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URUGUAY

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 01
23 JAN 2025

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

EFFECTIVE DATE: 20 MAR 2025 - 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.....	20 FEB 2025	0.4-1.....	20 MAR 2025
0.4-2.....	03 OCT 2024	0.4-2.....	20 FEB 2025
0.4-3.....	03 OCT 2024	0.4-3.....	03 OCT 2024
0.4-4.....	20 FEB 2025	0.4-4.....	20 MAR 2025
0.4-5.....	28 NOV 2024	0.4-5.....	20 MAR 2025
0.4-6.....	03 OCT 2024	0.4-6.....	03 OCT 2024
2.2-3.....	02 JAN 2017	2.2-3.....	20 MAR 2025
2.2-4.....	12 AUG 2021	2.2-4.....	12 AUG 2021
3.2-5.....	20 FEB 2025	3.2-5.....	20 MAR 2025
3.2-6.....	28 NOV 2024	3.2-6.....	20 MAR 2025
3.2-7.....	05 SEP 2024	3.2-7.....	20 MAR 2025
3.2-8.....	11 JUL 2024	3.2-8.....	11 JUL 2024
AD		AD	
2.5-5.....	21 APR 2022	2.5-5.....	20 MAR 2025
2.5-6.....	21 APR 2022	2.5-6.....	21 APR 2022
2.5-9.....	21 MAR 2024	2.5-9.....	20 MAR 2025
2.5-10.....	01 DEC 2022	2.5-10.....	01 DEC 2022
2.5-15.....	21 MAR 2024	2.5-15.....	20 MAR 2025
2.5-16.....	21 APR 2022	2.5-16.....	20 MAR 2025
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DESTROY**INSERT****AD****AD**

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 2.5-29..... 18 APR 2024
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 2.10-13..... 28 NOV 2024

 2.11-9..... 27 JAN 2022
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 2.11-9 27 JAN 2022
 2.11-10 20 MAR 2025
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 2.11-12 20 MAR 2025

AIRAC AIP/SUP included in this AMDT:

Nil.

AIC included in this AMDT:

Nil.

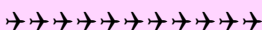
AIP Supplements included in this AMDT:

S001/24, S003/24.

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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2.9-14	05 DEC 2019	2.10-3	28 NOV 2024	2.13-13	30 NOV 2023
2.9-15	01 DEC 2022	2.10-4	28 NOV 2024	2.13-15	05 SEP 2024
2.9-16	06 OCT 2022	2.10-5	28 NOV 2024	2.13-17	05 SEP 2024
2.9-17	06 OCT 2022	2.10-6	28 NOV 2024	2.13-19	30 NOV 2023
2.9-18	06 OCT 2022	2.10-7	28 NOV 2024	2.14-1	03 OCT 2024
2.9-19	06 OCT 2022	2.10-8	28 NOV 2024	2.14-2	03 OCT 2024
2.9-20	29 DEC 2022	☛2.10-9	20 MAR 2025	2.14-3	03 OCT 2024
2.9-21	05 SEP 2024	☛2.10-10	20 MAR 2025	2.14-4	21 MAR 2024
2.9-22	03 NOV 2022	☛2.10-11	20 MAR 2025	2.14-5	03 OCT 2024
2.9-23	28 JAN 2021	☛2.10-13	20 MAR 2025	2.14-6	03 OCT 2024
2.9-24	28 JAN 2021	☛2.10-15	20 MAR 2025	2.14-7	03 OCT 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	03 OCT 2024	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	03 OCT 2024	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	03 OCT 2024	2.11-7	01 AUG 2010	2.14-15	03 OCT 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	20 MAR 2025	2.15-1	05 OCT 2023
2.9-39	05 SEP 2024	☛2.11-11	20 MAR 2025	2.15-2	26 MAR 2020
2.9-40	06 OCT 2022	☛2.11-12	20 MAR 2025	2.15-3	05 NOV 1998
2.9-41	05 SEP 2024	2.11-13	27 JAN 2022	2.15-4	01 DEC 2013
2.9-42	06 OCT 2022	2.12-1	20 MAY 2021	2.15-5	20 MAY 2021
2.9-43	05 SEP 2024	2.12-2	01 AUG 2009	2.15-6	05 NOV 1998
2.9-44	06 OCT 2022	2.12-3	01 AUG 2009	2.15-7	05 OCT 2023
2.9-45	05 SEP 2024	2.12-4	01 DEC 2002	2.15-8	05 OCT 2023
2.9-46	23 MAR 2023	2.12-5	20 MAY 2021	2.15-9	05 OCT 2023
2.9-47	05 OCT 2023	2.12-6	01 DEC 2002	2.15-10	05 OCT 2023
2.9-48	06 OCT 2022	2.12-7	01 DEC 2002	2.15-11	05 OCT 2023
2.9-49	05 OCT 2023	2.12-8	01 DEC 2002	2.16-1	20 MAY 2021
		2.12-9	01 DEC 2002		

<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>
2.16-2	01 AUG 2009				
2.16-3	01 AUG 2009				
2.16-4	01 DEC 2013				
2.16-5	12 AUG 2021				
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				

BOMB	Bombing	CK	Check
BR	Mist	CL	Centre line
BRF	Short (<i>used to indicate the type of approach desired or required</i>)	CLA	Clear type of ice formation
BRG	Bearing	CLBR	Calibration
BRKG	Braking	CLD	Cloud
BS	Commercial broadcasting station	CLG	Calling
BTL	Between layers	CLIMB-OUT	Climb-out area
BTN	Between	CLR	Clear(s) or cleared to . . . or clearance
BUFR	Binary universal form for the representation of meteorological data	CLRD	Runway(s) cleared (<i>used in METAR/SPECI</i>)
C		☛CLRD	Clearance delivery
... C	Centre (preceded by runway designation number to identify a parallel runway)	CLSD	Close or closed or closing
C	Degrees Celsius (<i>Centigrade</i>)	CM	Centimetre
CA	Course to an altitude	CMB	Climb to or climbing to
CAA	Civil Aviation Authority or Civil Aviation Administration	CMPL	Completion or completed or complete
CAT	Category	CNL	Cancel or cancelled
CAT	Clear air turbulence	CNL	Flight plan cancellation (<i>message type designator</i>)
CAVOK†	(<i>to be pronounced "KAV-OH-KAY"</i>) Visibility, cloud and present weather better than prescribed values or conditions	CNS	Communications, navigation and surveillance
CB+	(<i>to be pronounced "CEE BEE"</i>) Cumulonimbus	COLD	Long Distance Operational Control
CC	Cirrocumulus	COM	Communications
CCA	(<i>or CCB, CCC . . . etc., in sequence</i>) Corrected meteorological message (<i>message type designator</i>)	CONC	Concrete
CCO	Continuous climb operations	COND	Condition
CD	Candela	CONS	Continuous
CDN	Coordination (<i>message type designator</i>)	CONST	Construction or constructed
CDO	Continuous descent operations	CONT	Continue(s) or continued
CDR	Conditional route	COOR	Coordinate or coordination
CF	Change frequency to . . .	COORD	Coordinates
CF	Course to a fix	COP	Change-over point
CFM*	Confirm or I confirm (<i>to be used in AFS as a procedure signal</i>)	COR	Correct or correction or corrected (<i>used to indicate corrected meteorological message; message type designator</i>)
CGL	Circling guidance light(s)	COT	At the coast
CH	Channel	COV	Cover or covered or covering
CH#	This is a channel-continuity-check of transmission to permit comparison of your record of channel sequence numbers of messages received on the channel (<i>to be used in AFS as a procedure signal</i>)	CPDLC+	Controller-pilot data link communications
CHEM	Chemical	CPL	Current flight plan (<i>message type designator</i>)
CHG	Modification (<i>message type designator</i>)	CRC	Cyclic redundancy check
CI	Cirrus	CRM	Collision risk model
CIDIN†	Common ICAO data interchange network	CRP	Compulsory reporting point
CIV	Civil	CRZ	Cruise
		CS	Call sign
		CS	Cirrostratus
		CTA	Control area
		CTAM	Climb to and maintain
		CTC	Contact
		CTL	Control
		CTN	Caution
		CTR	Control zone
		CU	Cumulus
		CUF	Cumuliform
		CUST	Customs

CVR	Cockpit voice recorder	DR	Dead reckoning
CW	Continuous wave	DR ...	Low drifting (<i>followed by DU = dust, SA = sand or SN = snow</i>)
CWY	Clearway	DRG	During
D		DS	Duststorm
D	Downward (<i>tendency in RVR during previous 10 minutes</i>)	DSB	Double sideband
D...	Danger area (<i>followed by identification</i>)	DTAM	Descend to and maintain
DA	Decision altitude	DTG	Date-time group
D-ATIS†	(<i>to be pronounced "DEE-ATIS"</i>) Data link automatic terminal information service	DTHR	Displaced runway threshold
DCD	Double channel duplex	DTRT	Deteriorate or deteriorating
DCKG	Docking	DTW	Dual tandem wheels
DCP	Datum crossing point	DU	Dust
DCPC	Direct controller-pilot communications	DUC	Dense upper cloud
DCS	Double channel simplex	DUPE#	This is a duplicate message (<i>to be used in AFS as a procedure signal</i>)
DCT	Direct (<i>in relation to flight plan clearances and type of approach</i>)	DUR	Duration
DE*	From (<i>used to precede the call sign of the calling station</i>) (<i>to be used in AFS as a procedure signal</i>)	D-VOLMET	Data link VOLMET
DEC	December	DVOR	Doppler VOR
DEG	Degrees	DW	Dual wheels
DEP	Depart or departure	DZ	Drizzle
DEP	Departure (<i>message type designator</i>)	E	
DEPO	Deposition	E	East or eastern longitude
DER	Departure end of the runway	EAT	Expected approach time
DES	Descend to or descending to	EB	Eastbound
DEST	Destination	EDA	Elevation differential area
DETRESFA†	Distress phase	EDTO	Extended diversion time operations
DEV	Deviation or deviating	EC	En-Route chart
DF	Direct to a fix	EEEE#	Error (<i>to be used in AFS as a procedure signal</i>)
DF	Direction finding	EET	Estimated elapsed time
DFDR	Digital flight data recorder	EFC	Expect further clearance
DFTI	Distance from touchdown indicator	EFIS†	(<i>to be pronounced "EE-FIS"</i>) Electronic flight instrument system
DH	Decision height	EGNOST†	(<i>to be pronounced "EGG-NOS"</i>) European geostationary navigation overlay service
DIF	Diffuse	EHF	Extremely high frequency [30 000 to 300 000 MHz]
DINACIA	Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica (Civil Aviation Authority)	ELBA†	Emergency location beacon — aircraft
DIST	Distance	ELEV	Elevation
DIV	Divert or diverting	ELR	Extra long range
DLA	Delay or delayed	ELT	Emergency locator transmitter
DLA	Delay (<i>message type designator</i>)	EM	Emission
DLIC	Data link initiation capability	EMBD	Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>)
DLY	Daily	EMERG	Emergency
DME+	Distance measuring equipment	END	Stop-end (<i>related to RVR</i>)
DNG	Danger or dangerous	ENE	East-north-east
DOF	Date of flight	ENG	Engine
DOM	Domestic	ENR	En route
DP	Dew point temperature		
DPT	Depth		
DPTAL	Departamental (political-administrative division)		

5. List of aeronautical charts available

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

<i>Title of Series</i>	<i>Scale</i>	<i>Name and/or number</i>	<i>Price (\$)</i>	<i>Date</i>
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		20 FEB 25
		10-28		20 FEB 25
		Maldonado/Carlos A. Curbelo		
		Laguna del Sauce		
		01-19		☛20 MAR 25
		08-26		☛20 MAR 25
		Melo/Cerro Largo		03 OCT 24
		Mercedes/Ricardo Detomasi		20 MAY 21
		Montevideo/Ángel S. Adami		20 MAY 21
		Montevideo/Carrasco Cesáreo		
		L. Berisso		
		01-19		03 OCT 24
		07-25		03 OCT 24
		Paysandú/Tydeo Larre Borges		☛20 MAR 25
		Punta del Este/El Jagüel		27 JAN 22
Río Branco		20 MAY 21		
Rivera/Oscar D. Gestido		05 SEP 24		
Salto/Nueva Hespérides		03 OCT 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		03 OCT 24
Aircraft Parking/Docking Chart - ICAO (APC)*		Maldonado/Carlos A. Curbelo		
		Laguna del Sauce		
		(Aviación Comercial)		☛20 MAR 25
		(Aviación General)		☛20 MAR 25
		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		

<i>Title of Series</i>	<i>Scale</i>	<i>Name and/or number</i>	<i>Price (\$)</i>	<i>Date</i>
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		Carmelo		07 SEP 23
		Melo/Cerro Largo		03 OCT 24
		☛ Paysandú/Tydeo Larre Borges		☛ 20 MAR 25
		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		03 OCT 24
		EC Area Navigation Routes		03 OCT 24
		EC Conventional Navigation National Routes		03 OCT 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		03 OCT 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		28 MAY 15
		RNAV (GNSS) 11		
		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		

<i>Title of Series</i>	<i>Scale</i>	<i>Name and/or number</i>	<i>Price (\$)</i>	<i>Date</i>
Instrument Approach Chart - ICAO (IAC)*	1:300 000			
		Maldonado/Carlos A. Curbelo		
		Laguna del Sauce		
		RNP Z 01		☛ 20 MAR 25
		RNP Z 08		☛ 20 MAR 25
		RNP Z 19		☛ 20 MAR 25
		RNP Z 26		☛ 20 MAR 25
		VOR Z 01		☛ 20 MAR 25
		VOR Z 08		☛ 20 MAR 25
		VOR Z 19		☛ 20 MAR 25
		VOR Z 26		☛ 20 MAR 25
		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

<i>Title of Series</i>	<i>Scale</i>	<i>Name and/or number</i>	<i>Price (\$)</i>	<i>Date</i>
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 Carmelo Rivera/Oscar D. Gestido		28 MAY 15 30 NOV 23 30 NOV 23

SULS AD 2.5-11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	CAP. CURBELO
2	<i>Hours of service MET Office outside hours</i>	H24 -
3	<i>Office responsible for TAF preparation Periods of validity</i>	Surveillance MET Office CARRASCO H 24
4	<i>Trend forecast Interval of issuance</i>	☛ ATIS
5	<i>Briefing/consultation provided</i>	Personal inquiries: O/R
6	<i>Flight documentation Language(s) used</i>	Chart, En-Route chart Spanish
7	<i>Charts and other information available for briefing or consultation</i>	S, U, P, T
8	<i>Supplementary equipment available for providing information</i>	ATIS
9	<i>ATS units provided with information</i>	MALDONADO TWR, OPS
10	<i>Additional information (limitation of service, etc.)</i>	Nil

SULS AD 2.5-12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates.	THR elevation and highest elevation of TDZ of precision APP RWY	
				RWY end coordinates. THR geoid undulation		
1	2	3	4	5	6	
19	177.68°	1 600 x 38	☛43/F/A/X/T Asphalt concrete	345100.79S 0550539.56W 345100.79S 0550539.56W GUND 13.1 M	THR 23 M/75 FT	
01	357.68°	1 600 x 38	☛43/F/A/X/T Asphalt concrete	345152.57S 0550537.02W 345152.57S 0550537.02W GUND 13.1 M	THR 29 M/95 FT	
08	072.42°	2 133 x 45	☛46/F/B/X/T Asphalt concrete	345135.59S 0550643.68W 345135.59S 0550643.68W GUND 13.1 M	☛THR 29 M/95 FT	
26	252.41°	2 133 x 45	☛46/F/B/X/T Asphalt concrete	345114.69S 0550523.69W 345114.69S 0550523.69W GUND 13.1 M	☛THR 22 M/72 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
-0.19%/0%/+0.4%/ +0.7%/ +0.4%/+0.4 (100 M) (50 M) (480 M) (340 M) (250 M) (380 M)	Nil	Nil	☛1 720 x 280	Nil	☛60 x 60	Nil
-0.4%/-0.4%/-0.7%/ -0.4%/0%/+0.19% (380 M) (250 M) (340 M) (480 M) (50 M) (100 M)	Nil	Nil	☛1 720 x 280	Nil	☛60 x 90	Nil
-0.5%/-0.2%/-0.5%/ (483 M) (1250 M) (400 M)	Nil	Nil	☛2 253 x 280	Nil	☛90 x 90	Open drains, 76 M from RWY axis, on both sides, along the strip.
+0,5%/+0,2%/+0,5%/ (400 M) (1250 M) (483 M)	Nil	Nil	☛2 253 x 280	Nil	☛90 x 90	

SULS AD 2.5-17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	C. CURBELO CTR CTR arc, radius 10 NM centred at 345129.9S 0550530.2W C. CURBELO ATZ Circle, radius 10 NM centred at 345129.9S 0550530.2W
2	<i>Vertical limits</i>	CTR: SFC up to FL 035 ATZ: SFC up to 750 M
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Capitán Curbelo Tower Spanish, english
5	<i>Transition altitude</i>	900 M
6	<i>Remarks</i>	DF on FREQ 118.3, 122.1, 121.5

SULS AD 2.5-18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
TWR	Cap. Curbelo Tower	118.3 MHZ 122.1 MHZ	H24	Nil
☛CLRD	☛Curbelo clearance	☛122.1 MHZ ☛118.3 MHZ	☛H24	☛Nil
☛ATIS	Curbelo ATIS	☛132.1 MHZ	☛H24	☛English only
G/A/G		122.1 MHZ	H24	Nil

SULS AD 2.5-19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
VOR/DME	LDS CH 123 X	117.6 MHZ	H24	345129.9S 0550530.2W	030 M/098 FT	Nil

SULS AD 2.5-20 LOCAL TRAFFIC REGULATIONS

1. Procedures for the operations of B787 aircraft

1.1 Limitations

Limited operation to MTOM 169400 KG.
Runway Specifications 08/26: 46/F/B/X/T.
Operation without passengers/cargo.

Landing and Takeoff by RWY 08 or 26

180° turn at the ends head turn area

Exit and entry by TWY D following the instructions of the Platform Management Service

Parking in aircraft stands 2, 3, and extended overnight aircraft stand (W from Commercial platform to E)

Remarks:

- aircraft stand 2 overrides the use of aircraft stands 1,3, 5W and 5E.
- aircraft stand 3 overrides the use of aircraft stands 2,4, 5W and 5E
- special spend-the-night aircraft stand overrides the use of aircraft stand 1.5W and 5E.

SULS AD 2.5-21 NOISE ABATEMENT PROCEDURES

All day and night takeoffs, shall apply the noise abatement procedures, specific to each aircraft.

In the takeoff runway 08, the right turns can not be made before reaching 1500 FT (450 M) of altitude.

AERODROME/HELIPORT
CHART - ICAO

34°51'27"S
055°05'53"W
ELEV 29
(95)

TWR, APN 118.3 - 122.1
CLRD 122.1 - 118.3
ATIS 132.1

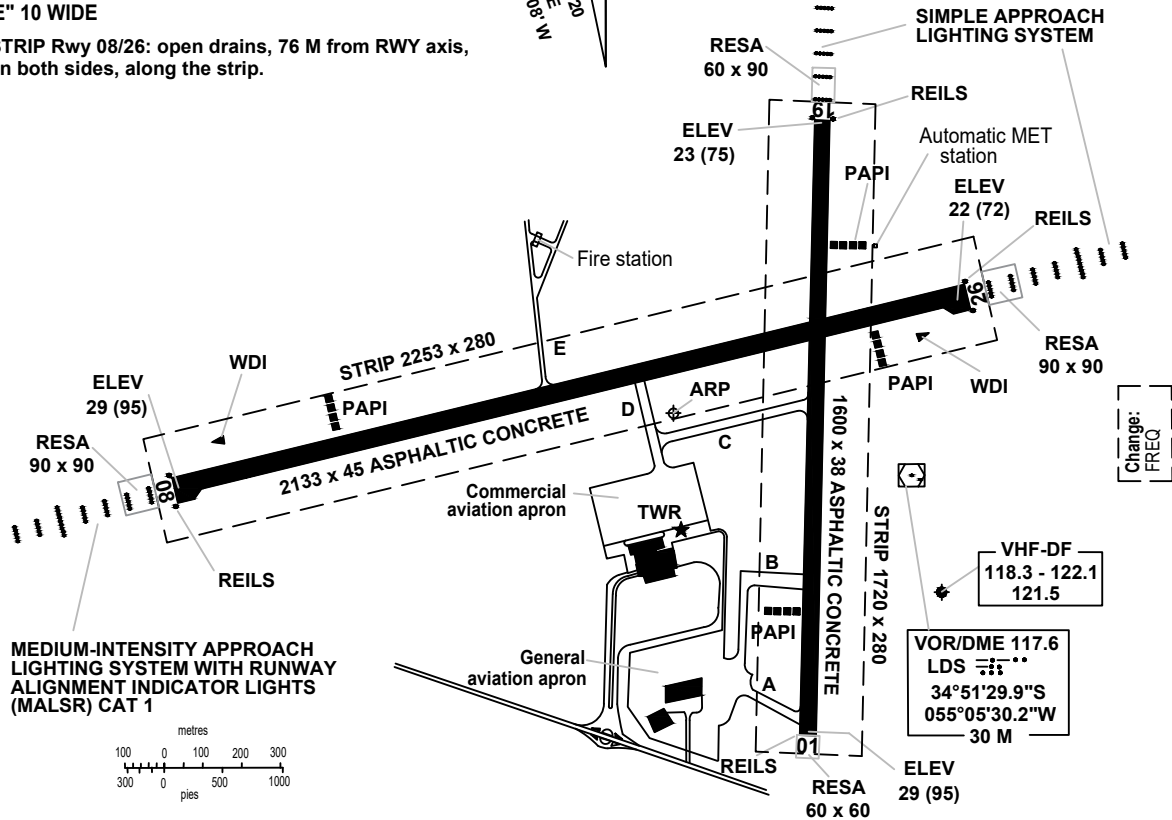
MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce

TAXIWAYS:
"A" 15 WIDE; "B" 18 WIDE;
"C" and "D" 23 WIDE;
"E" 10 WIDE

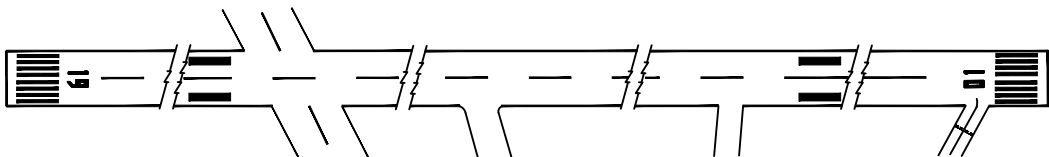
STRIP Rwy 08/26: open drains, 76 M from RWY axis,
on both sides, along the strip.

VAR 12° W - 2020
ANNUAL RATE
OF CHANGE 08" W

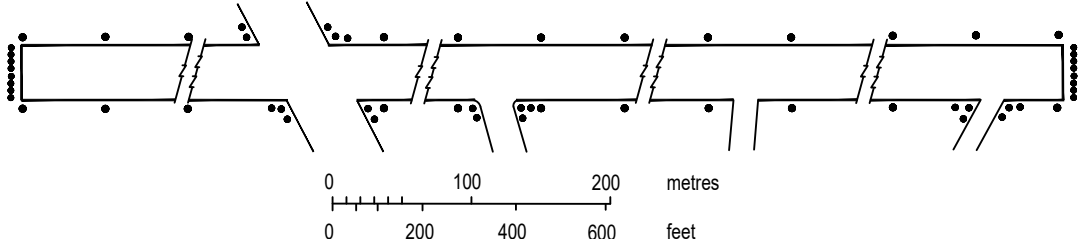
ELEVATIONS IN METRES (AND FEET)
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



AERODROME/HELIPORT CHART - ICAO	34°51'27"S 055°05'53"W	ELEV 29 (95)	TWR, APN 118.3 - 122.1 CLRD 122.1 - 118.3 ATIS 132.1	MALDONADO/Intl C/C Carlos A. Curbelo Laguna del Sauce
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RWY	DIRECTION	THR	GUND	BEARING STRENGTH
01	010°	34°51'52.57"S 55°05'37.02"W	13.1 M	Runway PCN 43/F/A/X/T
19	190°	34°51'00.79"S 55°05'39.56"W	13.1 M	
08	084°	34°51'35.59"S 55°06'43.68"W	13.1 M	Runway PCN 46/F/B/X/T
26	264°	34°51'14.69"S 55°05'23.69"W	13.1 M	
Taxiway "A"				PCN 30/F/B/X/T
Taxiway "B"				PCN 20/F/C/Y/T
Taxiway "C"				PCN 57/F/C/X/T
Taxiway "D"				PCN 43/F/C/X/T
Taxiway "E"				PCN 18/F/C/W/T
Commercial apron				PCN 50/F/C/X/T PCN 45/R/B/W/T
General aviation apron				PCN 30/F/B/X/T

Change:
FREQ

AERODROME/HELIPORT
CHART - ICAO

34°51'27"S
055°05'53"W
ELEV 29
(95)

TWR, APN 118.3 - 122.1
CLRD 122.1 - 118.3
ATIS 132.1

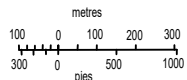
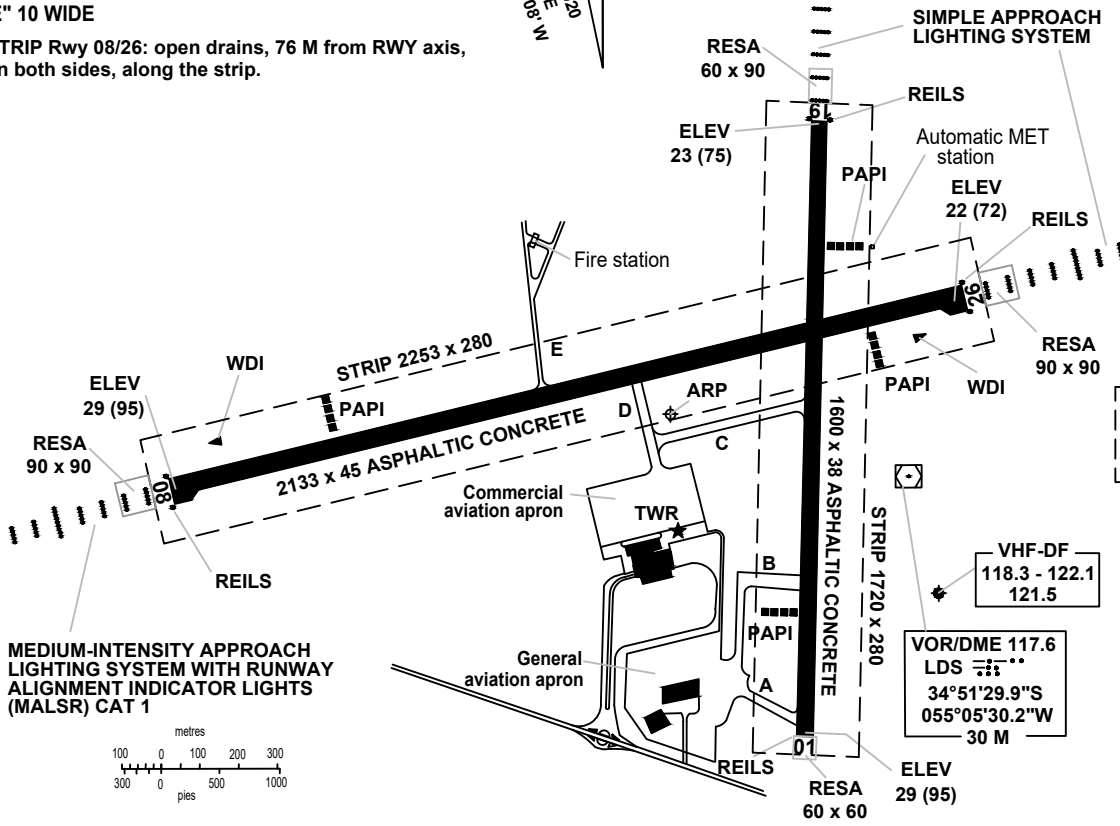
MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce

TAXIWAYS:
"A" 15 WIDE; "B" 18 WIDE;
"C" and "D" 23 WIDE;
"E" 10 WIDE

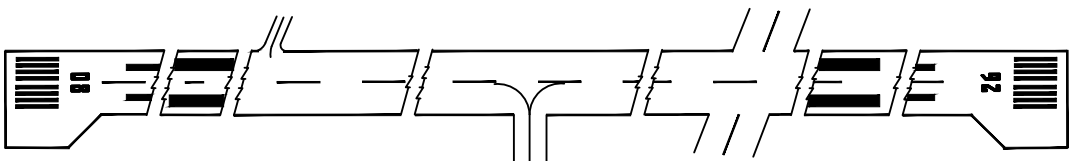
STRIP Rwy 08/26: open drains, 76 M from RWY axis,
on both sides, along the strip.

VAR 12° W - 2020
ANNUAL RATE
OF CHANGE 08 W

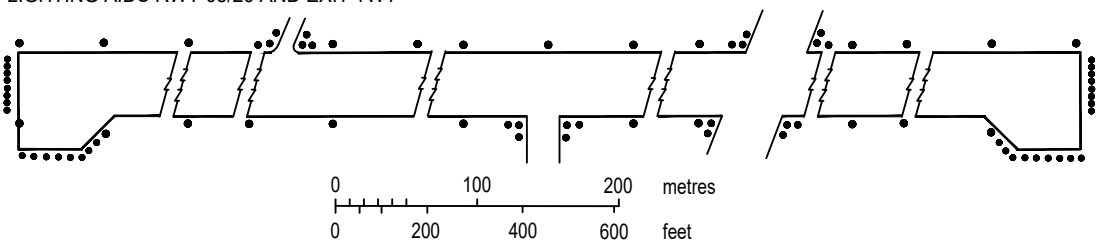
ELEVATIONS IN METRES (AND FEET)
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 08/26 AND EXIT TWY



LIGHTING AIDS RWY 08/26 AND EXIT TWY



AERODROME/HELIPORT CHART - ICAO	34°51'27"S 055°05'53"W	ELEV 29 (95)	TWR, APN 118.3 - 122.1 CLRD 122.1 - 118.3 ATIS 132.1	MALDONADO/Intl C/C Carlos A. Curbelo Laguna del Sauce
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RWY	DIRECTION	THR	GUND	BEARING STRENGTH
01	010°	34°51'52.57"S 55°05'37.02"W	13.1 M	Runway PCN 43/F/A/X/T
19	190°	34°51'00.79"S 55°05'39.56"W	13.1 M	
08	084°	34°51'35.59"S 55°06'43.68"W	13.1 M	Runway PCN 46/F/B/X/T
26	264°	34°51'14.69"S 55°05'23.69"W	13.1 M	
Taxiway "A"				PCN 30/F/B/X/T
Taxiway "B"				PCN 20/F/C/Y/T
Taxiway "C"				PCN 57/F/C/X/T
Taxiway "D"				PCN 43/F/C/X/T
Taxiway "E"				PCN 18/F/C/W/T
Commercial apron				PCN 50/F/C/X/T PCN 45/R/B/W/T
General aviation apron				PCN 30/F/B/X/T

Change:
FREQ

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
27 (89)

TWR, APN 118.3 - 122.1
CLRD 122.1 - 118.3
ATIS 132.1

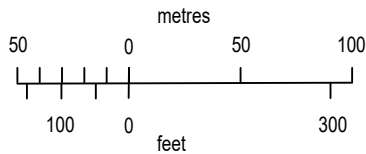
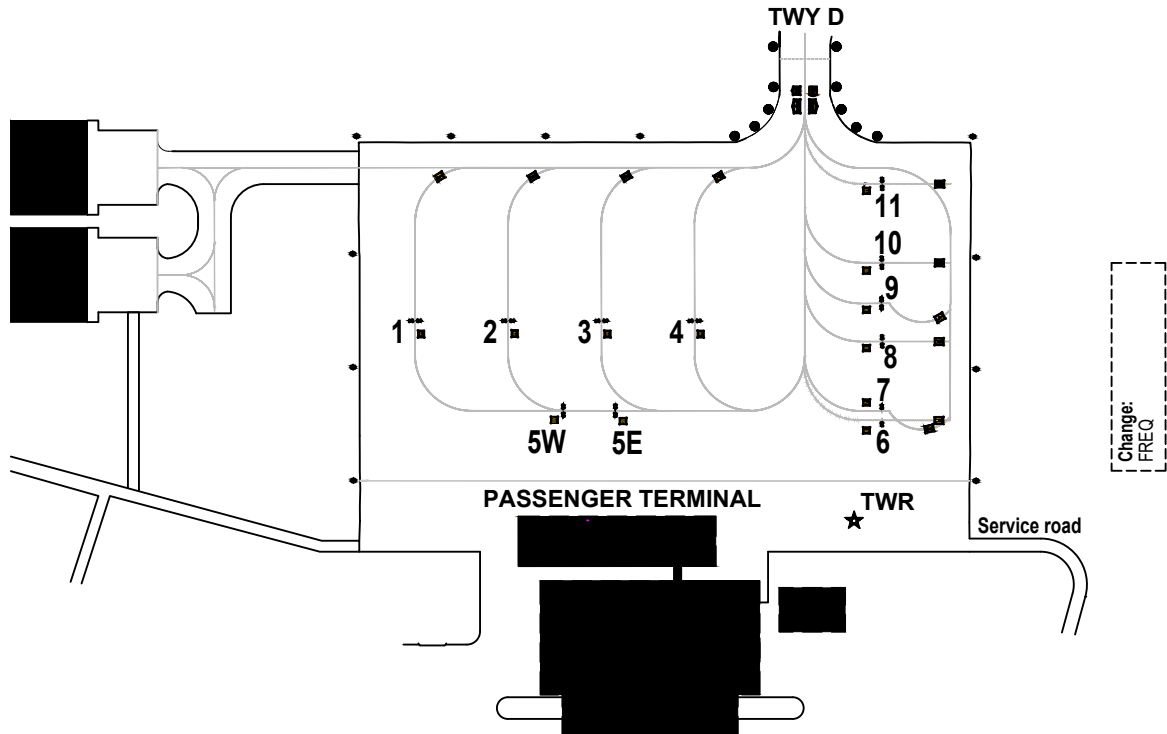
MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce

Commercial Aviation
APRON

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



TAXIWAY "D" 23 WIDE



LEGEND	
AIRCRAFT STAND	--
TAXIWAY LIGHT	•

INS COORDINATES FOR AIRCRAFT STANDS					
1	34°51'34.68"S	055°05'59.39"W	6	34°51'33.99"S	055°05'50.85"W
2	34°51'34.26"S	055°05'57.79"W	7	34°51'33.86"S	055°05'50.90"W
3	34°51'33.84"S	055°05'56.19"W	8	34°51'32.88"S	055°05'51.27"W
4	34°51'33.43"S	055°05'54.60"W	9	34°51'32.34"S	055°05'51.49"W
5E	34°51'35.05"S	055°05'55.47"W	10	34°51'31.77"S	055°05'51.71"W
5W	34°51'35.28"S	055°05'56.36"W	11	34°51'30.65"S	055°05'52.13"W

TAXIWAY AND APRON STRENGT
TAXIWAY "D": PCN 43/F/C/X/T
APRON: PCN 50/F/C/X/T - 45/R/BW/T

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AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
28 (92)

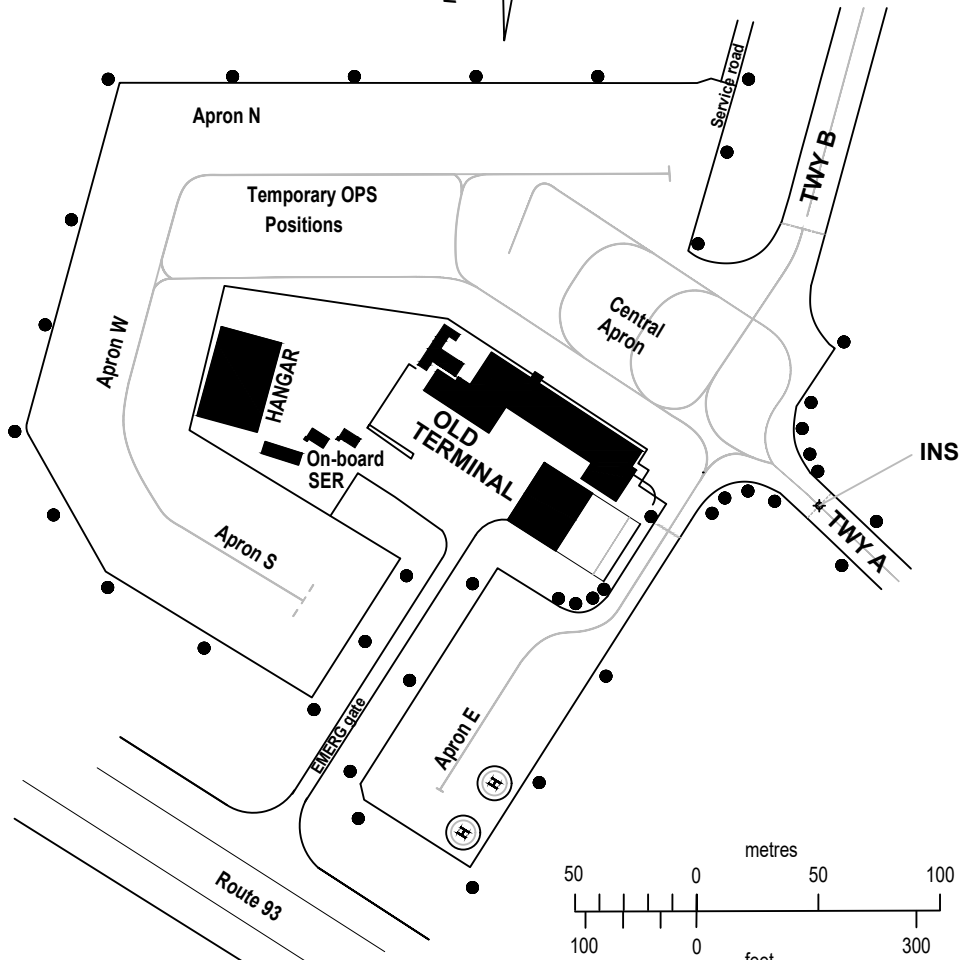
TWR, APN 118.3 - 122.1
CLRD 122.1 - 118.3
ATIS 132.1

MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce

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

General Aviation
APRON

VAR 12° W - 2020
ANNUAL RATE
OF CHANGE 08" W



Change:
FREQ

LEGEND	
AIRCRAFT STAND	--
TAXIWAY LIGHT	•
INS COORDINATES FOR AIRCRAFT STANDS	
34°51'49.46"S 055°05'42.70"W	

TAXIWAY "A" 15 WIDE
TAXIWAY "B" 18 WIDE

BEARING STRENGTH TAXIWAY "A" PCN 30/F/C/W/T
BEARING STRENGTH TAXIWAY "B" PCN 18/F/C/W/T
BEARING STRENGTH APRONS N, S, W PCN 30/F/C/W/T
BEARING STRENGTH APRON E PCN 18/F/C/W/T

APRON N, S, E, W ONLY ACFT CODE LETTER A and B LIMITED UP TO 20 M OF WINGSPAN
TEMPORARY OPS POSITIONS ACFT CODE LETTER A and B LIMITED UP TO 18 M OF WINGSPAN
CENTRAL APRON ONLY ACFT CODE LETTER C

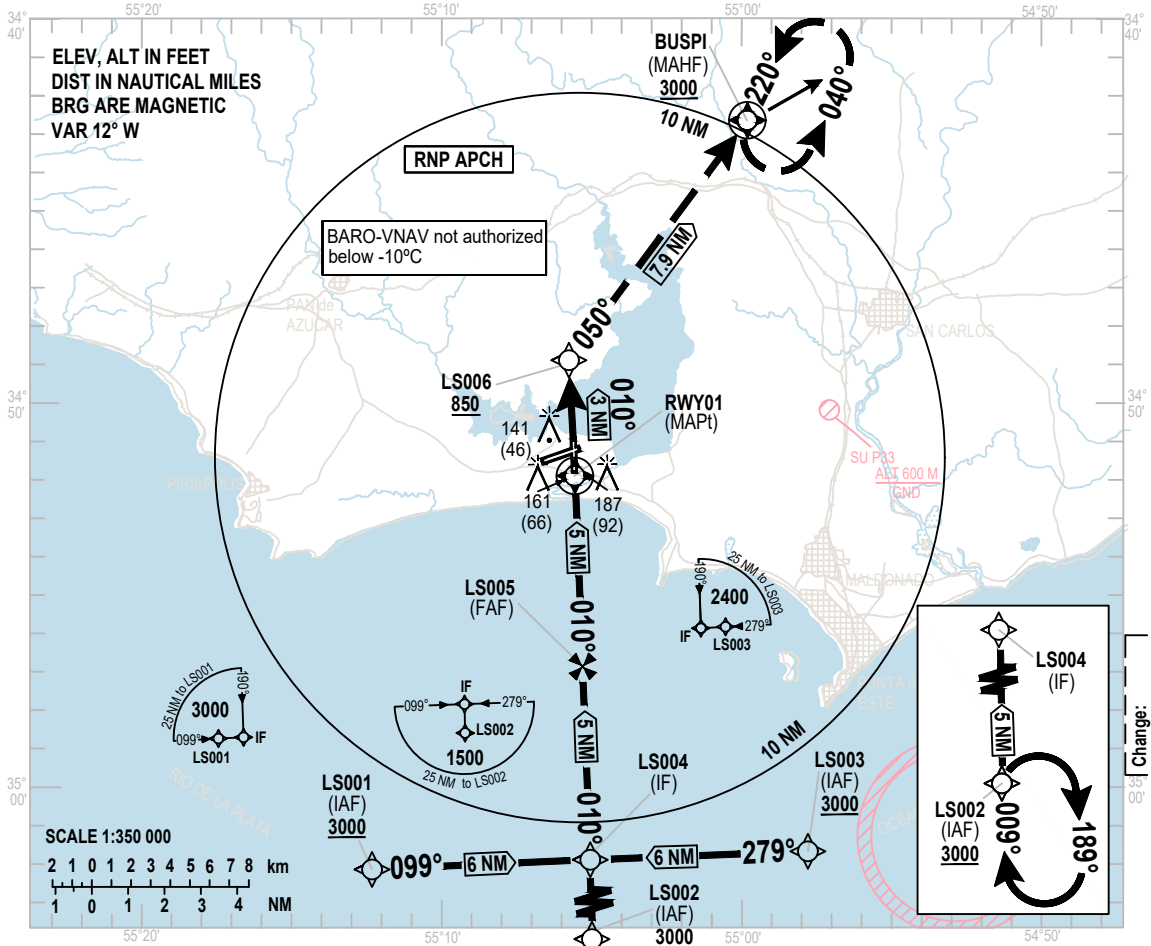
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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 01 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce
RNP Z RWY 01

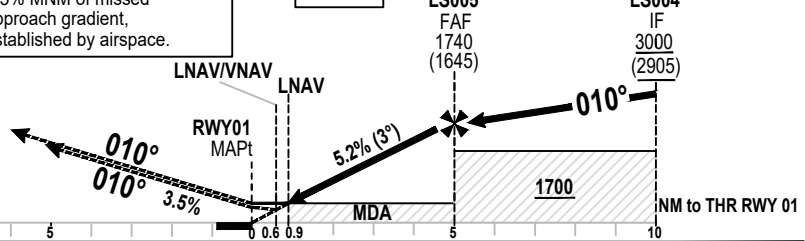


NM to next WPT	RWY01	5	4	3	2	0.9	0.6
ALTITUDE		1740	1419	1100	782	440	345
HEIGHT		1645	1324	1005	687	345	250

MISSED
APPROACH
Climb up to 3000 FT:
heading 010° up to LS006,
cross with 850 FT or superior,
then heading 050°
to hold in BUSPI.

NOTE:
3.5% MNM of missed
approach gradient,
established by airspace.

RDH 50
TRANSITION ALT 3000



OCA / OCH	A	B	C	D
LNAV/VNAV		345(250)		
VIS		1300 M		
LNAV		440(345)		
VIS		1600 M		

Ground Speed	KT	80	100	120	140	160	180
FAF - MAPt	Feet/Min	450	550	650	750	850	950
Vertical speed of descent 5.2%							

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 01 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce
RNP W RWY 01

TABULAR DESCRIPTION

RNP Z RWY 01											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	LS001	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS004	-	099(087.7)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS002	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS004	-	009(357.7)	-	5	-	+3000	-	-	RNP APCH
010	IF	LS003	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS004	-	279(267.7)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS004	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS005	-	010(357.7)	-	5	-	+1740	-	-3°	RNP APCH
030	TF	RWY01	Yes	010(357.7)	-	5	-	@145	-	-3°/50FT	RNP APCH
040	TF	LS006	-	010(357.7)	-	3	-	+850	-	-	RNP APCH
050	TF	BUSPI	Yes	050(038.5)	-	7.9	R	+3000	-	-	RNP APCH
060	HM	BUSPI	Yes	220(208.0)	-	-	L	+3000	-	-	RNP APCH

Change:
ATIS FREQ

WAYPOINT LIST

RNP Z RWY 01	
Waypoint Identifier	Coordinates
LS001	35°02'07.43"S 055°12'25.54"W
LS002	35°06'53.29"S 055°04'52.69"W
LS003	35°01'38.24"S 054°57'49.50"W
LS004	35°01'53.05"S 055°05'07.50"W
LS005	34°56'52.81"S 055°05'22.27"W
RWY01	34°51'52.57"S 055°05'37.02"W
LS006	34°48'52.40"S 055°05'45.90"W
BUSPI	34°42'39.70"S 054°59'47.20"W

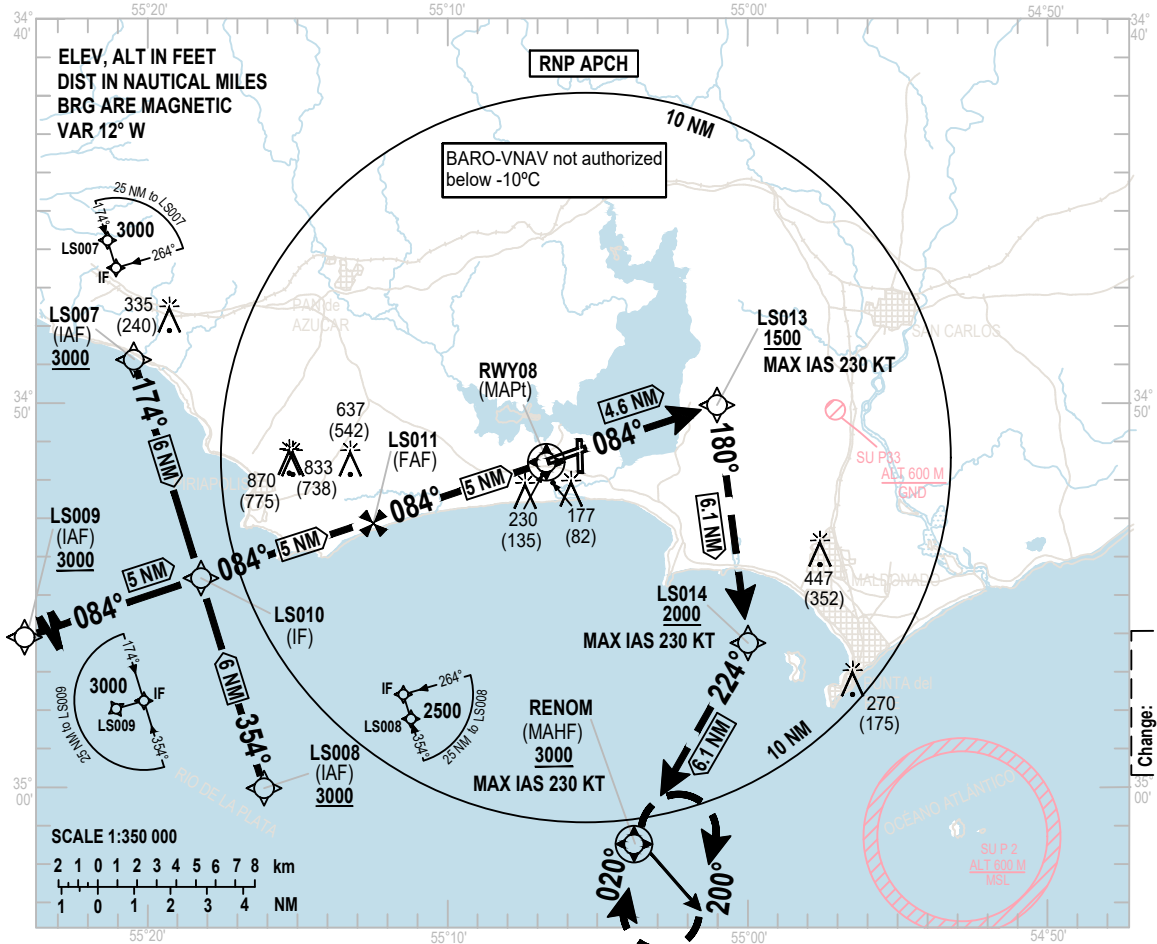
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 08 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

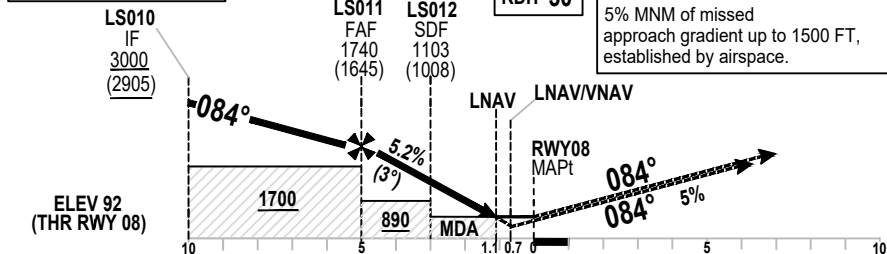
MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce

RNP Z RWY 08



NM to next WPT	RWY08	5	4	3	2	1.1	0.7
ALTITUDE		1740	1416	1103	779	480	380
HEIGHT		1645	1321	1008	684	385	285

TRANSITION ALT **3000**



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

MISSED APPROACH
Climb up to 3000 FT keep heading 084° to LS013, 1500 FT or above, then heading 180° to LS014, 2000 FT or above then heading 224° to RENOM for hold.
MAX IAS 230 KT.
NM to THR RWY 08

OCA / OCH	A	B	C	D
LNAV/VNAV		380(285)		
VIS	900 M - 1400 M ALS INOP			
LNAV		480(385)		
VIS	1400 M - 1800 M ALS INOP			

Ground Speed	KT	80	100	120	140	160	180
FAF - MAPt	Feet/Min	450	550	650	750	850	1000
Vertical speed of descent 5.2%							

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 08 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce

RNP Z RWY 08

TABULAR DESCRIPTION

RNP Z RWY 08											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	LS007	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS010	-	174(162.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS008	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS010	-	354(342.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS009	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS010	-	084(072.5)	-	5	-	+3000	-	-	RNP APCH
010	IF	LS010	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS011	-	084(072.5)	-	5	-	+1740	-	-3°	RNP APCH
030	TF	LS012	-	084(072.5)	-	2	-	+1103	-	-3°	RNP APCH
040	TF	RWY08	Yes	084(072.5)	-	3	-	@142	-	-3°/50FT	RNP APCH
050	TF	LS013	-	084(072.2)	-	4.6	-	+1500	IAS 230	-	RNP APCH
060	TF	LS014	-	180(168.5)	-	6.1	R	+2000	IAS 230	-	RNP APCH
070	TF	RENOM	Yes	224(212.5)	-	6.1	R	+3000	IAS 230	-	RNP APCH
080	HM	RENOM	Yes	020(008.5)	-	-	R	+3000	IAS 230	-	RNP APCH

Change:
ATIS FREQ

WAYPOINT LIST

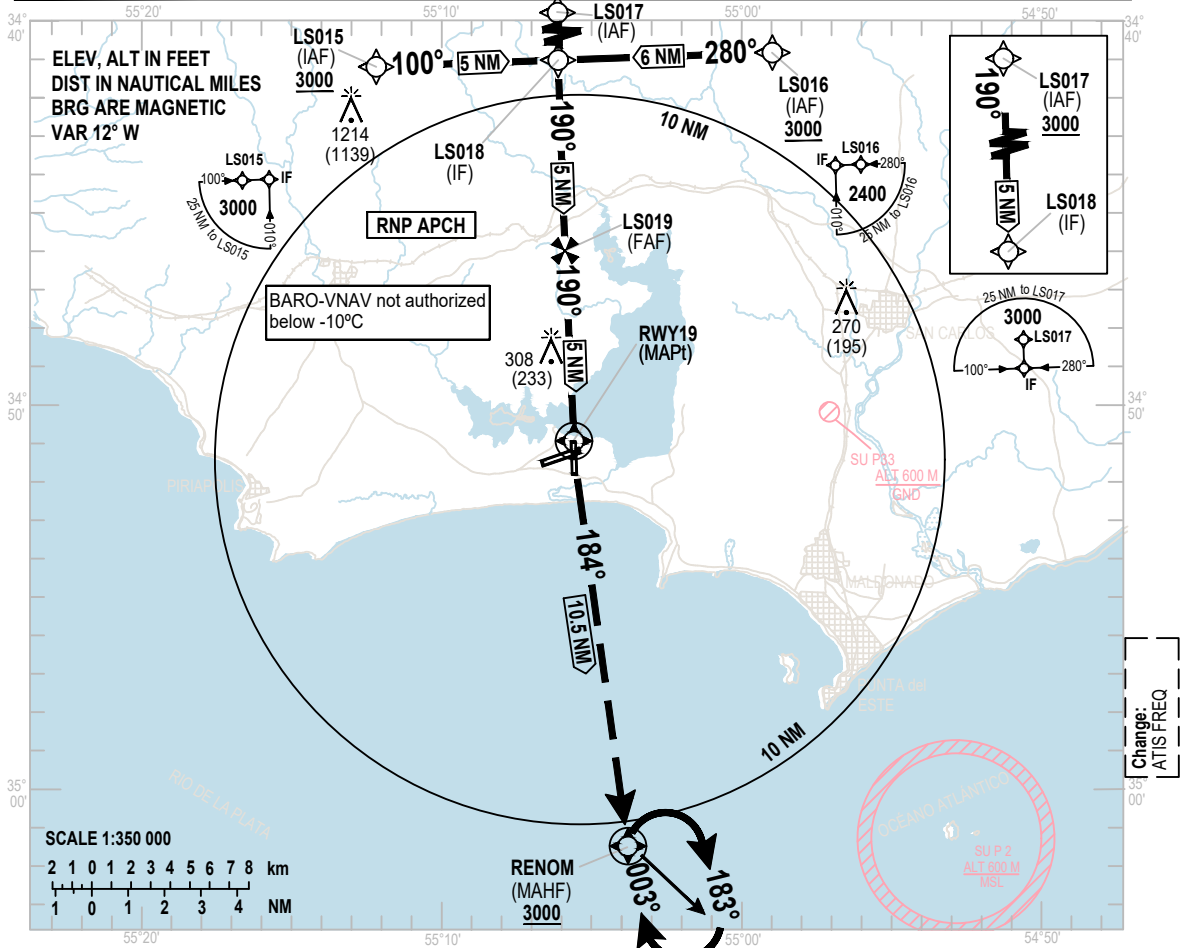
RNP Z RWY 08	
Waypoint Identifier	Coordinates
LS007	34°48'52.59"S 055°20'30.41"W
LS008	35°00'20.50"S 055°16'07.59"W
LS009	34°56'06.64"S 055°24'07.21"W
LS010	34°54'36.57"S 055°18'19.15"W
LS011	34°53'06.22"S 055°12'31.31"W
LS012	34°52'30.00"S 055°10'12.23"W
RWY08	34°51'35.59"S 055°06'43.68"W
LS013	34°50'12.22"S 055°01'24.14"W
LS014	34°56'14.95"S 054°59'50.79"W
RENOM	35°01'25.02"S 055°03'48.53"W

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 19 - ELEV 75 FT

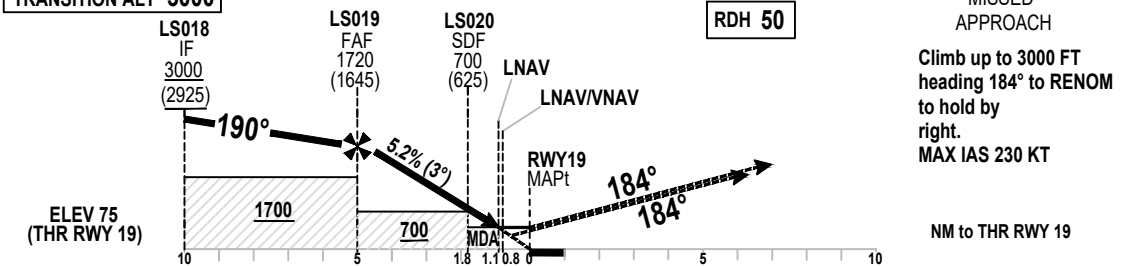
TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
RNP Z RWY 19



NM to next WPT	RWY19	5	4	3	1.8	1.1	0.8
ALTITUDE		1720	1402	1084	700	460	371
HEIGHT		1645	1327	1009	625	385	296

TRANSITION ALT 3000



OCA / OCH	A	B	C	D
LNAV/VNAV	371 (296)			
VIS	900 M - 1400 M ALS INOP			
LNAV	460 (385)			
VIS	1400 M - 1800 M ALS INOP			

Ground Speed	KT	80	100	120	140	160	180
FAF - MAPt	Feet/Min	450	550	650	750	850	950
Vertical speed of descent							

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 19 - ELEV 75 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce
RNP Z RWY 19

TABULAR DESCRIPTION

RNP Z RWY 19											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	LS015	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS018	-	100(087.7)	-	5	-	+3000	-	-	RNP APCH
010	IF	LS016	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS018	-	280(267.7)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS017	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS018	-	190(177.7)	-	5	-	+3000	-	-	RNP APCH
010	IF	LS018	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS019	-	190(177.7)	-	5	-	+1720	-	-3°	RNP APCH
030	TF	LS020	-	190(177.7)	-	3.2	-	+700	-	-3°	RNP APCH
040	TF	RWY19	Yes	190(177.7)	-	1.8	-	@125	-	-3°/50FT	RNP APCH
050	TF	RENOM	Yes	184(171.7)	-	10.5	-	+3000	IAS 230	-	RNP APCH
060	HM	RENOM	Yes	003(351.2)	-	-	R	+3000	IAS 230	-	RNP APCH

Change:
ATIS FREQ

WAYPOINT LIST

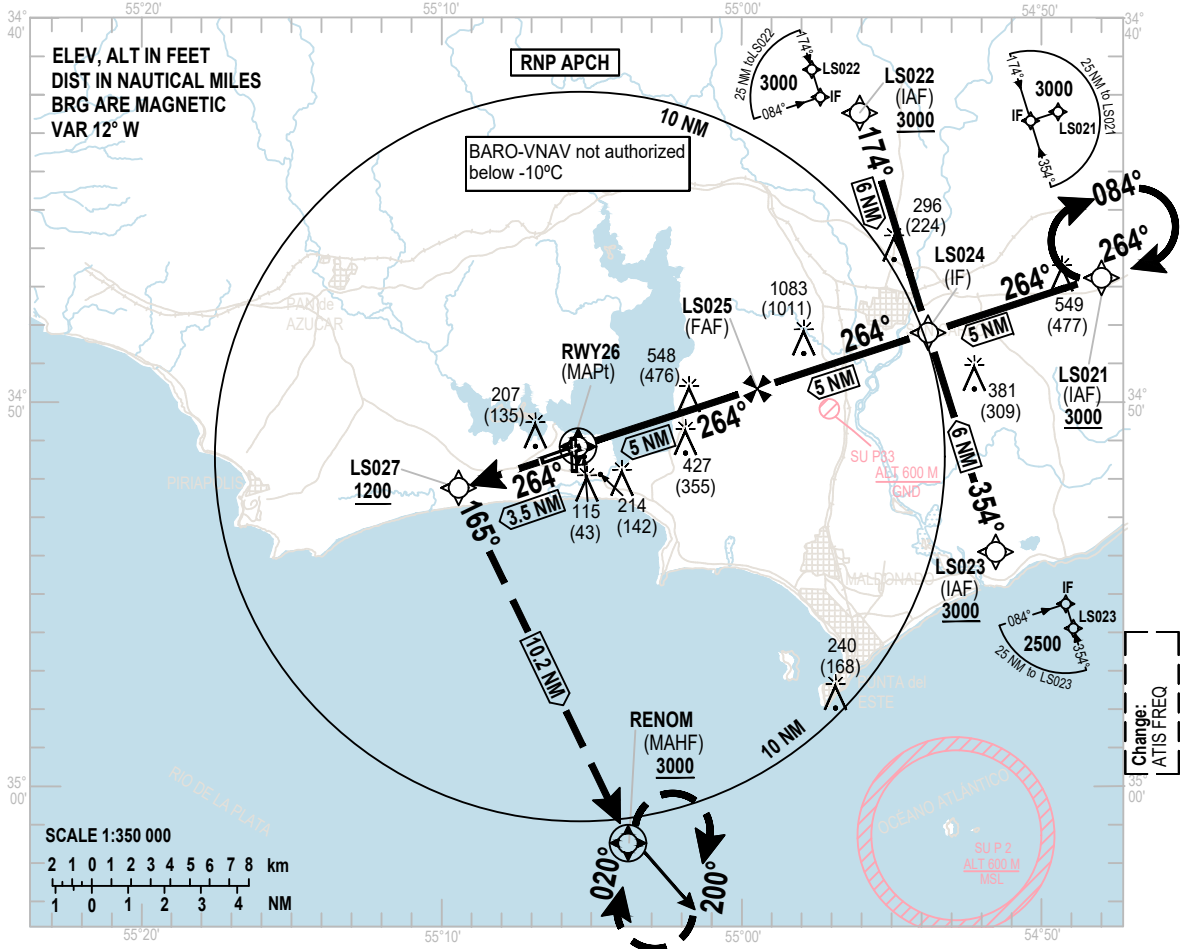
RNP Z RWY 19	
Waypoint Identifier	Coordinates
LS015	34°41'12.25"S 055°12'12.45"W
LS016	34°40'45.53"S 054°58'52.80"W
LS017	34°36'00.03"S 055°06'23.60"W
LS018	34°41'00.29"S 055°06'08.95"W
LS019	34°46'00.54"S 055°05'54.27"W
LS020	34°49'12.70"S 055°05'44.75"W
RWY19	34°51'00.79"S 055°05'39.56"W
RENOM	35°01'25.02"S 055°03'48.53"W

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 26 - ELEV 72 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
RNP Z RWY 26

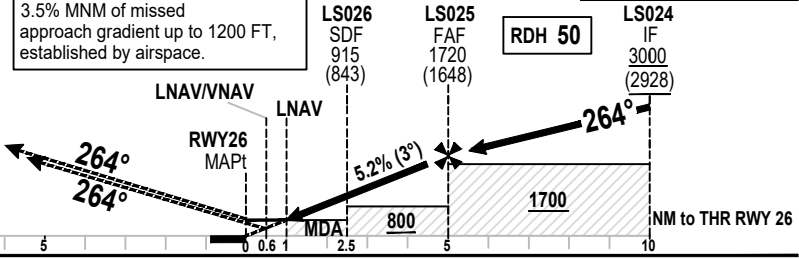


NM to next WPT	RWY26	5	4	3	2.5	1	0.6
ALTITUDE		1720	1400	1100	915	430	322
HEIGHT		1648	1328	1028	843	358	250

MISSED APPROACH
Climb up to 3000 FT:
keep heading 264° to LS027
cross with 1200 FT or superior;
then turn left with heading
165° for RENOM.

NOTE:
3.5% MNM of missed
approach gradient up to 1200 FT,
established by airspace.

TRANSITION ALT 3000



OCA / OCH	A	B	C	D
LNAV/VNAV		322(250)		
VIS	800 M - 1300 M ALS INOP			
LNAV		430(358)		
VIS	1300 M - 1700 M ALS INOP			

Ground Speed	KT	80	100	120	140	160	180
FAF - MAPt	Feet/Min	450	550	650	750	850	1000
Vertical speed of descent 5.2%							

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 26 - ELEV 72 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
RNP Z RWY 26

TABULAR DESCRIPTION

RNP Z RWY 26											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	LS021	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS024	-	264(252.3)	-	5	-	+3000	-	-	RNP APCH
010	IF	LS022	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS024	-	174(162.3)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS023	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS024	-	354(342.3)	-	6	-	+3000	-	-	RNP APCH
010	IF	LS024	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LS025	-	264(252.4)	-	5	-	+1720	-	-3°	RNP APCH
030	TF	LS026	-	264(252.4)	-	2.5	-	+915	-	-3°	RNP APCH
040	TF	RWY26	Yes	264(252.4)	-	2.5	-	@119	-	-3°/50FT	RNP APCH
050	TF	LS027	-	264(252.4)	-	3.5	-	+1200	-	-	RNP APCH
060	TF	RENOM	Yes	165(153.0)	-	10.2	L	+3000	-	-	RNP APCH
070	HM	RENOM	Yes	020(008.4)	-	-	R	+3000	-	-	RNP APCH

Change:
ATIS FREQ

WAYPOINT LIST

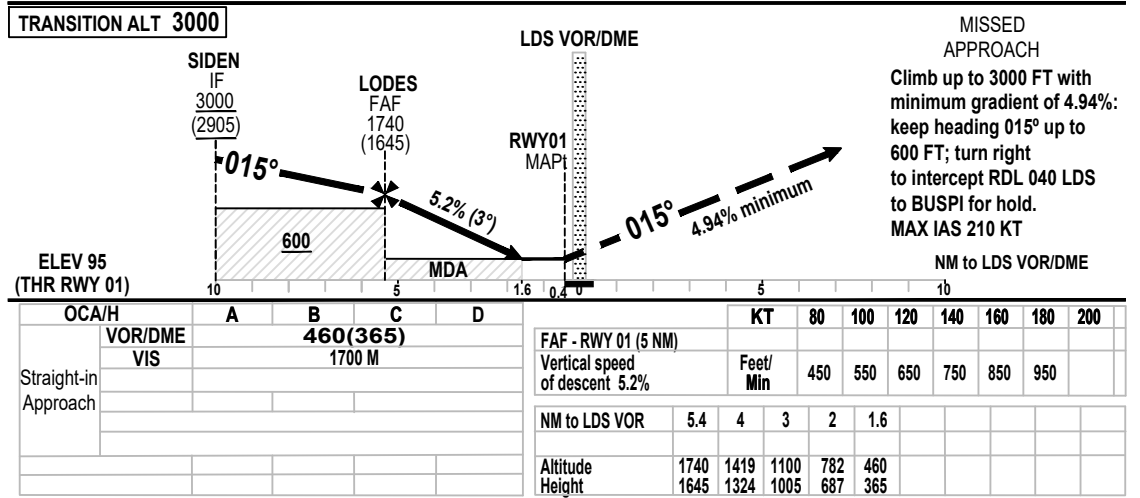
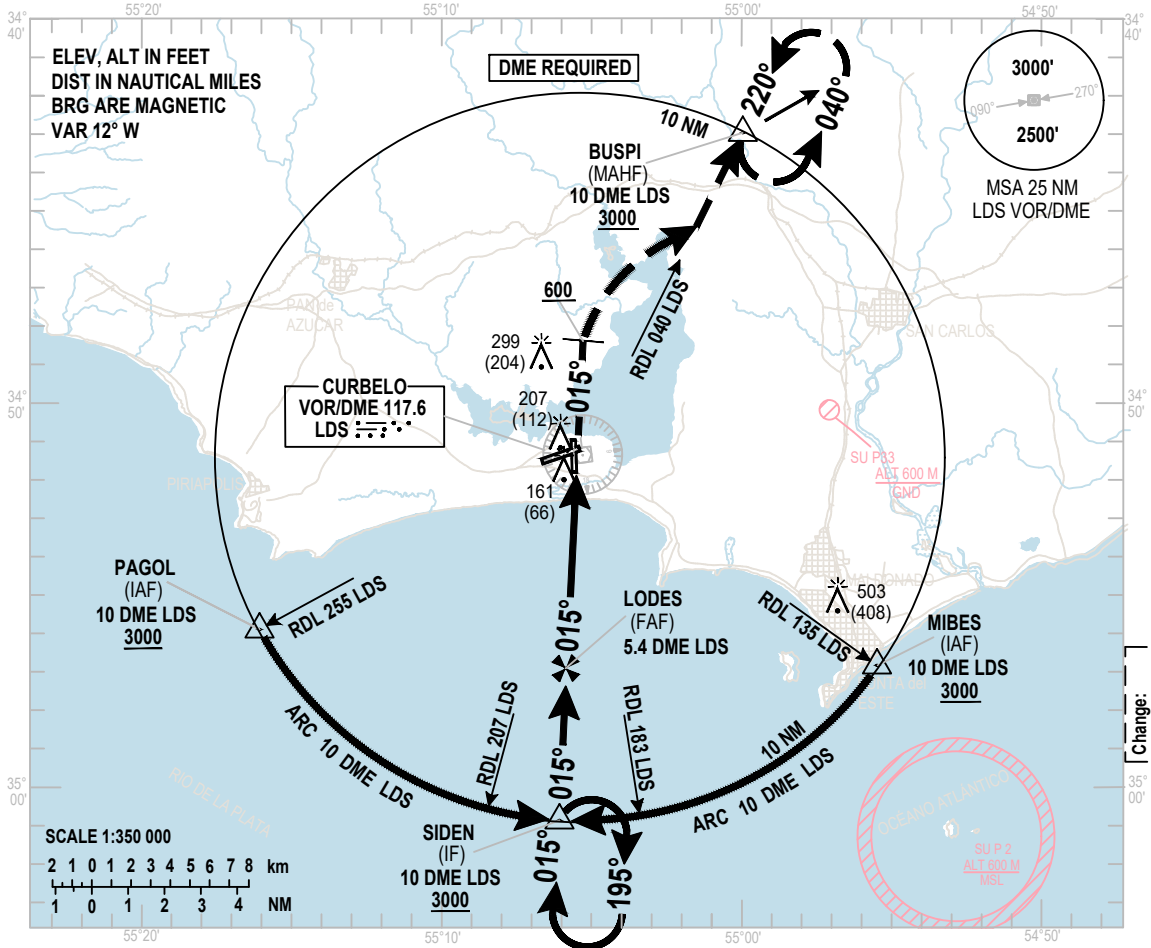
RNP Z RWY 26	
Waypoint Identifier	Coordinates
LS021	34°46'40.97"S 054°48'02.22"W
LS022	34°42'28.94"S 054°56'01.95"W
LS023	34°53'55.98"S 054°51'36.07"W
LS024	34°48'12.48"S 054°53'49.16"W
LS025	34°49'43.72"S 054°59'36.32"W
LS026	34°50'29.24"S 055°02'29.98"W
RWY26	34°51'14.69"S 055°05'23.69"W
LS027	34°52'18.08"S 055°09'26.46"W
RENOM	35°01'25.02"S 055°03'48.53"W

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 01 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Intl
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 01



INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 01 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 01

AERONAUTICAL DATA TABULATION

VOR Z approach to RWY 01 from MIBES or PAGOL	
Fix / Point	Coordinates
MIBES (IAF)	34°56'57.84"S 054°55'18.89"W
PAGOL (IAF)	34°56'01.14"S 055°16'21.11"W
SIDEN (IF)	35°01'29.95"S 055°06'10.76"W
LODES (FAF)	34°56'52.63"S 055°05'51.99"W
LDS VOR/DME	34°51'29.9"S 055°05'30.2"W
BUSPI (MAHF)	34°42'39.70"S 054°59'47.20"W
LS028 (FTP) (MAPT)	34°51'52.60"S 055°05'31.73"W
RWY01	34°51'52.57"S 055°05'37.02"W

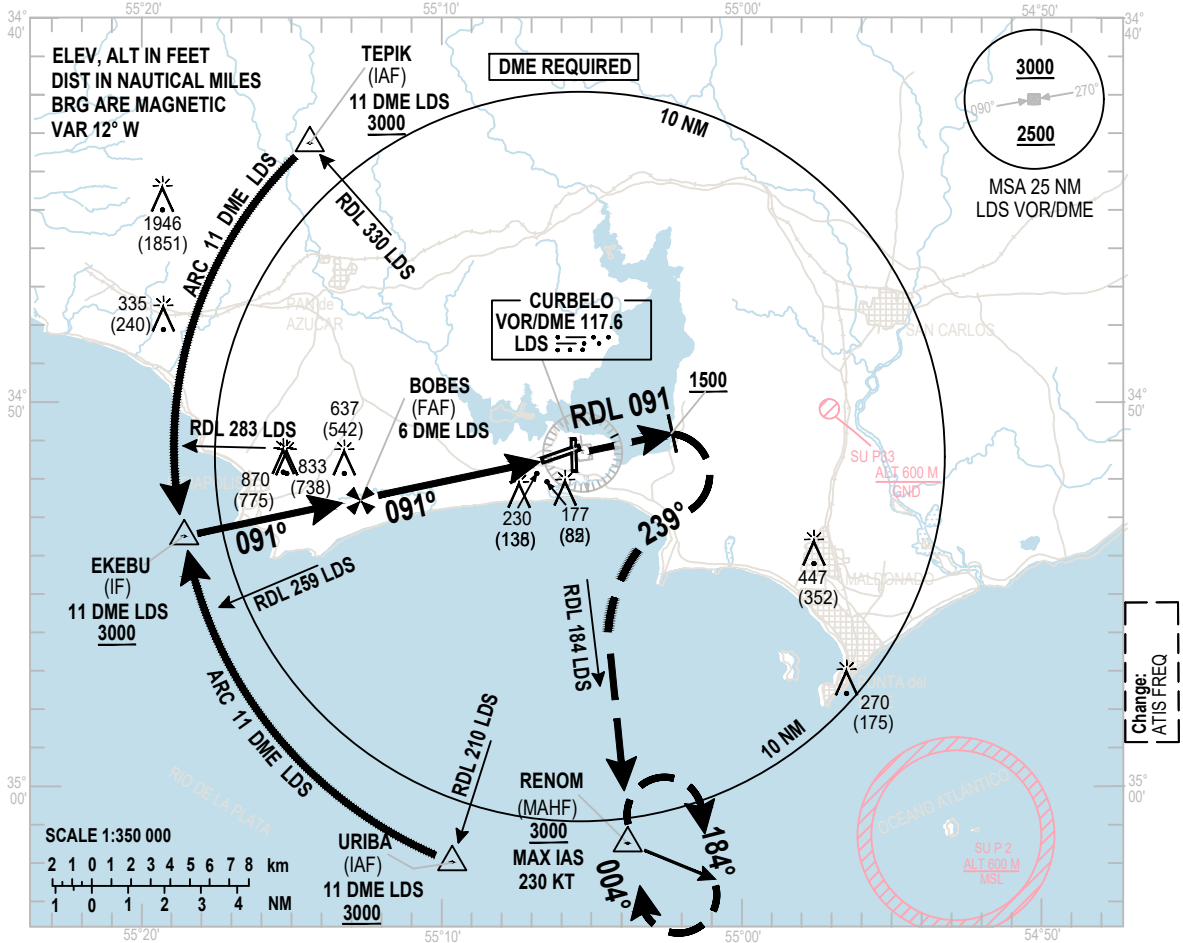
Change:
ATIS FREQ

INSTRUMENT
APPROACH
CHART - ICAO

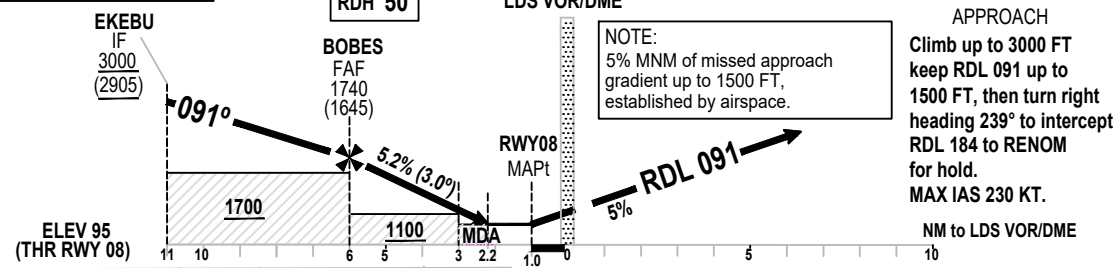
AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 08 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 08



TRANSITION ALT 3000



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

MISSED APPROACH
Climb up to 3000 FT keep RDL 091 up to 1500 FT, then turn right heading 239° to intercept RDL 184 to RENOM for hold.
MAX IAS 230 KT.

OCA/H		A	B	C	D
VOR/DME		530(435)			
VIS		1600 M - 2000 M ALS INOP			
Straight-in Approach					

		NM to LDS VOR/DME					
		6	5	4	3	2.2	
Vertical speed of descent 5.2%	KT	80	100	120	140	160	180
	Feet/Min	450	550	650	750	850	1000
Altitude Height		1740	1415	1097	779	530	
		1645	1320	1002	684	435	

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 08 - ELEV 95 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 08

AERONAUTICAL DATA TABULATION

VOR Z approach to RWY 08 from TEPIK or URIBA	
Fix / Point	Coordinates
TEPIK (IAF)	34°43'17.26"S 055°14'24.83"W
URIBA (IAF)	35°01'58.26"S 055°09'40.21"W
EKEBU (IF)	34°53'30.75"S 055°18'39.03"W
BOBES (FAF)	34°52'36.01"S 055°12'40.47"W
LS029 (FTP) (MAPT)	34°51'40.97"S 055°06'42.04"W
RWY08	34°51'35.59"S 055°06'43.68"W
LDS VOR/DME	34°51'29.9"S 055°05'30.2"W
RENOM (MAHF)	35°01'25.02"S 055°03'48.53"W

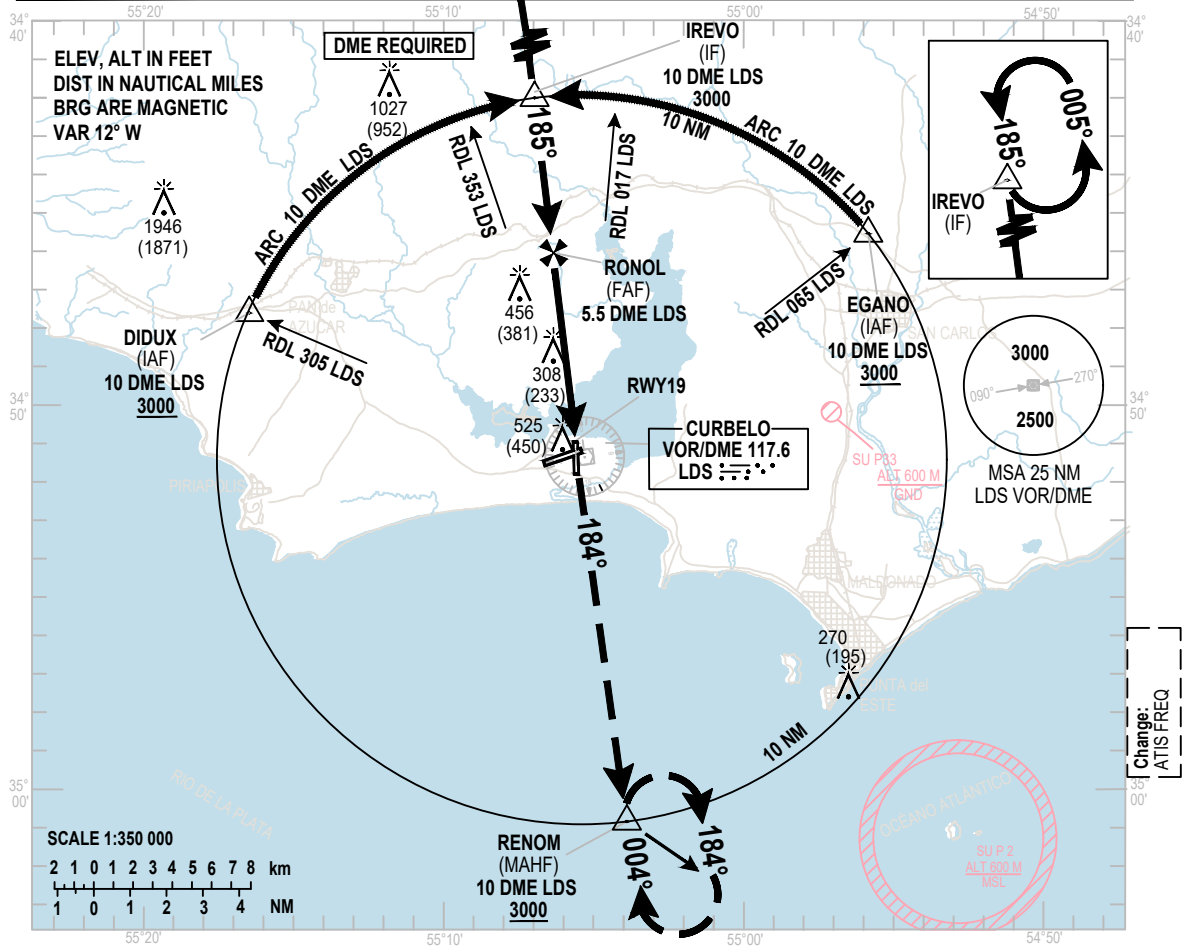
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ATIS FREQ

INSTRUMENT
APPROACH
CHART - ICAO

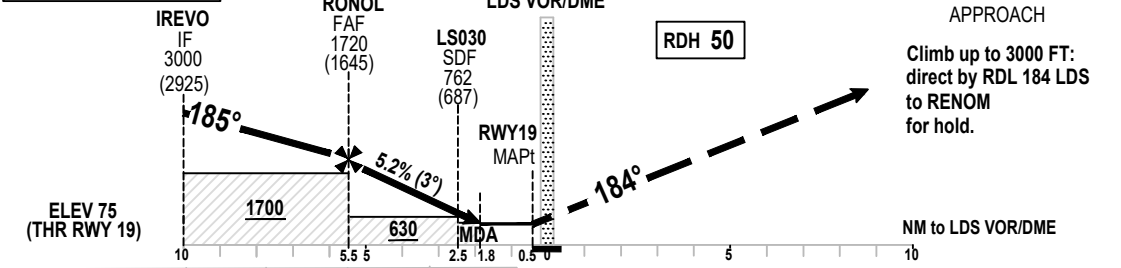
AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 19 - ELEV 75 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 19



TRANSITION ALT 3000



OCA/H	A	B	C	D	KT	80	100	120	140	160	180
VOR/DME	540(465)										
Straight-in Approach	1800 M - 2200 M ALS INOP				Vertical speed of descent 5.2%	Feet/Min	450	550	650	750	850
					NM to LDS VOR	5	4	3	2	1.8	
					Altitude Height	1720	1399	1080	762	540	
						1645	1324	1005	687	465	

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 19 - ELEV 75 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 19

AERONAUTICAL DATA TABULATION

VOR Z approach to RWY 19 from DIDUX or EGANO	
Fix / Point	Coordinates
DIDUX (IAF)	34°47'33.41"S 055°16'40.20"W
EGANO (IAF)	34°45'28.83"S 054°55'47.71"W
IREVO (IF)	34°41'33.79"S 055°07'02.87"W
RONOL (FAF)	34°46'02.41"S 055°06'21.16"W
LS030 (SDF)	34°49'01.24"S 055°05'53.35"W
LS031 (FTP) (MAPT)	34°51'00.46"S 055°05'34.79"W
RWY19	34°51'00.79"S 055°05'39.56"W
LDS VOR/DME	34°51'29.9"S 055°05'30.2"W
RENOM (MAHF)	35°01'25.02"S 055°03'48.53"W

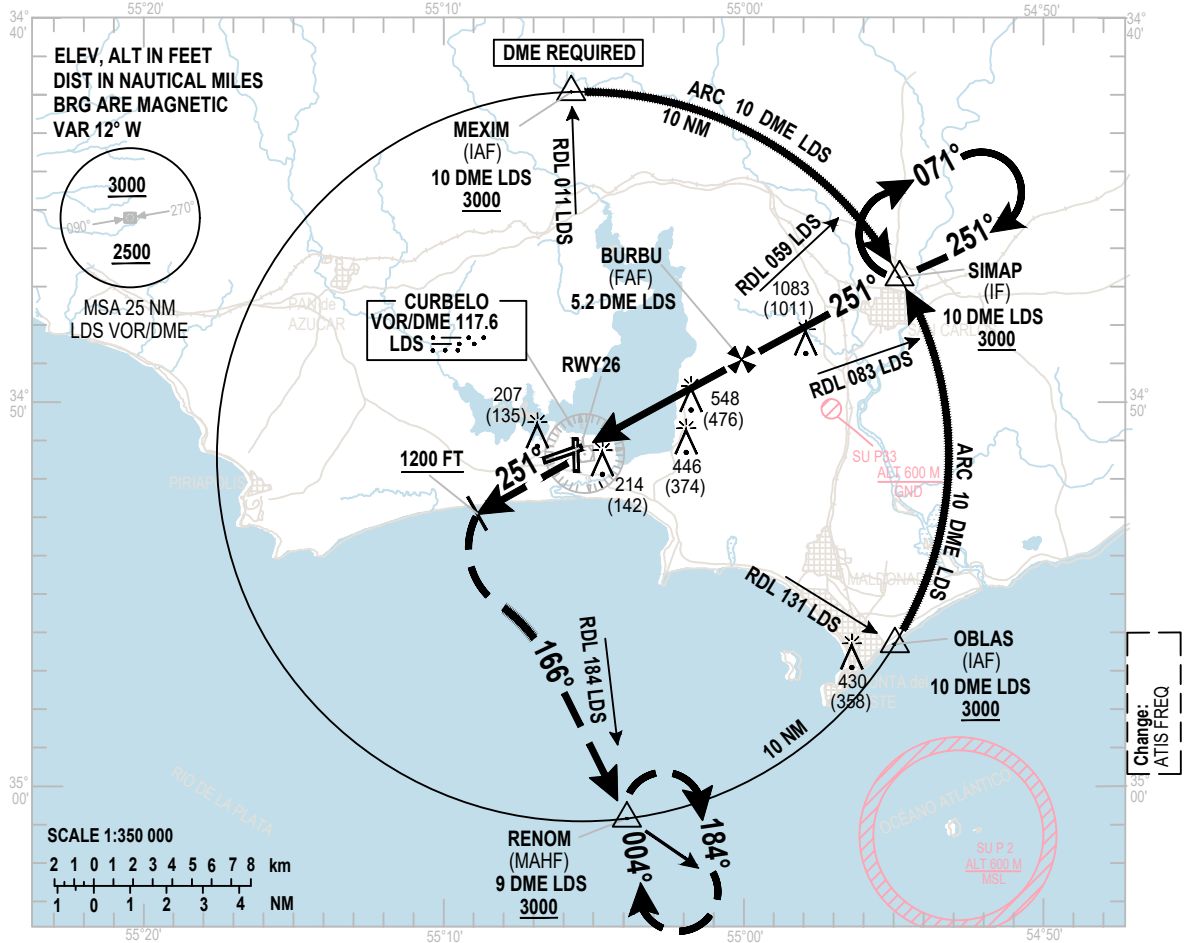
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ATIS FREQ

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 26 - ELEV 72 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 26



MISSED APPROACH

Climb up to 3000 FT: keep RDL 251 of LDS VOR/DME up to pass 1200 FT; then turn left heading 166° to intercept RDL 184 of LDS VOR/DME to RENOM for hold. MAX IAS 210 KT. ELEV 72 (THR RWY 26)

NOTE:
5% MNM of missed approach gradient up to 1200 FT, established by airspace.

TRANSITION ALT 3000

RDH 50

LDS VOR/DME

SIMP IF
3000 (2928)

BURBU FAF
1720 (1648)

LS032 SDF
820 (748)

RWY26 MAPt

5.2% (3°)

2.4 NM

5.2 NM

251°

5%

251°

1200

800

1700

NM to LDS VOR/DME

		KT	80	100	120	140	160	180
Vertical speed of descent 5.2%	Feet/Min		450	550	650	750	850	950
		NM to LDS DME	5	4	3	1.5	1.4	
Altitude Height		1720	1393	1074	597	480		
		1648	1321	1002	525	408		

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **95 FT**
HEIGHTS RELATED TO
THR RWY 26 - ELEV 72 FT

TWR 118.3 - 122.1
ATIS 132.1

MALDONADO/Int'l
C/C Carlos A. Curbelo
Laguna del Sauce
VOR Z RWY 26

AERONAUTICAL DATA TABULATION

VOR Z approach to RWY 26 from MEXIM or OBLAS	
Fix / Point	Coordinates
MEXIM (IAF)	34°41'29.12"S 055°05'41.38"W
OBLAS (IAF)	34°56'21.83"S 054°54'52.78"W
SIMAP (IF)	34°46'22.37"S 054°55'04.32"W
BURBU (FAF)	34°48'50.48"S 055°00'05.36"W
LS032 (SDF)	34°50'16.60"S 055°03'00.70"W
LS033 (FTP) (MAPT)	34°51'24.18"S 055°05'18.53"W
RWY26	34°51'14.69"S 055°05'23.69"W
LDS VOR/DME	34°51'29.9"S 055°05'30.2"W
RENOM (MAHF)	35°01'25.02"S 055°03'48.53"W

Change:
ATIS FREQ

SUPU AD 2.10-22 FLIGHT PROCEDURES

1. IFR takeoff minimums

The minimum applicable for take-off in terms of ceiling and visibility shall be the minimum expected for the instrumental approach procedure published for the runway in use. If a visual circulation is necessary, the minimums published for the runway in use shall be applied.

- a) Aircraft must be equipped with the necessary instruments for the operation;
- b) the necessary radio aids must be operational

2. 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.

3. Aircraft operating at SUPU and Chalkling Aerodrome

3.1. These procedures are complementary to those defined in Document 4444, Annex 2 and in LAR 211.

3.2. 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:

3.2.1. 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 Chalking

☛ **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.

3.2.2. ☛ Departing Aircraft

☛ VFR aircraft departing SUPU or Chalking 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.

☛ Chalking 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.

3.2.3. ☛ Local flights

3.2.3.1. ☛ Traffic circuits at SUPU shall be carried out towards the WEST sector and circuits at Chalking shall be carried out towards the SOUTH sector.

3.2.3.2. ☛ The traffic altitude shall be 1500 FT for SUPU circuits and 1000 FT for Chalking circuits.

3.2.3.3. ☛ 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.

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

SUPU AD 2.10-24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart - ICAO	➤ AD 2.10-13
Aerodrome Obstacle Chart – ICAO Type A	➤ AD 2.10-15

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AERODROME/HELIPORT **32°21'51"S ELEV 50**
CHART - ICAO **058°03'44"W (164)**

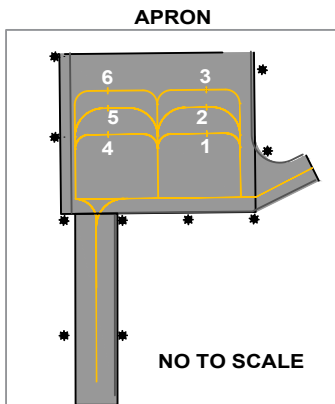
AFIS 118.2
APRON 118.2

PAYSANDU/Intl
Tydeo Larre Borges

RWY	DIRECTION	THR	GUND	BEARING STRENGTH
02	020°	32°22'12.32"S 58°03'48.10"W	17.4 M	Apron, Runway and Taxiway 18/F/B/X/U
20	200°	32°21'30.00"S 58°03'40.34"W	17.4 M	

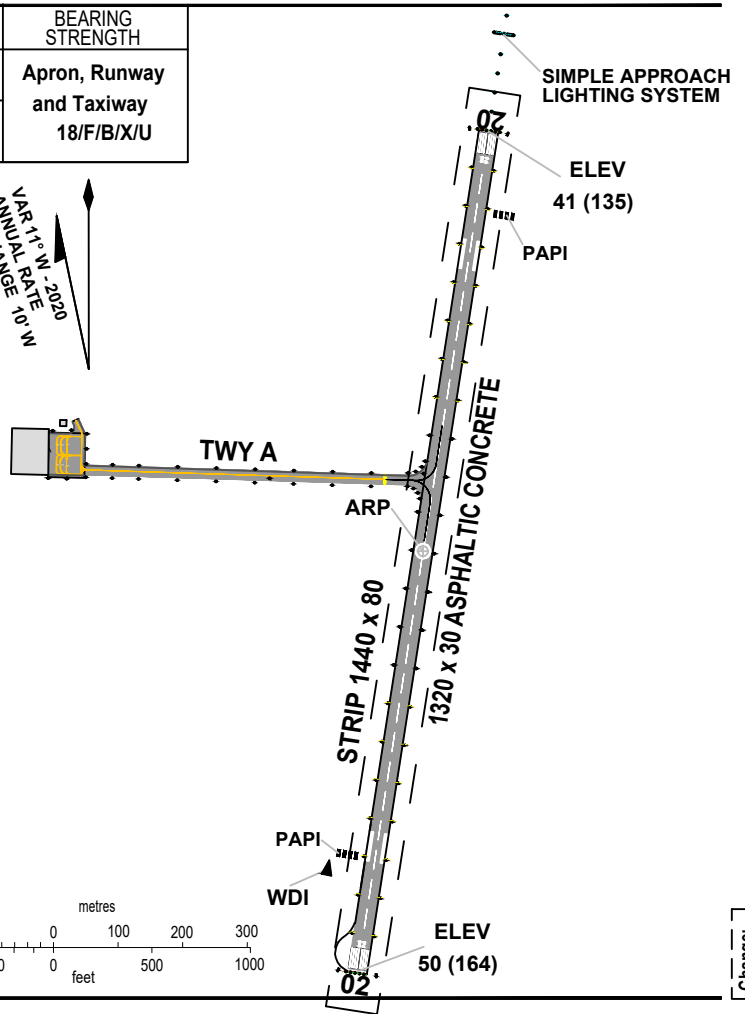
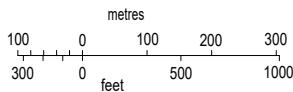
TAXIWAYS 15 WIDE

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



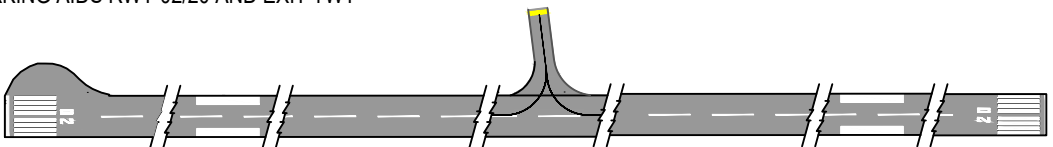
INS COORDINATES FOR
AIRCRAFT STANDS

- 1 32°21'45.77"S 058°04'05.31"W
- 2 32°21'45.77"S 058°04'05.66"W
- 3 32°21'45.76"S 058°04'06.02"W
- 4 32°21'46.91"S 058°04'05.34"W
- 5 32°21'46.90"S 058°04'05.69"W
- 6 32°21'46.89"S 058°04'06.05"W

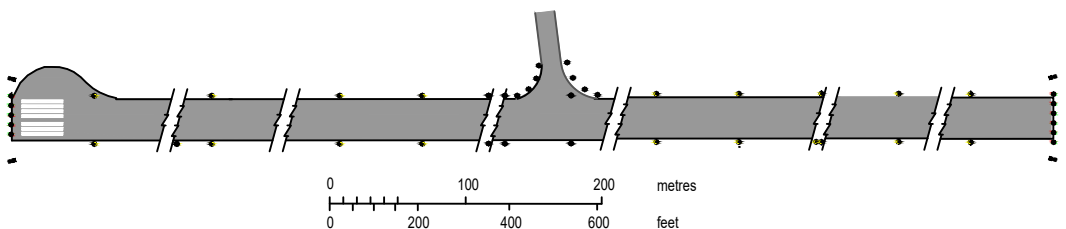


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MARKING AIDS RWY 02/20 AND EXIT TWY



LIGHTING AIDS RWY 02/20 AND EXIT TWY



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AERODROME OBSTACLE CHART - ICAO

TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METRES

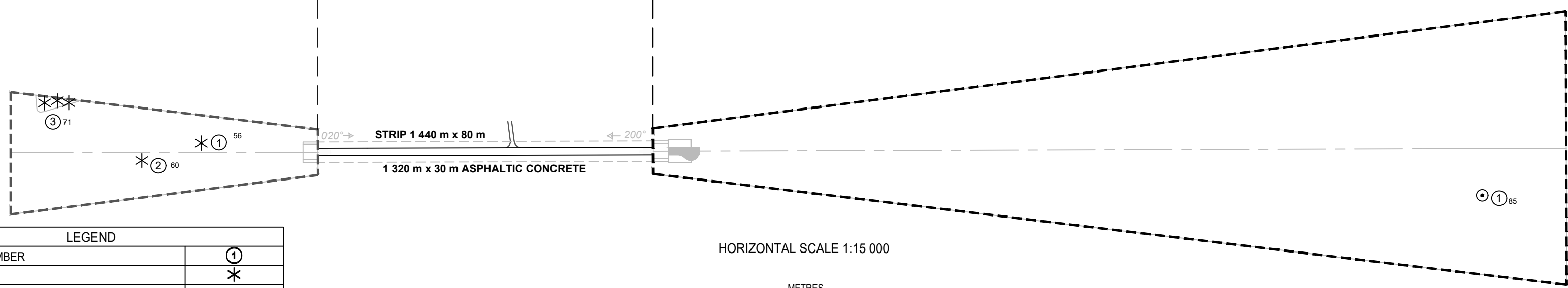
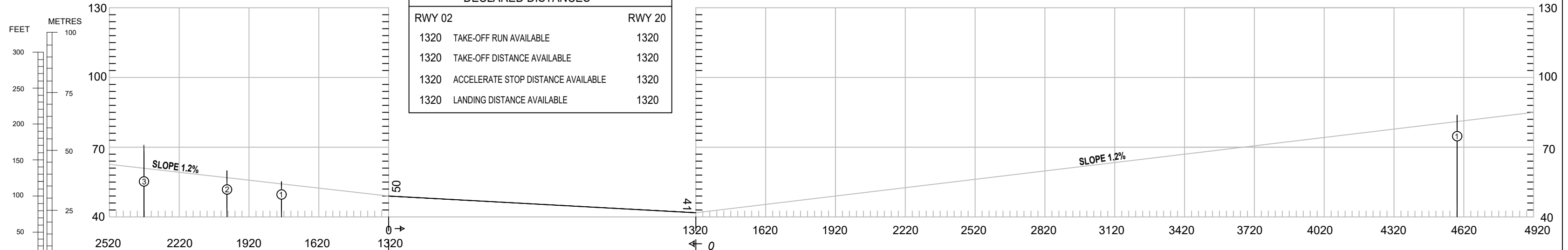
PAYSANDÚ/Intl Tydeo Larre Borges

MAGNETIC VARIATION 11° W JAN 2020

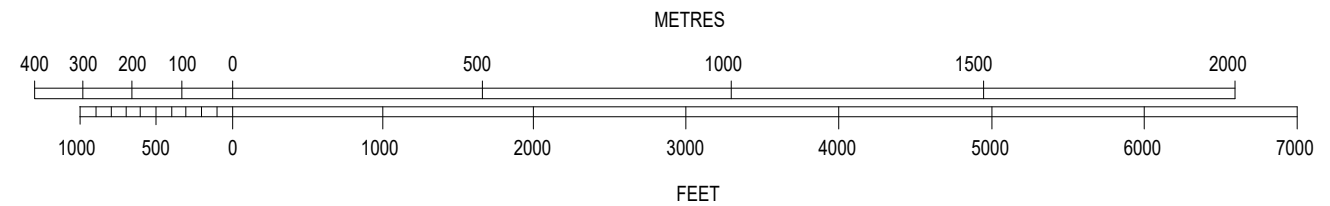
RWY 02 / 20

DECLARED DISTANCES

RWY 02	RWY 20
1320 TAKE-OFF RUN AVAILABLE	1320
1320 TAKE-OFF DISTANCE AVAILABLE	1320
1320 ACCELERATE STOP DISTANCE AVAILABLE	1320
1320 LANDING DISTANCE AVAILABLE	1320



LEGEND	
IDENTIFICATION NUMBER	①
TREE OR SHRUB	*
HIGHWAY	====
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	■
RAILROAD	—+—+—+—
TERRAIN CONTOUR	~
TERRAIN PENETRATING OBSTACLE PLANE	▲



ORDER OF ACCURACY
HORIZONTAL 01 M
VERTICAL 01 M

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SUPE AD 2.11-20 LOCAL TRAFFIC REGULATIONS

1. General

Punta del Este "El Jagüel" Dptal Airport. is an uncontrolled aerodrome and operated exclusively for VFR flights. VFR transit departing or arriving, shall comply with the Flight General Rules set out in LAR91.

Aircraft on arrival receive traffic information and aerodrome available for Curbelo Tower 118.3 MHz frequency and will be guided by it to the limits of ATZ Punta del Este "El Jagüel" Dptal airport.

By entering the "El Jagüel" ATZ aircrafts change frequency to 118.7 MHz and issue a message informing its position in the air, which will also do entering the holding pattern for runway in use, turning to the final track and when they leave the runway. The manoeuvres in the ATZ, the traffic pattern and landing, are the responsibility of the pilot in command.

Aircraft departure, issued a message to air traffic reporting their intentions, so will before entering the runway before takeoff. The taxiway and takeoff manoeuvres are the responsibility of the pilot in command.

Aircraft departing and foreseeing affect Carrasco TMA or airspace class "C" shall:

- 1) before starting engines, call by phone to SULS TWR to obtain the approval of the Flight Plan and the Transponder Code; and
- 2) before take-off, transmit by frequency 118.7 Mhz your intentions;
- 3) After take-off:
 - If you keep in Airspace Class "G" (departure RBO between 350° to 190° at or below 2000 FT) once you leave Punta del Este ATZ, you shall listen on frequencies 119.2 Mhz / 128.5 Mhz;
 - If you need to enter to Carrasco TMA (departure RBO between 350° to 190° above 2000 FT), request entry in frequencies 119.2 Mhz / 128.5 Mhz or, failing that, in 118.3 Mhz and wait for authorization;
 - If you need to enter the C. Curbelo CTR (departure RBO between 190° to 350°) to stay in it or in transit to Carrasco TMA, request it in frequency 118.3 Mhz while staying within Punta del Este ATZ and wait for authorization.

All flights shall comply with the filing of flight plan according to current regulations.

☛ It is recalled that in Punta del Este "The Jagüel" Dptal Airport the circuit pattern for runway 02 will be carried out exclusively by right.

☛ Caution is advised on final approach to Runway 02 and climb on takeoff from Runway 20 for the presence of natural obstacles (trees) in the vicinity of THR 02.

2. Airport Regulation

Aerodrome available for general public use permitted only daytime operations.

3. Limitations of use

Aerodrome is licensed for use for aircraft maximum takeoff weight (MTOW) of up to 5,700 KG.

4. Minimum vertical separation in the Traffic Circuit of Punta del Este.

Nil.

5. Aircraft carrying out parachute activities

☛ 5.1 SUPE departure procedure

- ☛ 5.1.1 Aircraft shall request approval of their Flight Plan via telephone from SULTS (42559777 ext. 125) or from Curbelo clearance (CLRD) frequency 122.1 MHz (or 118.3 MHz).
- ☛ 5.1.2 SULTS TWR shall approve the Flight Plan and provide the SSR Code for the flight.
- ☛ 5.1.3 After take-off, you shall fly towards the mouth of the Maldonado stream "La Barra", and south of shore-line, zone defined by coordinates 34°55'42" S 054°49'04" W, 34°50'56" S 054°36'15"W, 34°55'28" S 054°33'23"W, 34°59'50" S 054°44'23"W, climbing to 2000 FT altitude. At take-off, they shall broadcast their position on frequency 118.7 MHz.
- 5.1.4 To continue the ascent, you shall contact Carrasco APP.
 - ☛ In case of not having contact with Carrasco APP, they shall contact SULTS TWR (118.3 MHz), maintaining 2000 FT maximum. SULTS TWR shall coordinate with Carrasco APP the climbing clearance to final level.
- ☛ 5.1.5 Once Carrasco APP has radio contact, the climb to the proposed final flight level shall be cleared according to the Flight Plan, subject to traffic. Aircrafts must not climb above 2000 FT without APP clearance.
- ☛ 5.1.6 Once the proposed flight level has been reached, Carrasco APP shall authorize the aircrafts to fly to the vertical of SUPE, for parachute jump.
- ☛ 5.1.7 The aircrafts shall request authorization from the Carrasco APP to start the parachute jump.
- ☛ 5.1.8 Aircrafts shall coordinate with other aircrafts flying inside SUPE ATZ through frequency AD SUPE 118.7 MHz.
- ☛ 5.1.9 Once the launch is finished, it shall request authorization to start the descent.

5.2 Procedure for descent to SUPE

- ☛ 5.2.1 Descent shall take place in the area assigned by Carrasco APP, following their instructions.
- ☛ 5.2.2. Once 3000 FT altitude is reached, the aircraft shall communicate with SULTS TWR to continue the descent to 1000 FT and enter Airspace Class "G", reporting position and intentions on frequency 118.7 MHz.

5.3 Note

- 5.3.1 Ground separation, minimum altitudes, maintaining VMC conditions, are exclusive responsibility of Pilot in command. Traffic information about other VFR traffic shall be delivered if possible.
- 5.3.2 Aircrafts climbing/descending must adhere strictly to altitudes established in this procedure, otherwise instructed by Carrasco APP.
- 5.3.3 Parachute activity shall be carried out exclusively in VMC conditions. For departure, SULL METAR shall be considered.

SUPE AD 2.11-24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart – ICAO AD 2.11-13