

UIO / SEQM (Quito, Ecuador) (Elev. 7910')

- **Engine Failure** procedures (**Rwys. 18 & 36**) (RTE 2). Consider climb to **12000'** for holding at **PALAD**. *Ref. Radar Minimum Altitudes chart **10-1R**. Consider GYE as safe alternate.
- **Depressurization Routes** To/From this airport. See Diversion Guide. **Consider West deviation toward ocean... Ref. chart 10-1R.
- With light winds, consider calling ahead to verify active runway.
- Check WSI for possible volcanic ash.
- Customs: No forms required.
- **COVID**: No forms or masks... See Comply365.

Rwy. 36

- Expect Direct QIT VOR for ILS Z approach to Rwy. 36.
- Plan to cross **QIT VOR @ 230/18000'** and **D179F 220/18000**.
- Follow remainder of FMC speeds and altitudes. At **D179F**, plan to configure to **flaps 5** and when speed permits, flaps 10 to maintain speed at or below 180Kts.
- You may have to extend partial boards as necessary throughout descent to maintain path and speed.
- On path & prior to QSV VOR, Engage App! Expect to be slightly above the GS prior to engaging & descent rate ~ 1000 fpm + on descent.
- Be prepared for strong, turbulent winds esp. when turning base leg.
- Expect tailwinds until short final.
- For controllability, consider a flaps 15 landing if necessary.

Rwy. 18

- *Arrival notes pending.*

MIA to UIO – 1

- May not hear PAN until 50-100nm South of boundary.

HAV r	120.25	URSUS
KIN r	125.4 / 128.1	GONIS / GAXER
PAN r	133.3 N	DUXUN / DAGUD
PAN r	123.3 / 133.85 S	-
BOG r	125.1	TOKUT
GYE r	128.3	ENSOL
UIO App. r	119.7	-

MIA to UIO – 2

- May not hear PAN until 50-100nm South of boundary.

HAV r	124.55	FUNDI
KIN r	125.4 / 128.1	ATUVI
PAN r	133.3 N	ARNAL
PAN r	123.3 / 133.85 S	-
BOG r	125.1	TOKUT
GYE r	128.3	ENSOL
UIO App. r	119.7	-

DEPARTURE - E/O's Variable

- ➔ **Engine Failure** procedures (**Rwys. 18 & 36**). Consider climb to **12000'** for holding at **PALAD**.
*Ref. Radar Minimum Altitudes chart **10-1R**. Consider GYE as safe takeoff alternate.
- ➔ **Climb for terrain** ~ 220/18000'.
- ➔ Expect Bleeds Off Takeoff: AOM, Fast Reference Links, Engine Bleed Off Takeoff.
- ➔ SA: For Rwy. 36 departure, insert the following on FIX pages 1 & 2. FIX 1: UIO02, 110° & 350° radials. FIX 2: UIO08, 290° Radial.
- ➔ Takeoff Alternate: **GYE**.
- ➔ Departing **Rwy. 18**, Expect the CONDORCOCHA 4A SID (QIT 4A).
- Approaching US, logon to CPDLC.
- Departure routes this section: **UIO to MIA – 1, 2 & 3**

UIO to MIA – 1

- ➔ Expect NEGAL 2A Dep. Rwy. 36 (LNAV).
- ➔ Expect to cross IKBIX @ FL300 per HAV.

Dep.	121.2 / 119.7 p	-
GYE r	128.3	-
BOG r	125.1	ENSOL
PAN r	123.3 / 133.85 (PM) S	TOKUT
PAN r	133.3 N	-
KIN r	125.4	ARNAL
HAV r	124.55	ATUVI
MIA	132.2	IKBIX

UIO to MIA – 2

- Expect PALAD 4A Dep. Rwy. 36 (LNAV).
- Expect to cross IKBIX @ FL300 per HAV.

Dep.	121.2 / 119.7 p	-
GYE r	128.3	-
BOG r	125.1 S	UGUPI
PAN r	123.3 / 133.85 (pm) S	BUXOS
"	133.3 N	-
KIN r	125.4 / 128.1	ARNAL
HAV r	124.55	ATUVI
MIA	132.2 / 124.7	IKBIX / FUNDI

UIO to MIA – 3

- Expect PALAD 4A Dep. Rwy. 36 (LNAV).
- Offshore routing.
- Expect to cross IKBIX @ FL300 per HAV.

Dep.	121.2 / 119.7 p	-
GYE r	128.3	-
BOG r	125.1 S	AKTAB / UGUPI
PAN r	135.9 / 133.85 (PM)	IRASO
CEN r	124.1	PAPIN
PAN r	133.0	~ BUFE0
"	133.3 N	-
KIN r	125.4	~ KIKOL
HAV r	124.55	ATUVI / SELEK
MIA	132.2 / 124.7	IKBIX / FUNDI

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