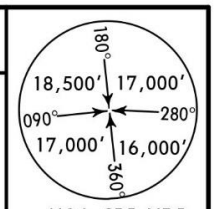
Airport Information

Details for JORGE WILSTERMANN INTL	
City	COCHABAMBA
State/Province	
Country	BOL
Latitude	S 17° 25' 06.00"
Longitude	W 66° 10' 38.00"
Elevation	8360
Longest Runway	12400
Magnetic Variance	W 8.0°
Fuel Type	100-130 octane fuel is available JET A-1 fuel is available
Oxygen	Oxygen facilities are unavailable.
Repair Facility	Repair facilities are unavailable
Landing Fee	Unknown.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	Availability is Unknown.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	+4:00=UTC
Daylight Savings	Airport does not observe daylight savings time
Change Notices Available	none

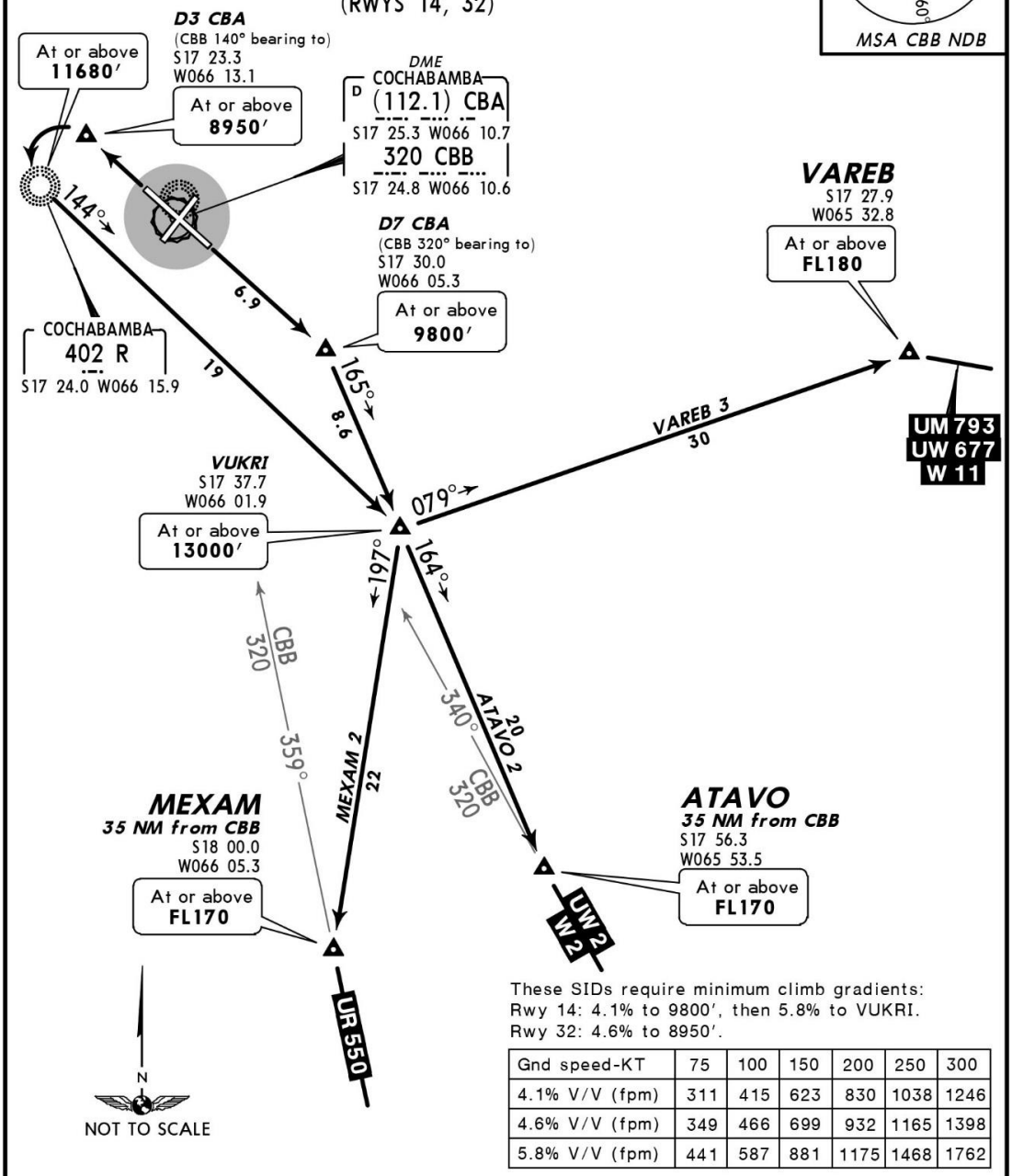
Terminal Chart Change Notices

Apt Elev 8359′	Trans level: By ATC Trans alt: 18000′ **CBA DME required.**



ATAVO 2 *[ATAVO2]*, MEXAM 2 *[MEXAM2]*, VAREB 3 *[VAREB3]* DEPARTURES

(RWYS 14, 32)



These SIDs require minimum climb gradients:
Rwy 14: 4.1% to 9800′, then 5.8% to VUKRI.
Rwy 32: 4.6% to 8950′.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.6% V/V (fpm)	349	466	699	932	1165	1398
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off MAINTAIN runway heading to D7 CBA, climbing to at or above 9800′. Turn RIGHT to 165° course to VUKRI.
32	After take-off MAINTAIN runway heading to D3 CBA, climbing to at or above 8950′. Turn LEFT to R, follow R 144° bearing to VUKRI.

SID	ROUTING
ATAVO 2 (W-2, UW-2)	After VUKRI, continue on course 164° to ATAVO.
MEXAM 2 (UR-550)	After VUKRI, turn RIGHT to 197° course to MEXAM.
VAREB 3 (W-11, UM-793, UW-677)	After VUKRI, turn LEFT to 079° course to VAREB.

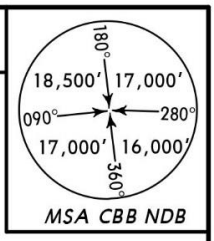
CHANGES: Procedures renumbered, revised.

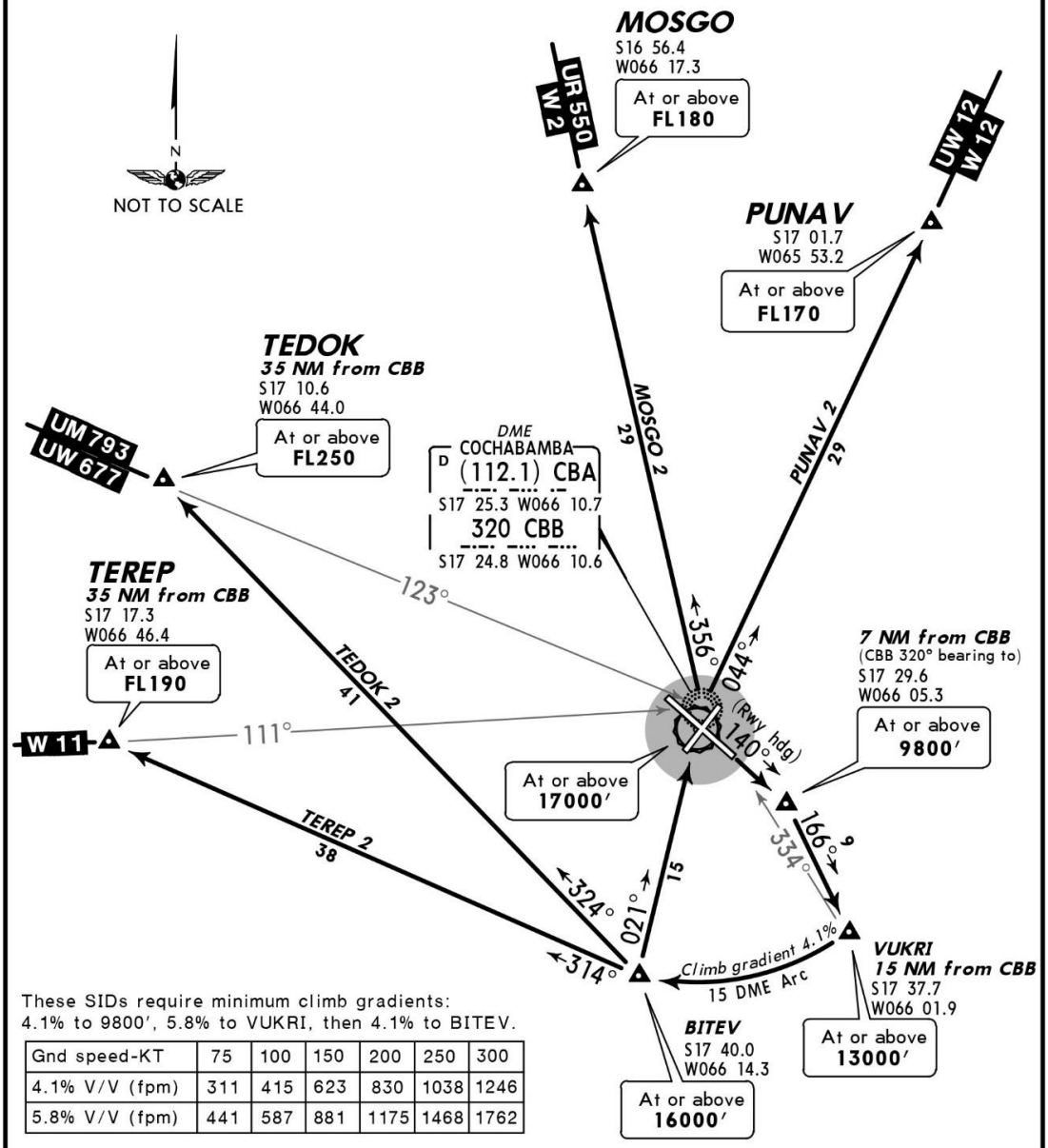
PARA USO EN AVIACION VIRTUAL UNICAMENTE

Apt Elev 8359′	Trans level: By ATC Trans alt: 18000′ **CBA DME required.**

MOSGO 2 *[MOSGO2]*, PUNAV 2 *[PUNAV2]*, TEDOK 2 *[TEDOK2]*, TEREP 2 *[TEREP2]* DEPARTURES

(RWY 14)





These SIDs require minimum climb gradients:
4.1% to 9800′, 5.8% to VUKRI, then 4.1% to BITEV.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.8% V/V (fpm)	441	587	881	1175	1468	1762

INITIAL CLIMB

After take-off, MAINTAIN runway heading to D7 CBA, climbing to at or above 9800′. Turn RIGHT to 166° course to VUKRI. Turn RIGHT on 15 DME Arc to BITEV.

SID	ROUTING
MOSGO 2 (W-2, UR-550)	After BITEV, turn RIGHT to 021° course to CBB. Intercept 356° course direct to MOSGO.
PUNAV 2 (W-12, UW-12)	After BITEV, turn RIGHT to 021° course to CBB. Intercept 044° course direct to PUNAV.
TEDOK 2 (UM-793, UW-677)	After BITEV, 324° course to TEDOK.
TEREP 2 (W-11)	After BITEV, 314° course to TEREP.

CHANGES: Procedures renumbered, revised.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

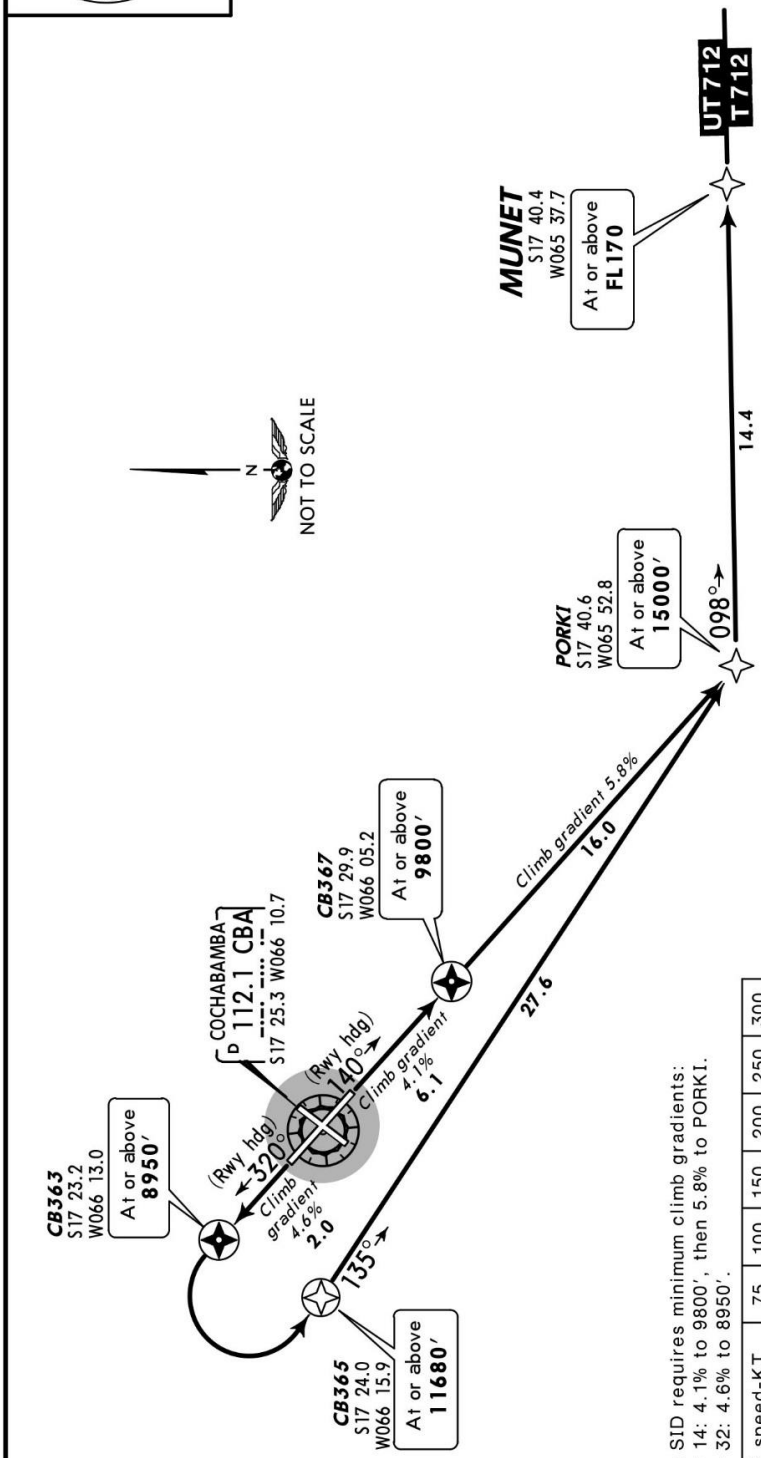
Apt Elev 8359′

Trans level: By ATC Trans alt: 18000′

MUNET 2 RNAV DEPARTURE

[MUNET2]

(RWYS 14, 32)



This SID requires minimum climb gradients:
Rwy 14: 4.1% to 9800′, then 5.8% to PORKI.
Rwy 32: 4.6% to 8950′.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.6% V/V (fpm)	349	466	699	932	1165	1398
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
14	After take-off, MAINTAIN runway heading to CB367. MAINTAIN 140° course to PORKI.
32	After take-off, MAINTAIN runway heading to CB363. Turn LEFT 135° course to PORKI.

ROUTING

At PORKI, turn LEFT on 098° course to MUNET.

FIR - BOLIVIA

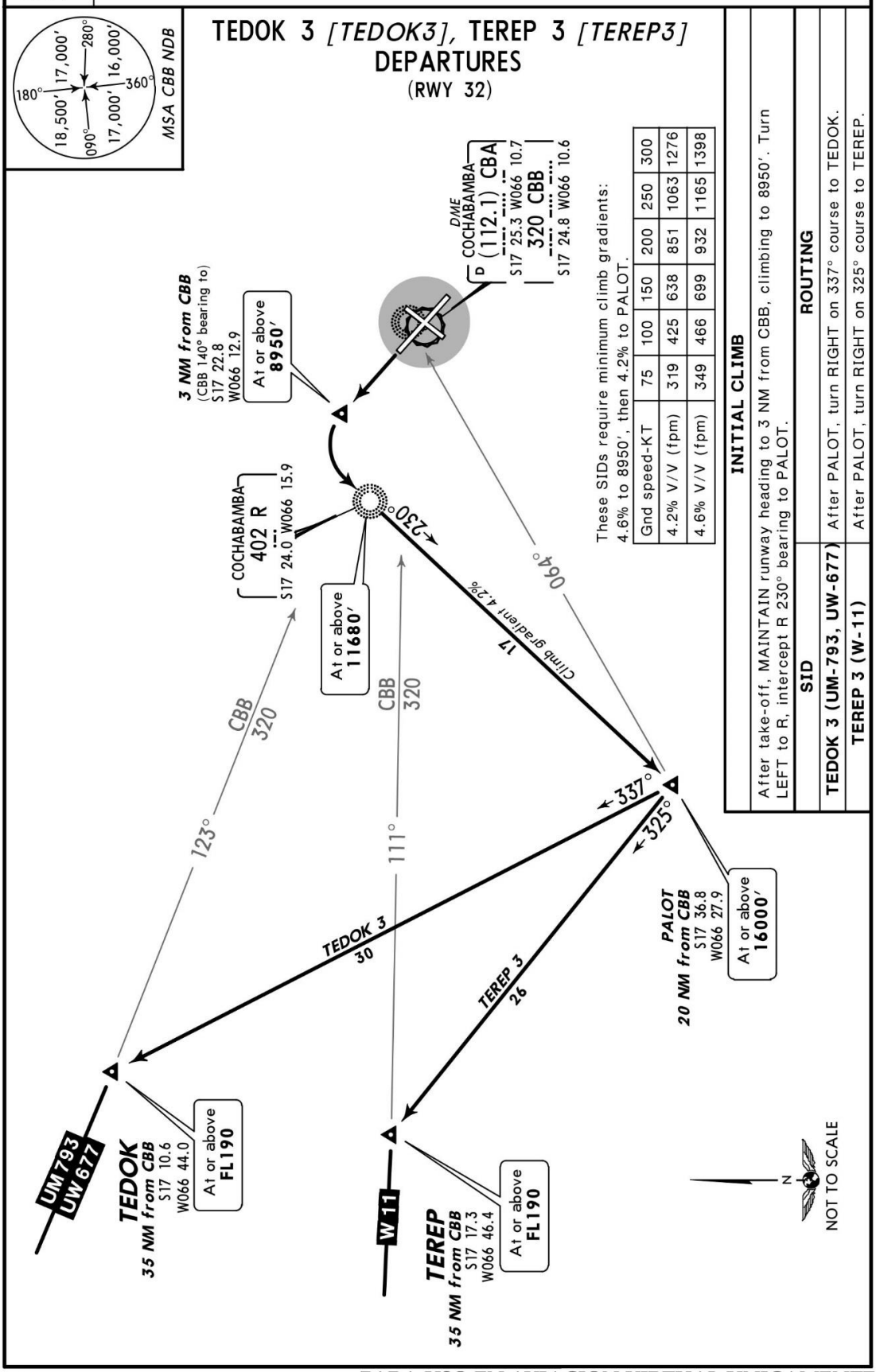
CHANGES: Procedure renumbered, revised.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

Apt Elev 8359′	Trans level: By ATC Trans alt: 18000′ **CBA DME required.**

TEDOK 3 [TEDOK3], TEREP 3 [TEREP3] DEPARTURES

(RWY 32)



These SIDs require minimum climb gradients:
4.6% to 8950′, then 4.2% to PALOT.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.6% V/V (fpm)	349	466	699	932	1165	1398

INITIAL CLIMB

After take-off, MAINTAIN runway heading to 3 NM from CBB, climbing to 8950′. Turn LEFT to R, intercept R 230° bearing to PALOT.

SID	ROUTING
TEDOK 3 (UM-793, UW-677)	After PALOT, turn RIGHT on 337° course to TEDOK.
TEREP 3 (W-11)	After PALOT, turn RIGHT on 325° course to TEREP.

FIR - BOLIVIA

CHANGES: Procedures renumbered, revised.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

LOCAL FLIGHT RESTRICTIONS

GENERAL

Overflight of the city is strictly prohibited by the applicable Air Regulations without the express authorization of the Direccion Regional de Aeronautica Civil (ref. Reglamento Del Aire, Reglas Generales de Vuelo, Chapter IV, par 15, 1st insert).

RUNWAY 04

a. Night operations are not authorized.

b. During daylight operations, aircraft should always make a left turn on departure.

c. Piston powered aircraft are not authorized for takeoff operations

RUNWAY 22

a. Night takeoffs are not authorized except for flight schools conducting instructional flights, in which case the aircraft should always make a right turn on departure.

b. After takeoff, a right turn on departure should always be made during daylight operations except for single-engine aircraft with a MTOW of less than 12,566 lbs (5700kg).

c. After takeoff, a left turn or runway heading departure is not authorized, except for single engine aircraft with a MTOW of less than 12,566 lbs (5700kg).

RUNWAY	TAKEOFF		LANDING	
	DAY	NIGHT	DAY	NIGHT
04	Authorized (1)	Not Authorized	Authorized	Not Authorized
22	Authorized (2)	Not authorized except single engine aircraft.	Authorized	Authorized

NOTES:
1. Turns to the right and piston aircraft are Not Authorized.
2. Turns to the left are Not Authorized, except for single-engine aircraft.

SLCB/CBB
JORGE WILSTERMANN INTL

(11-1) MISSED APCH CLIMB GRADIENT MIM 4.5% CAT B, C & D

Eff 14 Nov

COCHABAMBA, BOLIVIA
ILS NDB 1 Rwy 32

COCHABAMBA Approach	COCHABAMBA Tower	Ground
119.3	118.1	121.9

BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 8360′
ILCO 110.5	319°	D11.0 CBA 12000′(3647′)	8600′(247′)	Rwy 32 8353′

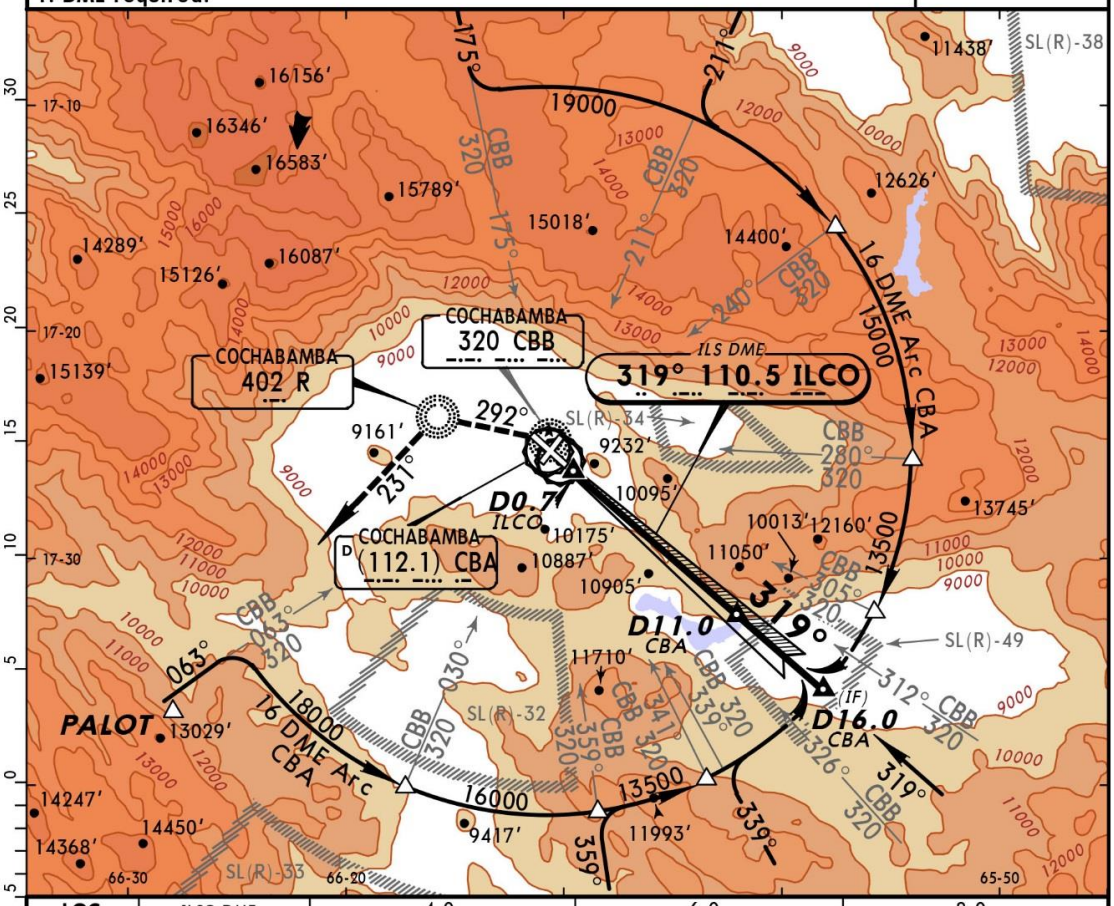
MISSED APCH: Climb outbound on 292° bearing from CBB NDB to R NDB at 9400′, turn LEFT to 231° bearing from R NDB, climbing to 17000′ to PALOT. Request instructions from CONTROL.

Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′

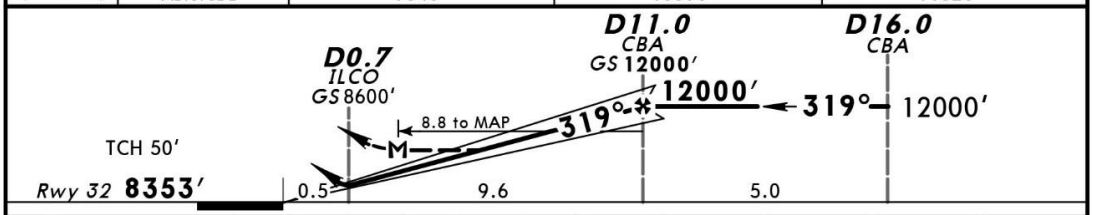
1. DME required.

180° 18,500′ 17,000′ 090° 280° 17,000′ 16,000′ 360°

MSA CBB NDB



LOC (GS out)	ILSO DME	4.0	6.0	8.0
	ALTITUDE	9840′	10590′	11326′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934
D11.0 CBA to MAP	8.8	7:33	5:52	5:17	4:24	3:46	3:18

ALS PAPI-L | 9400′ on | CBB 320 292° | R 402

STRAIGHT-IN LANDING RWY 32
Missed Apch Climb Gradient Mim 4.5%

	ILS DA(H) 8600′ (247′) FULL	ILS DA(H) 8600′ (247′) ALS out	LOC (GS out) MDA(H) 9300′ (947′)	LOC (GS out) MDA(H) 9300′ (947′) ALS out	CIRCLE-TO-LAND
A	NA	NA	NA	NA	NA
B	800m	1200m	1200m	2800m	
C				3700m	
D				4600m	

PANS OPS

CHANGES: New procedure.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

FIR - BOLIVIA

SLCB/CBB — COCHABAMBA, BOLIVIA

JORGE WILSTERMANN INTL

8 NOV 13 — Eff 14 Nov

(11-2) MISSED APCH CLIMB GRADIENT MIM 4.5% — CAT B, C & D

ILS NDB 2 Rwy 32

COCHABAMBA Approach	COCHABAMBA Tower	Ground
119.3	118.1	121.9

BRIEFING STRIP™

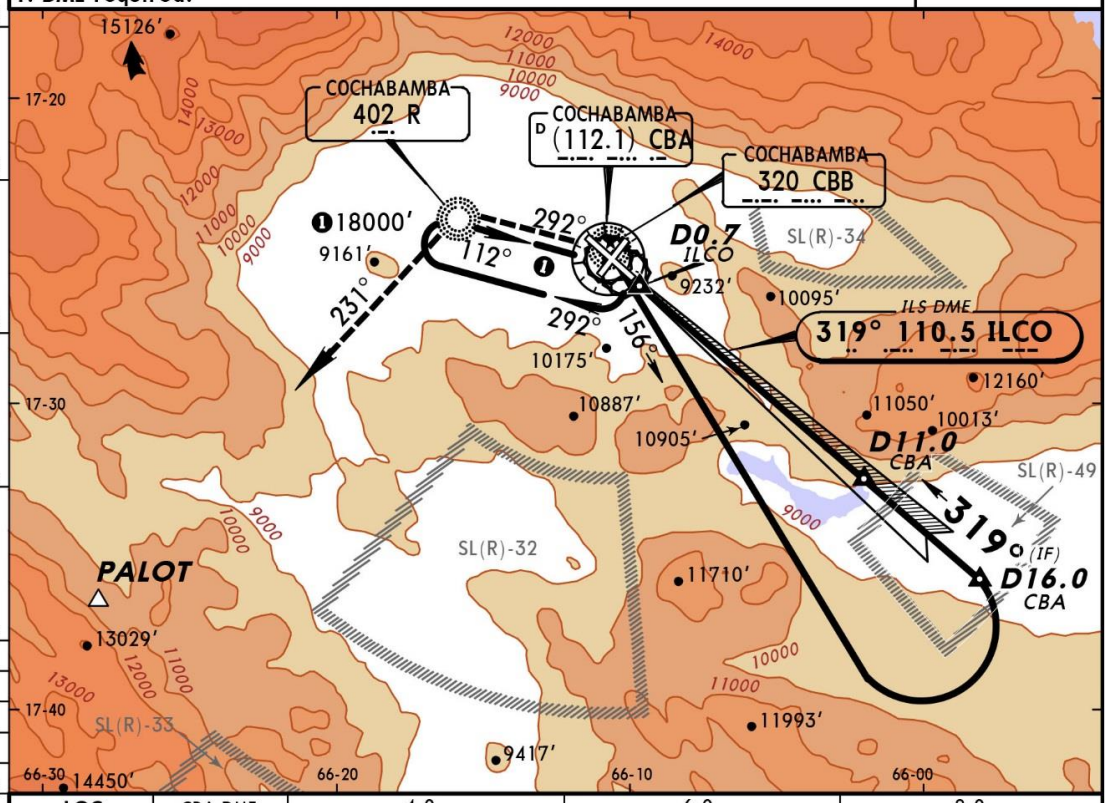
LOC ILCO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 8360′
110.5	319°	D11.0 CBA 12000′ (3647′)	8600′ (247′)	Rwy 32 8353′

MISSED APCH: Climb on 292° bearing from CBB NDB to R NDB at 9400′, turn LEFT to 231° bearing from R NDB, climbing to 17000′ to PALOT. Request instructions from CONTROL.

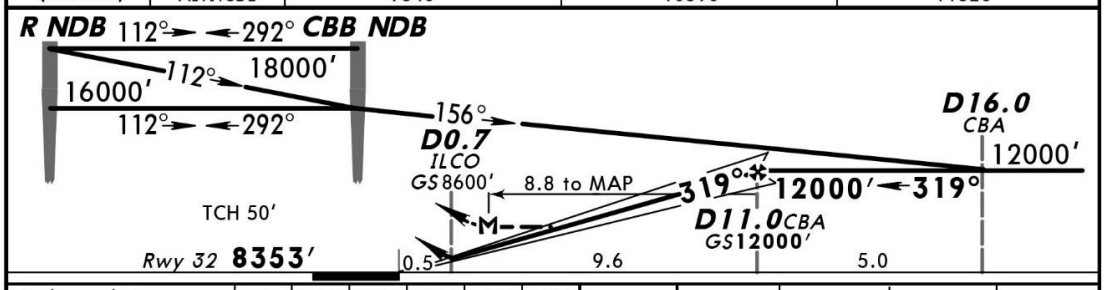
Alt Set: hPa Rwy Elev: 271 hPa Trans level: By ATC Trans alt: 18000′

1. DME required.

MSA CBB NDB: 180° 18,500′; 090° 17,000′; 280° 17,000′; 360° 16,000′



LOC (GS out)	CBA DME	4.0	6.0	8.0
	ALTITUDE	9840′	10590′	11326′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934
D11.0 CBA to MAP	8.8	7:33	5:52	5:17	4:24	3:46	3:18

ALS PAPI-L — 9400′ on CBA 320 292° — R 402

STRAIGHT-IN LANDING RWY 32
Missed apch climb gradient mim 4.5%

	ILS DA(H) 8600′ (247′) FULL	ILS DA(H) 8600′ (247′) ALS out	LOC (GS out) MDA(H) 9300′ (947′)	LOC (GS out) MDA(H) 9300′ (947′) ALS out		CIRCLE-TO-LAND
A	NA	NA	NA	NA	A	NA
B	800m	1200m	1200m	2800m	B	
C				3700m	C	
D				4600m	D	

PANS OPS

CHANGES: New procedure.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

FIR - BOLIVIA

SLCB/CBB

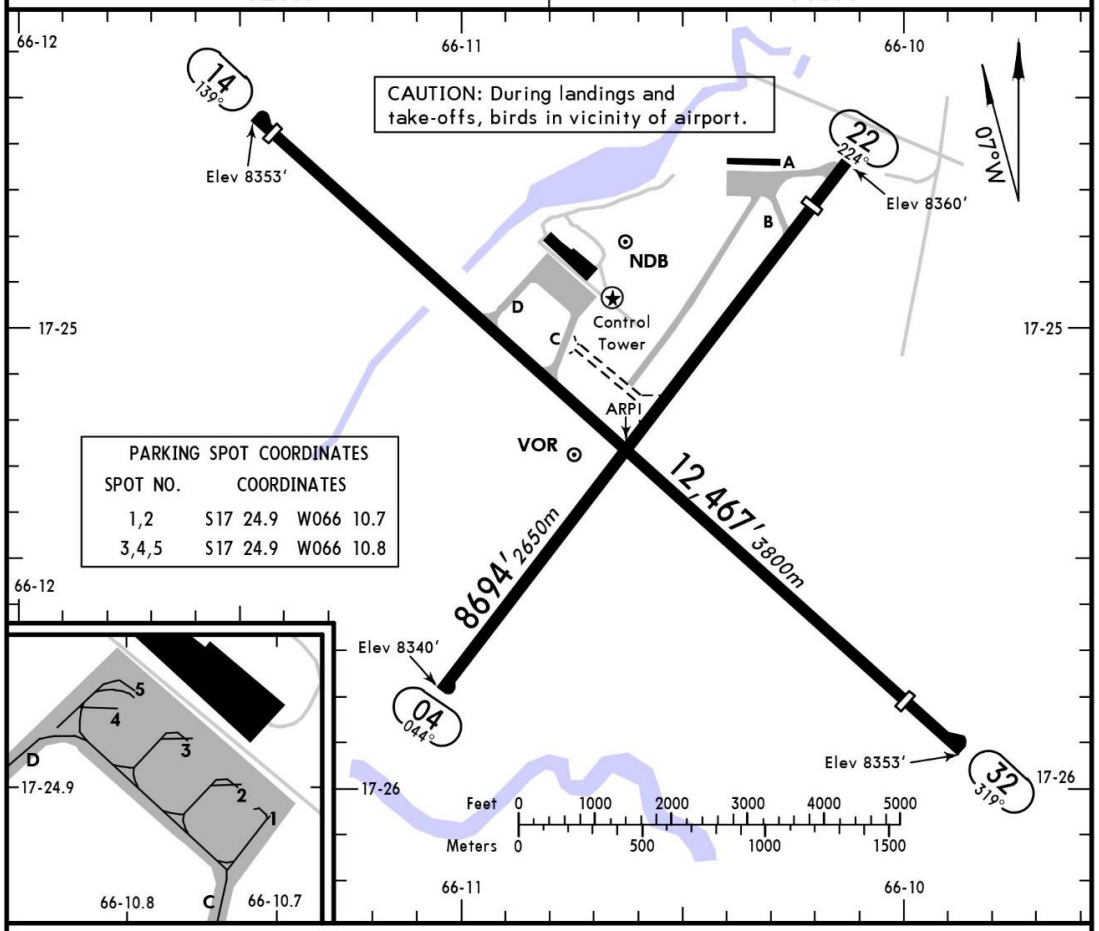
Apt Elev **8360′**
S17 25.3 W066 10.6

8 NOV 13
Eff 14 Nov

(11-1)

COCHABAMBA, BOLIVIA
JORGE WILSTERMANN INTL

COCHABAMBA Ground	Tower
121.9	118.1



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1,2	S17 24.9 W066 10.7
3,4,5	S17 24.9 W066 10.8

ADDITIONAL RUNWAY INFORMATION

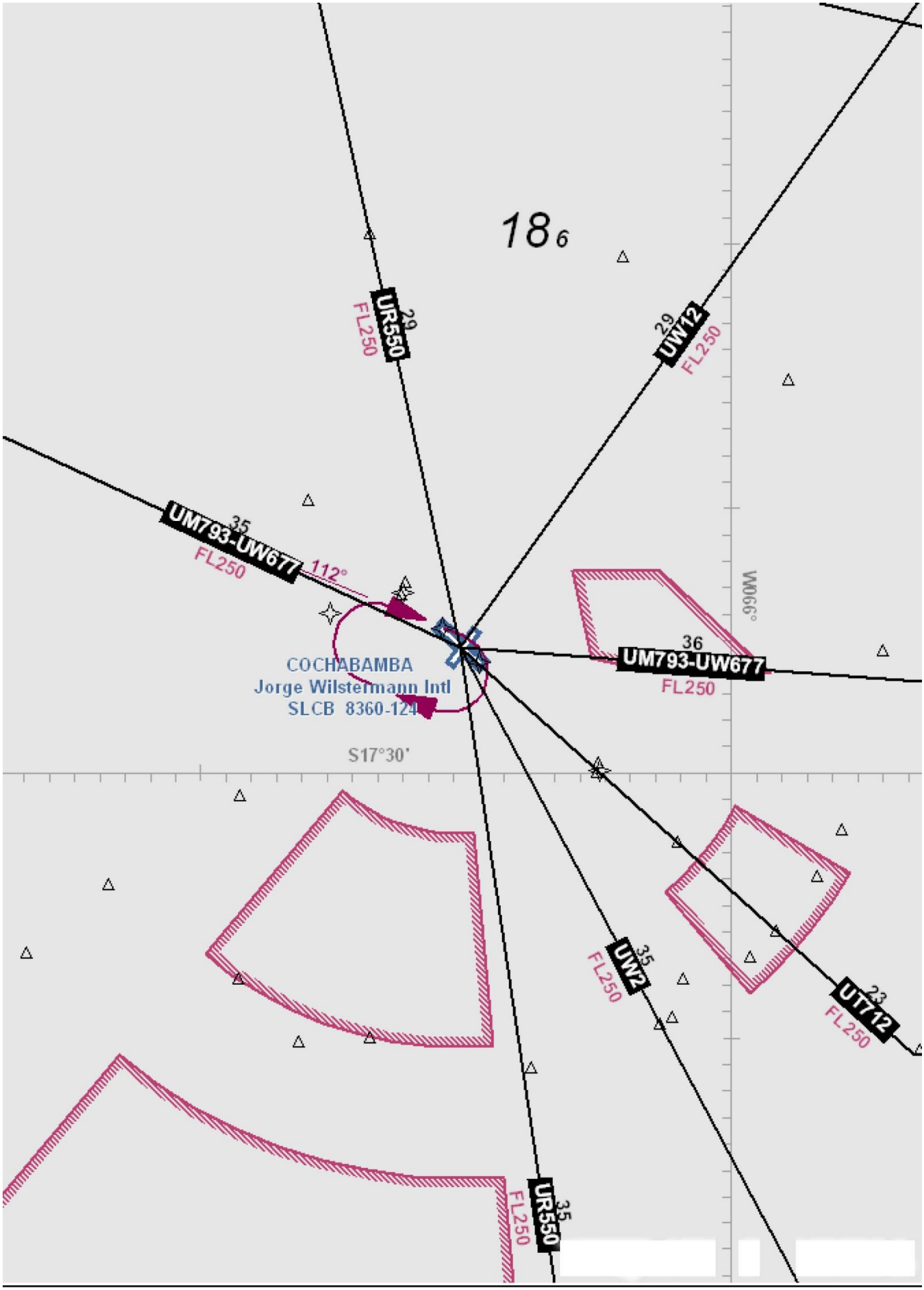
RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL *(60m)* PAPI-L (angle 3.3°)			4869′ *1484m*	148′
22	HIRL *(60m)* PAPI-L (angle 3.10°)	7962′ *2427m*		8497′ *2590m*	*45m*
14	HIRL *(60m)* PAPI (angle 2.57°)	12139′ *3700m*		12139′ *3700m*	148′
32	HIRL *(60m)* ALS PAPI-L (angle 3.3°)	11483′ *3500m*	10400′ *3170m*	11680′ *3560m*	*45m*

TAKE-OFF — Rwys 04, 22	AIR CARRIER	GENERAL AVIATION	FOR FILING AS ALTERNATE	
2 Eng	*1.6 km*	*500m-2.4 km*	A, B	*1640m- 5.6 km*
3 & 4 Eng	*0.8 km*	NOT APPLICABLE	C, D	

CHANGES: Usable lenghts.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

FIR - BOLIVIA


18 6
UR550
29
FL250
UW12
29
FL250
UM793-UW677
35
FL250
112°
W066°
36
UM793-UW677
FL250
COCHABAMBA
Jorge Wilstermann Intl
SLCB 8360-124
S17°30'
UW2
35
FL250
UT712
23
FL250
UR550
35
FL250