

21-JUN-2018

LPB-SLLP

1-10

A01

A01

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 10/28: 46/R/A/X/U**Operation****Preferential RWY**

LDG: RWY 10

TKOF: RWY 28

**Warnings**

Ascent of WX balloon north of AD, between 1200-1240 and 1600-1800.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100 within airspace classes D, E, G.

**Arrival Procedure****VFR Traffic Pattern:** RWY 28 right-hand circuit.**Non-standard GP Intercept Position on RWY 10**GP intercepts RWY 10 at *364m / 1193ft* after landing threshold.Remaining DIST beyond GP is *3636m / 11930ft*.**DEPARTURE****Take-off Minima**

RWY		28	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
RWY		10	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
		Not authorized	Piston engines

**Speed**

MAX IAS 250KT below FL100 within airspace classes D, E, G.

**De-Icing**

Not AVBL.

14-JUN-2018

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AGC  
AFC

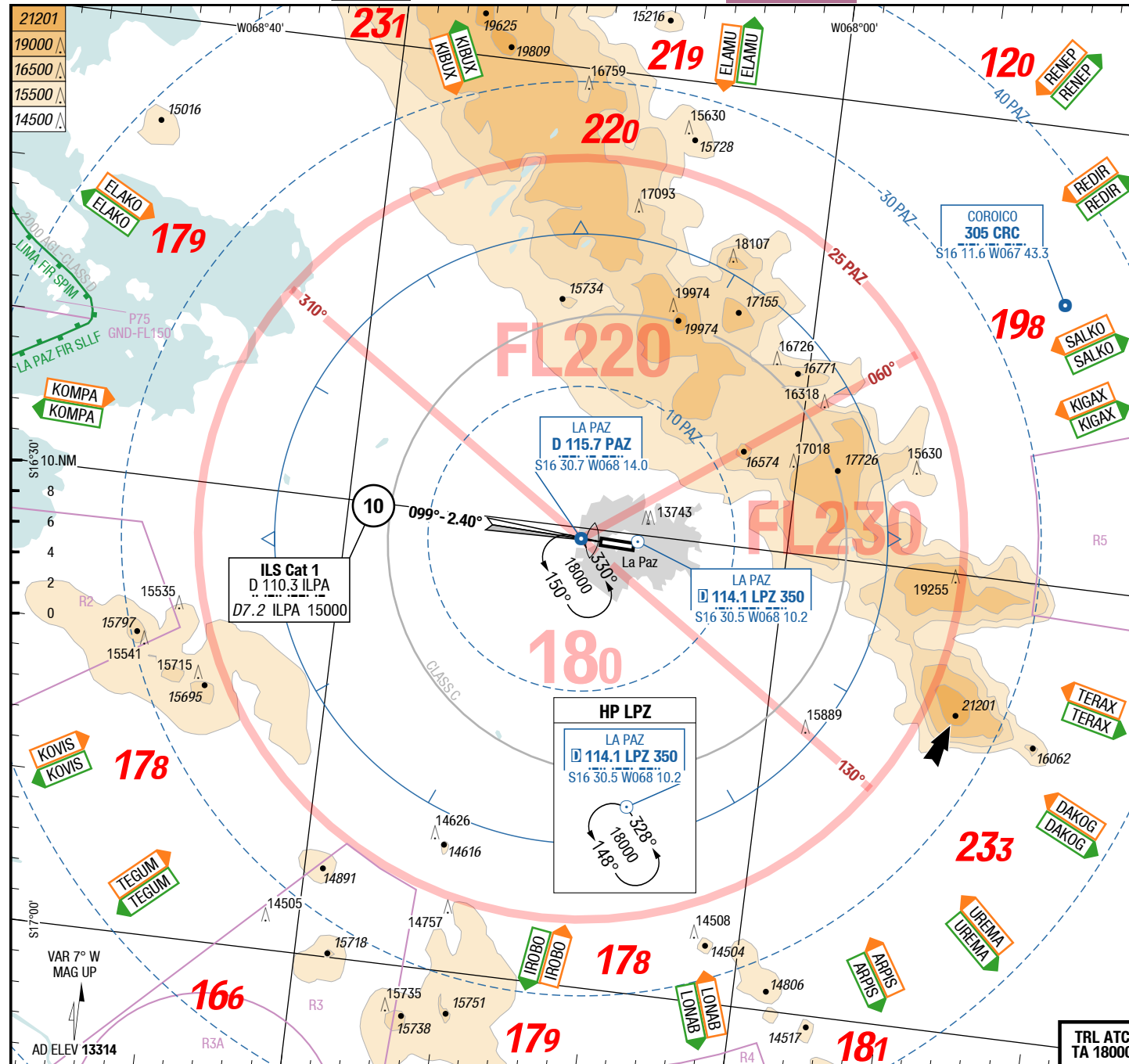
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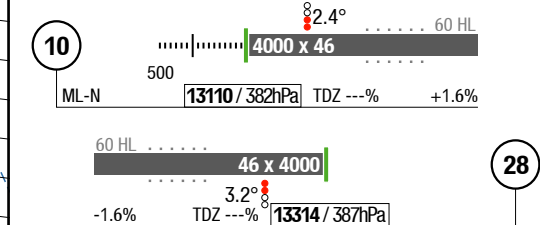
AGC  
AFC

2-10



CTL 123.900 124.700  
APP 119.500  
TWR 118.300  
GND 121.900

Landing RWY system:



Changes: Nil

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# AGC

# AGC

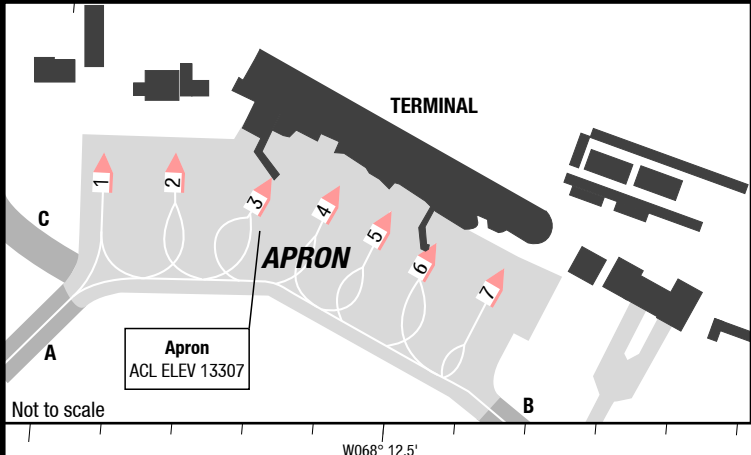
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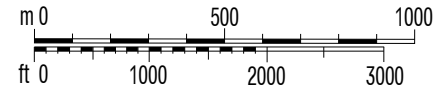
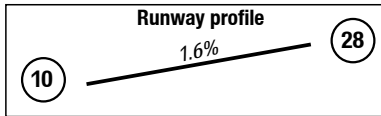
# AGC



RWY	TORA	ASDA	TODA
10	4000	4000	4250
28	4000	4000	4400



COORDINATES	
1-5	S16 30.6 W068 10.6
6	S16 30.6 W068 10.7
7	S16 30.5 W068 10.7



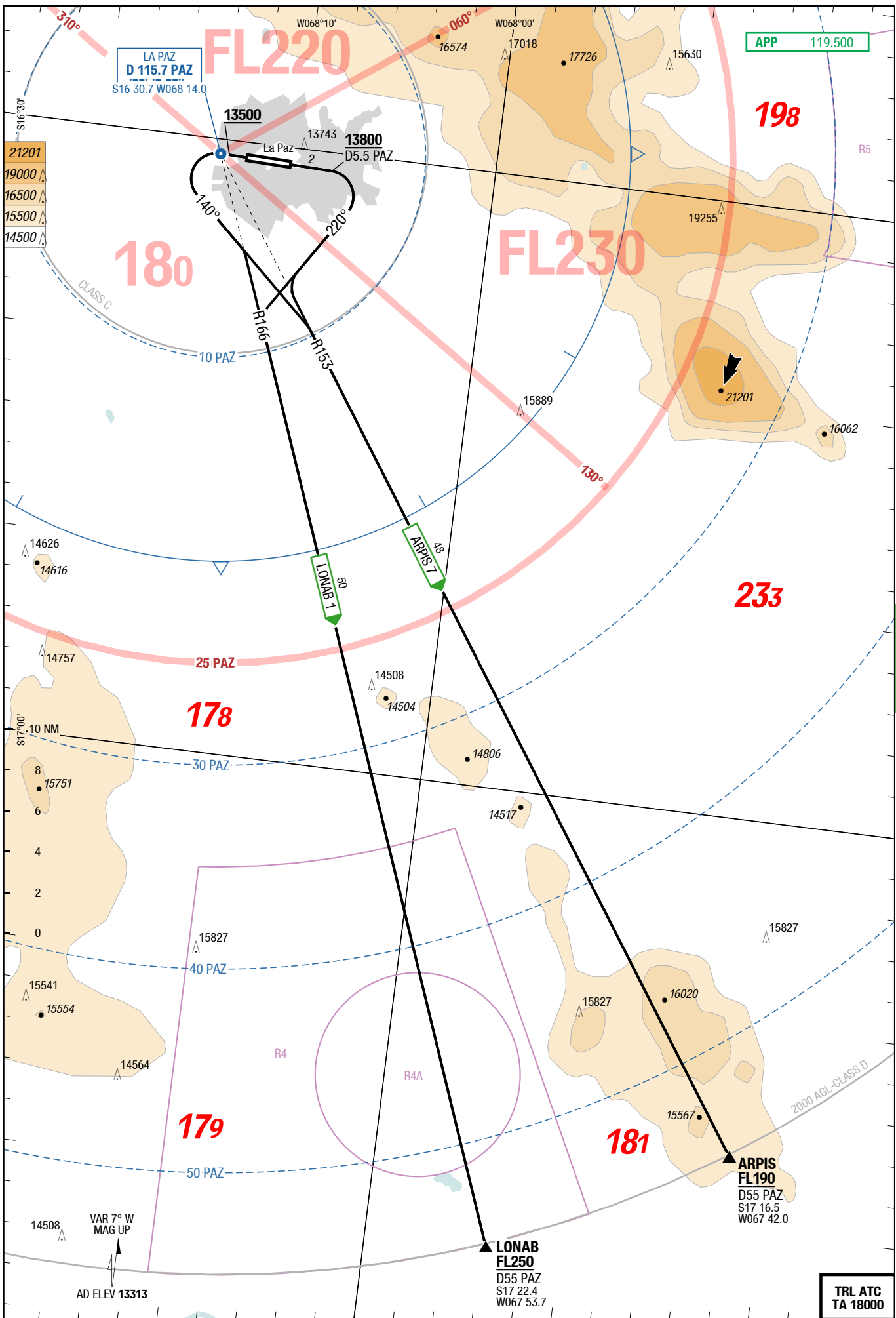
Changes: COORD

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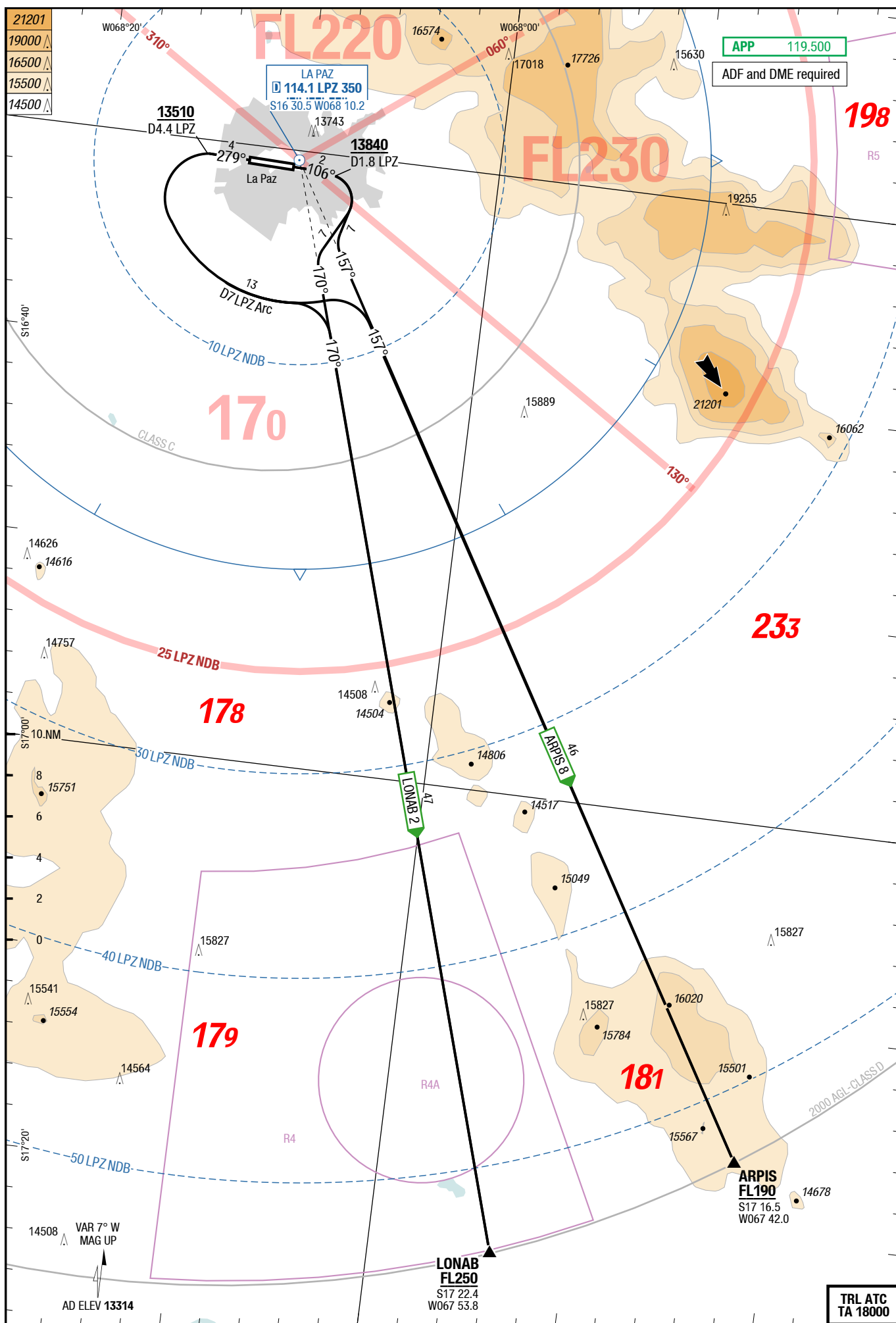
SID

SID

TRL ATC  
TA 18000



Changes: Nil



Effective 05-FEB-2015

29-JAN-2015

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DAKOG 2 / TERAX 2 / UREMA 2

4-30

DAKOG 1 / TERAX 1 / UREMA 1

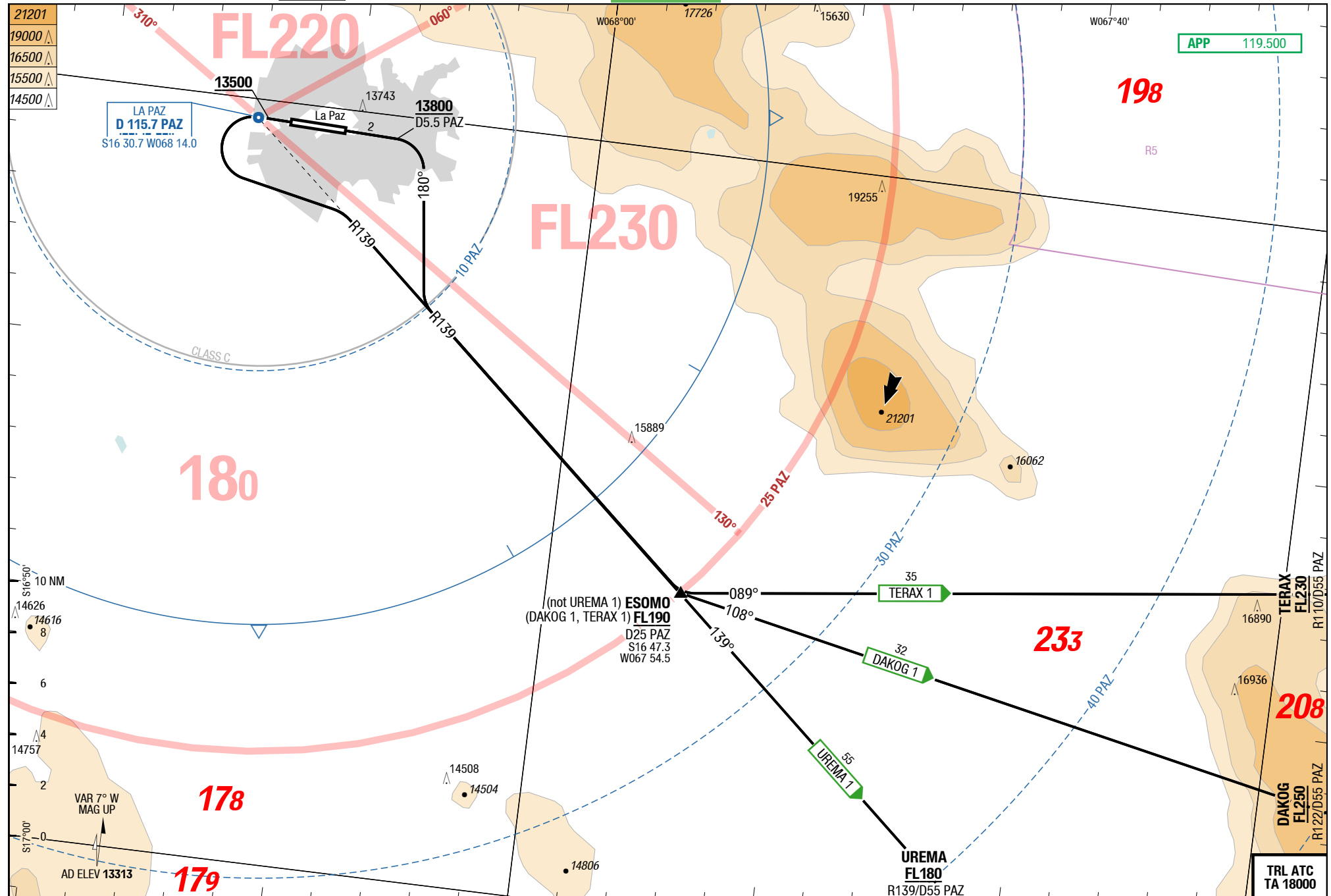
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DAKOG 2 / TERAX 2 / UREMA 2

DAKOG 1 / TERAX 1 / UREMA 1



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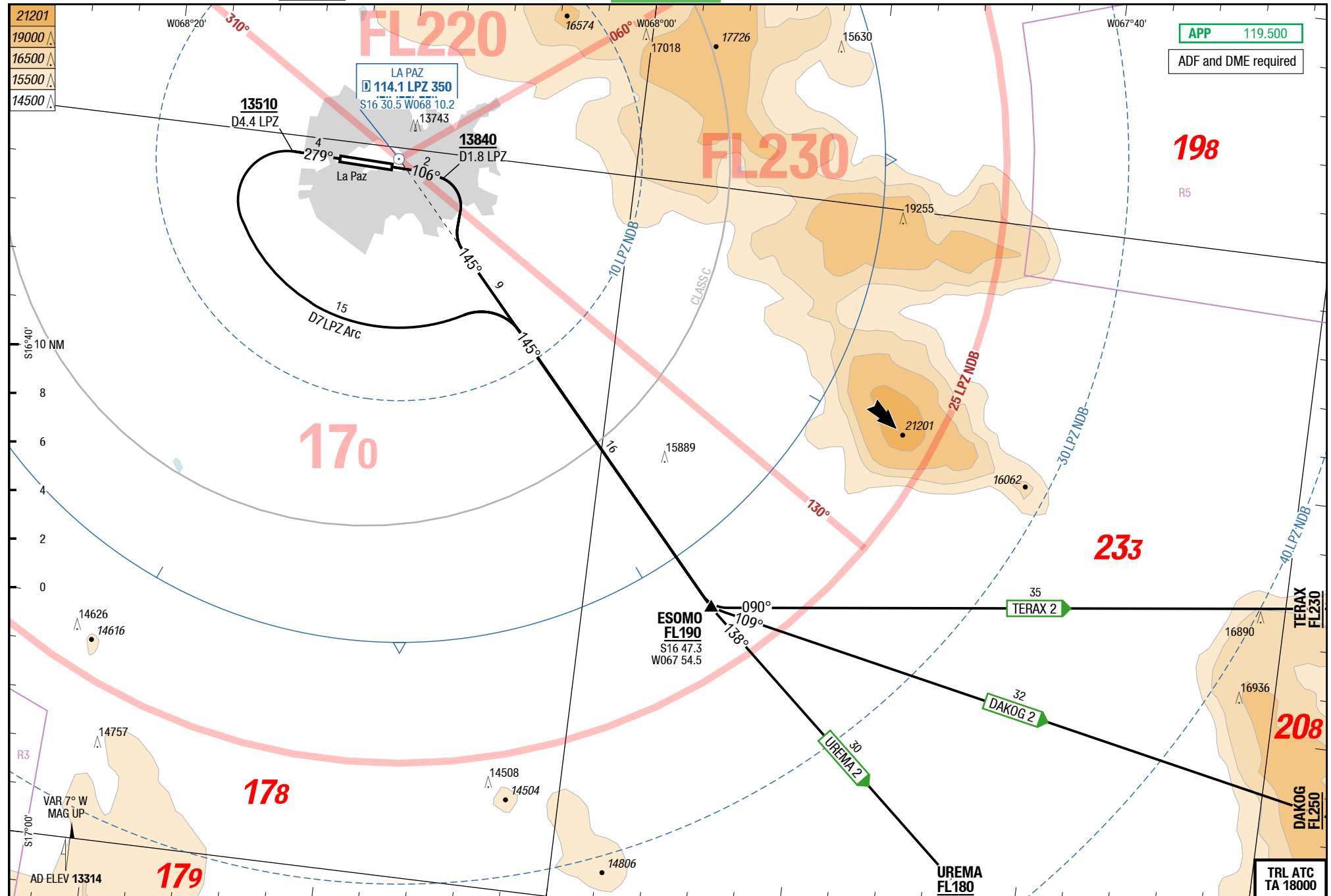
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4-40

DAKOG 2 / TERAX 2 / UREMA 2

DAKOG 2 / TERAX 2 / UREMA 2



Changes: new

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ELAKO 8 / KOMPA 8

SID

SID

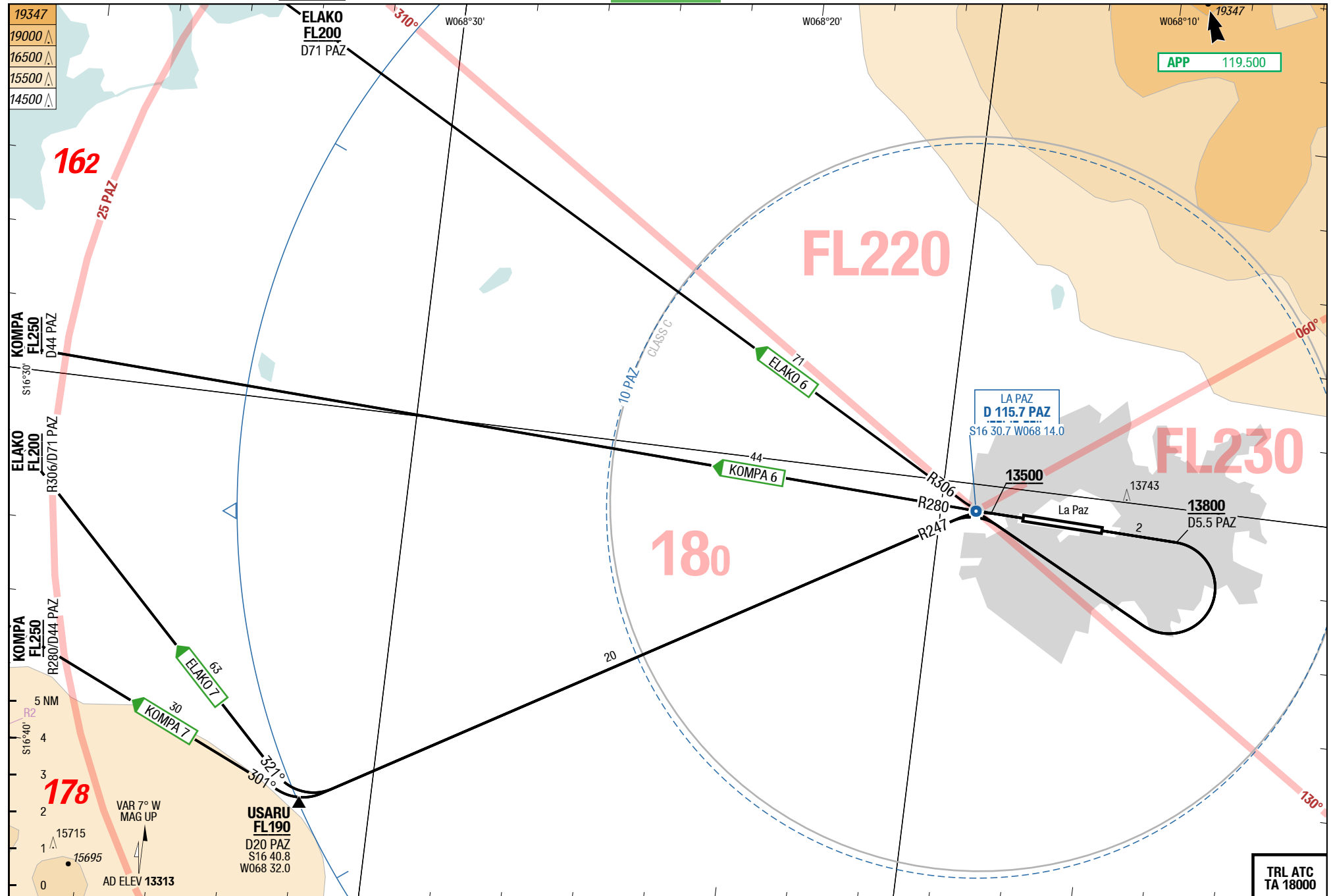
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ELAKO 8 / KOMPA 8

ELAKO 6/ ELAKO 7/ KOMPA 6/ KOMPA 7

4-50

ELAKO 6/ ELAKO 7/ KOMPA 6/ KOMPA 7



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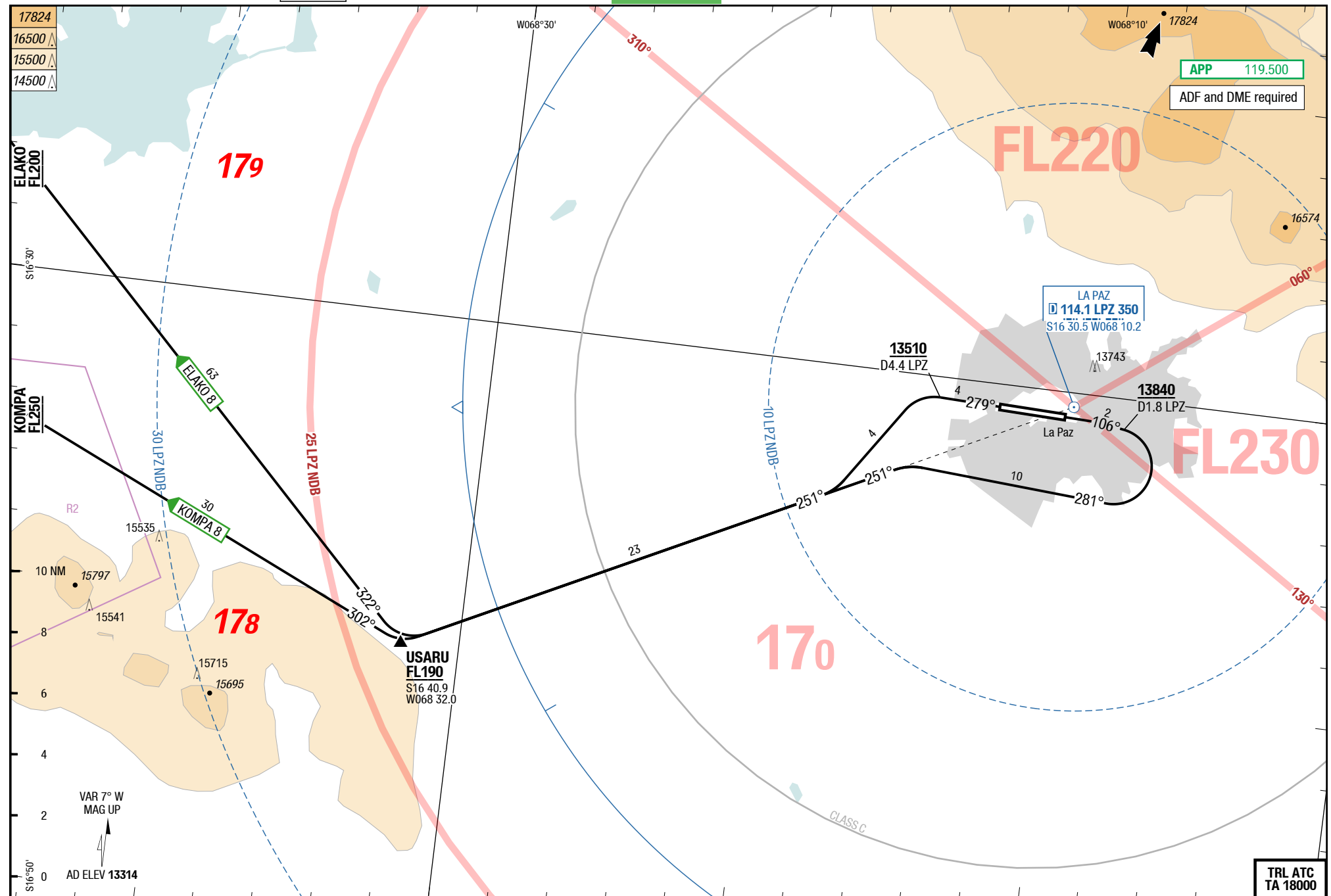
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**ELAKO 8 / KOMPA 8**

SID

SID

## ELAKO 8 / KOMPA 8



Changes: new

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29-JAN-2015

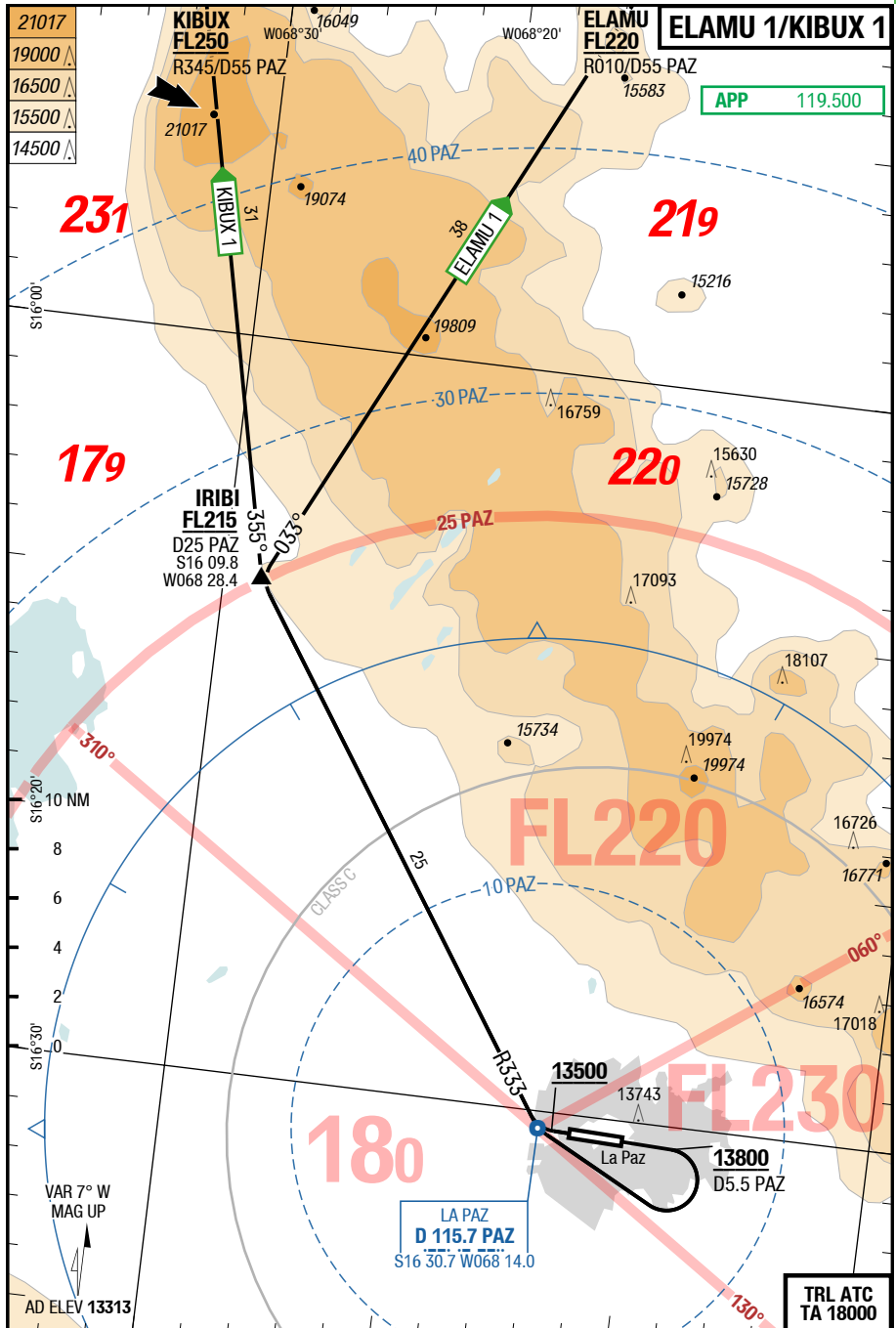
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4-70

ELAMU 1 / KIBUX 1

SID



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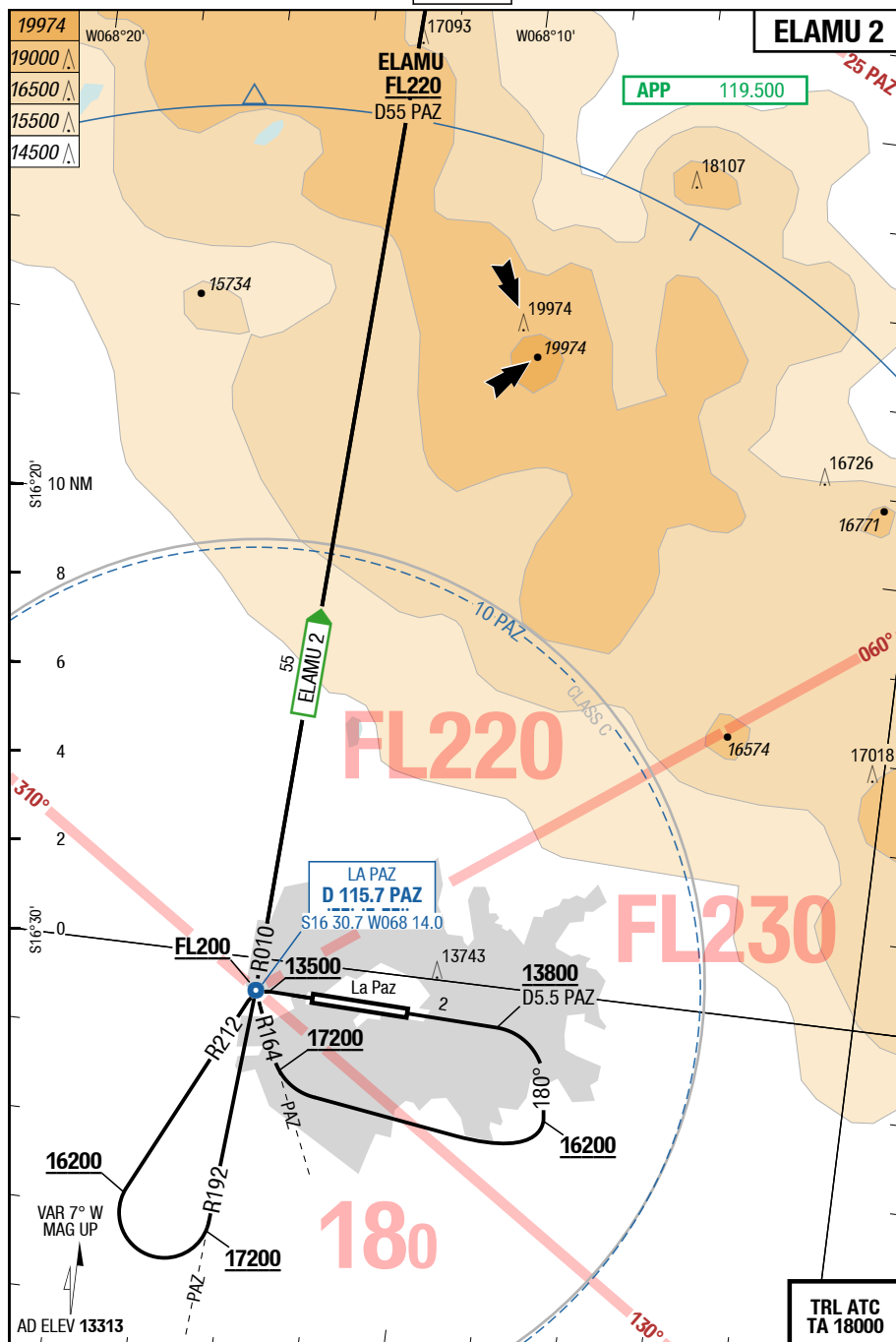
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**4-80**

## ELAMU 2



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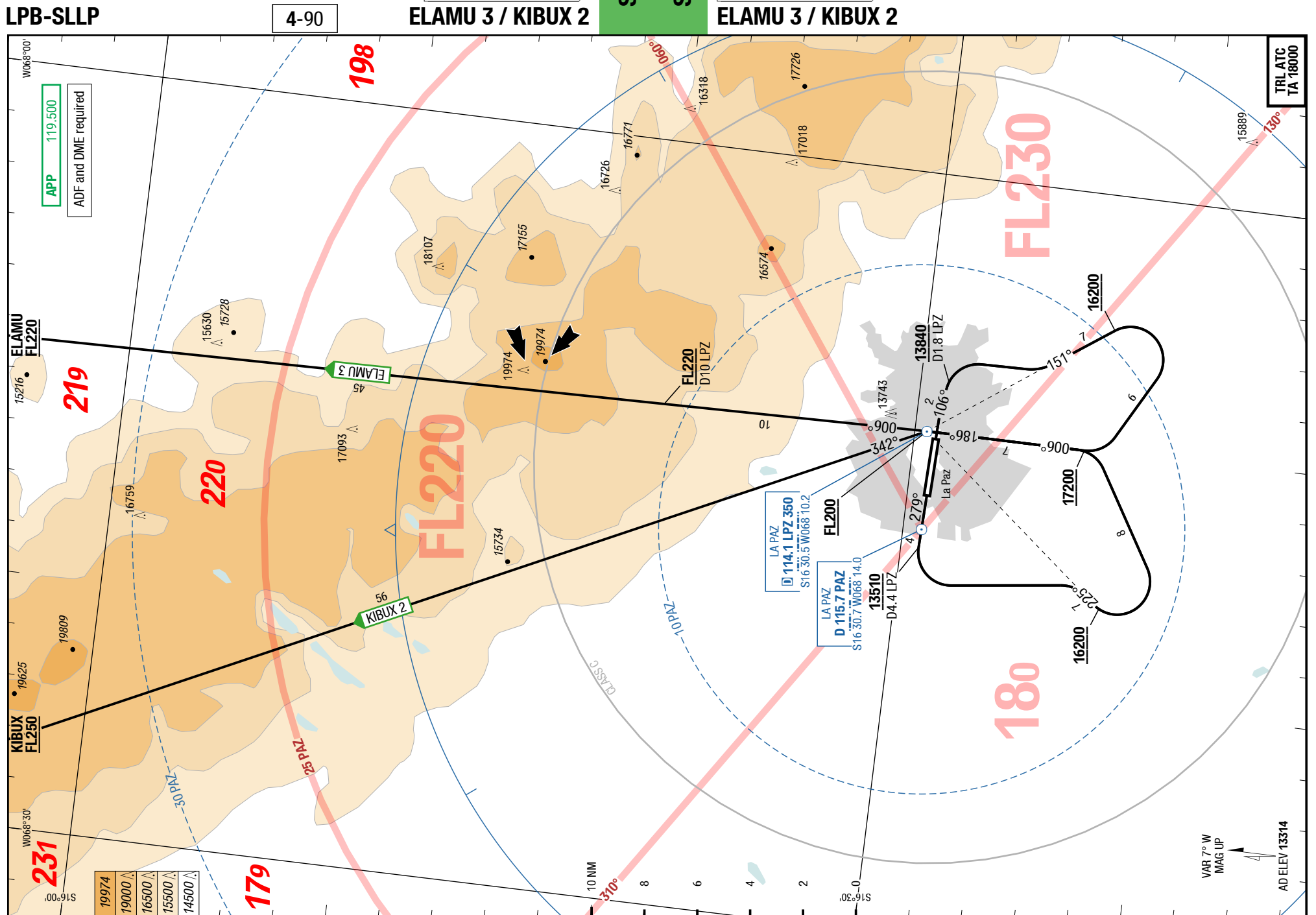
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**ELAMU 3 / KIBUX 2**

SID

SID

## ELAMU 3 / KIBUX 2



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4-100

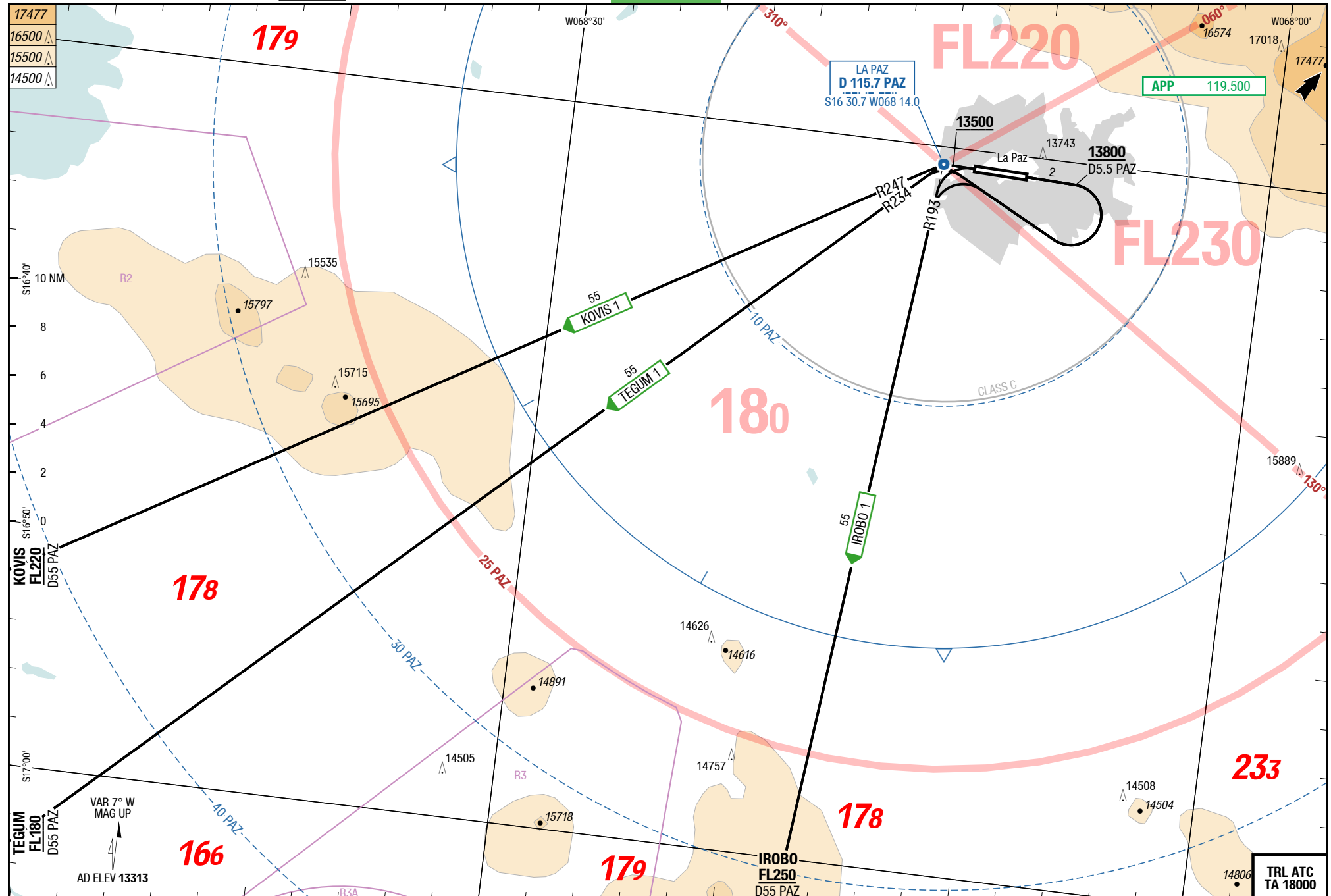
IROBO 1 / KOVIS 1 / TEGUM 1

SID

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El Alto Intl. La Paz Bolivia

IROBO 1 / KOVIS 1 / TEGUM 1



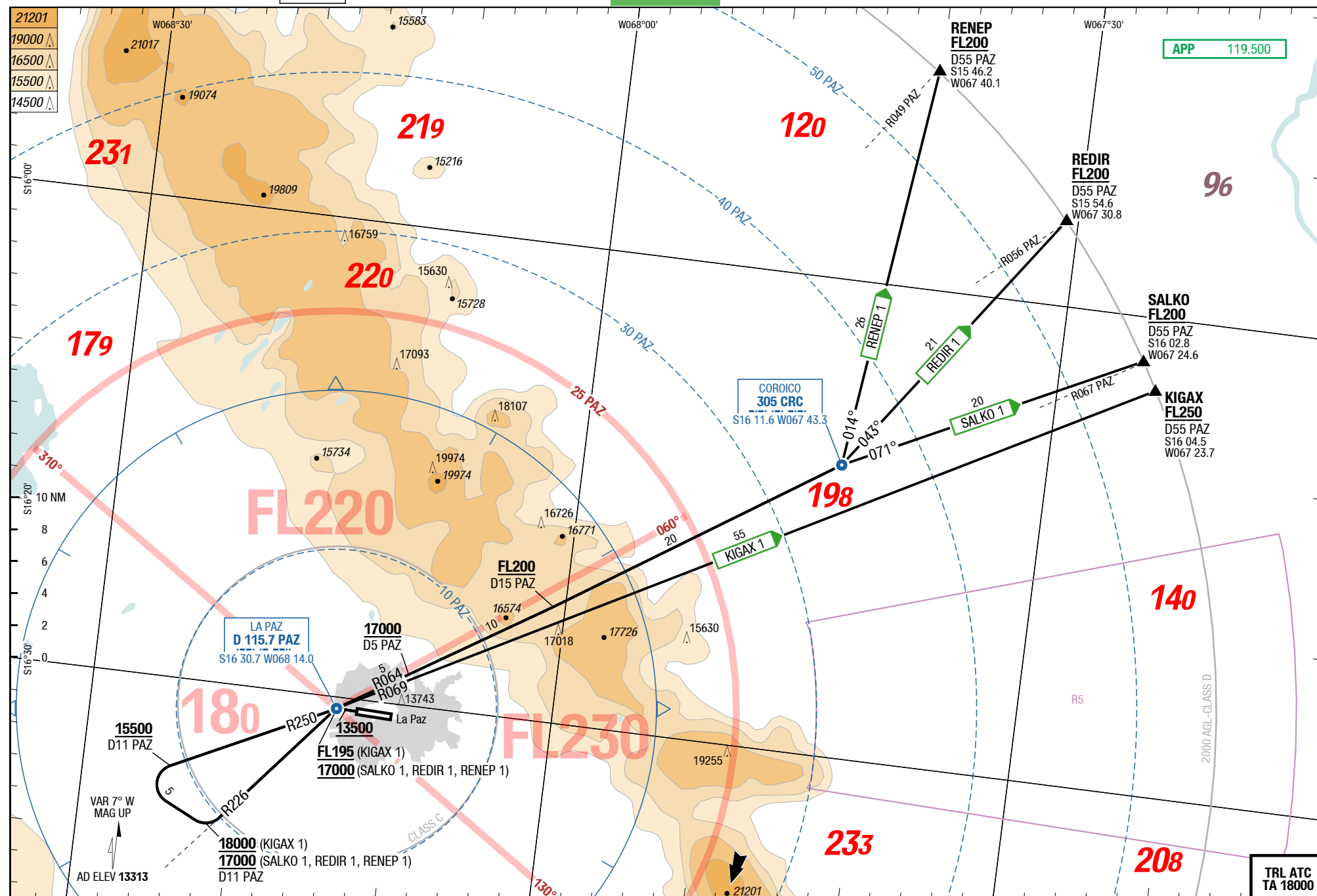
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**KIGAX 1/ REDIR 1/ RENEP 1/ SALKO 1**

SID

SID

**KIGAX 1/ REDIR 1/ RENEP 1/ SALKO 1**



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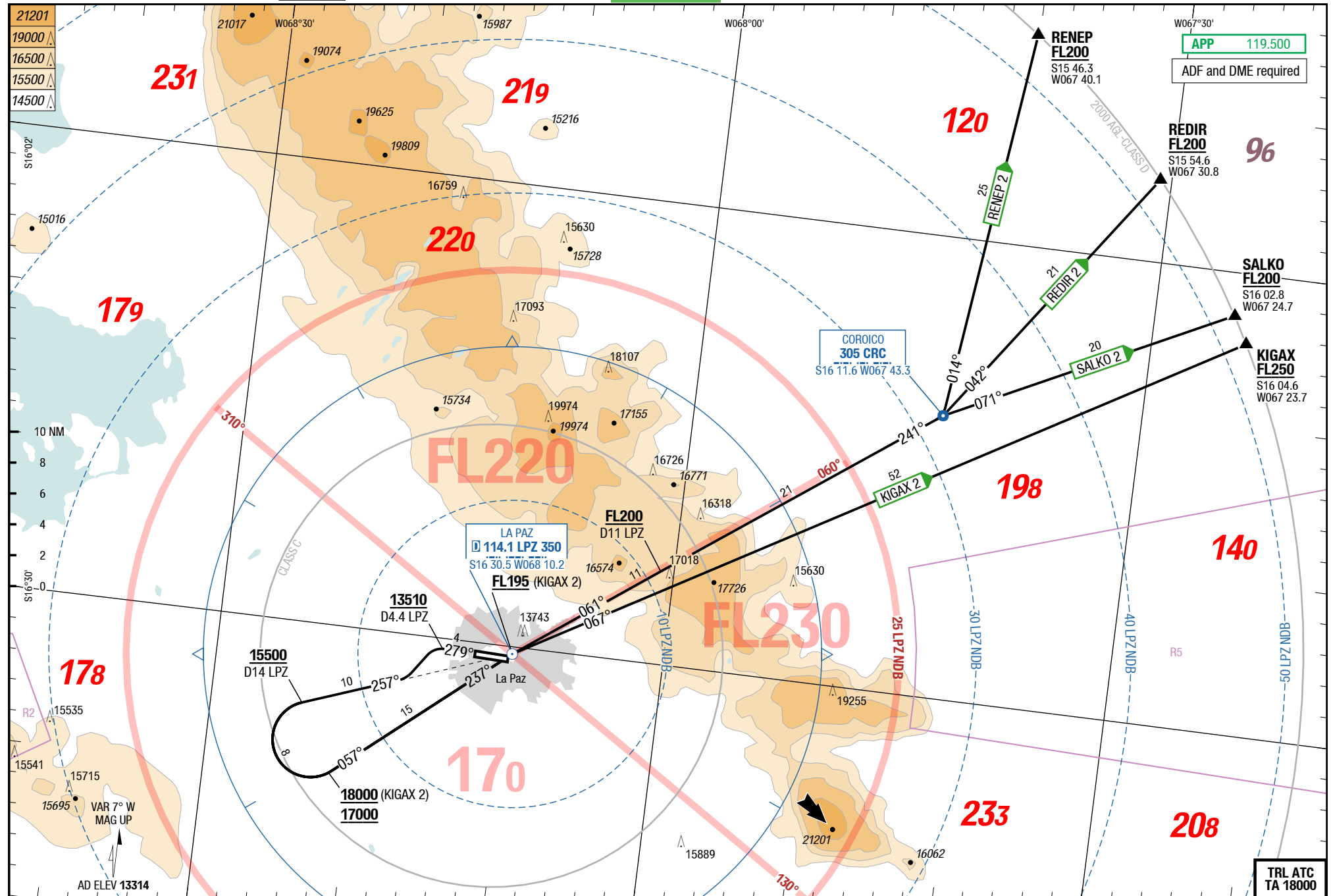
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El Alto Intl. La Paz Bolivia

4-120

KIGAX 2/ REDIR 2/ RENEP 2/ SALKO 2

KIGAX 2/ REDIR 2/ RENEP 2/ SALKO 2



Changes: new

29-JAN-2015

LPB-SLLP

5-10

ARPIS 7 / LONAB 1

SIDPT

## ARPIS 7 / LONAB 1

RWYs 10 (099°) / 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
ARPIS 7 119.500	at D5.5 PAZ RT 220° - LT intercept R153 PAZ to ARPIS	D5.5 PAZ MNM 13800 ARPIS MNM FL190
LONAB 1 119.500	at D5.5 PAZ RT 220° - LT intercept R166 PAZ to LONAB	D5.5 PAZ MNM 13800 LONAB MNM FL250
	Runway 28	
ARPIS 7 119.500	at MNM 13500 LT 140° - RT intercept R153 PAZ to ARPIS	ARPIS MNM FL190
LONAB 1 119.500	at MNM 13500 LT 140° - RT intercept R166 PAZ to LONAB	LONAB MNM FL250



**ARPIS 8 / LONAB 2**

RWYs 10 (099°) / 28 (279°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>ARPIS 8</b> 4.2% to 13840 <b>119.500</b>	<b>RT 106°</b> - at D1.8 <b>LPZ RT</b> intercept QDR 157 <b>LPZ</b> to ARPIS	D1.8 <b>LPZ</b> MNM <b>13840</b> ARPIS MNM <b>FL190</b>
<b>LONAB 2</b> 4.2% to 13840 <b>119.500</b>	<b>RT 106°</b> - at D1.8 <b>LPZ RT</b> intercept QDR 170 <b>LPZ</b> to LONAB	D1.8 <b>LPZ</b> MNM <b>13840</b> LONAB MNM <b>FL250</b>
	<b>Runway 28</b>	
<b>ARPIS 8</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> follow D7 <b>LPZ</b> Arc - <b>RT</b> intercept QDR 157 <b>LPZ</b> to ARPIS	D4.4 <b>LPZ</b> MNM <b>13510</b> ARPIS MNM <b>FL190</b>
<b>LONAB 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> follow D7 <b>LPZ</b> Arc - <b>RT</b> intercept QDR 170 <b>LPZ</b> to LONAB	D4.4 <b>LPZ</b> MNM <b>13510</b> LONAB MNM <b>FL250</b>

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LPB-SLLP

5-30

DAKOG 1 / TERAX 1 / UREMA 1

SIDPT

**DAKOG 1 / TERAX 1 / UREMA 1**

RWYs 10 (099°) / 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>DAKOG 1</b> <b>119.500</b>	at D5.5 <b>PAZ RT</b> 180° - <b>LT</b> intercept R139 <b>PAZ</b> to ESOMO - <b>LT</b> 108° to DAKOG	D5.5 PAZ MNM <b>13800</b> ESOMO MNM <b>FL190</b> DAKOG MNM <b>FL250</b>
<b>TERAX 1</b> <b>119.500</b>	at D5.5 <b>PAZ RT</b> 180° - <b>LT</b> intercept R139 <b>PAZ</b> to ESOMO - <b>LT</b> 089° to TERAX	D5.5 PAZ MNM <b>13800</b> ESOMO MNM <b>FL190</b> TERAX MNM <b>FL230</b>
<b>UREMA 1</b> <b>119.500</b>	at D5.5 <b>PAZ RT</b> 180° - <b>LT</b> intercept R139 <b>PAZ</b> to UREMA	D5.5 PAZ MNM <b>13800</b> UREMA MNM <b>FL180</b>
	<b>Runway 28</b>	
<b>DAKOG 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R139 <b>PAZ</b> to ESOMO - <b>LT</b> 108° to DAKOG	ESOMO MNM <b>FL190</b> DAKOG MNM <b>FL250</b>
<b>TERAX 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R139 <b>PAZ</b> to ESOMO - <b>LT</b> 089° to TERAX	ESOMO MNM <b>FL190</b> TERAX MNM <b>FL230</b>
<b>UREMA 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R139 <b>PAZ</b> to UREMA	UREMA MNM <b>FL180</b>

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LPB-SLLP

5-40

DAKOG 2 / TERAX 2 / UREMA 2

SIDPT

**DAKOG 2 / TERAX 2 / UREMA 2**

RWYs 10 (099°) / 28 (279°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>DAKOG 2</b> 4.2% to 13840 <b>119.500</b>	<b>RT</b> 106° - at D1.8 <b>LPZ RT</b> intercept QDR 145 <b>LPZ</b> - at ESOMO <b>LT</b> 109° to DAKOG	D1.8 <b>LPZ</b> MNM <b>13840</b> ESOMO MNM <b>FL190</b> DAKOG MNM <b>FL250</b>
<b>TERAX 2</b> 4.2% to 13840 <b>119.500</b>	<b>RT</b> 106° - at D1.8 <b>LPZ RT</b> intercept QDR 145 <b>LPZ</b> - at ESOMO <b>LT</b> 090° to TERAX	D1.8 <b>LPZ</b> MNM <b>13840</b> ESOMO MNM <b>FL190</b> TERAX MNM <b>FL230</b>
<b>UREMA 2</b> 4.2% to 13840 <b>119.500</b>	<b>RT</b> 106° - at D1.8 <b>LPZ RT</b> intercept QDR 145 <b>LPZ</b> - at ESOMO <b>LT</b> 139° to UREMA	D1.8 <b>LPZ</b> MNM <b>13840</b> ESOMO MNM <b>FL190</b> UREMA MNM <b>FL180</b>
	<b>Runway 28</b>	
<b>DAKOG 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> follow D7 <b>LPZ</b> Arc - <b>RT</b> intercept QDR 145 <b>LPZ</b> - at ESOMO <b>LT</b> 109° to DAKOG	D4.4 <b>LPZ</b> MNM <b>13510</b> ESOMO MNM <b>FL190</b> DAKOG MNM <b>FL250</b>
<b>TERAX 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> follow D7 <b>LPZ</b> Arc - <b>RT</b> intercept QDR 145 <b>LPZ</b> - at ESOMO <b>LT</b> 090° to TERAX	D4.4 <b>LPZ</b> MNM <b>13510</b> ESOMO MNM <b>FL190</b> TERAX MNM <b>FL230</b>
<b>UREMA 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> follow D7 <b>LPZ</b> Arc - <b>RT</b> intercept QDR 145 <b>LPZ</b> - at ESOMO <b>LT</b> 138° to UREMA	D4.4 <b>LPZ</b> MNM <b>13510</b> ESOMO MNM <b>FL190</b> UREMA MNM <b>FL180</b>

**ELAKO 6 / ELAKO 7 / KOMPA 6 / KOMPA 7**

RWYs 10 (099°) / 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>ELAKO 6</b> 119.500	at D5.5 <b>PAZ RT</b> to <b>PAZ</b> - R306 <b>PAZ</b> to ELAKO	D5.5 PAZ MNM <b>13800</b> ELAKO MNM <b>FL200</b>
<b>ELAKO 7</b> 119.500	at D5.5 <b>PAZ RT</b> to <b>PAZ</b> - R247 <b>PAZ</b> to USARU - <b>RT 321°</b> to ELAKO	D5.5 PAZ MNM <b>13800</b> USARU MNM <b>FL190</b> ELAKO MNM <b>FL200</b>
<b>KOMPA 6</b> 119.500	at D5.5 <b>PAZ RT</b> to <b>PAZ</b> - R280 <b>PAZ</b> to KOMPA	D5.5 PAZ MNM <b>13800</b> KOMPA MNM <b>FL250</b>
<b>KOMPA 7</b> 119.500	at D5.5 <b>PAZ RT</b> to <b>PAZ</b> - R247 <b>PAZ</b> to USARU - <b>RT 301°</b> to KOMPA	D5.5 PAZ MNM <b>13800</b> USARU MNM <b>FL190</b> KOMPA MNM <b>FL250</b>
	<b>Runway 28</b>	
<b>ELAKO 6</b> 119.500	at MNM <b>13500 RT</b> intercept R306 <b>PAZ</b> to ELAKO	ELAKO MNM <b>FL200</b>
<b>ELAKO 7</b> 119.500	at MNM <b>13500 LT</b> intercept R247 <b>PAZ</b> to USARU - <b>RT 321°</b> to ELAKO	USARU MNM <b>FL190</b> ELAKO MNM <b>FL200</b>
<b>KOMPA 6</b> 119.500	at MNM <b>13500</b> intercept R280 <b>PAZ</b> to KOMPA	KOMPA MNM <b>FL250</b>
<b>KOMPA 7</b> 119.500	at MNM <b>13500 LT</b> intercept R247 <b>PAZ</b> to USARU - <b>RT 301°</b> to KOMPA	USARU MNM <b>FL190</b> KOMPA MNM <b>FL250</b>

29-JAN-2015

LPB-SLLP

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ELAKO 8 / KOMPA 8

SIDPT

**ELAKO 8 / KOMPA 8**

RWYs 10 (099°) / 28 (279°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>ELAKO 8</b> 4.2% to 13840 <b>119.500</b>	<b>RT 106°</b> - at D1.8 <b>LPZ RT 281°</b> - <b>LT</b> intercept QDR 251 <b>LPZ</b> - at USARU <b>RT 322°</b> to ELAKO	D1.8 <b>LPZ MNM 13840</b> USARU MNM <b>FL190</b> ELAKO MNM <b>FL200</b>
<b>KOMPA 8</b> 4.2% to 13840 <b>119.500</b>	<b>RT 106°</b> - at D1.8 <b>LPZ RT 281°</b> - <b>LT</b> intercept QDR 251 <b>LPZ</b> - at USARU <b>RT 302°</b> to KOMPA	D1.8 <b>LPZ MNM 13840</b> USARU MNM <b>FL190</b> KOMPA MNM <b>FL250</b>
	<b>Runway 28</b>	
<b>ELAKO 8</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 251 <b>LPZ</b> - at USARU <b>RT 322°</b> to ELAKO	D4.4 <b>LPZ MNM 13510</b> USARU MNM <b>FL190</b> ELAKO MNM <b>FL200</b>
<b>KOMPA 8</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 251 <b>LPZ</b> - at USARU <b>RT 302°</b> to KOMPA	D4.4 <b>LPZ MNM 13510</b> USARU MNM <b>FL190</b> KOMPA MNM <b>FL250</b>

## ELAMU 1 / KIBUX 1

RWYs 10 (099°) / 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
<b>ELAMU 1</b> <b>119.500</b>	at D5.5 <b>PAZ</b> RT direct <b>PAZ</b> - R333 <b>PAZ</b> to IRIBI - RT 033° to ELAMU	D5.5 <b>PAZ</b> MNM <b>13800</b> IRIBI MNM <b>FL215</b> ELAMU MNM <b>FL220</b>
<b>KIBUX 1</b> <b>119.500</b>	at D5.5 <b>PAZ</b> RT direct <b>PAZ</b> - R333 <b>PAZ</b> to IRIBI - RT 355° to KIBUX	D5.5 <b>PAZ</b> MNM <b>13800</b> IRIBI MNM <b>FL215</b> KIBUX MNM <b>FL250</b>
	Runway 28	
<b>ELAMU 1</b> <b>119.500</b>	at MNM <b>13500</b> RT intercept R333 <b>PAZ</b> to IRIBI - RT 033° to ELAMU	IRIBI MNM <b>FL215</b> ELAMU MNM <b>FL220</b>
<b>KIBUX 1</b> <b>119.500</b>	at MNM <b>13500</b> RT intercept R333 <b>PAZ</b> to IRIBI - RT 355° to KIBUX	IRIBI MNM <b>FL215</b> KIBUX MNM <b>FL250</b>

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LPB-SLLP

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ELAMU 2

SIDPT

**ELAMU 2**

RWYs 10 (099°) / 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>ELAMU 2 119.500</b>	at D5.5 <b>PAZ</b> RT 180° - at MNM <b>16200</b> RT intercept R164 <b>PAZ</b> inbound to <b>PAZ</b> - R010 <b>PAZ</b> to ELAMU	D5.5 <b>PAZ</b> MNM <b>13800</b> R164 <b>PAZ</b> inbound MNM <b>17200</b> <b>PAZ</b> MNM <b>FL200</b> ELAMU MNM <b>FL220</b>
	<b>Runway 28</b>	
<b>ELAMU 2 119.500</b>	at MNM <b>13500</b> LT intercept R212 <b>PAZ</b> - at MNM <b>16200</b> LT intercept R192 <b>PAZ</b> to <b>PAZ</b> - R010 <b>PAZ</b> to ELAMU	R192 <b>PAZ</b> inbound MNM <b>17200</b> <b>PAZ</b> MNM <b>FL200</b> ELAMU MNM <b>FL220</b>

## LPB-SLLP

5-90

## ELAMU 3 / KIBUX 2

## ELAMU 3 / KIBUX 2

RWYs 10 (099°) / 28 (279°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>ELAMU 3</b> 4.2% to 13840 <b>119.500</b>	<b>RT 106°</b> - at D1.8 <b>LPZ RT</b> intercept QDR 151 <b>LPZ</b> - at MNM <b>16200 RT</b> intercept QDM 006 <b>LPZ</b> to <b>LPZ</b> - QDR 006 <b>LPZ</b> to ELAMU	D1.8 <b>LPZ MNM 13840</b> QDM 006 <b>LPZ MNM 17200</b> <b>LPZ MNM FL200</b> D10 <b>LPZ MNM FL220</b> ELAMU MNM <b>FL220</b>
<b>KIBUX 2</b> 4.2% to 13840 <b>119.500</b>	<b>RT 106°</b> - at D1.8 <b>LPZ RT</b> intercept QDR 151 <b>LPZ</b> - at MNM <b>16200 RT</b> intercept QDM 006 <b>LPZ</b> to <b>LPZ</b> - QDR 342 <b>LPZ</b> to KIBUX	D1.8 <b>LPZ MNM 13840</b> QDM 006 <b>LPZ MNM 17200</b> <b>LPZ MNM FL200</b> KIBUX MNM <b>FL250</b>
	<b>Runway 28</b>	
<b>ELAMU 3</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 225 <b>LPZ</b> - at MNM <b>16200 LT</b> intercept QDM 006 <b>LPZ</b> to <b>LPZ</b> - QDR 006 <b>LPZ</b> to ELAMU	D4.4 <b>LPZ MNM 13510</b> QDM 006 <b>LPZ MNM 17200</b> <b>LPZ MNM FL200</b> D10 <b>LPZ MNM FL220</b> ELAMU MNM <b>FL220</b>
<b>KIBUX 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 225 <b>LPZ</b> - at MNM <b>16200 LT</b> intercept QDM 006 <b>LPZ</b> to <b>LPZ</b> - QDR 342 <b>LPZ</b> to KIBUX	D4.4 <b>LPZ MNM 13510</b> QDM 006 <b>LPZ MNM 17200</b> <b>LPZ MNM FL200</b> KIBUX MNM <b>FL250</b>



29-JAN-2015

LPB-SLLP

5-100

IROBO 1 / KOVIS 1 / TEGUM 1

SIDPT

IROBO 1 / KOVIS 1 / TEGUM 1

RWYs 10 (099°) / 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
<b>IROBO 1</b> <b>119.500</b>	at D5.5 <b>PAZ</b> RT to <b>PAZ</b> - R193 <b>PAZ</b> to IROBO	D5.5 <b>PAZ</b> MNM <b>13800</b> IROBO MNM <b>FL250</b>
<b>KOVIS 1</b> <b>119.500</b>	at D5.5 <b>PAZ</b> RT to <b>PAZ</b> - R247 <b>PAZ</b> to KOVIS	D5.5 <b>PAZ</b> MNM <b>13800</b> KOVIS MNM <b>FL220</b>
<b>TEGUM 1</b> <b>119.500</b>	at D5.5 <b>PAZ</b> RT to <b>PAZ</b> - R234 <b>PAZ</b> to TEGUM	D5.5 <b>PAZ</b> MNM <b>13800</b> TEGUM MNM <b>FL180</b>
	Runway 28	
<b>IROBO 1</b> <b>119.500</b>	at MNM <b>13500</b> LT intercept R193 <b>PAZ</b> to IROBO	IROBO MNM <b>FL250</b>
<b>KOVIS 1</b> <b>119.500</b>	at MNM <b>13500</b> LT intercept R247 <b>PAZ</b> to KOVIS	KOVIS MNM <b>FL220</b>
<b>TEGUM 1</b> <b>119.500</b>	at MNM <b>13500</b> LT intercept R234 <b>PAZ</b> to TEGUM	TEGUM MNM <b>FL180</b>

29-JAN-2015

LPB-SLLP

5-110

KIGAX 1/ REDIR 1/ RENEP 1/ SALKO 1

SIDPT

KIGAX 1 / REDIR 1 / RENEP 1 / SALKO 1

RWY 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
<b>KIGAX 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R250 <b>PAZ</b> - at D11 <b>PAZ LT</b> intercept R226 <b>PAZ</b> to <b>PAZ</b> - R069 <b>PAZ</b> to KIGAX	D11 <b>PAZ</b> MNM <b>15500</b> R226 <b>PAZ</b> inbound MNM <b>18000</b> <b>PAZ</b> MNM <b>FL195</b> KIGAX MNM <b>FL250</b>
<b>REDIR 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R250 <b>PAZ</b> - at D11 <b>PAZ LT</b> intercept R226 <b>PAZ</b> to <b>PAZ</b> - R064 <b>PAZ</b> to <b>CRC</b> - LT 043° to REDIR	D11 <b>PAZ</b> MNM <b>15500</b> R226 <b>PAZ</b> inbound MNM <b>17000</b> <b>PAZ</b> MNM <b>17000</b> D5 <b>PAZ</b> MNM <b>17000</b> D15 <b>PAZ</b> MNM <b>FL200</b> REDIR MNM <b>FL200</b>
<b>RENEP 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R250 <b>PAZ</b> - at D11 <b>PAZ LT</b> intercept R226 <b>PAZ</b> to <b>PAZ</b> - R064 <b>PAZ</b> to <b>CRC</b> - LT 014° to RENEP	D11 <b>PAZ</b> MNM <b>15500</b> R226 <b>PAZ</b> inbound MNM <b>17000</b> <b>PAZ</b> MNM <b>17000</b> D5 <b>PAZ</b> MNM <b>17000</b> D15 <b>PAZ</b> MNM <b>FL200</b> RENEP MNM <b>FL200</b>
<b>SALKO 1</b> <b>119.500</b>	at MNM <b>13500 LT</b> intercept R250 <b>PAZ</b> - at D11 <b>PAZ LT</b> intercept R226 <b>PAZ</b> to <b>PAZ</b> - R064 <b>PAZ</b> to <b>CRC</b> - RT 071° to SALKO	D11 <b>PAZ</b> MNM <b>15500</b> R226 <b>PAZ</b> inbound MNM <b>17000</b> <b>PAZ</b> MNM <b>17000</b> D5 <b>PAZ</b> MNM <b>17000</b> D15 <b>PAZ</b> MNM <b>FL200</b> SALKO MNM <b>FL200</b>

**KIGAX 2 / REDIR 2 / RENEP 2 / SALKO 2**

RWY 28 (279°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>KIGAX 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 257 <b>LPZ</b> - at D14 <b>LPZ LT</b> intercept QDM 057 <b>LPZ</b> to <b>LPZ</b> - QDR 067 <b>LPZ</b> to KIGAX	D4.4 <b>LPZ</b> MNM <b>13510</b> D14 <b>LPZ</b> MNM <b>15500</b> QDM 057 <b>LPZ</b> MNM <b>18000</b> <b>LPZ</b> MNM <b>FL195</b> KIGAX MNM <b>FL250</b>
<b>REDIR 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 257 <b>LPZ</b> - at D14 <b>LPZ LT</b> intercept QDM 057 <b>LPZ</b> to <b>LPZ</b> - QDR 061 <b>LPZ</b> to <b>CRC</b> - QDR 042 <b>CRC</b> to REDIR	D4.4 <b>LPZ</b> MNM <b>13510</b> D14 <b>LPZ</b> MNM <b>15500</b> QDM 057 <b>LPZ</b> MNM <b>17000</b> D11 <b>LPZ</b> MNM <b>FL200</b> REDIR MNM <b>FL200</b>
<b>RENEP 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 257 <b>LPZ</b> - at D14 <b>LPZ LT</b> intercept QDM 057 <b>LPZ</b> to <b>LPZ</b> - QDR 061 <b>LPZ</b> to <b>CRC</b> - QDR 014 <b>CRC</b> to RENEP	D4.4 <b>LPZ</b> MNM <b>13510</b> D14 <b>LPZ</b> MNM <b>15500</b> QDM 057 <b>LPZ</b> MNM <b>17000</b> D11 <b>LPZ</b> MNM <b>FL200</b> RENEP MNM <b>FL200</b>
<b>SALKO 2</b> <b>119.500</b>	at D4.4 <b>LPZ LT</b> intercept QDR 257 <b>LPZ</b> - at D14 <b>LPZ LT</b> intercept QDM 057 <b>LPZ</b> to <b>LPZ</b> - QDR 061 <b>LPZ</b> to <b>CRC</b> - QDR 071 <b>CRC</b> to SALKO	D4.4 <b>LPZ</b> MNM <b>13510</b> D14 <b>LPZ</b> MNM <b>15500</b> QDM 057 <b>LPZ</b> MNM <b>17000</b> D11 <b>LPZ</b> MNM <b>FL200</b> SALKO MNM <b>FL200</b>

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29-JAN-2015

LPB-SLLP

6-10

Bolivia La Paz El Alto Intl.

ARRIVALS

STARs via LPZ

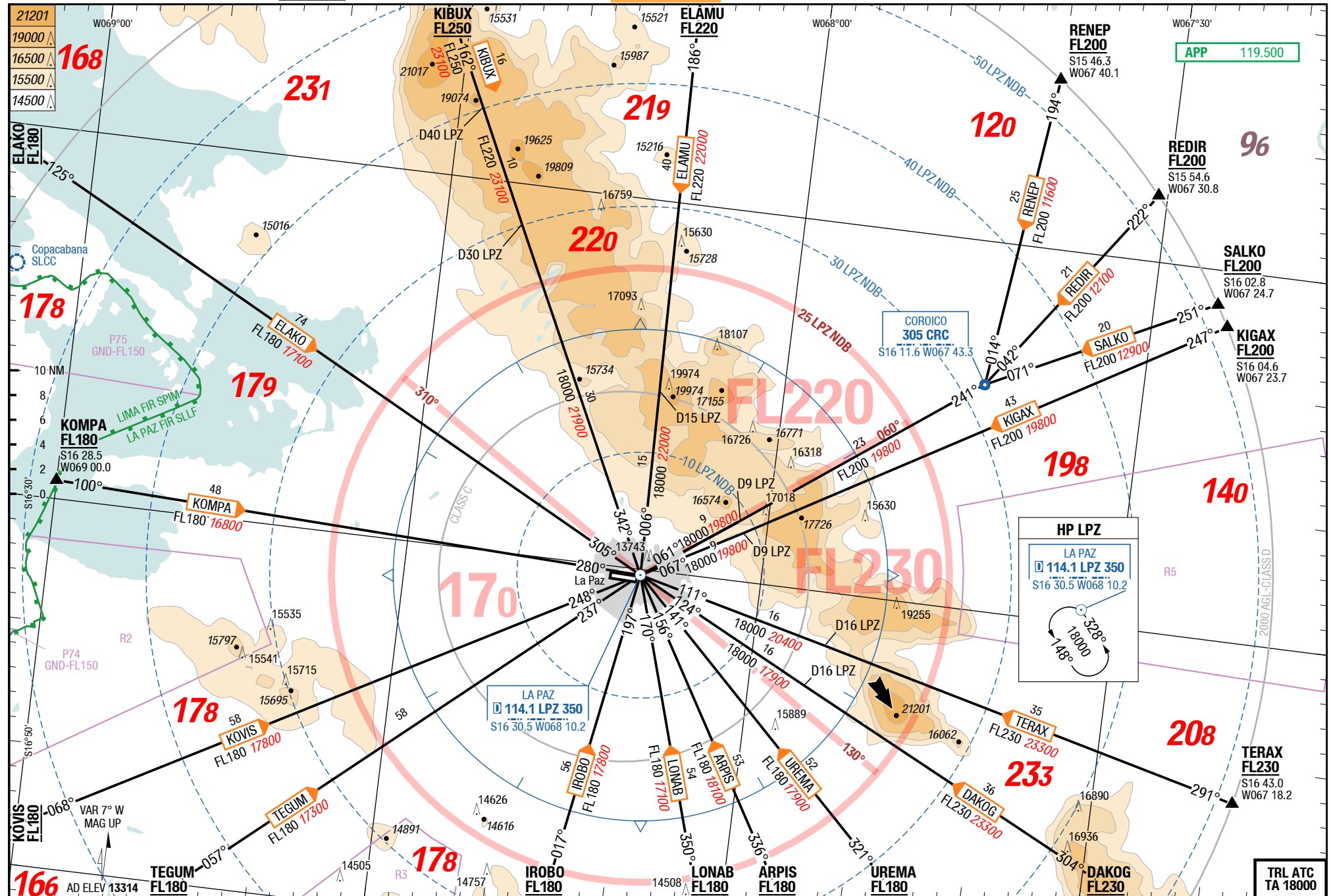
STAR

STAR

El Alto Intl. La Paz Bolivia

ARRIVALS

STARs via LPZ



Changes: new

29-JAN-2015

Bolivia **La Paz** El Alto Intl.

# STAR

# STAR

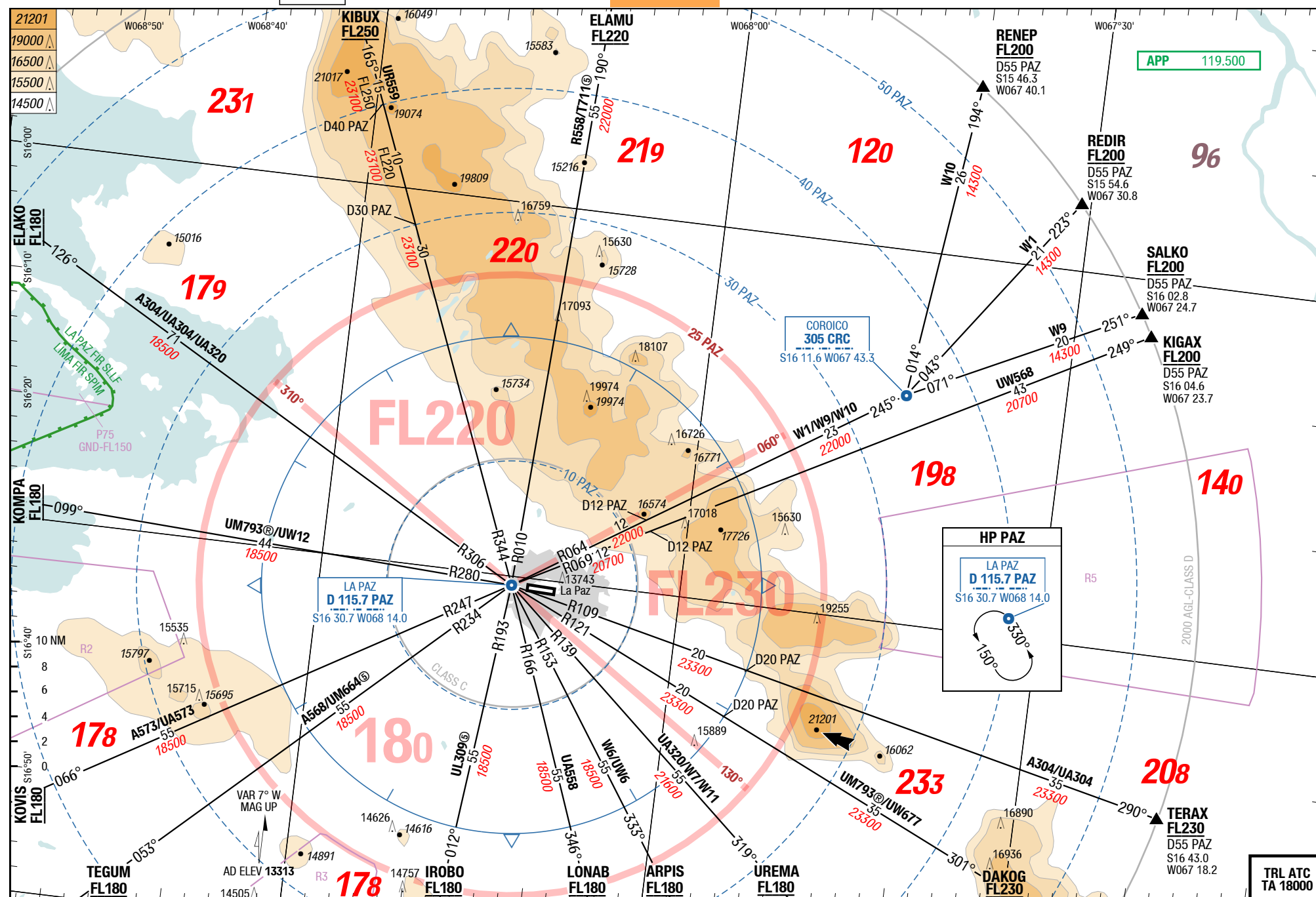
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## LPB-SLLP

6-20

## ARRIVALs

## ARRIVALs



Changes: Page Number

Effective 05-FEB-2015

29-JAN-2015

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ILS Y 10

IAC

IAC

El Alto Intl. La Paz Bolivia

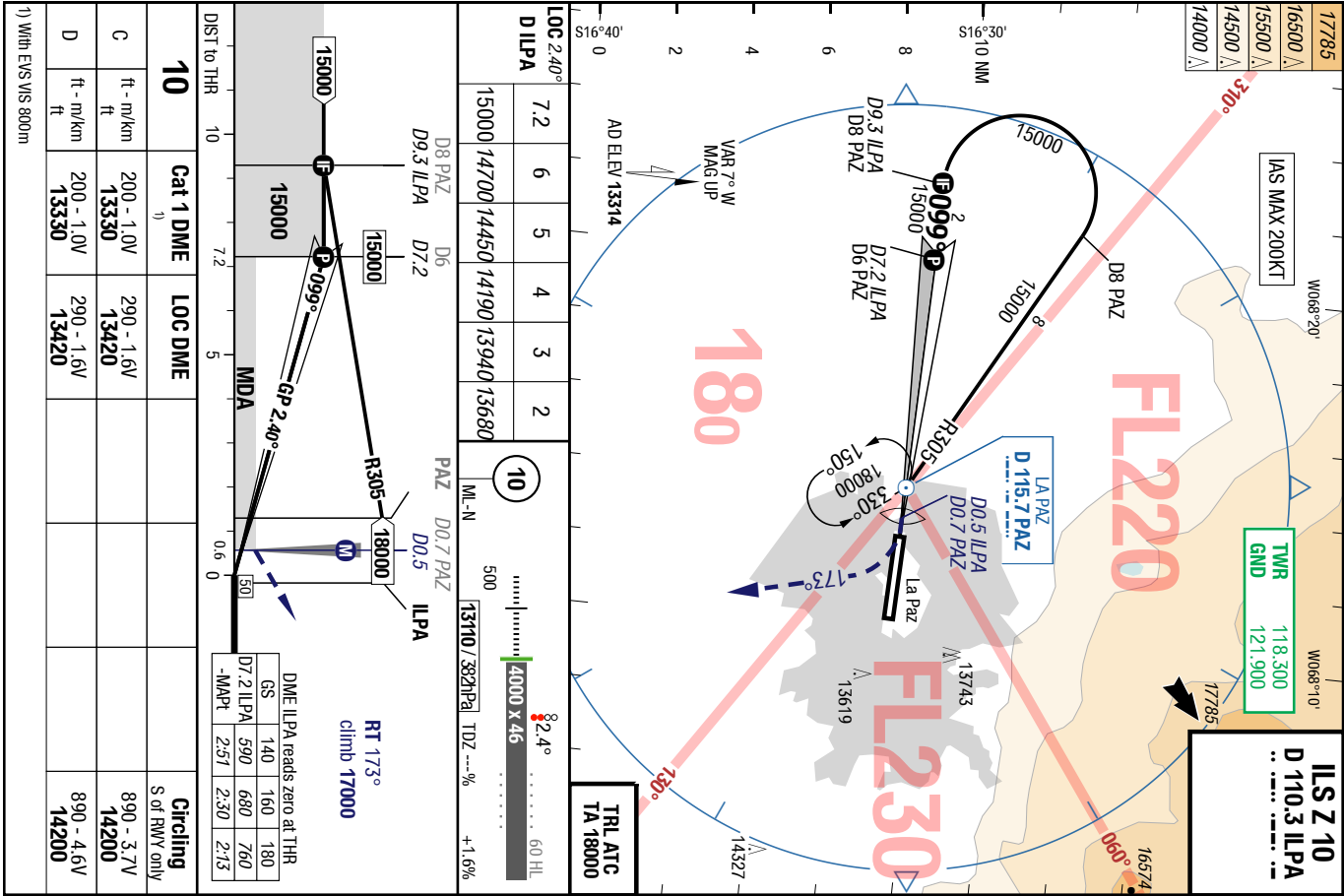
ILS Y 10

LPB-SLP

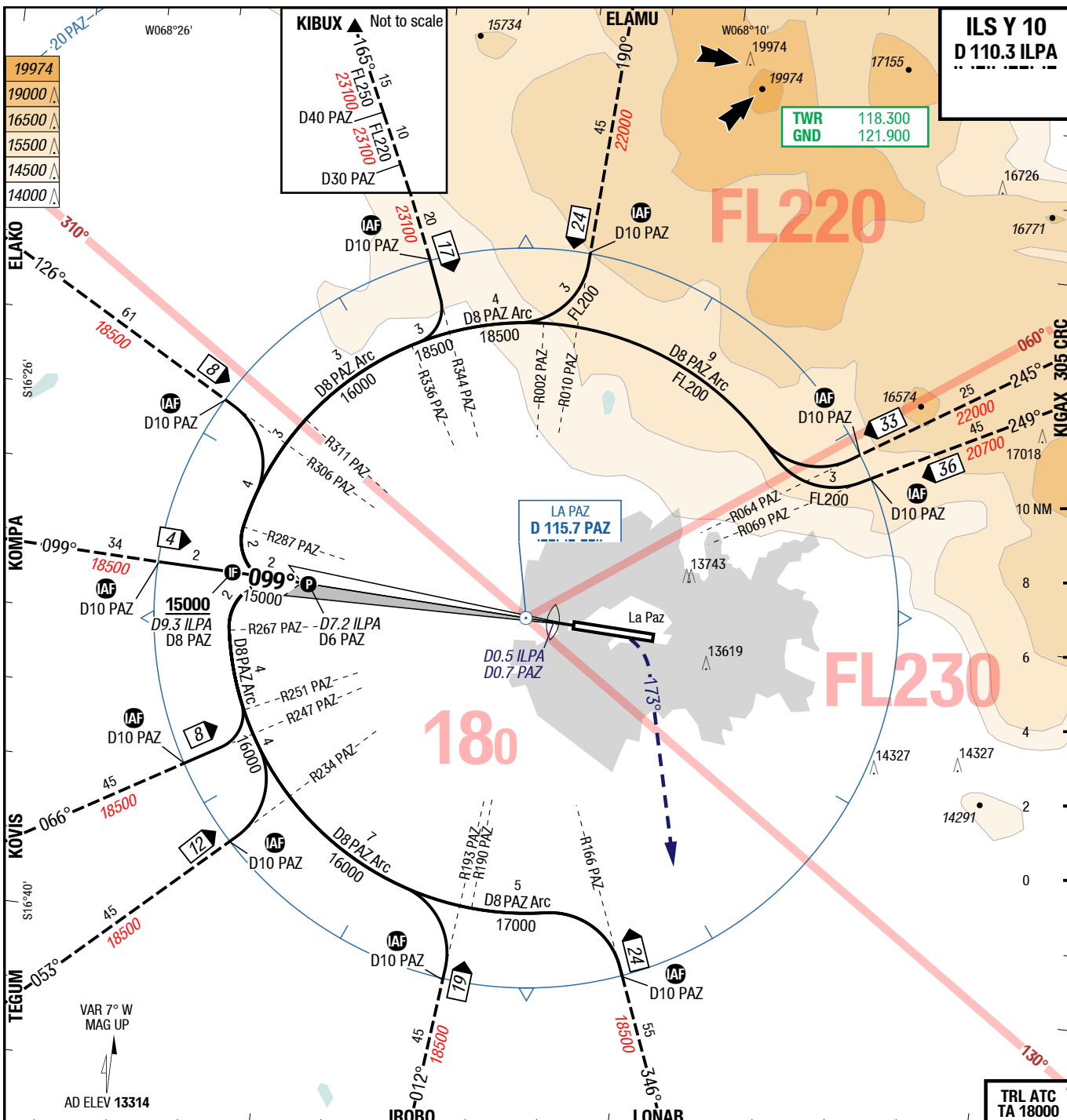
7-10

ILS Z 10

ILS Z 10



Changes: Completely revised



LOC 2.40°

D ILPA

7.2

6

5

4

3

2

15000

14700

14450

14190

13940

13680

10

ML-N

2.4°

4000 x 46

60 HL

500

13110 / 382hPa

TDZ ---%

+1.6%

D8 PAZ

D9.3 ILPA

D6

D7.2

15000

15000

15000

15000

GP 2.40°

MDA

DIST to THR 10

7.2

5

0.6

0

PAZ

D0.7 PAZ

ILPA

RT 173°

climb 17000

DME ILPA reads zero at THR

GS	140	160	180
D7.2 ILPA	590	680	760
-MAPt	2:51	2:30	2:13

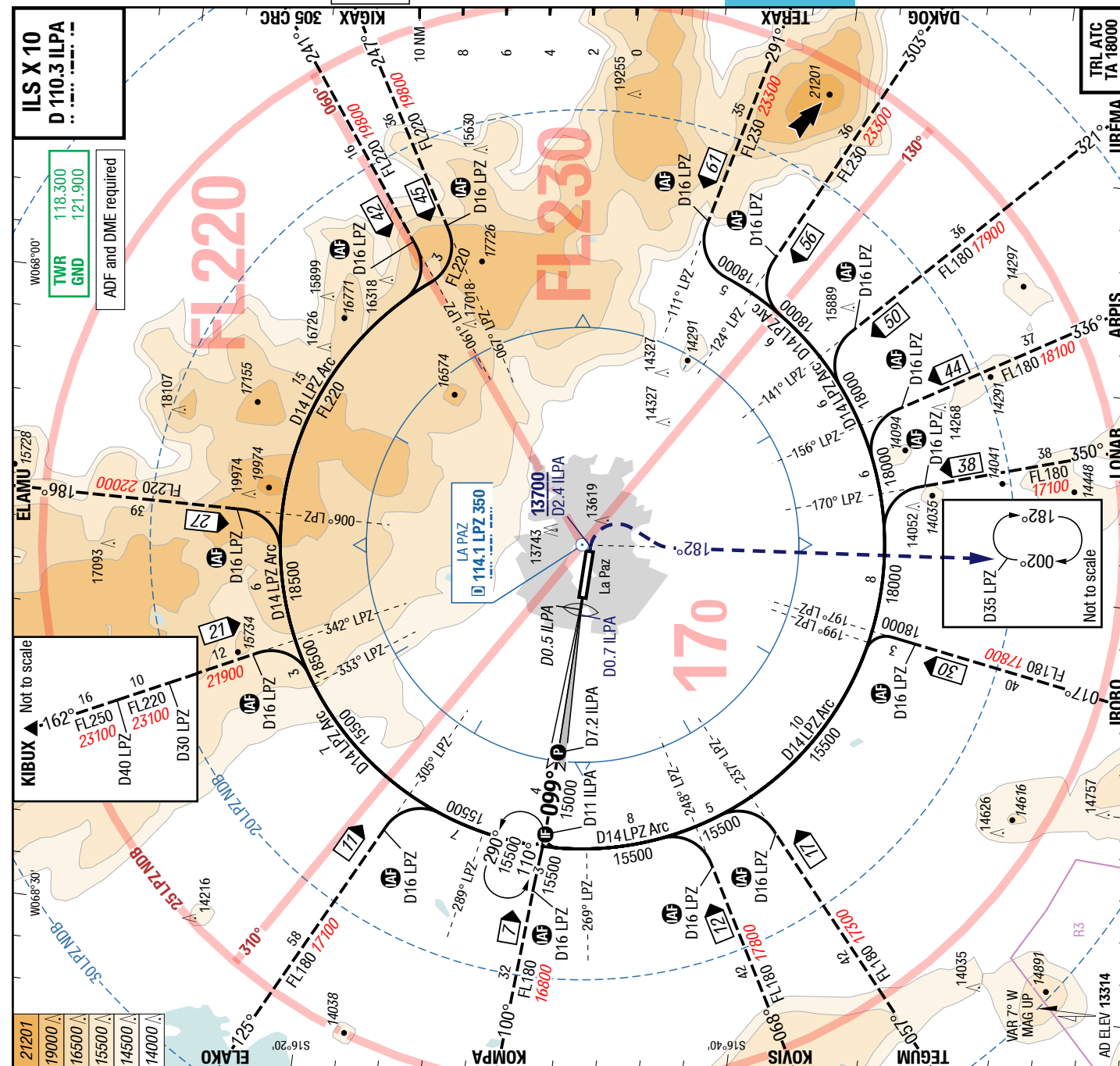
10

Cat 1 DME

LOC DME

<





LOC 2.40° D ILPA		9.2	8	6	4	3	2
15500	15210	14700	14190	13940	13680		

D11 ILPA		D9.2	D7.2	D0.5		ILPA	
15500	15210	14700	14190	13940	13680	13110 / 352ftPa	TDZ ---% +1.6%

82.4°

4000 x 46

500

10

ML-N



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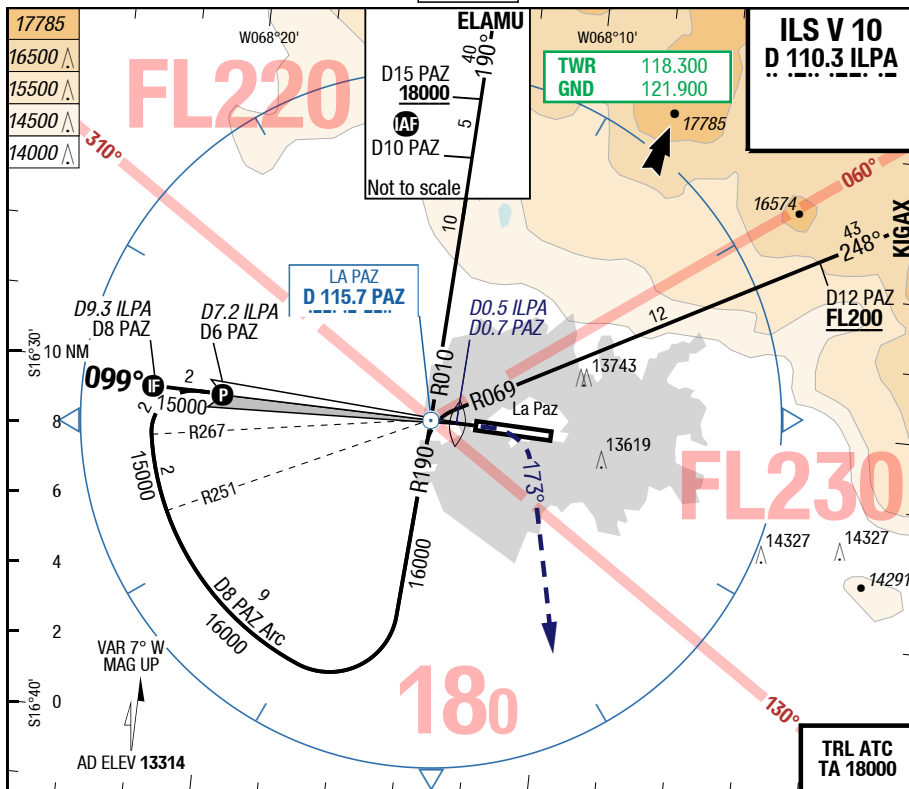
3

# ILS W 10

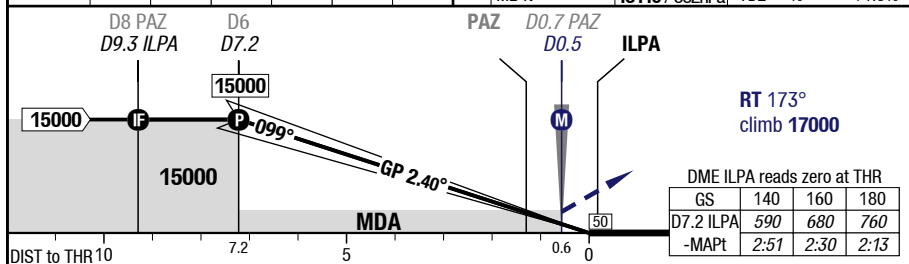
## LPB-SLLP

7-50

# ILS V 10



LOC 2.40° D ILPA	7.2	6	5	4	3	2	<div> <div>10</div> <div>ML-N</div> </div>	<div> <div>2.4°</div> <div>60 HL</div> </div>	<div> <div>4000 x 46</div> </div>	<div> <div>500</div> </div>	<div> <div>13110 / 382hPa</div> <div>TDZ ---%</div> <div>+1.6%</div> </div>
	15000	14700	14450	14190	13940	13680					



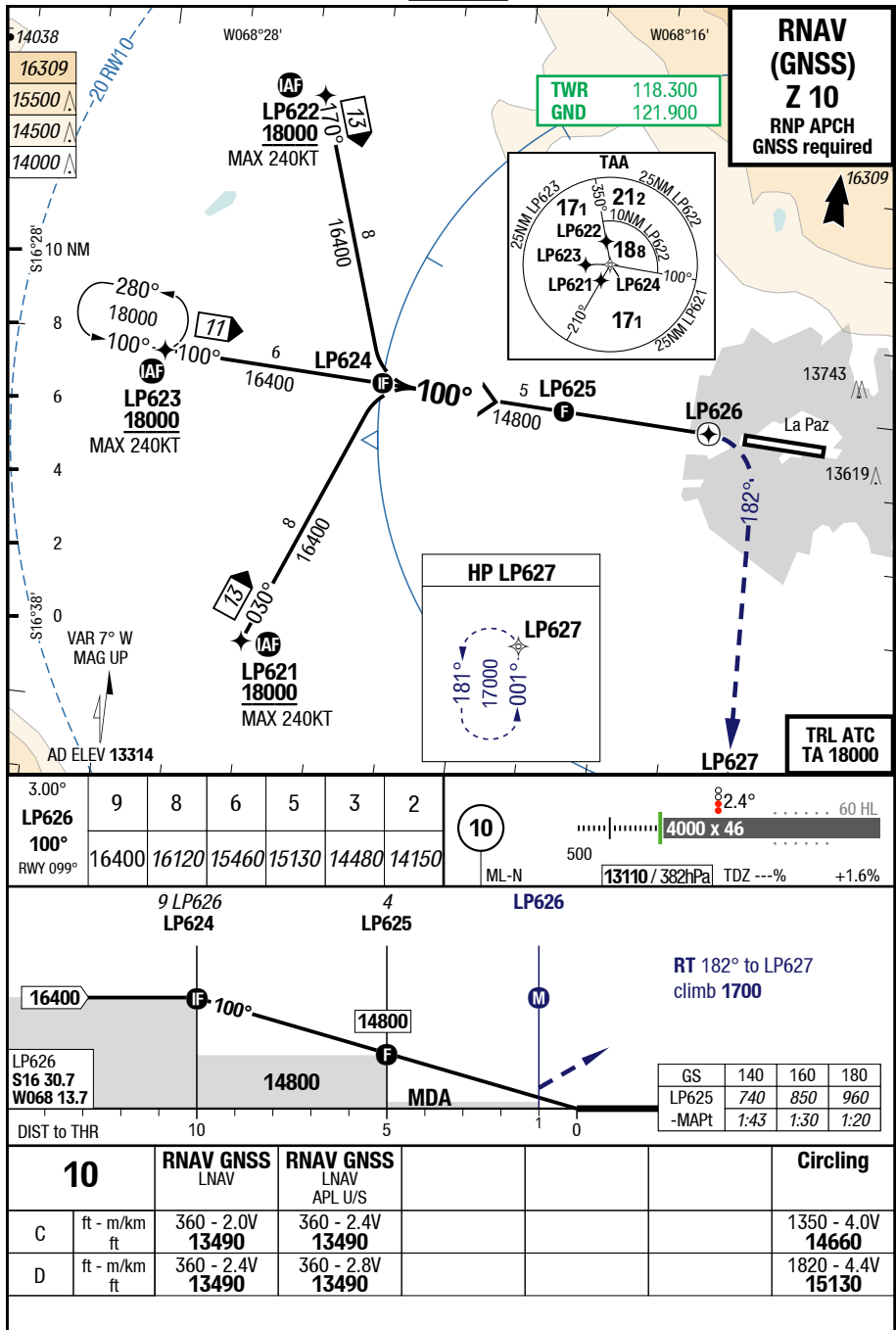
<b>10</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>				<b>Circling</b> S of RWY only
C	ft - m/km ft	200 - 1.0V <b>13330</b>	290 - 1.6V <b>13420</b>				890 - 3.7V <b>14200</b>
D	ft - m/km ft	200 - 1.0V <b>13330</b>	290 - 1.6V <b>13420</b>				890 - 4.6V <b>14200</b>

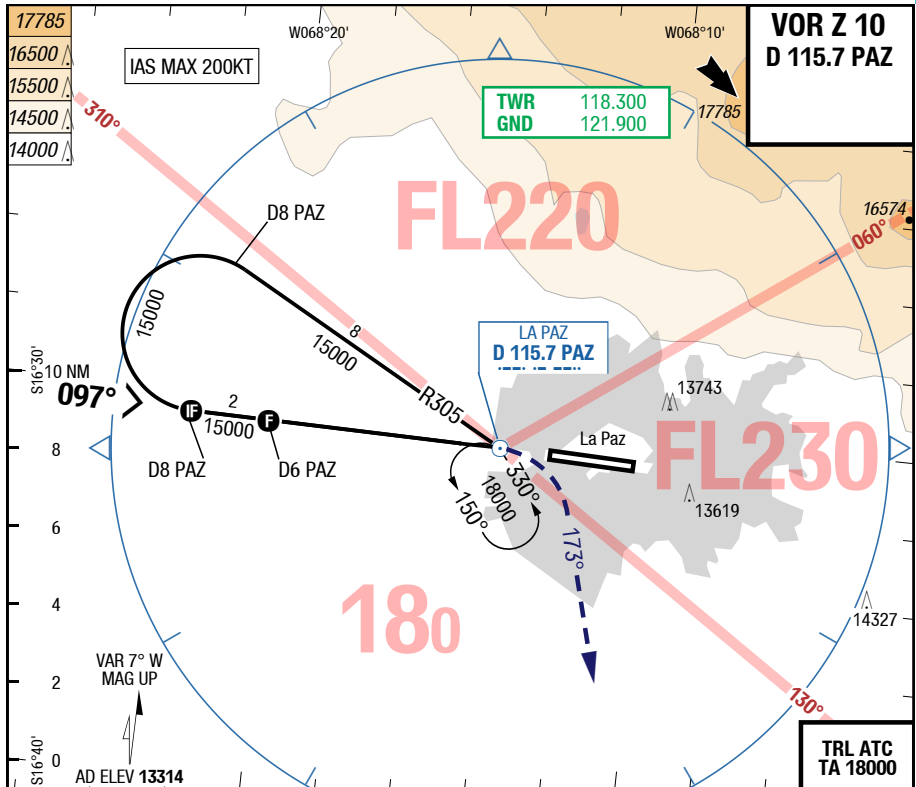
1) With EVS VIS 800m

## LPB-SLLP

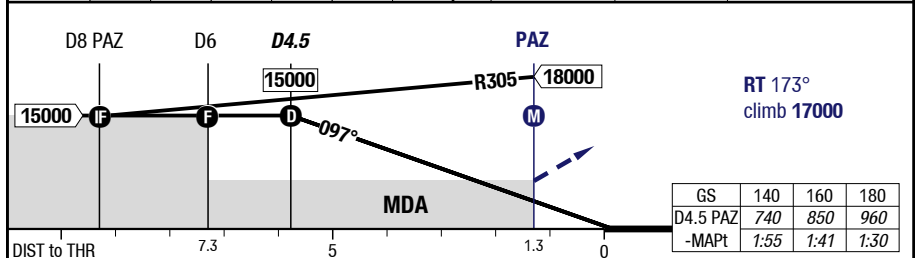
**7-70**

## RNAV (GNSS) Z 10

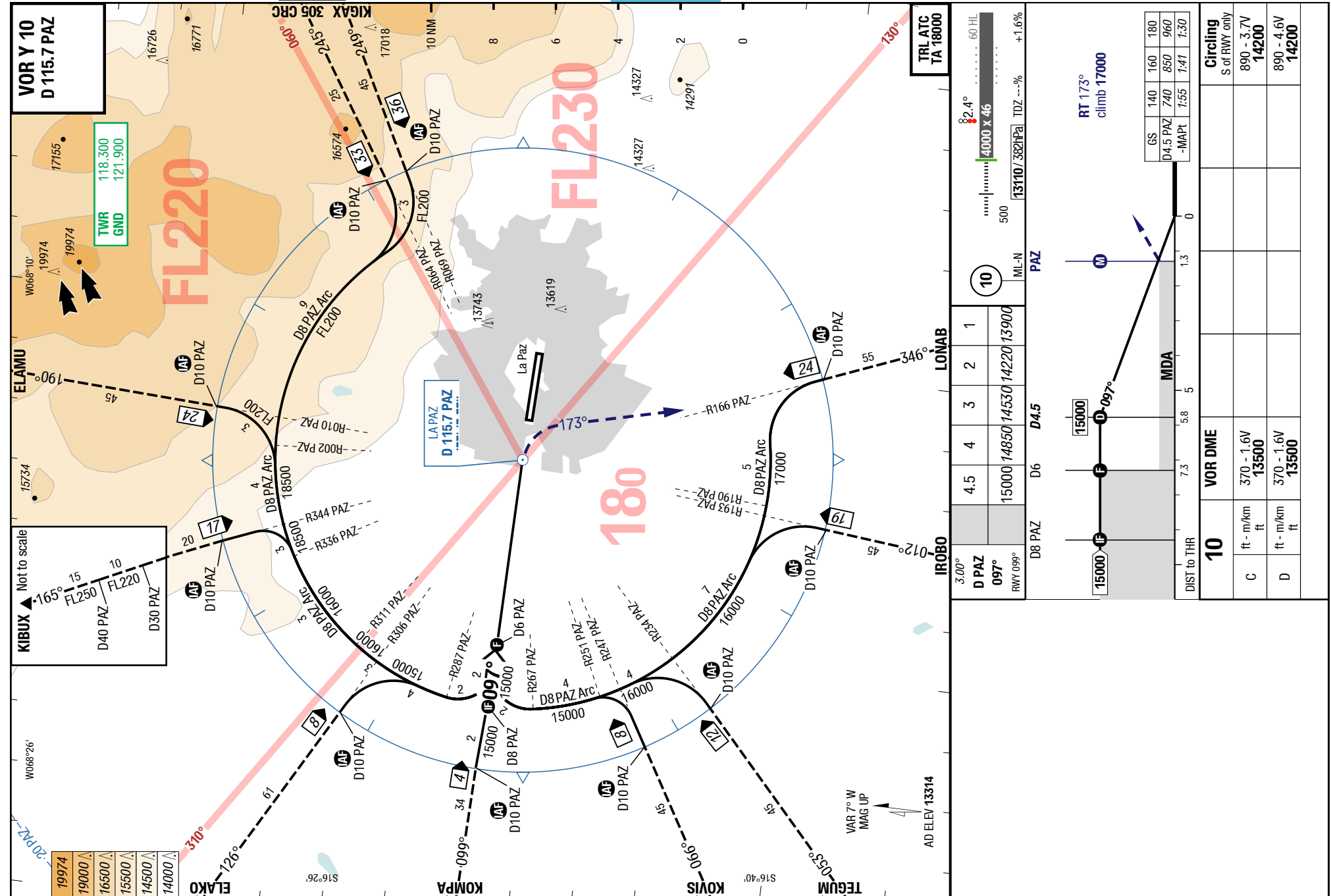




3.00°		4.5	4	3	2	1		10	2.4°	60 HL
D PAZ 097°		15000	14850	14530	14220	13900		ML-N	13110 / 382hPa	TDZ ---% +1.6%
RWY 099°										



10	VOR DME					Circling S of RWY only
C	ft - m/km ft	370 - 1.6V 13500				890 - 3.7V 14200
D	ft - m/km ft	370 - 1.6V 13500				890 - 4.6V 14200



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# NDB 10

