JEPPESEN
**JeppView for Windows**

# List of pages in this Trip Kit

## General Information

Location: QUITO ECU
ICAO/IATA: SEQM / UIO
Lat/Long: S00° 07.4', W078° 21.3'
Elevation: 7910 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 4.0° W

Fuel Types: 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: 2301 Z

## Runway Information

Runway: 18
Length x Width: 13445 ft x 148 ft
Surface Type: paved
TDZ-Elev: 7779 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 13445 ft x 148 ft
Surface Type: paved
TDZ-Elev: 7910 ft
Lighting: Edge, ALS

## Communication Information

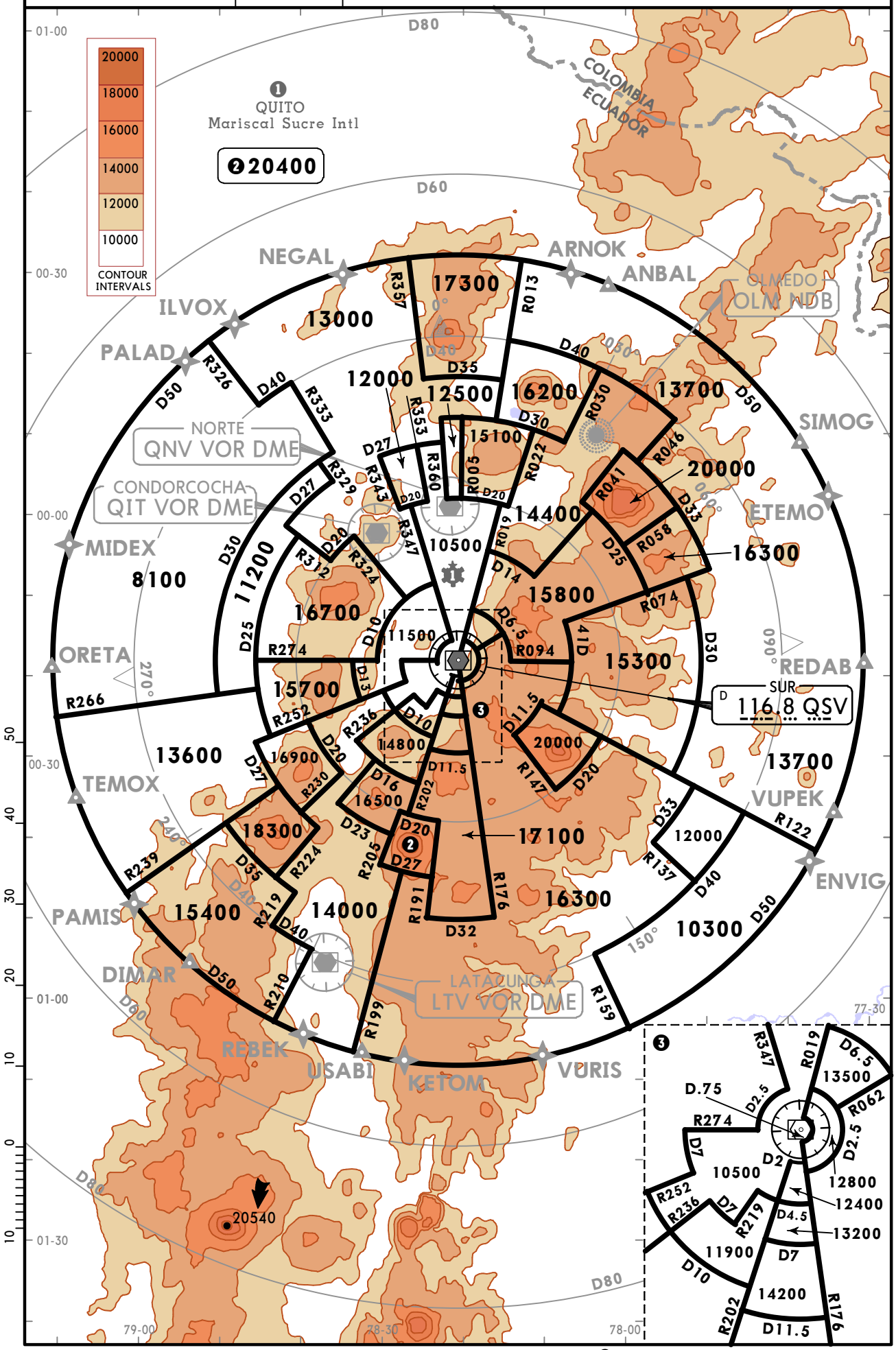
ATIS: 118.900
Quito Tower: 118.100
Quito Tower: 118.350 Secondary
Quito Ground: 121.725 Secondary
Quito Ground: 121.900
Quito Approach: 119.700
Quito Approach: 121.200 Secondary

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN
12 JUN 20
Eff 18 Jun
10-1R

# QUITO, ECUADOR
## RADAR MINIMUM ALTITUDES

| QUITO Approach (R) | | Apt Elev | Alt Set: hPa | Trans level: By ATC | Trans alt: 18000 |
|---|---|---|---|---|---|
| 119.7 | 121.2 | 7910 | This chart should only be used to verify altitudes assigned with RADAR vector control. | | |




CHANGES: Waypoints, navaids.

| ATIS | Apt Elev | |
|---|---|---|
| 118.9 | 7910 | Alt Set: hPa Trans level: By ATC<br>1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |

# RNAV 2 FEEDER ROUTES (RWY 18)

CHANGES: Procedure renumbered.

SEQM/UIO
MARISCAL SUCRE INTL

NEGAL
17000
195°
16.2
15000

PALAD
17000
119°
24.3
13000

QMØ99
MAX 250 KT
15000
7.7
13000
136°

ILPEX
MAX 230 KT
13000
255°
8.0
13000
075°

MHA 15000
8 NM

LUVPU
MAX 250 KT
15000

MIDEX
18000
075°
30.5
15000

ORETA
18000
055°
39.8
15000

TEMOX
18000
038°
49.7
15000

PAMIS
18000
025°
58.0
15000

SINER
FL200
015°
20.0
15000

21,000

ARP

19257

FL200 50.6
FL200 53.9
FL200 56.1

LATACUNGA
Cotopaxi Intl
Alternative
SELT

REBEK
FL220
360°

USABI
FL210
352°

KETOM
FL220
347°

| CONTOUR INTERVALS |
|---|
| 20000 |
| 18000 |
| 16000 |
| 14000 |
| 12000 |
| 10000 |



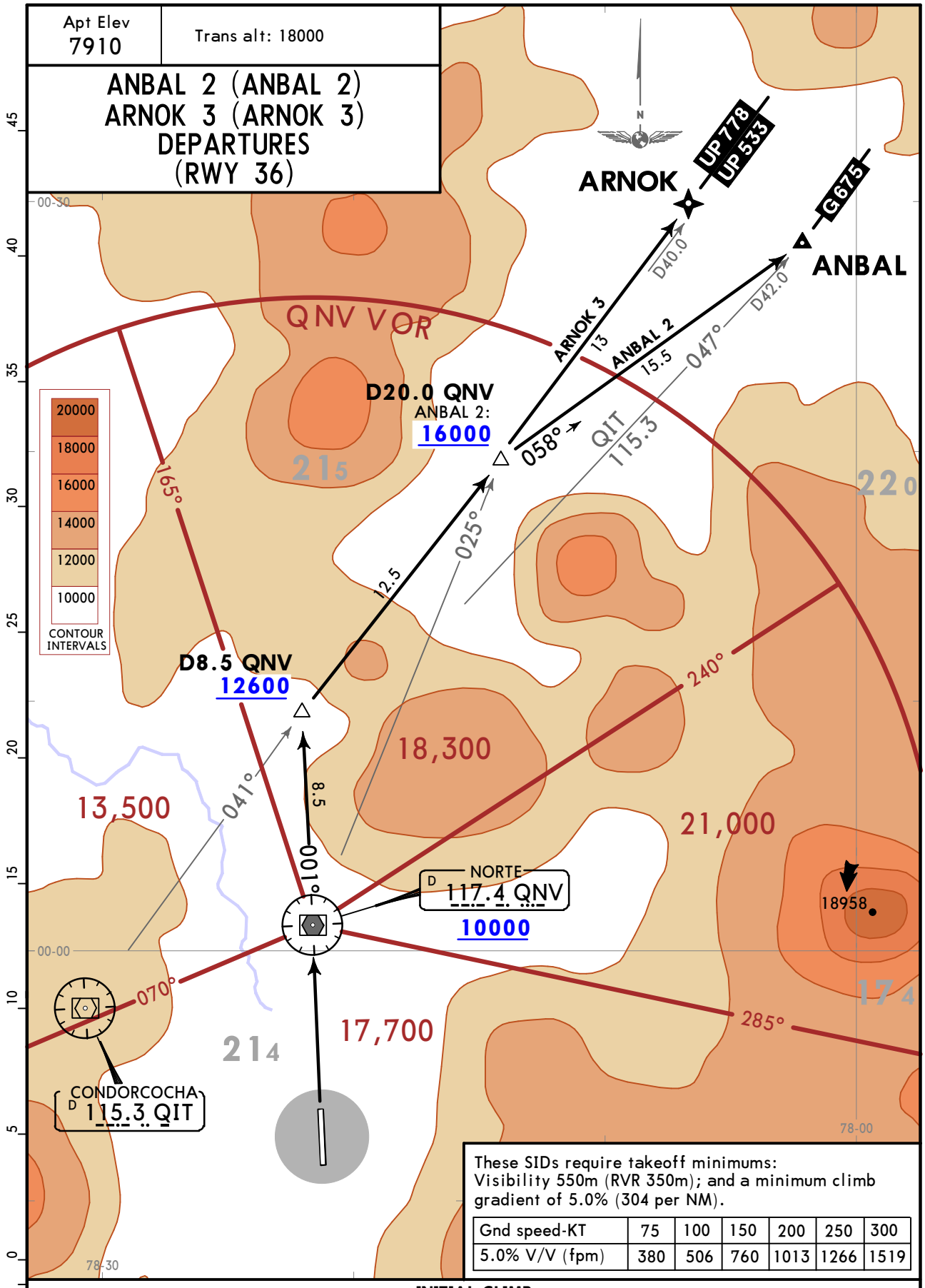
JEPPESEN QUITO, ECUADOR
RNAV STAR
12 JUN 20
10-2
Eff 18 Jun

RNAV 2 FEEDER ROUTES (RWY 18)

Apt Elev 7910

Trans alt: 18000

# ANBAL 2 (ANBAL 2)
# ARNOK 3 (ARNOK 3)
# DEPARTURES
# (RWY 36)




These SIDs require takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304 per NM).

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

**INITIAL CLIMB**

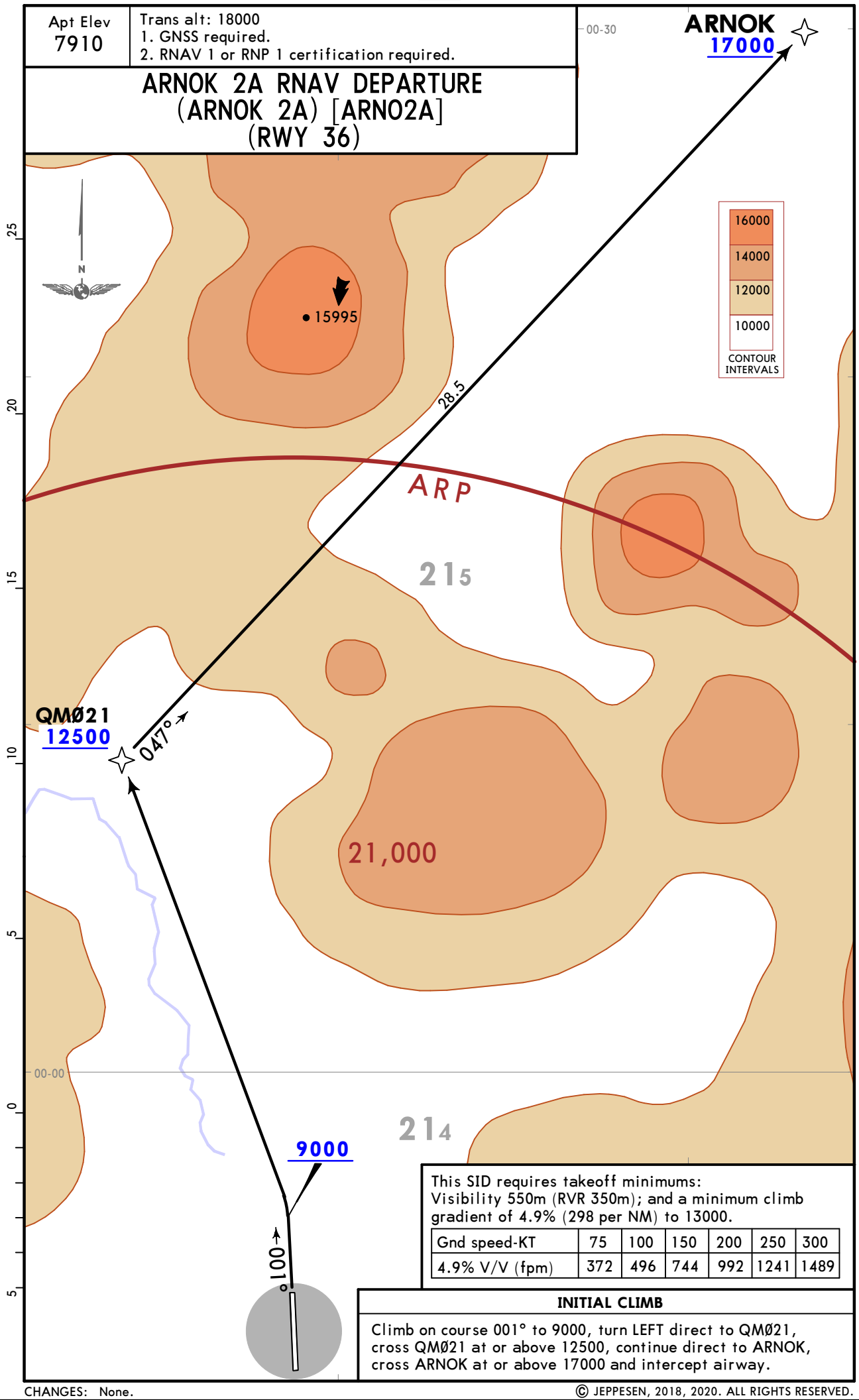
After takeoff continue to QNV VOR, cross at or above 10000. Then climb on QNV R001 to D8.5 QNV, cross at or above 12600.

| SID | ROUTING |
|---|---|
| **ANBAL 2** | At D8.5 QNV, turn RIGHT on QIT R041 to D20.0 QNV, cross at or above 16000. Then turn RIGHT track 058° to intercept airway G-675 (QIT R047) at ANBAL or proceed according to ATC instructions. |
| **ARNOK 3** | At D8.5 QNV, turn RIGHT on QIT R041 climbing direct to ARNOK, airway UP-533, UP-778, or proceed according to ATC instructions. |

CHANGES: ARNOK Dep renumbered, ARNOK waypoint.

| Apt Elev | Trans alt: 18000 |
|---|---|
| 7910 | 1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |

# ARNOK 2A RNAV DEPARTURE (ARNOK 2A) [ARNO2A] (RWY 36)




This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.9% (298 per NM) to 13000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

**INITIAL CLIMB**

Climb on course 001° to 9000, turn LEFT direct to QMØ21, cross QMØ21 at or above 12500, continue direct to ARNOK, cross ARNOK at or above 17000 and intercept airway.

CHANGES: None.

# SEQM/UIO
MARISCAL SUCRE INTL

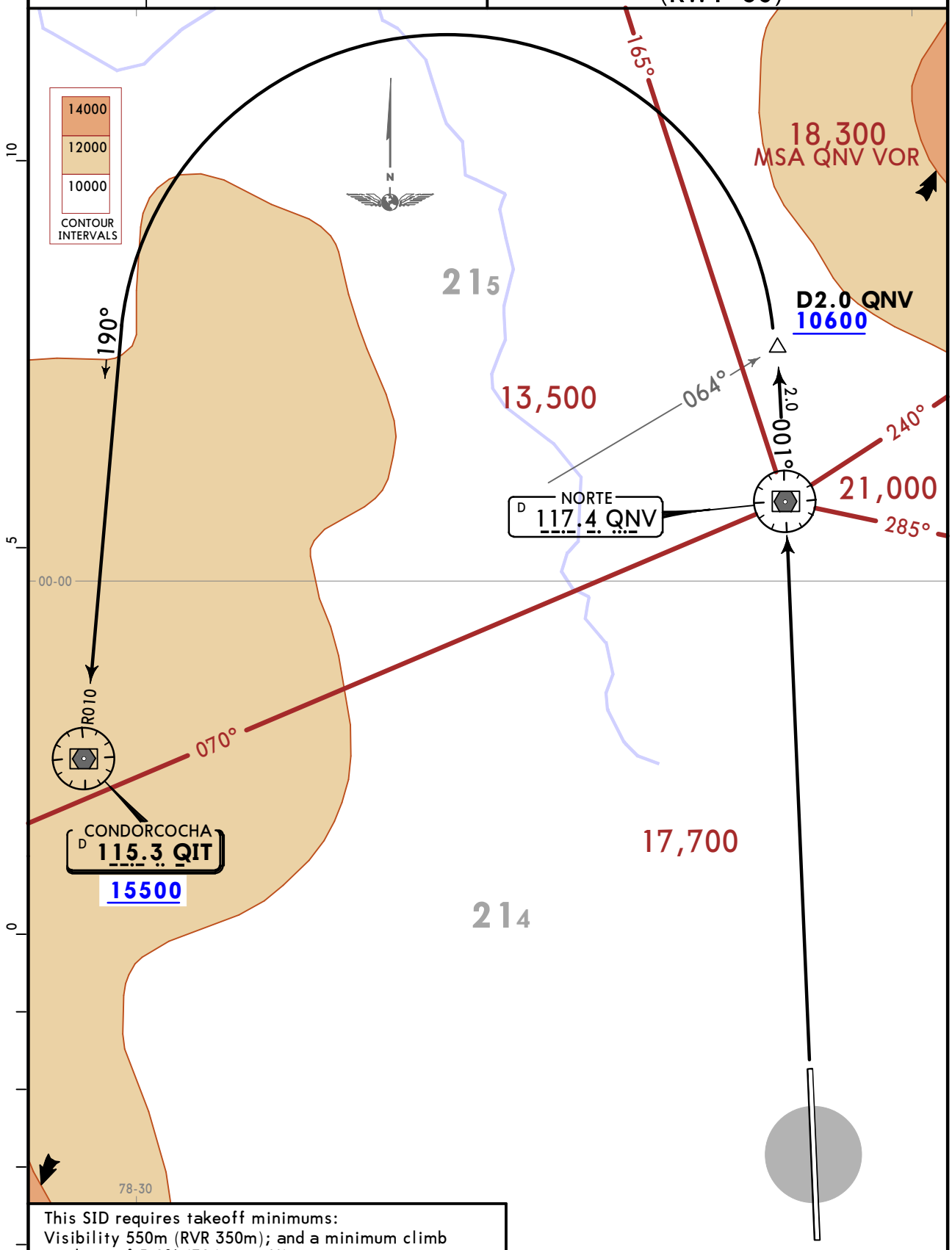
JEPPESEN
21 FEB 20 (10-3B)

# QUITO, ECUADOR
SID

## CONDORCOCHA 2 DEPARTURE (QIT 2) (RWY 36)

Apt Elev 7910

Trans alt: 18000



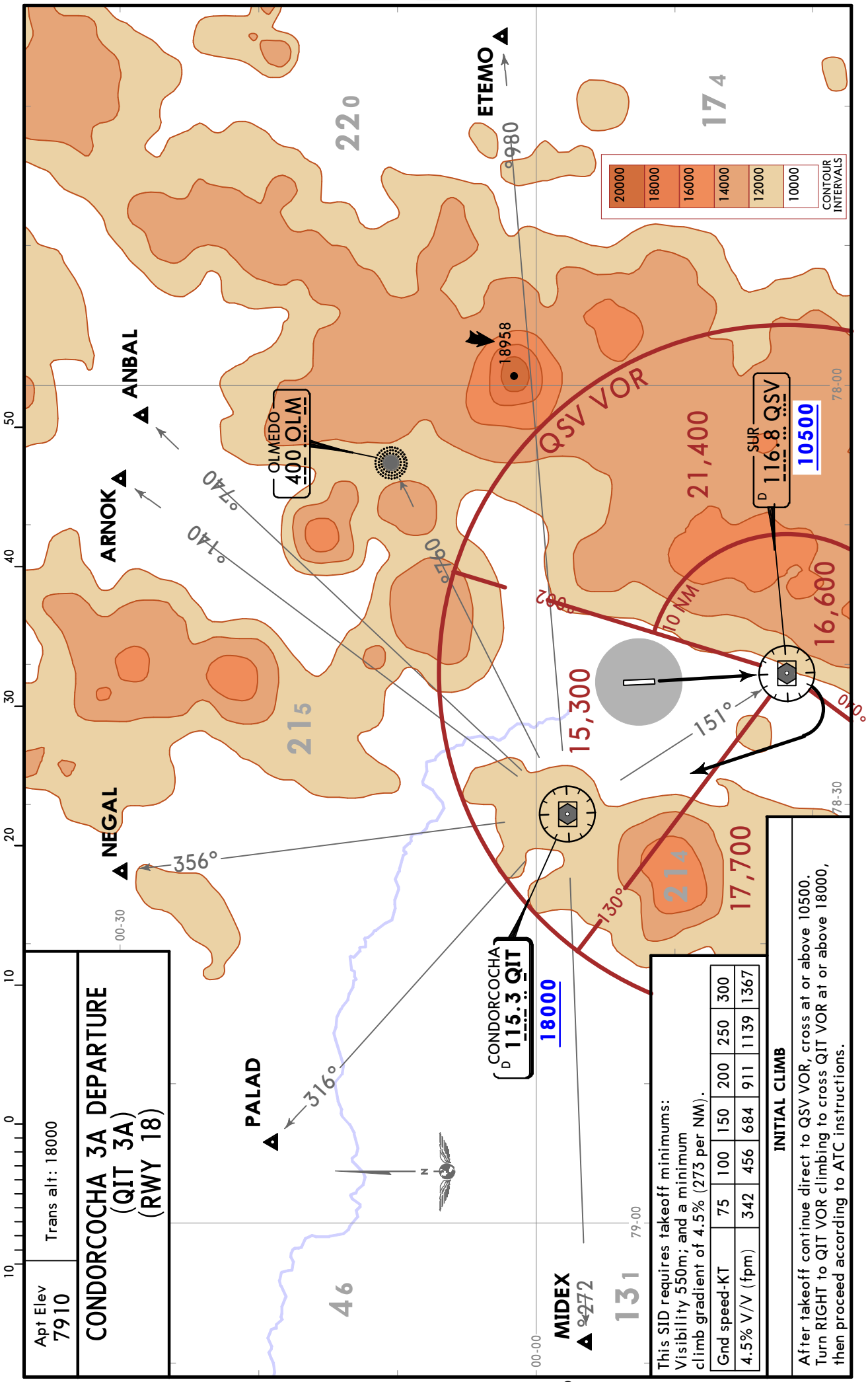

This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304 per NM).

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

**INITIAL CLIMB**

After takeoff continue direct to QNV VOR. Then climb on QNV R001 to cross D2.0 QNV (QIT R064) at or above 10600. Turn LEFT to intercept QIT R010 to QIT VOR, cross QIT VOR at or above 15500, or proceed according to ATC instructions.

CHANGES: Procedure renumbered, bearings, DME table removed.




CONDORCOCHA 3A DEPARTURE
(QIT 3A)
(RWY 18)

Apt Elev 7910

Trans alt: 18000

This SID requires takeoff minimums:
Visibility 550m; and a minimum climb gradient of 4.5% (273 per NM).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |

**INITIAL CLIMB**

After takeoff continue direct to QSV VOR, cross at or above 10500. Turn RIGHT to QIT VOR climbing to cross QIT VOR at or above 18000, then proceed according to ATC instructions.

CHANGES: Procedure renumbered, bearings, VORs, DME table removed.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3D)

QUITO, ECUADOR
RNAV SID

| Apt Elev | Trans alt: 18000<br>1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |
|---|---|
| 7910 | |

## KETOM 2A RNAV DEPARTURE (KETOM 2A) [KETO2A] (RWY 36)

ILPEX 12600
7.3
295°
QMØ23 11500
001°
9000
SINER 16800
167°
KETOM FL250
56.2
ARP
21,000
21 5
21 4
22 8
19257
20000
18000
16000
14000
12000
10000
CONTOUR INTERVALS
LATACUNGA
Cotopaxi Intl Alternative
SELT
00-00
00-30
01-00
79-00
78-30

This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286 per NM) to 11500.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.7% V/V (fpm) | 357 | 476 | 714 | 952 | 1190 | 1428 |

**INITIAL CLIMB**

Climb on course 001° to 9000, turn LEFT direct to QMØ23, cross QMØ23 at or above 11500, continue on track 295° to cross ILPEX at or above 12600, then turn LEFT direct to SINER, cross SINER at or above 16800, continue on track 167° to cross KETOM at or above FL250 and intercept airway.

CHANGES: Procedure renumbered, KETOM altitude restriction, bearing.

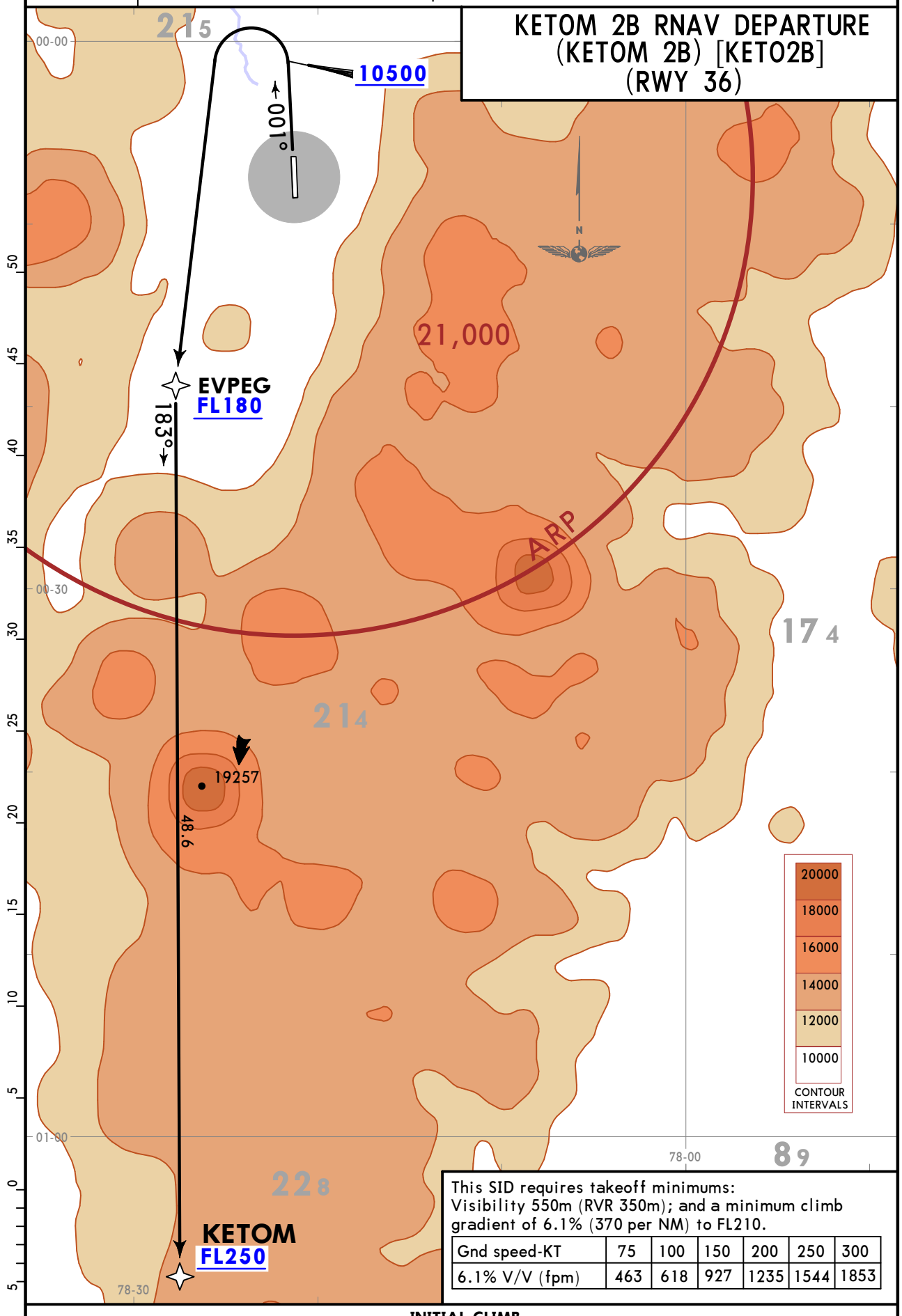
# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3E)

# QUITO, ECUADOR
**RNAV SID**

| Apt Elev | Trans alt: 18000 |
|---|---|
| 7910 | 1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |

## KETOM 2B RNAV DEPARTURE (KETOM 2B) [KETO2B] (RWY 36)




This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 6.1% (370 per NM) to FL210.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.1% V/V (fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |

**INITIAL CLIMB**

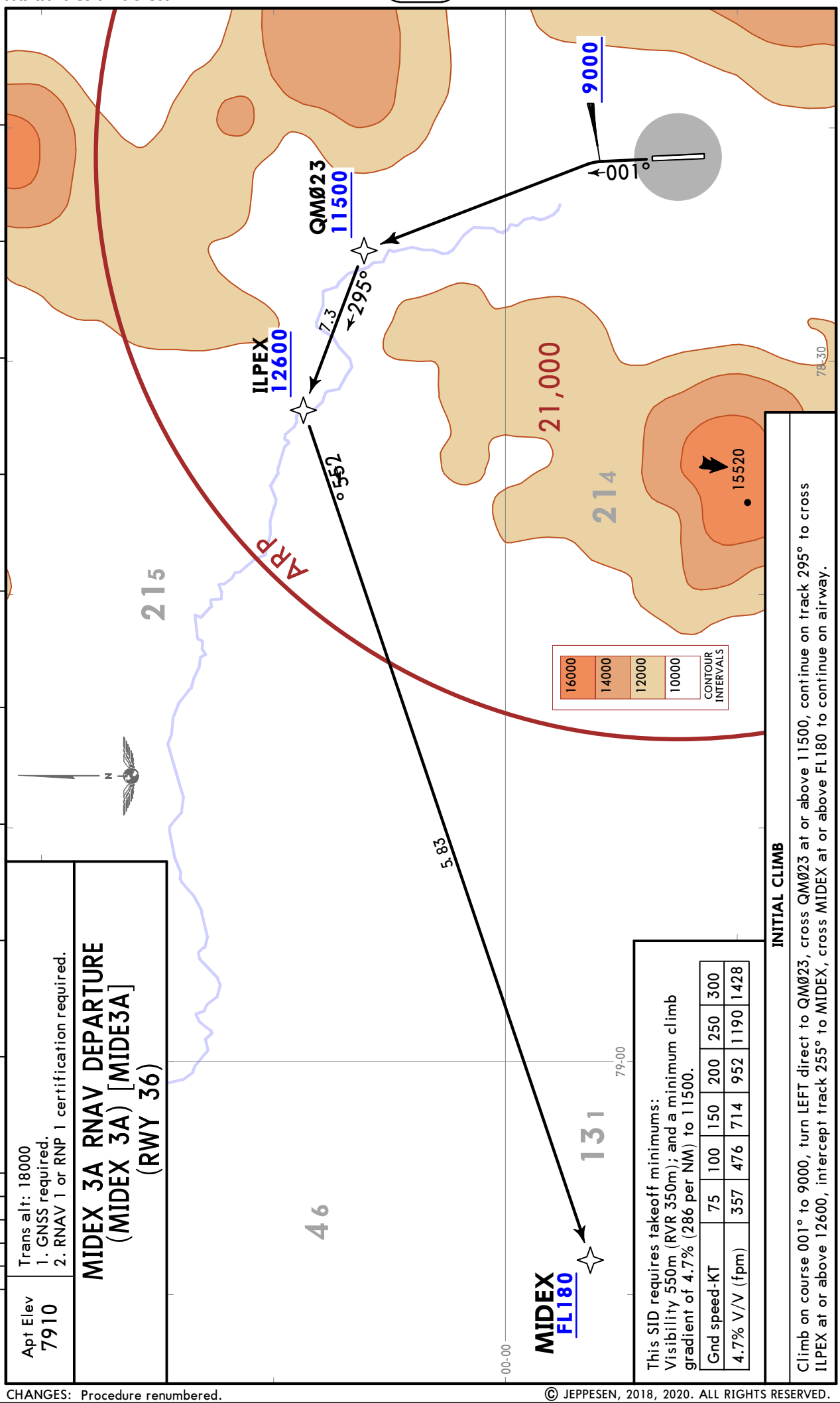
Climb on course 001° to 10500, turn LEFT direct to EVPEG, cross EVPEG at or above FL180, continue on track 183° to cross KETOM at or above FL250 and intercept airway.

CHANGES: Procedure renumbered, EVPEG and KETOM altitude restrictions.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
12 JUN 20 (10-3F) Eff 18 Jun

# QUITO, ECUADOR
RNAV SID




Apt Elev 7910

Trans alt: 18000
1. GNSS required.
2. RNAV 1 or RNP 1 certification required.

## MIDEX 3A RNAV DEPARTURE (MIDEX 3A) [MIDE3A] (RWY 36)

This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286 per NM) to 11500.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.7% V/V (fpm) | 357 | 476 | 714 | 952 | 1190 | 1428 |

**INITIAL CLIMB**

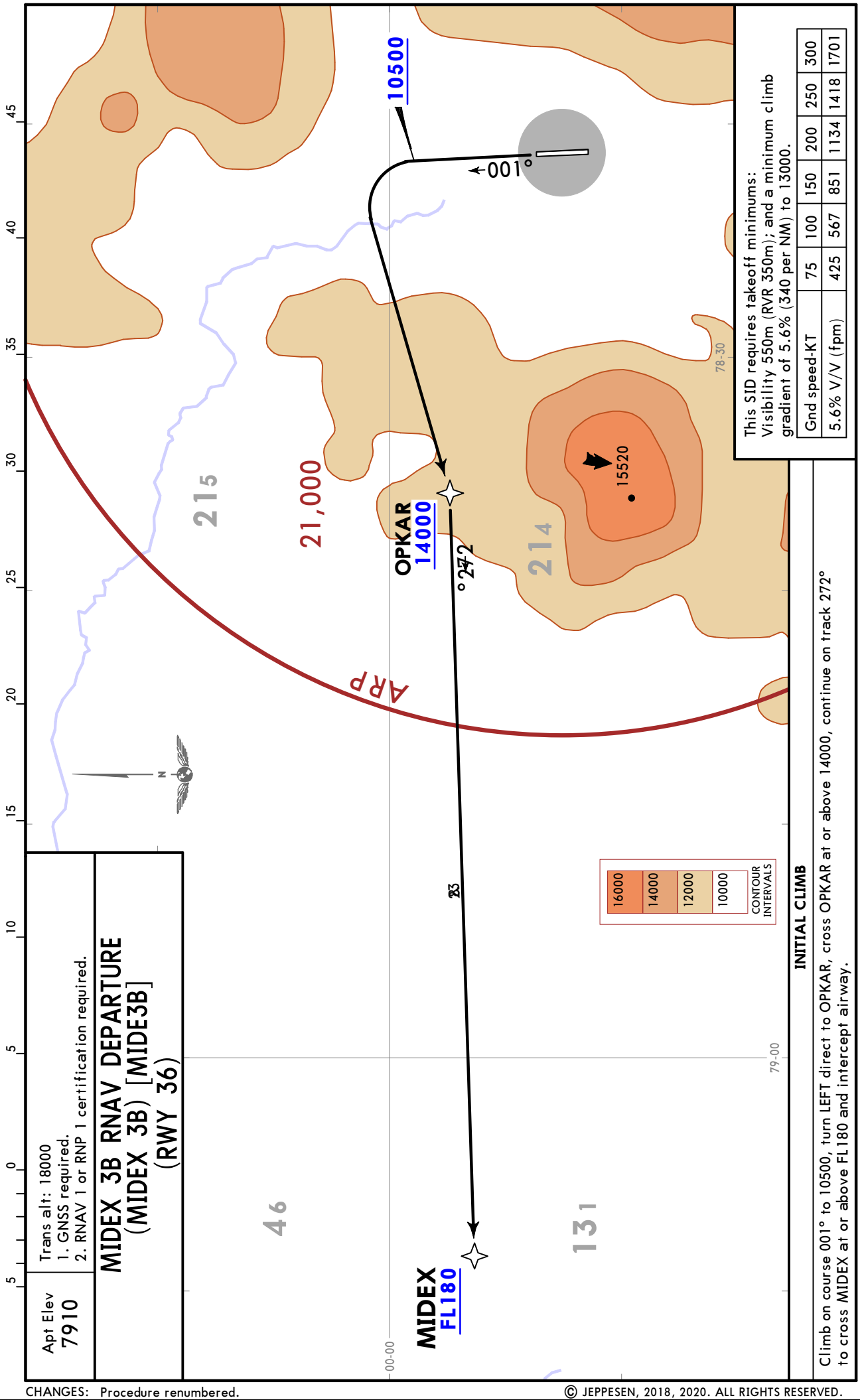
Climb on course 001° to 9000, turn LEFT direct to QM023, cross QM023 at or above 11500, continue on track 295° to cross ILPEX at or above 12600, intercept track 255° to MIDEX, cross MIDEX at or above FL180 to continue on airway.

CHANGES: Procedure renumbered.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
12 JUN 20 (10-3G) Eff 18 Jun

# QUITO, ECUADOR
RNAV SID




## MIDEX 3B RNAV DEPARTURE (MIDEX 3B) [MIDE3B] (RWY 36)

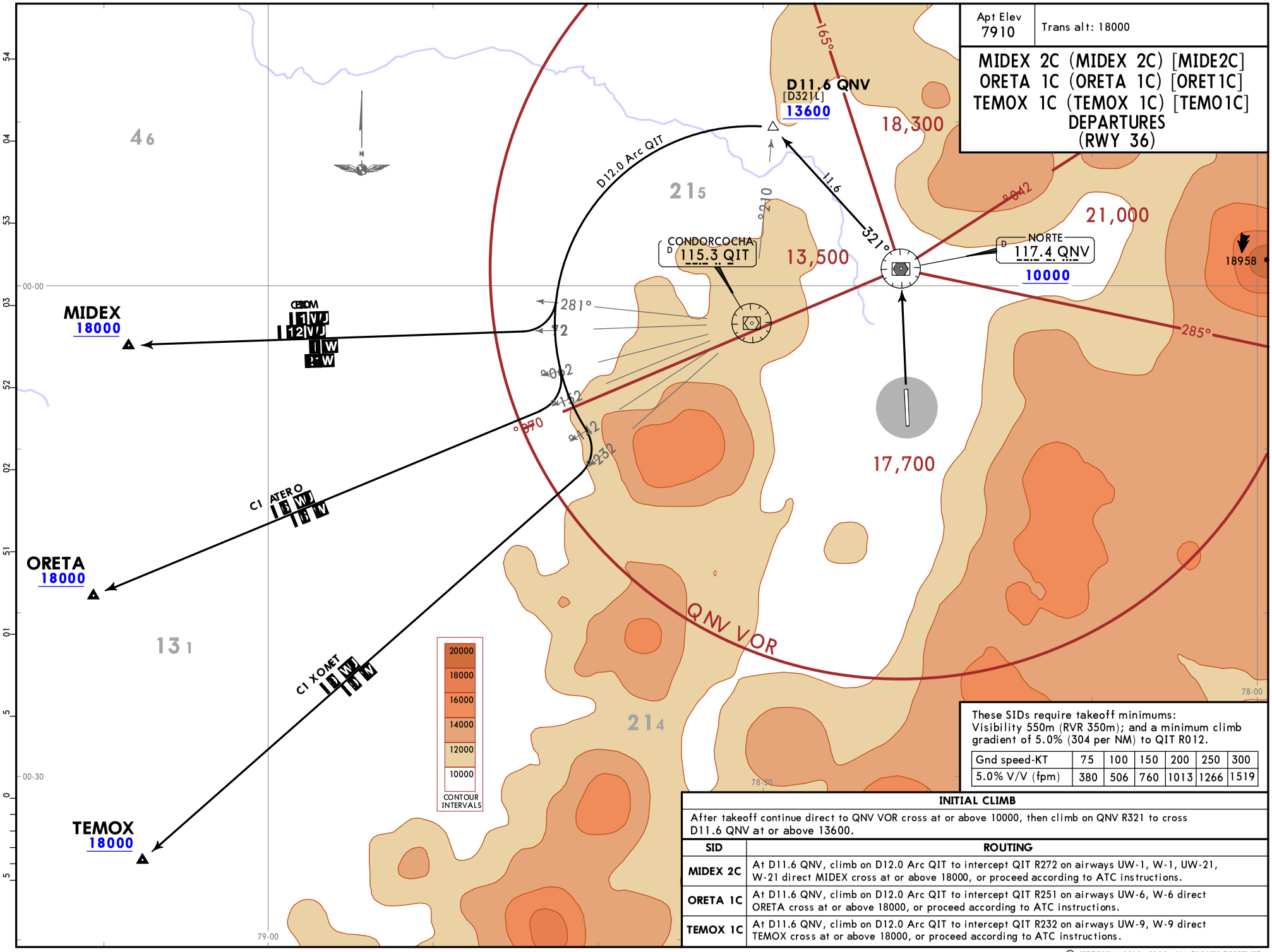
Apt Elev 7910

Trans alt: 18000
1. GNSS required.
2. RNAV 1 or RNP 1 certification required.

**INITIAL CLIMB**

Climb on course 001° to 10500, turn LEFT direct to OPKAR, cross OPKAR at or above 14000, continue on track 272° to cross MIDEX at or above FL180 and intercept airway.

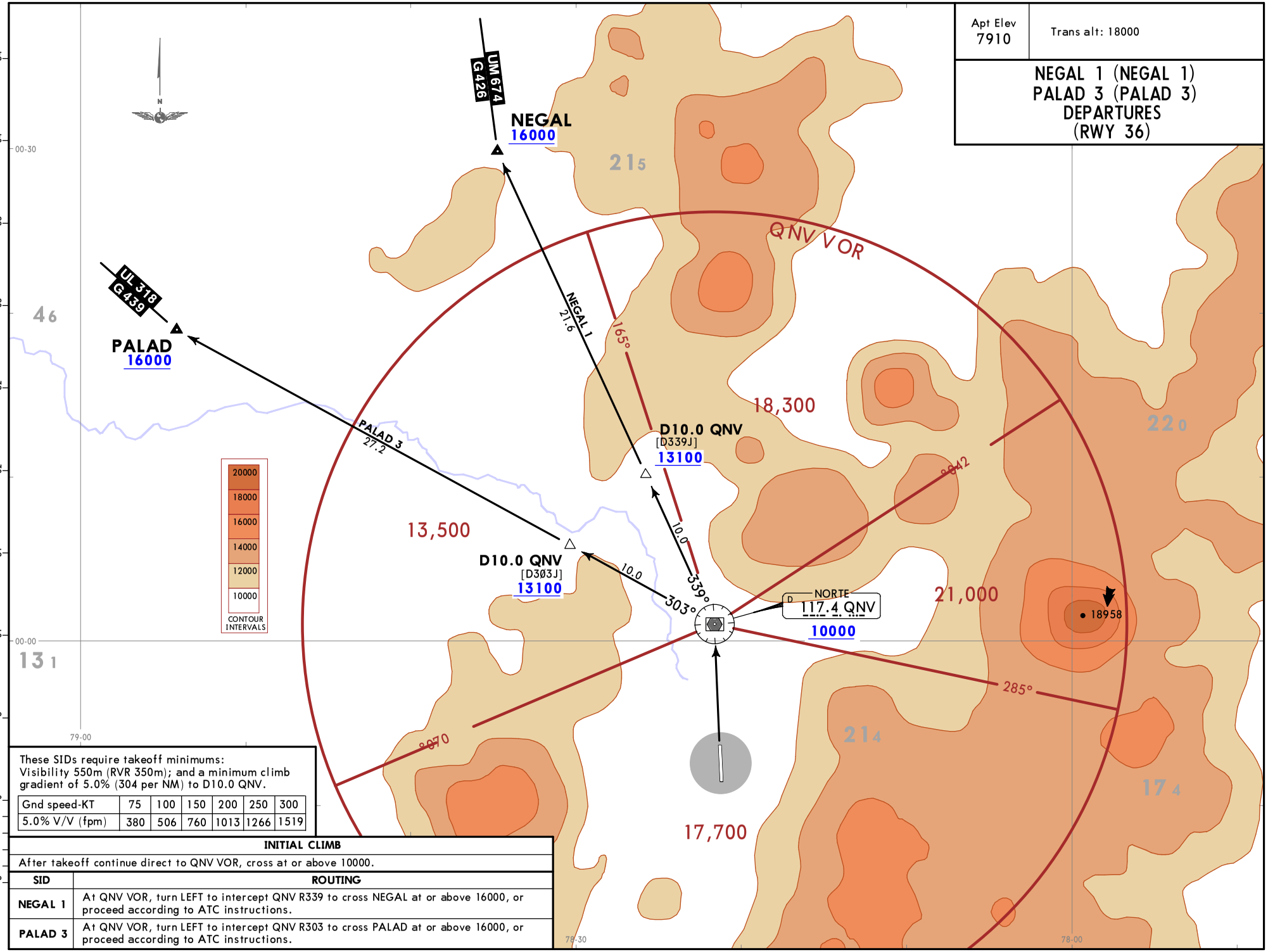
CHANGES: Procedure renumbered.




CHANGES: None.

| Apt Elev | Trans alt: 18000 |
|---|---|
| 7910 | |

# NEGAL 1 (NEGAL 1)
# PALAD 3 (PALAD 3)
# DEPARTURES
# (RWY 36)




These SIDs require takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304 per NM) to D10.0 QNV.

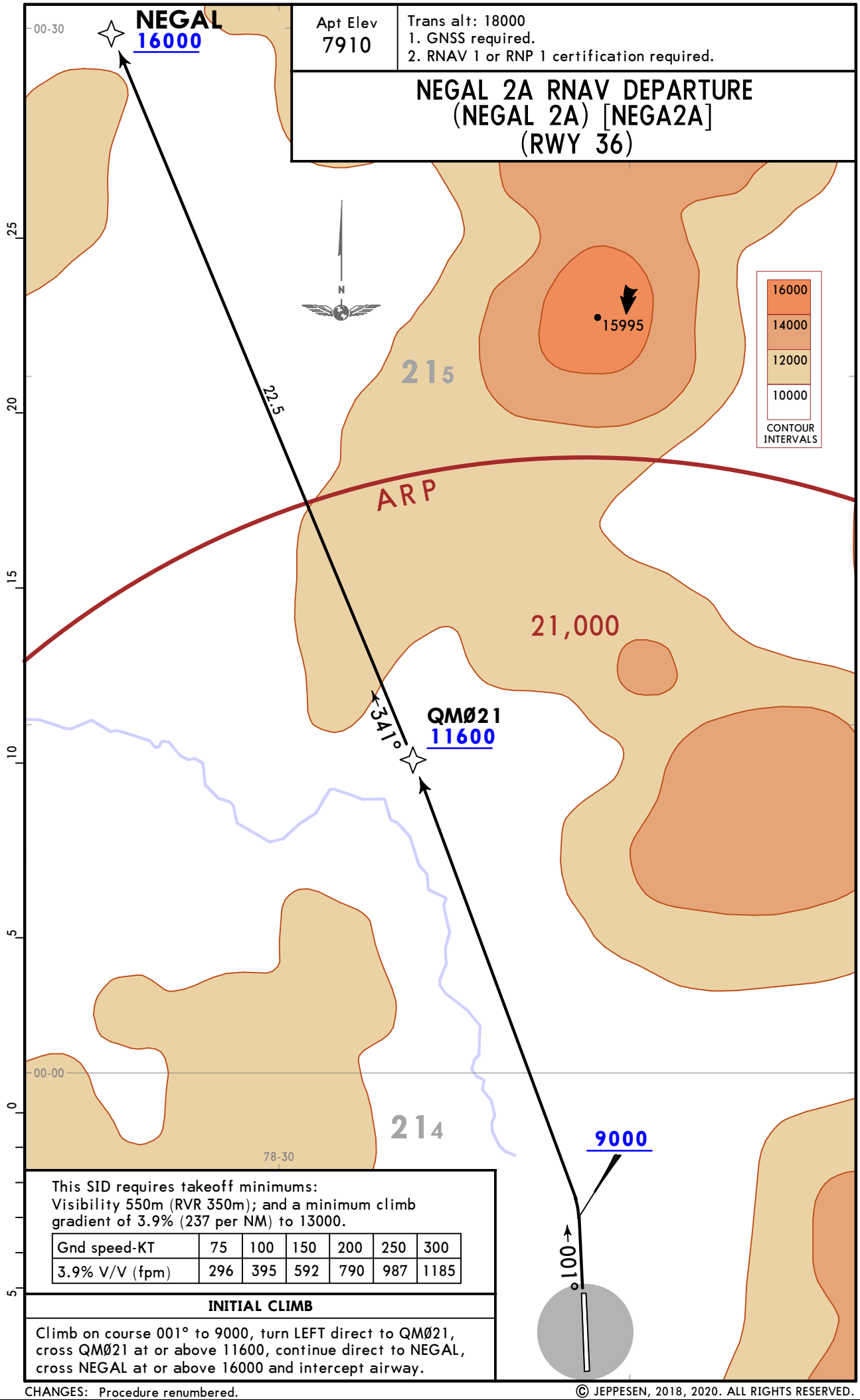
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| INITIAL CLIMB | |
|---|---|
| After takeoff continue direct to QNV VOR, cross at or above 10000. | |
| **SID** | **ROUTING** |
| **NEGAL 1** | At QNV VOR, turn LEFT to intercept QNV R339 to cross NEGAL at or above 16000, or proceed according to ATC instructions. |
| **PALAD 3** | At QNV VOR, turn LEFT to intercept QNV R303 to cross PALAD at or above 16000, or proceed according to ATC instructions. |

CHANGES: PALAD DEP renumbered.

# NEGAL 2A RNAV DEPARTURE (NEGAL 2A) [NEGA2A] (RWY 36)

| Apt Elev | |
|---|---|
| 7910 | Trans alt: 18000<br>1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |




This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 3.9% (237 per NM) to 13000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 3.9% V/V (fpm) | 296 | 395 | 592 | 790 | 987 | 1185 |

**INITIAL CLIMB**

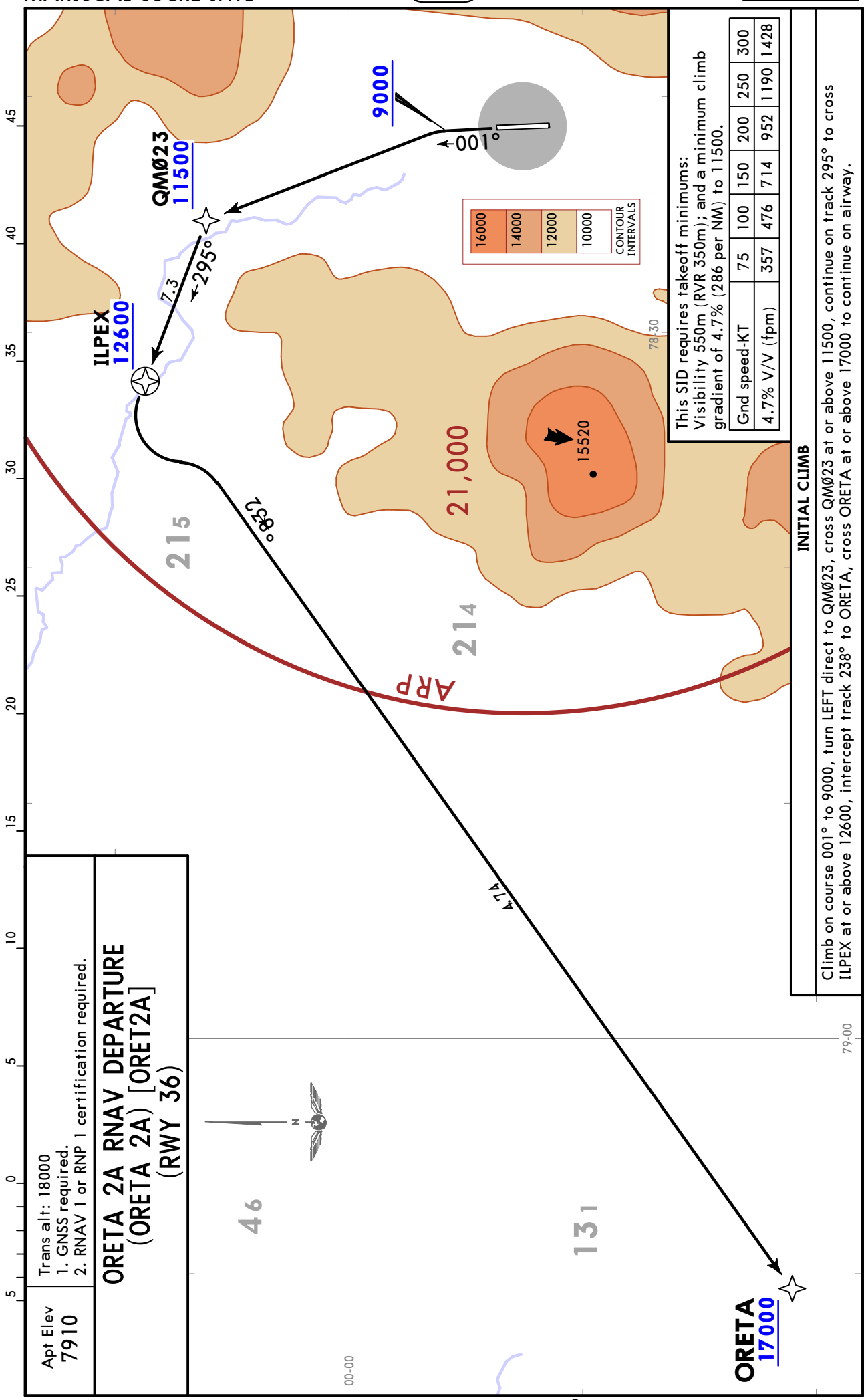
Climb on course 001° to 9000, turn LEFT direct to QMØ21, cross QMØ21 at or above 11600, continue direct to NEGAL, cross NEGAL at or above 16000 and intercept airway.

CHANGES: Procedure renumbered.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3L)

# QUITO, ECUADOR
RNAV SID




## ORETA 2A RNAV DEPARTURE
(ORETA 2A) [ORET2A]
(RWY 36)

Trans alt: 18000
1. GNSS required.
2. RNAV 1 or RNP 1 certification required.

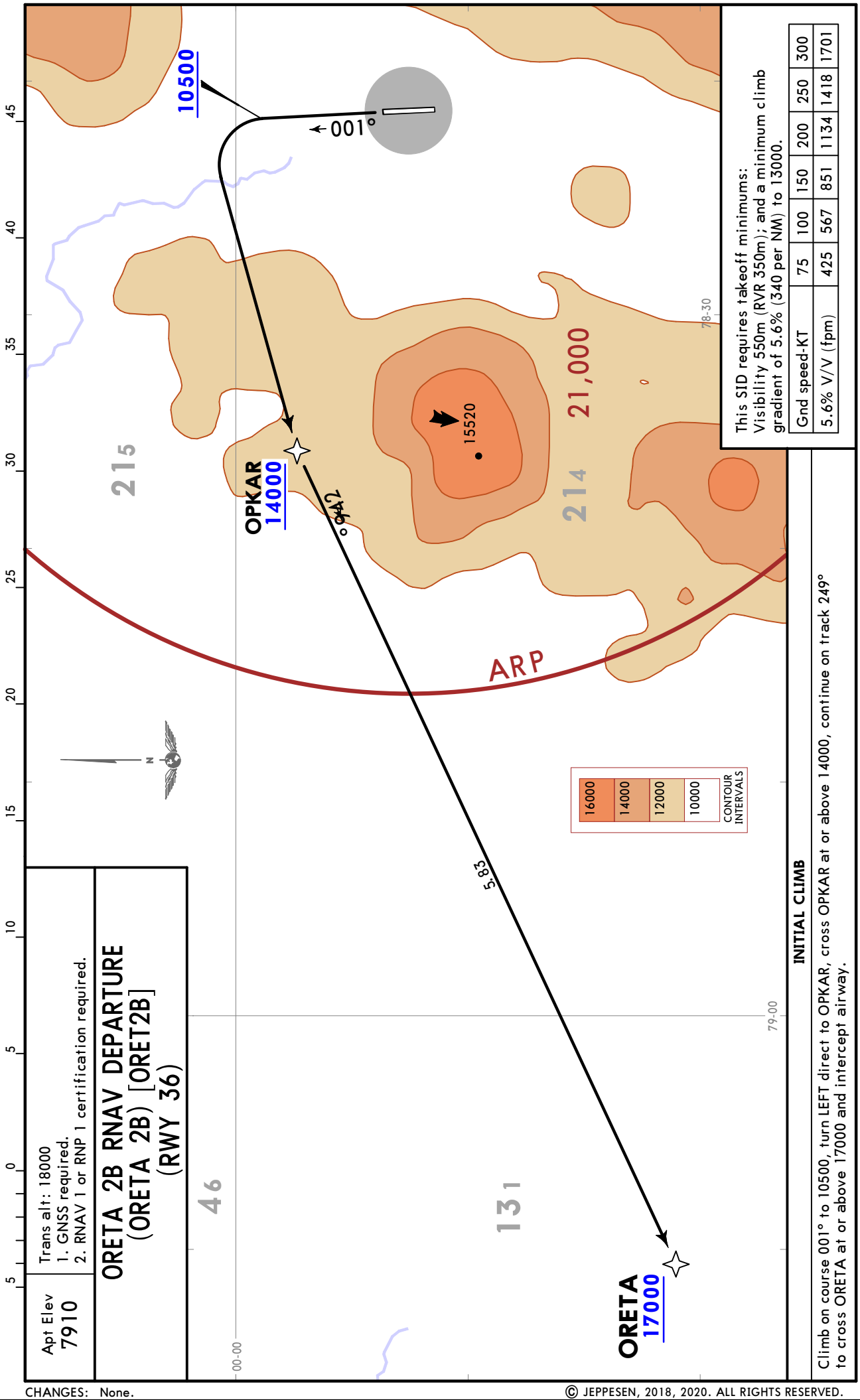
Apt Elev
7910

CHANGES: Procedure renumbered, bearing.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
12 JUN 20 (10-3M) Eff 18 Jun

# QUITO, ECUADOR
RNAV SID




CHANGES: None.

# SEQM/UIO
MARISCAL SUCRE INTL

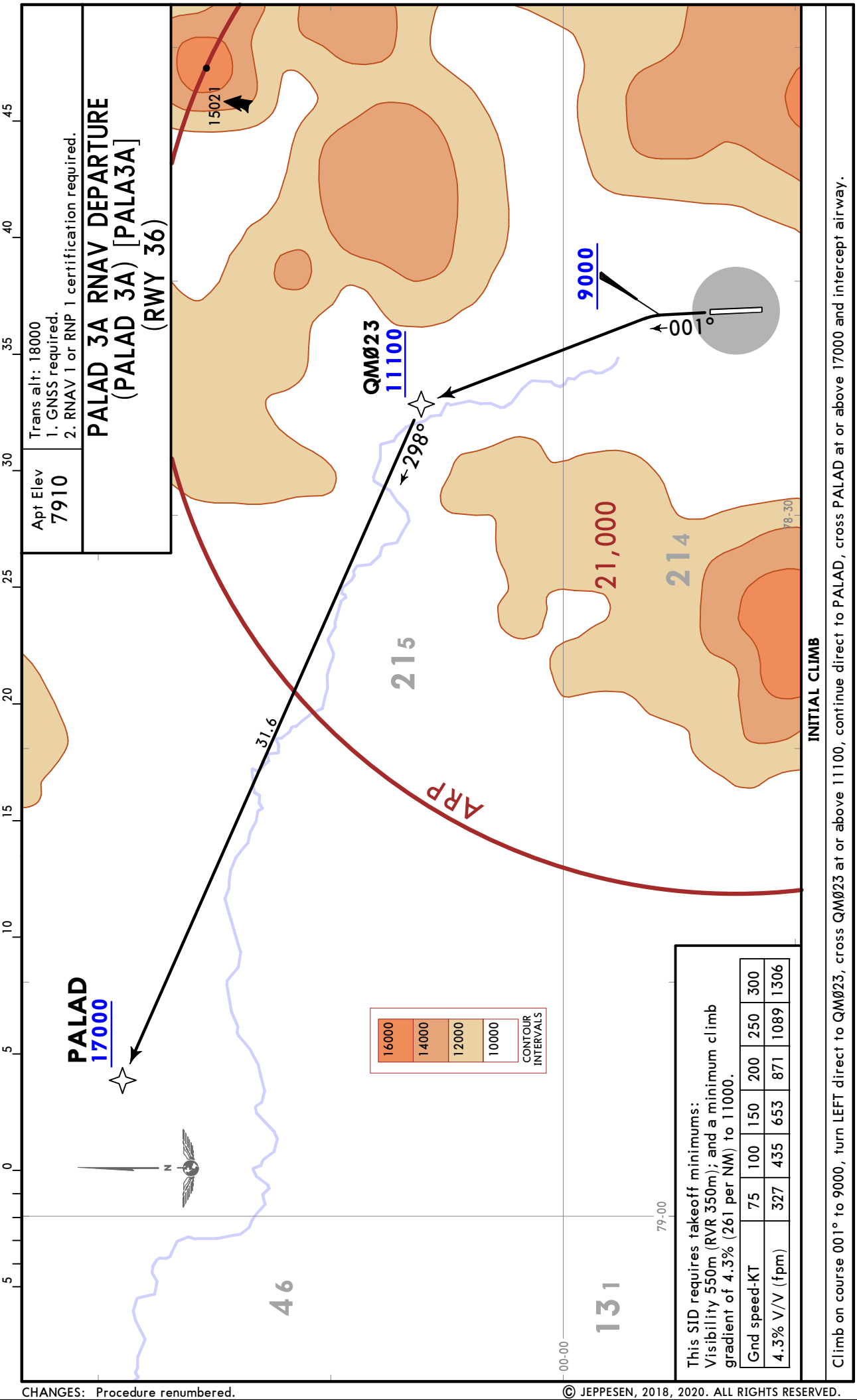
JEPPESEN
12 JUN 20 (10-3N) Eff 18 Jun

# QUITO, ECUADOR
RNAV SID

## PALAD 3A RNAV DEPARTURE
(PALAD 3A) [PALA3A]
(RWY 36)

Apt Elev 7910

Trans alt: 18000
1. GNSS required.
2. RNAV 1 or RNP 1 certification required.




This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.3% (261 per NM) to 11000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.3% V/V (fpm) | 327 | 435 | 653 | 871 | 1089 | 1306 |

Climb on course 001° to 9000, turn LEFT direct to QM023, cross QM023 at or above 11100, continue direct to PALAD, cross PALAD at or above 17000 and intercept airway.

CHANGES: Procedure renumbered.

# SEQM/UIO
MARISCAL SUCRE INTL

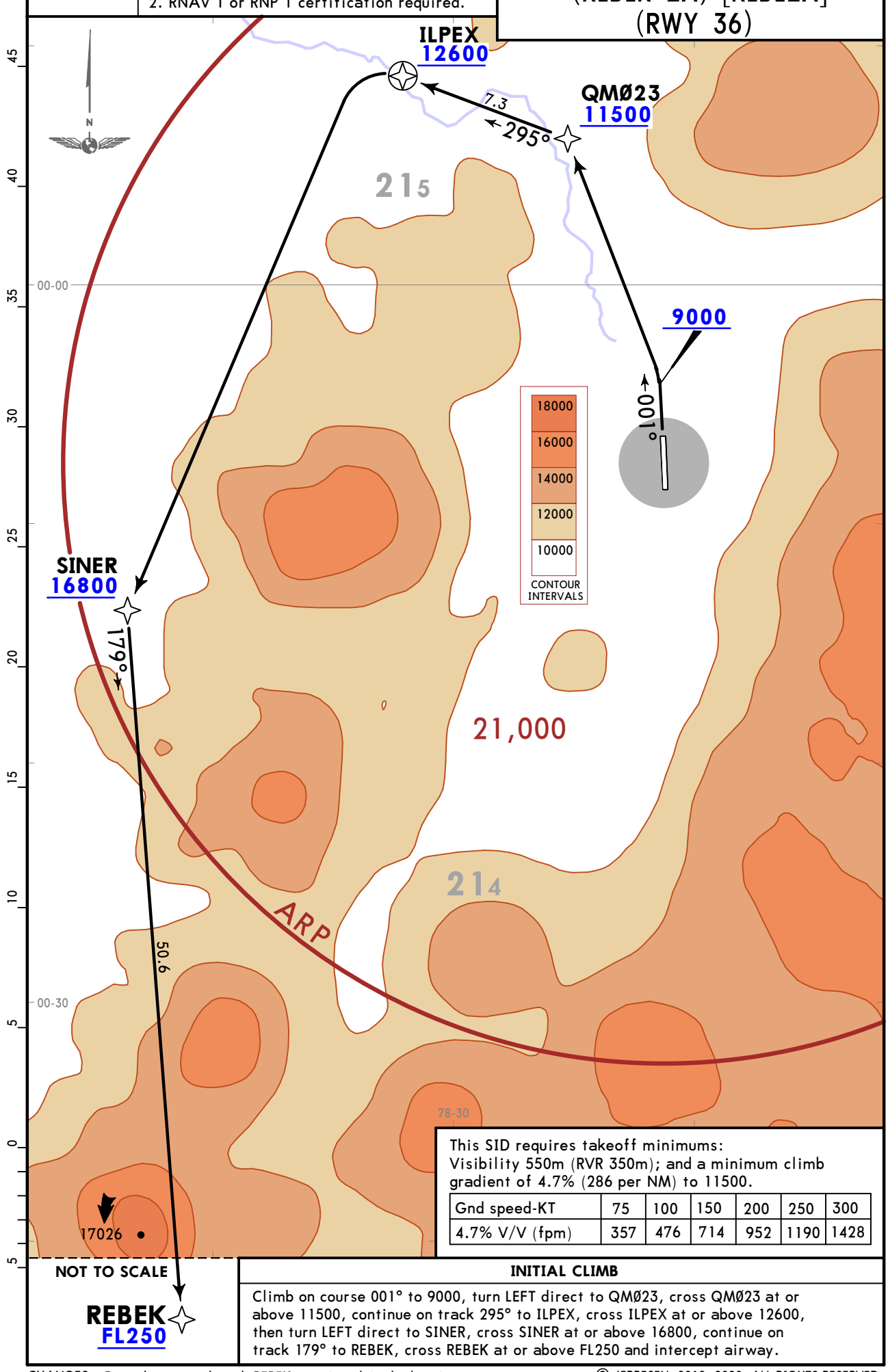
JEPPESEN
21 FEB 20 (10-3P)

QUITO, ECUADOR
RNAV SID

Apt Elev
7910

Trans alt: 18000
1. GNSS required.
2. RNAV 1 or RNP 1 certification required.

## REBEK 2A RNAV DEPARTURE (REBEK 2A) [REBE2A] (RWY 36)




This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286 per NM) to 11500.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 4.7% V/V (fpm) | 357 | 476 | 714 | 952 | 1190 | 1428 |

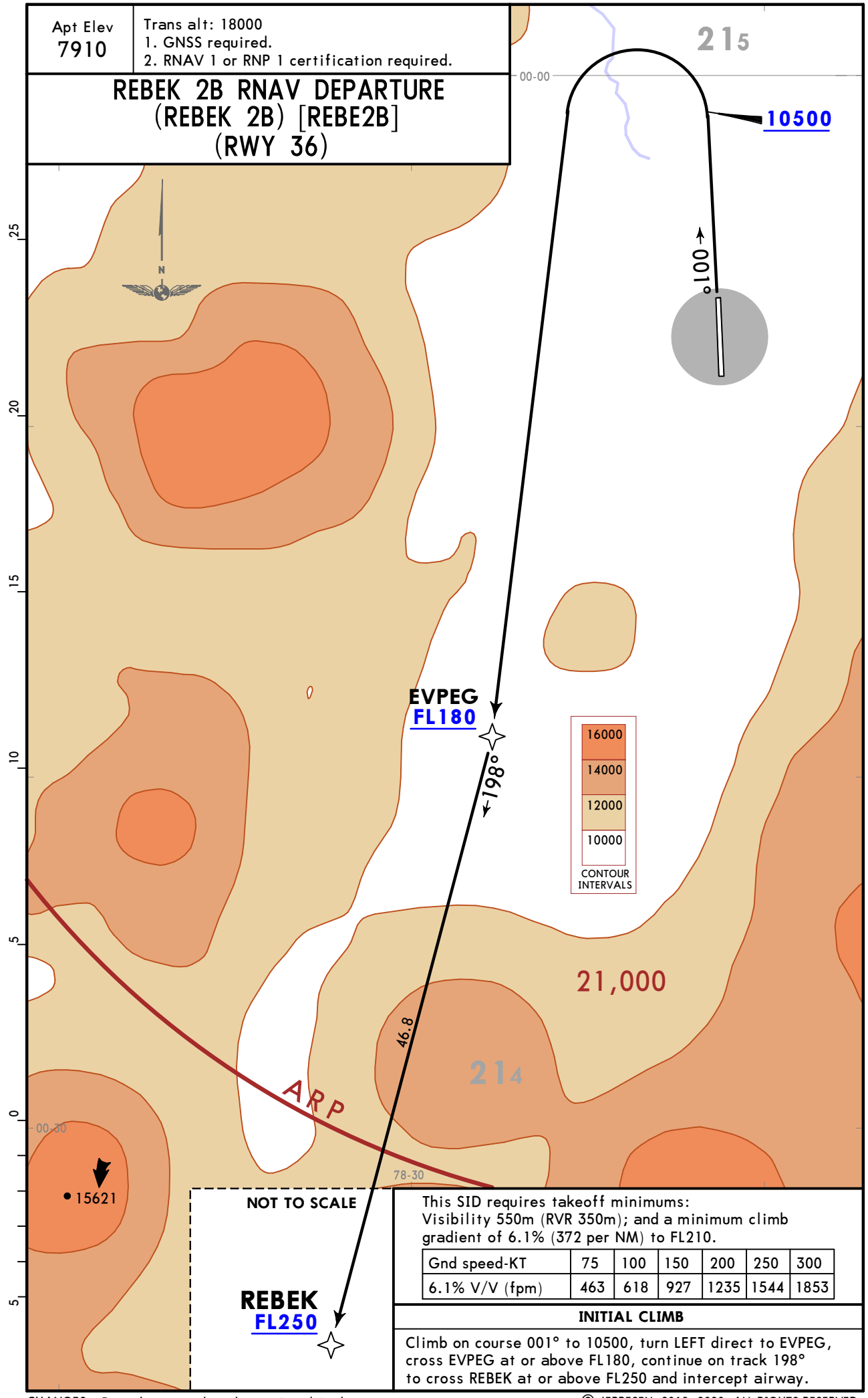
**INITIAL CLIMB**

Climb on course 001° to 9000, turn LEFT direct to QMØ23, cross QMØ23 at or above 11500, continue on track 295° to ILPEX, cross ILPEX at or above 12600, then turn LEFT direct to SINER, cross SINER at or above 16800, continue on track 179° to REBEK, cross REBEK at or above FL250 and intercept airway.

CHANGES: Procedure renumbered, REBEK crossing altitude, bearing.

| Apt Elev | Trans alt: 18000 |
|---|---|
| 7910 | 1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |

# REBEK 2B RNAV DEPARTURE
## (REBEK 2B) [REBE2B]
## (RWY 36)




This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 6.1% (372 per NM) to FL210.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6.1% V/V (fpm) | 463 | 618 | 927 | 1235 | 1544 | 1853 |

**INITIAL CLIMB**

Climb on course 001° to 10500, turn LEFT direct to EVPEG, cross EVPEG at or above FL180, continue on track 198° to cross REBEK at or above FL250 and intercept airway.

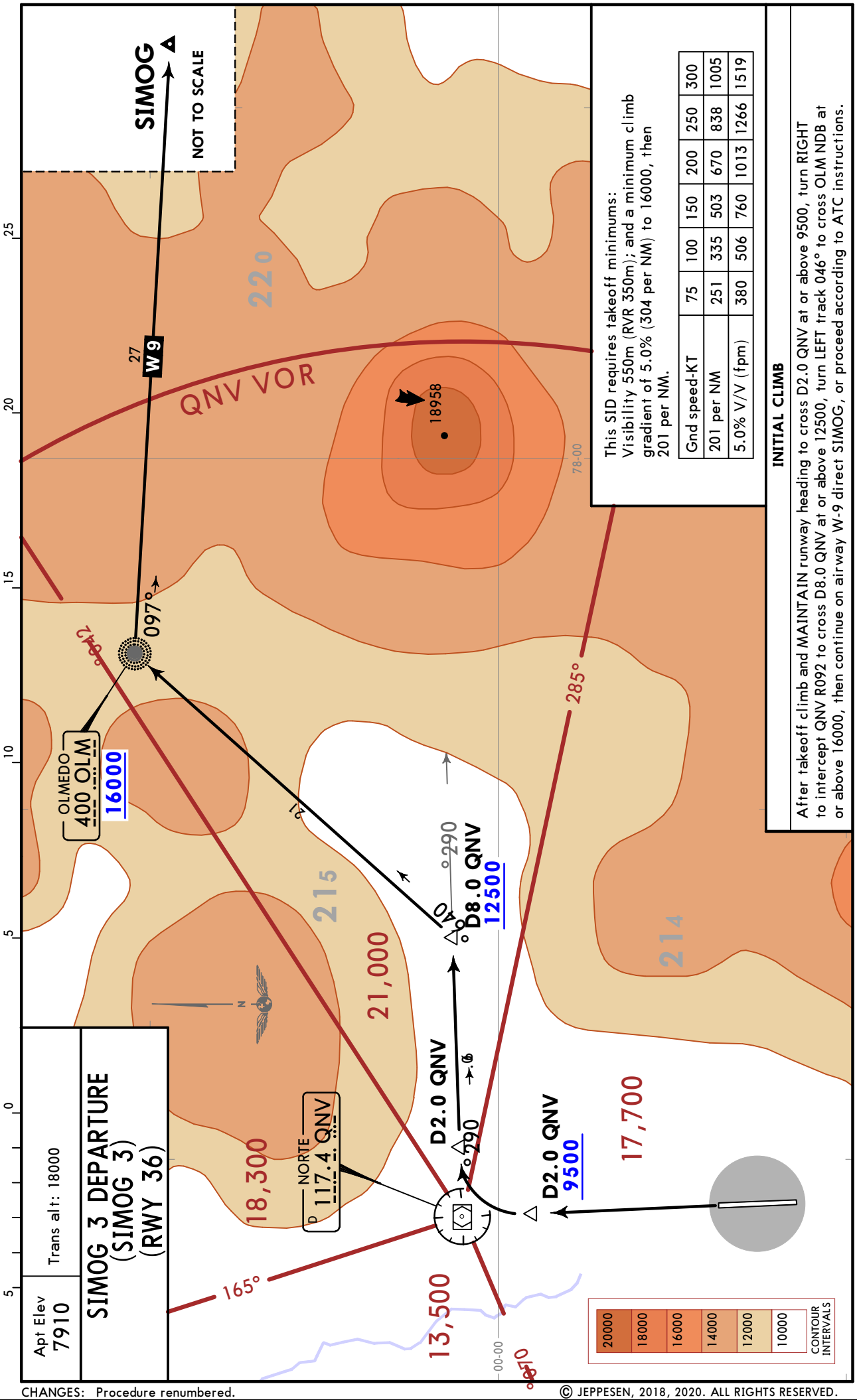
CHANGES: Procedure renumbered, crossing altitudes.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20 (10-3S) Eff 18 Jun

# QUITO, ECUADOR
SID

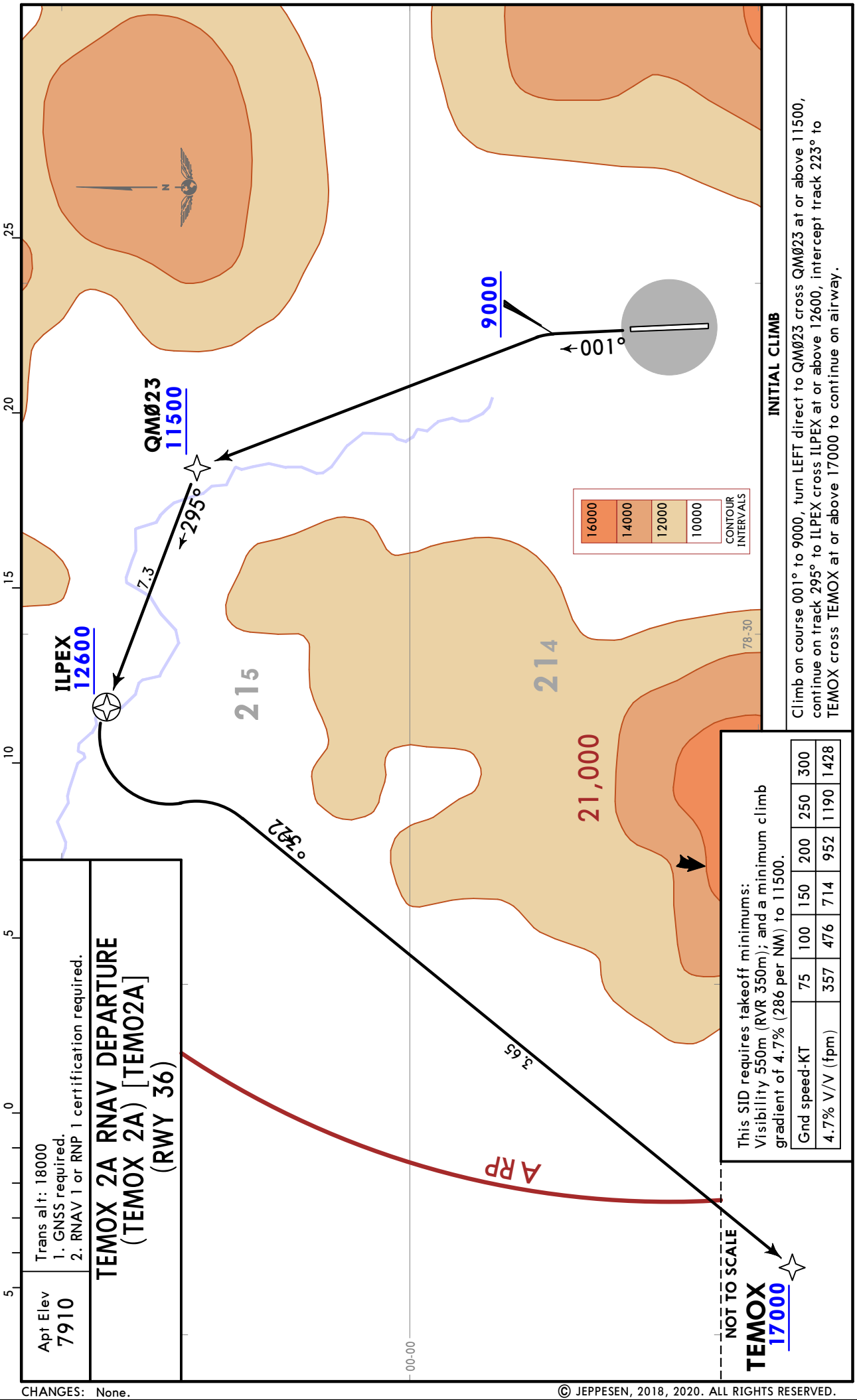



CHANGES: Procedure renumbered.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
12 JUN 20 (10-3T) Eff 18 Jun

# QUITO, ECUADOR
RNAV SID

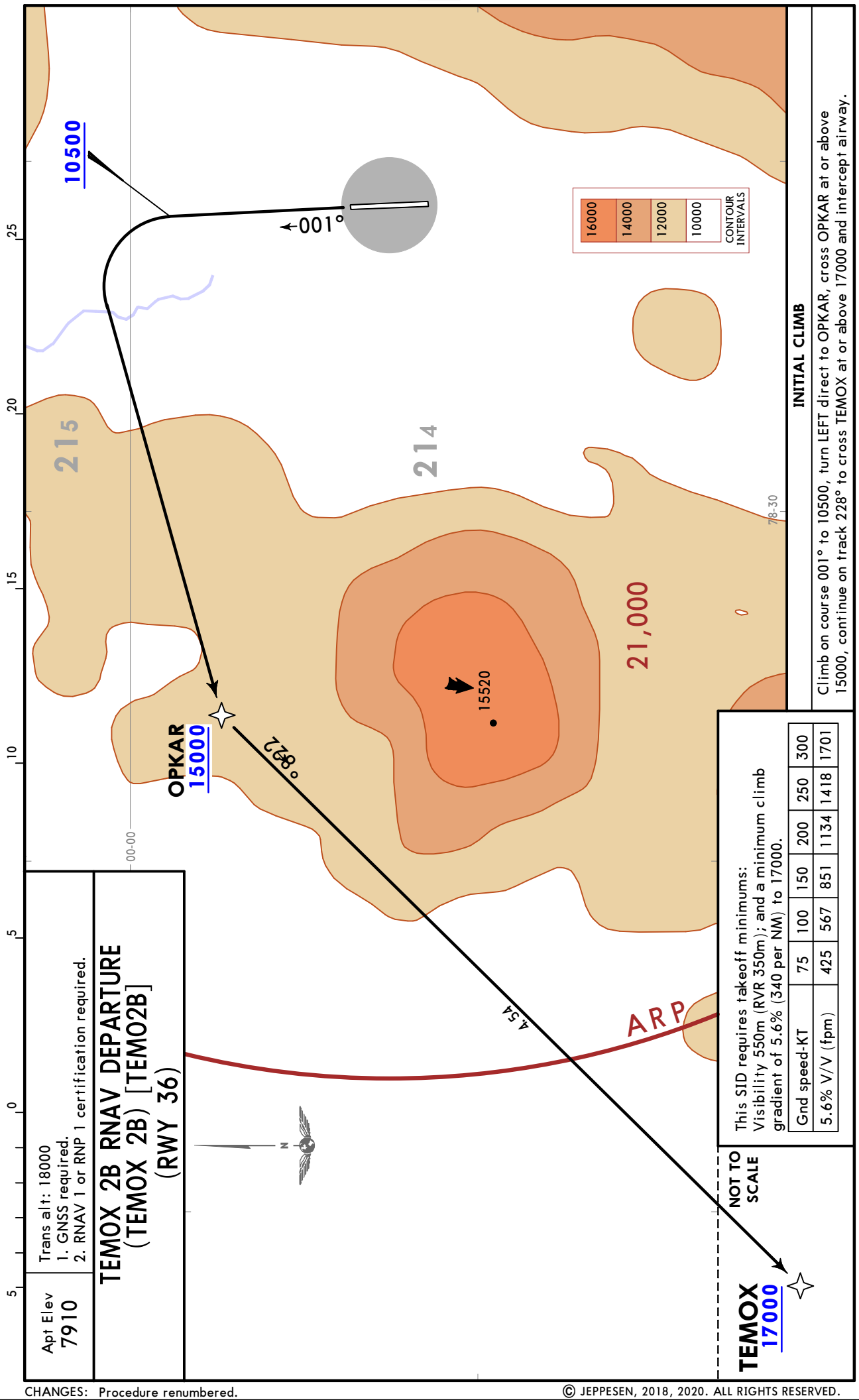



CHANGES: None.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3U)

# QUITO, ECUADOR
RNAV SID




CHANGES: Procedure renumbered.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3V)

# QUITO, ECUADOR
**RNAV SID**

| Apt Elev | Trans alt: 18000 |
|---|---|
| 7910 | 1. GNSS required.<br>2. RNAV 1 or RNP 1 certification required. |

## VURIS 2 RNAV DEPARTURE
## (VURIS 2)
## (RWY 36)

**MAX 230 KT**
until turn complete

**QMØØ6**
10500

**QM2Ø1**
16000

**QM2Ø2**
FL200

**VURIS**
FL200

001°
7.7
135°
23.1
192°
44.6
ARP

215
214
21,000

CONTOUR INTERVALS
20000
18000
16000
14000
12000
10000

18676

NOT TO SCALE

This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 350 per NM to 16000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 350 per NM | 438 | 583 | 875 | 1167 | 1458 | 1750 |

**INITIAL CLIMB**

Climb on course 001° until QMØØ6 at or above 10500. Turn LEFT direct to QM2Ø1 at or above 16000. Continue direct to QM2Ø2 at or above FL200 then direct to VURIS at or above FL200. Continue according to ATC instructions.

CHANGES: Procedure renumbered, bearing.

# CONTINGENCY PLAN

# CONDORCOCHA (QIT) VOR/DME NAVAID OUT OF SERVICE

## 1. OBJECTIVE

Establish alternative ATS routes for entry/departure of aircraft to the Terminal Area of Quito and overflying aircraft using the airways sustained in Condorcocha VOR/DME (QIT) FREQ 115.3 MHZ CH100X, when the latter is out of service.

## 2. GENERAL

Air Traffic Management in anticipation of this event has developed this "Contingency Plan - Condorcocha (QIT) VOR/DME navaid out of service" to mitigate the operational impact that will be generated in the period during which this navaid remains out of service.

The Plan will also be executed by Air Traffic Units involved, when technical and operational reasons warrant its activation to maintain safety margins in the area of their responsibility.

## 3. SCOPE

Guayaquil Area Control Center, Quito Approach Control, Quito Aerodrome Control, Latacunga Aerodrome Control, Air Navigation Service, Air Traffic Management, International Notam Office and Bureau of Safety Management System.

## 4. RESPONSIBILITY

4.1 AIR TRAFFIC SERVICES

- ATM managers Quito/Guayaquil, Quito APP and TWR, coordinate and take the actions necessary to issue appropriate NOTAM, concerning the publication of current procedures in its entirety, existing procedures without using the missed approach procedure, procedures unusable Quito and Latacunga, outputs, etc.

- Being constantly aware of the contingency situation.

- Give notice of the contingency situation to higher authority DGAC.

- Staff of the facilities involved, should coordinate efforts to establish air traffic flow according to conditions prevailing at the time.

4.2 NOTAM INTERNATIONAL OFFICE (NOF)

- Prepares and promulgates different activation NOTAM this Contigency Plan and NOTAM that affect departure and approach procedures.

4.3 FLIGHT CREW

- Check this Contingency Plan and current NOTAM information.

*CHANGES:* New temporary chart.

# CONTINGENCY PLAN

# CONDORCOCHA (QIT) VOR/DME NAVAID OUT OF SERVICE

## 5. NAVIGATION PROCEDRUES

### QUITO TERMINAL AREA DEPARTURES

From the International Airport "Mariscal Sucre" of the city of Quito.

**RUNWAY 36**

After takeoff from runway 36, maintain runway heading until North VOR (QNV) FREQ 117.4 MHZ CH121X, then proceed in accordance with ATC instructions.

In case of communication failure, beyond North VOR (QNV) FREQ 117.4 MHZ CH121X, turn LEFT to intercept QNV R-301 up to 17,000 feet, later proceed to intercept airway according to flight plan.

**RUNWAY 18**

Departures to all points of the TMA proceed according to the following:

After takeoff from runway 18, maintain runway heading until South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, then proceed in accordance with ATC instructions.

In case of communication failure, beyond South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, turn RIGHT to intercept R-240 of QSV up to 17,000 feet, later proceed to intercept airway according to flight plan.

### MISSED APPROACH PROCEDURES

**RUNWAY 18**

Maintain heading to South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, and then proceed in accordance with ATC instructions.

In case of communication failure, beyond South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, turn RIGHT to intercept QSV R-240 up to 18,000 feet, then turn RIGHT and proceed back to North VOR/DME (QNV) for Missed Approach Procedure.

**RUNWAY 36**

Maintain heading to North VOR (QNV) FREQ 117.4 MHZ CH121X, and then proceed in accordance with ATC instructions.

In case of communication failure, beyond North VOR (QNV) FREQ 117.4 MHZ CH121X, turn LEFT to intercept (QNV) R-301 up to 18,000 feet, then turn RIGHT and proceed back to North VOR/DME (QNV) for Missed Approach Procedure.

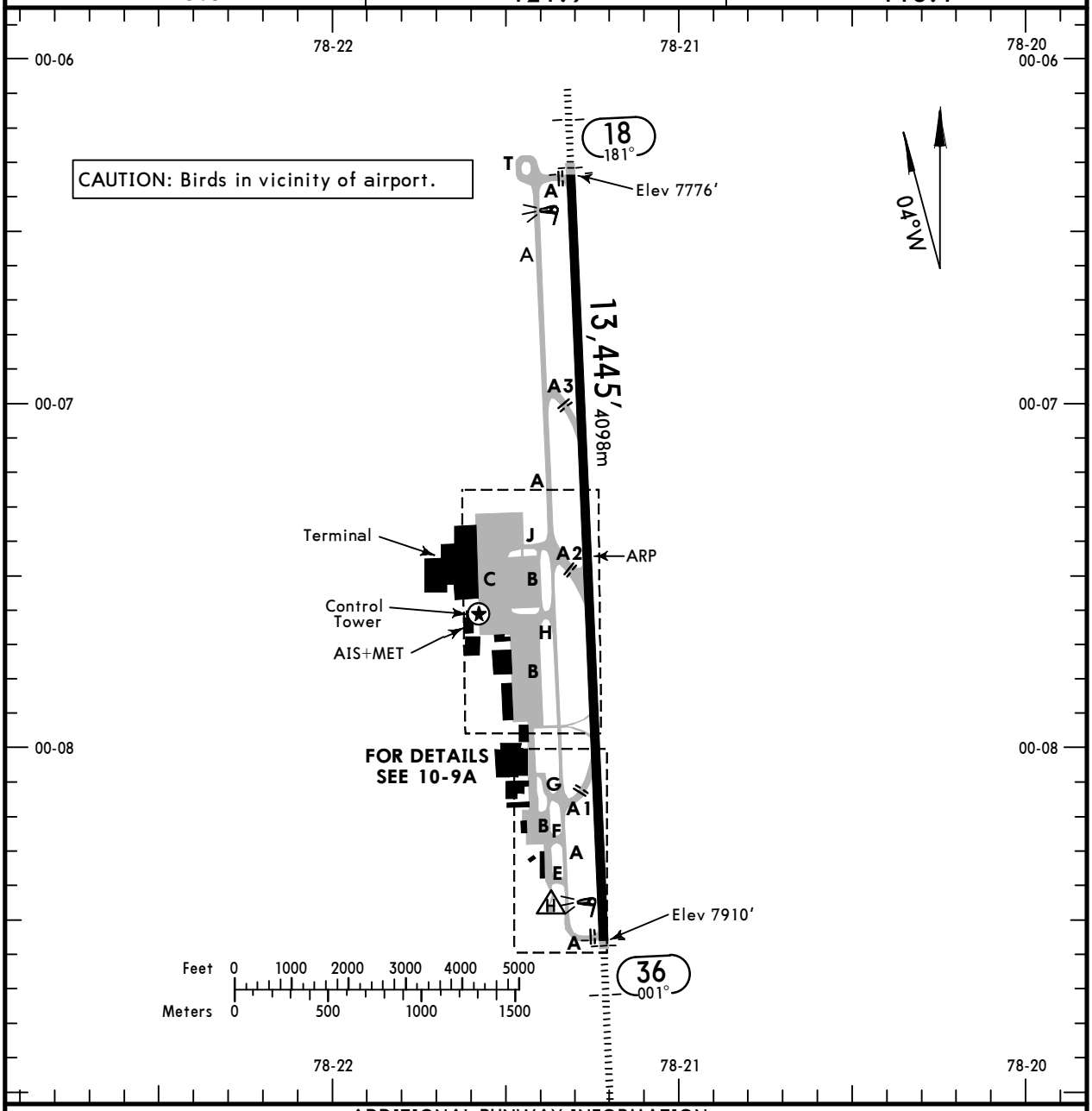
# SEQM/UIO

Apt Elev **7910′**
S00 07.5 W078 21.3

JEPPESEN
12 JUN 20 (10-9) **Eff 18 Jun**

# QUITO, ECUADOR
## MARISCAL SUCRE INTL

| ATIS | QUITO Ground | Tower |
|---|---|---|
| 118.9 | 121.9 | 118.1 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 18 | HIRL CL SALS PAPI-L (angle 3.2°) | | 12421′ 3786m | | 148′ 45m |
| 36 | HIRL CL ALS TDZ PAPI-L (angle 3.2°) RVR | | 12299′ 3749m | ❶ 9843′ 3000m | |
| | | | | | |
| | | | | | |

❶ Authorized procedure takeoff from taxiway A1 for aircraft certified by DGAC.

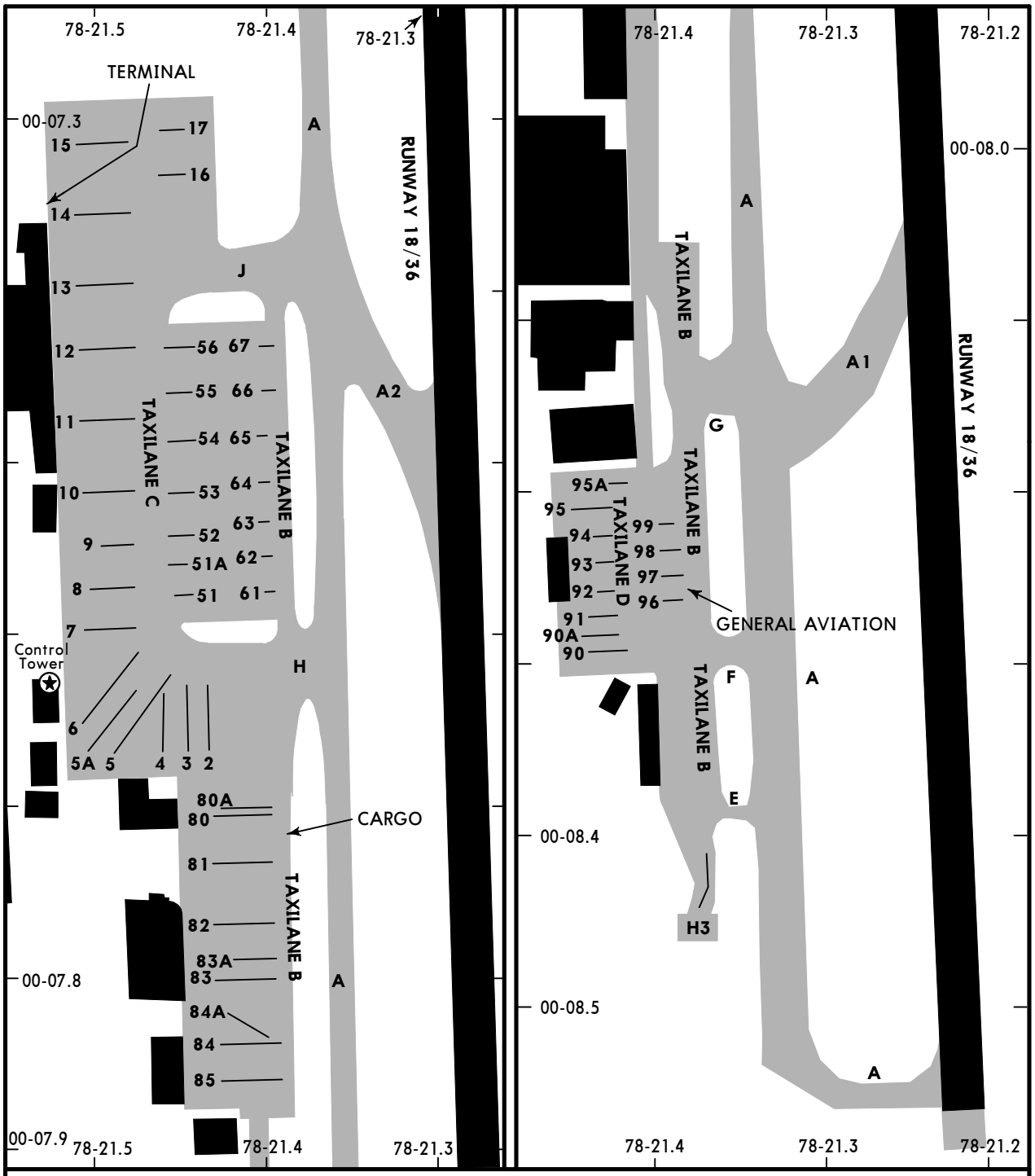
## TAKE-OFF

| | Rwy 36 | Rwy 18 |
|---|---|---|
| A<br>B<br>C<br>D | RVR 350m<br>VIS 550m | 550m |

CHANGES: None.

# QUITO, ECUADOR

## MARISCAL SUCRE INTL




## PARKING GATE COORDINATES

| GATE No. | COORDINATES | GATE No. | COORDINATES |
|---|---|---|---|
| **TERMINAL** | | **CARGO** | |
| 2 thru 4 | S00 07.7 W078 21.5 | 80, 80A, 81 | S00 07.7 W078 21.5 |
| 5, 5A, 6 | S00 07.7 W078 21.6 | 82 thru 84A | S00 07.8 W078 21.5 |
| 7 thru 9 | S00 07.6 W078 21.6 | 84, 85 | S00 07.9 W078 21.5 |
| 10 thru 12 | S00 07.5 W078 21.6 | | |
| 13 thru 15 | S00 07.4 W078 21.6 | **GENERAL AVIATION** | |
| | | 90, 90A, 91 | S00 08.3 W078 21.4 |
| 16, 17 | S00 07.4 W078 21.5 | 92 thru 94 | S00 08.2 W078 21.4 |
| 51, 52 | S00 07.6 W078 21.5 | 95 | S00 08.2 W078 21.5 |
| 51A | S00 07.6 W078 21.4 | 95A | S00 08.2 W078 21.4 |
| 53 thru 56 | S00 07.5 W078 21.5 | 96 | S00 08.3 W078 21.4 |
| 61 thru 63 | S00 07.6 W078 21.4 | | |
| 64 thru 67 | S00 07.5 W078 21.4 | 97 thru 99 | S00 08.2 W078 21.4 |
| | | H3 | S00 08.5 W078 21.4 |

CHANGES: Parking stands, coordinates.

# LOW VISIBILITY PROCEDURES

## 1. PURPOSE

To establish the procedures to provide guidance and control to aircraft and vehicles in the maneuvering area of "Mariscal Sucre" International Airport in conditions of low visibility.

## 2. APPLICATION

2.1 LVP procedures shall be applied to all aerodrome traffic circulating in the maneuvering area of "Mariscal Sucre" International Airport when:

- RVR is equal to or less than 550 meters, but equal to or greater than 350 meters.
- When "Visibility conditions 2" are present in the maneuvering area.

2.2 Operations that include the following LPV procedures:

- ILS CAT II precision approaches;
- Taxiing with low visibility; and
- Take-offs with minimums lower than 550 meters.

2.3 This procedure will only apply to RWY 36 due to the technical and operational configuration of "Mariscal Sucre" International Airport.

## 3. CONTENT

### 3.1 General Provisions

- The low visibility procedures at "Mariscal Sucre" International Airport have been designed to provide guidance and control to aircraft in the maneuvering area due to the unavailability of surface radar.
- "Mariscal Sucre" International Airport has an automatic system to measure Rwy 36 RVR integrated by two transmissometers, Touchdown and Middle.
- Visibility conditions
  - Condition 1: Should be enough visibility for the pilot to taxi and visually avoid collision with any other traffic on the taxiways and at the intersections, and for the personnel of the control unit to visually manage the traffic in the in the maneuvering area.
  - Condition 2: Should be enough visibility for the pilot to taxi and visually avoid collision on the taxiways and at the intersections, but sufficient for the personnel of the control unit to visually manage the traffic in the maneuvering area; and
  - Condition 3: Insufficient visibility for the pilot to taxi and visually avoid collision on the taxiways and at the intersections and also, insufficient for the personnel of the control unit to visually manage all the traffic in the maneuvering area. Visibility lower than RVR 350 meters.

### 3.2 Low visibility procedural phases - LPV

Starting Low Visibility Procedure (LVP)

- When the RVR is equal to or less than 550 meters, the ATC officer shall arrange for the start of the LVP by means of the following expression: **"LOW VISIBILITY PROCEDURE ACTIVE".**
- When "visibility conditions 2" are present in the maneuvering area.
- After the cancellation when RVR is equal or higher than 350 meters. in the MET REPORT/SPECIAL.
- The LVP start must be disseminated through the ATIS system (frequency 118.9), entering the following message: **"LOW VISIBILITY PROCEDURE ACTIVE".**
- The ATC officer shall notify all aircraft under its control the following message: **"LOW VISIBILITY PROCEDURE ACTIVE - CHECK YOUR MINIMUMS".**

**(CONTD on NEXT PAGE)**

## LOW VISIBILITY PROCEDURES

**3. CONTENT (CONTD)**

**3.2 Low visibility procedural phases - LPV (Contd)**

Low Visibility Procedure (LVP) cancellation

- Low visibility procedures shall be cancelled by Air Traffic Services when the RVR is lower than 350 meters in the MET REPORT, and the airport will be declared under meteorological minimum conditions.
- When "visibility conditions 3" are present in the maneuvering area.
- Low visibility procedures shall be cancelled by Air Traffic Services when an RVR of 1500 meters or higher with a trend to improve is contained in the MET REPORT.
- The ATC officer will notify the dependencies and all aircraft under its control the following message: **"LOW VISIBILITY PROCEDURE TEMPORARILY SUSPENDED DUE TO (reason)" / "LOW VISIBILITY PROCEDURE CANCELLED".**

**3.3 Air Traffic Procedures**

- LVP RWY 36 CAT I and CAT II: The weather minimums for landing:

| LANDING RWY 36 | |
|---|---|
| CAT I | RVR 550m/ VIS 800m ❶ |
| CAT II | RVR 350m |

❶ In case of RVR system failures, the minimum visibility required to land will be 800 meters.

Note: In the CAT II IAC approach charts the minimums are established RVR according to the category of aircraft. Compliance responsibility is solely for the crews.

- Provisions for Ground Control
  - It will limit the pushback and taxi operations to only one aircraft at a time, informing of the delays or sequence of initiation of operations if this is the case.
  - Request to taxiing aircraft reporting on one or more of the following reference points:

| GEOGRAPHICAL REFERENCE | NOTIFICATION | STOP | |
|---|---|---|---|
| Taxiway ALPHA | Mandatory | Optional | For aircraft leaving Rwy on A18 and A3. |
| Abeam ALPHA ONE | Mandatory | Optional | |
| Holding Point RWY 36 ILS CAT II | Mandatory | Mandatory | |
| Taxiway ALPHA before JULIET | Mandatory | Optional | For aircraft that have left the Rwy by A3 and are going to enter the passenger platform by JULIET. |
| Taxiway ALPHA before HOTEL | Mandatory | Mandatory | -For aircraft entering the passenger platform by HOTEL and the loading platform.<br>-For aircraft entering the general aviation platform. |
| Taxiway Juliet | Mandatory | Mandatory | For aircraft leaving Rwy by A2 and are entering the passenger platform by JULIET. |

  - Authorization to initiate push-back, start-up engines or taxiing of an aircraft on the apron shall be granted when the preceding aircraft reports reaching one of these reference points.
- The change from ground to tower frequency shall be made at the Rwy 36 holding point using the following phraseology:**"(AIRCRAFT) HOLDING POINT RUNWAY 36 HOLD SHORT OF RUNWAY CONTACT QUITO TOWER ON...".**
- The ground controller shall approve transfers of aircraft in the same apron if no take-off or landing operations are expected.
- Entry to taxiway ALPHA will not be authorized for engine test. These operations will be suspended while the LPV is active.
- The entrance to ALPHA or BRAVO taxiway for the transfer of aircraft will be executed when there is sufficient visibility to supervise the maneuvers of aircraft in the maneuvering area (Visibility condition 1) or under the FOLLOW ME guide (Visibility condition 2) when air operations are NOT foreseen in a certain period of time.

**(CONTD on NEXT PAGE)**

## LOW VISIBILITY PROCEDURES

**3. CONTENT (CONTD)**

**3.3 Air Traffic Procedures (Contd)**

- Provisions for Aerodrome Control
  - The landing of an aircraft shall be authorized using the following phraseology: **"WIND...QNH...RVR RUNWAY 36 TOUCHDOWN ZONE (distance in meters) [MIDPOINT ZONE (distance in meters)] CLEARED TO LAND, REPORT ON GROUND OR STARTING MISSED APPROACH".**
  - If the RVR reports a value below 350 meters when the aircraft has crossed the intermediate fix (QSV) to RWY 36, this information shall be transmitted immediately to the crew and the crew will decide if they continue with the approach or if they start with the published missed approach.
  - Aerodrome Control will authorize the aircraft that has notified "ON THE GROUND", to continue with taxiing instructions using the following phraseology: **"VACATED RUNWAY VIA (specific intersection) REPORT ON TWY ALPHA".**
  - The take-off of an aircraft shall be authorized using the following phraseology: **"WIND ... RVR RUNWAY 36 TOUCHDOWN ZONE (distance in meters) [MIDPOINT ZONE (distance in meters)] CLEARED FOR TAKE OFF, REPORT AIRBORNE".**
  - If the RVR reports a value below 350 meters during aircraft taxiing and before cleared for take-off, this information shall be transmitted immediately to the crew and instructions to hold or return to apron with a FOLLOW ME vehicle will be provided.
  - The limit to authorize a takeoff in LVP will be when an approach aircraft is in the vacinity of the VOR SUR.

**3.4 Flight Crews**

Flight crews must:

- Observe the minimum utilization of the ILS CAT I and CAT II published, for the respective aircraft category.
- Establish contact with the tower no later than 5 NM of the TDZ RWY 36, whether or not it has been transferred by approach control.
- Request authorization from Control/towing and to start of engines when the reported RVR values by ATC are equal or higher than your take-off minimums.
- Refrain from crossing the stop bar light when red, until Aerodrome Control (tower) authorizes entering the runway and the visual confirmation that the stop bar lights are green.
- Immediately stop the aircraft and request additional instructions upon receiving ambiguous or confusing instructions.
- Request to the Air Traffic Control Service the assistance of a FOLLOW ME vehicle when the visibility conditions prevent from continued safe taxiing, there is disorientation or doubt regarding the position on the aerodrome.
- Maintain constant contact with the Control Tower when the aircraft is under the FOLLOW ME guidance.
- Notify the Air Traffic Control Service when:
  - The aircraft has entered the runway,
  - The aircraft has taken off or is airborne,
  - Missed approach procedure has been initiated,
  - Is on the ground after landing,
  - Vacated the runway and is at Taxiway ALPHA,
  - Lost visual contact with the FOLLOW ME vehicle, in which case they immediately stop taxiing and turn on all exterior lights,
  - Observe any irregular movement of a vehicle or aircraft in the maneuvering area, that in their view jeopardizes the ongoing operations.
  - There is a discrepancy between the RVR values reported by the Control Tower and the visual range taken from the cockpit,
  - Established on the apron,

**(CONTD on NEXT PAGE)**

## LOW VISIBILITY PROCEDURES

### 3. CONTENT (CONTD)

#### 3.5 Communications Failure

- **Communications Failure of Aircraft or vehicles.**

In the event that an aircraft or vehicle operating in the maneuvering area experience a communication failure, proceed as follows:

- **Aircraft on ground:** maintain position, turn on all exterior lights and wait for the arrival of a FOLLOW ME vehicle.
- **Vehicles:** maintain position and wait for the arrival of a FOLLOW ME vehicle.
- In any case, they should try to communicate with the control unit by any possible means for alternate instructions.

- **Air Traffic Services Communications Failure.**

- In the event of a failure of the communication frequencies of the ATS, the information on the alternate frequency to which the aircraft should communicate shall be transmitted by the ATIS system of the AIMS* (118.9 MHz).
- In case of total communication failure of the Air Traffic Services, all operations will be cancelled, and coordinate with the airport operator for assistance of aircraft transfer to the apron with a FOLLOW ME vehicle, if necessary.
- *AIMS = Mariscal Sucre International Airport.

#### 3.6 Systems Failure

- In the event of reported failure of all or any ILS system component, landing operations, under precision approach shall be cancelled until the contingency ends and, the operation shall be under the parameters established for non-precision operations, if the weather conditions allow.
- In the event of reported failure of all ground lighting systems or runway edge lights, all departure and arrival procedures shall be cancelled until the contingency ends.
- In the event of failure of the RVR system, the published visibility minimums on the approach and departure charts shall be applied.

#### 3.7 Accidents or Incidents at the Aerodrome

- When an accident or incident occurs at the aerodrome, all operations shall be cancelled and proceed in accordance with the airport emergency plan.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20
**Eff 18 Jun**

11-1

MISSED APCH CLIMB GRADIENT MIM 4.0%

CAT B, C & D

# QUITO, ECUADOR
## ILS or LOC Z Rwy 18

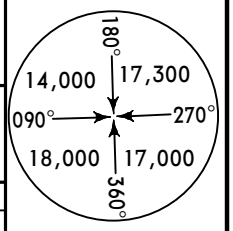
| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| LOC IQN | Final Apch Crs | D5.7 IQN | ILS DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 111.1 | 181° | 9700′ (1924′) | 8100′ (324′) | Rwy 7776′ |

**MISSED APCH:** Climb direct to cross QSV VOR at or above 11,200′, turn RIGHT to 345° course to QIT VOR and climb to 18,000′ or proceed according to ATC instructions. Missed Apch climb gradient mim 4.0%

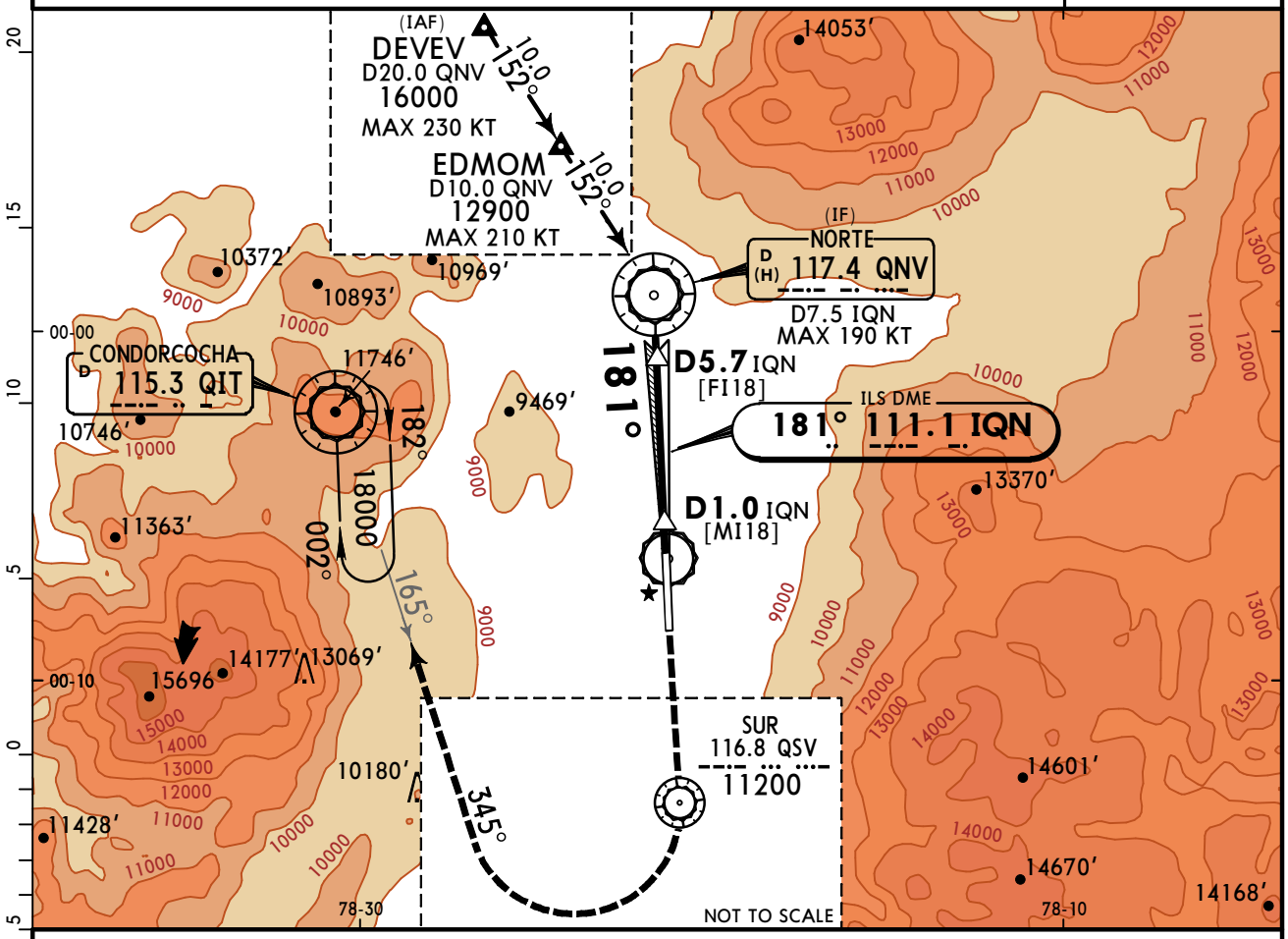
Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′

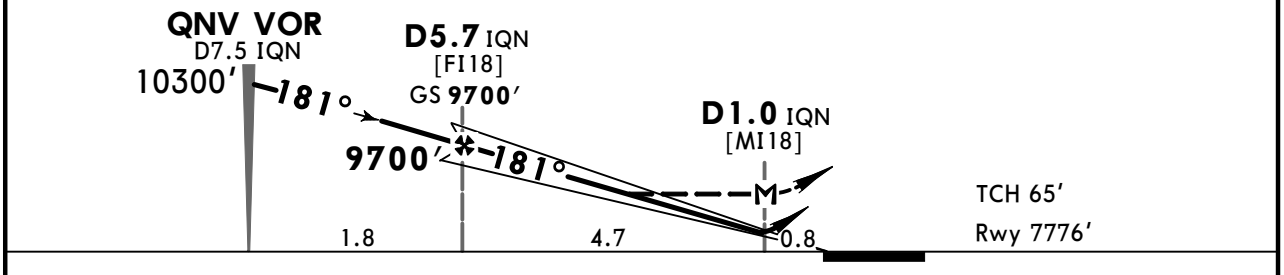
1.Terrain dips on final approach near threshold Rwy 18/36.




MSA QIT VOR

BRIEFING STRIP




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |
| MAP at D1.0 IQN or D5.7 IQN to MAP | 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | 1:46 |

SALS | PAPI | 11200′ | D | QSV 116.8

PANS OPS

| STRAIGHT-IN LANDING RWY18 | | | | | CIRCLE-TO-LAND RWY36 | |
|---|---|---|---|---|---|---|
| | ILS DA(H) 8100′ (324′) | | LOC (GS out) MDA(H) 8350′ (574′) | | Max Kts | MDA(H) |
| | FULL | ALS out | | ALS out | | |
| A | NA | NA | NA | NA | A | NA |
| B | 1600m | 2000m | 2000m | 2500m | 135 | 9900′ (1990′) -5000m |
| C | | | | | 180 | |
| D | | | | | 205 | |

CHANGES: Procedure title, notes.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20
Eff 18 Jun

(11-2)

MISSED APCH CLIMB GRADIENT MIM 4.0%

CAT B, C & D

# QUITO, ECUADOR
## ILS or LOC Y Rwy 18

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

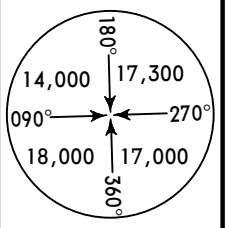
BRIEFING STRIP™

| LOC IQN | Final Apch Crs | D5.7 IQN | ILS DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 111.1 | 181° | 9700′ (1924′) | 8100′ (324′) | Rwy 7776′ |

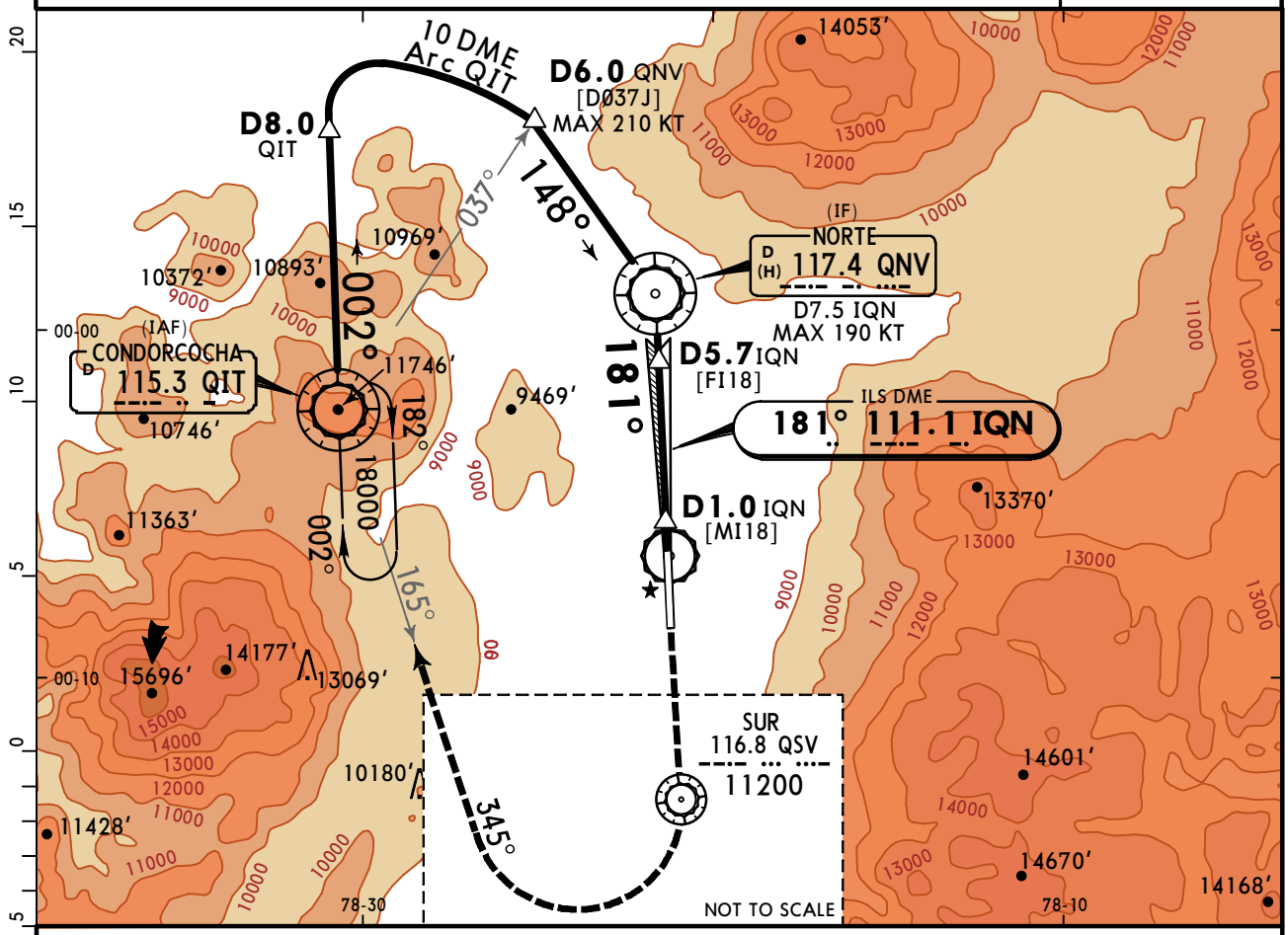
**MISSED APCH:** Climb direct to cross QSV VOR at or above 11,200′, turn RIGHT to 345° course to QIT VOR and climb to 18,000′ or proceed according to ATC instructions. Missed Apch climb gradient mim 4.0%

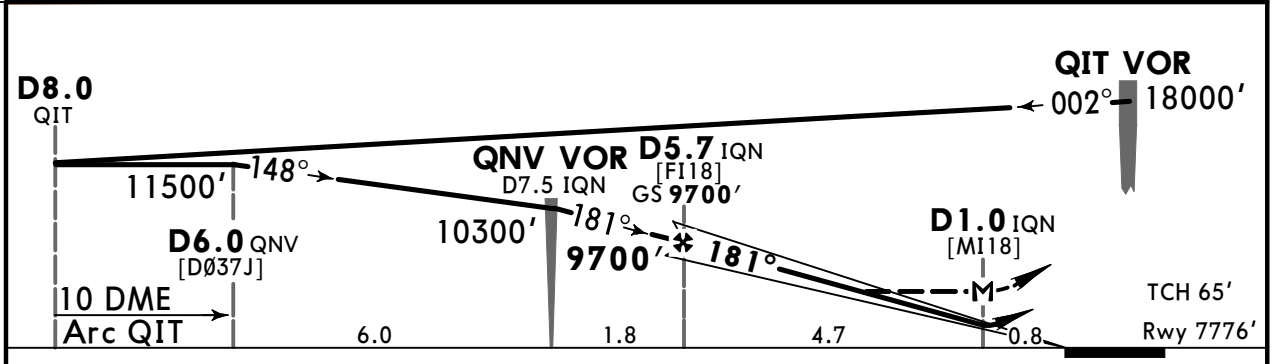
Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′

1. Terrain dips on final approach near threshold Rwy 18/36.




MSA QIT VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |
| MAP at D1.0 IQN or D5.7 IQN to MAP | 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | 1:46 |

SALS | PAPI | 11200′ | D | QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18

| | ILS DA(H) 8100′ (324′) FULL | ILS DA(H) 8100′ (324′) ALS out | LOC (GS out) MDA(H) 8350′ (574′) | LOC (GS out) MDA(H) 8350′ (574′) ALS out |
|---|---|---|---|---|
| A | NA | NA | NA | NA |
| B, C, D | 1600m | 2000m | 2000m | 2500m |

CIRCLE-TO-LAND RWY 36

| Max Kts | MDA(H) |
|---|---|
| A | NA |
| 135, 180, 205 | 9900′ (1990′) - 5000m |

CHANGES: Procedure title, notes.

# SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN

29 NOV 19 (11-3)

QUITO, ECUADOR

CAT B, C & D ILS or LOC Z Rwy 36

BRIEFING STRIP ™

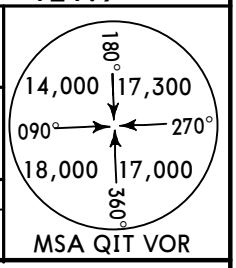
| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| LOC IQS | Final Apch Crs | D7.5 IQS | ILS DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 109.3 | 001° | 10500′(2590′) | 8110′(200′) | Rwy 7910′ |

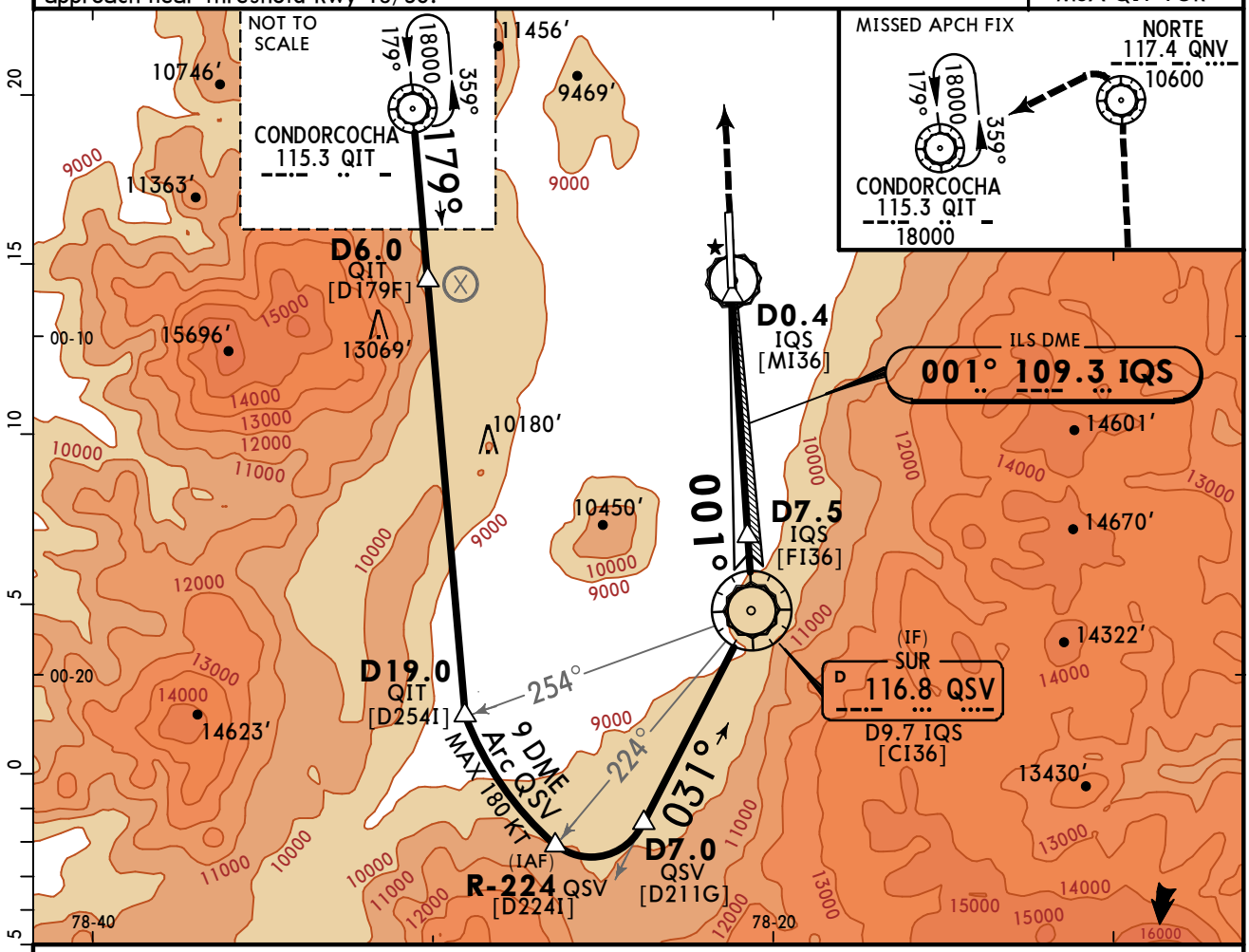
**MISSED APCH:** Climb direct to cross QNV VOR at or above 10,600′ then turn LEFT climbing to QIT VOR to enter holding at 18,000′ or in accordance with ATC instructions.

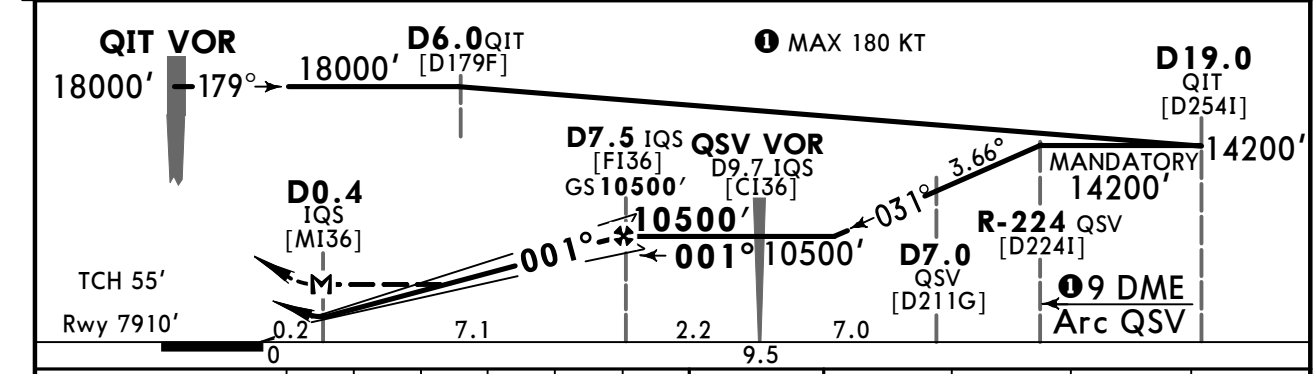
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′

1. QIT VOR, QSV VOR, QNV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold Rwy 18/36.




MSA QIT VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |
| MAP at D0.4 IQS or D7.5 IQS to MAP | 7.1 | 6:05 | 4:44 | 4:16 | 3:33 | 3:03 | 2:40 |

ALS
PAPI

10600′

D

QNV
117.4

PANS OPS

STRAIGHT-IN LANDING RWY 36

| | Missed Apch Climb Gradient Mim 4.5% ILS DA(H) 8110′(200′) | | Missed Apch Climb Gradient Mim 4.0% LOC (GS out) MDA(H) 8300′(390′) | |
|---|---|---|---|---|
| | FULL | ALS out | | ALS out |
| A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| B | RVR 550m VIS 800m | 1200m | 1200m | 1800m |
| C | | | | |
| D | | | | |

CIRCLE-TO-LAND RWY

Not Authorized East of Airport

| Max Kts | MDA(H) |
|---|---|
| A | NOT APPLICABLE |
| 135 | 9900′(1990′) -5000m |
| 180 | 10500′(2590′) -5000m |
| 205 | |

CHANGES: Missed approach point moved, circling minimums.

# SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN

29 NOV 19 (11-3A)

MISSED APCH CLIMB GRADIENT MIM 4.7%

CAT B, C & D

# QUITO, ECUADOR ILS Z Rwy 36 CAT II

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| LOC IQS | Final Apch Crs | D7.5 IQS | CAT II ILS Refer to Minimums | Apt Elev 7910′ Rwy 7910′ |
|---|---|---|---|---|
| 109.3 | 001° | 10500′ (2590′) | | |

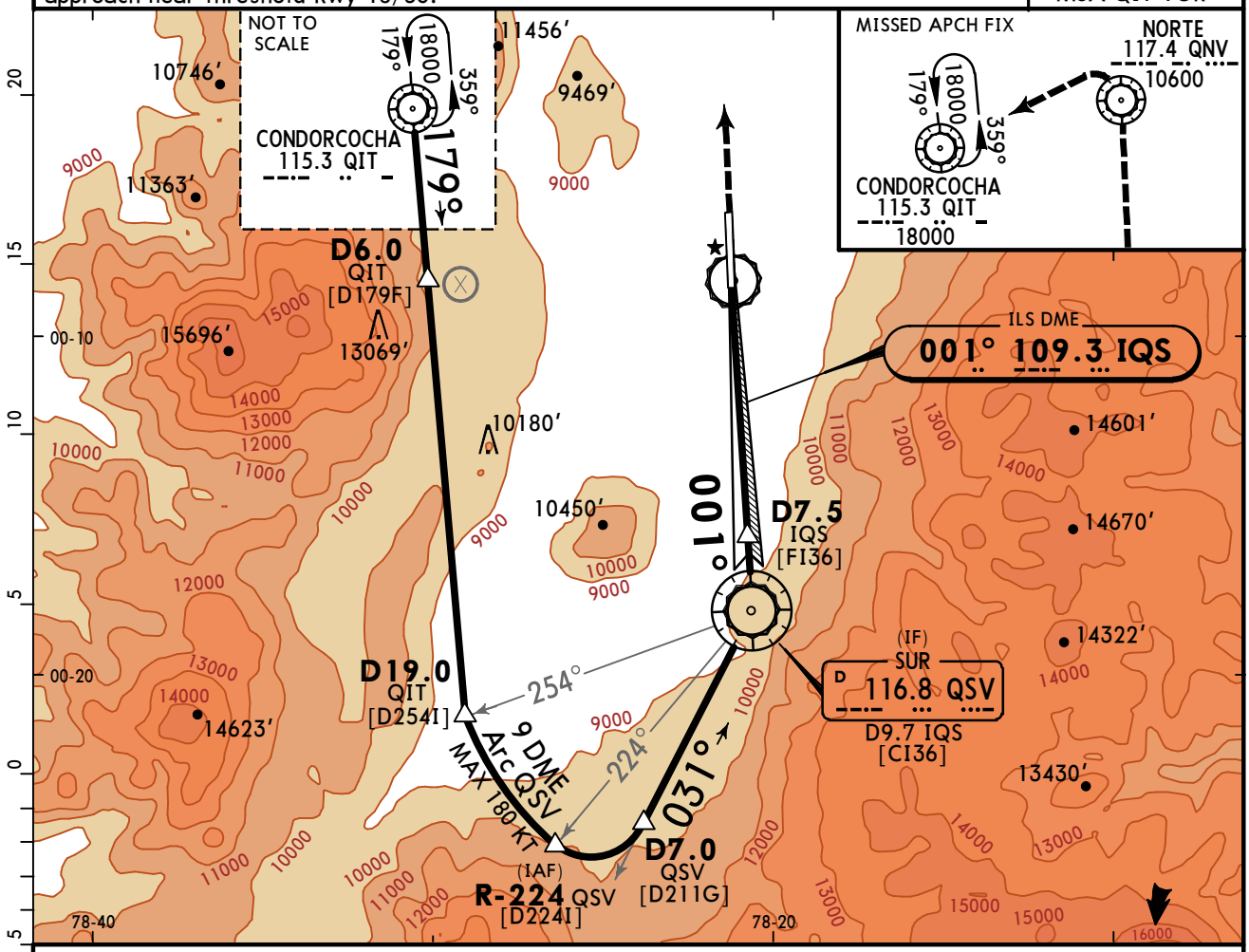
**MISSED APCH:** Climb direct to cross QNV VOR at or above 10,600′ then turn LEFT climbing to QIT VOR to enter holding at 18,000′ or in accordance with ATC instructions.

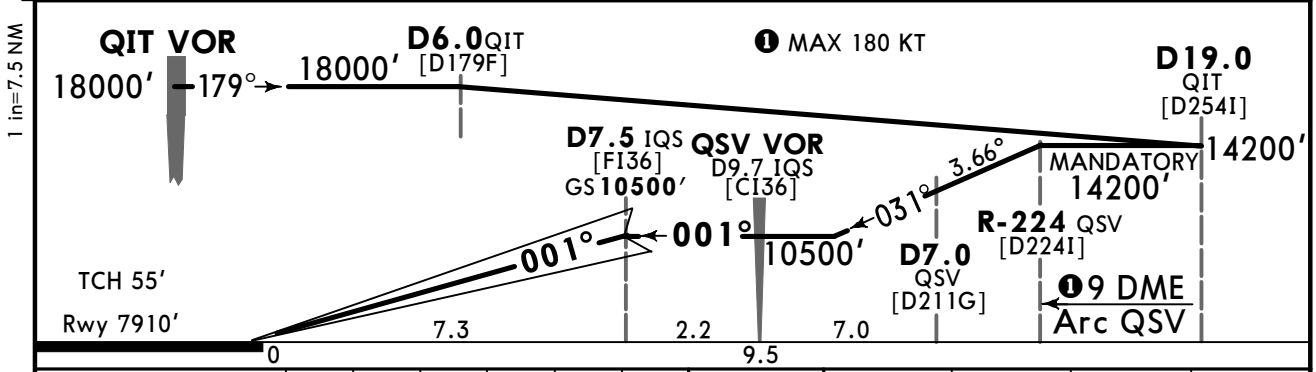
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′

1. QIT VOR, QSV VOR, QNV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold Rwy 18/36.

MSA QIT VOR: 180° 14,000 17,300 270° 090° 18,000 17,000 360°

BRIEFING STRIP ™




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |

ALS PAPI | 10600′ | D | QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY 36
Missed Apch Climb Gradient Mim 4.7%
CAT II ILS

| CAT B: | CAT C: | CAT D: |
|---|---|---|
| RA 120′ DA(H) 8030′ (120′) | RA 130′ DA(H) 8040′ (130′) | RA 150′ DA(H) 8060′ (150′) |
| RVR 350m | RVR 400m | RVR 450m |

CHANGES: None.

# SEQM/UIO JEPPESEN QUITO, ECUADOR

## MARISCAL SUCRE INTL 29 NOV 19 (11-4) CAT B, C & D ILS or LOC Y Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

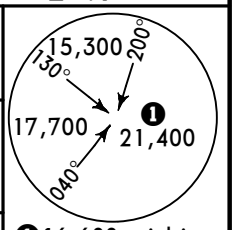
BRIEFING STRIP ™

| LOC IQS | Final Apch Crs | D7.5 IQS | ILS DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 109.3 | 001° | 10500′ (2590′) | 8110′ (200′) | Rwy 7910′ |

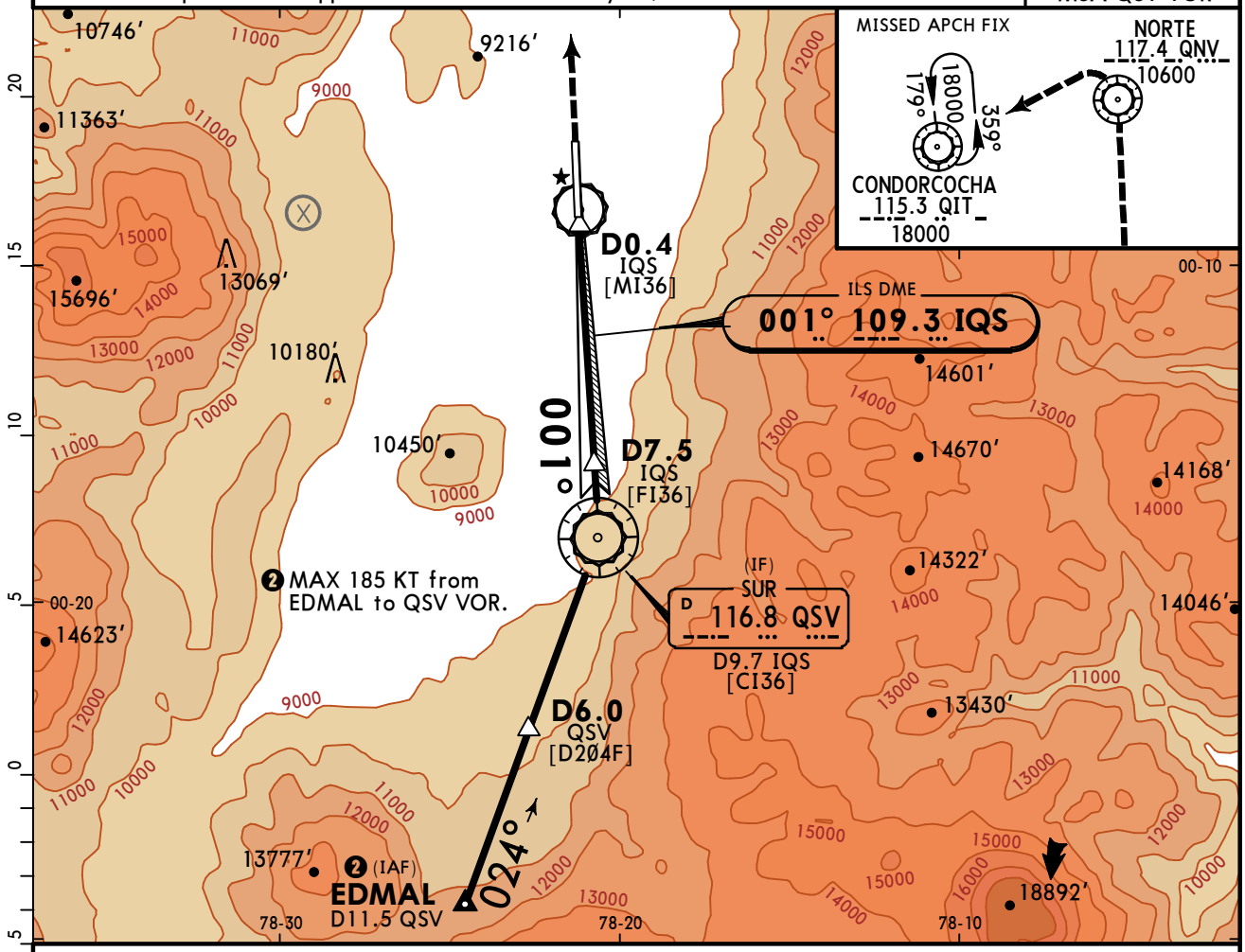
**MISSED APCH:** Climb direct to cross QNV VOR at or above 10,600′ then turn LEFT climbing to QIT VOR to enter holding at 18,000′ or in accordance with ATC instructions.

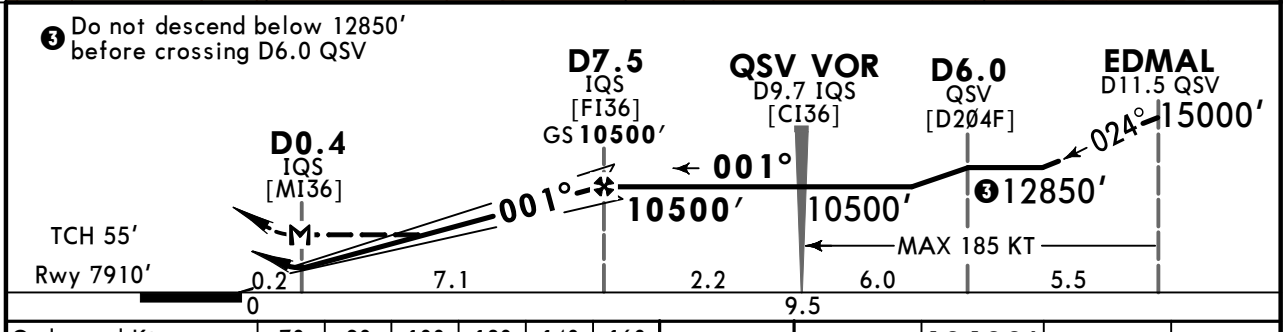
Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000′

1. QIT VOR, QSV VOR, QNV VOR required. 2. DME required. 3. RADAR required.
3. Terrain dips on final approach near threshold Rwy 18/36.




❶ 16,600 within 10 NM MSA QSV VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |
| MAP at D0.4 IQS or D7.5 IQS to MAP | 7.1 | 6:05 | 4:44 | 4:16 | 3:33 | 3:03 | 2:40 |

ALS
PAPI

10600′

D

QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY36

| | Missed Apch Climb Gradient Mim 4.5% ILS DA(H) 8110′ (200′) FULL | Missed Apch Climb Gradient Mim 4.5% ILS DA(H) 8110′ (200′) ALS out | Missed Apch Climb Gradient Mim 4.0% LOC (GS out) MDA(H) 8300′ (390′) | Missed Apch Climb Gradient Mim 4.0% LOC (GS out) MDA(H) 8300′ (390′) ALS out |
|---|---|---|---|---|
| A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| B | RVR 550m VIS 800m | 1200m | 1200m | 1800m |
| C | | | | |
| D | | | | |

CIRCLE-TO-LAND RWY

Not Authorized East of Airport

| Max Kts | A | MDA(H) |
|---|---|---|
| | A | NOT APPLICABLE |
| 135 | B | 9900′ (1990′) -5000m |
| 180 | C | 10500′ (2590′) -5000m |
| 205 | D | |

CHANGES: Missed approach point moved, circling minimums.

# SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN

29 NOV 19 (11-4A)

MISSED APCH CLIMB GRADIENT MIM 4.7% CAT B, C & D

# QUITO, ECUADOR ILS Y Rwy 36 CAT II

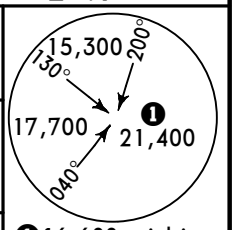
| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| LOC IQS | Final Apch Crs | D7.5 IQS | CAT II ILS Refer to Minimums | Apt Elev 7910′ Rwy 7910′ |
|---|---|---|---|---|
| 109.3 | 001° | 10500′ (2590′) | | |

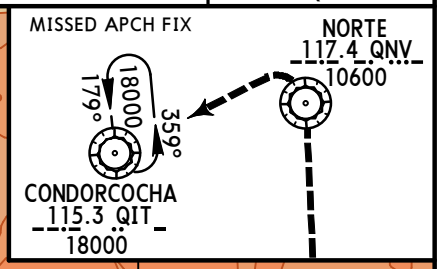
**MISSED APCH:** Climb direct to cross QNV VOR at or above 10,600′ then turn LEFT climbing to QIT VOR to enter holding at 18,000′ or in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000′

1. QIT VOR, QSV VOR, QNV VOR required. 2. DME required. 3. RADAR required.
3. Terrain dips on final approach near threshold Rwy 18/36.

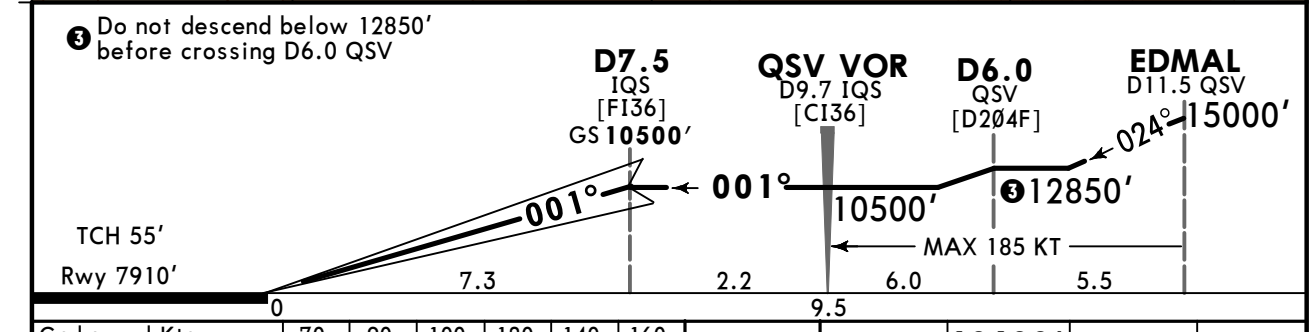



❶ 16,600 within 10 NM MSA QSV VOR










| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |

ALS PAPI 10600′ D QNV 117.4

STRAIGHT-IN LANDING RWY36
Missed Apch Climb Gradient Mim 4.7%
CAT II ILS

| CAT B: | CAT C: | CAT D: |
|---|---|---|
| RA 120′ DA(H) 8030′ (120′) | RA 130′ DA(H) 8040′ (130′) | RA 150′ DA(H) 8060′ (150′) |
| RVR 350m | RVR 400m | RVR 450m |

BRIEFING STRIP ™ PANS OPS

CHANGES: None.

# SEQM/UIO QUITO, ECUADOR

JEPPESEN

29 NOV 19 (11-5)

## MARISCAL SUCRE INTL

CAT B, C & D **ILS OR LOC X Rwy 36**

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| LOC IQS | Final Apch Crs | D7.5 IQS | ILS DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 109.3 | 001° | 10500′ (2590′) | 8110′ (200′) | Rwy 7910′ |

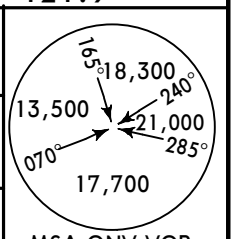
BRIEFING STRIP

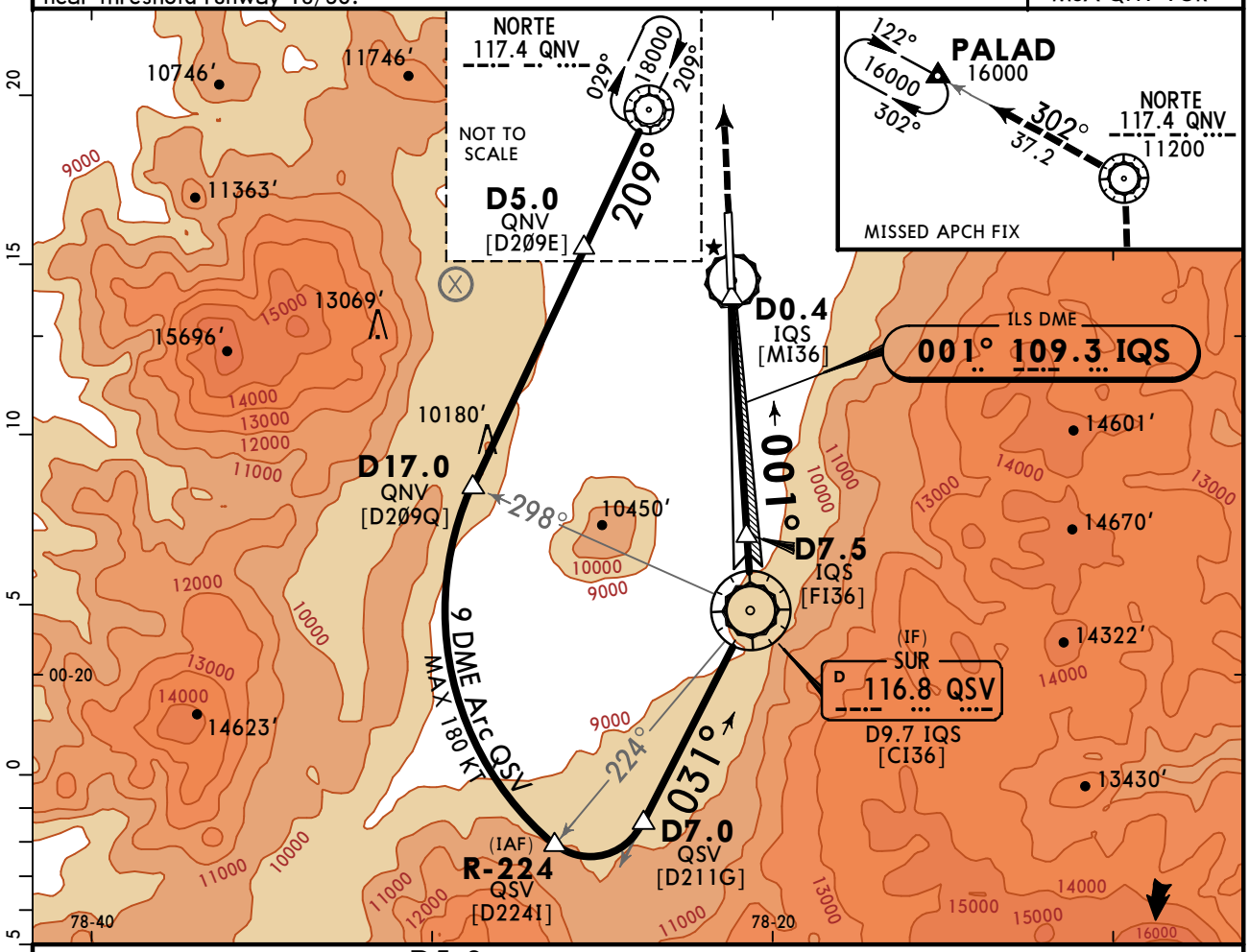
**MISSED APCH:** Climb direct to cross QNV VOR at or above 11200′, then intercept QNV VOR R-302 outbound direct to PALAD and hold at 16000′ or proceed in accordance with ATC instructions.

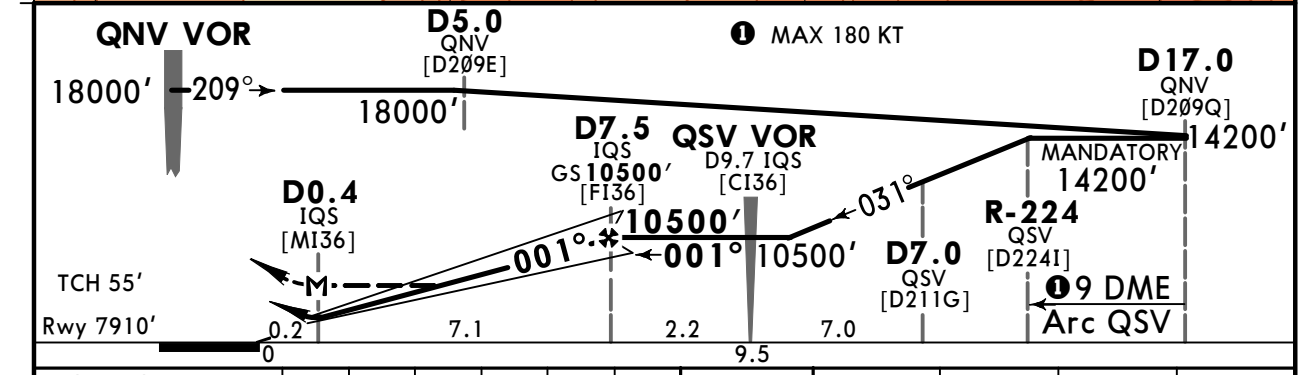
Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000′

1. QNV VOR and QSV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold runway 18/36.

MSA QNV VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |
| MAP at D0.4 IQS or D7.5 IQS to MAP | 7.1 | 6:05 | 4:44 | 4:16 | 3:33 | 3:03 | 2:40 |

ALS PAPI 11200′ D QNV 117.4

PANS OPS

**STRAIGHT-IN LANDING RWY 36**

| | Missed apch climb gradient mim 5.5% ILS DA(H) 8110′ (200′) | | Missed apch climb gradient mim 5.0% LOC (GS out) MDA(H) 8300′ (390′) | |
|---|---|---|---|---|
| | FULL | ALS out | | ALS out |
| A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| B C D | RVR 550m VIS 800m | 1200m | 1200m | 1800m |

**CIRCLE-TO-LAND RWY**

Not Authorized East of Airport

| | Max Kts | MDA(H) |
|---|---|---|
| A | | NOT APPLICABLE |
| B C | 135 180 | 9900′ (1990′) -5000m |
| D | 205 | 10500′ (2590′) -5000m |

CHANGES: Missed approach point moved, circling minimums.

# SEQM/UIO

JEPPESEN

29 NOV 19 (11-5A)

MISSED APCH CLIMB GRADIENT MIM 5.8%

CAT B, C & D

# QUITO, ECUADOR

## MARISCAL SUCRE INTL

## ILS X Rwy 36 CAT II

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| LOC IQS | Final Apch Crs | D7.5 IQS | CAT II ILS Refer to Minimums | Apt Elev 7910' Rwy 7910' |
|---|---|---|---|---|
| 109.3 | 001° | 10500' (2590') | | |

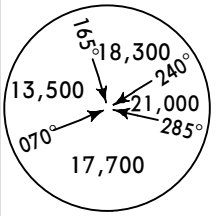
**MISSED APCH:** Climb direct to cross QNV VOR at or above 11200', then intercept QNV VOR R-302 outbound direct to PALAD and hold at 16000' or proceed in accordance with ATC instructions.

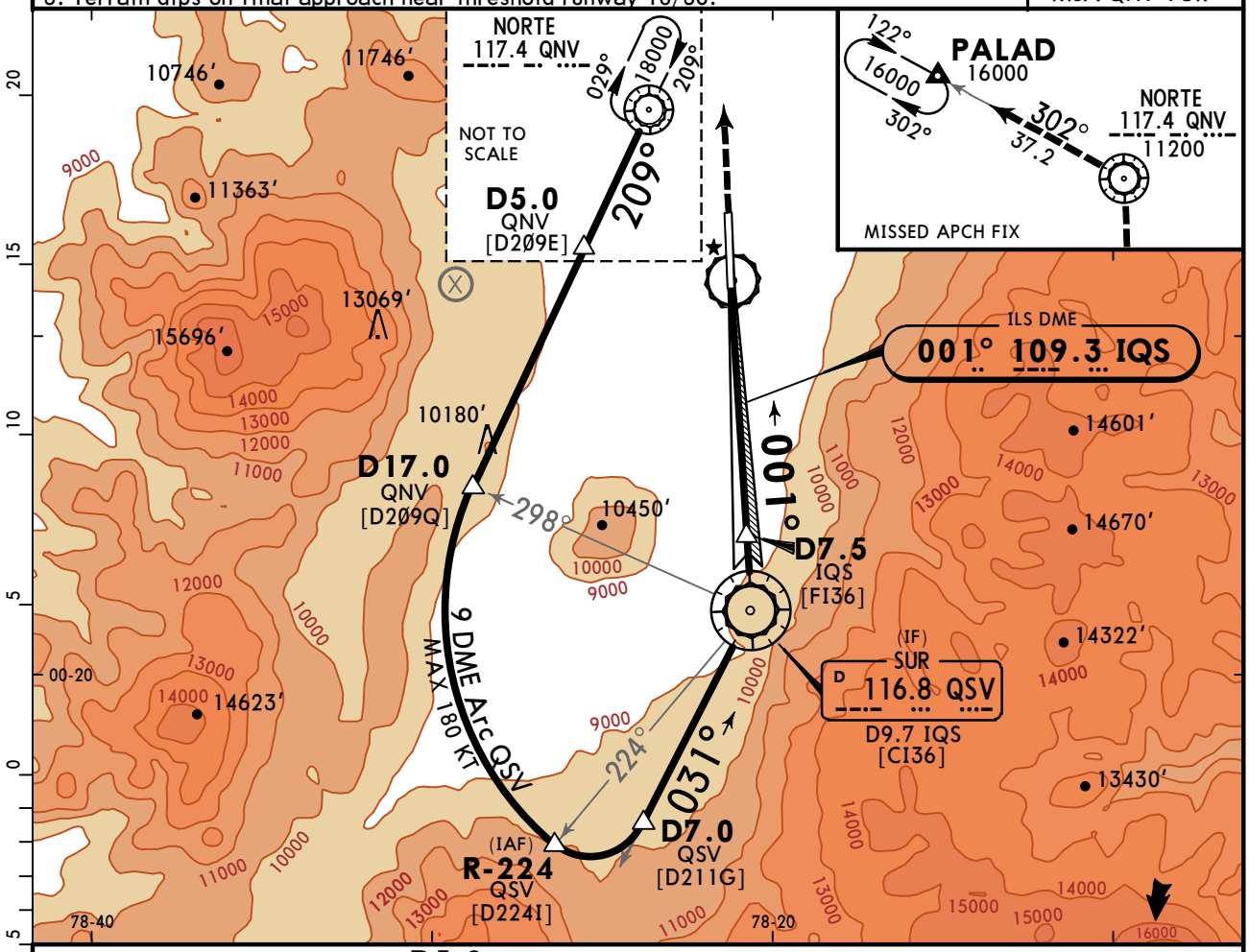
Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000'

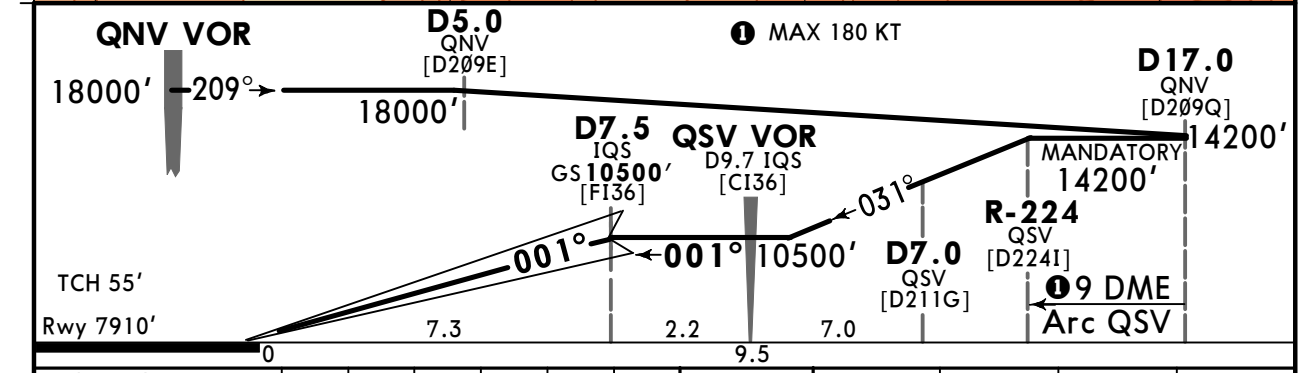
1. QNV VOR and QSV VOR required. 2. DME required.
3. Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP™

MSA QNV VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |

ALS PAPI 11200' D QNV 117.4

STRAIGHT-IN LANDING RWY 36
Missed Apch Climb Gradient Mim 5.8%
CAT II ILS

PANS OPS

| CAT B: | CAT C: | CAT D: |
|---|---|---|
| RA 120' | RA 130' | RA 150' |
| DA(H) 8030' (120') | DA(H) 8040' (130') | DA(H) 8060' (150') |
| RVR 350m | RVR 400m | RVR 450m |

CHANGES: None.

JEPPESEN

# SEQM/UIO QUITO, ECUADOR

29 NOV 19 (11-6)

## MARISCAL SUCRE INTL

CAT B, C & D

## ILS OR LOC W Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

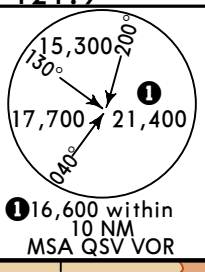
| LOC IQS | Final Apch Crs | D7.5 IQS | ILS DA(H) | Apt Elev 7910' |
|---|---|---|---|---|
| 109.3 | 001° | 10500'(2590') | 8110'(200') | Rwy 7910' |

**MISSED APCH:** Climb direct to cross QNV VOR at or above 10,600' then turn LEFT climbing to QIT VOR to enter hold at 18,000' or proceed according to ATC instructions.

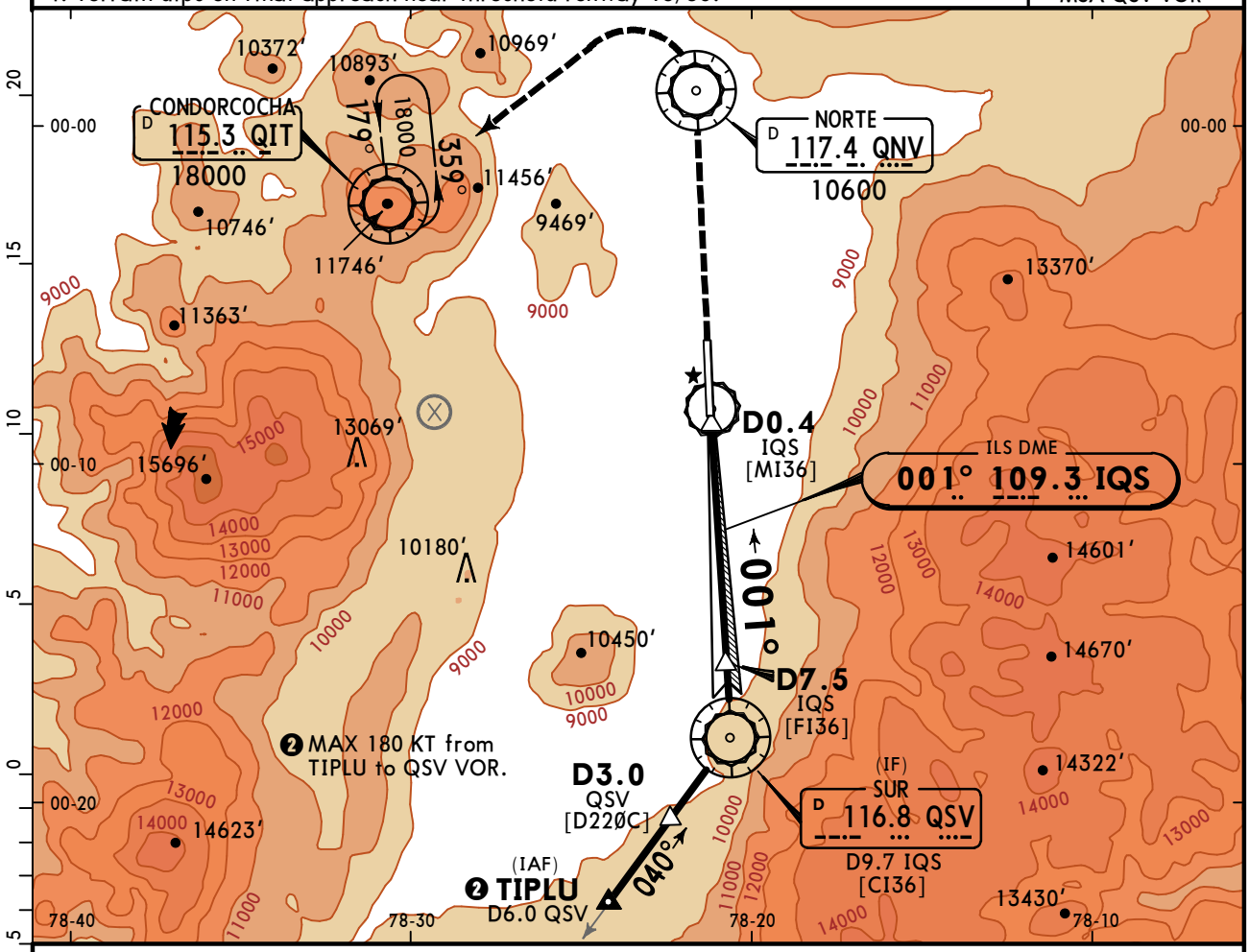
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000'

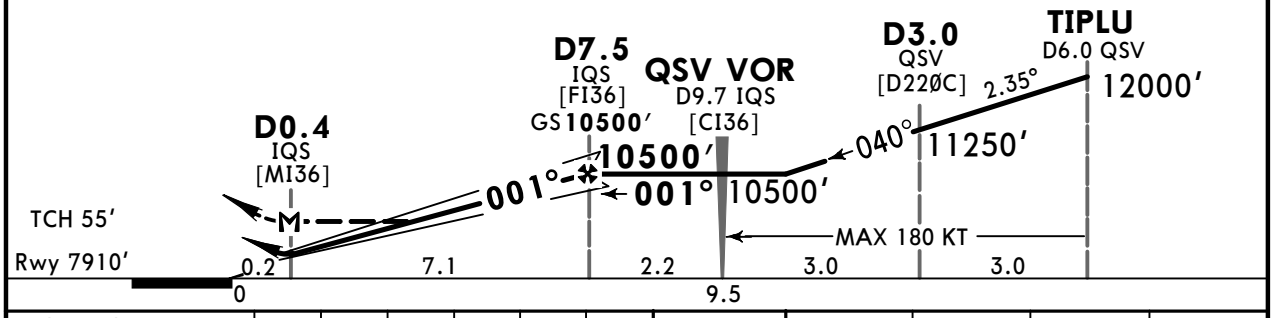
1. QIT VOR, QNV VOR, QSV VOR required. 2. DME required. 3. RADAR required.
4. Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP™




❶16,600 within 10 NM MSA QSV VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |
| MAP at D0.4 IQS or D7.5 IQS to MAP | 7.1 | 6:05 | 4:44 | 4:16 | 3:33 | 3:03 | 2:40 |

ALS PAPI

10600'

D

QNV 117.4

PANS OPS

**STRAIGHT-IN LANDING RWY 36**

**Missed apch climb gradient mim 4.5%** — ILS DA(H) 8110'(200')

**Missed apch climb gradient mim 4.0%** — LOC (GS out) MDA(H) 8300'(390')

| | ILS FULL | ILS ALS out | LOC (GS out) | LOC (GS out) ALS out |
|---|---|---|---|---|
| A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| B, C, D | RVR 550m VIS 800m | 1200m | 1200m | 1800m |

**CIRCLE-TO-LAND**

Not Authorized East of Airport

| Max Kts | MDA(H) |
|---|---|
| A | NOT APPLICABLE |
| 135 | 9900'(1990') -5000m |
| 180 | 10500'(2590') -5000m |
| 205 | |

CHANGES: Missed approach point moved, circling minimums.

# SEQM/UIO

JEPPESEN

29 NOV 19 (11-6A)

MISSED APCH CLIMB GRADIENT MIM 4.7%

# QUITO, ECUADOR

CAT B, C & D

# ILS W Rwy 36 CAT II

## MARISCAL SUCRE INTL

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

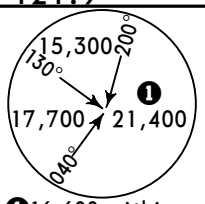
| LOC IQS | Final Apch Crs | D7.5 IQS | CAT II ILS Refer to Minimums | Apt Elev 7910' Rwy 7910' |
|---|---|---|---|---|
| 109.3 | 001° | 10500' (2590') | | |

**MISSED APCH:** Climb direct to cross QNV VOR at or above 10,600' then turn LEFT climbing to QIT VOR to enter hold at 18,000' or proceed according to ATC instructions.

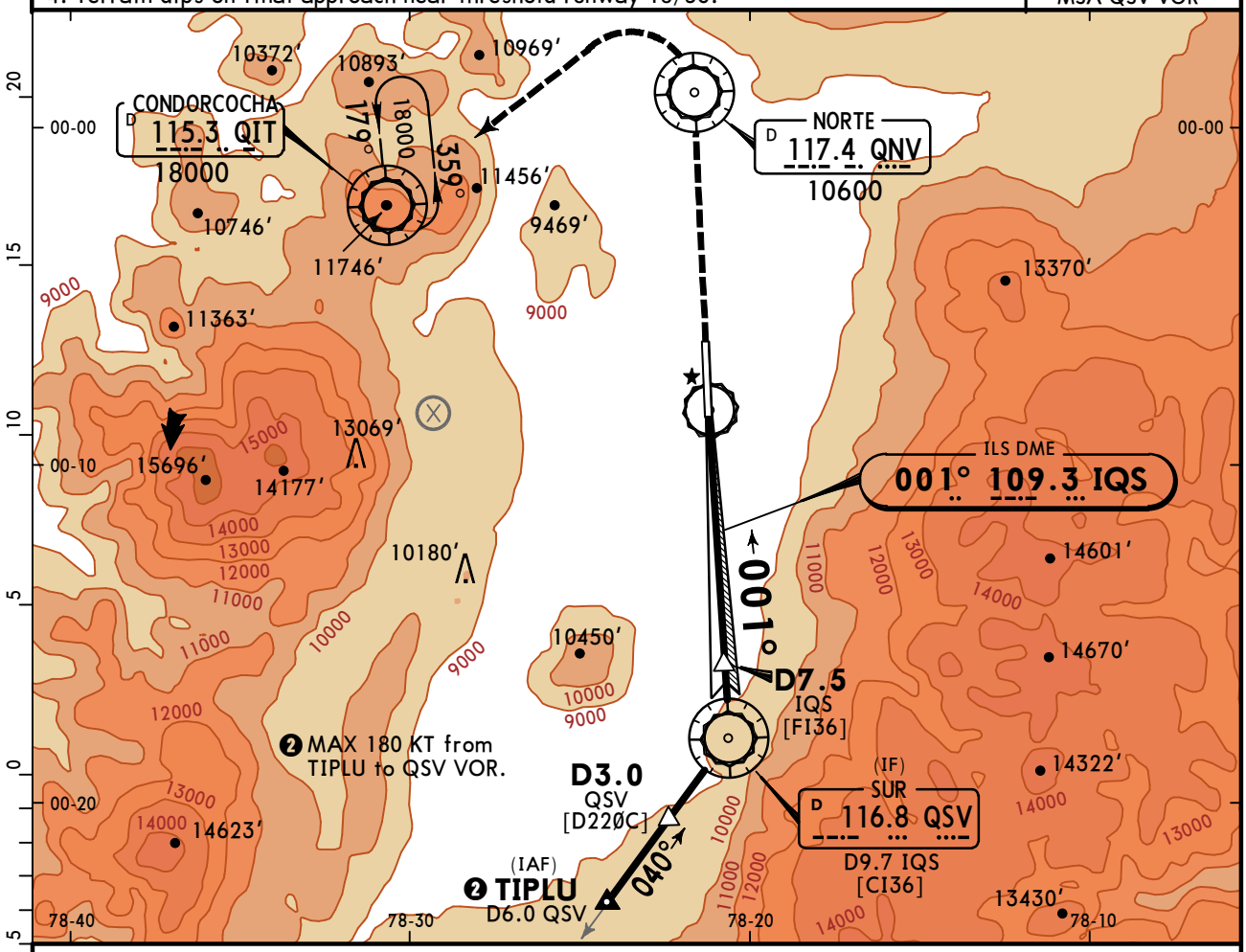
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000'

1. QIT VOR, QNV VOR, QSV VOR required. 2. DME required. 3. RADAR required.
4. Terrain dips on final approach near threshold runway 18/36.

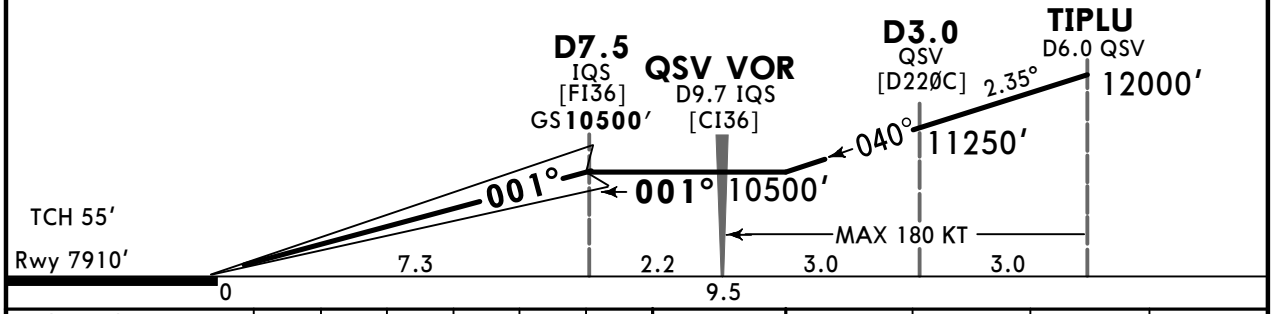
BRIEFING STRIP™




❶16,600 within 10 NM MSA QSV VOR




1 in=7.5 NM




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | 906 |

ALS PAPI | 10600' | D | QNV 117.4

STRAIGHT-IN LANDING RWY 36
Missed Apch Climb Gradient Mim 4.7%
CAT II ILS

PANS OPS

| CAT B: | CAT C: | CAT D: |
|---|---|---|
| RA 120' | RA 130' | RA 150' |
| DA(H) 8030' (120') | DA(H) 8040' (130') | DA(H) 8060' (150') |
| RVR 350m | RVR 400m | RVR 450m |

CHANGES: None.

# SEQM/UIO

JEPPESEN

21 FEB 20 (12-20)

CAT C & D

# QUITO, ECUADOR

## RNAV (RNP) 1Z Rwy 18

MISSED APCH CLIMB GRADIENT MIM 4.0%

MARISCAL SUCRE INTL

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| RNAV | Final Apch Crs | TELAL | RNP 0.30 DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| | 181° | 9100′ (1324′) | 8190′ (414′) | Rwy 7776′ |

21,000 MSA ARP

**MISSED APCH:** Climb on 181° track to DABET, continue climbing on RNP track to EGESU and hold at FL 190 or higher or according to ATC instructions.

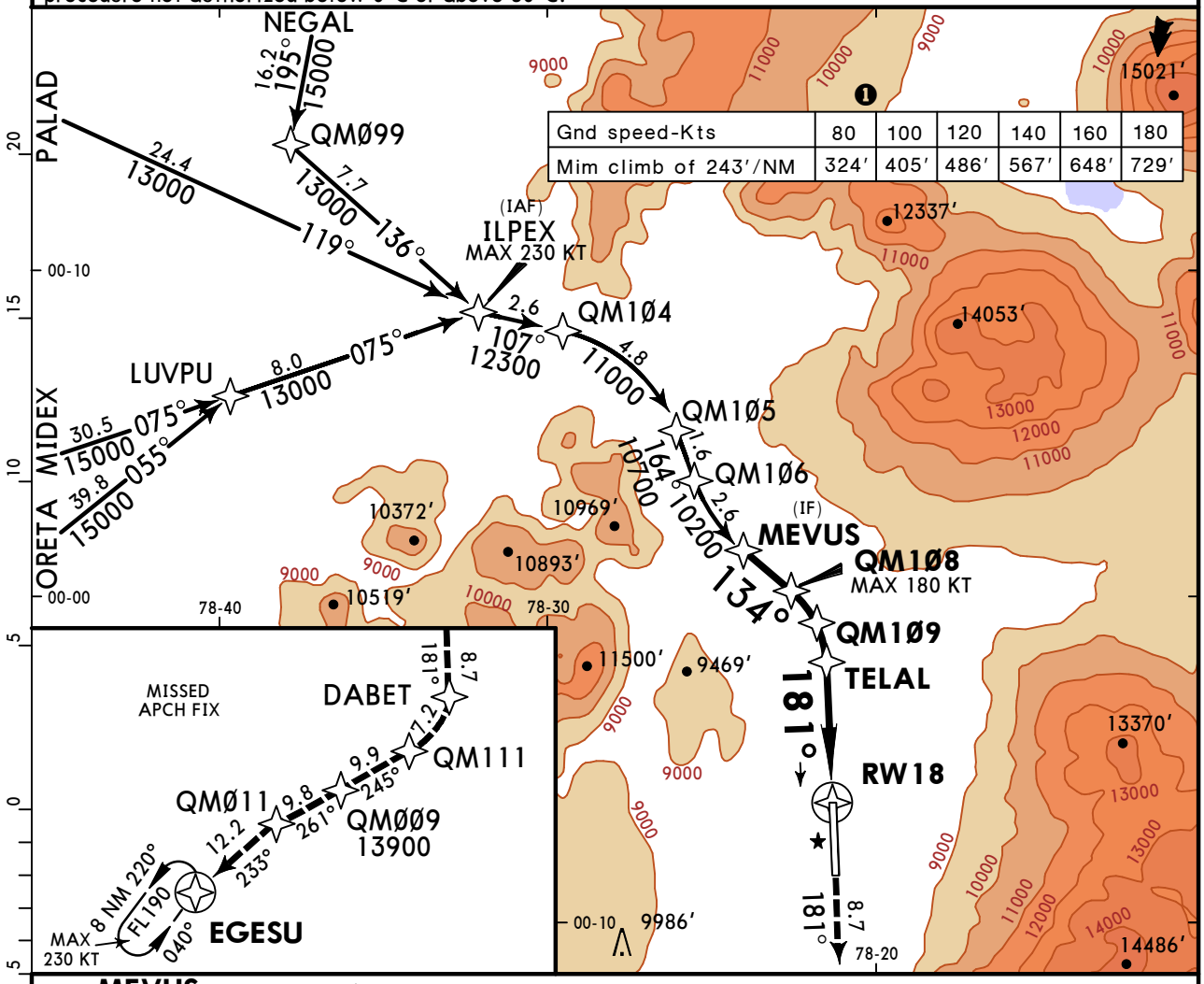
❶ Missed climb gradient mim 4.0% until 11000′ then 3.3%.

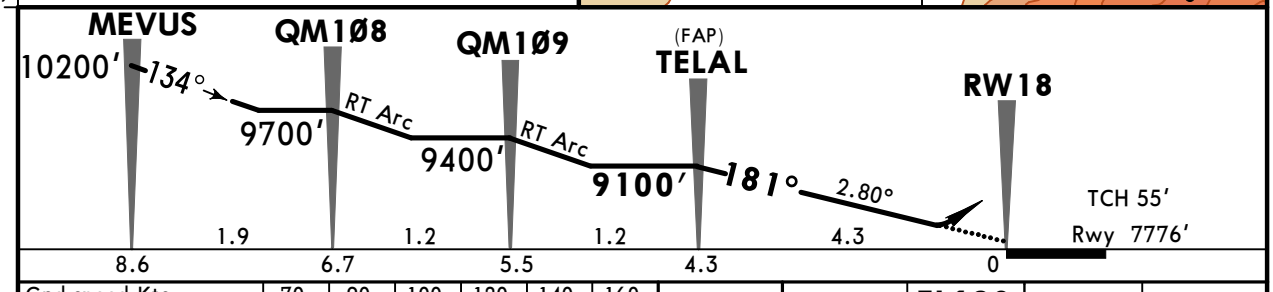
| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′ |
|---|---|---|---|---|---|

RNP 0.30 for Initial & Intermediate segments | RNP 1.00 for feeder routes | RNP 1.00 for missed approach

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 30°C.

BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.80° | 347 | 446 | 495 | 594 | 693 | 792 |
| | | | | | | |
| MAP at DA | | | | | | |

SALS PAPI FL190 on 181° DABET

STRAIGHT-IN LANDING RWY 18

RNP 0.30

DA(H) 8190′ (414′)

PANS OPS

| | ALS out |
|---|---|
| A | NOT APPLICABLE |
| B | NOT APPLICABLE |
| C | 1500m |
| D | 1900m |

CHANGES: Procedure title, bearings.

# SEQM/UIO

JEPPESEN

21 FEB 20 (12-21)

CAT C QUITO, ECUADOR

## RNAV (RNP) 1Y Rwy 18

MISSED APCH CLIMB GRADIENT MIM 4.0%

MARISCAL SUCRE INTL

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| RNAV | Final Apch Crs | TELAL | RNP 0.30 DA(H) | Apt Elev 7910′ Rwy 7776′ |
|---|---|---|---|---|
| | 181° | 9100′ (1324′) | 8190′ (414′) | |

21,000 MSA ARP

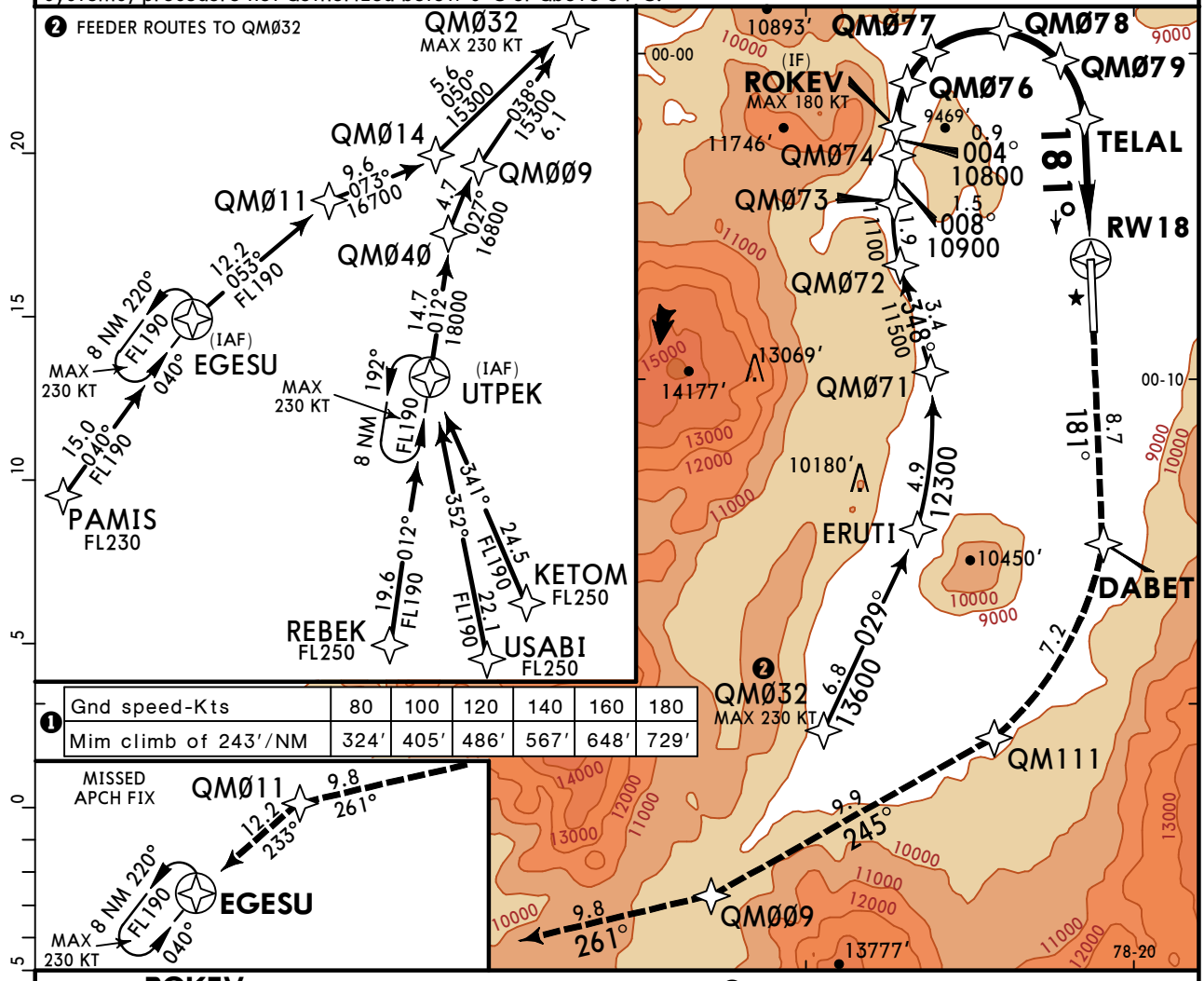
**MISSED APCH:** Climb on 181° track to DABET, continue climbing on RNP track to EGESU and hold at FL 190, then proceed according to ATC instructions. ❶ Missed approach climb gradient mim 4.0%

BRIEFING STRIP ™

| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′ |
|---|---|---|---|---|---|

RNP 0.30 for Initial & Intermediate segments | RNP 2.00 for Feeder routes | RNP 1.00 for missed approach

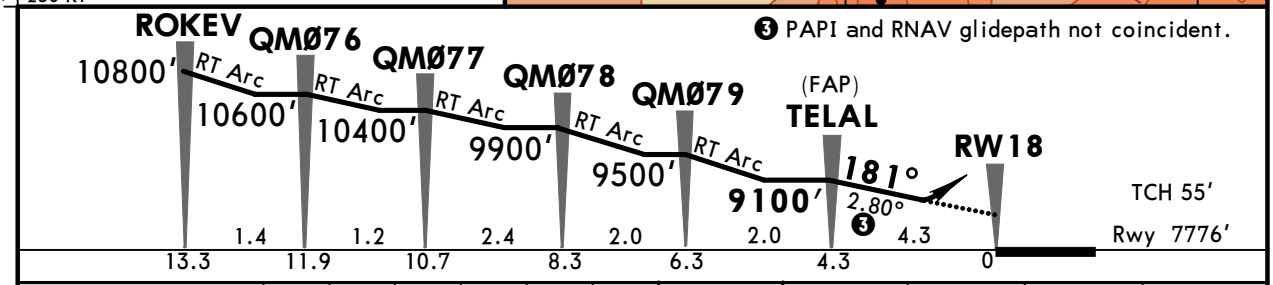
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C.




❶

| Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Mim climb of 243′/NM | 324′ | 405′ | 486′ | 567′ | 648′ | 729′ |




❸ PAPI and RNAV glidepath not coincident.

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.80° | 347 | 446 | 495 | 594 | 693 | 792 |
| | | | | | | |
| MAP at DA | | | | | | |

SALS PAPI FL 190 on 181° DABET

STRAIGHT-IN LANDING RWY 18

RNP 0.30
DA(H) 8190′ (414′)

PANS OPS

| | | ALS out |
|---|---|---|
| A | NOT APPLICABLE | NOT APPLICABLE |
| B | | |
| C | 1800m | 2200m |
| D | NOT APPLICABLE | NOT APPLICABLE |

CHANGES: Procedure title, bearings.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20 (12-22)

CAT C & D

# QUITO, ECUADOR
## RNAV (RNP) 1Z Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| RNAV | Final Apch Crs | DABET | RNP 0.15 DA(H) | Apt Elev 7910' |
|---|---|---|---|---|
| | 001° | 10100' (2190') | 8280' (370') | Rwy 7910' |

21,000 MSA ARP

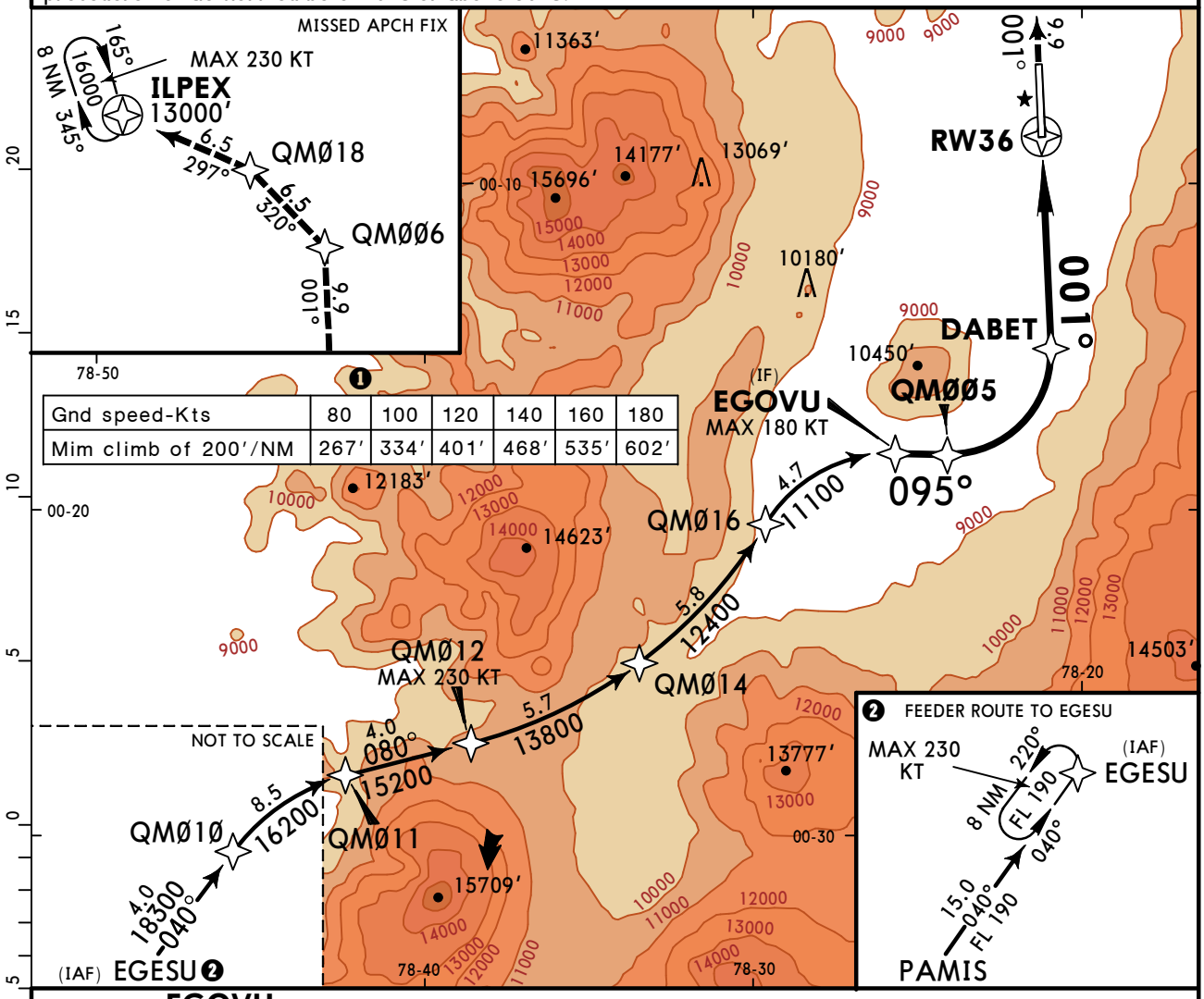
BRIEFING STRIP™

**MISSED APCH:** Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000'. Climb in hold to 16000' or higher according to ATC instructions. ❶ Missed apch climb gradient mim 200'/NM

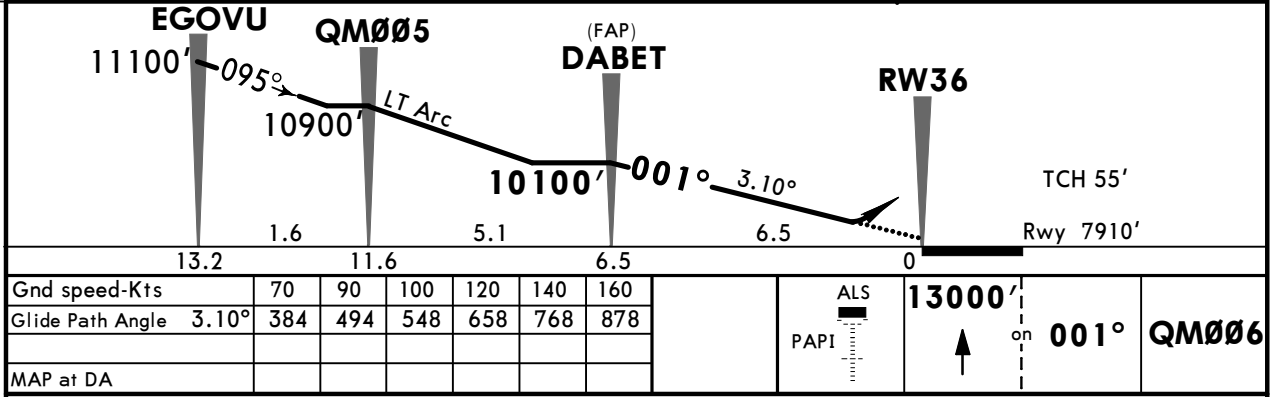
| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000' |
|---|---|---|---|---|---|

RNP 0.30 for Initial & intermediate segments | RNP 2.00 for feeder routes | RNP 1.00 for missed approach

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 30°C.




| Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Mim climb of 200'/NM | 267' | 334' | 401' | 468' | 535' | 602' |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| | | | | | | |
| MAP at DA | | | | | | |

ALS
PAPI
13000'
on 001°
QMØØ6

STRAIGHT-IN LANDING RWY 36

| | RNP 0.15 DA(H) 8280' (370') | | RNP 0.30 DA(H) 8450' (540') | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| PANS OPS A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| PANS OPS B | | | | |
| PANS OPS C | 1000m | 1700m | 1700m | 2400m |
| PANS OPS D | | | | |

CHANGES: Procedure title, bearings.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20 (12-23)

CAT C & D

# QUITO, ECUADOR
## RNAV (RNP) 1Y Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| RNAV | Final Apch Crs | DABET | RNP 0.15 DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| | 001° | 10100′(2190′) | 8280′(370′) | Rwy 7910′ |

21,000 MSA ARP

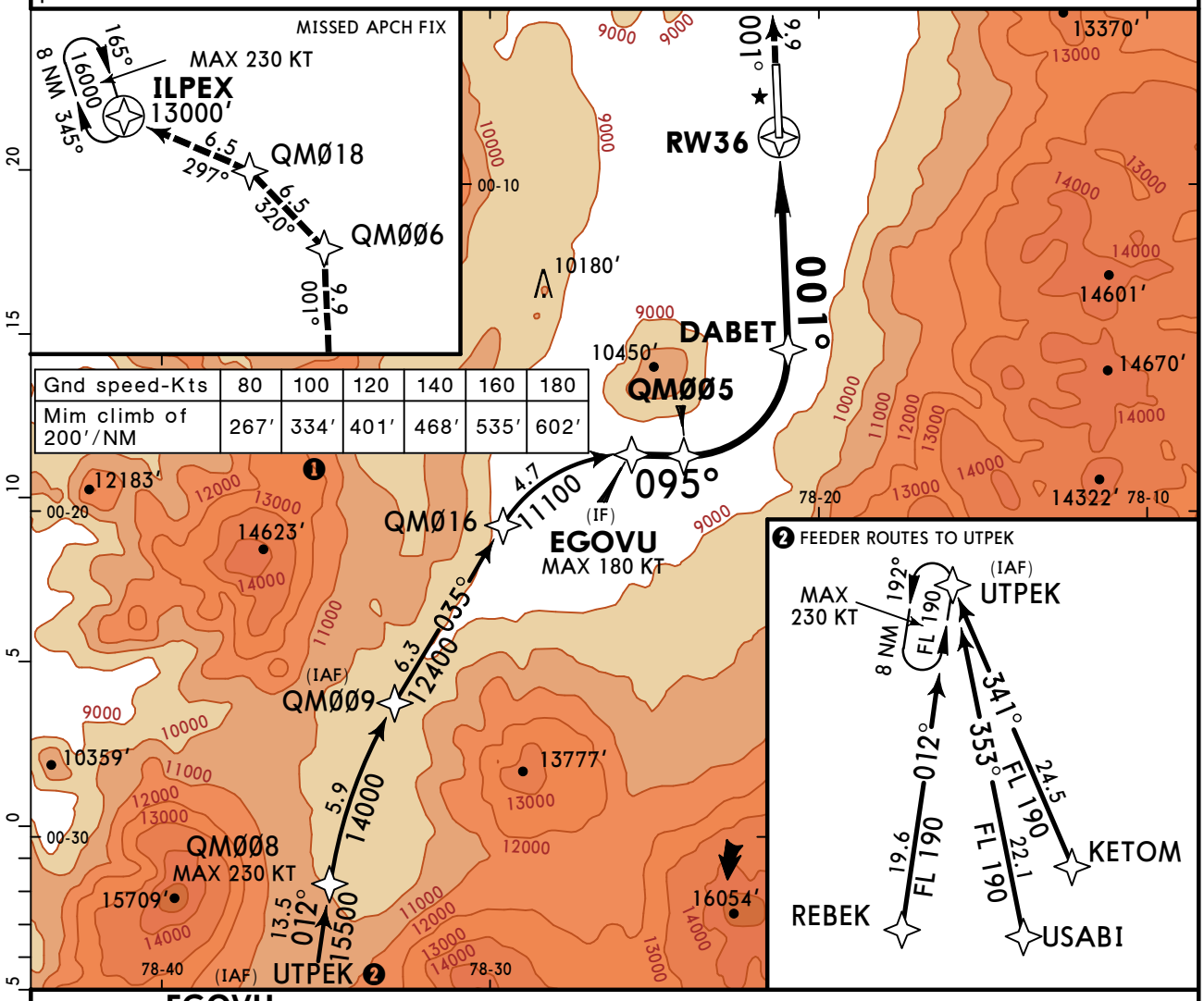
**MISSED APCH:** Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed apch climb gradient mim 200′/NM

| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′ |
|---|---|---|---|---|---|

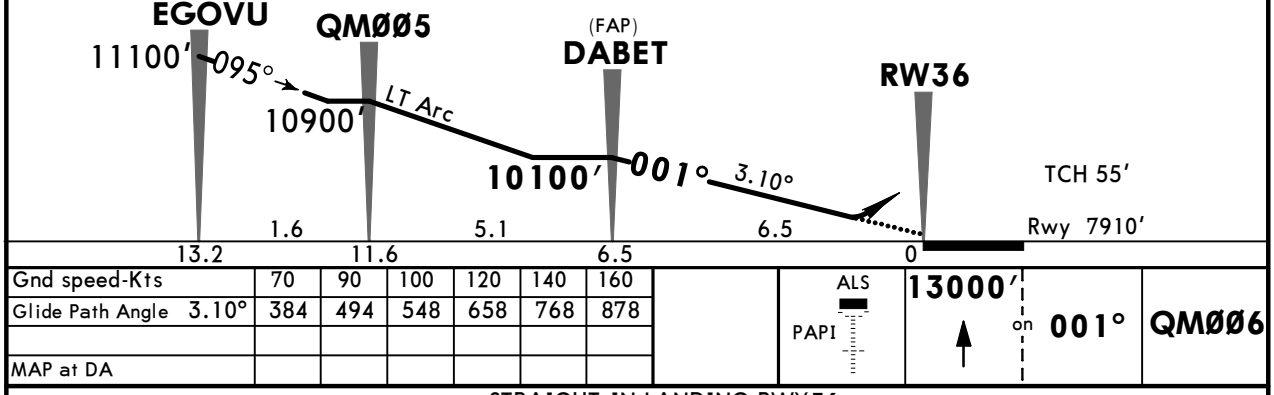
RNP 0.30 for Initial & intermediate segments | RNP 2.00 for feeder routes | RNP 1.00 for missed approach

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 30°C.

BRIEFING STRIP™




| Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Mim climb of 200′/NM | 267′ | 334′ | 401′ | 468′ | 535′ | 602′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| | | | | | | |
| MAP at DA | | | | | | |

ALS PAPI 13000′ on 001° QMØØ6

STRAIGHT-IN LANDING RWY 36

| | RNP 0.15 DA(H) 8280′(370′) | | RNP 0.30 DA(H) 8450′(540′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| PANS OPS A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| PANS OPS B | | | | |
| PANS OPS C | 1000m | 1700m | 1700m | 2400m |
| PANS OPS D | | | | |

CHANGES: Procedure title, bearings.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20 (12-24)

CAT C & D

# QUITO, ECUADOR
## RNAV (RNP) 1X Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

BRIEFING STRIP™

| RNAV | Final Apch Crs | DABET | RNP 0.15 DA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| | 001° | 10100′ (2190′) | 8280′ (370′) | Rwy 7910′ |

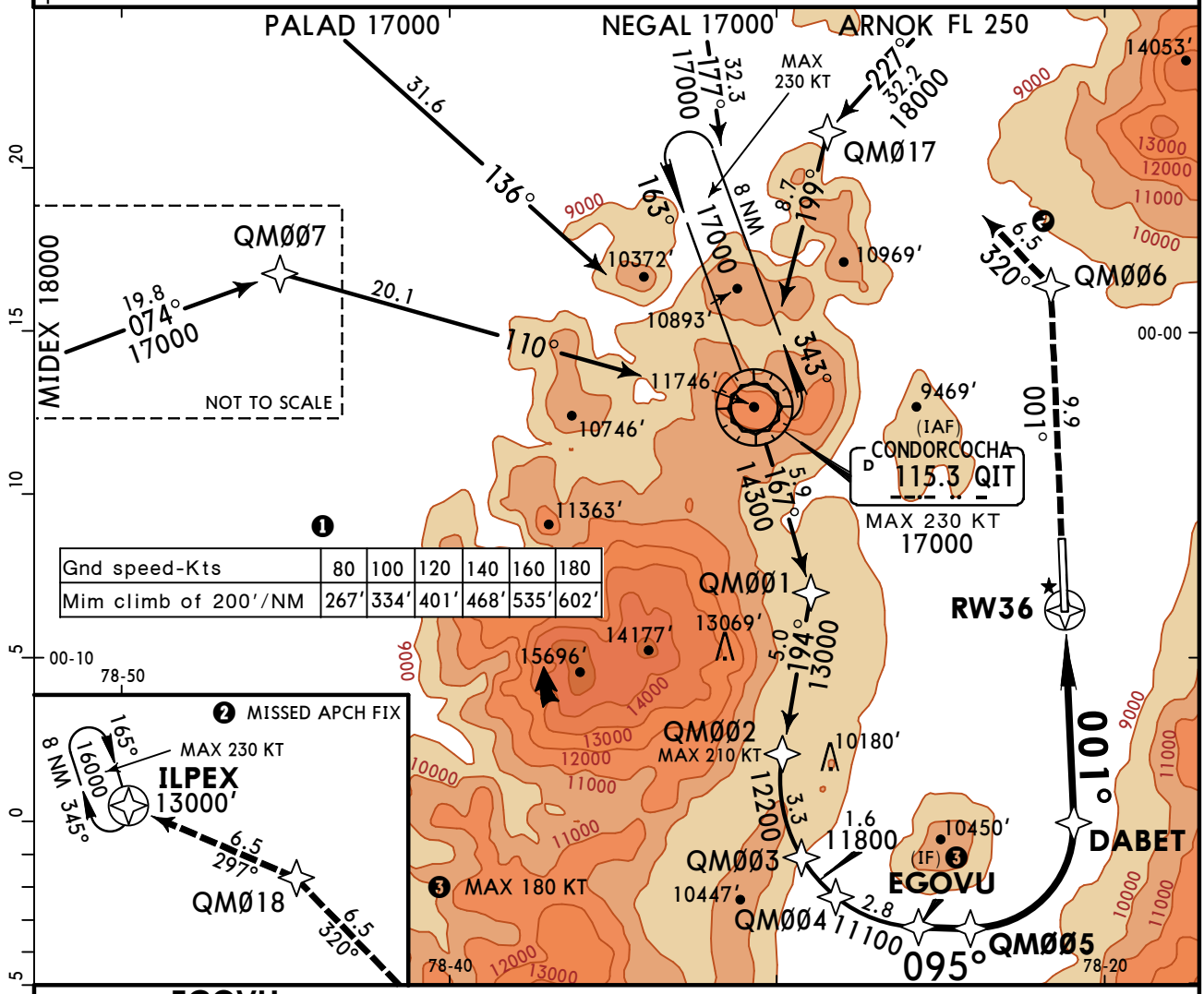
21,000 MSA ARP

**MISSED APCH:** Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed approach climb gradient 200′/NM

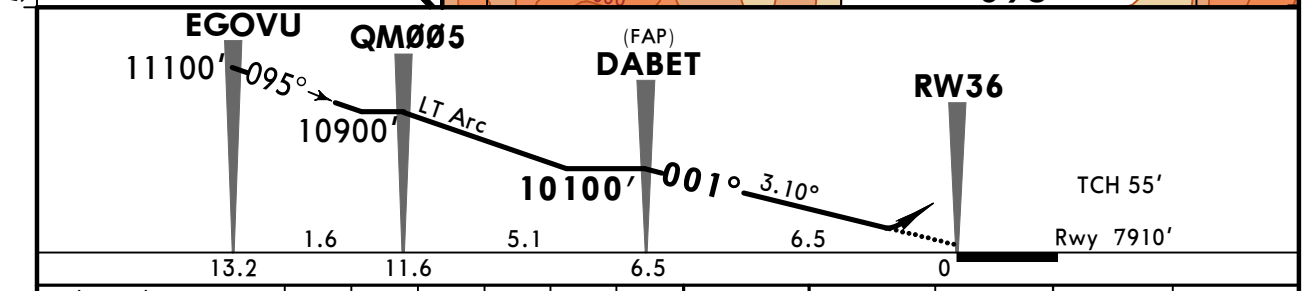
| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′ |
|---|---|---|---|---|---|

RNP 0.30 for Initial & intermediate segments | RNP 2.00 for feeder routes | RNP 1.00 for missed approach

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 30°C.




| Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Mim climb of 200′/NM | 267′ | 334′ | 401′ | 468′ | 535′ | 602′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| | | | | | | |
| MAP at DA | | | | | | |

ALS
PAPI

13000′ on 001°

QMØØ6

STRAIGHT-IN LANDING RWY 36

| PANS OPS | RNP 0.15 DA(H) 8280′ (370′) | | RNP 0.30 DA(H) 8450′ (540′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE | NOT APPLICABLE |
| B | | | | |
| C | 1000m | 1700m | 1700m | 2400m |
| D | | | | |

CHANGES: Procedure title, bearings.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20 (12-25)

CAT C

# QUITO, ECUADOR
## RNAV (RNP) 1W Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| RNAV | Final Apch Crs | ILTIL | RNP 0.15 DA(H) | Apt Elev 7910' Rwy 7910' |
|---|---|---|---|---|
| | 001° | 10300' (2390') | 8300' (390') | |

21,000 MSA ARP

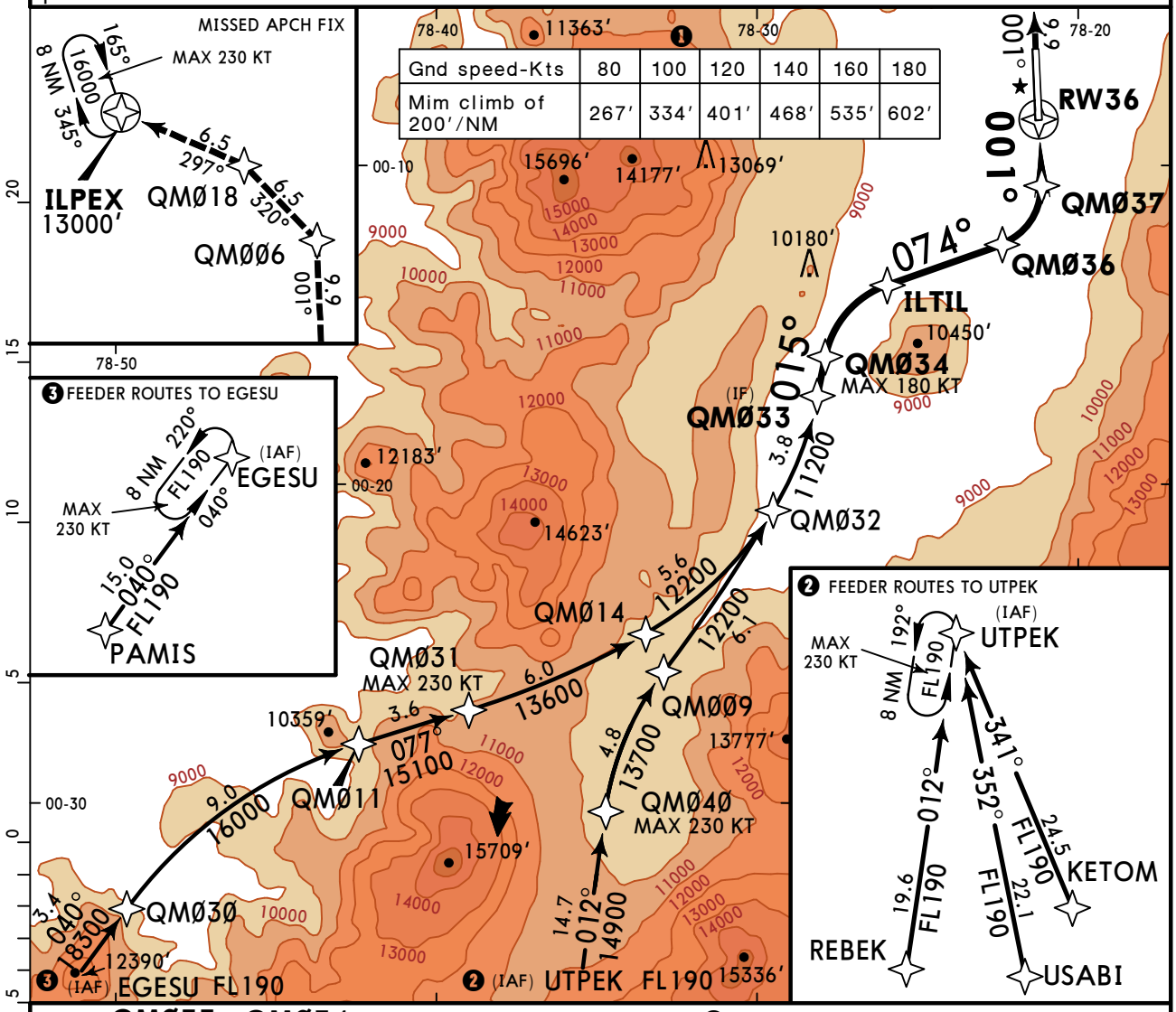
BRIEFING STRIP

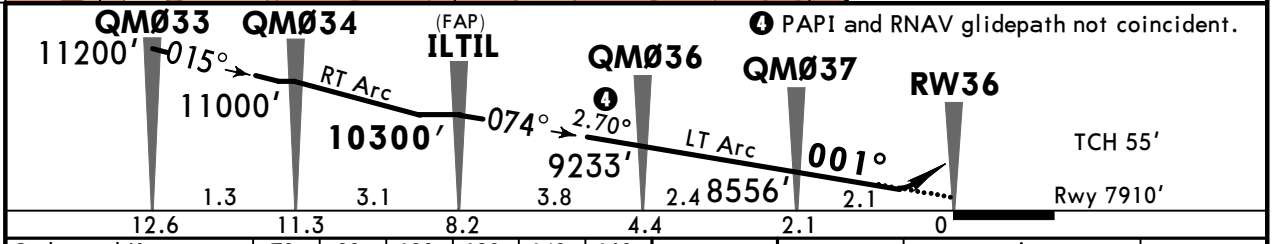
**MISSED APCH:** Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000'. Climb in hold to 16000' or higher according to ATC instructions. ❶ Missed approach climb gradient 200'/NM

| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000' |
|---|---|---|---|---|---|

RNP 0.30 for Initial & intermediate segments | RNP 2.00 for feeder routes | RNP 1.00 for missed approach

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.70° | 334 | 430 | 478 | 573 | 669 | 764 |
| MAP at DA | | | | | | |

ALS PAPI 13000' on 001° QMØØ6

STRAIGHT-IN LANDING RWY 36

**RNP 0.15**

DA(H) **8300'** (390')

PANS OPS

| | | ALS out |
|---|---|---|
| A | NOT APPLICABLE | NOT APPLICABLE |
| B | | |
| C | 1100m | 1800m |
| D | NOT APPLICABLE | NOT APPLICABLE |

CHANGES: Procedure title, bearings.

JEPPESEN

# SEQM/UIO
MARISCAL SUCRE INTL

21 FEB 20 | 12-26 | CAT C

# QUITO, ECUADOR
## RNAV (RNP) 1T Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

BRIEFING STRIP™

| RNAV | Final Apch Crs | KUBAN | RNP 0.15 DA(H) | Apt Elev 7910' Rwy 7910' |
|---|---|---|---|---|
| | 001° | 10300'(2390') | 8300'(390') | |

21,000 MSA ARP

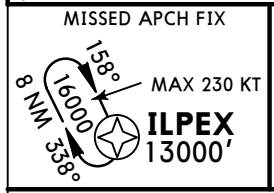
**MISSED APCH:** Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000'. Climb in hold to 16000' or higher according to ATC instructions. ❶ Missed apch climb gradient mim 200'/NM

| RNP Apch | RF required | Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000' |
|---|---|---|---|---|---|

RNP 0.30 for Initial & intermediate segments | RNP 2.00 for feeder routes | RNP 1.00 for missed approach

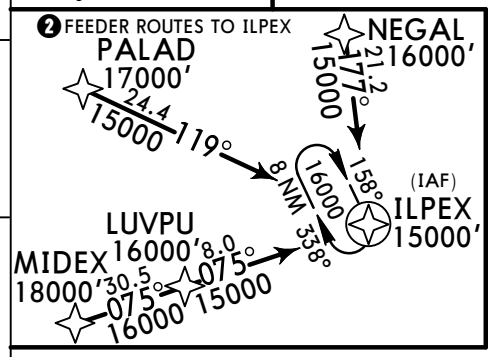
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.

MISSED APCH FIX



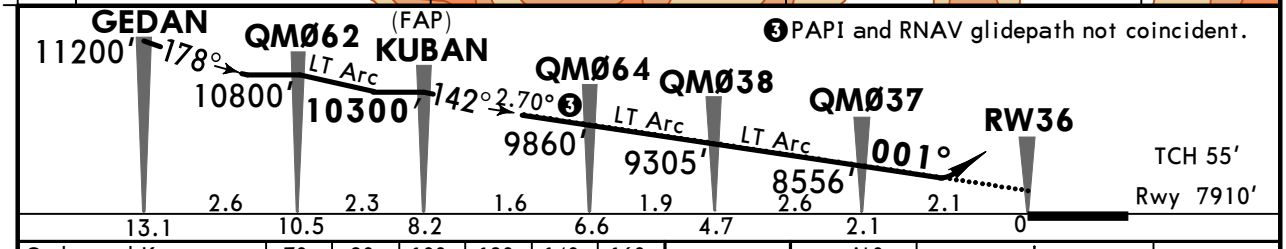

❶

| Gnd speed-Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|
| Mim climb of 200'/NM | 267' | 334' | 401' | 468' | 535' | 602' |










❸ PAPI and RNAV glidepath not coincident.

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.70° | 334 | 430 | 478 | 573 | 669 | 764 |
| MAP at DA | | | | | | |

ALS PAPI | 13000' on 001° | QMØØ6

STRAIGHT-IN LANDING RWY 36

**RNP 0.15**

DA(H) **8300'**(390')

PANS OPS

| | | ALS out |
|---|---|---|
| A | NOT APPLICABLE | NOT APPLICABLE |
| B | | |
| C | 1100m | 1800m |
| D | NOT APPLICABLE | NOT APPLICABLE |

CHANGES: Procedure title, bearings.

JEPPESEN

# SEQM/UIO
MARISCAL SUCRE INTL

21 FEB 20 | 12-27 | CAT C

# QUITO, ECUADOR
RNAV (RNP) 1S Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| RNAV | Final Apch Crs | ILTIL | RNP 0.15 DA(H) | Apt Elev 7910' Rwy 7910' |
|---|---|---|---|---|
| | 001° | 10500' (2590') | 8280' (370') | |

BRIEFING STRIP™

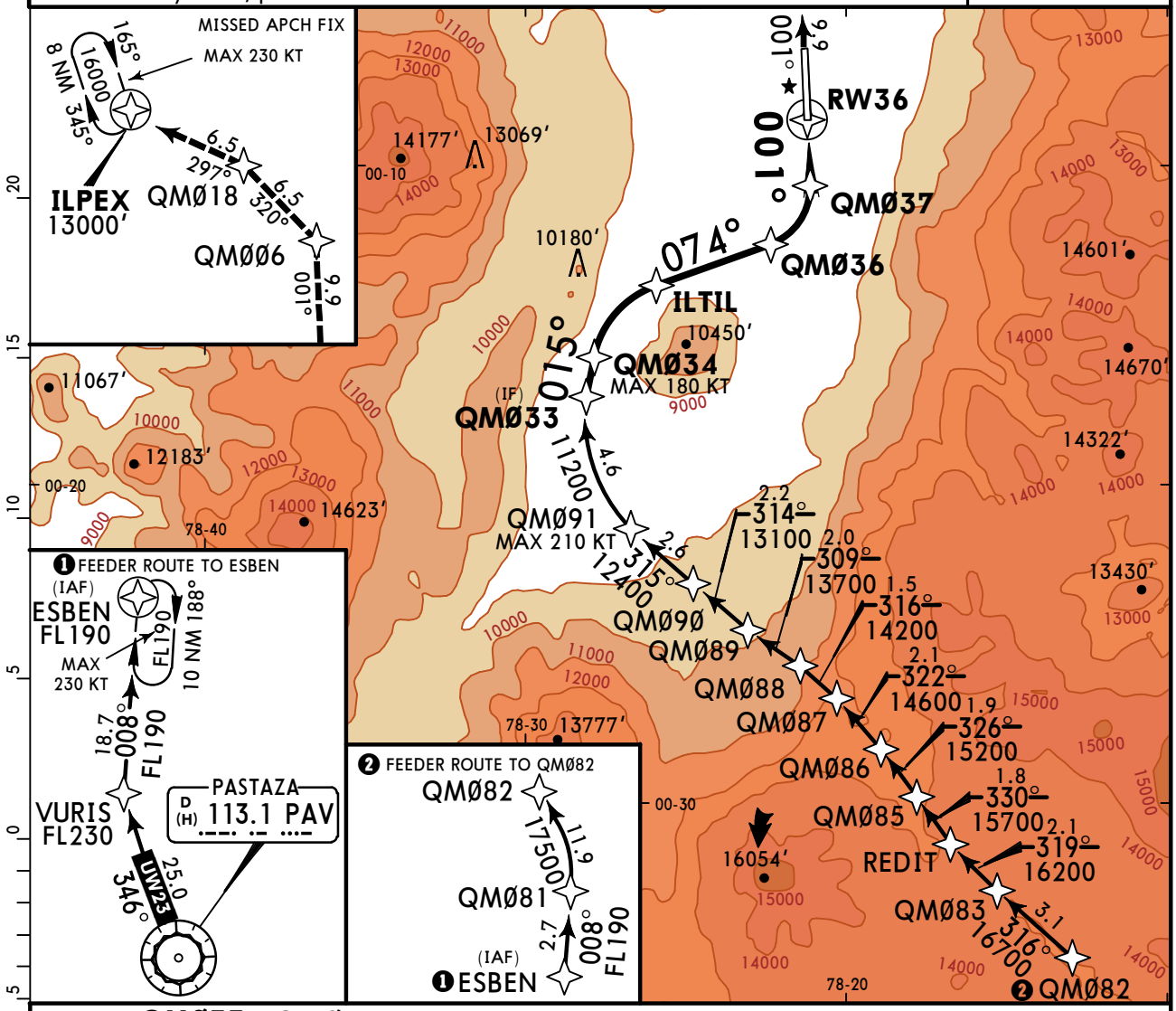
**MISSED APCH:** Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000'. Climb in hold to 16000' or higher according to ATC instructions.

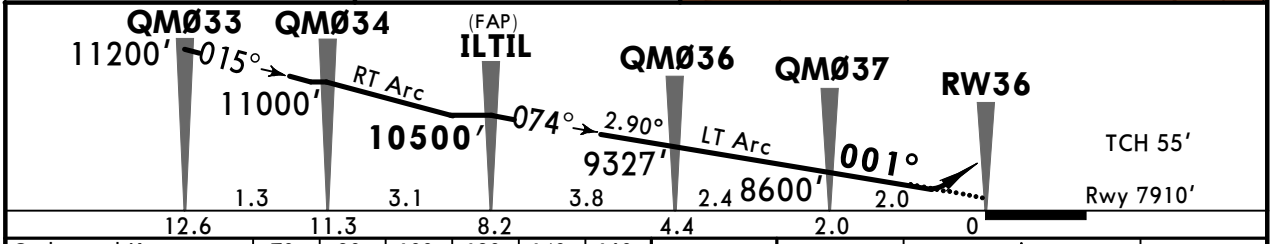
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000'

RNP Apch | RF required | RNP 2.00 for feeder route | RNP 1.00 for missed approach

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.

21,000
MSA ARP




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.90° | 359 | 462 | 513 | 616 | 718 | 821 |
| MAP at DA | | | | | | |

ALS
PAPI

13000' on 001° QMØØ6

STRAIGHT-IN LANDING RWY 36

**RNP 0.15**

DA(H) **8280'** (370')

PANS OPS

| | | ALS out |
|---|---|---|
| A | NOT APPLICABLE | NOT APPLICABLE |
| B | | |
| C | 1000m | 1700m |
| D | NOT APPLICABLE | NOT APPLICABLE |

CHANGES: Procedure title, bearings.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
12 JUN 20
Eff 18 Jun
13-1

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

# QUITO, ECUADOR
VOR Z Rwy 18

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

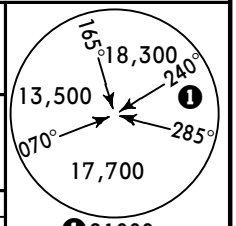
| VOR QNV | Final Apch Crs | QNV VOR | MDA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 117.4 | 181° | 10400′(2624′) | 8350′(574′) | Rwy 7776′ |

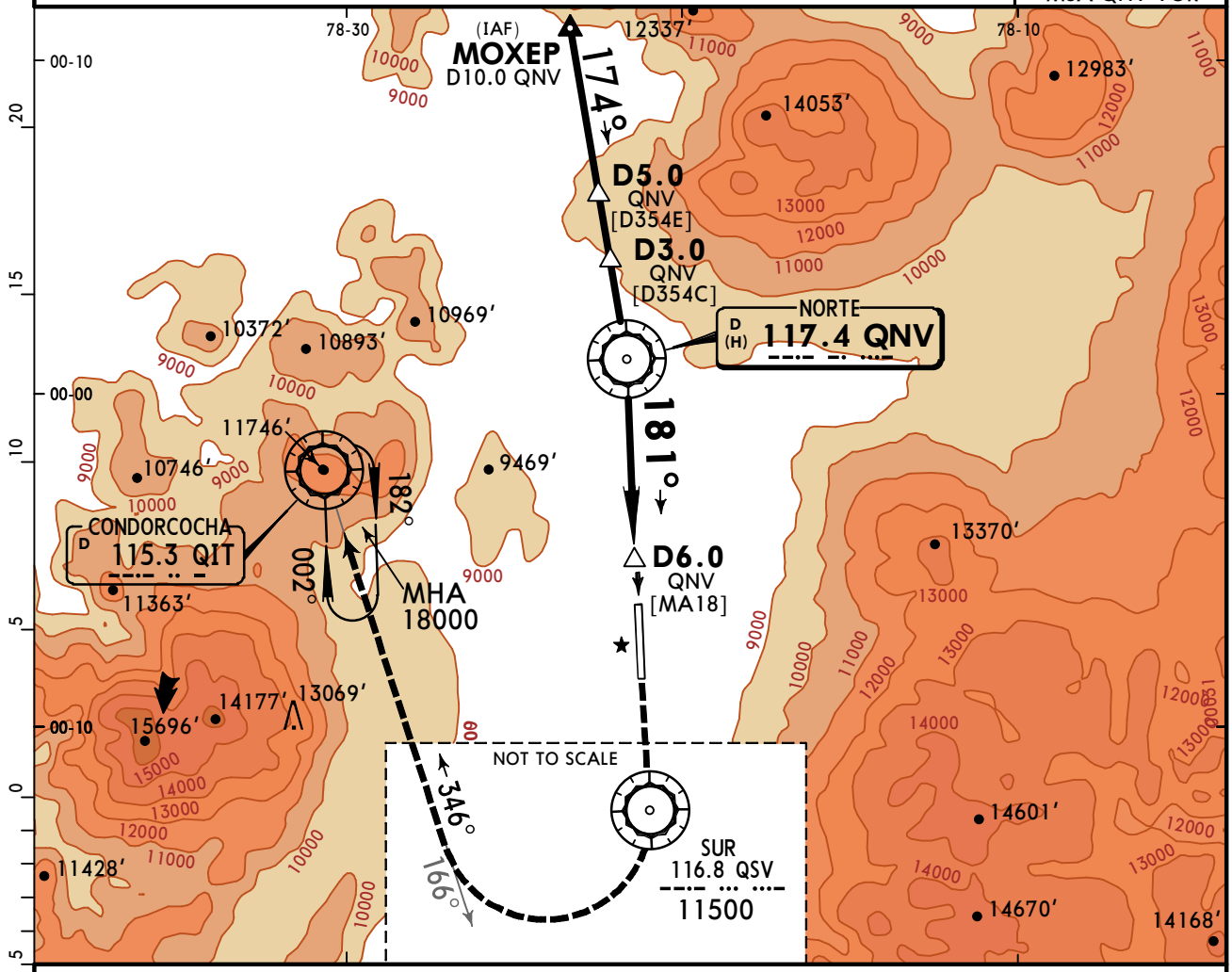
BRIEFING STRIP

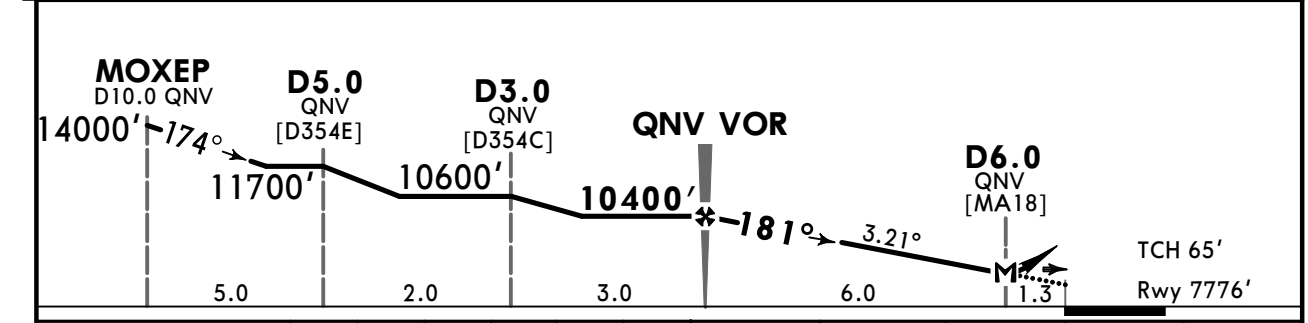
**MISSED APCH:** Climb direct to cross QSV VOR at or above 11500′, then turn RIGHT, heading 346° (QIT VOR R-166) climbing to QIT VOR to enter holding at 18000′ or in accordance with ATC instructions.

Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′

1. RADAR ATC required. 2. Terrain dips on final approach near threshold runway 18/36.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.21° | 398 | 511 | 568 | 682 | 795 | 909 |
| MAP at D6.0 QNV or FAF to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 |

SALS | PAPI | 11500′ | D | QSV 116.8

## STRAIGHT-IN LANDING RWY 18
**Missed apch climb gradient mim 4.0%**
MDA(H) **8350′**(574′)

## CIRCLE-TO-LAND RWY 36
**Missed apch climb gradient mim 4.0%**
Not Authorized East of Airport
MDA(H)

PANS OPS

| | ALS out | | Max Kts | |
|---|---|---|---|---|
| A | Not Applicable | Not Applicable | A | Not Applicable |
| B, C, D | 2000m | 2500m | 135, 180, 205 | 9900′(1990′) -5000m |

CHANGES: Procedure title, notes.

# SEQM/UIO
## MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20 (13-2) Eff 18 Jun

MISSED APCH CLIMB GRADIENT MIM 4.0%

CAT B, C & D

# QUITO, ECUADOR
## VOR Y Rwy 18

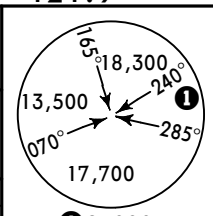
| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| VOR QNV | Final Apch Crs | QNV VOR | MDA(H) | Apt Elev 7910' |
|---|---|---|---|---|
| 117.4 | 181° | 10400'(2624') | 8350'(574') | Rwy 7776' |

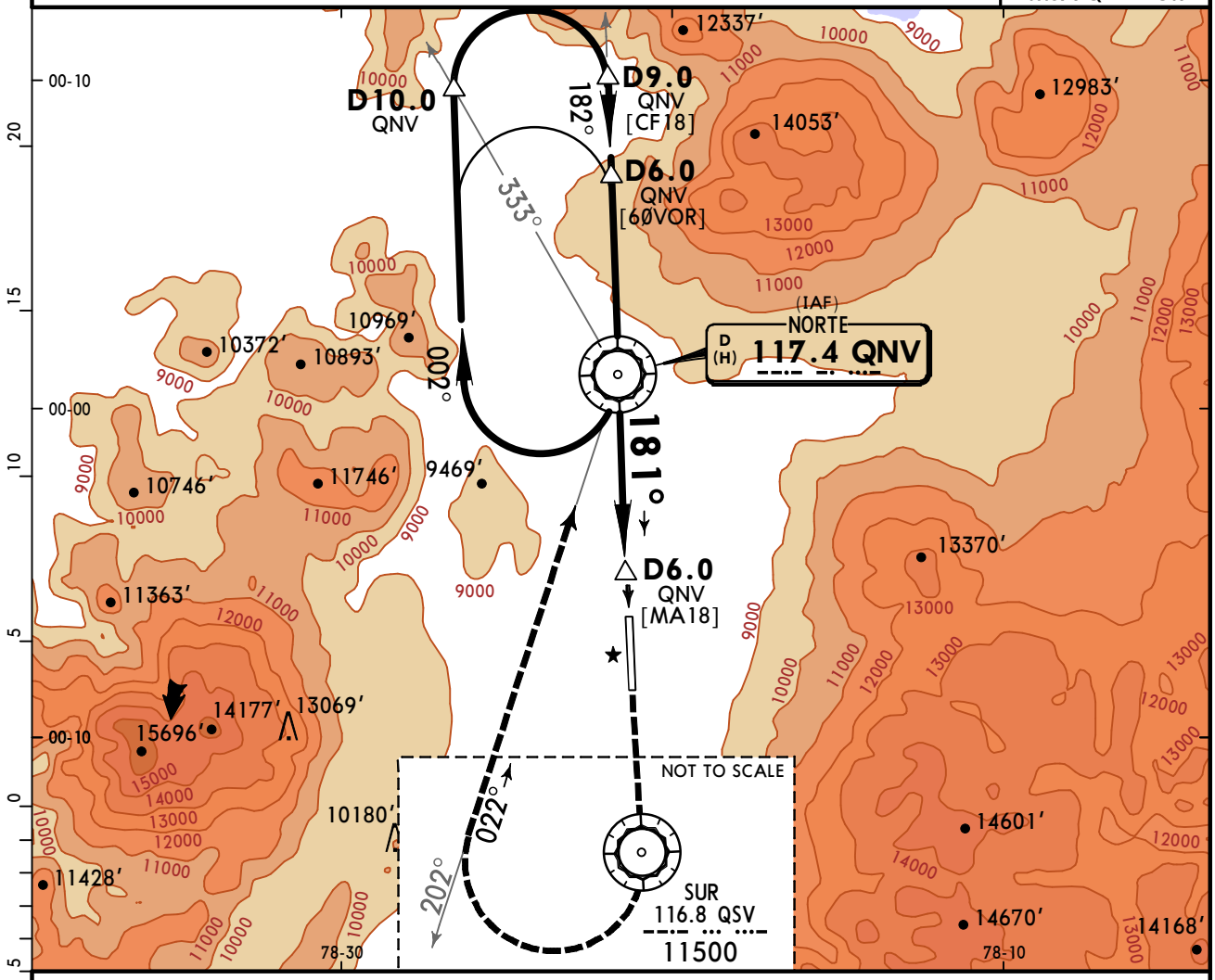
**MISSED APCH:** Climb direct to cross QSV VOR at or above 11500', then turn RIGHT heading 022° (QNV VOR R-202) climbing to QNV VOR at 17000' or in accordance with ATC instructions.

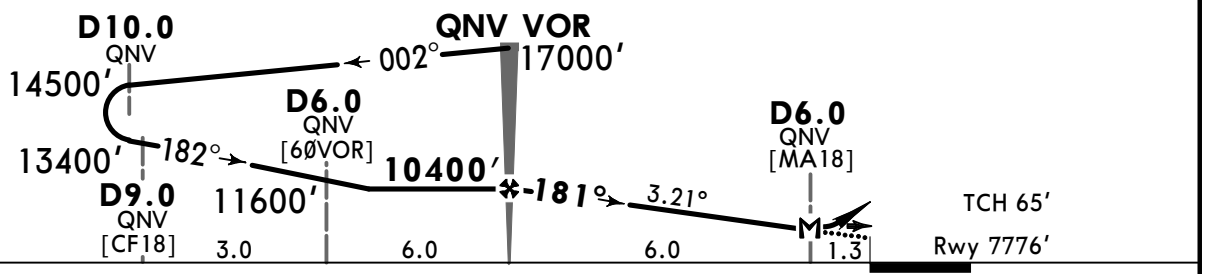
Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000'

1. Terrain dips on final approach near threshold runway 18/36.




BRIEFING STRIP ™




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.21° | 398 | 511 | 568 | 682 | 795 | 909 |
| MAP at D6.0 QNV or FAF to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 |

REIL PAPI SALS | 11500' | D | QSV 116.8

## STRAIGHT-IN LANDING RWY 18

**Missed apch climb gradient mim 4.0%**

MDA(H) 8350'(574')

| | ALS out |
|---|---|
| A | Not Applicable |
| B | 2000m |
| C | |
| D | |

## CIRCLE-TO-LAND RWY 36

**Missed apch climb gradient mim 4.0%**

Not Authorized East of Airport

| Max Kts | MDA(H) |
|---|---|
| A | Not Applicable |
| 135 | 9900'(1990') -5000m |
| 180 | |
| 205 | |

PANS OPS

CHANGES: Procedure title, notes.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20
Eff 18 Jun

13-3

MISSED APCH
CLIMB GRADIENT
MIM 4.0%
CAT B, C & D

# QUITO, ECUADOR
## VOR Z Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| VOR QSV | Final Apch Crs | D3.0 QSV | MDA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 116.8 | 360° | 10100′ (2190′) | 8300′ (390′) | Rwy 7910′ |

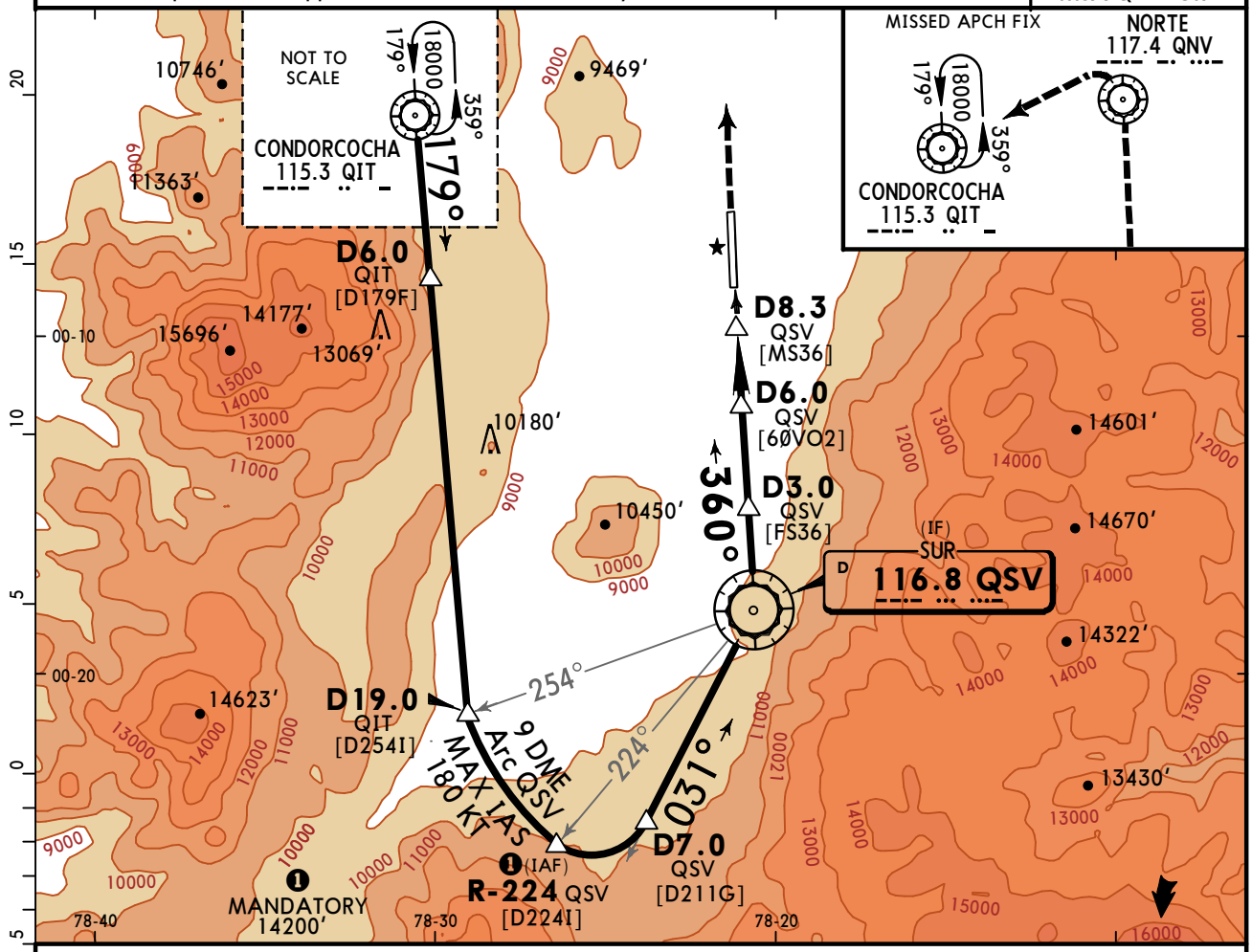
**MISSED APCH:** Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

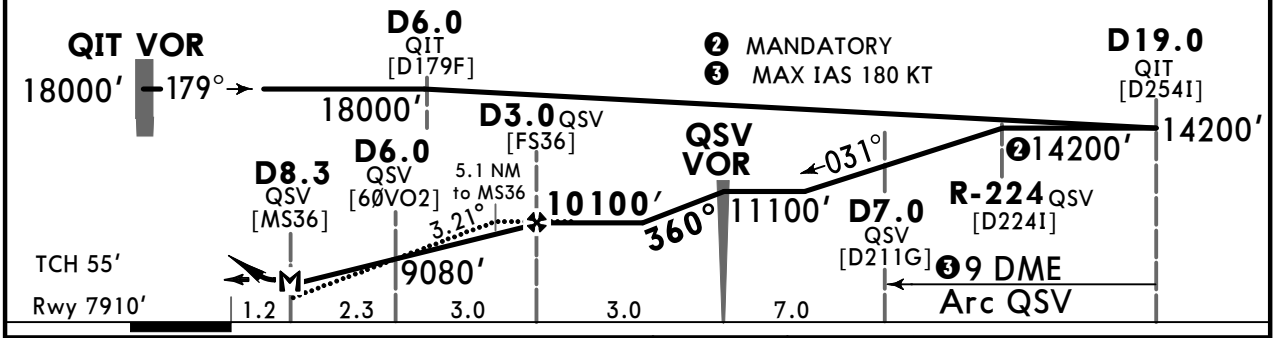
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′

1.Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP ™

180°
14,000 17,300
090° 270°
18,000 17,000
360°
MSA QIT VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.21° | 398 | 511 | 568 | 682 | 795 | 909 |
| MAP at D8.3 QSV | | | | | | | |
| D3.0 QSV to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 |

ALS
PAPI

10600′

D

QNV
117.4

## STRAIGHT-IN LANDING RWY 36
Missed apch climb gradient mim 4.0%

MDA(H) 8300′ (390′)

| | ALS out |
|---|---|
| A | Not Applicable |
| B | 1200m |
| C | |
| D | |

## CIRCLE-TO-LAND RWY 18
Not Authorized East of Airport

| Max Kts | MDA(H) |
|---|---|
| A | Not Applicable |
| 135 | 9900′ (1990′) -5000m |
| 180 | |
| 205 | |

PANS OPS

CHANGES: Procedure title, notes.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20
Eff 18 Jun
13-4

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

# QUITO, ECUADOR
VOR Y Rwy 36

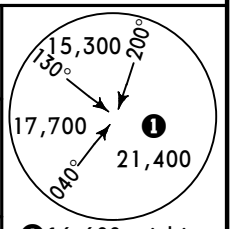
| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

| VOR QSV | Final Apch Crs | D3.0 QSV | MDA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 116.8 | 360° | 10100′ (2190′) | 8300′ (390′) | Rwy 7910′ |

**MISSED APCH:** Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

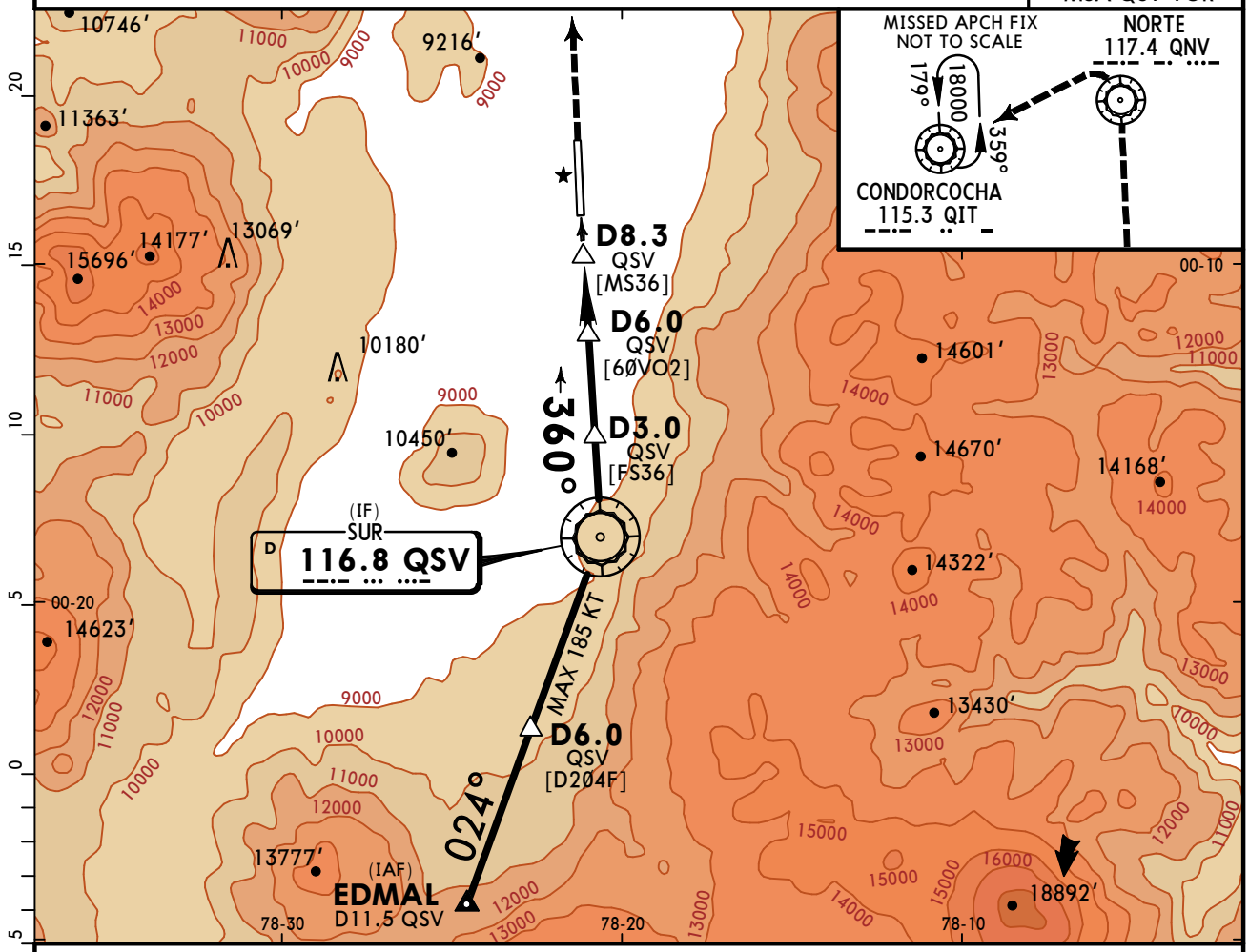
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′

1.RADAR ATC required. 2.Terrain dips on final approach near threshold runway 18/36.



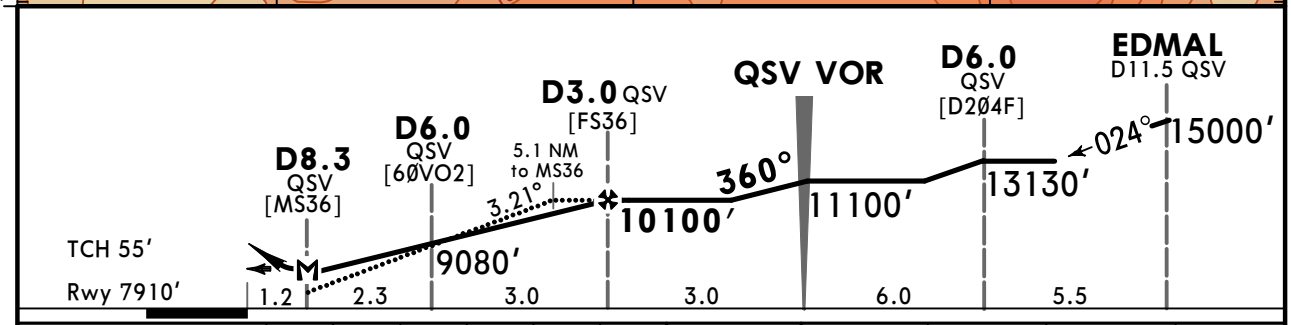

16,600 within 10 NM MSA QSV VOR

BRIEFING STRIP™










| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.21° | 398 | 511 | 568 | 682 | 795 | 909 |
| MAP at D8.3 QSV | | | | | | | |
| D3.0 QSV to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 |

ALS
PAPI

10600′

D

QNV
117.4

## STRAIGHT-IN LANDING RWY 36
Missed apch climb gradient mim 4.0%

MDA(H) 8300′ (390′)

| | ALS out |
|---|---|
| A | Not Applicable |
| B | 1200m |
| C | |
| D | |

## CIRCLE-TO-LAND RWY 18
Not Authorized East of Airport

| Max Kts | MDA(H) |
|---|---|
| A | Not Applicable |
| 135 | 9900′ (1990′) -5000m |
| 180 | |
| 205 | |

PANS OPS

CHANGES: Procedure title, notes.

# SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

12 JUN 20
Eff 18 Jun

13-5

MISSED APCH CLIMB GRADIENT MIM 5.0%
CAT B, C & D

# QUITO, ECUADOR
## VOR X Rwy 36

| ATIS | QUITO Approach (R) | QUITO Tower | Ground |
|---|---|---|---|
| 118.9 | 119.7 | 118.1 | 121.9 |

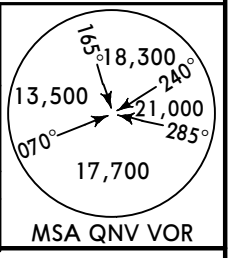
| VOR QSV | Final Apch Crs | D3.0 QSV | MDA(H) | Apt Elev 7910′ |
|---|---|---|---|---|
| 116.8 | 360° | 10100′(2190′) | 8300′(390′) | Rwy 7910′ |

**MISSED APCH:** Climb direct to cross QNV VOR at or above 11200′, then intercept QNV VOR R-302 direct to PALAD and hold at 16000′, or in accordance with ATC instructions.

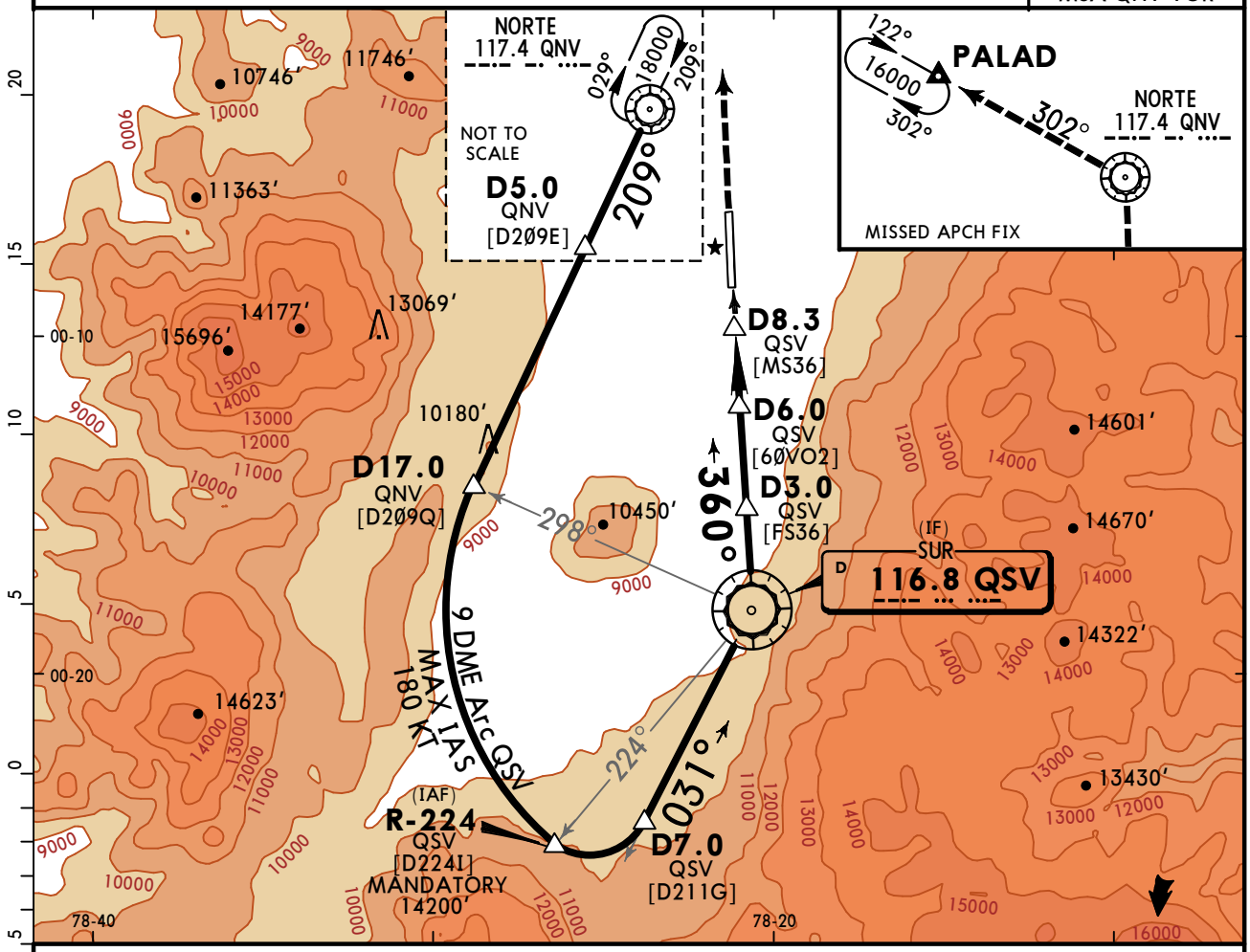
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′

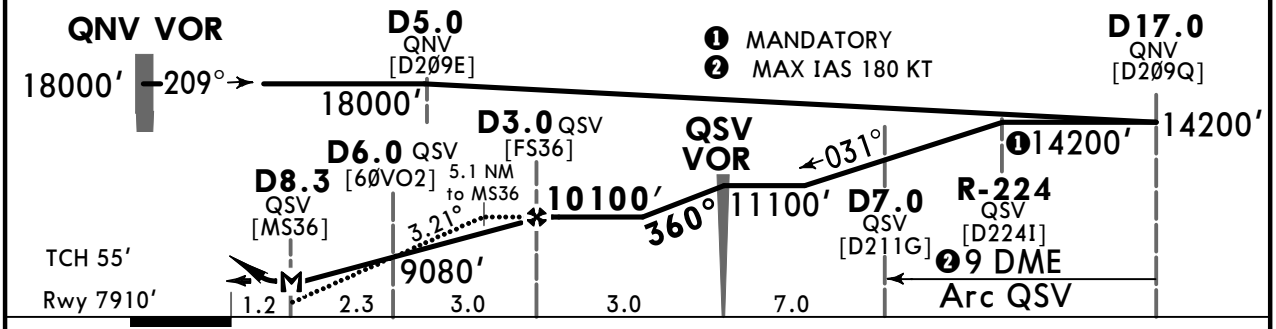
1.Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP



MSA QNV VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.21° | 398 | 511 | 568 | 682 | 795 | 909 |
| MAP at D8.3 QSV | | | | | | | |
| D3.0 QSV to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 |

ALS
PAPI

11200′

D

QNV
117.4

## STRAIGHT-IN LANDING RWY 36
Missed apch climb gradient mim 5.0%
MDA(H) 8300′(390′)

PANS OPS

| | ALS out | |
|---|---|---|
| A | Not Applicable | Not Applicable |
| B | 1200m | 1800m |
| C | | |
| D | | |

## CIRCLE-TO-LAND RWY 18
Not Authorized East of Airport

| Max Kts | MDA(H) |
|---|---|
| A | Not Applicable |
| 135 | 9900′(1990′) -5000m |
| 180 | |
| 205 | |

CHANGES: Procedure title, notes.

# Chart changes since cycle 21-2020

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **QUITO, (MARISCAL SUCRE INTL - SEQM)** | | | | |
| REV | ORETA 2B RNAV DEP | 10-3M | 30 Oct 2020 | 05 Nov 2020 |
| DEL | PALAD 3A RNAV DEP | 10-3N | 30 Oct 2020 | 05 Nov 2020 |
| ADD | PALAD 4A RNAV DEP | 10-3N | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1Z RWY 18 | 12-20 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) Z RWY 18 | 12-20 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1Y RWY 18 | 12-21 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) Y RWY 18 | 12-21 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1Z RWY 36 | 12-22 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) Z RWY 36 | 12-22 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1Y RWY 36 | 12-23 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) Y RWY 36 | 12-23 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1X RWY 36 | 12-24 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) X RWY 36 | 12-24 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1W RWY 36 | 12-25 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) W RWY 36 | 12-25 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1T RWY 36 | 12-26 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) T RWY 36 | 12-26 | 30 Oct 2020 | 05 Nov 2020 |
| DEL | RNAV (RNP) 1S RWY 36 | 12-27 | 30 Oct 2020 | 05 Nov 2020 |
| ADD | RNAV (RNP) S RWY 36 | 12-27 | 30 Oct 2020 | 05 Nov 2020 |

# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport SEQM