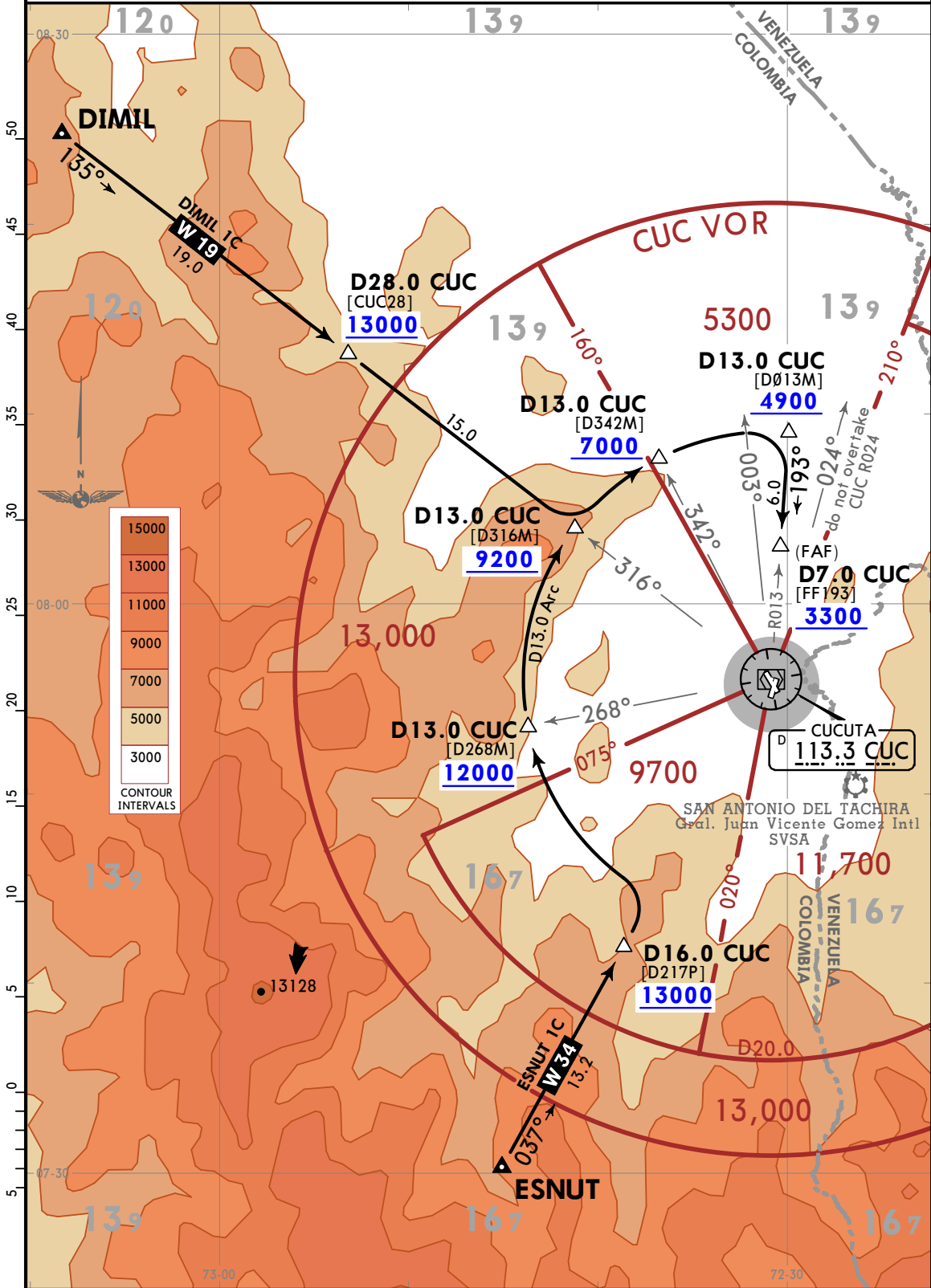


*ATIS 113.3	Apt Elev 1089	Alt Set: IN (hPa on req) Trans level: FL190 1. CUC VOR DME required. 2. Do not overtake CUC R024. 3. For VOR-A RWY 21/03 Approach.
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DIMIL 1C [DIM1C], ESNUT 1C [ESNU1C]  
ARRIVALS  
(RWY 21)  
CAT A, B & C

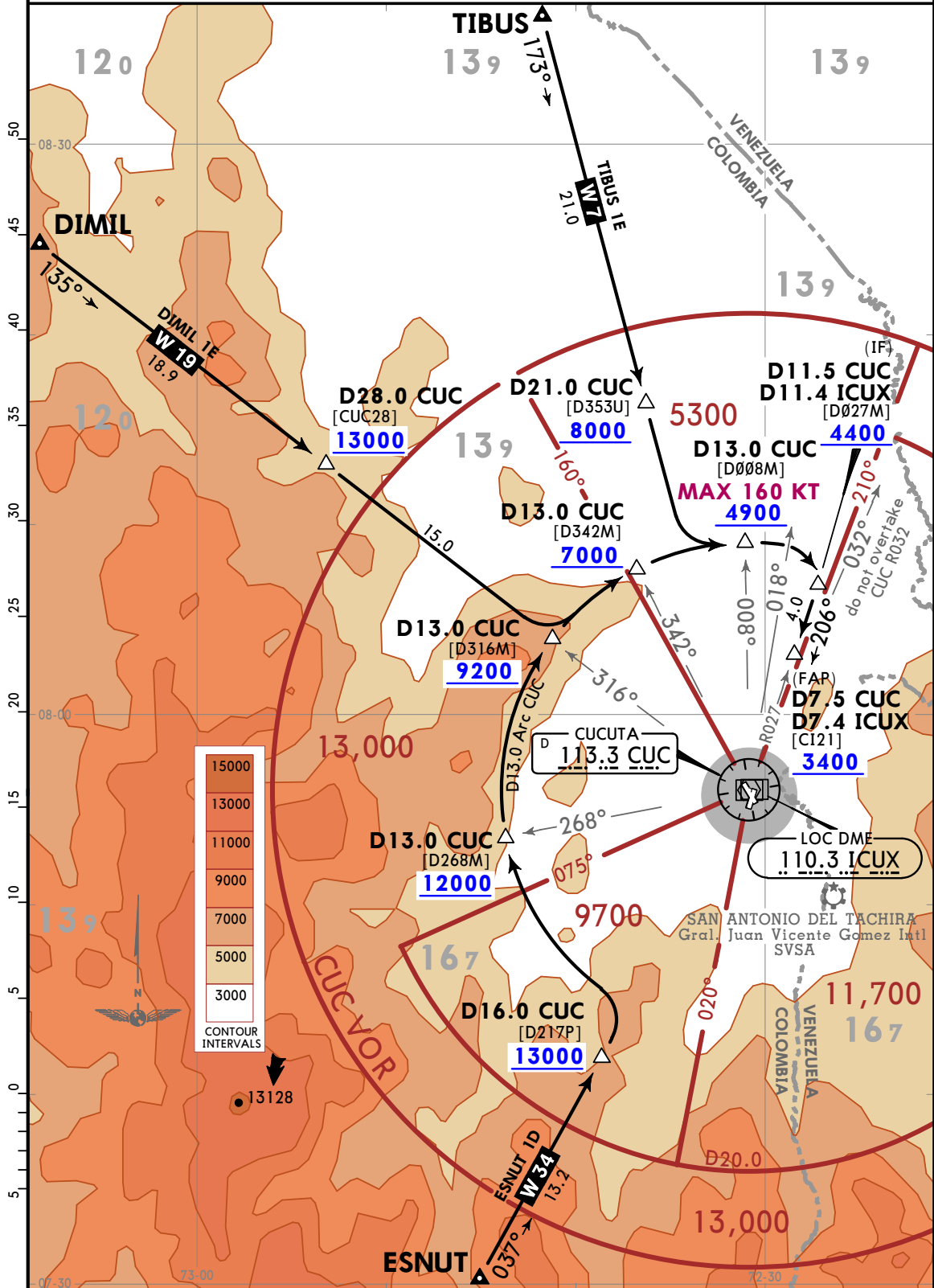


CHANGES: Airport elevation, new format.

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*ATIS 113.3	Apt Elev 1089	Alt Set: IN (hPa on req) Trans level: FL190 1. CUC VOR DME required. 2. Do not overtake CUC R032. 3. For ILS RWY 21 Approach.
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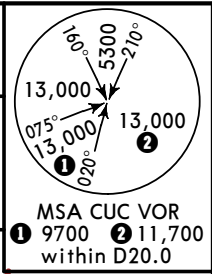
DIMIL 1E [DIMI1E], ESNUT 1D [ESNU1D], TIBUS 1E [TIBU1E]  
ARRIVALS  
(RWY 21)  
CAT A, B & C



CHANGES: Airport elevation, new format.

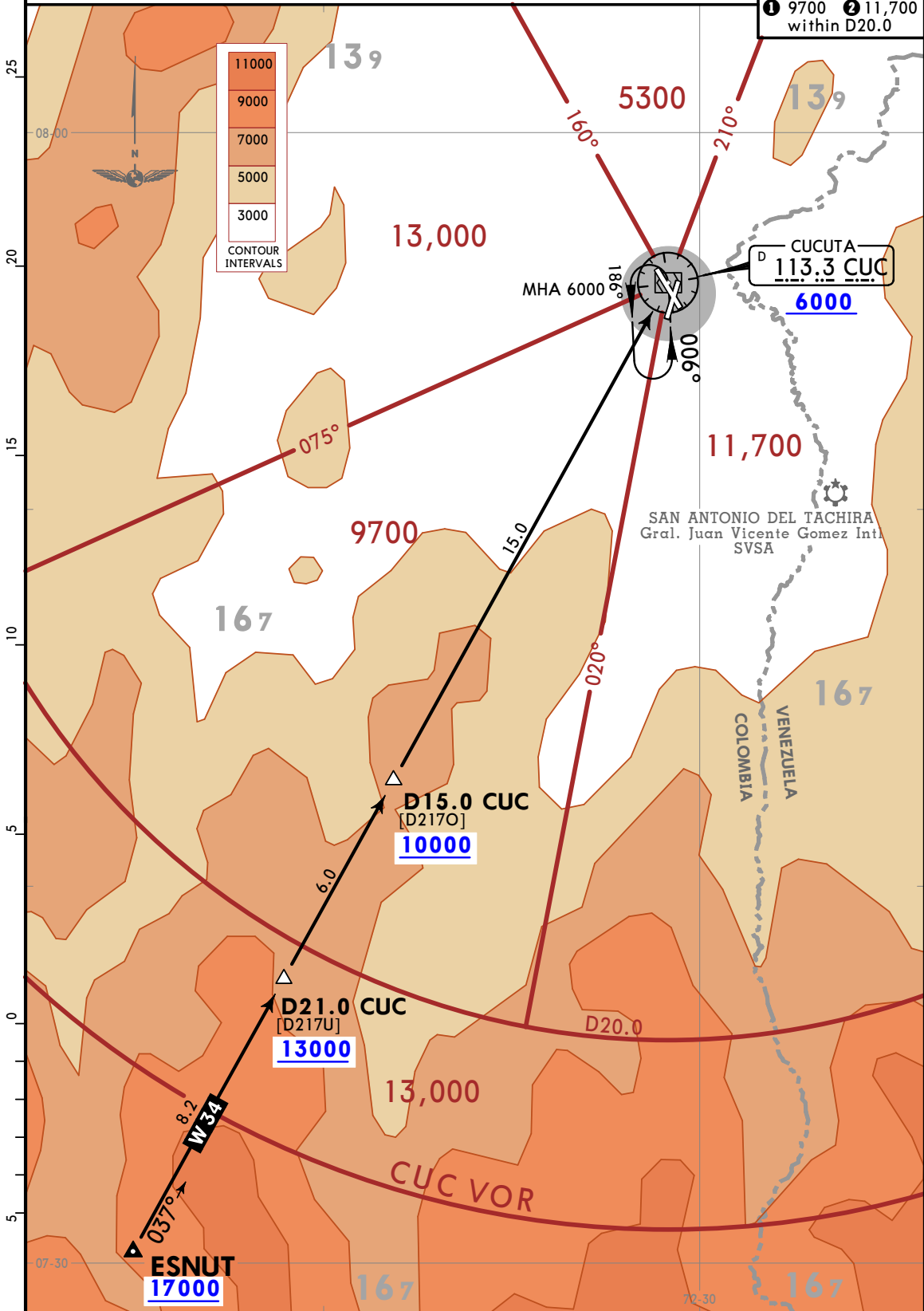
© JEPPESEN, 2021. ALL RIGHTS RESERVED.

*ATIS 113.3	Apt Elev 1089	Alt Set: IN (hPa on req) Trans level: FL190 Hold does not apply to approaches ILS Y RWY 16 and ILS RWY 21.
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ESNUT 2A ARRIVAL [ESNU2A]  
(RWYS 16, 21)

CAT A, B & C

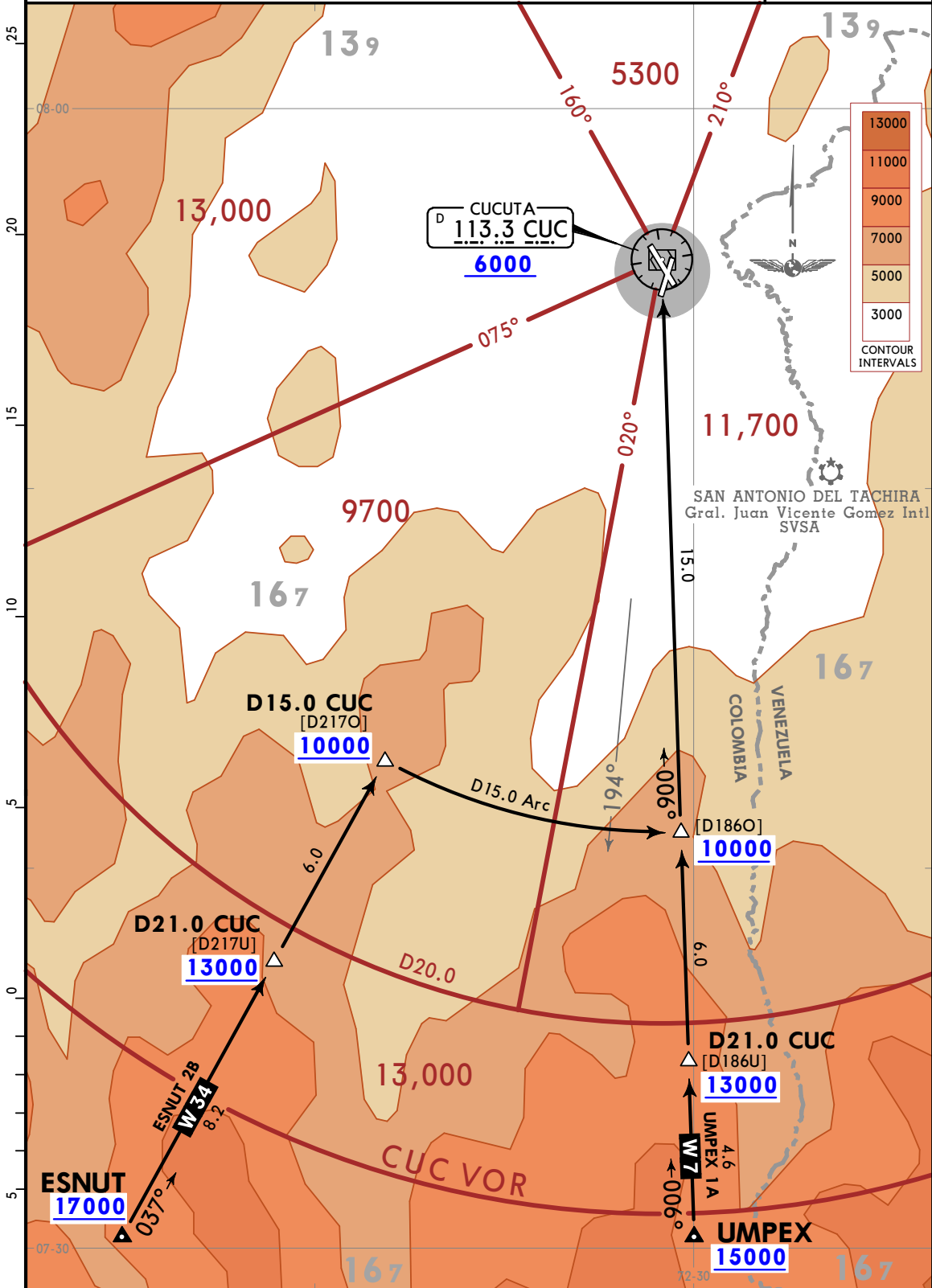
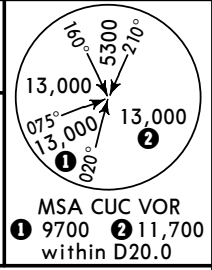


CHANGES: Note, airport elevation, chart reindexed, new format.

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*ATIS <b>113.3</b>	Apt Elev <b>1089</b>	Alt Set: IN (hPa on req) Trans level: FL190 For VOR or ILS RWY 16, 21 Approach.
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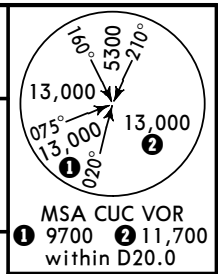
**ESNUT 2B [ESNU2B], UMPEX 1A [UMPE1A]**  
**ARRIVALS**  
**(RWYS 16, 21)**  
CAT A, B & C



CHANGES: Airport elevation, reindexed, new format.

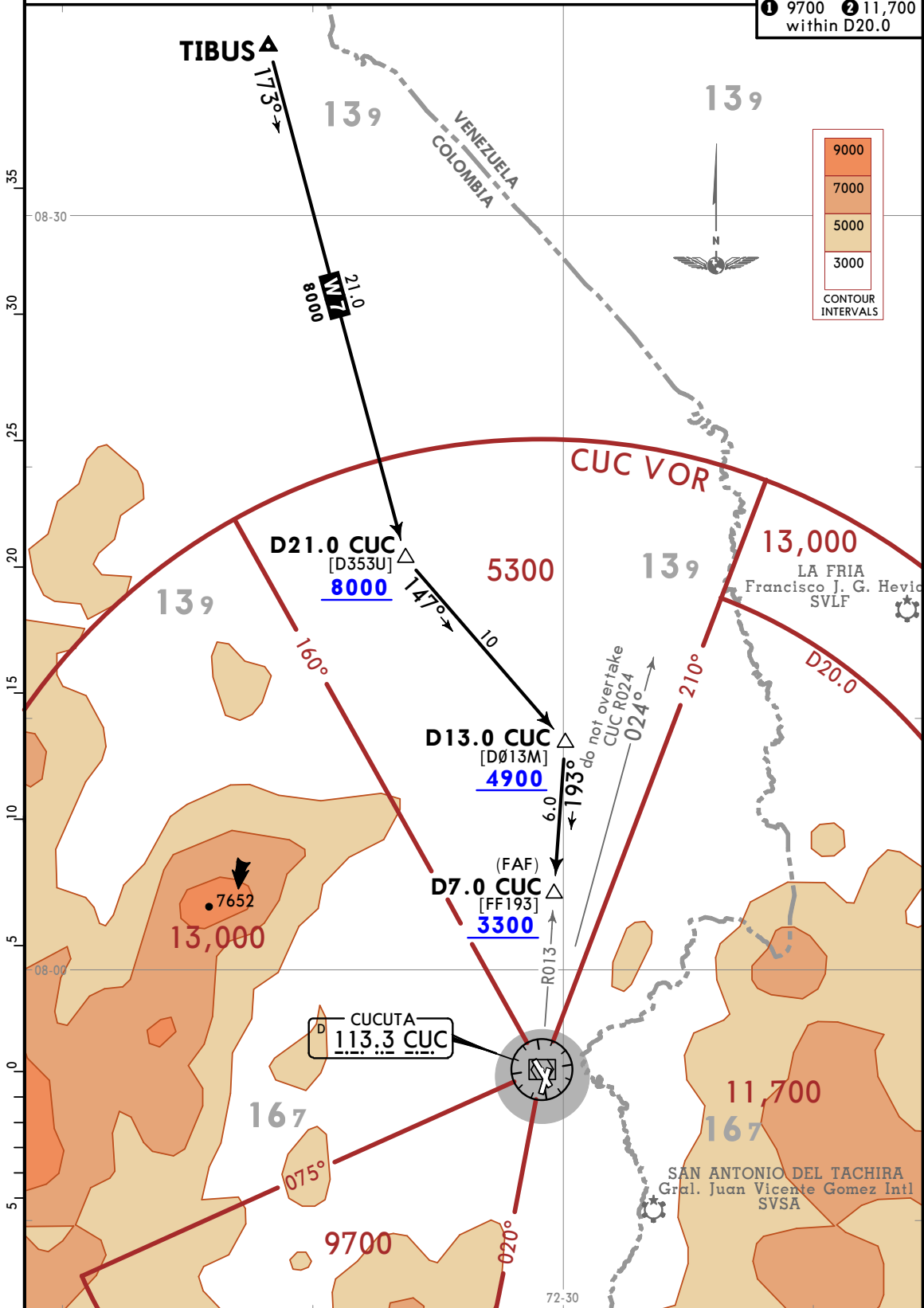
© JEPPESEN, 2021. ALL RIGHTS RESERVED.

*ATIS <b>113.3</b>	Apt Elev <b>1089</b>	Alt Set: IN (hPa on req) Trans level: FL190 1. CUC VOR DME required. 2. Do not overtake CUC R024. 3. For VOR-A RWY 21/03 Approach.
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**TIBUS 1C ARRIVAL [TIBU1C]**  
**(RWY 21)**

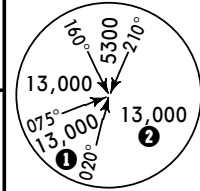
CAT A, B & C



CHANGES: Airport elevation, new format.

Apt Elev  
1089

Trans alt: 18000  
CACUTA 3C: for G-300, W-7 airways.  
TORAT 1J: for G-431 airway.

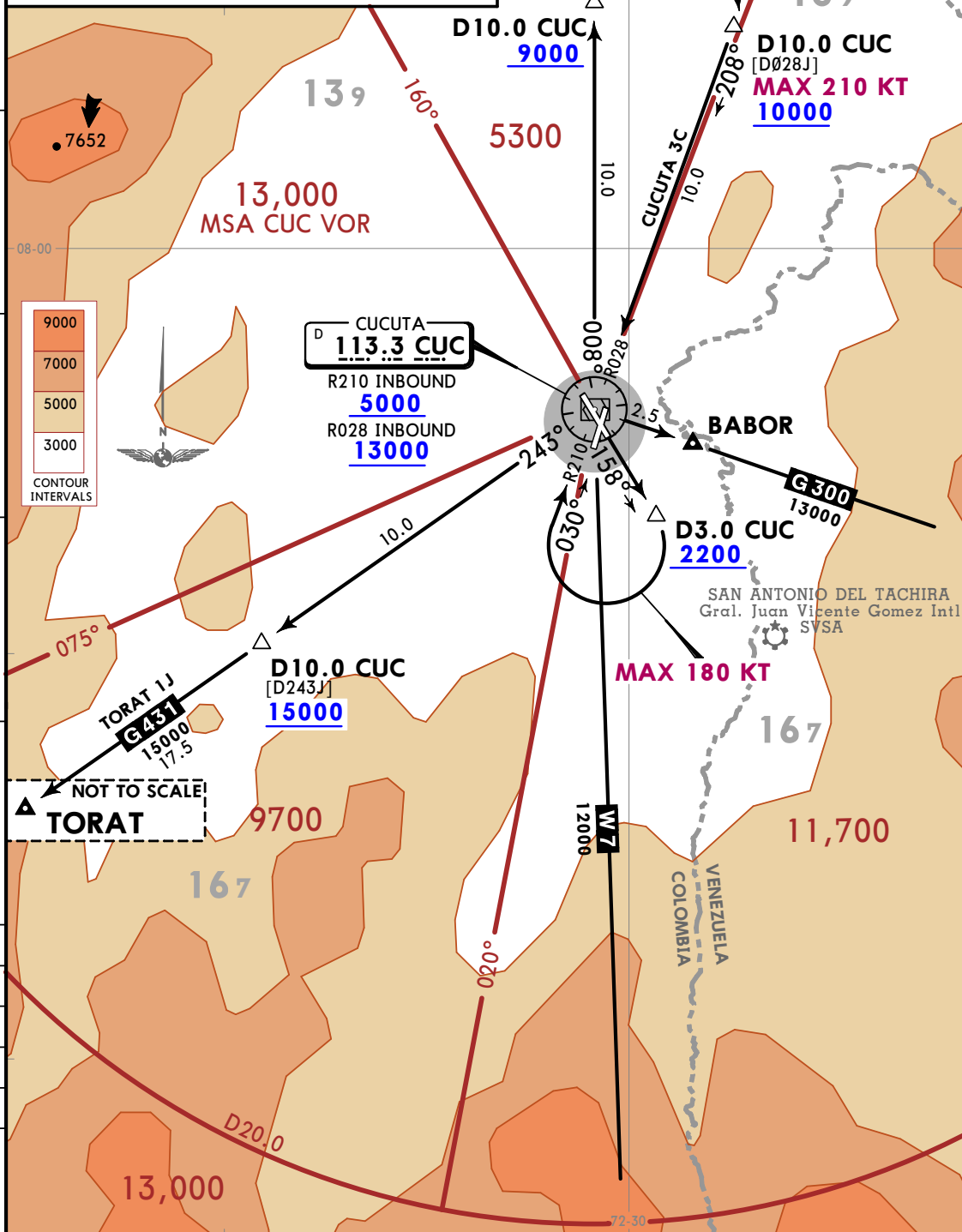


**CUCUTA 3C [CUC3C], TORAT 1J [TORA1J]  
DEPARTURES  
(RWY 16)**

CAT A, B & C

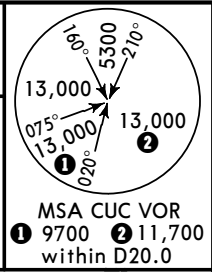
MAINTAIN a minimum climb gradient of 8.3% to 5000, then 6.6% to 13000.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
8.3% V/V (fpm)	630	841	1261	1681	2101	2522



CHANGES: Airport elevation, chart reindexed, new format.

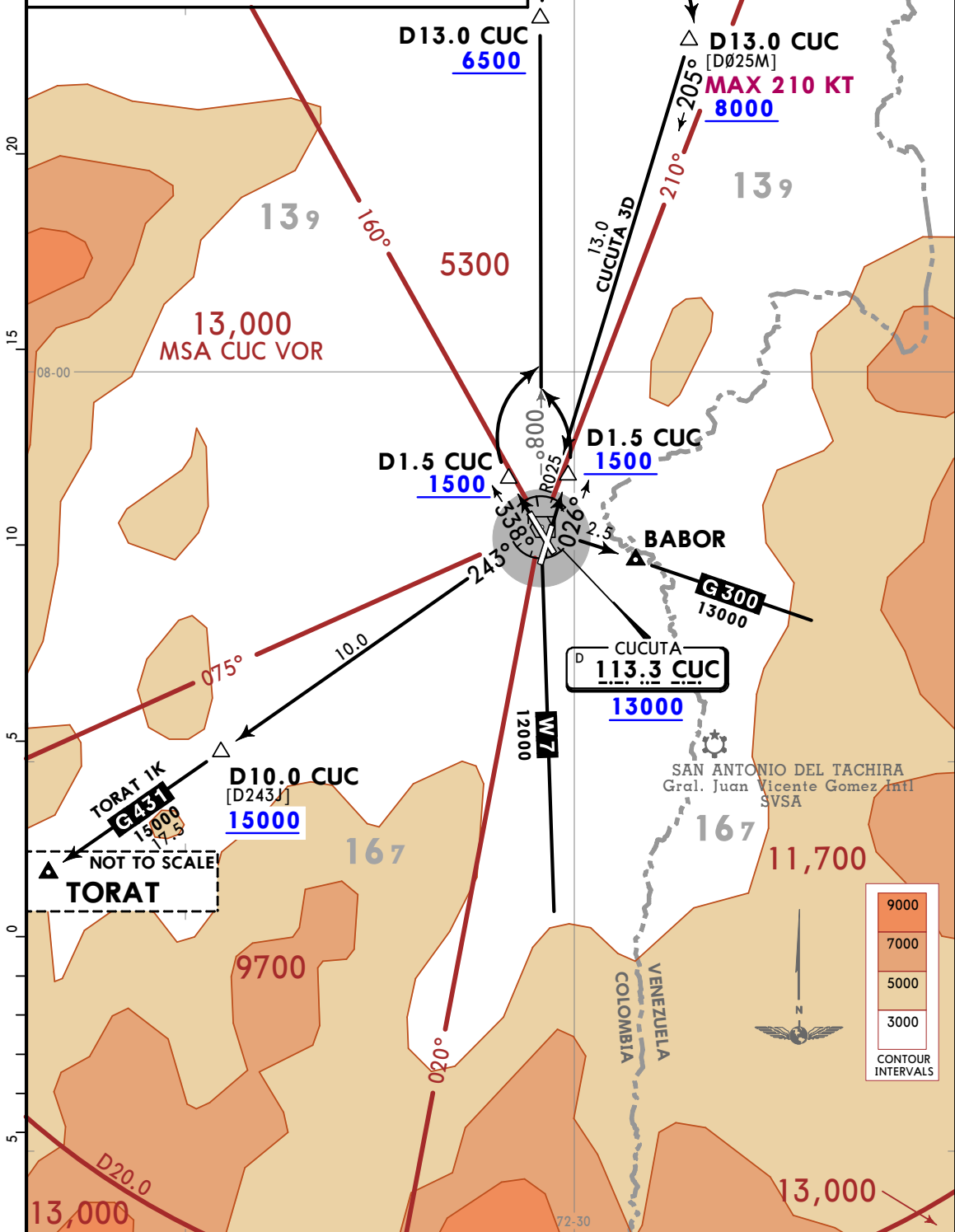
Apt Elev 1089  
Trans alt: 18000  
CUCUTA 3D: for G-300, W-7 airways.  
TORAT 1K: for G-431 airway.



**CUCUTA 3D [CUC3D], TORAT 1K [TORA1K]  
DEPARTURES  
(RWYS 03, 34)**  
CAT A, B & C

MAINTAIN a minimum climb gradient of 7.0% to 13000.

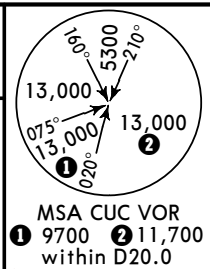
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



CHANGES: Chart reindexed, new format.

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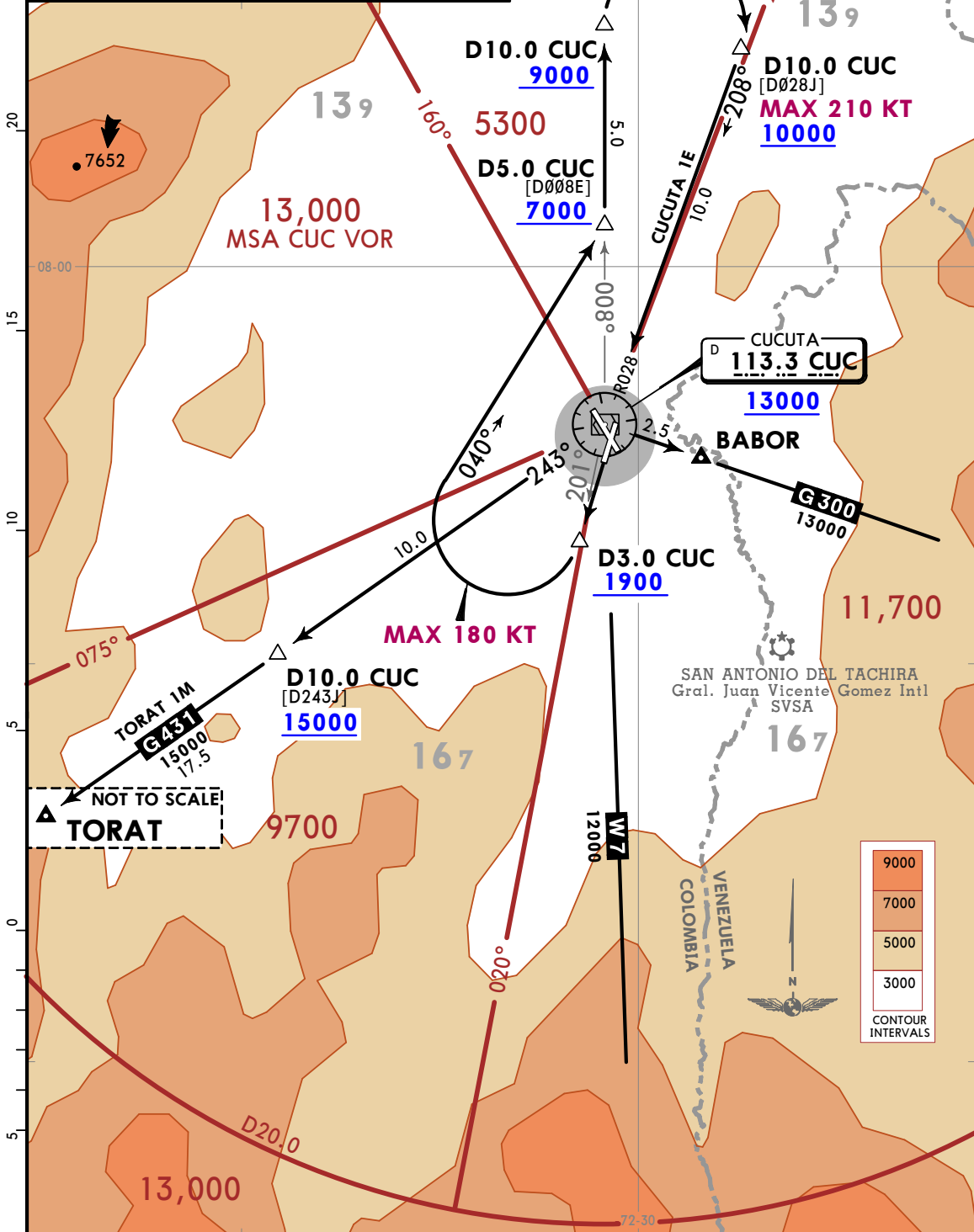
Apt Elev 1089  
Trans alt: 18000  
CUCUTA 1E: for G-300, W-7 airways.  
TORAT 1M: for G-431 airway.



**CUCUTA 1E [CUC1E], TORAT 1M [TORA1M]  
DEPARTURES  
(RWY 21)**  
CAT A, B & C

MAINTAIN a minimum climb gradient of 6.6% to CUC VOR.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

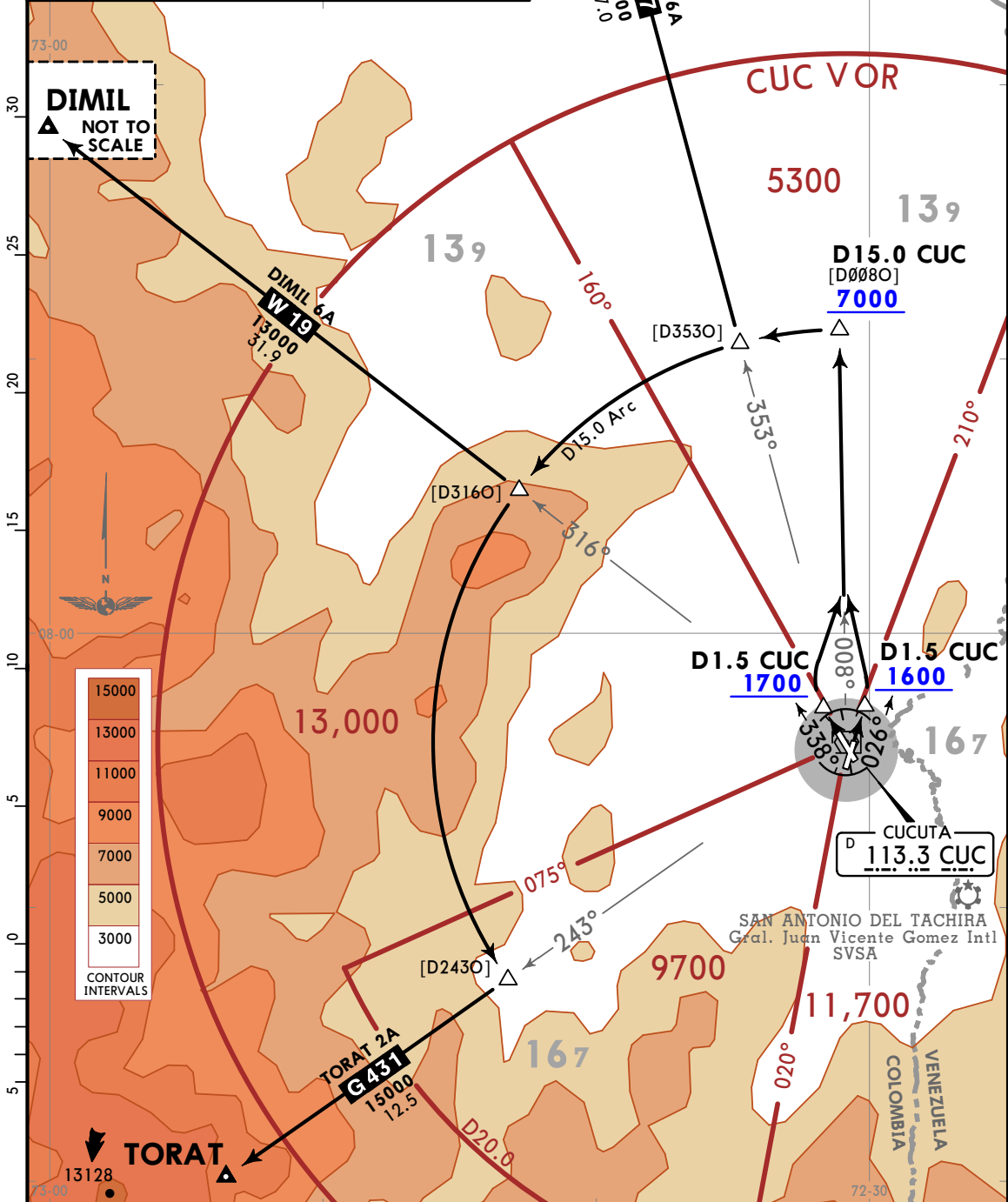
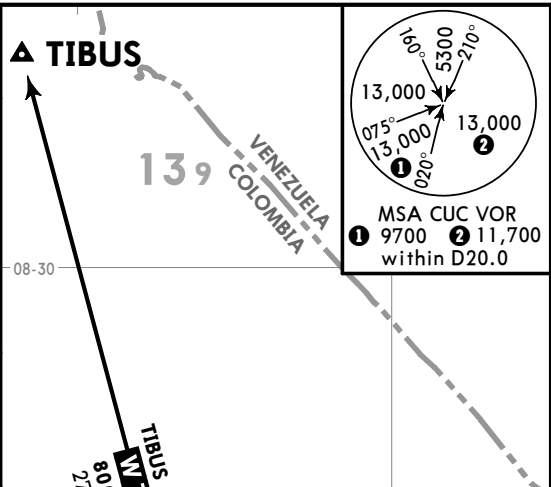


CHANGES: Airport elevation, reindexed, new format.

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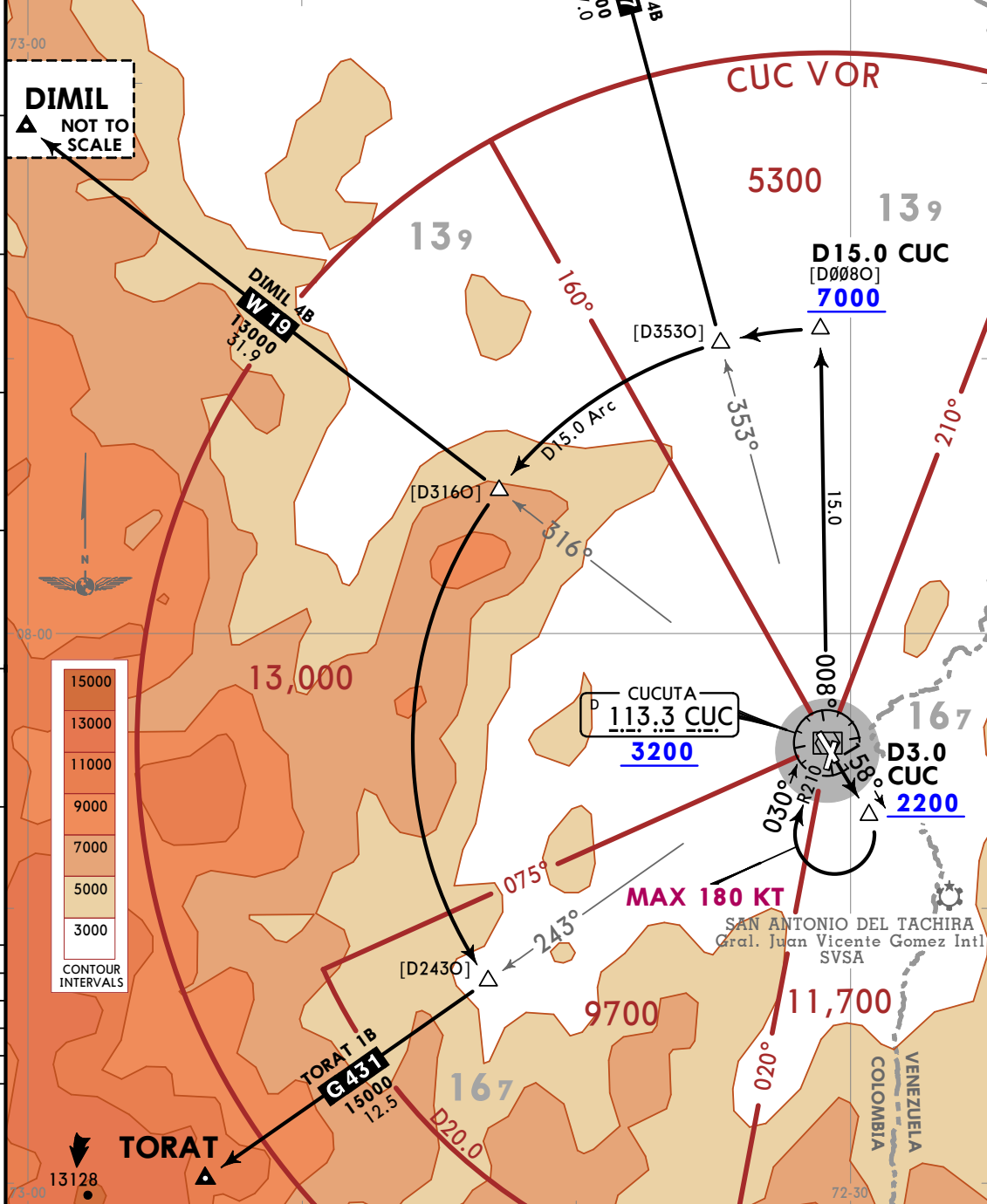
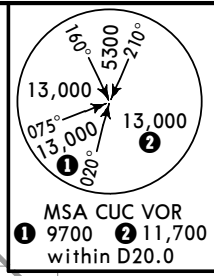
Apt Elev 1089	Trans alt: 18000
DIMIL 6A [DIMI6A] TIBUS 6A [TIBU6A] TORAT 2A [TORA2A] DEPARTURES (RWYS 03, 34) CAT A, B & C	
MAINTAIN minimum climb gradient of 7.3% until reaching the MEA of the assigned route.	
Gnd speed-KT	75 100 150 200 250 300
7.3% V/V (fpm)	554 739 1109 1479 1848 2218



CHANGES: Airport elevation, reindexed, new format.

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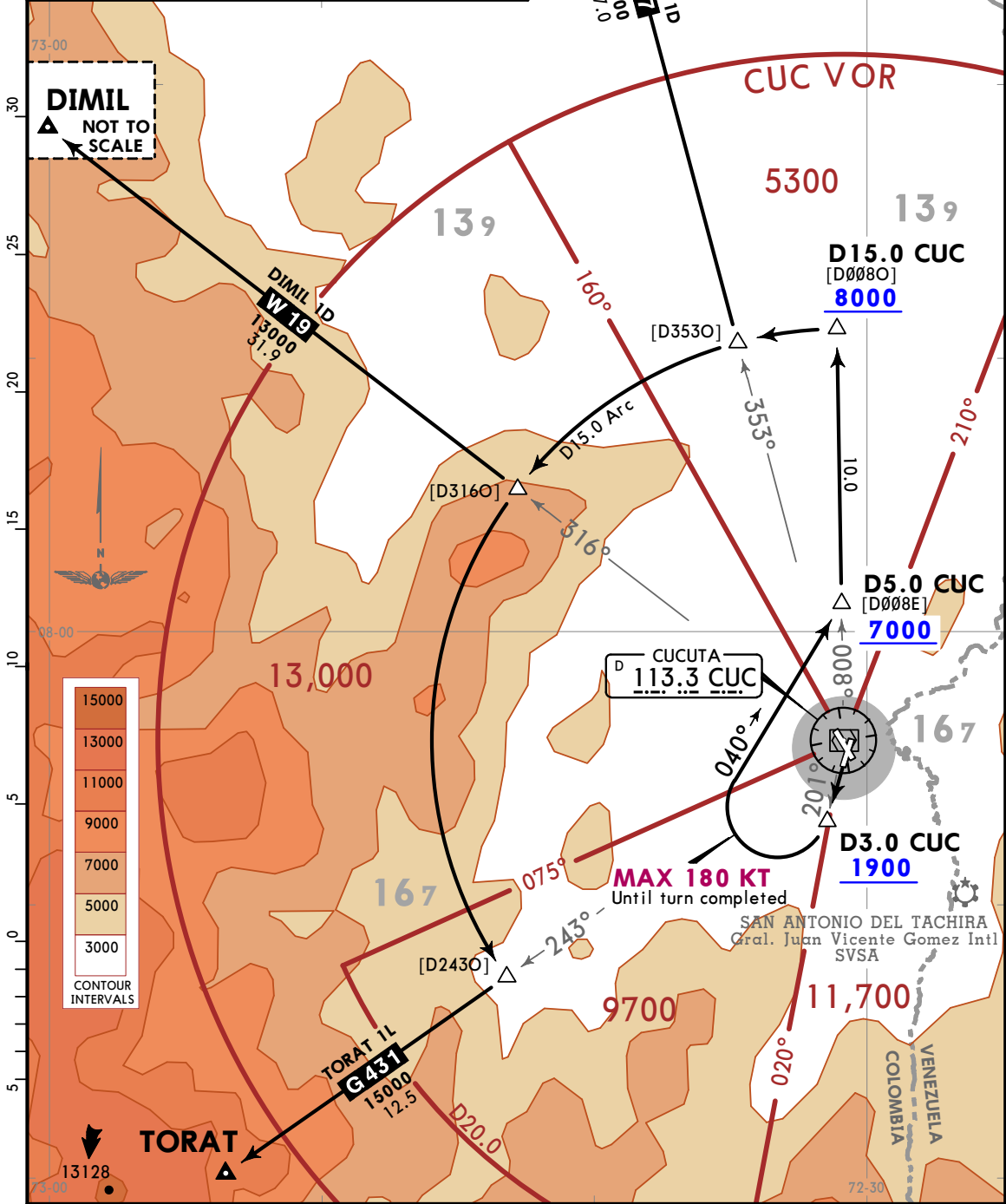
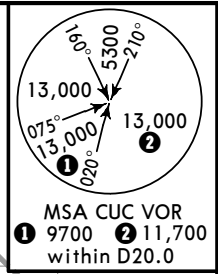
Apt Elev 1089	Trans alt: 18000
DIMIL 4B [DIMI4B] TIBUS 4B [TIBU4B] TORAT 1B [TORA1B] DEPARTURES (RWY 16) CAT A, B & C	
MAINTAIN minimum climb gradient of 8.3% until reaching the MEA of the assigned route.	
Gnd speed-KT	75 100 150 200 250 300
8.3% V/V (fpm)	630 841 1261 1681 2101 2522



CHANGES: Airport elevation, reindexed, new format.

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Apt Elev 1089	Trans alt: 18000
DIMIL 1D [DIMI1D] TIBUS 1D [TIBU1D] TORAT 1L [TORA1L] DEPARTURES (RWY 21) CAT A, B & C	
MAINTAIN minimum climb gradient of 6.5% until reaching the MEA of the assigned route.	
Gnd speed-KT	75 100 150 200 250 300
6.5% V/V (fpm)	494 658 987 1316 1646 1975



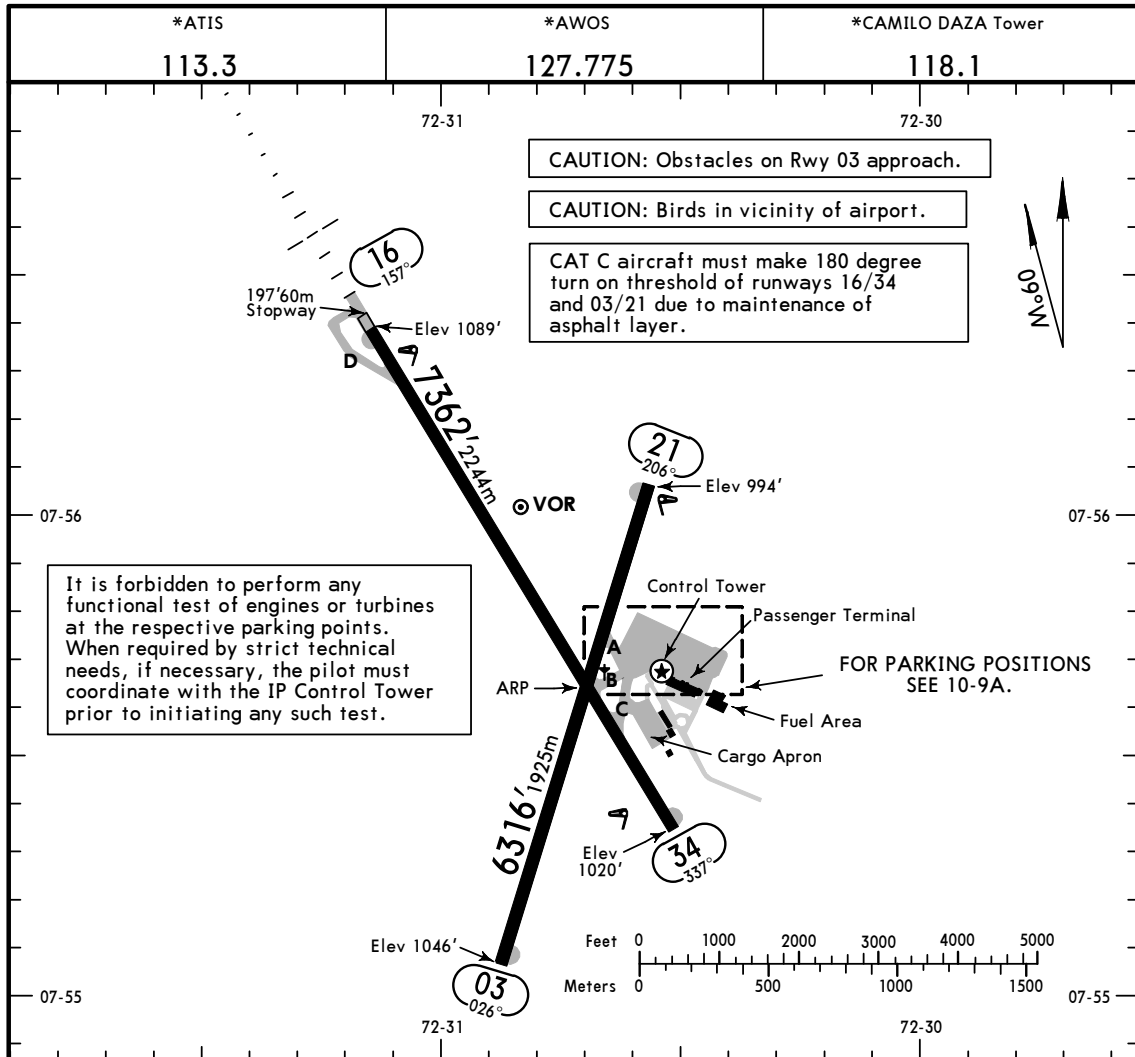
## NOISE ABATEMENT PROCEDURES

Aircraft will be able to start the auxiliary power unit (APU) for a maximum 5 minutes. When more time is required due to operational reasons, the ATC will be able to authorize a maximum period of 15 minutes; in these cases, the crew will inform ATC and the Apron Inspector in order to assign the parking spot according to the request.

Aircraft which have APU operational issues, will be able to start an engine on minimal power at the parking spot for later aircraft towing. The crew will notify ATC and the Apron Inspector about this condition prior to entering the apron in order to assign the right spot for this eventuality.

The use of ground pneumatic starter at contact parking spots is forbidden.

Engine or turbine testing at the parking spot is forbidden. When performing these operations is mandatory due to specific technical needs, it must be coordinated previously with the Control Tower and the Apron Inspector.

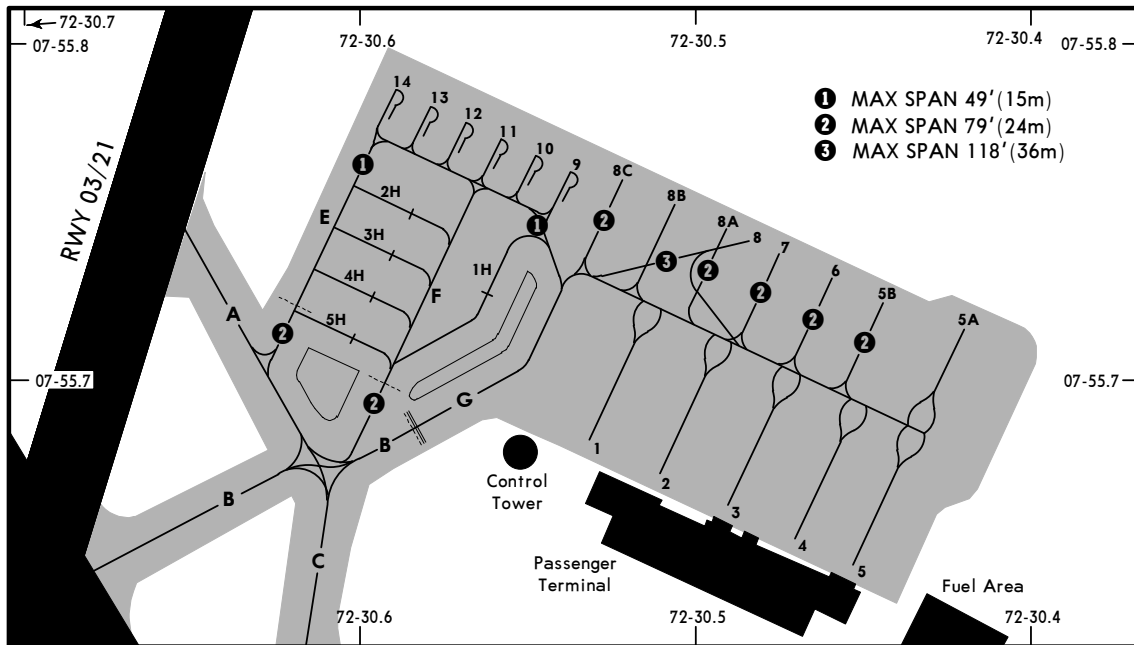


**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
03	HIRL CL (30m)				148'
21	HIRL CL (30m) PAPI-L (angle 3.0°)		5382' (1640m)		45m
16	HIRL CL (30m) MALSF REIL PAPI-L (angle 3.0°)		6307' (1922m)	7756' (2364m)	148'
34	HIRL CL (30m) PAPI-L (angle 3.0°)				45m

TAKE-OFF		STD
All Rwys		
1 Take-off Alternate Airport Filed		STD
RL & CL or RCLM		
1 Eng	880' - 3000m	
2 Eng	1 hour alternate (1 Eng inop) 500m	1600m
3 & 4 Eng	2 hour alternate (1 Eng inop) 500m	800m

**1** With appropriate approval.



**PARKING STAND COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N07 55.7 W072 30.5	8C, 9, 10	N07 55.8 W072 30.5
4	N07 55.6 W072 30.5	11 thru 14	N07 55.8 W072 30.6
5	N07 55.6 W072 30.4	1H thru 5H	N07 55.7 W072 30.6
5A, 5B, 6	N07 55.7 W072 30.4		
7, 8, 8A, 8B	N07 55.7 W072 30.5		

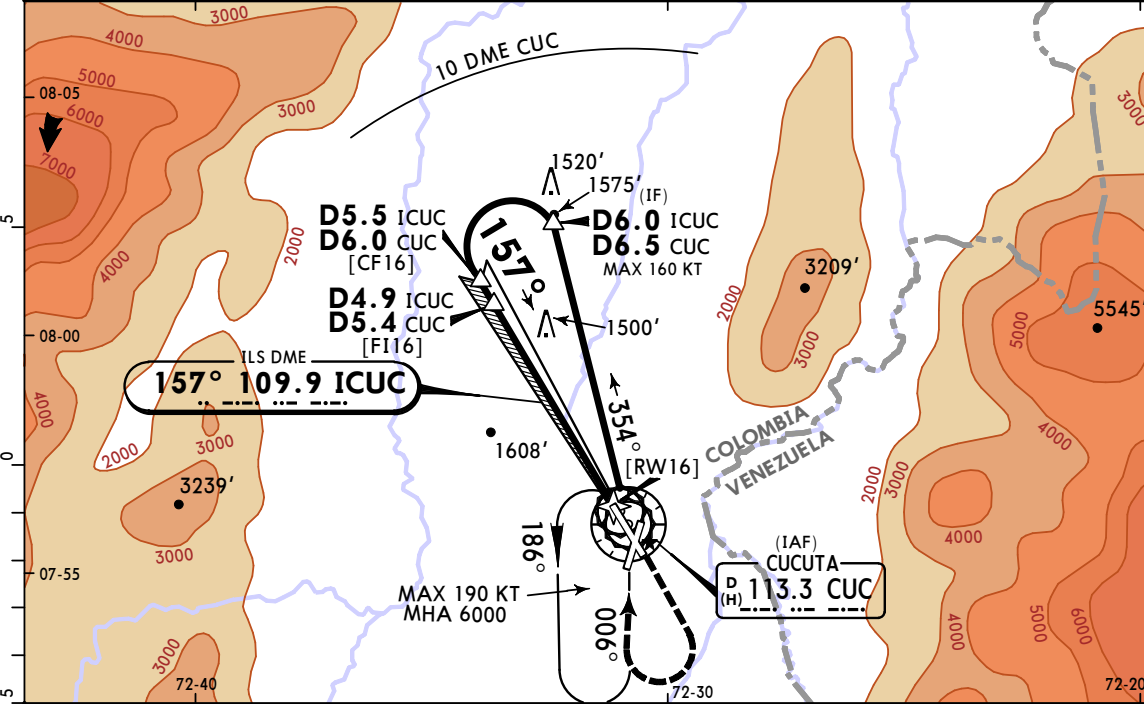
**Aircraft Stand Notes:**

Aircraft may turn on the auxiliary power unit (APU) for a maximum of five (05) minutes. When a longer time is requested for operational reasons, the ATC may authorize a maximum of fifteen (15) minutes; for these cases, the crew must inform the ATC and Platform Inspector for parking position assignment.

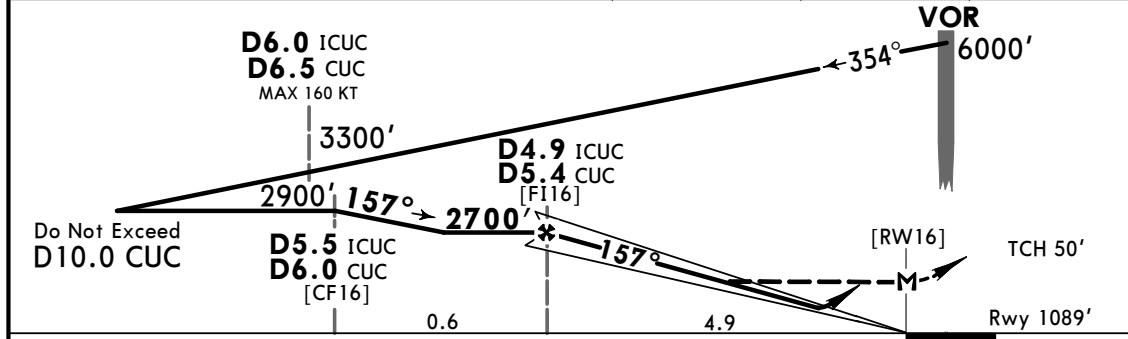
Aircraft that have APU operational problems may start an engine at minimum power in the parking spot, for subsequent towing of the aircraft. The Crew will notify the ATC and Platform Inspector about this precondition prior to entering platform for allocation of a suitable position in anticipation of this eventuality.

The use of a pneumatic ground starter in the contact parking positions is prohibited.

*ATIS <b>113.3</b>		*AWOS <b>127.775</b>		*CUCUTA Approach North <b>119.9</b> South <b>119.6</b>		*CAMILO DAZA Tower <b>118.1</b>
LOC ICUC <b>109.9</b>	Final Apch Crs <b>157°</b>	D4.9 ICUC D5.4 CUC <b>2700'</b> (1611')	ILS DA(H) <b>1380'</b> (291')	Apt Elev 1089' Rwy 1089'		<p>MSA CUC VOR                  ① 9700 ② 11,700                  within 20 DME</p>
<b>MISSED APCH: Climb on runway heading to 2700', turn RIGHT to CUC VOR holding, climbing to 6000'.</b> Missed approach requires a minimum climb gradient of 4.5%.						
Alt Set: IN (hPa on req)		Trans level: FL 190		Trans alt: 18000'		
CUC DME or ICUC DME required.						



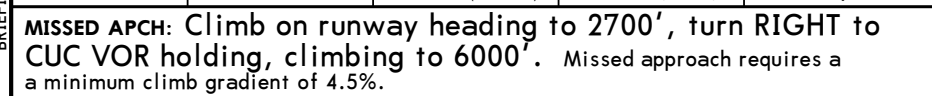
LOC	ICUC DME	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2732'	2405'	2090'	1771'	1453'

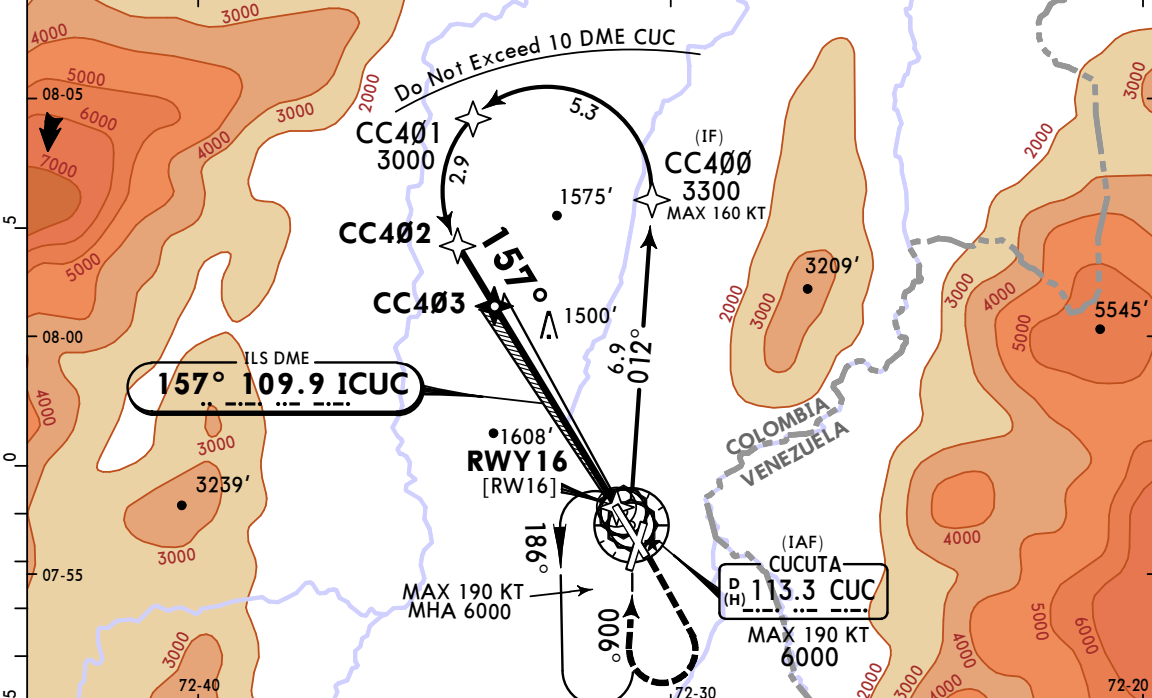


Gnd speed-Kts	70	90	100	120	140	160	MALSF REIL PAPI 2700' on Rwy hdg CUC 113.3	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06		1:50

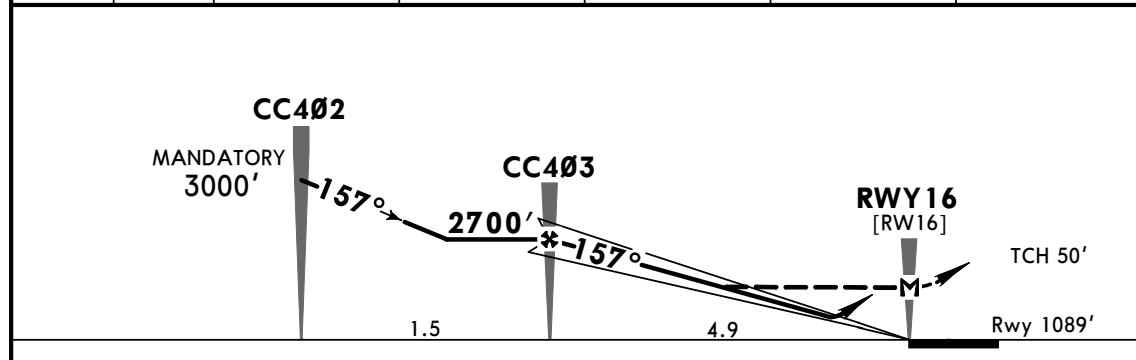
STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND 1		
ILS DA(H) <b>1380'</b> (291')		LOC (GS out) MDA(H) <b>1830'</b> (741')		Max Kts	MDA(H)	
FULL	ALS out	ALS out				
A				100	2000' (911') -4200m	
B	900m	1400m	3200m	135		
C			3400m	180	2400' (1311') -5000m	
D	NOT APPLICABLE		NOT APPLICABLE		D	NOT APPLICABLE

**1** Circling East of station is prohibited.  
 CHANGES: Minimums, rec alt table, CNF added. © JEPPESEN, 2002, 2021. ALL RIGHTS RESERVED.

*ATIS <b>113.3</b>		*AWOS <b>127.775</b>		*CUCUTA Approach North <b>119.9</b> South <b>119.6</b>		*CAMILO DAZA Tower <b>118.1</b>
LOC ICUC <b>109.9</b>	Final Apch Crs <b>157°</b>	<b>CC403</b> <b>2700'</b> (1611')	ILS DA(H) <b>1380'</b> (291')	Apt Elev 1089' Rwy 1089'		
Alt Set: IN (hPa on req) Trans level: FL 190			Trans alt: 18000'		MSA CUC VOR ① 9700 ② 11,700 within 20 DME	
RNP 1 and RF required.						



LOC (GS out)	ICUC DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2732'	2403'	2087'	1771'	1455'



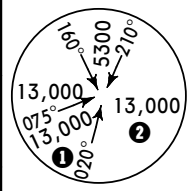
Gnd speed-Kts	70	90	100	120	140	160	MALS F REIL PAPI 2700' on Rwy hdg RT CUC 113.3	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06		1:50

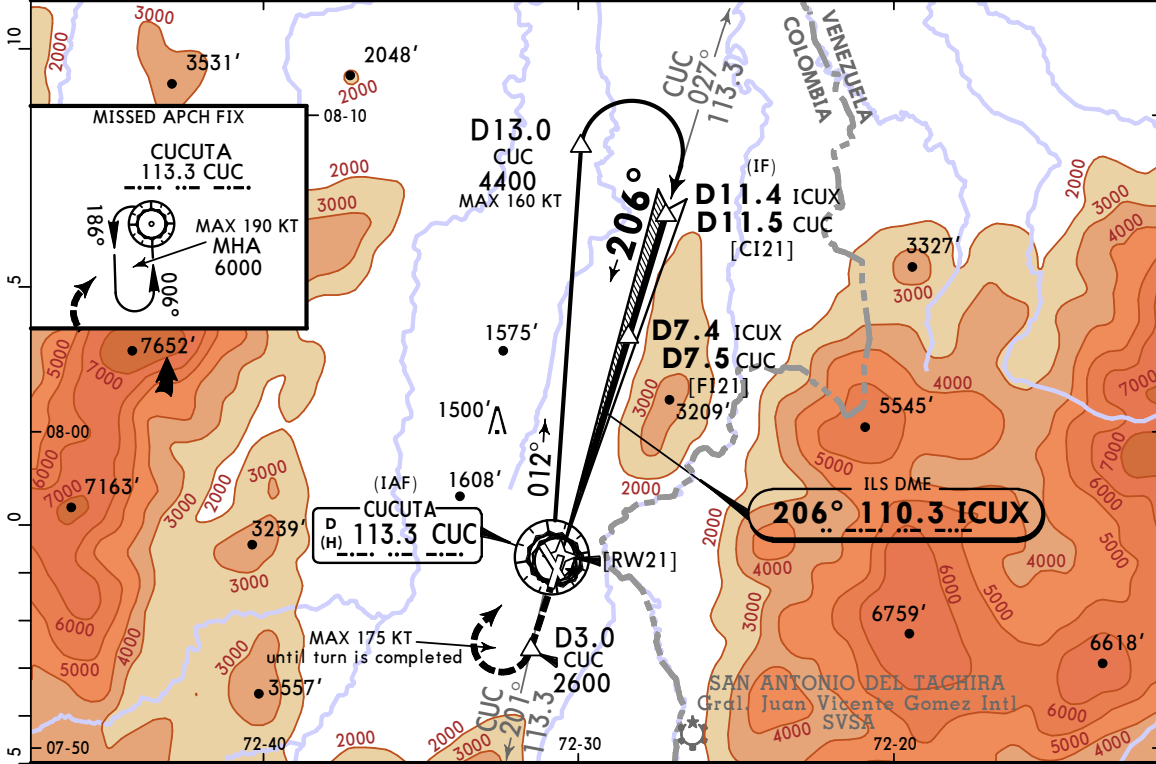
STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND 1		
ILS DA(H) <b>1380'</b> (291')		LOC (GS out) MDA(H) <b>1830'</b> (741')		Max Kts	MDA(H)	
FULL	ALS out	ALS out	ALS out			
A				100	2000' (911') -4200m	
B	900m	1400m	3200m	135	2400' (1311') -5000m	
C			3400m	180		
D	NOT APPLICABLE		NOT APPLICABLE		D	NOT APPLICABLE

PANS OPS

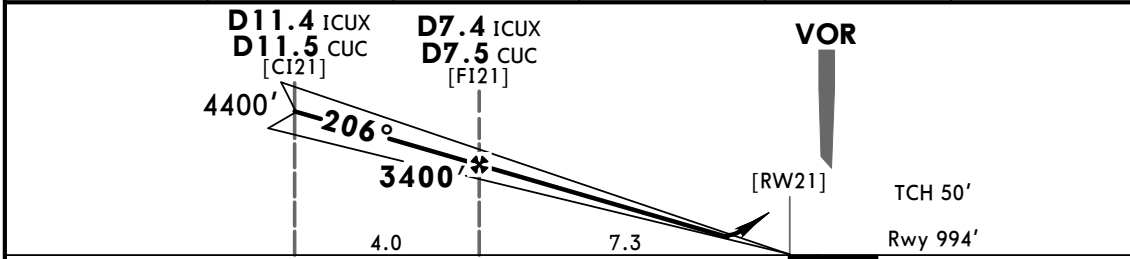
1 Circling East of station is prohibited.



*ATIS <b>113.3</b>		*AWOS <b>127.775</b>		*CUCUTA Approach North <b>119.9</b> South <b>119.6</b>		*CAMILO DAZA Tower <b>118.1</b>
LOC ICUX <b>110.3</b>	Final Apch Crs <b>206°</b>	D7.4 ICUX D7.5 CUC <b>3400'</b> (2406')	ILS DA(H) <b>1305'</b> (311')	Apt Elev 1089' Rwy 994'		
<b>MISSED APCH: Maintain runway heading to D3.0 CUC VOR and 2600' or above, then turn RIGHT to CUC VOR holding pattern climbing to 6000'. Missed approach requires a minimum climb gradient of 4.5%.</b>						
Alt Set: IN (hPa on req)		Trans level: FL 190		Trans alt: 18000'		
1. CAUTION: Possibility of strong winds, gusts and wind shear on final. 2. CAUTION: High terrain on missed approach track 4.5 NM from CUC VOR. 3. If crossing R-027/D11.5 CUC VOR with no ICUX LOC signal, proceed immediately to CUC VOR, climb to 6000' and hold. 4. Prohibited to capture ICUX LOC at a distance less than D11.4 ICUX.						
						MSA CUC VOR ① 9700 ② 11,700 within 20 DME



DIST to THR	7.4	6.0	4.0	2.0	0.8
ALTITUDE	3400'	2955'	2318'	1681'	1305'

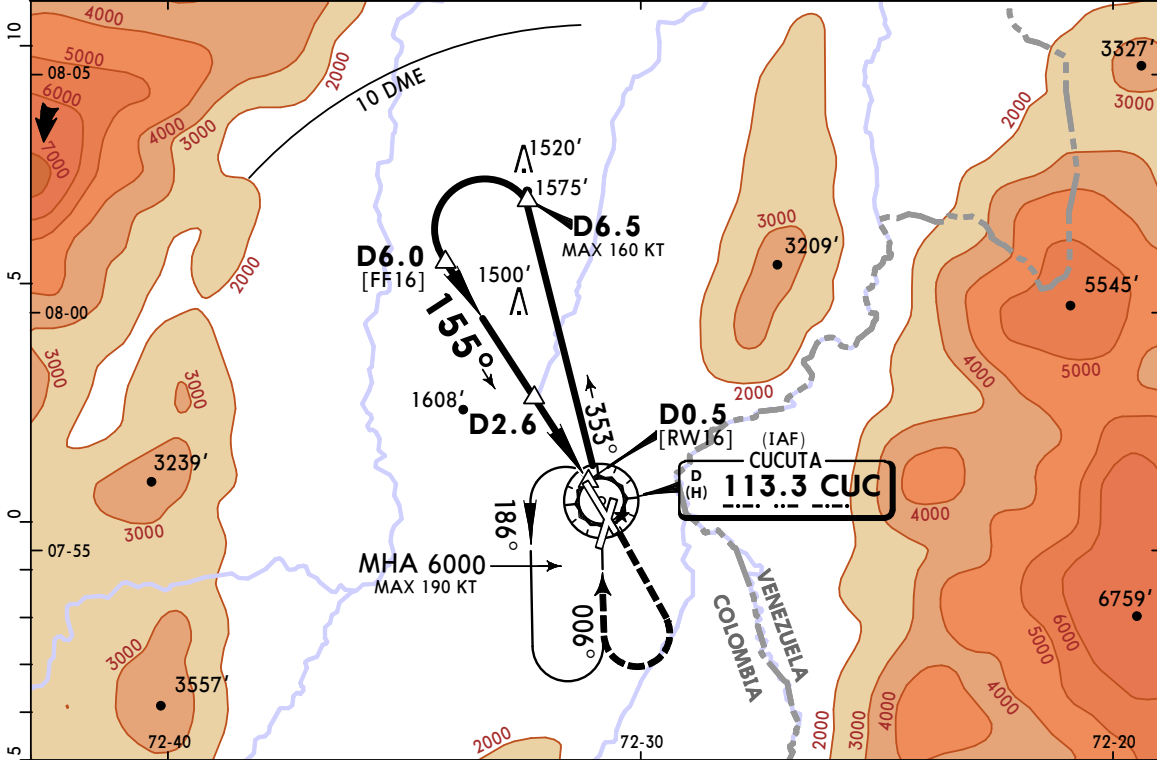


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2600'	Rwy on hdg	CUC D3.0
ILS GS	3.00°	372	478	531	637	743				

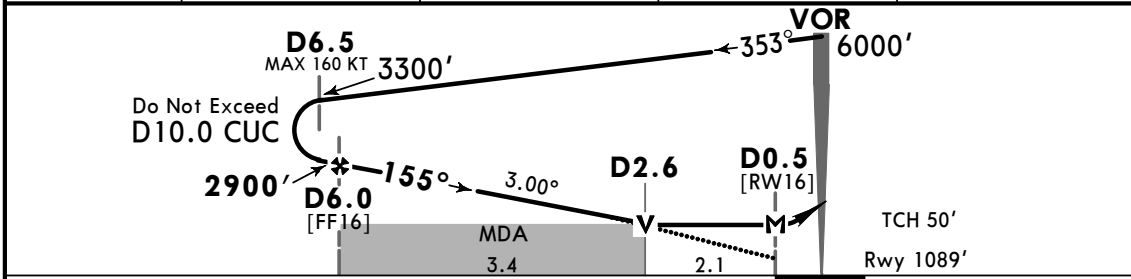
STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
ILS DA(H) <b>1305'</b> (311')		LOC (GS out)		Not Authorized East of Airport			
A				MDA(H)			
B	1400m	NA		2020' (931') -4500m			
C				2020' (931') -4700m			
D	NOT APPLICABLE	NOT APPLICABLE		NOT APPLICABLE			

CHANGES: Minimums, rec alt table.

*ATIS <b>113.3</b>	*AWOS <b>127.775</b>	*CUCUTA Approach North <b>119.9</b>	South <b>119.6</b>	*CAMILO DAZA Tower <b>118.1</b>
VOR CUC <b>113.3</b>	Final Apch Crs <b>155°</b>	D6.0 <b>2900'</b> (1811')	MDA(H) <b>1830'</b> (741')	Apt Elev 1089' Rwy 1089'
<b>MISSED APCH: Climb on runway heading to 2700', turn RIGHT to CUC VOR holding, climbing to 6000'.</b> Missed approach requires a minimum climb gradient of 4.5%.				
Alt Set: IN (hPa on req)		Trans level: FL 190		Trans alt: 18000'
CUC DME or ICUC DME required.				MSA CUC VOR ① 9700 ② 11,700 within 20 DME



CUC DME	6.0	5.0	4.0	3.0
ALTITUDE	2900'	2575'	2256'	1937'



Gnd speed-Kts	70	90	100	120	140	160	MALSF	2700'	Rwy	CUC
Descent Angle	3.00°	372	478	531	637	849	REIL PAPI	↑ on	hdg	113.3
MAP at D0.5										
D6.0 to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04			

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND 1			
MDA(H) <b>1830'</b> (741')				MDA(H) _____			
A	ALS out		Max Kts	_____			
B	3200m	3700m	100	2000' (911') -4200m			
C	3400m	3900m	135	2400' (1311') -5000m			
D	NOT APPLICABLE	NOT APPLICABLE	180	NOT APPLICABLE			

PANS OPS

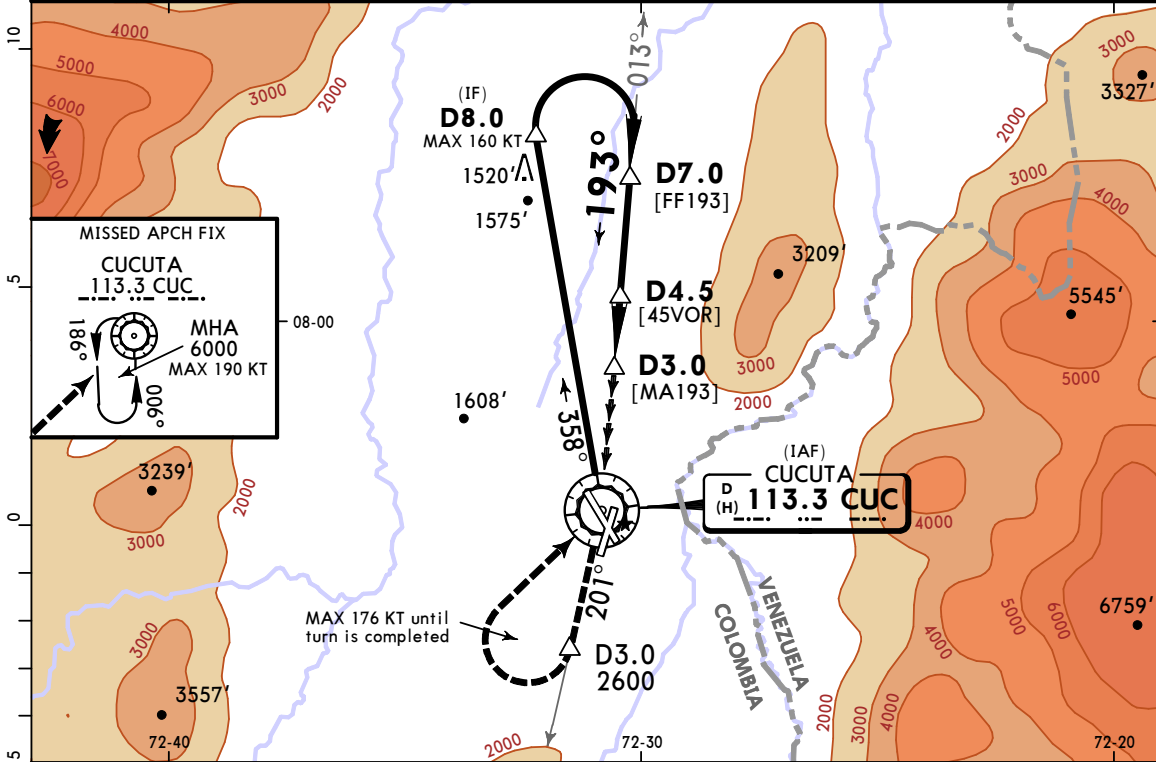
1 Circling East of station is prohibited.

SKCC/CUC MISSED APCH CLIMB GRADIENT MIM 4.5%  
 CAMILO DAZA INTL

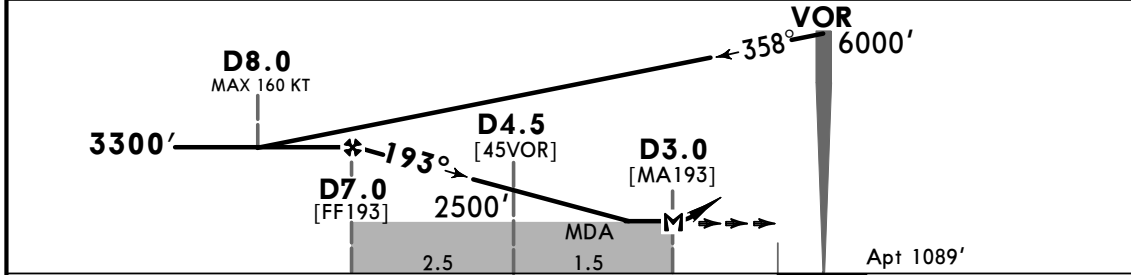
JEPPESEN  
 1 OCT 21  
 Eff 7 Oct 13-2

CUCUTA, COLOMBIA  
 CAT A, B & C VOR-A Rwy 21/03

*ATIS <b>113.3</b>	*AWOS <b>127.775</b>	*CUCUTA Approach North <b>119.9</b>	South <b>119.6</b>	*CAMILO DAZA Tower <b>118.1</b>
VOR CUC <b>113.3</b>	Final Apch Crs <b>193°</b>	<b>D7.0</b> <b>3300'</b> (2211')	MDA(H) <b>2020'</b> (931')	Apt Elev 1089'
<b>MISSED APCH:</b> Maintain heading 193° until CUC VOR, climb on CUC VOR R-201 until D3.0 and 2600' or above. Turn RIGHT to CUC VOR holding, climbing to 6000'. Missed approach requires a minimum climb gradient of 4.5%.				
Alt Set: IN (hPa on req)		Trans level: FL 190		Trans alt: 18000'
CUC DME required.				MSA CUC VOR ① 9700 ② 11,700 within 20 DME



CUC DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3300'	2980'	2660'	2340'	2020'



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	↑ on 193° hdg	CUC 113.3
MAP at D3.0									
FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43			

CIRCLE-TO-LAND	
Not Authorized East of Airport	
Max Kts	MDA(H)
A 100	2020' (931') - 4500m
B 135	2020' (931') - 4700m
C 180	NOT APPLICABLE
D	NOT APPLICABLE

PANS OPS

CHANGES: Recommended altitude table.

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