

COORDINATION PARAMETERS

CAPACITY DECLARATION WINTER 25 SEASON (W25)

10/26/2025 to 03/28/2026

EL DORADO INTERNATIONAL AIRPORT BOGOTA COLOMBIA

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[https://www.aerocivil.gov.co/servicios-a-la-navegacion/Coordinacion de Slot y ATFCM/Coordinacion de Slot](https://www.aerocivil.gov.co/servicios-a-la-navegacion/Coordinacion%20de%20Slot%20y%20ATFCM/Coordinacion%20de%20Slot)

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1. PURPOSE

The Capacity declaration is intended to report on the coordination parameters that define the operational limits of all technical, operational and environmental factors at the airport, planned for the season in question.

These coordination parameters are established by the Airport Slot Coordination, in coordination with the Aeronautical Authority, the Air Navigation Services Provider and the Airport Services Provider.

2. AIRPORT DATA

El Dorado International Airport
IATA Designator: BOG
ICAO Designator: SKBO
Congestion Level (IATA): Level 3
Hours of operation: H24

3. COORDINATION PARAMETERS

3.1. ATC factor

3.1.1. This coordination parameter is defined by The **maximum number of movements per hour (R60) on the runway and the maximum number of movements per quarter of an hour (R15) on the runway** is the runway capacity expressed in:

- Maximum number of arrivals.
- Maximum number of departures.
- Maximum number of movements.

Below is the ATC FACTOR coordination parameter table.

PARAMETRO DE COORDINACION FACTOR ATC							
TEMPORADA INVIERNO W25							

FRANJA UTC	CONFIGURACIÓN	PISTAS	PERIODO	ARR 14L/R	DEP 14L	DEP 14R	TOTAL	
1000-0259	ORIENTE	DOS PISTAS ARR y DEP	R15	9	5	5	19	**
			R60	34	20	20	74	**

FRANJA UTC	CONFIGURACIÓN	PISTAS	PERIODO	ARR	DEP 14L	TOTAL	
0300-0459	ORIENTE	DOS PISTAS ARR Y UNA PISTA DEP	R15	9	5	14	**
			R60	34	20	54	**

FRANJA UTC	CONFIGURACIÓN	PISTAS	PERIODO	ARR 14L ó 14R	DEP 32L ó 32R	TOTAL	
0500-0959 *	ENFRENTADA	UNA PISTA ARR y DEP	R15	3	3	6	**
			R60	12	12	24	**

* Aplica con solo (01) una pista operativa

** Los valores que se encuentran registrados corresponden a los VALORES MÁXIMOS A DECLARAR y no deben superarse

FRANJA UTC	CONFIGURACIÓN	PISTAS	PERIODO	ARR	DEP	TOTAL	
1100 - 0259	ORIENTE U OCCIDENTE	UNA PISTA ARR y DEP	R15	5	5	10	**
			R60	20	20	40	**

3.1.2. Distribution by type of aviation

Below is the distribution of the declared capacity (R60), by type of aviation.

DISTRIBUCION POR TIPO DE AVIACION- W25								
Hora	Llegadas (# Movimientos)				Salidas (# Movimientos)			
	Regular	No Regular	Exenta	Total	Regular	No Regular	Exenta	Total
0:00	31	1	2	34	28	10	2	40
1:00	28	4	2	34	32	6	2	40
2:00	28	4	2	34	32	6	2	40
3:00	28	4	2	34	18	2	0	20
4:00	29	3	2	34	18	2	0	20
5:00	9	3	0	12	6	4	2	12
6:00	9	3	0	12	10	2	0	12
7:00	9	3	0	12	6	6	0	12
8:00	9	3	0	12	6	6	0	12
9:00	10	2	0	12	10	2	0	12
10:00	27	5	2	34	34	3	3	40
11:00	27	5	2	34	31	5	4	40
12:00	27	5	2	34	32	5	3	40
13:00	27	5	2	34	31	5	4	40
14:00	27	5	2	34	31	5	4	40
15:00	28	4	2	34	31	6	3	40
16:00	30	2	2	34	31	6	3	40
17:00	27	5	2	34	31	6	3	40
18:00	28	4	2	34	32	5	3	40
19:00	28	4	2	34	33	5	2	40
20:00	28	4	2	34	32	5	3	40
21:00	28	4	2	34	31	6	3	40
22:00	28	4	2	34	32	5	3	40
23:00	31	1	2	34	32	6	2	40

3.1.3. Maintenance work schedule (ATC Factor)

Below is the schedule of calibration flights that are expected to affect runway capacity (ATC Factor).

No.	Actividad	Pista	Fecha (UTC)	Hora de inicio y Hora de finalización (UTC)	Descripción de la Actividad
1	Vuelo de Calibración ILS	14R	02 Noviembre 2025.	12:00 - 16:00	Calibración GP

3.1.4 Roadway System Works

For any intervention in the taxiway system, the due socialization will be made with the corresponding advance notice for subsequent aeronautical publication, on which capacity is not foreseen.

3.1.5 Special Events

For the W25 season, no special event has been reported that affects the capacity.

3.2. Apron Factor

This coordination parameter is defined by the number of parking positions available per apron, information on the dimensions of the parking positions available for the different particular aircraft, and the number of parking positions available for each aircraft size category.

The standard ICAO categorization is A, B, C, D, E, and F.

Additionally, at the El Dorado Airport the following subcategorization is used, which is intended to optimize the space on the apron and its capacity.

GRUPO	DESCRIPCIÓN
B	all OACI cat B by wingspan
C1	OACI cat C by wingspan; lenght <= 30 wingspan <=28m
C2	OACI cat C by wingspan; lenght <= 40m, wingspan <=29m

C3	OACI cat C by wingspan; lenght <= 40m, wingspan <=34,2m
C4	OACI cat C by wingspan; lenght > 40m, wingspan <=34,2m
C5	OACI cat C by wingspan; lenght <= 40m, wingspan >34,2m
C6	OACI cat C by wingspan; lenght > 40m, wingspan >34,2m
D1	OACI cat D by wingspan; lenght <= 59m
D2	OACI cat D by wingspan; lenght > 59m
E1	OACI cat E wingspan <= 61m; length <= 59m
E2	OACI cat E wingspan <= 61m; length > 59m, <= 74
E3	OACI cat E wingspan > 61m; length > 59m, <=74
E4	OACI cat E wingspan > 61m; length > 74
F1	OACI Cat F by wingspan <=70
F2	OACI Cat F by wingspan >70

Likewise, there are parking positions for different categories and the platform can accept different combinations.

3.2.1. Number of positions per platform

PLATFORM	# POSITIONS	OBSERVATIONS
NORTH PIER	4	Positions 11-15
SOUTH PIER*	17	CAT C * Pos 77 Remote Configuration
INTERNAL SPRING * 8 (+swing gate)	17	CAT E configuration. Pos 17 to 56 * Pos 24,43 and 47 CATC
POSITIONS 50s (remote)*	4	CATC Configuration Pos 60-62 * Pos 58 CAT E
POSITIONS 100s (remote)	7	CATC Configuration
TERMINAL 1 (T1)	49	
F POSITIONS (F1-F10)	10	CAT C Configuration
TERMINAL 2 (T2)	10	
Total	59	

3.2.2. Positions by type of parking and by aircraft category

NOMBRE	TIPO	CAT máx	CATEGORÍAS ACEPTADAS
T1			
11	CON	C	B,C1,C2,C3,C4,C5,C6
12	CON	C	B,C1,C2,C3,C4,C5,C6
13	CON	C	B,C1,C2,C3,C4,C5,C6
15	CON	D	B,C1,C2,C3,C4,C5,C6,D1,D2
17	CON	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3,E4
19	CON	E	B,C1,C2,C3,C4,C5,C6,D1,E1,E2
20	CON	D	B,C1,C2,C3,C4,C5,C6,D1,D2
22	CON	E	B,C1,C2,C3,C4,C5,C6,D1,E1
24	CON	C	B,C1,C2,C3,C4,C5,C6
25	INOP	INOP	INOP
26	Remote	C	B,C1,C2,C3,C4,C5,C6
27	CON	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2
28	CON	C	B,C1,C2,C3,C4,C5,C6
29		E	D1,D2,E1,E2,E3,E4
30	Remote	C	B,C1,C2,C3,C4,C5,C6
31	CON	C	B,C1,C2,C3,C4,C5,C6
32		F	D1,D2,E1,E2,E3,E4,F1,F2
33	Remote	C	B,C1,C2,C3,C4,C5,C6
34	CON	D	B,C1,C2,C3,C4,C5,C6,D1,D2
35		E	E1,E2,E3,E4
36	CON	C	B,C1,C2,C3,C4,C5
37		F	D1,D2,F1,F2
38		E	E1,E2,E3,E4
39	CON	C	B,C1,C2,C3,C4,C5,C6
40	CON	C	B,C1,C2,C3,C4,C5,C6

41		E	D1,D2,E1,E2,E3,E4
42	Remote	C	B,C1,C2,C3,C4,C5,C6
43	CON	D	B,C1,C2,C3,C4,C5,C6,D1,D2
45	CON	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3,E4
47	CON	D	B,C1,C2,C3,C4,C5,C6,D1,D2
48	CON	C	B,C1,C2,C3,C4,C5,C6
49		E	D1,D2,E1,E2,E3,E4
50	Remote	C	B,C1,C2,C3,C4,C5,C6
51	CON	C	B,C1,C2,C3,C4,C5,C6
52		E	D1,D2,E1,E2,E3,E4
53	CON	C	B,C1,C2,C3,C4,C5,C6
54	CON	C	B,C1,C2,C3,C4,C5,C6
55		E	D1,D2,E1,E2,E3,E4
56	CON	C	B,C1,C2,C3,C4,C5,C6
57	Remote	C	B,C1,C2,C3,C4,C5,C6
58		E	D1,D2,E1,E2,E3,E4
59	Remote	C	B,C1,C2,C3,C4,C5,C6
60	Remote	C	B,C1,C2,C3,C4,C5,C6
61	Remote	C	B,C1,C2,C3,C4,C5,C6
62	Remote	C	B,C1,C2,C3,C4,C5,C6
71	CON	C	B,C1,C2,C3,C4,C5,C6
72	CON	C	B,C1,C2,C3,C4,C5,C6
73	CON	C	B,C1,C2,C3,C4,C5,C6
74	CON	C	B,C1,C2,C3,C4,C5,C6
75	CON	E	B,C1,C2,C3,C4,C5,C6,D1,E1
76	CON	E	B,C1,C2,C3,C4,C5,C6,D1,E1
77	Remote	C	B,C1,C2,C3,C5
78		E	D1,E1
79	CON	C	B,C1,C2,C3,C4,C5,C6
80	CON	C	B,C1,C2,C3,C4,C5,C6
81		E	D1,E1

82	Remote	C	B,C1
83	CON	C	B,C1,C2,C3,C4,C5,C6
84	CON	C	B,C1,C2,C3,C4,C5,C6
85	CON	C	B,C1,C2,C3,C4,C5,C6
86	CON	C	B,C1,C2,C3,C4,C5,C6
87	CON	C	B,C1,C2,C3,C4,C5,C6
88	CON	C	B,C1,C2,C3,C4,C5,C6
89	CON	C	B,C1,C2,C3,C4,C5,C6
101	Remote	C	B,C1,C2,C3,C5
102	Remote	C	B,C1,C2,C3,C5
103	Remote	C	B,C1,C2,C3,C5
104	Remote	C	B,C1,C2,C3,C5
105	Remote	C	B,C1,C2,C3,C5
106	Remote	C	B,C1,C2,C3,C5
107	Remote	C	B,C1,C2,C3,C5
T2 (TPA)			
F1	Remote	C	B,C1,C2,C3,C4,C5,C6
F2	Remote	C	B,C1,C2,C3,C4,C5,C6
F3	Remote	C	B,C1,C2,C3,C4,C5,C6
F4	Remote	C	B,C1,C2,C3,C4,C5,C6
F5	Remote	C	B,C1,C2
F6	Remote	C	B,C1,C2,C3,C5
F7	Remote	C	B,C1,C2,C3,C5
F8	Remote	C	B,C1,C2,C3,C5
F9	Remote	C	B,C1,C2,C3,C5
F10	Remote	C	B,C1
CARGO			
E1A	Cargo	C	B,C1,C2,C3,C4,C5,C6
E1	Cargo	E	D1,E1

E1B	Cargo	C	B,C1,C2,C3,C4,C5,C6
E2A	Cargo	C	B,C1,C2,C3,C4,C5,C6
E2	Cargo	E	D1,E1
E2B	Cargo	C	B,C1,C2,C3,C4,C5,C6
E3A	Cargo	C	B,C1,C2,C3,C4,C5,C6
E3	Cargo	E	D1,E1
E3B	Cargo	C	B,C1,C2,C3,C4,C5,C6
E4A	Cargo	C	B,C1,C2,C3,C4,C5,C6
E4	Cargo	E	D1,E1
E4B	Cargo	C	B,C1,C2,C3,C4,C5,C6
E5A	Cargo	C	B,C1,C2,C3,C4,C5,C6
E5	Cargo	E	D1,E1
E5B	Cargo	C	B,C1,C2,C3,C4,C5,C6
E6	Cargo	F	E3,E4,F1,F2
E7	Cargo	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2
E8	Cargo	E	D1,D2,E1,E2,E3
E9	Cargo	C	B,C1,C2,C3,C4,C5,C6
E10	Cargo	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3
E11	Cargo	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3
E12	Cargo	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3
E13	Cargo	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3
E14	Cargo	E	B,C1,C2,C3,C4,C5,C6,D1,D2,E1,E2,E3
E15	Cargo	D	B,C1,C2,C3,C4,C5,C6,D1,D2
E15A	Cargo	F	E1,E2,E3,E4,F1
E15B	Cargo	F	F2
E15C	Cargo	C	B,C1
E15D	Cargo	C	B,C1
E16	Cargo	D	B,C1,C2,C3,C4,C5,C6,D1,D2
E17	Cargo	D	B,C1,C2,C3,C4,C5,C6,D1,D2
E18	Cargo	C	B,C1,C2,C3,C4,C5,C6
E19	Cargo	C	B,C1,C2,C3,C4,C5,C6

E20	Cargo	C	B,C1,C2,C3,C4,C5,C6
E21	Cargo	C	B,C1,C2,C3,C4,C5,C6
E22	Cargo	C	B,C1,C2,C3,C4,C5,C6
E23	Cargo	C	B,C1,C2,C3,C4,C5,C6
E24	Cargo	C	B,C1,C2,C3,C4,C5,C6
E25	Cargo	C	B,C1,C2,C3,C4,C5,C6
E26	Cargo	C	B,C1,C2,C3,C4,C5,C6
E27	Cargo	C	B,C1,C2,C3,C4,C5,C6
E28	Cargo	C	B,C1,C2

3.2.3. Parking position assignment

As well as for the assignment of AIRPORT SLOT, for planning purposes for the assignment of airport resources, the linking of arrival and departure flights is taken into account, through the aircraft registration and operational policies (GOP-OP -001) of the Airport Service Provider (OPAIN).

For planning the assignment of parking positions, a buffer of 14 minutes is considered between the time when blocks are out of a departure and the time when blocks are set for an arrival.

3.2.4. Time spent in park position

The maximum and minimum times spent in parking positions are defined in GOP-OP-001 of OPAIN, as well as the prioritization criteria for assignment.

3.2.5. Operational restrictions on platform and parking positions

3.2.5.1. Terminals

- a) Terminal T2 remains operational for the airlines SATENA, CLIC and JETSMART.

3.2.5.2. Positions

- a) The domestic operations of the airlines AVIANCA and WINGO will be assigned, preferably, the positions of the South jetty, T1: Contact positions 71 to 89, as second priority remote positions 101 to 107, and

as third priority the positions of the northern jetty: positions contact 11 to 17.

- b) The domestic operations of LATAM airlines will be assigned preferably the positions of the north jetty: Contact positions 11 to 17, as second priority SWING positions (these being priority for international flights), 19 to 24, as third priority remote positions 101 to 107, and as last priority the South breakwater positions, T1: Contact positions 71 to 89.
- c) AVIANCA and WINGO will have priority in the southern and remote jetty positions 101 to 107, as well as LATAM will have priority in the northern jetty and SWING positions. SATENA, CLIC and JETSMART will have priority in the T2 positions.
- d) The international operation will be assigned preferably to International positions: 27 to 56, as second priority to Swing positions 19 to 24 and as a third option to remote positions 57 to 62.
- e) The international operation will have priority over domestic operations, in the SWING GATE zone 19 to 24.
- f) Cargo positions are positions for the exclusive use of cargo airlines.

3.2.5.3. Towing

In accordance with what is described in the operational policies (GOP-PO-001), the criteria for towing aircraft are described below:

The towing will be carried out depending on the transit times (ground time) of the aircraft, as described in the following tables:

Criterio	Acción
Si duración $\geq$ Límite de tiempo inferior (1) y $<$ Límite de tiempo superior (2)	Aplicar un remolque: remolque final
Si duración $\geq$ Límite de tiempo superior (2)	Aplicar dos remolques: remolque inicial y final
Si tipo de operación= I-H o D-H	Aplicar tiempo de remolque inicial
Si tipo de operación= H-I o H-D	Aplicar tiempo de remolque final

Categoría	Tipo de operación	Límite de Tiempo inferior (1)	Límite de Tiempo superior (2)	Remolque inicial	Remolque final
D/E/F	I-I	160	250	50	90
D/E/F	D-D	130	200	50	70
D/E/F	D-I	160	250	50	90
D/E/F	I-D	130	200	50	70
A/B/C	I-I	120	180	45	70
A/B/C	D-D	85	145	35	60
A/B/C	I-D	105	180	45	60
A/B/C	D-I	120	145	45	70

*Tiempo en minutos

3.2.5.4. Overnight stays

- The authorization for overnight stays must be issued by the Airport Manager Operations Control Center (OPAIN).
- Flights arriving and departing the next day must respect capacity limits. The arrival of the day must be linked to the departure of the following day.

3.2.6. Maintenance work schedule (Apron Factor)

Below is the schedule that is expected to affect platform capacity (Platform Factor).

Periodo	MAR25				ABR25					MAY25				JUN25				JUL25				AGO25			
Semana	1	2	3	4	1	2	3	4	5	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
PAVIMENTO	0	1	1	1	1	1	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
PINTURA	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
LAVADO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T2 TPA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SIST. COMBUSTIBLE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MANTTO INFRAESTRUCTURA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MANTTO. (PLB)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
POS. TOT.	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
POS. AFECT	2	3	3	3	3	3	2	3	3	4	4	3	3	3	3	2	2	2	2	2	2	2	2	2	2
POS. DISP.	57	56	56	56	56	56	57	56	56	55	55	56	56	56	57	57	57	57	57	57	57	57	57	57	57

Periodo	SEP25				OCT25					NOV25				DIC25				ENE26					FEB26				MAR26			
Semana	1	2	3	4	1	2	3	4	5	1	2	3	4	1	2	3	4	1	2	3	4	5	1	2	3	4	1	2	3	4
PAVIMENTO	1	1	1	1	1	0	1	1	1	1	1	1	1	0	0	0	0	1	1	1	2	2	2	2	2	2	1	1	1	1
PINTURA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LAVADO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T2 TPA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SIST. COMBUSTIBLE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INTTO INFRAESTRUCTURA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MANTTO. (PLB)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
POS. TOT.	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
POS. AFECT	3	3	3	3	3	2	3	3	3	3	3	3	3	2	2	2	2	2	3	3	3	4	4	4	4	4	3	3	3	3
POS. DISP.	56	56	56	56	56	57	56	56	56	56	56	56	56	57	57	57	57	56	56	56	55	55	55	55	55	55	56	56	56	56

3.3. Terminal Factor

3.3.1. Passenger flow

3.3.1.1. Terminal Assignment

- Domestic passengers of other airlines will maintain their boarding/ deboarding process through the T1 terminal infrastructure.
- International passengers will maintain their boarding/ deboarding process through the T1 terminal infrastructure.
- Flights are assigned to specific terminal buildings (e.g. T1, T2 and TC) and sub-terminals (e.g. domestic and international) based on

assignment rules, generally based on parameters such as airline, route, type of service and/or flight number range.

3.3.1.2. Passenger Flow Restrictions

Different time periods are used to model different processes, depending on typical passenger flow reporting profiles (e.g. , 60 minutes for security or immigration).

3.3.1.3. Check -in counters

- In accordance with the Resource Allocation Procedure (GOP-PR-0071) V.2 Section 5.4 , for the Assignment of Check -In counters , the number of counters assigned for passenger registration is determined based on transparent criteria. , seeking to optimize available resources and minimize inconveniences for airlines and passengers.
- The evaluation criteria to take into account when assigning check-in counters are the size of the aircraft, the type of flight, and the simultaneity of an airline's flights.
- The assignment policy regarding the number of counters to be assigned is described in the following table, to serve passengers according to the category of the aircraft, the time of use prior to the flight and simultaneity.

Tipo de vuelo	Categoría de la aeronave	Numero de mostradores	Simultaneidad con prolongación mayor a 20 min entre vuelos	Total
Domestico	C	4	1	5
	D	6	2	8
	E	7	3	10
Internacional	C	4	2	6
	D	6	2	8
	E	7	3	10

Note: In the event that an Airline has five (5) or more simultaneous flights, a particular analysis of said operation will be carried out, the result of which will establish the number of counters to be assigned, regardless of the previous table.

3.4. Environmental Factor

For the assignment of Airport Slots, all current environmental restrictions are taken into account, related to the ENVIRONMENTAL LICENSE for El Dorado airport, noise quota, modes of operations and airport operational configurations, imposed by the National Environmental License Authority (ANLA).