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U R U G U A Y

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

AIRAC AIP AMDT
NR **11**
25 DEC 2025

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

EFFECTIVE DATE: 19 FEB 2026 - 00:01 UTC

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

INSERT AND/OR DESTROY THE FOLLOWING PAGES:

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0.4-4	22 JAN 2026	0.4-4	19 FEB 2026
0.4-5	22 JAN 2026	0.4-5	19 FEB 2026
0.4-6	22 JAN 2026	0.4-6	19 FEB 2026
3.2-5	22 JAN 2026	3.2-5	22 JAN 2026
3.2-6	22 JAN 2026	3.2-6	19 FEB 2026
3.2-7	22 JAN 2026	3.2-7	22 JAN 2026
3.2-8	27 NOV 2025	3.2-8	19 FEB 2026
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4.1-18	03 OCT 2024	4.1-18	19 FEB 2026
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4.1-1	21 MAR 2024	4.1-1	19 FEB 2026
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6.1-2	22 JAN 2026	6.1-2	19 FEB 2026

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2.6-11	03 OCT 2024	2.6-11	19 FEB 2026
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2.14-11	25 JAN 2024	2.14-11	19 FEB 2026
2.14-12	25 JAN 2024	2.14-12	19 FEB 2026

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*	*Page*	*Date*	*Page*	*Date*
PART 1		**GEN 2**		**GEN 3**	
GENERAL (GEN)					
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Page	Date
3.6-7	18 JUL 2019
3.6-8	18 JUL 2019
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3.1-2	10 JUL 2025
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Page	*Date*	*Page*	*Date*	*Page*	*Date*
3.1-5	10 JUL 2025	4.2-1	18 APR 2024	6.1-6	10 JUL 2025
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Page	Date	Page	Date	Page	Date
AD 2		2.4-3	20 FEB 2025	2.5-34	20 MAR 2025
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Page	Date	Page	Date	Page	Date
2.8-13	30 OCT 2025	2.9-44	06 OCT 2022	2.12-2	01 AUG 2009
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2.9-5	27 NOV 2025	2.9-54	29 DEC 2022	2.13-1	27 NOV 2025
2.9-6	04 SEP 2025	2.9-55	05 OCT 2023	2.13-2	30 NOV 2023
2.9-7	27 NOV 2025	2.9-56	06 OCT 2022	2.13-3	27 NOV 2025
2.9-8	27 NOV 2025	2.9-57	05 OCT 2023	2.13-4	17 APR 2025
2.9-9	21 APR 2022	2.9-58	06 OCT 2022	2.13-5	27 NOV 2025
2.9-10	01 DEC 2018	2.9-59	11 JUL 2024	2.13-6	30 NOV 2023
☛2.9-11	19 FEB 2026	2.9-61	10 JUL 2025	☛2.13-7	19 FEB 2026
2.9-12	01 AUG 2018	2.10-1	10 JUL 2025	2.13-8	01 DEC 2013
2.9-13	01 DEC 2018	2.10-2	28 NOV 2024	2.13-9	30 NOV 2023
2.9-14	05 DEC 2019	2.10-3	27 NOV 2025	2.13-10	30 NOV 2023
2.9-15	01 DEC 2022	2.10-4	17 APR 2025	☛2.13-11	19 FEB 2026
2.9-16	06 OCT 2022	2.10-5	27 NOV 2025	☛2.13-12	19 FEB 2026
2.9-17	06 OCT 2022	2.10-6	28 NOV 2024	2.13-13	27 NOV 2025
2.9-18	06 OCT 2022	2.10-7	17 APR 2025	2.13-15	27 NOV 2025
2.9-19	06 OCT 2022	2.10-8	28 NOV 2024	2.13-17	27 NOV 2025
2.9-20	29 DEC 2022	2.10-9	20 MAR 2025	2.13-19	27 NOV 2025
2.9-21	05 SEP 2024	☛2.10-10	19 FEB 2026	2.13-20	27 NOV 2025
2.9-22	03 NOV 2022	☛2.10-11	19 FEB 2026	2.13-21	27 NOV 2025
2.9-23	28 JAN 2021	2.10-13	27 NOV 2025	2.13-22	27 NOV 2025
☛2.9-24	19 FEB 2026	2.10-15	10 JUL 2025	☛2.13-23	19 FEB 2026
☛2.9-25	19 FEB 2026	2.11-1	07 AUG 2025	2.14-1	10 JUL 2025
2.9-26	06 OCT 2022	2.11-2	28 MAY 2015	2.14-2	03 OCT 2024
2.9-27	04 SEP 2025	2.11-3	27 JAN 2022	2.14-3	27 NOV 2025
2.9-28	04 SEP 2025	2.11-4	17 APR 2025	2.14-4	17 APR 2025
2.9-29	04 SEP 2025	2.11-5	27 JAN 2022	2.14-5	27 NOV 2025
2.9-30	04 SEP 2025	2.11-6	27 JAN 2022	2.14-6	03 OCT 2024
2.9-31	10 JUL 2025	2.11-7	01 AUG 2010	2.14-7	17 APR 2025
2.9-33	10 JUL 2025	2.11-8	01 AUG 2001	2.14-8	05 OCT 2023
2.9-35	10 JUL 2025	2.11-9	07 AUG 2025	2.14-9	25 JAN 2024
2.9-37	10 JUL 2025	2.11-10	07 AUG 2025	2.14-10	25 JAN 2024
2.9-39	05 SEP 2024	2.11-11	07 AUG 2025	☛2.14-11	19 FEB 2026
2.9-40	06 OCT 2022	2.11-12	10 JUL 2025	☛2.14-12	19 FEB 2026
2.9-41	05 SEP 2024	2.11-13	10 JUL 2025	2.14-13	25 JAN 2024
2.9-42	06 OCT 2022	2.11-15	10 JUL 2025	2.14-15	27 NOV 2025
2.9-43	05 SEP 2024	2.12-1	10 JUL 2025	2.14-17	10 JUL 2025

Page	Date	Page	Date	Page	Date
2.14-19	25 JAN 2024				
2.15-1	10 JUL 2025				
2.15-2	26 MAR 2020				
2.15-3	05 NOV 1998				
2.15-4	17 APR 2025				
2.15-5	20 MAY 2021				
2.15-6	05 NOV 1998				
2.15-7	17 APR 2025				
2.15-8	05 OCT 2023				
2.15-9	05 OCT 2023				
2.15-10	05 OCT 2023				
2.15-11	10 JUL 2025				
2.16-1	10 JUL 2025				
2.16-2	01 AUG 2009				
2.16-3	01 AUG 2009				
2.16-4	17 APR 2025				
2.16-5	12 AUG 2021				
2.16-6	01 AUG 2007				
2.16-7	01 AUG 2007				
2.16-8	01 AUG 2007				
2.16-9	10 JUL 2025				
2.16-11	10 JUL 2025				
2.16-13	10 JUL 2025				
2.17-1	10 JUL 2025				
2.17-2	02 JAN 2017				
2.17-3	02 JAN 2017				
2.17-4	20 MAY 2021				
2.17-5	01 DEC 2017				
2.17-6	18 JUL 2019				
2.17-7	02 JAN 2017				
2.17-8	10 JUL 2025				
2.17-9	10 JUL 2025				
2.17-11	10 JUL 2025				
AD 3					
3.1-1	01 JUN 1997				

5. List of aeronautical charts available

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

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome/Heliport Chart – ICAO (AC)*	1:10 000	**Artigas**		10 JUL 25
		Carmelo		27 NOV 25
		Colonia/Laguna de los Patos		30 OCT 25
		Durazno/Santa Bernardina		
		03-21		20 FEB 25
		10-28		20 FEB 25
		Maldonado/Carlos A. Curbelo		
		Laguna del Sauce		
		01-19		27 NOV 25
		08-26		27 NOV 25
		Melo/Cerro Largo		27 NOV 25
		Mercedes/Ricardo Detomasi		10 JUL 25
		Montevideo/Ángel S. Adami		☛22 JAN 2026
		Montevideo/Carrasco Cesáreo		
		L. Berisso		
		01-19		04 SEP 25
		07-25		04 SEP 25
		Paysandú/Tydeo Larre Borges		27 NOV 25
		Punta del Este/El Jagüel		10 JUL 25
		Río Branco		10 JUL 25
		Rivera/Oscar D. Gestido		27 NOV 25
		Salto/Nueva Hespérides		27 NOV 25
		Tacuarembó		10 JUL 25
		Treinta y Tres		10 JUL 25
		Vichadero		10 JUL 25
Aerodrome Ground Movement Chart - ICAO (AGMC)*		**Montevideo/Ángel S. Adami**		30 OCT 25
		Montevideo/Carrasco Cesáreo L.		
		Berisso		10 JUL 25
Aircraft Parking/Docking Chart - ICAO (APC)*		**Maldonado/Carlos A. Curbelo**		
		Laguna del Sauce		
		(Aviación Comercial)		10 JUL 25
		(Aviación General)		10 JUL 25
		Montevideo/Ángel S. Adami		30 OCT 25
		Montevideo/Carrasco Cesáreo L.		
		Berisso		10 JUL 25
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Maldonado/Carlos A. Curbelo**		
		Laguna del Sauce		
		01-19		27 NOV 25
		08-26		27 NOV 25
		Montevideo/Carrasco Cesáreo L.		
		Berisso		
		01-19		10 JUL 25
		07-25		10 JUL 25

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Carmelo** **Melo/Cerro Largo** **Paysandú/Tydeo Larre Borges** **Rivera/Oscar D. Gestido** **Salto/Nueva Hespérides**		10 JUL 25 10 JUL 25 10 JUL 25 27 NOV 25 10 JUL 25
En-route Chart - ICAO (EC)*	1:2 000 000	**EC Conventional Navigation International Routes** **EC Area Navigation Routes** **EC Conventional Navigation National Routes**		☛19 FEB 26 ☛19 FEB 26 ☛19 FEB 26
Area Chart - ICAO*		**TMA Carrasco - Conventional Navigation International and National Routes** **TMA Carrasco - Area Navigation Routes** **TMA Durazno - Conventional Navigation International and National Routes** **TMA Durazno - Area Navigation Routes**		27 NOV 25 10 JUL 25 10 JUL 25 10 JUL 25
Standard Departure Chart - Instrument (SID) - ICAO*	1:600 000	**Maldonado/Carlos A. Curbelo Laguna del Sauce** Nil **Carrasco** Nil		
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:600 000	**Maldonado/Carlos A. Curbelo Laguna del Sauce** Nil **Montevideo/Carrasco Cesáreo L. Berisso** Nil		
Instrument Approach Chart - ICAO (IAC)*	1:300 000	**Artigas** RNAV (GNSS) 11 **Colonia/Laguna de los Patos** RNAV (GNSS) 13 RNAV (GNSS) 31 **Durazno/Santa Bernardina** DME VOR 03 RNAV (GNSS) 10 RNAV (GNSS) 21 HI VOR/DME 03 VOR DME 03		 28 MAY 15 10 DEC 15 10 DEC 15 21 MAR 24 21 MAR 24 21 MAR 24 21 MAR 24 21 MAR 24

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Instrument Approach Chart - ICAO (IAC)*	1:300 000			
		Maldonado/Carlos A. Curbelo Laguna del Sauce		
		RNP Z 01		20 MAR 25
		RNP Z 08		20 MAR 25
		RNP Z 19		20 MAR 25
		RNP Z 26		20 MAR 25
		VOR Z 01		20 MAR 25
		VOR Z 08		20 MAR 25
		VOR Z 19		20 MAR 25
		VOR Z 26		20 MAR 25
		Montevideo/Ángel S. Adami		
		NDB Z 19		☛22 JAN 2026
		RNP Z 19		☛22 JAN 2026
		Montevideo/Carrasco Gral. Cesáreo L. Berisso		
		ILS Y o LOC ONLY Y 19		05 SEP 24
		ILS Y o LOC ONLY Y 25		05 SEP 24
		ILS Z 19		05 SEP 24
		ILS Z 25		05 SEP 24
		RNP Z 01		05 OCT 23
		RNP Z 07		05 OCT 23
		RNP Z 19		05 OCT 23
		RNP Z 25		05 OCT 23
		VOR Z 07		05 OCT 23
		VOR Z 25		05 OCT 23
		Paysandú/Tydeo Larre Borges		
		RNAV (GNSS) 20		23 MAR 23
		Rivera/Oscar D. Gestido		
		RNP 05		27 NOV 25
		RNP 23		27 NOV 25
		Salto/Nueva Hespérides		
		RNAV (GNSS) 05		25 JAN 24

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Radar Minimum Altitude Chart - OACI *		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		11 JUL 24
		Montevideo/Carrasco Gral. Cesáreo L. Berisso		11 JUL 24
Visual Approach Chart - ICAO (VAC)*	1:350 000	**Artigas**		10 JUL 25
		Carmelo		30 OCT 25
		Rivera/Oscar D. Gestido		☛19 FEB 26
		Mercedes/Ricardo Detomasi		10 JUL 25
		Punta del Este/El Jagüel		10 JUL 25
		Río Branco		10 JUL 25
		Treinta y Tres		10 JUL 25
		Vichadero		10 JUL 25

FARES FOR AIRCRAFT ATTENTION AT C/C CARLOS A. CURBELO – LAGUNA DEL SAUCE INTERNATIONAL AIRPORT

Detailed below prices for airport services by Consorcio Aeropuertos Internacionales S.A. (Consortium International ☛Airports SA) and conditions shall take effect from September 5th, 2025 at the C/C Carlos A. Curbelo, Laguna del Sauce International Airport (SULS), Maldonado, Uruguay, according to the provisions in Annex A of the Concession Contract for Public Works of December 9th, 1993, and subsequent amendments and update parametric.

a) Form of payment and deadline:

Uruguayan air services companies and foreign with accredited representation at CAISA in Uruguay: they are charged against the service, and will be charged the amount due within the first five days of the month following the service.

Payment of charges for airport services performed beyond the 10-day payment period expires automatically accrue interest at 12% in U.S. dollars or the maximum interest on arrears in Uruguayan pesos supported by the Central Bank of Uruguay.

Other users: in cash (Uruguayan pesos and U.S. dollars), credit and debit card (VISA, MASTER, AMEX, DINERS), or national bank check payable to CAISA, crossed and up to the date of issue (issuer authorized by CAISA administration), prior take off, with the aircraft already landed in SULS and two hours before the scheduled take off according to the flight plan.

b) Aircraft weight:

For the application of the different tables indicated here, the weight of the aircraft is the Maximum Takeoff Weight (MTOGW) according to the Certificate of Airworthiness.

c) The airport dealer is authorized to adopt in each case the measures it deems appropriate to guarantee the payment of airport services provided, may apply to the aviation authority stopping the aircraft in accordance with the terms of art. 196 of the Código Aeronáutico Uruguayo (Uruguayan Aeronautical Code).

TABLE 1 : LANDING FARE – INTERNATIONAL FLIGHTS

Aircraft weight in Tones	*U$S*
Up to 10	☛121.00
More than 10 up to 30	☛524.00
More than 30 up to 70	☛780.00
More than 70 up to 170	☛1171.00
More than 170	☛1503.00

LANDING SPECIAL FARES FOR GENERAL AVIATION

Aircraft weight in Tones	*U$S*
Up to 2	☛44.00
More than 2 up to 4	☛66.00
More than 4 up to 10	☛127.00
More than 10 up to 30	☛467.00
More than 30 up to 70	☛688.00

Operations between 22:30 and 09:00 UTC have a surcharge of 30% (thirty percent)

Exemptions and dispensations:

1) State Aircraft in non-commercial basis of reciprocity mission.
2) Aircraft chartered or operated by ICAO, the UN, OAS and the Red Cross.
3) Aircraft forced to land in Uruguayan territory by Uruguayan aviation authorities.
4) Aircraft having left the airport, stop their flight to their destination and return to it.
5) Aircraft engaged in test flights and training.

TABLE 2: FARE FOR LANDING – DOMESTIC FLIGHTS

Foreign aircraft shall be subject to the provisions of Table 1.

Aircraft weight in Tones	*U$S*
Up to 10	☛48.00
More than 10 up to 30	☛210.00
More than 30 up to 70	☛312.00
More than 70 up to 170	☛470.00
More than 170	☛601.00

Operations between 22:30 and 09:00 UTC have a surcharge of 30% (thirty percent).

Are considered domestic flights those with departure and destination within Uruguayan territory.

Exemptions and dispensations:

1) State Aircraft in non-commercial mission.
2) Aircraft chartered or operated by ICAO, the UN, OAS and the Red Cross.
3) Aircraft forced to land in Uruguayan territory by Uruguayan aviation authorities.
4) Aircraft having left the airport, stop their flight to their destination and return to it.
5) Aircraft engaged in test flights and training.

TABLE 3: FARE FOR AIRCRAFT PARKING

The fare for parking shall apply to commercial and general aviation aircraft after 3 and 1 hours respectively of stay at the airport claiming for this concept:

a) on operating platform 7% (seven percent) of the landing fare corresponding to the aircraft on an international flight, per hour or fraction;

b) special price of parking for general aviation aircraft on platform operating 5% (five percent) of the landing fare corresponding to the aircraft. For aircraft relating to domestic flights will be waived the first 4 days of parking.

Exemptions and dispensations:

1) State Aircraft in non-commercial mission.
2) Aircraft chartered or operated by ICAO, the UN, OAS and the Red Cross.
3) Aircraft forced to land in Uruguayan territory by Uruguayan aviation authorities.

TABLE 4: FARE FOR THE SERVICE OF INTERNAL AIRPORT BUS

☛For each bus trip U$S 88.00 (U.S. dollars eighty-eight)

1) Applies only to commercial and general aviation flights
2) The national and foreign authorities in the exercise of its functions will have a free courtesy vehicle within the VIP room services.
3) Governing special rates for air services companies with accredited representative at CAISA

TABLE 5: FARE FOR EMBARKATION SERVICE

☛Passengers to any international destination: U$S 41.00 (U.S. dollars forty-one).

- API/PNR security fee per international boarded passenger US$ 5.76 (US dollars five and 76 cents).

- For the use of the CUTE service at the international Check-in counters U$S 2.00 (two United States dollars) per boarded passenger.

A) Form and payment terms:
In cash, credit and debit card (VISA, MASTER, AMEX, DINERS) prior to take off

B) Exemptions and dispensations:
1) Persons exempted by the eighth article of Decree 646/978 of November 21st, 1978 (diplomats, members of international organizations, etc.).
2) Children under 2 years of age.
3) Passengers in transit who do not leave the customs area
4) Members of the crew.

C) For Civil Aviation passenger in domestic flights it will apply a special rate for embarkation service of U$S 4.00 (four U.S. dollars) per passenger.

TABLE 6: FARE FOR RAMP SERVICES

A) COMMERCIAL FLIGHTS

1) By way of attention on operating platform and pulled and removal of stairs (if applicable) and loading, unloading and transportation of luggage.

Aircraft weight in Tones	*U$S*
	For Landing/take-off
Up to 10	☛603.00
More than 10 up to 70	☛1503.00
More than 70	☛3519.00

B) CIVIL FLIGHTS

1) For attention on operating apron (commercial or civil), pull-up and removal of stairs (if applicable), and shuttle service to and from the aircraft.

Aircraft weight in Tones	*U$S*
	For Landing/take-off
Up to MTOW 4	20.00
More than 4 up to MTOW 10	0.00
More than MTOW 10	☛123.00

- ☛- For General Aviation flights with the intervention of ramp personnel for the use of GSE (tractors, stairs, conveyor belts, dollies) U$S 343.00 (US dollars three hundred and forty-three)

2) The removal and incineration of solid waste: will be charge U$S 8.00 (U.S. dollars eight) per seat available.

☛3) For water charge: The charge U$S 73.00 (U.S. dollars seventy-three).

C) CIVIL OR COMMERCIAL FLIGHTS

1) Other services.

Services	*U$S*	*Remarks*
Power unit 28V CC	☛136.00	Applicable every half hour or fraction
Power unit 115/220V, 400 Hz, 90 KVA	☛360.00	
Tow aircraft up to 85 tons	☛181.00	Applicable for every use
Pneumatic starter	☛210.00	
General aviation water load	☛73.00	

TABLE 7: OTHERS

A) COMMERCIAL FLIGHTS

Services	*U$S*	
	Regular companies	*NON regular companies*
Using spaces for check-in counters and scales	0.17 (per embarking passenger)	☛132.00 (per flight)
Potable water load	☛181.00	☛181.00

B) CIVIL FLIGHTS

Services	*U$S*
Ramp safety (price per hour with a maximum price of U$S 120)	4.00
By the usage of wastewater truck	☛58.00

C) CIVIL OR COMMERCIAL FLIGHTS

Services	*U$S*
Additional services of luggage mobilization (airline requirement), per employee	7.00
Using fork lift for disabled (maximum 2 passengers at a time)	☛53.00
Usage of wastewater truck (Commercial)	☛182.00
For removal and incineration of solid waste (per seat available)	3.00
Catering	10% over the bill for aboard services that perform Airlines

D) OTHERS

☛1) Cleaning spills on floors: U$S 132 per square meter

2) Canon to Handler Operators for flight care, General and Commercial Aviation:

The greater of the following two alternatives:

a) 10% of the invoice, or

b) A flat fee for the following scale, according to the weight of the aircraft:

Aircraft weight in Tones	*U$S*
Up to 2	20.00
More than 2 up to 4	30.00
More than 4 up to 10	☛75.00
More than 10 up to 30	☛132.00
More than 30	☛211.00

E) GENERAL AVIATION FARES

Aircraft weight in Tones	*U$S*
Up to 2	☛134.00
More than 2 up to 4	☛403.00
More than 4 up to 10	☛672.00
More than 10 up to 20	☛806.00
More than 20 up to 30	☛1142.00
More than 30 up to 40	☛2015.00
More than 40 up to 60	☛2418.00
More than 60 up to 80	☛2686.00
More than 80	☛4701.00

Exemptions and dispensations:

1) Aircraft with national registration with an MTOW of less than 4 tons are exempt from the Fare for General Aviation as long as the arrival and departure of the same is within the national territory.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the MONTEVIDEO FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note 1. - The flight movement messages in this context include the flight plan messages, amendment messages relating thereto and cancellation messages flight plan. (See ATM/501 ICAO Doc 4444, Chapter 11, 11.2.1.2.3.3).

Note 2. - With respect to the filing of Flight Plans, e-Amendment and cancellation of flights originating in their territory, apply the provisions on page ENR 1.10-1 "Procedures for the submission of a flight plan."

Category of flight (IFR, VFR or both)	*Route (into or via FIR and/or TMA)*	*Message address*
1	2	3
IFR Flights	- Overflights operating within the Montevideo FIR	SUEOZQZX
	- Aircrafts operating in airports within the Carrasco	☛SUEOZQZX
	- Aircraft operating in aerodromes within the Montevideo FIR outside Carrasco TMA and TWR in which they are operating	☛SUEOZQZX
	- Every flight plan to operate within the Montevideo FIR must be sent	SUBLYWYX
VFR Flights	- Overflights operating within the Montevideo FIR	SUEOZQZX
	- Aircrafts operating in airports within the Carrasco TMA	☛SUEOZQZX
	- Aircraft operating in aerodromes within the Montevideo FIR outside Carrasco TMA and TWR in which they are operating	☛SUEOZQZX
	- Every flight plan to operate within the Montevideo FIR must be sent	SUBLYWYX

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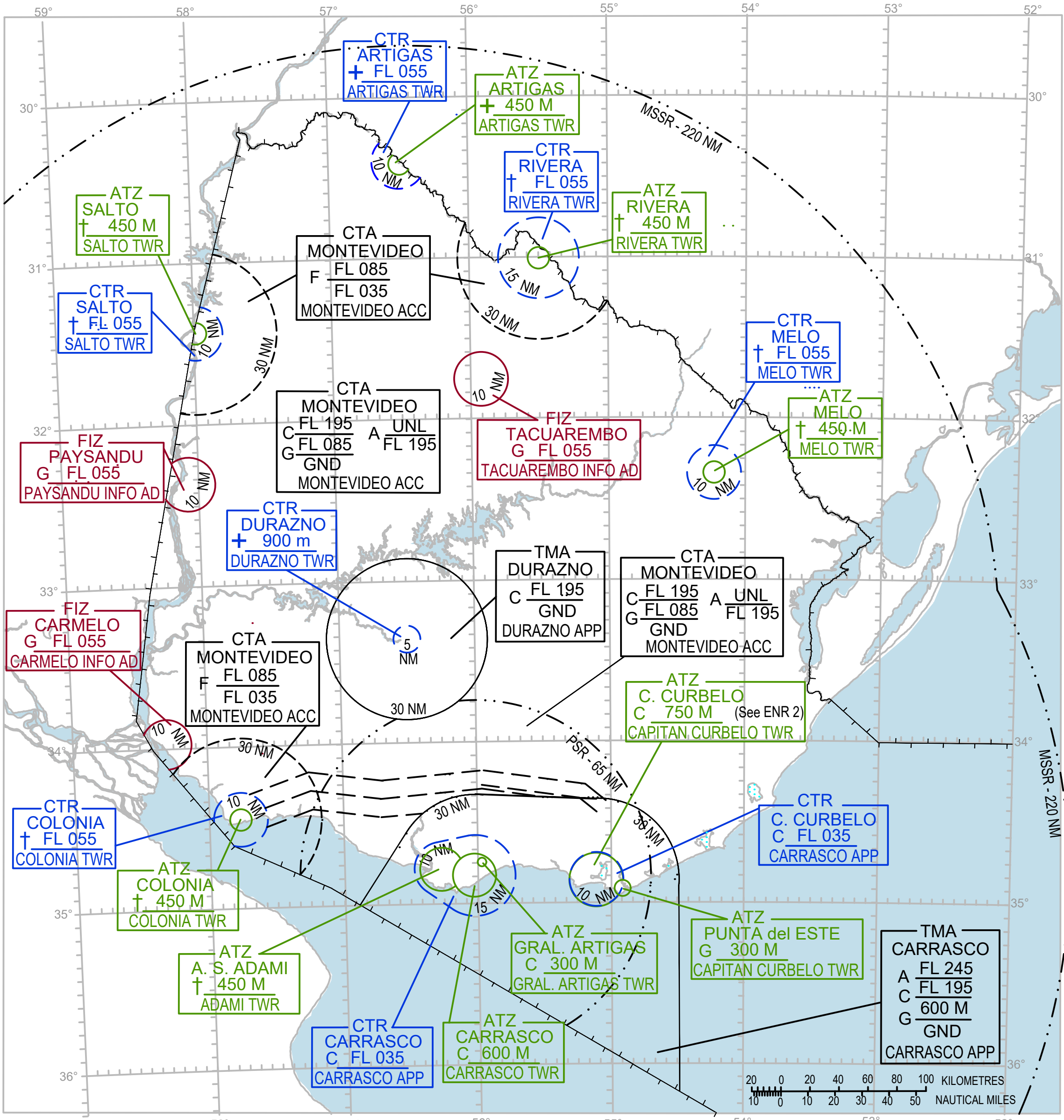
AIRSPACE CLASSIFICATION



Change: Rivera ATZ, CTR

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

C FL 195 / G FL 085 / GND

From GND up to 600 M, airspace class C.

ATZ CARRASCO C 600 M CARRASCO TWR

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

MSSR ... Monopulse Secondary Surveillance Radar

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

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Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit providing service*	*Callsign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency/ Purpose*	*Remarks*
1	2	3	4	5
RIVERA CTR ☛CTR arc, radius 15 NM (27,8 KM) centred at 305810S/0552824W <u>FL 055</u> GND Class of airspace: from Monday to Sunday from 10:00 to 22:00 UTC: “C”; others: “G”.	Rivera TWR	Rivera Tower Spanish, English (O/R)	118.0 MHZ 122.1 MHZ	☛
SALTO CTR CTR arc, radius 10 NM (18 KM) centred at 312605S/0575903W <u>FL 055</u> GND Class of airspace: from Monday to Sunday from 10:00 to 22:00 UTC: “C”; others: “G”.	Salto TWR	Salto Tower Spanish, English (O/R)	118.8 MHZ 122.1 MHZ	Inside Montevideo FIR
A.S. ADAMI ATZ ATZ arc, radius 8 NM (14.8 KM) centred at ASI NDB clockwise from 345350S/0561002W up to 344331S/0560716W. <u>450 M</u> GND Class of airspace: from Monday to Sunday from 10:00 to 22:00 UTC: “C”; others: “G”.	Adami TWR	Adami Tower Spanish, English (O/R)	118.4 MHZ 122.1 MHZ	

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit providing service*	*Callsign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency/ Purpose*	*Remarks*
1	2	3	4	5
ARTIGAS ATZ ATZ arc, radius 4 NM (7.4 KM) centred at 302357S/0563039W 450 M GND Class of airspace: ☛from Monday to Friday from 10:00 to 22:00 UTC: “C”; others: “G”.	Artigas TWR	Artigas Tower Spanish	122.1 MHZ	
CARRASCO ATZ ATZ circle, radius 8 NM (14.8 KM) centred at CRR VOR/DME. 600 M GND Class of airspace: C	Carrasco TWR	Carrasco Tower Spanish, English.	118.1 MHZ 121.8 MHZ	If ZOM 5 were active, it will be excluded from CARRASCO CTR.
COLONIA ATZ ATZ circle, radius 4 NM (7.4 KM) centred at 342705S/0574601W. 450 M GND Class of airspace: from Monday to Sunday from 10:00 to 22:00 UTC: “C”; others: “G”.	Colonia TWR	Colonia Tower Spanish, English (O/R)	120.8 MHZ 122.1 MHZ	

ENR 4. RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS -EN-ROUTE

Name of Station (VOR/VAR)	*ID*	*FREQ (CH)*	*Hours of Operation*	*Coordinates*	*ELEV DME antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME CARRASCO (7º59'W)	CRR	116.9 MHZ ☛(CH 116X)	H24	344957.8S 0560130.5W	30 M	Coverage 100 NM
VOR/DME DURAZNO (9º06W)	DUR	117.5 MHZ (CH 122X)	H24	332122.5S 0562945.8W	90 M	Coverage 100 NM
VOR/DME CURBELO (9º24'W)	LDS	117.6 MHZ (CH 123X)	H24	345129.9S 0550530.2W	30 M	Coverage 100 NM

INTENTIONALLY
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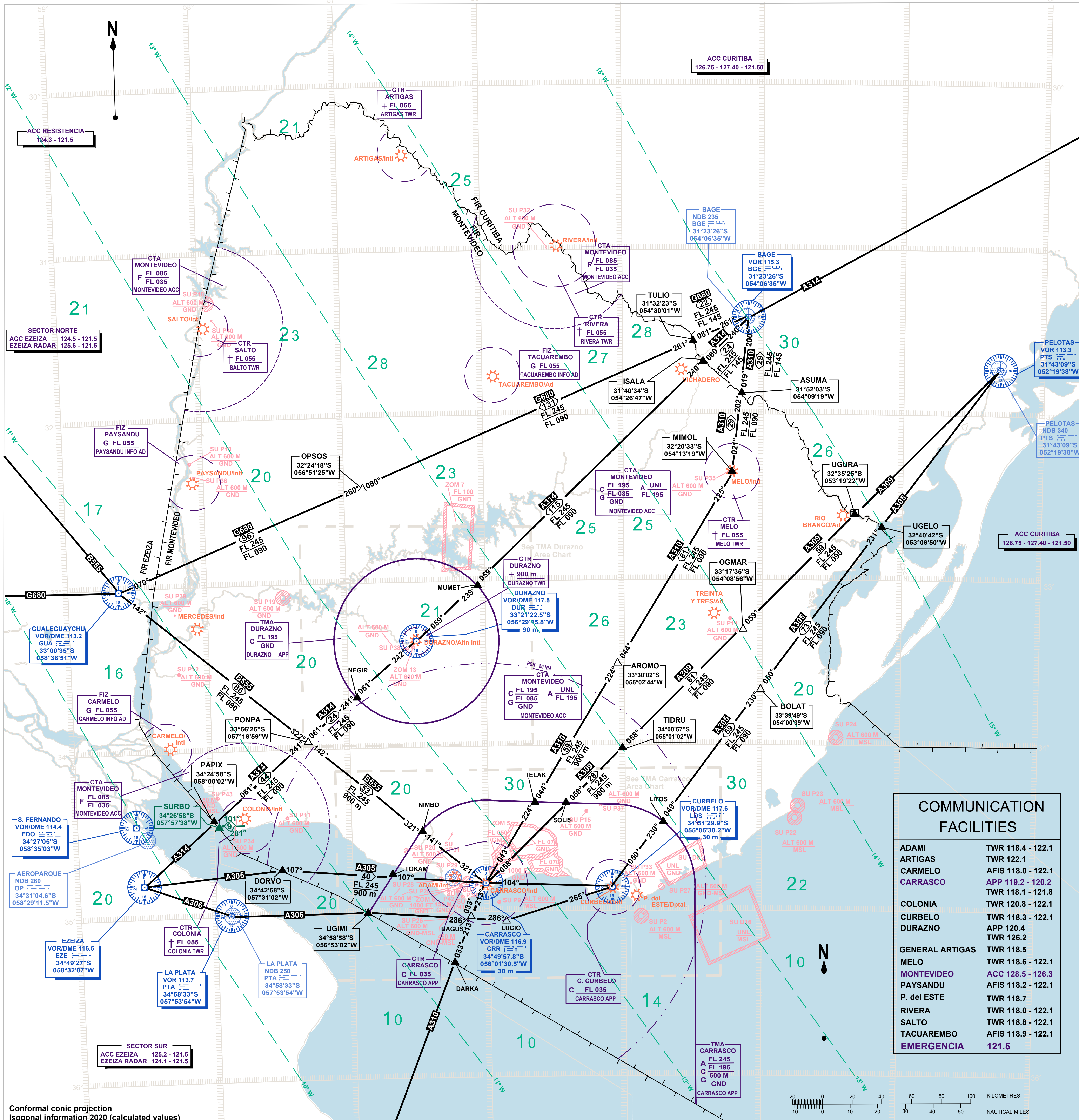
ENROUTE CHART - ICAO CONVENTIONAL NAVIGATION INTERNATIONAL ROUTES

LEGEND

- Aerodrome
- Flight information region (FIR)
- Control area (CTA)
  - CTA NAME
  - ATS AIRSPACE CLASS
  - UPPER LIMIT
  - LOWER LIMIT
  - ATS UNIT PROVIDING THE SERVICE
  - (Example: CTA MONTEVIDEO, C G, FL 195, FL 085, GND, A UNL, FL 195, MONTEVIDEO ACC)
- Terminal control area (TMA)
  - TMA NAME
  - ATS AIRSPACE CLASS
  - UPPER LIMIT
  - LOWER LIMIT
  - ATS UNIT PROVIDING THE SERVICE
  - (Example: TMA CARRASCO, A C, FL 245, FL 195, 600 M, CARRASCO APP)
- Control zone (CTR)
  - CTR NAME
  - ATS AIRSPACE CLASS
  - UPPER LIMIT
  - ATS UNIT THAT PROVIDES THE SERVICE
  - (Example: CTR CARRASCO, C FL 035, CARRASCO APP)
- ATS AIRSPACE CLASS
  - Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C". Others: Class "G" — *
  - Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C". Others: Class "G" — ‡
  - Monday to Sunday from 10:00 to 22:00 UTC: Class "C". Others: Class "G" — †
  - Monday to Friday from 10:00 to 22:00 UTC: Class "C". Others: Class "G" — +
- Conventional navigation route
  - ROUTE DESIGNATOR
  - MAGNETIC BEARING
  - DISTANCE IN NAUTICAL MILES
  - UPPER LIMIT
  - MINIMUN FLIGHT ALTITUDE
  - (Example: UA305, 025°, 30, 225°, UNL, FL 245)
- Reporting point (REP)
  - COMPULSORY FLY-BY
  - A SOLICITUD FLY-BY
  - COMPULSORY FLYOVER
  - A SOLICITUD FLYOVER
- ATS/MET reporting point (MRP)
  - COMPULSORY
  - ON REQUEST
- Restricted airspace
  - IDENTIFICATION OR AREA
  - NATIONALITY LETTER
  - VERTICAL LIMITS
  - P=PROHIBITED
  - R=RESTRICTED
  - D=DANGER
  - (Example: SU R7, FL 100, GND)
- VHF omnidirectional radio range (VOR)
  - COMPASS ROSE ORIENTED BY MAGNETIC NORTH
- Non-directional radio beacon (NDB)
- Distance measuring equipment (DME)
- Collocated VOR and DME radio navigation aids (VOR/DME)
- Identification for Radio navigation Aids (NAVAID)
  - NAME
  - NAVAID, FREQUENCY, IDENTIFICATION OR CALL SIGN
  - GEOGRAPHICAL COORDINATES
  - ELEVATION OF DME SITE (TO THE NEAREST 30 M)
  - (Example: CARRASCO VOR/DME 116.9 CRR 34°49'57.8"S 056°01'30.5"W 30 m)
- Isogonal or isogonic line — 6° W
- Area minimun altitude

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

EXAMPLE: 2100 FEET 21



COMMUNICATION FACILITIES

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

Change: CTR Rivera

ENROUTE CHART - ICAO AREA NAVIGATION ROUTES

LEGEND

Aerodrome

Flight information region (FIR)

Control area (CTA)

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

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

Terminal control area (TMA)

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

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

Control zone (CTR)

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

CTR CARRASCO C FL 035 CARRASCO APP

ATS AIRSPACE CLASS

Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C" Others: Class "G"

Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C" Others: Class "G"

Monday to Sunday from 10:00 to 22:00 UTC: Class "C" Others: Class "G"

Monday to Friday from 10:00 to 22:00 UTC: Class "C" Others: Class "G"

Area navigation route (RNAV)

ROUTE DESIGNATOR
MAGNETIC BEARING
DISTANCE IN NAUTICAL MILES
VERTICAL LIMITS

UL324 027° 43 207° UNL FL 245

User Preferred route (UPR)

ROUTE DESIGNATOR
MAGNETIC BEARING
DISTANCE IN NAUTICAL MILES
VERTICAL LIMITS

UPR01 027° 43 207° UNL FL 245

Reporting point (REP)

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

ATS/MET reporting point (MRP)

COMPULSORY	
ON REQUEST	

Restricted airspace

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

SU R7 FL 100 GND

VHF omnidirectional radio range (VOR)

COMPASS ROSE ORIENTED BY MAGNETIC NORTH

Non-directional radio beacon (NDB)

Distance measuring equipment (DME)

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

Identification for Radio navigation Aids (NAVAID)

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

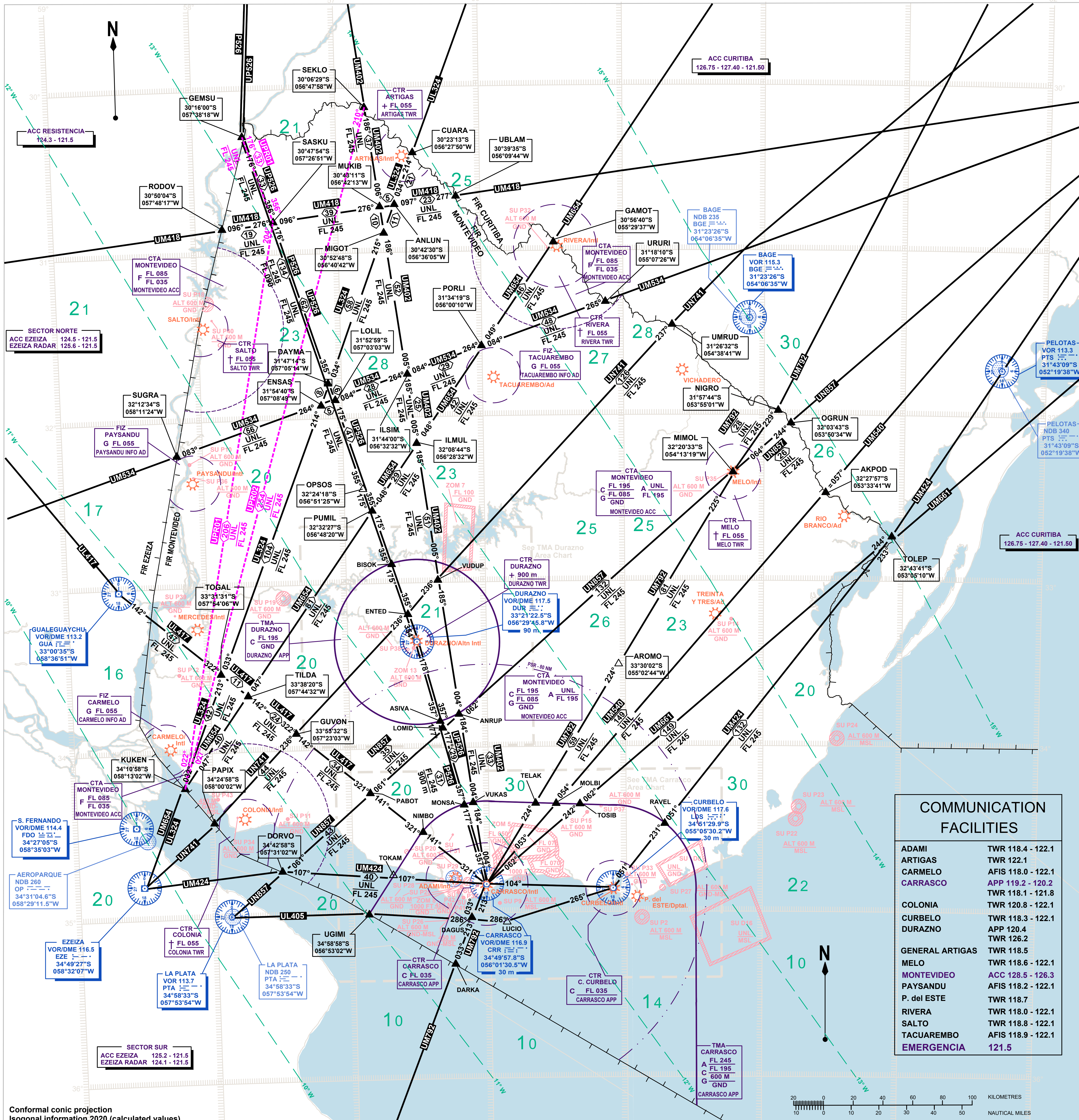
CARRASCO VOR/DME 116.9 CRR 34°49'57.8"S 056°01'30.5"W 30 m

Isogonal or isogonic line — 6° W

Area minimun altitude

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

EXAMPLE: 2100 FEET 21



COMMUNICATION FACILITIES

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

Change: CTR Rivera

ENROUTE CHART - ICAO CONVENTIONAL NAVIGATION NATIONAL ROUTES

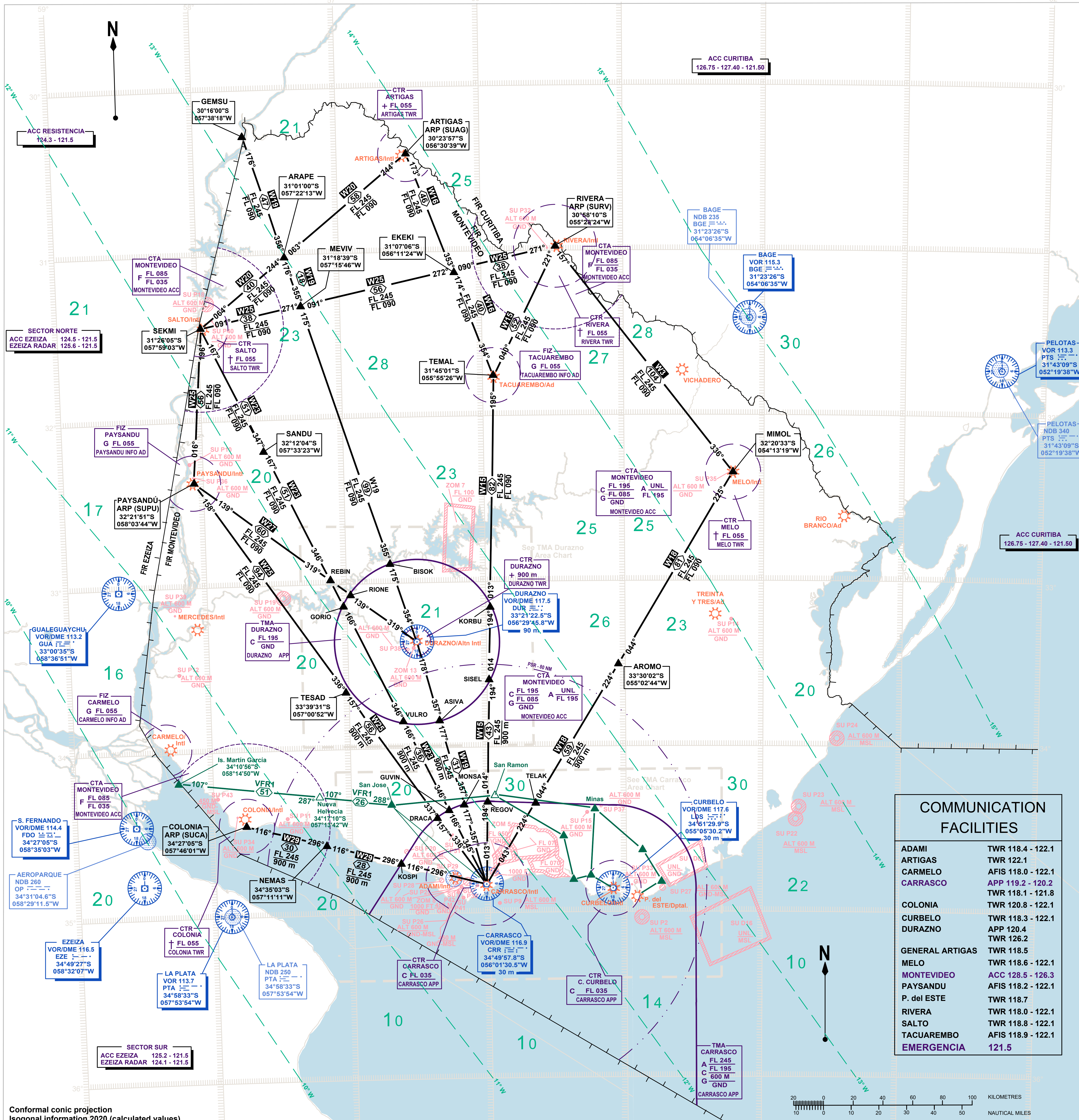
LEGEND

Aerodrome	
Flight information region (FIR)	
Control area (CTA)	
CTA NAME / ATS AIRSPACE CLASS / UPPER LIMIT / LOWER LIMIT / ATS UNIT PROVIDING THE SERVICE	CTA MONTEVIDEO C FL 195 / G FL 085 GND / A UNL FL 195 / MONTEVIDEO ACC
Terminal control area (TMA)	
TMA NAME / ATS AIRSPACE CLASS / UPPER LIMIT / LOWER LIMIT / ATS UNIT PROVIDING THE SERVICE	TMA CARRASCO A FL 245 / C FL 195 / 600 M / CARRASCO APP
Control zone (CTR)	
CTR NAME / ATS AIRSPACE CLASS / UPPER LIMIT / ATS UNIT THAT PROVIDES THE SERVICE	CTR CARRASCO C FL 035 / CARRASCO APP
ATS AIRSPACE CLASS	
Monday to Friday (except holidays) from 10:00 to 22:00 UTC: Class "C" Others: Class "G"	*
Monday to Friday (except holidays) from 11:00 to 23:00 UTC: Class "C" Others: Class "G"	‡
Monday to Sunday from 10:00 to 22:00 UTC: Class "C" Others: Class "G"	†
Monday to Friday from 10:00 to 22:00 UTC: Class "C" Others: Class "G"	+
Conventional navigation route: ROUTE DESIGNATOR / MAGNETIC BEARING / DISTANCE IN NAUTICAL MILES / UPPER LIMIT / MINIMUN FLIGHT ALTITUDE	UA305 / 025° 30 225° / UNL / FL 245
Reporting point (REP)	COMPULSORY FLY-BY / A SOLICITUD FLY-BY / COMPULSORY FLYOVER / A SOLICITUD FLYOVER
ATS/MET reporting point (MRP)	COMPULSORY / ON REQUEST
Restricted airspace: IDENTIFICATION OR AREA / NATIONALITY LETTER / VERTICAL LIMITS / P=PROHIBITED / R=RESTRICTED / D=DANGER	SU R7 / FL 100 / GND
VHF omnidirectional radio range (VOR): COMPASS ROSE ORIENTED BY MAGNETIC NORTH	
Non-directional radio beacon (NDB)	
Distance measuring equipment (DME)	
Collocated VOR and DME radio navigation aids (VOR/DME)	
Identification for Radio navigation Aids (NAVAID): NAME / NAVAID, FREQUENCY, IDENTIFICATION OR CALL SIGN / GEOGRAPHICAL COORDINATES / ELEVATION OF DME SITE (TO THE NEAREST 30 M)	CARRASCO VOR/DME 116.9 CRR 34°49'57.8"S 056°01'30.5"W 30 m
Isogonal or isogonic line	6° W

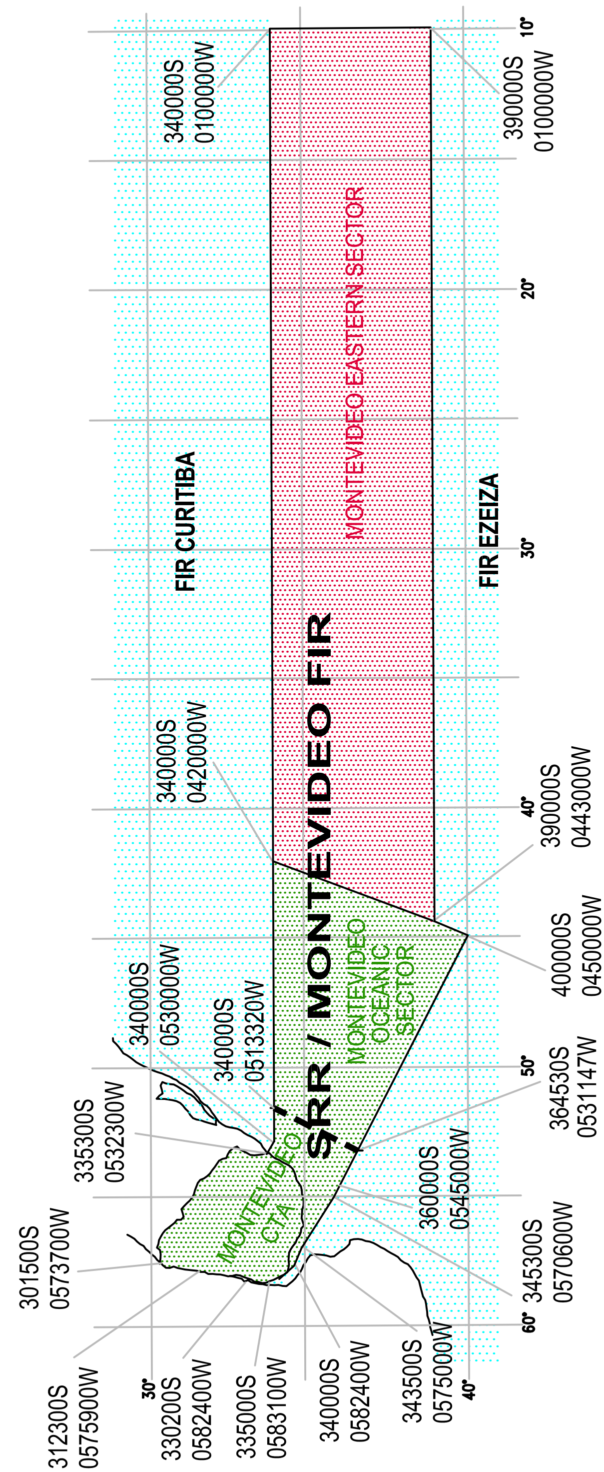
Area minimun altitude

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

EXAMPLE: 2100 FEET 21

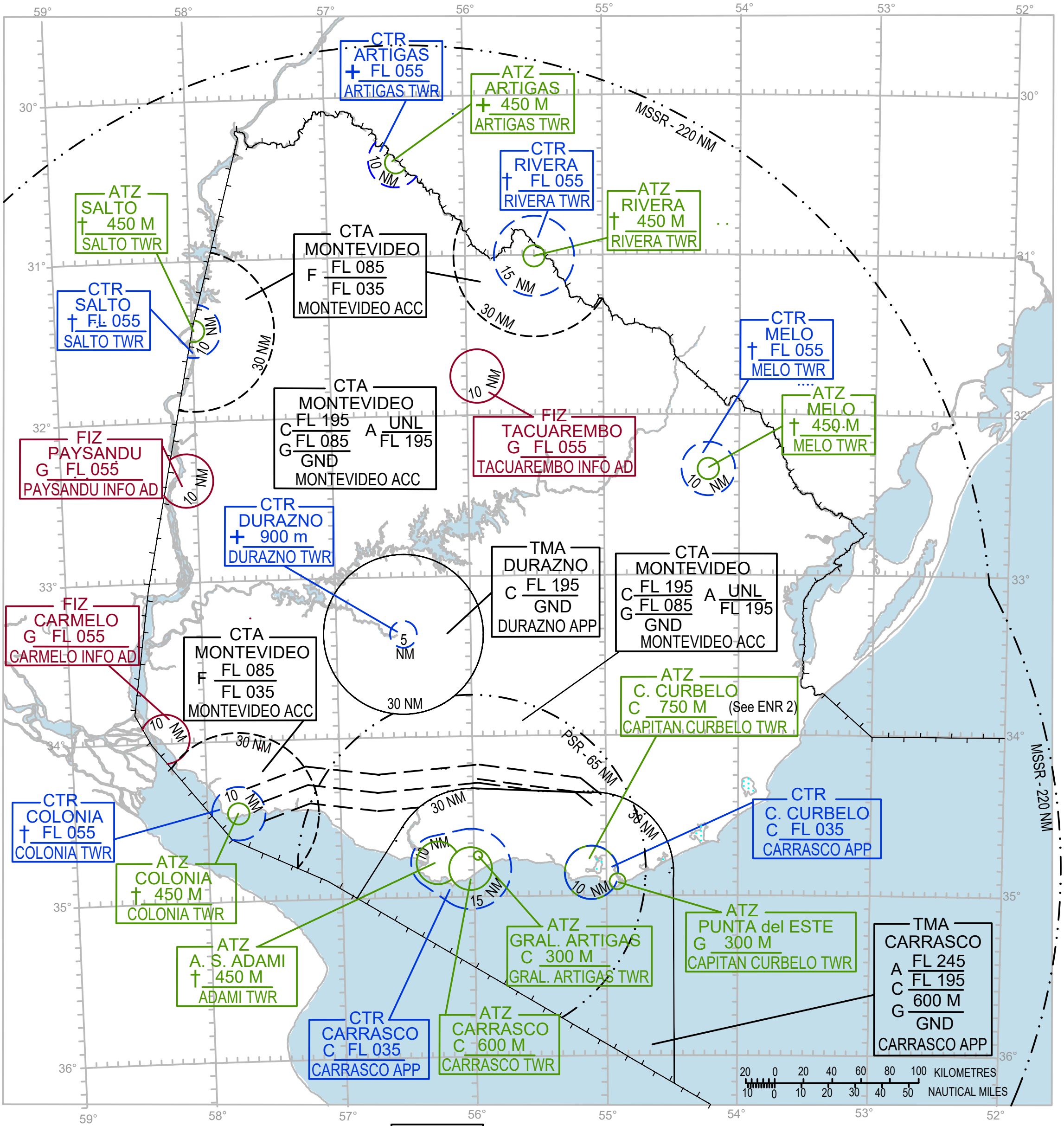


AIR TRAFFIC SERVICES AIRSPACE - FIR



Change:
Title.

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



Change: Rivera ATZ, CTR

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

C FL 195 / FL 085
G GND

From GND up to 600 M, airspace class C.

ATZ CARRASCO C 600 M CARRASCO TWR

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

MSSR ... Monopulse Secondary Surveillance Radar

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

SUAG AD 2.1-22 FLIGHT PROCEDURES

Minimum vertical separation in the Traffic Circuit of Artigas.

Nil.

Use limitations

Aerodrome restricted to operations in diurnal visual meteorological conditions.

☛When ATC services at the aerodrome are not available, flights with international destination shall obtain FPL approval and Transponder Code, prior to departure, from Montevideo ACC.

SUAG AD 2.1-24 CHARTS RELATED TO AN AERODROME

☛SUCM AD 2.2-22 FLIGHT PROCEDURES

Nil.

☛SUCM AD 2.2-23 ADDITIONAL INFORMATION

☛IBIS Bird Collisions Notification

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

☛SUDU AD 2.4-23 ADDITIONAL INFORMATION

☛IBIS Bird Collisions Notification

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

SUDU AD 2.4-24 CHARTS RELATED TO AN AERODROME

SULS AD 2.5-23 ADDITIONAL INFORMATION

Presence of birds at the airport

Caution is advised in operations due to the presence of birds at the Aerodrome.
According to the fauna surveys, registered by the Aviary and Fauna Control staff of the Laguna del Sauce International Airport, the overflight of flocks of birds belonging to the Threskiornithidae family stands out, heading W to E over the water mirror of the Laguna del Sauce and the vicinity of the end of RWY 19, during sunrise, returning from E to W during sunset.

Resident Birds

TERO (Vanellus chilensis). This species increases its attendance and activity in the reproductive period, during the months of August to January. Make short, low-altitude flights (45 FT). It is active to a lesser extent at night. Weight: 400 grams approximately. Size: approximately 35 CM.
COTORRA (Myiopsitta monachus). Its behavior varies during the different months of the year. They can be seen feeding in green areas or moving towards the hills bordering the airport property. Weight: approximately 100 grams. Size: 30 CM approximately.
CHIMANGO (Milvago chimango). They can be seen alone or in groups, perched on green areas, feeding on insects or perched on posts of the perimeter fence. Weight: 300 grams approximately. Size: 40 CM approximately.
Given the occurrence of rains, the presence of sea and coastal birds of the Sternidae family, Cook Gull (Larus dominicanus) and Brown Hooded Gull (Chroicocephalus maculipennis) is verified.
In the presence of Efimeras (class: insecta, order: ephemeroptera) flocks of Capucho Brown Gull (Chroicocephalus maculipennis) are observed feeding on them on the property.

Bird and Wildlife Control Program

Reactive and preventive control methods are used.
Reactive: it is based on the use of Pyrotechnics.
Preventive: it is based on inspections of the Maneuvering Area for the identification of hazards and the implementation of Biological Control with falconry. (Flights of trained raptors are carried out, in order to generate fear and expel the fauna that approaches the aerodrome site).

Service coverage

H24 by the Operations Headquarters.

☛IBIS Bird Collisions Notification

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

SULS AD 2.5-24 CHARTS RELATED TO AN AERODROME

SUMO AD 2.6-22 FLIGHT PROCEDURES

Minimum vertical separation in the Traffic Circuit of Melo.

Nil.

Use limitations

Aerodrome restricted to operations in diurnal visual meteorological conditions.

☛When ATC services at the aerodrome are not available, flights with international destination shall obtain FPL approval and Transponder Code, prior to departure, from Montevideo ACC.

☛SUMO AD 2.6-23 ADDITIONAL INFORMATION

☛IBIS Bird Collisions Notification

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

SUMO AD 2.6-24 CHARTS RELATED TO AN AERODROME

SUMU AD 2.9-19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME (8ºW/2005)	CRR ☛CH 116 X	116.9 MHZ	H24	344957.8S 0560130.5W	30 M/98 FT	Nil
ILS/LLZ Cat I	ICAR	109.9 MHZ	H24	345043.29S 0560232.12W	Nil	Nil
ILS GS			H24	344943.98S 0560102.83W	Nil	Touch point glide path (GP) located 394 m after the threshold of runway 25
DME 25			H24	345043.29S 0560232.12W	Nil	Nil
☛						
ILS/LLZ Cat I	IMVD	111.1 MHZ	H24	345041.64S 0560150.52W	Nil	Nil
ILS GS			H24	344928.49S 0560155.02W	Nil	Nil
DME 19			H24	345041.64S 0560150.52W	20 M/66 FT	Nil

SUMU AD 2.9-20 LOCAL TRAFFIC REGULATIONS

1. Delimitation and Jurisdiction Areas of "General Cesáreo L. Berisso" Carrasco Intl Airport

For the purposes of applying the rules governing the movement of people and vehicles in the "Cesáreo L. Berisso" Carrasco International Airport, it is divided into three areas:

a) A **public area** comprised by those parts of the airport open to the public and where only in exceptional cases, the Aeronautic Authority may partly or fully limit the use of it.
b) A **restricted area** comprised by the rest of the civil airport under the jurisdiction of the Aeronautic Authority.
c) A **military area** comprised by those parts of the airport occupied by Brigada Aérea I and Brigada de Mantenimiento y Abastecimiento and facilities that is under military jurisdiction.

2. Movement of people and vehicles

2.1 We fully implemented AD 1.1-1. The entry and stay of individuals and vehicles in the restricted area is the responsibility of the Policía Aérea Nacional.

a) **Public Area**
People and vehicles access the Public Area of Carrasco International Airport, except when the Aeronautic Authority determines otherwise.
In any Public Area will comply with existing vehicular traffic rules, posted speed limits and parking will be made in specific areas for this purposes.

b) **Restricted Area**
I) In all cases and without exception the aircraft take precedence over people and land vehicles.
II) Where necessary the transit of persons in the Restricted Area, these have priority over the terrestrial vehicles.
III) The maximum speed is 25 KM. per hour except in emergency cases affected with it.
IV) Drivers of vehicles moving in any Restricted Area Carrasco International Airport must hold suitable driver license for the vehicle they drive and the Entry Permission issued by the competent Aviation Authority.
V) Drivers must comply with the signalling within the restricted area and are subject at all times comply with the requirements of the Aviation Authority and airport operators.
VI) Accidents within the Restricted Area must be brought to the attention of the Departamento de Operaciones of Carrasco International Airport immediately after the fact.
VII) No trains with more than 5 luggage cars or 6 container cars can be towed.
VIII) The loading and unloading of passengers carried by bus and by the use of fingers. In all cases disembarking take precedence over the boarding.
IX) Vehicles circulating within the restricted area must have reglamentary lights and headlights right rotary during the 24 hours.

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.

☛**Attractive areas and presence of birds in the vicinity of the airport**

☛Caution is advised in aircraft operations in the sector located southwest of Carrasco International Airport, 3.8 NM (6.1 KM) from the VOR / DME "CRR" (34º49'57.8''S 056º01'30.5''W) RDL 252, due to the presence of birds, in ☛particular gulls (Larus dominicanus) due to the existence of a final waste disposal plant (34º51'05''S 056º05'29''W). The movements of the seagulls between the coast and the mentioned final waste disposal plant are carried out, mainly during the first three hours after sunrise and two hours before sunset. The route followed by the birds to and from the plant comprises a corridor of variable width. The flights of these birds are at low altitude, varying according to atmospheric conditions.

☛In addition, other land uses are recognized as relevant and attractive for fauna were identified in their environment as potential feeding, roosting and / or refuge sites, mainly for birds, as they are the major sources of conflict with airport operations. These land uses are: wetlands, crops and water bodies (see Bird Concentrations).

☛**Presence of birds at the airport**

☛Generally, due to the occurrence of rains, the presence of marine and coastal birds such as: terns (Sternidae), kelp gulls (Larus dominicanus), brown-hooded gull (Larus maculipennis) is found in the airport property.

Study about birds

According to information from the Carrasco Airport Bird and Fauna Control staff, 205 species were recorded in the vicinity of the airport property.

Four categories are established in Advisory Circular CA-AGA-153-006 that group the registered birds according to their body mass:

- Category 0: body mass between 0 and 249 grams, represented by 144 species
- Category 1: body mass between 250 and 749 grams, represented by 35 species
- Category 2: body mass between 750 and 1499 grams, represented by 17 species: roseate spoonbill, red-headed raven, caravan, biguá, carao, great coot, lobster harrier, kelp gull, white-tailed eagle, great white heron, martineta, mixed hawk, red heron, witch heron, red eagle, peregrine falcon, cinnamon duck.
- Category 3, body mass of more than 1,500 grams, represented by 9 species: black-necked swan, chaja, coscoroba, common stork, black heron, creole duck (domesticated), black eagle, yellow bandurria, black bandurria.

Among the species registered at the airport, those with category 2 and 3 stand out due to their relevance and potential risk.

According to the impact registration statistics, the following species stand out:

- Tero (Vanellus chilensis).
- Kelp gull (Larus dominicanus)
- Pigeons (Genus Columba and Patagioenas)
- Carancho (Caracara plancus)
- Common falcon (Falco sparverius)

Bird and Wildlife Control Program

The prevention and dispersion methods used to mitigate the risk of impacts or ingestions are based on the use of biological control with falconry techniques, dispersal with harassing dogs, pyrotechnic launching system, placement of traps for mammals, the routes movement area and biological studies.

Service coverage

From 10:00 to 22:00 UTC by the Bird and Wildlife Control company.
From 22:00 to 10:00 UTC by the Operations & Experience Management of the Airport Operator.

IBIS Bird Collisions Notification

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

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

It is established as runway holding position for threshold 07 the one located over taxiway "A" prior to the crossing to runway 01-19, for category "E" or higher aircrafts.

SUMU AD 2.9-24 CHARTS RELATED TO AN AERODROME

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:

☛<u>Destination SUPU</u>
☛**RWY 02** - Arrivals from the N shall join the traffic circuit on the left. Arrivals from the E and S shall fly over the AD and join the traffic circuit on the left.

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

Destination Chalkling

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

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

3.2.2. Departing Aircraft

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

SUPU Departures

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

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

Chalkling Departures

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

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

3.2.3. Local flights

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

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

☛**Use limitations**

☛When ATC services at the aerodrome are not available, flights with international destination shall obtain FPL approval and Transponder Code, prior to departure, from Montevideo ACC.

☛SUPU AD 2.10-23 ADDITIONAL INFORMATION

☛IBIS Bird Collisions Notification

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

SUPU AD 2.10-24 CHARTS RELATED TO AN AERODROME

SURV AD 2.13-16 HELICOPTER LANDING AREA

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

SURV AD 2.13-17 ATS AIRSPACE

1	*Designation and lateral limits*	RIVERA CTR ☛Arc, radius 15 NM (27.8 KM) centred at 305810S/0552824W. RIVERA ATZ ☛Arc, radius 4 NM centred at 305810S/0552824W.
2	*Vertical limits*	CTR: GND up to FL 055 ATZ: GND up to 450 M
3	*Airspace classification*	From MON to SUN from 10:00 to 22:00 UTC: “C”; others: “G”.
4	*ATS unit call sign* *Language(s)*	Rivera Tower Spanish, English (O/R)
5	*Transition altitude*	900 M
6	*Remarks*	Nil

SURV AD 2.13-18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Rivera Tower	118.0 MHZ 122.1 MHZ†	As AD	† Secondary FREQ

SURV AD 2.13-19 RADIO NAVIGATION AND LANDING AIDS

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

SURV AD 2.13-22 FLIGHT PROCEDURES

Minimum IFR take-off

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

Minimum IFR landing

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

☛Use limitations

☛When ATC services at the aerodrome are not available, flights with international destination shall obtain FPL approval and Transponder Code, prior to departure, from Montevideo ACC.

SURV AD 2.13-23 ADDITIONAL INFORMATION

☛**IBIS Bird Collisions Notification**

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).

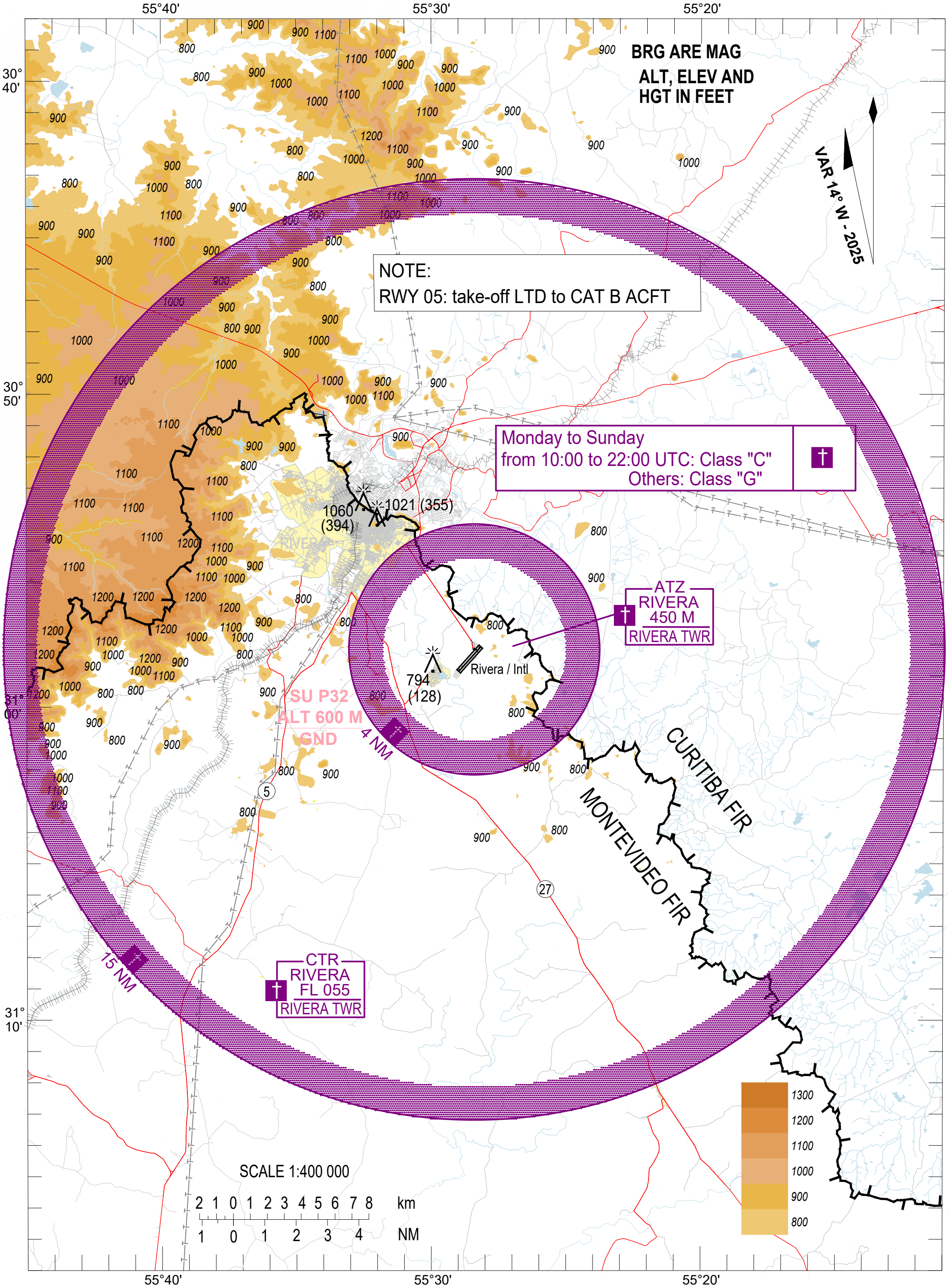
VISUAL APPROACH CHART - ICAO

AERODROME ELEV **666 FT**

HEIGHTS RELATED TO **AD ELEV**

ACC 128.5 - 126.3
TWR 118.0 - 122.1

RIVERA/Intl Presidente General Oscar D. Gestido



Change: ATZ, CTR

INTENTIONALLY LEFT BLANK

SUSO AD 2.14-22 FLIGHT PROCEDURES

☛**Use limitations**

☛When ATC services at the aerodrome are not available, flights with international destination shall obtain FPL approval and Transponder Code, prior to departure, from Montevideo ACC.

SUSO AD 2.14-23 ADDITIONAL INFORMATION

☛**IBIS Bird Collisions Notification**

☛Whenever an aircraft experiences a bird strike or ingestion, the incident must be reported to both the Civil Aviation Authority (CAA) and the Aerodrome Operator.

☛This must be done through the DINACIA website, where the IBIS Registration form is available: https://www.dinacia.gub.uy/servicio/reporte-ibis

☛If the aircraft sustains damage that causes a significant delay or grounding, notification must be sent to aicinspectorestac@dinacia.gub.uy (Commercial Air Transport Office) or by calling 2604 0290 (24-hour service).