

RFE SKBO 2024 - Pilot Briefing - ENG



General Recomendations

i) Frequencies

ATC POSITION	FREQ
SKED_CTR	128.600
SKBO_APP	119.500
SKBO_C_APP	119.050
SKBO_N_TWR	118.100
SKBO_S_TWR	118.250
SKBO_N_GND	121.800
SKBO_S_GND	122.750
SKBO_DEL	121.600
SKBO_ATIS	127.800

ii) Frequency Efficiency

- To avoid blocking and multiple stations at once, **hear before talking on the frequency**.
- Always check your audio equipment first.
- Keep radio coms at its minimum.
- Suggested first contact:
 - On DEL : "CALLSIGN requesting IFR Clearance to ICAO , information ATIS Info letter , gate GATE" [DEL] position might use CPDLC]
 - On GND :

- As a departure: " CALLSIGN ready for pushback and start, GATE "
- As an arrival: " CALLSIGN on TAXIWAY __, PARKING GATE "
- On TWR :
 - As a departure: **First contact when taxing to the holding point shall not be made**, GND controllers might transfer you to **MONITOR** TWR frequency.
 - As an arrival: " CALLSIGN APP TYPE (ILSY, ILSZ, VOR) RWY (14R, 14L, 32L, 32R) "
- On APP :
 - As a departure: " CALLSIGN outbound ALTITUDE "
 - As an arrival: " CALLSIGN inbound Your <<FL>> "

iii) AIRAC up to date

iv) Charts are available [here](#)

v) Transponder use at SKBO

Departure

- At Gate
 - Transponder STBY
 - Enter SSR Code assigned by DELIVERY
- Requesting P/B or Taxi
 - Select XPDR or AUTO if available.
- Lining Up
 - Select TCAS only after receiving clearance to line up

Arrival

- On Runway
 - Keep TCAS Selected
- After vacating the Runway
 - Select XPDR or AUTO if available.
- Parked on Stand
 - Select STBY

vi) Be familiar with your aircraft

vii) AVOID deliberate emergencies

viii) If flying Helicopters

Refer to charts to see the special procedures for H operations.

Planning your Flight

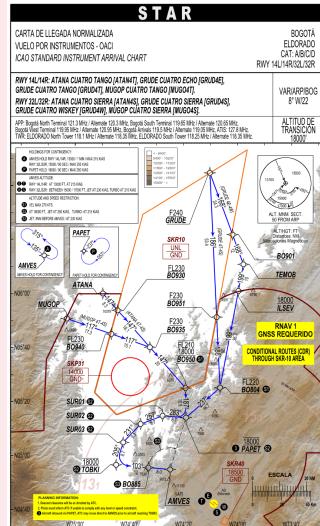
Inbound SKB0

Preparing your STAR

i Select your STAR taking into account your route, aircraft capabilities and restrictions.

 CDRs crossing SKR-10

Remember, for planning purposes, NO STARs through SKR-10 shall be planned as part of your FPL. Only ATC might instruct you to fly those STARs.



Flying your STAR

② What Approaches Can I fly?

Both RNAV and No – RNAV approaches

 RNAV STARS

Remember on RNAV STARs you might be instructed to **fly direct AMVES**, where you have to complain with the following constraints:

AMVES ALTITUDE:

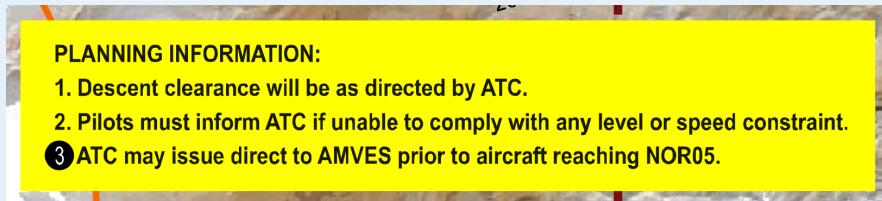
- W RWY 32L/32R: BETWEEN 15000 / 17000 FT, JET AT 230 KIAS, TURBO AT 215 KIAS

Also, keep in mind:

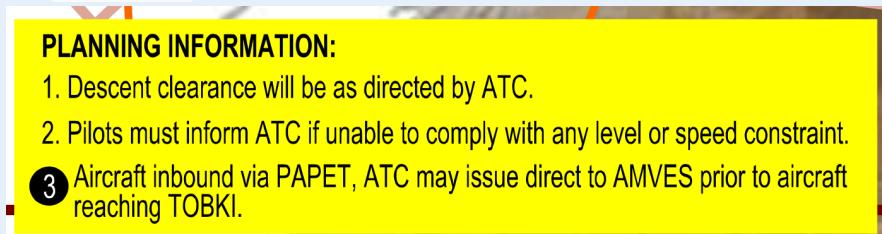
✓ **Descend**

Remember ATC might tell you to descend below the STAR's altitude.

- For west and south RNAV STARs



- For north and east RNAV STARs



- For AC arriving via VUNEX_ / EGEPI_ STARs



Holdings upon Arrival

As in real life, due to multiple causes (weather, disrupted traffic flow, airport operations) **HOLDINGS** might be issued by ATC and pilots **must** be able to fly a holding.

STAR charts include standard holdings that ATC might issue, therefore, holding instructions (are included on the chart).

STAR

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS - OACI
ICAO STANDARD INSTRUMENT ARRIVAL CHART

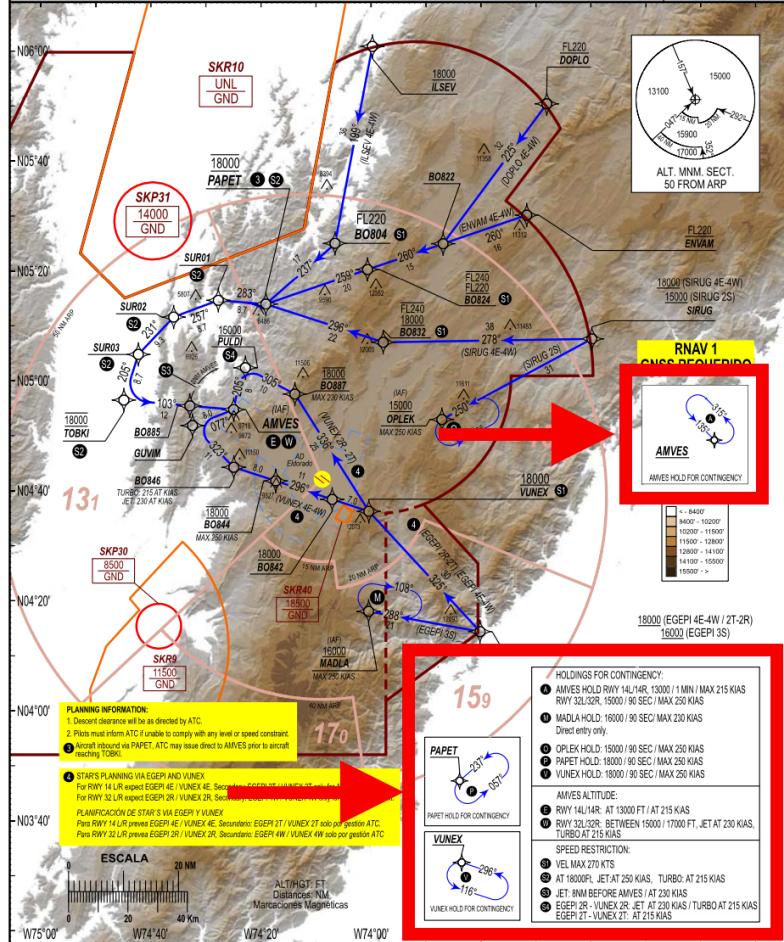
BOGOTÁ
ELDORADO
CAT: A/B/C/D
RWY 14L/14R / 32L/32R

VAR/ARP/BOG
8° W/22

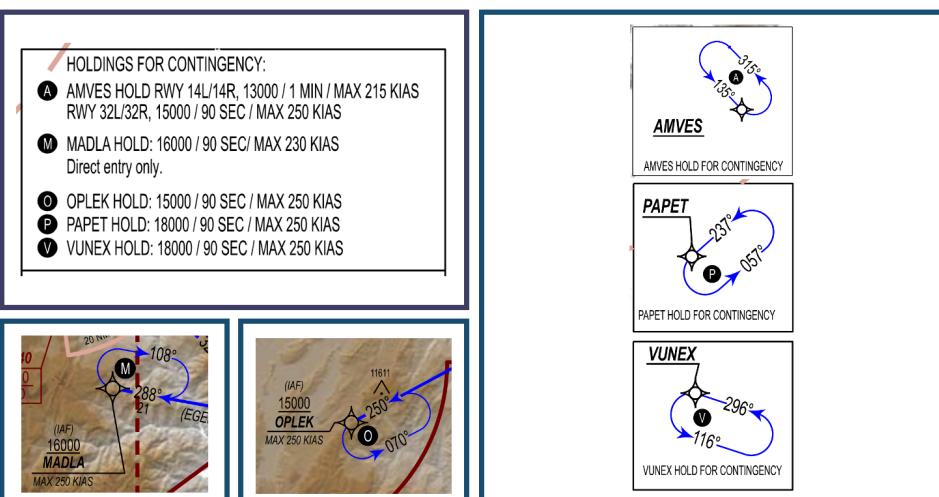
RWY 14L/14R:
DOPLO CUATRO ECHO [DOP4E], EGEPI CUATRO ECHO [EGEP4E], EGEPI DOS TANGO [EGEP2T], ENVAM CUATRO ECHO [ENV4E], ILSEV CUATRO ECHO [ILSE4E], SIRUG CUATRO ECHO [SIRU4E], VUNEX CUATRO ECHO [VUNE4E], VUNEX DOS TANGO [VNE2T].
RWY 32L/32R:
DOPLO CUATRO WHISKEY [DOP4W], EGEPI TRES SIERRA [EGEP3S], EGEPI DOS ROMEO [EGEP2R], EGEPI CUATRO WHISKEY [EGEP4W], ENVAM CUATRO WHISKEY [ENV4W], ILSEV CUATRO WHISKEY [ILSE4W], SIRUG DOS SIERRA [SIRU2S], SIRUG CUATRO WHISKEY [SIRU4W], VUNEX DOS ROMEO [VNE2R], VUNEX CUATRO WHISKEY [VNE4W].

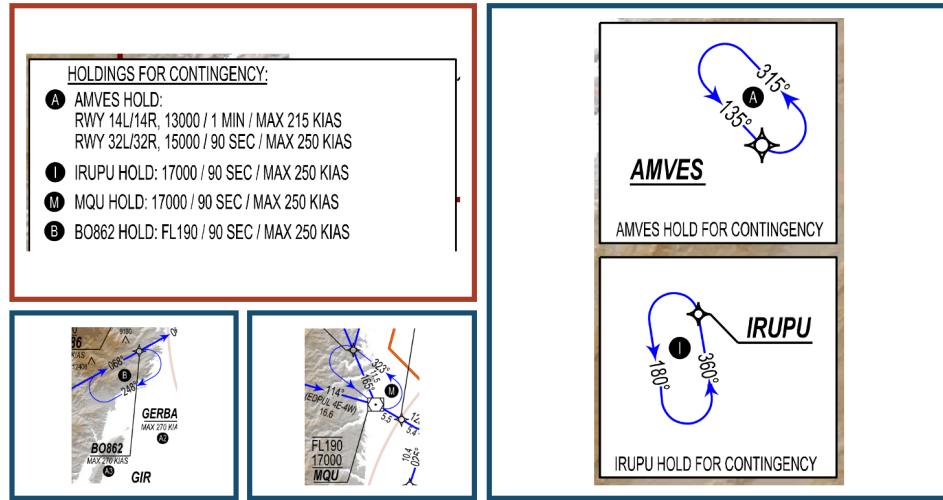
APP: Bogotá North Terminal 121.3 MHz / Alternate 120.3 MHz, Bogotá South Terminal 119.65 MHz / Alternate 120.65 MHz, Bogotá West Terminal 119.95 MHz / Alternate 120.95 MHz; Bogotá Arrivals 119.5 MHz / Alternate 119.05 MHz, ATIS: 127.6 MHz.
TWR: ELDORADO North Tower 118.1 MHz / Alternate 118.35 MHz, ELDORADO South Tower 118.25 MHz / Alternate 118.35 MHz.

ALTITUD DE
TRANSICIÓN
18000'



Contingency Holdings:





En-route Holdings

Occasionally (not common), En-route holdings in your descend phase might be issued by ATC ; however, in this case ATC might give holding instructions as requested. However (optional), to be familiar check [here](#) where the following holdings are preselected for this purpose:

B ESPERAS PARA GESTIÓN DE TRÁNSITO DESDE UTA BOGOTÁ PROCEDIENDO HACIA SKBO			
PARÁMETROS ESPERA	SECTOR		
	NW	SW	
PUNTO	ISVAT	TIRTO	G/R
INBOUND	164°	122°	047°
DIRECCIÓN VIRAJE	IZQUIERDA	DERECHA	IZQUIERDA
NIVEL MÍNIMO	F250	F250	F250
PARÁMETROS ESPERA	SECTOR		
	NE	SE	
PUNTO	ILSEV	DOPLO	EGEPI
INBOUND	198°	239°	324°
DIRECCIÓN VIRAJE	DERECHA	IZQUIERDA	DERECHA
NIVEL MÍNIMO	F250	F250	F250

Flying your APP

Keep in mind STARS are designed for different types of approaches, check your flight planning or otherwise always tell ATC about your situation.

⌚ Always check speed constraints on your approach.

Missed APP

In case of a missed approach, tell the TWR controller (or if instructed by TWR disregard) about the missed approach. When contacting the APP controller, tell the controller about the missed approach, and intentions.

⚡ Always follow missed approach standard procedures (info on charts)

Landing & Taxing to the Gate

✓ Upon landing

Expedite vacating the runway (if able by your AC performance via the fast exits).

To achieve maximum runway utilization, in dry runway conditions aircraft should proceed to rapidly exit the runway using the following taxiways:

Jet/Heavy Aircraft

Rwy 14L: Twy A6 - 8694' (2650m) from THR
 Rwy 14R: Twy K5 - 8202' (2500m) from THR
 Rwy 32R: Twy A4 - 8530' (2600m) from THR
 Rwy 32L: Twy K3 - 8202' (2500m) from THR

Turboprop/Light Aircraft

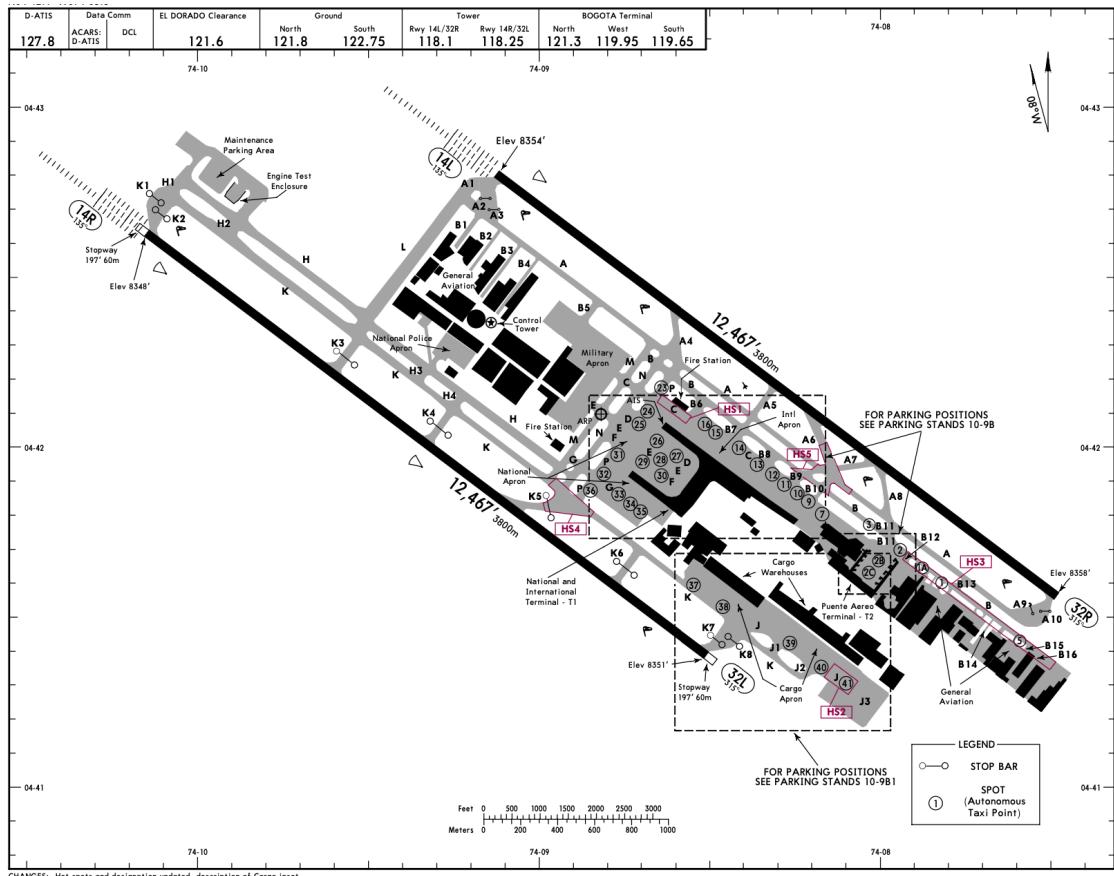
Rwy 14L: Twy A5 - 6234' (1900m) from THR
 Rwy 14R: Twy K4 - 6234' (1900m) from THR
 Rwy 32R: Twy A5 - 6234' (1900m) from THR
 Rwy 32L: Twy K4 - 6234' (1900m) from THR

✓ Contacting GND controller

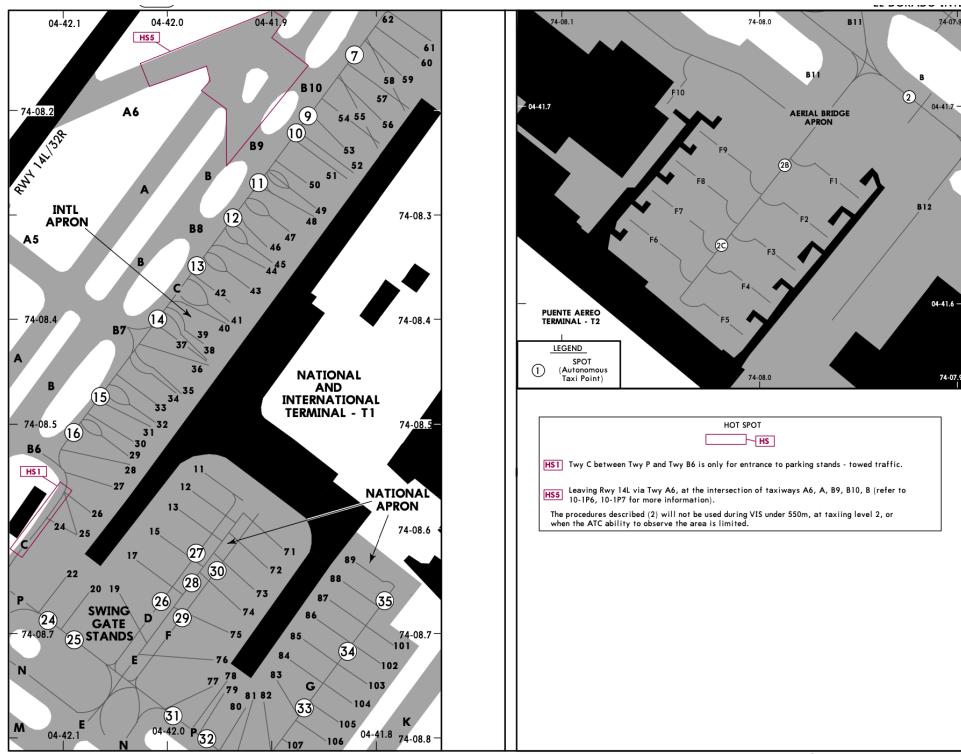
On first contact with the GND controller, in your transmission **include your assigned PARKING POSITION** and current position.

DO NOT STOP AT THE FAST EXIT, KEEP MOVING

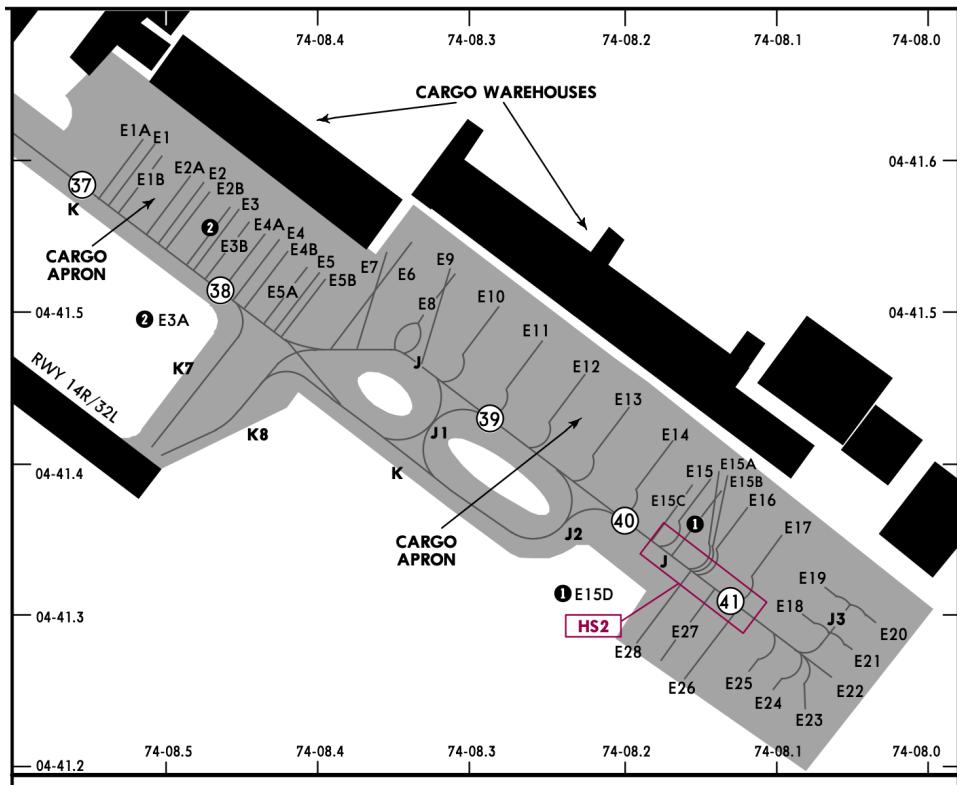
You might find useful:



- Passanger Aprons:



- Cargo Apron:



Outbound SKBO

⚡ Always follow your booked flight DEPARTURE TIME

Preparing your FPL

Check your booking at events.co.ivao.aero where a *SimBrief* link is available.

⌚ FL and semi-circular rules

In Colombia, semi-circular rules apply when flying mostly W \longleftrightarrow E .

However, when flying from:

- SKED → SKEC : FL **must** be even.
- SKEC → SKED : FL **must** be odd.

ⓘ SID and DEP RWY

Check your route and your departure runway. In case of a conflict on the SID or DEP RWY delivery controller will tell you.

⌚ Send your FPL and don't forget the event RMK/RFEB0G24

Connecting to IVAO | SKBO

- Connect on your **assigned** gate (found in your booking).
- Check your MTL match your booked flight aircraft type and livery.

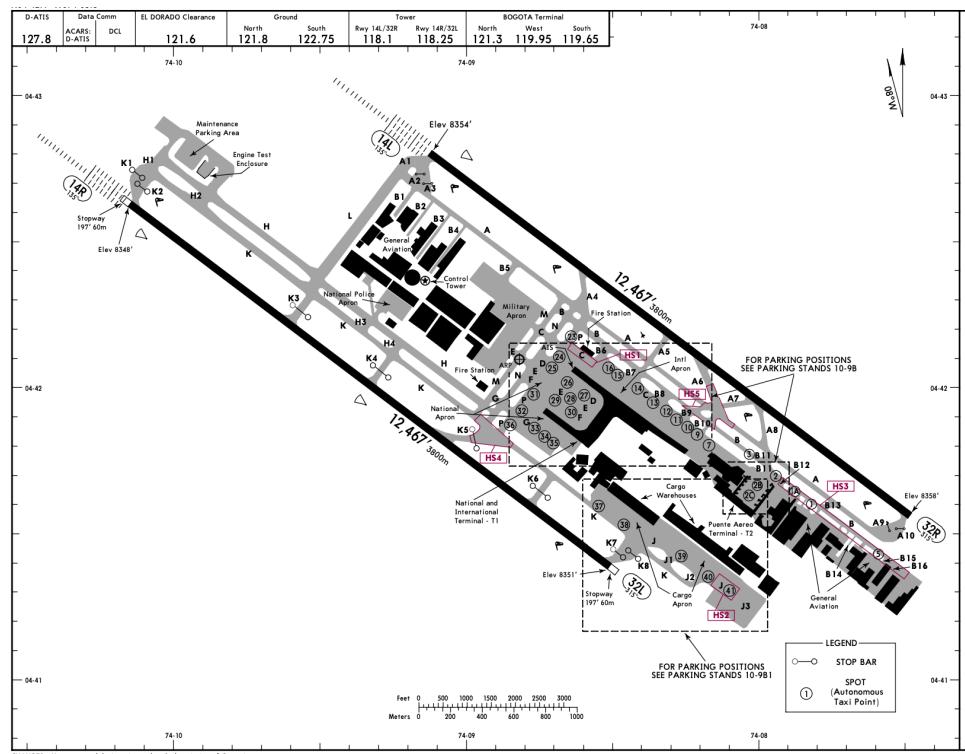
Requesting FPL Clearance

If your FPL is sent, you might receive CPDLC via DATALINK (if your hoppie is available) or via text otherwise. If the Delivery controller is not using CPDLC, clearance is available via voice. (Keep in mind the order in frequency and respect other stations).

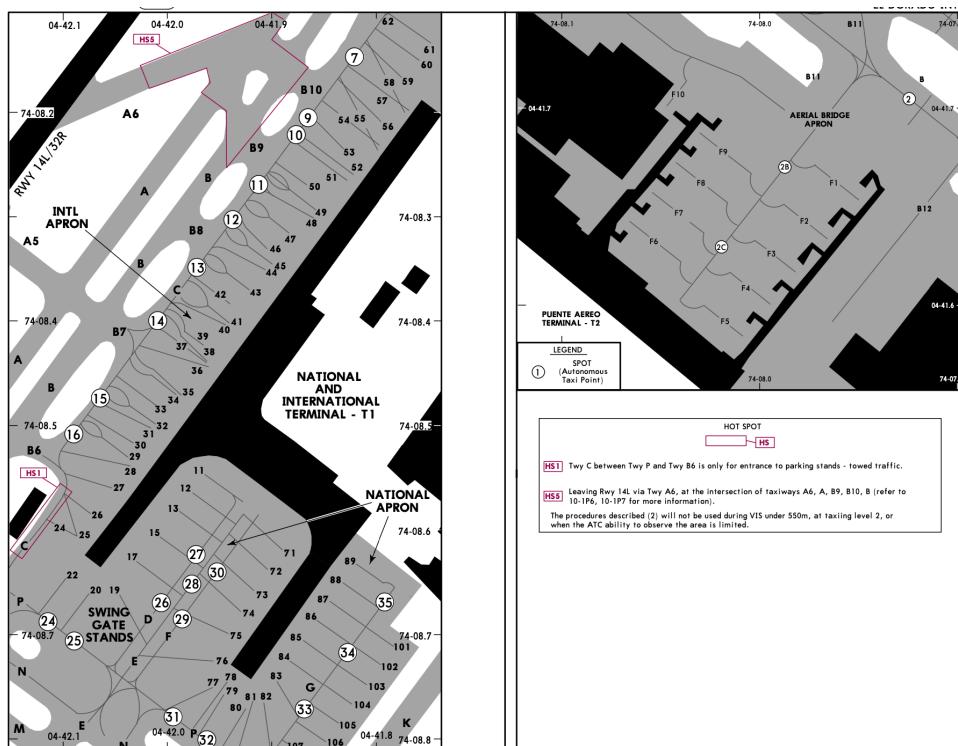
Requesting P/B

After your FPL is cleared. You might be told by the DEL controller to call GND controller when ready for P/B .

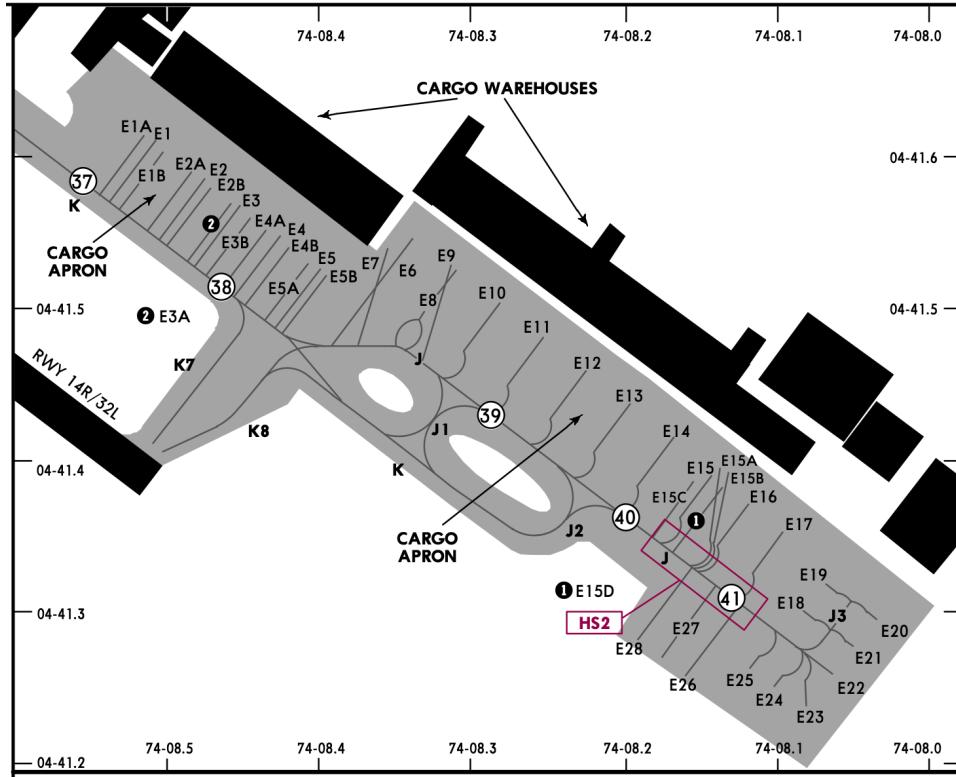
The ground controller will clear you to P/B to certain spot:



- Passenger Aprons:



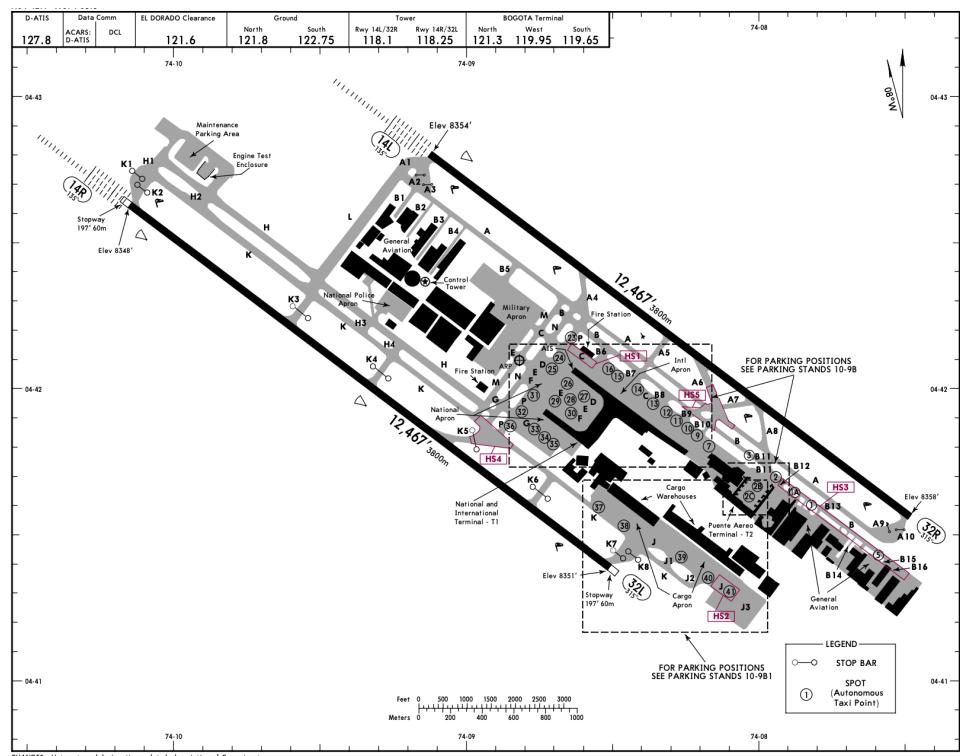
- Cargo Apron:



Taxi to RWY

After you are ready to taxi, call the GND controller include in your transmission: SPOT and RUNWAY for departure.
(CALLSIGN , SPOT ready to taxi DEP RWY)

You might find useful:



Switch to TWR frequency

Departing aircraft crews may change to the corresponding Control frequency without instructions from Ground Control at the following positions:

- Rwy 14L: Entering the runway holding position. - Rwy 32L: Entering the runway holding position.
- Rwy 14R: Crossing Taxiway H3. - Rwy 32R: Crossing Taxiway B13.

⚡ ATC will assume aircraft at the runway holding positions are ready for take off. If not, inform ATC before reaching the holding position.

Taking Off

When you're cleared by the TWR controller, you will begin your take off roll. When able and when the take off trajectory is cleared, you will switch to SKB0_APP at 119.500 without reporting to TWR

On Climb

When contacting APP : CALLSIGN outbound ALTITUDE



Enjoy the Flight!

Made by 657678 (CO-AOAC)