As of Jun. '22

MDE / SKRG (Medellin, Colombia) (Elev. 7025')

- ✈ ***Engine Failure*** *procedures (**Rwys. 01 & 19**). Consider climb to **11000'.** Ref. missed app. holding alt. over MRN VOR.*
- ✈ ***Depressurization Routes*** *To/From this airport. See Diversion Guide.*
- *See **International Supplement** in the back of this document for **RNP4 procedures** required over some portions of the Caribbean Sea which may exceed 162 NM.*
- *Customs: No forms required.*
- ***COVID**: See back page of this document for completing the Check-Mig form.*
- *Arrival routes this section:* **MIA to MDE – 1 & 2**

MIA to MDE – 1

- ✈ *Descent: Plan **cruise Mach/280 Kts & 250 Kts** @ **17000'** (10000AGL).*
- ✈ *Expect Rwy. 01 for landing (No approaches to Rwy. 19).*
- ✈ *Depending on weather, several STAR options may be used other than filed routing. Reference the **AKPEK 2C, DONTU** transition, **LATIS 1C, VUKUL** transition or the **MRN 1D, VUKUL** transition. Arrivals terminating with fixes DONTU (West) or VUKUL (East) of airport connect nicely with **ILS Y**. *Choose an arrival that may be best suited for your route and/or weather. When switched to BOG, advise them of desired arrival. BOG may have you fly direct to DONTU or VUKUL based on your request. Ask to maintain the arrival (especially at night and in weather) to remain on a published route. If there is any confusion about your request, Medellin Approach will have a better idea.*
- ✈ *For some arrivals, note segment distance of initial fixes, some STARS not to scale!*
- ✈ *Use FMC programed altitudes for crossing at/above published fixes on the arrival and make **DONTU or VUKUL hard @ 12000'** for good FMC guidance.*
- ✈ *Planning **220 Kts.** at mid-field downwind works well to configure for the transition turn to the ILS. *If transitioning over DONTU, making VUBSA @ 220 Kts. works and if transitioning over VUKUL, you can make a point: VUKUL/-15 @ 220 Kts.*
- ✈ *Program FMC for **200 Kts. or less** at DONTU or VUKUL.*
- ✈ *If deviating off a published route due to weather etc. Do not descend below 13000' for terrain clearance. See MSA's on 10-1R. The highest terrain is West of the RNG 360° radial.*

HAV r	120.25	URSUS
KIN r	125.4 / 128.1	PUTUL
BAQ r	128.4 N (PM)	KILER / SUDSA
"	124.2 S	-
BOG r	123.7	BUTAL / AKPEK
MDE App. r	121.1	-

MIA to MDE – 2

- *See arrival notes above.*

HAV r	120.25	URSUS
KIN r	125.4 / 128.1	TOTON
BAQ r	128.4 N	OTAMO
"	124.2 S	-
BOG r	123.7	UGALU
MDE App. r	121.1	-

DEPARTURE - E/O 7980'

- ✈ ***Engine Failure*** *procedures (**Rwys. 01 & 19**). Consider climb to **11000'.** Ref. missed app. holding alt. over MRN VOR.*
- ✈ ***Climb for terrain*** *~ 220/12000'. Ref. 10-1R.*
- ✈ *Expect Bleeds Off takeoff. *See AOM, Fast Ref. Links, Eng. Bleed Off Takeoff.*
- *See **International Supplement** in the back of this document for **RNP4 procedures** required over some portions of the Caribbean Sea which may exceed 162 NM.*
- *Approaching US, logon to CPDLC.*

MDE to MIA – 1

- ✈ *Rwy. 1 - Expect **LATIS 1B** SID. *VNAV - 185 Kts. until completion of turn.*
- ✈ *Rwy. 19 - Expect **MARINILLA 5B** SID. *185 Kts. until completion of turn.*
- ✈ *Speed Intervene after completion of turn to ~ 220/12000.*
- ✈ *Expect Bleeds Off Takeoff: AOM, Fast Reference Links, Engine Bleed Off Takeoff.*

Dep. r	121.1 / 126.1	-
BOG r	123.7	-
BAQ r	124.2 / 124.85 S	-
"	128.4 N	-
KIN r	125.4	KILER
HAV r	120.25	PUTUL / EPSIM
MIA	133.85 / 126.32	ZEUSS / URSUS / BORDO

■ ■ ■ ■ ***A/P INDEX*** / ***HOME***