IVAO Ecuador – Local Procedures Information

Airspace classification in Ecuador

<table>
<tr><td>Class A</td><td>Guayaquil UTA, from FL245 to upper, radar service.</td></tr>
<tr><td>Class C</td><td>Quito TMA (11000ft to FL245), radar service.
Guayaquil TMA (3000ft to FL160), radar service.
Andes TMA (17500ft to FL245).
Quito CTR (GND to 11000ft).
Guayaquil CTR (GND to 3000ft).</td></tr>
<tr><td>Class D</td><td>Guayaquil CTA (GND to FL245), radar service.
Manta TMA (4000ft to FL160), radar service.
Cuenca TMA (11000ft to FL200), radar service.
Galápagos TMA (4000ft to FL245).
Nueva Loja TMA (4000ft to FL245).
Santa Rosa TMA (3000ft to FL160).
Shell TMA (4000ft to FL245), radar service.
Tachina TMA (3000ft to FL160).
Andes TMA (1500ft to 17500ft).

<table>
<tr><th colspan="2">CTR</th></tr>
<tr><td>Andes (GND to 2000ft)</td><td>Nueva Loja (GND to 4000ft)</td></tr>
<tr><td>Baltra (GND to 4000ft)</td><td>Salinas (GND to FL050)</td></tr>
<tr><td>Cuenca (GND to 11000ft)</td><td>San Cristóbal (GND to 4000ft)</td></tr>
<tr><td>Jumandy (GND to 6000ft)</td><td>Santa Rosa (GND to 3000ft)</td></tr>
<tr><td>Latacunga (GND to 17000ft)</td><td>Shell (GND to 6000ft)</td></tr>
<tr><td>Macas (GND to 7000ft)</td><td>Tachina (GND to 3000ft)</td></tr>
<tr><td>Manta (GND to 2000ft)</td><td></td></tr>
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<table>
<tr><th colspan="2">ATZ</th></tr>
<tr><td>Baltra (GND to 2000ft)</td><td>Nueva Loja (GND to 2500ft)</td></tr>
<tr><td>Coca (GND to 3000ft)</td><td>Quito (GND to 10500ft)</td></tr>
<tr><td>Cuenca (GND to 10300ft)</td><td>Salinas (GND to 2000ft)</td></tr>
<tr><td>Guayaquil (GND to 1200ft)</td><td>San Cristóbal (GND to 2000ft)</td></tr>
<tr><td>Jumandy (GND to 3800ft)</td><td>Santa Rosa (GND to 2000ft)</td></tr>
<tr><td>Latacunga (GND to 11000ft)</td><td>Shell (GND to 5500ft)</td></tr>
<tr><td>Macas (GND to 5300ft)</td><td>Tachina (GND to 2000ft)</td></tr>
<tr><td>Manta (GND to 2000ft)</td><td>Tulcán (GND to 12000ft)</td></tr>
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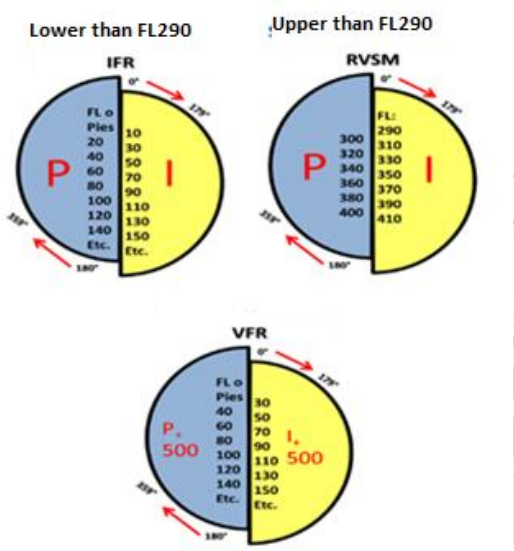
<table>
<tr><td>Class E</td><td>ATS Lower airways.
ATZ Catamayo (Loja) SECA from GND up to 6000ft.</td></tr>
<tr><td>Class G</td><td>Uncontrolled Airspace
FIR Guayaquil from GND up to FL245.
Small and private airports without a tower.
ATZ SEAM Ambato from GND up to 10400ft, AFIS Ambato 118.2.
SEBZ Cumbaratza, AFIS Cumbaratza Radio 123.6.
SEII Isabela, AFIS Isabela Radio 125.9.
ATZ SERB Riobamba from GND up to 11200ft, AFIS Riobamba 122.9.
ATZ SESV San Vicente from GND up to 2000ft.</td></tr>
</table>

Quito old airport SEQU was closed on February 2013 but it's considered part of the current Quito TMA due to some government helipads are still there.

Flight levels and altitudes

Ecuador follows the rule WEST-EAST (even-odd).



Look the next examples:

Departure	Destination	Flight level
SEQM	SEGU	Even
SEGU	SESA	Even
SEQM	SEMT	Even
SECU	SEQM	Odd
SEQM	SPJC	Odd
SEQM	MPTO	Even
SEQM	SKBO	Odd
SEQM	KMIA	Even
Ecuador	Galápagos	Even
Galápagos	Ecuador	Odd

Transponder codes

ATC is advised to assign the transponder code based on the next suggestions.

- Scumari tool.

https://www.scumari.nl/squawk/sefg-sq.php

- Random transponder code from AURORA.

In case ATC would want to follow the Ecuador rules, these are the codes assigned by the OACI.

Radar coverage	Flight type	Transponder codes range
Guayaquil	International	5400-5477
	National	1400-1700
Quito	International	5500-5567
	National	7300-7377
Manta	International	5570-5577
	National	1500-1527
Shell	National	1530-1577

Radar separation

The minimums to separate traffics are as follow:

- 1000ft between IFR-IFR and VFR-VFR.
- 500ft between IFR-VFR.
- 10nm inside the Guayaquil CTA and UTA airspaces.
- 5nm inside the next TMA: Quito, Guayaquil, Manta and Shell.

Clearances and radar services at Quito TMA

Quito TMA provides ATC services to SEQM (new Quito airport), SELT (Latacunga airport) and SEQU (old Quito airport).

- The simultaneous operations between SEQU and SEQM are forbidden due to the mountains around both airports.
- If one traffic takeoffs from SEQU, the traffic at SEQM must wait, or vice versa.
- If one traffic is arriving to SEQU, the traffic arriving to SEQM must hold, or vice versa.

ATC clearance for SEQU (Quito old airport)

- There is no METAR information for SEQU, so the ATC could advise to the pilot to adjust its altimeter at 9200ft on ground.
- SEQU active runway is 35, runway 17 could be used in case of pilot request.
- SEQU was closed on February 2013 so there is no anymore IFR procedures available on the AIRAC databases.
    - The minimums at the south of SEQU for the runway 35 are 11500ft, therefore ATC could give vectors to descent down to 12000ft.
    - For traffic arriving to SEQU, ATC could give vectors for visual approach.
    - For traffic departing from SEQU, ATC could give vectors for departure to the north-east (heading 040 to 090) in order to avoid the mountains at the north of the field.

ATC clearance for SEQM (Quito new airport)

- Pilots are advised to verify if SEQM is available in their flight simulators due to that scenery is not default in FS9, FSX and P3D; only XP11 includes SEQM by default.
- The active runway is usually 36, except during summer months (from June to September), then runway 18 could be active.
- Winds must be equal or greater than 8tks in order to change the active runway.
- Only A and A1 holding shorts are available for departure from runway 36, A1 remaining runway is 3000mts.
- All traffics are expected to get an initial altitude clearance for 17000ft in order to avoid any conflict with traffics arriving from the north.
- There are no STAR procedures for the runway 36, therefore all traffics are expected to fly up to QIT VOR and descent to 18000ft.
- The phraseology for arriving traffics to QIT VOR must follow the next example:

***traffic entering into the Quito TMA at ARNOK ***
KLM755, Quito Approach good afternoon, radar contact FL250, cleared to CONDORCOCHA VOR (or QUITO VOR), descend to 18000ft, QNH 1024, expect ILS Z runway 36 approach.

***traffic near to QIT VOR ***
KLM755, cleared to the ILS Z runway 36 approach, report over CONDORCOCHA VOR (or QUITO VOR) commencing the approach.

***traffic calling over QIT VOR ***
KLM755, continue to the ILS Z runway 36 approach, report established on the localizer 10500ft (one zero thousand five hundred).

***traffic calling on the LOC36 ***
KLM755, 10 miles from runway 36, continue the approach, contact Quito Tower 118.1, see you.

- ATC could give vectors to the localizer based on the next phraseology example, the clearance to QIT VOR must also be included.

KLM755, Quito Approach good afternoon, radar contact FL250, cleared to CONDORCOCHA VOR (or QUITO VOR), descend to FL190, expect vectors to the ILS runway 36 approach.

KLM755, turn right heading 070, descent to 18000ft, QNH 1024.

KLM755, descent to 15000ft.

KLM755, turn right heading 040, descent 13000ft.

KLM755, descent to 10500ft (one zero thousand five hundred), cleared to the ILS runway 36 approach, report established on the localizer.

- The next table is a brief of the IFR approaches that can be done for SEQM.

Entering FIX	Suggested approach	Clearance to descent
ORETA, MIDEX, PALAD, NEGAL, ARNOK, SIMOG, ETEMO, REDAB, ENVIG	ILS Z 36	18000ft
PAMIS	ILS Y 36 with vectors to EDMAL ILS W 36 with vectors to TIPLU RNAV Z 36 Vectors to the ILS36	15000ft 12000ft FL190 (EGESU) + QNH 10500ft
REBEK, KETOM, USABI	RNAV Y 36 RNAV W 36	FL190 (UTPEK) + QNH
VURIS	RNAV S 36	FL190 (ESBEN) + QNH

ATC clearance for SELT (Latacunga)

Latacunga is usually used as alternate for SEQM and also for cargo services; SELT is located near to high volcanoes so vectoring a traffic is usually not a good practice even in real life, so pilots are advised to follow the standard procedures.

In case ATC needs to make some separation between traffics, ATC are advised to follow only the published LTV VOR holding procedures.

The active runway is usually 19.

TA and TL (transition altitude and transition level)

Airport		TA	TL
SECO	Coca	3000ft	FL040
SECU	Cuenca	18000ft	FL190
SEGS	Baltra	4000ft	FL050
SEGU	Guayaquil	3000ft	FL040
SEJD	Jumandy	5000ft	FL060
SELT	Latacunga	15000ft	FL160
SEMC	Macas	7000ft	FL070
SEMT	Manta	4000ft	FL050
SENL	Nueva Loja	3000ft	FL040
SEQM	Quito	18000ft	FL190
SERO	Santa Rosa	3000ft	FL040
SESA	Salinas	3000ft	FL040
SESM	Shell	6000ft	FL070
SEST	San Cristóbal	4000ft	FL050
SESV	San Vicente	3000ft	FL030
SETN	Tachina	4000ft	FL050
SETR	Tarapoa	3000ft	FL030
SETU	Tulcán	18000ft	FL190

General rules for local traffics (touch and go)

SEQM Quito

Runway 36, left traffic only, right traffic is forbidden.
Runway 18, right traffic only, left traffic is forbidden.

SEGU Guayaquil

Runway 21, left and right traffic are allowed.
Runway 03, left and right traffic are allowed.

SEMT Manta

Runway 06, left and right traffic are allowed.
Runway 24, left and right traffic are allowed.

SESA Salinas

Local traffics are forbidden on both runways at the same time, only one runway must be enabled for local circuits.
Runway 26, right traffic only, left traffic is forbidden.
Runway 08, left traffic only, right traffic is forbidden.
Runway 31, left traffic only, right traffic is forbidden.
Runway 13, right traffic only, left traffic is forbidden.

SERO Santa Rosa

Runway 09/27 available only for agricultural airplanes.
Local traffics are forbidden on both runways at the same time, runway 07/25 has more preference.
Las aeronaves en uso de la pista 09/25, son prohibidas de sobrevolar la pista 07/25.

Runway 07, left and right traffic are allowed.
Runway 25, left and right traffic are allowed.

In case of other airports not mentioned here, ATC could clear the local circuit based on the current traffic situation.

ATC Phraseology

The official Ecuador Phraseology information is included in the document "**DGAC - Manual de fraseología aeronáutica del Ecuador.pdf**" which can be found in the IVAO Ecuador website; the document includes Spanish and English phraseology for ATC and pilots.

http://ivaoecuador.org/

For more information, we invite you to visit the official AIS and DGAC Ecuador website

http://www.ais.aviacioncivil.gob.ec/

https://www.aviacioncivil.gob.ec/biblioteca/

Control of changes on this document

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May 22th 2020	v1.0	Initial release	Jaris Aizprúa (VID 483329)