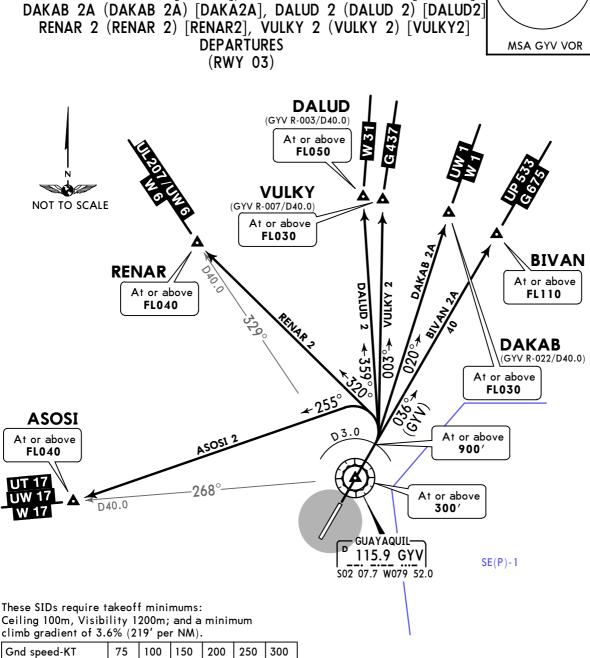
through RENAR will be cleared to descend to 3000' at 20 NM from PAL NDB (GYV R-335). Or proceed

**LANDING** 

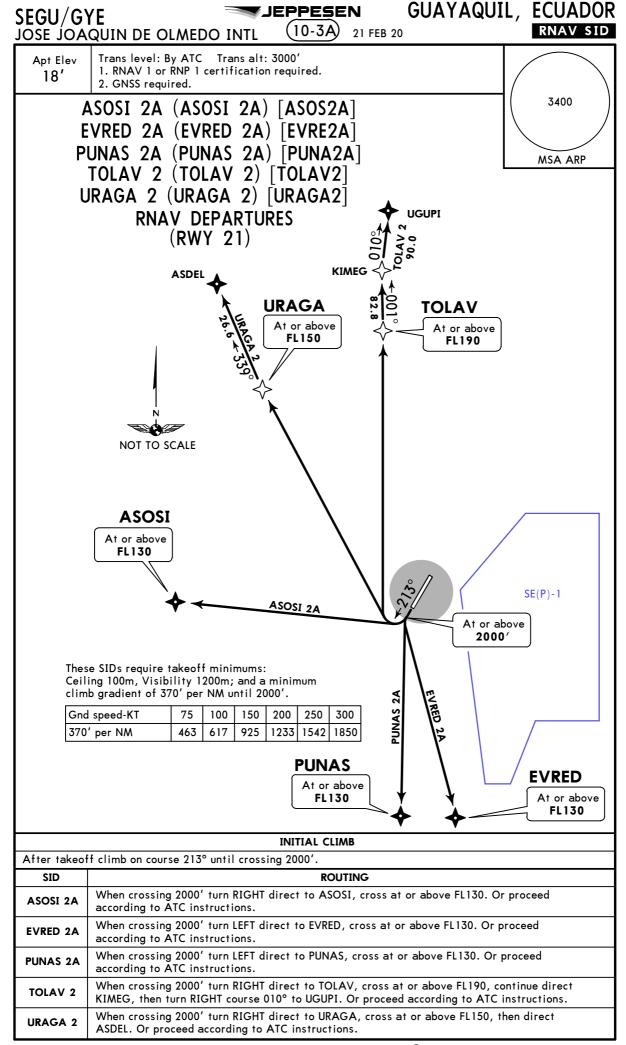
Proceed with published procedure or ATC instructions

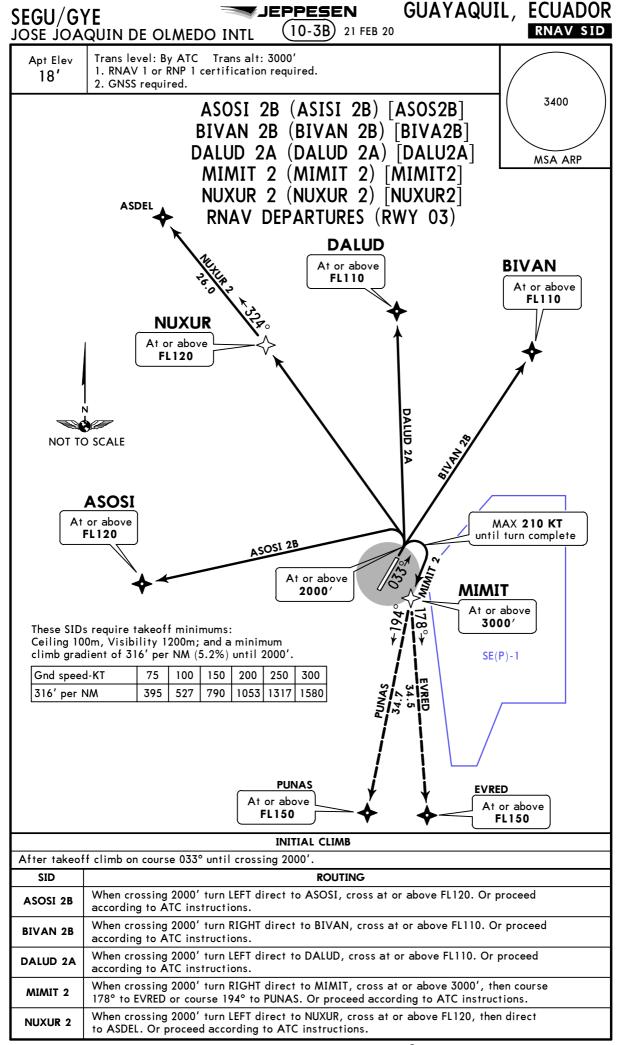


3.6% V/V (	fpm)	273	365	547	729	911	1094	
INITIAL CLIMB								
After take	After takeoff MAINTAIN runway heading to D3.0 GYV, cross at or above 900'.							
SID	ROUTING							
ASOSI 2								direct to ASOSI, intercept airway W-17/UW-17/ e FL040. Or proceed according to ATC instructions.
BIVAN 2A	At D3.0	GYV,						6) direct to BIVAN, airway G-675/UP-533,

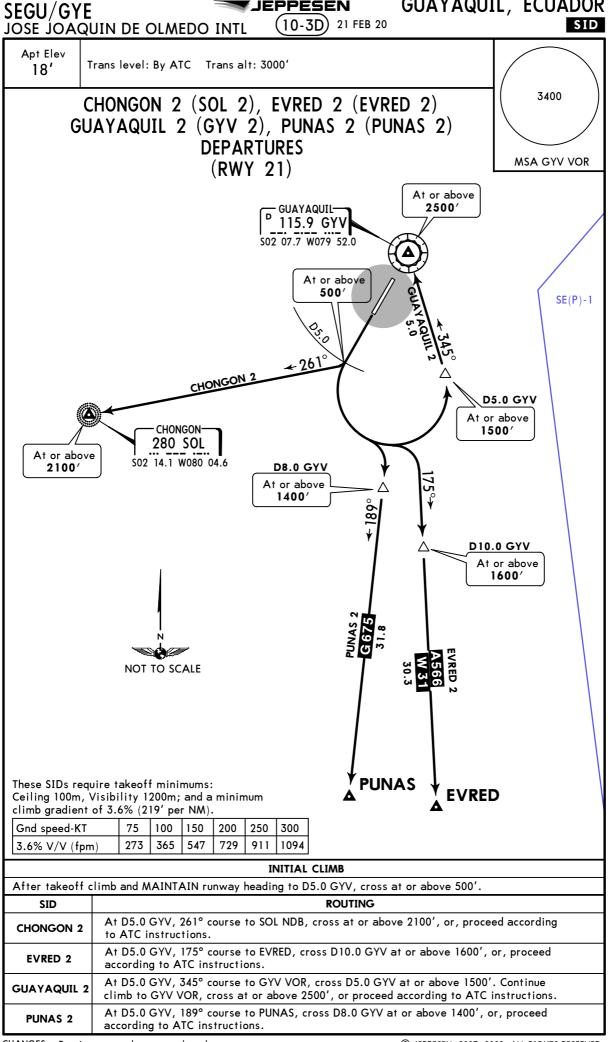
cross at or above FL110. Or proceed according to ATC instructions. At D3.0 GYV, turn LEFT, follow 020° course direct to DAKAB, intercept airway W-1/UW-1 **DAKAB 2A** (GYV R-022/D40.0), cross at or above FL030. Or proceed according to ATC instructions. At D3.0 GYV, turn LEFT, follow 359° course direct to DALUD, intercept airway W-31 **DALUD 2** (GYV R-003/D40.0), cross at or above FL050. Or proceed according to ATC instructions. At D3.0 GYV, turn LEFT, follow 320° course direct to RENAR, intercept airway W-6/UW-6/ **RENAR 2** UL-207 (GYV R-329/D40.0), cross at or above FL040. Or proceed according to ATC instructions.

At D3.0 GYV, turn LEFT, follow 003° course direct to VULKY, intercept airway G-437 **VULKY 2** (GYV R-007/D40.0), cross at or above FL030. Or proceed according to ATC instructions.





SID	ROUTING
BIVAN 2	At GYV R-090, 029° course direct to BIVAN (D40.0 GYV), airway G-675/UP-533 at or above FL110. Or proceed according to ATC instructions.
DAKAB 2	At GYV R-090, 014° course direct to DAKAB (GYV R-022/D40.0), airway W-1/UW-1 at or above FL040. Or proceed according to ATC instructions.



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This SID requires takeoff minimums: Ceiling 100m, Visibility 1200m; and a minimum climb gradient of 3.6% (219' per NM).

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

### INITIAL CLIMB

After takeoff direct to GYV VOR. At D1.0 GYV at or above 500', turn LEFT, proceed on 221° course to SOL NDB, then proceed via planned route according to ATC clearance.

This SID requires takeoff minimums:

Ceiling 100m, Visibility 1200m; and a minimum climb gradient of 5.0% (304' per NM) until reaching 3000'.

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

#### **INITIAL CLIMB**

After takeoff climb on runway heading until reaching 2200' within D10.0 GYV, then proceed according to ATC instructions to intercept airway.

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### **NOISE ABATEMENT PROCEDURES**

LOCAL TIME PLUS 5 HOURS = UTC (Z)

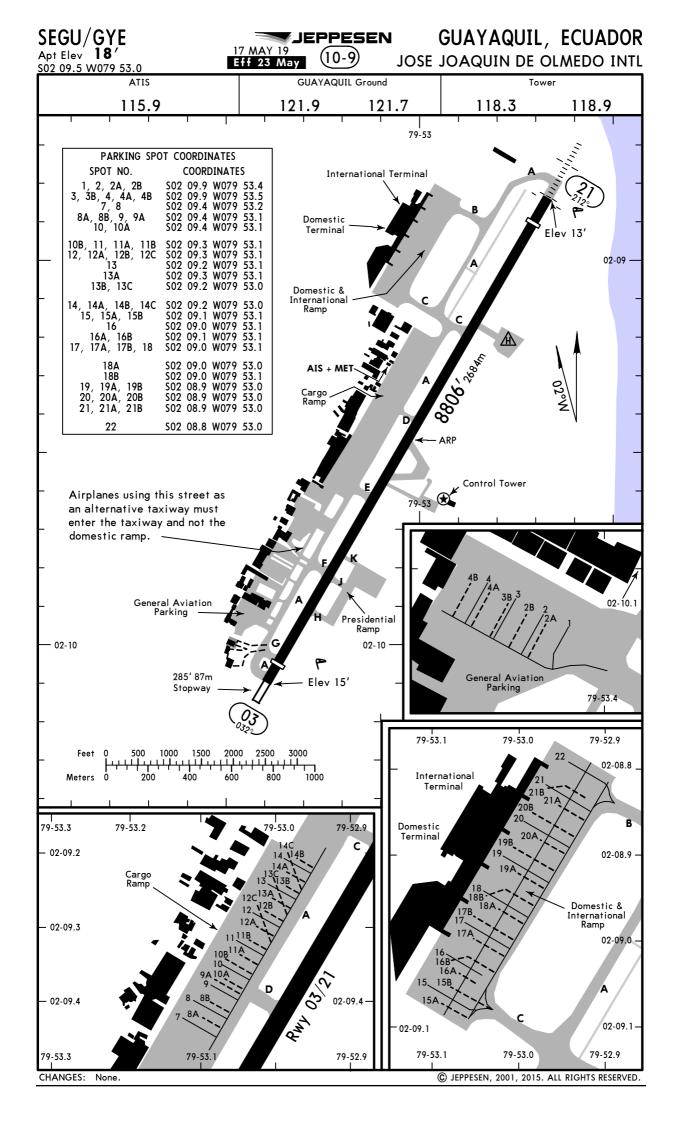
#### **RWYS 03 & 21**

Climb at V2+10 kts until not less than 800' above airport elevation, then reduce to climb power. Co ntinue climb at V2+10 kts until 3000', then initiate aircraft cleanup Resume normal climb on an instrument or visual departure.

Climb at V2 + 10 kts or 15° pitch angle, whichever is more restrictive.

#### NOTE:

- 1. The flightcrew may disregard these procedures ONLY for security reasons or in the event of an emergency.
- 2. These noise abatement procedures are applicable during normal hours of operation at this airport.
- 3. These procedures do not apply to aircraft that follow ICAO Stage IV prerequisites.



# JEPPESEN GUAYAQUIL, ECUADOR 17 MAY 19 Eff 23 May 10-9A JOSE JOAQUIN DE OLMEDO INTL

	<u> </u>		•					
<u>GENERAL</u>								
Birds in vicinity of airport.								
	ADDITIONAL RUNWAY IN	IFORMATION						
	ADDITIONAL NORWAT IN	ı U	SABLE LENGTHS	5				
RWY	1	—— LANDING Threshold	Glide Slope	TAKE-OFF	WIDTH			
03	HIRL REIL PAPI-L (angle 3.00°)	8465' 2580m	Gride Stope	TARE-OFF	148'			
21		8356' 2547m	7120' 2170m	0	148 45m			
	E-OFF RUN AVAILABLE	10000 2017111	, 120 21, o					
RWY								
	11 length 9154′ 2790m							
	yy C int 6335′ 1931m							
	7							
		1						
		!						
	T	1						
	TAKE-OFF & DEPA	RTURE PROCEDI	JRE					
	All R							
	All K	vys						
1_& 2								
Eng	ng							
3 & 4	100m - 1600m							
Eng								
•	DEPARTIBE PRO	CEDLIRE						
D 01	DEPARTURE PROCEDURE							
Rwy 21, aircraft taking-off without clearance for SID DEPARTURE 1 procedure must turn left or right at 5.0 DME south of city.								
S.O DINE SOUTH OF CITY.								

SEGU/GYE GUAYAQUIL, ECUADOR JOSE JOAQUIN 6 MAR 20 (11-1) ILS or LOC 1Z Rwy 21 DE OLMEDO INTL \*GUAYAQUIL Approach (R) GUAYAQUIL Tower 118.3 115.9 119.3 118.9 121.9 120.7 LOC ILS Final Apt Elev 18' ILG Apch Crs DA(H) No FAF Rwy 13' 110.3 213° **300'**(287') MISSED APCH: Climb on runway heading until crossing the 11 NM PAL/ 256° bearing to SOL NDB at or above 1000', then turn RIGHT to intercept the 260° bearing climbing to 3000' to SOL NDB holding pattern and follow instructions from ATC.

Missed Apch climb gradient mim 3.0%. 3400 MSA PAL NDB Rwy Elev: 0 hPa Alt set: hPa Trans level: By ATC Trans alt: 3000' 1. Glide slope not usable below 300' •627 - 02-00 1067 \_1001 •568<sup>'</sup> 2 **817** ERURA D6.2 ILG (IAF) 213° 11s DME 473' PALMA-**365 PAL** (IF) D8.6 ILG **∆**820′ **463** GUAYAQUIL-115.9 GYV 1000 1529 ILG [ML21] 02-10 620' CHONGON 280 SOL SE(P)-1 11 NM PAL [DØ76K] 260 80-00 79-50 PAL NDB D8.6 ILG 033° **←**213° ERURA D6.2 ILG 1 Min D0.9 3000 2000' 2000 213° TCH 65' Rwy 13' 5.3 2.4 100 120 140 Gnd speed-Kts 90 1000'i **RWY** 3.00° 372 531 637 743 849 478 REIL PAPI MAP at D0.9 ILG or hdg 5.3 4:33 3:32 3:11 2:39 2:16 1:59 ERURA to MAP STRAIGHT-IN LANDING RWY 21 CIRCLE-TO-LAND RWY 03 LOC (GS out) ILS DA(H) **300'**(287' MDA(H) 450'(437') FULL ALS out ALS out MDA(H) 100 OPS В 135 1400m 780'(762') - 4000m 1200m 1900m 2100m C 180 PANS b 205 CHANGES: Comms, note. © JEPPESEN, 2001, 2020. ALL RIGHTS RESERVED.

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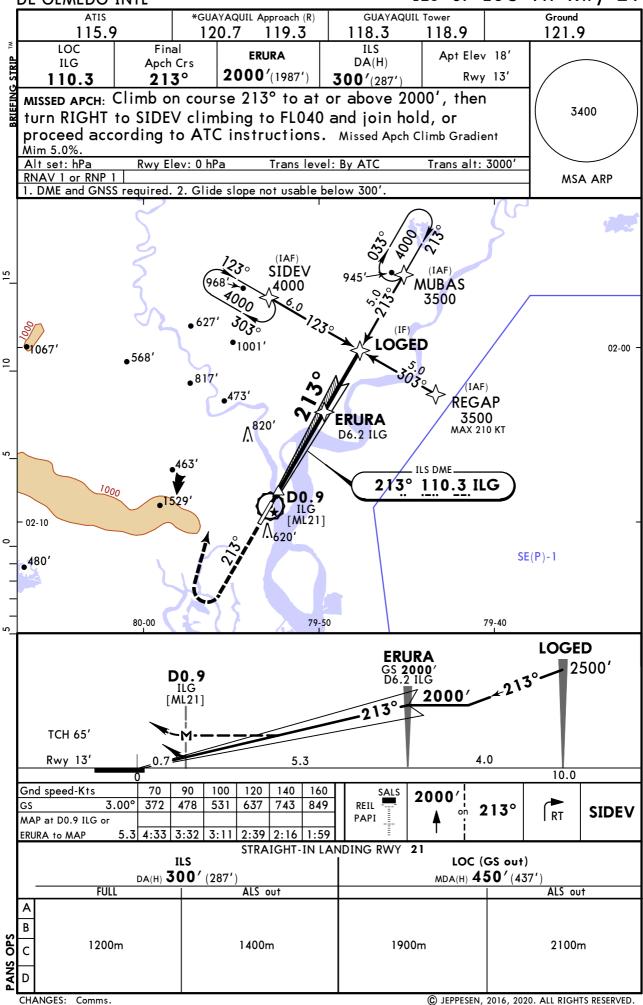
CHANGES: Comms, note.

## GUAYAQUIL, ECUADOR

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6 MAR 20 ILS or LOC 1X Rwy 21 DE OLMEDO INTL \*GUAYAQUIL Approach (R) GUAYAQUIL Tower Ground 115.9 120.7 119.3 118.9 121.9 118.3 LOC Final ILS Apt Elev 18' **ERURA** ILG Apch Crs DA(H) **2000′**(1987′) 213° **300′**(287′) Rwy 13' 110.3 MISSED APCH: Climb on runway heading until crossing the 11 NM 3400 PAL/256° bearing to SOL NDB at or above 1000', then turn RIGHT to intercept the 260° bearing climbing to 3000' to SOL NDB holding pattern and follow instructions from ATC. Missed Apch climb gradient mim 3.0%. Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' MSA PAL NDB Alt set: hPa 1. Glide slope not usable below 300' 627 (IF) 1001 - 02-00 1067' **PÀLMA 365 PAL 5**68 D8.6 ILG 9 **8**17 •473<sup>'</sup> ILS DME 213° 110.3 ILG **ERURA** D6.2 ILG ^820 GUAYAQUIL— 115.9 GYV 463 1529 ILG [ML21] <u>√</u>620′ 02-10 11 NM SE(P)-1 256 [DØ76K] 260 CHONGON 280 SOL 80-00 79-50 PAL NDB D8.6 ILG **ERURA** GS 2000 D6.2 ILG D0.9 2000' ←213°-2000' [ML21] TCH 65' 2.4 Rwy 13' 5.3 Gnd speed-Kts 70 90 100 120 140 160 1000'i **RWY** 372 478 531 637 743 849 GS REIL PAPI MAP at D0.9 ILG or hdg 3:32 3:11 2:39 2:16 1:59 ERURA to MAP STRAIGHT-IN LANDING RWY 21 CIRCLE-TO-LAND RWY 03 LOC (GS out)
MDA(H) 450'(437') DA(H) **300'**(287') FULL ALS out ALS out MDA(H) 100 В 135 PANS OPS 780' (762')-4000m 1200m 1400m 1900m 2100m C 180 D 205

# GUAYAQUIL, ECUADOR ILS or LOC 1W Rwy 21



GUAYAQUIL, ECUADOR SEGU/GYE JEPPESEN JOSE JOAQUIN 21 FEB 20 (12-1) RNAV 1 (GNSS) Rwy 03 DE OLMEDO INTL GUAYAQUIL Tower GUAYAQUIL Approach (R) ATIS 115.9 121.9 120.7 119.3 118.9 118.3 Final LNAV Apt Elev 18' SELDI MDA(H)Apch Crs **RNAV** 033° 1700' (1684') Rwy 16' 700'(684') MISSED APCH: Climb on heading 033° to 3000' to PAL NDB and join 3400 hold, then proceed according to ATC instructions. RNP Apch Alt set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 43°C. MSA ARP 1529 365 PAL RWØ3 02-10 9 MISSED APCH FIX 480 *303*° **SE(P)-1** 4000 SELDI (IAF) **UMDER** 4000 **IRODA** - 02-20 (IAF) RSOR 4000 80-00 79-50 **IRODA** 2500' ·033° **SELDI** 1700′ RWØ3 1.9 NM to RWØ3 TCH 75' 5.0 3.1 Rwy 16' 10 0 5.0 Gnd speed-Kts 70 90 100 120 140 160 3000 033° 478 3.00° 372 531 637 743 849 REIL Descent Angle hdg MAP at RWØ3 STRAIGHT-IN LANDING RWY 03 CIRCLE-TO-LAND LNAV/VNAV LNAV MDA(H) 700'(684') DA(H) **750'**(734') В В OPS 3500m 3200m NA С PANS D CHANGES: Proc title, bearings. © JEPPESEN, 2016, 2020. ALL RIGHTS RESERVED.

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