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JEPPESEN
JeppView for Windows

General Information

Location: Latacunga Ecu
IATA Code: LTX
Lat/Long: S00° 54.4000' W078° 36.9500'
Elevation: 9207 ft

Airport Use: Public
Magnetic Variation: 2.6°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1107 Z
Sunset: 2313 Z,

Runway Information

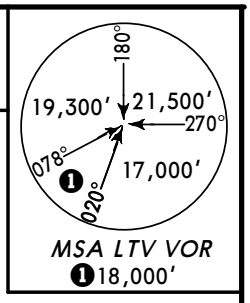
Runway: 01
Length x Width: 11946 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 9116 ft
Lighting: Edge

Runway: 19
Length x Width: 11946 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 9192 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1447 ft

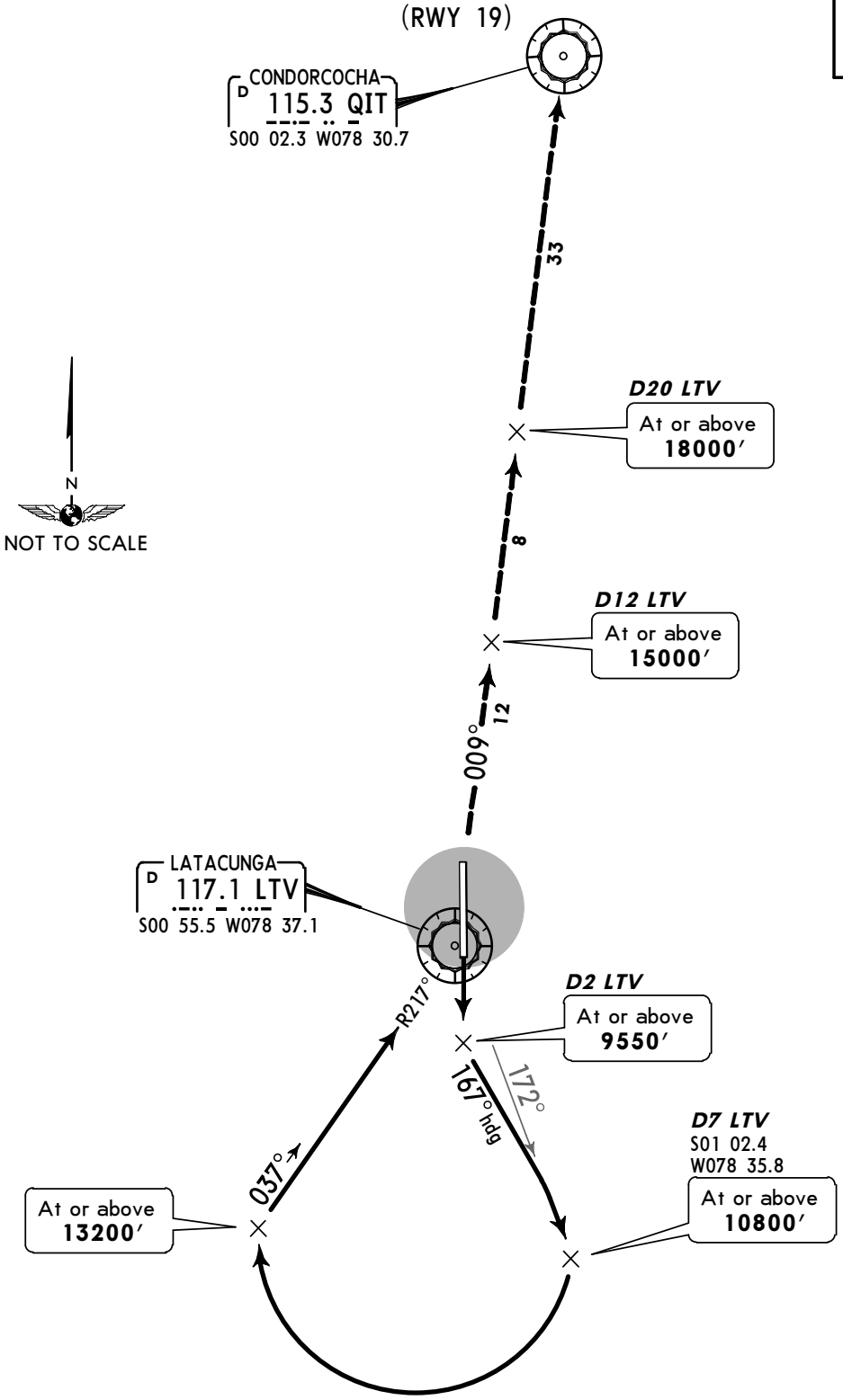
Communication Information

Latacunga Tower 118.5
Latacunga Ground Control 121.9

Apt Elev 9205′	Trans level: FL 150 Trans alt: 15000′



DEPARTURE 1
[DEP1]
(RWY 19)



This SID requires the following take-off minimums: Ceiling 300m, Visibility 4.0 km and a minimum climb gradient of 3.3% (200′ per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

INITIAL CLIMB

After take-off climb on runway heading to LTV 2 DME, then turn LEFT heading 167° to intercept LTV R-172 to D7 LTV, then turn RIGHT to intercept LTV R-217 (037° course) proceed direct to LTV then as instructed by ATC.

CHANGES: Bearings, crossing restrictions, AMB NDB & AMV VOR removed.

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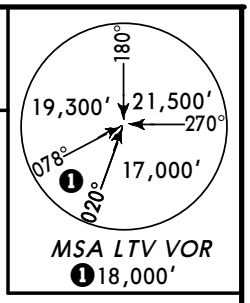
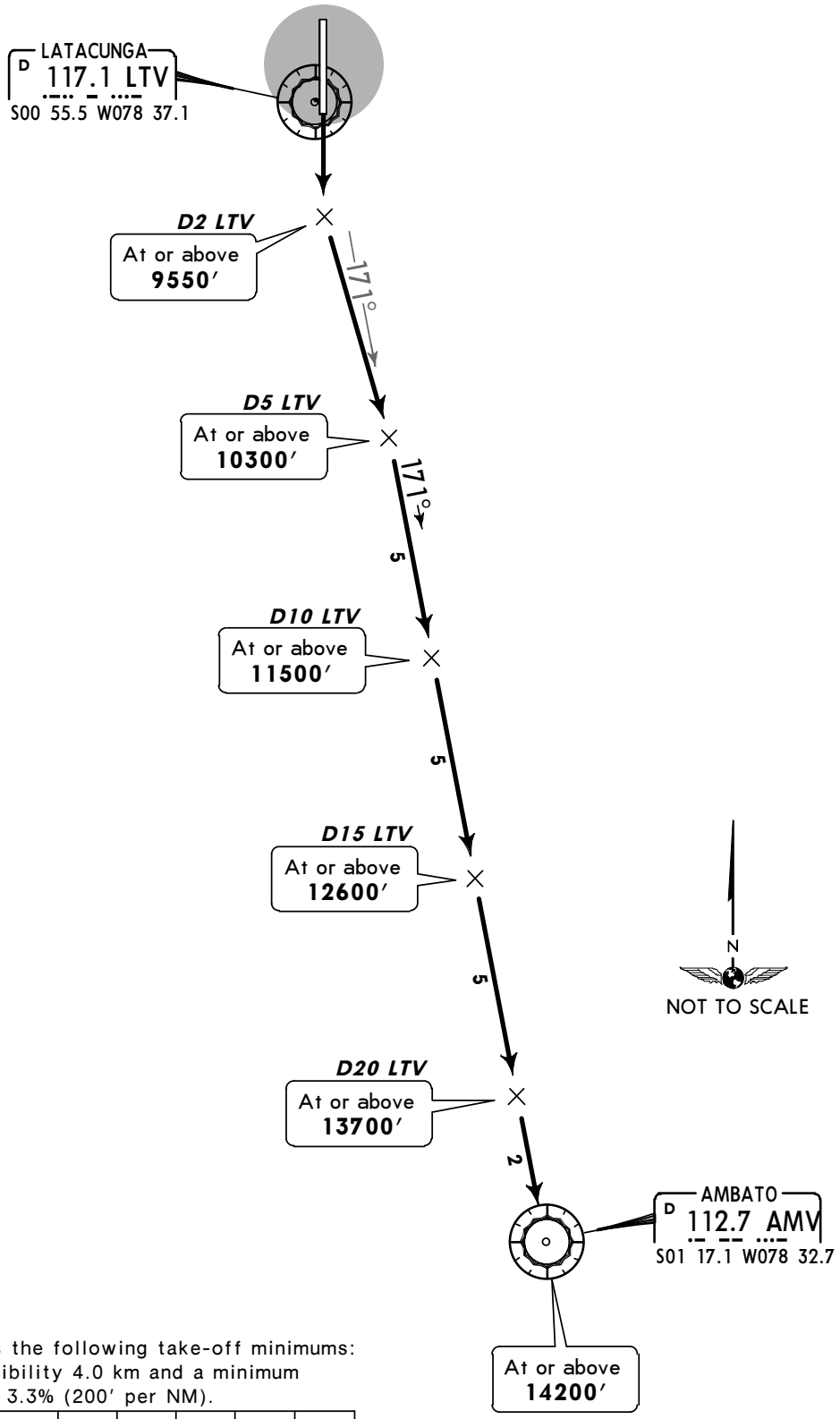
Apt Elev 9205′	Trans level: FL 150 Trans alt: 15000′



DEPARTURE 2
[DEP2]
(RWY 19)



This SID requires the following take-off minimums: Ceiling 300m, Visibility 4.0 km and a minimum climb gradient of 3.3% (200′ per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

INITIAL CLIMB

After take-off climb runway heading to LTV 2 DME, then turn LEFT to intercept LTV R-171 (heading 171°) to AMV then proceed according to ATC instructions.

CHANGES: Bearings, initial climb instructions, AMB NDB removed.

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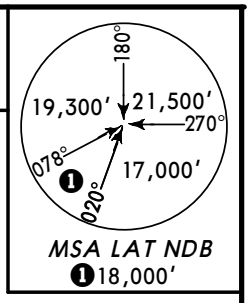
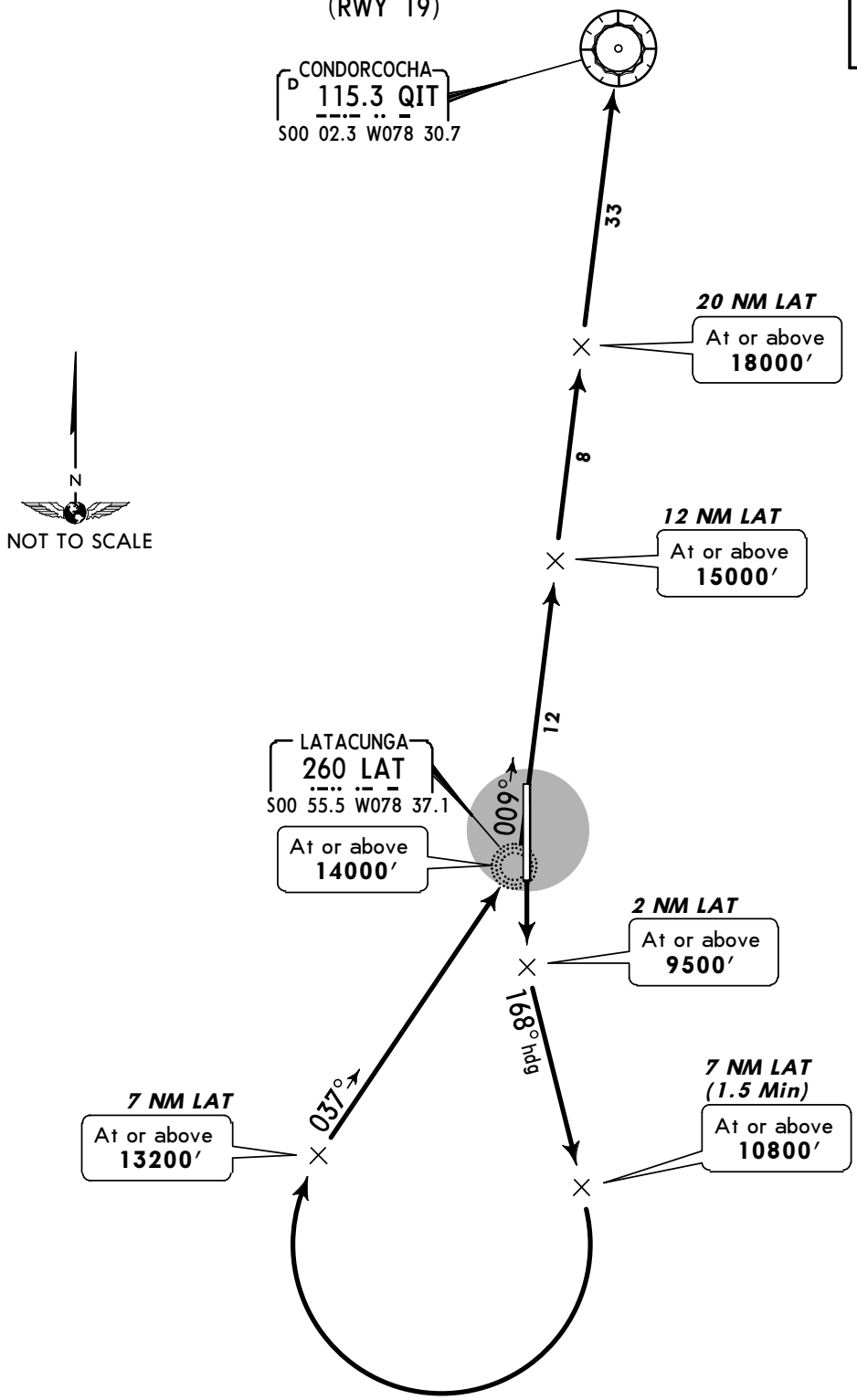
Apt Elev 9207′	Trans level: FL 150 Trans alt: 15000′



DEPARTURE 3
[DEP3]
(RWY 19)



This SID requires the following take-off minimums: Ceiling 300m, Visibility 4.0 km and a minimum climb gradient of 3.3% (200′ per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

INITIAL CLIMB

After take-off MAINTAIN runway heading to 2 NM LAT, turn LEFT heading 168° to 7 NM LAT (1.5 Min), turn RIGHT to intercept LAT 037° bearing to LAT and proceed according to ATC instructions.

CHANGES: New procedure at this airport.

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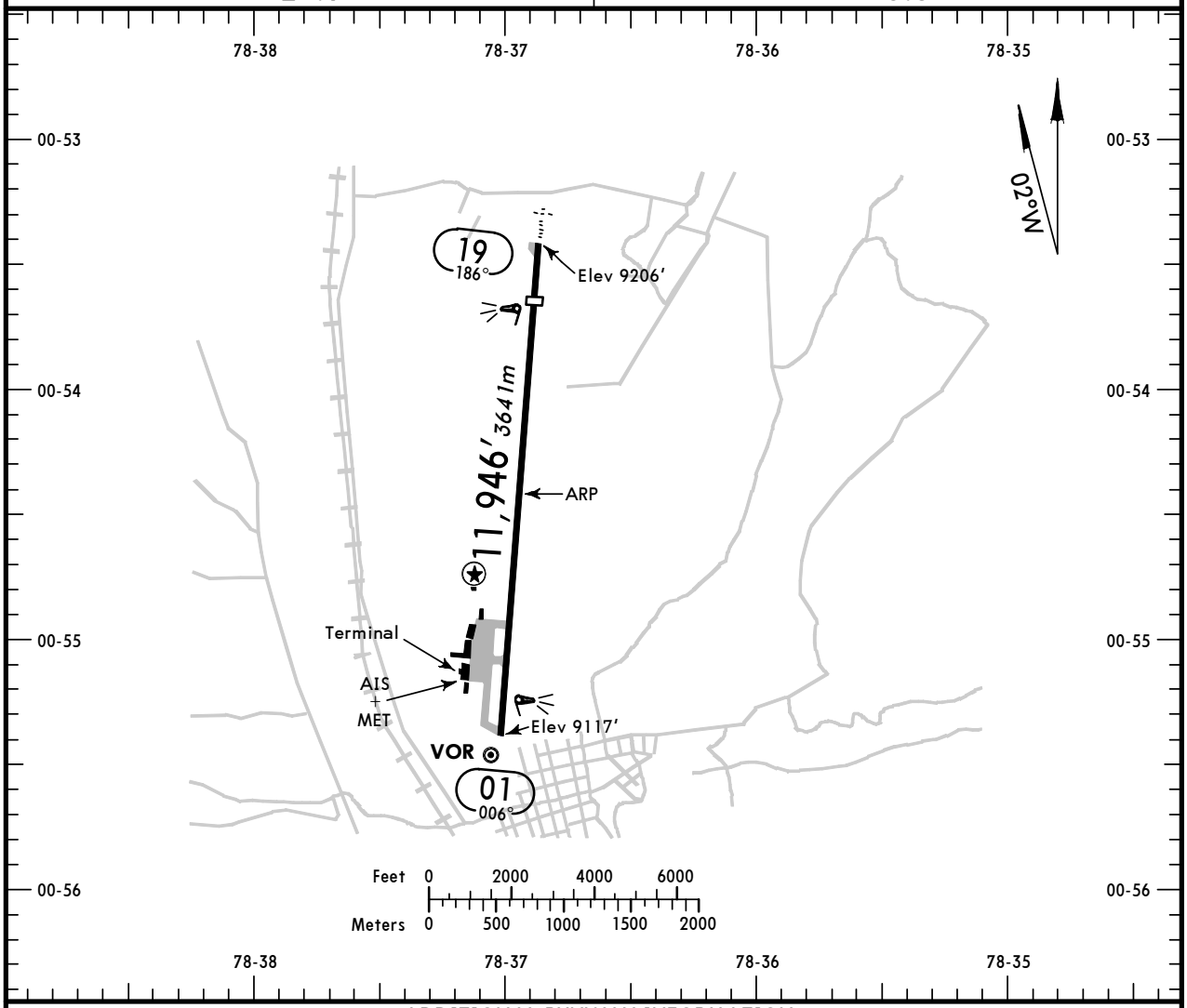
*LATACUNGA Ground	*Tower
121.9	118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RL REIL				148′ *45m*
19	RL ALS REIL PAPI-L (angle 3.2°)	10,499′ *3200m*	9219′ *2810m*		

TAKE-OFF	AIR CARRIER **All Rwys**	FOR FILING AS ALTERNATE	Precision	Non-Precision
A	*400m*	A	600 - *1.5 km*	800 - *1.5 km*
B		B		
C		C		
D		D		

CHANGES: Ramp area, buildings added.

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SELT/LTX
COTOPAXI INTL

JEPPESEN
22 JUN 12
Eff 28 Jun
(11-1)

CAT B, C & D

LATACUNGA, ECUADOR
DESCENT 5 VOR DME ILS DME Rwy 19

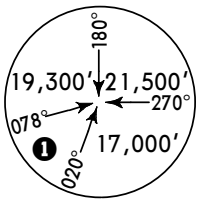
GUAYAQUIL Control (ACC)		QUITO Approach	*LATACUNGA Tower (APP)	*Ground
128.3	119.9	119.7	118.5	121.9

BRIEFING STRIP

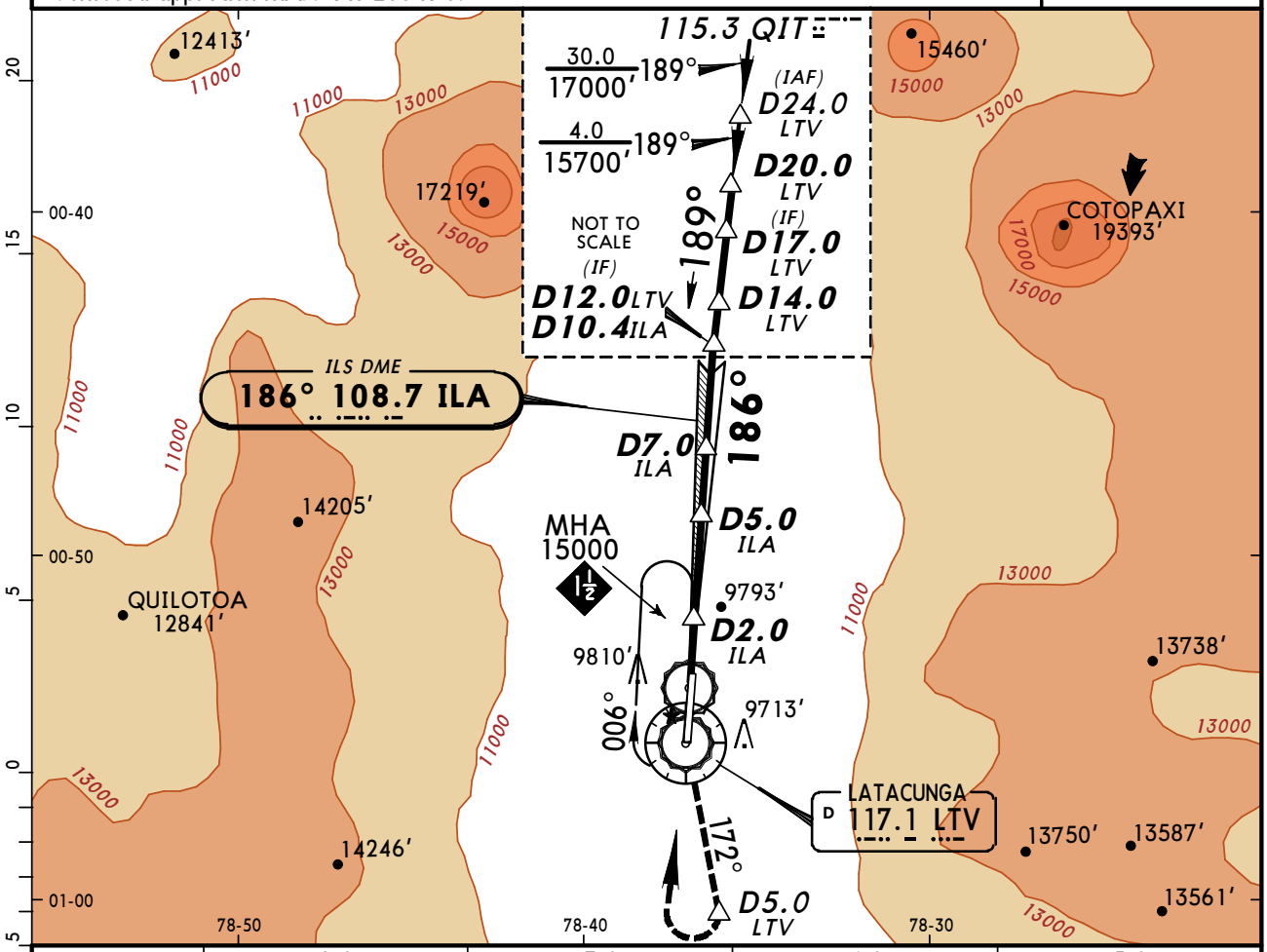
LOC	Final	GS	ILS	
ILA	Apch Crs	D5.0 ILA	DA(H)	Apt Elev 9207′
108.7	186°	11000′(1808′)	9940′(748′)	Rwy 19 9192′

MISSED APCH: Maintain 186° course climbing to LTV VOR R172 until D5.0 LTV and cross D5.0 LTV at or above 12000′. Turn RIGHT to LTV VOR and enter the holding pattern at 15000′, or proceed in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 294 hPa Trans level: FL 150 Trans alt: 15000′
1. Missed approach MAX IAS 200 Kts.

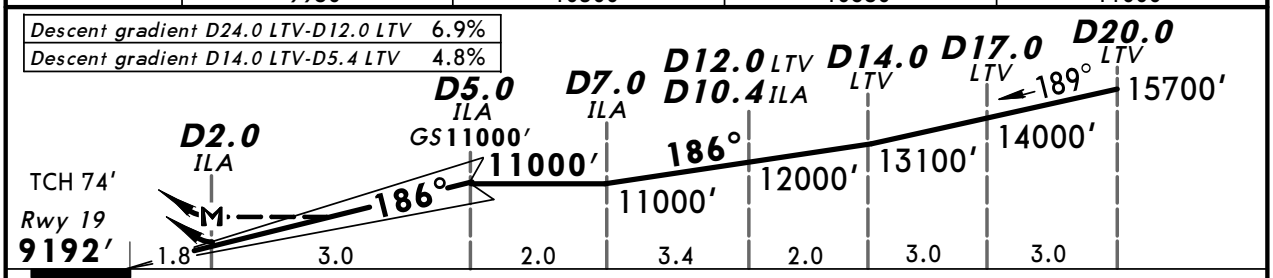


MSA LTV VOR
18,000′



ILA DME	2.0	3.0	4.0	5.0
ALTITUDE	9950′	10300′	10650′	11000′

Descent gradient D24.0 LTV-D12.0 LTV	6.9%
Descent gradient D14.0 LTV-D5.4 LTV	4.8%



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D2.0 ILA or D5.0 ILA to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

REIL
PAPI
ALS
186°
LTV
117.1

PANS OPS

STRAIGHT-IN LANDING RWY 19	ILS DA(H) 9940′(748′) FULL	ILS DA(H) 9940′(748′) ALS out	LOC (GS out) MDA(H) 10300′(1108′)	LOC (GS out) MDA(H) 10300′(1108′) ALS out
A	NA		NA	
B	4.0 km		6.0 km	
C				
D				

CIRCLE-TO-LAND RWY 1	Max Kts	MDA(H)
A		NA
B	135	10300′(1093′)-6.0 km
C	180	11900′(2693′)-8.0 km
D	205	12500′(3293′)-8.0 km

CHANGES: Missed approach, waypoints, profile.

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SELT/LTX JEPPESEN CAT B, C & D LATACUNGA, ECUADOR

COTOPAXI INTL 10 MAY 13 (11-2) DESCENT 4 VOR DME ILS DME Rwy 19

MISSED APCH CLIMB GRADIENT MIM 4.0%

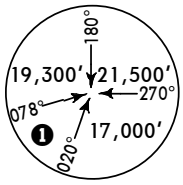
BRIEFING STRIP ™

GUAYAQUIL Control (ACC)		QUITO Approach	LATACUNGA Tower (APP)	Ground
128.3	127.95	119.7	118.5	121.9

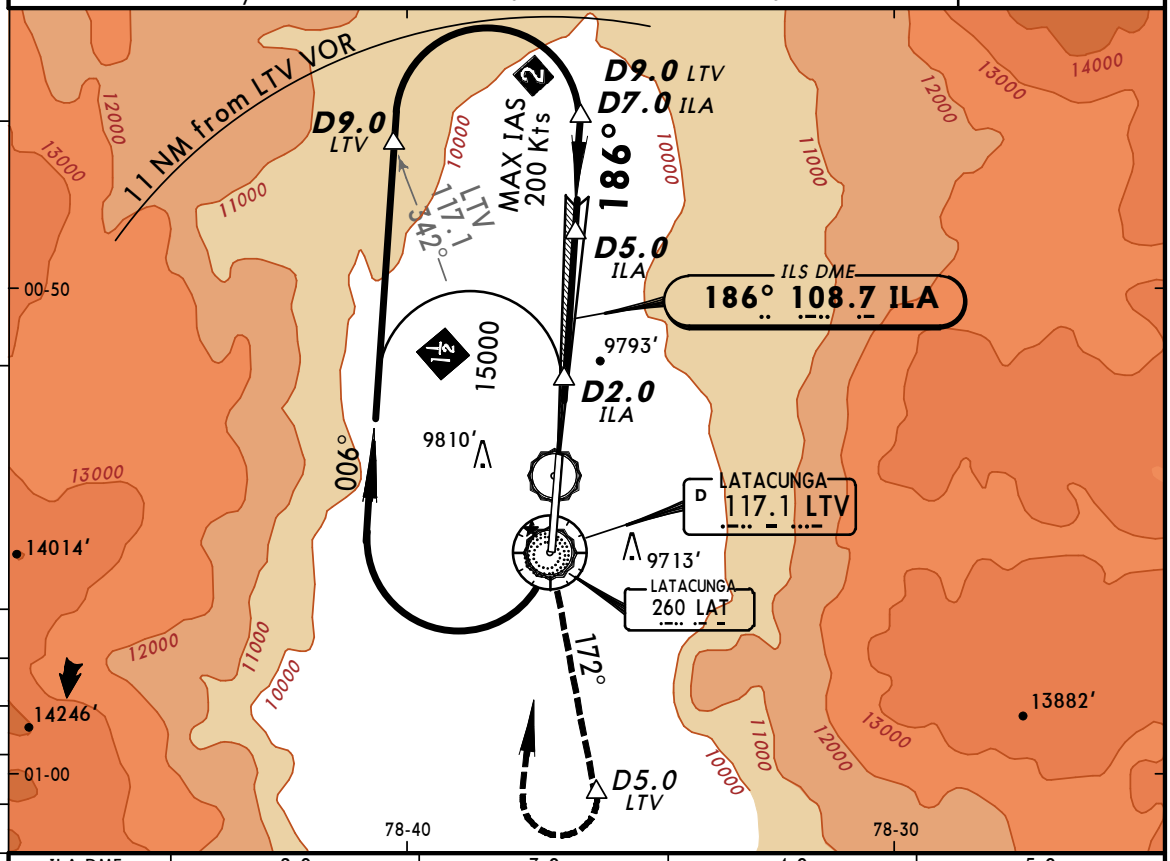
LOC	Final	GS	ILS	
ILA	Apch Crs	D5.0 ILA	DA(H)	Apt Elev 9207′
108.7	186°	11000′(1808′)	9940′(748′)	Rwy 19 9192′

MISSED APCH: Maintain 186° course climbing to LTV VOR, then continue outbound on LTV VOR R-172 until D5.0 LTV and cross D5.0 LTV at or above 12000′. Turn RIGHT to LTV VOR and enter the holding pattern at 15000′, or proceed in accordance with ATC instructions.

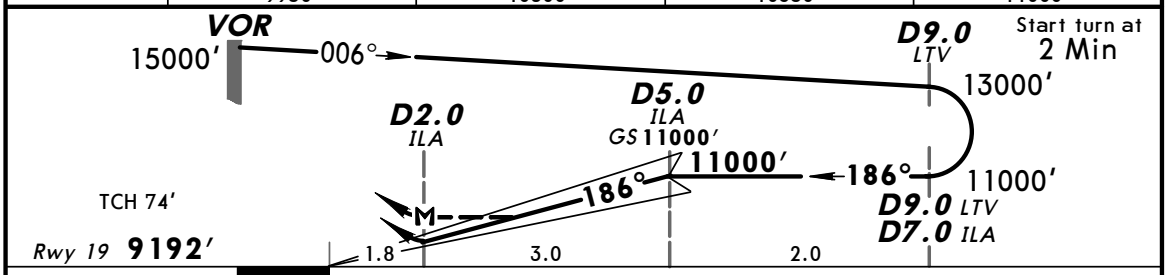
Alt Set: hPa Rwy Elev: 294 hPa Trans level: FL 150 Trans alt: 15000′



MSA LTV VOR
18,000′



ILA DME	2.0	3.0	4.0	5.0
ALTITUDE	9950′	10300′	10650′	11000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D2.0 ILA or D5.0 ILA to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

ALS REIL PAPI 186° LTV 117.1

PANS OPS

	STRAIGHT-IN LANDING RWY 19 Missed apch climb gradient mim 4.0%		CIRCLE-TO-LAND RWY 01	
	ILS DA(H) 9940′(748′) ALS out	LOC (GS out) MDA(H) 10300′(1108′) ALS out	Max Kts	MDA(H)
A	NA	NA	A	NA
B	4.0 km	6.0 km	135	10300′(1093′)-6.0 km
C			180	11900′(2693′)-8.0 km
D			205	12500′(3293′)-8.0 km

CHANGES: LAT NDB added.

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SELT/LTX
COTOPAXI INTL

JEPPESEN

10 MAY 13 (11-3)

CAT B, C & D

MISSED APCH CLIMB GRADIENT MIM 4.0%

LATACUNGA, ECUADOR
DESCENT 6 NDB ILS Rwy 19

GUAYAQUIL Control (ACC)		QUITO Approach	LATACUNGA Tower (APP)	Ground
128.3	127.95	119.7	118.5	121.9

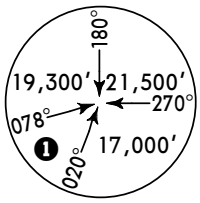
BRIEFING STRIP

LOC	Final	GS	ILS	
ILA	Apch Crs	D5.0 ILA	DA(H)	Apt Elev 9207'
108.7	186°	11000'(1808')	9940'(748')	Rwy 19 9192'

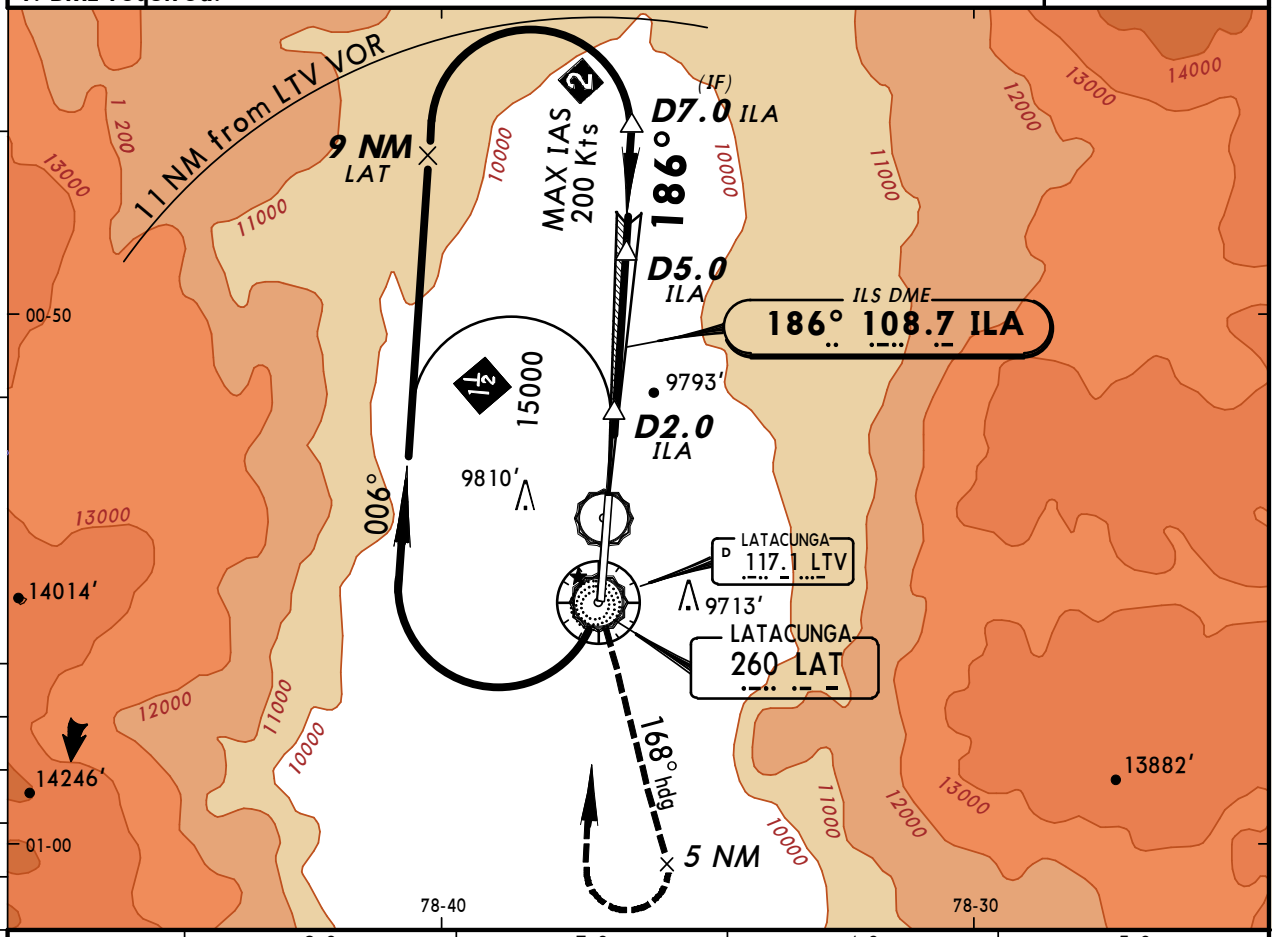
MISSED APCH: Climb on heading 186° to LAT NDB, then turn LEFT heading 168° to 12000' within 5 NM LAT NDB, then turn RIGHT to LAT NDB and hold at 15000' or proceed in accordance with ATC instruction.

Alt Set: hPa Rwy Elev: 294 hPa Trans level: FL 150 Trans alt: 15000'

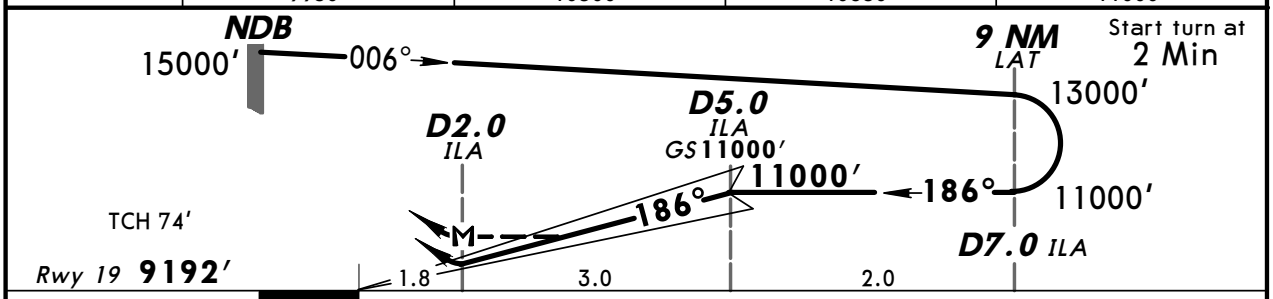
1. DME required.



MSA LAT NDB
18,000'



ILA DME	2.0	3.0	4.0	5.0
ALTITUDE	9950'	10300'	10650'	11000'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D2.0 ILA or D5.0 ILA to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

REIL PAPI ALS 12000' 186° hdg LAT 260

STRAIGHT-IN LANDING RWY 19
Missed apch climb gradient mim 4.0%

	ILS	LOC (GS out)
	DA(H) 9940'(748')	MDA(H) 10400'(1208')
	ALS out	ALS out
A	NA	NA
B	4.0 km	6.0 km
C		
D		

CIRCLE-TO-LAND RWY 01

Max Kts	MDA(H)
A	NA
135	10400'(1193')-6.0 km
180	11900'(2693')-8.0 km
205	12500'(3293')-8.0 km

PANS OPS

CHANGES: New procedure.

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SELT/LTX
COTOPAXI INTL

JEPPESEN

10 MAY 13 (13-1) CAT B, C & D

MISSED APCH CLIMB GRADIENT MIM 4.0%

LATACUNGA, ECUADOR
DESCENT 2 VOR DME Rwy 19

GUAYAQUIL Control (ACC)		QUITO Approach	LATACUNGA Tower (APP)	Ground
128.3	127.95	119.7	118.5	121.9

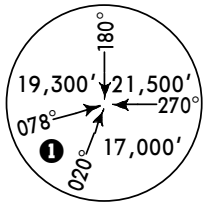
BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 9207′
LTV 117.1	186°	D9.0 11600′(2408′)	10300′(1108′)	Rwy 19 9192′

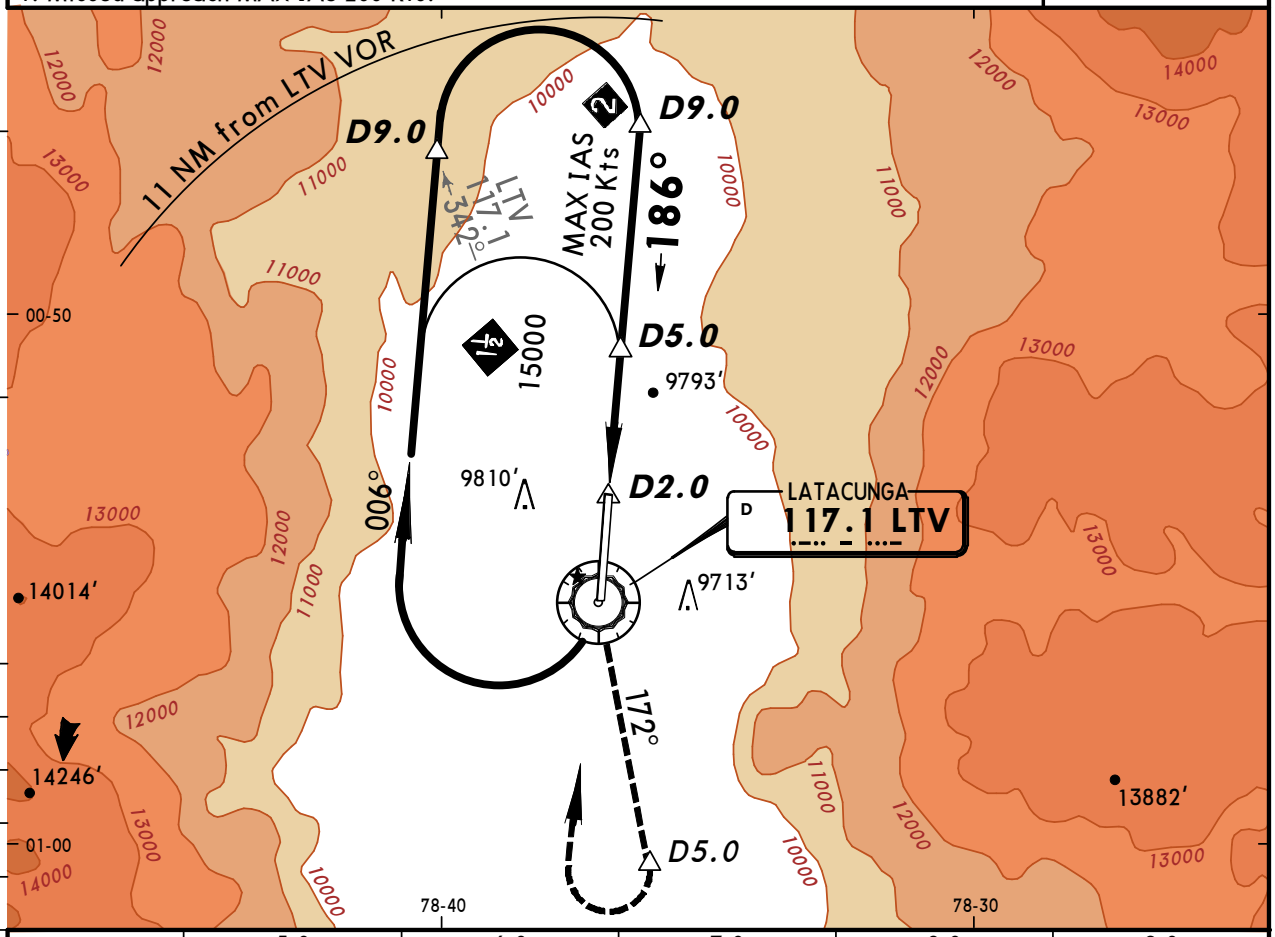
MISSED APCH: Maintain 186° course climbing to LTV VOR, then continue outbound on LTV VOR R-172 until D5.0 LTV and cross D5.0 LTV at or above 12000′. Turn RIGHT to LTV VOR and enter the holding pattern at 15000′, or proceed in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 294 hPa Trans level: FL 150 Trans alt: 15000′

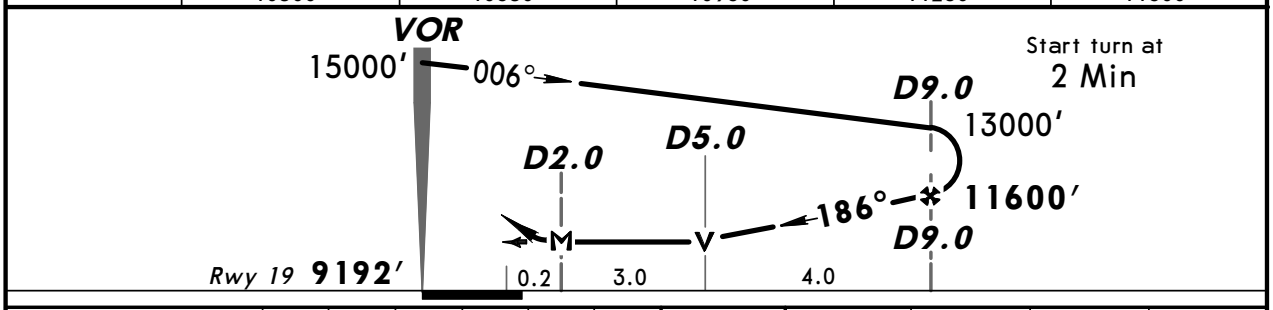
1. Missed approach MAX IAS 200 Kts.



MSA LTV VOR
18,000′



LTV DME	5.0	6.0	7.0	8.0	9.0
ALTITUDE	10300′	10630′	10960′	11280′	11600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at D2.0 or D9.0 to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

REIL PAPI ALS | 186° | LTV 117.1

PANS OPS

STRAIGHT-IN LANDING RWY 19 Missed apch climb gradient mim 4.0% MDA(H) 10300′ (1108′)		CIRCLE-TO-LAND RWY 1	
	ALS out	Max Kts	MDA(H)
A	NA	A	NA
B	6.0 km	135	10300′(1093′)-6.0 km
C		180	11900′(2693′)-8.0 km
D		205	12500′(3293′)-8.0 km

CHANGES: Communications, missed approach gradient.

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SELT/LTX COTOPAXI INTL

JEPPESEN

10 MAY 13 (13-2) CAT B, C & D

MISSED APCH CLIMB GRADIENT MIM 4.0%

LATACUNGA, ECUADOR DESCENT 3 VOR DME Rwy 19

GUAYAQUIL Control (ACC)		QUITO Approach	LATACUNGA Tower (APP)	Ground
128.3	127.95	119.7	118.5	121.9

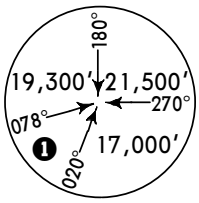
BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 9207′
LTV 117.1	189°	D9.0 LTV 11600′(2408′)	10300′(1108′)	Rwy 19 9192′

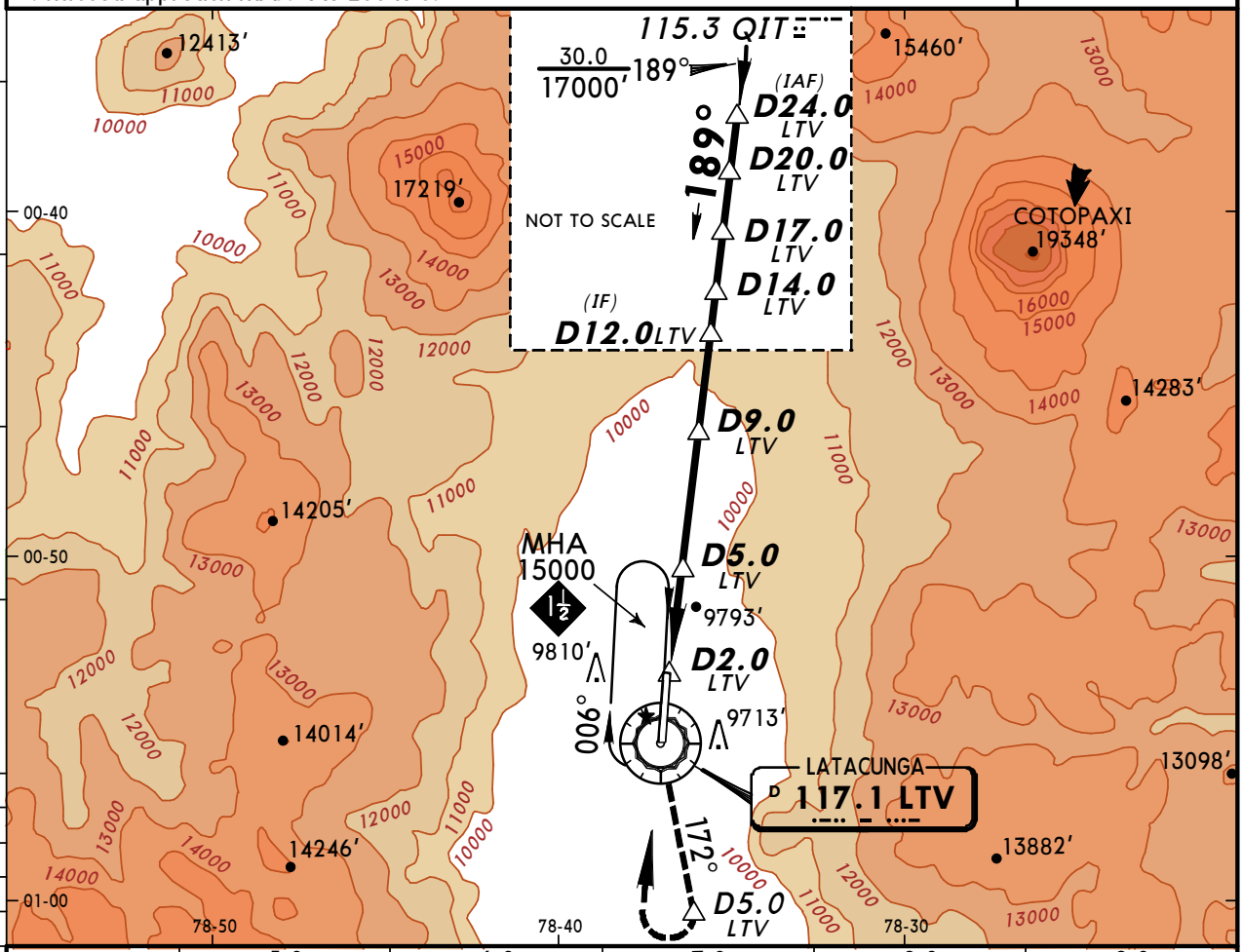
MISSED APCH: Maintain 189° course climbing to LTV VOR, then continue outbound on LTV VOR R-172 until D5.0 LTV and cross D5.0 LTV at or above 12000′. Turn RIGHT to LTV VOR and enter the holding pattern at 15000′, or proceed in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 294 hPa Trans level: FL 150 Trans alt: 15000′

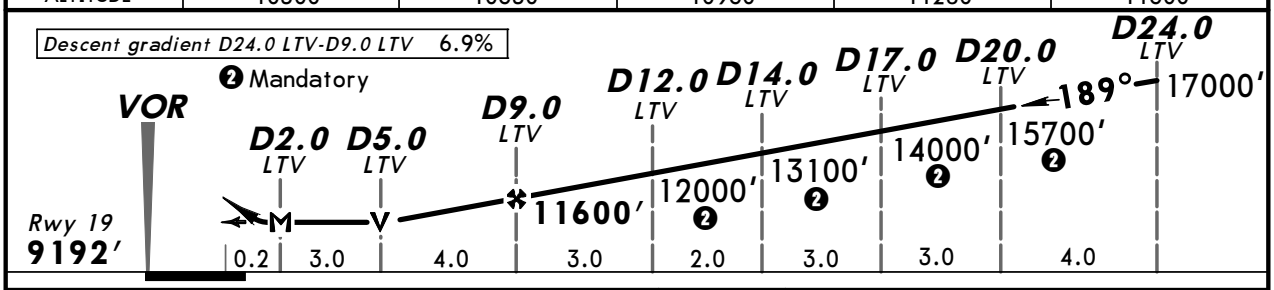
1. Missed approach MAX IAS 200 Kts.



MSA LTV VOR
❶ 18,000′



LTV DME	5.0	6.0	7.0	8.0	9.0
ALTITUDE	10300′	10630′	10960′	11280′	11600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at D2.0 LTV or D9.0 LTV to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

REIL PAPI ALS 189° LTV 117.1

PANS OPS

STRAIGHT-IN LANDING RWY 19
Missed apch climb gradient mim 4.0%
MDA(H) 10300′ (1108′)
ALS out

A	NA
B	6.0 km
C	
D	

CIRCLE-TO-LAND RWY 1

Max Kts	MDA(H)
A	NA
135	10300′(1093′)-6.0 km
180	11900′(2693′)-8.0 km
205	12500′(3293′)-8.0 km

CHANGES: Communications, procedure altitudes, missed approach gradient.

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SELT/LTX
COTOPAXI INTL

JEPPESEN 10 MAY 13 (16-1)

MISSED APCH CLIMB GRADIENT MIM 5.0%
CAT B, C & D

LATACUNGA, ECUADOR
DESCENT 1 NDB Rwy 19

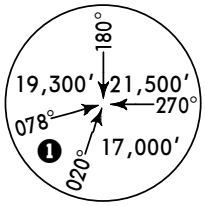
GUAYAQUIL Control (ACC)		QUITO Approach	LATACUNGA Tower (APP)	Ground
128.3	127.95	119.7	118.5	121.9

BRIEFING STRIP

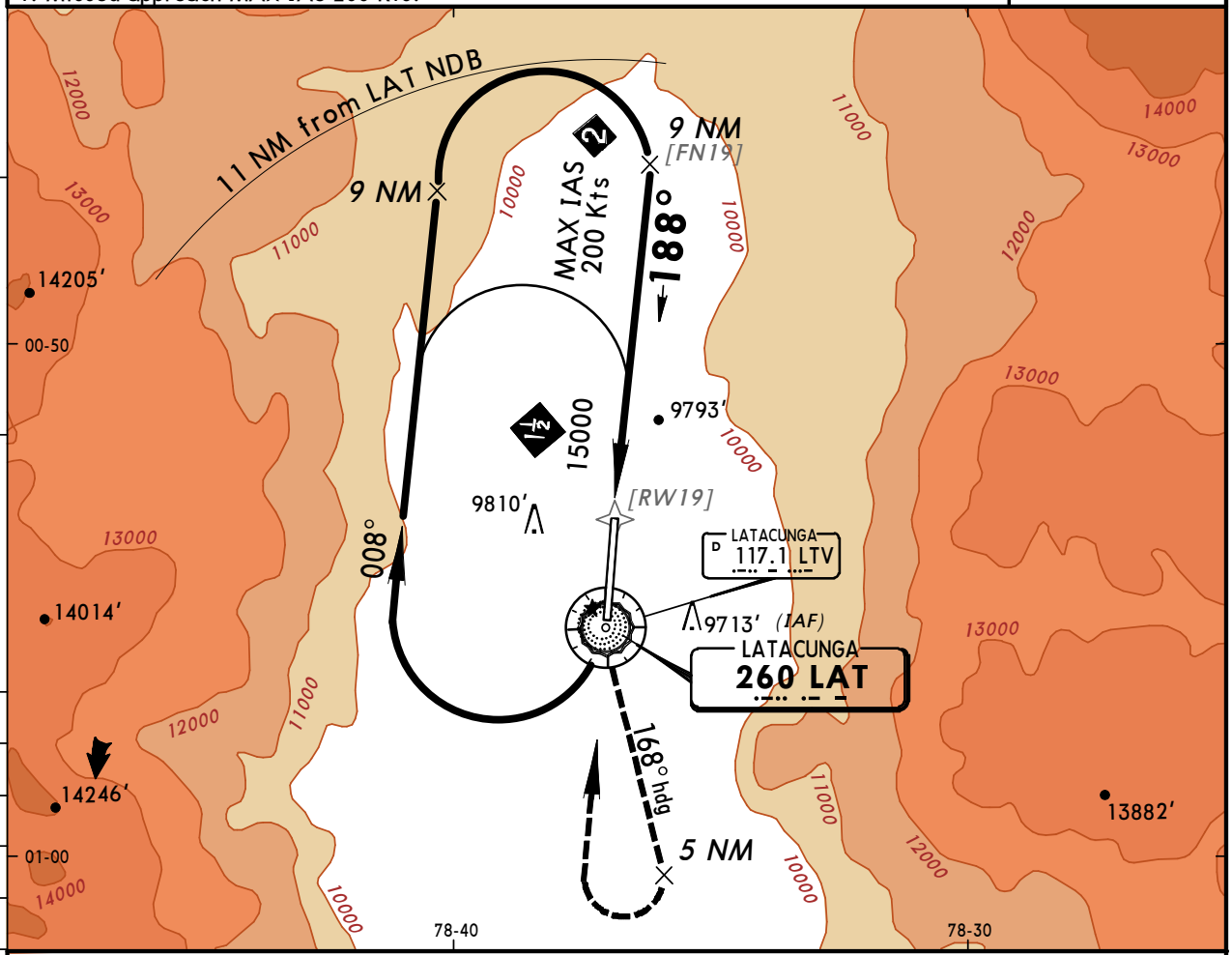
NDB LAT	Final Apch Crs	No FAF	MDA(H)	Apt Elev 9207′
260	188°		10400′ (1208′)	Rwy 19 9192′

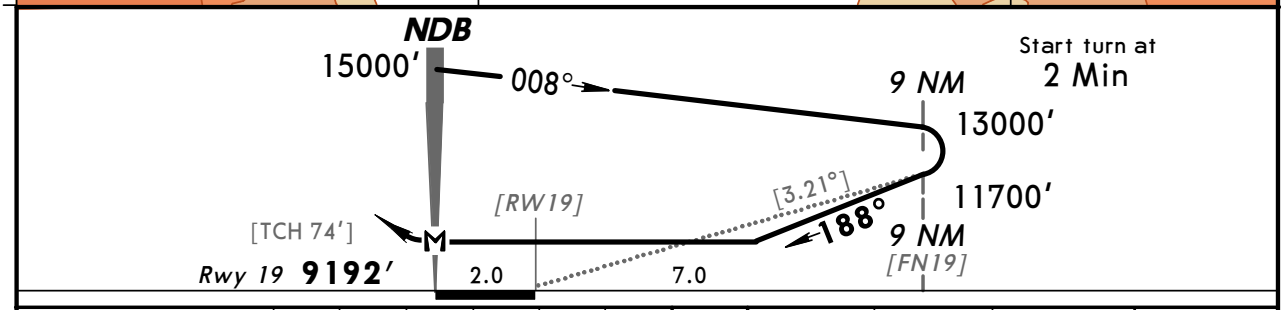
MISSED APCH: Climb on heading 168° to 12000′ within 5NM LAT NDB, then turn RIGHT to LAT NDB and hold at 15000′ or proceed in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 294 hPa Trans level: FL 150 Trans alt: 15000′
1. Missed approach MAX IAS 200 Kts.



MSA LAT NDB
18,000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.21°]	398	511	568	682	795	909
MAP at NDB						

REIL PAPI ALS

168° hdg

12000′ within 5 NM

PANS OPS

STRAIGHT-IN LANDING RWY 19
Missed apch climb gradient mim 5.0%
MDA(H) 10400′ (1208′)

	ALS out
A	NA
B	6.0 km
C	6.0 km
D	6.0 km

CIRCLE-TO-LAND RWY 1

Max Kts	MDA(H)
A	NA
135	10400′ (1193′)-6.0 km
180	11900′ (2693′)-8.0 km
205	12500′ (3293′)-8.0 km

CHANGES: New procedure.

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