

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For SKRG

Terminal Charts For SKRG

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

Location: RIONEGRO COL  
ICAO/IATA: SKRG / MDE  
Lat/Long: N06° 09.87', W075° 25.38'  
Elevation: 7025 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 7.0° W

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

Sunrise: 1054 Z  
Sunset: 2309 Z

## Runway Information

Runway: 19  
Length x Width: 11286 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 7025 ft  
Lighting: Edge, Centerline

Runway: 01  
Length x Width: 11286 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 6967 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 115.100  
AWOS: 127.700  
Jose Maria Cordova Tower: 118.600  
Jose Maria Cordova Tower: 118.350 Secondary  
Jose Maria Cordova Ground: 121.900

Jose Maria Cordova Clearance Delivery: 121.650

Medellin Approach: 121.100

Medellin Approach: 126.100

Medellin Information: 127.200

# SKRG/MDE



# RIONEGRO, COLOMBIA

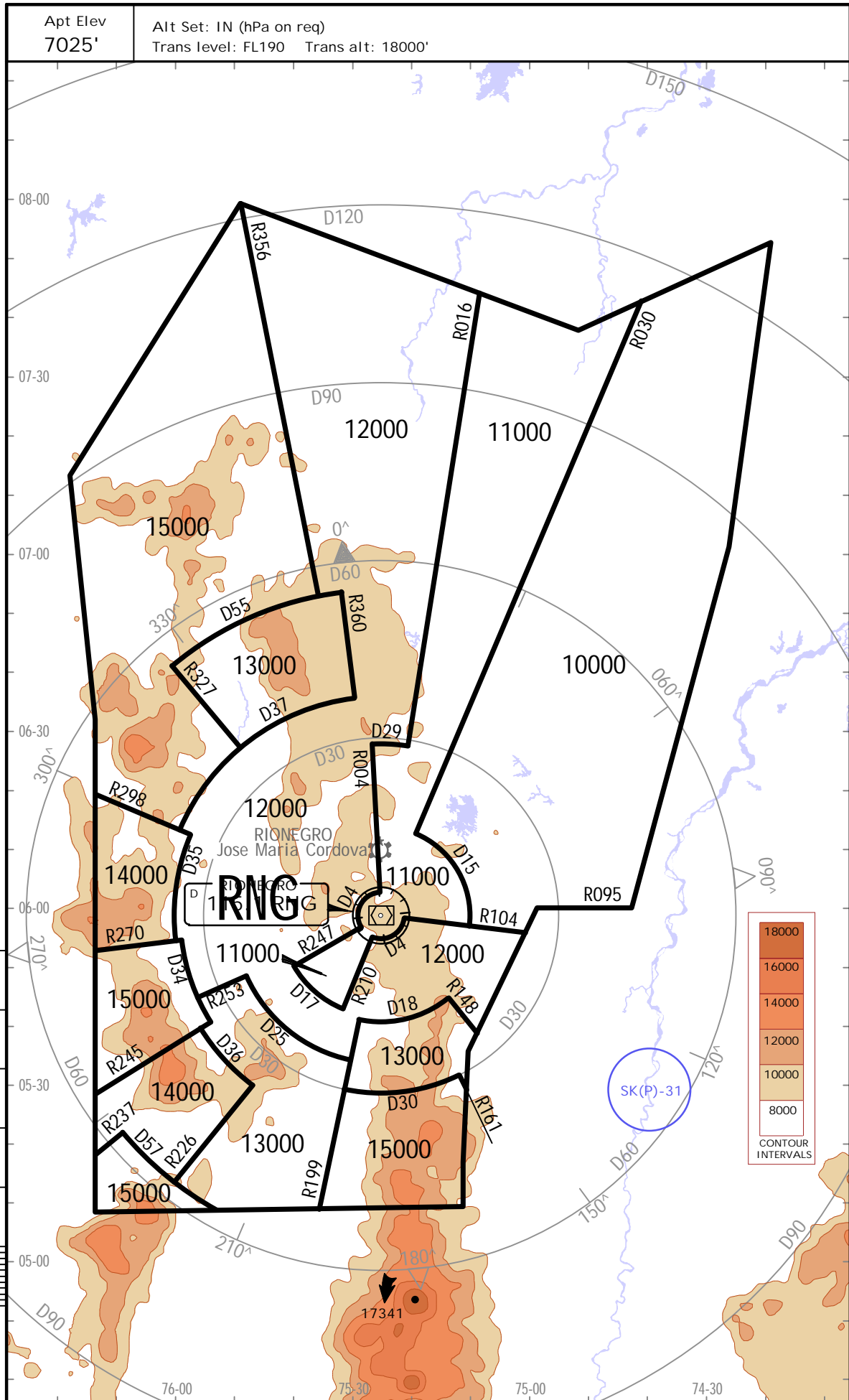
JOSE MARIA CORDOVA

10 AUG 18

10-1R

.Eff.16.Aug.

.MINIMUM.ALTITUDES.



**SKRG/MDE**  
JOSE MARIA CORDOVA

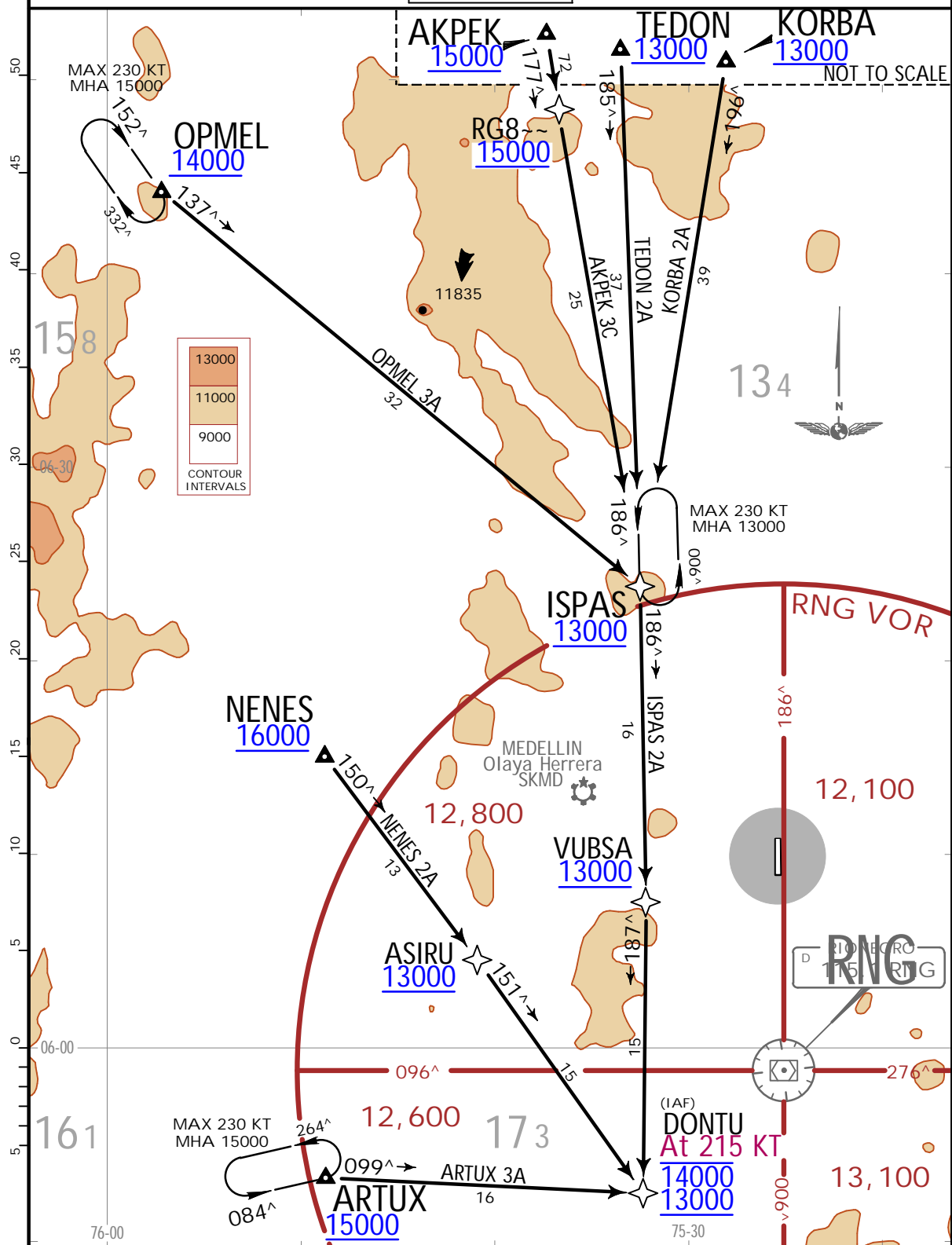
**JEPPESSEN**  
17 MAR 23 10-2 Eff.23.Mar.

**RIONEGRO, COLOMBIA**  
.RNAV.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req) Trans Level: FL190
		RNP 1 or RNAV 1 GNS required
		KORBA 2A, TEDON 2A: No available with cruise level FL250 or higher.

AKPEK 3C [AKPE3C], ARTUX 3A [ARTU3A], ISPAS 2A [ISPA2A]  
KORBA 2A [KORB2A], NENES 2A [NENE2A], OPMEL 3A [OPME3A]  
TEDON 2A [TEDO2A]  
RNAV ARRIVALS  
(RWY 01)

CAT A, B, C & D



SKRG/MDE

JOSE MARIA CORDOVA



17 MAR 23

10-2A

.Eff.23.Mar.

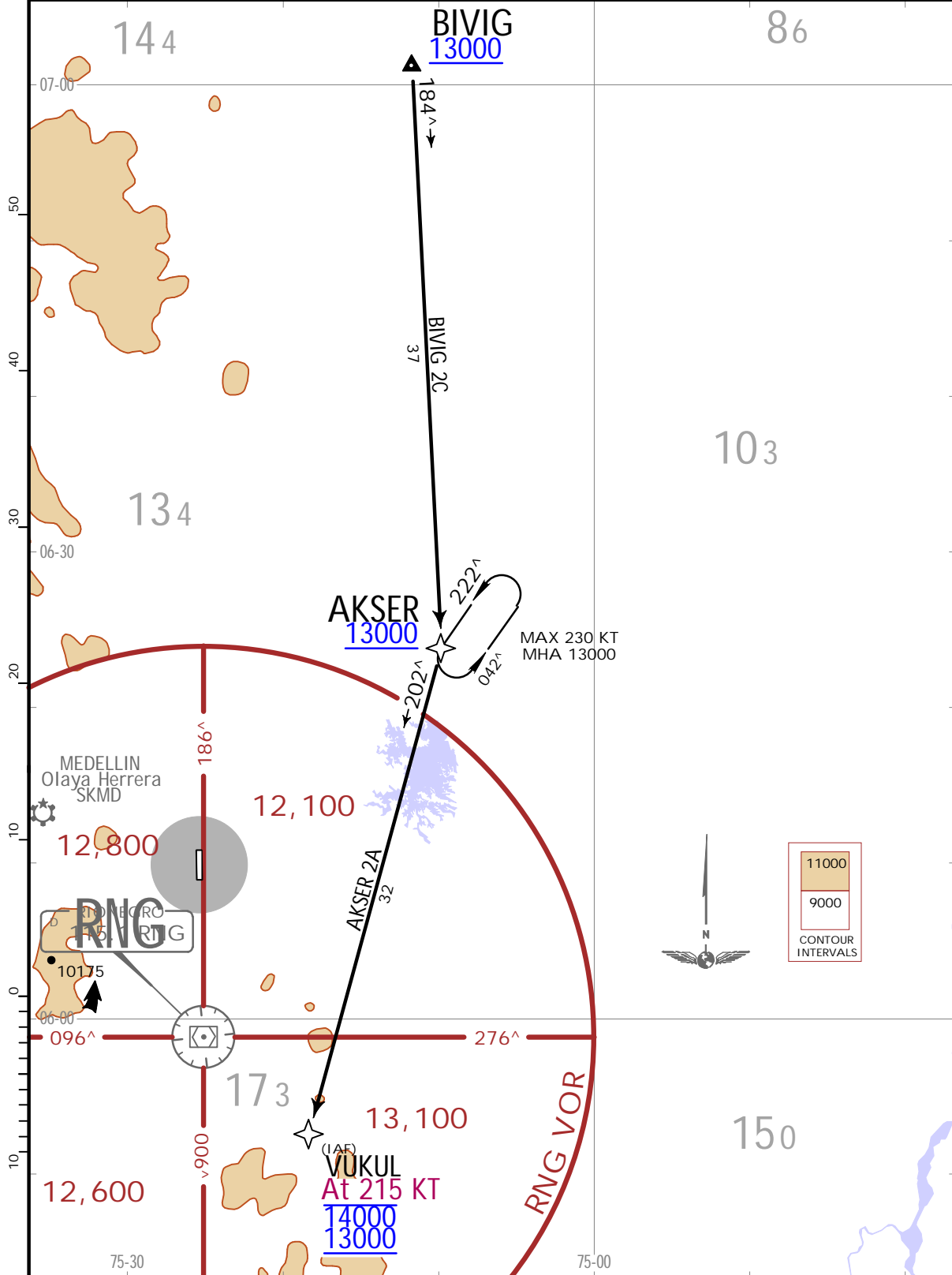
RIONEGRO, COLOMBIA

.RNAV.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)    Trans level: FL190
		RNP 1 or RNAV 1    GNSS required
		BIVIG 2C: No available with cruise level FL250 or higher.

AKSER 2A [AKSE2A]  
 BIVIG 2C [BIVI2C]  
 RNAV ARRIVALS  
 (RWY 01)

CAT A, B, C & D



# SKRG/MDE

JOSE MARIA CORDOVA



17 MAR 23

10-2A1

.Eff.23.Mar.

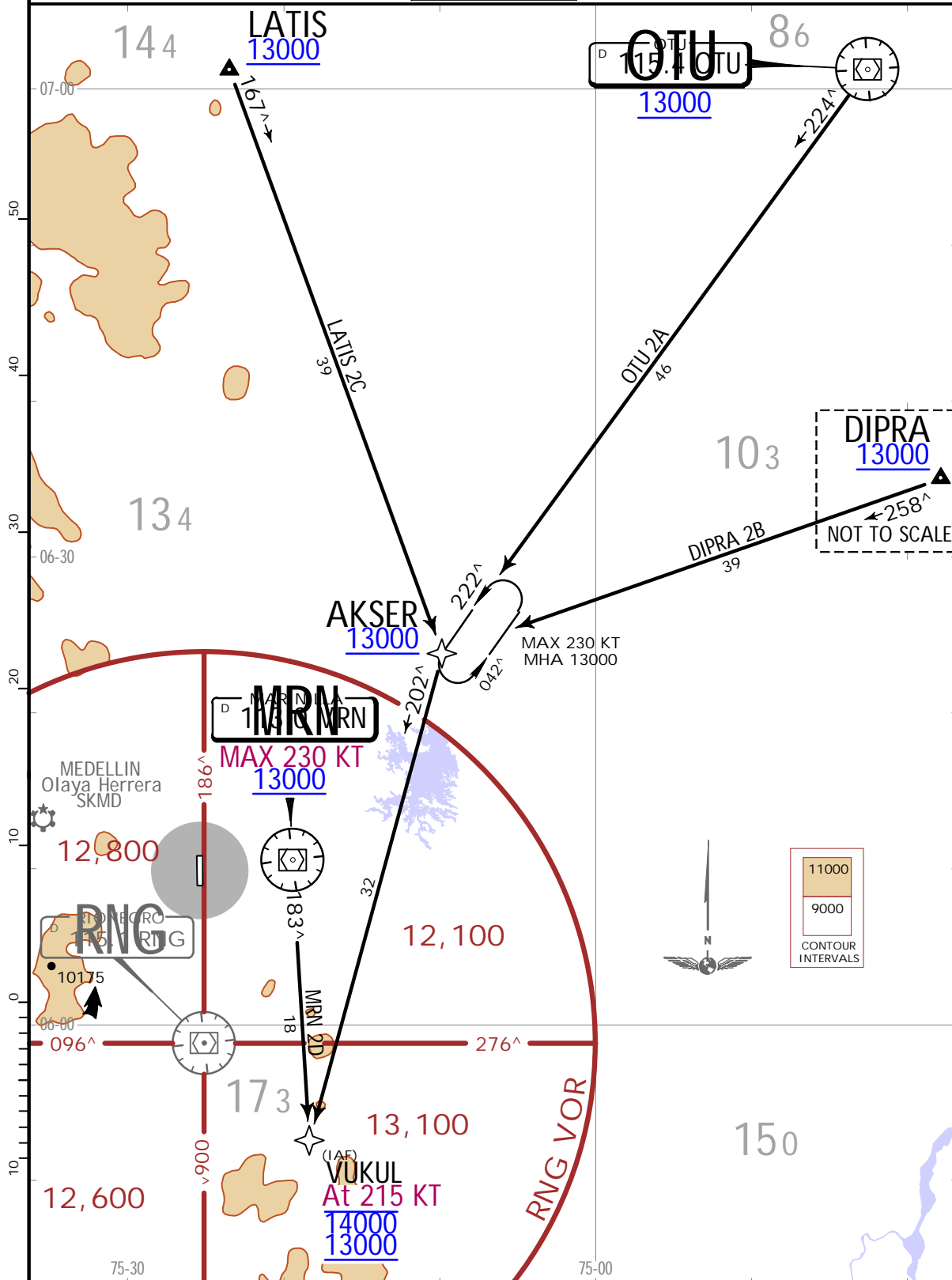
# RIONEGRO, COLOMBIA

.RNAV.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)    Trans level: FL190
		RNP 1 or RNAV 1    GNSS required
		LATIS 2C: No available with cruise level FL250 or higher.

DIPRA 2B [DIPR2B], LATIS 2C [LATI2C]  
 MRN 2D [MRN2D], OTU 2A [OTU2A]  
**RNAV ARRIVALS**  
 (RWY 01)

CAT A, B, C & D



SKRG/MDE  
JOSE MARIA CORDOVA

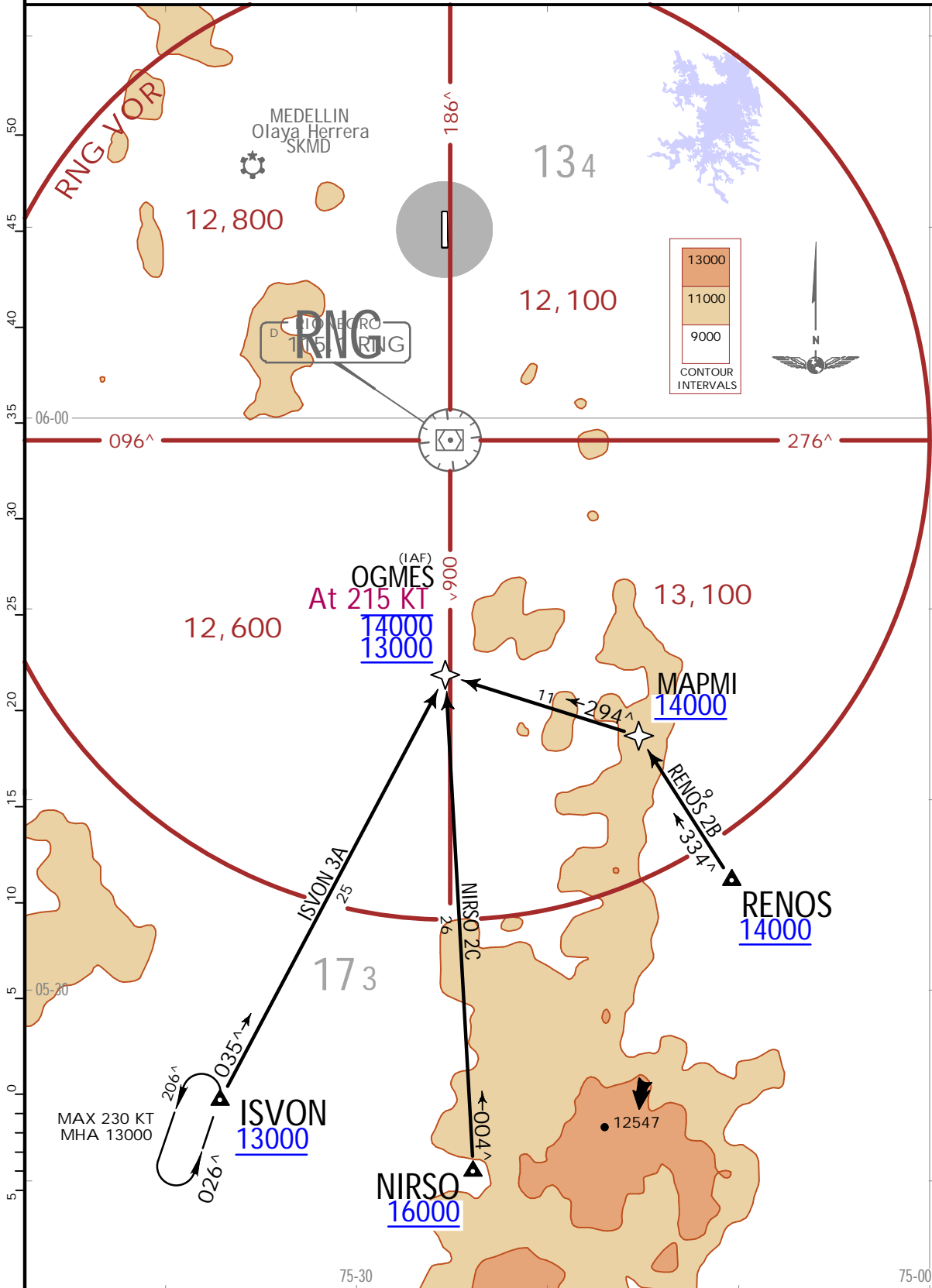
JEPPESSEN  
17 MAR 23 (10-2B) .Eff.23.Mar.

RIONEGRO, COLOMBIA  
.RNAV.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)    Trans level: FL190
		RNP 1 or RNAV 1    GNSS required

# ISVON 3A [ISVO3A], NIRSO 2C [NIRS2C], RENOS 2B [RENO2B] RNAV ARRIVALS (RWY 01)

CAT A, B, C & D





SKRG/MDE  
JOSE MARIA CORDOVA

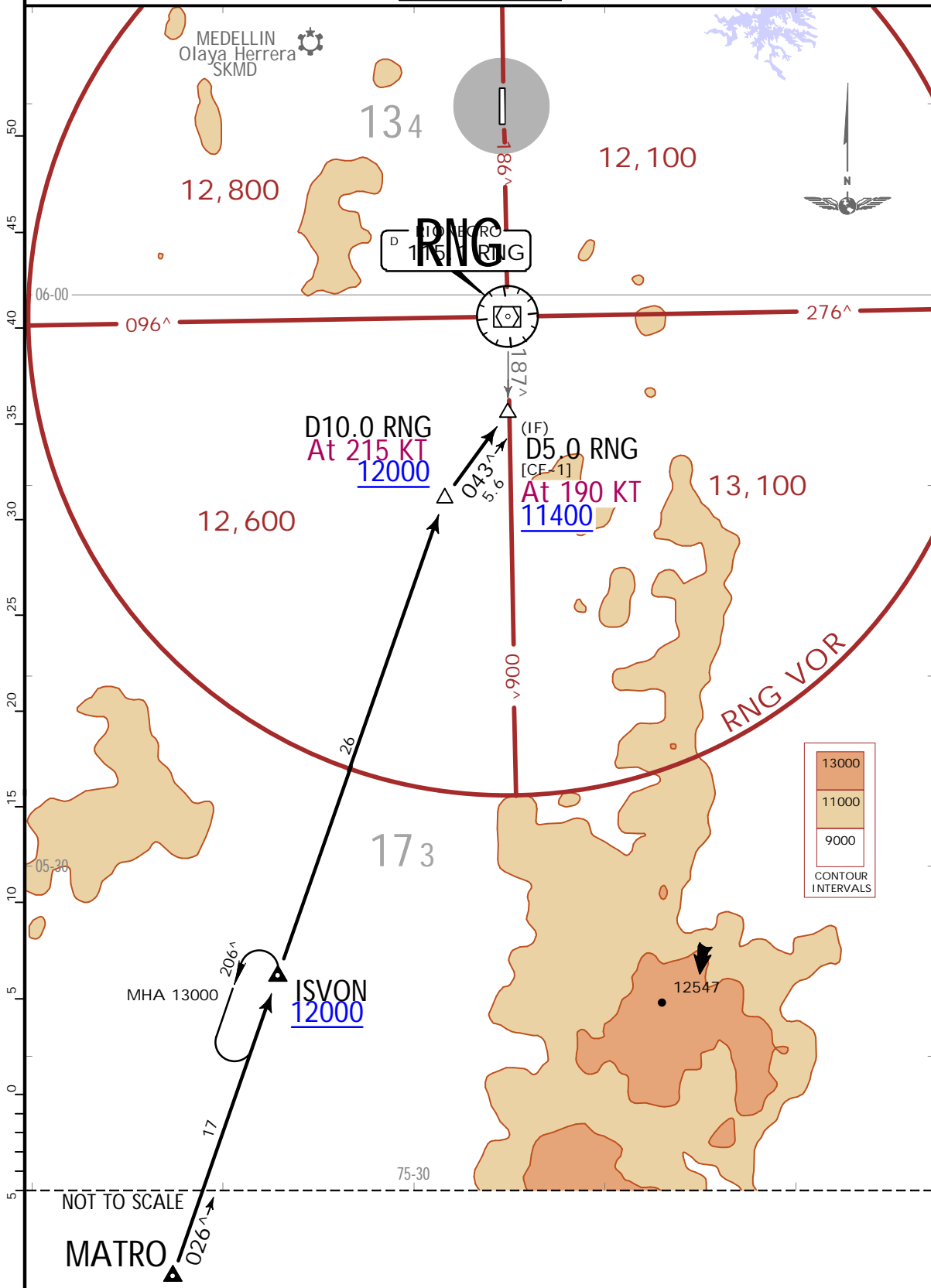
17 MAR 23 (10-2C) .Eff.23.Mar.

RIONEGRO, COLOMBIA  
.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)	Trans level: FL190
---------------	------------------	--------------------------	--------------------

### MATRO 6A ARRIVAL [MATR6A] (RWY 01)

CAT A, B, C & D



CHANGES: Procedure renumbered, revised, chart reindexed.

SKRG/MDE  
JOSE MARIA CORDOVA

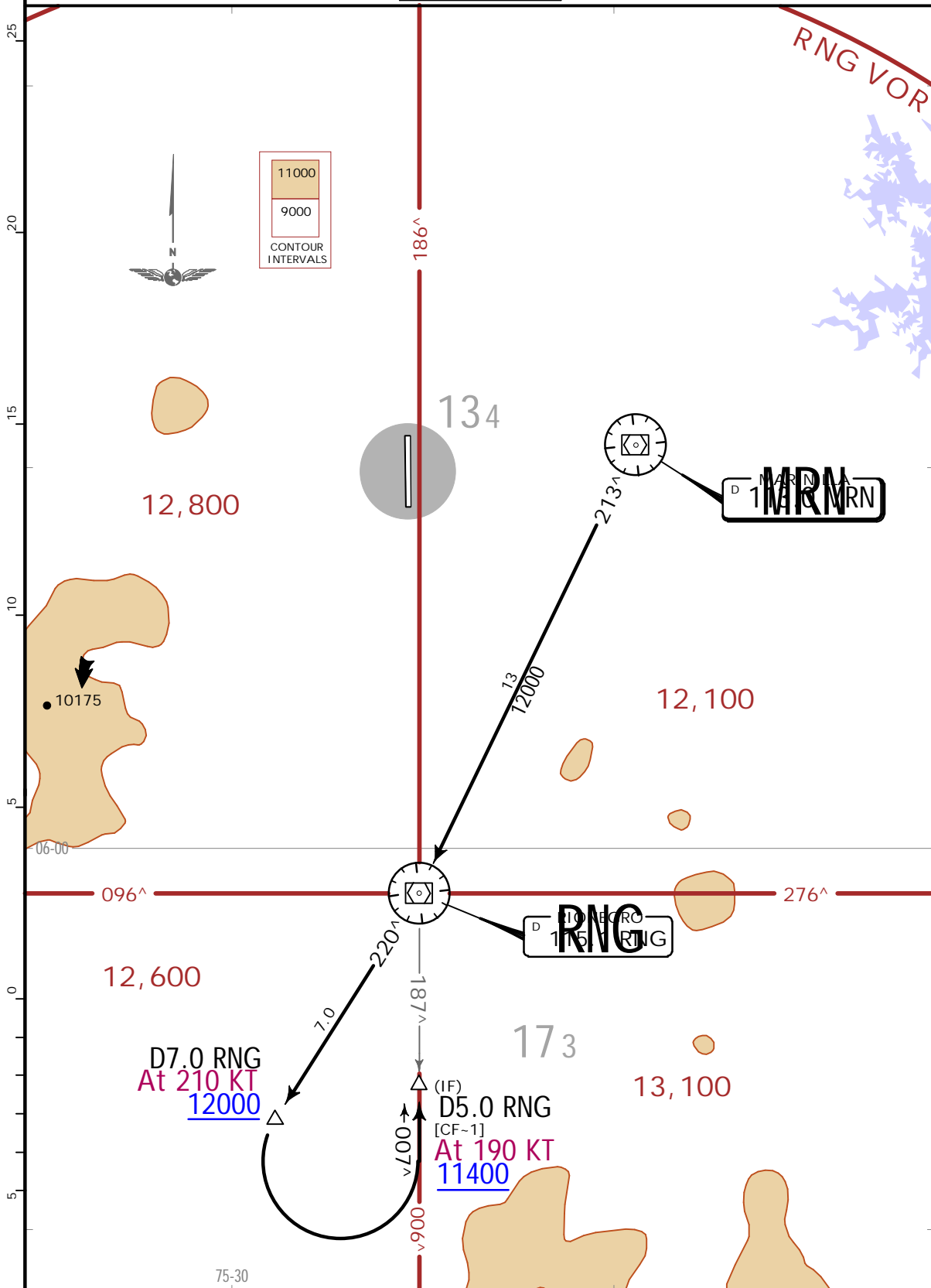
JEPPESEN  
17 MAR 23 (10-2D) .Eff.23.Mar.

RIONEGRO, COLOMBIA  
.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)	Trans level: FL190
---------------	------------------	--------------------------	--------------------

MRN 9A ARRIVAL  
[MRN9A]  
(RWY 01)

CAT A, B, C & D



SKRG/MDE

JOSE MARIA CORDOVA

17 MAR 23

10-2E

.Eff.23.Mar.

JEPPESEN

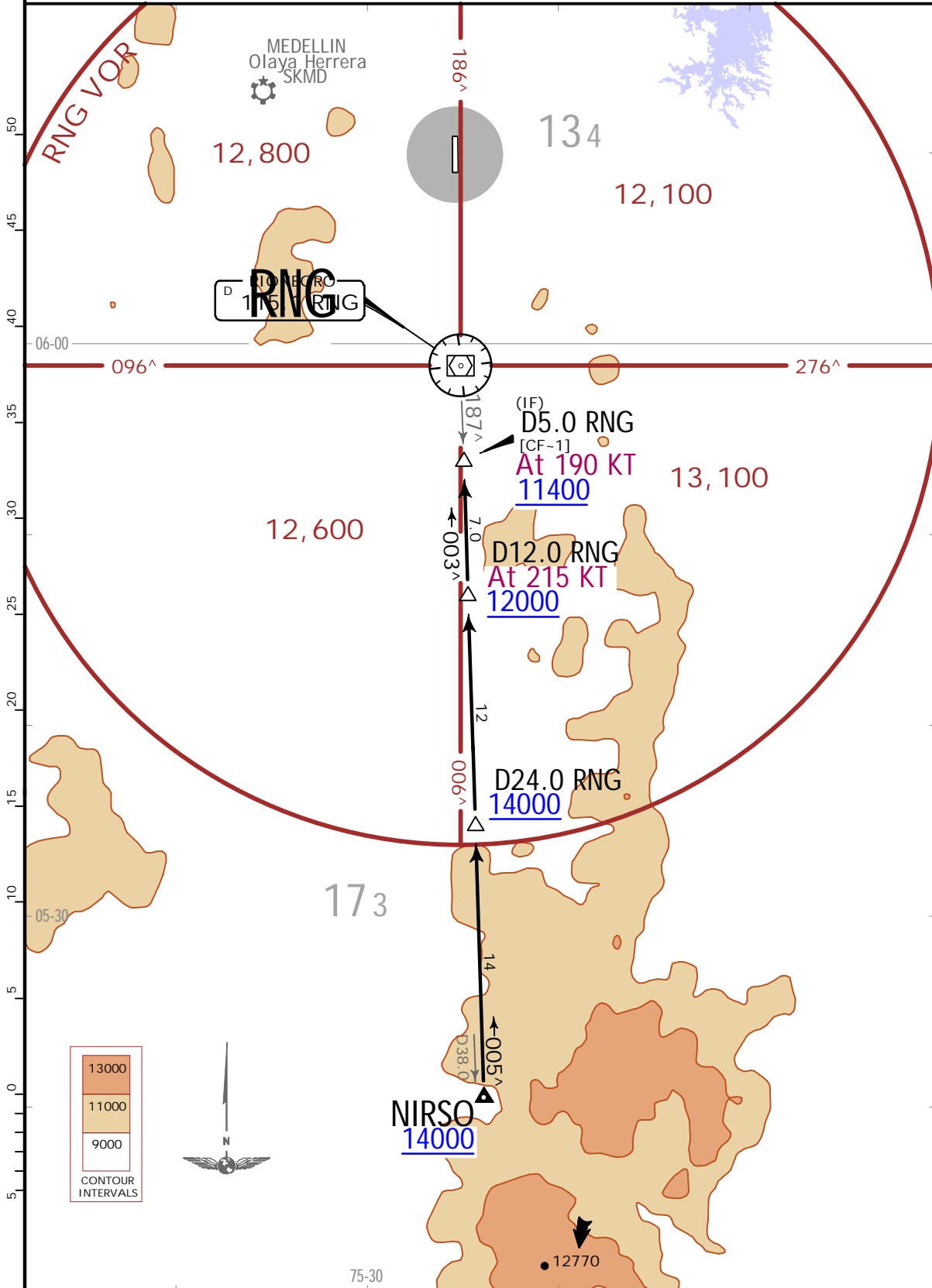
RIONEGRO, COLOMBIA

.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)	Trans level: FL190
---------------	------------------	--------------------------	--------------------

**NIRSO 4A ARRIVAL**  
**[NIRS4A]**  
**(RWY 0T)**

CAT A, B, C & D



SKRG/MDE  
JOSE MARIA CORDOVA

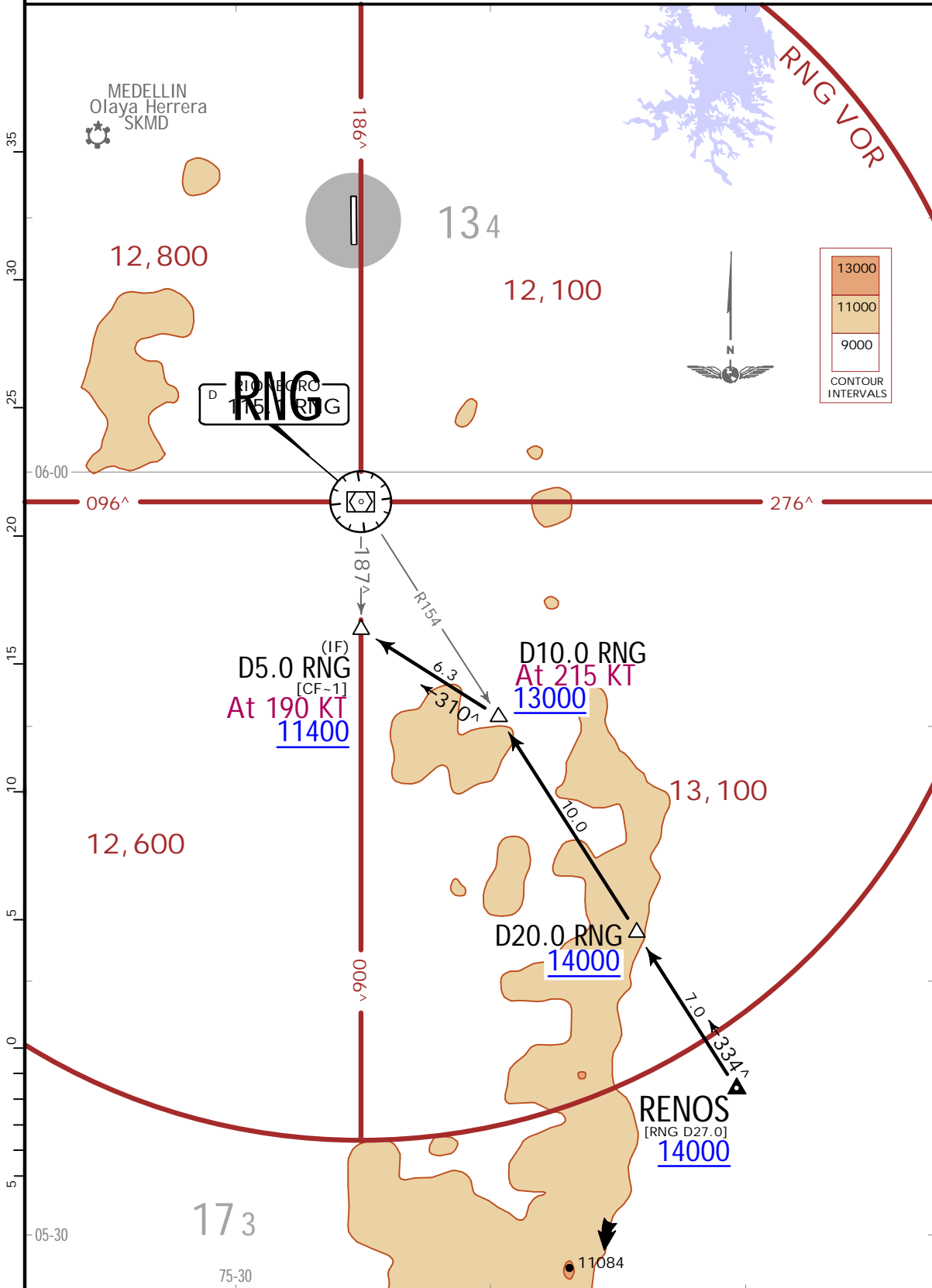
JEPPESEN  
17 MAR 23 (10-2F) .Eff.23.Mar.

RIONEGRO, COLOMBIA  
.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)	Trans level: FL190
---------------	------------------	--------------------------	--------------------

### RENOS 3A ARRIVAL [RENO3A] (RWY 01)

CAT A, B, C & D



SKRG/MDE

JOSE MARIA CORDOVA

JEPPESEN

17 MAR 23

10-2G

.Eff.23.Mar.

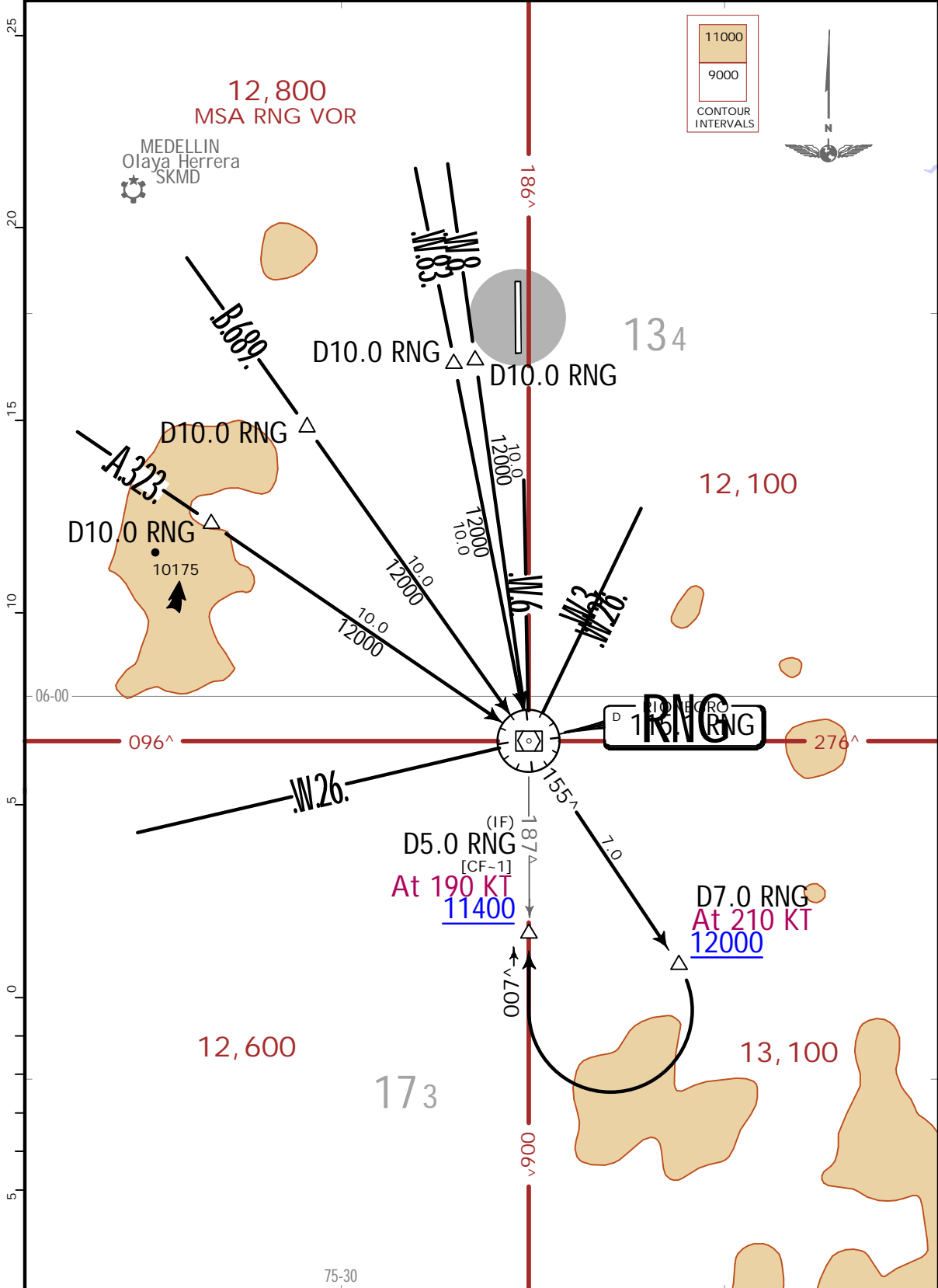
RIONEGRO, COLOMBIA

.STAR.

ATIS 115.1	Apt Elev 7025	Alt Set: hPa (IN on req)    Trans Level: FL190
		RNG 4C via airways W8 (RAXOG-RNG VOR), W6 (BUTAL-RNG VOR), W3 (SERVO-MRN VOR-RNG VOR): No available with cruise level FL250 or higher.

**RNG 4C ARRIVAL**  
**[RNG4C]**  
**(RWY 01)**

CAT A, B, C & D

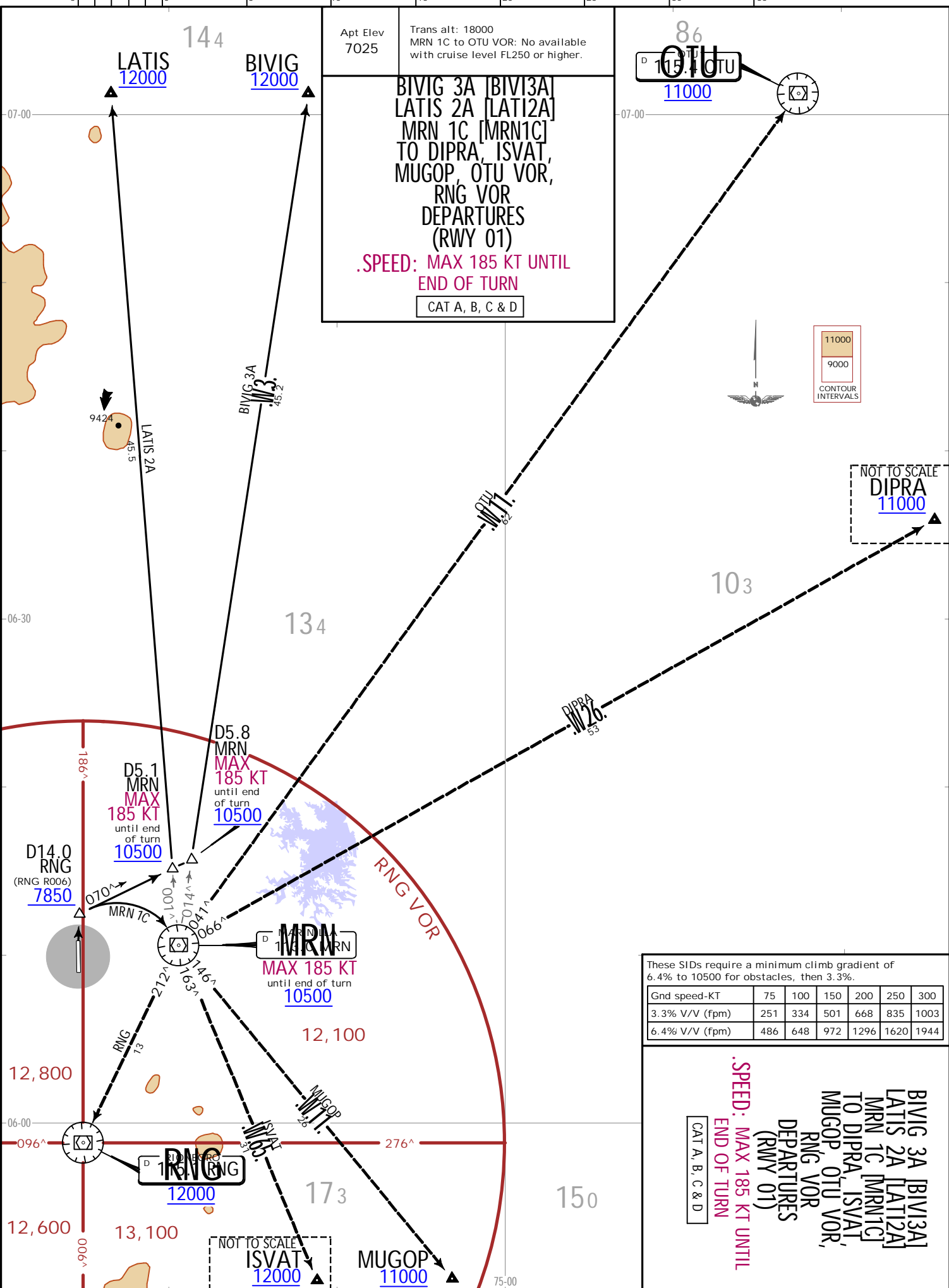


CHANGES: Procedure renamed, revised.

JEPPESEN, 2019, 2023. ALL RIGHTS RESERVED.

CHANGES: Procedure MRN 1C remained; holdings withdrawn; general note established.

SKRG/MDE  
JOSE MARIA CORDOVA



17 MAR 23  
JEPPesen  
RIONEGR0  
COLOMBIA  
.SID.

**SKRG/MDE**  
JOSE MARIA CORDOVA

**JEPPESEN**  
17 MAR 23 (10-3B) Eff. 23 Mar. .RNAV.SID.

**RIONEGRO**  
COLOMBIA

Trans alt: 18000

RNAV 1 or RNP 1 GNSR required

KORBA 1C, OTU 1C, TEDON 1B: No available with cruise level FL250 or higher.

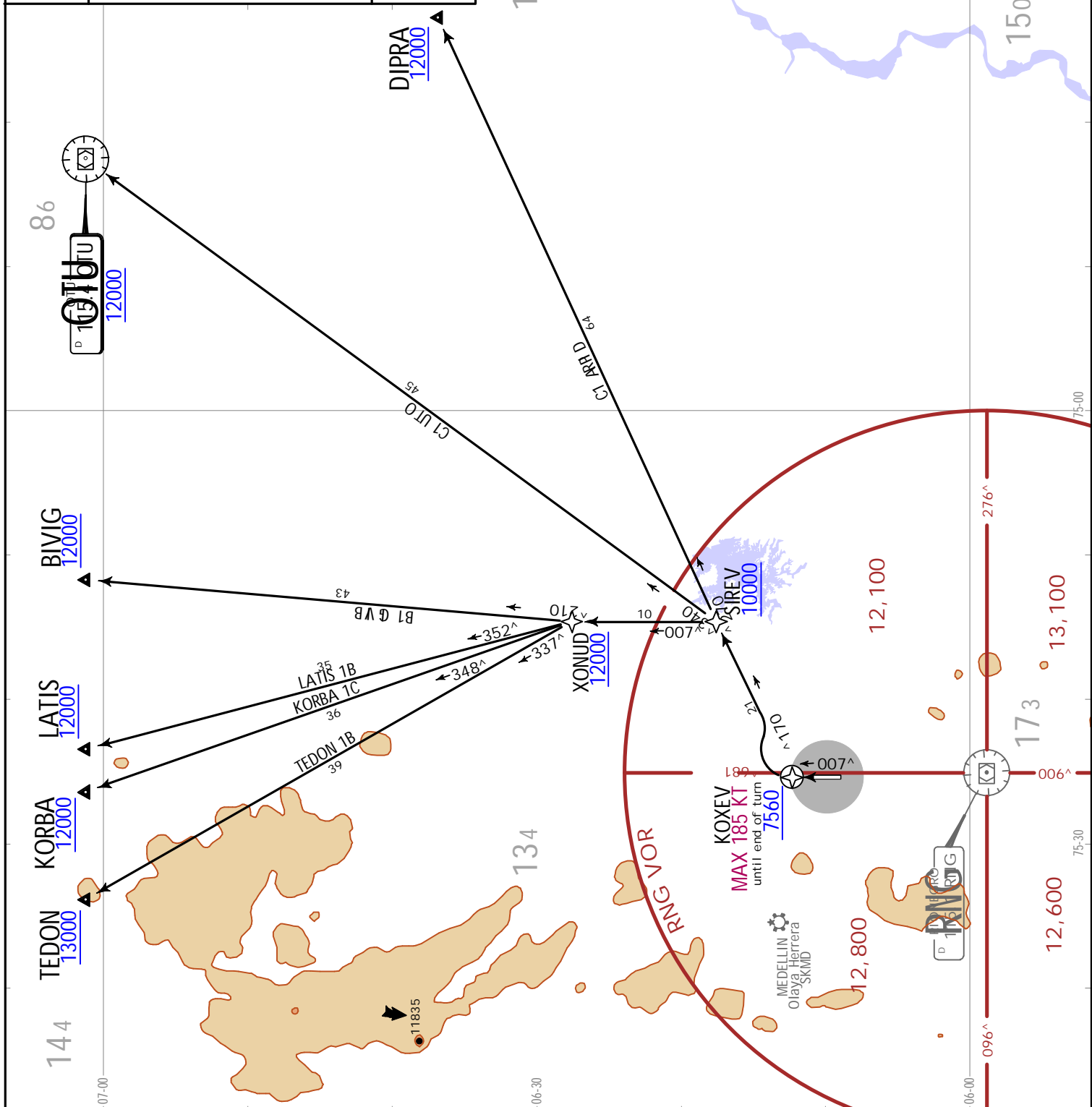
**BIVIG 1B [BIV11B]**  
**DIPRA 1C [DIPR1C]**  
**KORBA 1C [KORB1C]**  
**LATIS 1B [LATI1B]**  
**OTU 1C [OTU1C]**  
**TEDON 1B [TEDO1B]**  
**RNAV DEPARTURES (RWY 01)**

**.SPEED: MAX 185 KT UNTIL END OF TURN**

CAT A, B, C & D

These SIDs require a minimum climb gradient of 5.7% to 10000.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.7% V/V (fpm)	433	577	866	1154	1443	1732

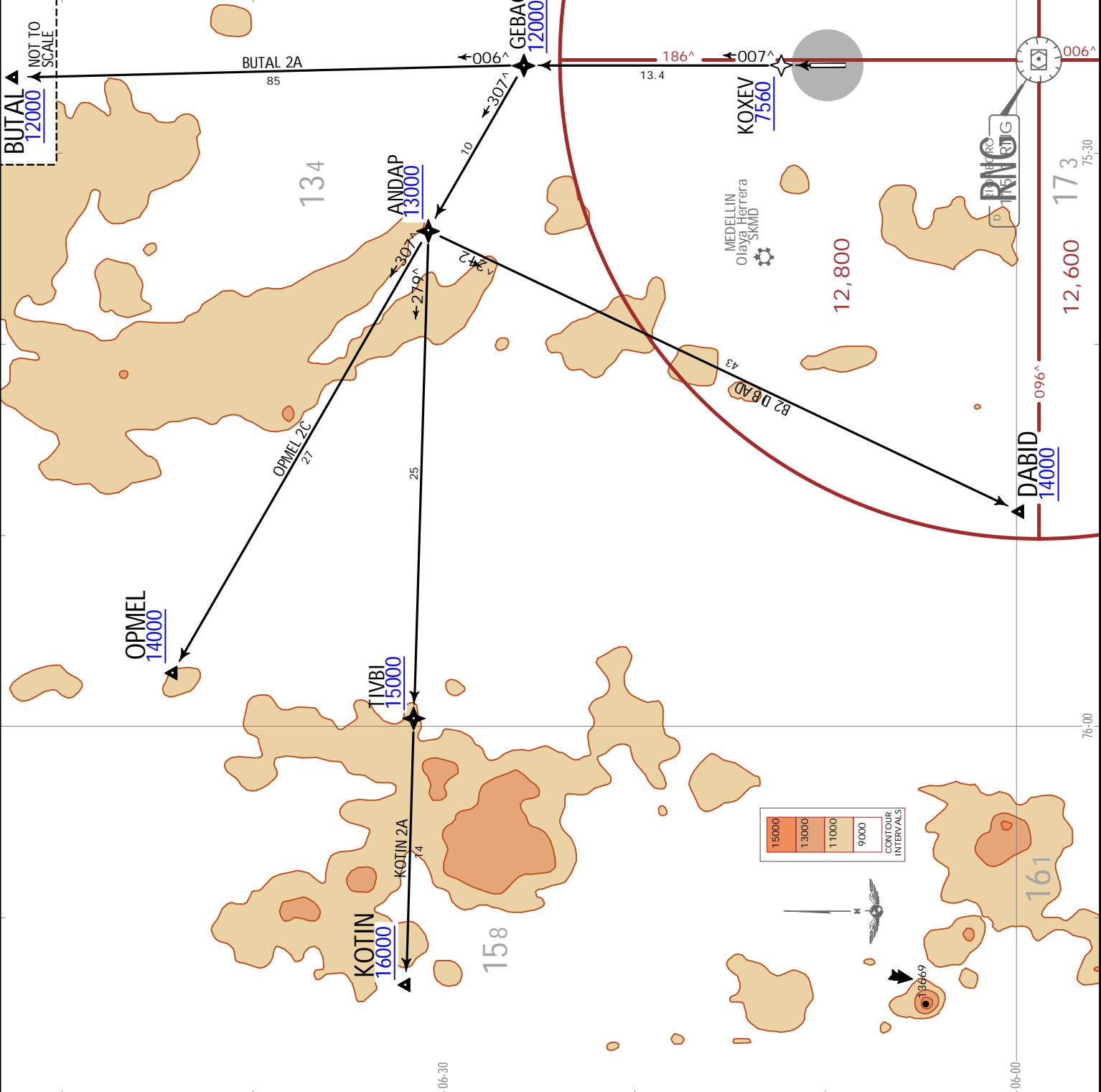


**SKRG/MDE**  
JOSE MARIA CORDOVA

**JEPPesen**  
17 MAR 23 10-30 .Eff. 23. Mar.

**RIONEGR0, COLOMBIA**  
.RNAV.SID.

Trans alt: 18000																					
Apt Elev 7025																					
RNAV 1 or RNP 1 GNSS required																					
<b>BUTAL 2A [BUTA2A]</b>																					
<b>DABID 2B [DABI2B]</b>																					
<b>KOTIN 2A [KOTI2A]</b>																					
<b>OPMEL 2C [OPME2C]</b>																					
<b>RNAV DEPARTURES (RWY 01)</b>																					
CAT A, B, C & D																					
<b>AVAILABLE ONLY BETWEEN 2300 AND 1100 UTC</b>																					
These SIDs require a minimum climb gradient of 5.7% to 12000.																					
<table border="1"> <tr> <th>Grnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> <tr> <td>3.3% V/V (fpm)</td> <td>251</td> <td>334</td> <td>501</td> <td>668</td> <td>835</td> <td>1003</td> </tr> <tr> <td>5.7% V/V (fpm)</td> <td>433</td> <td>577</td> <td>866</td> <td>1154</td> <td>1443</td> <td>1732</td> </tr> </table>	Grnd speed-KT	75	100	150	200	250	300	3.3% V/V (fpm)	251	334	501	668	835	1003	5.7% V/V (fpm)	433	577	866	1154	1443	1732
Grnd speed-KT	75	100	150	200	250	300															
3.3% V/V (fpm)	251	334	501	668	835	1003															
5.7% V/V (fpm)	433	577	866	1154	1443	1732															





SKRG/MDE  
JOSE MARIA CORDOVA

JEPPESEN  
11 JUN 21 (10-3D) .Eff.17.Jun.

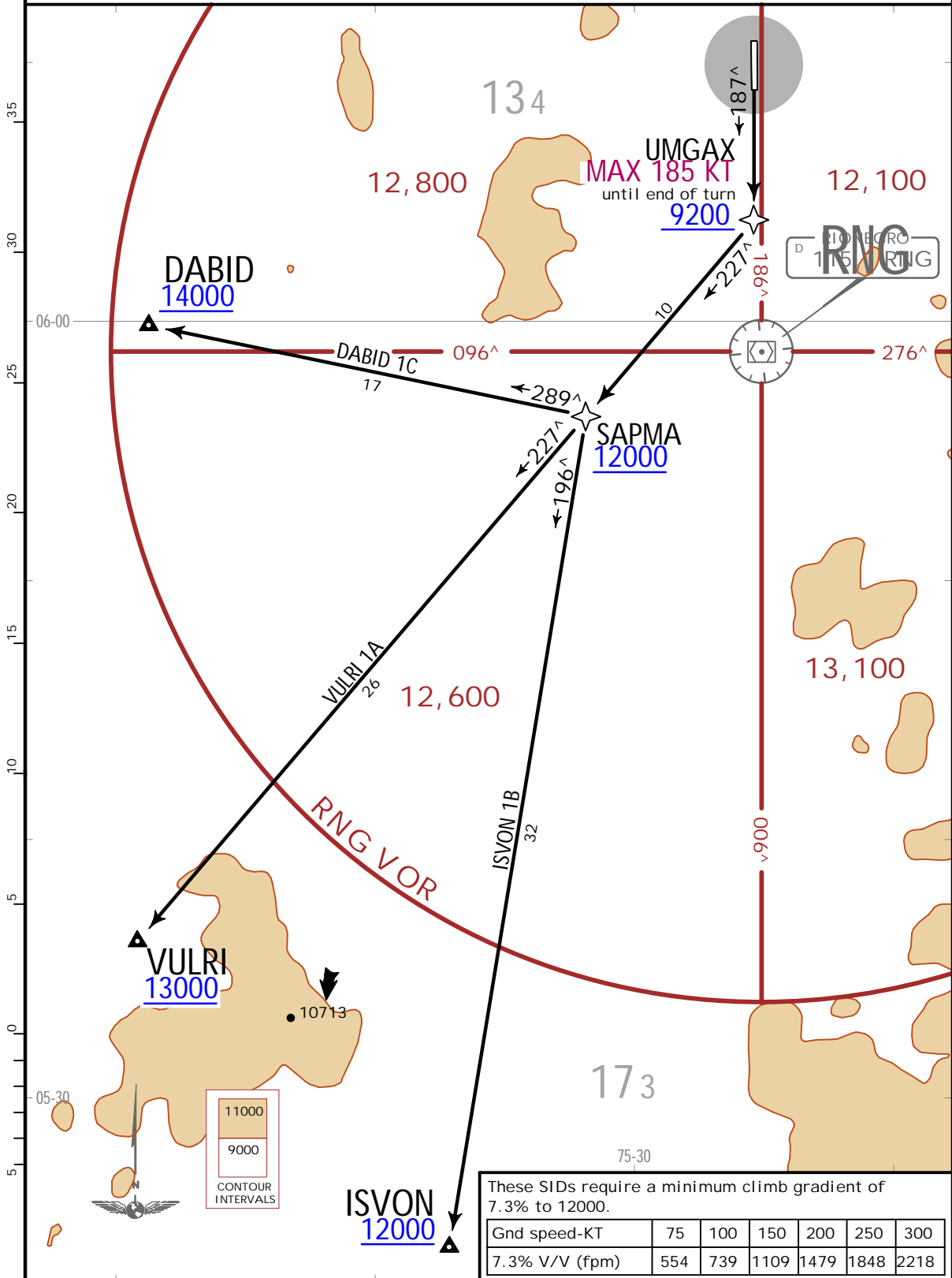
RIONEGRO, COLOMBIA  
.RNAV.SID.

Apt Elev 7025  
Trans alt: 18000  
1. RNP 1 or RNAV 1.  
2. GNSS required.

**DABID 1C [DABI1C], ISVON 1B [ISVO1B], VULRI 1A [VULR1A]**  
**RNAV (GNSS) DEPARTURES**  
**(RWY 19)**

**.SPEED: MAX 185 KT UNTIL END OF TURN**

CAT B, C & D



These SIDs require a minimum climb gradient of 7.3% to 12000.

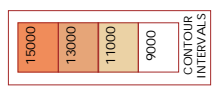
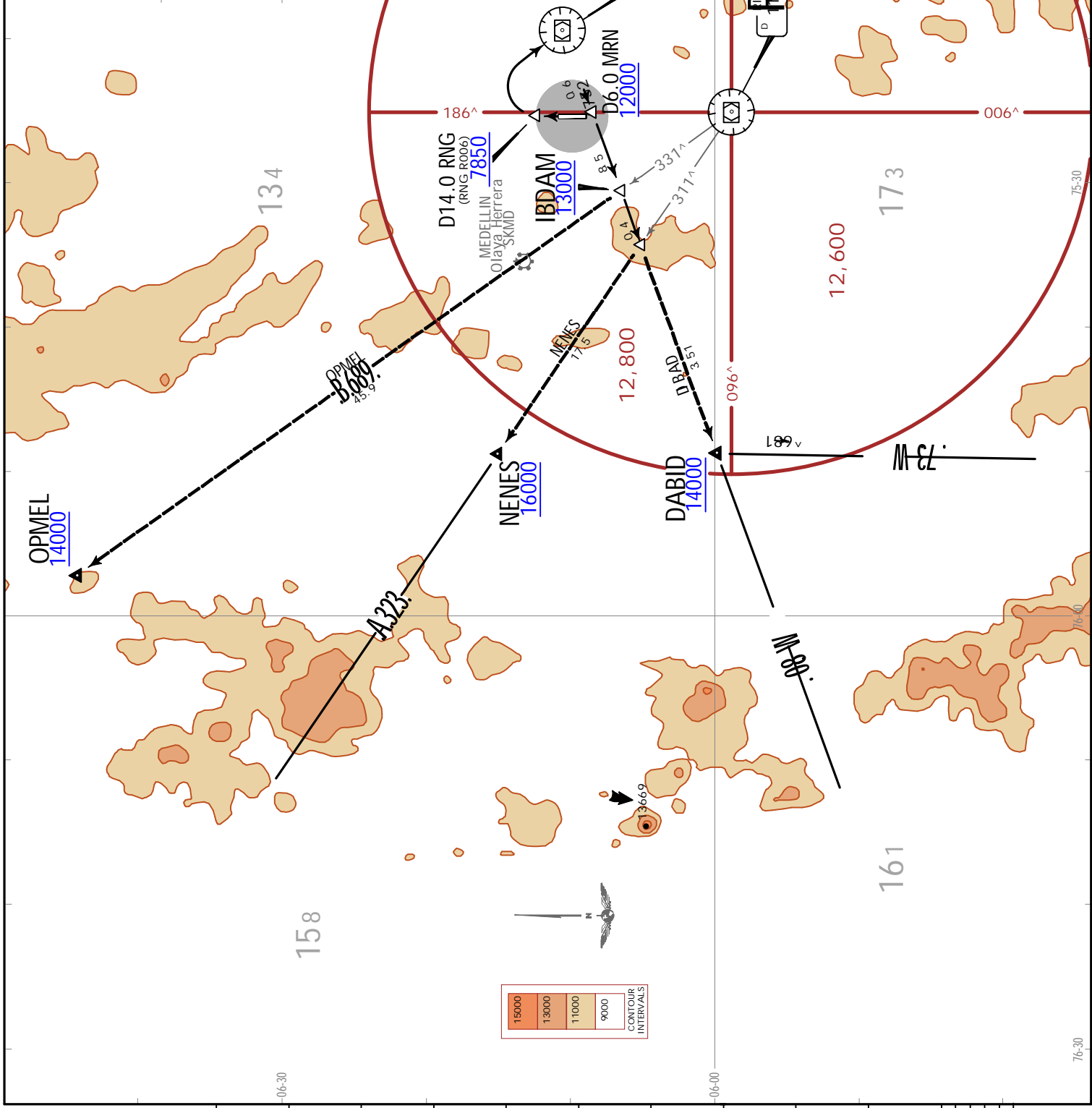
Gnd speed-KT	75	100	150	200	250	300
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

RIONEGRO  
COLOMBIA  
..SID.

**JEPPESEN**  
17 MAR 23 (10-3E). Eff. 23.Mar.

**SKRG/MDE**  
JOSE MARIA CORDOVA

Apt Elev 7025	Trans alt: 18000
IBDAM 1A to OPMEL: No available with FL250 or higher national destination transit. No available with FL190 or higher transit to PANAMA FIR.	
<b>IBDAM 1A DEPARTURE TO DABID, NENES, OPMEL (IBDATA1) (RWY 01)</b> <b>.SPEED: MAX 185 KT TO MRN VOR</b> CAT A, B, C & D	
This SID requires a minimum climb gradient of 6.4% to 10500, then 3.3%.	
Gnd speed-KT	75 100 150 200 250 300
3.3% V/V (fpm)	251 334 501 668 835 1003
6.4% V/V (fpm)	486 648 972 1296 1620 1944



SKRG/MDE

JOSE MARIA CORDOVA

JEPPESEN

17 MAR 23

10-3F

.Eff.23.Mar.

RIONEGRO, COLOMBIA

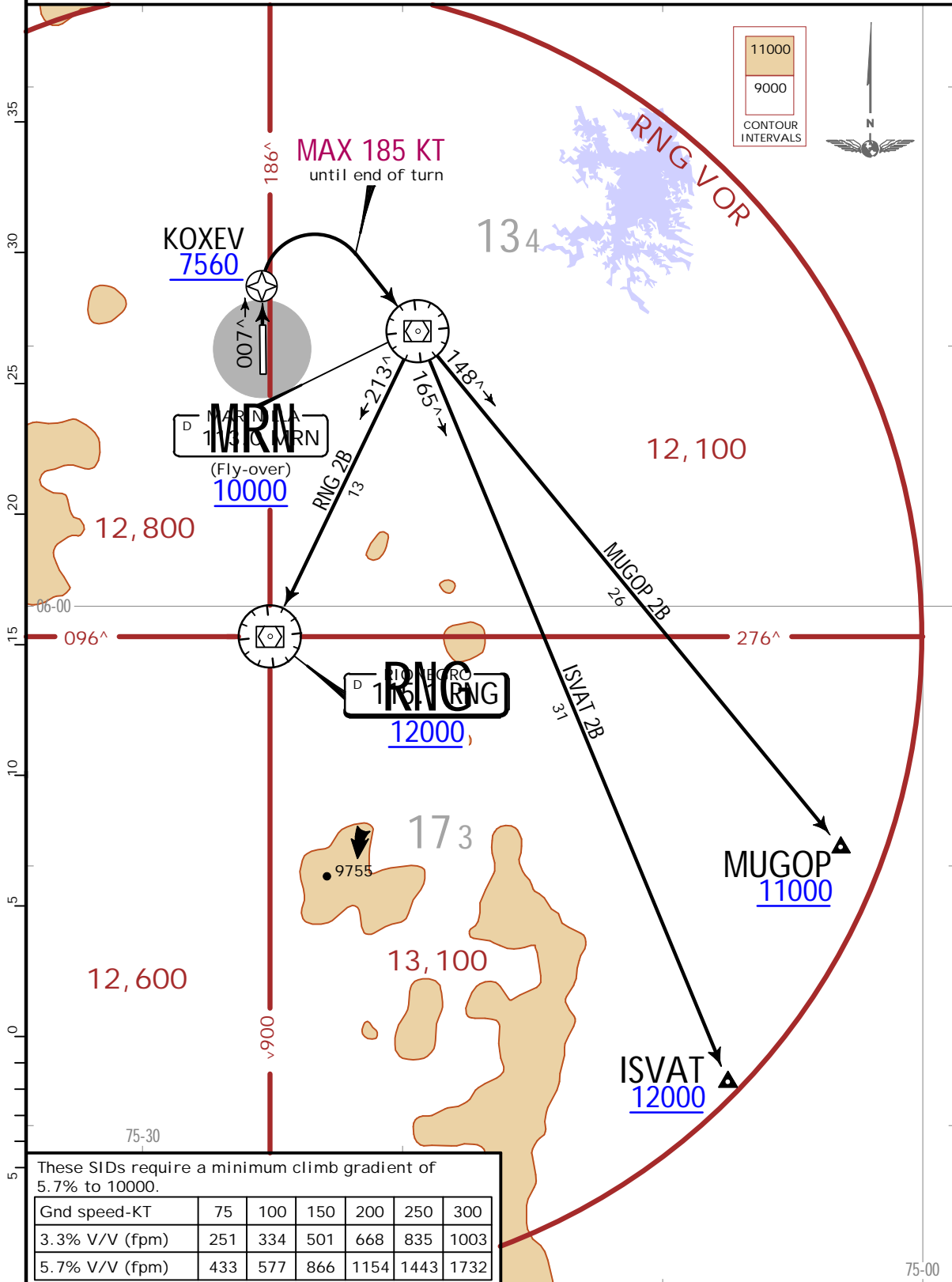
.RNAV.SID.

Apt Elev 7025	Trans alt: 18000
	RNP 1 or RNAV 1 GNSS required

ISVAT 2B [ISVA2B], MUGOP 2B [MUGO2B]  
RNG 2B [RNG2B] RNAV DEPARTURES  
(RWY 01)

.SPEED: MAX 185 KT UNTIL END OF TURN

CAT A, B, C & D



These SIDs require a minimum climb gradient of 5.7% to 10000.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.7% V/V (fpm)	433	577	866	1154	1443	1732

SKRG/MDE

JOSE MARIA CORDOVA

JEPPESEN

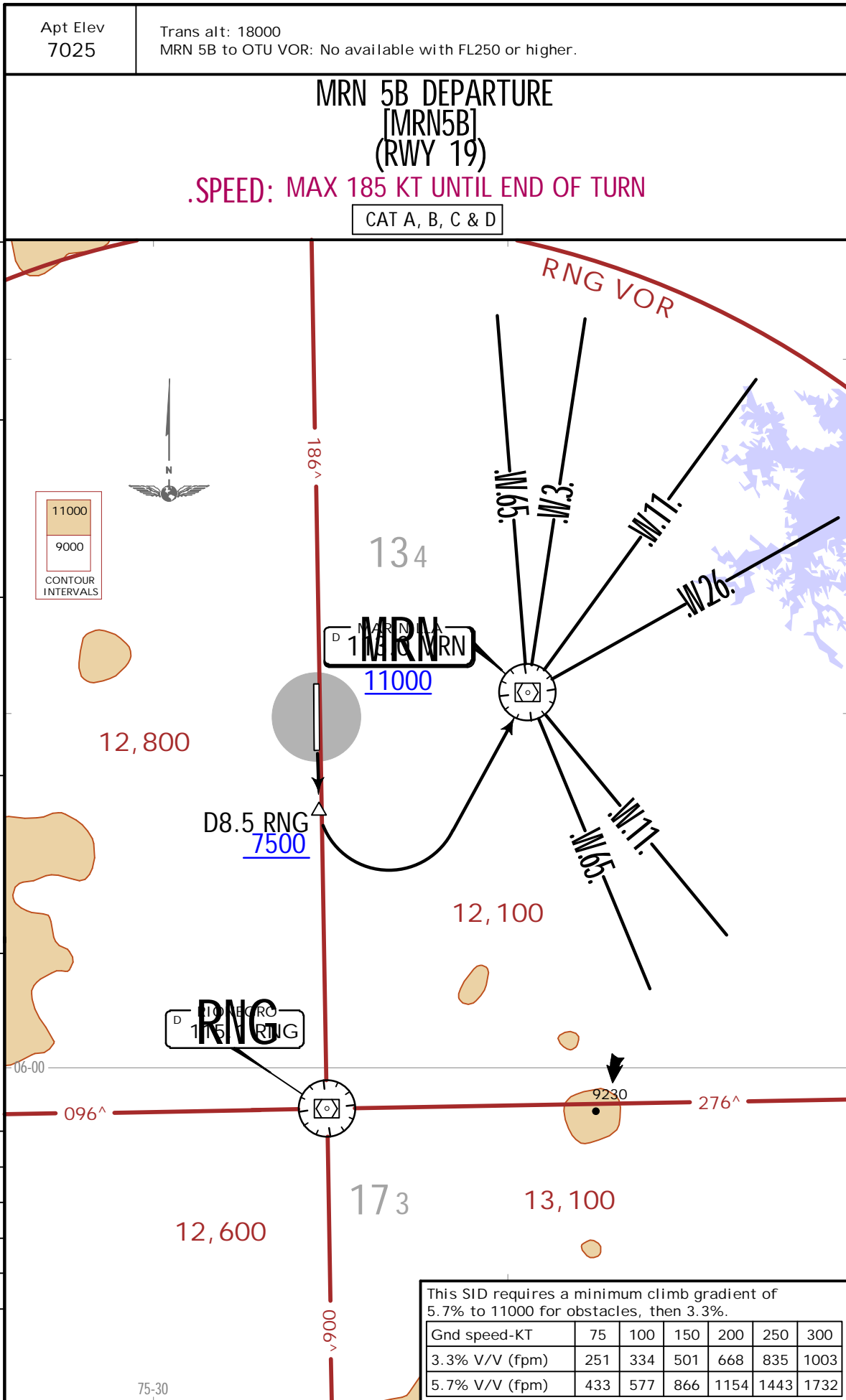
17 MAR 23

(10-3G)

.Eff.23.Mar.

RIONEGRO, COLOMBIA

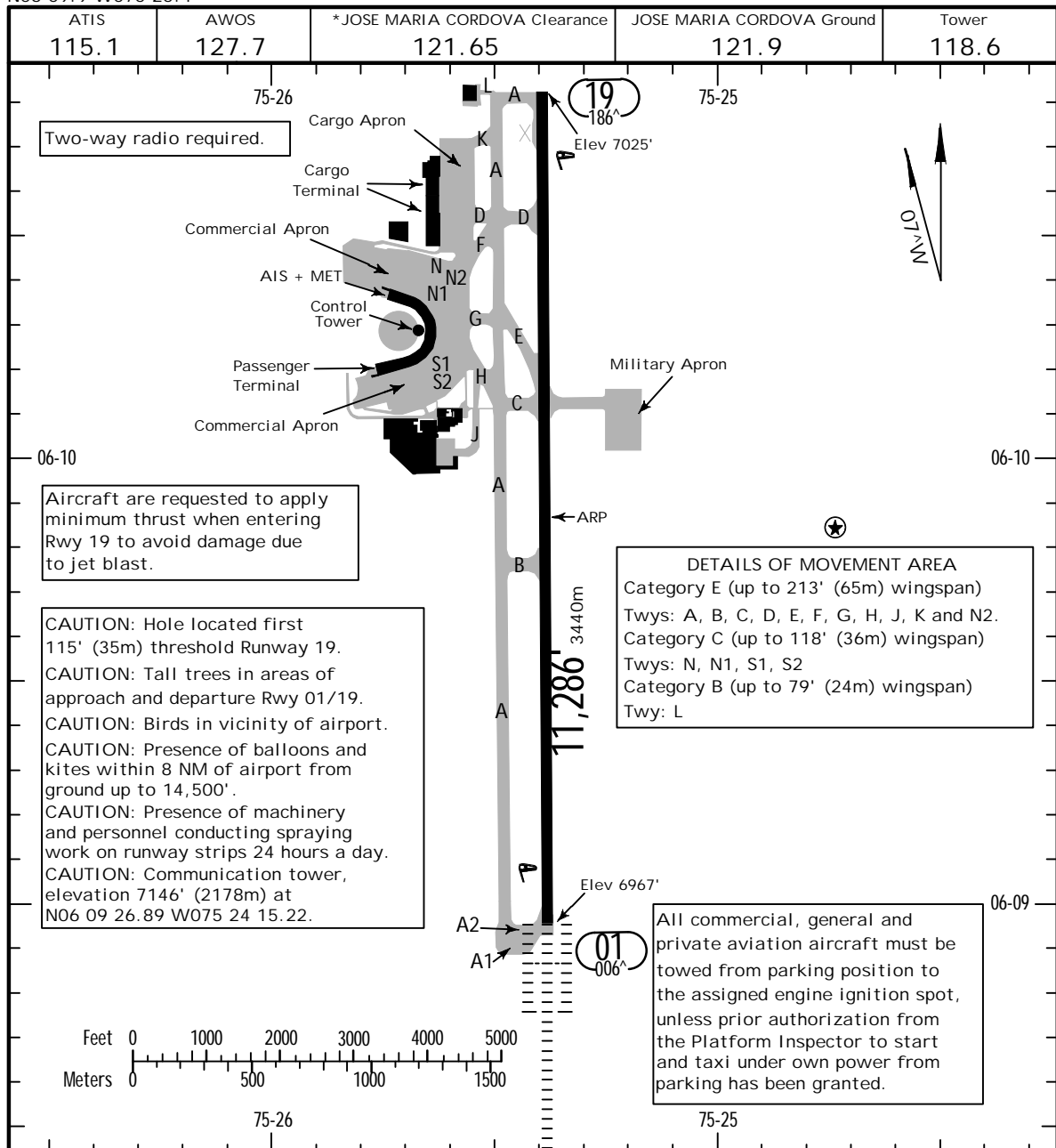
.SID.



**SKRG/MDE**  
 Apt Elev 7025'  
 N06 09.9 W075 25.4

**JEPPESEN**  
 6 JAN 23 (10-9)

**RIONEGRO, COLOMBIA**  
 JOSE MARIA CORDOVA



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			WIDTH	
	HIRL	CL	ALSF-II	PAPI (angle 3.0°)	Threshold	Glide Slope	TAKE-OFF		
01						10,348'	3154m	1	148'
19									45m

1 TAKE-OFF RUN AVAILABLE:		RWY 19	
From Rwy head	11,286' (3440m)	From Rwy head	11,286' (3440m)
From Twy B	6,496' (1980m)	From Twy D	9,777' (2980m)
From Twy C	4,987' (1520m)	From Twy C	4,987' (1520m)

(Intersection departures only when authorized by ATC, and are not available when visibility is less than or equal to 3000m, or between 0400 - 1059 UTC.)

TAKE-OFF	
1 All Rwys	
	RL & CL or RCLM
	Standard
1 Eng	750' - 3000m
2 Eng	1 hour Take-off Alternate Airport Filed (1 Eng inop) 500m
3 & 4 Eng	2 hour Take-off Alternate Airport Filed (1 Eng inop) 500m

1 Lower than standard take-off minimums available only with prior appropriate approvals and approved instrument departure for one engine inop after V1.

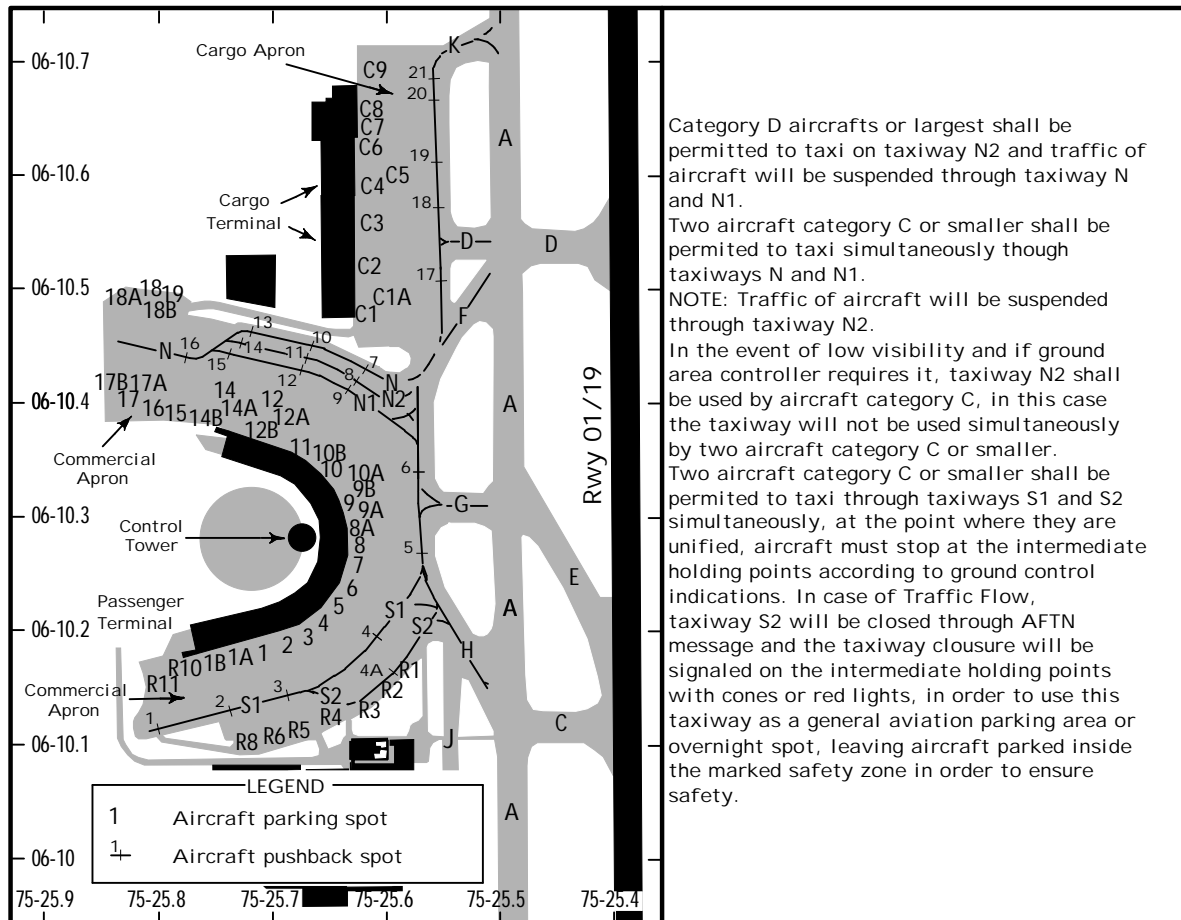
SKRG/MDE

JEPPESSEN

RIONEGRO, COLOMBIA

6 JAN 23 10-9A

JOSE MARIA CORDOVA



Category D aircrafts or largest shall be permitted to taxi on taxiway N2 and traffic of aircraft will be suspended through taxiway N and N1.  
 Two aircraft category C or smaller shall be permitted to taxi simultaneously though taxiways N and N1.  
 NOTE: Traffic of aircraft will be suspended through taxiway N2.  
 In the event of low visibility and if ground area controller requires it, taxiway N2 shall be used by aircraft category C, in this case the taxiway will not be used simultaneously by two aircraft category C or smaller.  
 Two aircraft category C or smaller shall be permitted to taxi through taxiways S1 and S2 simultaneously, at the point where they are unified, aircraft must stop at the intermediate holding points according to ground control indications. In case of Traffic Flow, taxiway S2 will be closed through AFTN message and the taxiway closure will be signaled on the intermediate holding points with cones or red lights, in order to use this taxiway as a general aviation parking area or overnight spot, leaving aircraft parked inside the marked safety zone in order to ensure safety.

**PARKING SPOT COORDINATES**

SPOT No.	COORDINATES	SPOT No.	COORDINATES
<b>Commercial Apron</b>		<b>Cargo Apron</b>	
R1, R2	N06 10.2 W075 25.6	C1, C1A, C2	N06 10.5 W075 25.6
R3, R4	N06 10.1 W075 25.6	C3 thru C7	N06 10.6 W075 25.6
R5, R6, R8	N06 10.1 W075 25.7	C8, C9	N06 10.7 W075 25.6
R10, R11	N06 10.2 W075 25.8		
1, 1A, 1B, 2, 3	N06 10.2 W075 25.7		
4, 5, 6	N06 10.2 W075 25.6		
7, 8, 8A, 9, 9A,	N06 10.3 W075 25.6		
9B, 10, 10A			
10B, 11, 12, 12A,	N06 10.4 W075 25.7		
12B, 14, 14A			
14B, 15, 16, 17,	N06 10.4 W075 25.8		
17A, 17B			
18, 18A, 18B, 19	N06 10.5 W075 25.8		

**PUSHBACK SPOT COORDINATES**

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N06 10.1 W075 25.8	11, 12, 15	N06 10.4 W075 25.7
2	N06 10.1 W075 25.7	16	N06 10.4 W075 25.8
3	N06 10.2 W075 25.7	17	N06 10.5 W075 25.6
4, 4A	N06 10.2 W075 25.6	18, 19	N06 10.6 W075 25.6
5	N06 10.3 W075 25.6	20, 21	N06 10.7 W075 25.6
6, 7, 8, 9	N06 10.4 W075 25.6		
10, 13, 14	N06 10.5 W075 25.7		

The entry of aircraft category D or greater to parking positions 9,10,11,12 and 14 must be done through taxiway N2. The transit of aircraft by taxiways N and N1 should be suspended.  
 Entry of aircraft category C or lesser to parking positions 9A,9B,10,10A,10B,11,12A,12B,14A and 14B must be done through taxiway N1 or taxiway N. The transit of aircraft by taxiway N2 should be suspended. For positions 10,11,12 and 14 for category D or higher aircraft, aircraft must use minimum power to avoid effects of jetblast. In case of having to use high power, the entry procedure must be suspended by own means and request to be towed.  
 Aircraft that start engines in pushback spots 13, 14 and 15 must not exceed 40% of the power of the aircraft engines to taxi.

SKRG/MDE



RIONEGRO, COLOMBIA

11 JUN 21

10-9B

.Eff.17.Jun.

JOSE MARIA CORDOVA

AIRCRAFT PUSHBACK PROCEDURES/POSITION STARTING INSTRUCTIONS			
PASSENGER TERMINAL			
Engine Start Spot	Coordinates	Aircraft Stands	NOTES: Wingspan category C = up to 118' (36m) Wingspan category D = up to 171' (52m) Wingspan category E = up to 213' (65m) Pushback Procedures
1	N 6 10.1 W 75 25.8	R4, R5, 1B	Towed push back following taxilane S1 until the nose landing gear of the aircraft reaches SPOT 1 facing east. Aircraft wingspan of category "C" or lower.
2	N 6 10.1 W 75 25.7	1, 1A, R1, R2, R3	Towed push back until intercepting taxiway S1 and the nose landing gear of the aircraft reaches SPOT 2 with the nose facing east. Aircraft wingspan of category "C" or lower.
3	N 6 10.2 W 75 25.7	R1, 1, 2, 3, 4	Towed push back following taxilane S1 until the nose landing gear of the aircraft reaches SPOT 3 facing east. Aircraft wingspan of category "C" or lower.
4	N 6 10.2 W 75 25.6	4, 5, 6, 7	Towed push back following taxilane S1 until the nose landing gear of the aircraft reaches the SPOT 4 facing northeast. Aircraft wingspan of category "C" or lower.
4A	N 6 10.2 W 75 25.6	3, 4, 5, 6, 7	Towed push back following taxilane S2 until the nose landing gear of the aircraft reaches the SPOT 4A facing northeast. Aircraft wingspan of category "C" or lower.
5	N 6 10.3 W 75 25.6	5, 6, 7	Towed push back following the apron taxilane until the nose landing gear of the aircraft reaches SPOT 5 facing south. Aircraft wingspan of category "E" or lower.
6	N 6 10.4 W 75 25.6	7, 8, 8A	Towed push back following the apron taxilane until the nose landing gear of the aircraft reaches SPOT 6 facing south. Aircraft wingspan of category "E" or lower.
7	N 6 10.4 W 75 25.6	9A, 9B, 10, 10A, 10B	Towed push back to intercept taxiway N until the nose landing gear of the aircraft reaches SPOT 7 facing southeast. Aircraft wingspan of category "C" or lower.
8	N 6 10.4 W 75 25.6	9, 10	Towed push back to intercept taxiway N2 until the nose landing gear of the aircraft reaches SPOT 8 facing southeast. Aircraft wingspan of category "D" or greater.
9	N 6 10.4 W 75 25.6	9A, 9B, 10, 10A, 10B	Towed push back to intercept taxiway N1 until the nose landing gear of the aircraft reaches SPOT 9 facing southeast. Aircraft wingspan of category "C" or lower.
10	N 6 10.5 W 75 25.7	10B, 11, 12A, 12B	Towed push back to intercept taxiway N until the nose landing gear of the aircraft reaches SPOT 10 facing east. Aircraft wingspan of category "C" or lower.
11	N 6 10.4 W 75 25.7	9, 10, 11	Towed push back to intercept taxiway N2 until the nose landing gear of the aircraft reaches SPOT 11 facing east. Aircraft wingspan of category "D" or greater.
12	N 6 10.4 W 75 25.7	10B, 11, 12A, 12B	Towed push back to intercept taxiway N1 until the aircraft's nose landing gear reaches the SPOT 10 facing east. Aircraft wingspan of category "C" or lower.
13	N 6 10.5 W 75 25.7	12A, 12B 14A, 14B 15	Towed push back to intercept taxiway N until the nose landing gear of the aircraft reaches SPOT 10 facing east. Aircraft wingspan of category "C" or lower.

AIRCRAFT PUSHBACK PROCEDURES/POSITION STARTING INSTRUCTIONS

PASSENGER TERMINAL ( continued )

Engine Start Spot	Coordinates	Aircraft Stands	NOTES: Wingspan category C = up to 118' (36m) Wingspan category D = up to 171' (52m) Wingspan category E = up to 213' (65m) Pushback Procedures
14	N 6 10.5 W 75 25.7	11, 12, 14	Towed push back to intercept taxiway N2 until the nose landing gear of the aircraft reaches SPOT 11 facing east. Aircraft wingspan of category "D" or greater.
15	N 6 10.4 W 75 25.7	12A, 12B 14A, 14B 15, 16	Towed push back until intercepting N1 until the nose landing gear of the aircraft reaches SPOT 10 facing east. Aircraft wingspan of category "C" or lower.
16	N 6 10.4 W 75 25.8	16, 17 17A, 17B 18, 18A 18B, 19	Towed push back until intercepting taxiway N until the nose landing gear of the aircraft reaches SPOT 10 facing east. Aircraft wingspan of category "C" or lower.

CARGO TERMINAL

17	N 6 10.5 W 75 25.6	C2, C3	Towed push back following the taxilane until the nose landing gear of the aircraft reaches SPOT 17 facing north. NOTE: The use of this SPOT closes the transit of aircraft through taxiway F.
18	N 6 10.6 W 75 25.6	C1, C1A, C2, C3	Towed push back following taxi lane until the nose landing gear of the aircraft reaches SPOT 18 facing south.
19	N 6 10.6 W 75 25.6	C5, C6 C7, C8, C9	Towed push back following the taxilane until the nose landing gear of the aircraft reaches SPOT 19 facing north.
20	N 6 10.7 W 75 25.6	C7, C8, C9	Towed push back following the taxilane until the nose landing gear of the aircraft reaches SPOT 20 facing north.
21	N 6 10.7 W 75 25.6	C5, C6, C7, C8, C9	Towed push back following the taxilane until the nose landing gear of the aircraft reaches SPOT 21 facing south.

--	--	--	--



**SKRG/MDE**

JOSE MARIA CORDOVA

**JEPPESEN**

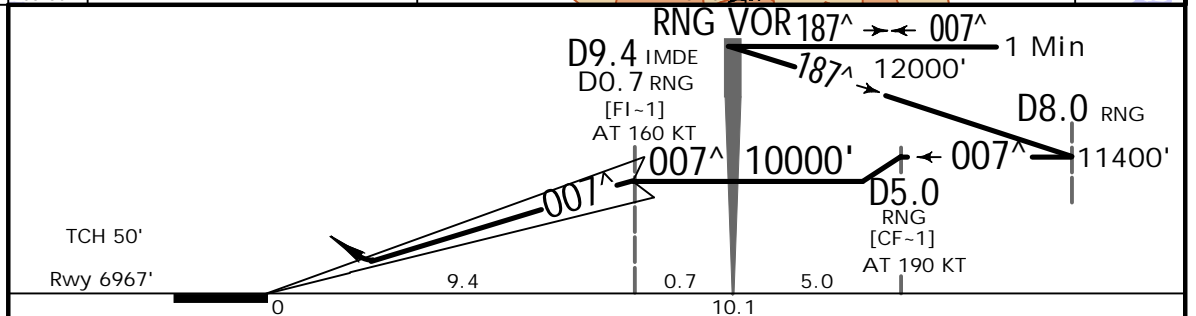
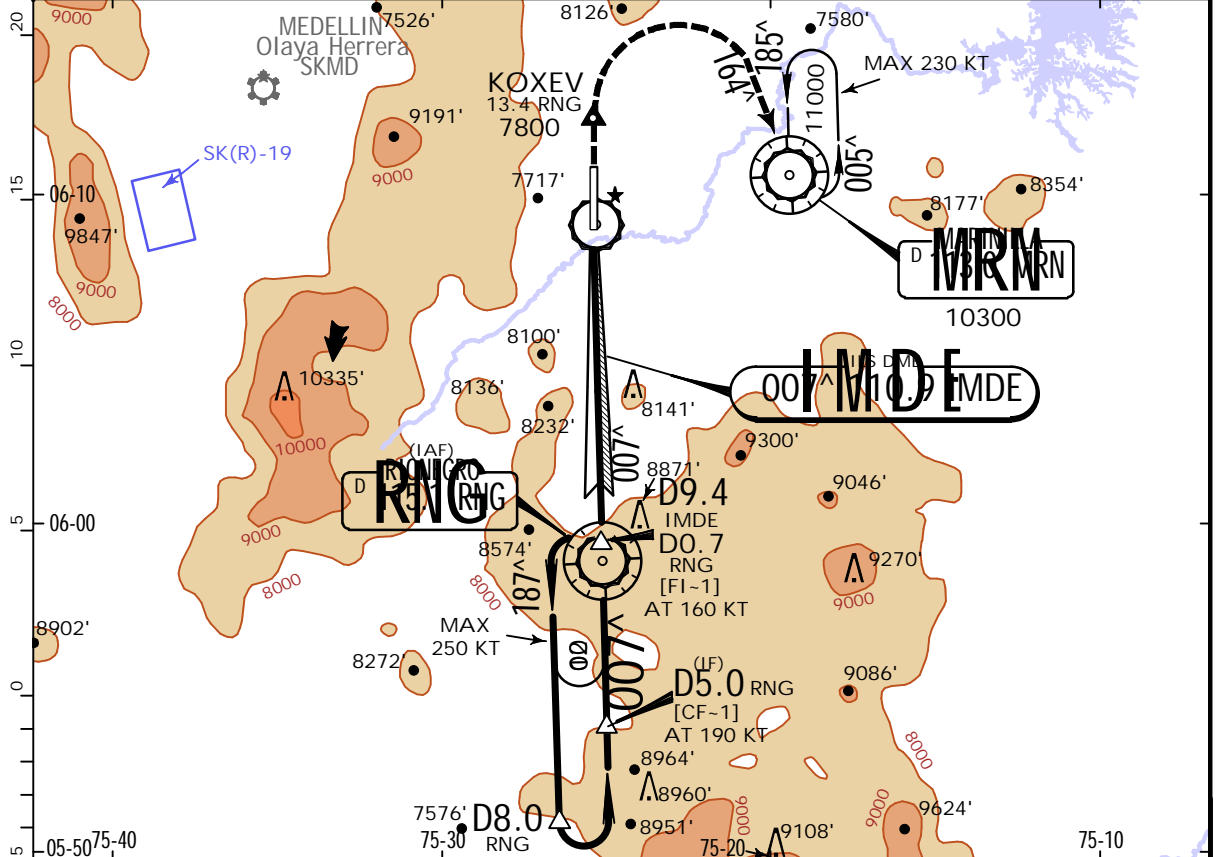
17 MAR 23  
Eff. 23 Mar. (11-1)

**RIONEGRO, COLOMBIA**

MISSED APCH CLIMB  
GRADIENT MIN 4.2%

**ILS Z Rwy 01**

ATIS 115.1	AWOS 127.7	MEDELLIN Approach North 126.1	MEDELLIN Approach South 121.1	JOSE MARIA CORDOVA Tower 118.6	Ground 121.9
LOC IMDE 110.9	Final Apch Crs 007 <sup>^</sup>	D0.7 RNG D9.4 IMDE 10000' (3033')	ILS DA(H) 7200' (233')	Apt Elev 7025' Rwy 6967'	
MISSED APCH: Runway heading until KOXEV, then RIGHT turn to MRN VOR holding pattern to cross it at 10300' or higher climbing to 11000'. MAX 185 KT until 10000'. Missed approach requires a minimum climb of 4.2% (256'/NM)					
Alt Set: hPa (IN on req) Rwy Elev: 230 hPa Trans level: FL190 Trans alt: 18000' 1. RNG VOR required. 2. RNG DME or IMDE DME required. 3. Holding at RNG VOR and MRN VOR cannot be done simultaneously at the same flight level.					
					MSA RNG VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI Rwy hdg ↑	KOXEV 10300' RT MRN 113.0
ILS GS	3.00 <sup>^</sup>	372	478	531	637	849		
FAF to THR	9.4	8:03	6:16	5:38	4:42	4:02		

STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
ILS DA(H) 7200' (233') FULL ALS out		Not Authorized West of Rwy 01/19 MDA(H)	
PANS OPS	A		Max Kts.
	B	RVR 550m	100 7725' (700')-3600m
	C	vis 800m	135 8540' (1515')-5000m
	D		180 8770' (1745')-5000m

**SKRG/MDE**

JOSE MARIA CORDOVA

**JEPPESSEN**

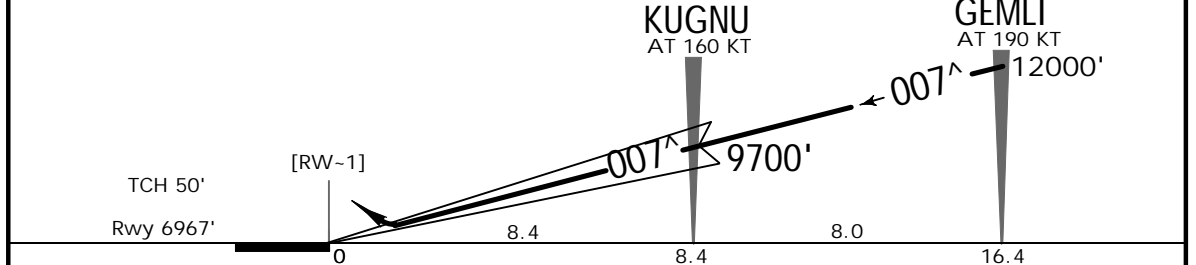
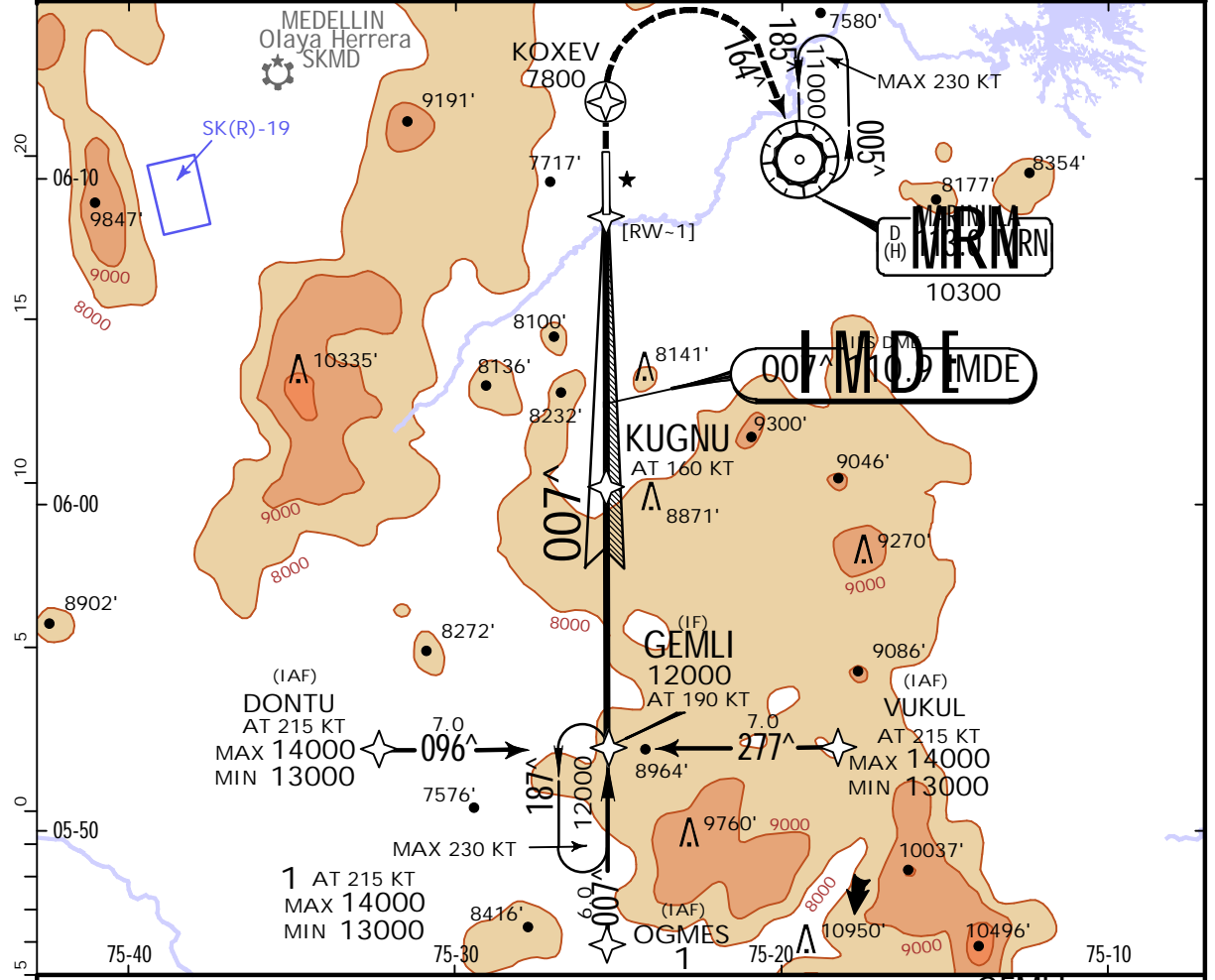
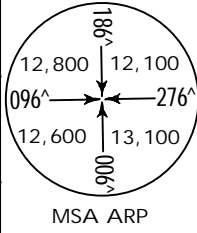
17 MAR 23  
Eff. 23 Mar. (11-2)

**RIONEGRO, COLOMBIA**

MISSED APCH CLIMB  
GRADIENT MIN 4.2%

ILS Y Rwy 01

ATIS 115.1		AWOS 127.7		MEDELLIN Approach North 126.1 South 121.1		JOSE MARIA CORDOVA Tower 118.6		Ground 121.9	
LOC IMDE 110.9		Final Apch Crs 007 <sup>^</sup>		KUGNU 9700' (2733')		ILS DA(H) 7200' (233')		Apt Elev 7025' Rwy 6967'	
MISSED APCH: Runway heading until KOXEV, then RIGHT turn to MRN VOR holding pattern to cross it at 10300' or higher climbing to 11000'. MAX 185 KT until 10000'. Missed approach requires a minimum climb of 4.2% (256'/NM)									
Alt Set: hPa (IN on req)		Rwy Elev: 230 hPa		Trans level: FL190		Trans alt: 18000'			
RNAV 1 or RNP 1		GNSS required							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	Rwy hdg ↑	KOXEV 10300'	MRN 113.0
ILS GS	3.00 <sup>^</sup>	372	478	531	637	743				
FAF to THR	8.4	7:12	5:36	5:02	4:12	3:36	3:09			

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND				
ILS DA(H) 7200' (233')				Not Authorized West of Rwy 01/19				
FULL		ALS out		Max Kts				
A					100			
B	RVR 550m		1200m		135 7725' (700')-3600m			
C	VIS 800m				180 8540' (1515')-5000m			
D					205 8770' (1745')-5000m			

**SKRG/MDE**

**JEPPESEN**

**RIONEGR0, COLOMBIA**

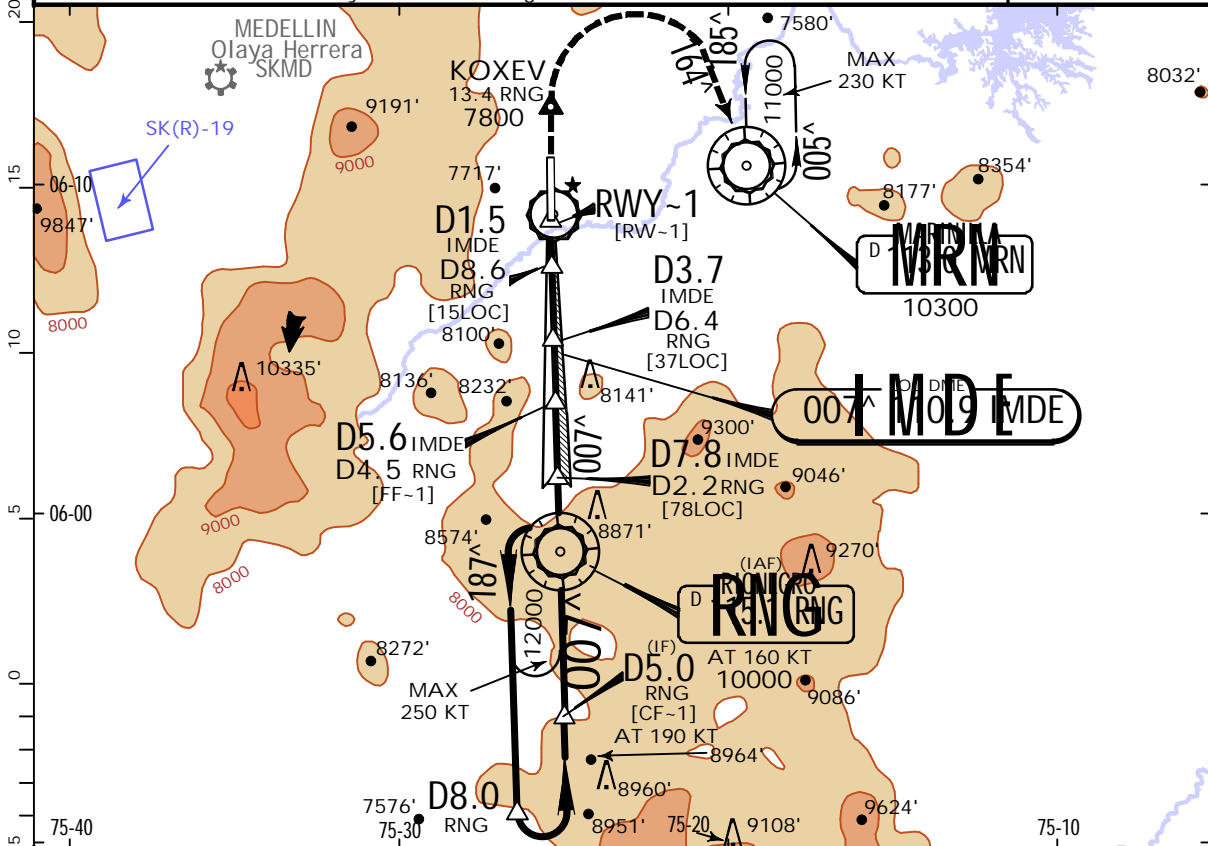
JOSE MARIA CORDOVA

17 MAR 23  
Eff. 23. Mar. (11-3)

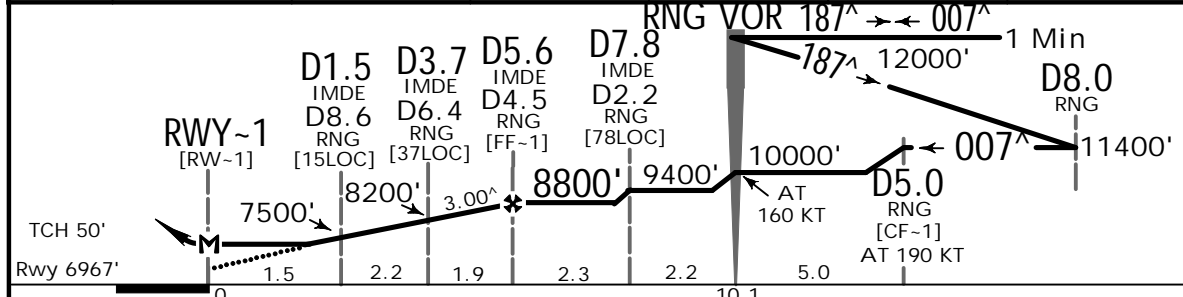
MISSED APCH CLIMB  
GRADIENT MIN 4.2%

LOC Rwy 01

ATIS 115.1	AWOS 127.7	MEDELLIN Approach North 126.1	MEDELLIN Approach South 121.1	JOSE MARIA CORDOVA Tower 118.6	Ground 121.9
LOC IMDE 110.9	Final Apch Crs 007 <sup>^</sup>	D4.5 RNG D5.6 IMDE 8800' (1833')	MDA(H) 7320' (353')	Apt Elev 7025' Rwy 6967'	
MISSED APCH: Runway heading until KOXEV, then RIGHT turn to MRN VOR holding pattern to cross it at 10300' or higher climbing to 11000'. Max 185 KT until 10000'. Missed approach requires a minimum climb of 4.2% (256'/NM).					
Alt Set: hPa (IN on req) Rwy Elev: 230 hPa Trans level: FL190 Trans alt: 18000'					MSA RNG VOR
1. VOR RNG and DME RNG or IMDE required. 2. Holding at RNG VOR and MRN VOR cannot be done simultaneously at the same flight level.					



RNG DME	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	7357'	7675'	7994'	8315'	8637'	8933'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	Rwy hdg ↑	KOXEV 10300' RT	MRN 113.0	
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	849					
MAP at RWY-1											
FAF to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06				

STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND		
MDA(H) 7320' (353')			Not Authorized West of Rwy 01/19		
ALS out			Max Kts.		
A	1100m	1800m	100	7725' (700') -3600m	
B			135		
C	1300m	2000m	180	8540' (1515') -5000m	
D			205	8770' (1745') -5000m	

PANS OPS



## Chart changes since cycle 06-2023

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

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

RIONEGRO, (JOSE MARIA CORDOVA - SKRG)

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport SKRG