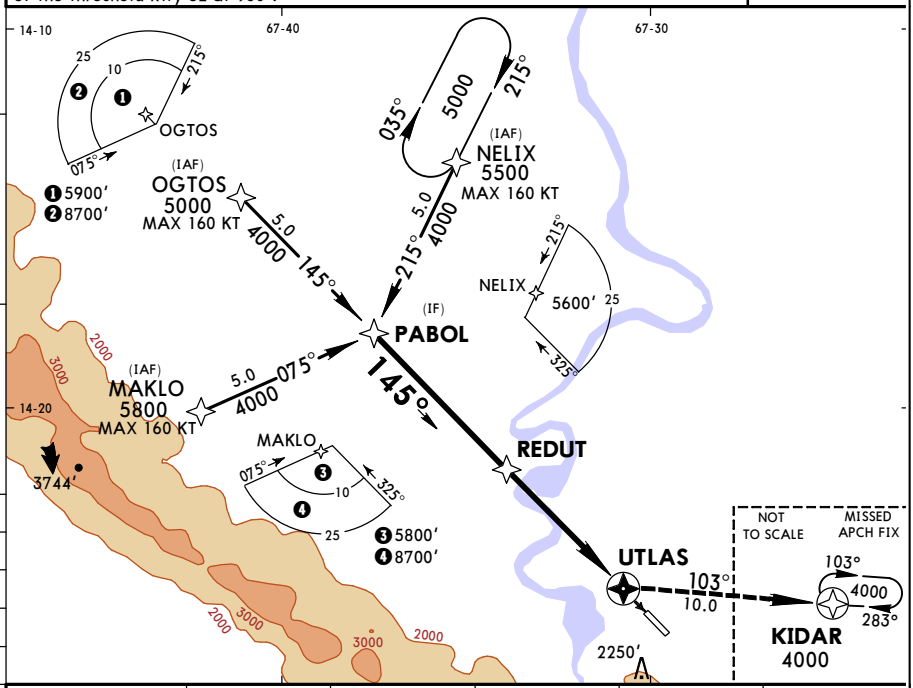
MISSED APCH: Climbing LEFT turn to 4000' direct to KIDAR, enter hold 283° right turns and request ATC instructions.

GS (KT)/FT/MIN	90	110	120	130	140	150	160
4.6% Climb Gradient	420'	515'	560'	610'	655'	700'	745'

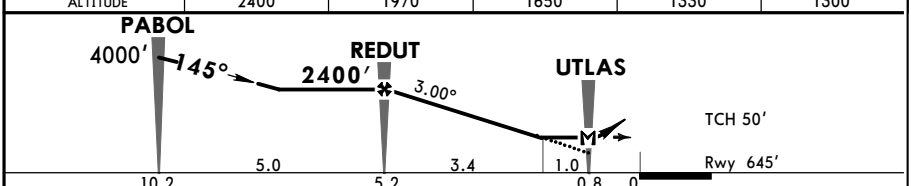
TAA 25 NM IAF

Alt set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 6000'

1. GNSS required. 2. MAX 160 KT. 3. CAUTION: High voltage tower 0.8 NM southest of the threshold Rwy 32 at 960'.



DIST to THR	5.2	4.0	3.0	2.0	1.8
ALTITUDE	2400'	1970'	1650'	1330'	1300'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at UTLAS or REDUT to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

4000' LT — KIDAR

PANS OPS

STRAIGHT-IN LANDING RWY 14 — MISSED APCH CLIMB GRADIENT MIM 4.6% — LNAV MDA(H) 1300'(655')		CIRCLE-TO-LAND — MISSED APCH CLIMB GRADIENT MIM 4.6% — Visual Circling only — North of Rwy 14/32	
		Max Kts	MDA(H)
A	1600m	100	1300'(634') -1900m
B		135	1800'(1134')-1900m
C	2000m	180	2300'(1634')-2500m
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: New procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTI

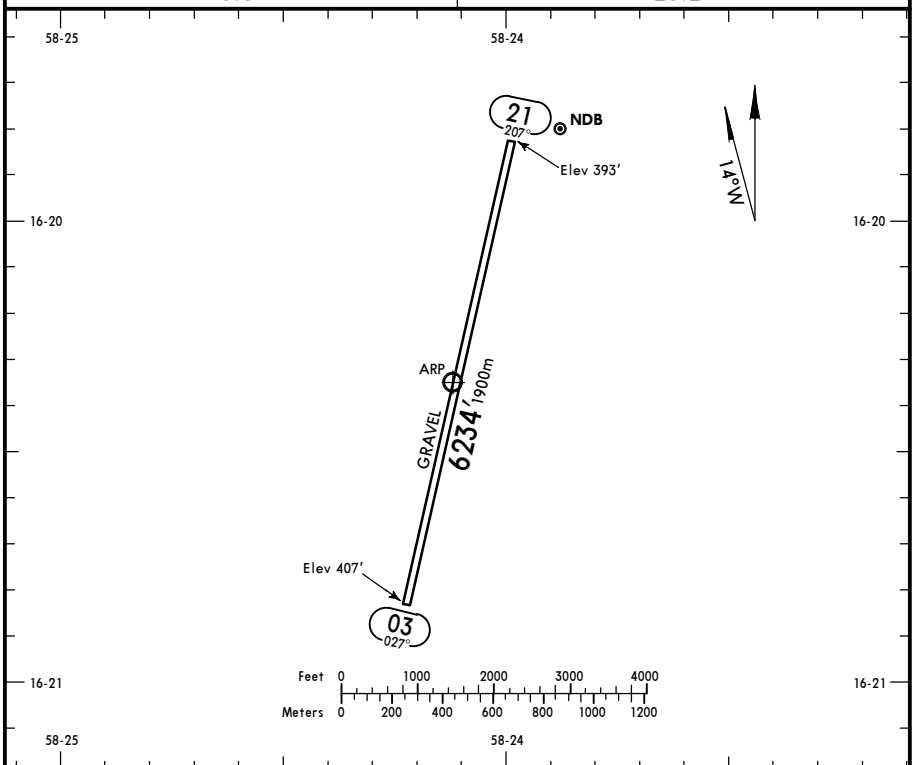
Apt Elev **407′**
S16 20.4 W058 24.1

28 JUL 17 (12-1)

SAN MATIAS, BOLIVIA

SAN MATIAS

*SAN MATIAS Tower	PUERTO SUAREZ Center
118.3	128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21					98′ 30m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTI
SAN MATIAS

28 JUL 17 (12-1) CAT A & B

SAN MATIAS, BOLIVIA
RNAV (GNSS) Z Rwy 03

PUERTO SUAREZ Center	*SAN MATIAS Tower
128.2	118.3

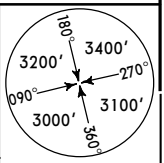
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 407′
	027°	SANGA 2500′(2107′)	900′(507′)	Rwy 03 393′

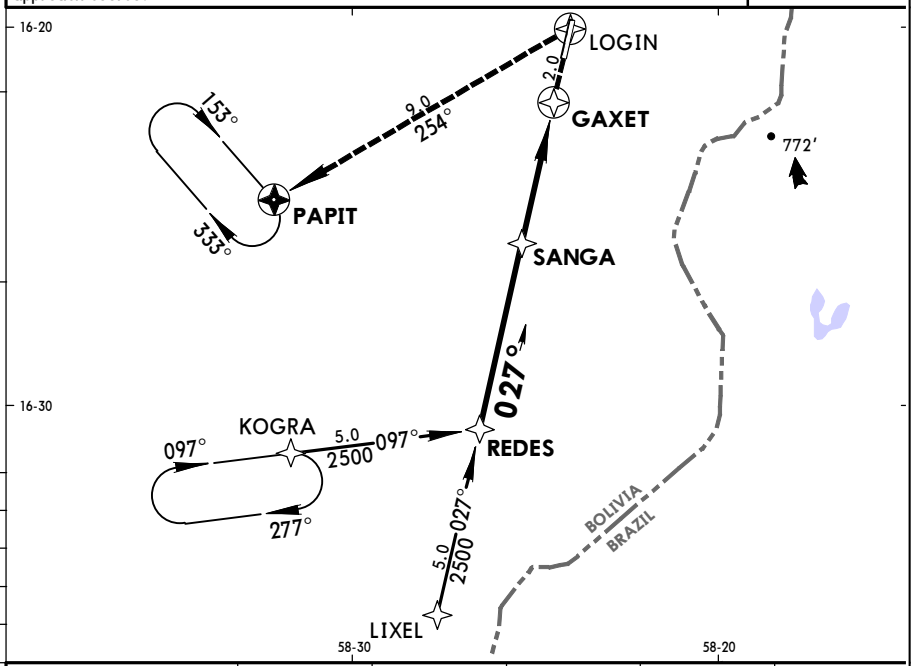
MISSED APCH: Proceed to LOGIN, turn LEFT onto heading 254° to PAPIT climbing to 3000′, join hold and request ATC instructions. No turns are authorized before MAP.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000′

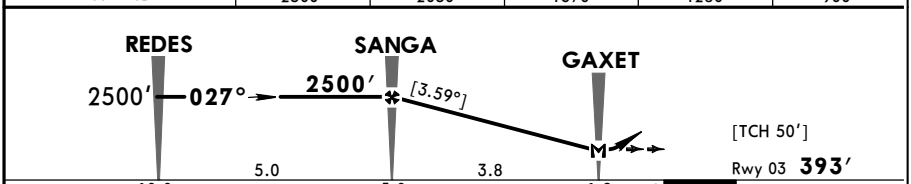
1. Obstruction (antenna) at 0.36 NM after MAP and 0.12 NM to the right of approach course.



MSA ARP



DISTANCE to MAP	3.8	3.0	2.0	1.0	0.0
ALTITUDE	2500′	2050′	1670′	1280′	900′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.59°]	445	572	635	762	889	1017
MAP at GAXET or SANGA to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

LOGIN	3000′ LT	254° hdg	PAPIT

1 STRAIGHT-IN LANDING RWY 03 LNAV MDA(H) 900′(507′)		1 CIRCLE-TO-LAND Max Kts	MDA(H)
A	2300m	100	1400′(993′) -2800m
B		135	
C	NOT APPLICABLE	C	NOT APPLICABLE
D		D	

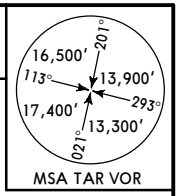
PANS OPS

1 Night NA.

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	Trans level: By ATC Trans alt: 18000′
6096′	**DME required.**



KOTKI 1 [KOTKI1], PULSA 1 [PULSA1] SINIT 1 [SINIT1] DEPARTURES (RWY 13)

SPEED: MAX 175 KT

59 TO SORSU
UW 22
KOTKI
At or above FL170
W8
UW 316
PULSA
At or above FL170
W6
UW 6
SINIT
At or above FL190
KOTKI 1
30
PULSA 1
30
SINIT 1
30
N
NOT TO SCALE
TARIJA
D 117.0 TAR
S21 32.8 W064 42.8
At or above 11800′
336°
359°
032°
(Rwy hdg) 134°
Climb gradient 5.5%
R175°
355°
D6.0 TAR
At or above 7600′
D6.0 TAR
At or above 9800′

These SIDs require minimum climb gradients:
KOTKI 1, PULSA 1: 5.5% until D6.0 TAR.
SINIT 1: 5.5% until D6.0 TAR. 4.2% until SINIT.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.5% V/V (fpm)	418	557	835	1114	1392	1671

INITIAL CLIMB

After takeoff, MAINTAIN runway heading until D6.0 TAR climbing to 7600′ or above, turn RIGHT and intercept TAR R-175, cross TAR VOR at or above 11800′.

SID	ROUTING
KOTKI 1	At TAR VOR, TAR R-359 to KOTKI, cross KOTKI at or above FL170.
PULSA 1	At TAR VOR, TAR R-032 to PULSA, cross PULSA at or above FL170.
SINIT 1	At TAR VOR, TAR R-336 to SINIT, continue climb and cross SINIT at or above FL190.

CHANGES: Airport name.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTJ/TJA

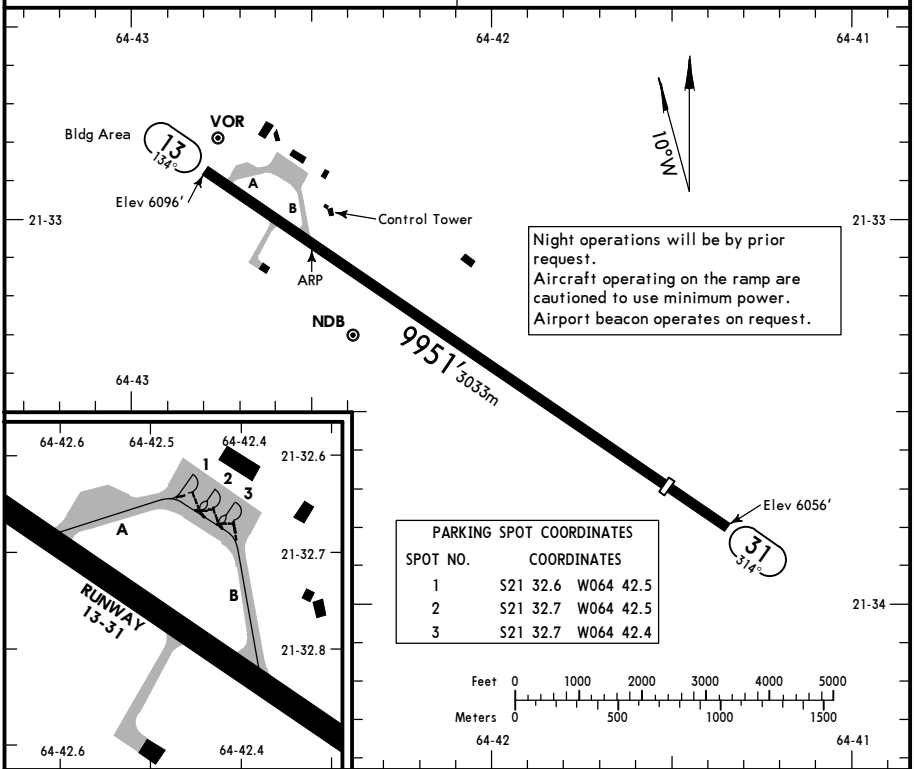
Apt Elev **6096′**
S21 33.1 W064 42.5

24 AUG 18 (10-9)

TARIJA, BOLIVIA

CAPT AV. ORIEL LEA PLAZA

*TARIJA Ground	*TARIJA Tower
121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
13	HIRL PAPI-L (angle 3.00°)	8793′ (2680m)		8793′ (2680m)	148′ 45m
31	HIRL PAPI-L (angle 3.00°)				

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Airport name, lighting, magnetic variation.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTJ/TJA
CAPT AV. ORIEL LEA PLAZA

MISSED APCH CLIMB GRADIENT MIM 4.7%

24 AUG 18 (13-1) CAT B & C

TARIJA, BOLIVIA
VOR B Rwy 13

*TARIJA Approach	*TARIJA Tower	*TARIJA Ground
119.4	118.1	121.9

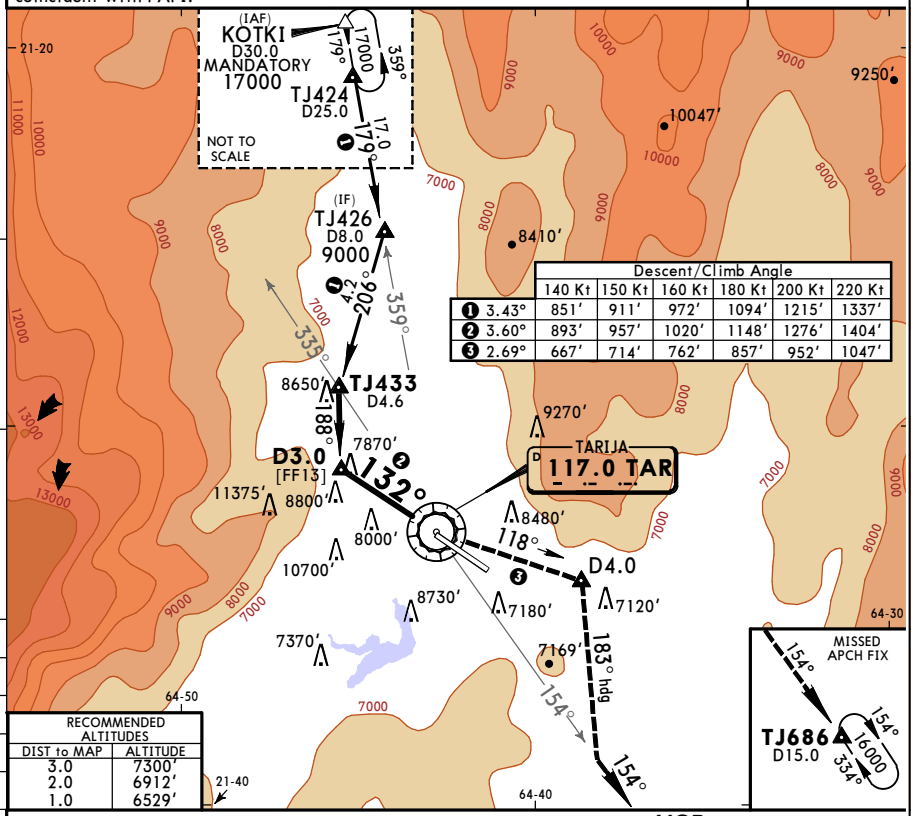
BRIEFING STRIP

VOR TAR	Final Apch Crs	Minimum Alt D3.0	MDA(H)	Apt Elev 6095' Rwy 6095'
117.0	132°	7300' (1205')	7100' (1005')	

MISSED APCH: Climb to 8100' outbound on TAR VOR R-118 to D4.0, turn RIGHT heading 183°. Intercept R-154 TAR VOR outbound to TJ686 climbing to 16,000' and hold. Request ATC instructions. MAX 160 KT.

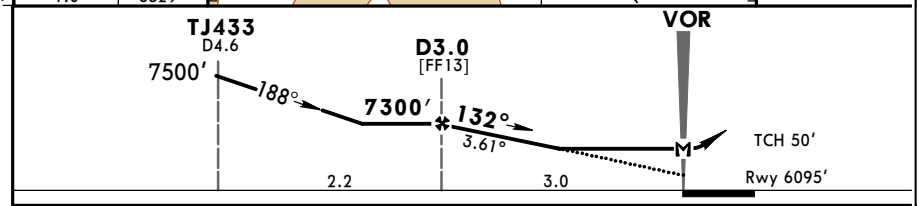
Alt Set: hPa Rwy Elev: 204 hPa Trans level: By ATC Trans alt: 18000'
1. DME required. 2. Max IAS for procedure 160 KT. 3. Final approach course not coincident with PAPI.

MSA TAR VOR: 16,500 (201°–113°), 13,900 (113°–293°), 17,400 (293°–021°), 13,300 (021°–201°)



RECOMMENDED ALTITUDES	
DIST to MAP	ALTITUDE
3.0	7300'
2.0	6912'
1.0	6529'

Descent/Climb Angle	140 Kt	150 Kt	160 Kt	180 Kt	200 Kt	220 Kt
❶ 3.43°	851'	911'	972'	1094'	1215'	1337'
❷ 3.60°	893'	957'	1020'	1148'	1276'	1404'
❸ 2.69°	667'	714'	762'	857'	952'	1047'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.61°	447	575	639	767	894	1022
MAP at VOR or FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

PAPI-L

8100' on TAR 117.0 R-118

PANS OPS

STRAIGHT-IN LANDING RWY 13 Missed apch climb gradient mim 4.7%	MDA(H) 7100' (1005')	CIRCLE-TO-LAND Missed apch climb gradient mim 4.7%	Max Kts.	MDA(H)
A	NA	A		NA
B	2000m	B	135	7600' (1505')-2800m
C	2200m	C	180	7920' (1825')-3700m
D	NA	D		NA

CHANGES: Airport name.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTJ/TJA CAPT AV. ORIEL LEA PLAZA

MISSED APCH CLIMB GRADIENT MIM 4.7%

24 AUG 18 (13-2) CAT B & C

TARIJA, BOLIVIA VOR C Rwy 13

*TARIJA Approach	*TARIJA Tower	*TARIJA Ground
119.4	118.1	121.9

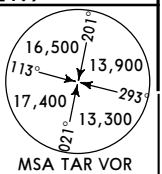
BRIEFING STRIP ™

VOR TAR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 6095′ Rwy 6095′
117.0	133°		6950′(855′)	

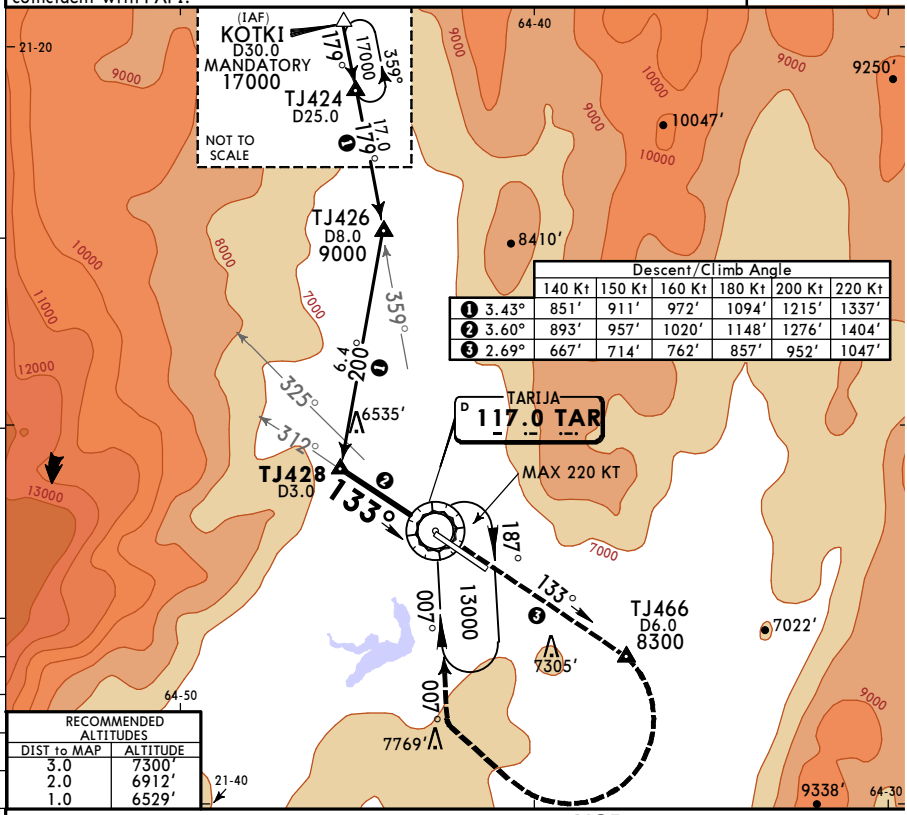
MISSED APCH: Climb to 8300′ outbound on TAR VOR R-133 to D6.0, turn RIGHT heading 007°. Climb to 13,000′ direct to TAR VOR and hold. Request ATC instructions. MAX 180 KT

Alt Set: hPa Rwy Elev: 204 hPa Trans level: By ATC Trans alt: 18000′

1. DME required. 2. Max IAS for procedure 160 KT. 3. Final approach course not coincident with PAPI.

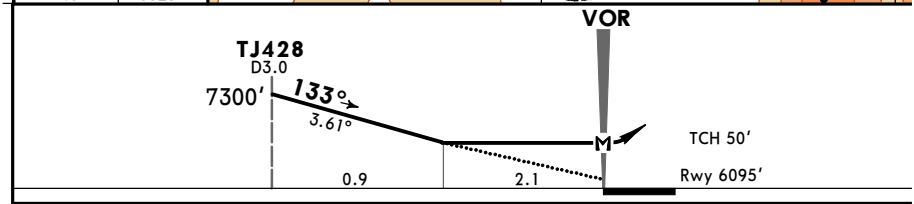


MSA TAR VOR



Descent/Climb Angle	140 Kt	150 Kt	160 Kt	180 Kt	200 Kt	220 Kt
❶ 3.43°	851′	911′	972′	1094′	1215′	1337′
❷ 3.60°	893′	957′	1020′	1148′	1276′	1404′
❸ 2.69°	667′	714′	762′	857′	952′	1047′

RECOMMENDED ALTITUDES	
DIST to MAP	ALTITUDE
3.0	7300′
2.0	6912′
1.0	6529′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.61°	447	575	639	767	894	1022
MAP at VOR							

PAPI-L 8300′ ↑ TAR on 117.0 R-133

PANS OPS

STRAIGHT-IN LANDING RWY 13 Missed apch climb gradient mim 4.7% MDA(H) 6950′ (855′)		CIRCLE-TO-LAND Missed apch climb gradient mim 4.7%	
		Max Kts.	MDA(H)
A	NA	A	NA
B	2000m	135	7600′ (1505′)-2800m
C	2200m	180	7900′ (1805′)-3700m
D	NA	D	NA

CHANGES: Airport name.

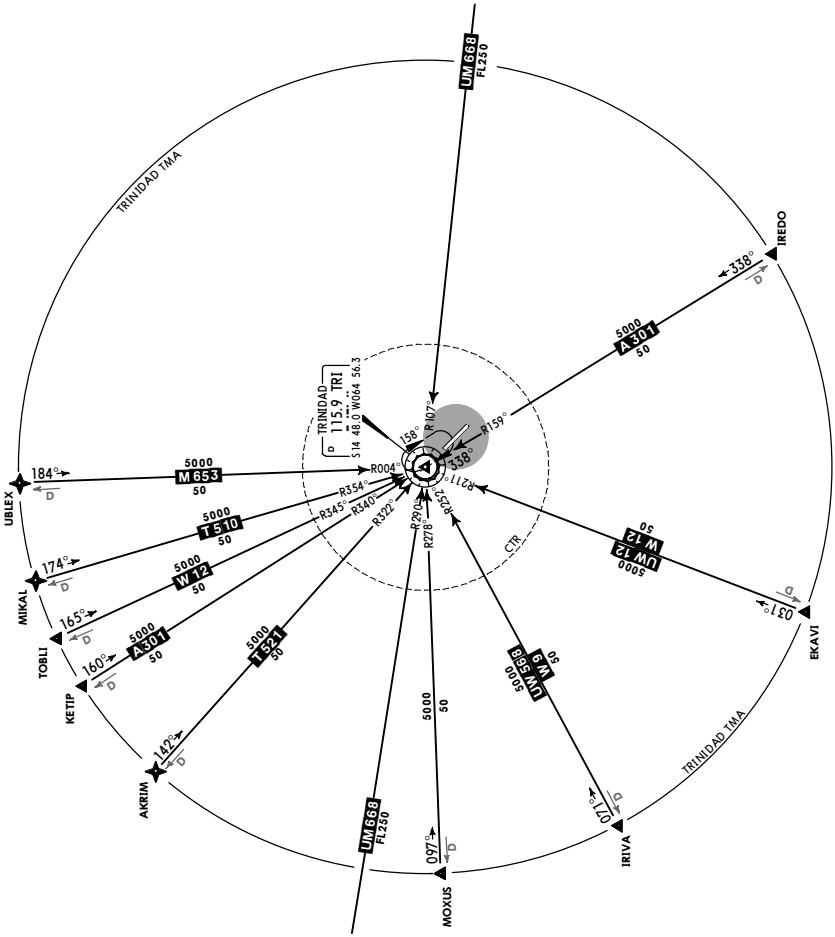
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTR/TDD
JORGE HENRICH INTL

Apt Elev 509'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

ARRIVALS

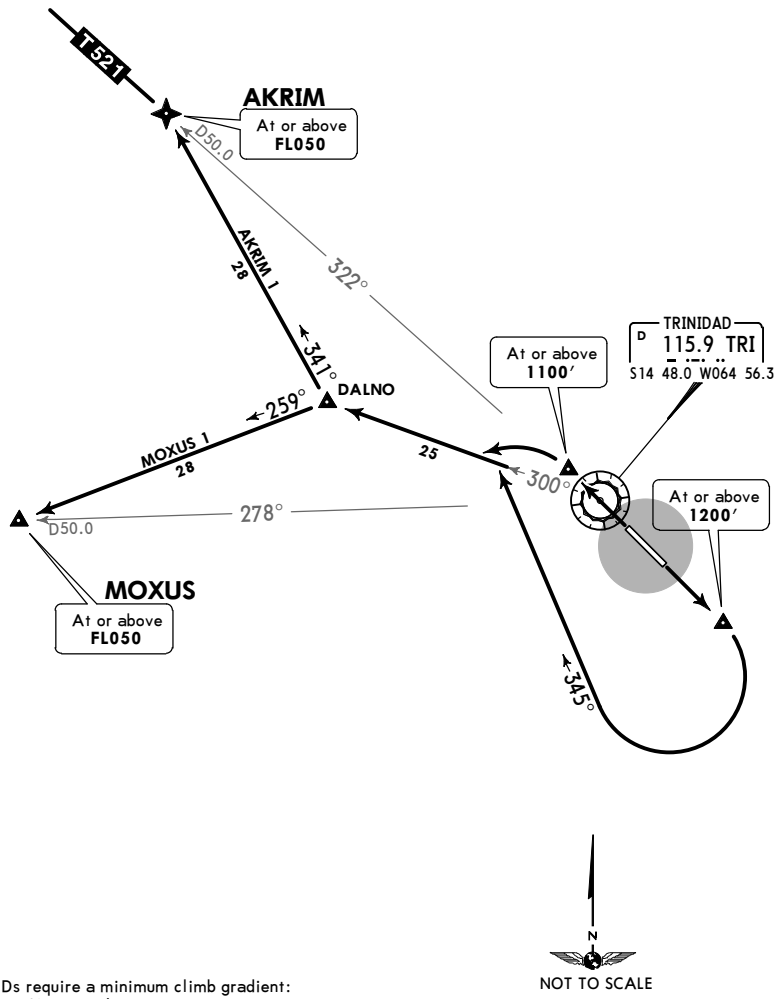


CHANGES: Airway W-4 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	
509′	Trans level: By ATC Trans alt: 5000′ **TRI VOR/DME required.**

AKRIM 1 [AKRIM1], MOXUS 1 [MOXUS1] DEPARTURES



These SIDs require a minimum climb gradient:
Rwy 14: 5.8% to 1200′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to at or above 1200′, turn RIGHT course 345° and intercept TRI R-300 to DALNO.
32	After take-off MAINTAIN runway heading to at or above 1100′, turn LEFT and intercept TRI R-300 to DALNO.

SID	ROUTING
AKRIM 1 (T-521)	From DALNO track 341° to AKRIM.
MOXUS 1	From DALNO track 259° to MOXUS.

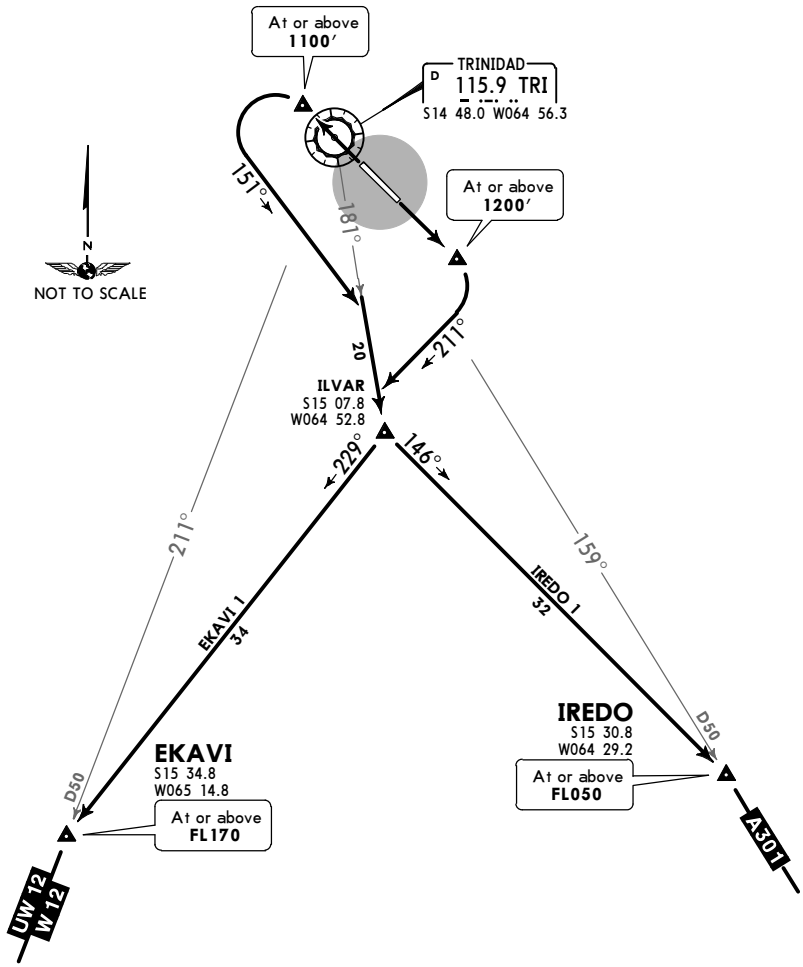
CHANGES: Airway W-4 removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	
509′	Trans level: By ATC Trans alt: 5000′ **TRI VOR/DME required.**

2000′
MSA TRI VOR

EKAVI 1 [EKAVI1], IREDO 1 [IREDO1] DEPARTURES



Direct distance from Jorge Henrich Intl to:
ILVAR 19 NM

These SIDs require a minimum climb gradient:
Rwy 14: 5.8% to 1200′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to at or above 1200′, turn RIGHT course 211° and intercept TRI R-181 to ILVAR.
32	After take-off MAINTAIN runway heading to at or above 1100′, turn LEFT course 151° and intercept TRI R-181 to ILVAR.

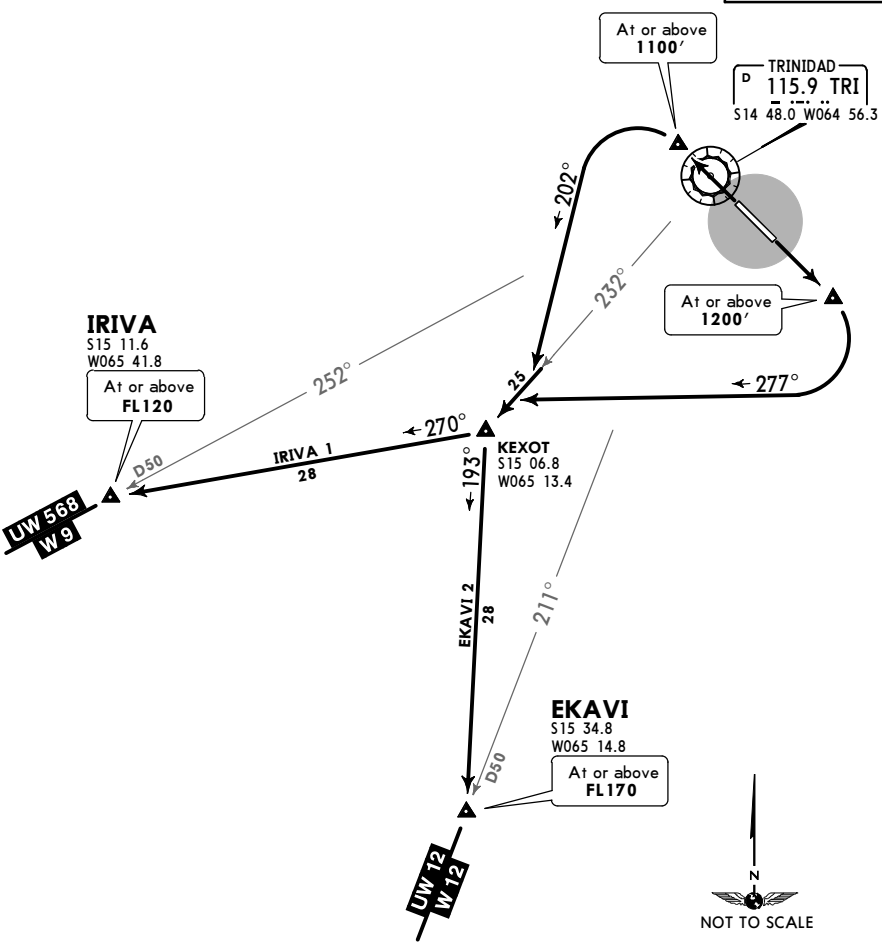
SID	ROUTING
EKAVI 1 (UW-12, W-12)	From ILVAR track 229° to EKAVI.
IREDO 1 (A-301)	From ILVAR track 146° to IREDO.

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 509′	Trans level: By ATC Trans alt: 5000′ **TRI VOR/DME required.**

EKAVI 2 *[EKAVI2]*, IRIVA 1 *[IRIVA1]* DEPARTURES



Direct distance from Jorge Henrich Intl to:
KEXOT 25 NM

These SIDs require a minimum climb gradient:
Rwy 14: 5.8% to 1200′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to at or above 1200′, turn RIGHT course 277° and intercept TRI R-232 to KEXOT.
32	After take-off MAINTAIN runway heading to at or above 1100′, turn LEFT course 202° and intercept TRI R-232 to KEXOT.

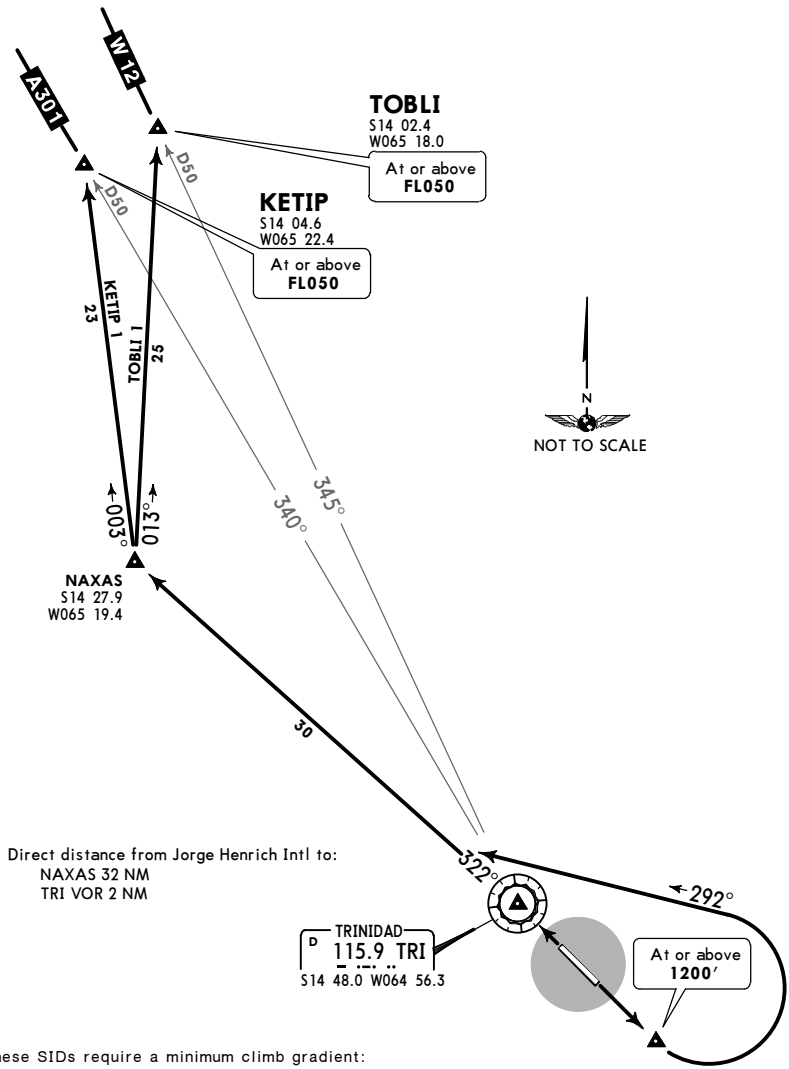
SID	ROUTING
EKAVI 2 (UW-12, W-12)	From KEXOT track 193° to EKAVI.
IRIVA 1 (UW-568, W-9)	From KEXOT track 270° to IRIVA.

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	
509′	Trans level: By ATC Trans alt: 5000′ **TRI VOR/DME required.**

KETIP 1 [KETIP1], TOBLI 1 [TOBLI1] DEPARTURES



Direct distance from Jorge Henrich Intl to:
NAXAS 32 NM
TRI VOR 2 NM

These SIDs require a minimum climb gradient:
Rwy 14: 5.8% to 1200′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to at or above 1200′, turn LEFT course 292° and intercept TRI R-322 to NAXAS.
32	After take-off MAINTAIN runway heading to TRI, intercept TRI R-322 to NAXAS.

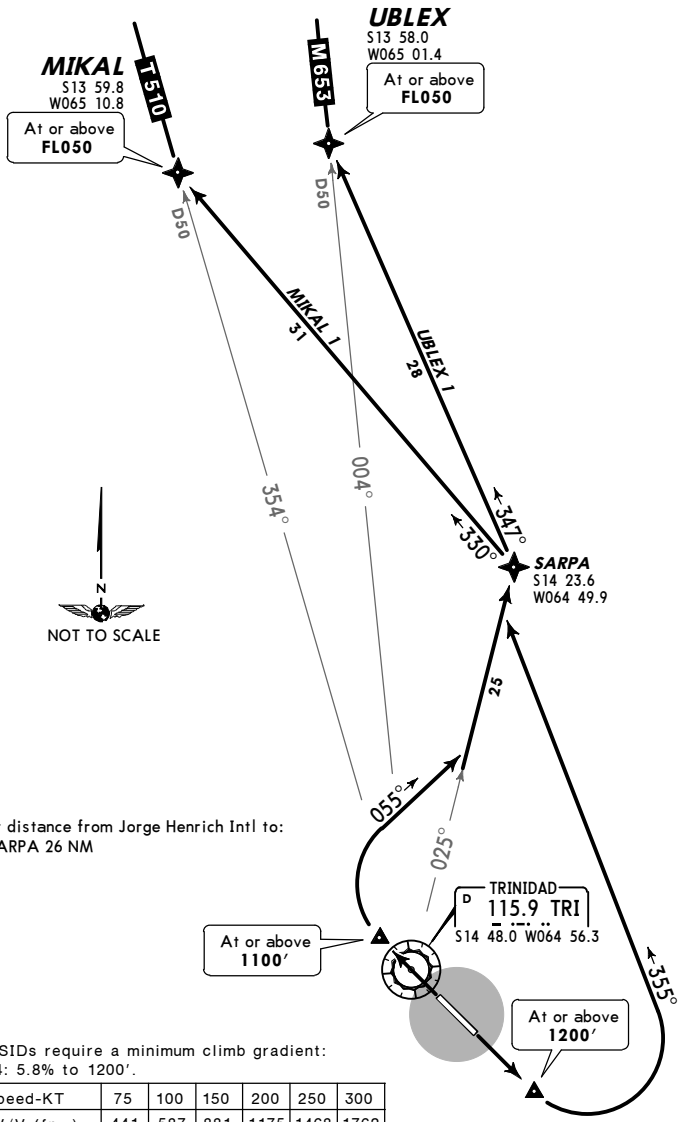
SID	ROUTING
KETIP 1 (A-301)	From NAXAS track 003° to KETIP.
TOBLI 1 (W-12)	From NAXAS track 013° to TOBLI.

CHANGES: Airways removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 509′	Trans level: By ATC Trans alt: 5000′ **TRI VOR/DME required.**

MIKAL 1 *[MIKAL1]*, UBLEX 1 *[UBLEX1]*
DEPARTURES



Direct distance from Jorge Henrich Intl to:
SARPA 26 NM

These SIDs require a minimum climb gradient:
Rwy 14: 5.8% to 1200′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to at or above 1200′, turn LEFT course 355° and intercept TRI R-025 to SARPA.
32	After take-off MAINTAIN runway heading to at or above 1100′, turn RIGHT course 055° and intercept TRI R-025 to SARPA.

SID	ROUTING
MIKAL 1 (T-510)	From SARPA track 330° to MIKAL.
UBLEX 1 (M-653)	From SARPA track 347° to UBLEX.

CHANGES: Note added, MSA removed.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTR/TDD

Apt Elev **509′**

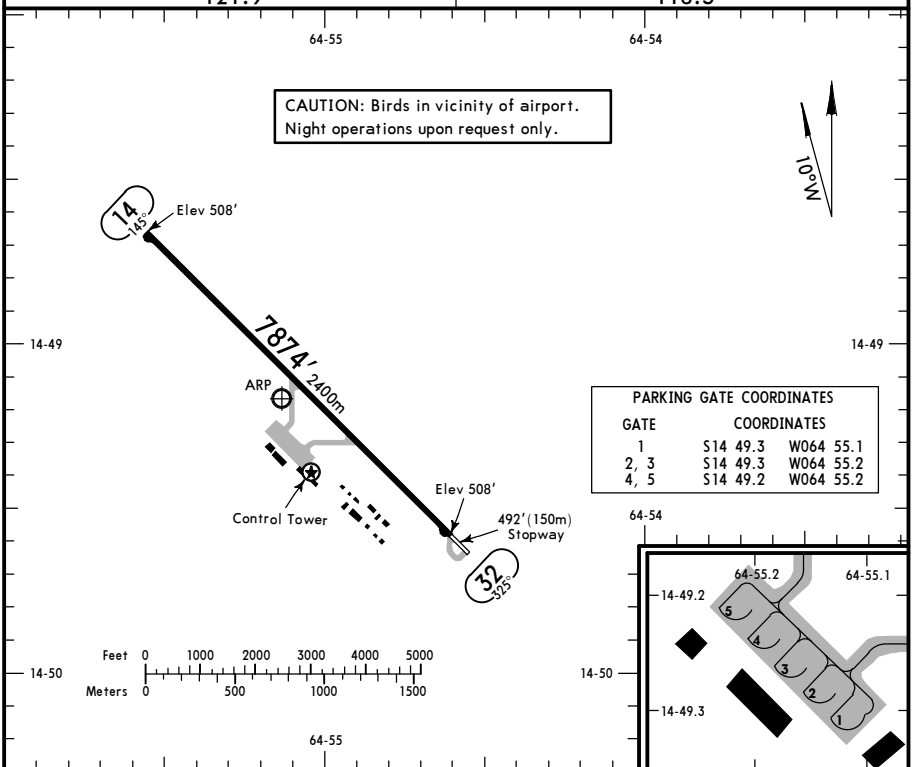
S14 49.2 W064 55.1

14 JUL 17 (10-9)

TRINIDAD, BOLIVIA

JORGE HENRICH

*TRINIDAD Ground	*Tower
121.9	118.5



PARKING GATE COORDINATES

GATE	COORDINATES	
1	S14 49.3	W064 55.1
2, 3	S14 49.3	W064 55.2
4, 5	S14 49.2	W064 55.2

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32	HIRL PAPI-L (angle 3.00°)				98′ 30m

	TAKE-OFF
	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Airport name, take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTR/TDD
JORGE HENRICH INTL

8 APR 16

(12-1) CAT A, B & C

TRINIDAD, BOLIVIA
RNAV (GNSS) Z Rwy 14

*TRINIDAD Approach	*TRINIDAD Tower	*Ground
119.1	118.5	121.9

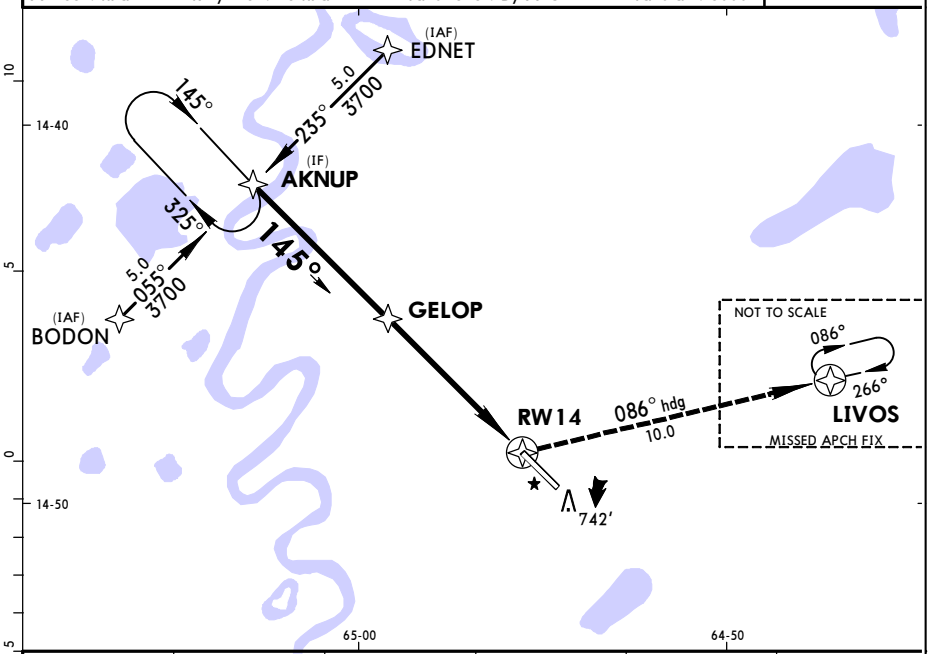
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 508′
	145°	GELOP 2200′ (1692′)	800′ (292′)	Rwy 14 508′

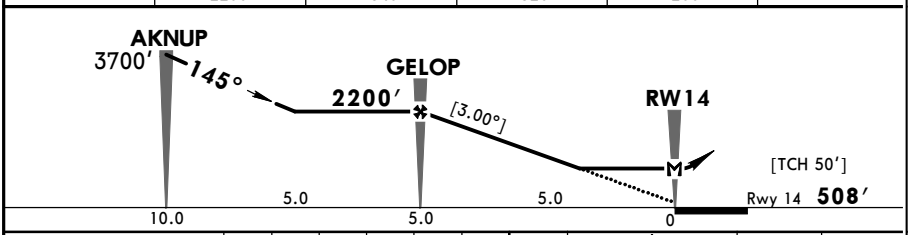
MISSED APCH: Turn LEFT on heading 086° direct to LIVOS climbing to 4000′ and join holding. Request ATC instructions.

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000′

2000′ MSA ARP



DIST TO THR	5.0	4.0	3.0	2.0	0.8
ALTITUDE	2200′	1840′	1520′	1200′	800′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at RW14							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI-L | 4000′ LT on | 086° hdg | D | LIVOS

PANS OPS

STRAIGHT-IN LANDING RWY 14 LNAV MDA(H) 800′ (292′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1600m	100	1200′ (692′) -1900m
B		135	1300′ (792′) -1900m
C	2000m	180	1400′ (892′) -2300m
D	NA	D	NA

CHANGES: Printing sequence.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTR/TDD
JORGE HENRICH INTL

8 APR 16 (13-1)

TRINIDAD, BOLIVIA
VOR DME-2 Rwy 14

*TRINIDAD Approach	*TRINIDAD Tower	*Ground
119.1	118.5	121.9

BRIEFING STRIP ™

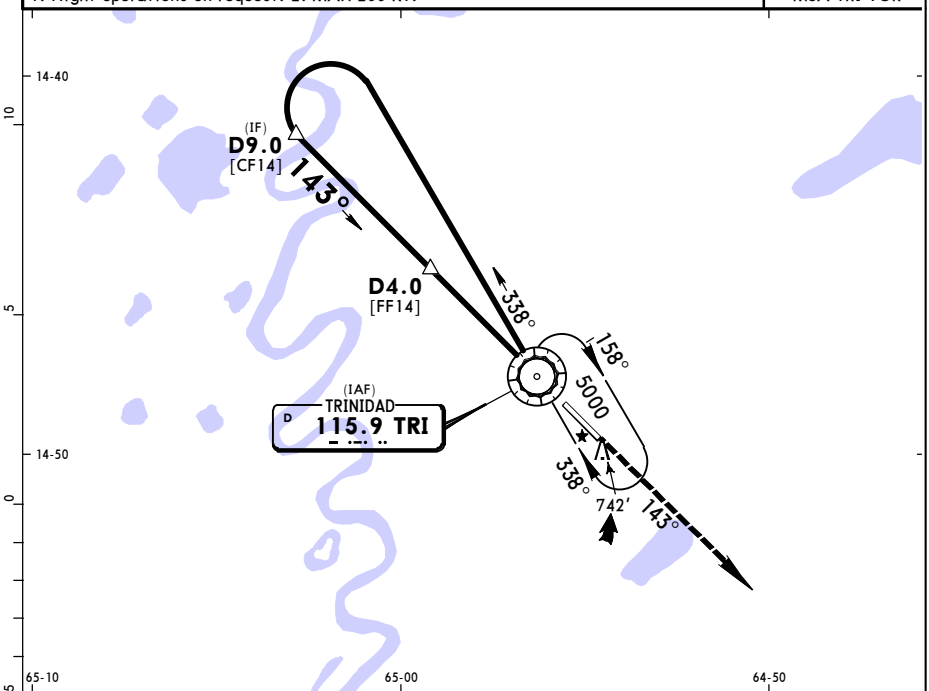
VOR TRI	Final Apch Crs	Minimum Alt D4.0	MDA(H)	Apt Elev 508′
115.9	143°	2100′(1592′)	870′(362′)	Rwy 14 508′

MISSED APCH: Climb to 4000′ outbound on TRI VOR R-143 and request instructions from CONTROL.

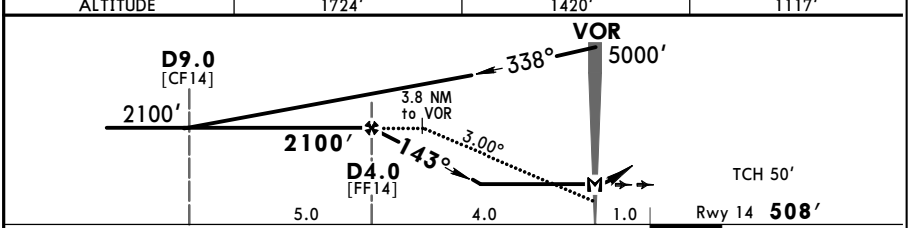
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000′

1. Night operations on request. 2. MAX 200 KT.

2000′
MSA TRI VOR



TRI DME	3.0	2.0	1.0
ALTITUDE	1724′	1420′	1117′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L 4000′ ↑ on TRI 115.9 R-143

PANS OPS

	STRAIGHT-IN LANDING RWY14	CIRCLE-TO-LAND Max Kts	MDA(H)
	MDA(H) 870′(362′)		
A	1600m	100	1010′(502′) -1900m
B		135	1010′(502′) -2800m
C		180	1110′(602′) -3700m
D	2400m	205	1110′(602′) -4600m

CHANGES: TDD NDB removed, CNFs and VNAV info added, visibilities.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLTR/TDD
JORGE HENRICH INTL

8 APR 16 (13-2)

TRINIDAD, BOLIVIA
VOR 1 Rwy 14

*TRINIDAD Approach	*TRINIDAD Tower	*Ground
119.1	118.5	121.9

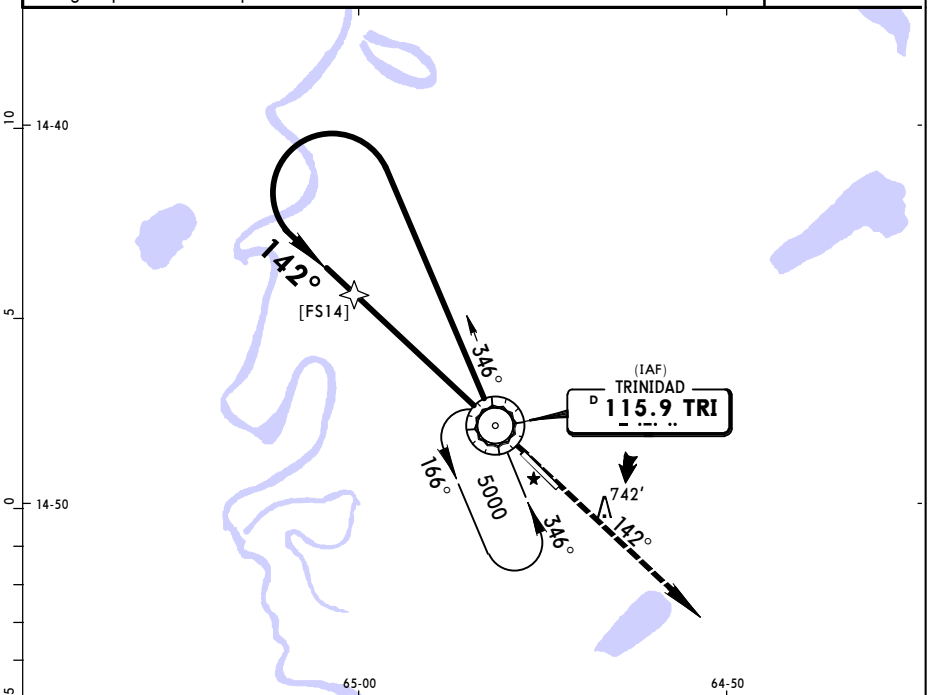
BRIEFING STRIP ™

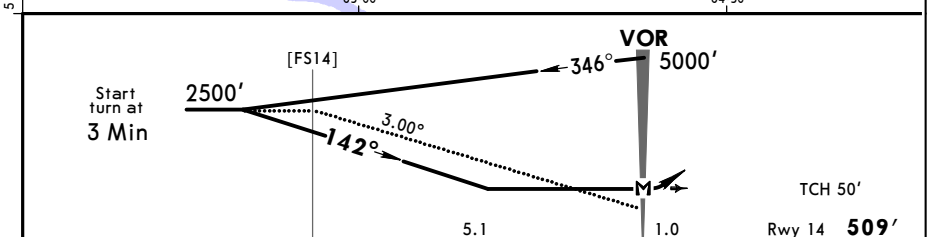
VOR TRI	Final Apch Crs	No FAF	MDA(H)	Apt Elev 509′
115.9	142°		1000′ (491′)	Rwy 14 509′

MISSED APCH: Climb to 3000′ outbound on TRI VOR R-142 and request instructions from CONTROL.

Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000′
1. Night operations on request.

2000′
MSA TRI VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L 3000′ ↑ on TRI 115.9 R-142

PANS OPS

	STRAIGHT-IN LANDING RWY 14	CIRCLE-TO-LAND	
	MDA(H) 1000′ (491′)	Max Kts	MDA(H)
A	1600m	100	1290′ (781′) -1900m
B		135	1290′ (781′) -2800m
C	2000m	180	1400′ (891′) -3700m
D	2400m	205	1400′ (891′) -4600m

CHANGES: TDD NDB removed, CNFs and VNAV info added, visibilities.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

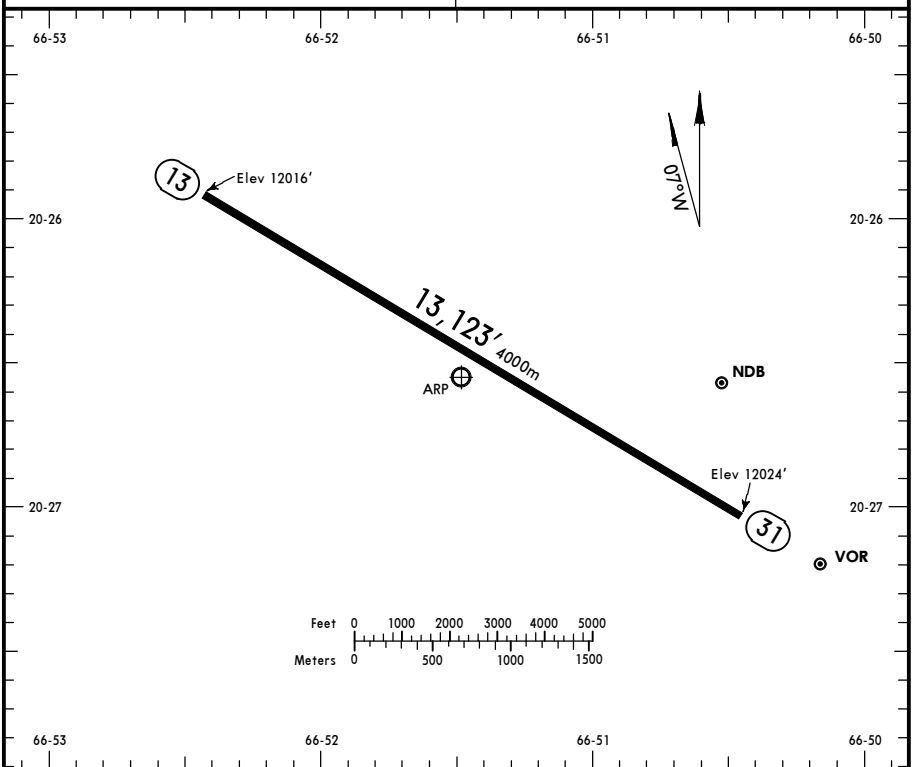
SLUY

Apt Elev **12024′**
S20 26.6 W66 51.5

28 JUL 17 (10-9)

UYUNI, BOLIVIA
LA JOYA ANDINA

*LA JOYA ANDINA Tower 118.6	LA PAZ Control 128.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13 31	RL PAPI-L (angle 3.0°)				148′ 45m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLUY
LA JOYA ANDINA

28 AUG 15 (13-1)

UYUNI, BOLIVIA
VOR Y Rwy 31

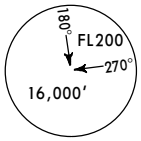
LA PAZ Control 128.2	*LA JOYA ANDINA Tower 118.6

BRIEFING STRIP ™

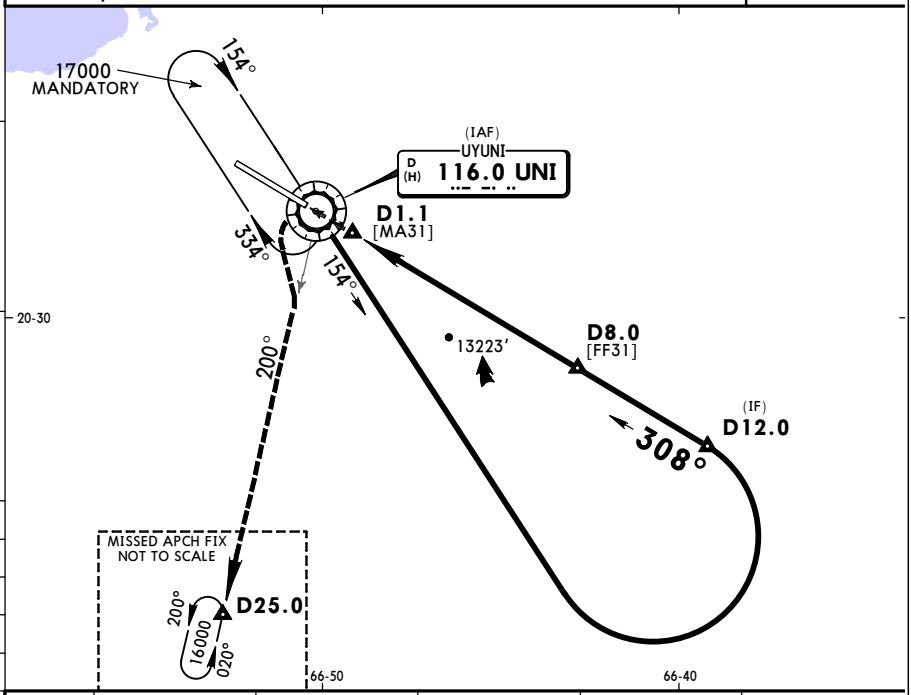
VOR UNI	Final Apch Crs	Minimum Alt D8.0	MDA(H)	Apt Elev 12024′ Rwy 12024′
116.0	308°	14700′(2676′)	12530′(506′)	

MISSED APCH: Continue to UNI VOR, turn LEFT to intercept outbound UNI VOR R-200, climbing to 16000′ to D25.0 UNI VOR, join hold and request ATC instructions.

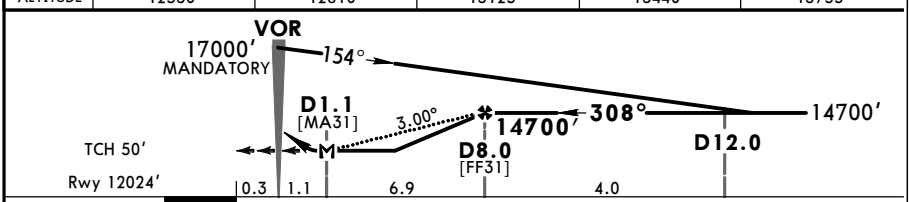
Alt Set: INCHES Rwy Elev: 370 hPa Trans level: By ATC Trans alt: 18000′
1. DME required.



MSA UNI VOR



UNI DME	1.1	2.0	3.0	4.0	5.0
ALTITUDE	12530′	12810′	13125′	13440′	13755′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 or FAF to MAP	6.9	5:55	4:36	4:08	3:27	2:57	2:35

PAPI-L	16000′	UNI 116.0	LT	UNI 116.0 R-200

PANS OPS

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 12530′ (506′)		Max Kts.	MDA(H)
A	1600m	100	12890′(866′) -1900m
B		135	12900′(876′) -2800m
C	2000m	180	13100′(1076′) -3700m
D	2400m	205	13200′(1176′) -4600m

CHANGES: Procedure revised.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLUY
LA JOYA ANDINA

28 AUG 15 (13-2)

UYUNI, BOLIVIA
VOR Z Rwy 31

LA PAZ Control 128.2	*LA JOYA ANDINA Tower 118.6

BRIEFING STRIP ™

VOR UNI	Final Apch Crs	Minimum Alt D8.0	MDA(H)	Apt Elev 12024′ Rwy 12024′
116.0	308°	14700′ (2676′)	12530′ (506′)	

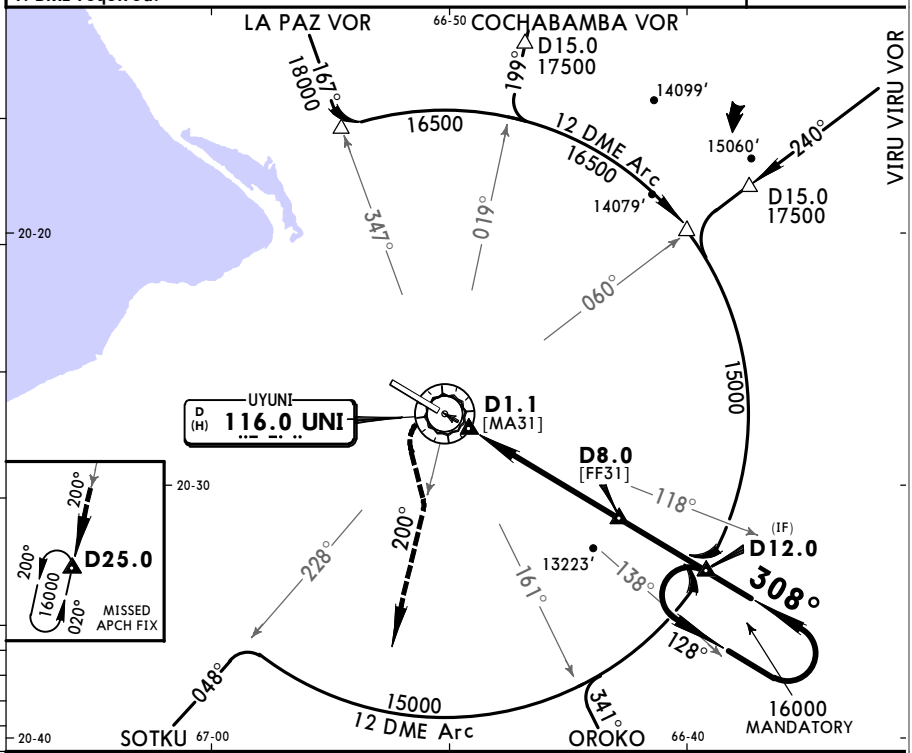
MISSED APCH: Continue to UNI VOR, turn LEFT to intercept outbound UNI VOR R-200, climbing to 16000′ to D25.0 UNI VOR, join hold and request ATC instructions.

Alt Set: INCHES Rwy Elev: 370 hPa Trans level: By ATC Trans alt: 18000′

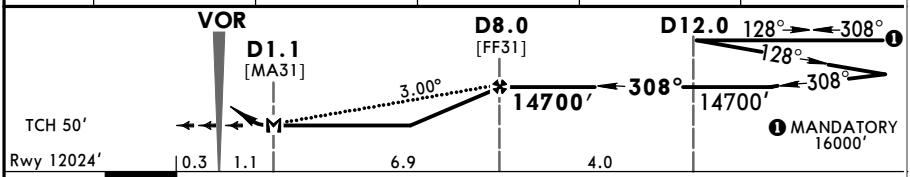
1. DME required.

180° FL200 270° 16,000′

MSA UNI VOR



UNI DME	1.1	2.0	3.0	4.0	5.0
ALTITUDE	12530′	12810′	13125′	13440′	13755′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 or FAF to MAP	6.9	5:55	4:36	4:08	3:27	2:57	2:35

PAPI-L	16000′	UNI 116.0	LT	UNI 116.0 R-200

PANS OPS

	STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
		MDA(H) 12530′ (506′)	Max Kts.	MDA(H)
A	1600m		100	12890′ (866′) -1900m
B			135	12900′ (876′) -2800m
C	2000m		180	13100′ (1076′) -3700m
D	2400m		205	13200′ (1176′) -4600m

CHANGES: New procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

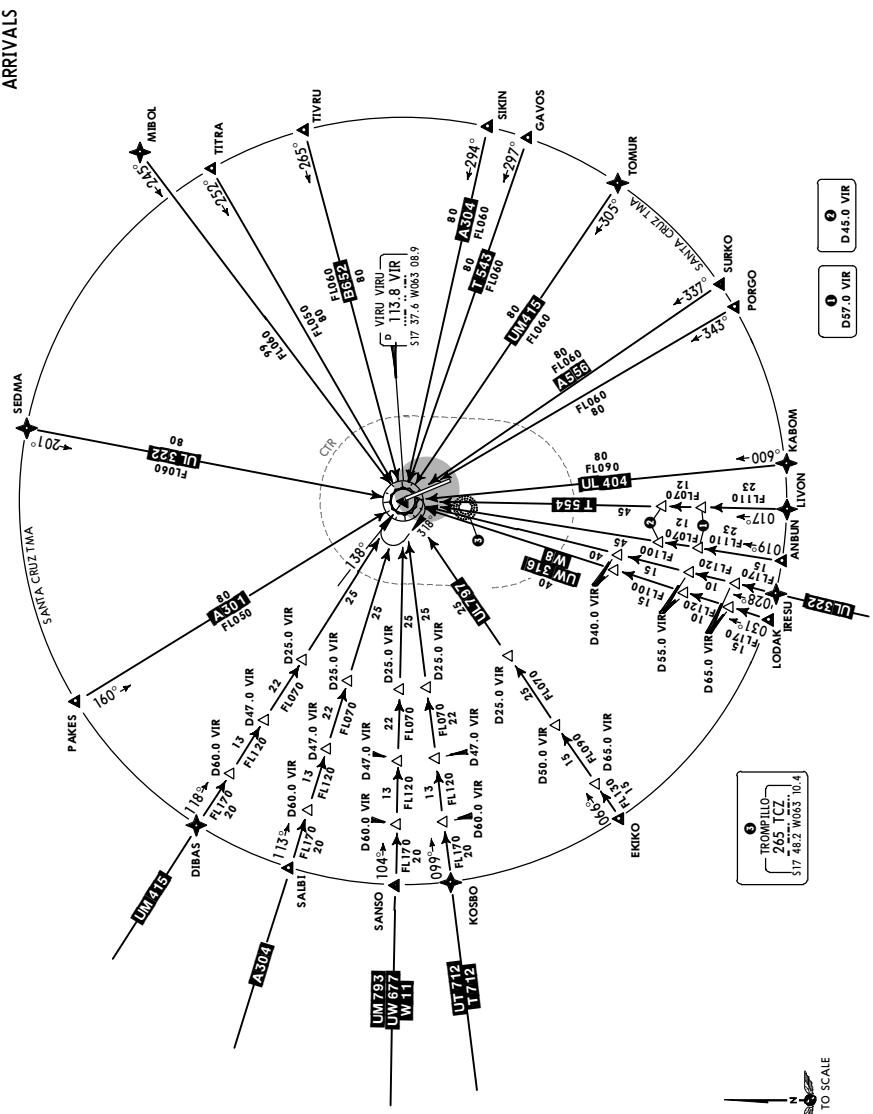
SLVR/VVI
VIRU VIRU INTL

SANTA CRUZ, BOLIVIA
ARRIVAL

8 FEB 19 (20-2)

Apt Elev 1224'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'

ARRIVALS

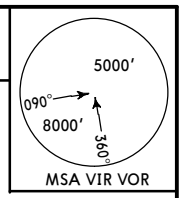


CHANGES: VRO NDB removed.

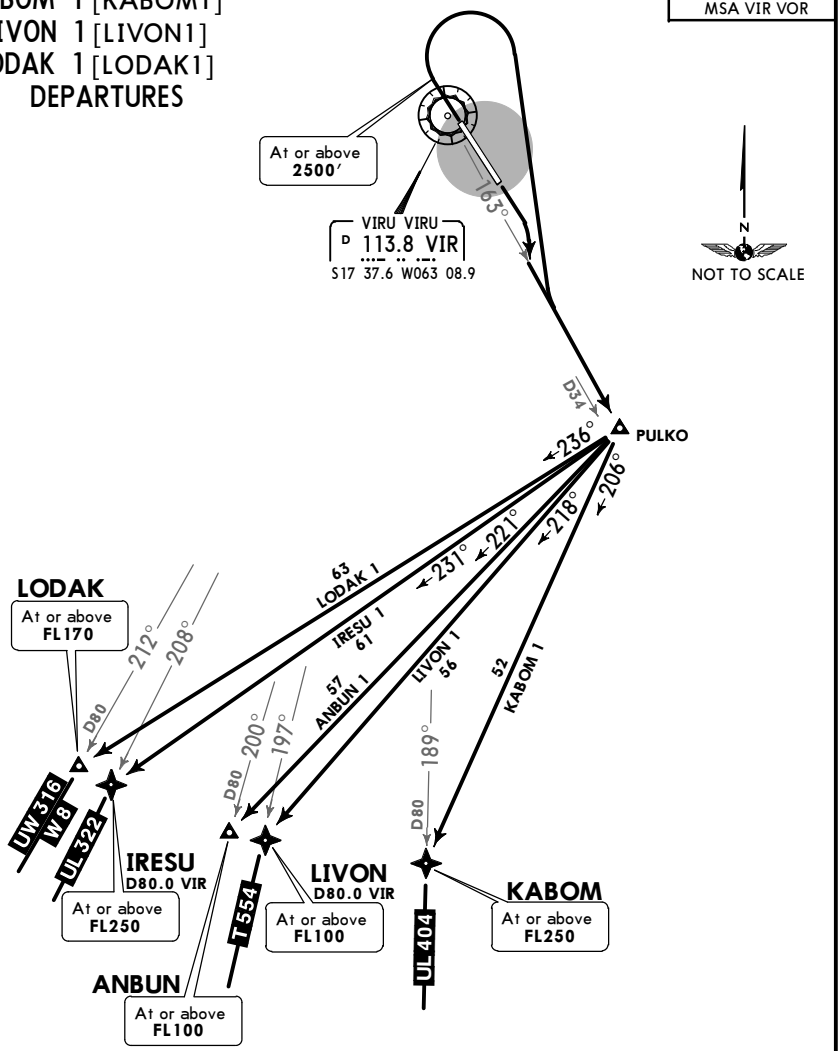
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 1224′

Trans level: By ATC Trans alt: 5000′



ANBUN 1 [ANBUN1]
IRESU 1 [IRESU1]
KABOM 1 [KABOM1]
LIVON 1 [LIVON1]
LODAK 1 [LODAK1]
DEPARTURES



RWY	INITIAL CLIMB
16	After take-off intercept VIR R-163 to PULKO.
34	After take-off MAINTAIN runway heading climbing to 2500′, turn RIGHT to intercept VIR R-163 to PULKO.

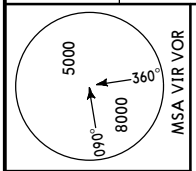
SID	ROUTING
ANBUN 1	From PULKO course 221° to ANBUN.
IRESU 1 (UL-322)	From PULKO course 231° to IRESU.
KABOM 1 (UL-404)	From PULKO course 206° to KABOM.
LIVON 1 (T-554)	From PULKO course 218° to LIVON.
LODAK 1 (W-8, UW-316)	From PULKO course 236° to LODAK.

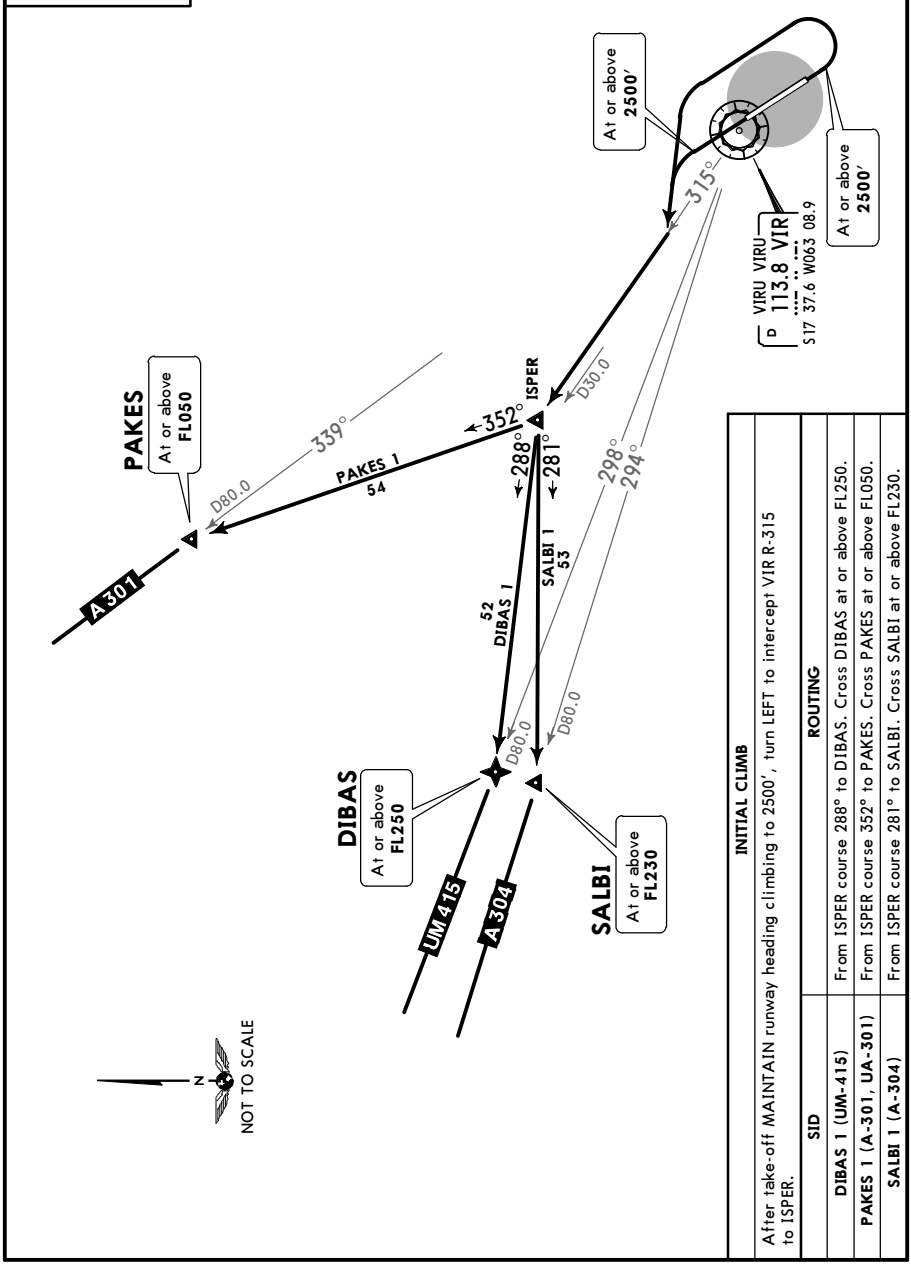
CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev	Trans level: By ATC Trans alt: 5000′
1224′	

DIBAS 1 [DIBAS1], PAKES 1 [PAKES1] SALBI 1 [SALBI1] DEPARTURES (RWYS 16, 34)





INITIAL CLIMB

After take-off MAINTAIN runway heading climbing to 2500′, turn LEFT to intercept VIR R-315 to ISPER.

SID	ROUTING
DIBAS 1 (UM-415)	From ISPER course 288° to DIBAS. Cross DIBAS at or above FL250.
PAKES 1 (A-301, UA-301)	From ISPER course 352° to PAKES. Cross PAKES at or above FL050.
SALBI 1 (A-304)	From ISPER course 281° to SALBI. Cross SALBI at or above FL230.

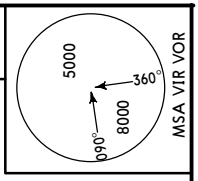
CHANGES: Airway UA-304 removed.

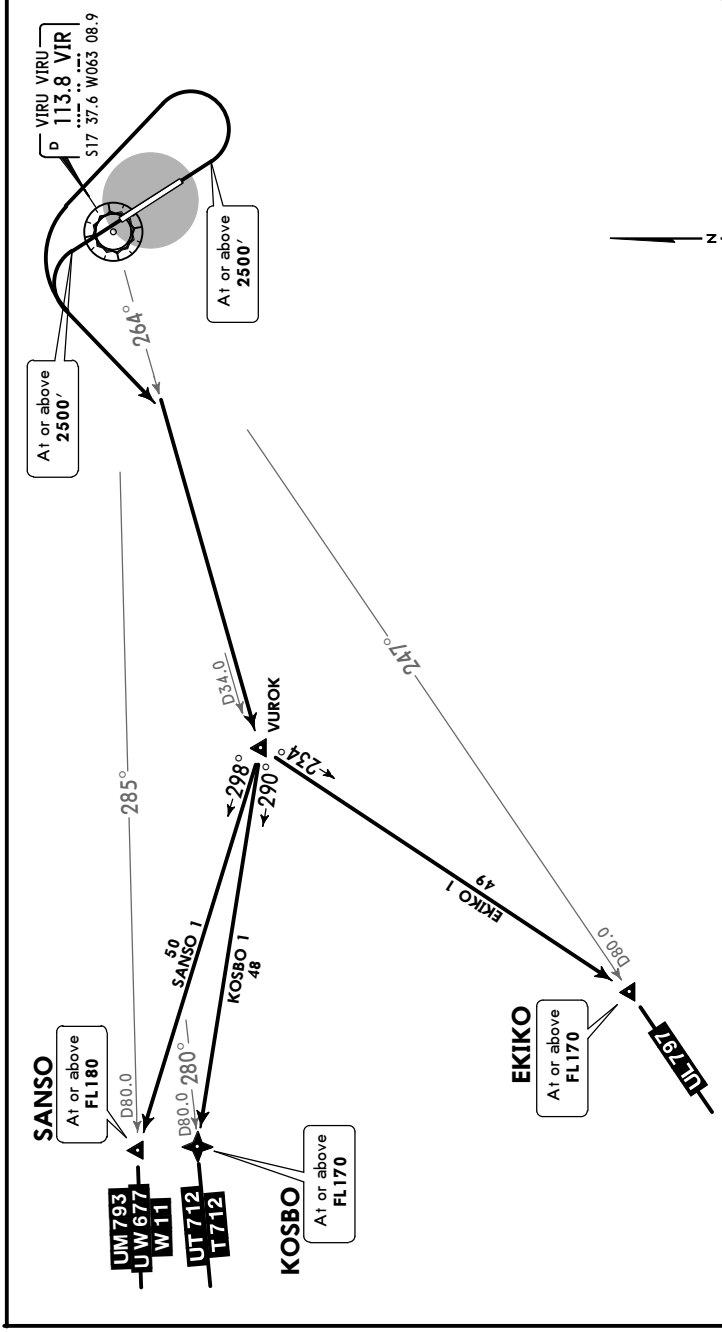
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 1224′

Trans level: By ATC Trans alt: 5000′

EKIKO 1 [EKIKO1], KOSBO 1 [KOSBO1] SANSO 1 [SANSO1] RWYS 16, 34 DEPARTURES





INITIAL CLIMB

After take-off MAINTAIN runway heading climbing to 2500′, turn LEFT to intercept VIR R-264 VUROK.

SID	ROUTING
EKIKO 1 (UL-797)	From VUROK course 234° to EKIKO.
KOSBO 1 (T-712, UT-712)	From VUROK course 290° to KOSBO.
SANSO 1 (W-11, UM-793, UW-677)	From VUROK course 298° to SANSO.

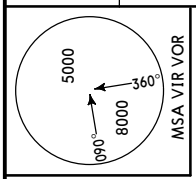
CHANGES: Airway W-3 removed.

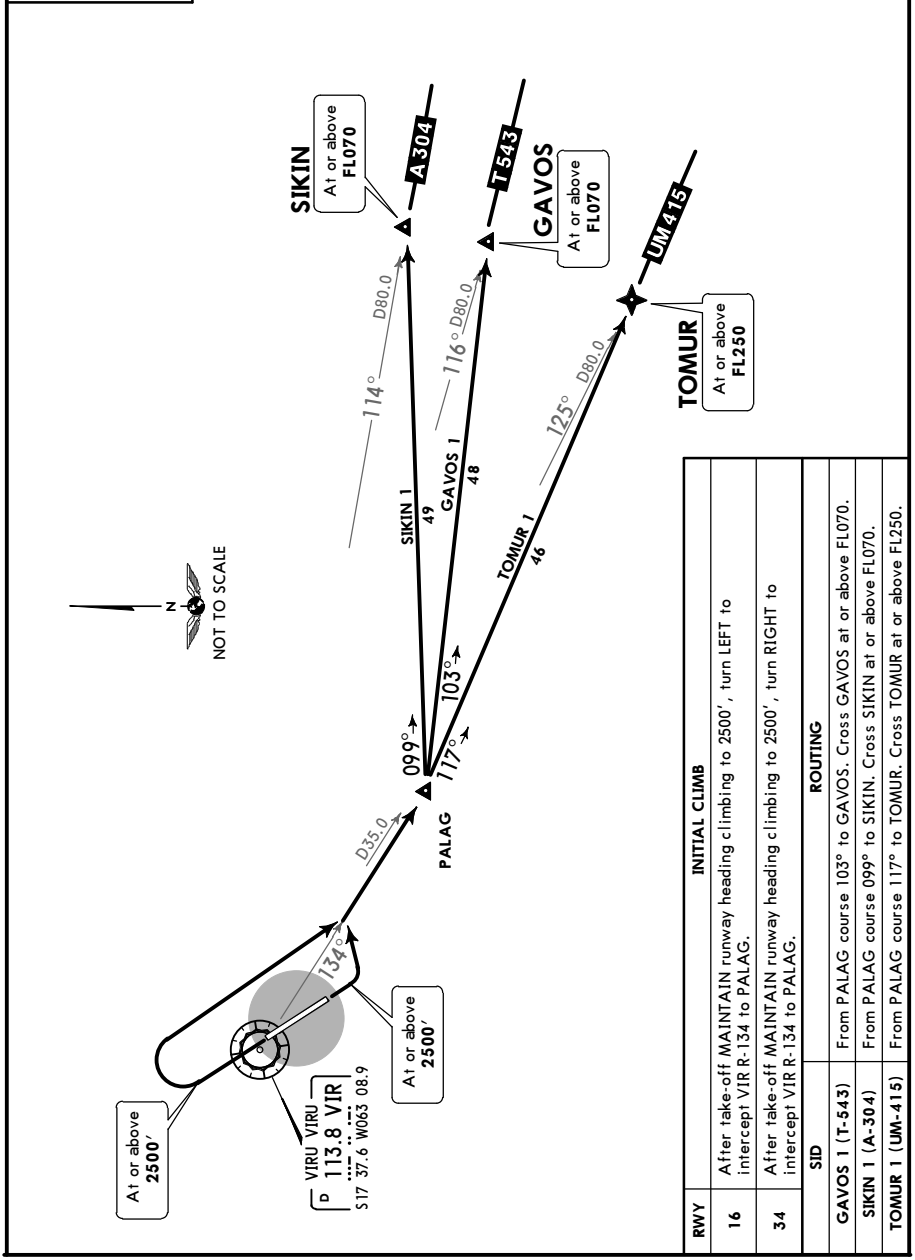
PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 1224′

Trans level: By ATC Trans alt: 5000′

GAVOS 1 [GAVOS1], SIKIN 1 [SIKIN1] TOMUR 1 [TOMUR1] DEPARTURES





RWY	INITIAL CLIMB
16	After take-off MAINTAIN runway heading climbing to 2500′, turn LEFT to intercept VIR R-134 to PALAG.
34	After take-off MAINTAIN runway heading climbing to 2500′, turn RIGHT to intercept VIR R-134 to PALAG.

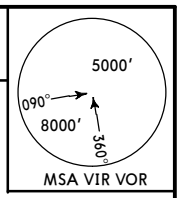
SID	ROUTING
GAVOS 1 (T-543)	From PALAG course 103° to GAVOS. Cross GAVOS at or above FL070.
SIKIN 1 (A-304)	From PALAG course 099° to SIKIN. Cross SIKIN at or above FL070.
TOMUR 1 (UM-415)	From PALAG course 117° to TOMUR. Cross TOMUR at or above FL250.

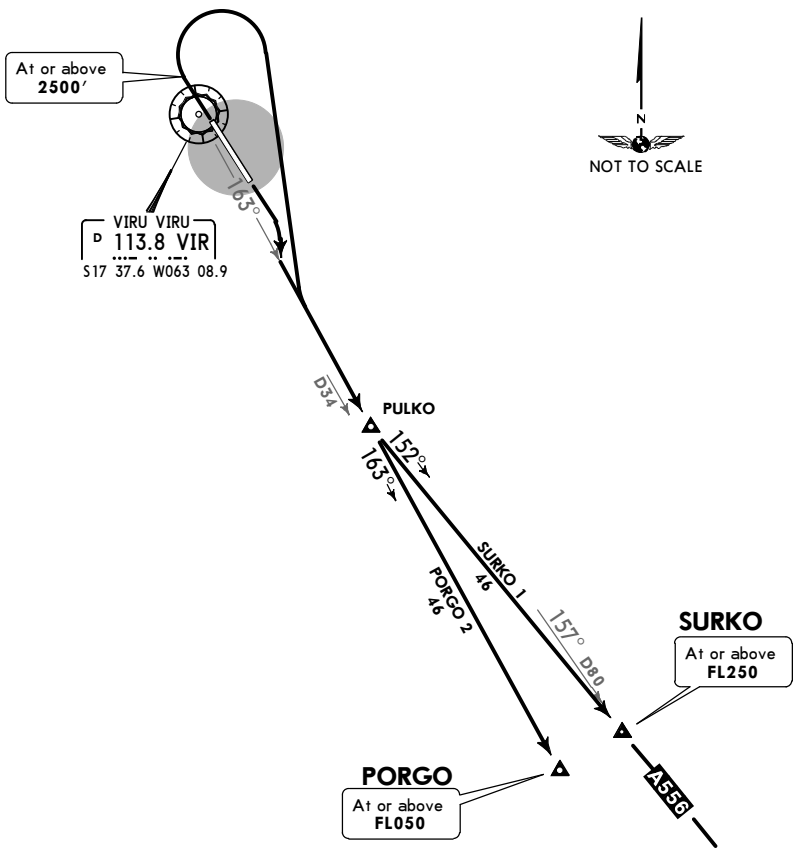
CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

Apt Elev 1224′	Trans level: By ATC Trans alt: 5000′

PORGO 2 [PORGO2], SURKO 1 [SURKO1] DEPARTURES





RWY	INITIAL CLIMB
16	After take-off intercept VIR R-163 to PULKO.
34	After take-off MAINTAIN runway heading climbing to 2500′, turn RIGHT to intercept VIR R-163 to PULKO.

SID	ROUTING
PORGO 2	From PULKO course 163° to PORGO.
SURKO 1	From PULKO course 152° to SURKO.

CHANGES: Airway A-556 revised.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI

Apt Elev **1224′**

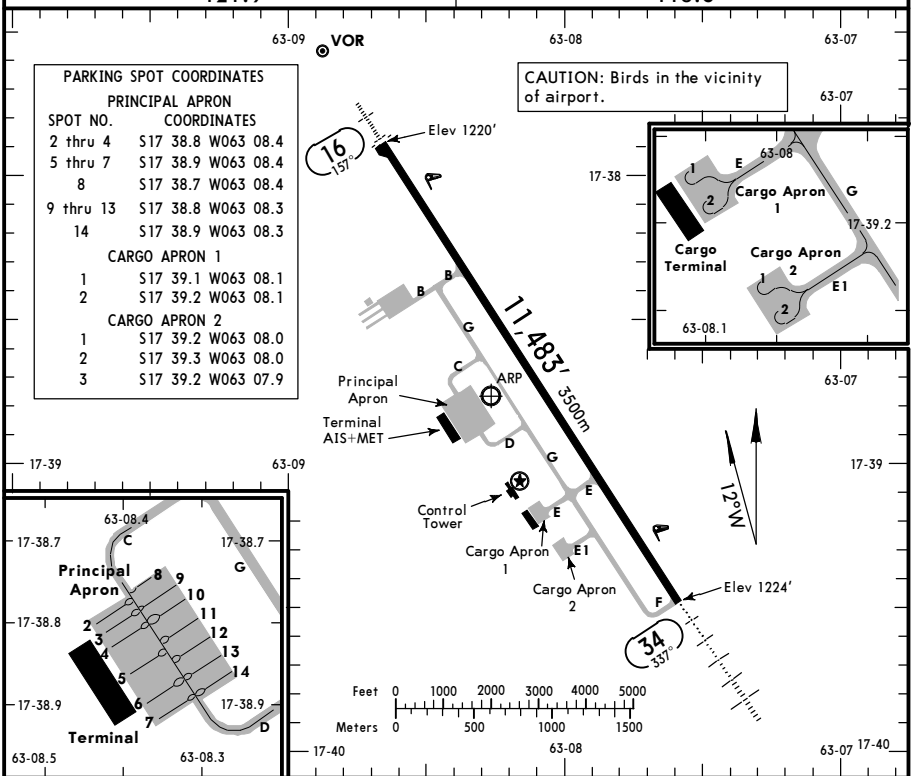
S17 38.8 W063 08.3

4 OCT 19 (20-9)

SANTA CRUZ, BOLIVIA

VIRU VIRU INTL

VIRU VIRU Ground	Tower
121.9	118.6



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
PRINCIPAL APRON	
2 thru 4	S17 38.8 W063 08.4
5 thru 7	S17 38.9 W063 08.4
8	S17 38.7 W063 08.4
9 thru 13	S17 38.8 W063 08.3
14	S17 38.9 W063 08.3
CARGO APRON 1	
1	S17 39.1 W063 08.1
2	S17 39.2 W063 08.1
CARGO APRON 2	
1	S17 39.2 W063 08.0
2	S17 39.3 W063 08.0
3	S17 39.2 W063 07.9

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL	SALS	PAPI-L (angle 3.0°)	RVR				148′ 45m
34	HIRL	HIALS	PAPI-L (angle 3.0°)	RVR		10395′ 3168m		

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Twy E1, parking spots.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

1 JUN 18 (21-1)

SANTA CRUZ, BOLIVIA
ILS V Rwy 34

BRIEFING STRIP ™

VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

LOC ILVV	Final Apch Crs	GS D5.4 ILVV	ILS DA(H)	Apt Elev 1224′ Rwy 1224′
110.9	339°	3000′(1776′)	1454′(230′)	

MISSED APCH: Climb to 4000′ heading 339° to VIR VOR, RIGHT turn direct to GUTOG/D15.0 VIR VOR, enter hold, 189° inbound, LEFT turns, and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

1. DME required.

MSA VIR VOR: 5000 (113°, FL080, 360°)

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

NOT TO SCALE

GUTOG D15.0 VIR MISSED APCH FIX

189° 4000 009°

600°

VIRU VIRU D 113.8 VIR

D0.6 ILVV [MA34]

ILS DME 339° 110.9 ILVV

D5.4 ILVV [FI34]

339°

ENTIR D10.0 VIR D7.9 ILVV (IF)

SANTA CRUZ El Trompillo SLET

FL080 10 DME Arc VIR

5000 091° 4000 10 DME Arc VIR 135° 3500 147° 159° 5000 339° 171° 196° 5000

17-40 63-20 63-00

LOC (GS out)	ILVV DME	1.0	2.0	3.0	4.0	5.4
	ALTITUDE	1592′	1911′	2229′	2548′	3000′

VOR — D0.6 ILVV [MA34] GS 1454′ — D5.4 ILVV [FI34] GS 3000′ — ENTIR D10.0 VIR D7.9 ILVV

TCH 50′ Rwy 1224′ — 0.4 — 4.8 — 2.5 — 3000′ — 339° — 3000′

Gnd speed-Kts		70	90	100	120	140	160
GS	3.12°	386	497	552	662	773	883
MAP at D0.6 ILVV or FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

HIALS PAPI — 4000′ — 339° hdg — VIR 113.8

STRAIGHT-IN LANDING RWY34

	ILS DA(H) 1454′(230′) FULL	ILS DA(H) 1454′(230′) ALS out	LOC (GS out) MDA(H) 1600′(376′)	LOC (GS out) MDA(H) 1600′(376′) ALS out
A	800m	1600m	1200m	
B				
C				
D			1600m	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
100	1650′(426′) -2000m
135	1700′(476′) -2000m
180	1800′(576′) -2800m
205	1900′(676′) -4000m

PANS OPS

CHANGES: Reindexed, MSA flight level.

SLVR/VVI
VIRU VIRU INTL

1 JUN 18 (21-2)

SANTA CRUZ, BOLIVIA
ILS U Rwy 34

VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

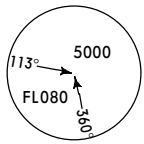
BRIEFING STRIP ™

LOC ILVV	Final Apch Crs	GS D5.4 ILVV	ILS DA(H)	Apt Elev 1224′ Rwy 1224′
110.9	339°	3000′(1776′)	1454′(230′)	

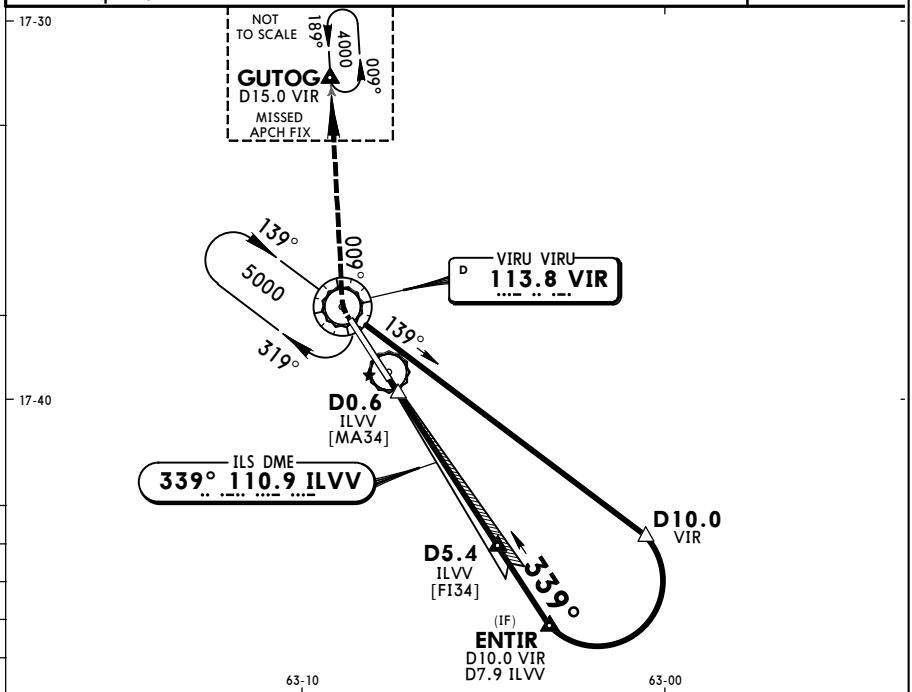
MISSED APCH: Climb to 4000′ heading 339° to VIR VOR, RIGHT turn direct to GUTOG/D15.0 VIR VOR, enter hold, 189° inbound, LEFT turns, and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

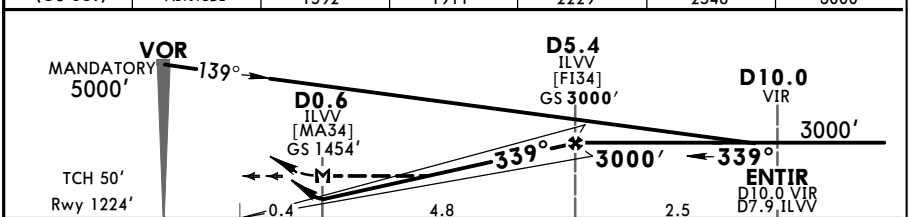
1. DME required.



MSA VIR VOR



LOC (GS out)	ILVV DME	1.0	2.0	3.0	4.0	5.4
	ALTITUDE	1592′	1911′	2229′	2548′	3000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.12°	386	497	552	662	773	883
MAP at D0.6 ILVV or FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

PAPI HIALS 4000′ 339° hdg VIR 113.8

STRAIGHT-IN LANDING RWY34

	ILS DA(H) 1454′(230′) FULL	ILS DA(H) 1454′(230′) ALS out	LOC (GS out) MDA(H) 1600′(376′)	LOC (GS out) MDA(H) 1600′(376′) ALS out
A	800m	1600m	1200m	
B				
C				
D			1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1650′(426′) -2000m
135	1700′(476′) -2000m
180	1800′(576′) -2800m
205	1900′(676′) -4000m

PANS OPS

CHANGES: Reindexed, MSA flight level.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

16 SEP 11
Eff 22 Sep

(22-1)

SANTA CRUZ, BOLIVIA
RNAV (GNSS) Z Rwy 16

BRIEFING STRIP ™

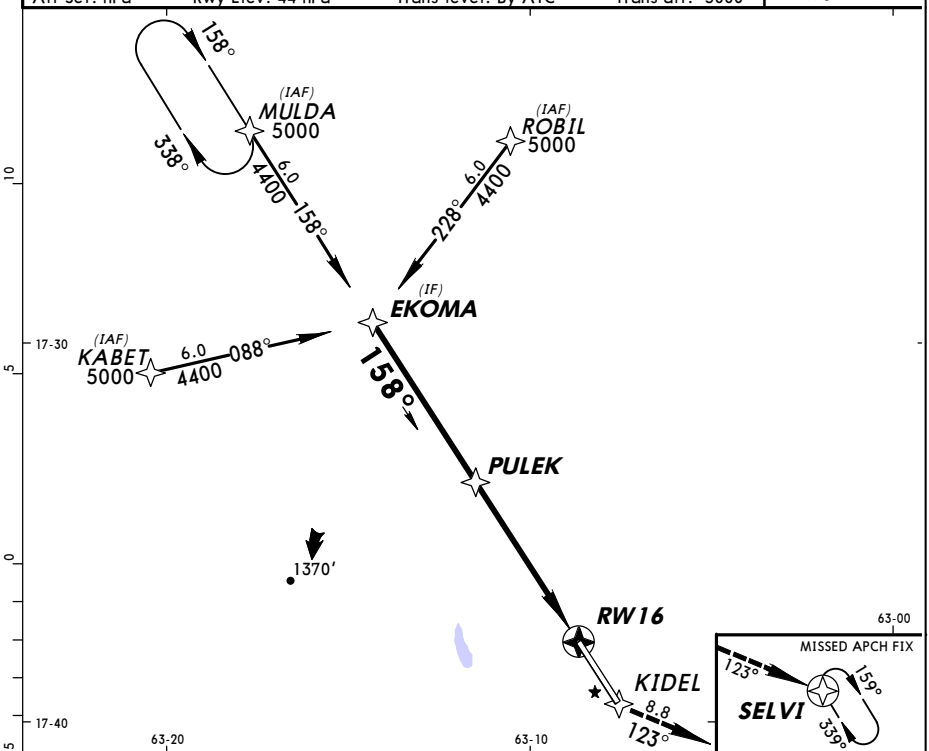
VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 1224′
	158°	**PULEK** **2900′** *(1684′)*	**1500′** *(284′)*	Rwy 16 **1216′**

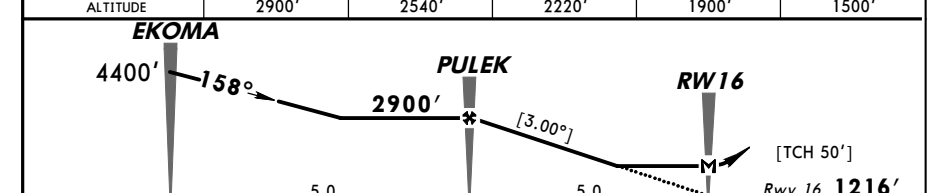
MISSED APCH: Climb to 4000′ direct to KIDEL, turn LEFT direct SELVI to holding 339° and request ATC instructions. No turns at the MAP.

180° 5000′ 8000′ 360°
MSA ARP

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	5.0	4.0	3.0	2.0	0.7
ALTITUDE	2900′	2540′	2220′	1900′	1500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.00°]	372	478	531	637	743	849
MAP at RW16							
PULEK to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I PAPI **4000′** D **KIDEL**

PANS OPS 4

STRAIGHT-IN LANDING RWY16 LNAV MDA(H) 1500′ (284′)		ALS out
A	800m	1600m
B		
C		
D	1600m	

CIRCLE-TO-LAND Max Kts	MDA(H)
100	1600′ (376′) - 1600m
135	1700′ (476′) - 1600m
180	1800′ (576′) - 2400m
205	1900′ (676′) - 3600m

CHANGES: Missed approach, minimums, recommended altitude band.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

29 JUN 18 (22-2)

SANTA CRUZ, BOLIVIA
RNAV (GNSS) Y Rwy 34

BRIEFING STRIP ™

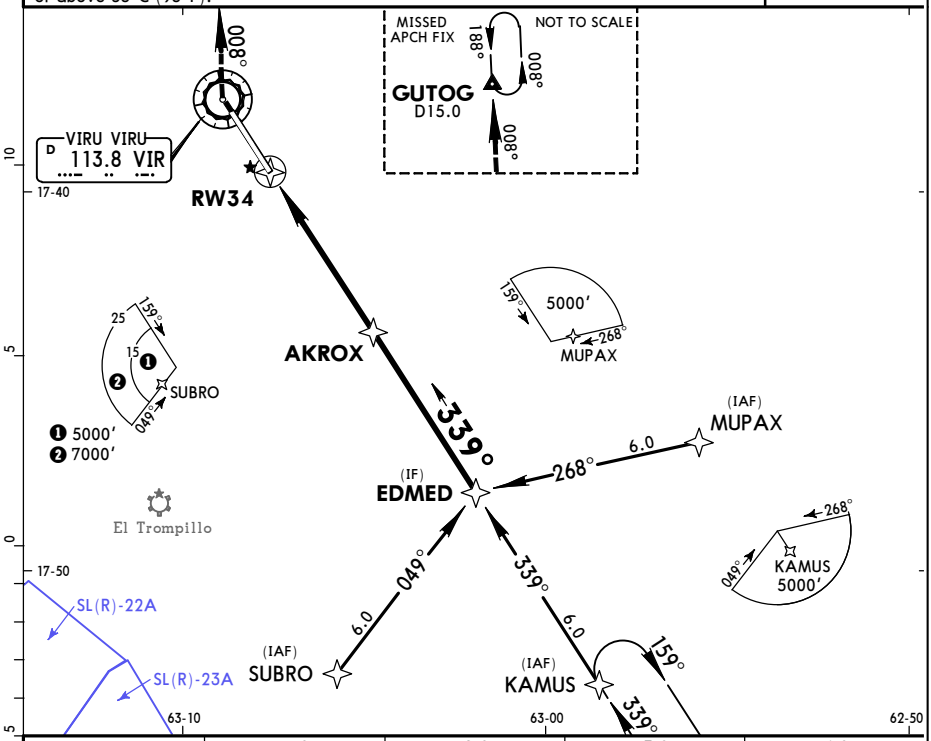
VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

RNAV	Final Apch Crs	Minimum Alt AKROX	LNAV/VNAV DA(H)	Apt Elev 1224′ Rwy 1224′	TAA 25 NM IAF
	339°	2900′ (1676′)	1540′ (316′)		

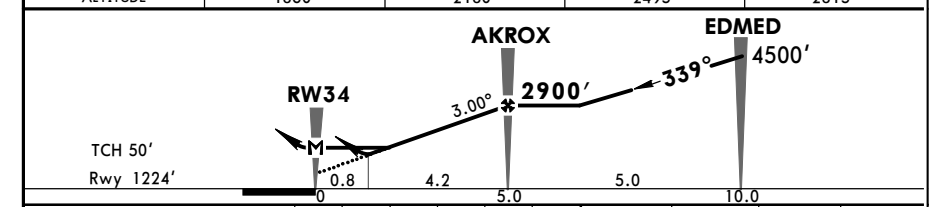
MISSED APCH: Climb to 4000′ direct VIR VOR, then turn RIGHT direct to GUTOG/D15.0 VIR VOR, enter holding and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

1. GNSS required. 2. Baro-VNAV procedure not authorized below 0°C (32°F) or above 35°C (95°F).



DIST to DA(H)	1.0	2.0	3.0	4.0
ALTITUDE	1860′	2180′	2495′	2815′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA or FAF to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35
LNAV: MAP at RW34							

PAPI HIALS 4000′ D VIR 113.8

PANS OPS

STRAIGHT-IN LANDING RWY 34 LNAV/VNAV DA(H) 1540′ (316′)		ALS out
A	800m	1200m
B		
C		
D	1600m	2000m

CIRCLE-TO-LAND Max Kts	MDA(H)	VIS	ALS out
100	1640′ (416′)	1600m	2000m
135	1720′ (496′)		
180	1820′ (596′)	2400m	2800m
205	1920′ (696′)	3600m	4000m

CHANGES: None.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

29 JUN 18 (22-3)

SANTA CRUZ, BOLIVIA
RNAV (GNSS) Z Rwy 34

BRIEFING STRIP ™

VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 1224′
	339°	AKROX 2900′ (1676′)	1600′ (376′)	Rwy 1224′

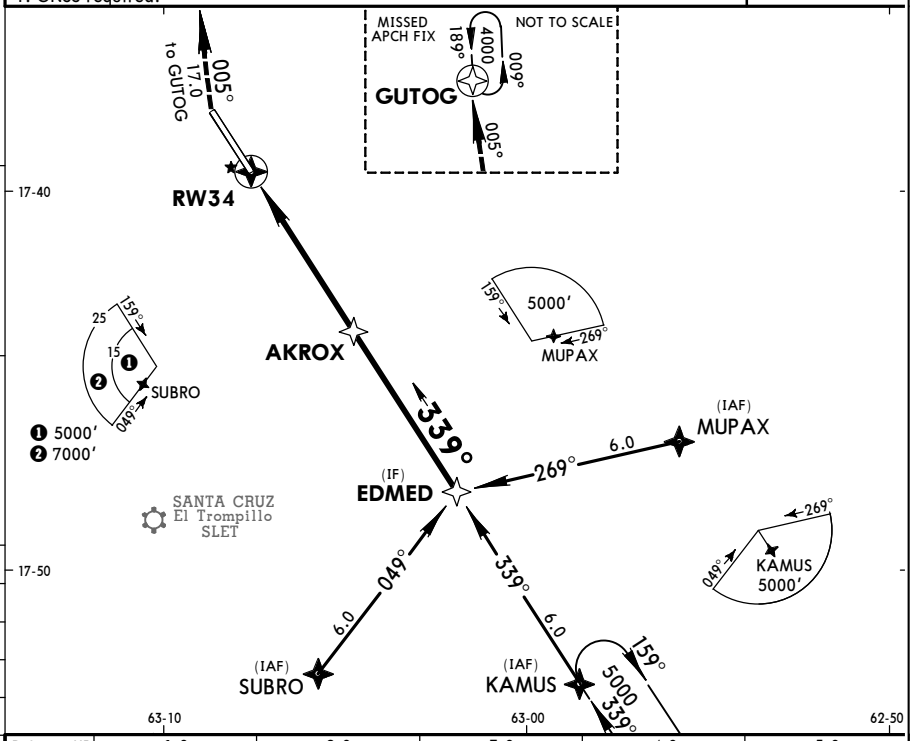
MISSED APCH: Turn RIGHT, climb to 4000′ direct to GUTOG, then enter LEFT turn holding 189° and request instructions from ATC.

DIST to GUTOG	4.0	8.0	12.0	17.0
2.5% Climb Gradient	2200′	2800′	3400′	4000′

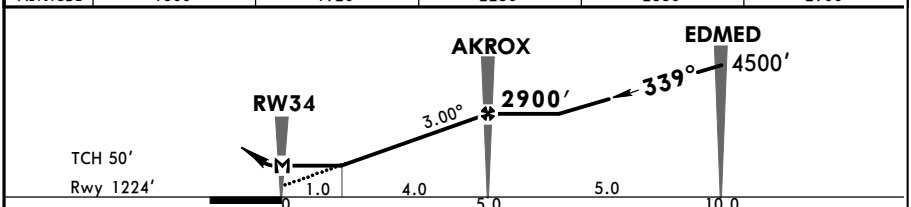
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

1. GNSS required.



DIST to THR	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1600′	1920′	2230′	2580′	2900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW34 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS PAPI RT 4000′ GUTOG

PANS OPS

STRAIGHT-IN LANDING RWY 34
LNAV
MDA(H) 1600′ (376′)

		ALS out
A	1600m	2000m
B		
C		
D	2000m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS	ALS out
100	1640′ (416′)	1600m	2000m
135	1720′ (496′)		
180	1820′ (596′)	2400m	2800m
205	1920′ (696′)	3600m	4000m

CHANGES: Missed approach, bearings.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

16 AUG 13 (23-1)

SANTA CRUZ, BOLIVIA
VOR Y Rwy 16

BRIEFING STRIP ™

VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	
VIR 113.8	158°	D5.1 3000′ (1780′)	1610′ (390′)	Apt Elev 1224′ Rwy 16 1220′

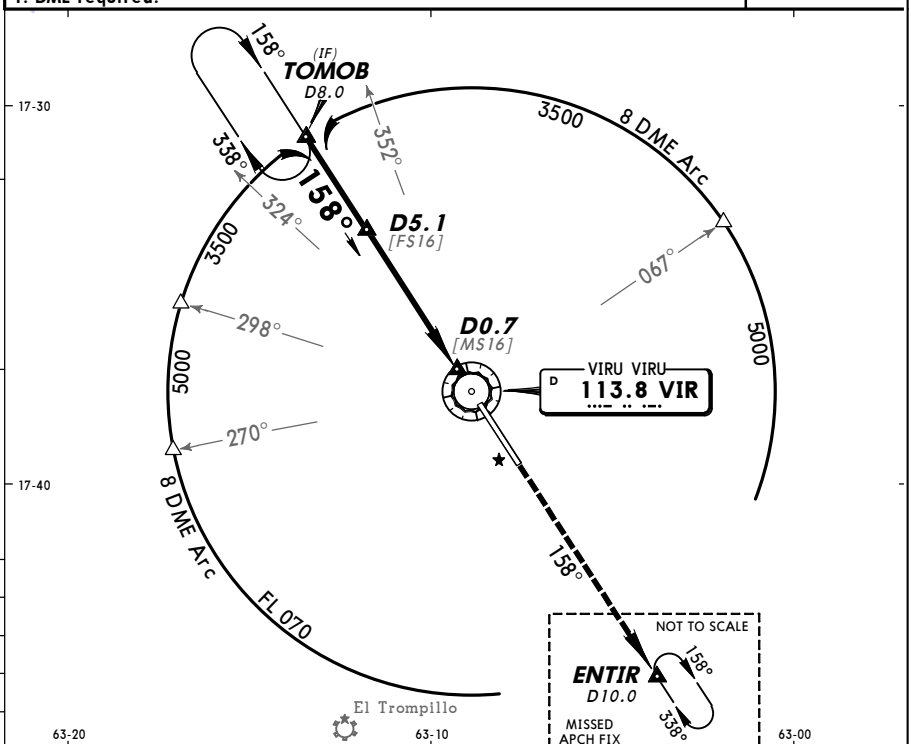
MISSED APCH: Climb to 4000′ direct VIR VOR, then direct to ENTIR/D10.0 VIR VOR, enter holding and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

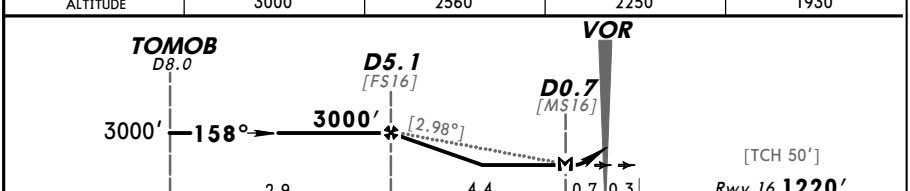
1. DME required.

5000′ 090° 8000′ 360°

MSA VIR VOR



DIST to MAP	4.4	3.0	2.0	1.0
ALTITUDE	3000′	2560′	2250′	1930′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.98°]	369	474	527	633	738	843
MAP at D0.7 or FAF to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

SALS PAPI 4000′ D VIR 113.8

STRAIGHT-IN LANDING RWY16

MDA(H) 1610′ (390′)

		ALS out
A	1600m	2000m
B		
C		
D	2000m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1640′ (416′) -2000m
135	1720′ (496′) -2000m
180	1820′ (596′) -2800m
205	1920′ (696′) -4000m

PANS OPS

CHANGES: Procedure.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

16 AUG 13 (23-2)

SANTA CRUZ, BOLIVIA
VOR Z Rwy 16

VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt D5.1	MDA(H)	Apt Elev 1224′
VIR 113.8	158°	3000′ (1780′)	1610′ (390′)	Rwy 16 1220′

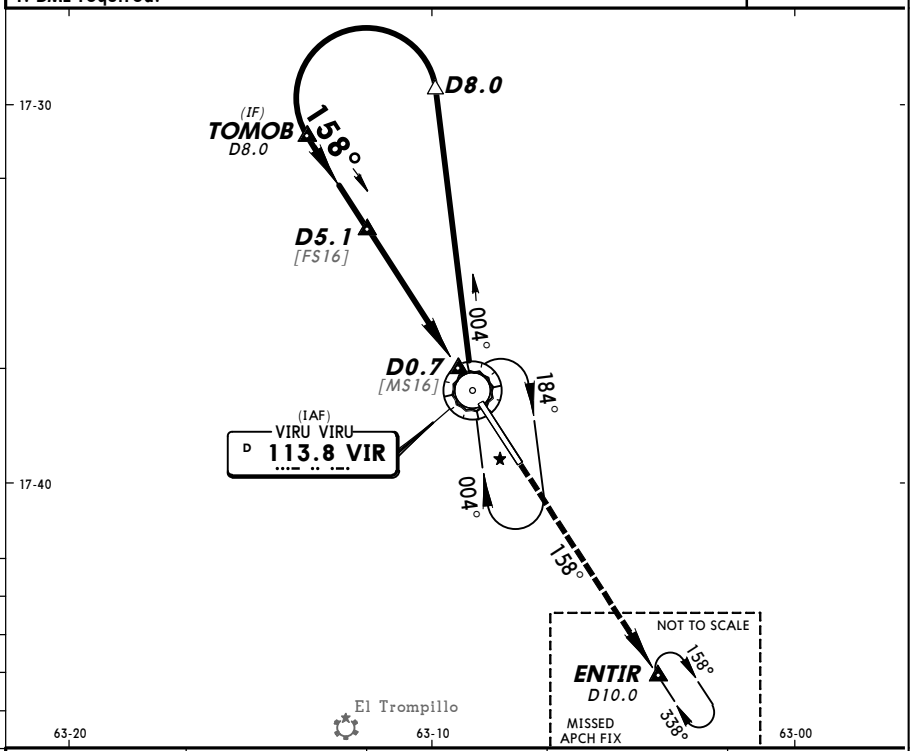
MISSED APCH: Climb to 4000′ direct VIR VOR, then direct to ENTIR/D10.0 VIR VOR, enter holding and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

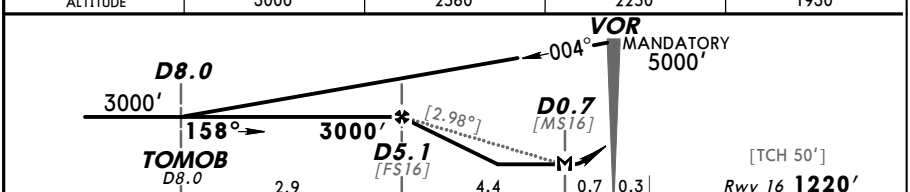
1. DME required.

5000′
090° 8000′ 360°
MSA VIR VOR

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE



DIST to MAP	4.4	3.0	2.0	1.0
ALTITUDE	3000′	2560′	2250′	1930′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.98°]	369	474	527	633	738	843
MAP at D0.7 or FAF to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

PAPI SALS 4000′ VIR 113.8

PANS OPS

	STRAIGHT-IN LANDING RWY16 MDA(H) 1610′ (390′)		CIRCLE-TO-LAND	
		ALS out	Max Kts	MDA(H)
A	1600m	2000m	100	1640′ (416′) -2000m
B			135	1720′ (496′) -2000m
C			180	1820′ (596′) -2800m
D	2000m	2400m	205	1920′ (696′) -4000m

CHANGES: Procedure.

SLVR/VVI
VIRU VIRU INTL

1 JUN 18 (23-3)

SANTA CRUZ, BOLIVIA
VOR T Rwy 34

BRIEFING STRIP ™

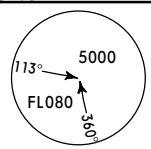
VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

VOR VIR	Final Apch Crs	Minimum Alt D7.7	MDA(H)	Apt Elev 1224′ Rwy 1224′
113.8	339°	3000′ (1776′)	1600′ (376′)	

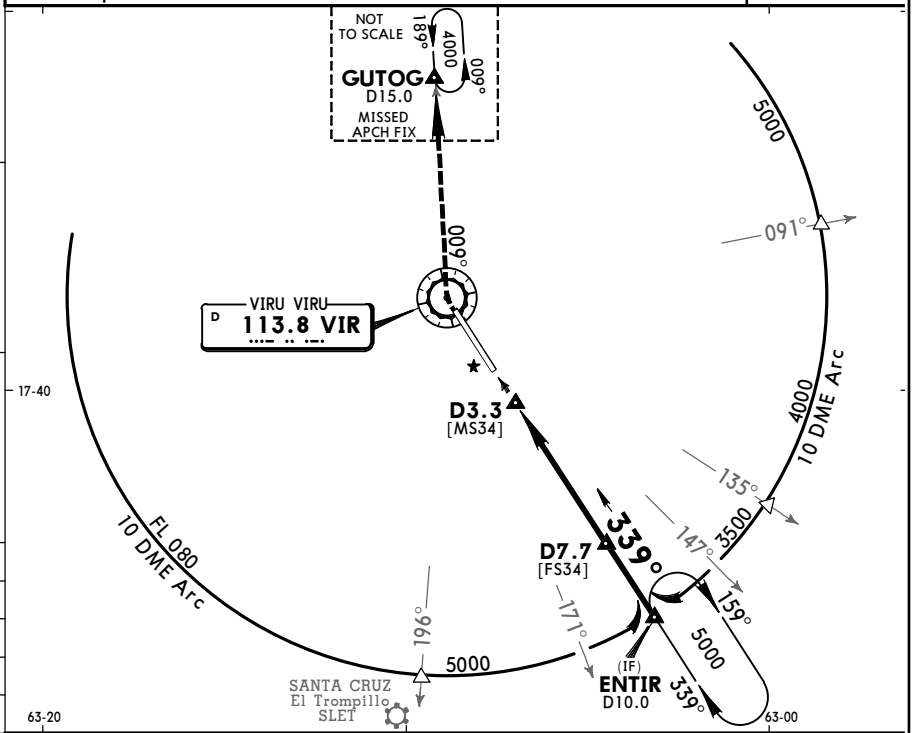
MISSED APCH: Climb to 4000′ heading 339° to VIR VOR, RIGHT turn direct to GUTOG/D15.0 VIR VOR, enter hold, 189° inbound, LEFT turns, and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

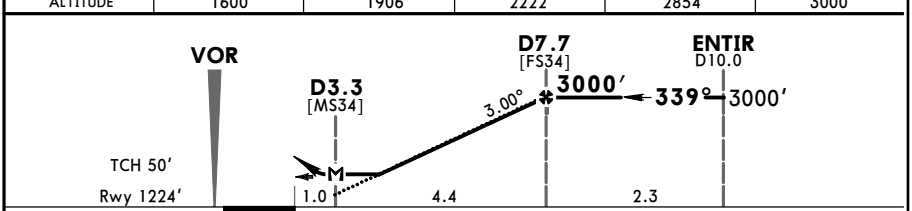
1. DME required.



MSA VIR VOR



DIST to THR	1.0	2.0	3.0	5.0	5.4
ALTITUDE	1600′	1906′	2222′	2854′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	369	478	531	637	743	849
MAP at D3.3 or FAF to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

HIALS PAPI | 4000′ | 339° hdg | VIR 113.8

PANS OPS

	STRAIGHT-IN LANDING RWY34 MDA(H) 1600′ (376′)	ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1600m	2000m	100	1650′ (426′) -2000m
B			135	1720′ (496′) -2000m
C			180	1820′ (596′) -2800m
D	2000m	2400m	205	1920′ (696′) -4000m

CHANGES: MSA flight level, recommended altitudes.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLVR/VVI
VIRU VIRU INTL

1 JUN 18 (23-4)

SANTA CRUZ, BOLIVIA
VOR S Rwy 34

BRIEFING STRIP ™

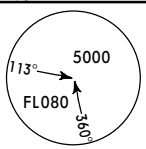
VIRU VIRU Approach	VIRU VIRU Tower	Ground
119.7	118.6	121.9

VOR VIR	Final Apch Crs	Minimum Alt D7.7	MDA(H)	Apt Elev 1224′ Rwy 1224′
113.8	339°	3000′(1776′)	1600′(376′)	

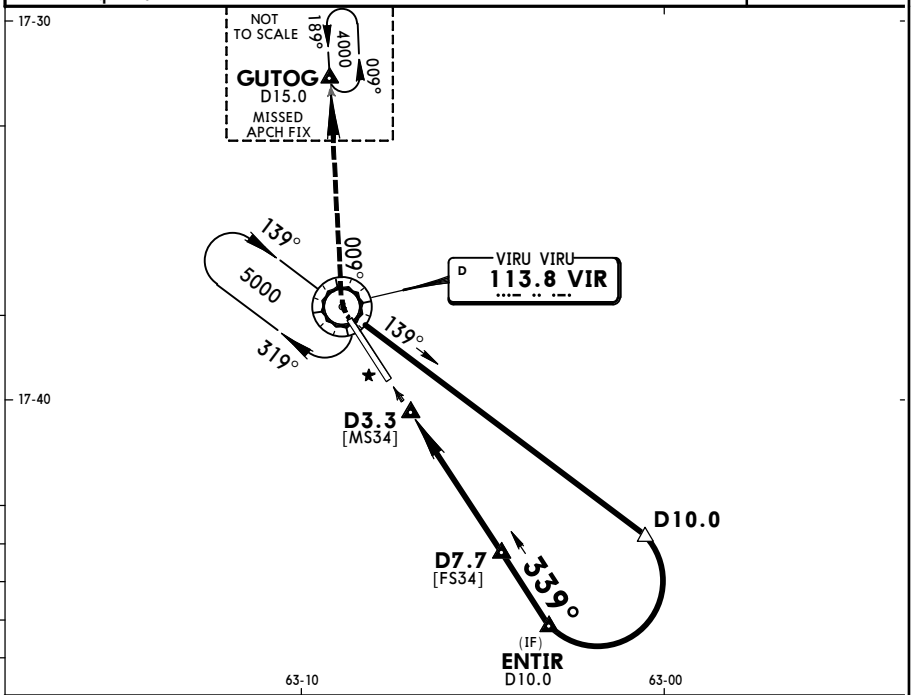
MISSED APCH: Climb to 4000′ heading 339° to VIR VOR, RIGHT turn direct to GUTOG/D15.0 VIR VOR, enter hold, 189° inbound, LEFT turns, and request instructions from ATC.

Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′

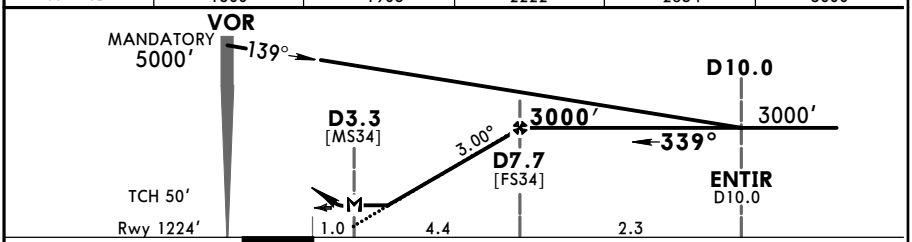
1. DME required.



MSA VIR VOR



DIST to THR	1.0	2.0	3.0	5.0	5.4
ALTITUDE	1600′	1906′	2222′	2854′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	369	478	531	637	743	849
MAP at D3.3 or FAF to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

HIALS — PAPI — 4000′ — 339° hdg — VIR 113.8

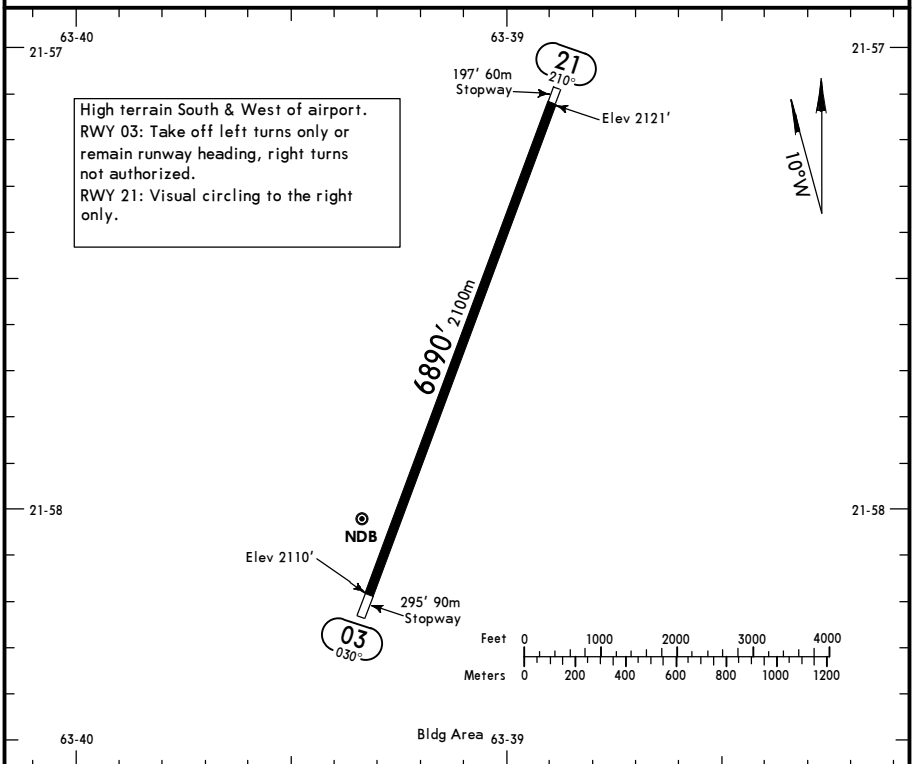
PANS OPS

	STRAIGHT-IN LANDING RWY34 MDA(H) 1600′(376′)	ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1600m	2000m	100	1650′(426′) -2000m
B			135	1720′(496′) -2000m
C			180	1820′(596′) -2800m
D	2000m	2400m	205	1920′(696′) -4000m

CHANGES: MSA flight level, recommended altitudes.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

*YACUIBA Tower 118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21					118′ 36m

TAKE-OFF

	All Rwys
1 & 2 Eng	1600m
3 & 4 Eng	800m

CHANGES: Take-off minimums.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE

SLYA/BYC
YACUIBA

28 AUG 15 (12-1)

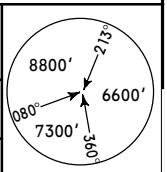
MISSED APCH CLIMB GRADIENT MIM 4.4%
CAT A, B & C

YACUIBA, BOLIVIA
RNAV (GNSS) Z Rwy 21

BRIEFING STRIP ™

*YACUIBA Tower 118.3

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 2121′
	210°	YA463 3800′ (1679′)	2830′ (709′)	Rwy 2121′

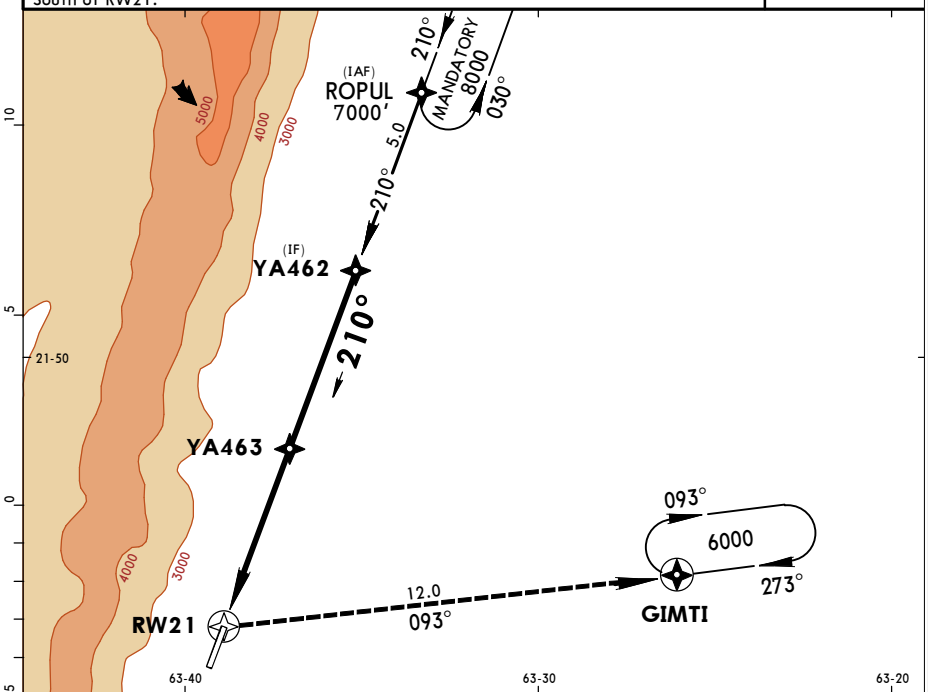


MSA ARP

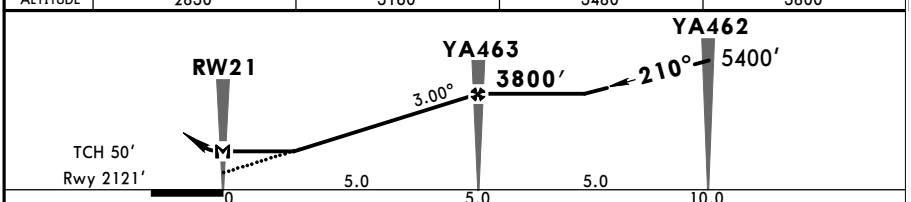
MISSED APCH: Turn LEFT heading 093° direct GIMTI, climb to 6000′, 4.4% climb gradient, and hold. Request ATC instructions.

Alt Set: hPa Rwy Elev: 75 hPa Trans level: By ATC Trans alt 16000′

1. GNSS required. 2. Max IAS 160 Kts. 3. La Paz/Cordoba FIR boundary located 3 NM South of RW21.



DIST to THR	2.1	3.0	4.0	5.0
ALTITUDE	2830′	3160′	3480′	3800′



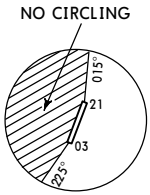
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW21							

6000′ LT | 093° hdg | GIMTI

PANS OPS

STRAIGHT-IN LANDING RWY21 Missed Apch Climb Gradient Mim 4.4% LNAV MDA(H) 2830′ (709′)		CIRCLE-TO-LAND Missed Apch Climb Gradient Mim 4.4%	
		Max Kts	MDA(H)
A	1600m	100	3000′ (879′) - 2800m
B		135	
C	2000m	180	3100′ (979′) - 3700m
D	NOT APPLICABLE	D	NOT APPLICABLE

NO CIRCLING



CHANGES: Transition altitude, minimums format.

PARA USO EN AVIACIÓN VIRTUAL UNICAMENTE