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## List of pages in this Trip Kit

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*Terminal Charts For SLHI*
*Airport Information For SLLP*
*Terminal Charts For SLLP*
*Revision Letter For Cycle 01-2024*
*Change Notices*
*Notebook*
*FIR/UIR Communications*

Enroute Chart - PUNAV - PAZ Departure
NavData cycle 2023-13 Expires: 18 Jan 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 15 Jan 2024
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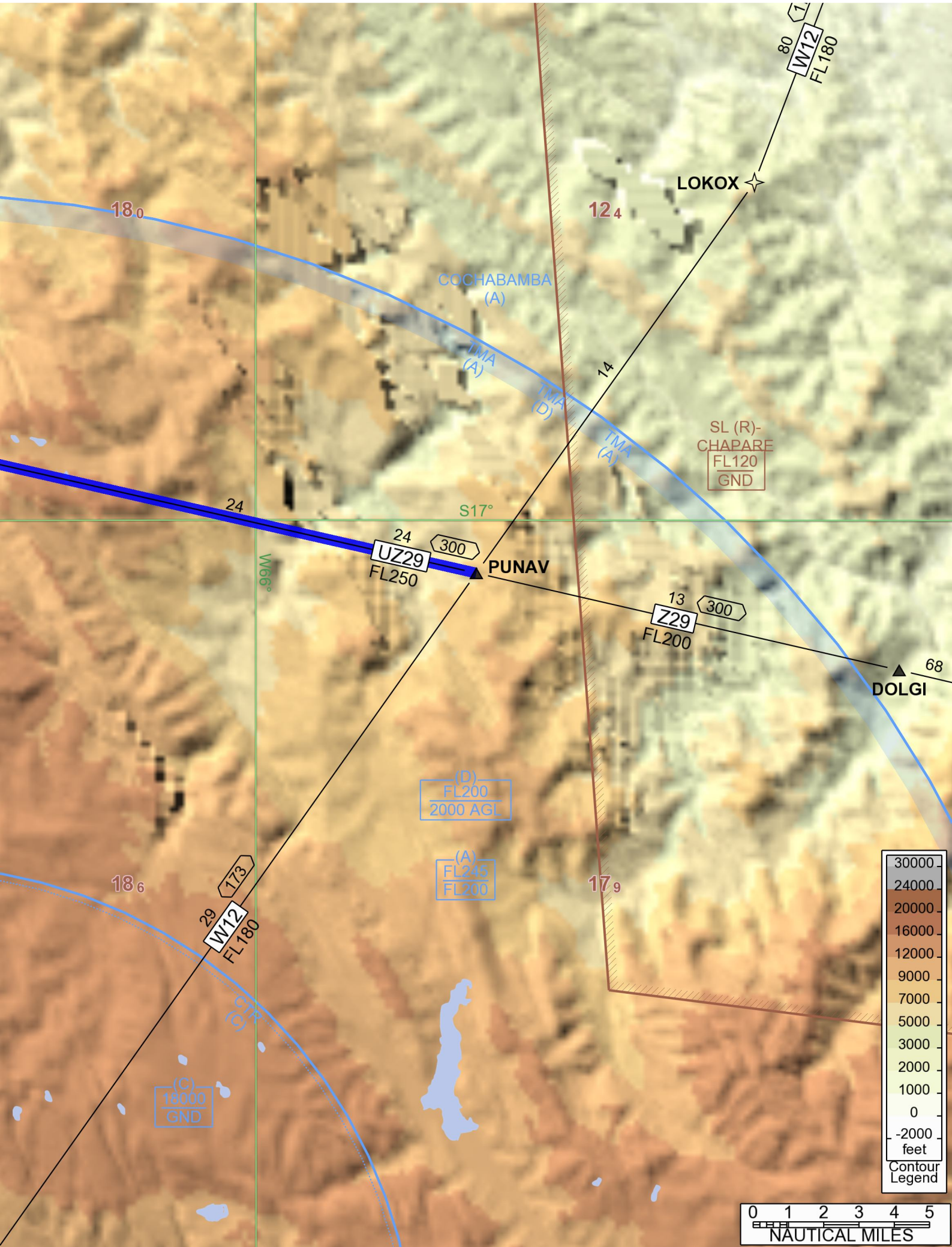
JeppView for Windows



Enroute Chart - PUNAV - PAZ Destination
NavData cycle 2023-13 Expires: 18 Jan 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 15 Jan 2024
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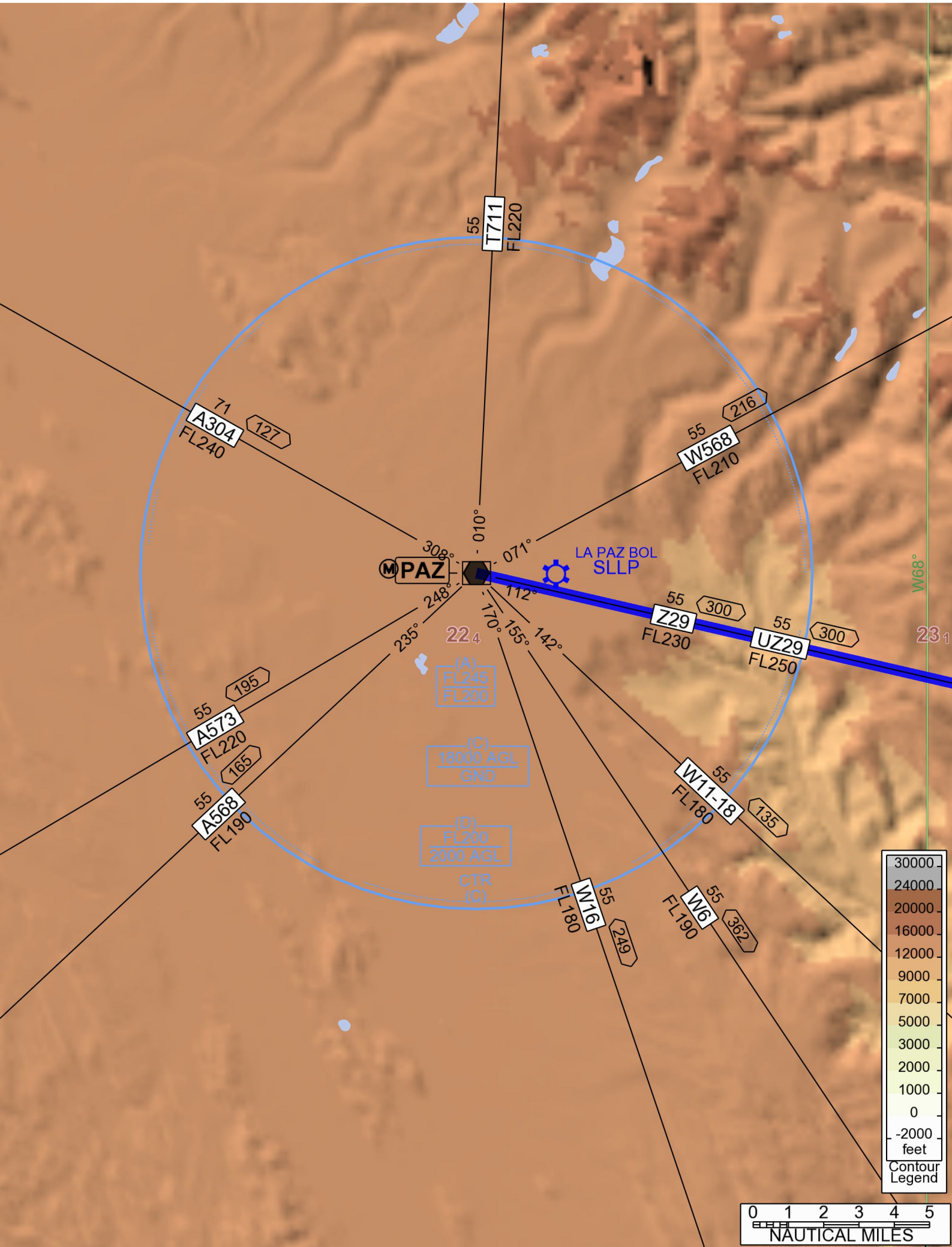
JeppView for Windows



Enroute Chart - PUNAV - PAZ Full Route
NavData cycle 2023-13 Expires: 18 Jan 2024
Scale: 1:1427153 (1 inch = 19.57 naut mi). Printed on 15 Jan 2024
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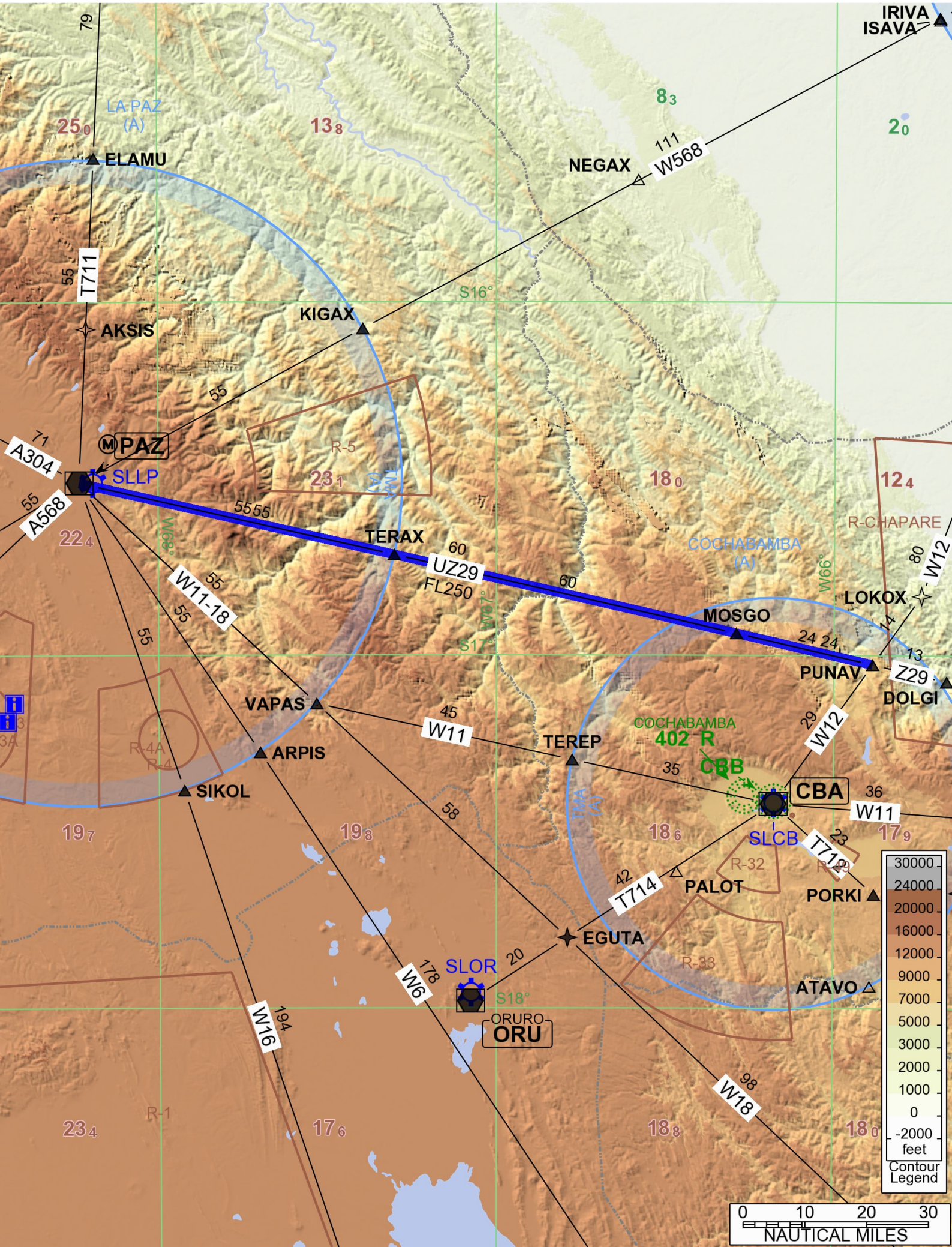
JeppView for Windows



Enroute Chart - PUNAV - PAZ Strip Chart Page 1
NavData cycle 2023-13 Expires: 18 Jan 2024
Scale: 1:7291344 (1 inch = 100.00 naut mi). Printed on 15 Jan 2024
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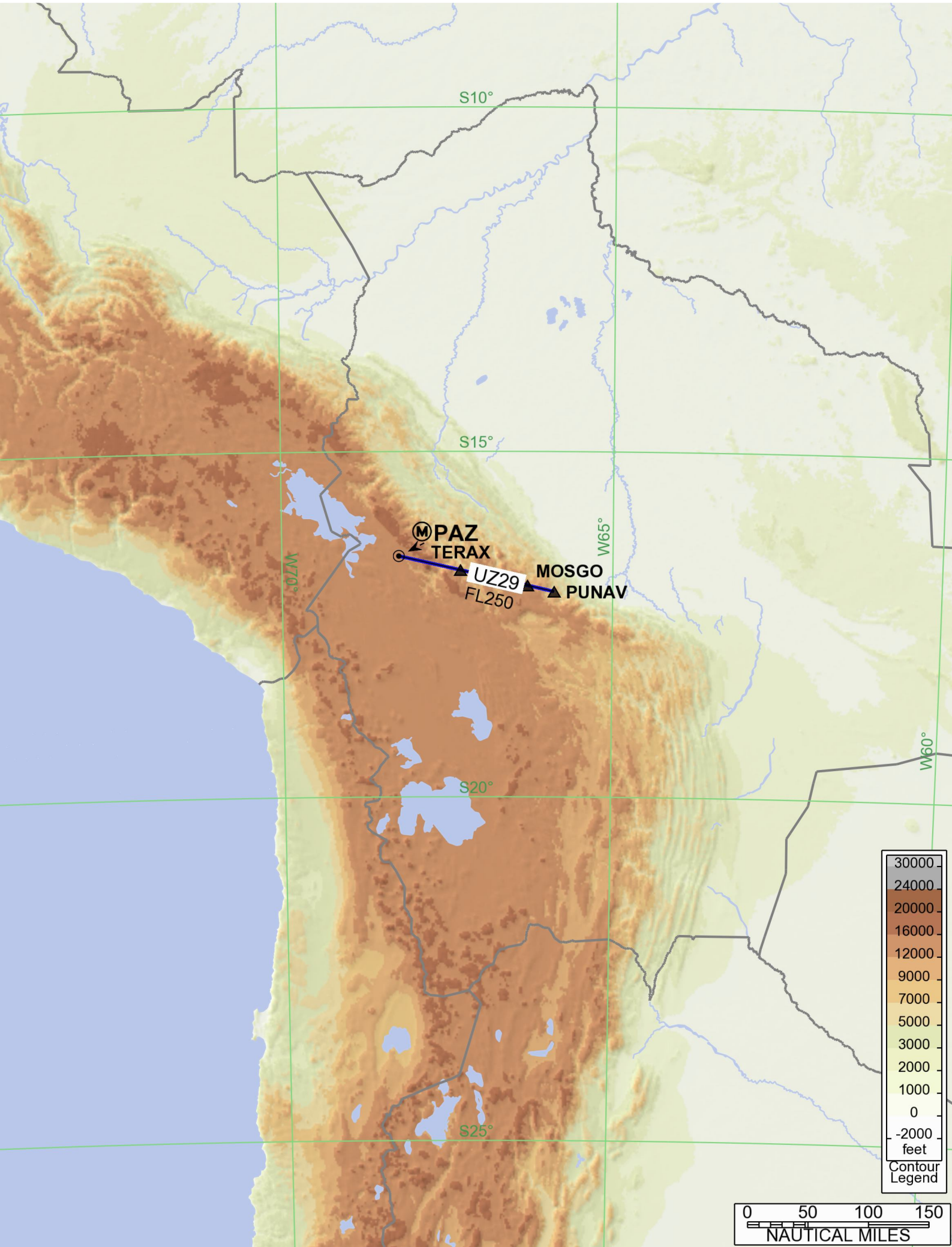
JeppView for Windows



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## General Information

*Location: COCHABAMBA BOL*
*ICAO: SLHI*
*Lat/Long: S16° 58.6', W065° 08.7'*
*Elevation: 752 ft*

*Airport Use: Public*
*Daylight Savings: Not Observed*
*UTC Conversion: +4:00 = UTC*
*Magnetic Variation: 10.1° W*

*Customs: No*
*Airport Type: IFR*
*Landing Fee: No*
*Control Tower: Yes*
*Jet Start Unit: No*
*LLWS Alert: No*
*Beacon: No*

*Sunrise: 0959 Z*
*Sunset: 2301 Z*

## Runway Information

*Runway: 17*
*Length x Width: 13123 ft x 148 ft*
*Surface Type: paved*
*TDZ-Elev: 726 ft*
*Displaced Threshold: 1135 ft*

*Runway: 35*
*Length x Width: 13123 ft x 148 ft*
*Surface Type: paved*
*TDZ-Elev: 752 ft*

## Communication Information

*Chimore Tower: 118.400*
*La Paz ACC: 128.200 RCO*

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## NOISE ABATEMENT PROCEDURES

Local Time Plus 4 HOURS=UTC(Z)

### GENERAL

This noise abatement procedure is based on the NADP 1, located in DOC 8168 - OPS/611, Volume I of ICAO.
This noise abatement procedure will be carried out obligatorily, both at night and during the day, by the flight crews of jet aircraft that takes off with ascent over urban areas.

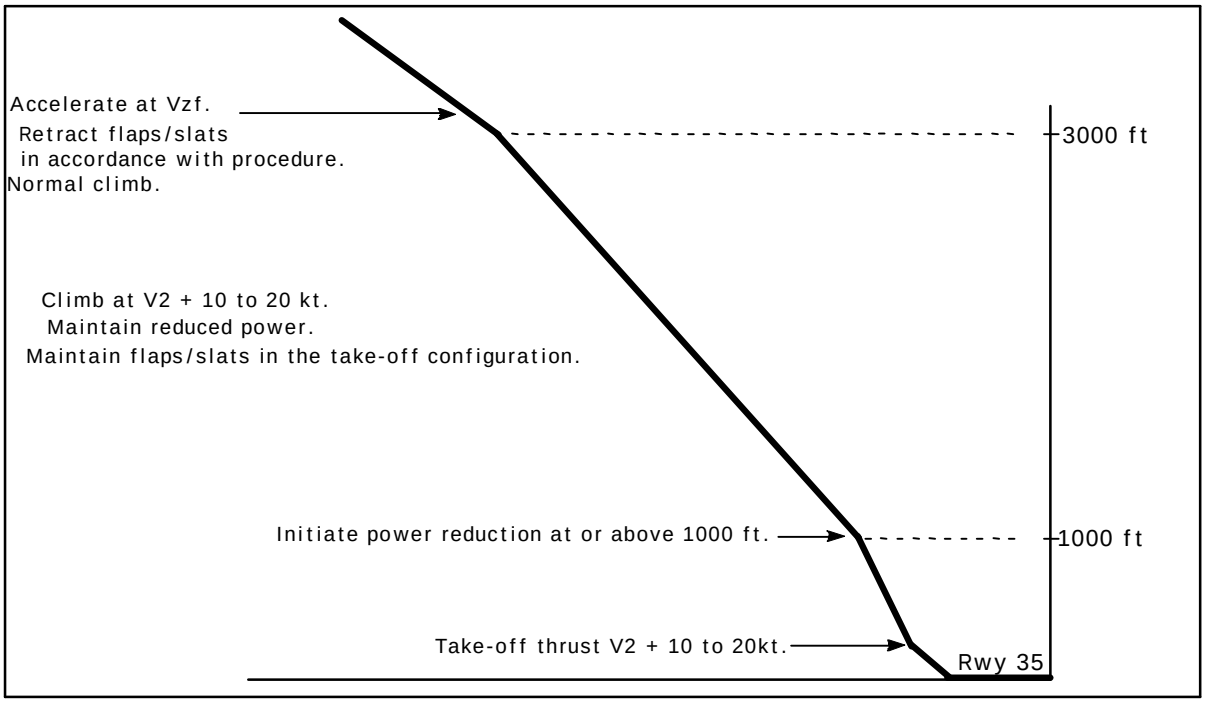
### OPERATIONAL RESTRICTIONS

This noise abatement procedure will be carried out during take-off, maintaining the flight path, according to the SID authorized by the ATC.
This noise abatement procedure will not apply in case of emergency.

### Runway 35 Departure Procedure

This noise abatement procedure involves a reduction in power at a minimum altitude prescribed or above and delay the retraction of flaps/slats until the prescribed maximum altitude.
At maximum prescribed altitude throttle and retract flaps/slats as scheduled maintaining a positive rate of climb and completing the transition to normal en-route climb procedures.

Graphic description of the procedure:





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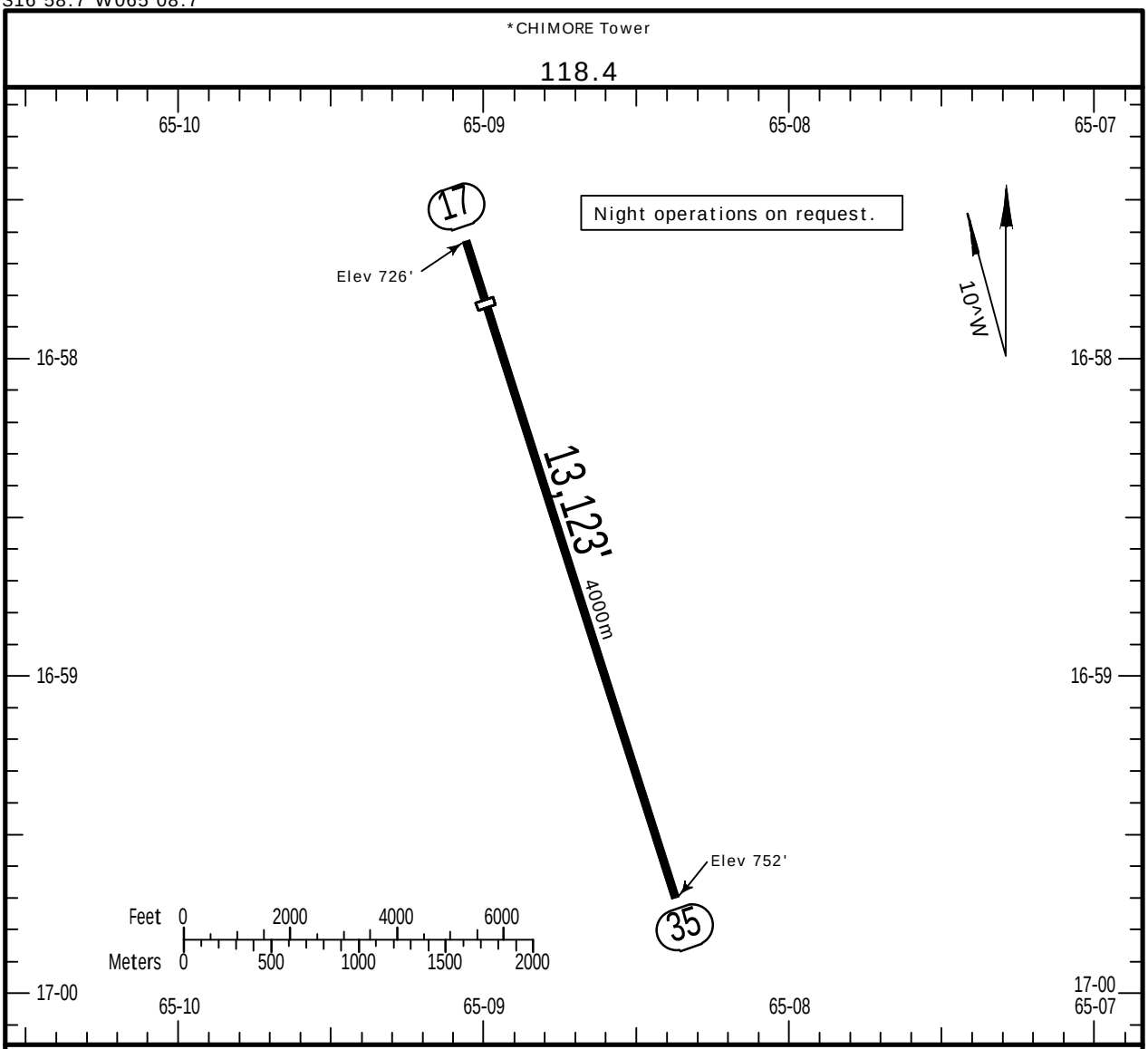


ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 17<br>35 | | 11,988' 3654m | | | 148'<br>45m |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

.State.

TAKE-OFF

| | |
|---|---|
| 1 & 2 Eng | V1600m |
| 3 & 4 Eng | V800m |

CHANGES: New AOM concept.

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# SLHI/CCA
CHIMORE

JEPPESEN

2 OCT 20 (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 |

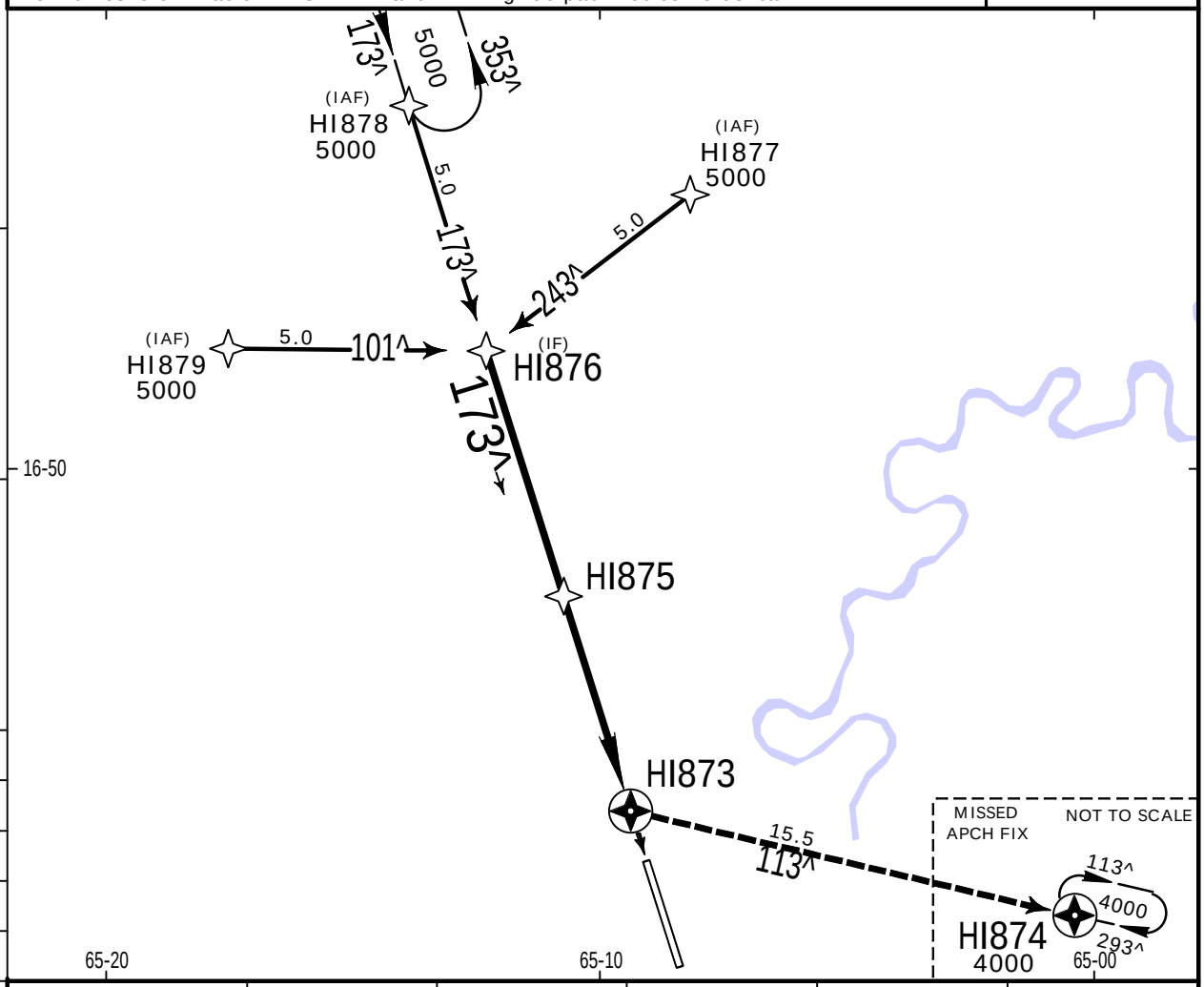
| RNAV | Final Apch Crs | HI875 | LNAV DA/MDA(H) | Apt Elev 752' |
|---|---|---|---|---|
| | 173^ | 2700' (1974') | 1200' (474') | Rwy 726' |

MISSED APCH: Turn LEFT direct to HI874, climb to 4000' to hold, and request ATC instructions. Missed approach climb gradient mim 3.0%

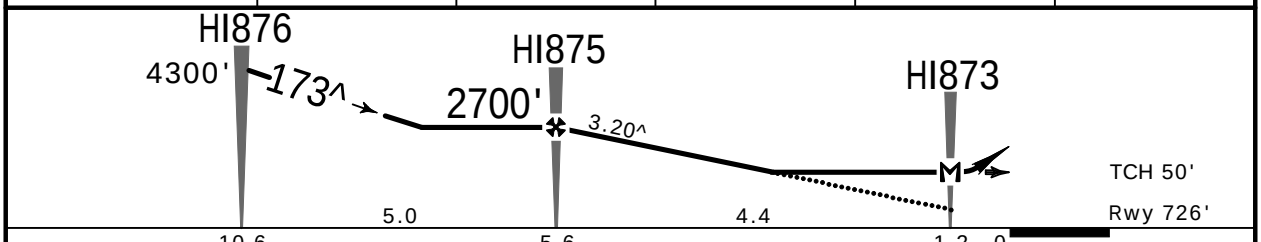
Alt Set: hPa  Rwy Elev: 26 hPa  Trans level: By ATC  Trans alt: 5000'

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: 130^ 3500; 300^ 14,500




| 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

.State.

| STRAIGHT-IN LANDING | CIRCLE-TO-LAND |
|---|---|
| LNAV CDFA 1 DA/MDA(H) 1200' (474') | |

PANS OPS

| | | |
|---|---|---|
| A | V2400m | NOT APPLICABLE |
| B | | |
| C | V2800m | |
| D | NOT APPLICABLE | |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Chart format, new AOM concept.

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## General Information

*Location: LA PAZ BOL*
*ICAO/IATA: SLLP / LPB*
*Lat/Long: S16° 30.7', W068° 11.5'*
*Elevation: 13314 ft*

*Airport Use: Public*
*Daylight Savings: Not Observed*
*UTC Conversion: +4:00 = UTC*
*Magnetic Variation: 8.3° W*

*Fuel Types: 100-130 Octane, Jet A-1*
*Repair Types: Minor Airframe*
*Customs: Yes*
*Airport Type: IFR*
*Landing Fee: Yes*
*Control Tower: Yes*
*Jet Start Unit: No*
*LLWS Alert: No*
*Beacon: Yes*

*Sunrise: 1012 Z*
*Sunset: 2312 Z*

## Runway Information

*Runway: 10*
*Length x Width: 13124 ft x 151 ft*
*Surface Type: concrete*
*TDZ-Elev: 13130 ft*
*Lighting: Edge, ALS, REIL*

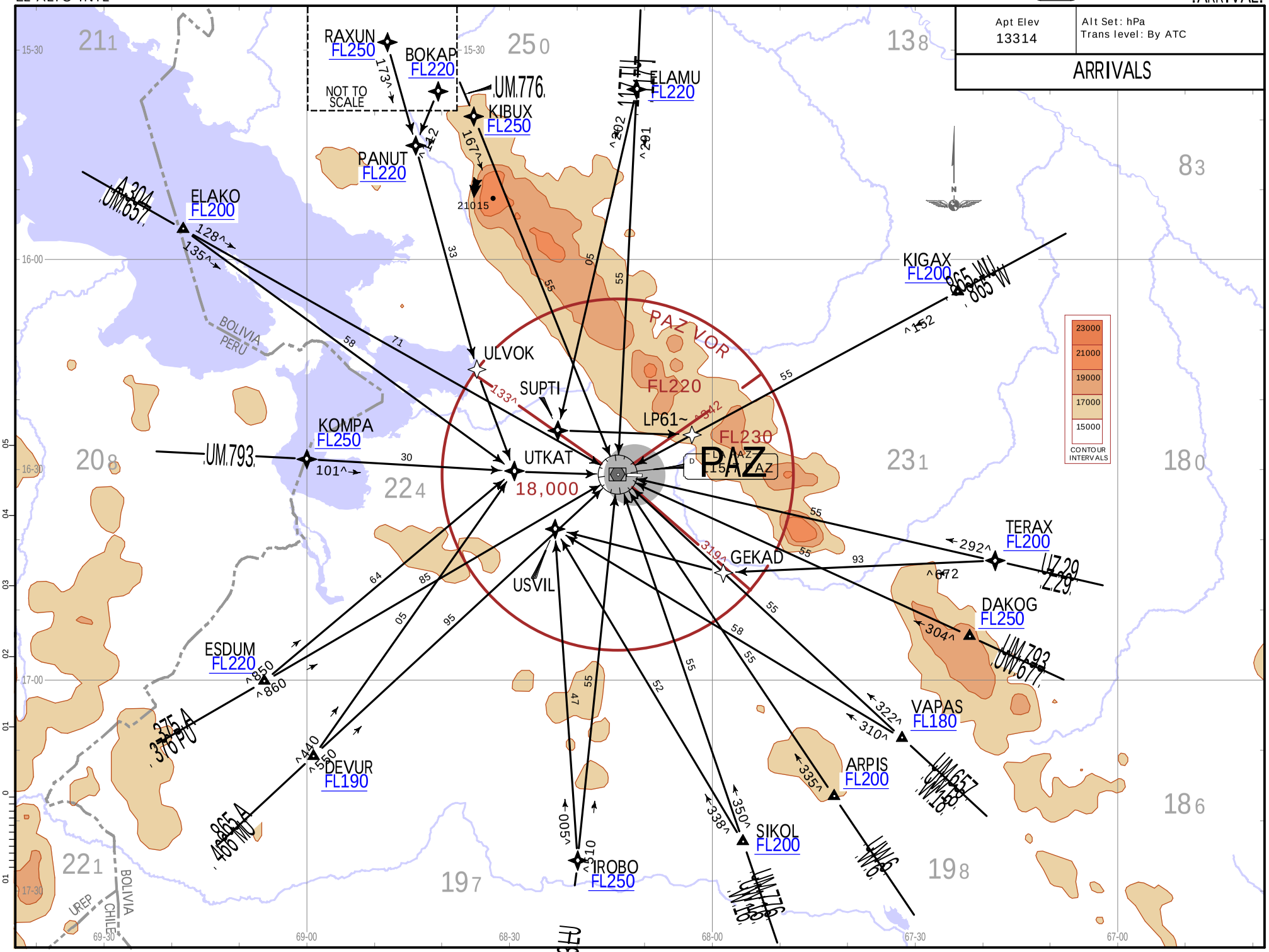
*Runway: 28*
*Length x Width: 13124 ft x 151 ft*
*Surface Type: concrete*
*TDZ-Elev: 13314 ft*
*Lighting: Edge, REIL*

## Communication Information

*La Paz Tower: 118.300*
*La Paz Ground: 121.900*
*La Paz Approach: 119.500*

| Apt Elev | Alt Set: hPa |
|---|---|
| 13314 | Trans level: By ATC |

## ARRIVALS



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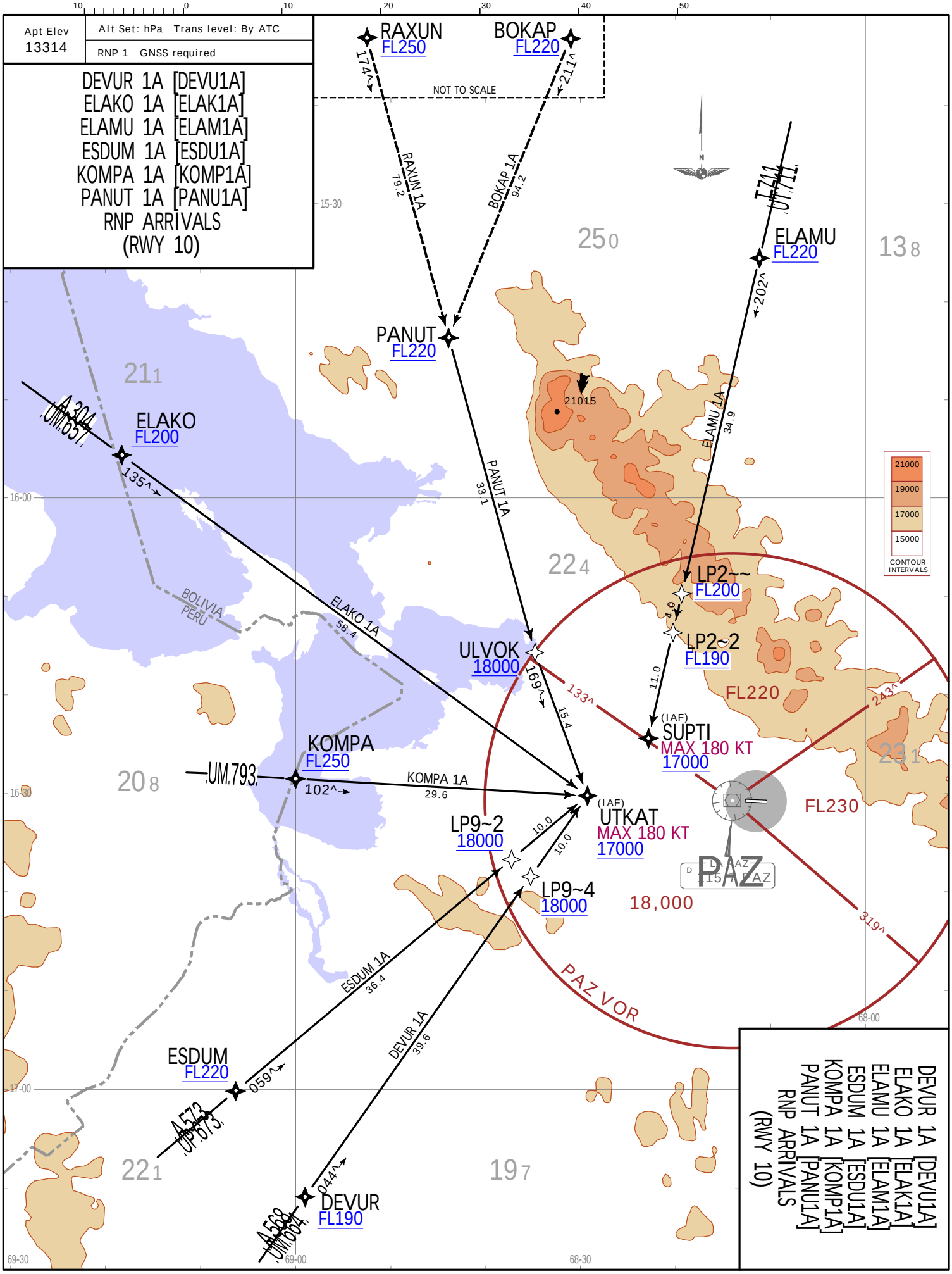
| Apt Elev 13314 | Alt Set: hPa Trans level: By ATC |
|---|---|
| | RNP 1 GNSS required |

DEVUR 1A [DEVU1A]
ELAKO 1A [ELAK1A]
ELAMU 1A [ELAM1A]
ESDUM 1A [ESDU1A]
KOMPA 1A [KOMP1A]
PANUT 1A [PANU1A]
RNP ARRIVALS
(RWY 10)

CHANGES: New procedures at this airport.






DEVUR 1A [DEVU1A]
ELAKO 1A [ELAK1A]
ELAMU 1A [ELAM1A]
ESDUM 1A [ESDU1A]
KOMPA 1A [KOMP1A]
PANUT 1A [PANU1A]
RNP ARRIVALS
(RWY 10)

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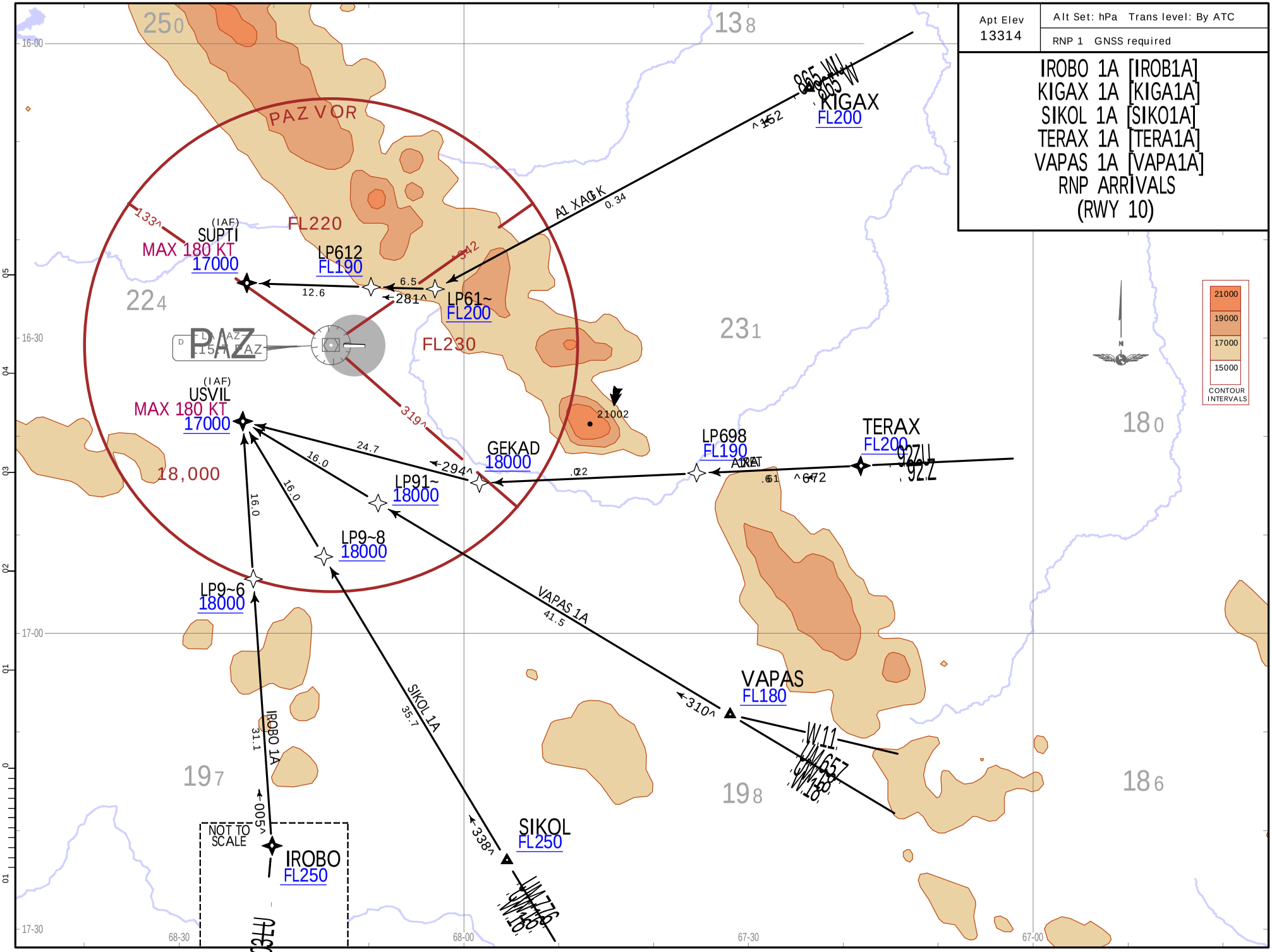
# LA PAZ, BOLIVIA .RNAV.STAR.

| Apt Elev | Alt Set: hPa Trans level: By ATC |
|---|---|
| 13314 | RNP 1 GNSS required |

IROBO 1A [IROB1A]
KIGAX 1A [KIGA1A]
SIKOL 1A [SIKO1A]
TERAX 1A [TERA1A]
VAPAS 1A [VAPA1A]
RNP ARRIVALS
(RWY 10)




CHANGES: New procedures at this airport.

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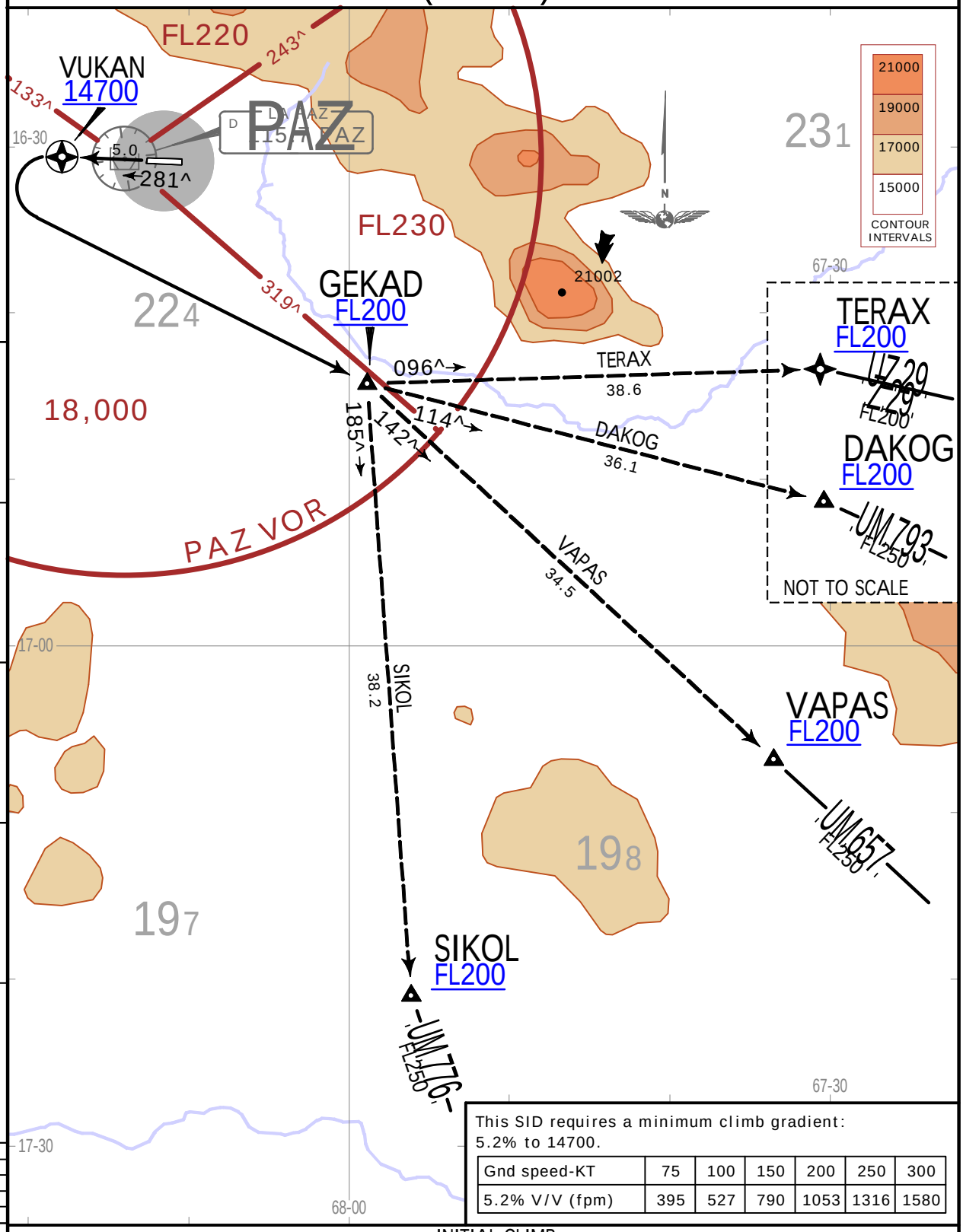
| Apt Elev | RNP 1 GNSS required | Trans alt: 18000 |
|---|---|---|
| 13314 | Turns are not allowed before the DER. | |

# GEKAD 1B RNP DEPARTURE [GEKA1B] (RWY 28)




This SID requires a minimum climb gradient:
5.2% to 14700.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.2% V/V (fpm) | 395 | 527 | 790 | 1053 | 1316 | 1580 |

## INITIAL CLIMB

MAINTAIN runway heading to VUKAN climbing at or above 14700, turn LEFT to GEKAD at or above FL200.

## TRANSITIONS

| | |
|---|---|
| DAKOG | At GEKAD, turn LEFT, 114^ course to DAKOG, flight level assigned by ATC. |
| SIKOL | At GEKAD, turn RIGHT, 185^ course to SIKOL, flight level assigned by ATC. |
| TERAX | At GEKAD, turn LEFT, 096^ course to TERAX, flight level assigned by ATC. |
| VAPAS | At GEKAD, turn RIGHT, 142^ course to VAPAS, flight level assigned by ATC. |

CHANGES: Chart reindexed.

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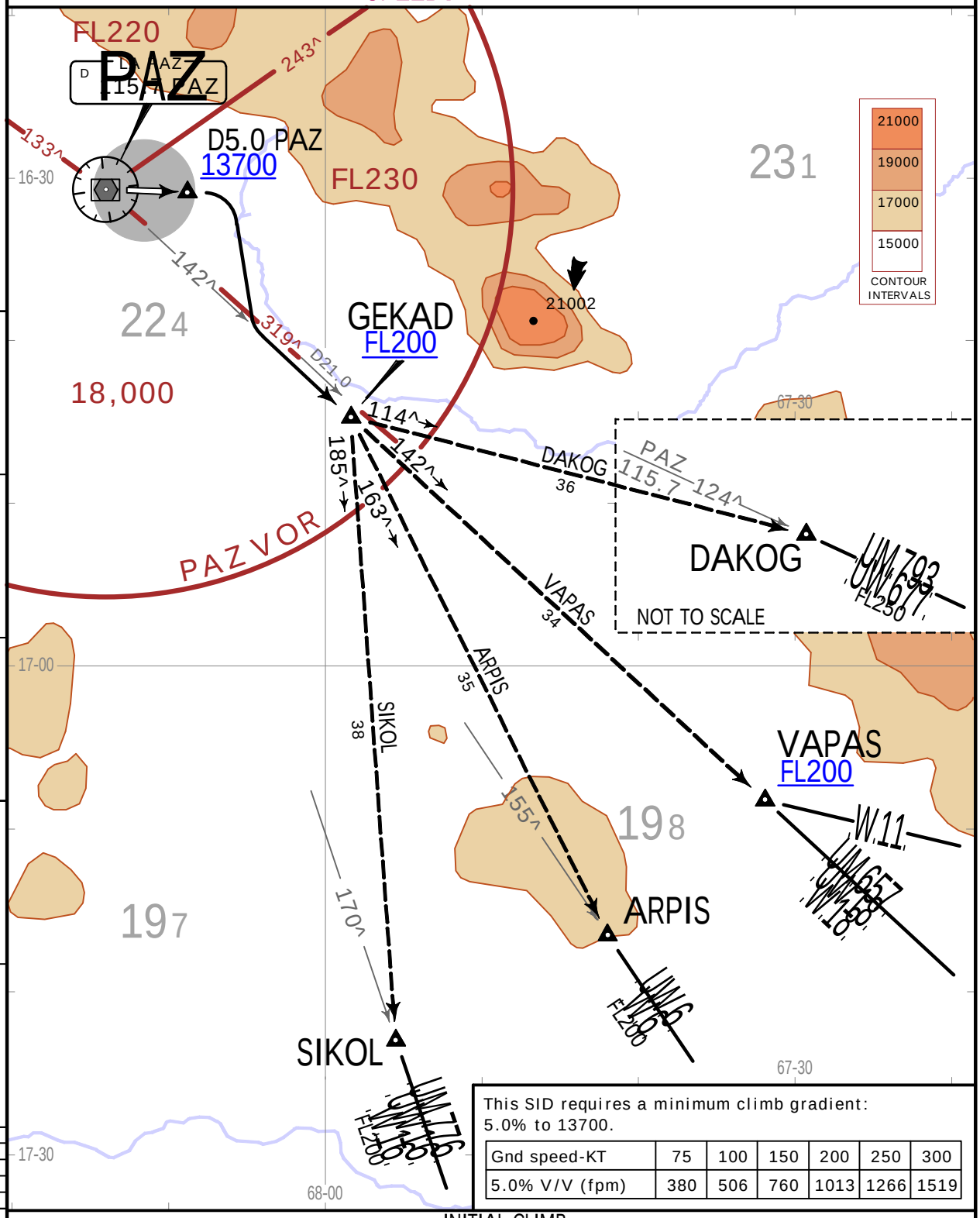
| Apt Elev | DME required | Trans alt: 18000 |
|---|---|---|
| 13314 | Turns are not allowed before the DER. | |

# GEKAD 1C DEPARTURE [GEKA1C] (RWY 10)

.SPEED: MAX 200 KT




This SID requires a minimum climb gradient: 5.0% to 13700.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

## INITIAL CLIMB

MAINTAIN runway heading to D5.0 PAZ climbing at or above 13700, turn RIGHT to intercept PAZ R142 to GEKAD at or above FL200.

## TRANSITIONS

| | |
|---|---|
| ARPIS | At GEKAD, turn RIGHT, 163^ course to ARPIS, flight level assigned by ATC. |
| DAKOG | At GEKAD, turn LEFT, 114^ course to DAKOG, flight level assigned by ATC. |
| SIKOL | At GEKAD, turn RIGHT, 185^ course to SIKOL, flight level assigned by ATC. |
| VAPAS | At GEKAD, MAINTAIN PAZ R142 to VAPAS, flight level assigned by ATC. |

CHANGES: Chart reindexed.

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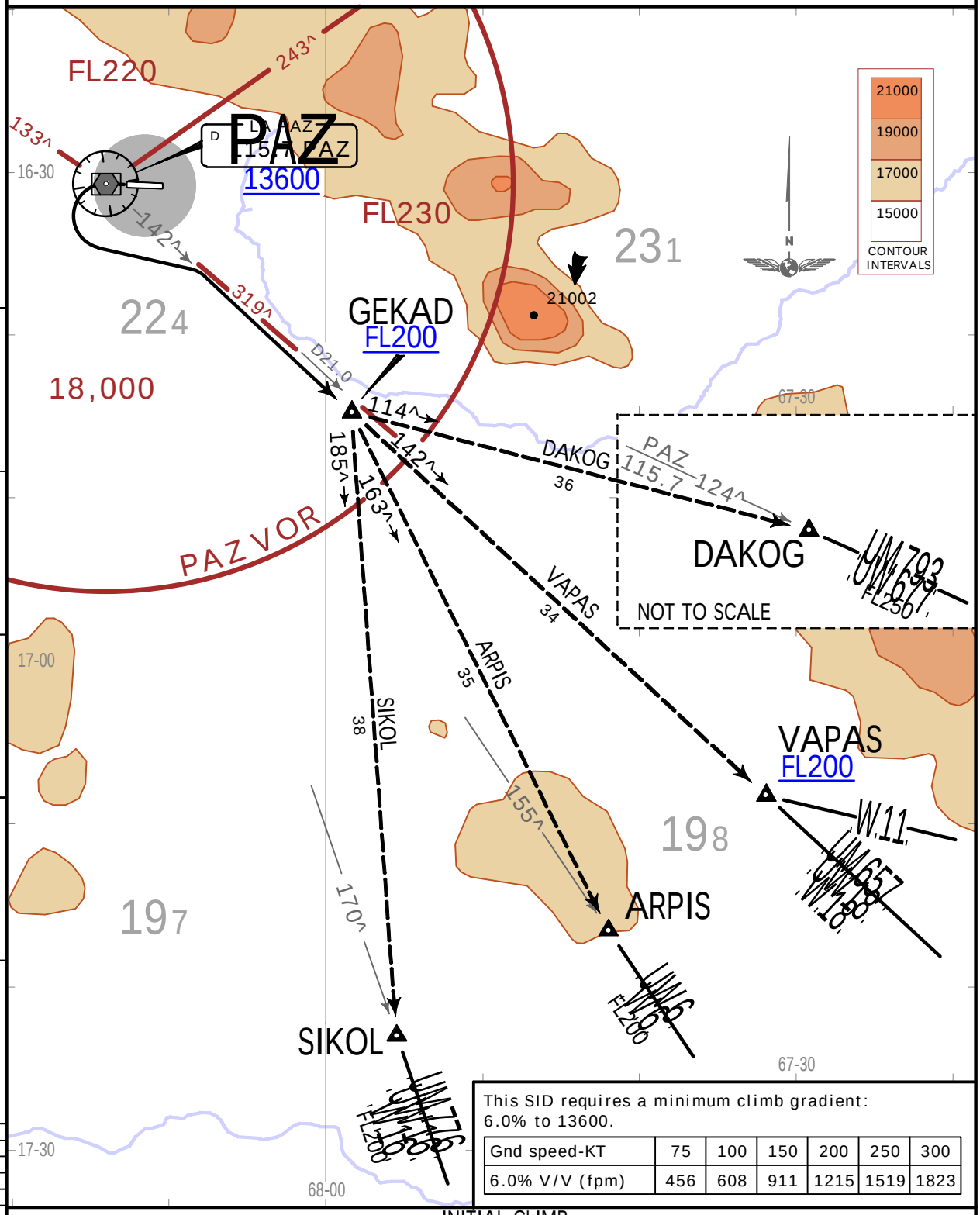
| Apt Elev | DME required | Trans alt: 18000 |
|---|---|---|
| 13314 | Turns are not allowed before the DER. | |

# GEKAD 1D DEPARTURE [GEKA1D] (RWY 28)

.SPEED: MAX 200 KT




This SID requires a minimum climb gradient: 6.0% to 13600.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

## INITIAL CLIMB

MAINTAIN runway heading to PAZ VOR climbing at or above 13600, turn LEFT to intercept PAZ R142 to GEKAD at or above FL200.

## TRANSITIONS

| | |
|---|---|
| ARPIS | At GEKAD, turn RIGHT, 163^ course to ARPIS, flight level assigned by ATC. |
| DAKOG | At GEKAD, turn LEFT, 114^ course to DAKOG, flight level assigned by ATC. |
| SIKOL | At GEKAD, turn RIGHT, 185^ course to SIKOL, flight level assigned by ATC. |
| VAPAS | At GEKAD, MAINTAIN PAZ R142 to VAPAS, flight level assigned by ATC. |

CHANGES: Chart reindexed.

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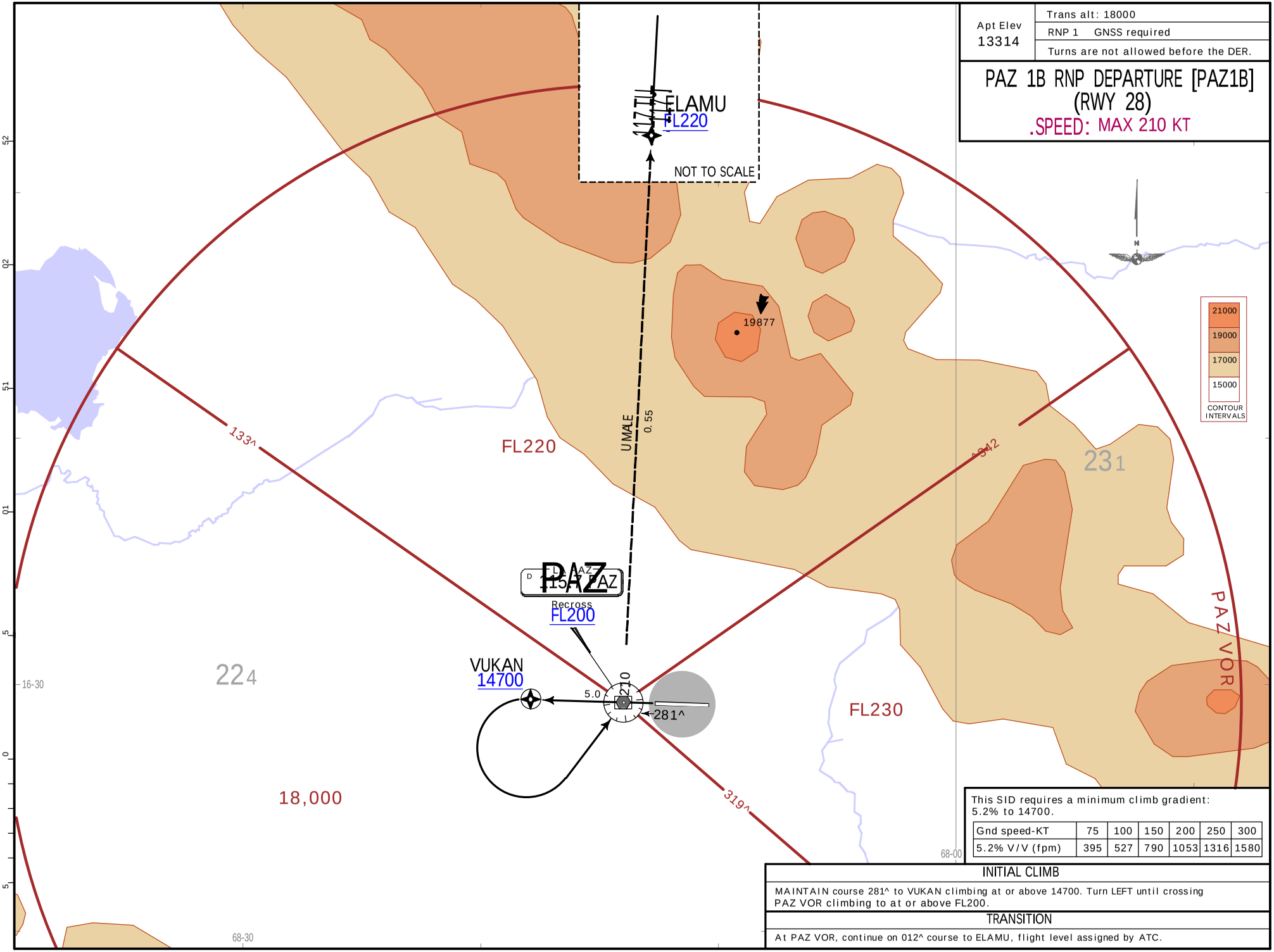
| Apt Elev | Trans alt: 18000 |
|---|---|
| 13314 | RNP 1 GNSS required |
| | Turns are not allowed before the DER. |

# PAZ 1B RNP DEPARTURE [PAZ1B] (RWY 28)

.SPEED: MAX 210 KT




This SID requires a minimum climb gradient: 5.2% to 14700.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.2% V/V (fpm) | 395 | 527 | 790 | 1053 | 1316 | 1580 |

## INITIAL CLIMB

MAINTAIN course 281^ to VUKAN climbing at or above 14700. Turn LEFT until crossing PAZ VOR climbing to at or above FL200.

## TRANSITION

At PAZ VOR, continue on 012^ course to ELAMU, flight level assigned by ATC.

CHANGES: Chart reindexed.

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# PAZ 1D DEPARTURE [PAZ1D] (RWY 28)

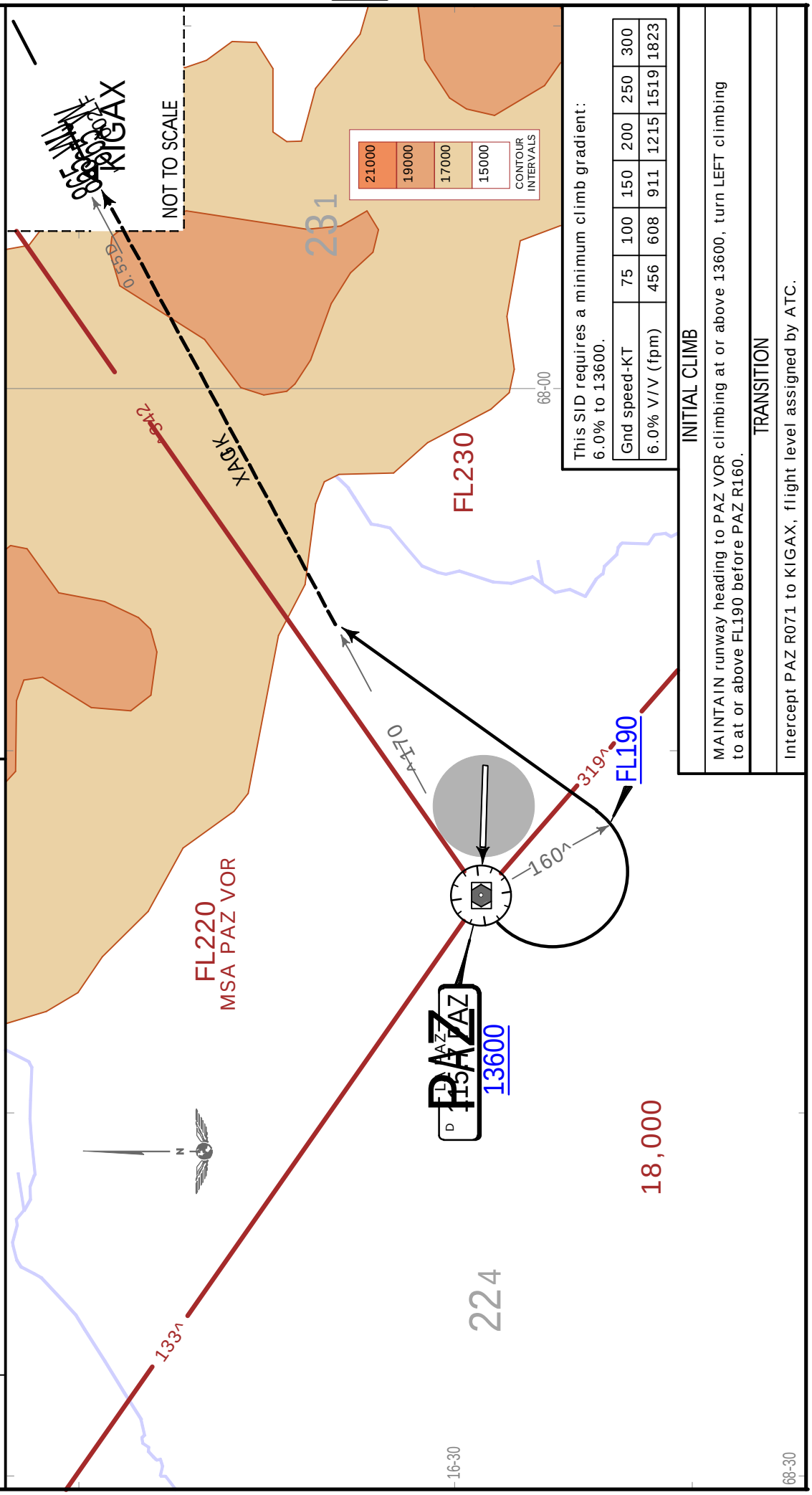
.SPEED: MAX 200 KT

Apt Elev 13314

DME required

Trans alt: 18000

Turns are not allowed before the DER.




This SID requires a minimum climb gradient: 6.0% to 13600.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

## INITIAL CLIMB

MAINTAIN runway heading to PAZ VOR climbing at or above 13600, turn LEFT climbing to at or above FL190 before PAZ R160.

## TRANSITION

Intercept PAZ R071 to KIGAX, flight level assigned by ATC.



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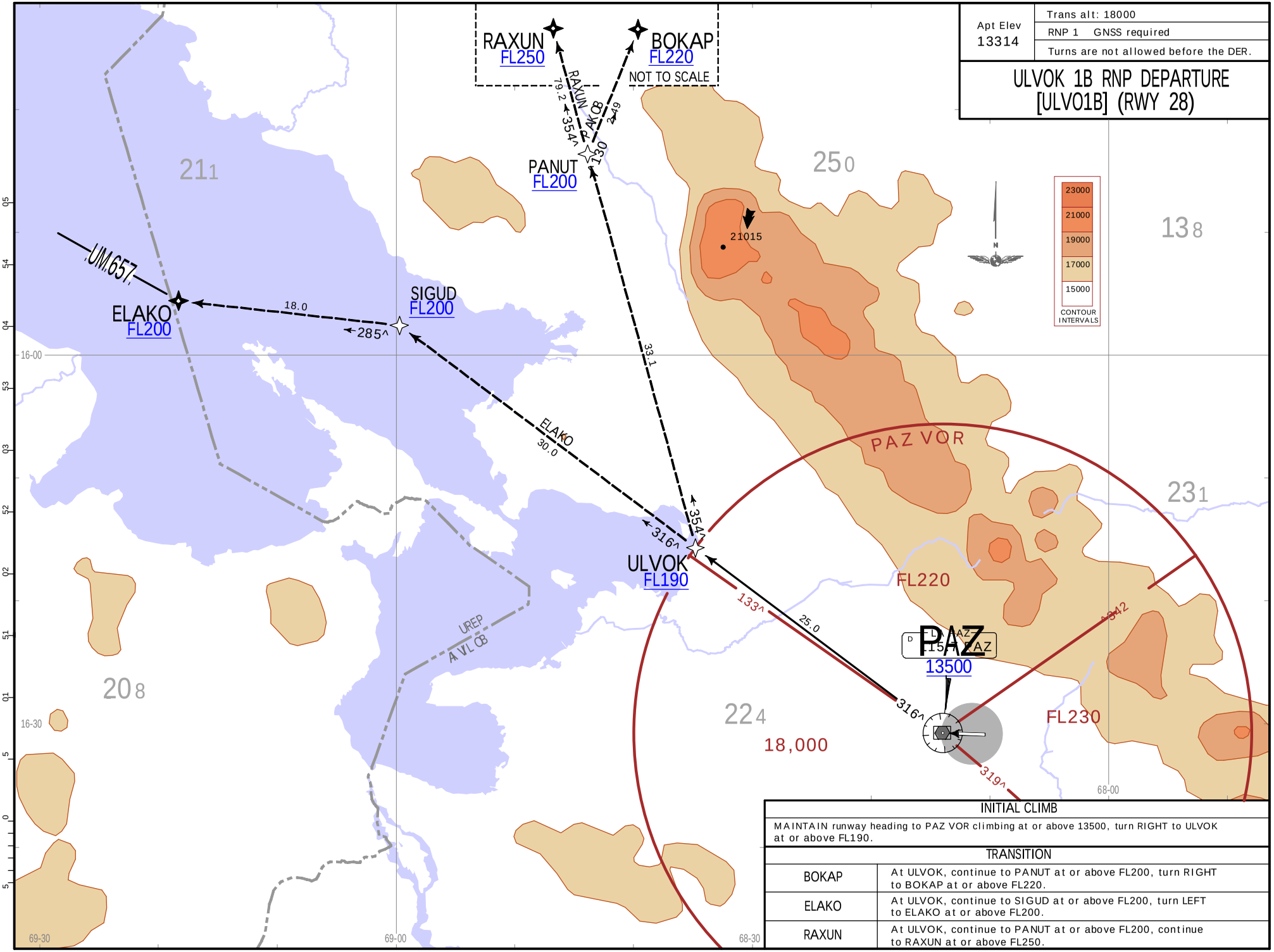
| Apt Elev 13314 | Trans alt: 18000 |
|---|---|
| | RNP 1 GNSS required |
| | Turns are not allowed before the DER. |

# ULVOK 1B RNP DEPARTURE [ULVO1B] (RWY 28)




## INITIAL CLIMB

MAINTAIN runway heading to PAZ VOR climbing at or above 13500, turn RIGHT to ULVOK at or above FL190.

## TRANSITION

| | |
|---|---|
| BOKAP | At ULVOK, continue to PANUT at or above FL200, turn RIGHT to BOKAP at or above FL220. |
| ELAKO | At ULVOK, continue to SIGUD at or above FL200, turn LEFT to ELAKO at or above FL200. |
| RAXUN | At ULVOK, continue to PANUT at or above FL200, continue to RAXUN at or above FL250. |

CHANGES: None.

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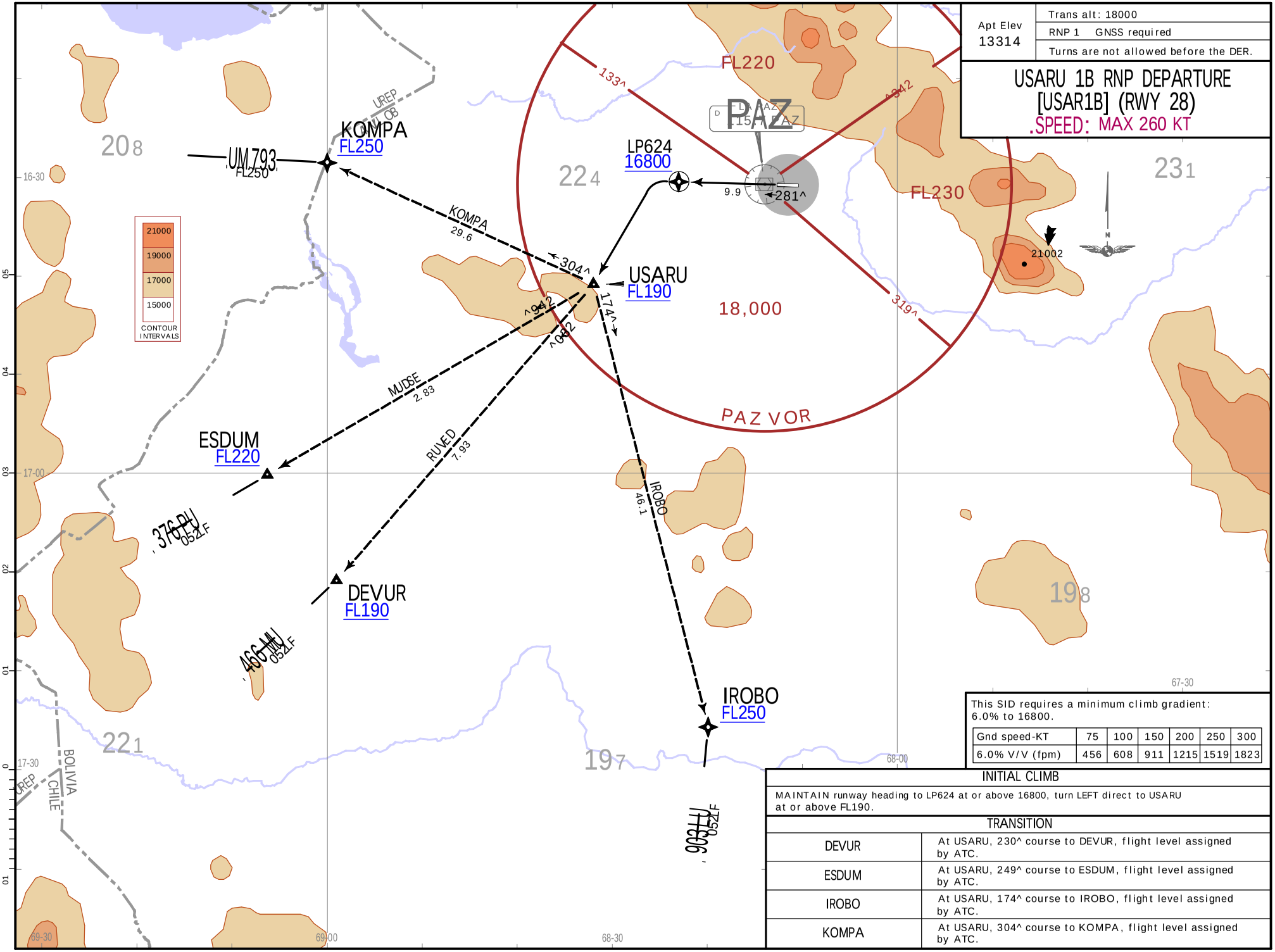
| Apt Elev 13314 | Trans alt: 18000 |
|---|---|
| | RNP 1 GNSS required |
| | Turns are not allowed before the DER. |

# USARU 1B RNP DEPARTURE [USAR1B] (RWY 28)

.SPEED: MAX 260 KT




This SID requires a minimum climb gradient: 6.0% to 16800.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

## INITIAL CLIMB

MAINTAIN runway heading to LP624 at or above 16800, turn LEFT direct to USARU at or above FL190.

## TRANSITION

| | |
|---|---|
| DEVUR | At USARU, 230^ course to DEVUR, flight level assigned by ATC. |
| ESDUM | At USARU, 249^ course to ESDUM, flight level assigned by ATC. |
| IROBO | At USARU, 174^ course to IROBO, flight level assigned by ATC. |
| KOMPA | At USARU, 304^ course to KOMPA, flight level assigned by ATC. |

CHANGES: Reissue.

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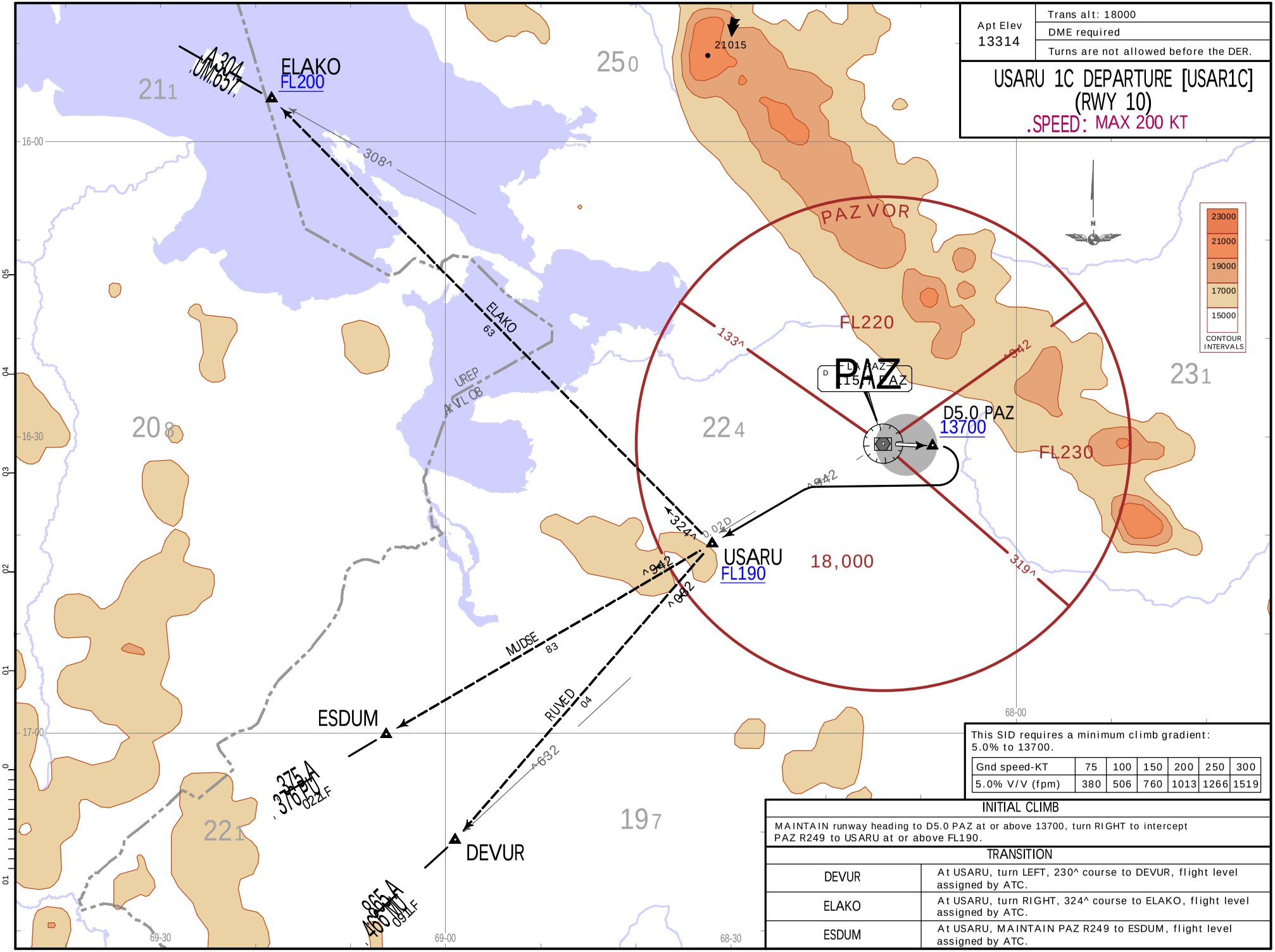
| Apt Elev 13314 | Trans alt: 18000 |
|---|---|
| | DME required |
| | Turns are not allowed before the DER. |

# USARU 1C DEPARTURE [USAR1C] (RWY 10)

.SPEED: MAX 200 KT




This SID requires a minimum climb gradient: 5.0% to 13700.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

## INITIAL CLIMB

MAINTAIN runway heading to D5.0 PAZ at or above 13700, turn RIGHT to intercept PAZ R249 to USARU at or above FL190.

## TRANSITION

| | |
|---|---|
| DEVUR | At USARU, turn LEFT, 230^ course to DEVUR, flight level assigned by ATC. |
| ELAKO | At USARU, turn RIGHT, 324^ course to ELAKO, flight level assigned by ATC. |
| ESDUM | At USARU, MAINTAIN PAZ R249 to ESDUM, flight level assigned by ATC. |

CHANGES: Chart reindexed.

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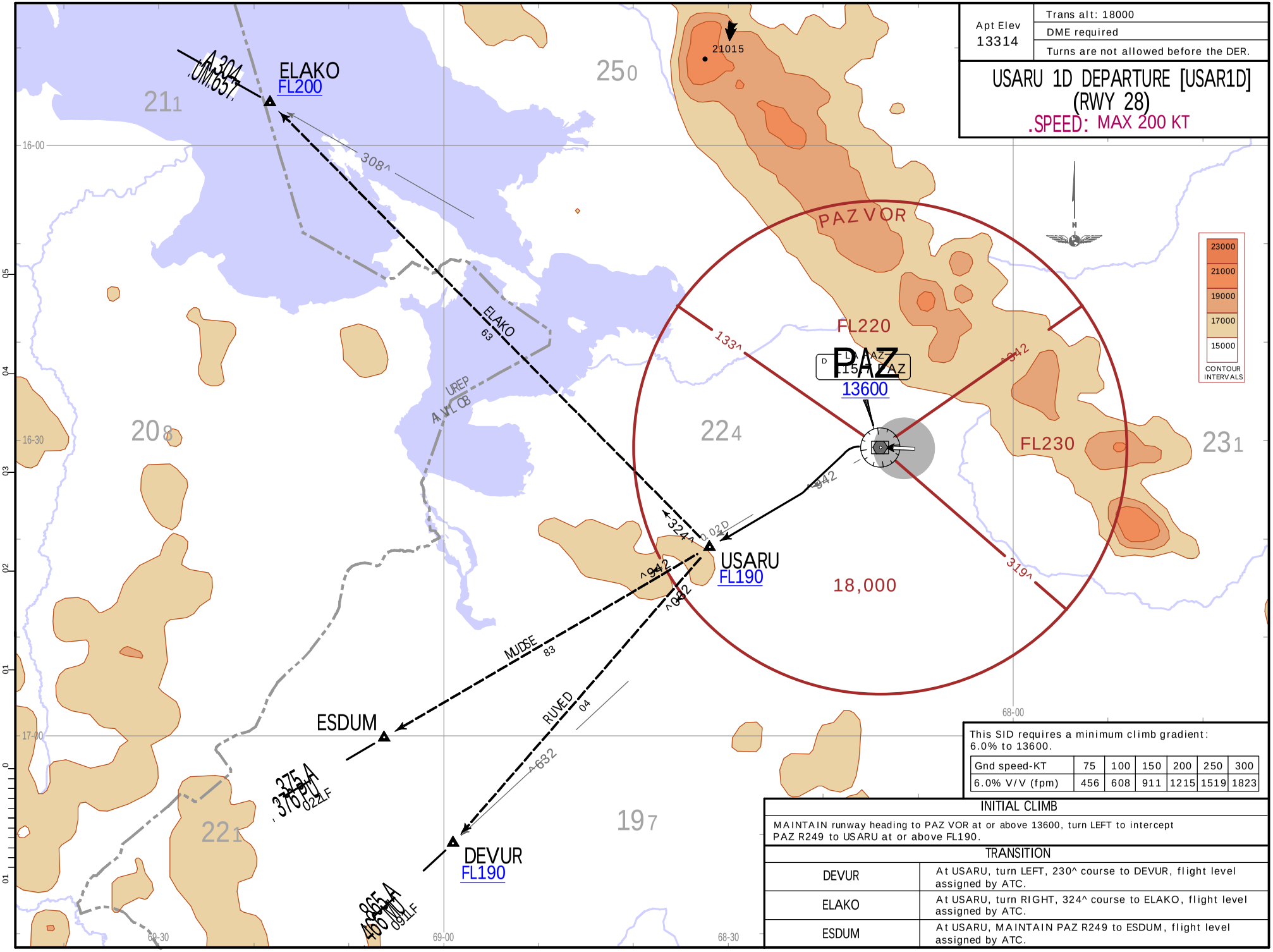
| Apt Elev 13314 | Trans alt: 18000 |
|---|---|
| | DME required |
| | Turns are not allowed before the DER. |

# USARU 1D DEPARTURE [USAR1D] (RWY 28)

.SPEED: MAX 200 KT




This SID requires a minimum climb gradient: 6.0% to 13600.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.0% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

## INITIAL CLIMB

MAINTAIN runway heading to PAZ VOR at or above 13600, turn LEFT to intercept PAZ R249 to USARU at or above FL190.

## TRANSITION

| | |
|---|---|
| DEVUR | At USARU, turn LEFT, 230^ course to DEVUR, flight level assigned by ATC. |
| ELAKO | At USARU, turn RIGHT, 324^ course to ELAKO, flight level assigned by ATC. |
| ESDUM | At USARU, MAINTAIN PAZ R249 to ESDUM, flight level assigned by ATC. |

CHANGES: Chart reindexed.

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## NOISE ABATEMENT PROCEDURES

Local Time Plus 4 HOURS=UTC(Z)

### GENERAL

This noise abatement procedure is based on the NADP 1, described in the document 8168 - OPS/611, Volume I of ICAO.
This procedure is mandatory for jet aircraft taking off day or night and climbing over urban areas.

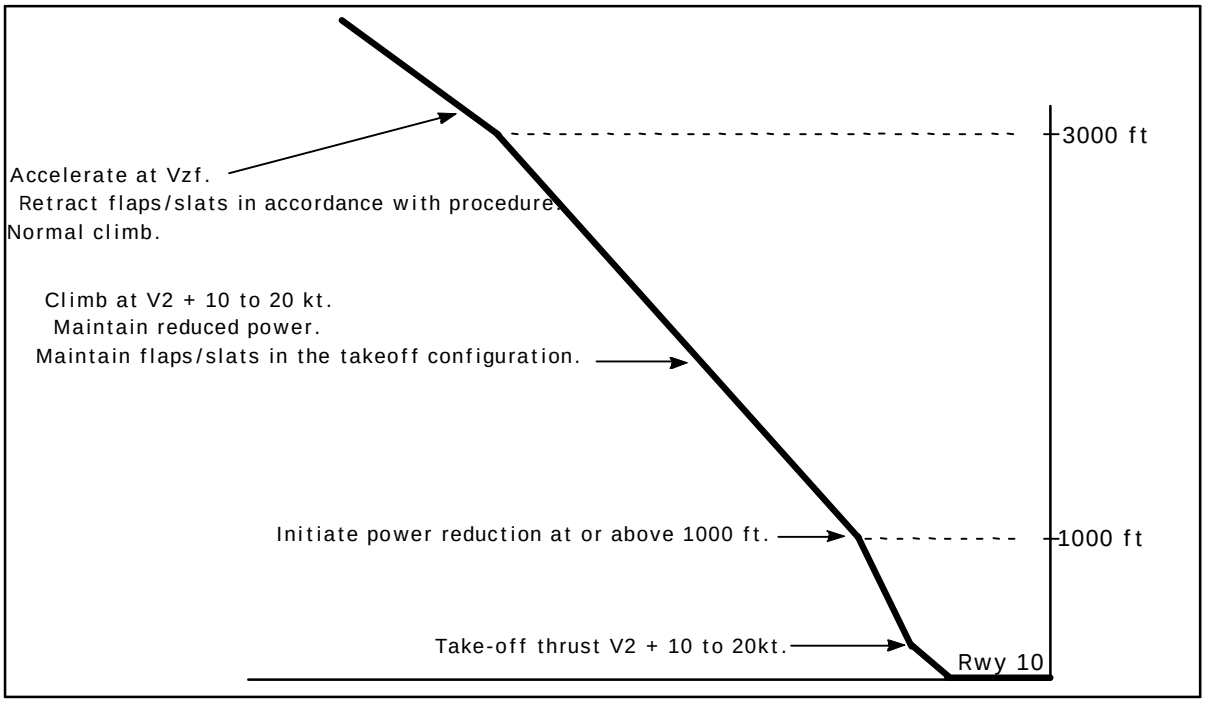
### OPERATIONAL RESTRICTIONS

This noise abatement procedure will be carried out during take-off, maintaining the flight path, according to the SID authorized by the ATC.
This noise abatement procedure will not apply in case of emergency.

### Runway 10 Departure Procedure

This noise abatement procedure involves a reduction in power at or above a minimum prescribed altitude and delay the retraction of flaps/slats until the maximum prescribed altitude.
At maximum prescribed altitude, throttle and retract flaps/slats as scheduled maintaining a positive rate of climb and completing the transition to normal en-route climb procedures.

Graphic description of the procedure:





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# SLLP/LPB

Apt Elev 13314'

S16 30.8 W068 11.0

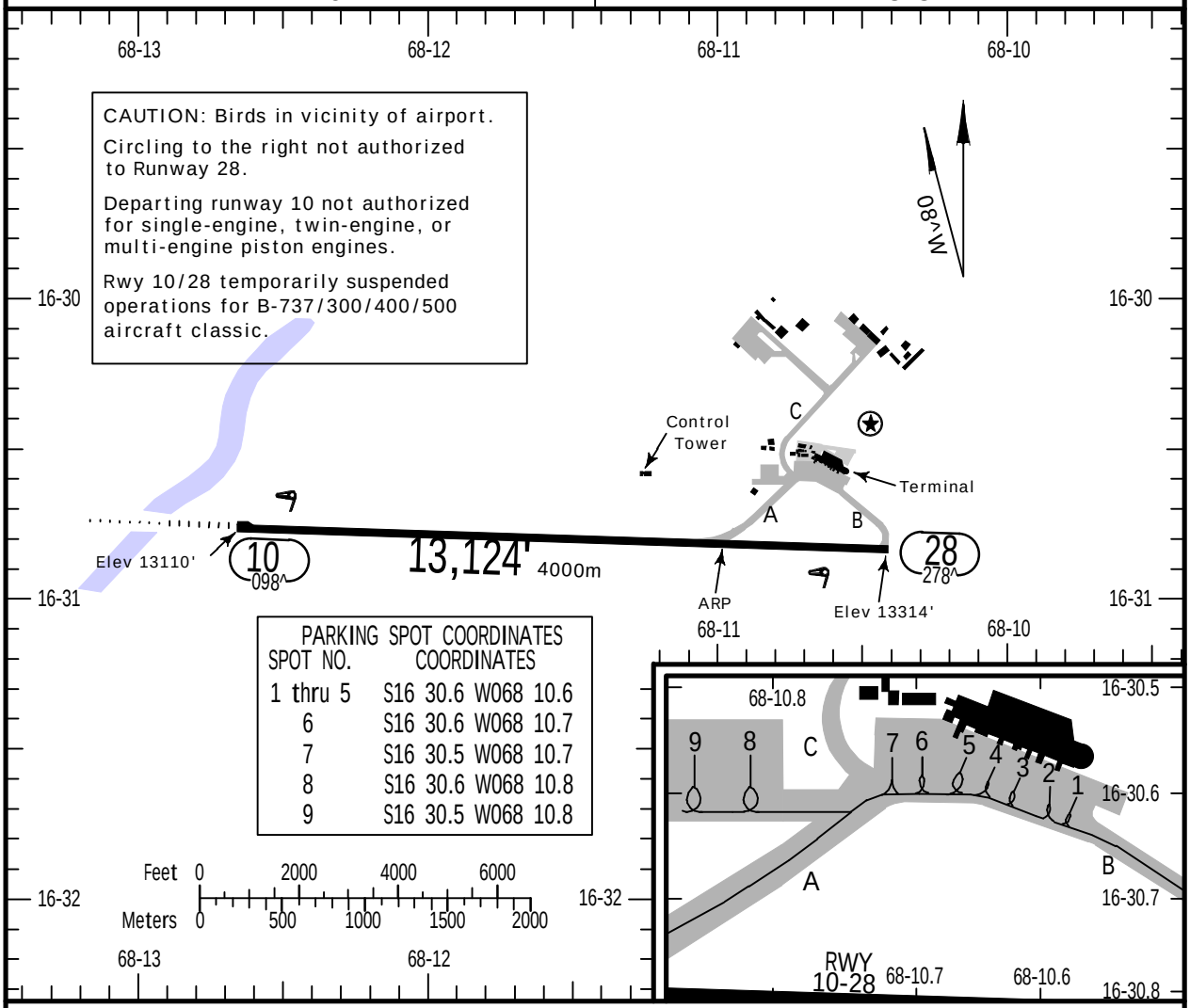
JEPPESEN

27 OCT 23 (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^) | | | | |

.State.

| | TAKE-OFF |
|---|---|
| 1 & 2 Eng | V1600m |
| 3 & 4 Eng | V800m |

CHANGES: NDB removed, note added.

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# SLLP/LPB
EL ALTO INTL

JEPPESEN
13 NOV 20 (11-1)

# LA PAZ, BOLIVIA
# ILS Z Rwy 10

| LA PAZ Approach | LA PAZ Tower | Ground |
|---|---|---|
| 119.5 | 118.3 | 121.9 |

| LOC ILPA | Final Apch Crs | 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.

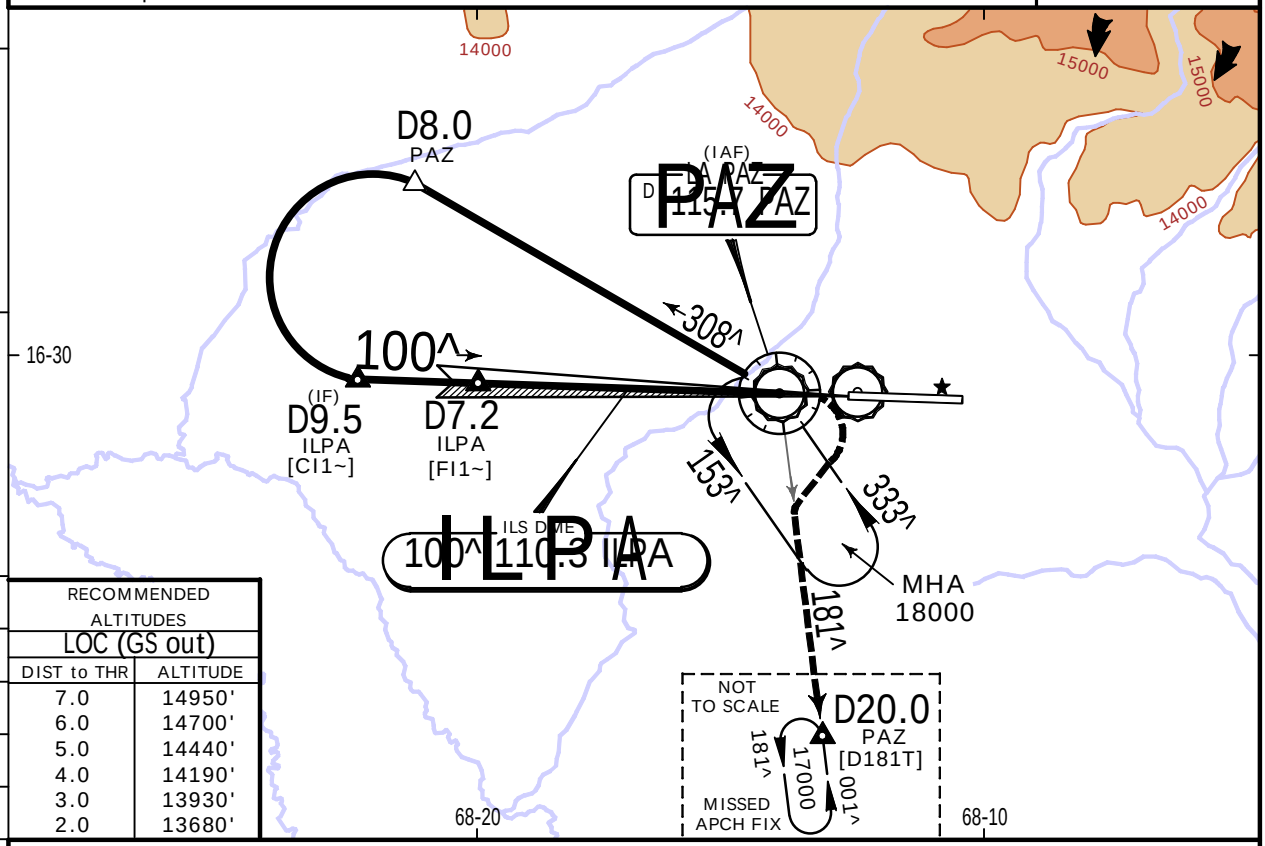
Alt Set: hPa  Rwy Elev: 397 hPa  Trans level: By ATC  Trans alt: 18000'

1. DME required. 2. MAX 160 KT.

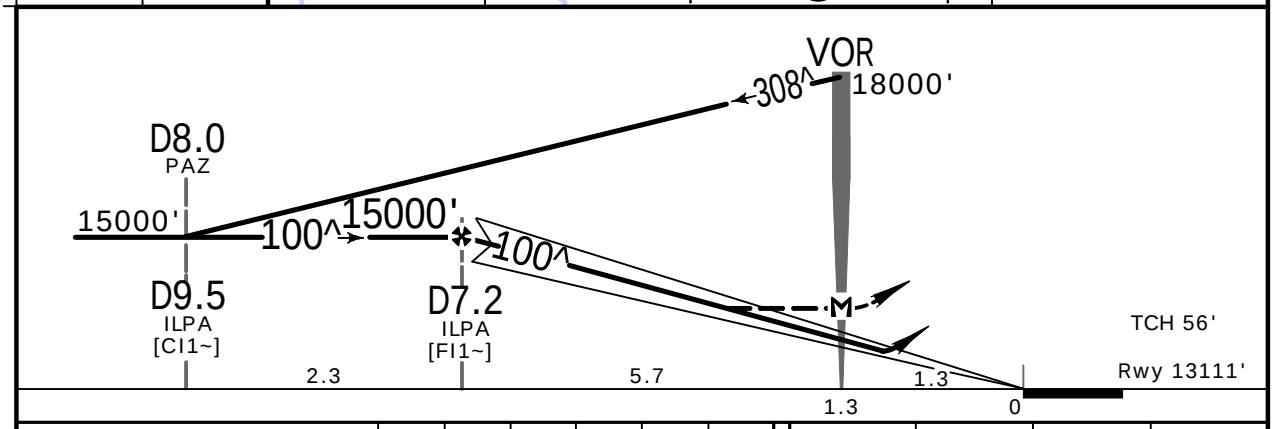
FL220 132^ 242^ FL230 18,000 318^

MSA PAZ VOR

BRIEFING STRIP ™




| 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'

.State.

| STRAIGHT-IN LANDING | ILS DA(H) 13331' (220') FULL | ILS DA(H) 13331' (220') ALS out | LOC (GS out) CDFA 1 DA/MDA(H) 13550' (439') FULL | LOC (GS out) CDFA 1 DA/MDA(H) 13550' (439') ALS out |
|---|---|---|---|---|
| A | V800m | V1600m | V1600m | V1600m |
| B | | | | |
| C | | | | |
| D | | V2000m | V2000m | V2000m |

| CIRCLE-TO-LAND Max Kts. | MDA(H) |
|---|---|
| 100 | 14050' (736') V2000m |
| 135 | 14050' (736') V2400m |
| 180 | 14660' (1346') V4000m |
| 205 | 15130' (1816') V4400m |

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

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# SLLP/LPB
EL ALTO INTL

JEPPESEN

13 NOV 20 (11-2)

# LA PAZ, BOLIVIA
# ILS Y Rwy 10

BRIEFING STRIP ™

| LA PAZ Approach | LA PAZ Tower | Ground |
|---|---|---|
| 119.5 | 118.3 | 121.9 |

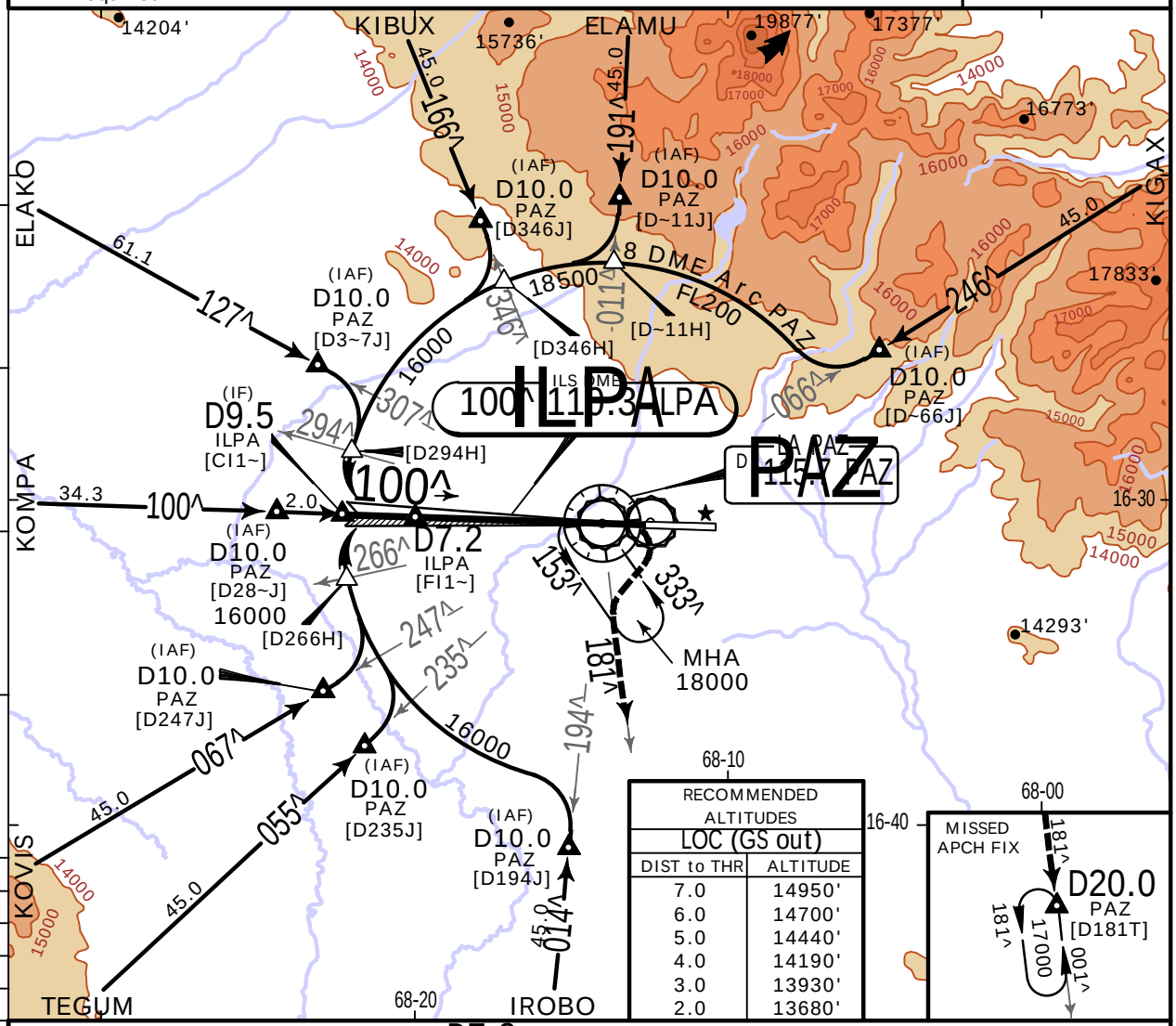
| LOC ILPA | Final Apch Crs | D7.2 ILPA | ILS DA(H) | Apt Elev 13314' |
|---|---|---|---|---|
| 110.3 | 100^ | 15000' (1889') | 13331' (220') | Rwy 13111' |

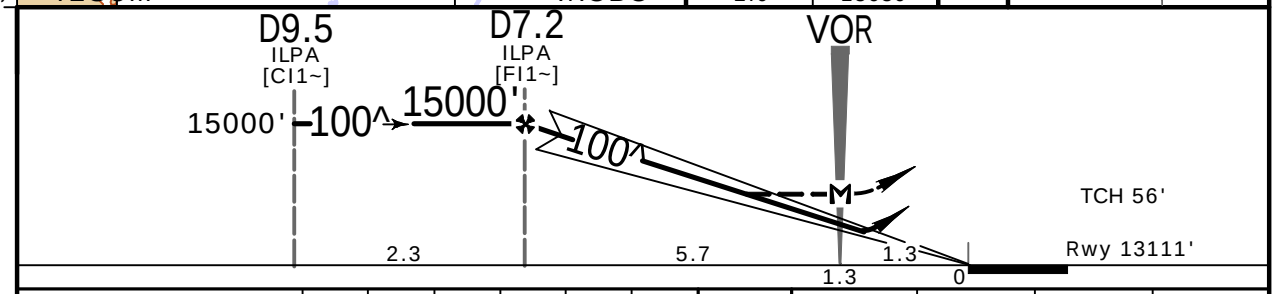
MISSED APCH: Turn RIGHT and intercept PAZ VOR R-181 outbound to D20.0 PAZ climbing to 17000' and hold. Request instruction from ATC.

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

DME required.

MSA PAZ VOR: FL220, FL230, 18,000; 132^, 242^, 318^




| 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'

.State.

STRAIGHT-IN LANDING

| | ILS DA(H) 13331' (220') FULL | ILS DA(H) 13331' (220') ALS out | LOC (GS out) CDFA 1 DA/MDA(H) 13550' (439') | LOC (GS out) CDFA 1 DA/MDA(H) 13550' (439') ALS out |
|---|---|---|---|---|
| A | V800m | V1600m | V1600m | V1600m |
| B | | | | |
| C | | | | |
| D | | V2000m | V2000m | V2000m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 100 | 14050' (736') V2000m |
| 135 | 14050' (736') V2400m |
| 180 | 14660' (1346') V4000m |
| 205 | 15130' (1816') V4400m |

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: CNFs, New AOM concept.

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# SLLP/LPB
EL ALTO INTL

JEPPESEN

13 NOV 20 (11-3)

# LA PAZ, BOLIVIA
# ILS V Rwy 10

BRIEFING STRIP ™

| LA PAZ Approach | LA PAZ Tower | Ground |
|---|---|---|
| 119.5 | 118.3 | 121.9 |

| LOC ILPA | Final Apch Crs | D7.2 ILPA | ILS DA(H) | Apt Elev 13314' |
|---|---|---|---|---|
| 110.3 | 100^ | 15000'(1889') | 13331'(220') | Rwy 13111' |

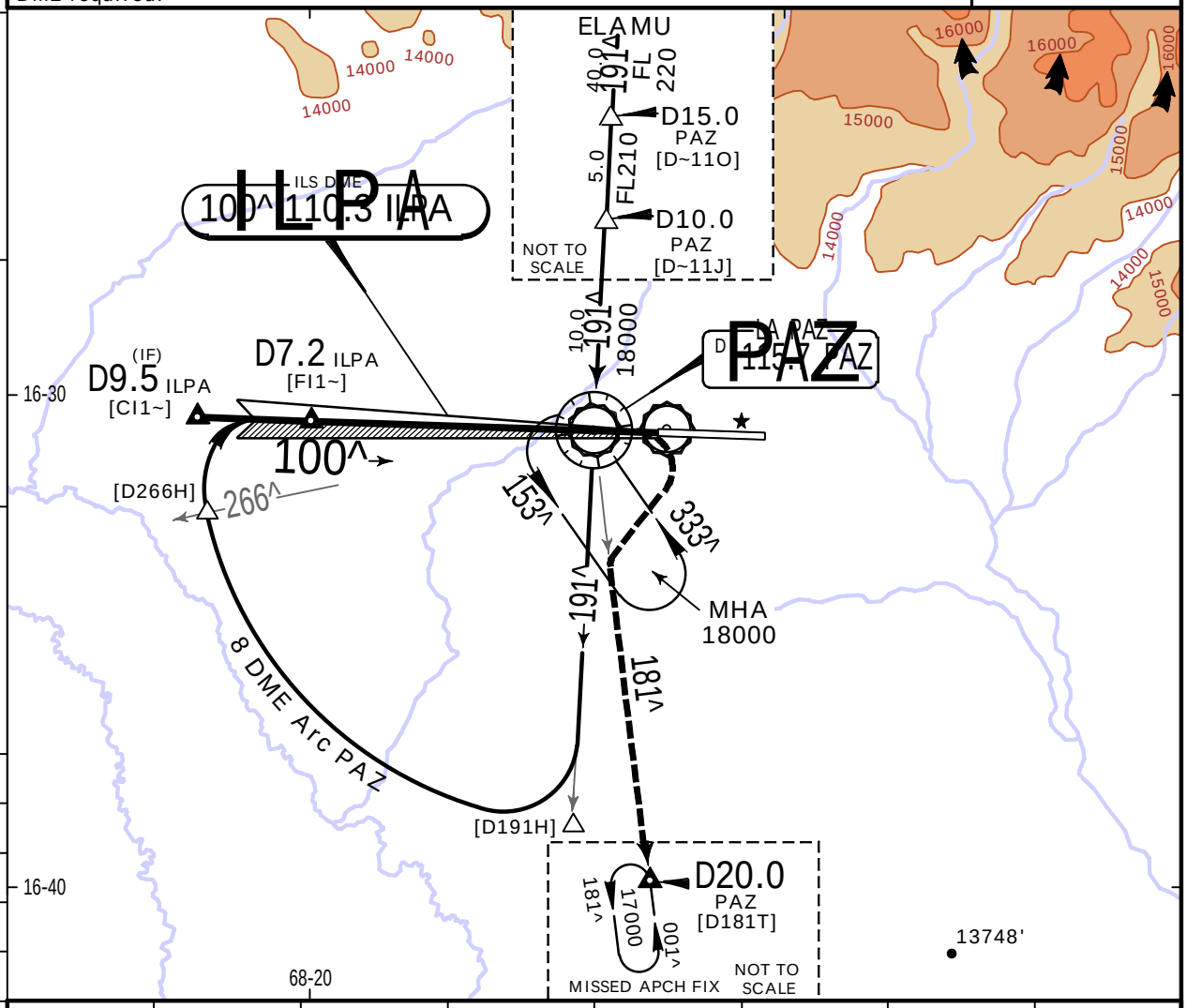
MISSED APCH: Turn RIGHT and intercept PAZ VOR R-181 outbound to D20.0 PAZ climbing to 17000' and hold. Request instructions from ATC.

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

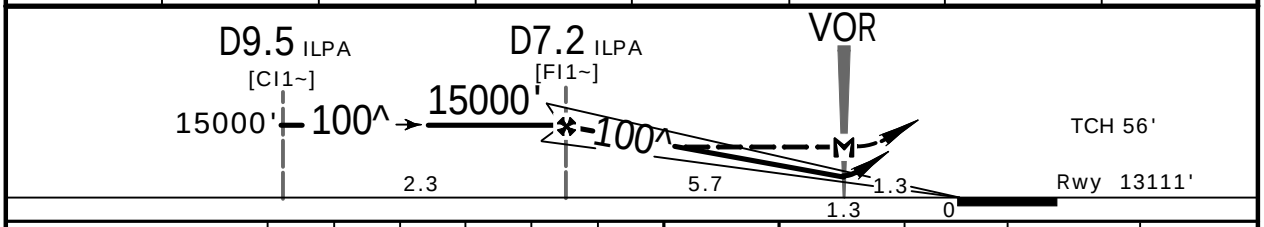
DME required.

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'

PANS OPS

.State.

STRAIGHT-IN LANDING

| | ILS DA(H) 13331' (220') FULL | ILS DA(H) 13331' (220') ALS out | LOC (GS out) CDFA 1 DA/MDA(H) 13550' (439') | LOC (GS out) CDFA 1 DA/MDA(H) 13550' (439') ALS out |
|---|---|---|---|---|
| A | V800m | V1600m | V1600m | V1600m |
| B | | | | |
| C | | | | |
| D | | V2000m | V2000m | V2000m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 100 | 14050'(736') V2000m |
| 135 | 14050'(736') V2400m |
| 180 | 14660'(1346')V4000m |
| 205 | 15130'(1816')V4400m |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

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# SLLP/LPB
EL ALTO INTL

JEPPESEN

15 APR 22 (12-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

# LA PAZ, BOLIVIA
## RNP X Rwy 10

BRIEFING STRIP ™

| LA PAZ Approach | LA PAZ Tower | Ground |
|---|---|---|
| 119.5 | 118.3 | 121.9 |

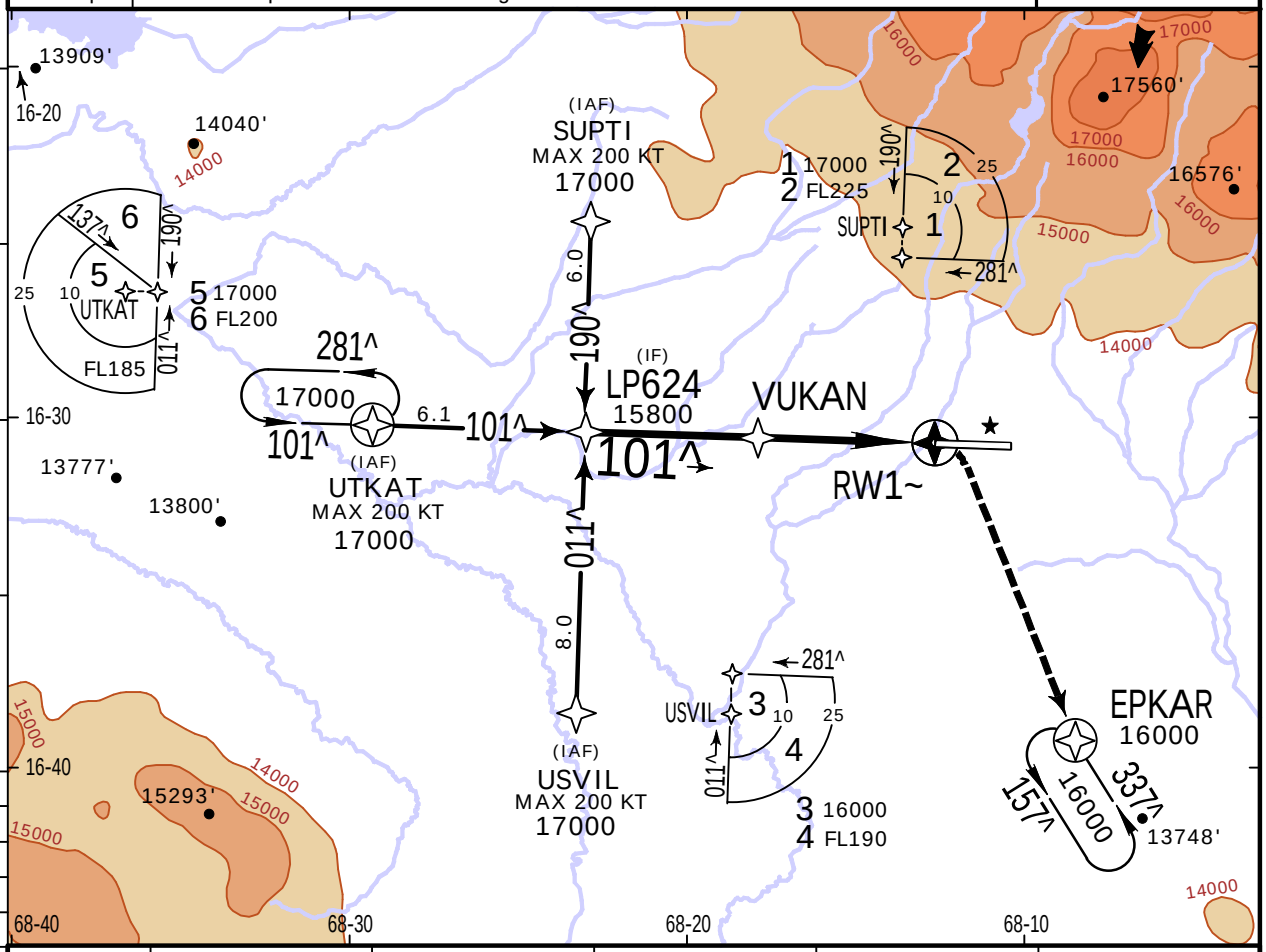
| RNAV | Final Apch Crs | VUKAN MANDATORY | LNAV MDA(H) | Apt Elev 13314' |
|---|---|---|---|---|
| | 101^ | 14500' (1389') | 13450' (339') | Rwy 13111' |

MISSED APCH: Turn RIGHT climbing to 16000' DIRECT to EPKAR and hold. Request ATC instructions. Missed approach requires a minimum climb gradient of 3.0%.

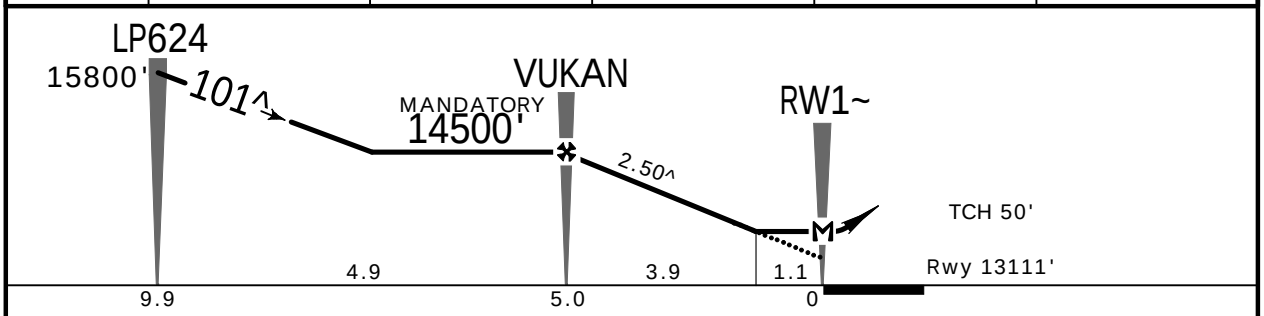
TAA 25 NM IAF

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

RNP Apch | 1. GNSS required. 2. Descent angle not coincident with PAPI.




| DIST to RW1~ | VUKAN | 4.0 | 3.0 | 2.0 | 1.1 |
|---|---|---|---|---|---|
| ALTITUDE | 14500' | 14220' | 13960' | 13690' | 13450' |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 2.50^ | 310 | 398 | 442 | 531 | 619 | 707 |
| | | | | | | | |
| MAP at RW1~ | | | | | | | |

REIL PAPI ALS 16000' RT EPKAR

.State.

STRAIGHT-IN LANDING

LNAV MDA(H) 13450' (339')

| | | ALS out |
|---|---|---|
| A | V1600m | V2000m |
| B | | |
| C | V2000m | V2400m |
| D | V2400m | V2800m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | |
|---|---|---|
| 100 | 14050' (736') | V2000m |
| 135 | 14050' (736') | V2800m |
| 180 | 14660' (1346') | V3700m |
| 205 | 15130' (1816') | V4600m |

PANS OPS

CHANGES: Re-indexed.

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# SLLP/LPB
EL ALTO INTL

JEPPESEN

10 DEC 21 (13-1)

# LA PAZ, BOLIVIA
# VOR Z Rwy 10

BRIEFING STRIP ™

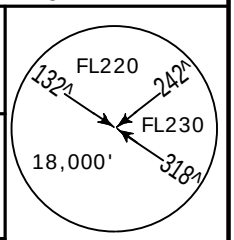
| LA PAZ Approach | LA PAZ Tower | Ground |
|---|---|---|
| 119.5 | 118.3 | 121.9 |

| VOR | Final Apch Crs | D4.6 | DA/MDA(H) | Apt Elev 13314' |
|---|---|---|---|---|
| PAZ 115.7 | 100^ | 15000' (1889') | 13570' (459') | Rwy 13111' |

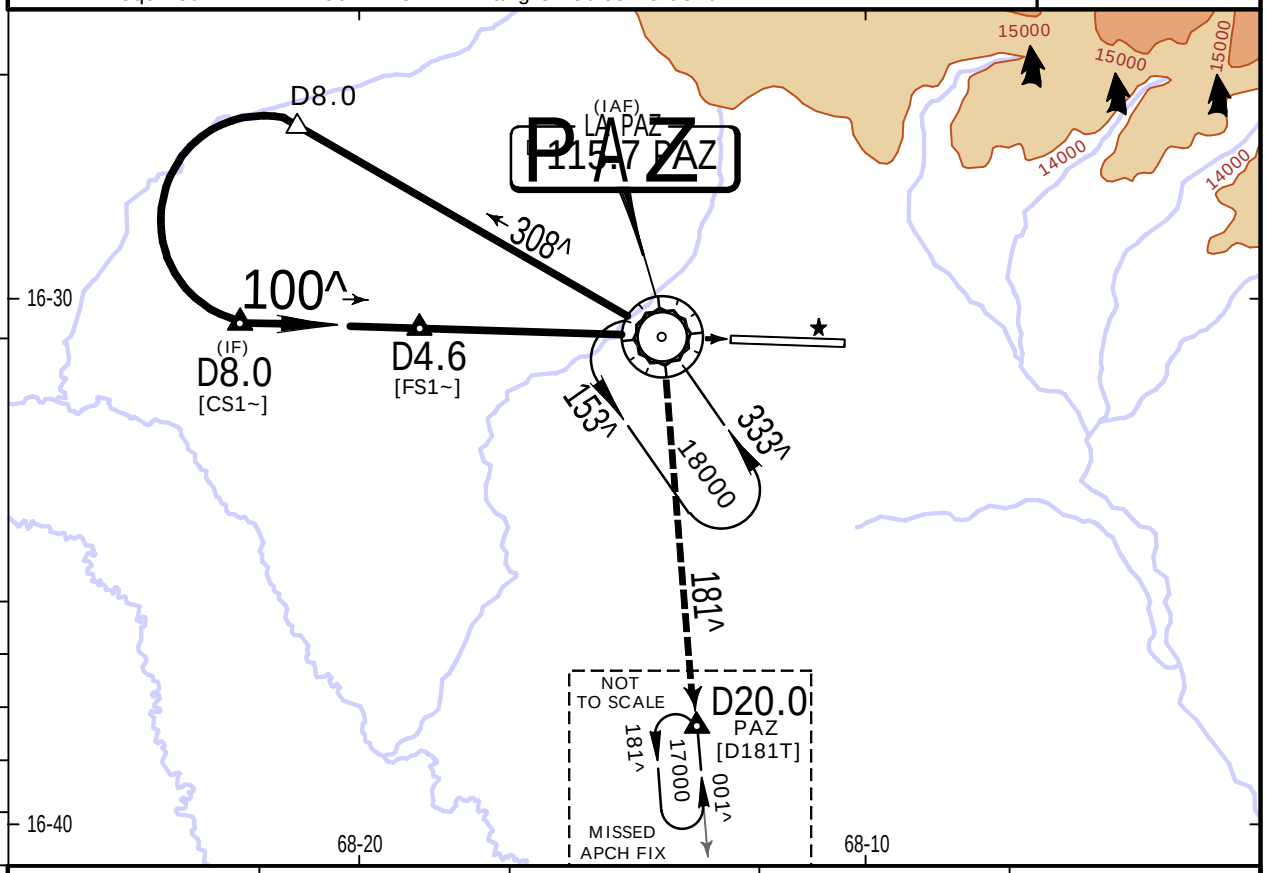
MISSED APCH: Turn RIGHT to intercept PAZ VOR R-181 outbound climbing to 17000' to D20.0 PAZ VOR, enter hold LEFT turns 001^ and request instructions from ATC.

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

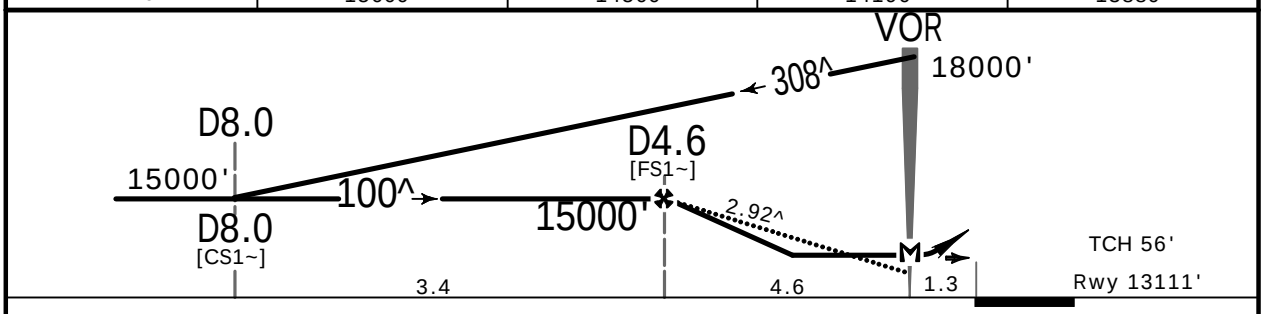
1. DME required. 2. MAX 160 KT. 3. PAPI angle not coincident.




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
CDFA
1 DA/MDA(H) 13570' (459')

| | | ALS out |
|---|---|---|
| A | V1600m | V2000m |
| B | | |
| C | V2000m | V2400m |
| D | V2400m | V2800m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 100 | 14050' (736') V2000m |
| 135 | 14050' (736') V2400m |
| 180 | 14660' (1346') V4000m |
| 205 | 15130' (1816') V4400m |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Backside VOR Y Rwy 10 withdrawn.

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## Chart changes since cycle 26-2023

*ADD = added chart, REV = revised chart, DEL = deleted chart.*

| *ACT* | *PROCEDURE IDENT* | *INDEX* | *REV DATE* | *EFF DATE* |
|---|---|---|---|---|

**COCHABAMBA, (CHIMORE - SLHI)**

**LA PAZ, (EL ALTO INTL - SLLP)**

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# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport SLHI

**Type:** *Terminal*
**Effectivity:** *Temporary*
**Begin Date:** *Immediately*
**End Date:** *Until Further Notice*

*(22-1) RNAV (GNSS) Y Rwy 17 is suspended.*

## Chart Change Notices for Airport SLLP

**Type:** *Terminal*
**Effectivity:** *Temporary*
**Begin Date:** *Immediately*
**End Date:** *Until Further Notice*

*Per SUP A055/23 and C108/23 TMA Approach 123.9 MHz and 124.7 MHz frequencies unserviceable.*

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## Communication Information For SCFZ ACC High (ACC Sector High)

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| IQUIQUE: | 128.3 MHz | | |
| IQUIQUE: | 128.7 MHz | | |

## Communication Information For SCFZ FIR/UIR

CPDLC Service: ADS-C/CPDLC AVAILABLE FOR FANS-1/A CAPABLE AIRCRAFT WITH LOGON ADDRESS SCEZ IN ANTOFAGASTA FIR. ADS-C CONNECTION FOR EARLY AIR TRAFFIC SURVEILLANCE PURPOSES IS ESTABLISHED IN AWY UL780/L780 AND AWY UL302/L302. ALL TRAFFIC SOUTHBOUND FANS 1A CAPABLE MUST LOG ON SCEZ FOR ADS-C CONNECTION AT LEAST 10 MINUTES PRIOR CROSSING SORTA WPT OR IREMI WPT REFERRED EARLY CONNECTION IS NOT INTENDED FOR CPDLC. PILOTS MUST CONDUCT NORMAL AND ROUTINE COMMUNICATIONS WITH THE APPROPRIATE ATC VIA VHF AND/OR HF BY THE USE OF THE PUBLISHED FREQUENCIES, ACCORDING THE AIRSPACE (FIR) THEY ARE FLYING IN. THIS CONNECTION IS ONLY FOR FLIGHT LEVEL CONFIRMATION AND ETO/ATO AT ENTRY POINTS BEFORE THE FLIGHT ENTERS CHILEAN AIRSPACE

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| SANTIAGO OCEANIC: | 124.9 MHz | | |
| IQUIQUE: | 128.3 MHz | (R) | |
| IQUIQUE: | 128.7 MHz | (R) | |
| Type: FSS: | | | |
| ANTOFAGASTA RADIO: | 10024 kHz | | |
| ANTOFAGASTA RADIO: | 127.1 MHz | | |
| ANTOFAGASTA RADIO: | 2944 kHz | | |
| ANTOFAGASTA RADIO: | 4669 kHz | | |
| ANTOFAGASTA RADIO: | 6649 kHz | | |
| Type: Radar: | | | |
| ANTOFAGASTA: | 119.3 MHz | (R) | Secondary |
| ANTOFAGASTA: | 120.9 MHz | (R) | |

## Communication Information For SLLF FIR/UIR

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| LA PAZ: | 128.2 MHz | (R) | |

## Communication Information For SPIM FIR/UIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR LIMA ACC IS 476002 OR 476003

| Callsign: | Frequency | Radar | ServiceIndicators |
|---|---|---|---|
| Type: ACC: | | | |
| LIMA: | 128.1 MHz | (R) | |
| LIMA: | 128.5 MHz | (R) | |
| LIMA: | 128.8 MHz | (R) | |
| Type: Radio: | | | |
| LIMA: | 10024 kHz | | |
| LIMA: | 6649 kHz | | |