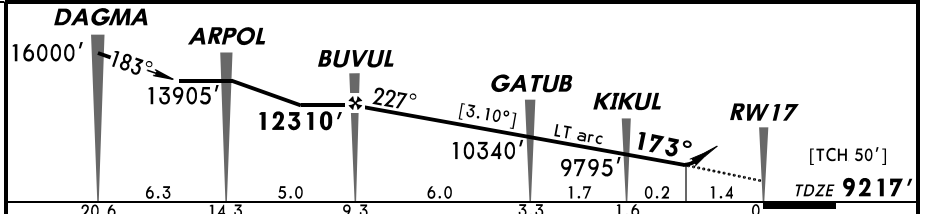
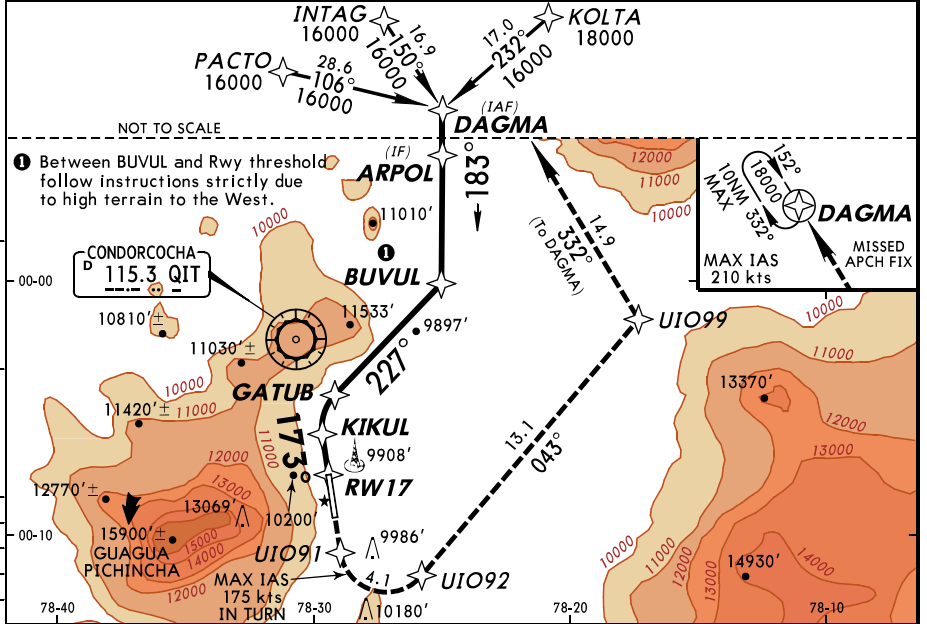
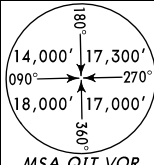


BRIEFING STRIP™

ATIS 114.8		QUITO Approach (R) 115.3		QUITO Tower 118.1		Ground 121.9															
RNAV	Final Apch Crs 173°	Minimum Alt BUVUL 12310' (3093')	RNP 0.15 DA(H) 9725' (508')		Apt Elev 9228' TDZE 9217'																
<p><b>MISSED APCH:</b> Climb to 16000' following the RNAV missed approach to DAGMA and hold. Minimum climb gradient of 260' per NM until 10,700' is required.</p> <table border="1"> <tr> <td>Gnd speed-Kts</td> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>Mim climb 260'/NM</td> <td>325</td> <td>433</td> <td>650</td> <td>867</td> <td>1083</td> <td>1300</td> </tr> </table>								Gnd speed-Kts	75	100	150	200	250	300	Mim climb 260'/NM	325	433	650	867	1083	1300
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Mim climb 260'/NM	325	433	650	867	1083	1300															
Alt Set: hPa		TDZ Elev: 294 hPa		Trans level: FL 180		Trans alt: 18000'															
<p>1. SPECIAL AIRCRAFT &amp; AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS capability required. 3. DME/DME not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F). 5. VGS1 and descent angles not coincident. 6. After RNP alert, follow the Missed Apch instructions. 7. In the event of RNP/RAIM loss, start immediate climb to 16000' in the RNAV trajectory and contact ATC for instructions. 8. Pilot controlled lighting: Rwy 35 RAIL, Rwy 17/35 REIL on 122.8; Rwy 17 PAPI-L on 123.0.</p>																					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	16000'	D	UIO91
Descent angle [3.10°]	384	494	584	658	768	878				
MAP at DA										

STRAIGHT-IN LANDING RWY 17  
 Missed apch climb gradient mim 260'/NM  
 RNP 0.15  
 DA(H) 9725' (508')

A	NA
B	
C	
D	

2.6 km

PANS OPS 3