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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

**AMDT**
NR **56**
**01 DEC 2018**

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

**EFFECTIVE DATE: 01 DEC 2018 - 03:01 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.**

## 1. INSERT AND/OR DESTROY THE FOLLOWING PAGES:

| *DESTROY* | *INSERT* |
|---|---|
| ***GEN*** | ***GEN*** |
| 0.4-1 ..... 11 OCT 2018 | 0.4-1 ..... 01 DEC 2018 |
| 0.4-2 ..... 11 OCT 2018 | 0.4-2 ..... 01 DEC 2018 |
| 0.4-3 ..... 11 OCT 2018 | 0.4-3 ..... 01 DEC 2018 |
| 0.4-4 ..... 01 APR 2018 | 0.4-4 ..... 01 DEC 2018 |
| 0.4-5 ..... 01 AUG 2018 | 0.4-5 ..... 01 DEC 2018 |
| 0.4-6 ..... 01 DEC 2017 | |
| 1.5-1..... ..... 02 JAN 2017 | 1.5-1 ..... 01 DEC 2018 |
| 1.6-1 ..... 02 JAN 2017 | 1.6-1 ..... 01 DEC 2018 |
| 1.6-2 ..... 01 APR 2002 | |
| 1.6-3 ..... 01 APR 2002 | |
| 1.6-4 ..... 01 APR 2014 | |
| 1.6-5 ..... 01 DEC 2010 | |
| 1.6-6 ..... 01 DEC 2010 | |
| 1.6-7 ..... 01 APR 2014 | |
| 1.6-8 ..... 01 APR 2014 | |
| 1.6-9 ..... 01 APR 2014 | |
| 1.6-10 ..... 02 JAN 2017 | |
| 1.6-11 ..... 01 APR 2014 | |
| 1.6-12 ..... 01 APR 2014 | |
| 1.6-13 ..... 01 APR 2014 | |
| 1.6-14 ..... 02 JAN 2017 | |
| 1.6-15 ..... 01 APR 2014 | |
| 1.6-16 ..... 01 APR 2014 | |
| 1.6-17 ..... 01 APR 2014 | |
| 1.6-18 ..... 01 APR 2014 | |
| 1.6-19 ..... 01 APR 2014 | |
| 1.6-20 ..... 01 APR 2014 | |

| *DESTROY* | *INSERT* |
|---|---|
| ***GEN*** | ***GEN*** |
| 1.6-21 ..... 01 APR 2014 | |
| 1.6-22 ..... 01 APR 2014 | |
| 1.6-23 ..... 01 APR 2014 | |
| 1.6-24 ..... 01 APR 2014 | |
| 1.6-25 ..... 01 APR 2014 | |
| 1.6-26 ..... 02 JAN 2017 | |
| 1.6-27 ..... 01 APR 2014 | |
| 1.6-28 ..... 01 APR 2014 | |
| 1.6-29 ..... 01 APR 2014 | |
| 1.6-30 ..... 01 APR 2014 | |
| 1.6-31 ..... 01 APR 2014 | |
| 1.6-32 ..... 01 APR 2014 | |
| 1.6-33 ..... 01 APR 2014 | |
| 1.6-34 ..... 01 APR 2014 | |
| 1.6-35 ..... 01 APR 2014 | |
| 1.6-36 ..... 01 APR 2014 | |
| 1.6-37 ..... 01 APR 2014 | |
| 1.6-38 ..... 01 APR 2014 | |
| 1.6-39 ..... 01 APR 2014 | |
| 1.6-40 ..... 01 APR 2014 | |
| 1.6-41 ..... 01 APR 2014 | |
| 1.6-42 ..... 01 APR 2014 | |
| 1.6-43 ..... 10 DEC 2015 | |
| 1.6-44 ..... 01 APR 2014 | |
| 1.7-1 ..... 01 DEC 2017 | 1.7-1 ..... 01 DEC 2018 |
| 1.7-2 ..... 01 AUG 2015 | 1.7-2 ..... 01 AUG 2015 |
| 3.3-1 ..... 14 SEP 2017 | 3.3-1 ..... 01 DEC 2018 |
| 3.3-2 ..... 14 SEP 2017 | 3.3-2 ..... 14 SEP 2017 |
| 3.5-1 ..... 01 DEC 2010 | 3.5-1 ..... 01 DEC 2018 |
| 3.5-2 ..... 01 AUG 2012 | 3.5-2 ..... 01 AUG 2012 |
| ***ENR*** | ***ENR*** |
| 1.1-1 ..... 01 DEC 2010 | 1.1-1 ..... 01 DEC 2018 |
| 1.1-2 ..... 01 DEC 2013 | 1.1-2 ..... 01 DEC 2013 |
| 1.2-1 ..... 01 AUG 2016 | 1.2-1 ..... 01 DEC 2018 |
| 1.2-2 ..... 01 APR 2018 | 1.2-2 ..... 01 APR 2018 |
| 1.6-1 ..... 13 OCT 2016 | 1.6-1 ..... 01 DEC 2018 |
| 1.6-2 ..... 01 APR 2009 | 1.6-2 ..... 01 APR 2009 |
| 1.10-1 ..... 01 APR 2016 | 1.10-1 ..... 01 DEC 2018 |
| 1.10-2 ..... 01 AUG 2007 | 1.10-2 ..... 01 AUG 2007 |
| 5.3-1 ..... 01 AUG 2014 | 5.3-1 ..... 01 DEC 2018 |
| 5.5-1 ..... 01 DEC 2013 | 5.5-1 ..... 01 DEC 2013 |
| 5.5-2 ..... 01 DEC 2013 | 5.5-2 ..... 01 DEC 2018 |
| 5.5-3 ..... 10 DEC 2015 | 5.5-3 ..... 01 DEC 2018 |

| *DESTROY* | *INSERT* |
|---|---|
| ***ENR*** | ***ENR*** |
| 5.5-4 ..... 01 DEC 2013 | 5.5-4 ..... 01 DEC 2013 |
| 5.6-1 ..... 01 AUG 2010 | 5.6-1 ..... 01 DEC 2018 |
| 5.6-2 ..... 01 MAR 1999 | 5.6-2 ..... 01 MAR1999 |
| ***AD*** | ***AD*** |
| 2.5-11 ..... 01 AUG 2007 | 2.5-11 ..... 01 DEC 2018 |
| 2.5-12 ..... 14 SEP 2017 | 2.5-12 ..... 14 SEP 2017 |
| 2.8-7 ..... 01 DEC 2017 | 2.8-7 ..... 01 DEC 2017 |
| 2.8-8 ..... 01 AUG 2007 | 2.8-8 ..... 01 DEC 2018 |
| 2.9-9 ..... 01 AUG 2018 | 2.9-9 ..... 01 AUG 2018 |
| 2.9-10 ..... 01 AUG 2018 | 2.9-10 ..... 01 DEC 2018 |
| 2.9-13 ..... 01 AUG 2018 | 2.9-13 ..... 01 DEC 2018 |
| 2.9-14 ..... 01 AUG 2018 | 2.9-14 ..... 01 AUG 2018 |
| 2.9-21 ..... 01 AUG 2018 | 2.9-21 ..... 01 DEC 2018 |
| 2.9-22 ..... 01 AUG 2018 | 2.9-22 ..... 01 DEC 2018 |
| 2.9-23 ..... 01 AUG 2018 | 2.9-23 ..... 01 AUG 2018 |
| 2.9-24 ..... 01 AUG 2018 | 2.9-24 ..... 01 DEC 2018 |
| 2.11-9 ..... 13 OCT 2016 | 2.11-9 ..... 01 DEC 2018 |
| 2.11-10 ..... 01 AUG 2001 | 2.11-10 ..... 01 AUG 2001 |

***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

| Page | Date |
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| **PART 1** | |
| **GENERAL (GEN)** | |
| 0.1-1 | 01 APR 2005 |
| 0.1-2 | 01 APR 2012 |
| 0.1-3 | 01 DEC 2010 |
| 0.1-4 | 01 JUN 1997 |
| 0.2-1 | 01 APR 2017 |
| 0.3-1 | 01 JUN 1997 |
| ☛0.4-1 | 01 DEC 2018 |
| ☛0.4-2 | 01 DEC 2018 |
| ☛0.4-3 | 01 DEC 2018 |
| ☛0.4-4 | 01 DEC 2018 |
| ☛0.4-5 | 01 DEC 2018 |
| ☛ | |
| 0.5-1 | 01 JUN 1997 |
| 0.6-1 | 01 JUN 1997 |
| 0.6-2 | 01 DEC 2006 |
| 0.6-3 | 01 APR 2005 |
| **GEN 1** | |
| 1.1-1 | 01 DEC 2010 |
| 1.1-2 | 28 MAY 2015 |
| 1.1-3 | 01 DEC 2010 |
| 1.2-1 | 28 MAY 2015 |
| 1.2-2 | 01 DEC 2006 |
| 1.2-3 | 01 AUG 2000 |
| 1.2-4 | 01 AUG 2016 |
| 1.2-5 | 01 APR 2005 |
| 1.2-6 | 01 AUG 2016 |
| 1.3-1 | 01 AUG 2016 |
| 1.3-2 | 01 DEC 2001 |
| 1.4-1 | 01 JUN 1997 |
| ☛1.5-1 | 01 DEC 2018 |
| ☛1.6-1 | 01 DEC 2018 |
| ☛1.7-1 | 01 DEC 2018 |
| 1.7-2 | 01 AUG 2015 |
| 1.7-3 | 01 AUG 2015 |
| 1.7-4 | 01 AUG 2015 |
| **GEN 2** | |
| 2.1-1 | 10 DEC 2015 |
| 2.1-2 | 05 NOV 1998 |
| 2.1-3 | 05 NOV 1998 |
| 2.2-1 | 02 JAN 2017 |
| 2.2-2 | 02 JAN 2017 |
| 2.2-3 | 02 JAN 2017 |
| 2.2-4 | 02 JAN 2017 |
| 2.2-5 | 02 JAN 2017 |
| 2.2-6 | 02 JAN 2017 |
| 2.2-7 | 02 JAN 2017 |
| 2.2-8 | 02 JAN 2017 |
| 2.2-9 | 02 JAN 2017 |
| 2.2-10 | 02 JAN 2017 |
| 2.2-11 | 02 JAN 2017 |
| 2.2-12 | 02 JAN 2017 |
| 2.2-13 | 02 JAN 2017 |
| 2.2-14 | 02 JAN 2017 |
| 2.2-15 | 02 JAN 2017 |
| 2.3-1 | 01 DEC 2005 |
| 2.3-2 | 01 DEC 2005 |
| 2.3-3 | 01 DEC 2005 |
| 2.3-4 | 01 DEC 2005 |
| 2.3-5 | 01 APR 2017 |
| 2.3-6 | 28 MAY 2015 |
| 2.3-7 | 01 AUG 2011 |
| 2.3-8 | 01 AUG 2011 |
| 2.4-1 | 01 JUN 2008 |
| 2.4-2 | 01 AUG 2010 |
| 2.4-3 | 01 DEC 2004 |
| 2.4-4 | 01 DEC 2002 |
| 2.4-5 | 01 DEC 2002 |
| 2.5-1 | 01 DEC 2013 |
| 2.5-2 | 01 AUG 2010 |
| 2.5-3 | 01 AUG 2010 |
| 2.6-1 | 01 JUN 1997 |
| 2.6-2 | 01 JUN 1997 |
| 2.7-1 | 01 AUG 2011 |
| 2.7-2 | 01 AUG 2011 |
| 2.7-3 | 01 AUG 2011 |
| 2.7-4 | 01 AUG 2011 |
| 2.7-5 | 01 AUG 2011 |
| **GEN 3** | |
| 3.1-1 | 01 DEC 2014 |
| 3.1-2 | 01 DEC 2012 |
| 3.1-3 | 01 DEC 2012 |
| 3.1-4 | 02 JAN 2017 |
| 3.1-5 | 02 JAN 2017 |
| 3.1-6 | 02 JAN 2017 |
| 3.1-7 | 02 JAN 2017 |
| 3.1-8 | 02 JAN 2017 |
| 3.2-1 | 01 DEC 2014 |
| 3.2-2 | 01 DEC 2004 |
| 3.2-3 | 01 JUN 1997 |
| 3.2-4 | 01 DEC 2004 |
| 3.2-5 | 01 AUG 2018 |
| 3.2-6 | 11 OCT 2018 |
| 3.2-7 | 01 AUG 2018 |
| 3.2-8 | 01 AUG 2018 |
| ☛3.3-1 | 01 DEC 2018 |
| 3.3-2 | 14 SEP 2017 |
| 3.3-3 | 01 DEC 2010 |
| 3.4-1 | 01 DEC 2010 |
| 3.4-2 | 01 DEC 2001 |
| 3.4-3 | 01 AUG 2002 |
| 3.4-4 | 01 DEC 2009 |
| 3.4-5 | 01 DEC 2009 |
| 3.4-6 | 01 DEC 2002 |
| ☛3.5-1 | 01 DEC 2018 |
| 3.5-2 | 01 AUG 2012 |
| 3.5-3 | 01 APR 2005 |
| 3.5-4 | 01 DEC 2006 |
| 3.5-5 | 01 JUN 1997 |
| 3.5-6 | 01 APR 2005 |
| 3.5-7 | 01 AUG 2005 |
| 3.5-8 | 01 APR 2005 |
| 3.6-1 | 01 APR 2011 |
| 3.6-2 | 01 DEC 2008 |
| 3.6-3 | 01 DEC 2008 |
| 3.6-4 | 01 APR 2001 |
| 3.6-5 | 01 DEC 2008 |
| 3.6-6 | 28 MAY 2015 |
| 3.6-7 | 28 MAY 2015 |
| 3.6-8 | 28 MAY 2015 |
| 3.6-9 | 28 MAY 2015 |
| 3.6-11 | 01 DEC 2008 |
| 3.7-1 | 01 DEC 2014 |
| 3.7-2 | 01 DEC 2014 |

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| **GEN 4** | |
| 4.1-1 | 01 APR 2006 |
| 4.1-2 | 01 DEC 2004 |
| 4.1-3 | 01 DEC 2004 |
| 4.1-4 | 02 JAN 2017 |
| 4.1-5 | 02 JAN 2017 |
| 4.1-6 | 02 JAN 2017 |
| 4.1-7 | 02 JAN 2017 |
| 4.1-8 | 02 JAN 2017 |
| 4.1-9 | 02 JAN 2017 |
| 4.1-10 | 02 JAN 2017 |
| 4.1-11 | 02 JAN 2017 |
| 4.1-12 | 02 JAN 2017 |
| 4.1-13 | 02 JAN 2017 |
| 4.1-14 | 02 JAN 2017 |
| 4.1-15 | 02 JAN 2017 |
| 4.1-16 | 02 JAN 2017 |
| 4.1-17 | 02 JAN 2017 |
| 4.1-18 | 02 JAN 2017 |
| 4.1-19 | 02 JAN 2017 |
| 4.1-20 | 02 JAN 2017 |
| 4.1-21 | 02 JAN 2017 |
| **PART 2** | |
| **EN - ROUTE (ENR)** | |
| 0.6-1 | 01 AUG 2005 |
| 0.6-2 | 01 AUG 2014 |
| **ENR 1** | |
| ☛1.1-1 | 01 DEC 2018 |
| 1.1-2 | 01 DEC 2013 |
| 1.1-3 | 01 AUG 2010 |
| ☛1.2-1 | 01 DEC 2018 |
| 1.2-2 | 01 APR 2018 |
| 1.2-3 | 01 APR 2018 |
| 1.3-1 | 13 OCT 2016 |
| 1.4-1 | 01 AUG 2003 |
| 1.4-2 | 14 SEP 2017 |
| 1.4-3 | 01 AUG 2015 |
| 1.5-1 | 01 AUG 2016 |
| 1.5-2 | 01 DEC 2004 |
| ☛1.6-1 | 01 DEC 2018 |
| 1.6-2 | 01 APR 2009 |
| 1.6-3 | 01 AUG 2009 |
| 1.6-4 | 02 JAN 2017 |
| 1.7-1 | 01 AUG 2005 |
| 1.7-2 | 01 DEC 2010 |
| 1.7-3 | 01 APR 2002 |
| 1.7-4 | 01 APR 2002 |
| 1.7-5 | 01 AUG 2005 |
| 1.8-1 | 01 DEC 2009 |
| 1.9-1 | 01 AUG 2005 |
| ☛1.10-1 | 01 DEC 2018 |
| 1.10-2 | 01 AUG 2007 |
| 1.10-3 | 01 AUG 2010 |
| 1.10-4 | 01 AUG 2010 |
| 1.10-5 | 01 DEC 2010 |
| 1.10-6 | 01 AUG 2010 |
| 1.11-1 | 01 AUG 2007 |
| 1.12-1 | 01 JUN 1997 |
| 1.12-2 | 01 JUN 1997 |
| 1.12-3 | 01 JUN 1997 |
| 1.12-4 | 01 JUN 1997 |
| 1.13-1 | 01 JUN 1997 |
| 1.14-1 | 01 JUN 1997 |
| 1.14-2 | 01 DEC 2010 |
| 1.14-3 | 01 JUN 1997 |
| 1.14-4 | 01 DEC 2005 |
| 1.14-5 | 01 DEC 2005 |
| 1.14-6 | 01 DEC 2005 |
| 1.14-7 | 01 DEC 2005 |
| 1.15-1 | 01 AUG 2003 |
| 1.16-1 | 01 AUG 2005 |
| 1.16-2 | 01 AUG 2005 |
| 1.16-3 | 01 AUG 2005 |
| 1.16-4 | 01 AUG 2005 |
| 1.16-5 | 01 AUG 2005 |
| 1.16-6 | 01 AUG 2005 |
| 1.16-7 | 01 AUG 2014 |
| 1.16-8 | 01 AUG 2005 |
| 1.16-9 | 01 AUG 2005 |
| 1.16-10 | 01 APR 2006 |
| 1.16-11 | 01 APR 2006 |
| **ENR 2** | |
| 2.1-1 | 01 APR 2009 |
| 2.1-2 | 01 DEC 2013 |
| 2.1-3 | 01 DEC 2012 |
| 2.1-4 | 01 APR 2009 |
| 2.1-5 | 01 AUG 2005 |
| 2.1-7 | 01 APR 2009 |
| 2.2-1 | 01 AUG 2003 |
| 2.2-2 | 01 DEC 2013 |
| 2.2-3 | 01 DEC 2013 |
| 2.2-4 | 01 DEC 2013 |
| 2.2-5 | 01 DEC 2013 |
| 2.2-6 | 01 DEC 2013 |
| **ENR 3** | |
| 3.1-1 | 13 OCT 2016 |
| 3.1-2 | 13 OCT 2016 |
| 3.1-3 | 13 OCT 2016 |
| 3.1-4 | 13 OCT 2016 |
| 3.1-5 | 13 OCT 2016 |
| 3.1-6 | 13 OCT 2016 |
| 3.1-7 | 13 OCT 2016 |
| 3.1-8 | 01 AUG 2011 |
| 3.1-9 | 13 OCT 2016 |
| 3.1-10 | 13 OCT 2016 |
| 3.1-11 | 13 OCT 2016 |
| 3.1-12 | 13 OCT 2016 |
| 3.1-13 | 13 OCT 2016 |
| 3.1-14 | 13 OCT 2016 |
| 3.1-15 | 13 OCT 2016 |
| 3.1-16 | 01 DEC 2013 |
| 3.1-17 | 13 OCT 2016 |
| 3.2-1 | 11 OCT 2018 |
| 3.2-2 | 11 OCT 2018 |
| 3.2-3 | 11 OCT 2018 |
| 3.3-1 | 11 OCT 2018 |
| 3.3-2 | 13 OCT 2016 |
| 3.3-3 | 11 OCT 2018 |
| 3.3-4 | 11 OCT 2018 |
| 3.3-5 | 11 OCT 2018 |
| 3.3-6 | 11 OCT 2018 |
| 3.3-7 | 11 OCT 2018 |
| 3.3-8 | 11 OCT 2018 |
| 3.3-9 | 11 OCT 2018 |
| 3.3-10 | 11 OCT 2018 |
| 3.3-11 | 11 OCT 2018 |
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| 3.3-13 | 02 JAN 2017 |

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| 3.3-15 | 02 JAN 2017 |
| 3.4-1 | 01 JUN 1997 |
| 3.5-1 | 01 APR 2016 |
| 3.5-2 | 01 DEC 2013 |
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| 3.5-4 | 13 OCT 2016 |
| 3.5-5 | 13 OCT 2016 |
| 3.5-6 | 13 OCT 2016 |
| 3.6-1 | 01 JUN 1997 |
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| 4.1-1 | 28 MAY 2015 |
| 4.2-1 | 01 DEC 2010 |
| 4.2-2 | 01 APR 2005 |
| 4.2-3 | 01 AUG 2009 |
| 4.2-4 | 01 AUG 2003 |
| 4.2-5 | 01 AUG 2010 |
| 4.2-6 | 01 AUG 2003 |
| 4.2-7 | 01 APR 2012 |
| 4.3-1 | 11 OCT 2018 |
| 4.3-2 | 11 OCT 2018 |
| 4.3-3 | 11 OCT 2018 |
| 4.3-4 | 11 OCT 2018 |
| 4.3-5 | 11 OCT 2018 |
| 4.3-6 | 11 OCT 2018 |
| 4.4-1 | 01 AUG 2014 |
| 4.4-2 | 01 DEC 2014 |
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| 5.1-1 | 01 DEC 2013 |
| 5.1-2 | 01 DEC 2014 |
| 5.1-3 | 01 DEC 2013 |
| 5.1-4 | 10 DEC 2015 |
| 5.1-5 | 10 DEC 2015 |
| 5.2-1 | 01 DEC 2013 |
| 5.2-2 | 01 DEC 2013 |
| ☛5.3-1 | 01 DEC 2018 |
| 5.4-1 | 01 JUN 1997 |
| 5.5-1 | 01 DEC 2013 |
| ☛5.5-2 | 01 DEC 2018 |
| ☛5.5-3 | 01 DEC 2018 |
| 5.5-4 | 01 DEC 2013 |
| 5.5-5 | 13 OCT 2016 |
| ☛5.6-1 | 01 DEC 2018 |
| 5.6-2 | 01 MAR 1999 |
| 5.6-3 | 01 AUG 1998 |
| **ENR 6** | |
| 6.1-1 | 02 JAN 2017 |
| 6.1-2 | 11 OCT 2018 |
| 6.1-3 | 02 JAN 2017 |
| 6.1-4 | 11 OCT 2018 |
| 6.1-5 | 13 OCT 2016 |
| 6.2-1 | 01 DEC 2008 |
| 6.2-2 | 01 APR 2009 |
| 6.2-3 | 10 DEC 2015 |
| 6.2-5 | 01 DEC 2013 |
| 6.3 | 02 JAN 2017 |
| 6.4 | 01 JUN 1997 |
| 6.5 | 01 JUN 1997 |
| 6.6 | 01 JUN 1997 |
| 6.7 | 01 JUN 1997 |
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| 0.6-2 | 01 APR 2012 |
| 0.6-3 | 01 APR 2012 |
| 0.6-4 | 01 DEC 2004 |
| 0.6-5 | 01 DEC 2008 |
| 0.6-6 | 01 AUG 2007 |
| 0.6-7 | 01 APR 2012 |
| 0.6-8 | 01 DEC 2004 |
| 0.6-9 | 01 DEC 2004 |
| 0.6-10 | 02 JAN 2017 |
| 0.6-11 | 02 JAN 2017 |
| **AD 1** | |
| 1.1-1 | 01 DEC 2012 |
| 1.1-2 | 01 DEC 2002 |
| 1.1-3 | 01 AUG 2009 |
| 1.1-4 | 01 DEC 2005 |
| 1.1-5 | 01 DEC 2005 |
| 1.1-5 | 01 DEC 2005 |
| 1.2-1 | 01 JUN 1997 |
| 1.3-1 | 01 AUG 2014 |
| 1.3-2 | 02 JAN 2017 |
| 1.3-3 | 01 APR 2018 |
| 1.3-5 | 02 JAN 2017 |
| 1.3-6 | 01 DEC 2010 |
| 1.3-7 | 02 JAN 2017 |
| 1.4-1 | 01 DEC 2004 |
| 1.5-1 | 01 APR 2018 |
| 1.5-2 | 02 JAN 2017 |
| **AD 2** | |
| 2.1-1 | 01 AUG 2016 |
| 2.1-2 | 01 AUG 2015 |
| 2.1-3 | 01 AUG 2009 |
| 2.1-4 | 01 DEC 2013 |
| 2.1-5 | 01 AUG 2016 |
| 2.1-6 | 01 AUG 2016 |
| 2.1-7 | 01 DEC 2013 |
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| 2.1-13 | 28 MAY 2015 |
| 2.1-15 | 01 APR 2017 |
| 2.2-1 | 02 JAN 2017 |
| 2.2-2 | 02 JAN 2017 |
| 2.2-3 | 01 JUN 1997 |
| 2.2-4 | 01 DEC 2013 |
| 2.2-5 | 01 AUG 2016 |
| 2.2-6 | 01 JUN 1997 |
| 2.2-7 | 01 AUG 2001 |
| 2.2-8 | 01 DEC 2002 |
| 2.2-9 | 01 APR 2011 |
| 2.2-11 | 01 AUG 2016 |
| 2.2-13 | 01 APR 2011 |
| 2.3-1 | 01 AUG 2016 |
| 2.3-2 | 10 DEC 2015 |
| 2.3-3 | 02 JAN 2017 |
| 2.3-4 | 01 DEC 2013 |
| 2.3-5 | 01 AUG 2016 |
| 2.3-6 | 02 JAN 2017 |
| 2.3-7 | 01 DEC 2013 |
| 2.3-8 | 01 DEC 2014 |

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| 2.3-9 | 10 DEC 2015 | 2.5-19 | 01 AUG 2016 | 2.8-11 | 01 DEC 2017 |
| 2.3-11 | 02 JAN 2017 | 2.5-21 | 14 SEP 2017 | 2.8-13 | 01 DEC 2017 |
| 2.3-13 | 10 DEC 2015 | 2.5-23 | 14 SEP 2017 | 2.8-15 | 01 DEC 2017 |
| 2.3-15 | 10 DEC 2015 | 2.5-25 | 14 SEP 2017 | 2.8-17 | 01 DEC 2017 |
| 2.4-1 | 01 AUG 2016 | 2.5-27 | 14 SEP 2017 | 2.8-19 | 01 DEC 2017 |
| 2.4-2 | 10 DEC 2015 | 2.5-29 | 14 SEP 2017 | 2.9-1 | 01 AUG 2018 |
| 2.4-3 | 02 JAN 2017 | 2.5-31 | 14 SEP 2017 | 2.9-2 | 01 DEC 2013 |
| 2.4-4 | 01 DEC 2007 | 2.5-33 | 14 SEP 2017 | 2.9-3 | 01 AUG 2018 |
| 2.4-5 | 01 AUG 2016 | 2.5-35 | 14 SEP 2017 | 2.9-4 | 01 AUG 2018 |
| 2.4-6 | 02 JAN 2017 | 2.5-37 | 14 SEP 2017 | 2.9-5 | 01 AUG 2018 |
| 2.4-7 | 01 APR 2018 | 2.5-39 | 14 SEP 2017 | 2.9-6 | 01 AUG 2018 |
| 2.4-8 | 01 AUG 2006 | 2.5-41 | 14 SEP 2017 | 2.9-7 | 01 AUG 2018 |
| 2.4-9 | 01 AUG 2007 | 2.5-43 | 14 SEP 2017 | 2.9-8 | 01 AUG 2018 |
| 2.4-10 | 01 DEC 2001 | 2.5-45 | 14 SEP 2017 | 2.9-9 | 01 AUG 2018 |
| 2.4-11 | 10 DEC 2015 | 2.6-1 | 01 AUG 2016 | ☛2.9-10 | 01 DEC 2018 |
| 2.4-13 | 02 JAN 2017 | 2.6-2 | 01 AUG 2009 | 2.9-11 | 01 AUG 2018 |
| 2.4-15 | 02 JAN 2017 | 2.6-3 | 02 JAN 2017 | 2.9-12 | 01 AUG 2018 |
| 2.4-17 | 01 DEC 2013 | 2.6-4 | 01 DEC 2013 | ☛2.9-13 | 01 DEC 2018 |
| 2.4-19 | 01 DEC 2013 | 2.6-5 | 01 AUG 2016 | 2.9-14 | 01 AUG 2018 |
| 2.4-21 | 10 DEC 2015 | 2.6-6 | 02 JAN 2017 | 2.9-15 | 01 AUG 2018 |
| 2.4-23 | 10 DEC 2015 | 2.6-7 | 01 DEC 2013 | 2.9-17 | 01 AUG 2018 |
| 2.4-25 | 01 DEC 2013 | 2.6-8 | 02 JAN 2017 | 2.9-18 | 01 AUG 2018 |
| 2.4-27 | 01 DEC 2013 | 2.6-9 | 01 DEC 2013 | 2.9-19 | 01 AUG 2018 |
| 2.4-29 | 01 DEC 2013 | 2.6-10 | 02 JAN 2017 | 2.9-20 | 01 AUG 2018 |
| 2.4-31 | 01 DEC 2013 | 2.6-11 | 02 JAN 2017 | ☛2.9-21 | 01 DEC 2018 |
| 2.4-33 | 01 DEC 2013 | 2.6-13 | 02 JAN 2017 | ☛2.9-22 | 01 DEC 2018 |
| 2.4-35 | 01 DEC 2013 | 2.7-1 | 01 AUG 2016 | 2.9-23 | 01 AUG 2018 |
| 2.4-37 | 01 DEC 2013 | 2.7-2 | 01 JUN 1997 | ☛2.9-24 | 01 DEC 2018 |
| 2.4-39 | 01 DEC 2013 | 2.7-3 | 01 JUN 1997 | 2.9-25 | 01 AUG 2018 |
| 2.4-41 | 01 DEC 2013 | 2.7-4 | 01 AUG 2010 | 2.9-26 | 01 AUG 2018 |
| 2.4-43 | 01 DEC 2013 | 2.7-5 | 01 AUG 2016 | 2.9-27 | 01 AUG 2018 |
| 2.5-1 | 01 AUG 2016 | 2.7-6 | 01 DEC 2004 | 2.9-28 | 01 AUG 2018 |
| 2.5-2 | 01 AUG 2007 | 2.7-7 | 01 JUN 1997 | 2.9-29 | 01 AUG 2018 |
| 2.5-3 | 01 AUG 2001 | 2.7-8 | 01 JUN 1997 | 2.9-30 | 01 AUG 2018 |
| 2.5-4 | 01 DEC 2000 | 2.7-9 | 01 JUN 1997 | 2.9-31 | 01 AUG 2018 |
| 2.5-5 | 01 AUG 2016 | 2.7-11 | 01 AUG 2016 | 2.9-33 | 01 AUG 2018 |
| 2.5-6 | 01 DEC 2014 | 2.8-1 | 02 JAN 2017 | 2.9-35 | 01 AUG 2018 |
| 2.5-7 | 01 DEC 2006 | 2.8-2 | 01 AUG 2014 | 2.9-37 | 01 AUG 2018 |
| 2.5-8 | 01 DEC 2013 | 2.8-3 | 05 NOV 1998 | 2.9-38 | 01 AUG 2018 |
| 2.5-9 | 01 DEC 2004 | 2.8-4 | 10 DEC 2015 | 2.9-39 | 01 AUG 2018 |
| 2.5-10 | 01 AUG 2007 | 2.8-5 | 01 DEC 2013 | 2.9-40 | 01 AUG 2018 |
| ☛2.5-11 | 01 DEC 2018 | 2.8-6 | 01 APR 2013 | 2.9-41 | 01 AUG 2018 |
| 2.5-12 | 14 SEP 2017 | 2.8-7 | 01 DEC 2017 | 2.9-42 | 01 AUG 2018 |
| 2.5-13 | 01 AUG 2016 | ☛2.8-8 | 01 DEC 2018 | 2.9-43 | 01 AUG 2018 |
| 2.5-15 | 01 AUG 2016 | 2.8-9 | 01 DEC 2017 | 2.9-44 | 01 AUG 2018 |
| 2.5-17 | 01 AUG 2016 | | | | |

| Page | Date |
|---|---|
| 2.9-45 | 01 AUG 2018 |
| 2.9-46 | 01 AUG 2018 |
| 2.9-47 | 01 AUG 2018 |
| 2.9-49 | 01 AUG 2018 |
| 2.9-51 | 01 AUG 2018 |
| 2.9-53 | 01 AUG 2018 |
| 2.9-55 | 01 AUG 2018 |
| 2.9-57 | 01 AUG 2018 |
| 2.9-59 | 01 AUG 2018 |
| 2.9-61 | 01 AUG 2018 |
| 2.9-63 | 01 AUG 2018 |
| 2.9-65 | 01 AUG 2018 |
| 2.9-67 | 01 AUG 2018 |
| 2.10-1 | 01 AUG 2016 |
| 2.10-2 | 01 AUG 2016 |
| 2.10-3 | 01 DEC 2013 |
| 2.10-4 | 01 AUG 2016 |
| 2.10-5 | 02 JAN 2017 |
| 2.10-6 | 01 AUG 2016 |
| 2.10-7 | 01 DEC 2013 |
| 2.10-8 | 01 DEC 2013 |
| 2.10-9 | 01 AUG 2007 |
| 2.10-10 | 10 DEC 2015 |
| 2.10-11 | 01 AUG 2016 |
| 2.10-13 | 01 AUG 2016 |
| 2.10-15 | 10 DEC 2015 |
| 2.11-1 | 01 AUG 2016 |
| 2.11-2 | 28 MAY 2015 |
| 2.11-3 | 05 NOV 1998 |
| 2.11-4 | 01 DEC 2013 |
| 2.11-5 | 01 AUG 2016 |
| 2.11-6 | 01 AUG 2010 |
| 2.11-7 | 01 AUG 2010 |
| 2.11-8 | 01 AUG 2001 |
| ☛2.11-9 | 01 DEC 2018 |
| 2.11-10 | 01 AUG 2001 |
| 2.11-11 | 01 AUG 2016 |
| 2.12-1 | 01 AUG 2016 |
| 2.12-2 | 01 AUG 2009 |
| 2.12-3 | 01 AUG 2009 |
| 2.12-4 | 01 DEC 2002 |
| 2.12-5 | 01 AUG 2016 |
| 2.12-6 | 01 DEC 2002 |
| 2.12-7 | 01 DEC 2002 |
| 2.12-8 | 01 DEC 2002 |
| 2.12-9 | 01 DEC 2002 |
| 2.12-11 | 01 AUG 2016 |
| 2.13-1 | 01 AUG 2016 |
| 2.13-2 | 01 AUG 2009 |
| 2.13-3 | 01 AUG 2009 |
| 2.13-4 | 01 AUG 2009 |
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| 2.13-6 | 01 JUN 1997 |
| 2.13-7 | 01 DEC 2013 |
| 2.13-8 | 01 DEC 2013 |
| 2.13-9 | 01 AUG 2007 |
| 2.13-10 | 10 DEC 2015 |
| 2.13-11 | 01 AUG 2016 |
| 2.13-13 | 10 DEC 2015 |
| 2.14-1 | 01 AUG 2016 |
| 2.14-2 | 14 SEP 2017 |
| 2.14-3 | 01 APR 2012 |
| 2.14-4 | 01 DEC 2013 |
| 2.14-5 | 01 AUG 2011 |
| 2.14-6 | 01 AUG 2014 |
| 2.14-7 | 01 AUG 2001 |
| 2.14-8 | 01 APR 2012 |
| 2.14-9 | 01 AUG 2007 |
| 2.14-10 | 10 DEC 2015 |
| 2.14-11 | 01 AUG 2016 |
| 2.14-13 | 10 DEC 2015 |
| 2.14-15 | 01 DEC 2013 |
| 2.14-17 | 01 DEC 2013 |
| 2.14-19 | 01 DEC 2013 |
| 2.15-1 | 01 AUG 2016 |
| 2.15-2 | 01 APR 2016 |
| 2.15-3 | 05 NOV 1998 |
| 2.15-4 | 01 DEC 2013 |
| 2.15-5 | 01 AUG 2016 |
| 2.15-6 | 05 NOV 1998 |
| 2.15-7 | 01 AUG 2010 |
| 2.15-8 | 01 AUG 2009 |
| 2.15-9 | 01 DEC 2017 |
| 2.15-10 | 01 DEC 1999 |
| 2.15-11 | 01 AUG 2016 |
| 2.15-13 | 01 AUG 2016 |
| 2.15-15 | 01 AUG 2016 |
| 2.15-17 | 01 AUG 2009 |
| 2.15-19 | 01 AUG 2009 |
| 2.16-1 | 01 AUG 2016 |
| 2.16-2 | 01 AUG 2009 |
| 2.16-3 | 01 AUG 2009 |
| 2.16-4 | 01 DEC 2013 |
| 2.16-5 | 01 AUG 2016 |
| 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 | 01 AUG 2016 |
| 2.17-1 | 02 JAN 2017 |
| 2.17-2 | 02 JAN 2017 |
| 2.17-3 | 02 JAN 2017 |
| 2.17-4 | 02 JAN 2017 |
| 2.17-5 | 01 DEC 2017 |
| 2.17-6 | 02 JAN 2017 |
| 2.17-7 | 02 JAN 2017 |
| 2.17-8 | 02 JAN 2017 |
| 2.17-9 | 02 JAN 2017 |
| **AD 3** | |
| 3.1-1 | 01 JUN 1997 |

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# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

## 1. General

Aircraft flying in Uruguay must comply with the provisions of the *Rules of Civil Aviation of the República Oriental del Uruguay*, and the standards and recommended practices of ICAO.
To certified operators will be required copy of the AOC (Air Operators Certificate) on board the aircraft, according to
☛the LAR (Reglamento Aeronáutico Latinoamerican – Latin American Regulations) 121 and 135.

## 2. Special equipment to be carried

☛It will require the mandatory use of SSR transponder in Modes A and C throughout the airspace of the Montevideo FIR, except operating in "G" airspace below 2500 FT.

## 3. Optional equipment

Aircrafts that fly throughout Montevideo FIR and were equipped with Mode S transponder must set the aircraft identification and activate it.

This setting shall correspond exactly to the Aircraft Identification specified in Item 7 of the ICAO Flight Plan, or, if no flight plan has been filed, to the aircraft registration.

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## GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Uruguay. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from the Aeronautical Information Service. (Their address can be found on page GEN 3.1-1.)

The domestic and international flights to, from or over Uruguayan territory comply with the following regulations ☛in Uruguay: LAR, Aviation Code, Aviation Digest, Decrees, ICAO Annexes and Documents.

☛1. **Operational agreements between MONTEVIDEO FIR and adjacent FIR's (CAO's).**

| Control Centres | Date in force |
|---|---|
| Ezeiza ACC | 15 MAR 2017 |
| Resistencia ACC | 15 MAR 2017 |
| Salto TWR / Concordia TMA | 01 AUG 2017 |
| Curitiba ACC | 31 JUL 2018 |

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## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 – PERSONNEL LICENSING (TENTH EDITION): Amendment 160 (Executive Decree 312/995)

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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 except for VFR flights in space G.

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.

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.

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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.

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CHAPTER 9 Flight Information Service and Alerting Service

9.2.2.1 By regional agreement the period is three minutes.

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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 53 (DINACIA Resolution NR 428/005)

Chap. 3 Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)
Currently these plans are not published but are under construction

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

Chap. 5 Aerodrome Obstacle Chart - ICAO Type C
Currently these plans are not published but are under construction

Chap. 16 World Aeronautical Chart – ICAO 1:1 000 000
Currently publishes the chart with nationwide coverage on a single sheet but not with the coverage defined in Appendix 5 where Uruguay corresponds to the chart 3434.

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## GEN 3.3 AIR TRAFFIC SERVICES

### 1. Responsible service

The Dirección de Circulación Aérea dependent of Dirección General de Infraestructura Aeronáutica of Uruguay, is the responsible authority for the provision o air traffic services within the area indicated under 2. below.

Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica
Dirección de Circulación Aérea
Departamento Operativo de Tránsito Aéreo
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones - URUGUAY
Tel: (598) 2604 0251 extension 5117 and 5201
Telefax: (598) 2604 0251 extension 5155 and 5201
e-mail: jopdta@adinet.com.uy
AFS: SUMUYJYX

The services are provided in accordance with the provisions contained in the following documents:

LAR 91
☛LAR 211
Annex 2 – *Rules of the Air*
Annex 11 – *Air Traffic Services*
Doc 4444 ATM/501 – *Procedures for Air Navigation Services – Air Traffic Management.*
Doc 8168 – *Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)*
Doc 7030 – *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

### 2. Area of responsibility

Air traffic services are provided for the entire national territory, including its territorial and jurisdictional waters as well as the airspace over the high seas has been the subject of regional air navigation.

Pursuant to the values of ceiling and visibility at a given time reported for an aerodrome may have a different value to visibility reported by the ATS based on the values obtained by the supplier of Meteorological Services - INUMET (METAR, SPECI, RVR , etc.) it should be considered that the flight visibility reaching the minimums for the approach could be different. Therefore it shall allow the pilot whoever evaluates the conditions to operate, without this presupposing conflict of credibility with those reported by the controller. In such cases, Air Traffic Services, authorize the approach and landing taking into account only the transit and known obstacles.
It is the responsibility of the pilot the observation and compliance procedures under the meteorological minimums. It is not the responsibility of the ATS the possible consequences of decisions emanating from the pilot.

Note 1: This procedure shall apply to all the Aerodromes of SUEO FIR.

☛Note 2: Air Traffic Services would inform about ceiling and visibility according to the official weather report from INUMET.

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☛Note 3: At Carrasco Intl. Airport "Gral. Cesáreo L. Berisso" visibility for RWY 06-24 (THR 24) and RWY 01-19 (THR 19), 1 minute criteria at RVR indication will be used.

## 3. Types of services

The following types of air traffic services are provided:

- Air Traffic Control Service;
- Flight Information Service (FIS)
- Alerting Service
- Advisory Air Traffic Service

3.1 ***Montevideo Control Centre***

3.1.1 Under operating conditions of the entire manoeuvring area, during normal operation of communications and radar, there is a capacity in the sectors of ATC services as detailed:

ATFM calculations:
– SUMU Aerodrome Sector: 24 aircrafts per hour;
– SULS Aerodrome Sector: 13 aircrafts per hour;
– ACC Sector: 35 aircrafts per hour;
– APP Sector: 20 aircrafts per hour.

## 4. Coordination between the operator and ATS

Coordination between the operator and air traffic services is effected in accordance with 2.16 of ICAO Annex 11.

## 5. Aerodrome in-circuit Separation

Nil.

## 6. Minimum flight altitude

Except when necessary for takeoff or landing, or when specifically authorized by the competent authority, IFR flights are effected at a level not less than the minimum flight altitude established by the State whose territory overflown, or if that such minimum flight altitude has not been established:

a) to a level of at least 300 m (1000 ft) above the highest obstacle that is within a radius of 8 km with respect to the estimated position of the aircraft in flight

*Note : the estimated position of the aircraft will take into account the accuracy of the navigation that can be achieved in the segment of the route in question, considering the facilities available for navigation on land and aboard aircrafts. However, when the divergence angle of the air navigation signal, combined with the distance between the navigational aids, can make an aircraft be more than 8 km to either side of the axis, increases the protection limit 18 km on each side of the axis of the route to the extent that the divergence is greater than 8 km from the axis.*

## GEN 3.5 METEOROLOGICAL SERVICES

### 1. Responsible service

The meteorological services for civil aviation are provided by the Dirección de Meteorología Aeronáutica of the Dirección Nacional de Meteorología (D.N.M.)

Dirección Nacional de Meteorología
Javier Barrios Amorín 1488
11200 Montevideo URUGUAY
Address: Casilla de Correo N° 64 Montevideo - URUGUAY
TEL: 2400 5655 (National Principal); 2409 0155 (Telecomunications)
Telex: DINAMET UY 22052

Dirección de Meteorología Aeronáutica
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones - URUGUAY
Tel.: 2604 1134 y 2604 0329 extension 1234 and 1235; Fax 2604 0242; Head: 2604 0154 and 2604 0329 extension 1299; Predictor 2604 0299 and 2604 0329 extension 1230; technical and administrative secretariat 2604 9004 and 2604 0329 extension 1231.
AFS: SUMUYMYX, SUZZMAMX

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 - *Meteorological Service for International Air Navigation*.
Doc 7030 - *Regional Supplementary Procedures*
Annex 5 - *Units of measurement to be used in air and ground operations*
Doc 8400 - *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)*
Doc 7910 - *Location indicators*
Doc 8585 - *Designators for Aircraft Operating Agencies Aeronautical Authorities and Services*
Doc 8733 - *Air Navigation Plans – Caribbean and South American*
Doc 7488 - *Manual of the ICAO Standard Atmosphere*
Doc 8896 - *Manual of Aeronautical Meteorological Practice*
Doc 9328 - *Manual of Runway Visual Range Observing and Reporting*
Doc 9377 - *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological*
CIR 186 - *Wind gradient*
☛LAR 91 and other documents of República Oriental del Uruguay.

Differences to these provisions are detailed in subsection GEN 1.7.

### 2. Area of responsibility

The monitoring and weather services are provided for the FIR / UIR / MONTEVIDEO. For the FIR / UIR / MONTEVIDEO are provided services based in ICAO Annex 3 - *Meteorological Service for International Air Navigation*. For MONTEVIDEO ORIENTAL Sector surveillance is done providing services to aircrews upon request.

## 3. Meteorological observations and reports

**Table GEN 3.5.3 Meteorological observations and reports**

| *Name of Station / Location indicator* | *Type & frequency of observation/ automatic observing equipment* | *Types of MET reports & availability of trend forecasts* | *Observation system & site(s)* | *Hours of operation* | *Climat-ological Information* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Artigas/Artigas<br>SUAG | Hourly routine plus special observations / NIL | METAR, SPECI | Anemometer in TWR, conventional MET station. | 1000-half hour after SS<br>. | Aeronautical climat-ological information may be requested from the Dirección Nacional de Meteorología at the address given in GEN 3.5-1 |
| Colonia/Colonia<br>SUCA | Hourly routine plus special observations / NIL | METAR, SPECI, TAF | Anemometer in TWR, conventional MET station.<br>. | 0800-2000 | |
| Durazno/Santa Bernardina<br>SUDU | Hourly routine plus special observations / NIL | METAR, SPECI, TAF | Conventional and automatic MET station. | H24 | |
| Maldonado/Cap. Curbelo<br>SULS | Hourly routine plus special observations / NIL | METAR, SPECI, TAF | Anemometer in TWR, conventional and automatic MET station. | H24 | |
| Montevideo/Adami<br>SUAA | Hourly routine plus special observations / NIL | METAR, SPECI, TAF | Anemometer in TWR, conventional MET station. | 0700-2000 (winter)<br>0700-2200 (summer) | |
| Montevideo/Carrasco<br>SUMU | Hourly routine plus special observations / AUTOMATIC | METAR, SPECI, TAF, SIGMET, TREND, WS | Anemometer in TWR, conventional and automatic MET station. | H24 | |
| Rivera/Rivera<br>SURV | Hourly routine plus special observations / NIL | METAR, SPECI, TAF | Anemometer in TWR, aneroid barometer, Honda sicrometer.<br>☛Automatic MET station. | 0730-1930 | |

# ENR 1. GENERAL RULES AND PROCEDURES

## ENR 1.1 GENERAL RULES

### 1. General

The air traffic rules and procedures applicable to air traffic in the territory of República Oriental del Uruguay conform to ☛LAR's, Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501)* applicable to aircraft and of the Regional Supplementary Procedures applicable to the SAM Region, except for the differences listed in GEN 1.7.

### 2. Dropping of objects

The dropping or spraying of objects or other substances out of or from aircraft is prohibited, except by the authorization of the Dirección General de Aviación Civil in coordination with the Air Traffic Division and/or the respective authorizations of the ATS units.

### 3. Acrobatic flying

3.1 No person may operate an aircraft in acrobatic flight:

a) over any populated area of a city, village or town;
b) over any gathering of people in open sky;
c) within a controlled area or airways, or area of aerodromes;
d) within the 7400 M (4 NM) from the centreline of any airway;
e) below 1500 FT (500 M) above the surface; or
f) When flight visibility is less than 5 KM (3 Statute Miles).

Acrobatic flight means intentional manoeuvres involving abrupt changes in aircraft attitude, abnormal attitudes, or abnormal acceleration not necessary for normal flight

### 4. Towing and advertising flights

4.1 The aircrafts involved in aerial work service advertising shall not fly over the beach areas except as provided in 4.4
4.2 For the purpose, it means "beach area" those areas between 500 M each side of the Atlantic Ocean coastline, rivers, streams, lakes and lagoons
4.3 The operation in the permitted area shall be developed in a minimum height of 500 FT (150 M) above sea level.
4.4 The aircraft may fly over a beach area for the sole purpose of entering or exit to/or the authorized areas of operation, and shall make at least at 1000 FT (300 M) above the highest obstacle located within a radius of 600 M of the aircraft.
4.5 Regional Delegates and Inspectors of the Dirección General de Aviación Civíl and the Departments of Operations and Air Traffic Control of the Dirección General de Infraestructura Aeronáutica monitor compliance with these over flights.

## 5. Times and units of measurement

5.1 Universal Time Coordinated (UTC) shall be applied to flight operations and units of measurement prescribed in ICAO Annex 5 *Units of Measurement to be Used in Air and Ground Operations*.

## 6. Airspace structure

6.1 Airspace under Uruguayan responsibility is divided into:

a) Lower airspace:
- Lower limit: ground or water;
- Upper limit: FL 245 inclusive.

b) Upper airspace:
- Lower limit: FL 245 excluded;
- Upper limit: unlimited.

This airspace includes: flight information regions, a control area, terminal control areas, control zones and aerodrome traffic zones

## 7. Prohibited areas and flight restrictions

7.1 No aircraft shall fly prohibited and restricted area whose details are promptly published in the AIP, unless it meets the conditions of the restrictions or have permission from the State.

## 8. Cloud flights with gliders

8.1 The air traffic services can allow clouds flights with glider if conditions of visibility and distance from clouds meet the ENR Table 1.2-1, and apply the following measures.

a) All aircraft and glider towing should have bilateral communication equipment with VHF frequencies 118.3 - ☛122.1 MHz capability (TWR Capitan Curbelo) and keep liaise permanently.

b) ☛La Alameda shall communicate to Capitan Curbelo TWR in frequencies 118.3 – 122.1 MHZ an hour before starting the activity including:
- sector of airspace to use,
- required height,
- any other information required by the aerodrome control.

c) The takeoffs shall be coordinated with Capitan Curbelo TWR.

d) Capitan Curbelo TWR may:
- Limit the height of flight paths,
- Regulate schedules according to the needs arising from development or anticipated traffic in the area.

e) Assign a sector of airspace;

f) Cancel the operations for any reason, weather, traffic, etc. it deserves it.

*Note 1:* ☛ La Alameda shall maintain point to point communication with Capitan Curbelo TWR frequencies 118.3 – 122.1 MHZ.

*Note 2:* Controllers should note that the flight of these aircraft is developed with a common height variation due to thermal and paths by prevailing winds.

## 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.
Any person conducting aeronautical activities of any nature, when it believes that an international rule, law or regulation stipulates something different than the technical information published in the AIP, strictly for reasons of Operational Safety, should continue to apply as indicated in the AIP, to therefore it is modified, and inform in writing the discrepancy to DINACIA.

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 are not authorized when the cloud ceiling is less than 800 FT or visibility is less than 1500 M.

**Table of visibility and distance from clouds for VFR flights**

| Airspace class | C F | G |
|---|---|---|
| | | A 900 M AMSL or below, or at 300 M above terrain, whichever is higher. |
| Distance from cloud | 1 500 M horizontally<br>300 M vertically | Clear of cloud and in sight of the surface. |
| Flight visibility | 8 KM to 3 050 M (FL 100) AMSL or above<br>5 KM below 3 050 M (FL 100) AMSL | 1 500 M<br>For helicopters: 800 M |
| 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.

☛ **5. Visual procedures for VFR flights in non-controlled aerodromes.**

☛1) VFR flights operating at aerodromes that are included permanently or transiently in uncontrolled airspace (class G airspace) will follow the procedures described in LAR 211, Appendix 10, to issue and receive air traffic information through TIBA messages (Traffic Information Broadcast by Aircraft).

☛a) You must keep scanning on frequency 123.45 Mhz 10 minutes before entering the aerodrome airspace and until you leave it. If the aircraft has two VHF equipment in service, one of them must be tuned, if published, on the frequency expected by ATS at that aerodrome and on the other scanning should be maintained on frequency 123.45 Mhz.

## ENR 1.6 RADAR SERVICES AND PROCEDURES

### 1.1 **Radar Service**

Radar service is provided from PSR and MSSR information

1 .1.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload, equipment capabilities and congestion of communications may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.1.2 A pilot will know when radar services are being provided because the radar controller will use the following call signs:

a) inside Montevideo Control Area: "Montevideo Radar"
b) inside Carrasco Terminal Area: "Carrasco Radar"

1.1.3 *Radar coverage*

Montevideo Control Centre and Carrasco Approach operate:

a) Primary Surveillance Radar PSR of 80 NM located at Carrasco Intl. Airport position 34°49'16.1"S 056°02'22.3"W,
b) Secondary Surveillance Radar MSSR of 200 NM located at Carrasco Intl. Airport position 34°49'16.1"S 056°02'22.3"W and secondary radar MSSR of 220 NM located in Durazno/Santa Bernardina Intl de Alternativa position 33°21'04.7"S 056°30'09.9"W,
c)☛ Secondary Surveillance Radar SSR (Selex) mode S of 200 NM located at Carrasco Intl. Airport position ☛34°49'15.90"S 056°02'23.03"W.

*Note*: It integrates information from Ezeiza's radar data.

### 1.2 ***The application of radar control service***

1.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.2.2 Radar control service is provided in controlled airspaces to aircraft operated by Montevideo and Carrasco Radar under radar surveillance. This service may include:

a) radar separation of arriving, departing and en-route traffic;
b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;
c) radar vectoring when required;
d) assistance to aircraft in emergency;
e) assistance to aircraft flying VFR;
f) warnings and position information on other aircraft considered to constitute a hazard;
g) information to assist in navigation of aircraft.

1.2.3 The minimum horizontal radar separations are:

a) Primary Radar, 5 NM
b) Secondary Radar, 5 NM

*Note*: The minimum horizontal separation shall increase when circumstances such as bearings or relative speeds of the aircraft, the workload of controllers and difficulties caused by congestion of communications, so require.

☛1.2.4 *Vector and Sequencing Guide (See ATC Surveillance Minimum Altitude Chart - ICAO)*

1.2.5 The levels and/or altitudes assigned by the radar controller to pilots shall provide a minimum clearance of land, according to the phase of flight.

**2.1 *Emergency procedures***

2.1.1 Except as provided in following paragraphs, the pilot in command shall operate the transponder (SSR), selecting modes and codes in accordance with instructions issued by ATC units.

2.1.2 The aircraft with transponders in operation, shall keep it on during all the flight regardless they are in airspace with radar coverage.

Emergency: When an aircraft equipped with a transponder, was in a state of emergency, the pilot in command must operate Code 7700 in Mode A.

Communication failure: When an aircraft equipped with a transponder, was with bilateral communication failure, the pilot in command must operate Code 7600 in Mode A.

Unlawful Interference: When a transponder-equipped aircraft, was subject of unlawful interference, the pilot in command must operate Code 7500 in Mode A.

**2.2 *Radio communications and radar failure procedures***

2.2.1 *Radar failure*

In case of failure or loss of radar identification, instructions shall provide to restore normal non-radar separation. As an emergency measure if non-radar normal separation could not be provided, vertically separation shall be applied by separated levels 500 feet (150 M) below FL 290 and 1 000 feet (300 M) above FL 290.

2.2.2 *Communication failure in the transmission of the aircraft.*

2.2.2.1 The radar controller shall determine whether the aircraft receiver work, instructing the pilot:

a) to carry out one or more turns, or
b) to activate the special position identification (SPI) of the SSR, or
c) to change SSR code.

Looking at the performance of the instruction, the radar will continue to provide radar service to aircraft.

2.2.2.2 Total failure of communication of the aircraft. If the aircraft radio is completely out of service, the pilot must carry out the procedures for the communication failure in accordance with the provisions of ICAO.

# ENR 1.10 FLIGHT PLANNING

## 1. Procedures for the submission of a flight plan

☛The regulations and procedures of air traffic in Uruguay, conform to LAR 211 and the Procedures for Air Navigation Services - Air Traffic Management and regional Supplementary Procedures for SAM region that has application in Uruguay.

### 1.1 Submission of a Flight Plan

1.1.1 Prior to departure. Except when other arrangements have been made for submission of repetitive flight plans, flight plan must be presented and without exception before departure at the Oficinas de Operaciones (Plan de Vuelo – Flight Plan) of the departure aerodrome. If no such office in the departure aerodrome, the flight plan should be forwarded to the dependence of Air Traffic Services designed to serve the departure aerodrome. The submission of flight plan shall be in writing using the ICAO corresponding form.

1.1.2 FPL forms will be valid for 60 minutes, regard to the scheduled departure time. If the aircraft does not take off within the referrals 60 minutes or not received a DLA, the FPL will be automatically cancelled. Also, when not working or there is not an operations office at the departure airfield, the FPL "Z" and FPL "V" to be carried out within the national territory may be routed via the Aeronautical Telecommunications Station (CXK) by phone 0800-PLAN (0800-7526) or 2604 0251 extension 5123, unless arrangements have been made for the submission of Repetitive Flight Plans. The DINACIA Operations Office of Aeropuerto Intl de Carrasco receives Flight Plans through the following means: 1)filing the flight plan personally at the Operations Office, 2)fax NR (598)26040311, 3)email: plandevuelo@dinacia.gub.uy

1.1.3 It shall submit a flight plan that has to provide Control or counselling services of air traffic at least 60 minutes before departure, or if it occurs during the flight, at a time when it is certain that will receive the appropriate unit of air traffic services at least 10 minutes before the time it is calculated that the aircraft will start flying as controlled flight.

1.1.3.1 All VFR flights shall include in box 15 "ROUTE" of Flight Plan Form, the level/altitude visual flight intends to use, according to the table of levels published in the Uruguay AIP.

1.1.3.2 All IFR flights using standardized departures (SID) that include transitions shall use as designator, to enter it in box 15 "ROUTE" of Flight Plan Form, the designator in Column 3 Remarks of the SID.

1.1.4 When the destination does not have an ICAO designator, the flight plan shall also include in box 18 of the Flight Plan form the geographic coordinates for the destination.

1.1.5 Intervention of the competent authority. Before take-off and immediately after landing the pilot in command of the aircraft or designated representative of the airline, must report to the Office of Operations of the aerodrome, armed with appropriate documentation so that in this or in other units where it is routed, checks can be arranged for the crew, aircraft, passengers or cargo according to the legislation required. Acting authorities may require the submission of crew personnel.

1.1.6 Expiration of the Flight Plan. Not need to be given notice of arrival (ARR), when the arrival aerodrome has a unit of aerodrome control (TWR) in service, aerodrome flight information (AFIS) in service or provide information to staff airfield operations office of arrival.

1.1.7 When there are no dependencies for air traffic services at the aerodrome of arrival, notice of arrival (ARR) will be given to the nearest dependency of air traffic control service as soon as possible and by the quickest means that are available.

1.1.8 When it is known that the means of communications at the aerodrome of arrival are inadequate and not available other means in the land for dispatching messages of arrival (ARR) the aircraft broadcast by radio to the Montevideo ACC, before landing, a message similar to the report of arrival. If this is not possible, then pass it on to the dependence of air traffic control or aerodrome flight information closer with which to communicate. When the pilot has a flight plan within national boundaries, know before starting, that none of the procedures for giving notice of arrival (ARR) is practicable, shall state that inability scoring in box 18 of Form Flight Plan, the following:
**ARR/NIL**.
Note: Entries ARR/NIL held in Box 18 of the Flight Plan form will prevent unnecessarily activate alerting services, search and rescue.

1.1.9 In any submitted flight plan to fly over the Montevideo FIR, necessarily must be included in Box 18 of the Flight Plan Form (Other Data) Operator's name and address and registration of the Aircraft.

**1.2 Aircrafts with RVSM approval**

1.2.2 Aircraft operators must indicate their RVSM approval status by placing the letter **W** in **Box 10** of the flight plan form, regardless of the flight level requested.

1.2.3 In the case of **Repetitive Flight Plan**, you should indicate their RVSM approval status by placing the letter W **at the point Q of the RPL**, regardless of the level required, as follows: **EQPT/W**

**1.3 Aircrafts without RVSM approval**

1.3.1 STATE AIRCRAFTS WITHOUT RVSM APPROVAL

1.3.1.1 It shall be permitted to State aircrafts without RVSM approval operations in RVSM airspace in the CAR/SAM Regions. The flight plan completed serves as advance notice to ATC that the aircraft is requesting to operate in RVSM airspace. **The State Aircrafts without RVSM approved** to submit flight plans to enter RVSM airspace shall include the following in **box 18** of your flight plan: **STS/NONRVSM**.

1.3.1.2 The State aircrafts (military, customs, police) must also include the letter **M in section 8** of the flight plan form, regardless of the level required.

1.3.2 CIVIL AIRCRAFTS WITHOUT RVSM APPROVAL

*1.3.2.1 International Flights*
Civil aircrafts without RVSM approval conducting international flights shall **not planned** the flight at RVSM flight levels, except in the following cases:

a. The aircraft is being delivered for the first time to the State of Registry or the operator
b. The aircraft has had previous RVSM approval, but has suffered an equipment failure and is flying to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval
c. The aircraft is being used for charitable or humanitarian

Aircraft operators who are leaving the MONTEVIDEO FIR, and requesting authorization according to the above must be approved by the MONTEVIDEO ACC usually no more than 12 hours nor less than 4 hours before the scheduled departure time.

The operator shall inform of this authorization to all ACC affected by the flight.

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

## ENR 5.3.1 Other Activities of a Dangerous Nature

5.3.1.1 Authorization request for

- parachuting
- fireworks
- spotlight activities
- etc.

must be conducted to División Tránsito Aéreo, Jefatura Operativa via phone 2604 0251 extension 5117 and 5201 or via fax at 2604 0251 extension 5155 and 5201 7 (seven) days prior at least.

5.3.1.2 All parachuting activities requested outside published control zones (CTR) will be authorized as long as not affect air navigation safety.

☛5.3.1.3 In some circumstances, parachuting could be authorized in some aerodromes control zones (CTR), creating the appropriate area for the activity, considering the periods of time and space occupied, where this activity shall be subject to the authorization of Air Traffic Control.

5.3.1.4 The Restricted Areas for Military Activity shall be dealt at the Air Operations Centre (COA) of the Air Force who shall be the responsible military unit of the proceedings before the División Tránsito Aéreo (Air Traffic Division). The civil-military coordination for flexible use of airspace shall be made between the División Tránsito Aéreo (Air Traffic Division) and the COA.

## ENR 5.3.2 Other Potential Hazards

Nil.

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## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

| *Designation and lateral limits* | *Vertical Limits* | *Operator/user. Tel Nr* | *Remarks and time of ACT* |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| **GLIDING AREAS** | | | |
| La Alameda aerodrome<br>344830S/0545530W<br>1 KM S of San Carlos city | | | Users will inform 1 hour prior activity start to SULS TWR, which give the appropriate notice.<br>See ENR 1.1-2 |
| ☛Paysandú Aerodrome<br>☛Circle with radius of 05 NM within Montevideo FIR, centred on 322147S/ 0580359W | ☛FL 085<br>☛GND | | ☛It requires ATS authorization |
| **FREE FLIGHT, PARAGLIDING, ☛PARAMOTOR AND HANG GLIDING AREAS** | | | |
| Punta Ballena<br>Maldonado Department<br>Circle with radius of 01 NM centred on 345436S/0550236W | Not above 100 M<br>AGL | Tel: 4255 9904 | The activation of the area is made by communication with SULS TWR Air Traffic Control |
| Cerro de la Virgen<br>Maldonado Department | Not above 300 M<br>MSL | | |
| Cerro del Verdún<br>Lavalleja Department | Not above 300 M<br>MSL | | |
| Cerro del Cura<br>Lavalleja Department | Not above 300 M<br>MSL | | |
| San José<br>Circle with radius of 05 NM centred on AD<br>☛342015S/0564237W | Not above FL 085<br>GND | | ☛Freq 123.70 Mhz shall give the appropriate notice. |
| Cerro Largo – Minas<br>Cerro Largo and Lavalleja Departments<br>Circle with radius of 05 NM centred on 340850.84S/0551715.98W | Not above FL 085<br>GND | | |
| Quinte<br>Rocha Department<br>Circle with radius of 05 NM centred on 342144.08S/0542304.68W | Not above FL 085<br>GND | | |
| Club del Caño<br>Circle with radius of 05 NM centred on 340414.04S/0563428.63W | Not above FL 085<br>GND | | |

| *Designation and lateral limits* | *Vertical Limits* | *Operator/user. Tel Nr* | *Remarks and time of ACT* |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| **FREE FLIGHT, PARAGLIDING, PARAMOTOR AND HANG GLIDING AREAS** | | | |
| Mal Abrigo<br>Circle with radius of 05 NM centred on 340802.85S/0565716.48W | Not above FL 085<br>GND | | |
| Kiyú<br>Circle with radius of 10 NM centred on 344157S/0564415W | Not above 300 M<br>GND | | |
| Sierra de los Caracoles<br>Circle with radius of 10 NM centred on 343424S/0545546W | ☛600 M<br>GND | Tel.: 4255 9904 | Conditions: Provide notice to SULS TWR. |
| Cuervos<br>Rivera Department<br>Circle with radius of 05 NM centred on 305710S/0553711W | Not above FL 085<br>GND | Tel.: 4623 2644 | Conditions: Provide notice to Rivera TWR. |
| Atlántida<br>Canelones Department<br>Circle with radius of 01 NM centred on 344623S/0554604W | Not above 100 M<br>GND | | |
| El Águila<br>Canelones Department<br>Circle with radius of 01 NM centred on 344615S/0554444W | Not above 100 M<br>GND | | |
| Cerro del Burro<br>Circle with radius of 03 NM centred on 344840S/0551536W | ☛Not above 150 M<br>GND | Tel.: 4255 9904 | Conditions: Provide notice to SULS TWR. |
| Punta Negra<br>Circle with radius of 1 NM centred on 345315S/0551202W | ☛Not above 150 M<br>GND | Tel.: 4255 9904 | Conditions: Provide notice to SULS TWR.<br>Activity on earth, aircraft transit over water. |
| Montevideo and Canelones Coastline | Not above 100 M<br>GND | | Conditions: In the vicinity of SUAA, SUMU and SULS, notify to the corresponding TWR. |
| Cerro Negro<br>Circle with radius of 5 NM centred on 343932S/0550306W | Not above 900 M<br>GND | Tel.: 4255 9904 | Conditions: Provide notice to SULS TWR. |

| *Designation and lateral limits* | *Vertical Limits* | *Operator/user. Tel Nr* | *Remarks and time of ACT* |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| **FREE FLIGHT, PARAGLIDING, PARAMOTOR AND HANG GLIDING AREAS** | | | |
| Paysandú Aerodrome<br>Circle with radius of 5 NM centred on 322147S/0580359W | Not above 1600 M<br>GND | Tel.: 4722 2079 | Conditions: Provide notice to SUPU AFIS. |
| Guichón Aerodrome<br>Circle with radius of 5 NM centred on 322100S/0571200W | Not above 1600 M<br>GND | Tel.: 4722 2079 | Conditions: Provide notice to SUPU AFIS. |
| Termas de Almirón Aerodrome<br>Circle with radius of 5 NM centred on 322100S/0571612W | Not above 1600 M<br>GND | Tel.: 4722 2079 | Conditions: Provide notice to SUPU AFIS. |
| Salto Aerodrome<br>Circle with radius of 5 NM centred on 312605S/0575903W | Not above 1600 M<br>GND | Tel.: 4732 7119 | Conditions: Provide notice to SUSO TWR. |
| Artigas Aerodrome<br>Circle with radius of 5 NM centred on 302357S/0563039W | Not above 1600 M<br>GND | Tel.: 4772 3971 | Conditions: Provide notice to SUAG TWR. |
| From Punta Manantiales up to José Ignacio | ☛Not above 600 M<br>GND | Tel.: 4255 9904 | Conditions: Provide notice to SULS TWR. |
| Coastline<br>Canelones Department<br>From Solymar (345025S/0555739W) to Arroyo Pando (344737S/0555115W) | Not above 50 M<br>GND | Tel.: 2604 0251 | Conditions: Provide notice to SUMU TWR. |
| Soca<br>3 NM de radio con centro en 343630S/0554023W | Not above 600 M<br>GND | Tel.: 2604 0251 | Conditions: Provide notice to SUMU TWR. |
| Estación Atlántida<br>3 NM de radio con centro en 344411S/0554533W | Not above 300 M<br>GND | | |
| Playa Penino<br>3 NM de radio con centro en 344531.50S/0562554.66W | Not above 300 M<br>GND | Tel.: 2322 8035 extension 211 | Conditions: Provide notice to SUAA TWR. |
| Punta del Tigre<br>3 NM de radio con centro en 344525.03S/0563300.20W | Not above 300 M<br>GND | Tel.: 2322 8035 extension 211 | Conditions: Provide notice to SUAA TWR. |

| *Designation and lateral limits* | *Vertical Limits* | *Operator/user. Tel Nr* | *Remarks and time of ACT* |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| **PARACHUTE JUMPING AREAS** | | | |
| La Calera<br>Circle with radius of 03 NM centred on 341759S/0552133W | FL 120<br>GND | | The activation of the area is made by Centro de Operaciones Aéreas |
| Aeroclub Canelones<br>Circle with radius of 03 NM centred on ☛343143S/0561654W | FL 120<br>GND | | The activation of the area shall be made by communication with Air Traffic Control prior the jump. |
| San Jacinto<br>Circle with radius of 03 NM centred on 343610S/0555215W | FL 120<br>GND | | The activation of the area is made by Centro de Operaciones Aéreas |
| Toledo<br>Circle with radius of 03 NM centred on 344507S/0560508W | FL 120<br>GND | | The activation of the area is made by Centro de Operaciones Aéreas |
| San José<br>Circle with radius of 03 NM centred on ☛342015S/0564237W | FL 120<br>GND | | The activation of the area shall be made by communication with Air Traffic Control prior the jump. |
| Fray Bentos<br>Circle with radius of 03 NM centred on "Fray Bentos" Aerodrome 330831S/0581736W | FL 120<br>GND | | The activation of the area shall be made by communication with Air Traffic Control prior the jump. |
| Punta del Este<br>Circle with radius of 03 NM centred on "El Jagüel" Aerodrome 345451S/0545512W | FL 120<br>GND | | The activation of the area shall be made by communication with SULS Air Traffic Control prior the jump. |
| Minas<br>Circle with radius of 03 NM centred on ☛Aeroclub Minas 342309S/0551340W | FL 120<br>GND | | The activation of the area shall be made by communication with Air Traffic Control prior the jump. |
| Paysandú<br>Circle with radius of 03 NM centred on the Aerodrome 322147S/0580359W | FL 120<br>GND | | The activation of the area shall be made by communication with Air Traffic Control prior the jump. |

## ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

### 1. Bird Migration

1.1 Migration:
Bird migration occurs mainly two times a year:
April - May (autumn migration) and October November (spring migration).

1.2 **Spring Migration**
Spring migration occur between October and November, it includes the displacement of chorlos and playeros, some ducks and birds of pray, swans and gooses direction S to N. These species move at a heights up to 6000 meters.

1.3 **Autumn**
Autumn migration occurs between April and May, it includes duck displacement, chorlos and playeros and little birds S to N direction. These species move at a heights up to 6000 meters.

1.4 **Reporting of bird strike**

**General**

To obtain wider statistics about bird strikes, the Unidad de Control Aviario of Carrasco International Airport, dependent on Dirección General de Infraestructura Aeronáutica, collects information about. Therefore, we request that all pilots flying in the Montevideo FIR / UIR, notify to the Unidad de Control Aviario (Bird Control Unit), every bird strike or incidents where there was risk of bird strikes.

**Notification**

☛Every bird strike must be notified according to ICAO Doc. 9332-AN/909. Forms A and B provided in this document are to be submitted to the Oficina de Inspectores de Transporte Aéreo Comercial (TAC) at Carrasco International Airport where the impact occurred or immediately in the next landing, if the impact occurred in flight.

The original must be sent to:

Comité Nacional de Prevención del Peligro Aviario
DINACIA (Oficina Reguladora de Trámites)
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519
14002 Canelones
Uruguay

ENR 6-8 and 6-9 charts show main migration routes and bird concentration, migration periods and heights.

2. **Areas with sensitive fauna**

2.1 Many species of birds and mammals are sensitive to aircraft noise and overflight their breeding and resting sites may be critical.

**Uruguay River coast and fields close to it.** Comprises coastline of Rio Uruguay and bordering between Artigas and Salto Departments. Site of international relevance by the presence of some species of the genus Sporophila that are in decline.

**Esteros de Farrapos and Río Uruguay islands.** Group of islands, marshlands and interconnected waterways, dead river arms, over 55 km on the River Uruguay.

**Rio Negro mouth and coastal lagoons.** Includes the Rio Negro confluence with the Rio Uruguay and associated marshlands and lagoons.

**Juan Lacaze marshlands.** Comprises marshlands and coastal sites next to Juan Lacaze city.

**"El Tapado" ranch and associated countryside.**

**Waterfowl breeding sites.**

**India Muerta marshlands area.**

El Control de Aeródromo mantendrá informado permanentemente a la oficina de Operaciones en cuanto a las demoras y horas estimadas de salida.

- Los vuelos realizados bajo reglas de vuelo visual precedentes de las Regiones de Información de Vuelo adyacentes, no serán autorizados a ingresar al FIR Montevideo, si previamente y de acuerdo a la normativa vigente no se ha recibido el correspondiente plan de vuelo presentado y su posterior actualización de despegue.

- Los vuelos realizados bajo reglas de vuelo visual que ingresen al FIR Montevideo por Colonia o Isla Martín García y se dirijan al Aeropuerto Int. C/C Carlos A. Curbelo deberán utilizar exclusivamente el corredor VFR 1.-

- Se recuerda que el límite inferior de dicho corredor es de 2.000 pies (600 M), que la altitud mínima de vuelo ☛utilizable es de 2.500 pies (750M) y la máxima FL 075.

- Con el fin de regular las operaciones en momentos de gran densidad de tránsito, las aeronaves que se dirijan a SUCA desde todos los aeródromos dentro del TMA Carrasco procederán por el Corredor VFR 1, salvo que sea expresamente autorizado por el Control de Tránsito Aéreo.

- Con gran densidad de tránsito y cuando las condiciones meteorológicas no sean las determinantes, no se aceptarán planes de vuelo presentados desde el aire.

- Cuando las condiciones meteorológicas lo permitan los vuelos IFR podrán ser encaminados mediante vectorización radar a las proximidades del Aeropuerto Int. C/C Carlos A. Curbelo, para posteriormente proceder al tránsito visual que corresponda.

*NOTA: Durante este período se prevén demoras en las operaciones especialmente los días viernes, domingos y vísperas de feriados a partir de las 16: 00 UTC y los días lunes entre las 10:00 y las 16:00 UTC.*

- Los vuelos VFR no podrán cruzar las áreas de aproximación final del Aeropuerto Int. C/C Carlos A. Curbelo sin la correspondiente autorización del Control respectivo.

**Mínimas de separación vertical en el Circuito de Tránsito de Cap. Curbelo.**

Nil.

## SULS AD 2.5-24 CARTAS RELATIVAS AL AERÓDROMO

## SUAA AD 2.8-17 ESPACIO AÉREO ATS

| | | |
|---|---|---|
| 1 | *Designación y límites laterales* | ADAMI ATZ<br>Arco radio 8 NM con centro en 344722.3S 0561546.9W en sentido horario desde 345350S 0561002W hasta 344331S 0560716W. |
| 2 | *Límites verticales* | GND hasta 450 M |
| 3 | *Clasificación del espacio aéreo* | ☛C; G desde las 22:00 UTC hasta 30 minutos después de la puesta del sol. |
| 4 | *Distintivo de llamada de la dependencia ATS*<br>*Idioma(s)* | Adami Torre<br><br>Español / Inglés |
| 5 | *Altitud de transición* | 900 M |
| 6 | *Observaciones* | Nil |

## SUAA AD 2.8-18 INSTALACIONES DE COMUNICACIONES ATS

| *Designación del servicio* | *Distintivo de llamada* | *Frecuencia* | *Horas de funcionamiento* | *Observaciones* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Adami Torre | 118.4 MHZ | Como AD | Nil |
| | | 122.1 MHZ† | Como AD | † Frecuencia secundaria |

## SUAA AD 2.8-19 RADIOAYUDAS A LA NAVEGACIÓN Y ATERRIZAJE

| *Tipo de ayuda, CAT de ILS/MLS (Para VOR/ILS/ MLS, se indica VAR)* | *ID* | *Frecuencia* | *Horas de funciona-miento* | *Coordenadas del emplazamiento de la antena transmisora* | *Elevación de la antena transmisora del DME* | *Observaciones* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | ASI | 395 KHZ | H24 | 344722.3S<br>0561546.9W | Nil | Nil |

## SUAA AD 2.8-22 PROCEDIMIENTOS DE VUELO.

**Procedimiento para los vuelos IFR/VFR dentro de la TMA CARRASCO**

a) Todos los vuelos IFR/VFR deberán presentar plan de vuelo.
Los planes de vuelo VFR deberán contener los puntos 7 al 18 y donde se indique el propósito del vuelo y en caso de que el piloto sepa de antemano que el aeródromo de destino no posea los medios necesarios para informar su arribo agregará en la casilla 18 del formulario del plan de vuelo lo siguiente: ARR / NIL.

*Nota: La anotación ARR/NIL realizada en la casilla 18 del Plan de Vuelo, evitará que se activen innecesariamente los servicios de alerta y búsqueda y salvamento.*

☛b) Los vuelos IFR deberán comunicar su posición de conformidad con la LAR 91.

**Reducción de los mínimos IFR para el despegue**

La visibilidad mínima requerida para el despegue será: 1 600 M.
El techo será igual o superior al máximo establecido en las Cartas de Aproximación por Instrumentos

**Mínimas de separación vertical en el Circuito de Tránsito de Adami**

Nil.

**Procedimiento Radar dentro la TMA CARRASCO.**

GUÍA VECTORIAL Y PUESTA EN SECUENCIA RADAR:

El tránsito para pista se realizará por derecha.
Las aeronaves llegando a Ángel S. Adami al ingresar al TMA CARRASCO deberán comunicar en la frecuencia de Carrasco Aproximación (119.2 / 123.2 MHz).

*Nota: En caso de ser necesario, recibirán asistencia a la navegación (vectores) mientras se encuentren bajo cobertura Radar.*

Dentro de la zona de control de SUAA deberán mantener comunicación bilateral, con Adami Torre en frecuencia 118.4 MHz..
*Nota: En caso excepcional, cuando deba realizarse un vuelo sin radio, el mismo deberá coordinarse con la debida antelación con Adami Torre o con APP CARRASCO.*

Queda supeditada su aprobación al tránsito existente o previsto.

## SUMU AD 2.9-16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO*<br>*Geoid undulation* | Nil |
| 2 | *TLOF and/or FATO elevation M/FT* | Nil |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | Nil |
| 4 | *True BRG FATO* | Nil |
| 5 | *Declared distance available* | Nil |
| 6 | *APP and FATO lighting* | Nil |
| 7 | *Remarks* | ☛Remote point H. Coord: 345015.18S 0560124.14W |

## SUMU AD 2.9-17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and lateral limits* | CARRASCO TMA<br>Straight line which join the following points (SARGO) 345858S/0565302W up to 343300S/0563200W. 30 NM arc centred at CRR VOR/ DME up to 342000S/0560000W. Straight line up to 342127S/0550546W. 30 NM arc from LDS VOR/DME up to the following points 345200S/0542900W, straight line up to 361000S/0542900W, straight line up to the following points 345900S/0565300W.<br>CARRASCO CTR<br>Circumference arc, radius 15 NM centred at 344957.8S 0560130.5W 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, excluded R5 area (if it is activated).<br>CARRASCO ATZ<br>Circle, radius 8 NM centred at 344957.8S 0560130.5W, excluded R5 area (if it is activated) |
| 2 | *Vertical limits* | TMA: GND up to FL 245. CTR: SFC up to FL 035.<br>ATZ: SFC up to 600 M |
| 3 | *Airspace classification* | CTR, ATZ: C. TMA: G from GND up to 600 M; C above 600 M up to FL 195; A above FL 195 up to FL 245. |
| 4 | *ATS unit call sign*<br>*Language(s)* | Carrasco Tower<br>Spanish, english |
| 5 | *Transition altitude* | 900 M |
| 6 | *Remarks* | Nil |

## SUMU AD 2.9-18 ATS COMMUNICATION FACILITIES

| *Service designation* | *Call sign* | *Frequency* | *Hours of operation* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ACC | Montevideo/<br>Radar Control | 128.5 MHZ<br>126.3MHZ<br>121.5 MHZ∗ | H 24<br>H 24<br>H 24<br>H 24 | Montevideo ACC accepted as secondary Air-Ground communication the telephone usage:<br>(598) 2604 0295<br>∗ Emergency FREQ |
| APP/I | Carrasco Radar<br>Approach | 119.2 MHZ<br>120.2 MHZ | H 24<br>H 24 | |
| TWR | Carrasco Tower | 118.1 MHZ<br>121.8 MHZ | H 24<br>H 24 | Nil<br>Nil |
| | ☛ | | | |
| AMS/AFS | Fuerza Aérea<br>Carrasco CXJ | 8315 KHZ<br>5610 KHZ | HJ - O/R<br>HJ - O/R | Nil<br>Nil |

X) It is prohibited entry into and movement through the taxiways and runways to all vehicles not equipped with a transmitter / receiver with control tower frequency. The responsibles of the units must be instructed in the use of such equipment as well as the terms and phrases used in aerodrome control. In case of communications failure responsible for the vehicle shall comply with the control tower signals according to the following:

- Steady **GREEN** light: "authorized to move"
- Steady **RED** light: "stop the march"
- A series of **RED** flashes: "circulate away from the transit zone of Aircraft"
- A series of **WHITE** flashes: "return to the starting point of his vehicle"

It will be an indication of prohibition to enter to taxiways and runways, the lighting of the lights, demarcation of any of the runways, and taxiways.

XI) It is prohibited the movement of vehicles on the taxiway that connects the Southwest platform with the South platform.

**3. Taxiing to and from parking spaces**

Any civilian or military aircraft parked and "engines off" that are available to leave this AD, must communicate with ☛"Carrasco Tower" 118.1 MHZ (primary frequency) or 121.8 MHZ (secondary frequency), in order to obtain information from MET conditions, RWY in use, approval of FPL, SID, SSR code and scheduled DLY for engine start, and then communicate with "Carrasco Tower" 118.1 MHZ to receive control, information and alert service. The ACFT operating in platform only receive traffic information available.

**CONTROL, COORDINATION AND SUPERVISION OF THE PLATFORM**

The control, coordination and supervision of the platforms within the competence of the **Operations Management of the airport operator (Puerta del Sur SA)**. Such jurisdiction is excluded from the control or regulation of movement of aircraft in platforms, which will be governed as provided in Annex 2, Rules of the Air 3.2 Avoidance of collisions - 3.2.2.7 Movement of aircraft on the surface. The provisions of this part, tend to general users can perform the tasks inherent in the operation of aircraft with maximum security for it; it is necessary to strict compliance with the provisions set forth below:

I) Users should in all cases, ask the Operations Management of the airport operator before the arrival of aircraft, the parking positions to use.

II) The parking stands are marked according to international standards of autonomous parking of aircraft. Consequently, the ground staff instructions to aircraft will be based on tracking the guide lines for entering, forward rotation and indicator stop signal for the position.
The alterations that for operational reasons could result in changes to the aircraft parking must be authorized in advance by the Operations Management of the airport operator.

III) The parking stands are intended for embarking and disembarking of passengers, cargo, mail, refuelling, routine tasks and system control parts of the aircraft.
Major maintenance tasks when they have to be done, shall first be coordinated with the Operations Management of the airport operator of the airport operator for the purposes concerned.

IV) The operator is the responsible of parking stands were clean of oils and fuels and all types of waste that have been dumped during the operation of the aircraft.
V) Aircrafts during parking, driveways and braking should be accordingly.
VI) Prohibits the testing of engines in the parking stands.
VII) Smoking is prohibited on the apron.
VIII) The assistance of parking and towing of aircraft will be provided by the contractor in office.

**Fuel load**

I) The maintenance and refuelling must be arranged by operators of aircraft with the fuel supply companies that provide services or maintenance, as appropriate.
II) The fuel supply will be always in the position assigned to the aircraft parking.
III) Refuelling is prohibited of any kind to any aircraft that keep their engines running.
IV) During the refuelling tasks the supplying company shall place the earth connections, NO SMOKING signs for and have the fire fighting equipment according to International Standards.
V) The refuelling with passengers on board will be made in accordance with the provisions of RAU AGA and Circular C.UY.AGA.002 A of DEC 2013 and in accordance with the provisions of the Operations Manual operating companies.

**Responsibility**

I) Activities in the area of the platforms are controlled by the Operations Management of the airport operator and inspected by the competent authority.
II) The entry and stay in the restricted area of the authorized vehicles will be the responsibility of the Policía Aérea (Air Police).
III) For the purposes of compliance with section I and II above, the Operations Management of the airport operator and the Policía Aérea (Operations Department and Air Police) complement comptroller closely their tasks.

**Manoeuvring areas for military helicopters**

Areas are established as military helicopter manoeuvres in the "Cesáreo L. Berisso" Carrasco International Airport the followings:

| *Area* | *Location* |
|---|---|
| B | ☛Lateral South of remote point Z, ex-TWY Echo and RWY intersection |
| C | ☛Lateral North of remote point Z, 100 M North from remote point Z up to RWY 01/19 |
| D | Lateral West TWY Charlie, RWY 01/19 and TWY Foxtrot |

See “Helicopter Manoeuvre Areas”

## SUMU AD 2.9-22 FLIGHT PROCEDURES

**Overview**

Flights within the Carrasco TMA will be in accordance with instrument flight rules or visual as appropriate.

**Procedures for IFR flights within the TMA CARRASCO:**

Approach routes, transit and departure indicated in the charts can be modified at the discretion of ATC. Unless ATC considers necessary other alternative, aircraft flying within a TMA below FL 100 shall maintain an indicated maximum speed of 250 KTS.

**Procedures for VFR flights within the TMA CARRASCO:**

If permitted traffic conditions, it will be given ATC clearance for VFR flights in the conditions described below:

a) There will be a FPL to request ATC clearance containing 7 to 18 points and which indicates the purpose of the flight.
b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned;
c) Position reports shall be submitted in accordance with paragraphs 3.6.3 of ICAO Annex 2.
d) Only possible to deviate from an ATC clearance has been obtained when permission.
e) The flight was conducted with vertical visual reference to ground, unless it can be made in accordance with instrument flight rules.
f) Maintain two-way radio communication in frequency 120.2, 119.2 CARRASCO APP.
g) The aircraft will be equipped with SSR Mode C transponders

*Note: ATC authorization is intended to provide separation between IFR and VFR.*

**Minimum vertical separation in the Traffic Circuit of Carrasco.**

Nil.

**Radar procedure within the CARRASCO TMA.**

Vector and Sequencing Guide

Aircraft entering the Carrasco TMA completed the STAR question or be sequenced to the published final approach path corresponding (ILS, VOR / DME, NDB) to ensure a faster and ordered traffic flow.
In VMC, the aircraft will be guided directly to the fixed final approach, or as coordinated with the aerodrome control to a point or section of the visual circuit.
Vectors and levels / altitudes of flight will be provided if necessary, to achieve a spacing between aircrafts to maintain an appropriate interval in the landing, taking into account the characteristics of them.

**Minimum IFR takeoff**

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

☛Runway 01/19 (threshold 19) is excepted which its minimum visibility shall be 800 M / RVR 800 M.
☛The minimum applicable for takeoff in terms of visibility, for single-engine aircrafts shall be 1600 M.
☛The visibility for Runway 06/24 (threshold 24) and Runway 01/19 (threshold 19) according to RVR 1' (1 minute) is
☛for information and it is the pilot who must make de the decision to continue or not with that value.

☛Note: In case a visual circulation were necessary, the published minima for the runway in use shall be applied.

☛

**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, will be routed according to entry procedures indicated in the Terminal Area Chart and the indicated by the respective control according to traffic conditions in the area.

**Departing flights**
IFR flights departing from controlled aerodromes will receive an initial ATC permission of the aerodrome service (TWR or AFIS). The limit of such permission will normally be the aerodrome of destination.
After takeoff, the turns and paths that follow the aircraft as well as levels that must hold before climbing to cruise level assigned, they shall be as specified in the permission of air traffic control, and / or standard instrument departures, when they are published.

**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.

## SUMU AD 2.9-23 ADDITIONAL INFORMATION

### Procedure for Domestic Flights

The crew must complete the Sworn Statement of Domestic Flights (2 copies), which may be obtained at the website of the Carrasco Intl Airport (www.aeropuertodecarrasco.com.uy), at the Operations Offices of rest airports of the country or at the Custom Office of the Arrivals Hall.

From the aircraft parked on the apron it shall move the occupants of it to the doors of the Arrivals Hall of the Terminal.

If it is required, it must be submitted the Sworn Statement of Domestic Flights to the Migration authority, indicating that it is a domestic arrival.

The occupants of the aircraft must direct towards the Customs checkpoint, but are unable to make purchases at the Duty Free Shop.

It shall submit a copy of the Sworn Statement of Domestic Flights (copy 1) in a position of Customs, indicating that it is a domestic arrival. Sanitary Barrier staff performs the appropriate actions if they required.

The crew must submit a copy of the Sworn Statement of Domestic Flights (copy 2) in the Office of Airport Flight Plan.

### Concentration of birds in the vicinity of the airport

Caution is advised in aircraft operations in the area located southwest of Carrasco International Airport, 3.9 NM (7.3 km) from the VOR / DME "CRR" (34º49'57.8"S/056°01'30.5"W) RDL 252, presence of birds, particularly gulls (Larus dominicanus) due to the existence of a waste recycling plant (34º51'16.2"S/056°05'51.8"W).
The movements of the gulls from the coast and the mentioned waste recycling plant are carried out mainly during the first three hours after sunrise and two hours before sunset. The route followed by birds to and from the plant comprises a corridor of variable width. The flights of these birds are at low altitude, varying weather conditions. (See Appendix A Waste Recycling Plant)

### Resident birds

According to the information registered by the staff of Bird and Wildlife Control of Carrasco Airport, there are 5 groups of birds that stand on the airport property:

– Southern Lapwing (Vanellus chilensis). This species increases concurrency and activity in the reproductive period, during the months of August through January. It performs short flights at low altitude (45 FT). It is less active during night.
– Bare-faced ibis (Phimosus infuscatus). Usually grouped into green areas close to commercial platforms. During the morning, flocks of up to 100 specimens move in formation about 150 FT E direction from their "roosts" to their "feeders". At sunset the displacement is in the opposite direction.

– White-faced Whistling Duck (Whistling viduata). There are few but perform night flights and at a low altitude (20 FT) above the ground usually from E to W and vice versa.
– Eared Dove (Zenaida auriculata). This species uses the eucalyptus forests as "roost" during the two first hours of daylight, taking flights towards N and NE in search of food, returning two hours prior to sunset.
– Monk Parakeet (Myiopsitta monachus). Their behaviour varies during the different months of the year, but they were the observed daily performing a passage from S to N and vice versa because they share the eucalyptus forest as "roost" with other species such as the eared dove (Zenaida auriculata).

**Migratory Birds**

2 species are highlighted:

– Swainson's Hawk (Buteo swainsoni). His specimens reach a significant size, flying at low altitude (100 FT) and in flocks of up to 70 specimens. They are observed mainly coming from direction S in September-October and returning in reverse in the months of March-April. His passages on the airport property shall be observed for one week on arrival and the same time to return.
– Nacunda Nighthawk (Podager nacundá). This kind of Nighthawk, arrives during the spring and summer seasons. They are mostly active at twilight and night. Their flights are slow and at a low altitude in search of insects as food.

Generally upon the occurrence of rainfall is observed presence in the airport grounds, coastal and sea birds such as terns (Sternidae), plovers (Charadriidae), sandpipers (Scolopacidae), black skimmers (Rynchops niger), kelp gulls (Larus dominicanus) brown hooded gull (Larus maculipennis).

**Program of Bird and Wildlife Control**

The dispersion methods used to prevent and mitigate the risk of shock or intakes, are based on the use of falconry, dogs dispersion of harassment, launch pyrotechnics system, the use of mobile scarecrow and travels through the Manoeuvring area.

**Service Coverage**

From 07:00 to 19:00 UTC by the Bird and Wildlife Control company.
From 19:00 to 07:00 UTC by the Operations Management of the airport operator.

**Bird strike reporting**

☛It shall deliver one copy of the IBIS report to Inspectores de Transporte Aéreo Comercial Office at Carrasco
☛International Airport and one to the Operations Management of the airport operator.

**Special taxiing operations for category "E" or higher aircraft.**

It is established as runway holding position for threshold 06 the one located over taxiway "A" prior to the crossing to runway 01-19, for category "E" or higher aircrafts.

## 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.
Aircrafts 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, call by phone to SULS TWR (42559904) to obtain instructions to overfly Carrasco TMA.

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 01 will be carried out exclusively by right.
Caution is advised on final approach to Runway 01 and climb on takeoff from Runway 19 for the presence of natural obstacles (trees) in the vicinity of THR 01.

### 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.

**SUPE AD 2.11-24 CHARTS RELATED TO AN AERODROME**