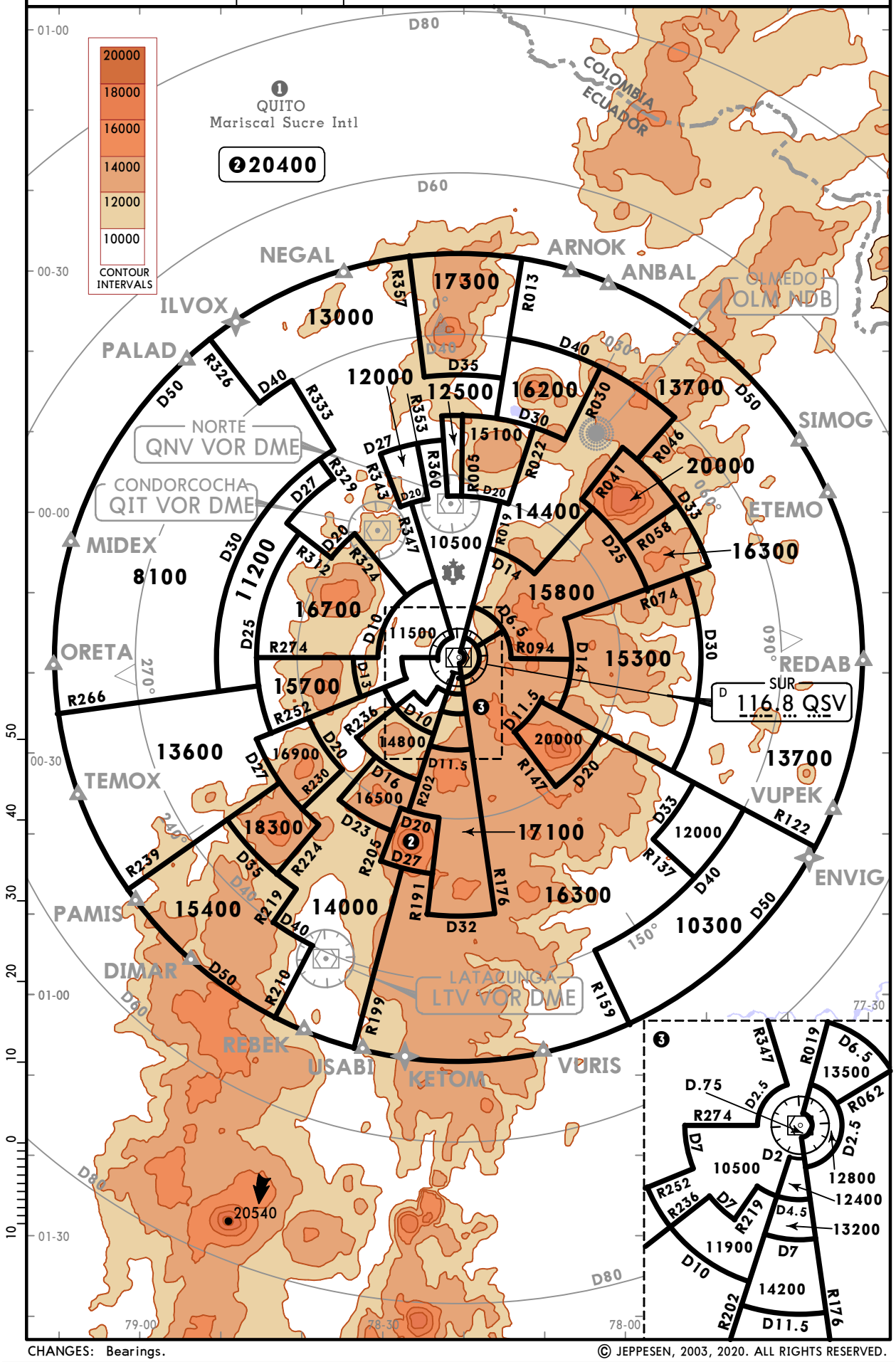
SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (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: Bearings.

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

RNAV FEEDER ROUTES (RWY 18)

CHANGES: Bearings.

NEGAL 17000
195° 16.2 15000
PALAD 17000
119° 24.3 13000
QMØ99 MAX 250 KT 15000
136° 7.7 13000
ILPEX MAX 230 KT 13000
MHA 15000 8 NM
255° 8.0 13000
075°
LUVPU MAX 250 KT 15000
30.5 15000
MIDEX 18000
075°
39.8 15000
ORETA 18000
055°
49.7 15000
TEMOX 18000
038°
58.0 15000
20.0 15000
015°
SINER FL200
PAMIS 18000
025°
360°
REBEK FL220
352°
USABI FL210
347°
KETOM FL220

FL200 50.6
FL200 53.9
FL200 56.1

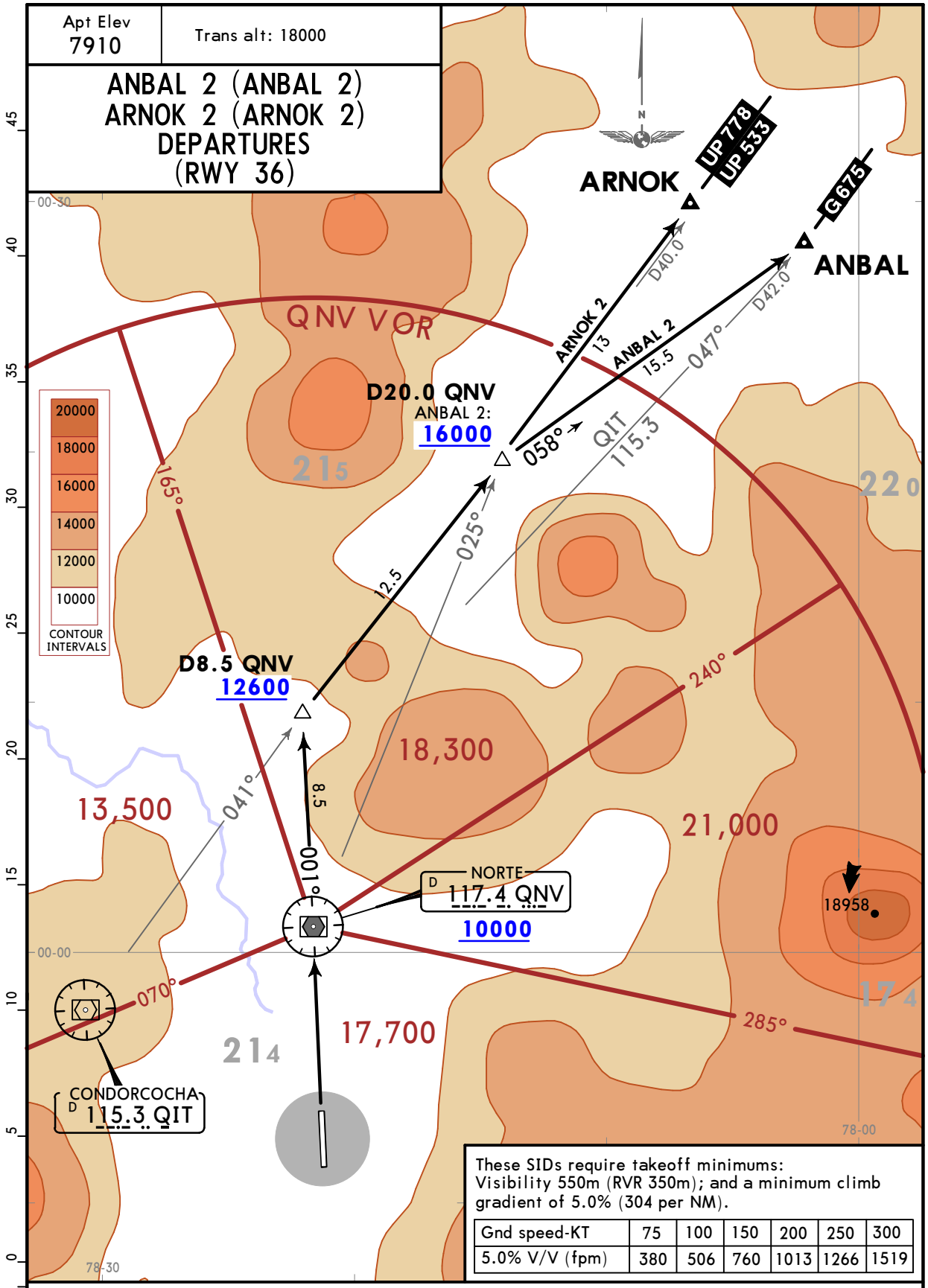
21,000
ARP
19257

LATACUNGA
Cotopaxi Intl
Alternative
SELT

20000
18000
16000
14000
12000
10000
CONTOUR INTERVALS

Apt Elev	Trans alt: 18000
7910	

ANBAL 2 (ANBAL 2)
ARNOK 2 (ARNOK 2)
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

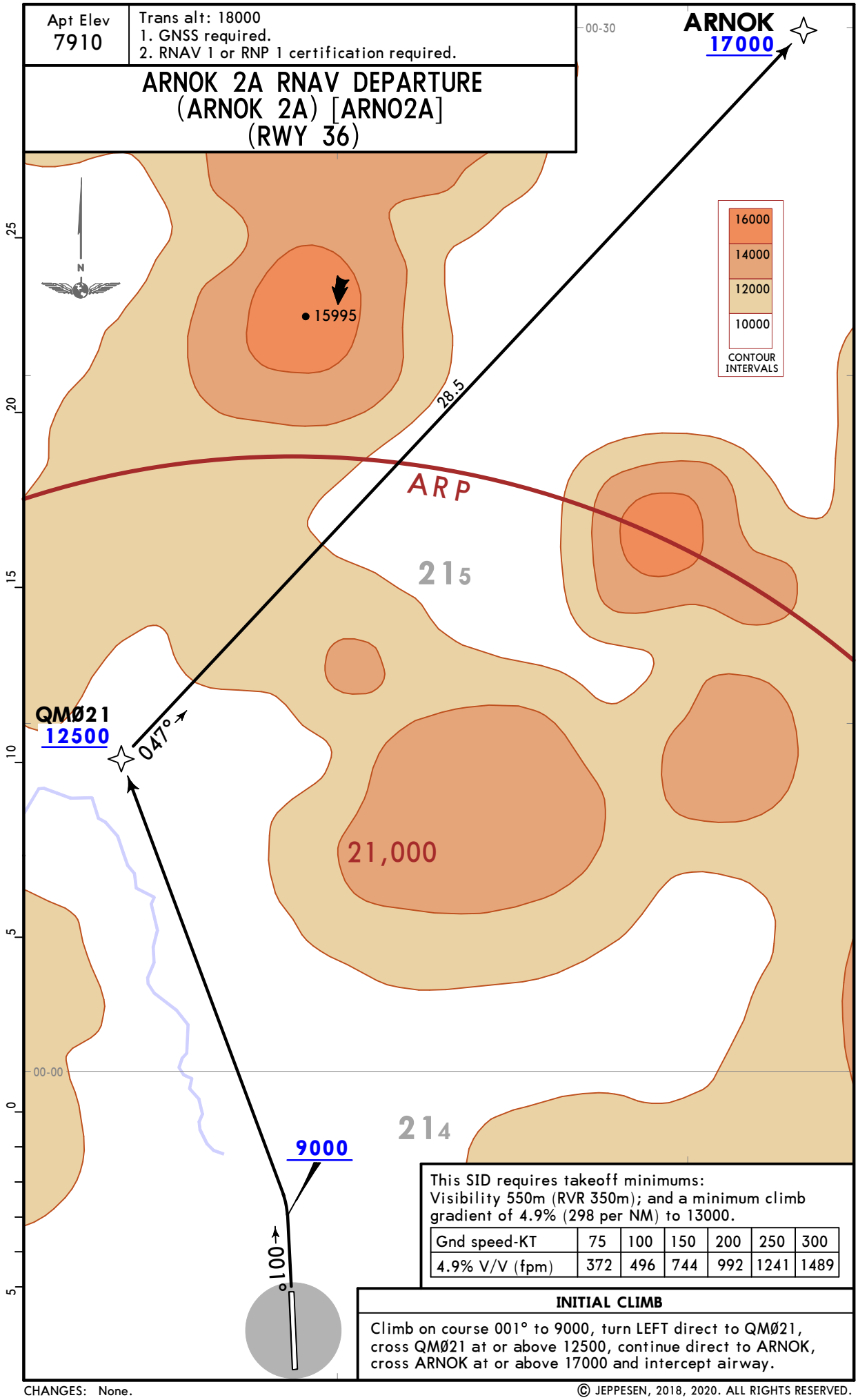
After takeoff continue to QNV VOR, cross at or above 10000. Then climb on QNV R001 to D8.5 QNV, cross at or above 12600.

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 2	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: Airways.

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 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

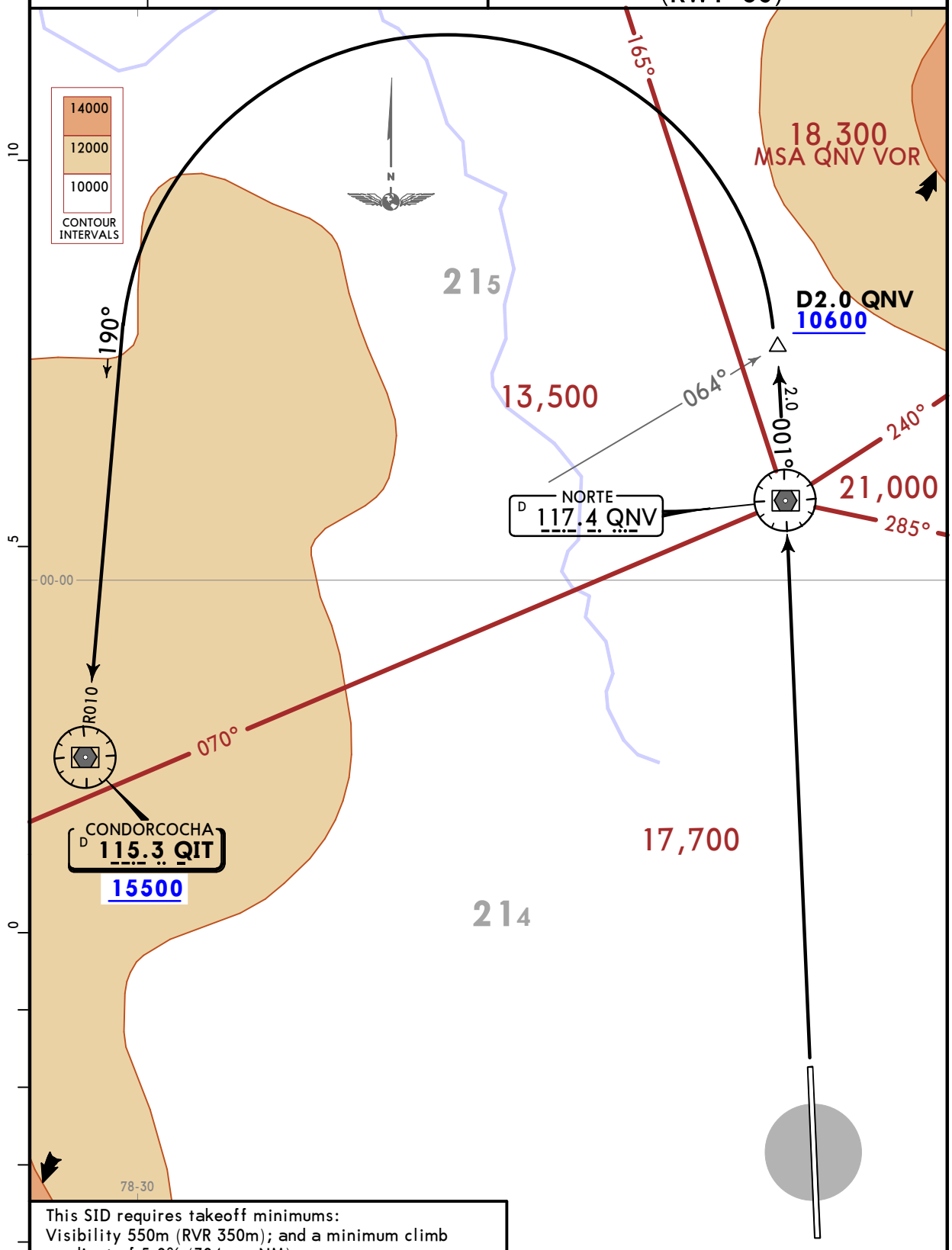
Climb on course 001° to 9000, turn LEFT direct to QMØ21, cross QMØ21 at or above 12500, continue direct to ARNOK, cross ARNOK at or above 17000 and intercept airway.

CHANGES: None.

CONDORCOCHA 2 DEPARTURE (QIT 2) (RWY 36)

Apt Elev 7910

Trans alt: 18000



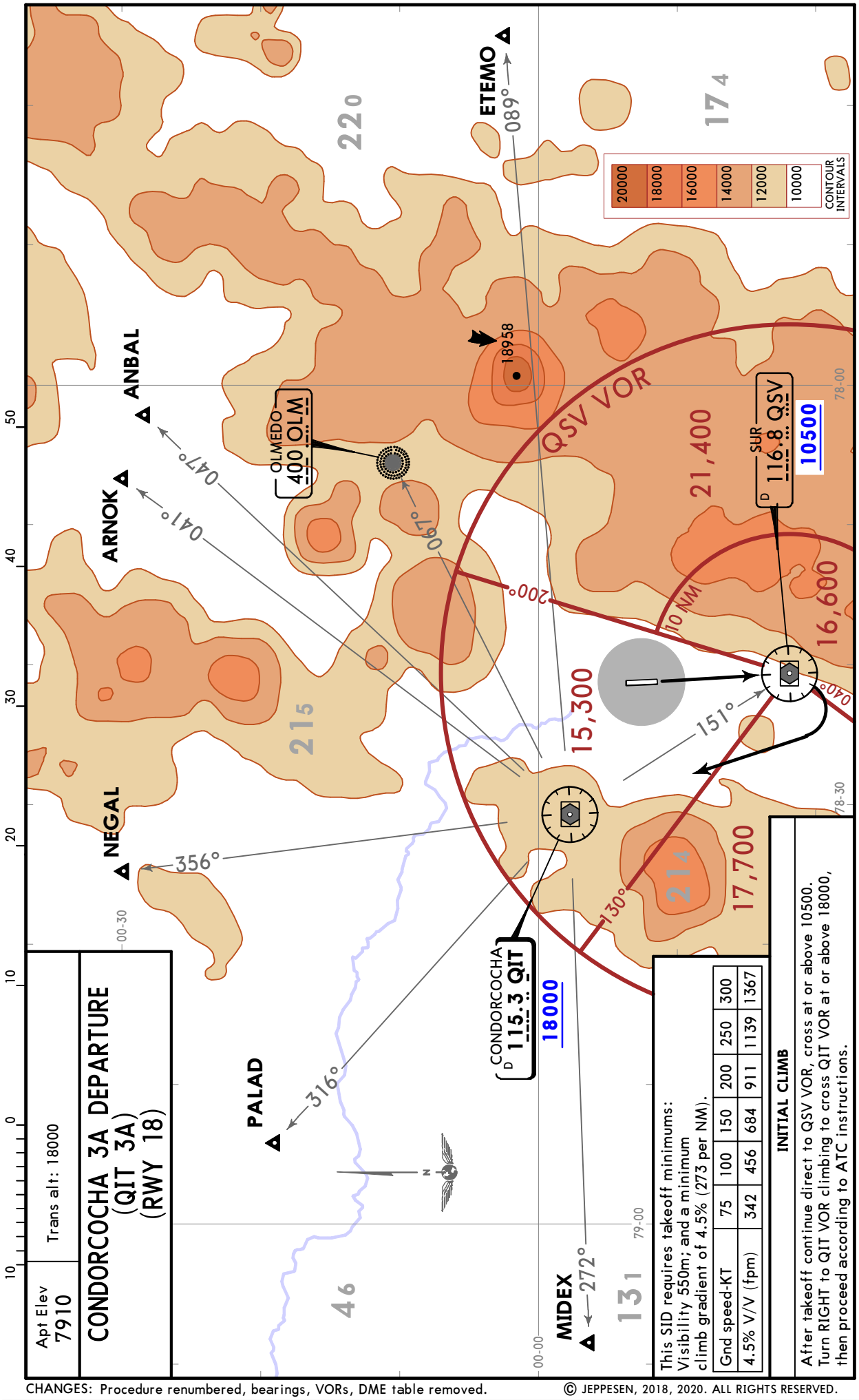
This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304 per NM).

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.

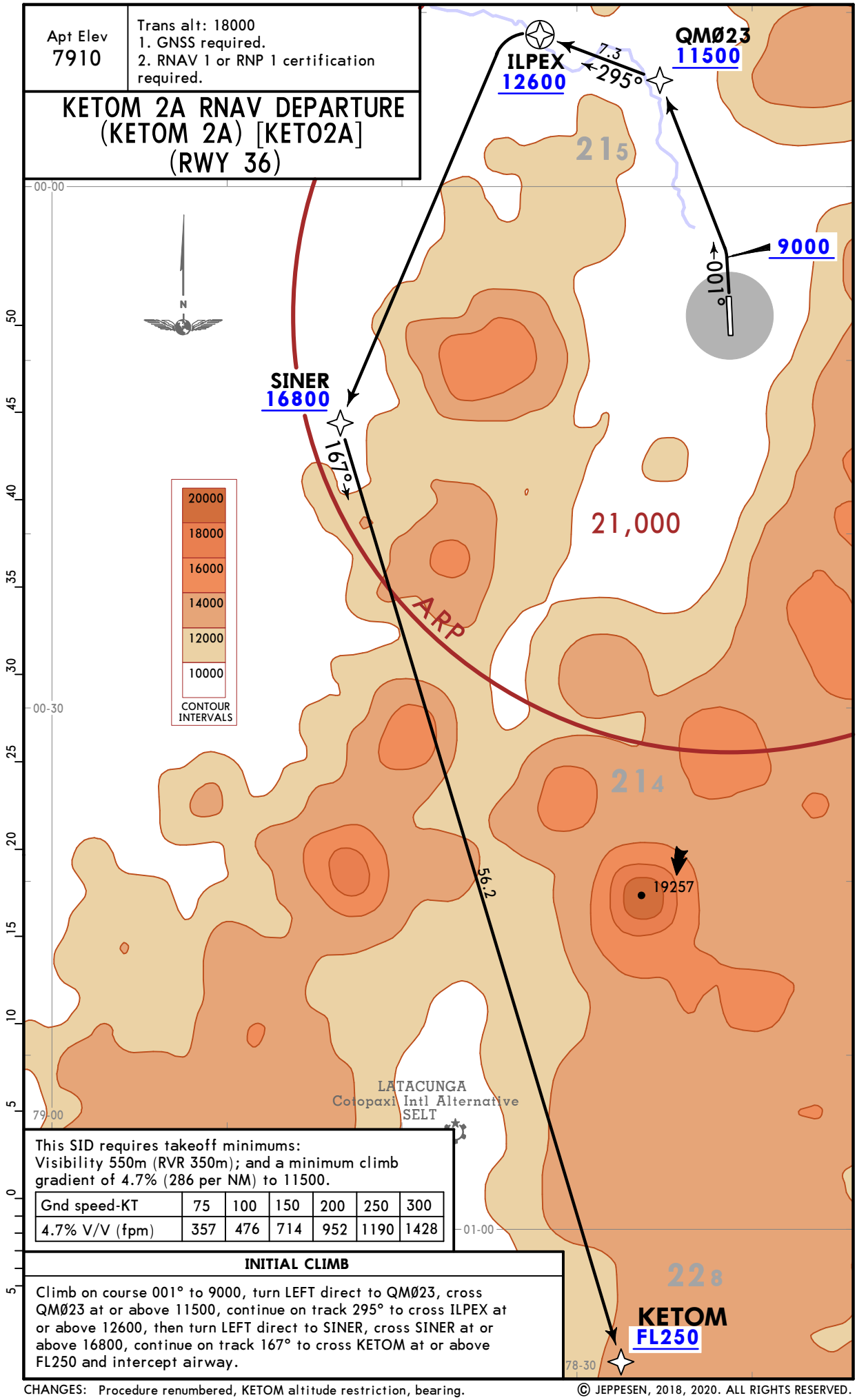
CHANGES: Procedure renumbered, bearings, DME table removed.



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

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

KETOM 2A RNAV DEPARTURE (KETOM 2A) [KETO2A] (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

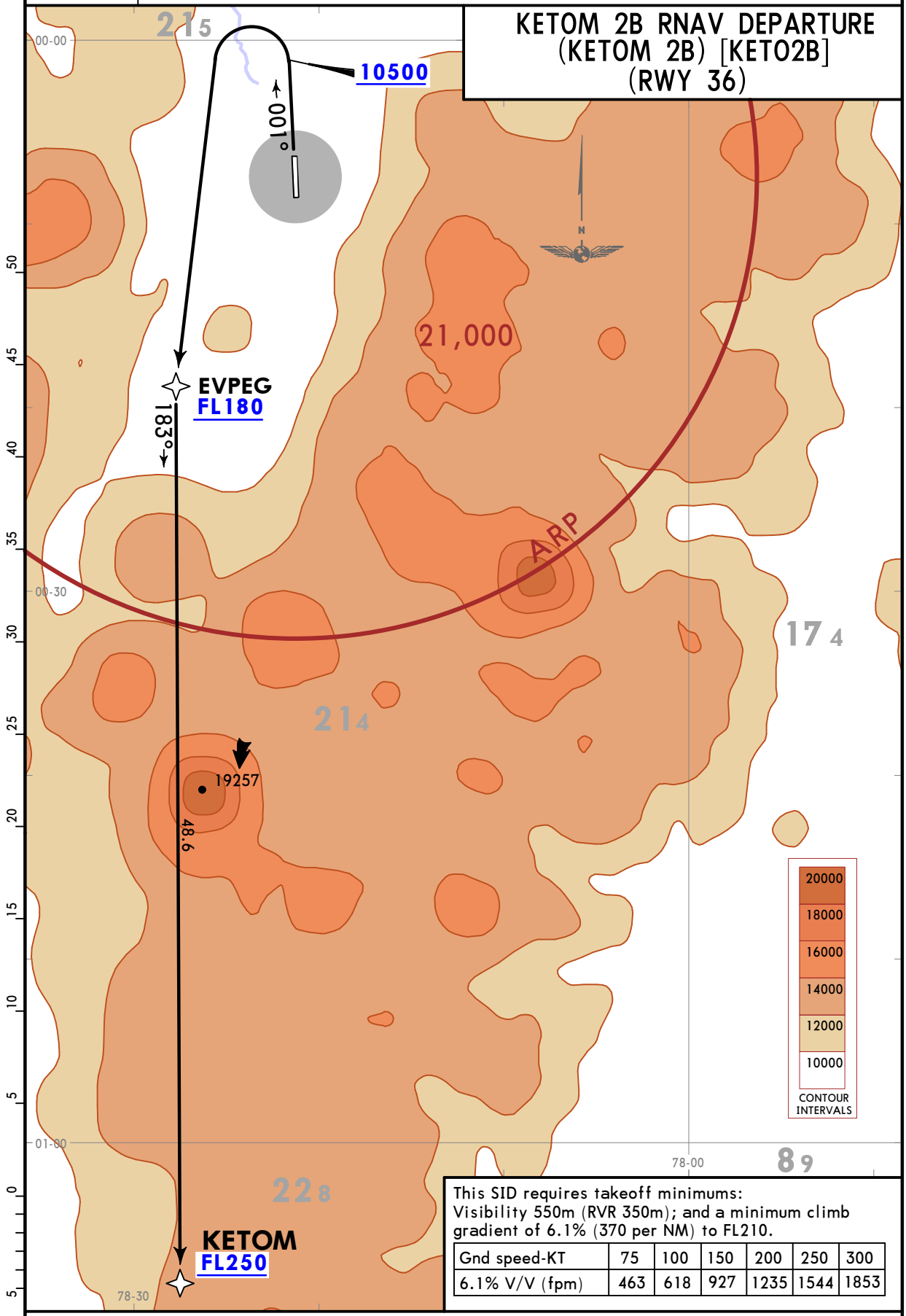
INITIAL CLIMB

Climb on course 001° to 9000, turn LEFT direct to QMØ23, cross QMØ23 at or above 11500, continue on track 295° to 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.

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 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

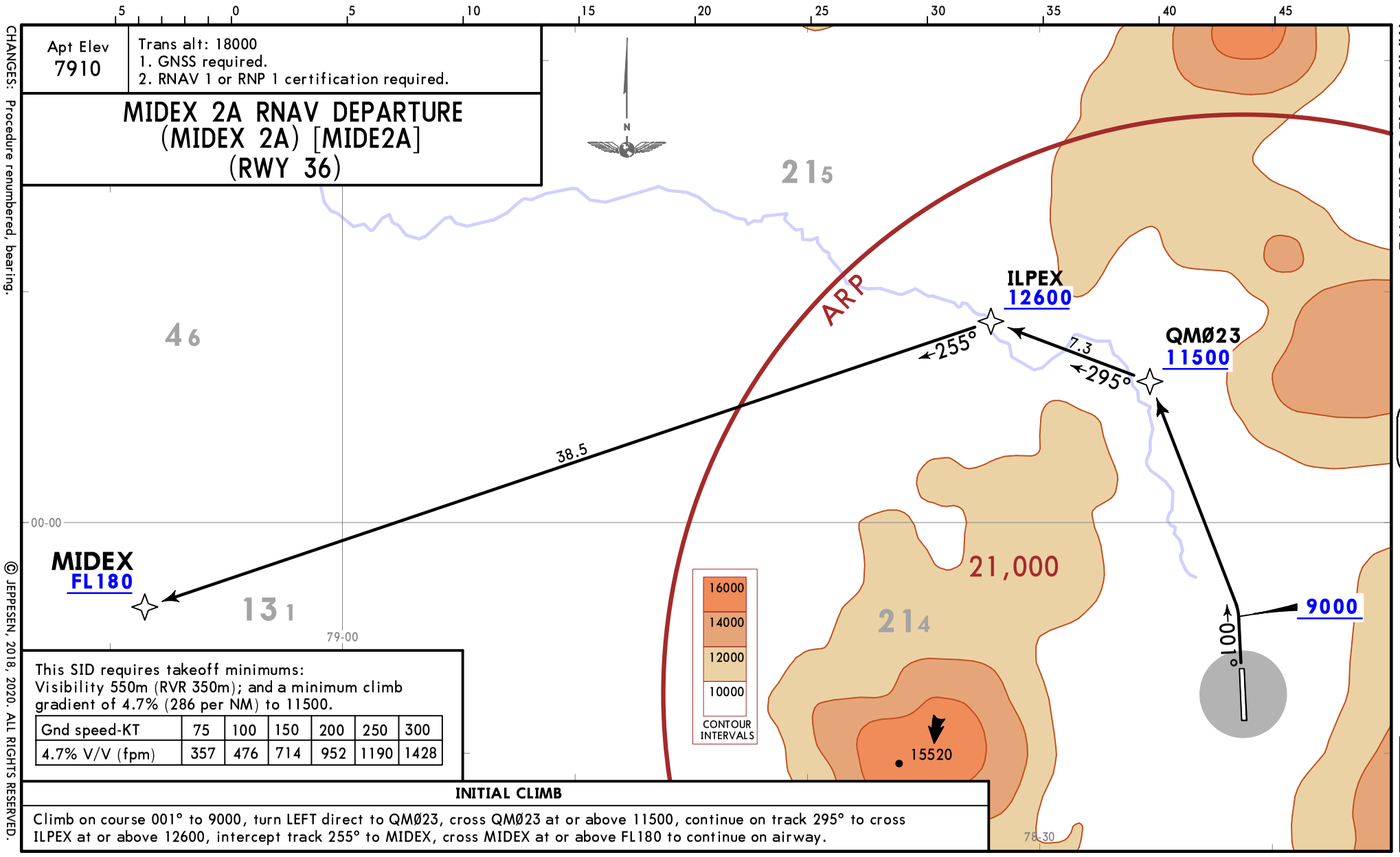
INITIAL CLIMB

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.

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

MIDEX 2A RNAV DEPARTURE (MIDEX 2A) [MIDE2A] (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

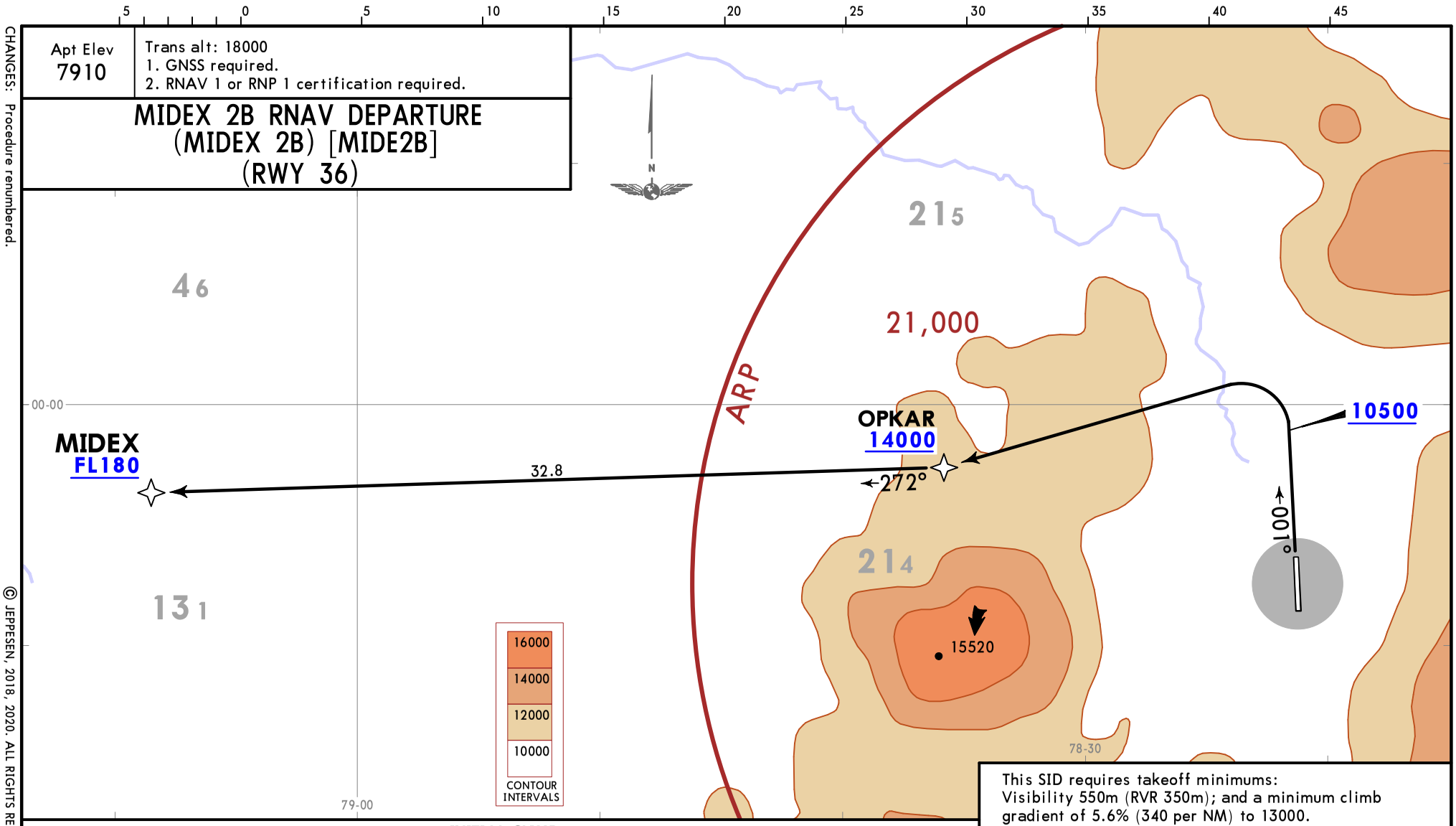
INITIAL CLIMB

Climb on course 001° to 9000, turn LEFT direct to QMØ23, cross QMØ23 at or above 11500, continue on track 295° to cross ILPEX at or above 12600, intercept track 255° to MIDEX, cross MIDEX at or above FL180 to continue on airway.

CHANGES: Procedure renumbered, bearing.

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

MIDEX 2B RNAV DEPARTURE (MIDEX 2B) [MIDE2B] (RWY 36)



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.

This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.6% (340 per NM) to 13000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

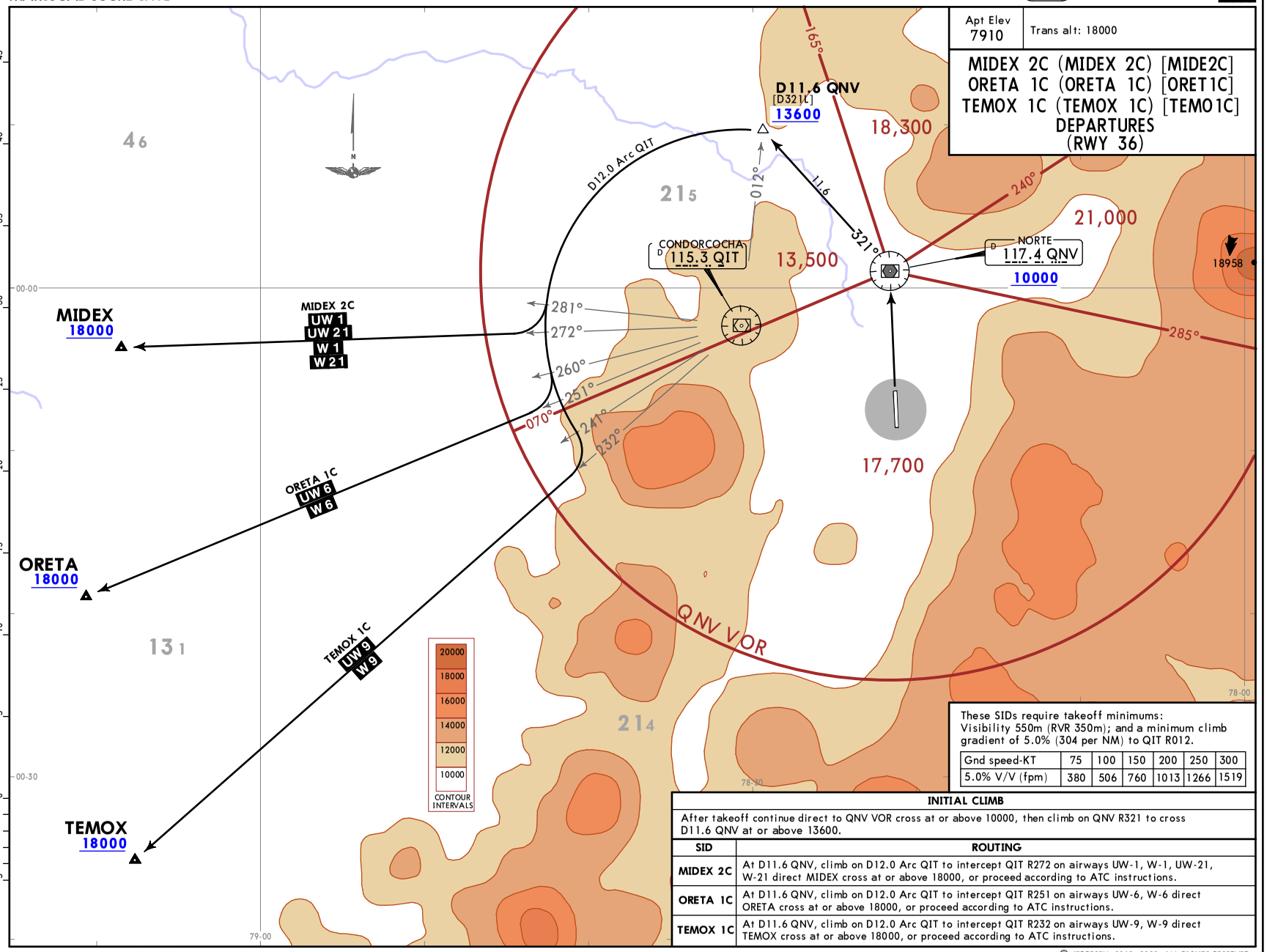
CHANGES: Procedure renumbered.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN QUITO, ECUADOR
21 FEB 20 (10-3H)
SID

Apt Elev 7910	Trans alt: 18000

MIDEX 2C (MIDEX 2C) [MIDE2C]
ORETA 1C (ORETA 1C) [ORET1C]
TEMOX 1C (TEMOX 1C) [TEMO1C]
DEPARTURES
(RWY 36)



These SIDs require takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304 per NM) to QIT R012.

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, then climb on QNV R321 to cross D11.6 QNV at or above 13600.

SID	ROUTING
MIDEX 2C	At D11.6 QNV, climb on D12.0 Arc QIT to intercept QIT R272 on airways UW-1, W-1, UW-21, W-21 direct MIDEX cross at or above 18000, or proceed according to ATC instructions.
ORETA 1C	At D11.6 QNV, climb on D12.0 Arc QIT to intercept QIT R251 on airways UW-6, W-6 direct ORETA cross at or above 18000, or proceed according to ATC instructions.
TEMOX 1C	At D11.6 QNV, climb on D12.0 Arc QIT to intercept QIT R232 on airways UW-9, W-9 direct TEMOX cross at or above 18000, or proceed according to ATC instructions.

CHANGES: MIDEX DEP renumbered, bearings, DME table removed.

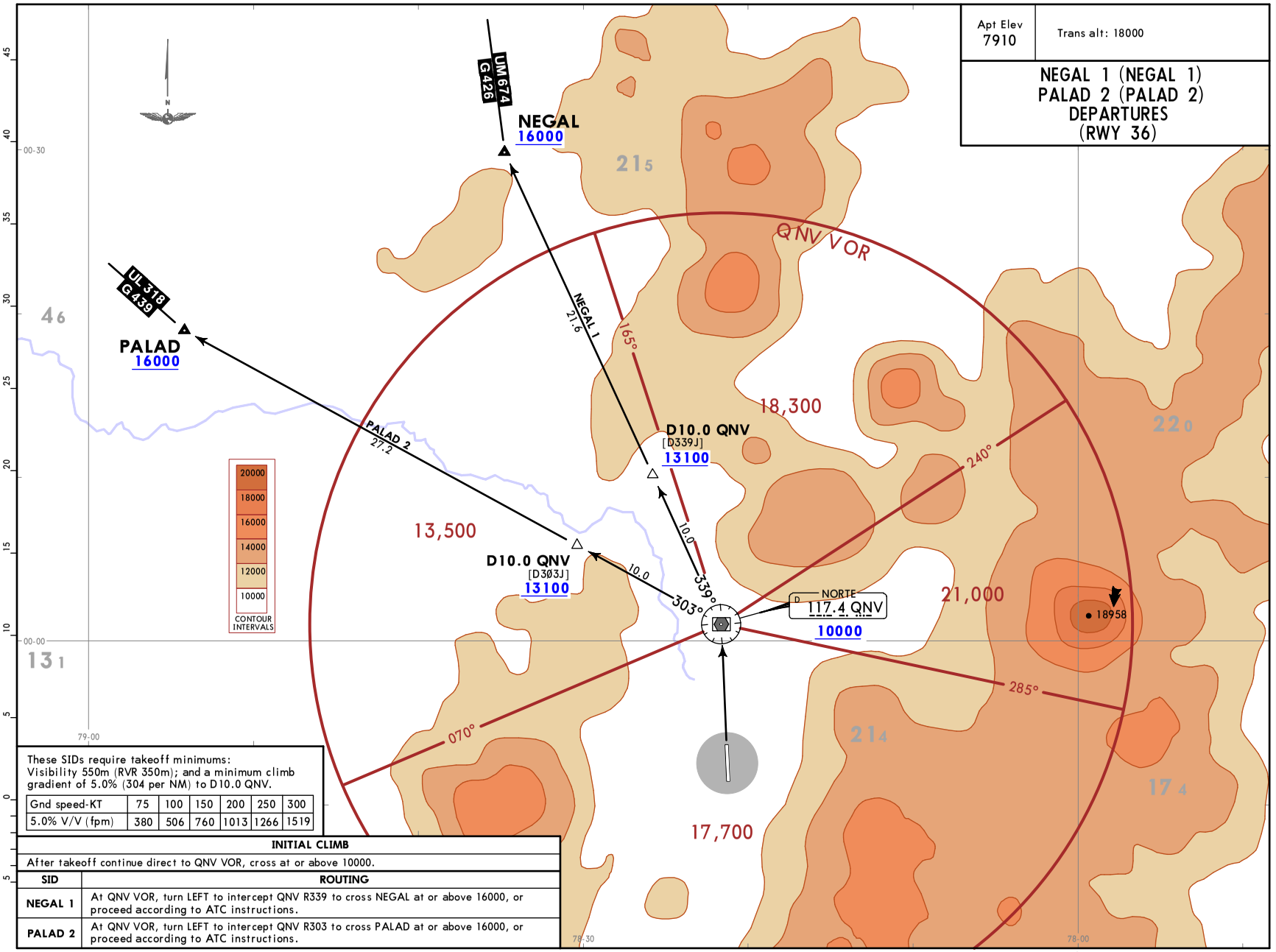
SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3J)

QUITO, ECUADOR
SID

Apt Elev 7910	Trans alt: 18000

NEGAL 1 (NEGAL 1)
PALAD 2 (PALAD 2)
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.

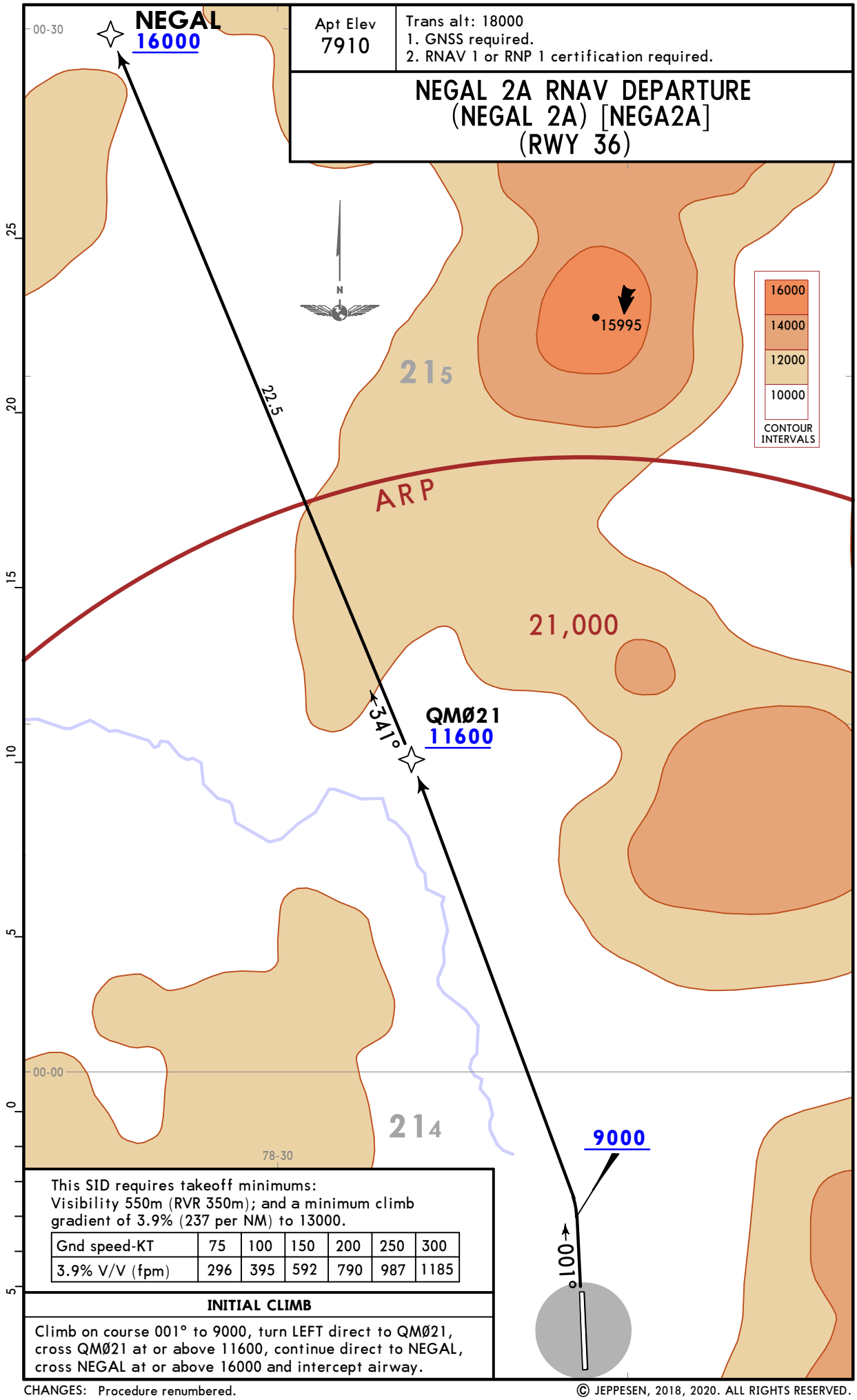
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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 2	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, bearing, QNV VOR, airways added, DME table removed, fix renamed D303J.

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

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



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

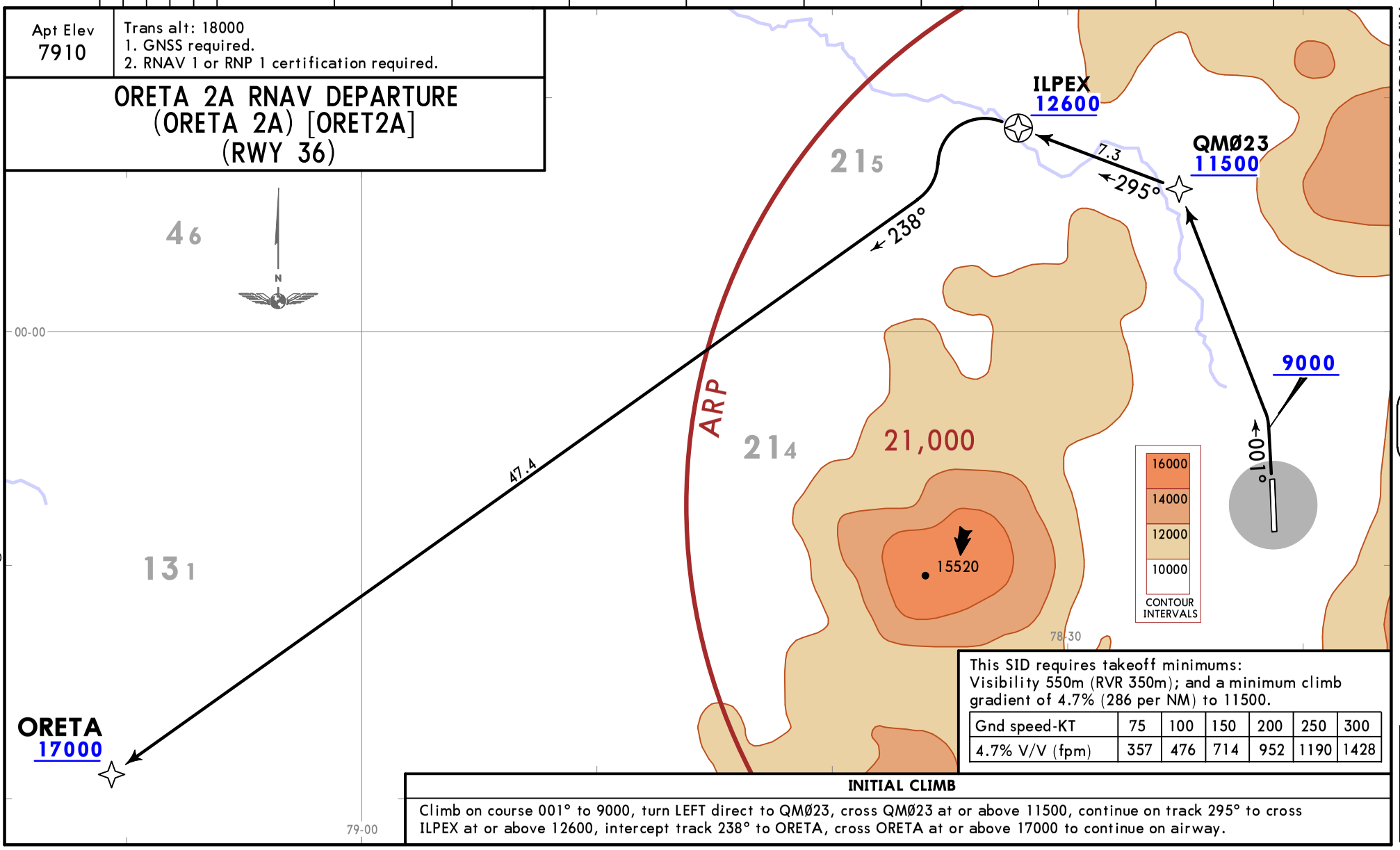
Climb on course 001° to 9000, turn LEFT direct to QMØ21, cross QMØ21 at or above 11600, continue direct to NEGAL, cross NEGAL at or above 16000 and intercept airway.

CHANGES: Procedure renumbered.

CHANGES: Procedure renumbered, bearing.

Apt Elev	
7910	Trans alt: 18000 1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

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



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

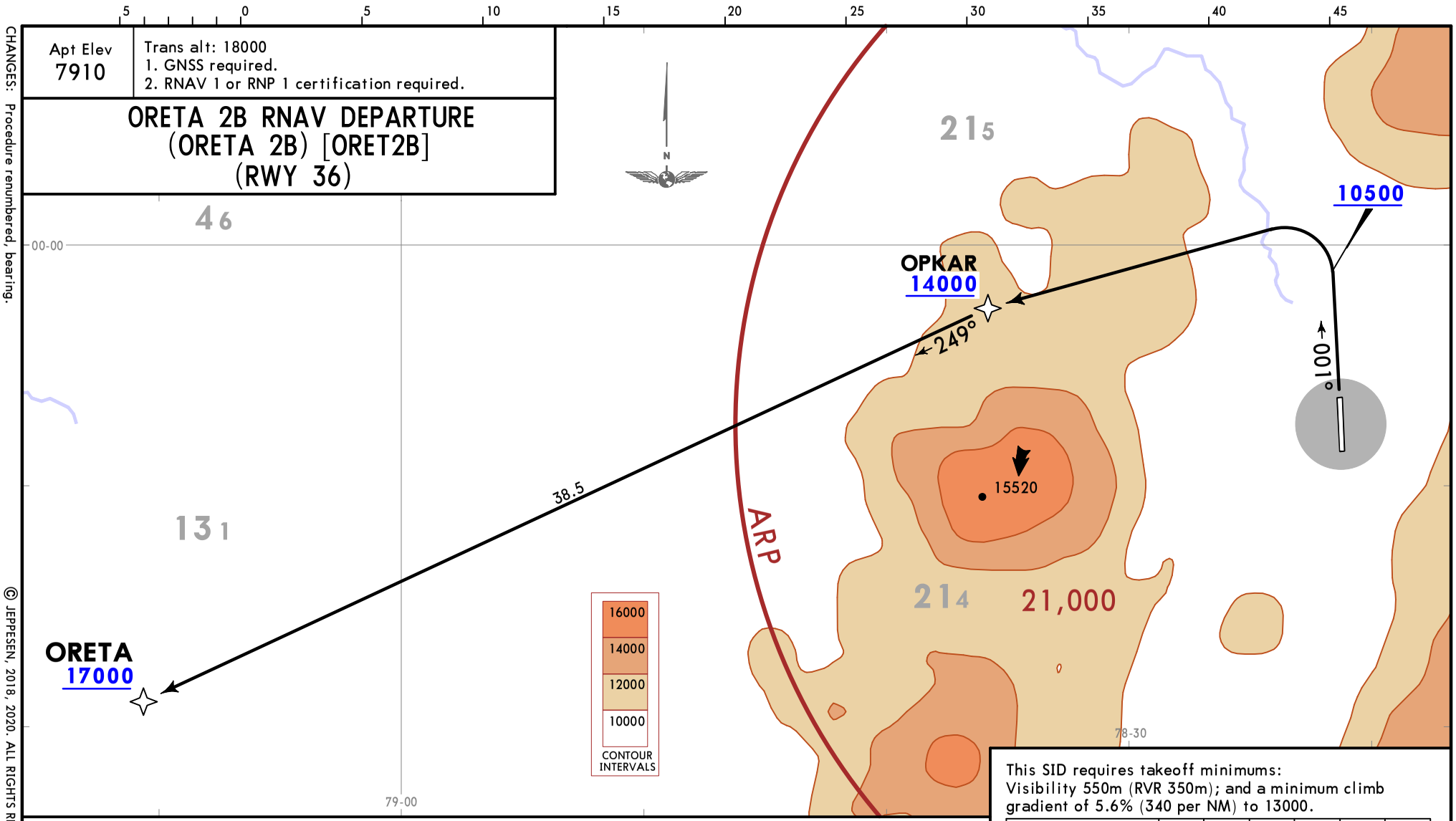
Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Climb on course 001° to 9000, turn LEFT direct to QMØ23, cross QMØ23 at or above 11500, continue on track 295° to cross ILPEX at or above 12600, intercept track 238° to ORETA, cross ORETA at or above 17000 to continue on airway.

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

ORETA 2B RNAV DEPARTURE
(ORETA 2B) [ORET2B]
(RWY 36)



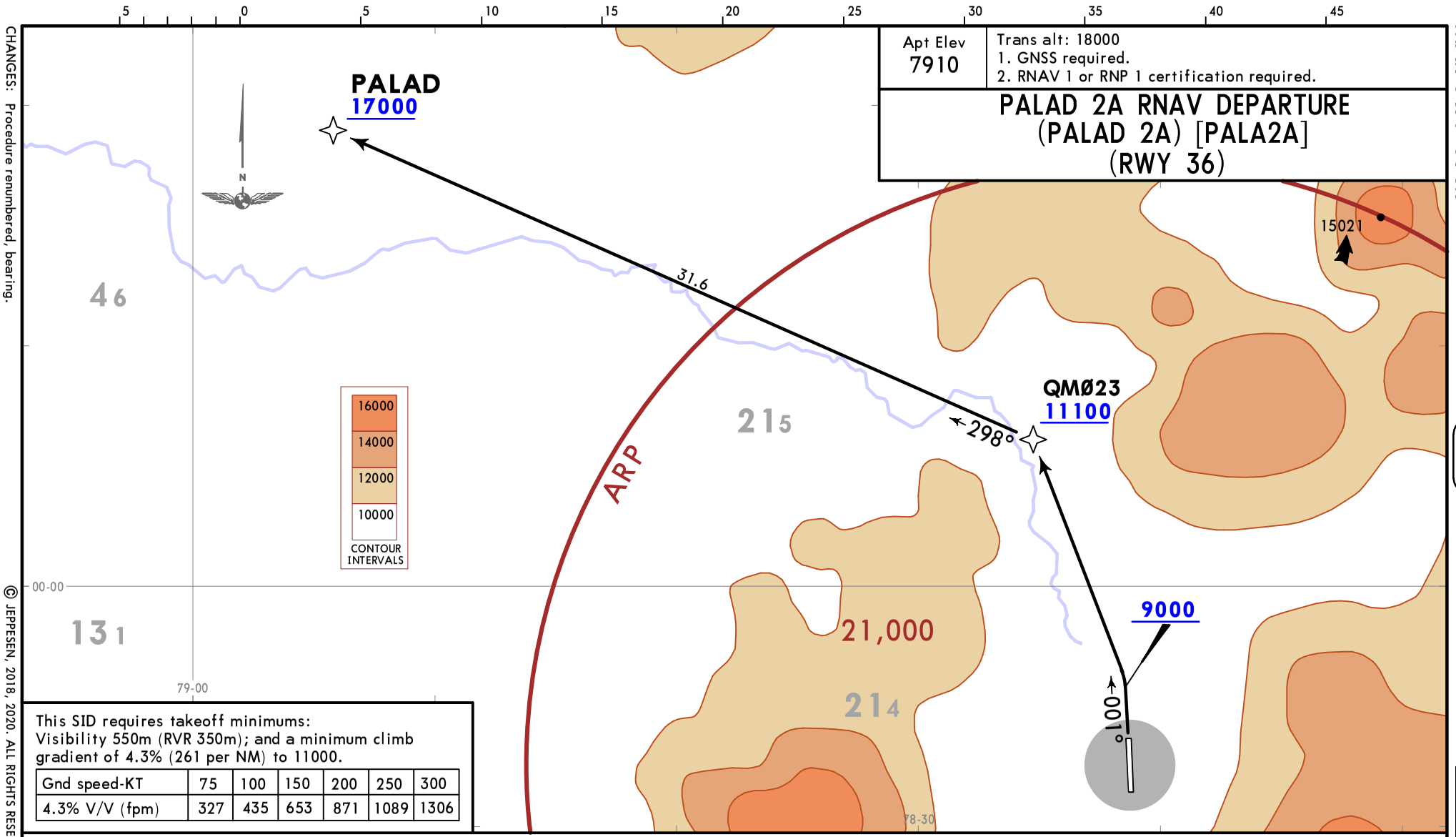
INITIAL CLIMB

Climb on course 001° to 10500, turn LEFT direct to OPKAR, cross OPKAR at or above 14000, continue on track 249° to cross ORETA at or above 17000 and intercept airway.

This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.6% (340 per NM) to 13000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

CHANGES: Procedure renumbered, bearing.



Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

PALAD 2A RNAV DEPARTURE (PALAD 2A) [PALA2A] (RWY 36)

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

INITIAL CLIMB

Climb on course 001° to 9000, turn LEFT direct to QMØ23, cross QMØ23 at or above 11100, continue direct to PALAD, cross PALAD at or above 17000 and intercept airway.

SEQM/UIO
MARISCAL SUCRE INTL

21 FEB 20

JEPPESEN

10-3N

QUITO, ECUADOR

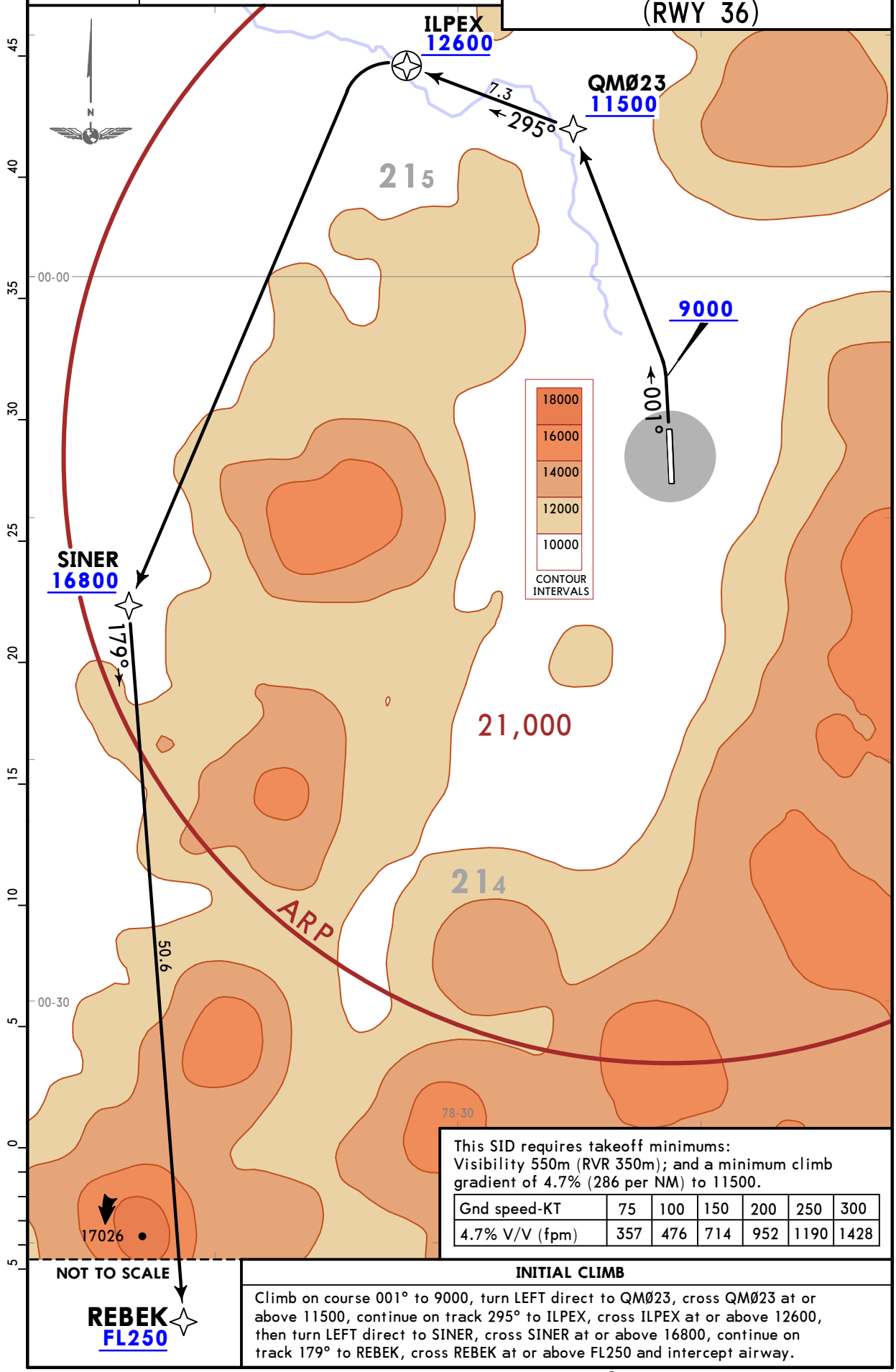
RNAV SID

CHANGES: Procedure renumbered, bearing.

REBEK 2A RNAV DEPARTURE (REBEK 2A) [REBE2A] (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 4.7% (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

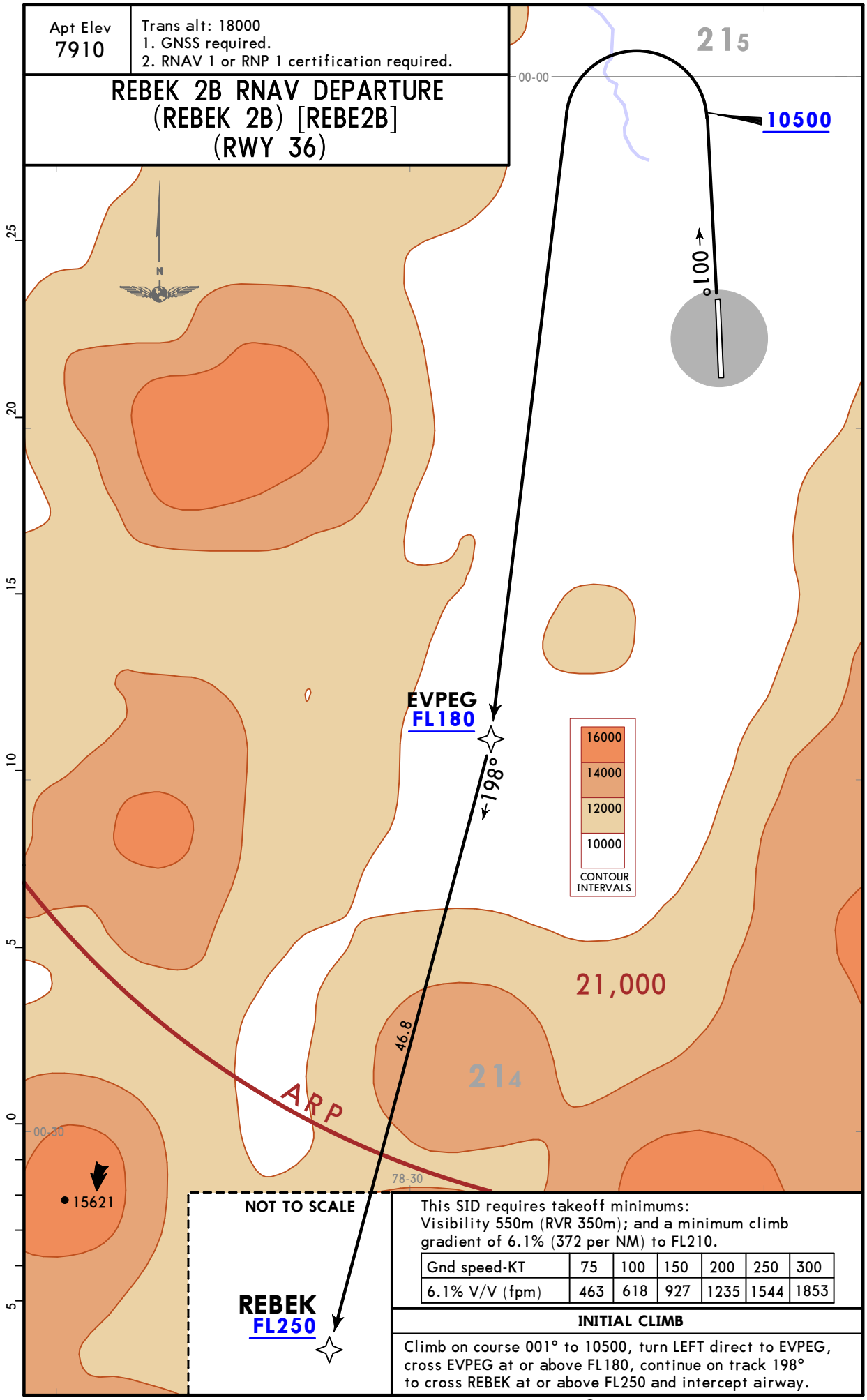
INITIAL CLIMB

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. 2. RNAV 1 or RNP 1 certification required.

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



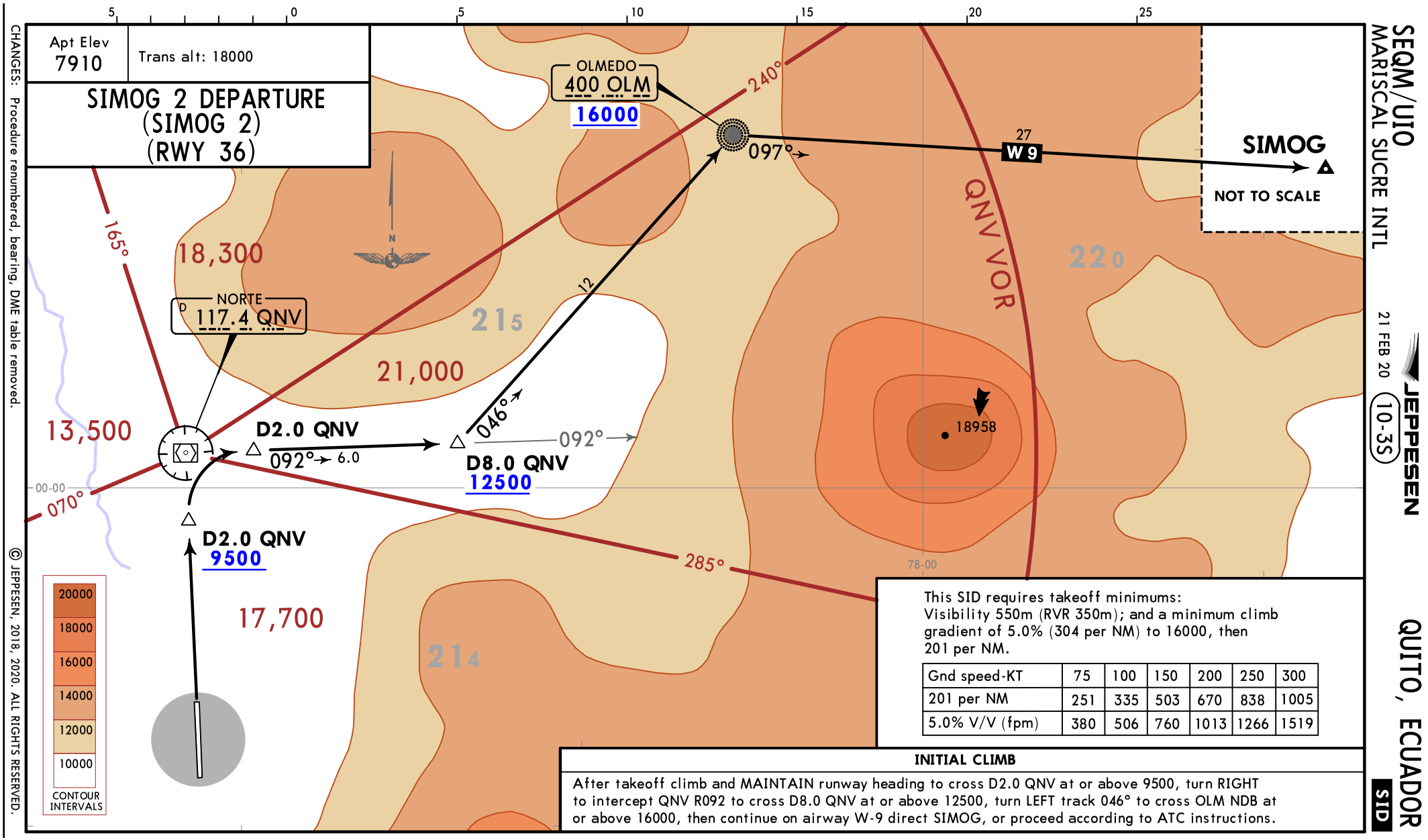
This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 6.1% (372 per NM) to FL210.

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.



CHANGES: Procedure renumbered, bearing, DME table removed.

SEQM/UIO
MARISCAL SUCRE INTL

21 FEB 20

JEPPESEN

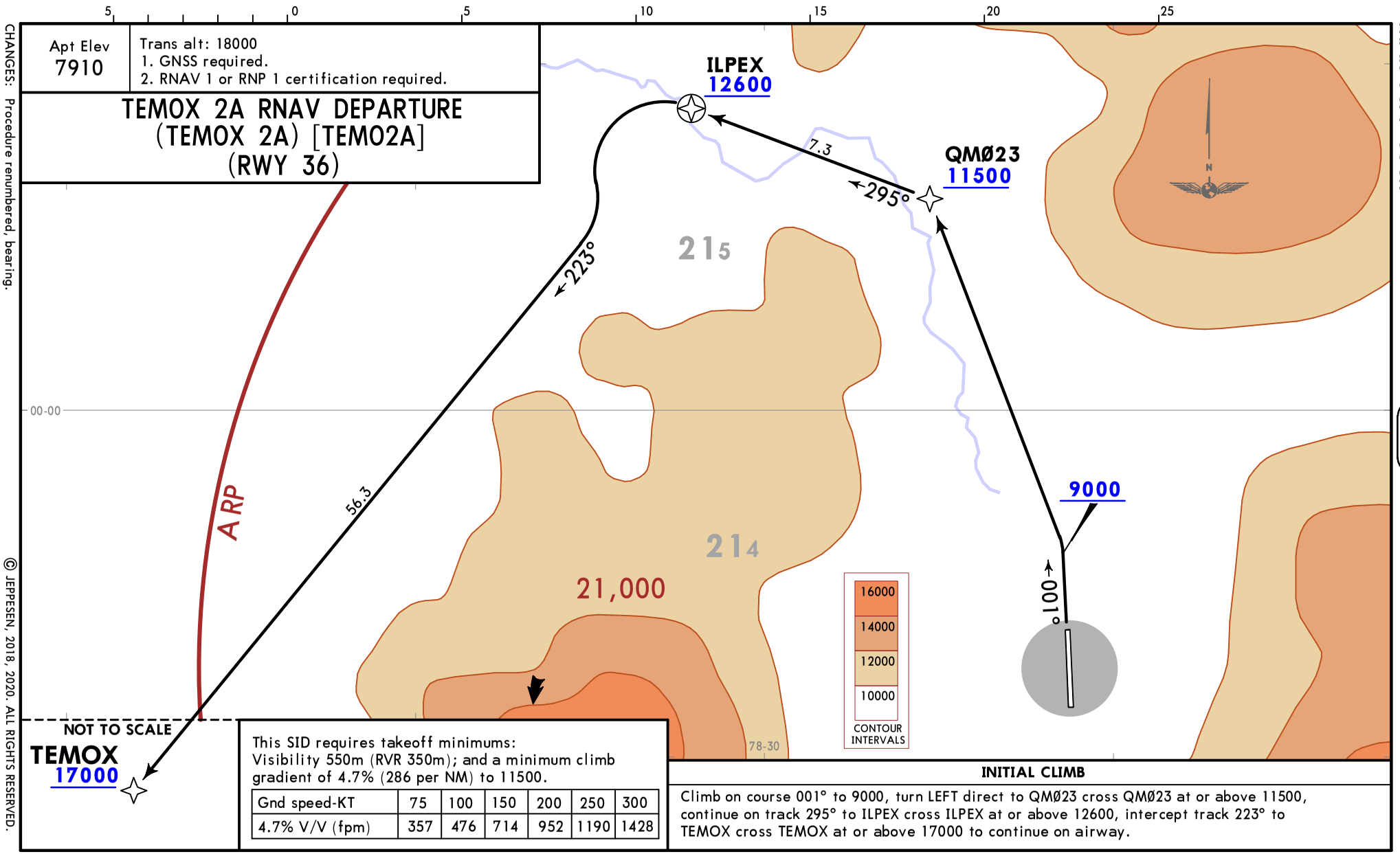
10-3S

QUITO, ECUADOR

SID

Apt Elev	Trans alt: 18000
7910	1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

TEMOX 2A RNAV DEPARTURE (TEMOX 2A) [TEMO2A] (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

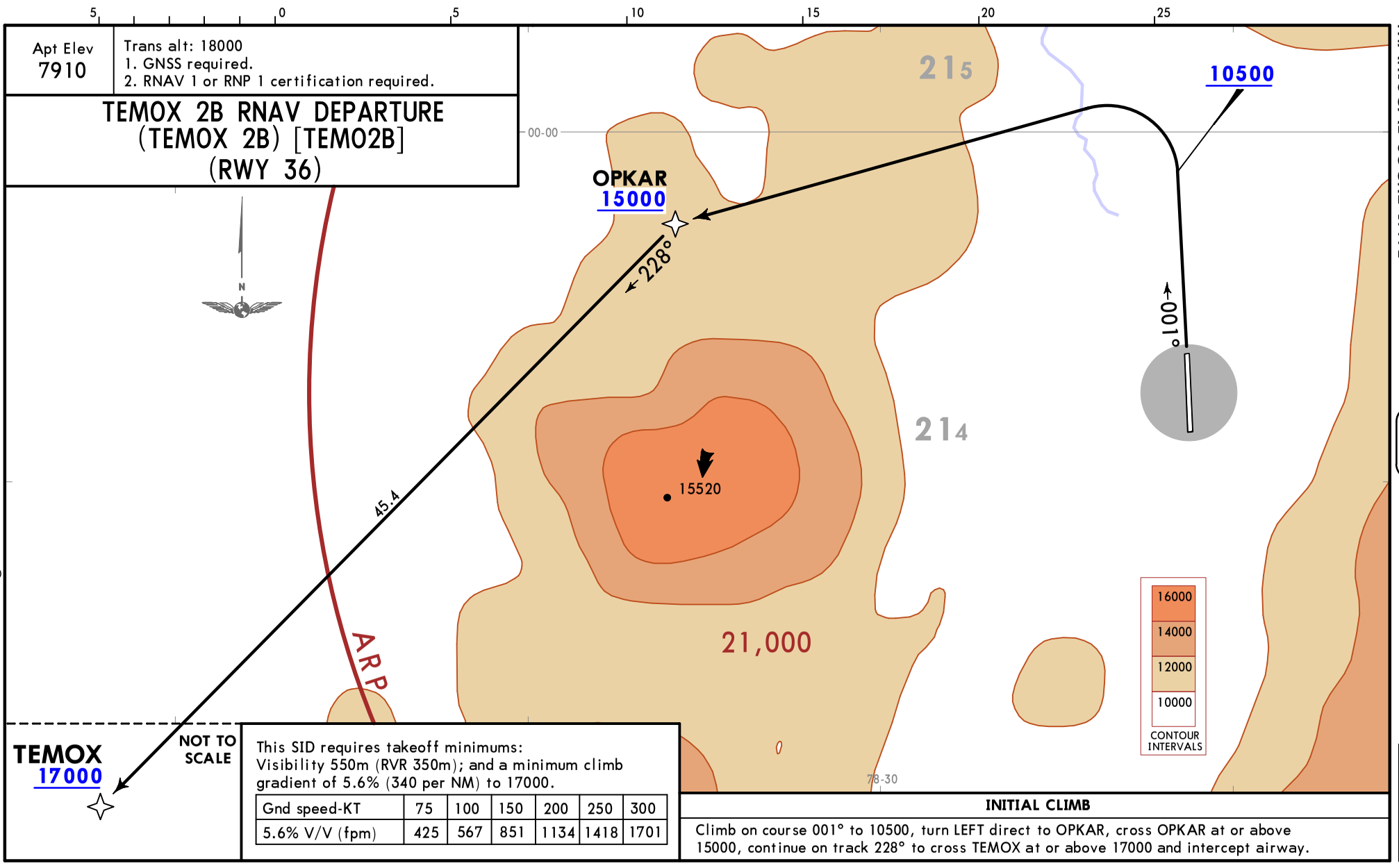
Climb on course 001° to 9000, turn LEFT direct to QMØ23 cross QMØ23 at or above 11500, continue on track 295° to ILPEX cross ILPEX at or above 12600, intercept track 223° to TEMOX cross TEMOX at or above 17000 to continue on airway.

CHANGES: Procedure renumbered, bearing.

CHANGES: Procedure renumbered.

Apt Elev	
7910	Trans alt: 18000 1. GNSS required. 2. RNAV 1 or RNP 1 certification required.

TEMOX 2B RNAV DEPARTURE (TEMOX 2B) [TEMO2B] (RWY 36)



This SID requires takeoff minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.6% (340 per NM) to 17000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

INITIAL CLIMB

Climb on course 001° to 10500, turn LEFT direct to OPKAR, cross OPKAR at or above 15000, continue on track 228° to cross TEMOX at or above 17000 and intercept airway.

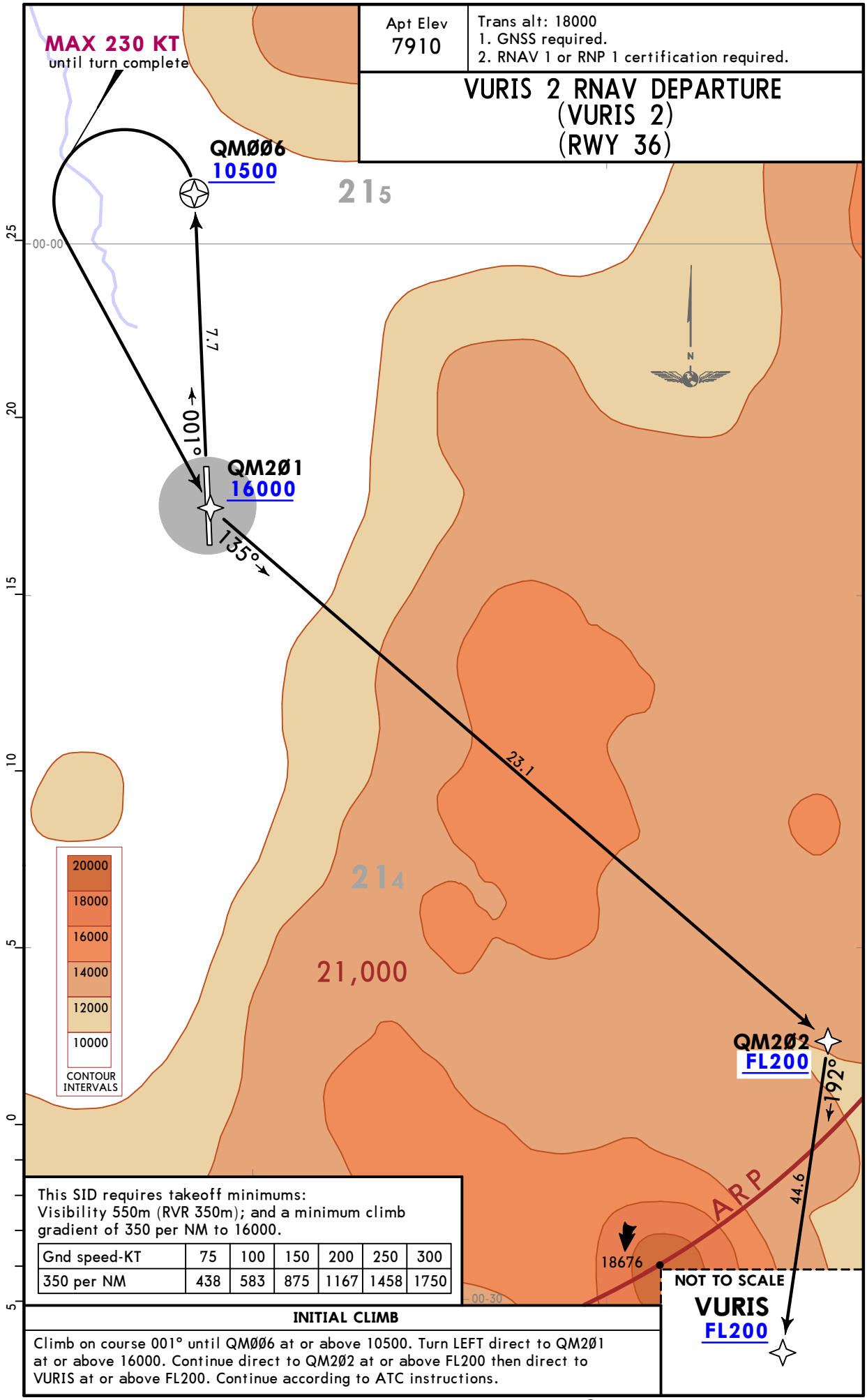
SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 (10-3V)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans alt: 18000
7910	1. GNSS required.
	2. RNAV 1 or RNP 1 certification required.

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



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.

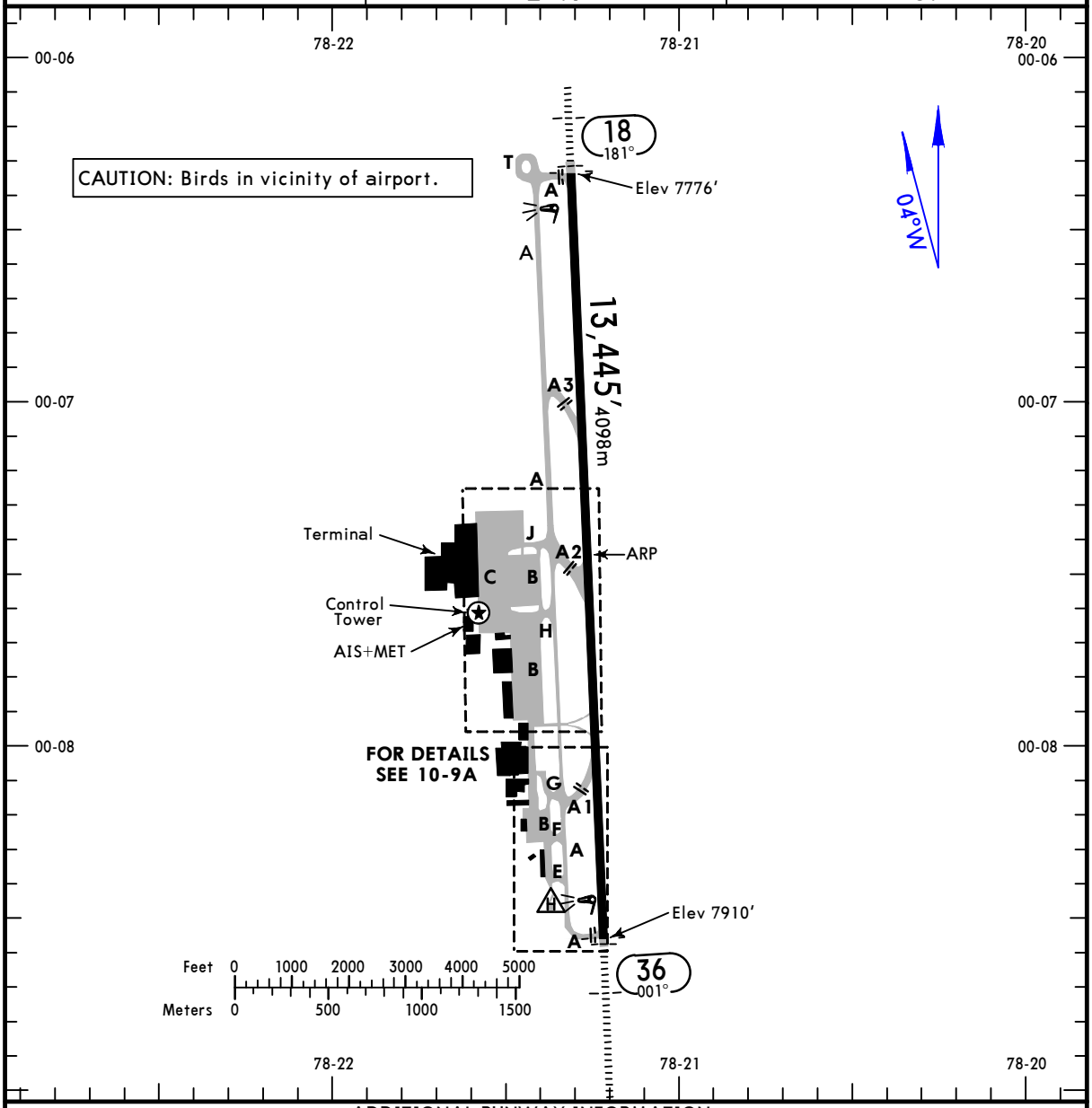
RUNWAY 36

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.

CHANGES: New temporary chart.

ATIS	QUITO Ground	Tower
118.9	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

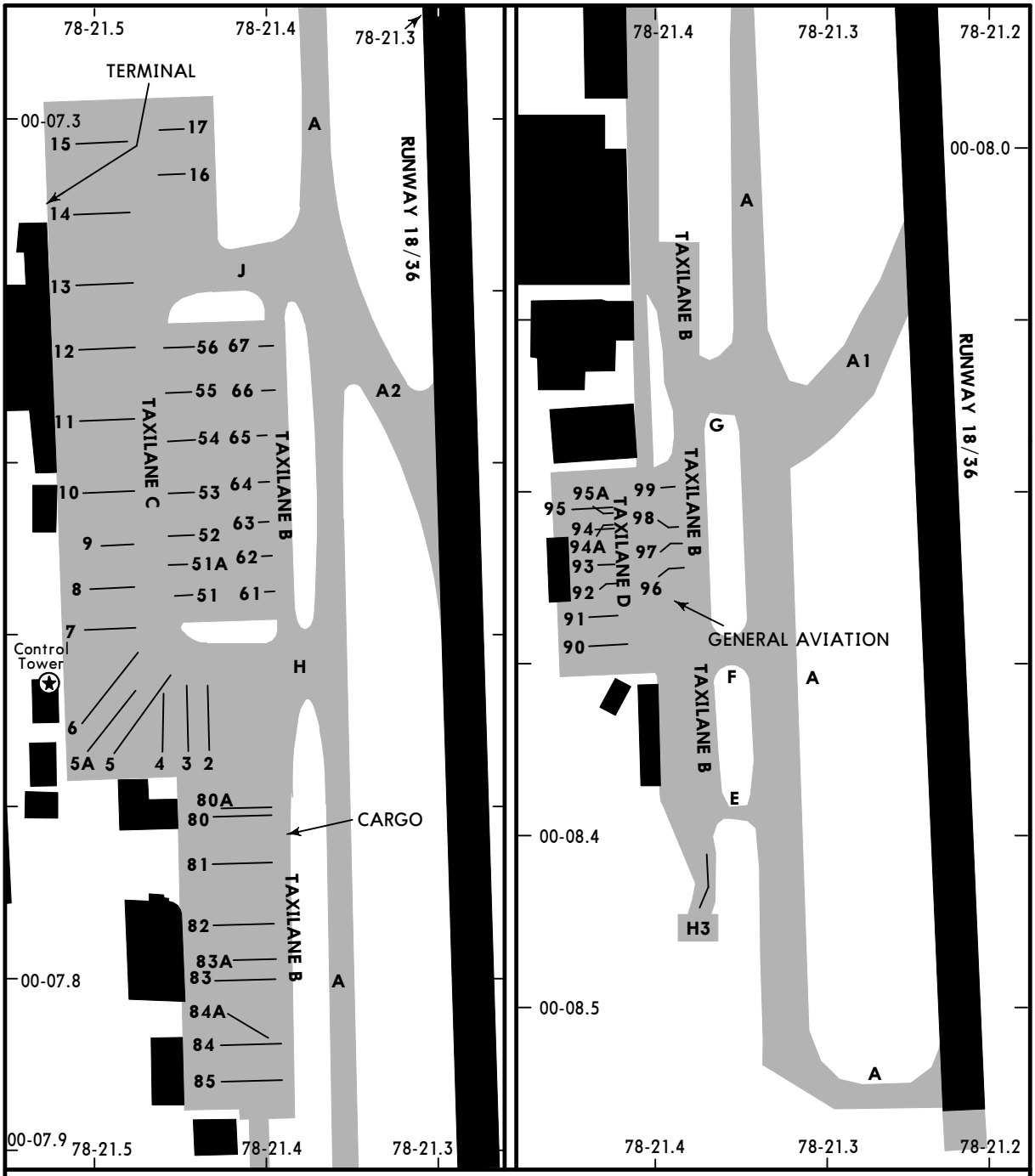
RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL CL SALS PAPI-L (angle 3.2°)		12421′ 3786m		148′ 45m
36	HIRL CL ALS TDZ PAPI-L (angle 3.2°) RVR		12299′ 3749m	❶ 9843′ 3000m	

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

TAKE-OFF

	Rwy 36	Rwy 18
C	RVR 350m	550m
D	VIS 550m	

CHANGES: Taxiways, ramp.



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 thru 92	S00 08.3 W078 21.4
16, 17	S00 07.4 W078 21.5	93, 94, 94A	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	97 thru 99	S00 08.2 W078 21.4
61 thru 63	S00 07.6 W078 21.4		
		96	S00 08.3 W078 21.4
64 thru 67	S00 07.5 W078 21.4	H3	S00 08.5 W078 21.4

CHANGES: Parking stands, ramp.

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 550 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 - DA(H) 8110'(200') / VIS 800m ❶	Catagories B/C/D
CAT II	RVR 350m - DA(H) 8030' (RA 120')	Catagory B
	RVR 400m - DA(H) 8040' (RA 130')	Catagory C
	RVR 450m - DA(H) 8060' (RA 150')	Catagory D

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

- 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
Abeam ALPHA ONE	Mandatory	Optional
Holding Point RWY 36 ILS CAT II	Mandatory	Mandatory
Taxiway ALPHA before JULIET	Mandatory	Optional
Taxiway ALPHA before HOTEL	Mandatory	Mandatory
Taxiway Juliet	Mandatory	Mandatory

  - 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 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.

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.

QUITO, ECUADOR
MARISCAL SUCRE INTL

STRAIGHT-IN RWY		A	B	C	D
18	❶ ILS 1Z, 1Y	**8100**′(324′)	**8100**′(324′)	**8100**′(324′)	**8100**′(324′)
	FULL	**NA**	**R1600m**	**R1600m**	**R1600m**
	ALS out	NA	R2000m	R2000m	R2000m
	❶❷ LOC 1Z, 1Y	**8350**′(574′)	**8350**′(574′)	**8350**′(574′)	**8350**′(574′)
		NA	**R2000m**	**R2200m**	**R2200m**
	ALS out	NA	R2500m	R2500m	R2500m
	❸ RNP 1Z 0.30	**8190**′(414′)	**8190**′(414′)	**8190**′(414′)	**8190**′(414′)
		NA	**NA**	**R1500m**	**R1500m**
	ALS out	NA	NA	R1900m	R1900m
	❹ RNP 1Y 0.30	**8190**′(414′)	**8190**′(414′)	**8190**′(414′)	**8190**′(414′)
		NA	**NA**	**R1800m**	**NA**
	ALS out	NA	NA	R2200m	NA
	❶❷ VOR 1Z, 1Y	**8350**′(574′)	**8350**′(574′)	**8350**′(574′)	**8350**′(574′)
		NA	**R2000m**	**R2200m**	**R2200m**
	ALS out	NA	R2500m	R2500m	R2500m
36	❾ CAT II ILS Z, Y, W ⓫ CAT II ILS X	**NA** **NA**	**8030**′(120′) **RA 120′ R350m**	**8040**′(130′) **RA 130′ R400m**	**8060**′(150′) **RA 150′ R450m**
	❽ ILS Z, Y, W ❿ ILS X	**8110**′(200′)	**8110**′(200′)	**8110**′(200′)	**8110**′(200′)
	FULL	**NA**	❻ **R550m V800m**	❻ **R550m V800m**	❻ **R550m V800m**
	TDZ or CL out	NA	R750m V800m	R750m V800m	R750m V800m
	ALS out	NA	R1200m V1200m	R1200m V1200m	R1200m V1200m
	❶❷ LOC Z, Y, W ❷❺ LOC X	**8300**′(390′)	**8300**′(390′)	**8300**′(390′)	**8300**′(390′)
		NA	**R1200m**	**R1200m**	**R1200m**
	ALS out	NA	R1800m	R1800m	R1800m
	❼ RNP 1Z, 1Y, 1X 0.15	**8280**′(370′)	**8280**′(370′)	**8280**′(370′)	**8280**′(370′)
		NA	**NA**	**R1000m**	**R1000m**
	ALS out	NA	NA	R1700m	R1700m
	❼ RNP 1W, 1T 0.15	**8300**′(390′)	**8300**′(390′)	**8300**′(390′)	**8300**′(390′)
		NA	**NA**	**R1100m**	**NA**
	ALS out	NA	NA	R1800m	NA
	RNP 1S 0.15	**8280**′(370′)	**8280**′(370′)	**8280**′(370′)	**8280**′(370′)
		NA	**NA**	**R1000m**	**NA**
	ALS out	NA	NA	R1700m	NA
	❼ RNP 1Z, 1Y, 1X 0.30	**8450**′(540′)	**8450**′(540′)	**8450**′(540′)	**8450**′(540′)
		NA	**NA**	**R1700m**	**R1700m**
	ALS out	NA	NA	R2400m	R2400m

❶ Missed apch climb gradient mim 4.0%.
❷ Continuous Descent Final Approach.
❸ Missed apch climb gradient mim 4.0% until 11000′, then 3.3%; or 243′/NM.
❹ Missed apch climb gradient mim 4.0% or 243′/NM.
❺ Missed apch climb gradient mim 5.0%.
❻ W/o HUD/AP/FD: R750m.
❼ Missed apch climb gradient mim 200′/NM.
❽ Missed apch climb gradient mim 4.5%.
❾ Missed apch climb gradient mim 4.7%.
❿ Missed apch climb gradient mim 5.5%.
⓫ Missed apch climb gradient mim 5.8%.

QUITO, ECUADOR

MARISCAL SUCRE INTL

STRAIGHT-IN RWY	A	B	C	D
36 ❶❷ VOR 1Z, 1Y ❷❸ VOR 1X	**8300**′(390′) **NA**	**8300**′(390′) **R1200m**	**8300**′(390′) **R1200m**	**8300**′(390′) **R1200m**
ALS out	NA	R1800m	R1800m	R1800m

❶ Missed apch climb gradient mim 4.0%.
❷ Continuous Descent Final Approach.
❸ Missed apch climb gradient mim 5.0%.

❹ CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ❺ ILS 18 and ❺ VOR 18, 36 approaches	**NA**	**9900**′(1990′) **V5000m**	**9900**′(1990′) **V5000m**	**9900**′(1990′) **V5000m**
After ILS or LOC 36 approaches	**NA**	**9900**′(1990′) **V5000m**	**10500**′(2590′) **V5000m**	**10500**′(2590′) **V5000m**
After all other approaches	**NOT APPLICABLE**	**NOT APPLICABLE**	**NOT APPLICABLE**	**NOT APPLICABLE**

❹ Not authorized east of airport.
❺ Missed apch climb gradient mim 4.0%

TAKE-OFF

	Rwy 36	Rwy 18
A B C D	1 RVR 350m VIS 550m	550m

1 Below RVR 400m, LVP must be in force.

CHANGES: Procedure title.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

6 MAR 20 (11-1)

MISSED APCH CLIMB GRADIENT MIM 4.0%

QUITO, ECUADOR
ILS or LOC 1Z Rwy 18

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

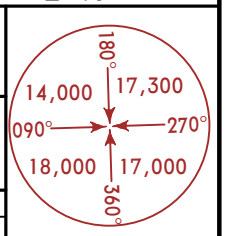
LOC IQN	Final Apch Crs	D5.7 IQN	ILS DA(H)	Apt Elev 7910′
111.1	181°	9700′ (1924′)	8100′ (324′)	Rwy 7776′

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′

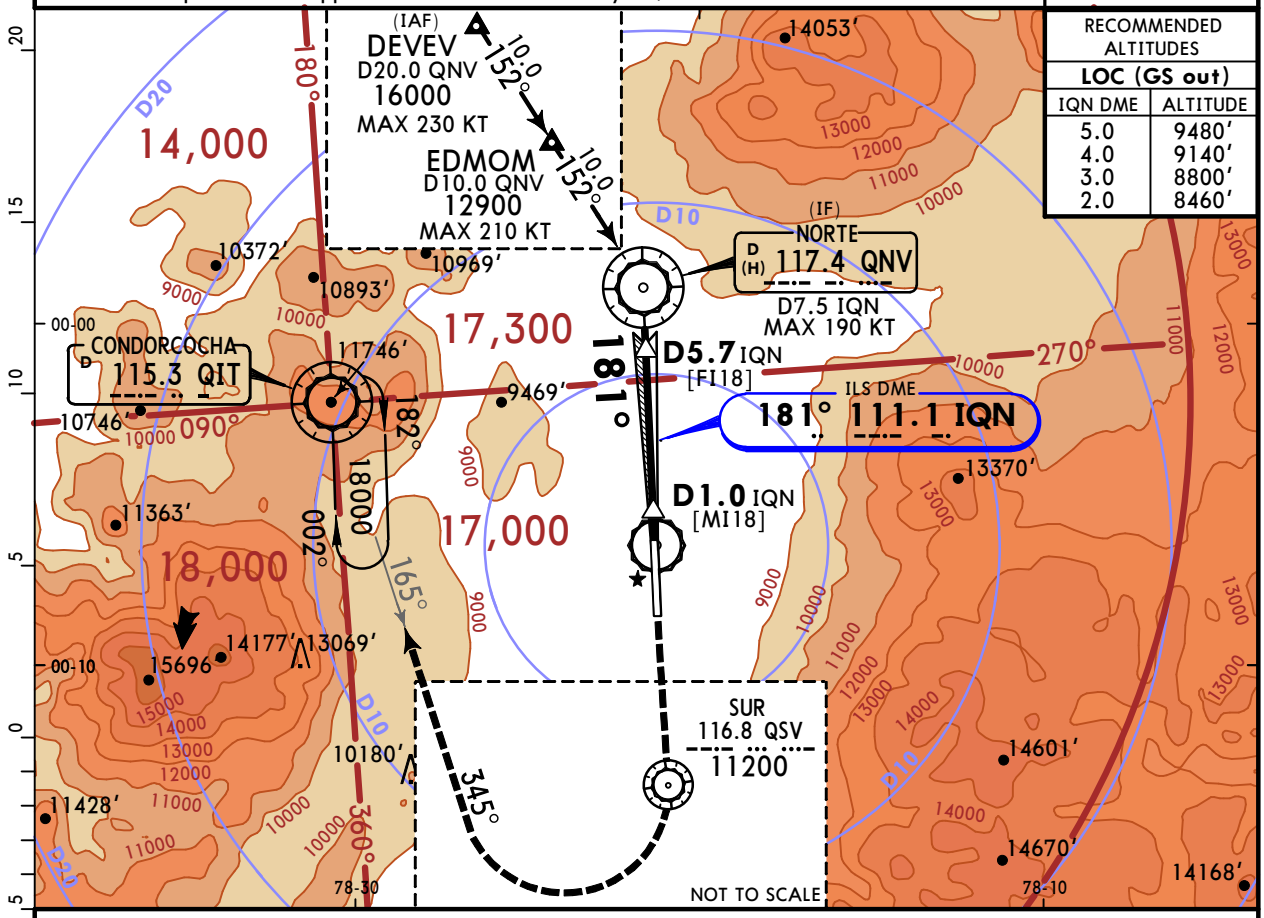
1. QNV VOR, QSV VOR, QIT VOR required. 2. DME required. 3. RADAR required.
4. Terrain dips on final approach near threshold Rwy 18/36.

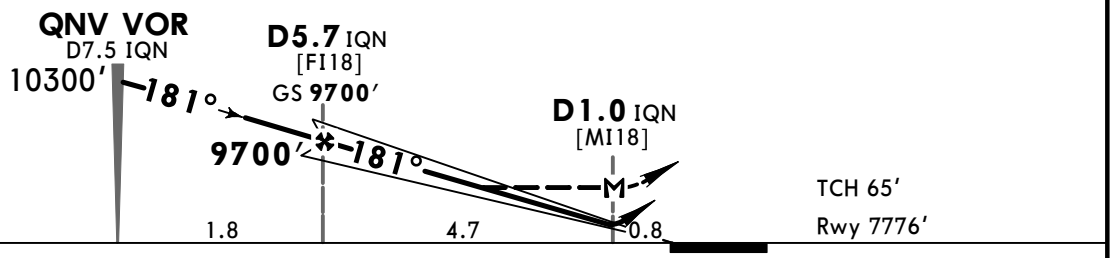
BRIEFING STRIP ™



MSA QIT VOR

RECOMMENDED ALTITUDES	
LOC (GS out)	
IQN DME	ALTITUDE
5.0	9480′
4.0	9140′
3.0	8800′
2.0	8460′





Gnd speed-Kts		120	140	160	180
ILS GS or LOC Descent Angle	3.20°	679	793	906	1019
MAP at D1.0 IQN or D5.7 to MAP	4.7	2:21	2:01	1:46	1:34

PAPI | SALS | 11200′ | D | QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND RWY 36	
	ILS DA(H) 8100′ (324′)		LOC (GS out) MDA(H) 8350′ (574′)		Max Kts	MDA(H)
	FULL	ALS out		ALS out		
C	1600m	2000m	2000m	2500m	180	9900′ (1990′) -5000m
D					205	

CHANGES: FAF, profile distances.

SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN 6 MAR 20 (11-2)

MISSED APCH CLIMB GRADIENT MIM 4.0%

QUITO, ECUADOR
ILS or LOC 1Y Rwy 18

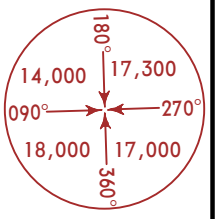
ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7	118.1	121.9

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′

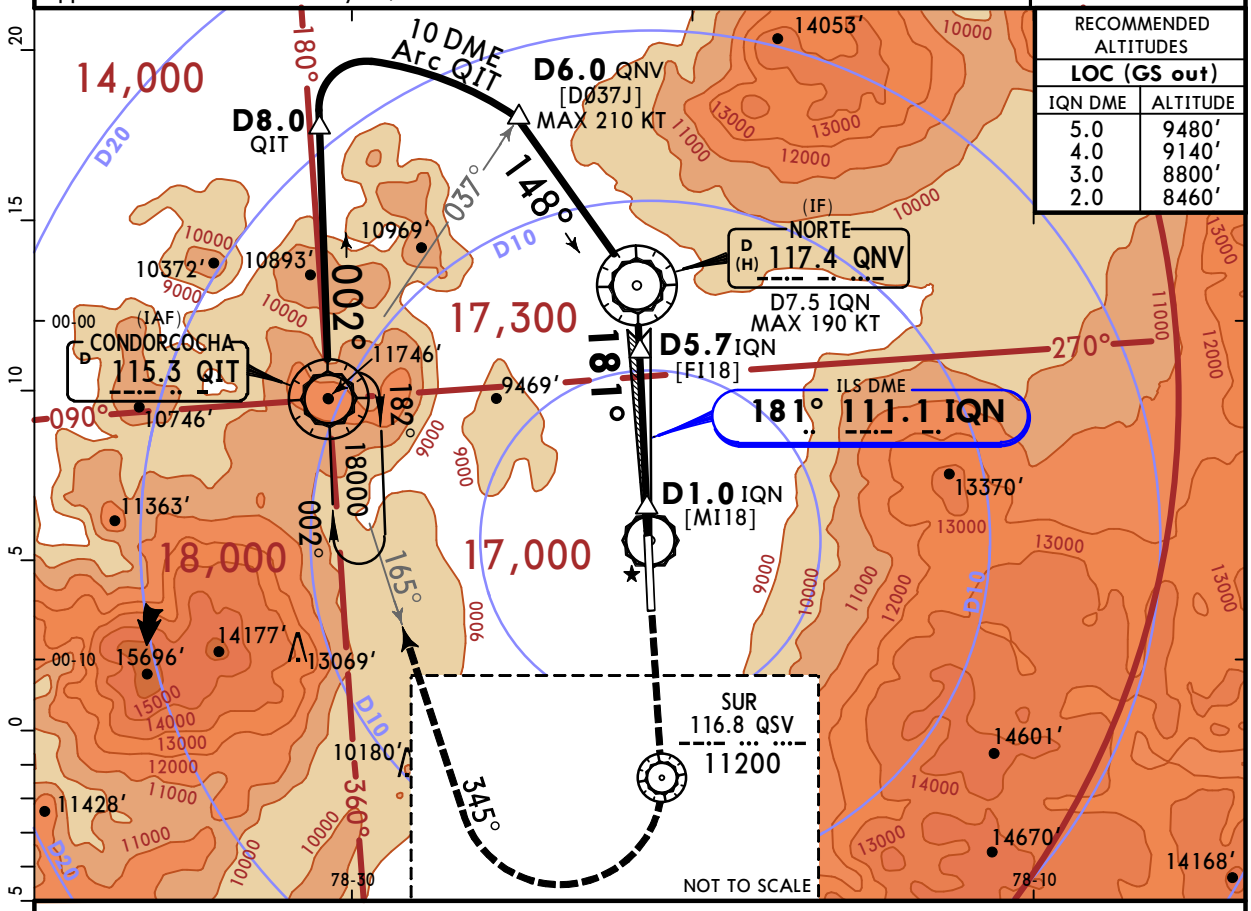
1. QIT VOR, QNV VOR, QSV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold Rwy 18/36.

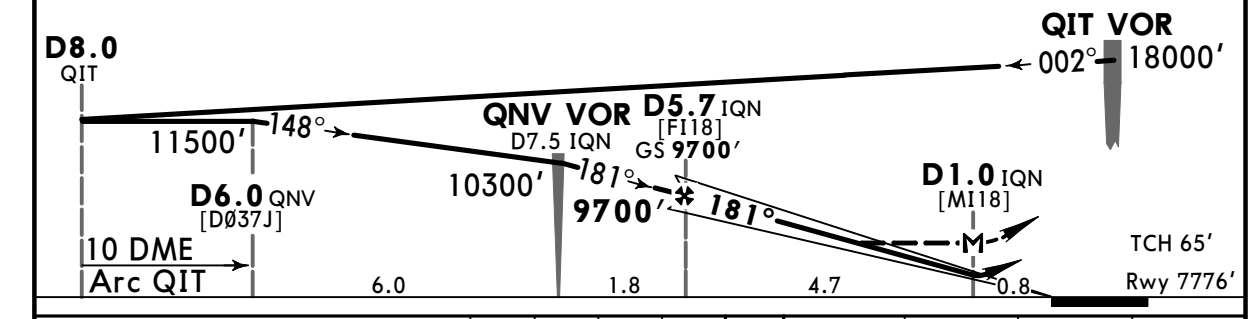


MSA QIT VOR

BRIEFING STRIP ™

RECOMMENDED ALTITUDES	
LOC (GS out)	
IQN DME	ALTITUDE
5.0	9480′
4.0	9140′
3.0	8800′
2.0	8460′





Gnd speed-Kts		120	140	160	180
ILS GS or LOC Descent Angle	3.20°	679	793	906	1019
MAP at D1.0 IQN or D5.7 IQN to MAP	4.7	2:21	2:01	1:46	1:34

PAPI | SALS | 11200′ | D | QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND RWY 36	
ILS DA(H) 8100′ (324′)		LOC (GS out) MDA(H) 8350′ (574′)		Max Kts	MDA(H)
FULL	ALS out		ALS out		
C 1600m	2000m	2000m	2500m	180	9900′ (1990′) - 5000m
D				205	

CHANGES: FAF.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

29 NOV 19 (11-3)

QUITO, ECUADOR
ILS or LOC Z Rwy 36

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

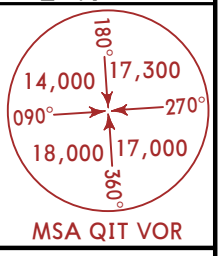
LOC IQS	Final Apch Crs	D7.5 IQS	CAT I & II ILS Refer to Minimums	Apt Elev 7910′ Rwy 7910′
109.3	001°	10500′ (2590′)		

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.

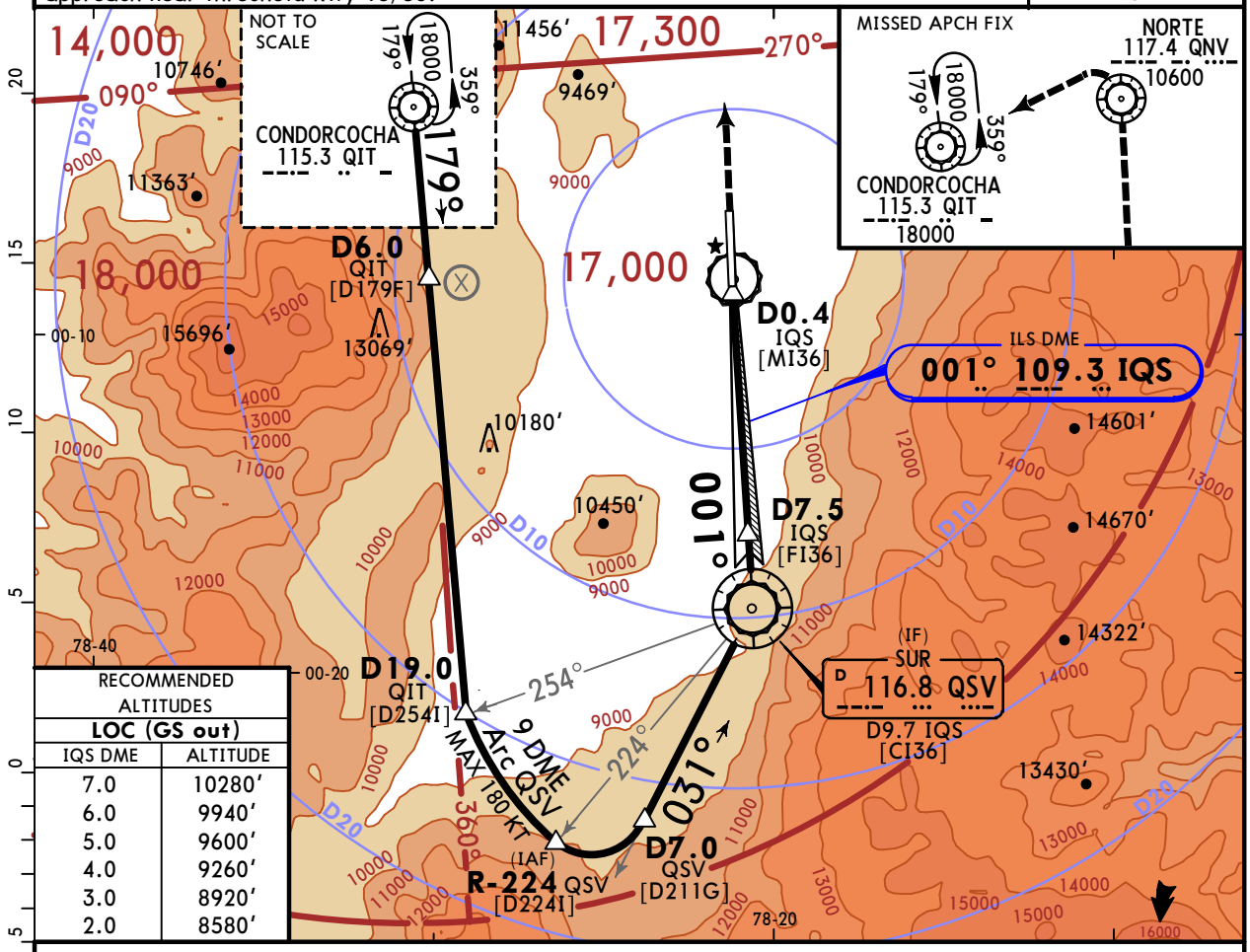
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000′

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

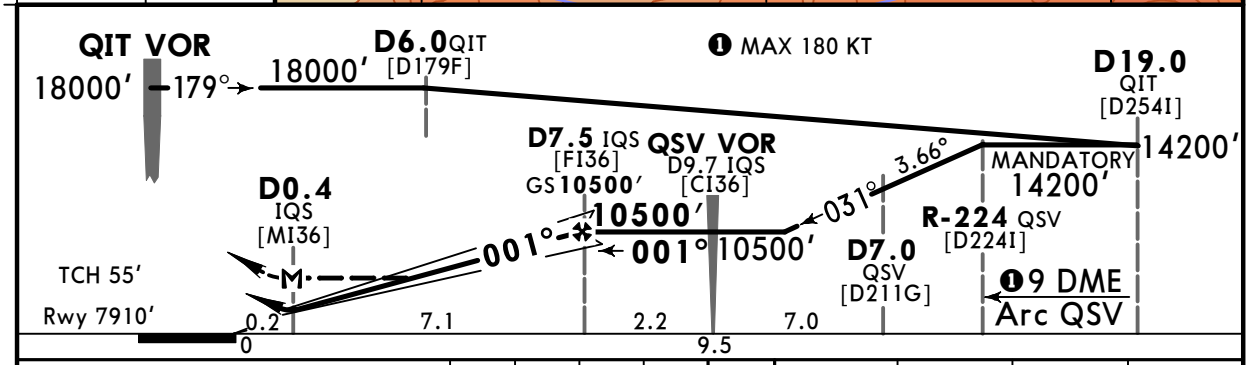
BRIEFING STRIP ™



MSA QIT VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IQS DME	ALTITUDE
7.0	10280′
6.0	9940′
5.0	9600′
4.0	9260′
3.0	8920′
2.0	8580′



Gnd speed-Kts		120	140	160	180
ILS GS or LOC Descent Angle	3.20°	679	793	906	1019
MAP at D0.4 IQS or D7.5 IQS to MAP	7.1	3:33	3:03	2:40	2:22

ALS | PAPI | 10600′ | D | QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY 36

Missed Apch Climb Gradient Mim 4.7% CAT II ILS		Missed Apch Climb Gradient Mim 4.5% ILS		Missed Apch Climb Gradient Mim 4.0% LOC (GS out)	
CAT C: RA 130′ DA(H) 8040′ (130′)	CAT D: RA 150′ DA(H) 8060′ (150′)	DA(H) 8110′ (200′) FULL	ALS out	MDA(H) 8300′ (390′)	ALS out
RVR 400m	RVR 450m	C RVR 550m D VIS 800m	1200m	1200m	1800m

CIRCLE-TO-LAND

Not Authorized East of Airport

Max Kts	MDA(H)
180	10500′ (2590′)
205	-5000m

CHANGES: Missed approach point moved, circling minimums.

SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN 29 NOV 19 11-4

QUITO, ECUADOR
ILS or LOC Y Rwy 36

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

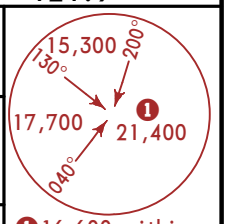
LOC IQS	Final Apch Crs	D7.5 IQS	CAT I & II ILS Refer to Minimums	Apt Elev 7910′ Rwy 7910′
109.3	001°	10500′ (2590′)		

BRIEFING STRIP™

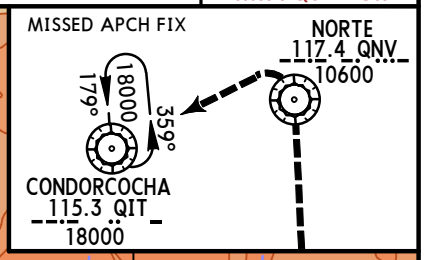
MISSED APCH: Climb direct to cross QNV VOR at or above 10,600′ then turn LEFT climbing to QIT VOR to enter holding at 18,000′ or in accordance with ATC instructions.

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

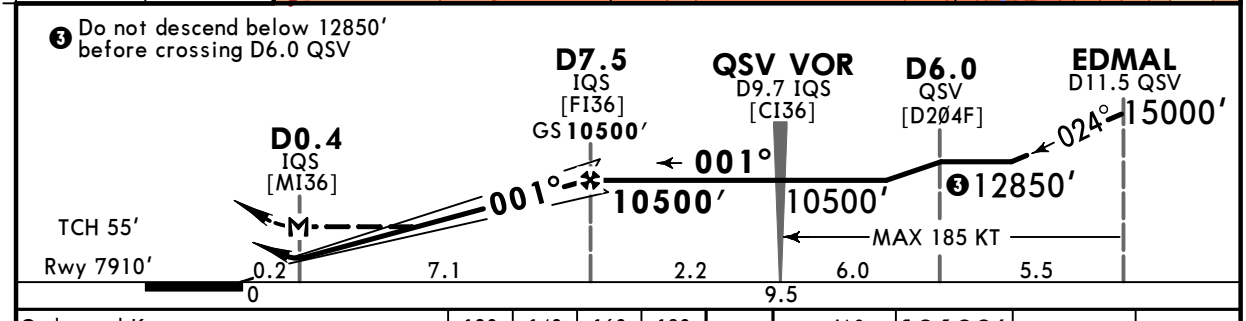
1. QIT VOR, QSV VOR, QNV VOR required. 2. DME required. 3. RADAR required.
3. Terrain dips on final approach near threshold Rwy 18/36.



❶16,600 within 10 NM MSA QSV VOR



RECOMMENDED ALTITUDES LOC (GS out)	
IQS DME	ALTITUDE
7.0	10280′
6.0	9940′
5.0	9600′
4.0	9260′
3.0	8920′
2.0	8580′



Gnd speed-Kts		120	140	160	180
ILS GS or LOC Descent Angle	3.20°	679	793	906	1019
MAP at D0.4 IQS or D7.5 IQS to MAP	7.1	3:33	3:03	2:40	2:22

ALS PAPI 10600′ D QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY 36

Missed Apch Climb Gradient Mim 4.7% CAT II ILS		Missed Apch Climb Gradient Mim 4.5% ILS		Missed Apch Climb Gradient Mim 4.0% LOC (GS out)	
CAT C: RA 130′ DA(H) 8040′ (130′)	CAT D: RA 150′ DA(H) 8060′ (150′)	DA(H) 8110′ (200′)		MDA(H) 8300′ (390′)	
		FULL	ALS out		ALS out
RVR 400m	RVR 450m	C RVR 550m VIS 800m	1200m	1200m	1800m
		D			

CIRCLE-TO-LAND

Not Authorized East of Airport

Max Kts	MDA(H)
180	10500′ (2590′) -5000m
205	

CHANGES: Missed approach point moved, circling minimums.

SEQM/UIO

MARISCAL SUCRE INTL

JEPPESEN

29 NOV 19 (11-5)

QUITO, ECUADOR

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	CAT I & II ILS Refer to Minimums	Apt Elev 7910' Rwy 7910'
109.3	001°	10500' (2590')		

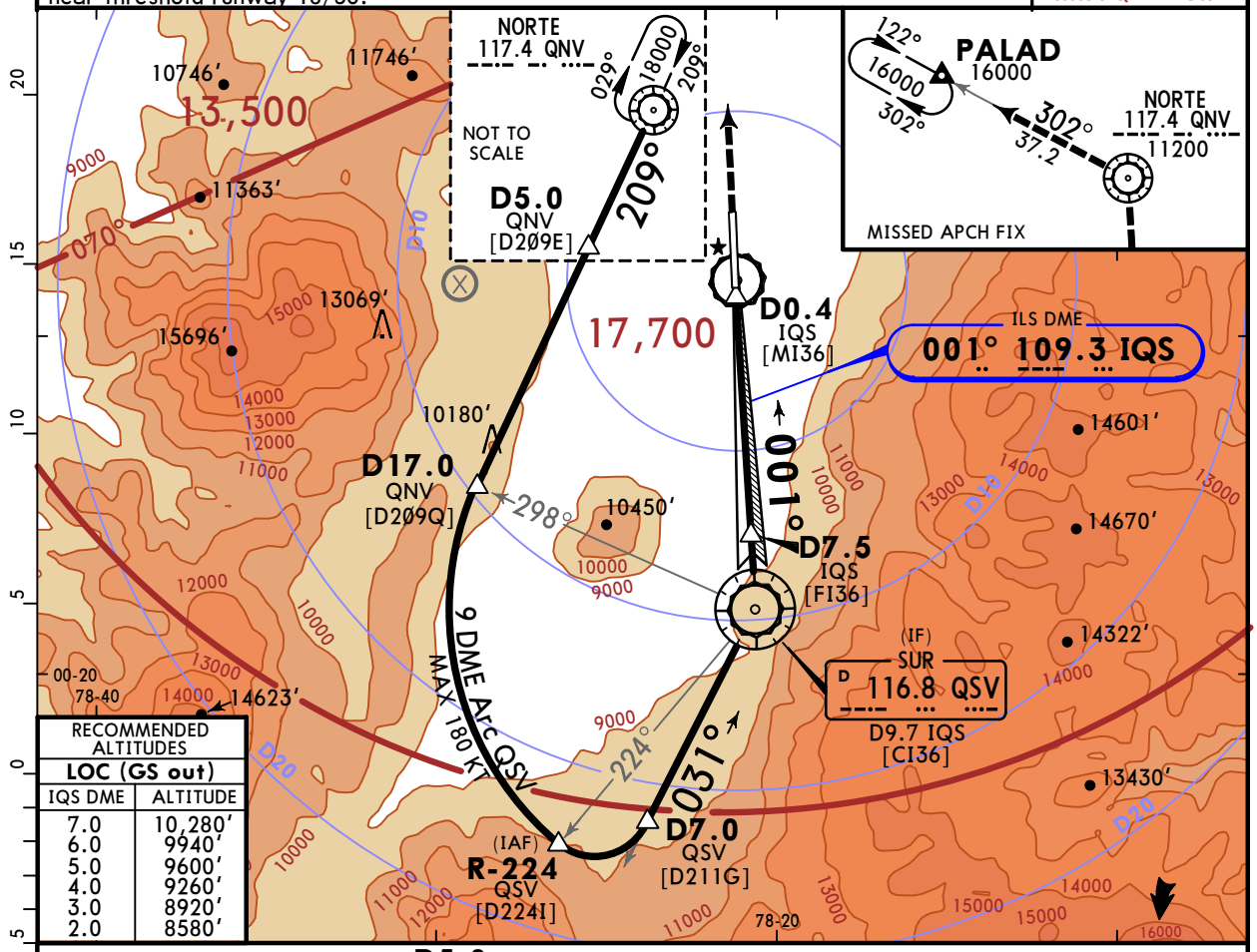
MISSED APCH: Climb direct to cross QNV VOR at or above 11200', then intercept QNV VOR R-302 outbound direct to PALAD and hold at 16000' or proceed in accordance with ATC instructions.

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

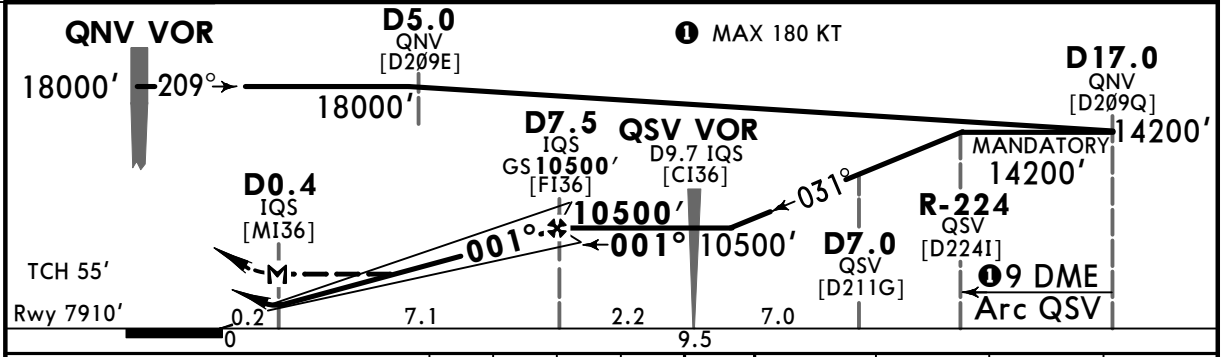
1. QNV VOR and QSV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP ™

MSA QNV VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IQS DME	ALTITUDE
7.0	10,280'
6.0	9940'
5.0	9600'
4.0	9260'
3.0	8920'
2.0	8580'



Gnd speed-Kts		120	140	160	180
ILS GS or LOC Descent Angle	3.20°	679	793	906	1019
MAP at D0.4 IQS or D7.5 IQS to MAP	7.1	3:33	3:03	2:40	2:22

ALS PAPI 11200' D QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY 36

Missed apch climb gradient mim 5.8% CAT II ILS		Missed apch climb gradient mim 5.5% ILS		Missed apch climb gradient mim 5.0% LOC (GS out)		CIRCLE-TO-LAND Not Authorized East of Airport	
CAT C: RA 130' DA(H) 8040' (130')	CAT D: RA 150' DA(H) 8060' (150')	DA(H) 8110' (200') FULL	ALS out	MDA(H) 8300' (390')	ALS out	Max Kts	MDA(H)
RVR 400m	RVR 450m	C RVR 550m VIS 800m	1200m	1200m	1800m	180	10500' (2590')
		D				205	-5000m

CHANGES: Missed approach point moved, circling minimums.

SEQM/UIO

MARISCAL SUCRE INTL

JEPPESEN

29 NOV 19 | 11-6

QUITO, ECUADOR

ILS OR LOC W Rwy 36

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

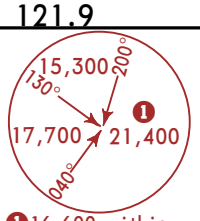
LOC IQS	Final Apch Crs	D7.5 IQS	CAT I & II ILS	Apt Elev 7910'
109.3	001°	10500'(2590')	Refer to Minimums	Rwy 7910'

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.

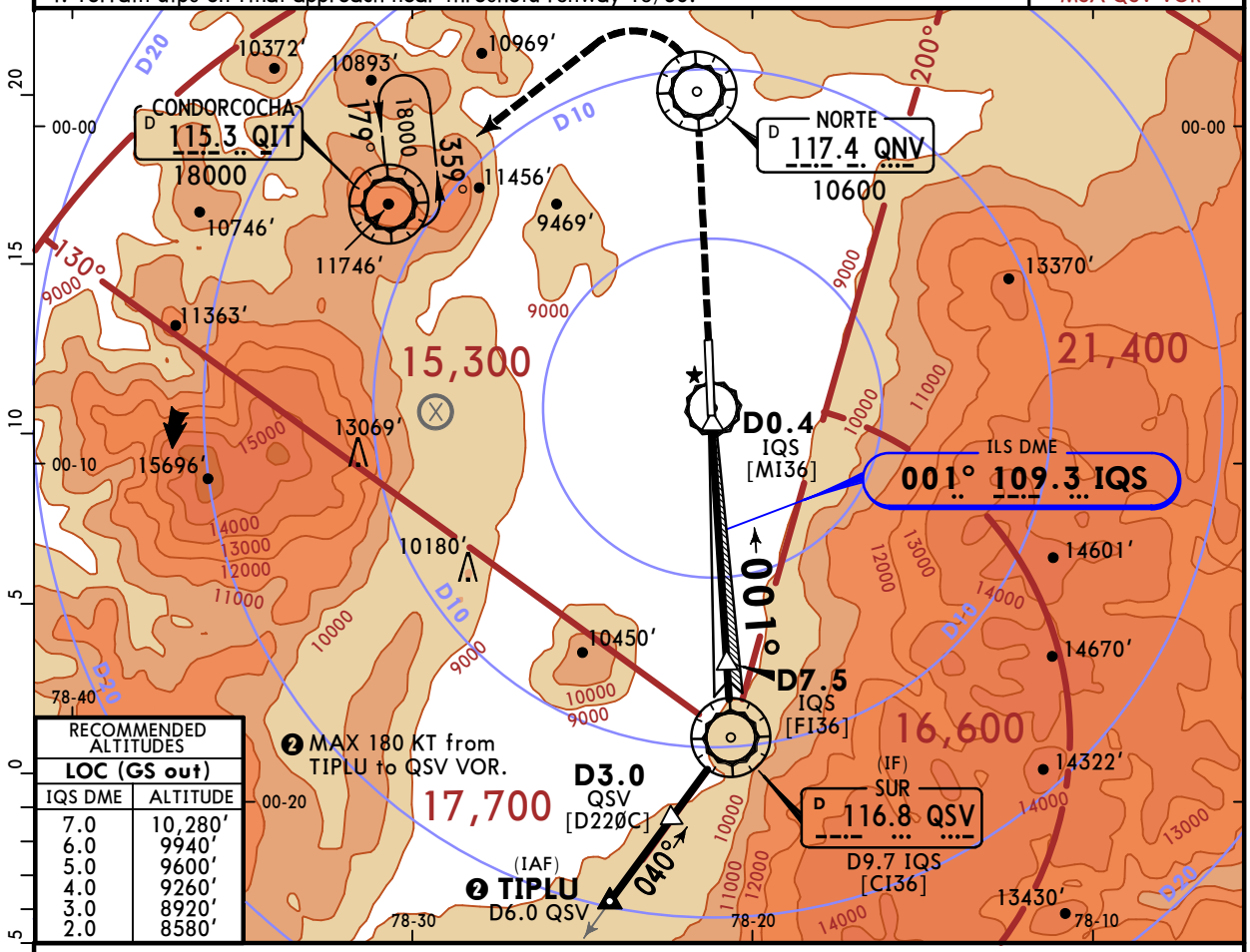
Alt Set: hPa | Rwy Elev: 258 hPa | Trans level: By ATC | Trans alt: 18000'

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 ™

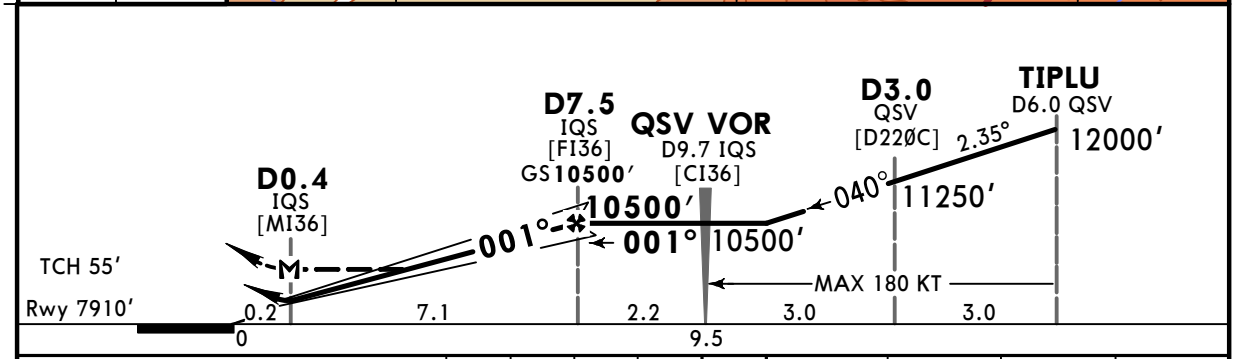


1 16,600 within 10 NM MSA QSV VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IQS DME	ALTITUDE
7.0	10,280'
6.0	9940'
5.0	9600'
4.0	9260'
3.0	8920'
2.0	8580'

2 MAX 180 KT from TIPLU to QSV VOR.



Gnd speed-Kts		120	140	160	180
ILS GS or LOC Descent Angle	3.20°	679	793	906	1019
MAP at D0.4 IQS or D7.5 IQS to MAP	7.1	3:33	3:03	2:40	2:22

ALS | PAPI | 10600' | D | QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY 36

Missed apch climb gradient mim 4.7% CAT II ILS		Missed apch climb gradient mim 4.5% ILS			Missed apch climb gradient mim 4.0% LOC (GS out)		CIRCLE-TO-LAND Not Authorized East of Airport	
CAT C: RA 130' DA(H) 8040'(130')	CAT D: RA 150' DA(H) 8060'(150')	DA(H) 8110'(200')			MDA(H) 8300'(390')		Max Kts	MDA(H)
			FULL	ALS out		ALS out		
RVR 400m	RVR 450m	C	RVR 550m	1200m	1200m	1800m	180	10500'(2590')
		D	VIS 800m				205	-5000m

CHANGES: Missed approach point moved, circling minimums.

SEQM/UIO

JEPPESEN

21 FEB 20 12-20

QUITO, ECUADOR
RNAV (RNP) 1Z Rwy 18
MISSED APCH CLIMB GRADIENT MIM 4.0%

MARISCAL SUCRE INTL

BRIEFING STRIP ™

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′

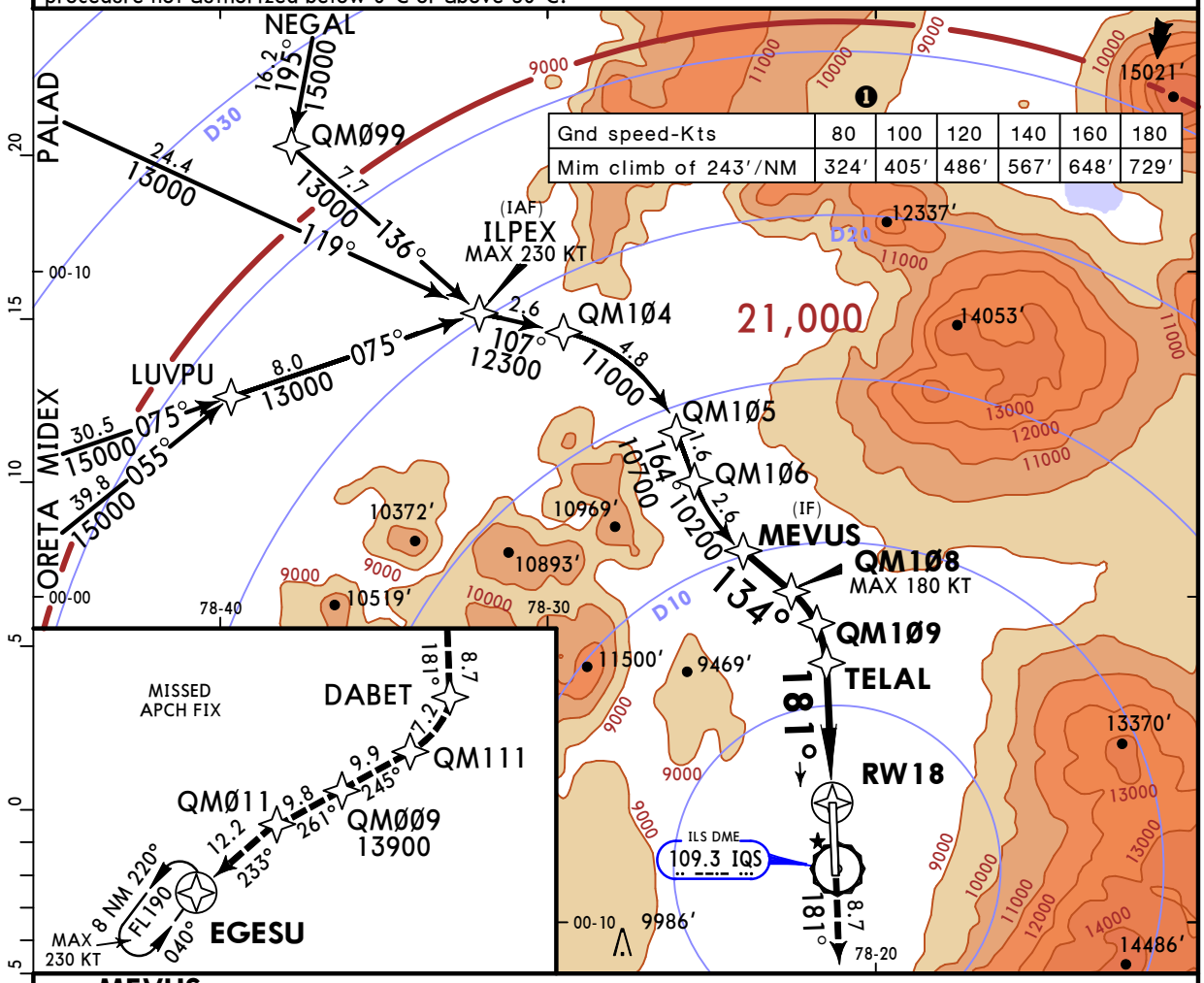
21,000
MSA ARP

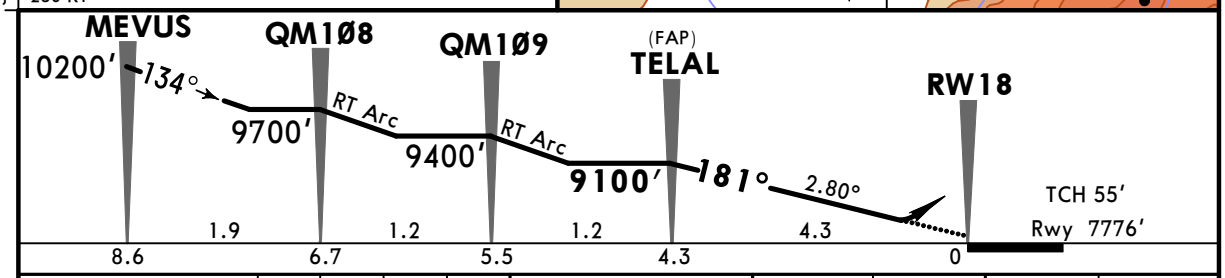
MISSED APCH: Climb on 181° track to DABET, continue climbing on RNP track to EGESU and hold at FL 190 or higher or according to ATC instructions.
❶ Missed climb gradient mim 4.0% until 11000′ then 3.3%.

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.





Gnd speed-Kts	120	140	160	180
Glide Path Angle 2.80°	594	693	792	892
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
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%

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.

BRIEFING STRIP ™

❷ FEEDER ROUTES TO QM032

QM032 MAX 230 KT

QM014 — 5.6 050° 15300 — 038° 15300 6.1 — QM009

QM011 — 9.6 073° 16700 — 4.7 027° 16800 — QM040

QM011 — 12.2 053° FL190 — (IAF) EGESU — MAX 230 KT — 8 NM 220° FL190 — 040°

PAMIS FL230 — 15.0 040° FL190 — EGESU

QM040 — 14.7 012° 18000 — (IAF) UTPEK — MAX 230 KT — 8 NM 192° FL190

UTPEK — 341° 24.5 FL190 — KETOM FL250

UTPEK — 352° 22.1 FL190 — USABI FL250

UTPEK — 012° 19.6 FL190 — REBEK FL250

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

MISSED APCH FIX — QM011 — 9.8 261° — 12.2 233° — EGESU — 8 NM 220° FL190 — 040° — MAX 230 KT

10893′ — QM077 — QM078 — QM079 — 9000 — 10000 — 00-00 — (IF) ROKEV MAX 180 KT — QM076 — 9469′ — 0.9 004° 10800 — TELAL — 181° — 11746′ — QM074 — QM073 — 1.5 008° 10900 — RW18 — 11000 — 1.9 — QM072 — 3.4 348° 11500 — 13069′ — 14177′ — QM071 — ILS DME 109.3 IQS — 00-10 — 8.7 181° — 9000 — 10000 — 10180′ — 4.9 12300 — ERUTI — 10450′ — DABET — 21,000 — 7.2 — ❷ QM032 MAX 230 KT — 6.8 029° 13600 — QM111 — 9.9 245° — QM009 — 9.8 261° — 13777′ — 78-20

❸ PAPI and RNAV glidepath not coincident.

ROKEV 10800′ — QM076 10600′ — QM077 10400′ — QM078 9900′ — QM079 9500′ — (FAP) TELAL 9100′ — RW18

RT Arc — 181° — 2.80° ❸ — TCH 55′ — Rwy 7776′

1.4 — 1.2 — 2.4 — 2.0 — 2.0 — 4.3 — 4.3 — 0

13.3 — 11.9 — 10.7 — 8.3 — 6.3 — 4.3 — 0

Gnd speed-Kts		120	140	160	180
Glide Path Angle	2.80°	594	693	792	892
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
C	1800m	2200m
D	NOT APPLICABLE	NOT APPLICABLE

CHANGES: Procedure title, bearings.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20 | 12-22

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

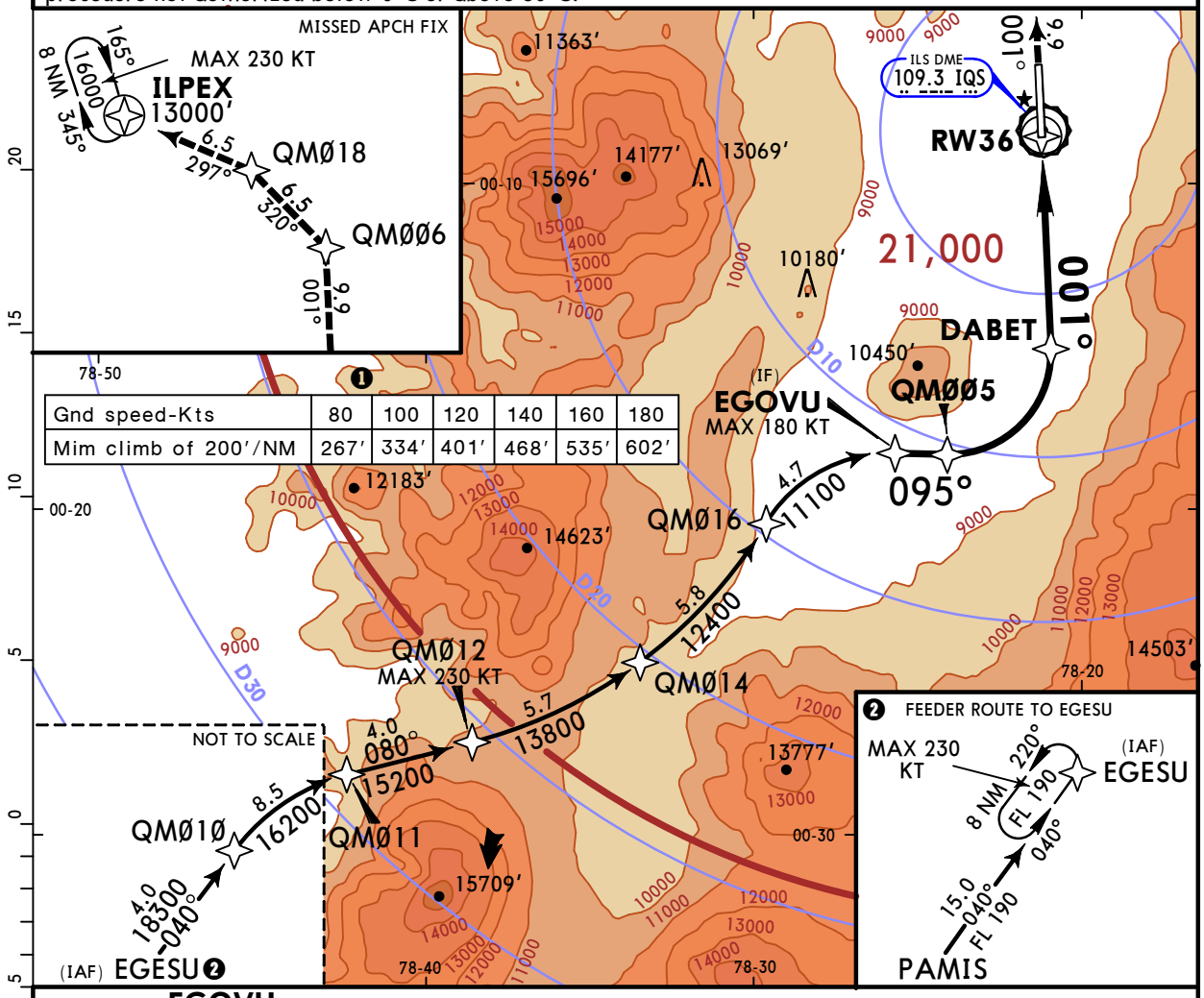
MISSED APCH: Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed apch climb gradient mim 200′/NM

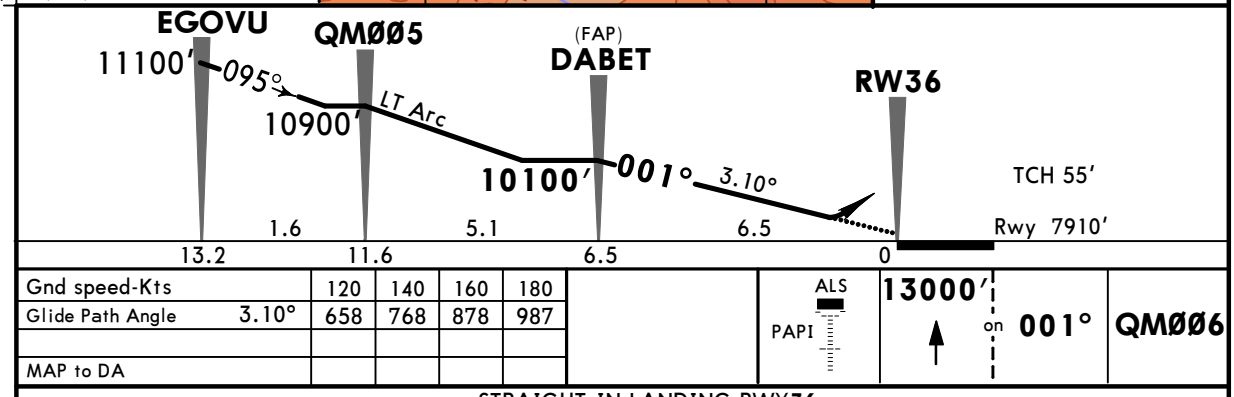
RNP Apch	RF required	Alt Set: hPa	Rwy Elev: 258 hPa	Trans level: By ATC	Trans alt: 18000′

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		120	140	160	180
Glide Path Angle	3.10°	658	768	878	987
MAP to DA					

ALS
PAPI
13000′
on
001°
QMØØ6

STRAIGHT-IN LANDING RWY36

	RNP 0.15 DA(H) 8280′ (370′)		RNP 0.30 DA(H) 8450′ (540′)	
	ALS out		ALS out	
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)

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 ™

MISSED APCH FIX
MAX 230 KT
ILPEX 13000′
8 NM 345° 165° 16000
6.5 297° QMØ18
6.5 320° QMØØ6
6.9 001°

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

RW36
ILS DME 109.3 IQS
001°
DABET
10450′
QMØØ5
095°
4.7 11100
(IF)
EGOVU
MAX 180 KT
QMØ16
(IAF)
QMØØ9
6.3 124 035°
5.9 14000
QMØØ8
MAX 230 KT
15709′
13.5 012° 15500
(IAF) UTPEK ❷
10180′
12183′
14623′
10359′
13777′
16054′
14601′
14670′
14322′
13370′
21,000
00-10
00-20
00-30
78-20
78-10
78-40
78-30
D10
D20

❷ FEEDER ROUTES TO UTPEK
MAX 230 KT
8 NM 192° FL 190
(IAF) UTPEK
012° 19.6 FL 190 REBEK
341° 353° FL 190 24.5 KETOM
FL 190 22.1 USABI

EGOVU 11100′ 095° 10900′ LT Arc QMØØ5 (FAP) DABET 10100′ 001° 3.10° RW36 TCH 55′ Rwy 7910′
13.2 1.6 11.6 5.1 6.5 0

Gnd speed-Kts		120	140	160	180
Glide Path Angle	3.10°	658	768	878	987
MAP at DA					

ALS PAPI 13000′ 001° QMØØ6

STRAIGHT-IN LANDING RWY36

	RNP 0.15 DA(H) 8280′ (370′)		RNP 0.30 DA(H) 8450′ (540′)	
		ALS out		ALS out
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)

QUITO, ECUADOR
RNAV (RNP) 1X 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

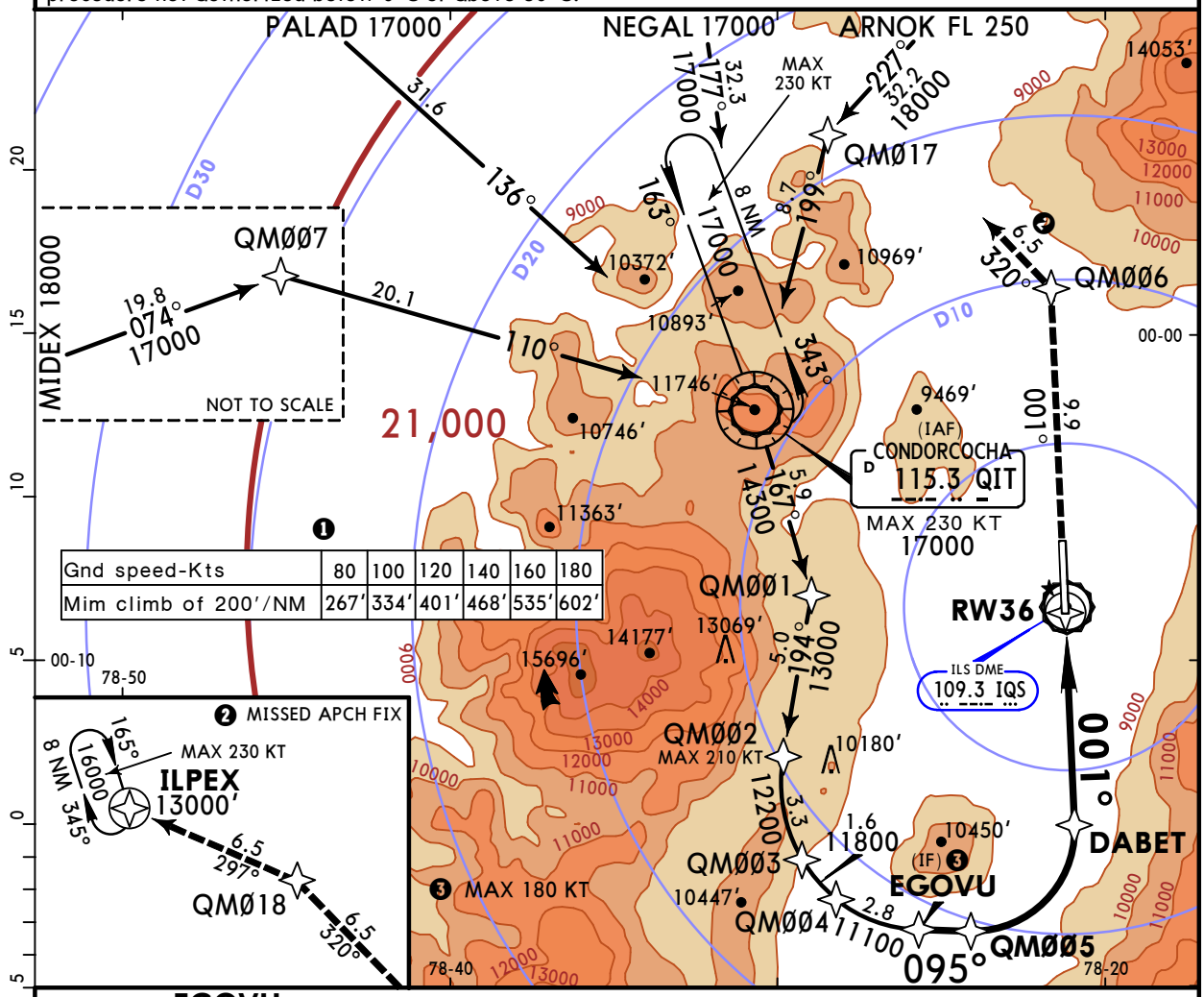
MISSED APCH: Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed approach climb gradient 200′/NM

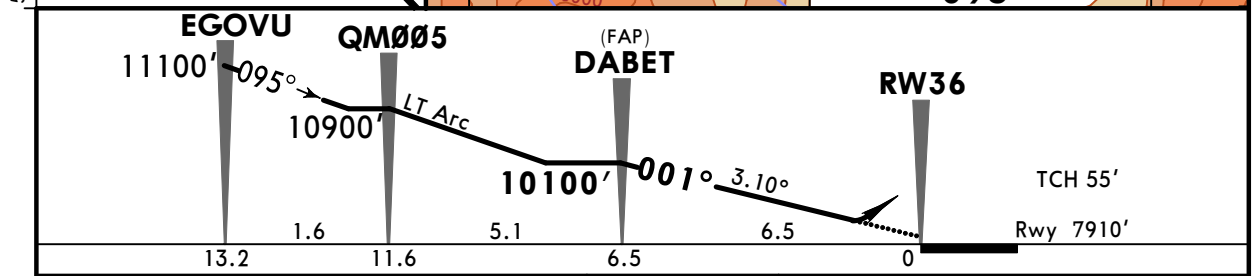
BRIEFING STRIP™

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		120	140	160	180
Glide Path Angle	3.10°	658	768	878	987
MAP at DA					

ALS
PAPI
13000′ on 001°
QMØØ6

STRAIGHT-IN LANDING RWY36

	RNP 0.15 DA(H) 8280′ (370′)		RNP 0.30 DA(H) 8450′ (540′)	
	ALS out		ALS out	
PANS OPS C	1000m	1700m	1700m	2400m
PANS OPS 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′
	001°	10300′ (2390′)	8300′ (390′)	Rwy 7910′

21,000 MSA ARP

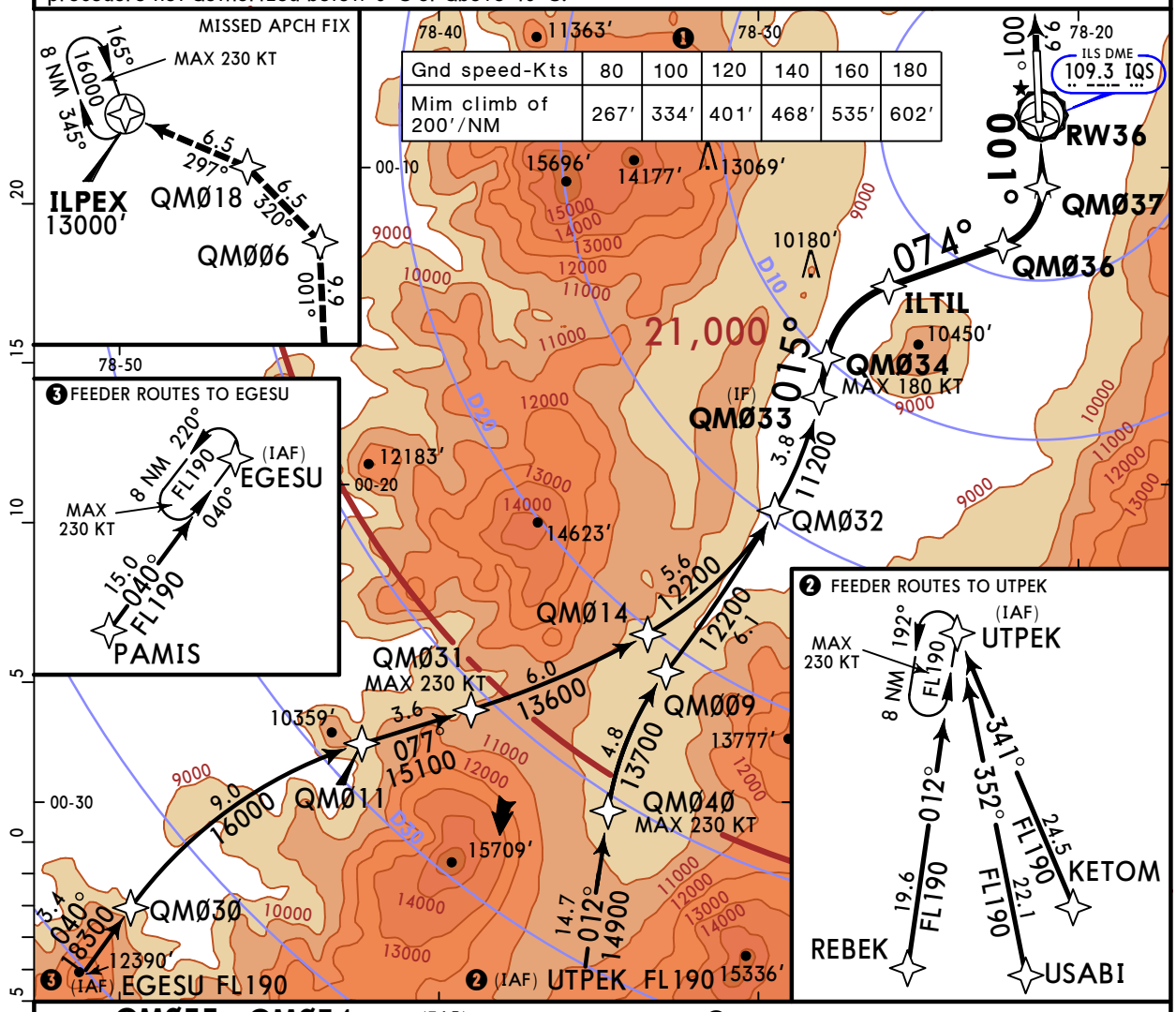
MISSED APCH: Climb on 001° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶Missed approach climb gradient 200′/NM

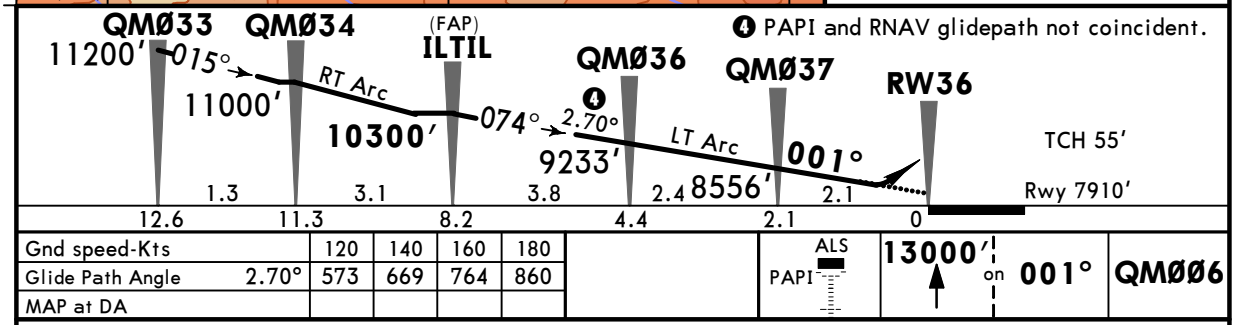
RNP Apch	RF required	Alt Set: hPa	Rwy Elev: 258 hPa	Trans level: By ATC	Trans alt: 18000′

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.

BRIEFING STRIP™





Gnd speed-Kts		120	140	160	180
Glide Path Angle	2.70°	573	669	764	860
MAP at DA					

ALS PAPI | 13000′ on 001° | QMØØ6

STRAIGHT-IN LANDING RWY36

RNP 0.15

DA(H) **8300′** (390′)

PANS OPS

		ALS out
C	1100m	1800m
D	NOT APPLICABLE	NOT APPLICABLE

CHANGES: Procedure title, bearings.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
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′

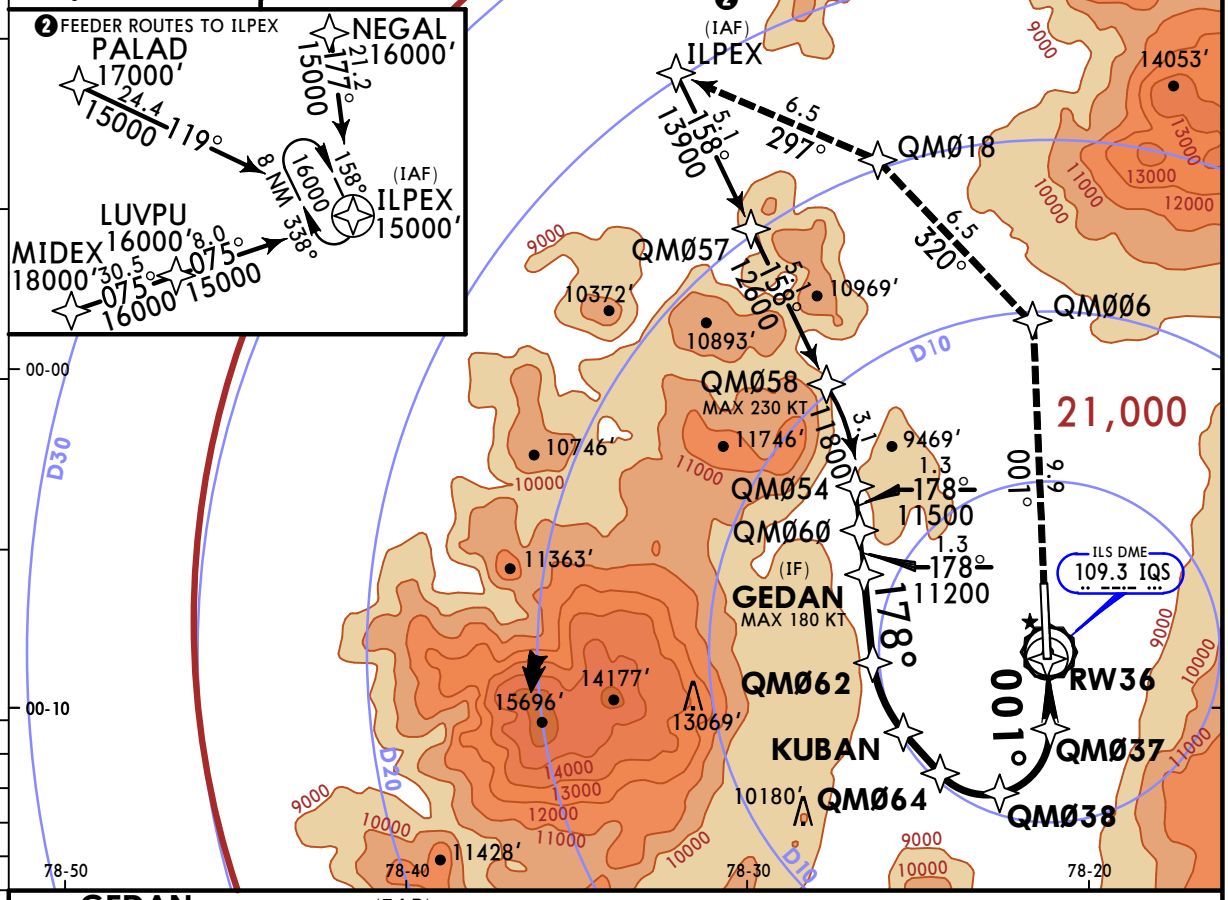
RNP 0.30 for Initial & intermediate segments | RNP 2.00 for feeder routes | RNP 1.00 for missed approach

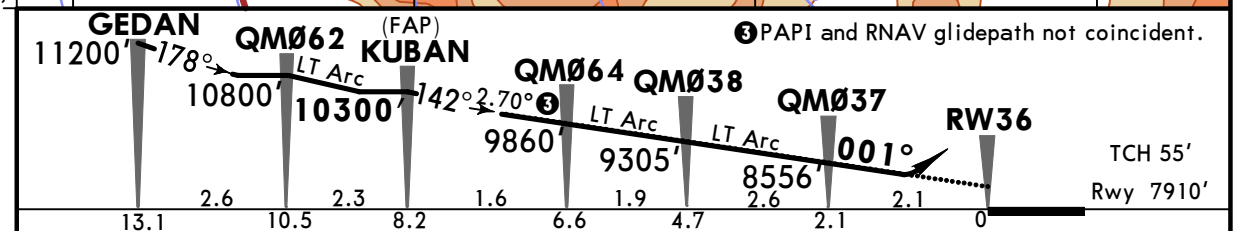
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 40°C.

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		120	140	160	180
Glide Path Angle	2.70°	573	669	764	860
MAP at DA					

ALS
PAPI

13000′ on 001° QMØØ6

STRAIGHT-IN LANDING RWY36

RNP 0.15

DA(H) **8300′** (390′)

PANS OPS

		ALS out
C	1100m	1800m
D	NOT APPLICABLE	NOT APPLICABLE

CHANGES: Procedure title, bearings.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN

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')	

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.

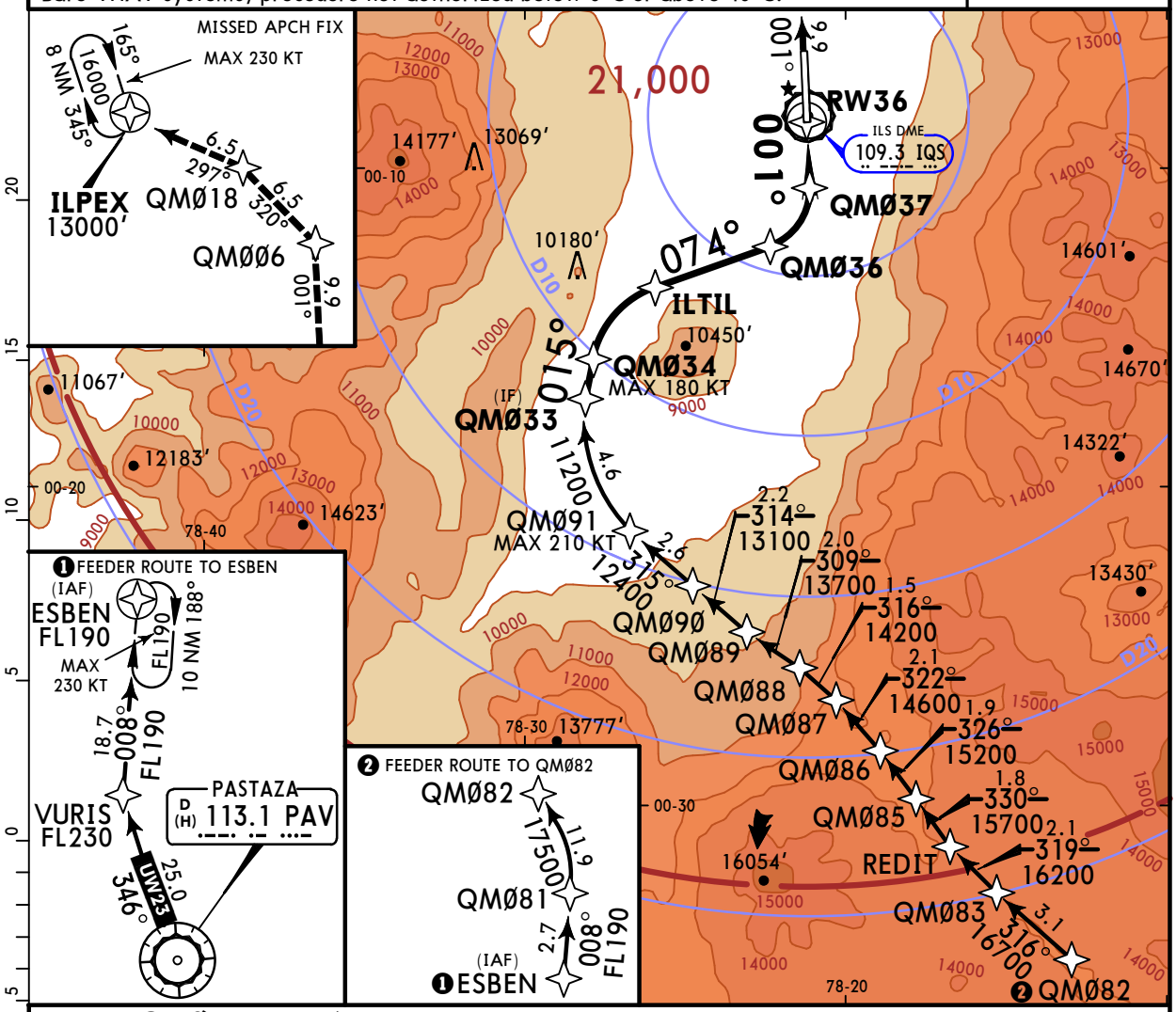
Alt Set: hPa	Rwy Elev: 258 hPa	Trans level: By ATC	Trans alt: 18000'

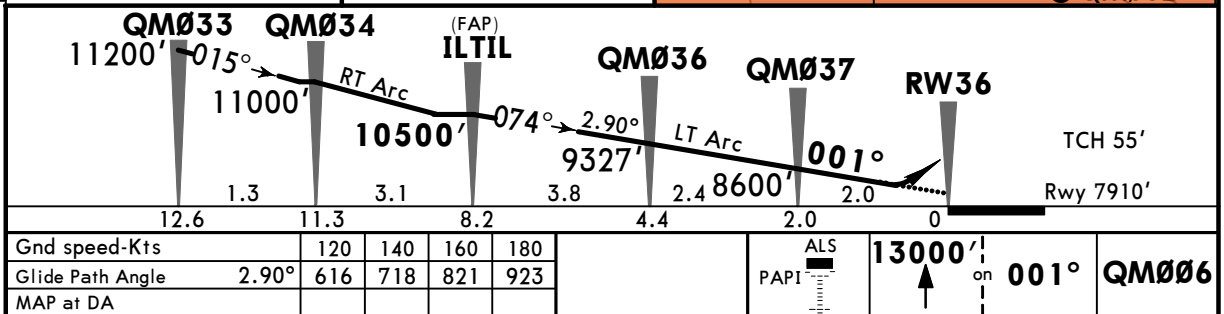
RNP Apch	RF required	RNP 2.00 for feeder route	RNP 1.00 for missed approach

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

BRIEFING STRIP ™





Gnd speed-Kts		120	140	160	180
Glide Path Angle	2.90°	616	718	821	923
MAP at DA					

ALS
PAPI
13000' on 001°
QMØØ6

STRAIGHT-IN LANDING RWY36

RNP 0.15
DA(H) **8280'** (370')

PANS OPS

		ALS out
C	1000m	1700m
D	NOT APPLICABLE	NOT APPLICABLE

CHANGES: Procedure title, bearings.

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
21 FEB 20
13-1

MISSED APCH CLIMB GRADIENT MIM 4.0%

QUITO, ECUADOR
VOR 1Z Rwy 18

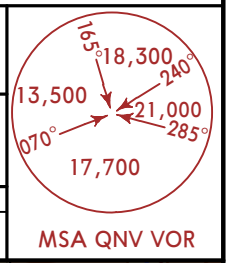
ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7	118.1	121.9

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 346° (QIT VOR R-166) climbing to QIT VOR to enter holding at 18000′ or in accordance with ATC instructions.

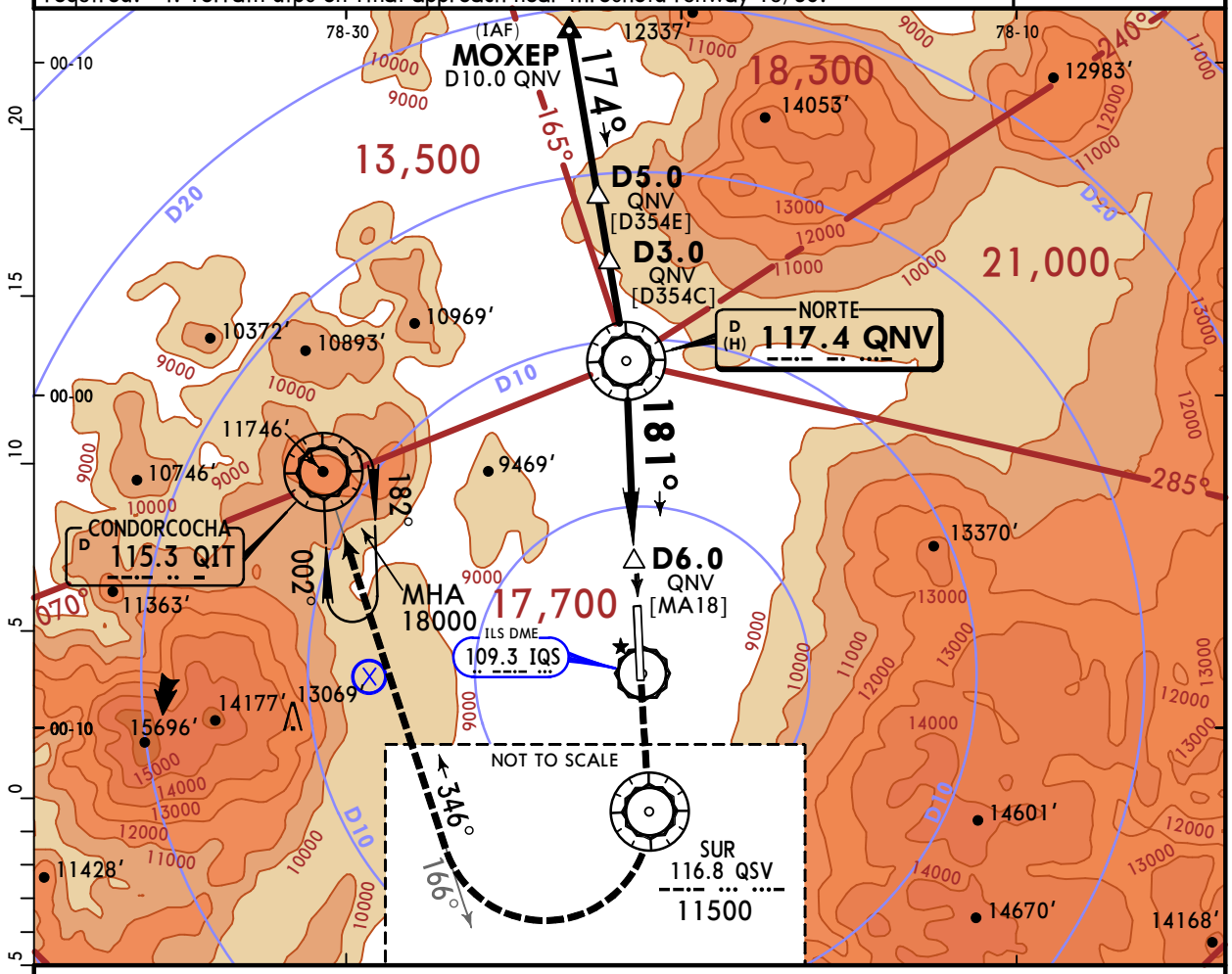
Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′

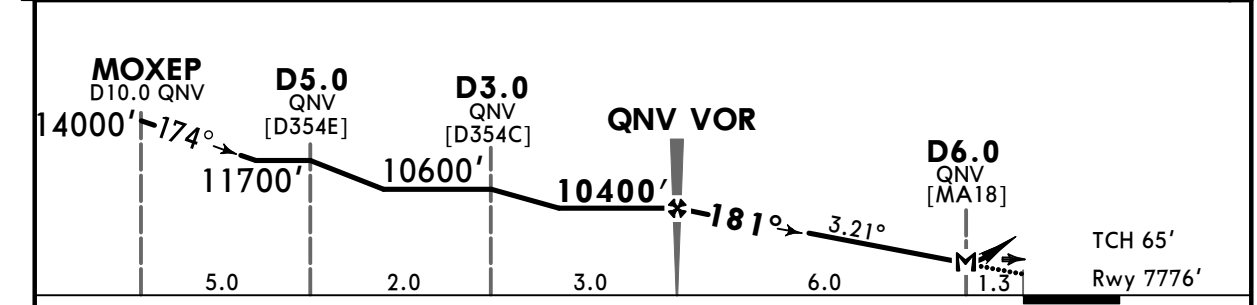
1. QNV VOR, QSV VOR and QIT VOR required. 2. DME required. 3. RADAR ATC required. 4. Terrain dips on final approach near threshold runway 18/36.



MSA QNV VOR

BRIEFING STRIP ™





Gnd speed-Kts		120	140	160	180
Descent Angle	3.21°	682	795	909	1022
MAP at D6.0 QNV or FAF to MAP	6.0	3:00	2:34	2:15	2:00

SALS
PAPI
11500′
D
QSV 116.8

PANS OPS

	STRAIGHT-IN LANDING RWY 18 Missed apch climb gradient mim 4.0% MDA(H) 8350′ (574′)	
		ALS out
C	2000m	2500m
D		

	CIRCLE-TO-LAND RWY 36 Missed apch climb gradient mim 4.0% Not Authorized East of Airport
Max Kts	MDA(H)
180	9900′ (1990′) -5000m
205	

CHANGES: Procedure revised.

SEQM/UIO

MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20

13-2

MISSED APCH CLIMB GRADIENT MIM 4.0%

QUITO, ECUADOR

VOR 1Y Rwy 18

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

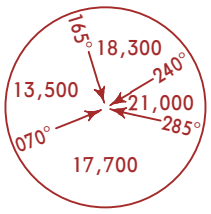
BRIEFING STRIP™

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

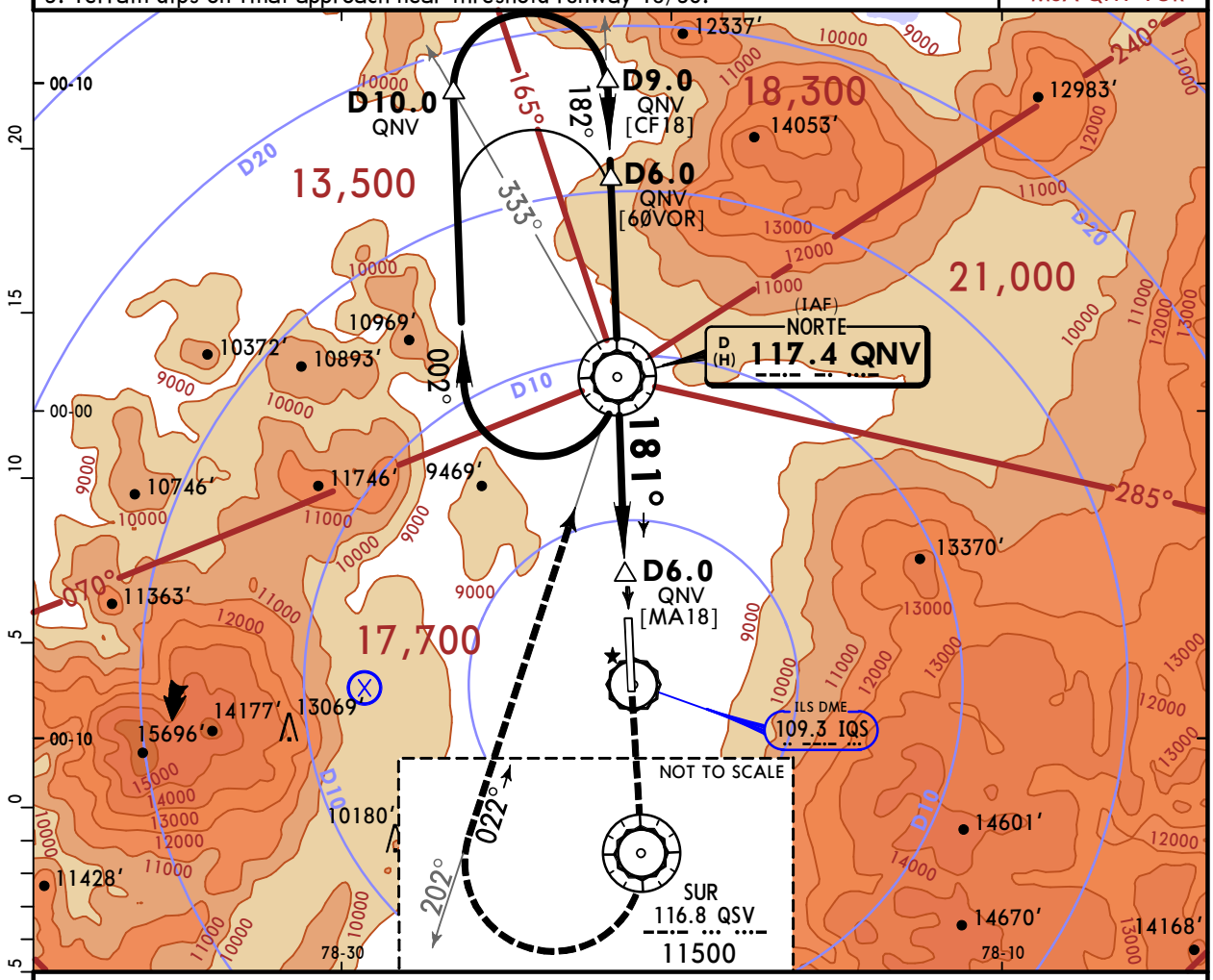
MISSED APCH: Climb direct to cross QSV VOR at or above 11500′, then turn RIGHT heading 022° (QNV VOR R-202) climbing to QNV VOR at 17000′ or in accordance with ATC instructions.

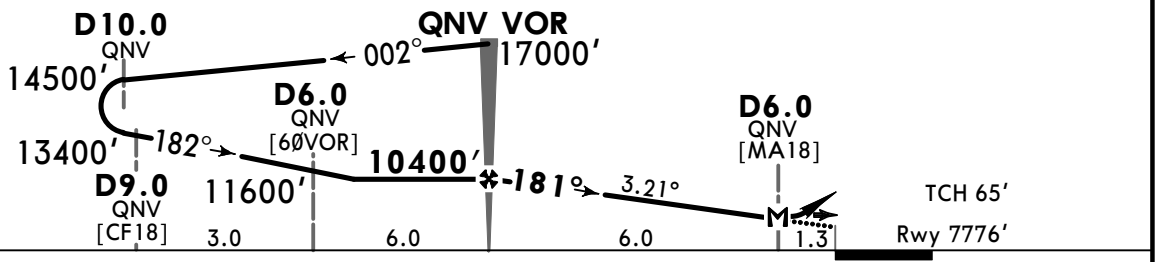
Alt Set: hPa | Rwy Elev: 254 hPa | Trans level: By ATC | Trans alt: 18000′

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



MSA QNV VOR





Gnd speed-Kts		120	140	160	180
Descent Angle	3.21°	682	795	909	1022
MAP at D6.0 QNV or QNV VOR to MAP	6.0	3:00	2:34	2:15	2:00

REIL PAPI SALS | 11500′ | D | QSV 116.8

PANS OPS

	STRAIGHT-IN LANDING RWY 18 Missed apch climb gradient mim 4.0% MDA(H) 8350′ (574′)	
		ALS out
C	2000m	2500m
D		

	CIRCLE-TO-LAND RWY 36 Missed apch climb gradient mim 4.0% Not Authorized East of Airport
Max Kts	MDA(H)
180	9900′ (1990′) -5000m
205	

CHANGES: Procedure revised.

SEQM/UIO

MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20

13-3

MISSED APCH CLIMB GRADIENT MIM 4.0%

QUITO, ECUADOR

VOR 1Z Rwy 36

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

VOR QSV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7910′
116.8	360°	D3.0 QSV 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.

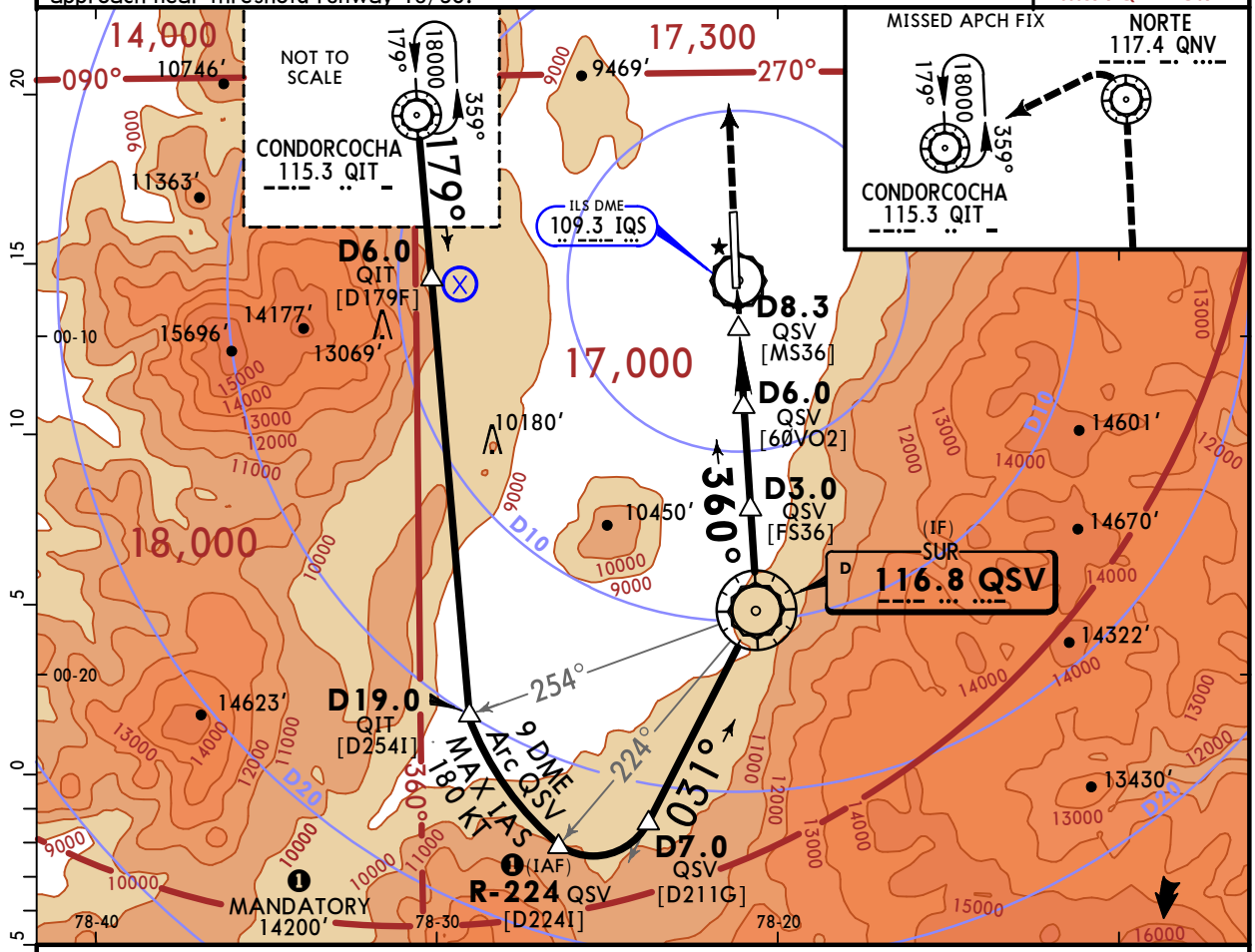
Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000′

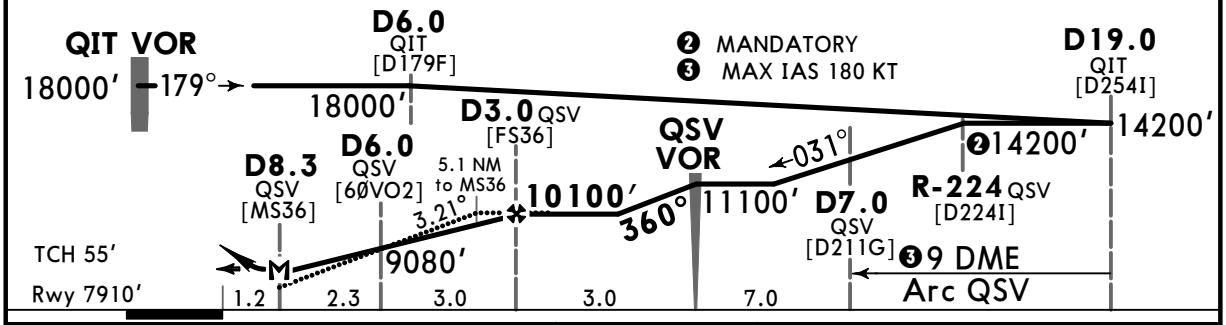
1. QIT VOR, QNV VOR and QSV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold runway 18/36.

MSA QIT VOR

180° 14,000 17,300 090° 270° 18,000 17,000 360°

BRIEFING STRIP™





Gnd speed-Kts		120	140	160	180
Descent Angle	3.21°	682	795	909	1022
MAP at D8.3 QSV or D3.0 QSV to MAP	5.3	2:39	2:16	1:59	1:46

ALS

PAPI

10600′

D

QNV 117.4

STRAIGHT-IN LANDING RWY 36

Missed Apch Climb Gradient Mim 4.0%

MDA(H) **8300′** (390′)

CIRCLE-TO-LAND RWY 18

Not Authorized East of Airport

PANS OPS

	ALS out	Max Kts	MDA(H)
C	1200m	180	9900′ (1990′) -5000m
D	1800m	205	

CHANGES: Procedure revised.

SEQM/UIO

MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20 13-4

MISSED APCH CLIMB GRADIENT MIM 4.0%

QUITO, ECUADOR

VOR 1Y Rwy 36

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

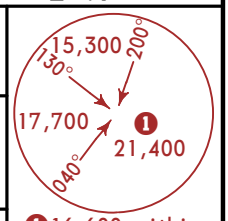
VOR QSV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7910′
116.8	360°	D3.0 QSV 10100′ (2190′)	8300′ (390′)	Rwy 7910′

BRIEFING STRIP ™

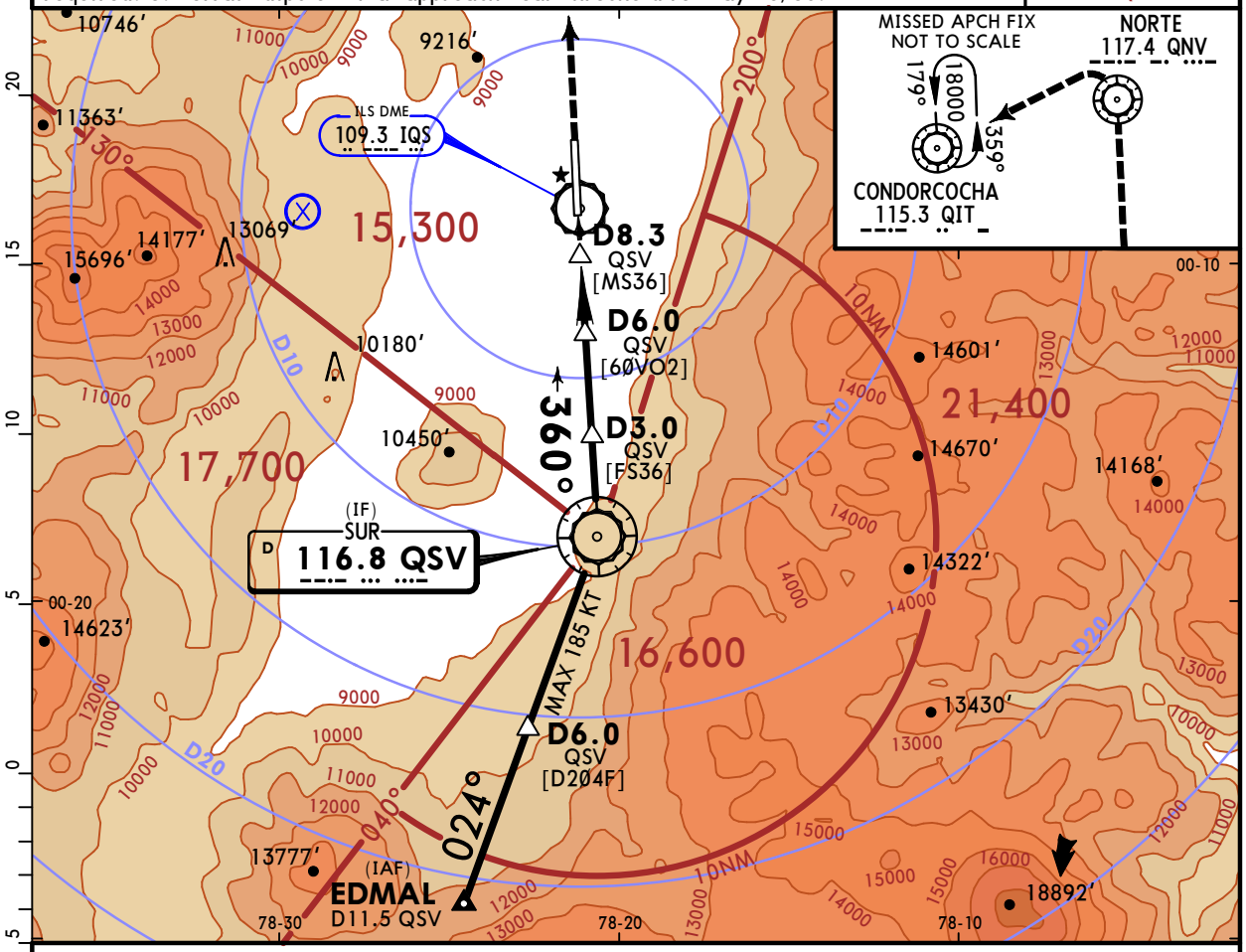
MISSED APCH: Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

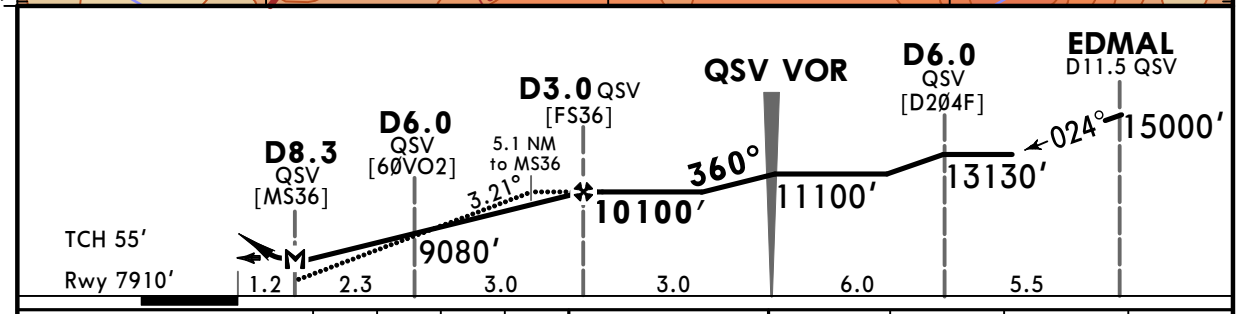
Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000′

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



16,600 within 10 NM MSA QSV VOR





Gnd speed-Kts		120	140	160	180
Descent Angle	3.21°	682	795	909	1022
MAP at D8.3 QSV or D3.0 QSV to MAP	5.3	2:39	2:16	1:59	1:46

ALS PAPI 10600′ D QNV 117.4

STRAIGHT-IN LANDING RWY 36

Missed Apch Climb Gradient Mim 4.0%

MDA(H) **8300′** (390′)

CIRCLE-TO-LAND RWY 18

Not Authorized East of Airport

PANS OPS

	ALS out		Max Kts	MDA(H)
C	1200m	1800m	180	9900′ (1990′) -5000m
D			205	

CHANGES: Procedure revised.

SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN

21 FEB 20 | 13-5

MISSED APCH CLIMB GRADIENT MIM 5.0%

QUITO, ECUADOR VOR 1X Rwy 36

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

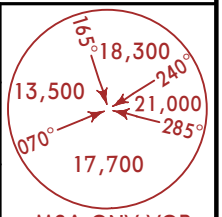
VOR QSV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 7910′
116.8	360°	D3.0 QSV 10100′(2190′)	8300′(390′)	Rwy 7910′

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.

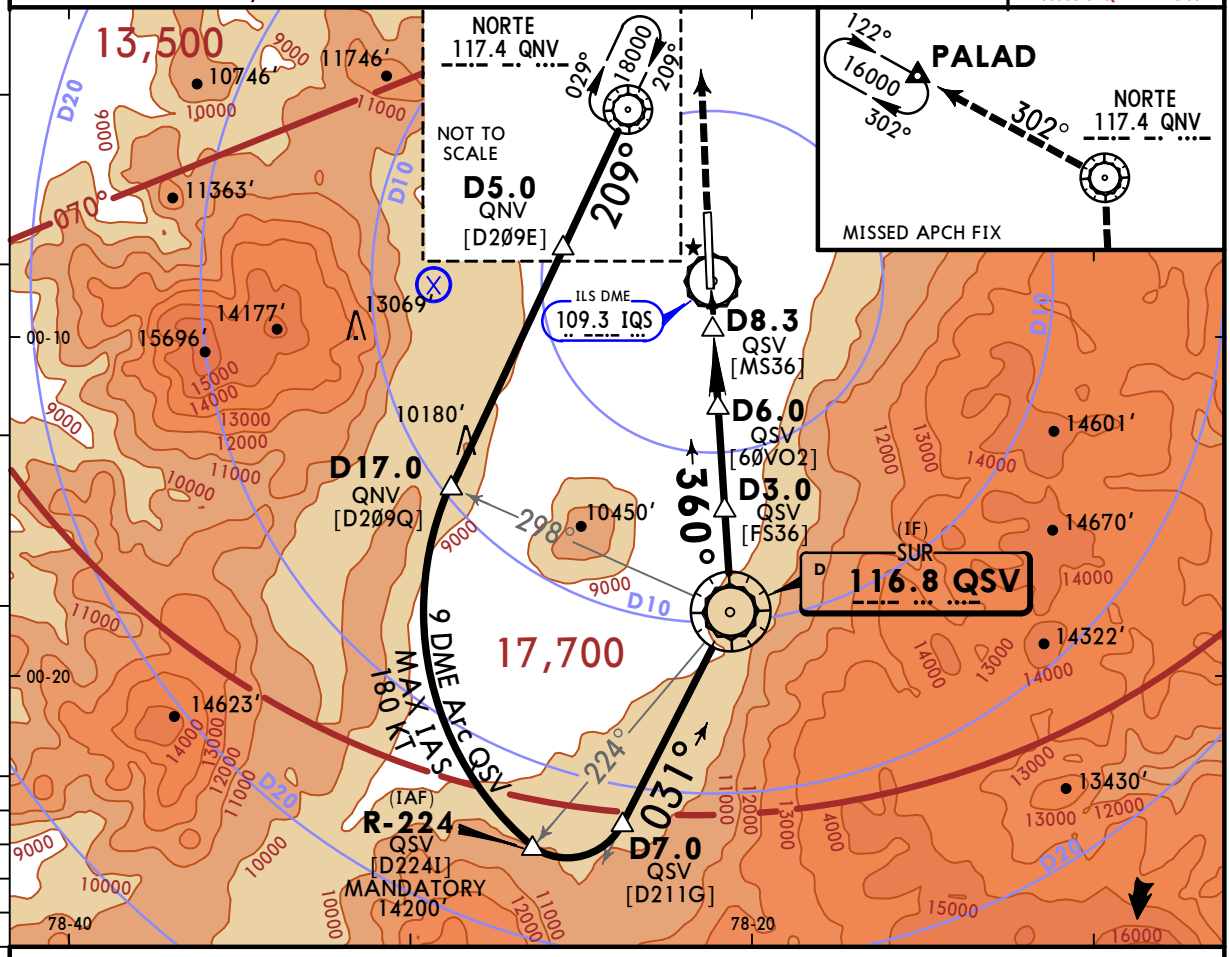
Alt Set: hPa Rwy Elev: 258 hPa Trans level: By ATC Trans alt: 18000′

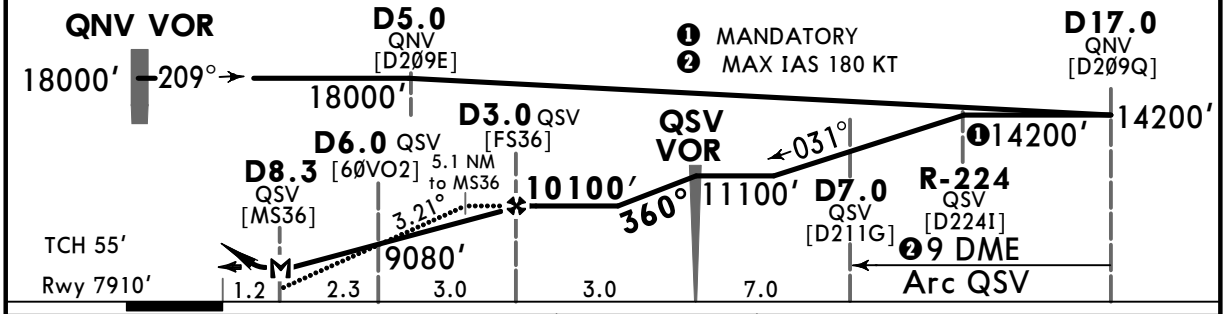
1. QNV VOR and QSV VOR required. 2. DME required. 3. Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP™



MSA QNV VOR





Gnd speed-Kts		120	140	160	180
Descent Angle	3.21°	682	795	909	1022
MAP at D8.3 QSV or D3.0 QSV to MAP	5.3	2:39	2:16	1:59	1:46

ALS PAPI | 11200′ | D | QNV 117.4

STRAIGHT-IN LANDING RWY 36

Missed Apch Climb Gradient Mim 5.0%

MDA(H) **8300′**(390′)

CIRCLE-TO-LAND RWY 18

Not Authorized East of Airport

PANS OPS

	ALS out	Max Kts	MDA(H)
C	1200m	180	9900′(1990′) -5000m
D	1800m	205	

CHANGES: Procedure revised.