

# SUPPLEMENT

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Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"  
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**AIP/SUP**  
**NR S 003**  
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### SUPU AD 2.10-22 FLIGHT PROCEDURES

#### ✈ Aircraft operating at SUPU and Chalkling Aerodrome

- 1 ✈ These procedures are complementary to those defined in Document 4444, Annex 2 and in LAR 211.
- 2 ✈ All aircraft operating at SUPU or at Chalkling Private Aerodrome shall communicate in advance with Paysandú AFIS on the 118.2 MHz frequency.

✈ **NOTE: When there is no AFIS service at SUPU**, the aircraft shall comply with the provisions of *LAR 211, Appendix 10 (In-flight broadcasting of air traffic information - TIBA)* and related operational procedures) and AIP Uruguay *ENR 1.2 Visual flight rules, point 5, Visual procedures for VFR flights in non-controlled aerodrome*. They shall be listening to the Paysandú AFIS frequency at all times.

✈ They shall comply with the following specific procedures:

#### 2.1 ✈ Arriving aircraft

✈ VFR aircraft arriving at SUPU or Chalkling Aerodrome shall report on the Paysandú AFIS frequency their entry into the 10 NM arc of the SUPU AD with a minimum altitude of 2000 FT, until communicating with Paysandú AFIS or until complying with the TIBA procedure, as the case may be, in accordance with the following procedures:

##### ✈ Destination SUPU

✈ **RWY 02** - Arrivals from the N shall join the traffic circuit on the left. Arrivals from the E and S shall fly over the AD and join the traffic circuit on the left.


✈ **RWY 20** - Arrivals from the N shall fly over the AD, joining the traffic circuit on the right. Arrivals from the E and S shall complete the traffic circuit on the right.

##### ✈ Destination Chalkling


✈ **RWY 11** - The traffic circuit shall be done on the right, so arrivals from the N shall fly over the AD to join the circuit.


✈ **RWY 29** - The traffic pattern shall be left-handed, so the N, E and SE entries shall fly over the AD to join the pattern.

## 2.2 Departing Aircraft


 VFR aircraft departing SUPU or Chalkling Aerodrome shall proceed according to the following procedures:


### SUPU Departures

 **RWY 02** - Takeoffs shall continue with a left turn, avoiding SU P36, or a direct departure on course in accordance with known or reported traffic.


 **RWY 20** - Takeoffs shall continue with a right turn until reaching 1500 FT altitude above the vertical of the AD and then shall continue on course in accordance with known or reported traffic.


### Chalkling Departures


 **RWY 11** - Takeoffs shall continue with discretionary turns, always in accordance with known or reported traffic.


 **RWY 29** - Takeoffs shall continue with a left turn, without crossing or approaching the end of SUPU runway 02, until reaching 1500 FT altitude and then shall continue on route according to known or reported traffic.

## 2.3 Local flights

2.3.1  Traffic circuits at SUPU shall be carried out towards the WEST sector and circuits at Chalkling shall be carried out towards the SOUTH sector.

2.3.2  The traffic altitude shall be 1500 FT for SUPU circuits and 1000 FT for Chalkling circuits.

2.3.3  The reference point CASABLANCA (32°23'57" S – 058°09'29" W) is established as a local training flight zone between 1500 FT and 2500 FT altitude.

2.4  All flights carried out within the Paysandú AFIS shall be listening to the Paysandú AFIS frequency at all times.

***Remember to register the inclusion of AIRAC amendment on page GEN 0.3-1  
Record of AIP Supplements***

