

AD 2. AERODROMES**SUPU AD 2.10-1 AERODROME LOCATION INDICATOR AND NAME**

SUPU - PAYSANDÚ/Intl Tydeo Larre Borges

SUPU 2.10-2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	☛ 322151S 0580344W ☛ Location over the RWY 02/20 centre line
2	Direction and distance from (city)	6 KM S from the city of Paysandú
3	Elevation/Reference temperature	☛ 50 M (164 FT) / 32°C
4	Geoid undulation at AD ELEV PSN	17 M
5	MAG VAR/Annual change	11° W (JAN 2020) / 0.17° increasing
6	AD operator, address, telephone, telefax, e-mail address, AFS address, website address	☛ Puerta del Sur S.A. Aeropuerto Internacional "Tydeo Larre Borges" C.P. 60000 Paysandú ☛ Tel: 4722 2199, (099 539 592 Operaciones Puerta del Sur S.A.) Telefax: 4722 2079 e-mail: supu@dinacia.gub.uy AFS: SUPUYTYX
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

SUPU AD 2.10-3 OPERATIONAL HOURS

1	AD Operator	☛ H24
2	Customs and immigration	O/R
3	Health and sanitation	In the city
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	☛ MON - FRI 10:00 to 22:00 UTC
6	MET Briefing Office	Nil
7	ATS	Nil
8	Fuelling	☛ As AD Operator
9	Handling	As AD Operator
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

SUPU AD 2.10-4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	Nil
2	<i>Fuel/oil types</i>	☛ AVGAS 100, JET A1 / Oil: Philips 66-100ad
3	<i>Fuelling facilities/capacity</i>	☛ AVGAS 100: 1 tank of 5000 L ☛ JET A1: 1 tank of 5000 L
4	<i>De-icing facilities</i>	Nil
5	<i>Hangar space for visiting aircraft</i>	Nil
6	<i>Repair facilities for visiting aircraft</i>	Nil
7	<i>Remarks</i>	☛ Ultra Starter Kit model UST4030 equipment

SUPU AD 2.10-5 PASSENGER FACILITIES

1	<i>Hotels</i>	In the city
2	<i>Restaurants</i>	In the city
3	<i>Transportation</i>	Taxis O/R
4	<i>Medical facilities</i>	In the city
5	<i>Bank and Post Office</i>	Nil
6	<i>Tourist Office</i>	Nil
7	<i>Remarks</i>	Nil

SUPU AD 2.10-6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	☛ CAT 3. A FORD F550 chassis vehicle, 4x4, Rosenbauer extinguishing equipment 1300 L of water, 130 L of AFFF level C foam, 250 KG of Purple K PK92 chemical powder
2	<i>Rescue equipment</i>	☛ CAT 3 LAR 153
3	<i>Capability for removal of disabled aircraft</i>	Nil
4	<i>Remarks</i>	☛ Nil

SUPU AD 2.10-7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	Nil
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SUPU AD 2.10-8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	<i>Apron surface and strength</i>	☛ Surface: asphaltic concrete ☛ Strength: 18/F/B/X/U
2	<i>Taxiway width, surface and strength</i>	☛ Width: 15 M ☛ Surface: asphaltic concrete ☛ Strength: 18/F/B/X/U
3	<i>Altimeter checkpoint location and elevation</i>	☛ THR RWY 20 (322129.97S/0580340.31W) 41 M
4	<i>VOR/INS checkpoints</i>	Nil
5	<i>Remarks</i>	Nil

SUPU AD 2.10-9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	☛ Aircraft stands identification signs. ☛ TWY guide lines and nose aircraft stop bar. ☛ Visual docking guidance system: Nil
2	<i>RWY and TWY markings and LGT</i>	☛ RWY 02 Markings: THR, RWY designation, aiming point and RWY centre line. ☛ LGT: RWY THR identification, THR, RWY edge, and RWY end. ☛ RWY 20 Markings: THR, RWY designation, aiming point and RWY centre line. ☛ LGT: RWY THR identification, THR, RWY edge, and RWY end. ☛ TWY Markings: TWY centre line, RWY holding position. ☛ LGT: TWY edge lights
3	<i>Stop bars</i>	☛ TWY A
4	<i>Remarks</i>	Nil

SUPU AD 2.10-10 AERODROME OBSTACLES

<i>In Area 2</i>					
<i>OBST ID/ Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
a	b	c	d	e	f
See AD Obstacle Chart – Type A					

<i>In Area 3</i>					
<i>OBST ID/ Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
a	b	c	d	e	f
See AD Obstacle Chart – Type A					

SUPU AD 2.10-11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	☛ Nil
2	<i>Hours of service MET Office outside hours</i>	☛ Automatic basic AWOS -
3	<i>Office responsible for TAF preparation Periods of validity</i>	☛ Nil
4	<i>Trend forecast Interval of issuance</i>	Nil
5	<i>Briefing/consultation provided</i>	O/R
6	<i>Flight documentation Language(s) used</i>	Nil -
7	<i>Charts and other information available for briefing or consultation</i>	O/R
8	<i>Supplementary equipment available for providing information</i>	Nil
9	<i>ATS units provided with information</i>	Nil
10	<i>Additional information (limitation of service, etc.)</i>	☛ OMA SUMU

SUPU AD 2.10-12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (M)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR coordinates. RWY end coordinates. THR geoid undulation</i>		<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5		6
02	008.87°	✈1 320 x 30	✈18/F/B/X/U Asphaltic concrete	322212.32S 0580348.10W 322212.32S 0580348.10W GUND 17.4 M		✈THR 50 M/164 FT
20	188.87°	✈1 320 x 30	✈18/F/B/X/U Asphaltic concrete	✈322130.00S ✈0580340.34W ✈322130.00S ✈0580340.34W GUND 17.4 M		✈THR 41 M/135 FT
<i>Slope of RWY-SWY</i>	<i>SWY dimensions (M)</i>	<i>CWY dimensions (M)</i>	<i>Strip dimensions (M)</i>	<i>OFZ</i>	<i>RESA (M)</i>	<i>Remarks</i>
7	8	9	10	11	12	13
+0.3%/-0.6%/+0.2%/-1.2% (100 M) (500 M) (200 M) (700 M)	Nil	Nil	✈1 440 x 80	Nil	✈Nil	✈Nil
+1.2%/-0.2%/+0.6%/-0.3% (700 M) (200 M) (500 M) (100 M)	Nil	Nil	✈1 440 x 80	Nil	✈Nil	✈Nil

SUPU AD 2.10-13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
02	✈ 1 320	✈ 1 320	✈ 1 320	✈ 1 320	Nil
20	✈ 1 320	✈ 1 320	✈ 1 320	✈ 1 320	Nil

SUPU AD 2.10-14 APPROACH AND RUNWAY LIGHTING

<i>RWY Desig- nator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
02	Nil	Green	☛PAPI	Nil	Nil	☛900 M, 60 M, White ☛420 M, 60 M Amber	Red	Nil	Nil
20	SALS ☛210 M LIM	Green	PAPI	Nil	Nil	☛900 M, 60 M, White ☛420 M, 60 M Amber	Red	Nil	Nil

SUPU AD 2.10-15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	☛ABN: in TWR building, white and green alternate, 25 flashes per minute. Hours: as AD, other O/R IBN: Nil
2	<i>LDI location and LGT Anemometer location and LGT</i>	☛WDI: 150 M from THR 02, W side, lighted ☛Anemometer: Centred of RWY 02-20, 75 M from the RWY centre line, W side, 300 M E side of ARP.
3	<i>TWY edge and centre line lighting</i>	☛Edge: TWY Centre: Nil
4	<i>Secondary power supply/switch-over time</i>	☛Secondary power supply: 90 KW manual/automatic generator. Switch-over time: 10 SEC
5	<i>Remarks</i>	Nil

SUPU AD 2.10-16 HELICOPTER LANDING AREA

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

SUPU AD 2.10-17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	PAYSANDÚ FIZ ☛ Arc, radius 10 NM (18.5 KM) centred at 322151S/0580344W limited by Montevideo FIR
2	<i>Vertical limits</i>	GND up to FL 055
3	<i>Airspace classification</i>	G
4	<i>ATS unit call sign Language(s)</i>	☛ Paysandú Aerodrome Information
5	<i>Transition altitude</i>	900 M
6	<i>Remarks</i>	Nil

SUPU AD 2.10-18 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
☛ AFIS	☛ Paysandú Aerodrome Information	☛ 118.2 MHZ ☛ 122.1 MHZ	☛ Como AD	Nil
☛ ATIS		☛ 127.775 MHZ		

SUPU AD 2.10-19 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
Nil						

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

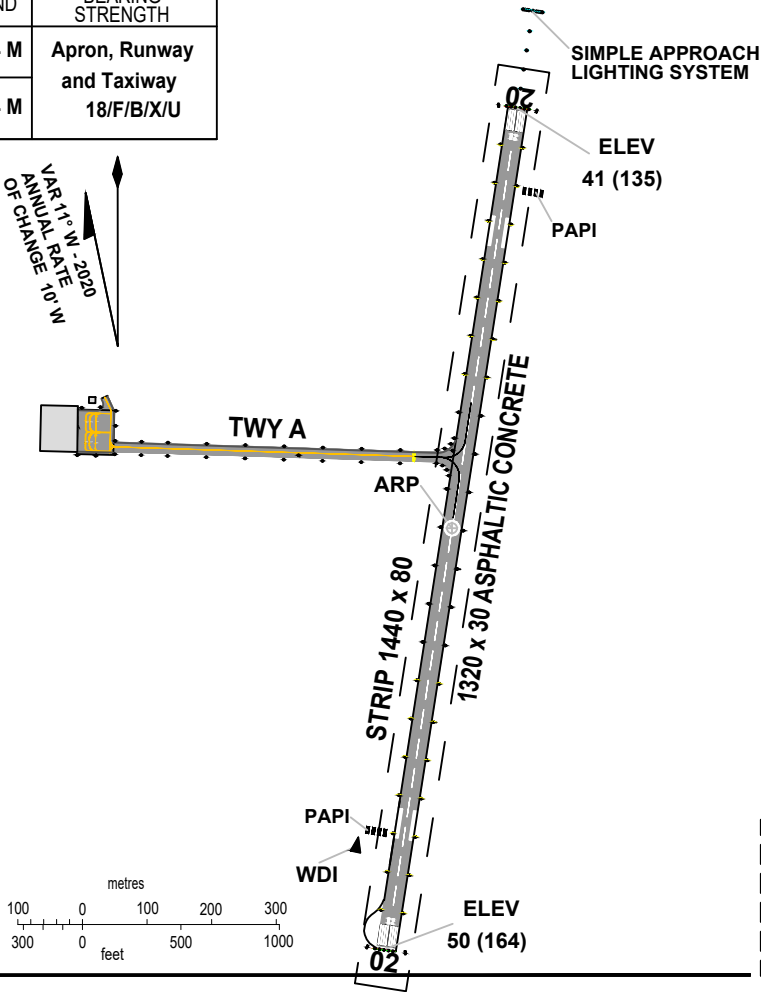
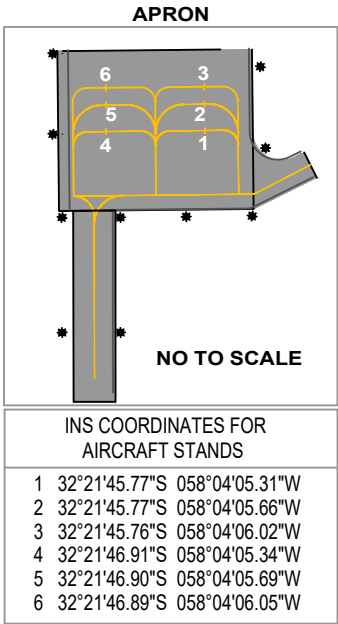
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AERODROME/HELIPORT		32°21'51"S	ELEV 50	AFIS 118.2 - 122.1	PAYSANDU/Intl Tydeo Larre Borges
CHART - ICAO		058°03'44"W	(164)	ATIS 127.775	

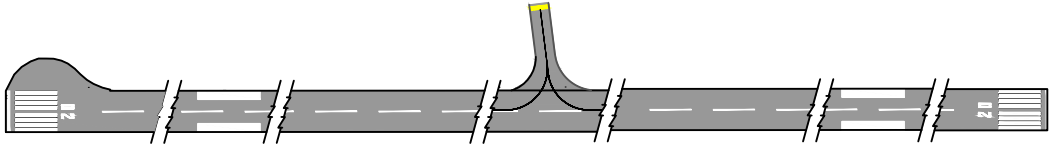
RWY	DIRECTION	THR	GUND	BEARING STRENGTH
02	020°	32°22'12.32"S 58°03'48.10"W	17.4 M	Apron, Runway and Taxiway 18/F/B/X/U
20	200°	32°21'30.00"S 58°03'40.34"W	17.4 M	

TAXIWAYS 15 WIDE

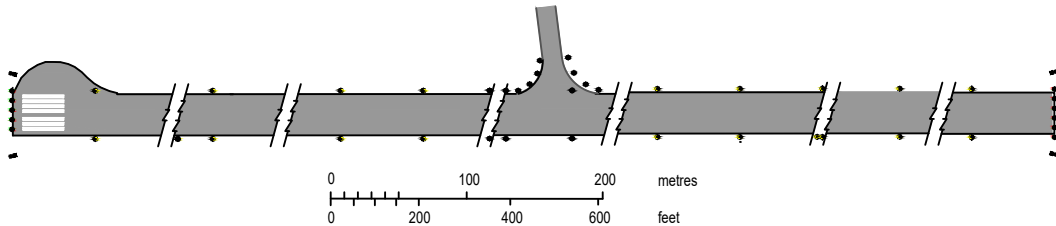
ELEVATIONS IN METRES (AND FEET)
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 02/20 AND EXIT TWY



LIGHTING AIDS RWY 02/20 AND EXIT TWY



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DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

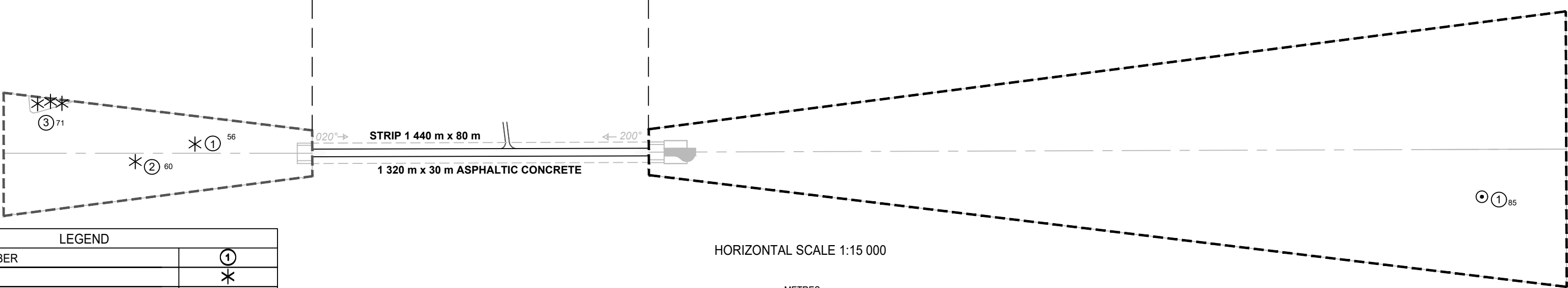
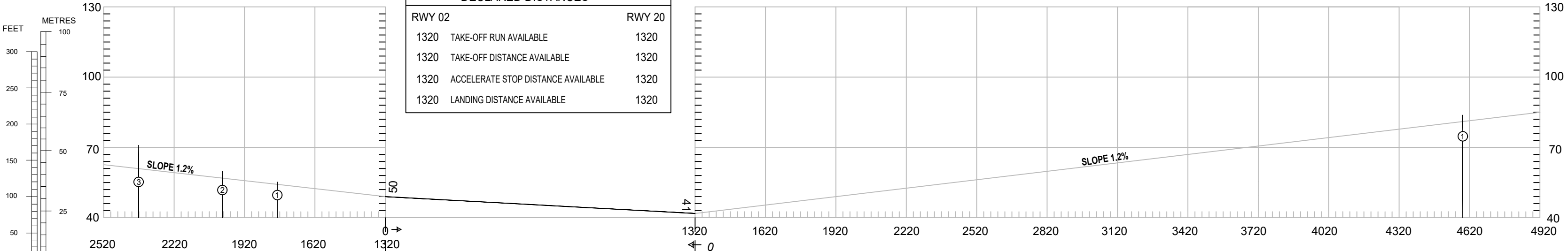
PAYSANDÚ/Intl Tydeo Larre Borges

MAGNETIC VARIATION 11° W JAN 2020

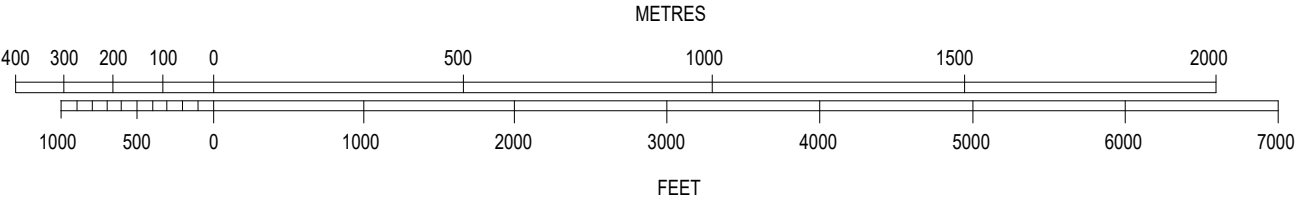
RWY 02 / 20

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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