LOCAL PROCEDURES INFORMATION

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IVAO Ecuador
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IVAO
ECUADOR

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Contents

1. CONTROL OF REVISIONS.

This sheet is used to keep track of update revisions. When a revision is submitted, all information requested in this table should be noted and the new sheets should be inserted into the Local Procedures Information.

NÚMERO DE REVISIÓN	FECHA DE REVISIÓN	PERSONA QUE ACTUALIZA	FIRMA
Original	May 2020	J. AIZPRÚA (483329)	
Review 2021	December 2021	A. DUQUE (531672)	*Duque Alexander*

a. LIST OF EFFECTIVE PAGES.

REVISION LOG	PAGE	DATE
ORIGINAL	1	MAY 2020
ORIGINAL	2	MAY 2020
REVIEW 2021	3	DECEMBER 2021
ORIGINAL	4	MAY 2020
REVIEW 2021	5	DECEMBER 2021
ORIGINAL	6	MAY 2020
ORIGINAL	7	MAY 2020
ORIGINAL	8	MAY 2020
REVIEW 2021	9	DECEMBER 2021
ORIGINAL	10	MAY 2020
ORIGINAL	11	MAY 2020
ORIGINAL	12	MAY 2020

2. Airspace classification in Ecuador.

Air Space Class	Characteristics
A	Guayaquil UTA, from FL 245 to upper. *Radar service.*
C	Quito TMA (11 000ft to FL 245). *Radar service.* Guayaquil TMA (3 000ft to FL 160). *Radar service.* Andes TMA (17 500ft to FL 245). Quito CTR (GND to 11 000 ft). Guayaquil CTR (GND to 3 000ft).
	Guayaquil CTA (GND to FL245). *Radar service.* Manta TMA (4 000 ft to FL160). *Radar service.* Cuenca TMA (11 000ft to FL200). Galápagos TMA (4 000ft to FL245). Nueva Loja TMA (4 000ft to FL245). Santa Rosa TMA (3 000ft to FL160). Shell TMA (4 000ft to FL245). *Radar service.* Tachina TMA (3 000ft to FL160). Andes TMA (15 000 ft to 17 500 ft).

		CTR	
D	Andes (GND to 2 000 ft) Baltra (GND to 4 000 ft) Cuenca (GND to 11 000 ft) Jumandy (GND to 6 000 ft) Latacunga (GND to 17 000 ft) Macas (GND to 7 000 ft) Manta (GND to 2 000 ft)		Nueva Loja (GND to 4 000 ft) Salinas (GND to FL050) San Cristóbal (GND to 4 000 ft) Santa Rosa (GND to 3 000 ft) Shell (GND to 6 000 ft) Tachina (GND to 3 000 ft)
		ATZ	
	Baltra (GND to 2 000 ft) Coca (GND to 3 000 ft) Cuenca (GND to 10 300 ft) Guayaquil (GND to 1 200 ft) Jumandy (GND to 3 800ft) Latacunga (GND to 11 000ft) Macas (GND to 5 300ft) Manta (GND to 2 000ft)		Nueva Loja (GND to 2 500ft) Quito (GND to 10 500ft) Salinas (GND to 2 000ft) San Cristóbal (GND to 2 000ft) Santa Rosa (GND to 2 000ft) Shell (GND to 5 500ft) Tachina (GND to 2 000ft) Tulcán (GND to 12 000ft)

E	ATS Lower airways.
	ATZ Catamayo (Loja) SECA from GND up to 6 000ft.

<div align="center">**Uncontrolled Airspace**</div>

| G	FIR Guayaquil from GND up to FL245.
	Small and private airports without a tower.
	ATZ SEAM Ambato from GND up to 10 400 ft, AFIS Ambato 118.200.
	SEBZ Cumbaratza, AFIS Cumbaratza Radio 123.600.
	SEII Isabela, AFIS Isabela Radio 125.900.
	ATZ SERB Riobamba from GND up to 11 200ft, AFIS Riobamba 122.9.
	ATZ SESV San Vicente from GND up to 2 000ft.

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.

3. Flight levels and altitudes

Ecuador follows the rule WEST-EAST (even-odd).
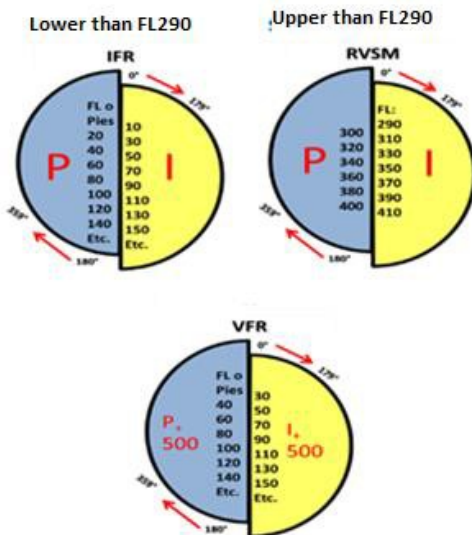
Look the next examples:

| Level	Origin	Destination
EVEN	SEQM	SEGU
EVEN	SEGU	SESA
EVEN	SEQM	SEMT
ODD	SECU	SEQM
ODD	SEQM	SPJC
EVEN	SEQM	MPTO
ODD	SEQM	SKBO
EVEN	SEQM	KMIA
EVEN	SExx	GALÁPAGOS
ODD	GALÁPAGOS	SExx

4. 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

- For people using Aurora ATC, random transponder codes can be generated in the same tool within the flight plan, with the button *"Req. SSR BUTTON"*.
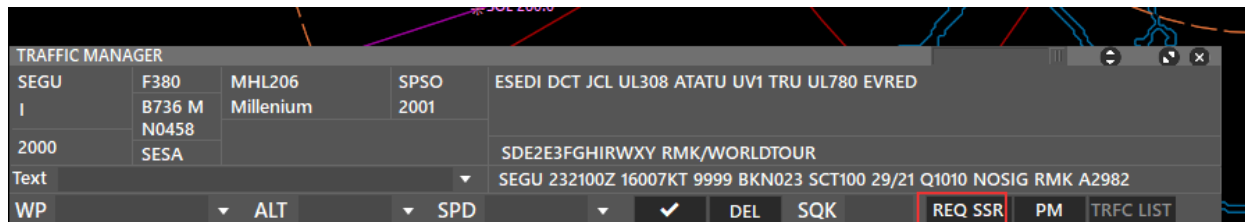
In case ATC would want to follow the Ecuador rules, these are the codes assigned by the OACI.

RADAR ZONE	FLY TIPE	TRANSPONDER
Guayaquil	National	1400 - 1700
	International	5400 – 5477
Quito	National	7300 – 7377
	International	5500 – 5567
Manta	National	1500 – 1527
	International	5570 - 5577
Shell	National	1530 - 1577

5. Radar separation.

The minimums to separate traffics are as follow:

- 1 000 ft between IFR - IFR and VFR - VFR.
- 500 ft between IFR - VFR.
- 10 nm inside the Guayaquil CTA and UTA airspaces.
- 5 nm inside Quito, Guayaquil, Manta and Shell TMA's.

6. 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 take-offs 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.

7. 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 not anymore IFR procedures available on the AIRAC databases.
  - The minimums at the south of SEQU for the runway 35 are 11 500 ft, therefore ATC could give vectors to descent down to 12 000 ft.
  - 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) to avoid the mountains at the north of the field.

8. 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; sometimes pilots get confused by SEQU and SEQM. Only XP-11 and the newest Microsoft Flight Simulator (MSFS) 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 8 knots to change the active runway.
- Only A and A1 holding shorts are available for departure from runway 36, A1 remaining runway is 3 000 mts.
- All traffics are expected to get an initial altitude clearance for 17 000ft 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 18 000 ft.
- The phraseology for arriving traffics to QIT VOR must follow the next example:

***traffic entering the Quito TMA at ARNOK ***

KLM755, Quito Approach good afternoon, radar contact FL250, cleared to CONDORCOCHA VOR (or QUITO VOR) QIT, descend to 18 000 ft, Altimeter 30.24, 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 QITVOR 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 18 000 ft, QNH 1024. KLM755, descent to 15 000ft.

KLM755, turn right heading 040, descent 13000ft.

KLM755, descent to 10 500 ft (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.

Entring FIX	*Suggested Aproach*	*ATC Clrearence*
ORETA, MIDEX, PALAD, NEGAL, ARNOK, SIMOG, ETEMO, REDAB, ENVIG	ILS-Z RWY 36	18 000 ft
PAMIS	ILS-Y RWY 36 via EDMAL	15 000 ft
	ILS-W RWY 36 via TIPLU	12 000ft
	RNP Z 36 via EGESU	FL 190 (EGESU) + QNH 10
	Vectors to RWY 36	500ft
REBEK, KETOM, USABI	RNP Y RWY 36 via UTPEK RNP W RWY 36 vía UTPEK (no HEAVY)	FL 190 (UTPEK) + QNH
VURIS	RNP S RWY36 vía (ESBEN)	FL 190 (ESBEN + QNH)

9. ATC clearance for SELT (Latacunga)

Latacunga is usually used as alternate for SEQM and 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 publishedLTV VOR holding procedures.

The active runway is usually 19.

10.   TA and TL (Transition Altitude and Transition Level).

	Airport	*Transition Altitude*	*Transition Level*
SECO	El Coca	3 000 ft	FL 040
SECU	Cuenca	18 000 ft	FL 190
SEGS	Baltra – Seymour	4 000 ft	FL 050
SEGU	Guayaquil	3 000 ft	FL 040
SEJD	Jumandy	5 000 ft	FL 060
SELT	Latacunga	15 000 ft	FL 160
SEMC	Macas	7 000 ft	FL 070
SEMT	Manta	4 000 ft	FL 050
SENL	Nueva Loja (Lago Agrio)	3 000 ft	FL 040
SEQM	Quito	18 000 ft	FL 190
SERO	Santa Rosa	3 000 ft	FL 040
SESA	Salinas	3 000 ft	FL 040
SESM	Shell - Mera	6 000 ft	FL 070
SEST	San Cristóbal	4 000 ft	FL 050
SESV	San Vicente	3 000 ft	FL 030
SETN	Tachina (Esmeraldas)	4 000 ft	FL 050
SETR	Tarapoa	3 000 ft	FL 030
SETU	Tulcán	18 000 ft	FL 190

11.   General rules for local traffics (touch and go).

a. Quito - SEQM

Runway 36 left traffic only, right traffic is forbidden.

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

VFR Notification point: Checa Stadium

b. Old Quito – SEQU

Runway 35, right hand traffic pattern only.

Runway 17 left hand traffic pattern only.

c. Guayaquil - SEGU

Runway 21, left and right traffic are allowed.

Runway 03, left and right traffic are allowed.

VFR Corridors

d. Manta - SEMT

Runway 06, left and right traffic are allowed.

Runway 24, left and right traffic are allowed.

e. Salinas - SESA

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.

f. Santa Rosa - SERO

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.

Aircrafts using 09/25, forbidden over fly runway 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.

12.   ATC Phraseology.

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

https://ec.ivao.aero/

13.   Important Links.

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/

14.   Responsibility Signature.

Approved by: Eddy Gamboa
Date: 2022/01/12
Signature:

Eddy Gamboa