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U R U G U A Y

Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica
Servicio de Información Aeronáutica
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones

AIRAC AIP
AMDT
NR **05**
11 JUL 2024

The entries with an indicator (☛) at the margin indicates changes in the paragraph

EFFECTIVE DATE: 05 SEP 2024 - 00:01 UTC

THIS AMDT MUST NOT BE INSERTED INTO THE AIP BEFORE THE EFFECTIVE DATE. HOWEVER, IT IS SUGGESTED TO STUDY ITS CONTENT BEFORE THAT DATE.

INSERT AND/OR DESTROY THE FOLLOWING PAGES:

DESTROY	*INSERT*
GEN	***GEN***
0.4-1 ..... 11 JUL 2024	0.4-1 ..... 05 SEP 2024
0.4-2 ..... 13 JUN 2024	0.4-2 ..... 05 SEP 2024
0.4-3 ..... 11 JUL 2024	0.4-3 ..... 05 SEP 2024
0.4-4 ..... 11 JUL 2024	0.4-4 ..... 05 SEP 2024
0.4-5 ..... 11 JUL 2024	0.4-5 ..... 05 SEP 2024
0.4-6 ..... 21 MAR 2024	0.4-6 ..... 21 MAR 2024
1.7-1 ..... 23 MAY 2019	1.7-1 ..... 05 SEP 2024
1.7-2 ..... 18 JUL 2019	1.7-2 ..... 18 JUL 2019
3.2-5 ..... 11 JUL 2024	3.2-5 ..... 05 SEP 2024
3.2-6 ..... 18 APR 2024	3.2-6 ..... 05 SEP 2024
3.2-7 ..... 13 JUN 2024	3.2-7 ..... 05 SEP 2024
3.2-8 ..... 11 JUL 2024	3.2-8 ..... 11 JUL 2024
ENR	***ENR***
1.2-1 ..... 25 JAN 2024	1.2-1 ..... 05 SEP 2024
1.2-2 ..... 11 AUG 2022	1.2-2 ..... 11 AUG 2022
1.4-1 ..... 01 AUG 2003	1.4-1 ..... 01 AUG 2003
1.4-2 ..... 14 SEP 2017	1.4-2 ..... 05 SEP 2024
2.1-7 ..... 04 NOV 2021	2.1-7 ..... 05 SEP 2024
2.2-1 ..... 21 APR 2022	2.2-1 ..... 05 SEP 2024
2.2-2 ..... 05 OCT 2023	2.2-2 ..... 05 OCT 2023
5.2-3 ..... 05 OCT 2023	5.2-3 ..... 05 SEP 2024
5.5-3 ..... 25 JAN 2024	5.5-3 ..... 05 SEP 2024
5.5-4 ..... 05 DEC 2019	5.5-4 ..... 05 SEP 2024
5.5-5 ..... 05 DEC 2019	5.5-5 ..... 05 SEP 2024

DESTROY	*INSERT*
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6.1-2 ..... 18 APR 2024	6.1-2 ..... 05 SEP 2024
6.1-3 ..... 18 APR 2024	6.1-3 ..... 05 SEP 2024
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6.2-2 ..... 04 NOV 2021	6.2-2 ..... 05 SEP 2024
	6.6 ..... 05 SEP 2024
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2.1-8 ..... 01 DEC 2013	2.1-8 ..... 01 DEC 2013
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2.5-12 ..... 30 NOV 2023	2.5-12 ..... 30 NOV 2023
2.9-21 ..... 06 OCT 2022	2.9-21 ..... 05 SEP 2024
2.9-22 ..... 03 NOV 2022	2.9-22 ..... 03 NOV 2022
2.9-39 ..... 13 JUN 2024	2.9-39 ..... 05 SEP 2024
2.9-40 ..... 06 OCT 2022	2.9-40 ..... 06 OCT 2022
2.9-41 ..... 13 JUN 2024	2.9-41 ..... 05 SEP 2024
2.9-42 ..... 06 OCT 2022	2.9-42 ..... 06 OCT 2022
2.9-43 ..... 13 JUN 2024	2.9-43 ..... 05 SEP 2024
2.9-44 ..... 06 OCT 2022	2.9-44 ..... 06 OCT 2022
2.9-45 ..... 13 JUN 2024	2.9-45 ..... 05 SEP 2024
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2.13-6 ..... 30 NOV 2023	2.13-6 ..... 30 NOV 2023
2.13-15 ..... 11 JUL 2024	2.13-15 ..... 05 SEP 2024
2.13-17 ..... 30 NOV 2023	2.13-17 ..... 05 SEP 2024

AIRAC AIP/SUP included in this AMDT:
Nil.

AIC included in this AMDT:
Nil.

AIP Supplements included in this AMDT:
Nil.

NOTAM included in this AMDT:
Nil.

Remember to record the inclusion of the amendment on page GEN 0.2-1 Record of AIP Amendments

✈✈✈✈✈✈✈✈✈✈✈

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-2	21 APR 2022	2.1-3	07 SEP 2023	3.1-3	07 SEP 2023
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☛0.4-4	05 SEP 2024	2.2-8	02 JAN 2017	3.2-3	18 JUL 2019
☛0.4-5	05 SEP 2024	2.2-9	02 JAN 2017	3.2-4	25 JAN 2024
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3.6-7	18 JUL 2019
3.6-8	18 JUL 2019
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2.9-17	06 OCT 2022	2.10-6	01 AUG 2016	2.13-19	30 NOV 2023
2.9-18	06 OCT 2022	2.10-7	08 SEP 2022	2.14-1	21 MAR 2024
2.9-19	06 OCT 2022	2.10-8	08 SEP 2022	2.14-2	25 JAN 2024
2.9-20	29 DEC 2022	2.10-9	05 DEC 2019	2.14-3	25 JAN 2024
☛2.9-21	05 SEP 2024	2.10-10	10 DEC 2015	2.14-4	21 MAR 2024
2.9-22	03 NOV 2022	2.10-11	20 MAY 2021	2.14-5	25 JAN 2024
2.9-23	28 JAN 2021	2.10-13	20 MAY 2021	2.14-6	25 JAN 2024
2.9-24	28 JAN 2021	2.10-15	23 MAR 2023	2.14-7	25 JAN 2024
2.9-25	06 OCT 2022	2.11-1	20 MAY 2021	2.14-8	05 OCT 2023
2.9-26	06 OCT 2022	2.11-2	28 MAY 2015	2.14-9	25 JAN 2024
2.9-27	06 OCT 2022	2.11-3	27 JAN 2022	2.14-10	25 JAN 2024
2.9-28	06 OCT 2022	2.11-4	01 DEC 2013	2.14-11	25 JAN 2024
2.9-29	06 OCT 2022	2.11-5	27 JAN 2022	2.14-12	25 JAN 2024
2.9-30	06 OCT 2022	2.11-6	27 JAN 2022	2.14-13	25 JAN 2024
2.9-31	06 OCT 2022	2.11-7	01 AUG 2010	2.14-15	25 JAN 2024
2.9-33	06 OCT 2022	2.11-8	01 AUG 2001	2.14-17	25 JAN 2024
2.9-35	12 AUG 2021	2.11-9	27 JAN 2022	2.14-19	25 JAN 2024
2.9-37	06 OCT 2022	2.11-10	12 AUG 2021	2.15-1	05 OCT 2023
☛2.9-39	05 SEP 2024	2.11-11	12 AUG 2021	2.15-2	26 MAR 2020
2.9-40	06 OCT 2022	2.11-13	27 JAN 2022	2.15-3	05 NOV 1998
☛2.9-41	05 SEP 2024	2.12-1	20 MAY 2021	2.15-4	01 DEC 2013
2.9-42	06 OCT 2022	2.12-2	01 AUG 2009	2.15-5	20 MAY 2021
☛2.9-43	05 SEP 2024	2.12-3	01 AUG 2009	2.15-6	05 NOV 1998
2.9-44	06 OCT 2022	2.12-4	01 DEC 2002	2.15-7	05 OCT 2023
☛2.9-45	05 SEP 2024	2.12-5	20 MAY 2021	2.15-8	05 OCT 2023
2.9-46	23 MAR 2023	2.12-6	01 DEC 2002	2.15-9	05 OCT 2023
2.9-47	05 OCT 2023	2.12-7	01 DEC 2002	2.15-10	05 OCT 2023
2.9-48	06 OCT 2022	2.12-8	01 DEC 2002	2.15-11	05 OCT 2023
2.9-49	05 OCT 2023	2.12-9	01 DEC 2002	2.16-1	20 MAY 2021
2.9-50	23 MAR 2023	2.12-11	20 MAY 2021	2.16-2	01 AUG 2009
2.9-51	05 OCT 2023	2.13-1	30 NOV 2023	2.16-3	01 AUG 2009
2.9-52	06 OCT 2022	2.13-2	30 NOV 2023	2.16-4	01 DEC 2013
2.9-53	05 OCT 2023	2.13-3	11 JUL 2024	2.16-5	12 AUG 2021

Page	*Date*	*Page*	*Date*	*Page*	*Date*
2.16-6	01 AUG 2007				
2.16-7	01 AUG 2007				
2.16-8	01 AUG 2007				
2.16-9	01 JUN 1997				
2.16-11	12 AUG 2021				
2.17-1	20 MAY 2021				
2.17-2	02 JAN 2017				
2.17-3	02 JAN 2017				
2.17-4	20 MAY 2021				
2.17-5	01 DEC 2017				
2.17-6	18 JUL 2019				
2.17-7	02 JAN 2017				
2.17-8	02 JAN 2017				
2.17-9	20 MAY 2021				
AD 3					
3.1-1	01 JUN 1997				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 – PERSONNEL LICENSING (TWELFTH EDITION): Amendment 175 (DINACIA Resolution NR 376-2018)

Chap. 2 Licences and Ratings for Pilots

2.6.1.3 Skill

The skill demonstration test must be performed on aircraft of the appropriate category, which may or may not require a co-pilot in accordance with the provisions of the Aeronautical Authority for the case.

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2. ANNEX 2 – RULES OF THE AIR (TENTH EDITION): Amendment 41 (DINACIA Resolution NR 16/009)

Chap. 3 General Rules

3.3.1.2 ☛Flight plan must be submitted in all cases.

3.3.5.4 When the pilot presents a flight plan within national boundaries, know before starting it, than any of the procedures in this Schedule for giving notice of arrival (ARR) is practicable, shall place on record that inability scoring in the box 18 of the flight plan form, the following: ARR/NIL.
Note: Entries ARR/NIL, held in box 18 of the Flight Plan form avoid to be activated unnecessarily the alerting services, search and rescue.

3.6.2.2.1 Not applicable.

3.6.3.1.1 Not applicable.

Cap. 4 Visual Flight Rules

4.3 VFR flights shall operate from 30 minutes before the sunrise until 30 minutes after the sunset. Nocturnal VFR flights are authorized if they meet the requirements of the LAR 91 and 135. ☛International nocturnal VFR flights shall not be authorized.

4.4 c) on the sea more than 20 NM (37 km) of coastline, for over an hour,
d) over clouds, fog and other weather formations when they obstruct the continuous visual reference with the ground.

4.5 a) VFR levels are used only up to FL 195.

PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT (PANS-ATM Doc. 4444 ATM/501) Fifteenth Edition 2007 – Amendment 2

CHAPTER 4 General Provisions for Air Traffic Services

4.3.2.1.1. literal c) does not apply

4.4.2.1.3 In the event of a delay of 60 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

4.10.4.6. Not provided QFE altimeter setting.

CHAPTER 5 Separation Methods and Minima

5.4.2.2.2.1 Not applicable at the time of the transfer of responsibilities, when flights will cross international borders. Instead apply the procedures set out in Agreement signed with Ezeiza, Resistencia and Curitiba, ACC's.

5.4.2.3.3.1 Not applicable at the time of the transfer of responsibilities, when flights will cross international borders.

CHAPTER 9 Flight Information Service and Alerting Service

9.2.2.1 By regional agreement the period is three minutes.

REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030) (FOURTH EDITION)
See differences in ENR 1.8-1.

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3. ANNEX 3 – METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION (DECIMOQUINTA EDICIÓN): Amendment 74 (DINACIA Resolution NR 19/009)

Appendix 3

4.3.4 Averaging
a) 10 minutes for local routine and special reports and for visual presentations of runway visual range at the offices of Air Traffic Services.

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4. ANNEX 4 – AERONAUTICAL CHARTS (TENTH EDITION): Amendment 60

☛

Chap. 4 Aerodrome Obstacle Chart - ICAO Type B
Currently these plans are not published but are under construction

5. List of aeronautical charts available

Those chart series marked by an asterisk (*) form part of the AIP:

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome/Heliport Chart – ICAO (AC)*	1:10 000	**Artigas**		20 MAY 21
		Carmelo		30 NOV 23
		Colonia/Laguna de los Patos		20 MAY 21
		Durazno/Santa Bernardina		
		03-21		13 JUN 24
		10-28		13 JUN 24
		Maldonado/Carlos A. Curbelo Laguna del Sauce		
		01-19		21 MAR 24
		08-26		21 MAR 24
		Melo/Cerro Largo		05 OCT 23
		Mercedes/Ricardo Detomasi		20 MAY 21
		Montevideo/Ángel S. Adami		20 MAY 21
		Montevideo/Carrasco Cesáreo L. Berisso		
		01-19		06 OCT 22
		07-25		06 OCT 22
		Paysandú/Tydeo Larre Borges		
		02-20		20 MAY 21
		10-28		20 MAY 21
		Punta del Este/El Jagüel		27 JAN 22
		Río Branco		20 MAY 21
		Rivera/Oscar D. Gestido		☛05 SEP 24
		Salto/Nueva Hespérides		25 JAN 24
		Tacuarembó		05 OCT 23
		Treinta y Tres		12 AUG 21
		Vichadero		20 MAY 21
Aerodrome Ground Movement Chart - ICAO (AGMC)*		**Montevideo/Ángel S. Adami**		20 MAY 21
		Montevideo/Carrasco Cesáreo L. Berisso		06 OCT 22
Aircraft Parking/Docking Chart - ICAO (APC)*		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		(Aviación Comercial)		01 DEC 22
		(Aviación General)		01 DEC 22
		Montevideo/Ángel S. Adami		20 MAY 21
		Montevideo/Carrasco Cesáreo L. Berisso		06 OCT 22
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		01-19		14 JUL 22
		08-26		14 JUL 22
		Montevideo/Carrasco Cesáreo L. Berisso		
		01-19		12 AUG 21
		07-25		06 OCT 22

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Carmelo**		07 SEP 23
		Rivera/Oscar D. Gestido		☛05 SEP 24
		Salto/Nueva Hespérides		25 JAN 24
En-route Chart - ICAO (EC)*	1:2 000 000	**EC Conventional Navigation International Routes**		☛05 SEP 24
		EC Area Navigation Routes		☛05 SEP 24
		EC Conventional Navigation National Routes		☛05 SEP 24
Area Chart - ICAO*		**TMA Carrasco - Conventional Navigation International and National Routes**		18 APR 24
		TMA Carrasco - Area Navigation Routes		18 APR 24
		TMA Durazno - Conventional Navigation International and National Routes		21 MAR 24
		TMA Durazno - Area Navigation Routes		21 MAR 24
Standard Departure Chart - Instrument (SID) - ICAO*	1:600 000	**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		Nil		
		Carrasco		
		Nil		
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:600 000	**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		Nil		
		Montevideo/Carrasco Cesáreo L. Berisso		
		Nil		
Instrument Approach Chart - ICAO (IAC)*	1:300 000	**Artigas**		
		RNAV (GNSS) 11		28 MAY 15
		Colonia/Laguna de los Patos		
		RNAV (GNSS) 13		10 DEC 15
		RNAV (GNSS) 31		10 DEC 15
		Durazno/Santa Bernardina		
		DME VOR 03		21 MAR 24
		RNAV (GNSS) 10		21 MAR 24
		RNAV (GNSS) 21		21 MAR 24
		HI VOR/DME 03		21 MAR 24
		VOR DME 03		21 MAR 24

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Instrument Approach Chart - ICAO (IAC)*	1:300 000			
		Maldonado/Carlos A. Curbelo Laguna del Sauce		
		RNP Z 01		18 APR 24
		RNP Z 08		18 APR 24
		RNP Z 19		18 APR 24
		RNP Z 26		18 APR 24
		VOR Z 01		18 APR 24
		VOR Z 08		18 APR 24
		VOR Z 19		18 APR 24
		VOR Z 26		18 APR 24
		Montevideo/Ángel S. Adami		
		NDB Z 19		06 OCT 22
		RNP Z 19		06 OCT 22
		Montevideo/Carrasco Gral. Cesáreo L. Berisso		
		ILS Y o LOC ONLY Y 19		☛05 SEP 24
		ILS Y o LOC ONLY Y 25		☛05 SEP 24
		ILS Z 19		☛05 SEP 24
		ILS Z 25		☛05 SEP 24
		RNP Z 01		05 OCT 23
		RNP Z 07		05 OCT 23
		RNP Z 19		05 OCT 23
		RNP Z 25		05 OCT 23
		VOR Z 07		05 OCT 23
		VOR Z 25		05 OCT 23
		Paysandú/Tydeo Larre Borges		
		RNAV (GNSS) 20		23 MAR 23
		Salto/Nueva Hespérides		
		RNAV (GNSS) 05		25 JAN 24

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Radar Minimum Altitude Chart - OACI *		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		☛11 JUL 24
		Montevideo/Carrasco Gral. Cesáreo L. Berisso		☛11 JUL 24
Visual Approach Chart - ICAO (VAC)*	1:350 000	**Artigas**		28 MAY 15
		Carmelo		30 NOV 23
		Rivera/Oscar D. Gestido		30 NOV 23

ENR 1.2 VISUAL FLIGHT RULES

VFR flights are conducted in a way that simultaneously and continuously the aircraft fly in poor visibility and distance from clouds equal to or exceeding those specified in the table below. VFR flights will operate from 30 MIN before sunrise until 30 MIN after sunset. Night VFR flights are authorized while they fulfil with LAR 91 and 135.

VFR flights shall not be made:

a) above FL 200
b) at transonic and supersonic speeds
c) on the sea more than 20 NM (37 km) of coastline, for over an hour
d) on clouds, fog and other weather formations when they obstruct more than 4 eighth of Earth's surface, seen from the aircraft in flight.

Special VFR flights shall not be authorized:

a) when the visibility is less than 1500 M and the cloud ceiling is less than 800 FT;
b) in the case of training and/or instruction flights;

Special VFR flights shall:

a) are not apply in “G” Airspace;
b) shall only be authorized during daylight hours.

International night VFR flights shall not be authorized.

Table of visibility and distance from clouds for VFR flights

Airspace class	C F	G
		At or below 900 M AMSL, or at 300 M above ground, whichever is greater.
Distance from cloud	1 500 M horizontally 300 M vertically	☛1 500 M horizontally Clear of cloud and in sight of the surface.
Flight visibility	8 KM to 3 050 M (FL 100) AMSL or above 5 KM below 3 050 M (FL 100) AMSL	☛5 KM
REMARKS: airspaces B, D and E not applicable.		

The helicopter flights assigned to fire fighting, health, search and rescue and natural catastrophes, due to their characteristics, may eventually separate partially or totally from the minimums of VFR flights. These operations must be conducted without hazard to persons and property on the surface, manoeuvring at a speed that gives adequate opportunity to observe the traffic or any obstacle, with enough time to avoid a collision.

Note: All aircraft below flight level FL 100, maintain airspeed less than 250 KT; unless otherwise authorized by ATC or DINACIA.

1. Coordination between air traffic control services and military flights

1.1 Military flight subject to standard
It is all flight of a military aircraft operating in accordance with current regulations of the Circulación Aérea Regulations.

1.2 Military Flight Operations (VMO)
It is all flight of a military aircraft, in accordance with an Operational Mission, that need to withdraw, in whole or in part from the current flight rules.
The Air Operations Centre (COA) is the agency responsible for determining which the VMO are. When military aircraft set aside from the current flight rules and instructions of the ATC, the COA and the pilot in command shall be solely responsible for the operation.
It can be controlled by the ATC or the COA, after coordination between the two centres.

2. Responsibility delimitations

2.1 ATC shall be responsible of:
Release portions of airspace to be used by flights in Military Flight Operations (VMO).

2.2 The FAU operator shall be responsible of:
Keep within the confines of assigned airspace.

3. Coordination between Air Traffic Control Services and police flights

3.1 Administrative police flight missions
It is every flight performed by a public aircraft of the National Police which by its characteristics does not require any special separation from the general rules applicable in aeronautical matters.

3.2 Operational Police Flight Missions
It is every flight performed by a public aircraft of the National Police carrying out operational police functions, which by their characteristics must necessarily separate from the general rules applicable in aeronautical matters.

3.3 The flight plan must establish an express text indicating that it is an operational Police Flight. The coordinations shall be made through the Air Operations Centre of the Uruguayan Air Force (COA)

4. Delimitation of responsibilities

Responsibility for all facts and events of any nature that occur during the performance of Operational Police Flights including those affecting the aircraft used, their crew and surface personnel, shall be the sole responsibility of the Ministry of Interior, who shall appreciate the need and scope of public action.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other. (Not applicable)

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights ☛receive traffic information in respect of all other flights. (Not applicable)

Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated ☛from other IFR flights. All flights receive traffic information as far as is practical. (Not applicable)

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

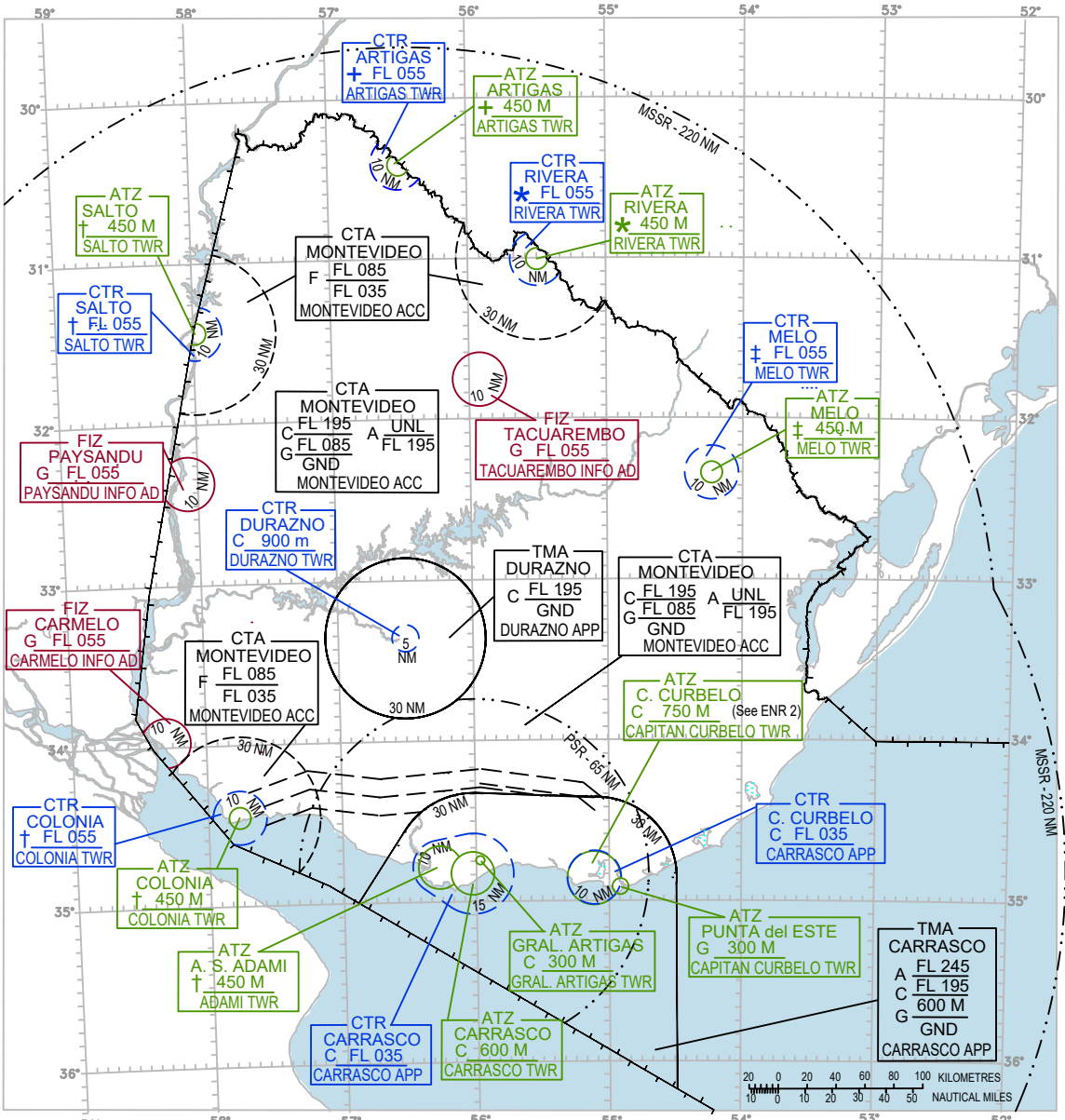
Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following table.

Class	*Type of flight*	*Separation provided*	*Service provided*	*Speed limitation*	*Radio communication requirement*	*Subject to an ATC clearance*
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
☛B†	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes

Class	*Type of flight*	*Separation provided*	*Service provided*	*Speed limitation*	*Radio communication requirement*	*Subject to an ATC clearance*
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic ☛information	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
D†	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
E†	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 KT IAS below 3 050 M (10 000 FT) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No

AIRSPACE CLASSIFICATION



Change: Artigas ATZ and CTR

From FL 085 up to FL 195, airspace class C.
From GND up to FL 085, airspace class G.

C FL 195 / G FL 085 / GND

From GND up to 600 M, airspace class C.

ATZ CARRASCO C 600 M CARRASCO TWR

MONTEVIDEO OCEANIC SECTOR .....
MONTEVIDEO EASTERN SECTOR ..... G UNL / MSL

MSSR ... Monopulse Secondary Surveillance Radar

Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C"; Others: Class "G"	*
Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C"; Others: Class "G"	‡
Monday to Sunday from 10:00 to 22:00 UTC: Class "C"; Others: Class "G"	†
Monday to Friday from 10:00 to 22:00 UTC: Class "C"; Others: Class "G"	+

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2.2 OTHER REGULATED AIRSPACE

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit providing service*	*Callsign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency/ Purpose*	*Remarks*
1	2	3	4	5
ARTIGAS CTR CTR arc, radius 10 NM (18.5 Km) centred at 302357S/0563039W FL 055 GND Class of airspace: ☛from Monday to Friday from 10:00 to 22:00 UTC: "C"; others: "G".	Artigas TWR	Artigas Tower Spanish	122.1 MHZ	
CAPITÁN CURBELO CTR CTR arc, radius 10 NM (18.5 KM) centred at LDS VOR/DME. FL 035 GND Class of airspace: C	Carrasco APP	Carrasco Approach Spanish, English	119.2 MHZ 120.2 MHZ	
CARRASCO CTR CTR arc, radius 15 NM (27.8 KM) centred at CRR VOR/DME clockwise from 343511S/0560444W up to 350217S/0561158W, straight line up to 345534S/0562246W, CTR arc radius 10 NM (18.5 KM) centred at ASI NDB clockwise up to 343731S/0561754W and straight up to 343511S/0560444W. FL 035 GND Class of airspace: C	Carrasco APP	Carrasco Approach Spanish, English	119.2 MHZ 120.2 MHZ	If ZOM 5 were active, it will be excluded from CARRASCO CTR.

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit providing service*	*Callsign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency/ Purpose*	*Remarks*
1	2	3	4	5
COLONIA CTR CTR arc, radius 10 NM (18 KM) centred at 342705S/0574601W FL 055 GND Class of airspace: from Monday to Sunday from 10:00 to 22:00 UTC: “C”; others: “G”.	Colonia TWR	Colonia Tower Spanish, English (O/R)	120.8 MHZ 122.1 MHZ	Inside Montevideo FIR
DURAZNO CTR CTR circle, radius 5 NM (9 KM) centred at DUR VOR/DME 900 M GND Class of airspace: C	Durazno TWR	Durazno Tower Spanish, English (O/R)	126.20 MHZ	MIL AD
MELO CTR CTR circle, radius 10 NM (18.5 ☛KM) centred at 322033S/ ☛0541319W FL 055 GND Class of airspace: from Monday to Friday (except holidays) from 11:00 to 23:00 UTC: “C”; others: “G”.	Melo TWR	Melo Tower Spanish	118.6 MHZ 122.1 MHZ	

Name *Lateral limits*	*Upper/lower limits and system/means of activation announcement INFO for CIV FLT*	*Remarks* *Time of ACT* *Risk of interception (ADIZ)*
1	2	3
MILITARY OPERATION AREAS (ZOM)		
ZOM 7		
Sideway comprised area by the lines which link the following points: 323112S/0561741W; 323248S/0560421W; 325624S/0561825W; 325539S/0560636W.	FL 100 GND	Activation coordinated between ☛ATC and Durazno TWR
ZOM 8		
Circle of 1.5 NM centered in point 344839S/0560949W (Boizo Lanza)	1000 FT GND	Activation H24 coordinated between ATC and COA
ZOM 13		
Circle of 1 KM centered in point 332400S/0563100W	ALT 600 M GND	Activation coordinated between ATC and COA DINACIA Resolution 594/2010. ANCAP fuel tanks. See ENR 6.3
AIR DEFENCE IDENTIFICATION ZONE (ADIZ)		
Area delimited by: external limit: from 301046S/0573622W, Rio Uruguay coastline up to 340000S/0581820W, 343500S/0575000W, 345259S/0570600W, 350734S/0561044W, 351004S/0545631W, 344802S/0535946W, 343000S/0533600W, 334900S/0531920W, 334136S/0532629W, 334120S/0533156W, Laguna Merin coastline, terrestrial border with Brazil, up to 301046S/0573622W; internal limit: 305749S/0571708W, 324603S/0541923W, 334956S/0535140W, 343130S/0561646W, 335128S/0574801W y 305749S/0571708W.	UNL SFC	It is mandatory to present Flight Plan to enter the ADIZ H24

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Designation and lateral limits	*Vertical Limits*	*Operator/user. Tel Nr*	*Remarks and time of ACT*
1	2	3	4
PARACHUTE JUMPING AREAS			
Aeroclub Canelones Circle with radius of 03 NM centred on 343143S/0561654W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Guichón Aerodrome Circle with radius of 03 NM centred on 322100S/0571200W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Termas de Almirón Aerodrome Circle with radius of 03 NM centred on 322100S/0571612W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Artigas Aerodrome Circle with radius of 03 NM centred on 302357S/0563039W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Salto Aerodrome Circle with radius of 03 NM centred on 312605S/0575903W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Estación Tapia Circle with radius of 01 NM centred on 343427S/0554448W	FL 120 GND		The activation of the area is made by Centro de Operaciones Aéreas
Fray Bentos Circle with radius of 03 NM centred on "Fray Bentos" Aerodrome 330831S/0581736W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
La Calera Circle with radius of 03 NM centred on 341759S/0552133W	FL 120 GND		The activation of the area is made by Centro de Operaciones Aéreas
Minas Circle with radius of 03 NM centred on Aeroclub Minas 342309S/0551340W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.

Designation and lateral limits	*Vertical Limits*	*Operator/user. Tel Nr*	*Remarks and time of ACT*
1	2	3	4
PARACHUTE JUMPING AREAS			
Paysandú Circle with radius of 03 NM centred on the Aerodrome 322147S/0580359W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Punta del Este Circle with radius of 03 NM centred on "El Jagüel" Aerodrome 345451S/0545512W	FL 120 GND		The activation of the area shall be made by communication with SULS Air Traffic Control prior the jump. See AD 2.11-20 "Local Traffic Regulations"
☛San Jacinto ☛Circle with radius of 03 NM centred on ☛343559S/0555253W	☛FL 150 ☛GND		☛The activation of the area shall be made by communication with Air Traffic Control prior the jump.
San José Circle with radius of 03 NM centred on 342015S/0564237W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Toledo Circle with radius of 03 NM centred on 344507S/0560508W	FL 120 GND		The activation of the area is made by Centro de Operaciones Aéreas
NOTE: All recreational activities must be developed under VMC conditions, free of clouds.			
REMOTELY PILOTED AIR DEVICE AREAS			
Parque Marcos Sastre Perimeter limited by the following coord: 344815.24S/0560521.76W, 344812.07S/0560526.09W, 344811.03S/0560524.18W, 344811.98S/0560523.40W, 344813.27S/0560521.49W	30 M GND		

Designation and lateral limits	*Vertical Limits*	*Operator/user. Tel Nr*	*Remarks and time of ACT*
1	2	3	4
REMOTELY PILOTED AIR DEVICE AREAS			
Parque Baroffio Perimeter limited by the following coord: 345303.30S/0560520.31W, 345303.81S/0560518.11W, 345310.66S/0560521.42W, 345310.54S/0560523.53W	30 M GND		
Parque Miguelete Perimeter limited by the following coord: 345026.45S/0561100.82W, 345022.37S/0561056.93W, 345022.46S/0561050.84W, 345027.59S/0561054.53W	30 M GND		

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ENROUTE CHART - ICAO CONVENTIONAL NAVIGATION INTERNATIONAL ROUTES

LEGEND

Aerodrome

Flight information region (FIR)

Control area (CTA)

CTA NAME
ATS AIRSPACE CLASS
UPPER LIMIT
LOWER LIMIT
ATS UNIT PROVIDING THE SERVICE

Example: CTA MONTEVIDEO — C FL 195 / G FL 085 / GND — A UNL / FL 195 — MONTEVIDEO ACC

Terminal control area (TMA)

TMA NAME
ATS AIRSPACE CLASS
UPPER LIMIT
LOWER LIMIT
ATS UNIT PROVIDING THE SERVICE

Example: TMA CARRASCO — A FL 245 / C FL 195 / 600 M — CARRASCO APP

Control zone (CTR)

CTR NAME
ATS AIRSPACE CLASS
UPPER LIMIT
ATS UNIT THAT PROVIDES THE SERVICE

Example: CTR CARRASCO — C FL 035 — CARRASCO APP

ATS AIRSPACE CLASS

Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C" / Others: Class "G" — *
Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C" / Others: Class "G" — ‡
Monday to Sunday from 10:00 to 22:00 UTC: Class "C" / Others: Class "G" — †
Monday to Friday from 10:00 to 22:00 UTC: Class "C" / Others: Class "G" — +

Conventional navigation route

ROUTE DESIGNATOR
MAGNETIC BEARING
DISTANCE IN NAUTICAL MILES
UPPER LIMIT
MINIMUN FLIGHT ALTITUDE

Example: UA305 — 025° — 30 — 225° — UNL / FL 245

Reporting point (REP)

COMPULSORY FLY-BY
A SOLICITUD FLY-BY
COMPULSORY FLYOVER
A SOLICITUD FLYOVER

ATS/MET reporting point (MRP)

COMPULSORY
ON REQUEST

Restricted airspace

IDENTIFICATION OR AREA
NATIONALITY LETTER
VERTICAL LIMITS
P=PROHIBITED
R=RESTRICTED
D=DANGER

Example: SU R7 — FL 100 / GND

VHF omnidirectional radio range (VOR)

COMPASS ROSE ORIENTED BY MAGNETIC NORTH

Non-directional radio beacon (NDB)

Distance measuring equipment (DME)

Collocated VOR and DME radio navigation aids (VOR/DME)

Identification for Radio navigation Aids (NAVAID)

NAME
NAVAID, FREQUENCY, IDENTIFICATION OR CALL SIGN
GEOGRAPHICAL COORDINATES
ELEVATION OF DME SITE (TO THE NEAREST 30 M)

Example: CARRASCO VOR/DME 116.9 CRR — 34°49'57.8"S 056°01'30.5"W — 30 m

Isogonal or isogonic line — 6° W

Area minimun altitude

EACH 1° QUADRILATERAL CONTAIN THE AREA MINIMUM ALTITUDE (AMA) THAT REPRESENTS THE LOWEST ALTITUDE TE BE USED UNDER INSTRUMENTAL METEOROLOGICAL CONDITIONS (IMC). THE AMA WILL PROVIDE A MINIMUM CLEARANCE OF 1000 FEET ABOVE ALL OBSTACLES LOCATED IN THE QUADRILATERAL. IT IS REPRESENTED IN THOUSAND AND HUNDRED OF FEET ABOVE MEAN SEA LEVEL.

EXAMPLE: 2100 FEET — 21

COMMUNICATION FACILITIES

ADAMI	TWR 118.4 - 122.1
ARTIGAS	TWR 122.1
CARMELO	AFIS 122.1
CARRASCO	APP 119.2 - 120.2 TWR 118.1 - 121.8
COLONIA	TWR 120.8 - 122.1
CURBELO	TWR 118.3 - 122.1
DURAZNO	APP 120.4 TWR 126.2
GENERAL ARTIGAS	TWR 118.5
MELO	TWR 118.6 - 122.1
MONTEVIDEO	ACC 128.5 - 126.3
PAYSANDU	AFIS 118.2
P. del ESTE	TWR 118.7
RIVERA	TWR 118.0 - 122.1
SALTO	TWR 118.8 - 122.1
TACUAREMBO	AFIS 118.9 - 122.1
EMERGENCIA	121.5

Change: Artigas CTR

Conformal conic projection
Isogonal information 2020 (calculated values)

KILOMETRES
NAUTICAL MILES

ENROUTE CHART - ICAO AREA NAVIGATION ROUTES

LEGEND

Aerodrome

Flight information region (FIR)

Control area (CTA)

CTA NAME
ATS AIRSPACE CLASS
UPPER LIMIT
LOWER LIMIT
ATS UNIT PROVIDING THE SERVICE

CTA MONTEVIDEO — C FL 195 — A UNL FL 195 — G FL 085 — GND — MONTEVIDEO ACC

Terminal control area (TMA)

TMA NAME
ATS AIRSPACE CLASS
UPPER LIMIT
LOWER LIMIT
ATS UNIT PROVIDING THE SERVICE

TMA CARRASCO — A FL 245 — C FL 195 — 600 M — CARRASCO APP

Control zone (CTR)

CTR NAME
ATS AIRSPACE CLASS
UPPER LIMIT
ATS UNIT THAT PROVIDES THE SERVICE

CTR CARRASCO — C FL 035 — CARRASCO APP

ATS AIRSPACE CLASS

Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C" Others: Class "G" — *
Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C" Others: Class "G" — ‡
Monday to Sunday from 10:00 to 22:00 UTC: Class "C" Others: Class "G" — †
Monday to Friday from 10:00 to 22:00 UTC: Class "C" Others: Class "G" — +

Area navigation route (RNAV)

ROUTE DESIGNATOR
MAGNETIC BEARING
DISTANCE IN NAUTICAL MILES
VERTICAL LIMITS

UL324 — 027° — 43 — 207° — UNL — FL 245

Reporting point (REP)

COMPULSORY FLY-BY
A SOLICITUD FLY-BY
COMPULSORY FLYOVER
A SOLICITUD FLYOVER

ATS/MET reporting point (MRP)

COMPULSORY
ON REQUEST

Restricted airspace

IDENTIFICATION OR AREA
NATIONALITY LETTER
VERTICAL LIMITS
P=PROHIBITED
R=RESTRICTED
D=DANGER

SU R7 — FL 100 — GND

VHF omnidirectional radio range (VOR)

COMPASS ROSE ORIENTED BY MAGNETIC NORTH

Non-directional radio beacon (NDB)

Distance measuring equipment (DME)

Collocated VOR and DME radio navigation aids (VOR/DME)

Identification for Radio navigation Aids (NAVAID)

NAME
NAVAID, FREQUENCY, IDENTIFICATION OR CALL SIGN
GEOGRAPHICAL COORDINATES
ELEVATION OF DME SITE (TO THE NEAREST 30 M)

CARRASCO VOR/DME 116.9 CRR 34°49'57.8"S 056°01'30.5"W 30 m

Isogonal or isogonic line — 6° W

Area minimun altitude

EACH 1° QUADRILATERAL CONTAIN THE AREA MINIMUM ALTITUDE (AMA) THAT REPRESENTS THE LOWEST ALTITUDE TE BE USED UNDER INSTRUMENTAL METEOROLOGICAL CONDITIONS (IMC). THE AMA WILL PROVIDE A MINIMUM CLEARANCE OF 1000 FEET ABOVE ALL OBSTACLES LOCATED IN THE QUADRILATERAL. IT IS REPRESENTED IN THOUSAND AND HUNDRED OF FEET ABOVE MEAN SEA LEVEL.

EXAMPLE: 2100 FEET — 21

COMMUNICATION FACILITIES

ADAMI	TWR 118.4 - 122.1
ARTIGAS	TWR 122.1
CARMELO	AFIS 122.1
CARRASCO	APP 119.2 - 120.2 TWR 118.1 - 121.8
COLONIA	TWR 120.8 - 122.1
CURBELO	TWR 118.3 - 122.1
DURAZNO	APP 120.4 TWR 126.2
GENERAL ARTIGAS	TWR 118.5
MELO	TWR 118.6 - 122.1
MONTEVIDEO	ACC 128.5 - 126.3
PAYSANDU	AFIS 118.2
P. del ESTE	TWR 118.7
RIVERA	TWR 118.0 - 122.1
SALTO	TWR 118.8 - 122.1
TACUAREMBO	AFIS 118.9 - 122.1
EMERGENCIA	121.5

Conformal conic projection
Isogonal information 2020 (calculated values)

KILOMETRES
NAUTICAL MILES

Change: Artigas CTR

ENROUTE CHART - ICAO CONVENTIONAL NAVIGATION NATIONAL ROUTES

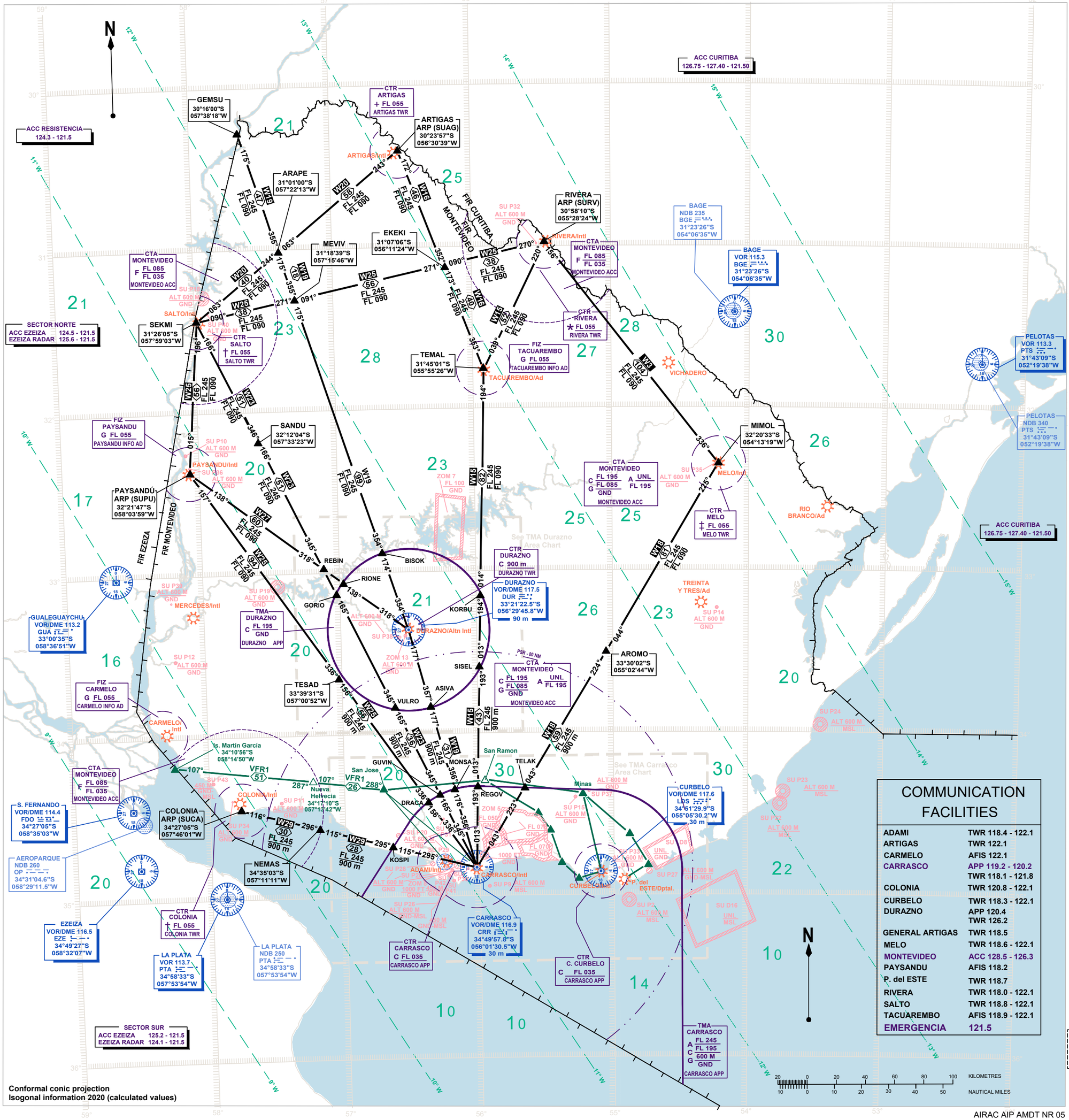
LEGEND

Aerodrome	☼
Flight information region (FIR)	
Control area (CTA)	
CTA NAME / ATS AIRSPACE CLASS / UPPER LIMIT / LOWER LIMIT / ATS UNIT PROVIDING THE SERVICE	CTA MONTEVIDEO — C FL 195 / FL 085 — A UNL / FL 195 — G GND — MONTEVIDEO ACC
Terminal control area (TMA)	
TMA NAME / ATS AIRSPACE CLASS / UPPER LIMIT / LOWER LIMIT / ATS UNIT PROVIDING THE SERVICE	TMA CARRASCO — A FL 245 — C FL 195 — 900 M — CARRASCO APP
Control zone (CTR)	
CTR NAME / ATS AIRSPACE CLASS / UPPER LIMIT / ATS UNIT THAT PROVIDES THE SERVICE	CTR CARRASCO — C FL 035 — CARRASCO APP
ATS AIRSPACE CLASS	
Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C" Others: Class "G"	*
Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C" Others: Class "G"	‡
Monday to Sunday from 10:00 to 22:00 UTC: Class "C" Others: Class "G"	†
Monday to Friday from 10:00 to 22:00 UTC: Class "C" Others: Class "G"	+
Conventional navigation route	
ROUTE DESIGNATOR / MAGNETIC BEARING / DISTANCE IN NAUTICAL MILES / UPPER LIMIT / MINIMUN FLIGHT ALTITUDE	UA305 — 025° — 30 — 225° — UNL — FL 245
Reporting point (REP)	
COMPULSORY FLY-BY	▲
A SOLICITUD FLY-BY	△
COMPULSORY FLYOVER	▲
A SOLICITUD FLYOVER	△
ATS/MET reporting point (MRP)	
COMPULSORY	◪
ON REQUEST	◪
Restricted airspace	
IDENTIFICATION OR AREA / NATIONALITY LETTER / VERTICAL LIMITS / P=PROHIBITED R=RESTRICTED D=DANGER	SU R7 — FL 100 — GND
VHF omnidirectional radio range (VOR) COMPASS ROSE ORIENTED BY MAGNETIC NORTH	⊙
Non-directional radio beacon (NDB)	⊙
Distance measuring equipment (DME)	⊡
Collocated VOR and DME radio navigation aids (VOR/DME)	⊙
Identification for Radio navigation Aids (NAVAID) NAME / NAVAID, FREQUENCY, IDENTIFICATION OR CALL SIGN / GEOGRAPHICAL COORDINATES / ELEVATION OF DME SITE (TO THE NEAREST 30 M)	CARRASCO — VOR/DME 116.9 — CRR — 34°49'57.8"S — 056°01'30.5"W — 30 m
Isogonal or isogonic line	6° W

Area minimun altitude

EACH 1° QUADRILATERAL CONTAIN THE AREA MINIMUM ALTITUDE (AMA) THAT REPRESENTS THE LOWEST ALTITUDE TE BE USED UNDER INSTRUMENTAL METEOROLOGICAL CONDITIONS (IMC). THE AMA WILL PROVIDE A MINIMUM CLEARANCE OF 1000 FEET ABOVE ALL OBSTACLES LOCATED IN THE QUADRILATERAL. IT IS REPRESENTED IN THOUSAND AND HUNDRED OF FEET ABOVE MEAN SEA LEVEL.

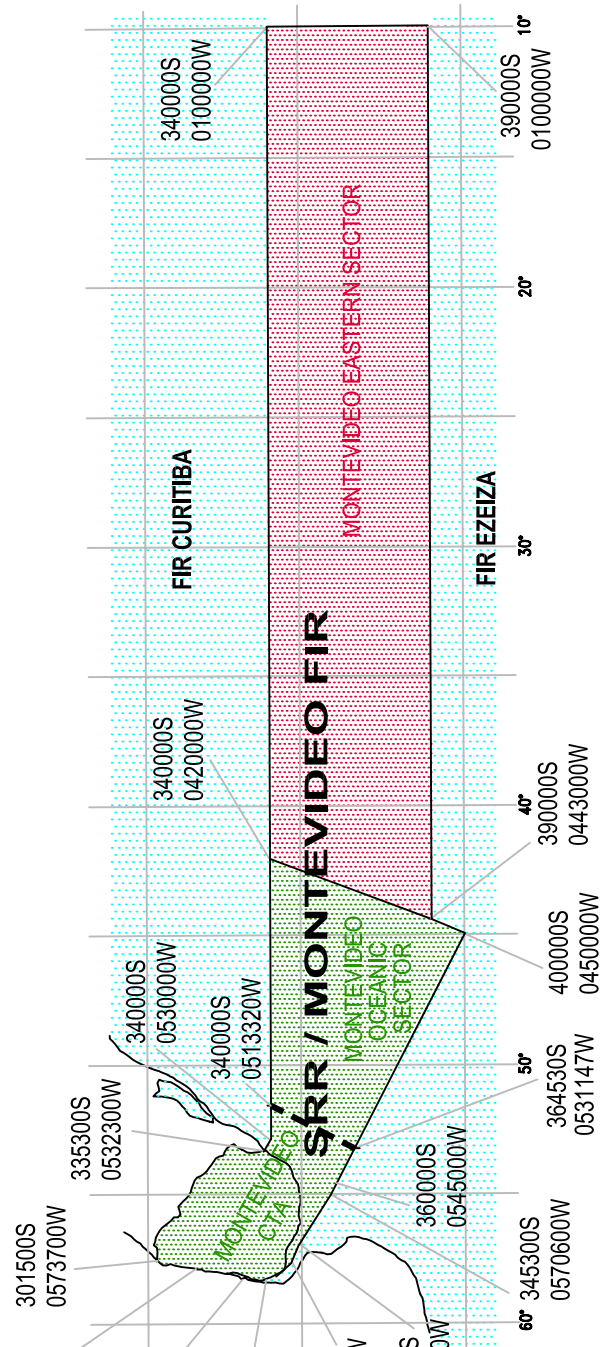
EXAMPLE: 2100 FEET 21



COMMUNICATION FACILITIES

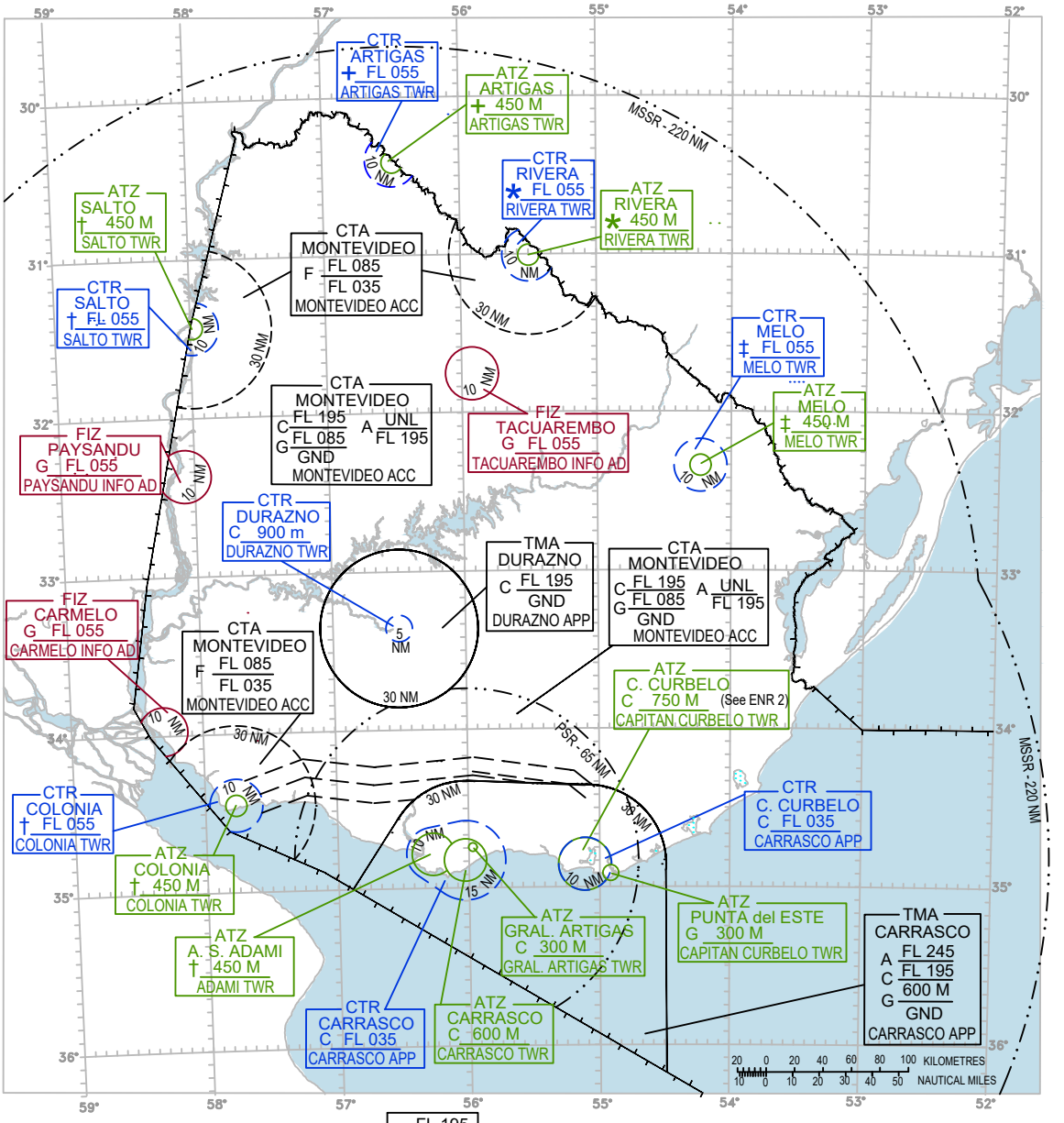
ADAMI	TWR 118.4 - 122.1
ARTIGAS	TWR 122.1
CARMELO	AFIS 122.1
CARRASCO	APP 119.2 - 120.2 TWR 118.1 - 121.8
COLONIA	TWR 120.8 - 122.1
CURBELO	TWR 118.3 - 122.1
DURAZNO	APP 120.4 TWR 126.2
GENERAL ARTIGAS	TWR 118.5
MELO	TWR 118.6 - 122.1
MONTEVIDEO	ACC 128.5 - 126.3
PAYSANDU	AFIS 118.2
P. del ESTE	TWR 118.7
RIVERA	TWR 118.0 - 122.1
SALTO	TWR 118.8 - 122.1
TACUAREMBO	AFIS 118.9 - 122.1
EMERGENCIA	121.5

AIR TRAFFIC SERVICES AIRSPACE - FIR



Change:
Tile.

AIR TRAFFIC SERVICES AIRSPACE - TMA, CTR, FIZ, ATZ



From FL 085 up to FL 195, airspace class C.
From GND up to FL 085, airspace class G.

C FL 195 / G FL 085 / GND

From GND up to 600 M, airspace class C.

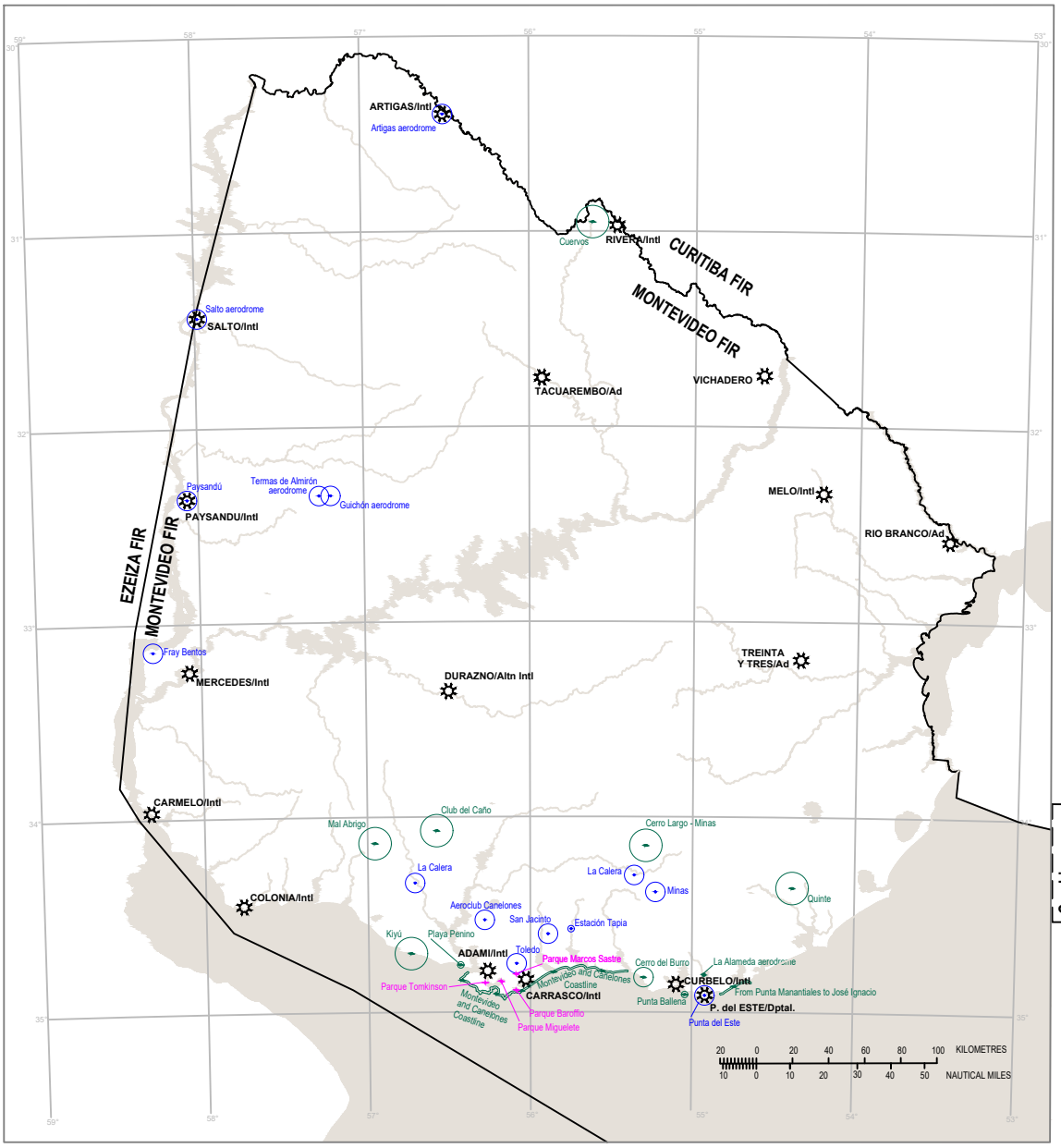
ATZ CARRASCO C 600 M CARRASCO TWR

MONTEVIDEO OCEANIC SECTOR .....
MONTEVIDEO EASTERN SECTOR ..... G UNL / MSL

MSSR ... Monopulse Secondary Surveillance Radar

Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C"; Others: Class "G"	*
Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C"; Others: Class "G"	‡
Monday to Sunday from 10:00 to 22:00 UTC: Class "C"; Others: Class "G"	†
Monday to Friday from 10:00 to 22:00 UTC: Class "C"; Others: Class "G"	+

AERIAL SPORTING AND RECREATIONAL – INDEX CHART



Cambio:
New chart

LEGEND	
Gliding areas, free flight, paragliding, paramotor and hang gliding areas	
Parachute jumping areas	
Remotely piloted air device areas	

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AD 2. AERODROMES

SUAG AD 2.1-1 AERODROME LOCATION INDICATOR AND NAME

SUAG - ARTIGAS/International

SUAG 2.1-2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	302357S 0563039W Terminal building apron
2	*Direction and distance from (city)*	4 KM W from the city (S of Cuareim river)
3	*Elevation/Reference temperature*	125 M (410 FT) / 33°C
4	*Geoid undulation at AD ELEV PSN*	14 M
5	*MAG VAR/Annual change*	13° W(JAN 2020) / 0.17° increasing
6	*AD operator, address, telephone, telefax, e-mail address, AFS address, website address*	Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica Aeropuerto Intl de Artigas Tel: 4772 3971 Telefax: 4772 3971 e-mail: suag@dinacia.gub.uy AFS: SUAGYTYX
7	*Types of traffic permitted (IFR/VFR)*	VFR
8	*Remarks*	Nil

SUAG AD 2.1-3 OPERATIONAL HOURS

1	*AD Operator*	MON - FRI 11:00 to 19:00 UTC; SAT, SUN, HOL and others: O/R only for humanitarian, SAN or EMERG flights.
2	*Customs and immigration*	As AD Operator
3	*Health and sanitation*	Only in the city
4	*AIS Briefing Office*	Nil
5	*ATS Reporting Office (ARO)*	As AD Operator
6	*MET Briefing Office*	MON – SUN from 10:00 to 22:00 UTC
7	*ATS*	☛MON – FRI from 10:00 to 22:00 UTC
8	*Fuelling*	As AD Operator
9	*Handling*	As AD Operator
10	*Security*	As AD Operator
11	*De-icing*	Nil
12	*Remarks*	Nil

SUAG AD 2.1-4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Nil
2	*Fuel/oil types*	Fuel: JP1, AVGAS 100/130; oil: Nil
3	*Fuelling facilities/capacity*	JP1: 10.000 litres; AVGAS 100/130: 10.000 litres.
4	*De-icing facilities*	Nil
5	*Hangar space for visiting aircraft*	Nil
6	*Repair facilities for visiting aircraft*	Nil
7	*Remarks*	Nil

SUAG AD 2.1-5 PASSENGER FACILITIES

1	*Hotels*	In the city
2	*Restaurants*	In the city
3	*Transportation*	Taxis
4	*Medical facilities*	In the city
5	*Bank and Post Office*	In the city
6	*Tourist Office*	In the city
7	*Remarks*	Nil

SUAG AD 2.1-6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	☛Nil
2	*Rescue equipment*	Nil
3	*Capability for removal of disabled aircraft*	Nil
4	*Remarks*	FAU aircraft support immediate response, FAU rescue personnel, firefighters and doctors specializing in severe polytrauma.

SUAG AD 2.1-16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO*	Nil
2	*TLOF and/or FATO elevation M/FT*	Nil
3	*TLOF and FATO area dimensions, surface, strength, marking*	Nil
4	*True and MAG BRG FATO*	Nil
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	Nil

SUAG AD 2.1-17 ATS AIRSPACE

1	*Designation and lateral limits*	ARTIGAS CTR CTR arc, radius 10 NM centered at 302357S/0563039W (ARP) up to FIR limit. ARTIGAS ATZ ATZ circle, radius 4 NM centered at 302357S/0563039W (ARP)
2	*Vertical limits*	CTR: GND up to FL 055 ATZ: GND up to 450 M
3	*Airspace classification*	☛From MON to FRI from 10:00 to 22:00 UTC: “C”; others: “G”
4	*ATS unit call sign* *Language(s)*	Artigas Tower Spanish
5	*Transition altitude*	900 M
6	*Remarks*	Nil

SUAG AD 2.1-18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Artigas Tower	122.1 MHZ	As AD	Nil
AMS	Nil			
AFS	CX02		As AD	Nil

SUAG AD 2.1-19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
☛	☛	☛	☛	☛	☛	☛

SULS AD 2.5-22 FLIGHT PROCEDURES

General

Flights within the SULS CTR shall be made in accordance with instrument flight rules or visual as appropriate.

IFR takeoff minimums

The minimums applicable for takeoff in terms of ceiling and visibility, for aircraft with two or more engines, shall be the minimums established for the instrument approach procedure published for the runway in use.
The minimums applicable for takeoff in terms of ceiling, for single-engine aircraft, shall be equal to or higher than that established in the Instrument Approach Charts, and the minimum visibility required shall be 1600 M.

If a visual circulation is necessary, the published minimums will be applied for it.

a) Aircraft shall be equipped with the instruments necessary for the operation.
b) The necessary navigation aids must be operational.

Reduction of the IFR takeoff minimums

The minimum visibility required for takeoff with two or more engines will be: 800 M
☛Note: The minimum ceiling value required for takeoff is maintained equal to or greater than that established in the instrument approach charts.

1) It is required in box 18 of Flight Plan Form an alternate aerodrome post-launch located within the following distances:

a) twin-engine aircraft: alternated one hour of flight at cruising speed with one engine out of service in ISA atmosphere and windless atmospheric conditions.
b) three or more aircraft engines: alternated to two hours of flight at cruising speed with all engines running, in ISA atmosphere and windless atmospheric conditions.

Note 1: Indicate the alternate aerodrome post-launch as follows:
RMK / DEP ALTN (4 letters Aerodrome location indicator)
Note 2: Fill in the forms of Repetitive Flight Plan in the box Q "Remarks"

2) MET conditions for the alternate aerodrome post-launch.
The alternate aerodrome post-launch shall at least be operational for IFR landings at the time of takeoff and forecasts indicate that conditions will be at or above minimum values using the aerodrome at the expected time of landing.

3) IFR minimum flight level
The aircraft must be able to climb with one engine inoperative until the IFR flight level appropriate to proceed to the alternate aerodrome post-takeoff or destination aerodrome.

IFR landing minimums

The minimum necessary for landing in terms of ceiling and visibility, shall be the minimum for the instrumental approach procedure published for the runway in use.

NOTE: During peak season (December 15 to March 15) and to reduce the inconvenience caused in certain critical periods of high traffic density, has structured a special air operation planning, especially weekends, holidays and eve of public holidays (Uruguay and Argentina) and in any other period that the circumstances justify its implementation.

- During these periods the air traffic control may assign estimated times of departure for all flights whether VFR or IFR, so prior to the launch Mr. pilots must apply to the Operaciones de aeródromo office (airfield operations office) for the expected delay for output.

The Aerodrome Control permanently kept informed Operations office in terms of delays and estimated times of departure.

- Flights conducted under visual flight rules coming from the adjacent Flight Information Regions, will not be allowed to enter the Montevideo FIR, if previously and according to current regulations have not received their filed flight plan and its subsequent take-off update.

- Flights conducted under visual flight rules that enter Montevideo FIR by Colonia or Isla Martin Garcia (Martin Garcia Island) and directed to the C / C Carlos A. Curbelo INTL Airport must use only the VFR 1 corridor.-

- It is recalled that the lower limit of the corridor is 2,000 FT (600 M), the minimum flight altitude is 2,500 FT (750M) and the maximum FL 075.

- To regulate the operations at times of high traffic density, aircraft directed to SUCA from all airports in the Carrasco TMA will proceed by VFR 1 Corridor, unless expressly authorized by the Air Traffic Control.

- With high traffic density and when weather conditions are not determinants, it will not accept filed flight plans from the air.

- When weather conditions permit, IFR flights may be directed by radar vectoring near the C / C Carlos A. Curbelo INTL Airport, then to proceed for visual transit accordingly.

NOTE: During this period delays are expected in operations especially on Fridays, Sundays and eve of public holidays from the 16:00 UTC and on Mondays between 10:00 and 16:00 UTC.

- VFR flights may not cross the final approach areas of the C / C Carlos A. Curbelo INTL Airport without authorization of the respective control.

Minimum vertical separation in the Traffic Circuit of Cap. Curbelo.

Nil.

IFR takeoff minimums

The minimum applicable for takeoff in terms of ceiling and visibility, for aircrafts with two or more engines, shall be the minimum expected for the published instrument approach procedure for the runway in use.

The minimum applicable for takeoff in terms of ceiling, for single-engine aircrafts shall be equal to or greater than that established in the instrument approach charts and the minimum visibility required shall be 1600 M.

On runways with a 1-minute RVR reading, this reading prevails over the value published in the METAR/SPECI.

Reduction of IFR takeoff minimums from runway 07/25 (threshold 25)

Applies only to aircraft with two or more engines:
Minimum RVR visibility 550 M, with the RVR value prevailing over the value published in the METAR/SPECI.
☛Note: The minimum ceiling value required for takeoff is maintained equal to or greater than that established in the instrument approach charts.

1) For takeoff with reduced visibility minima, it is required an alternate aerodrome post-launch in box 18 of Flight Plan Form located within the following distances:
    a) twin-engine aircraft: alternated one hour of flight at cruising speed with one engine out of service in ISA atmosphere and windless atmospheric conditions.
    b) three or more aircraft engines: alternated to two hours of flight at cruising speed with all engines running, in ISA atmosphere and windless atmospheric conditions.

    Note 1: Indicate the alternate aerodrome post-launch as follows:
    RMK / DEP ALTN (4 letters Aerodrome location indicator)

    Note 2: Fill in the forms of Repetitive Flight Plan in the box Q "Remarks"

2) MET conditions for the alternate aerodrome post-launch.
    The alternate aerodrome post-launch shall at least be operational for IFR landings at the time of takeoff and forecasts indicate that conditions will be at or above minimum values using the aerodrome at the expected time of landing.

3) IFR minimum flight level
    The aircraft must be able to climb with one engine inoperative until the IFR flight level appropriate to proceed to the alternate aerodrome post-takeoff or destination aerodrome.

IFR landing minimums

The minimum necessary for landing in terms of ceiling and visibility, shall be the minimum for the instrumental approach procedure published for the runway in use.

Holding procedures, approach, and departure

Holding procedures and approach that is published are based on standards set in the latest edition of DOC.8168-OPS/611 (PANS / OPS) of ICAO "Procedures for Air Navigation Services, Aircraft Operations."

Arriving flights

☛IFR flights entering a TMA to land shall be routed to the corresponding published final approach path and those indicated by the respective control according to the conditions in the area.

Departing flights

☛IFR flights departing from controlled aerodromes shall receive an initial permission from the ATC of the Aerodrome Service (TWR or AFIS); the limit of such permission shall normally be the destination aerodrome.
☛After takeoff, the turns and paths that the aircraft shall follow, as well as the levels that they must maintain before reaching the assigned cruising level, shall be those indicated in the air traffic control permit.

Holding procedure

Holding procedures are indicated in each case in the instrument approach charts.
If for some reason had to do a holding procedure at one point for has not been published any, it will be make a normal holding procedure, forming a hippodrome-type circuit, according to the procedure recommended in Doc 8168-OPS / 611, VOL I, Part IV of ICAO
The aircrafts shall enter holding patterns at speeds equal to or less than the following.
See ENR 1.5-2

Communications Failure

In case of communication failure, the pilot shall act in accordance with LAR 91, 91.265 (b) and LAR 211, 211 6.3.2.

INSTRUMENT
APPROACH
CHART - ICAO

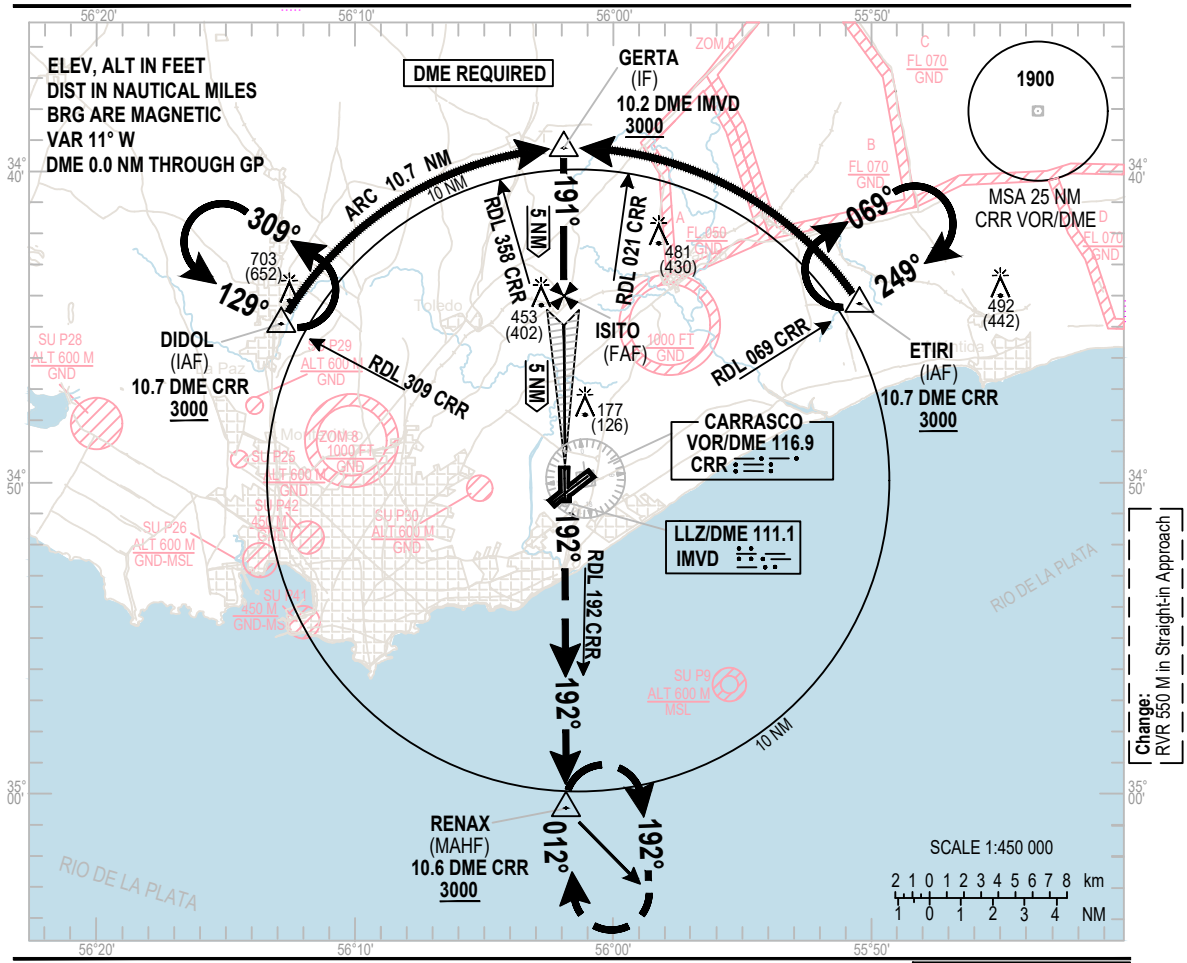
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

ILS Y or LOC ONLY Y RWY 19



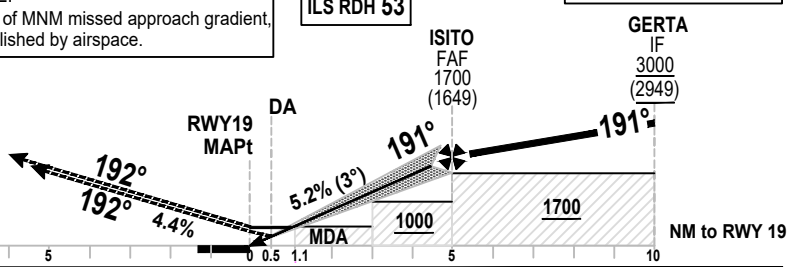
MISSED
APPROACH

Climb up to 3000 FT with heading 192° to intercept RDL 192 "CRR" VOR/DME and hold in RENAX.

NOTE:
4.4% of MNM missed approach gradient, established by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	ILS/DME	251(200)			
	VIS	RVR 750 M - 1200 M ALS INOP			
		800 M - 1200 M ALS INOP			
	LOC/DME	460(409)			
	VIS	1100 M - 1800 M ALS INOP			

RVR 550 M - Use: HUDLS (Head-Up Display Landing System) or equivalent approved system, or engaged Autopilot, or Flight Director to DH.

ISITO - RWY19 (5 NM)	KT	90	110	130	150	170
Vertical speed of descent 5.2%	Feet/ Min	450	550	650	750	850

NM RWY 19	5	4	3	2	1.1	0.5
Altitude	1700	1383	1064	746	460	251
Height	1655	1328	1009	691	409	200

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Y or LOC ONLY Y RWY 19

AERONAUTICAL DATA TABULATION

ILS Y or LOC ONLY Y approach to RWY 19 from DIDOL or ETIRI	
Fix / Point	Coordinates
DIDOL (IAF)	34º44'56.40"S 056º12'56.36"W
ETIRI (IAF)	34º44'17.48"S 055º50'31.98"W
GERTA (IF)	34º39'17.11"S 056º01'57.72"W
ISITO (FAF)	34º44'17.59"S 056º01'54.64"W
CRR VOR/DME	34º49'57.8"S 056º01'30.5"W
MU001 (FTP) (LTP)	34º49'18.08"S 056º01'51.56"W
RWY19	34º49'18.08"S 056º01'51.56"W
IMVD (LOC)	34º50'41.64"S 056º01'50.52"W
RENAX (MAHF)	35º00'32.19"S 056º01'43.22"W

Change:
New chart

INSTRUMENT
APPROACH
CHART - ICAO

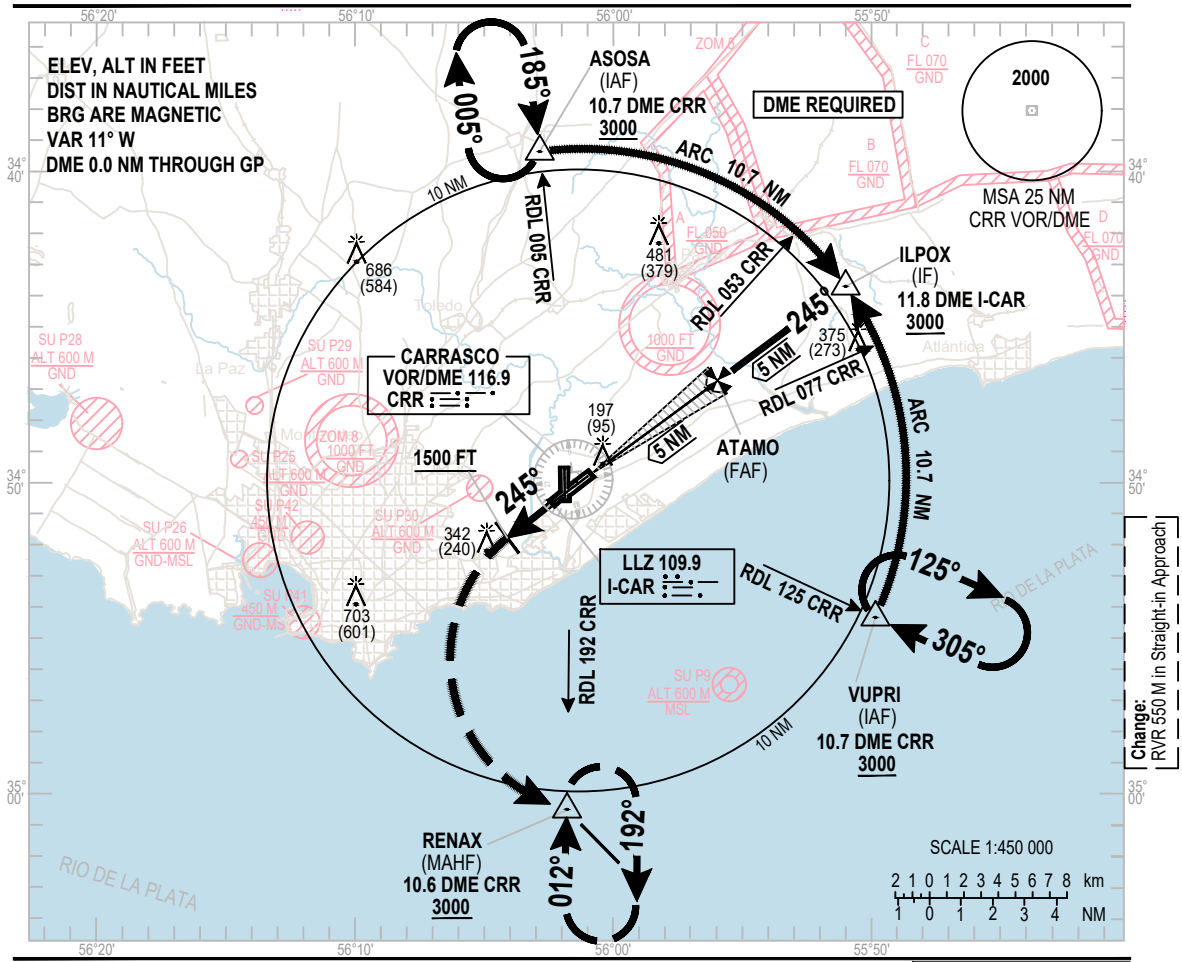
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 102 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

ILS Y or LOC ONLY Y RWY 25



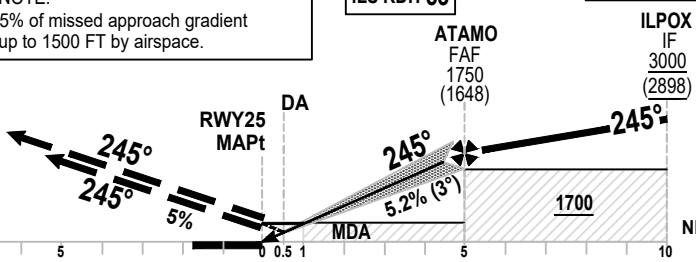
MISSED APPROACH

Climb up to 3000 FT:
heading 245° up to 1500 FT
turn left ascending
to RENAX for hold.

NOTE:
5% of missed approach gradient up to 1500 FT by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	ILS	302 (200)			
	VIS	RVR 750 M - 1200 M ALS INOP			
		800 M - 1200 M ALS INOP			
	LOC ONLY	480(378)			
	VIS	1000 M - 1700 M ALS INOP			

RVR 550 M - Use: HUDLS (Head-Up Display Landing System) or equivalent approved system, or engaged Autopilot, or Flight Director to DH.

ATAMO - RWY25 (5 NM)	KT	90	110	130	150	170
Vertical speed of descent 5,2%	Feet/ Min	450	550	650	750	850

NM RWY 25	5	4	3	2	1	0.5
Altitude	1750	1432	1113	795	480	302
Height	1648	1327	1008	690	378	200

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 102 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Y or LOC ONLY Y RWY 25

AERONAUTICAL DATA TABULATION

ILS Y or LOC ONLY Y approach to RWY 25 from ASOSA or VUPRI

Fix / Point	Coordinates
ASOSA (IAF)	34º39'20.76"S 056º02'49.81"W
VUPRI (IAF)	34º54'18.98"S 055º49'41.07"W
ILPOX (IF)	34º43'42.08"S 055º51'01.97"W
ATAMO (FAF)	34º46'40.92"S 055º55'54.55"W
CRR VOR/DME	34º49'57.8"S 056º01'30.5"W
RENAX (MAHF)	35º00'32.19"S 056º01'43.22"W
ICAR (LOC)	34º50'43.29"S 056º02'32.12"W
MAPT (FTP) (LTP)	34º49'39.56"S 056º00'47.49"W
RWY25	34º49'39.56"S 056º00'47.49"W

Change: New chart

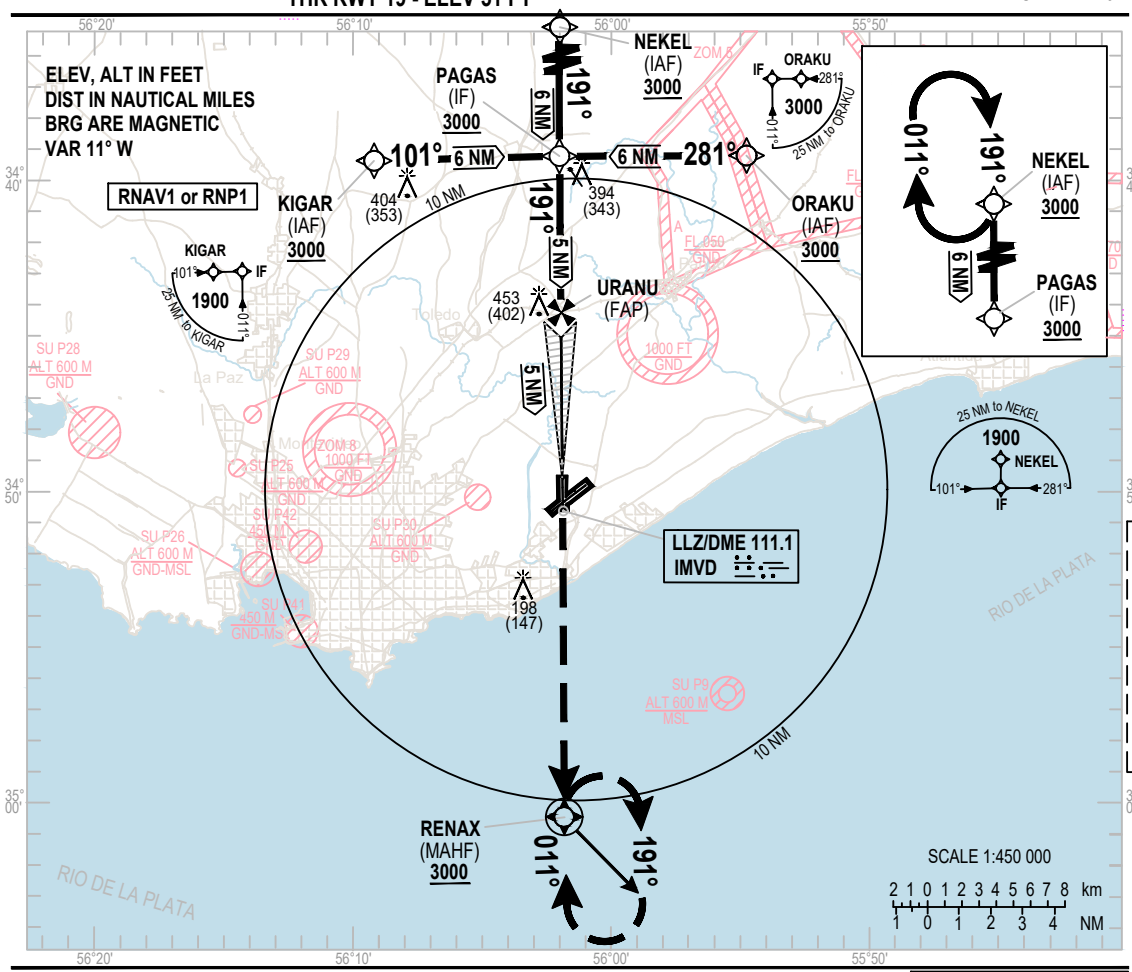
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Z RWY 19

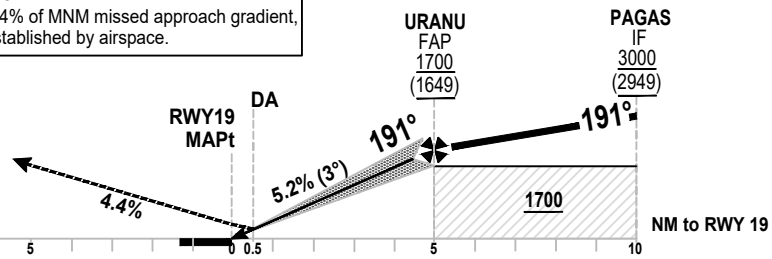


MISSED
APPROACH

Climb up to 3000 FT direct to RENAX for hold.
MAX IAS 230KT.

NOTE:
4.4% of MNM missed approach gradient, established by airspace.

TRANSITION ALT 3000



ILS RDH 53

(THR RWY 19)

OCA/H		A	B	C	D
Straight-in Approach	ILS	251(200)			
	VIS	RVR 750 M - 1200 M ALS INOP			
		800 M - 1200 M ALS INOP			

RVR 550 M - Use: HUDLS (Head-Up Display Landing System) or equivalent approved system, or engaged Autopilot, or Flight Director to DH.

URANU - RWY19 (5 NM)	KT	80	100	120	140	160	180
Vertical speed of descent 5.2%	Feet/ Min	450	550	650	750	850	1000

NM RWY 19	5	4	3	2	1	0.5
Altitude	1700	1380	1061	743	424	251
Height	1649	1329	1010	692	373	200

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 19 - ELEV 51 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Z RWY 19

TABULAR DESCRIPTION

ILS Z RWY 19

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NEKEL	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	191(179.4)	-	6	-	+3000	-	-	RNP APCH
010	IF	KIGAR	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	101(089.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	ORAKU	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	281(269.3)	-	6	-	+3000	-	-	RNP APCH
010	IF	PAGAS	-	-	-	-	-	+3000	-	-	RNP APCH
020	CF	URANU	-	191(179.4)	-	5	-	+1700	-	-3º	RNP APCH
030	CF	RWY19	Yes	191(179.4)	-	5	-	@106	-	3.0º(55FT)	RNP APCH
040	TF	RENAX	Yes	-	-	11.2	-	+3000	IAS 230	-	RNP APCH
050	HM	RENAX	Yes	011(359.5)	-	-	R	+3000	IAS 230	-	RNP APCH

Change: Nueva carta

WAYPOINT LIST

ILS Z RWY 19

Waypoint Identifier	Coordinates
NEKEL	34º33'16.53"S 056º02'03.50"W
KIGAR	34º39'20.57"S 056º09'15.40"W
ORAKU	34º39'13.23"S 055º54'42.68"W
PAGAS	34º39'17.12"S 056º01'59.03"W
URANU	34º44'17.60"S 056º01'55.30"W
RWY19	34º49'18.08"S 056º01'51.56"W
IMVD (LLZ)	34º50'41.64"S 056º01'50.52"W
RENAX	35º00'32.19"S 056º01'43.22"W

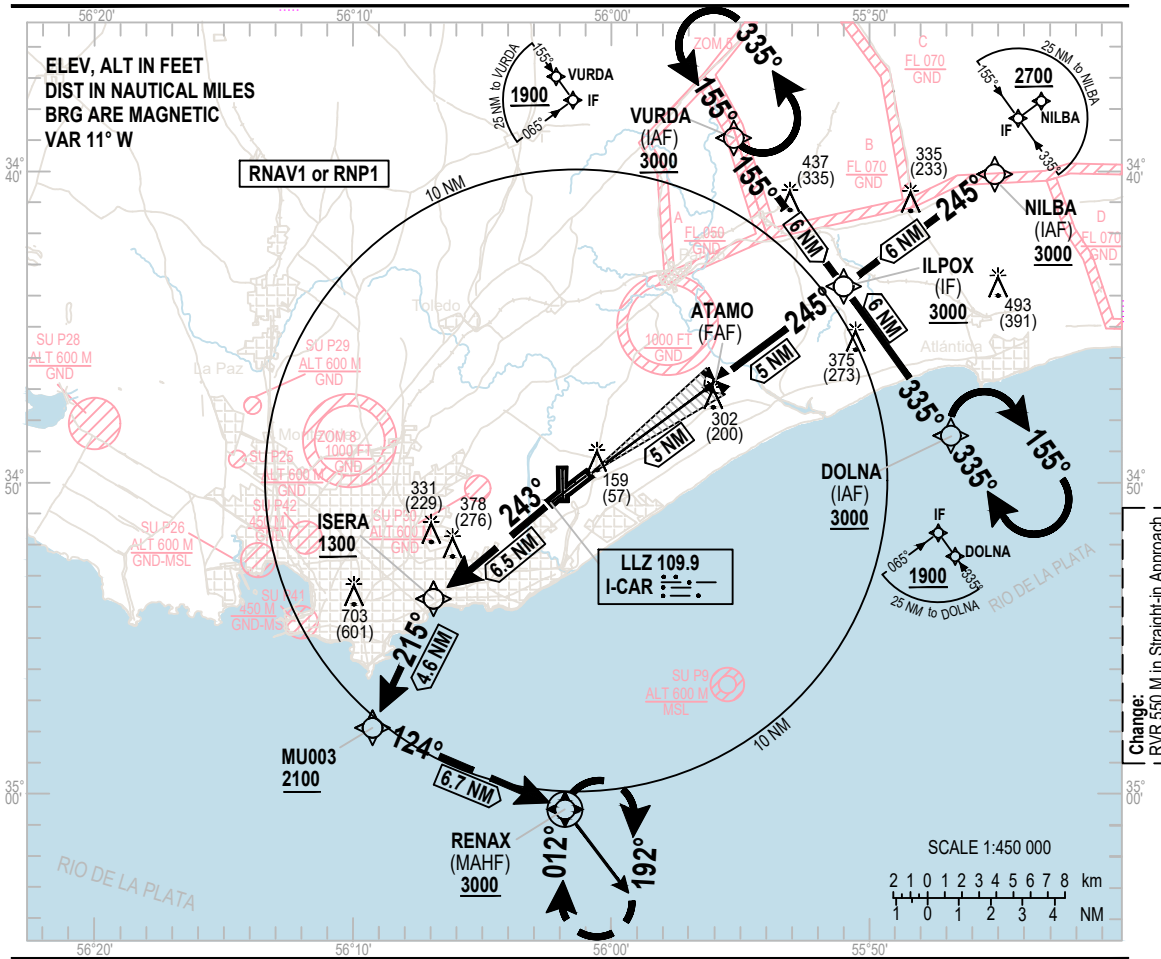
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 102 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
ILS Z RWY 25



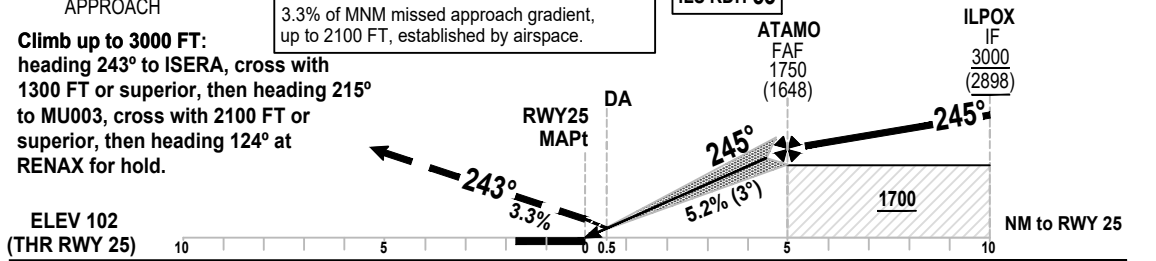
MISSED APPROACH

Climb up to 3000 FT:
heading 243° to ISERA, cross with 1300 FT or superior, then heading 215° to MU003, cross with 2100 FT or superior, then heading 124° at RENAX for hold.

NOTE:
3.3% of MNM missed approach gradient, up to 2100 FT, established by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	ILS	302 (200)			
	VIS	RVR 750 M - 1200 M ALS INOP 800 M - 1200 M ALS INOP			

RVR 550 M - Use: HUDLS (Head-Up Display Landing System) or equivalent approved system, or engaged Autopilot, or Flight Director to DH.

ATAMO - RWY25 (5 NM)	KT	80	100	120	140	160
Vertical speed of descent 5.2%	Feet/ Min	450	550	650	750	850

NM RWY 25	5	4	3	2	1.0	0.5
Altitude	1750	1375	1056	740	470	302
Height	1648	1273	954	638	368	200

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 25 - ELEV 102 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Z RWY 25

TABULAR DESCRIPTION

ILS Z RWY 25

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ILPOX	-	245(233.3)	-	6	-	+3000	-	-	RNP APCH
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ILPOX	-	155(143.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ILPOX	-	335(232.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ATAMO	-	245(233.4)	-	5	-	+1750	-	-3°	RNP APCH
040	TF	RWY25	Yes	245(233.5)	-	5	-	@155	-	-3°/53FT	RNP APCH
050	TF	ISERA	-	243(231.5)	-	6.5	-	+1300	-	-	RNP APCH
060	TF	MU003	-	215(203.9)	-	4.6	L	+2100	-	-	RNP APCH
070	TF	RENAX	Yes	124(112.7)	-	6.7	L	+3000	-	-	RNP APCH
080	HM	RENAX	Yes	012(001.0)	-	-	R	+3000	-	-	RNP APCH

WAYPOINT LIST

ILS Z RWY 25

Waypoint Identifier	Coordinates
NILBA	34º40'07.21"S 055º45'11.33"W
VURDA	34º38'52.30"S 055º55'21.80"W
DOLNA	34º48'31.70"S 055º46'41.63"W
ILPOX	34º43'42.08"S 055º51'01.97"W
ATAMO	34º46'40.92"S 055º55'54.55"W
RWY25	34º49'39.56"S 056º00'47.49"W
ICAR (LLZ)	34º50'43.29"S 056º02'32.12"W
ISERA	34º53'42.70"S 056º06'54.22"W
MU003	34º57'52.03"S 056º09'15.47"W
RENAX	35º00'32.19"S 056º01'43.22"W

SURV AD 2.13-12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates. RWY end coordinates. THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
05	041.92°	1 680 x 45	24/F/C/X/T Asphaltic concrete	305850.68S 0552857.19W 305850.68S 0552857.19W GUND 14.0 M	THR 190 M/623 FT
23	221.91°	1 830 x 45	24/F/C/X/T Asphaltic concrete	305810.11 0552814.93 W 305806.48S 0552811.15W GUND 14.0 M	THR 203 M/666 FT 205 M/673 FT

Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*OFZ*	*RESA (M)*	*Remarks*
7	8	9	10	11	12	13
+0.73%/+0.94%/+0.8% (580 M) (850 M) (400 M)	Nil	Nil	1 890 x 280	Nil	90 x 90	☛Take-off LTD to CAT B ACFT
-0.8%/-0.94%/-0.73% (400 M) (850 M) (580 M)	Nil	Nil	1 890 x 280	Nil	90 x 70	☛ LDG LTD for VFR OPS only See RESA in AD/Hlp Chart

SURV AD 2.13-13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
05	☛1 680	☛1 680	☛1 830	1 680	Nil
23	1 830	1 830	1 830	☛1 680	Nil

SURV AD 2.13-14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
05	☛SALS ☛420 M	Green ☛	☛PAPI	Nil	Nil	☛1680 M, 60 M White	☛Red White Amber	Nil ☛	PAPI angle 3.0°
23	Nil	Green ☛	☛PAPI	Nil	Nil	☛1680 M, 60 M White	☛Red White Amber	Nil ☛	PAPI angle 3.5°

SURV AD 2.13-15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	☛ABN: Building TWR, medium intensity beacon/ IBN: Nil
2	*LDI location and LGT* *Anemometer location and LGT*	☛WDI: 150 M NE from THR 05, lighted Anemometer: 100 M from the RWY axis
3	*TWY edge and centre line lighting*	Edge: blue lights Centre: Nil
4	*Secondary power supply/switch-over time*	☛Diesel generator of 100 KVA / less than 15 seconds.
5	*Remarks*	Nil

AERODROME/HELIPORT CHART - ICAO

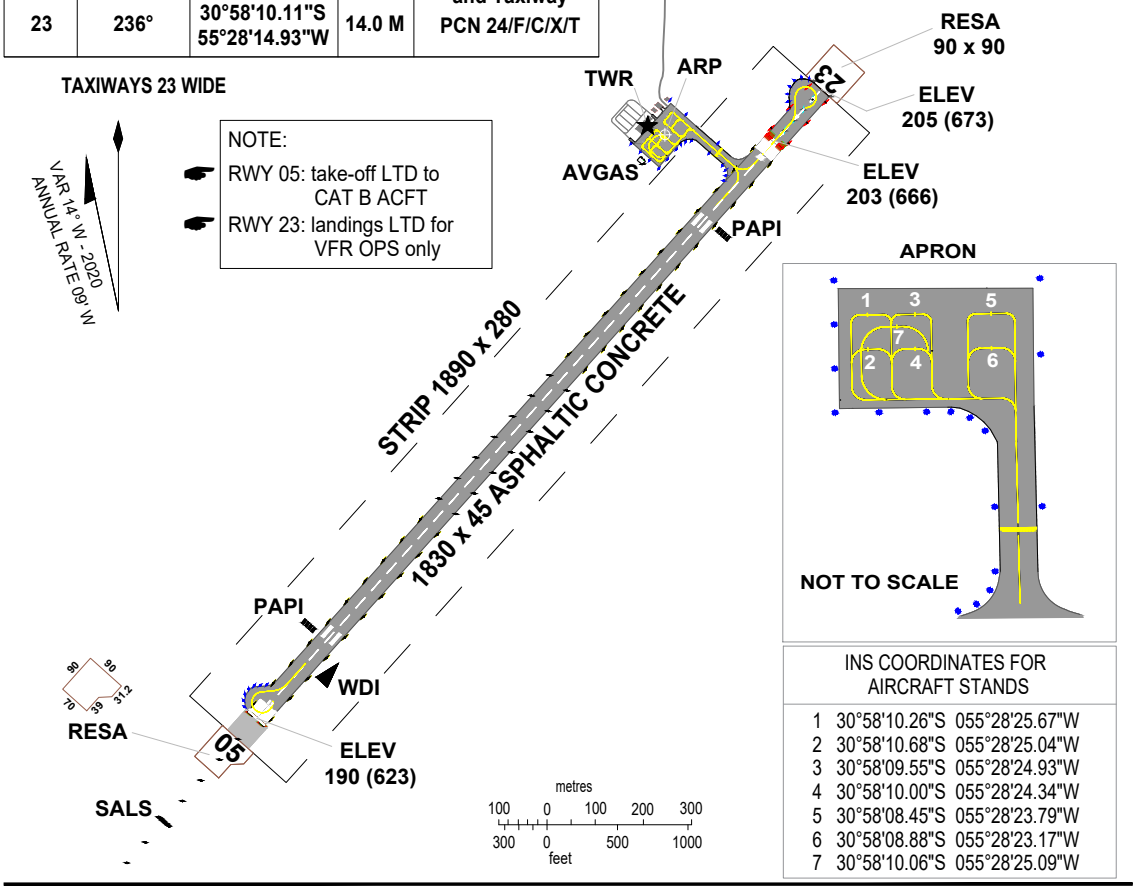
30°58'10"S 055°28'24"W — **ELEV 203 (666)**

TWR 118.0 - 122.1
APRON 118.0 - 122.1

RIVERA/Intl Presidente General Oscar D. Gestido

RWY	DIRECTION	THR	GUND	BEARING STRENGTH
05	**056°**	**30°58'50.68"S 55°28'57.19"W**	**14.0 M**	**Runway, Apron and Taxiway PCN 24/F/C/X/T**
23	**236°**	**30°58'10.11"S 55°28'14.93"W**	**14.0 M**	

ELEVATIONS IN METRES (AND FEET)
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

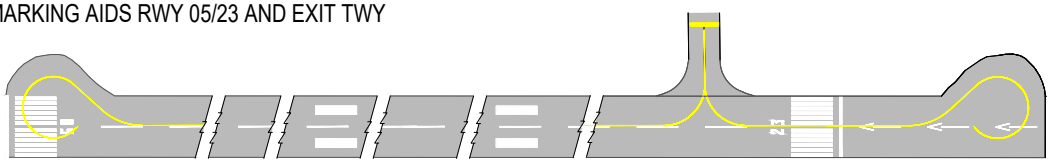


INS COORDINATES FOR AIRCRAFT STANDS

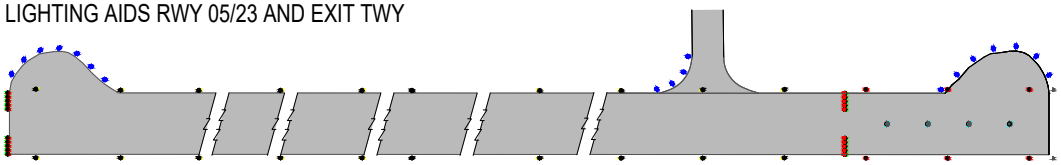
1	30°58'10.26"S 055°28'25.67"W
2	30°58'10.68"S 055°28'25.04"W
3	30°58'09.55"S 055°28'24.93"W
4	30°58'10.00"S 055°28'24.34"W
5	30°58'08.45"S 055°28'23.79"W
6	30°58'08.88"S 055°28'23.17"W
7	30°58'10.06"S 055°28'25.09"W

Change: NOTE

MARKING AIDS RWY 05/23 AND EXIT TWY



LIGHTING AIDS RWY 05/23 AND EXIT TWY



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

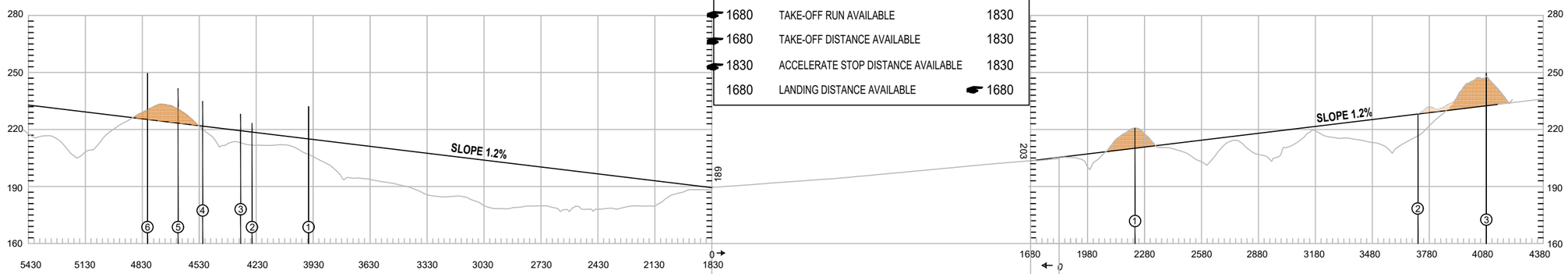
RIVERA/Intl Presidente General Oscar D. Gestido

DIMENSIONS AND ELEVATIONS IN METRES

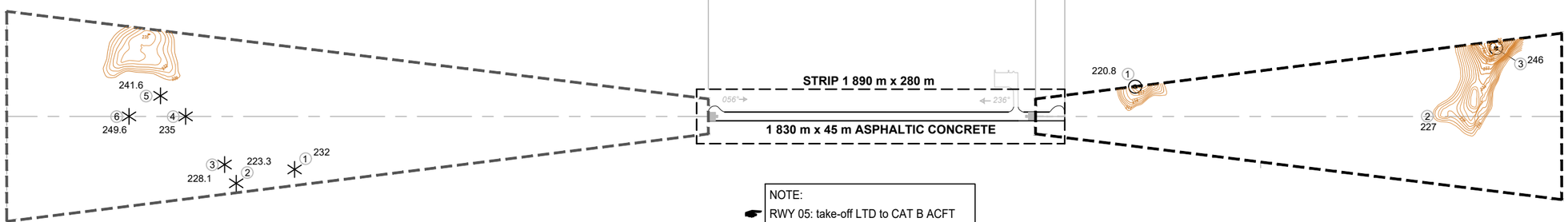
MAGNETIC VARIATION 10º W JAN 2020

RWY 05 / 23

DECLARED DISTANCES		
RWY 05		RWY 23
1680	TAKE-OFF RUN AVAILABLE	1830
1680	TAKE-OFF DISTANCE AVAILABLE	1830
1830	ACCELERATE STOP DISTANCE AVAILABLE	1830
1680	LANDING DISTANCE AVAILABLE	1680



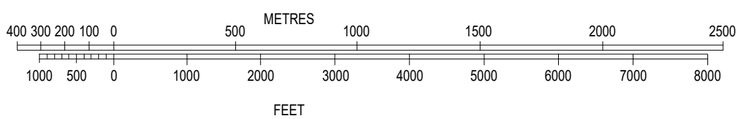
VERTICAL SCALE 1 : 1 500



NOTE:
- RWY 05: take-off LTD to CAT B ACFT
- RWY 23: landings LTD for VFR OPS only

LEGEND	
IDENTIFICATION NUMBER	①
TREE OR SHRUB	✳
HIGHWAY	
POLE, TOWER, SPIRE, ANTENNA, ETC.	
BUILDING OR LARGE STRUCTURE	
RAILROAD	
TERRAIN CONTOUR	
TERRAIN PENETRATING OBSTACLE PLANE	

HORIZONTAL SCALE 1:15 000



ORDER OF ACCURACY
HORIZONTAL 00 M
VERTICAL 00 M

Change: Declared Distances, Note

INTENTIONALLY
LEFT BLANK