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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 **03**
14 MAY 2026

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

EFFECTIVE DATE: 09 JUL 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:

DESTROY	***INSERT***
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	4.1-23 ..... 09 JUL 2026
	4.1-24 ..... 09 JUL 2026

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6.6 ..... 25 DEC 2025	6.6 ..... 09 JUL 2026
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2.9-7 ..... 27 NOV 2025	2.9-7 ..... 27 NOV 2025
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2.9-12 ..... 01 AUG 2018	2.9-12 ..... 01 AUG 2018
2.9-13 ..... 01 DEC 2018	2.9-13 ..... 09 JUL 2026
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2.9-15 ..... 01 DEC 2022	2.9-15 ..... 09 JUL 2026
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	2.9-66 ..... 09 JUL 2026
	2.9-67 ..... 09 JUL 2026
	2.9-69 ..... 09 JUL 2026

AIRAC AIP/SUP included in this AMDT:
Nil.

AIC included in this AMDT:
Nil.

AIP Supplements included in this AMDT:
AIP SUP S03/2026.

NOTAM included in this AMDT:
Nil.

Remember to record the inclusion of the amendment on page GEN 0.2-1 Record of AIP Amendments

✈✈✈✈✈✈✈✈✈✈✈✈

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-2	21 APR 2022	2.1-3	07 SEP 2023	3.1-3	07 SEP 2023
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		2.2-15	02 JAN 2017	3.3-2	16 APR 2026
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☛4.1-23	09 JUL 2026
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2.5-19	27 NOV 2025
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2.5-23	10 JUL 2025
2.5-25	10 JUL 2025
2.5-27	20 MAR 2025
2.5-28	20 MAR 2025
2.5-29	20 MAR 2025
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2.5-31	20 MAR 2025
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2.5-33	20 MAR 2025
2.5-34	20 MAR 2025
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2.5-36	20 MAR 2025
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2.5-38	20 MAR 2025
2.5-39	20 MAR 2025
2.5-40	20 MAR 2025
2.5-41	20 MAR 2025
2.5-42	20 MAR 2025
2.5-43	11 JUL 2024
2.6-1	10 JUL 2025
2.6-2	03 OCT 2024
2.6-3	27 NOV 2025
2.6-4	17 APR 2025
2.6-5	27 NOV 2025
2.6-6	03 OCT 2024
2.6-7	03 OCT 2024
2.6-8	05 OCT 2023
2.6-9	03 OCT 2024
2.6-10	03 OCT 2024
2.6-11	19 FEB 2026
2.6-12	03 OCT 2024
2.6-13	27 NOV 2025
2.6-15	10 JUL 2025
2.7-1	10 JUL 2025
2.7-2	01 JUN 1997
2.7-3	01 JUN 1997
2.7-4	17 APR 2025
2.7-5	20 MAY 2021
2.7-6	01 DEC 2004
2.7-7	01 JUN 1997
2.7-8	01 JUN 1997
2.7-9	10 JUL 2025
2.7-11	10 JUL 2025
2.7-13	10 JUL 2025
2.8-1	10 JUL 2025
2.8-2	01 AUG 2014
2.8-3	30 OCT 2025
2.8-4	17 APR 2025
2.8-5	30 OCT 2025

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2.8-6	22 JAN 2026
2.8-7	22 JAN 2026
2.8-8	22 JAN 2026
2.8-9	22 JAN 2026
2.8-10	30 NOV 2023
2.8-11	22 JAN 2026
2.8-13	30 OCT 2025
2.8-15	30 OCT 2025
2.8-17	22 JAN 2026
2.8-18	06 OCT 2022
2.8-19	22 JAN 2026
2.8-20	06 OCT 2022
2.9-1	27 NOV 2025
2.9-2	27 NOV 2025
2.9-3	27 NOV 2025
☛2.9-4	09 JUL 2026
2.9-5	14 MAY 2026
☛2.9-6	09 JUL 2026
2.9-7	27 NOV 2025
☛2.9-8	09 JUL 2026
2.9-9	21 APR 2022
2.9-10	01 DEC 2018
☛2.9-11	09 JUL 2026
2.9-12	01 AUG 2018
☛2.9-13	09 JUL 2026
☛2.9-14	09 JUL 2026
☛2.9-15	09 JUL 2026
2.9-16	06 OCT 2022
2.9-17	06 OCT 2022
☛2.9-18	09 JUL 2026
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☛2.9-28	09 JUL 2026
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☛2.9-41	09 JUL 2026
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☛2.9-45	09 JUL 2026
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☛2.9-64	09 JUL 2026
☛2.9-65	09 JUL 2026
☛2.9-66	09 JUL 2026
☛2.9-67	09 JUL 2026
☛2.9-69	09 JUL 2026
2.10-1	10 JUL 2025
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2.10-3	27 NOV 2025
2.10-4	17 APR 2025
2.10-5	27 NOV 2025
2.10-6	28 NOV 2024
2.10-7	17 APR 2025
2.10-8	28 NOV 2024
2.10-9	20 MAR 2025
2.10-10	19 FEB 2026
2.10-11	19 FEB 2026
2.10-13	27 NOV 2025
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2.11-1	07 AUG 2025
2.11-2	28 MAY 2015
2.11-3	27 JAN 2022
2.11-4	17 APR 2025
2.11-5	27 JAN 2022
2.11-6	27 JAN 2022
2.11-7	01 AUG 2010
2.11-8	01 AUG 2001
2.11-9	07 AUG 2025
2.11-10	07 AUG 2025
2.11-11	07 AUG 2025
2.11-12	10 JUL 2025
2.11-13	10 JUL 2025
2.11-15	10 JUL 2025
2.12-1	10 JUL 2025
2.12-2	01 AUG 2009
2.12-3	01 AUG 2009
2.12-4	01 DEC 2002
2.12-5	20 MAY 2021
2.12-6	01 DEC 2002
2.12-7	01 DEC 2002
2.12-8	01 DEC 2002
2.12-9	10 JUL 2025
2.12-11	10 JUL 2025
2.12-13	10 JUL 2025
2.13-1	27 NOV 2025
2.13-2	30 NOV 2023
2.13-3	27 NOV 2025
2.13-4	14 MAY 2026
2.13-5	27 NOV 2025
2.13-6	30 NOV 2023
2.13-7	19 FEB 2026
2.13-8	01 DEC 2013
2.13-9	30 NOV 2023
2.13-10	30 NOV 2023
2.13-11	19 FEB 2026
2.13-12	19 FEB 2026
2.13-13	27 NOV 2025
2.13-15	27 NOV 2025
2.13-17	27 NOV 2025
2.13-19	27 NOV 2025
2.13-20	27 NOV 2025
2.13-21	27 NOV 2025
2.13-22	27 NOV 2025
2.13-23	19 FEB 2026
2.14-1	10 JUL 2025
2.14-2	03 OCT 2024
2.14-3	27 NOV 2025

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2.14-4	14 MAY 2026	**AD 3**			
2.14-5	27 NOV 2025				
2.14-6	03 OCT 2024	3.1-1	01 JUN 1997		
2.14-7	17 APR 2025				
2.14-8	05 OCT 2023				
2.14-9	25 JAN 2024				
2.14-10	25 JAN 2024				
2.14-11	19 FEB 2026				
2.14-12	19 FEB 2026				
2.14-13	25 JAN 2024				
2.14-15	27 NOV 2025				
2.14-17	10 JUL 2025				
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				

12. **Servicio de Inspectores de Transporte Aéreo Comercial**
Dirección General de Aviación Civil
Dirección Transporte Aéreo Comercial
Jefatura de Inspectores
14002 Canelones - URUGUAY
Tel.: 2604 0408 extensions 4042/4043
Tel./Fax: 2604 0424
Hours: MON - FRI 11:00 to 19:00 UTC
Tel. SUMU: Fax 2604 0290 (H24) and 2604 0329 extension 1-1364
Tel. SULS: Fax 4255 9007 (H24); and 4255 9777 extension 157
Tel. SUAA: Operations 2322 8035 (Hours from 11:00 to 23:00 UTC)

13. **Dirección General de Aviación Civil (DGAC)**
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519
14002 Canelones – URUGUAY
Tel.: 2604 0408 ext. 4035
Fax: 2604 0427
e-mail: dgacuru@adinet.com.uy

14. **Air Force Uruguay**
Comando Aéreo de Operaciones
Centro de Operaciones Aéreas (COA)
Mendoza 5553
12300 Montevideo - URUGUAY
☛Tel.: 2222 4203; 2222 4400 (extension 1410)
Fax: 2227 3625
Cell phone: 099602653
☛AFS: SUBLYXYX
e-mail: coafau@fau.gub.uy
☛

15. **AVSEC National Direction**
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519
14002 Canelones – Uruguay
AVSEC National Direction (Aviation security against unlawful interference acts)
Tel.: 2604 0408 Principal: extension 4475
Secretary: extension 4476
Fax: extension 4477
e-mail: avsec@adinet.com.uy
AVSEC Sub-Principal and Inspector Offices
Tel.: 2604 0408 Sub-Principal: extension 4003
Inspector Office: extension 4058
Fax: extension 4058
e-mail: pypavsec@adinet.com.uy

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GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

1.1 The Civil Aviation Administration of Uruguay provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP; all other aeronautical charts are produce by Servicio Geográfico Militar. The appropriate charts suitable for pre-flight planning and briefing, selected from those listed in the ICAO *Aeronautical Chart Catalogue* (Doc 7101), are available at the Aerodrome AIS Unit. (Their addresses can be found under paragraph 3 below). The charts are produced in accordance with the provisions contained in Annex 4 – *Aeronautical Charts*. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Information relating to planning or publication of new charts and maps is notified by Aeronautical Information Circular.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

3.1 The charts as listed under 5, of this subsection may be obtained either from the:

Oficina AIS Aeródromo
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones
URUGUAY
Tel: (598) 2604 0244
Fax: (598) 2604 0244 y 2604 0067
AFS: SUMUYNYX
e-mail: ☛aisinfo@dinacia.gub.uy
aisaerodromos@adinet.com.uy

3.2 The Civil Aviation Administration and the Aeronautical Information Service have copies of the ICAO *Aeronautical Chart Catalogue* (Doc 7101) where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

a) Aerodrome/Heliport Chart- ICAO;
b) Aerodrome Ground Movement Chart - ICAO;
c) Aircraft Parking/Docking Chart - ICAO;
d) Aerodrome Obstacle Chart - ICAO Type A (for each runway);
☛e) Precision Approach Terrain Chart - ICAO;
☛f) En-route Chart - ICAO;
☛g) Area Chart - ICAO;
☛h) Standard Departure Chart - Instrument (SID) - ICAO;
☛i) Standard Arrival Chart - Instruments (STAR) - ICAO;
☛j) Instrument Approach Chart - ICAO (for each runway and procedure type);
☛k) ATC Surveillance Minimum Altitude Chart - ICAO
☛l) Visual Approach Chart - ICAO

The charts currently available are listed under 5. of this subsection.

4.2 General description of each series

a) *Aerodrome/Heliport Chart- ICAO.* This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and

- from the runway to the aircraft stand;

and helicopter movement:

- from the helicopter stand to the touchdown and lift-off area and to the final approach and takeoff area;

- from the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand;

- along helicopter ground and air taxiways; and

- along air transit routes.

También proporciona información indispensable para las operaciones en el aeródromo o helipuerto.

b) *Aerodrome Ground Movement Chart - OACI*. This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/ docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.

c) *Aircraft Parking/Docking Chart - ICAO.* This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

c) *Aircraft Parking/Docking Chart - ICAO.* This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

d) *Aerodrome Obstacle Chart - ICAO Type A (operating limitations).* This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Obstacle Chart — ICAO — Type C, provides the data necessary to enable an operator to comply with the operating limitations of Annex 6, Parts I and II, Chapter 5.

☛f) *Precision Approach Terrain Chart - ICAO.* This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II and III runways.

☛f) *En-route Chart - ICAO.* This chart is produced for the entire Montevideo FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

☛g) *Area Chart - ICAO.* This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart - ICAO.
It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

- the transition between the en-route phase and the approach to an aerodrome;

- the transition between the take-off/missed approach and the en-route phase of flight; and

- flights through areas of complex ATS routes or airspace structure.

☛h) *Standard Departure Chart - Instrument (SID) - ICAO.* This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.
The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the take-off phase to the en-route phase.

☛i) *Standard Arrival Chart - Instruments (STAR) - ICAO.* This chart is produced whenever a standard arrival route -instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase.

☛j) *Instrument Approach Chart - ICAO.* This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.
The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.
This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

☛k) *Radar Minimum Altitude Chart - OACI.* This chart is supplementary to the Area Chart and provides information which will enable flight crews to monitor and cross-check altitudes assigned while under radar control.
The area represented is a circle of radius of 80 NM centered in the radar antenna.
Aerodromes, minimum radar vector, distances and radials to the radar antenna, are represented.

☛l) *Visual Approach Chart — ICAO*. This chart is produced for aerodromes used by civil aviation where:
- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

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		☛09 JUL 26
		07-25		☛09 JUL 26
		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		☛09 JUL 26
		Montevideo/Carrasco Cesáreo L. Berisso – Low Visibility		☛09 JUL 26
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		☛09 JUL 26
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		☛09 JUL 26
		07-25		☛09 JUL 26

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Carmelo**		10 JUL 25
		Melo/Cerro Largo		10 JUL 25
		Paysandú/Tydeo Larre Borges		10 JUL 25
		Rivera/Oscar D. Gestido		27 NOV 25
		Salto/Nueva Hespérides		10 JUL 25
Precision Approach Terrain Chart – ICAO (PATC) *	☛1:2 500	☛**Montevideo/Carrasco Cesáreo L. Berisso - RWY 25**		☛09 JUL 26
En-route Chart - ICAO (EC)*	1:2 000 000	**EC Conventional Navigation International Routes**		14 MAY 26
		EC Area Navigation Routes		14 MAY 26
		EC Conventional Navigation National Routes		14 MAY 26
		EC Area Navigation Routes User Preferred Routes (UPR)		14 MAY 26
Area Chart - ICAO*		**TMA Carrasco - Conventional Navigation International and National Routes**		14 MAY 26
		TMA Carrasco - Area Navigation Routes		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		28 MAY 15
		Colonia/Laguna de los Patos		
		RNAV (GNSS) 13		10 DEC 15
		RNAV (GNSS) 31		10 DEC 15
		Durazno/Santa Bernardina		
		DME VOR 03		14 MAY 26
		RNAV (GNSS) 10		14 MAY 26
		RNAV (GNSS) 21		14 MAY 26
		HI VOR/DME 03		14 MAY 26
		VOR DME 03		14 MAY 26

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 V 25		☛09 JUL 26
		LOC Z 25		☛09 JUL 26
		ILS W 25 CAT II y III		☛09 JUL 26
		ILS Y o LOC ONLY Y 19		☛09 JUL 26
		ILS Z 19		☛09 JUL 26
		RNP Z 01		☛09 JUL 26
		RNP Z 07		☛09 JUL 26
		RNP Z 19		☛09 JUL 26
		RNP Z 25		☛09 JUL 26
		VOR Z 07		☛09 JUL 26
		VOR Z 25		☛09 JUL 26
		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		☛09 JUL 26
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 March 5th, 2026 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.

1) PAYMENT FORM AND TERM

☛• Forms of payment: In cash (Uruguayan pesos and US dollars), credit and debit card, or national bank check payable to CAISA, crossed and up to date on the date of issue (issuer authorized by administration).

☛• Deadline and conditions: Prior to take-off, with the aircraft already landed at PDP and two hours in advance of the scheduled take-off according to the flight plan.

2) WEIGHT OF THE AIRCRAFT

☛For the application of the different tables, the weight of the aircraft corresponds to the Maximum Take-off Weight (M.T.O.W.) according to the Certificate of Airworthiness, the weight in tons shall be taken as a reference.

3) POWERS OF THE CONCESSIONAIRE

☛CAISA may adopt measures to guarantee payment for the airport services provided, and may request the aeronautical authority to detain the aircraft according to art. 196 of the Uruguayan Aeronautical Code.

4) COMMERCIAL AVIATION (REGULAR – CHARTER)

☛4.1 PRICE PER LANDING

☛INTERNACIONAL OPERATION

☛Applicable to aircraft with foreign registration regardless of their origin and destination, and to aircraft with national registration with international origin and/or destination.

Aircraft weight in Tones	*U$S*
Up to 10	☛125.00
More than 10 up to 30	☛538.00
More than 30 up to 70	☛801.00
More than 70 up to 170	☛1203.00
More than 170	☛1543.00

☛DOMESTIC OPERATION

☛Applicable to aircraft registered in Uruguay with origin and destination within Uruguayan territory. Foreign aircraft with origin and destination within Uruguayan territory are treated as international operations.

Aircraft weight in Tones	*U$S*
Up to 10	☛49.00
More than 10 up to 30	☛216.00
More than 30 up to 70	☛320.00
More than 70 up to 170	☛483.00
More than 170	☛617.00

Operations between 22:30 and 09:00 UTC shall 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.

☛4.2 FARE FOR AIRCRAFT PARKING

☛It applies after three hours of stay for commercial aviation. 7% of the daytime landing price corresponding to the aircraft is charged for each hour or fraction.

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.

☛4.3 INTERNAL AIRPORT BUS SERVICE

☛For each bus trip US$ 91.00 (US dollars ninety-one)

☛National and foreign authorities in the exercise of their functions shall have a courtesy vehicle free of charge, within the services of the VIP room.

☛

☛4.4 COMMERCIAL AVIATION BOARDING SERVICE

☛Passengers with any international destination US$ 42.00 (US dollars forty-two).

☛Passengers with any national destination US$ 4.00 (four US dollars).

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

☛For use of CUTE service at international check-in counters US$ 2.00 (two US dollars) per boarded passenger.

A) Payment method and term:
☛In cash, credit and debit card. Boarding fees can only be refunded up to 30 minutes after take-off and in the same original payment method.

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.

☛

☛4.5 FARE FOR RAMP SERVICES - COMMERCIAL AVIATION (REGULAR/CHARTER)

☛Attention on operating platform, loading and unloading of stairs (if applicable), transportation to/from the aircraft and loading/unloading of luggage:

Aircraft weight in Tones	*U$S*
Up to 10	☛620.00
More than 10 up to 70	☛1543.00
More than 70	☛3614.00

☛Other services (applicable every half hour or fraction):

Servicios	*U$S*
Power unit 28V CC	☛140.00
Power unit 115/220V, 400 Hz, 90 KVA	☛370.00
Air conditioning of 100 T or more	☛294.00

☛Other services (applicable for each use):

Servicios	*U$S*
Aircraft towing up to 85 tons	☛186.00
Pneumatic starter	☛216.00
General aviation water load	☛186.00
Sewage truck	☛187.00
Disabled lift truck (max. 2 passengers)	☛54.00
On-board service truck	☛60.00

Concept	*U$S*
Solid waste removal and incineration (per available space)	☛3.00
Cleaning of spills on pavements (per m²)	☛136.00 (if there is damage, repair costs will be charged)
Use of check-in and weighbridge areas	☛0.18 per boarding passenger (regular flights) / 136 per counter (non-regular flights)
Additional baggage handling upon request	☛7.00
Catering	☛10% fee on onboard service contracted by airlines

5) <u>GENERAL AVIATION (PRIVATE – AIR TAXI)</u>

5.1 LANDING FEE - INTERNATIONAL OPERATION

Aircraft weight in Tones	*U$S*
Up to 2	☛45.00
More than 2 up to 10	☛68.00
More than 10 up to 30	☛130.00
More than 30 up to 70	☛480.00
More than 70	☛707.00

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

<u>Exemptions and dispensations</u>:

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.

☛5.2 LANDING FEE - DOMESTIC OPERATION

☛Applicable to aircraft registered in Uruguay with origin and destination within Uruguayan territory. Foreign aircraft with origin and destination within Uruguayan territory are treated as international operations.

Aircraft weight in Tones	*U$S*
Up to 10	☛49.00
More than 10 up to 30	☛216.00
More than 30 up to 70	☛320.00
More than 70 up to 170	☛483.00
More than 170	☛617.00

Operations between 22:30 and 09:00 UTC shall 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.

☛5.3 AIRCRAFT PARKING FEES

☛A fee is applied after one hour of parking for general aviation. On the apron, the fee is 5% of the daytime landing fee per hour or fraction thereof. For domestic flights, the first four days of parking are free.

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.

☛5.4 GENERAL AVIATION BOARDING SERVICE

☛Passengers traveling to any international destination: US$42.00 (forty-two US dollars).

☛Passengers traveling to any domestic destination: US$4.00 (four US dollars).

☛API/PNR security fee per international boarding passenger: US$5.76 (five US dollars and seventy-six cents).

A) Form and payment terms:
☛In cash, credit and debit. Boarding fees may only be refunded up to 30 minutes after take-off and using the original payment method.

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.

☛5.5 RAMP SERVICES – GENERAL AVIATION

☛Apron services, stair placement and retrieval (if applicable), transportation to/from the aircraft, and baggage loading/unloading:

Aircraft weight in Tones	*U$S*
Fewer than 4 (domestic flights only)	☛20.00
From 4 to fewer than 10	☛0.00
More than 10 (domestic and international flights)	☛126.00

Concept	*U$S*
☛ Ramp services with personnel intervention (tractor, dollies, conveyors)	☛352.00

☛Other services (applicable every half hour or fraction thereof):

Service	*U$S*
☛ Power unit 28V CC	☛140.00
☛ Power unit 115/220V, 400 Hz, 90 KVA	☛370.00
☛ Air conditioning of 100 T or more	☛294.00

☛Other services (applicable per use):

Servicio	*U$S*
☛ Aircraft towing up to 2 tons	☛20.00
☛ Aircraft towing more than 2 tons up to 4 tons	☛31.00
☛ Aircraft towing more than 4 tons up to 10 tons	☛51.00
☛ Aircraft towing more than 10 tons up to 20 tons	☛82.00
☛ Aircraft towing more than 20 tons up to 30 tons	☛124.00
☛ Aircraft towing more than 30 tons	☛154.00
☛ Pneumatic starter	☛216.00
☛ General aviation water load	☛75.00
☛ Sewage truck	☛60.00
☛ Disabled lift truck (max. 2 passengers)	☛54.00

Concept	*U$S*
☛ Removal and incineration of solid waste (per available space)	☛8.00
☛ Spill cleaning on pavements (per m²)	☛136 (if there is damage, its repair will be charged)
☛Catering	☛10% fee on onboard service contracted by airlines
☛Ramp security (per hour – maximum charge USD 120)	☛4.00
☛Vehicle entry to platform (in/out per vehicle)	☛1.435
☛Follow-me service (per trip)	☛61.00

6) FEE FOR HANDLER OPERATORS

☛For handling General Aviation and non-scheduled Commercial flights, the greater of the following will be charged:

a) 10% of the revenue; or
b) a fixed fee based on the aircraft's weight:

Aircraft weight in Tones	*U$S*
Up to 2	☛20.00
More than 2 up to 4	☛31.00
More than 4 up to 10	☛77.00
More than 10 up to 30	☛136.00
More than 30	☛217.00

☛Note: Billing for this fee is done in the name of the Operator's (Handler) company and NOT on the invoice for aircraft services.

☛**7) <u>GENERAL AVIATION FEE</u>**

Aircraft weight in Tones	*U$S*
Up to 2	☛138.00
More than 2 up to 4	☛414.00
More than 4 up to 10	☛691.00
More than 10 up to 20	☛829.00
More than 20 up to 30	☛1174.00
More than 30 up to 40	☛2072.00
More than 40 up to 60	☛2486.00
More than 60 up to 80	☛2763.00
More than 80	☛4835.00

A) Exemptions and dispensations:
   1) Aircraft registered in Uruguay with an MTOW of less than 4 tons are exempt from the GENERAL AVIATION FEE, provided that both arrival and departure take place within national territory.

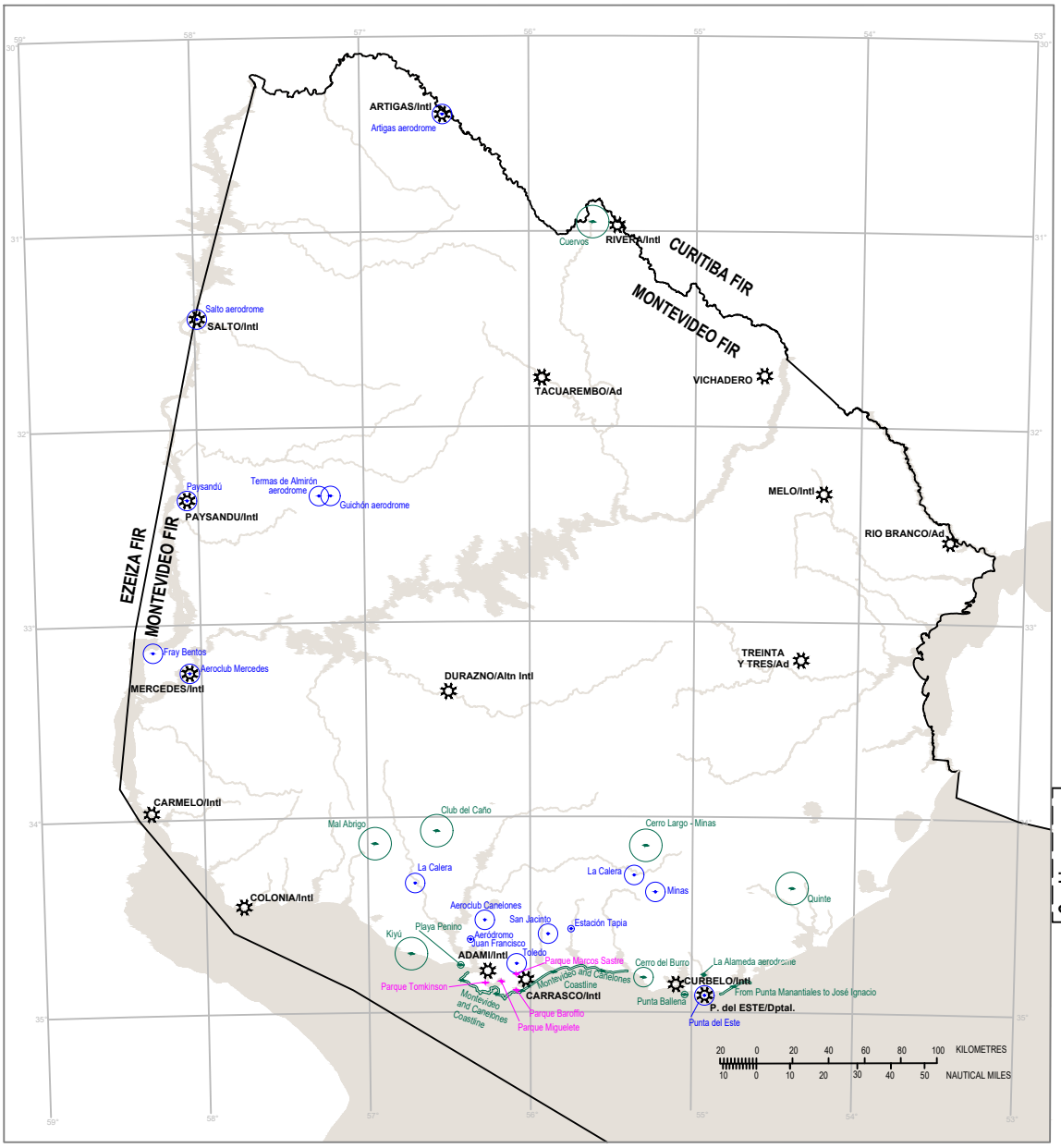
Name-code designator	*Coordinates*	*ATS routes or other routes*	*Remarks, including supplementary definition of positions where required*
1	2	3	4
GAMOT	305640S 0552937W	UA432 UM654	Nil
GEBAR	342423.34S 0575302.34W	SUCA IAC RNAV (GNSS) 13	Nil
GEMOT	332058.38S 0561843.92W	SUDU IAC RNAV (GNSS) 10	Nil
GEMSU	301600S 0573818W	P526 UP526 W19	Nil
☛			
GUTUD	302245.87S 0564220.45W	SUAG IAC RNAV (GNSS) 11	Nil
GUVIN	342302S 0561737W	W23	Nil
GUVON	335332S 0572303W	UL417 UN741	Nil
ILMUL	320844S 0562832W	UM402 UM654	Nil
ILNAN	302323.06S 0563636.27W	SUAG IAC RNAV (GNSS) 11	Nil
ILSIM	314400S 0563232W	UM402 UM534	Nil
ISALA	314034S 0542647W	A314	Nil
☛			
KOSPI	344202S 0563856W	W29	Nil
KUDEN	310234.38S 0553250.46W	SURV IAC RNP RWY 05 FAF	Nil
KUGUG	342939.60S 0574103.40W	SUCA IAC RNAV (GNSS) 31	Nil

Name-code designator	*Coordinates*	*ATS routes or other routes*	*Remarks, including supplementary definition of positions where required*
1	2	3	4
KUKEN	341058S 0581302W	UL324 UM654	Nil
LITOS	342732S 0544334W	A305	Nil
LOLIL	315259S 0570303W	UM534 UP526	Nil
LOMID	335308S 0561945W	UN857 UP526	Nil
LUCIO	350318S 0555218W	A306 UL405	Nil
MEVIV	311839S 0571546W	W19 W25	Nil
MIGOT	305248S 0564042W	UM402 UL324	Nil
MIMOL	322033S 0541319W	W3, W18, UM792, UN857	Nil
MOLBI	342050S 0553018W	UM540	Nil
MONSA	342056S 0561053W	P526 W19 UP526	Nil
MUKIB	304311S 0564213W	UM418 UM402	Nil
☛ MUMET	330038S 0560353W	SUDU RNAV (GNSS)RWY 21	Nil
NEMAS	343503S 0571111W	W29	Nil
NIGRO	315744S 0535501W	UM792	Nil
NIMBO	343049S 0562932W	B555 UL417	Nil

Designation and lateral limits	*Vertical Limits*	*Operator/user. Tel Nr*	*Remarks and time of ACT*
1	2	3	4
PARACHUTE JUMPING AREAS			
Aeroclub Canelones Circle with radius of 03 NM centred on 343143S/0561654W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
☛Aeroclub Mercedes Circle with radius of 03 NM centred on 331455S/0580422W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Aeródromo Juan Francisco Circle with radius of 01 NM centred on 343733S/0562219W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Guichón Aerodrome Circle with radius of 03 NM centred on 322100S/0571200W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Termas de Almirón Aerodrome Circle with radius of 03 NM centred on 322100S/0571612W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Artigas Aerodrome Circle with radius of 03 NM centred on 302357S/0563039W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Salto Aerodrome Circle with radius of 03 NM centred on 312605S/0575903W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Estación Tapia Circle with radius of 01 NM centred on 343427S/0554448W	FL 120 GND		The activation of the area is made by Centro de Operaciones Aéreas
Fray Bentos Circle with radius of 03 NM centred on “Fray Bentos” Aerodrome 330831S/0581736W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.

Designation and lateral limits	*Vertical Limits*	*Operator/user. Tel Nr*	*Remarks and time of ACT*
1	2	3	4
PARACHUTE JUMPING AREAS			
La Calera Circle with radius of 03 NM centred on 341759S/0552133W	FL 120 GND		The activation of the area is made by Centro de Operaciones Aéreas
Minas Circle with radius of 03 NM centred on Aeroclub Minas 342309S/0551340W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Paysandú Circle with radius of 03 NM centred on the Aerodrome 322147S/0580359W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Punta del Este Circle with radius of 03 NM centred on "El Jagüel" Aerodrome 345451S/0545512W	FL 120 GND		The activation of the area shall be made by communication with SULS Air Traffic Control prior the jump. See AD 2.11-20 "Local Traffic Regulations"
San Jacinto Circle with radius of 03 NM centred on 343559S/0555253W	FL 150 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
San José Circle with radius of 03 NM centred on 342015S/0564237W	FL 120 GND		The activation of the area shall be made by communication with Air Traffic Control prior the jump.
Toledo Circle with radius of 03 NM centred on 344507S/0560508W	FL 120 GND		The activation of the area is made by Centro de Operaciones Aéreas
NOTE: All recreational activities must be developed under VMC conditions, free of clouds.			

AERIAL SPORTING AND RECREATIONAL – INDEX CHART



LEGEND	
Gliding areas, free flight, paragliding, paramotor and hang gliding areas	
Parachute jumping areas	
Remotely piloted air device areas	

INTENTIONALLY
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4	*Medical facilities*	Medical Service at the Aerodrome H24 – UCM Tel: 2604 03 29 Ext 1000 (Puerta del Sur Security Control Centre)
5	*Bank and Post Office*	☛Exchange and Automated Teller Machine: H24. Post Office: Nil
6	*Tourist Office*	11:00 to 01:00 UTC
7	*Remarks*	Nil

SUMU AD 2.9-6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 09 3 CFRR OSHKOSH T 3000 vehicles with: 11 356 L of water, 1 590 L of A FFF foam and 250 KG chemical powder each 1 CFRR OSHKOSH TI 3000 vehicle with: 11 356 L of water, 1 514.16 L of A FFF foam and 250 KG chemical powder 1 command vehicle Nissan Frontier twin cabin FWD. 1 Mahindra single cabin FWD vehicle with intervention equipment fast pressure of 100 bar and capacity of 300 Lts of water, 50 Lts of AFFF foam and 50Kg of chemical powder equipment.
2	*Rescue equipment*	Tools and approach equipment
3	*Capability for removal of disabled aircraft*	In coordination with the Aerodrome Operator Puerta del Sur S.A.
4	*Remarks*	From SUMU with FAU aircrafts including FAU rescue personnel and firefighters.

SUMU AD 2.9-7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	Mechanical sweeper

SUMU AD 2.9-8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strength*	Surface: SE apron: concrete and asphaltic concrete. Commercial Apron I: concrete. Commercial Apron II: Concrete. Strength: Commercial Apron II: 82/R/C/X/U and 88/F/C/W/U; SE: 23/F/C/X/T, Commercial Apron I: 82/R/C/X/U
2	*Taxiway width, surface and strength*	Width: 23 M Surface: asphaltic concrete Strength: TWY A: 88/F/C/W/U. TWY B BTN TWY D and RWY 25: 82/R/C/X/U and 88/F/C/W/U. TWY F: 23/F/C/X/T. TWY C BTN RWY 07-25 and Apron: 88/F/C/W/U. TWY C BTN RWY 07-25 and RWY 01-19: 40/F/C/X/T. TWY D: 82/R/C/X/U. TWY E: 88/F/C/W/U. TWY G: 82/R/C/X/U

3	*Altimeter checkpoint location and elevation*	E apron 15 M; W apron 15 M.
4	*VOR checkpoints*	TWY C 344930.67S/0560145.78W (See Ad/Heliport Chart)
5	*VOR/INS checkpoints*	NIL
6	*Remarks*	TWY to general aviation PRKG only AVBL for ACFT up to 12500 LB. Taxiway (TWY) C between RWY 07-25 and RWY 01-19 and TWY F, limited to aircraft with code letter "C" up to 36M span / Ex: Boeing 737, Airbus 321.

SUMU AD 2.9-9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands*	Aircraft stands identification signs. TWY centre line signs and nose aircraft stop bar, with aircraft type ID. Visual docking guidance system: Nil
2	*RWY and TWY markings and LGT*	RWY 07: Markings: pre-THR zone, PERM displaced THR, transverse stripe, THR, RWY designation, RWY centre line, lateral stripe, touchdown zone, aiming point, and 180º turn-over for ACFT up to code letter E. LGT: RWY THR identification, THR, RWY edge, RWY centre line, RWY end and stopway lights. RWY 25: Markings: pre-THR zone, PERM displaced THR, transverse stripe, THR, RWY designation, RWY centre line, lateral stripe, touchdown zone, aiming point. LGT: THR, RWY edge, RWY centre line, touchdown zone and RWY end lights. RWY 19: Markings: pre-THR zone, THR, RWY designation, RWY centre line, lateral stripe, touchdown zone, aiming point, and 180º turn-over for ACFT up to code letter E. LGT: THR, RWY edge, and RWY end lights. RWY 01: Markings: pre-THR zone, THR, RWY designation, RWY centre line, lateral stripe, touchdown zone, aiming point, and 180º turn-over for ACFT up to code letter E. LGT: RWY THR identification, THR, RWY edge, and RWY end lights. TWY: Markings: TWY centre line, lateral, enhanced TWY centre line, mandatory instructions, RWY holding position, intermediate holding position, paved margins, directional signal to the parking stands before entering platform. ☛ LGT: TWY centre lights: A, B, C (between Apron and RWY 07/25), E, D and G. RWY holding point and RWY guard lights on TWY A (between THR 01 and THR 07). TWY edge lights: C (between RWY 07/25 and THR 19) and F
3	*Stop bars*	See Aerodrome Ground Movement Chart - ICAO
4	*Remarks*	☛Geographic position marks for LVP (Pink Spot) installed to the left of the axis of TWY G (1G), and TWY B (1B and 2B). See Aerodrome Ground Movement Chart – ICAO

SUMU AD 2.9-10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
See Aerodrome Obstacle Chart - ICAO Type A					

In Area 3					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
See Aerodrome Obstacle Chart - ICAO Type A					

SUMU AD 2.9-11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	SUMU
2	*Hours of service* *MET Office outside hours*	H 24
3	*Office responsible for TAF preparation* *Periods of validity*	OMA SUMU ☛H24
4	*Trend forecast* *Interval of issuance*	TREND 2 H
5	*Briefing/consultation provided*	O/R
6	*Flight documentation* *Language(s) used*	O/R
7	*Charts and other information available for briefing or consultation*	O/R
8	*Supplementary equipment available for providing information*	RVR, Nefobasimetre
9	*ATS units provided with information*	CARRASCO TWR, APP, ACC, OPS, AIC, COM
10	*Additional information (limitation of service, etc.)*	OMA SUMU EMA SUMU

SUMU AD 2.9-12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates. RWY end coordinates. THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
07	053.54°	3 200 x 45	88/F/C/W/U Concrete and asphaltic concrete	345031.64S ☛0560212.97W ☛345038.39S ☛0560224.06W GUND 14.0 M	THR 18 M/59 FT TDZ 22 M/72 FT
25	233.53°	3 200 x 45	88/F/C/W/U Hormigón y concreto asfáltico	☛344939.54S ☛0560047.45W ☛344936.67S ☛0560042.74W GUND 14.0 M	☛THR 32 M/105 FT TDZ 31 M/102 FT
01	359.41°	2 250 x 45	70/F/C/W/T Concreto asfáltico	345031.09S 0560150.65W 345031.09S 0560150.65W GUND 14.0 M	THR 19 M/62 FT TDZ 21 M/69 FT
19	179.41°	2 250 x 45	70/F/C/W/T Concreto asfáltico	344918.08S 0560151.56W 344918.08S 0560151.56W GUND 14.0 M	THR 15 M/51 FT TDZ 19 M/62 FT

Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*OFZ*	*RESA (M)*	*Remarks*
7	8	9	10	11	12	13
☛0,77% / 0,54% / 0,43% / 0,49% / -0,54% / -0,27% / 0,99% / 0,94% / 1,03% / 0,80% (350 M) (63 M) (144 M) (865 M) (259 M) (537 M) (422 M) (240 M) (180 M) (150 M)	150 x 45	150 x 45	☛3 320 x 280	Nil	90 x 90	See Runway strip – Aerodrome Chart
☛-0,80% / -1,03% / -0,94% / -0,99% / 0,27% / 0,54% / -0,49% / -0,43% / -0,54% / -0,77% (150 M) (180 M) (240 M) (422 M) (537 M) (259 M) (865 M) (144 M) (63 M) (350 M)	Nil	Nil	☛3 320 x 280	Nil	90 x 70	See Runway strip – Aerodrome Chart
+0.8%+0.5%/+0.3%/-0.4%/-0.1%/ +0.2% (150 M) (165 M) (330 M) (605 M) (525 M) (475 M)	Nil	Nil	☛2 370 x 280	Nil	90 x 90	See Runway strip – Aerodrome Chart
+0.2%/+0.1%/+0.4%/-0.3%/ -0.5%/ -0.8% (475 M) (525 M) (605 M) (330 M) (165 M) (150 M)	Nil	Nil	☛2 370 x 280	Nil	75 x 90	See Runway strip – Aerodrome Chart

SUMU AD 2.9-13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
07	3 050	3 200	3 200	2 700	Nil
25	3 200	3 200	3 200	3 050	Nil
01	2 250	2 250	2 250	2 250	Nil
19	2 250	2 250	2 250	2 250	Nil

SUMU AD 2.9-14 APPROACH AND RUNWAY LIGHTING

RWY Desig-nator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
07	SALS 420 M LIH	Green	PAPI 3º	Nil	3050 M, ☛15 M, Blancas	3050 M, 60 M White Amber	- Red	150 M Red	Nil
25	MALSR CAT I 900 M LIH	Green	PAPI 3º	Nil	3200 M, ☛15 M, Blancas	3200 M, 60 M White Amber	- Red	Nil	Nil
	ALS CAT II /III 900 M LIH			Yes	15 M	☛60 M	-	Nil	Nil
01	SALS 420 M LIH	Green	PAPI 3º	Nil	Nil	2250 M, 60 M White Amber	- Red	Nil	Nil
19	MALSR CAT I 720 M LIH	Green	PAPI 3º	Nil	Nil	2250 M, 60 M White Amber	- Red	Nil	Nil

SUMU AD 2.9-15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: Old Terminal building/ IBN: Nil
2	*LDI location and LGT* *Anemometer location and LGT*	LDI: Nil Anemometer: in THR 07, THR 25 and in THR 19
3	*TWY edge and centre line lighting*	Edge: blue lights ☛Centre: green lights
4	*Secondary power supply/switch-over time*	Secondary power supply for the entire airport. Switch-over time: 10 SEC
5	*Remarks*	☛Secondary power supply both RWY, inmediate switch-over time

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 (12ºW/2025)	CRR CH 116 X	116.9 MHZ	H24	344957.8S 0560130.5W	30 M/98 FT	Nil
☛ILS/LLZ Cat IIIB	ICAR	☛111.9 MHZ	H24	☛345043.32S ☛0560232.16W	Nil	Nil
ILS GS		☛331.1 MHZ	H24	☛344944.03S ☛0560102.84W	Nil	Touch point glide path (GP) located 394 m after the threshold of runway 25
DME 25	☛56X		H24	☛344944.03S ☛0560102.84W	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.

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 (in case the ATIS is inoperative) approval of FPL, SID, SSR code and scheduled DLY for engine start. Aerodrome Control (Carrasco Tower) does not provide start or reverse clearances, taxi control on the apron, or apron steering services, nor does it issue any type of clearance on Taxiway Golf or other apron areas.

☛Aircraft shall communicate with "Carrasco Tower" on 118.1 MHz (Secondary 121.8 MHz) for control, information, and alert services in the manoeuvring area. Aircraft operating on the apron and Taxiway G shall receive only available traffic information to the extent possible.

☛With LPV procedures active, aircraft shall communicate with Carrasco Tower on 121.8 MHz for FPL, SID, SSR code, DLY, and taxiing instructions in the manoeuvring area.

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 LAR 153/154 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 and police helicopters

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

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

See “Helicopter Manoeuvre Areas”

For the above areas of operations, the following transit circuits are designated:

Area	*Traffic Circuits*
K, L	The traffic pattern will always be made South of remote point Z
M	The traffic pattern will always be made in the West of the runway 01/19

In both cases the height to use will vary between 600 and 1100 FT depending on the type of aircraft and the manoeuvre to be performed. These transits can be shortened to not interfere with the path of the runway 07/25 (on request Air Traffic Controller or Pilot in command) must carry out the exit turn from transit or turn before the basic path of runaway 07/25, called this "Short Transit"

See "Helicopter Traffic Circuits"

Military Helicopters (Uruguayan Air Force - Air Squadron No. 5 and Police Helicopters (Ministerio del Interior – National Police Air Squadron)

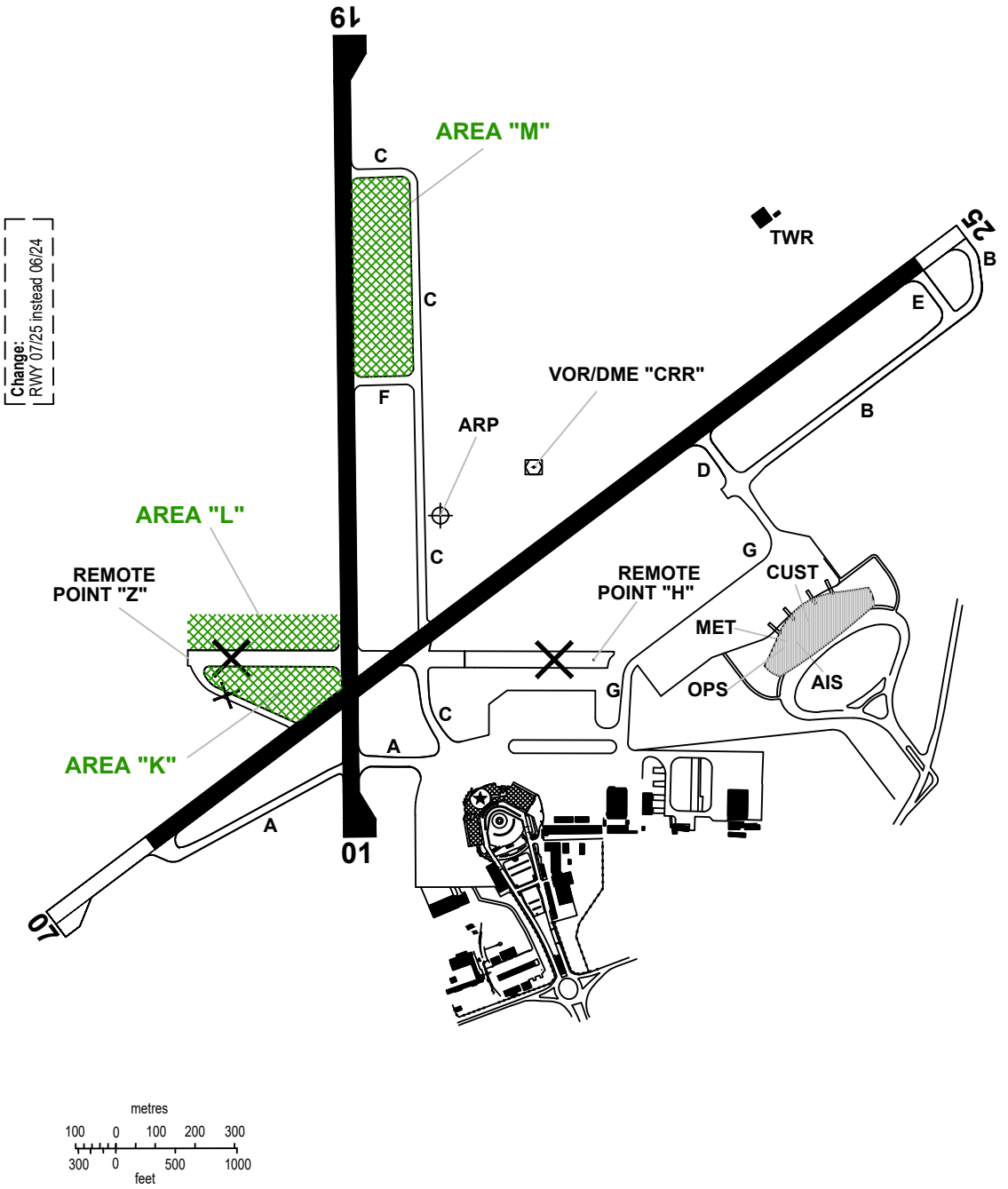
Air taxi route is established from parking position to remote point Z

Civil Helicopters

Entry and exit from apron already in air or ground taxi will be conducted via taxiway C and / or taxiway A.

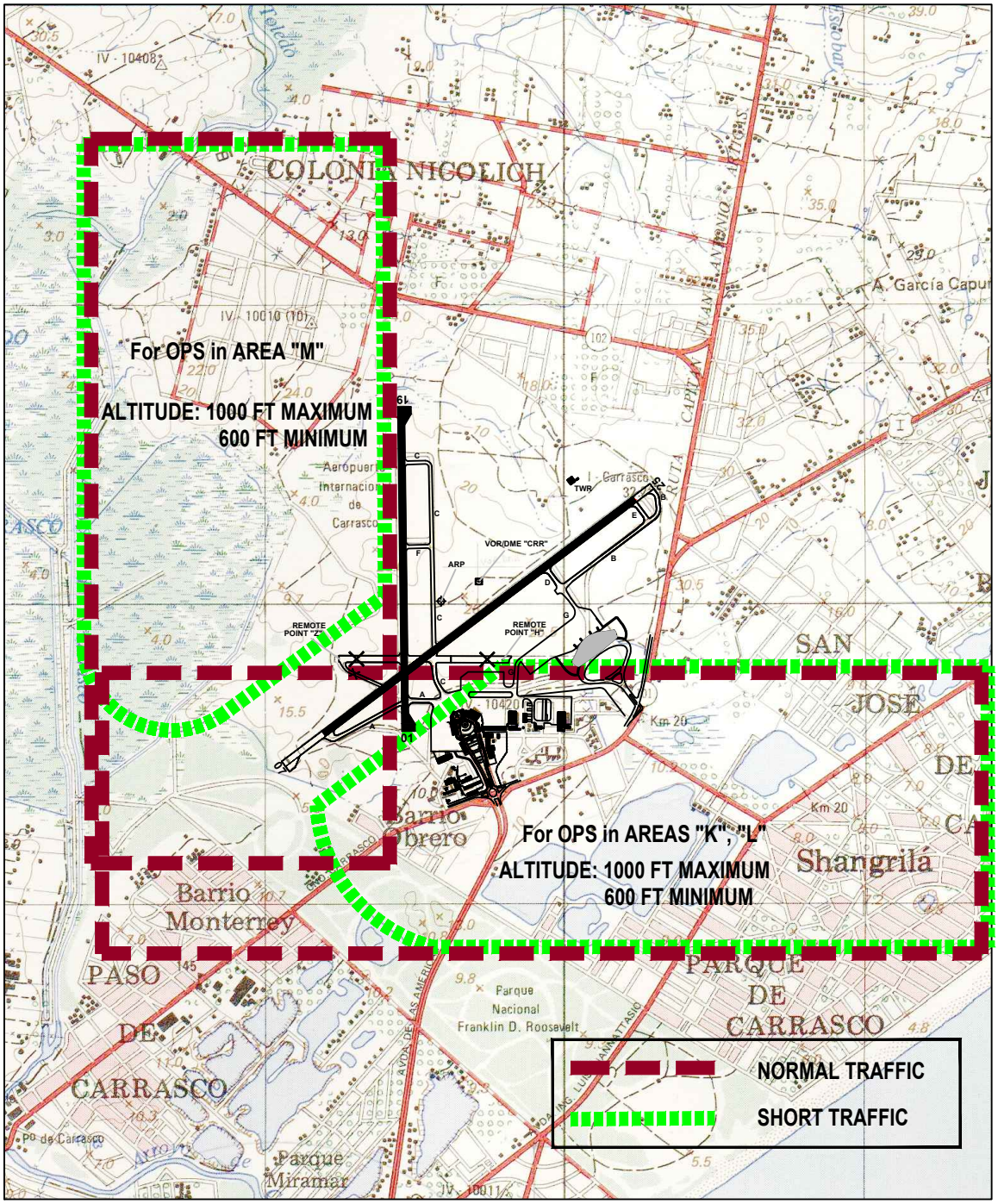
HELICOPTER MANOEUVRE AREAS

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"



HELICOPTER TRAFFIC CIRCUITS

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"



Change:
RWY 07/25 instead 06/24

4. Procedures for the operation of 747-8 aircraft

4.1 **747-8F Landing**:
Landing on Runway 07: clear at TWY E, then TWY B to TWY D, then back taxi on Runway 25, clear at TWY C to TWY G to Aircraft Stand 12.
Landing on Runway 25: 180º turn at runway and then back taxi on Runway 07, clear at TWY C to TWY G to Aircraft Stand 12.

4.2 **747-8 (intercontinental) Landing**:
Landing on Runway 07: clear at TWY E, then TWY B to TWY D, to Aircraft Stand 32 to 35, as assigned.
Landing on Runway 25: 180º turn at runway and then back taxi on Runway 07, clear at TWY D to Aircraft Stand 32 to 35, as assigned.

4.3 **747-8F Take off**:
Take off on Runway 07: from Aircraft Stand, follow TWY G to TWY C, then back taxi Runway 25 to runway end, then perform 180º turn for take off.
Take off on Runway 25: from Aircraft Stand, follow TWY G to TWY C, then back taxi Runway 07, clear at TWY D to TWY E to TWY B, then hold short of Runway 25 for take off.

4.4 **747-8 (intercontinental) Take off**:
Take off on Runway 07: from Aircraft Stand, follow TWY D, then back taxi Runway 25 to runway end, then perform 180º turn for take off.
Take off on Runway 25: from Aircraft Stand, follow TWY D to TWY B, then hold short of Runway 25 for take off.

4.5 **Parking**:
For 747-8F: Aircraft Stand 12 in Commercial Apron II.
For 747-8 (intercontinental): Aircraft Stands 32 to 35 in Commercial Apron I.

4.6 **Remarks**:
747-8F aircraft taxiing to/from Aircraft Stand 12 via TWY G will have reduced wingtip clearance of 8.3 M clearance if aircraft are parked on Aircraft Stands 9 to 11. This portion of TWY G is treated as a taxilane. Maintain taxi speed at 12 KT or less.
Airport fillets designed for A340-600.
Follow-me vehicle available con request.

☛5. **ATC PROCEDURES FOR TAXIING IN LOW VISIBILITY**

☛ILS OPERATIONS

☛With Reduced Visibility Procedures (PRV) in effect (visibility less than 550 M as indicated on the Runway 25 RVR or cloud ceiling less than 200 FT (61 M according to METAR/SPECI), only operations on Runway 25 shall be authorized.

☛CAT II/III ILS OPERATIONS
☛ (Certified aircraft and crew qualified for CAT II/III approaches and taxiing are required).

☛The following procedures will apply when the RVR is less than 550 M and/or the decision height (DH) is less than 200 FT (61 M).

☛Sensitive ILS Areas

☛Sensitive ILS areas are protected by a system of red stop bars on taxiways Alpha, Bravo, Charlie, Delta, and Echo.

☛Aircraft and vehicles must stop before the stop bar. Stop when the runway is illuminated in red.

☛Arriving aircraft must report "Runway Clear" once the runway is clear and after crossing the corresponding stop line.

☛Landing – Taxiing

☛Arriving aircraft must clear runway 25 via taxiway Alpha (or Charlie, as applicable) and continue along it to taxiway Golf, to the assigned parking position.

☛In case of disorientation or doubt regarding their position, the crew must stop the aircraft and immediately inform Tower (TWR), which shall relay the FOLLOW ME request to the apron service responsible for guidance. While following the vehicle, the aircraft commander is responsible for maintaining separation from it.

☛In case of a communications failure, the aircraft shall maintain its position once the sensitive area of the ILS is clear, it shall await the arrival of a FOLLOW ME vehicle.

☛Parking in positions 9 to 12 and 26 to 35

☛Parking shall be done via taxiway Alpha (or Charlie (as authorized) and along this taxiway to the taxiway on the Golf apron, to the assigned parking position.

☛Take-off – Taxi to Runway 25 Threshold

☛Pilots must refrain from requesting start-up delays, reverse, or taxiing permissions when weather conditions are below the minimum values established for take-off.

☛Aircraft must taxi along the taxiway on the Golf apron to Taxiway Delta, continue along Taxiway Bravo to the stop bar before entering Runway 25, unless otherwise expressly authorized by the Control Tower.

☛Geographic position markers (Pink Spots) published on the ICAO Aerodrome Ground Movement Chart shall be used to order and sequence aircraft on the taxiways for both arrival (1G) and departure (1B and 2B).

☛The minimum value required for take-off shall be 75 M (in stable or increasing conditions). RVR threshold 25 and midpoint.

☛Only take-offs from runway 25 shall be authorized.

☛In reduced visibility conditions, a "Follow Me" vehicle shall be available (upon request) under the conditions established above.

SUMU AD 2.9-21 NOISE ABATEMENT PROCEDURES

Diurnal takeoffs that proceed to fly over the city of Montevideo, shall apply the noise abatement procedures of each aircraft in take-off of all the runaways, especially runway 25 and 19.

At night take-offs are not allowed to fly over the city of Montevideo, between 21:00 and 07:00 local time except for emergency, traffic reasons and / or weather.

The direct approach aircrafts flying over the city of Montevideo, shall maintain 3000 FT (900 M) up to 10 NM DME arc, proceeding then to descend to land, except for emergency, reasons of traffic, weather or the aircraft is conducting a published instrument procedures to runway 07.

Restrictions on the landing runway 07.
Both during the instrument approach, as in visual approaches are not allowed to fly below the minimum for runway 07 procedures.

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 shall be sequenced to the corresponding published final approach path to ensure rapid and orderly traffic flow.
The aircraft will be guided directly to the initial approach fix (IAF) or final approach fix (FAF), 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.

IFR takeoff minimums

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

The minimum applicable for takeoff in terms of ceiling, for single-engine aircrafts shall be equal to or greater than that established in the instrument approach charts and the minimum visibility required shall be 1600 M.

On runways with a 1-minute RVR reading, this reading prevails over the value published in the METAR/SPECI.

Reduction of IFR takeoff minimums from runway 07/25 (threshold 25)

Applies only to aircraft with two or more engines:
Minimum RVR visibility 550 M, with the RVR value prevailing over the value published in the METAR/SPECI.
Note: The minimum ceiling value required for takeoff is maintained equal to or greater than that established in the instrument approach charts.

1) For takeoff with reduced visibility minima, it is required an alternate aerodrome post-launch in box 18 of Flight Plan Form located within the following distances:
    a) twin-engine aircraft: alternated one hour of flight at cruising speed with one engine out of service in ISA atmosphere and windless atmospheric conditions.
    b) three or more aircraft engines: alternated to two hours of flight at cruising speed with all engines running, in ISA atmosphere and windless atmospheric conditions.

    Note 1: Indicate the alternate aerodrome post-launch as follows:
    RMK / DEP ALTN (4 letters Aerodrome location indicator)

    Note 2: Fill in the forms of Repetitive Flight Plan in the box Q "Remarks"

2) MET conditions for the alternate aerodrome post-launch.
    The alternate aerodrome post-launch shall at least be operational for IFR landings at the time of takeoff and forecasts indicate that conditions will be at or above minimum values using the aerodrome at the expected time of landing.

3) IFR minimum flight level
    The aircraft must be able to climb with one engine inoperative until the IFR flight level appropriate to proceed to the alternate aerodrome post-takeoff or destination aerodrome.

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.

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 shall be routed to the corresponding published final approach path and those indicated by the respective control according to the conditions in the area.

Departing flights

IFR flights departing from controlled aerodromes shall receive an initial permission from the ATC of the Aerodrome Service (TWR or AFIS); the limit of such permission shall normally be the destination aerodrome.
After takeoff, the turns and paths that the aircraft shall follow, as well as the levels that they must maintain before reaching the assigned cruising level, shall be those indicated in the air traffic control permit.

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.

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

AERODROME/HELIPORT CHART - ICAO

34°50'02"S 056°01'41"W

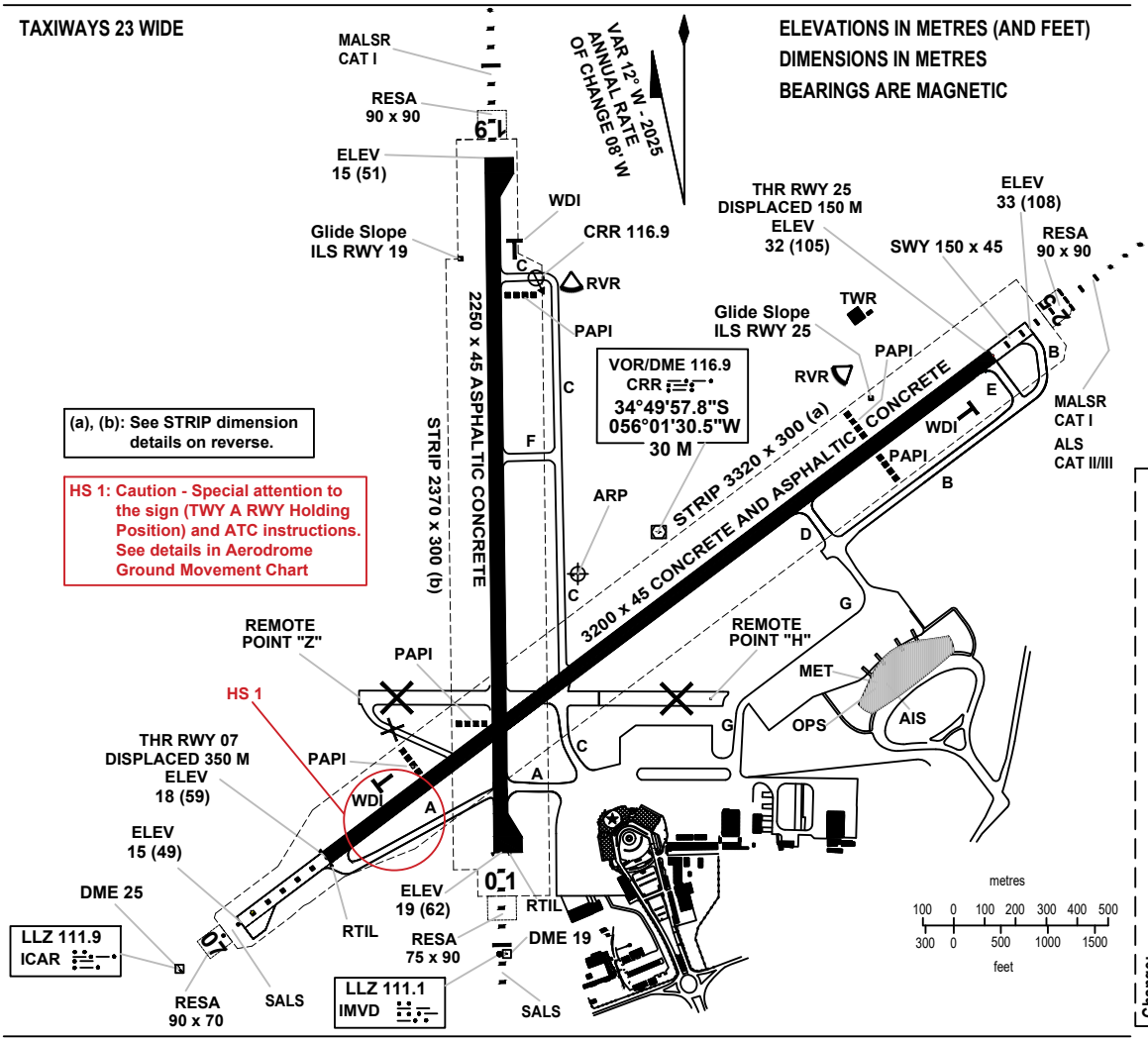
ELEV 32 (105)

TWR 118.1 - 121.8
APRON 000.0

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"

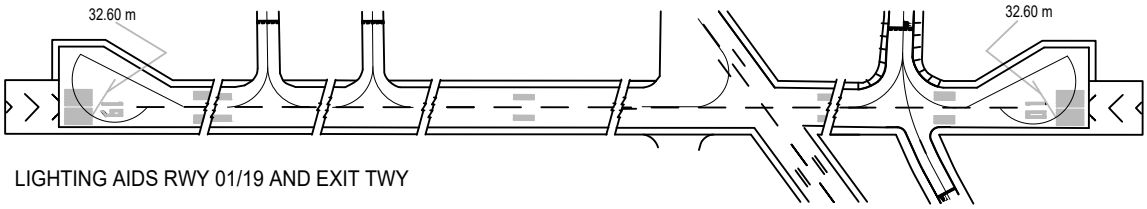
TAXIWAYS 23 WIDE

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

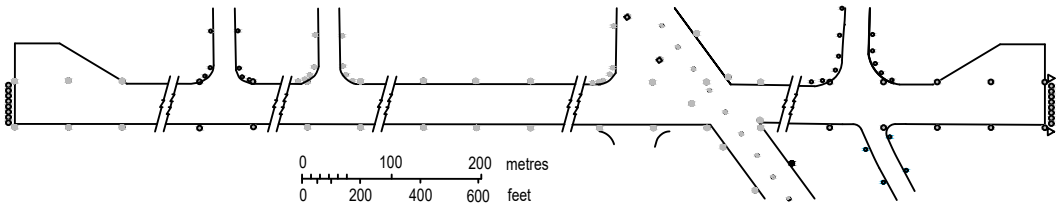


Change:
THR 25 ELEV.; ICAR LLZ FREQ; PAPI RWY 25; WDI; ALS CAT II/III

MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY

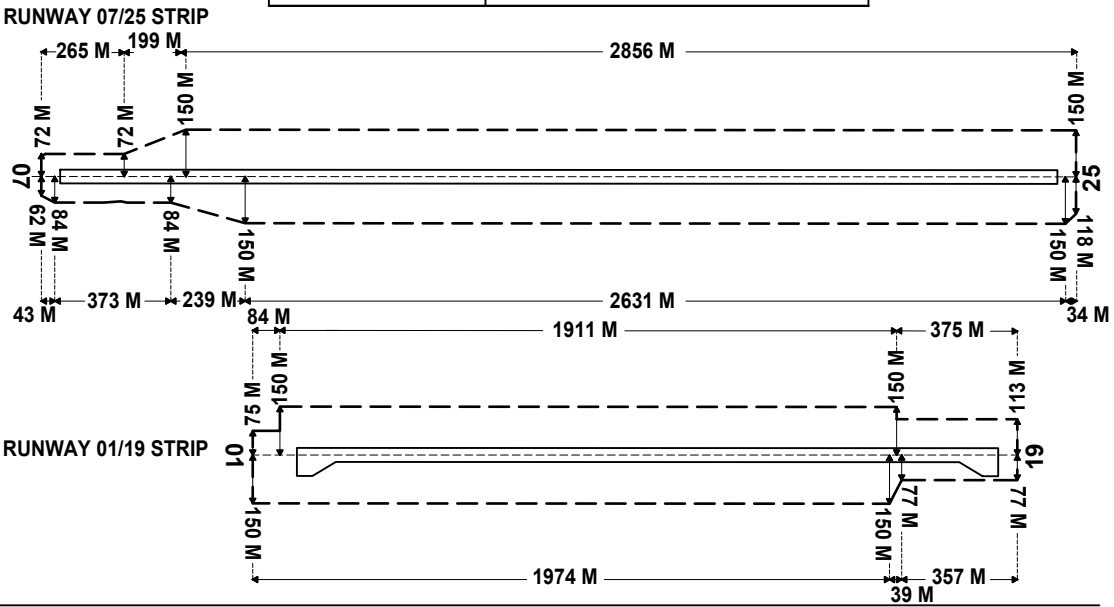


AERODROME/HELIPORT CHART - ICAO | **34°50'02"S 056°01'41"W** | **ELEV 32 (105)** | **TWR 118.1 - 121.8 APRON 000.0** | **MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"**

RWY	DIRECTION	THR	GUND	BEARING STRENGTH
07	065°	34°50'31.64"S 56°02'12.97"W	14.0 M	Runway PCN 88/F/C/W/U
25	245°	34°49'39.54"S 56°00'47.45"W	14.0 M	
01	011°	34°50'31.09"S 56°01'50.65"W	14.0 M	Runway PCN 70/F/C/W/T
19	191°	34°49'18.08"S 56°01'51.56"W	14.0 M	

Taxiway "A".	PCN 88/F/C/W/U
Taxiway "B" BTN Taxiway "D" and Runway 25	PCN 82/R/C/X/U PCN 88/F/C/W/U
Taxiway "C" BTN Runway 07-25 and APRON.	PCN 88/F/C/W/U
Taxiway "C" BTN Runway 07-25 and Runway 01-19.	PCN 40/F/C/X/T
Taxiway "D".	PCN 82/R/C/X/U
Taxiway "E".	PCN 88/F/C/W/U
Taxiway "F".	PCN 23/F/C/X/T
Taxiway "G".	PCN 82/R/C/X/U
Commercial I APRON	PCN 82/R/C/X/U
Commercial II APRON	PCN 82/R/C/X/U PCN 88/F/C/W/U
APRON SouthEast	PCN 23/F/C/X/T
Remote Point "H"	34°50'15.18"S 056°01'24.14"W
Remote Point "Z"	34°50'14.70"S 056°02'08.59"W

Change:
COORD THR 07 and 25



AERODROME/HELIPORT CHART - ICAO

34°50'02"S
056°01'41"W

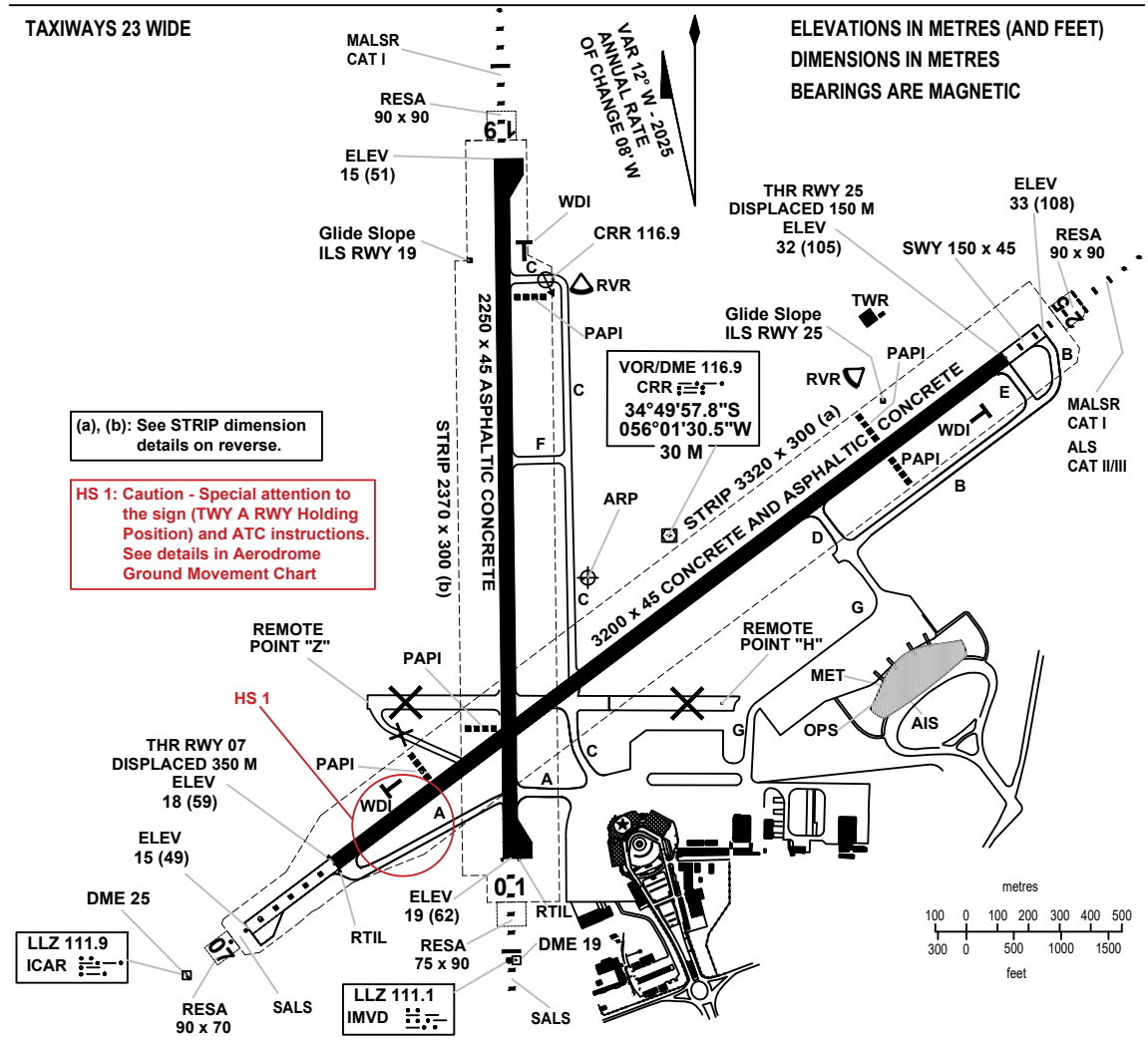
ELEV 32
(105)

TWR 118.1 - 121.8
APRON 000.0

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"

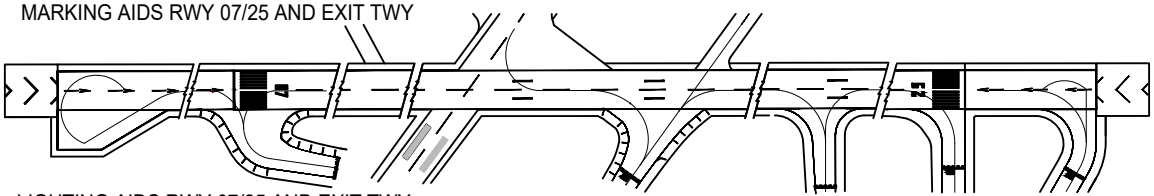
TAXIWAYS 23 WIDE

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

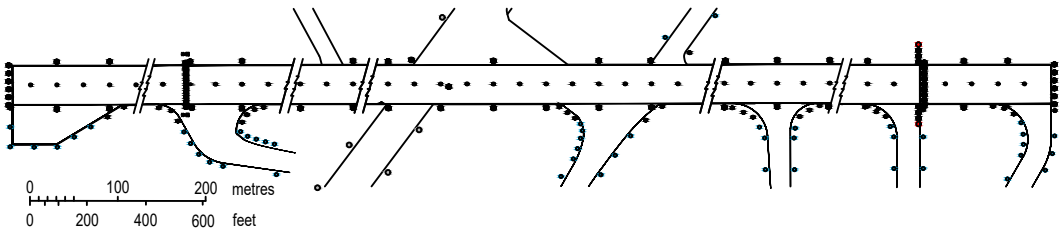


Change:
THR 25 ELEV; ICAR LLZ FREQ; PAPI RWY 25; WDI; ALS CAT II/III

MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AIDS RWY 07/25 AND EXIT TWY



AERODROME/HELIPORT CHART - ICAO	34°50'02"S 056°01'41"W	ELEV 32 (105)	TWR 118.1 - 121.8 APRON 000.0	MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"

RWY	DIRECTION	THR	GUND	BEARING STRENGTH
07	065°	34°50'31.64"S 56°02'12.97"W	14.0 M	Runway PCN 88/F/C/W/U
25	245°	34°49'39.54"S 56°00'47.45"W	14.0 M	
01	011°	34°50'31.09"S 56°01'50.65"W	14.0 M	Runway PCN 70/F/C/W/T
19	191°	34°49'18.08"S 56°01'51.56"W	14.0 M	

Taxiway "A".	PCN 88/F/C/W/U
Taxiway "B" BTN Taxiway "D" and Runway 25	PCN 82/R/C/X/U PCN 88/F/C/W/U
Taxiway "C" BTN Runway 07-25 and APRON.	PCN 88/F/C/W/U
Taxiway "C" BTN Runway 07-25 and Runway 01-19.	PCN 40/F/C/X/T
Taxiway "D".	PCN 82/R/C/X/U
Taxiway "E".	PCN 88/F/C/W/U
Taxiway "F".	PCN 23/F/C/X/T
Taxiway "G".	PCN 82/R/C/X/U
Commercial I APRON	PCN 82/R/C/X/U
Commercial II APRON	PCN 82/R/C/X/U PCN 88/F/C/W/U
APRON SouthEast	PCN 23/F/C/X/T
Remote Point "H"	34°50'15.18"S 056°01'24.14"W
Remote Point "Z"	34°50'14.70"S 056°02'08.59"W

Change:
COORD THR 07 and 25

RWY 07 Strip	-- Right side:	Firsts 43 M - width 62 M increasing up to 84 M; next 373 M - width 84 M; next 239 M - width 84 M increasing up to 150 M; next 2631 M - width 150 M; rest (34 M) - 150 M decreasing up to 118 M.
	-- Left side:	Firsts 265 M - width 72 M; next 199 M - width 72 M increasing up to 150 M; rest (2856 M) - width 150 M
RWY 25 Strip	-- Right side:	Firsts 2856 M - width 150 M; next 199 M - width 150 M decreasing up to 72 M; rest (265 M) - width 72 M.
	-- Left side:	Firsts 34 M - width 118 M increasing up to 150 M, next 2631 M - width 150 M; next 239 M - width 150 M decreasing up to 84 M; next 373 M - width 84 M; rest (43 M) - width 84 M decreasing up to 62 M.
RWY 01 Strip	-- Right side:	Firsts 1974 M - width 150 M; next 39 M - width 150 M decreasing up to 77 M; rest (357 M) - width 77 M.
	-- Left side:	Firsts 84 M - width 75 M; next 1911 M - width 150 M; rest (375 M) - width 113 M.
RWY 19 Strip	-- Right side:	Firsts 375 M - width 113 M; next 1911 M - width 150 M; rest (84 M) - width 75 M.
	-- Left side:	Firsts 357 M - width 77 M; next 39 M - width 77 M increasing up to 150 M; rest (1974 M) - width 150 M.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 15 (49)

TWR 118.1 - 121.8
APRON 000.0

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

AUTH 180° TURN FOR HEAVY ACFT ON RWY ENDS 07, 01 AND 19

TAXIWAYS 23 WIDE

HS 1: Caution - Special attention to the sign (TWY A RWY Holding Position) and ATC instructions.

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

VAR 12° W - 2025 ANNUAL RATE OF CHANGE 08' W

ELEV 15 (51)

19

TWY C

CRR 116.9

TWY C

TWY F

ARP

TWY C

SWY 150 x 45

ELEV 32 (105)

ELEV 33 (108)

25

TWR

TWY B

TWY E

2B

1B

TWY B

TWY D

TWY G

REMOTE POINT "Z"

REMOTE POINT "H"

RWY U/S

RWY U/S

COMMERCIAL I APRON

1G

MET

OPS

AIS

TWY U/S

TWY C

TWY G

TWY A

COMMERCIAL II APRON

APRON SE

HS 1

ELEV 15 (49)

TWY A

01

ELEV 19 (62)

07

ELEV 18 (59)

HANGARS

U/S in case of ACFT CAT "E" or above, LDG, DEP, TAX over RWY 07/25, or TAX over TWY "A" to RWY 07. In that cases, use

TAXIWAY BEARING STRENGTH:

"A": PCN 88/F/C/W/U
"B" BTN "D" and RWY 25: PCN 82/R/C/X/U
: PCN 88/F/C/W/U
"C" BTN RWY 07-25 and APRON: PCN 88/F/C/W/U
"C" BTN RWY 07-25 and RWY 01-19: PCN 40/F/C/X/T
"D": PCN 82/R/C/X/U
"E": PCN 88/F/C/W/U
"F": PCN 23/F/C/X/T
"G": PCN 82/R/C/X/U
Commercial I Apron PCN 82/R/C/X/U
Commercial II Apron PCN 82/R/C/X/U, 88/F/C/W/U
APRON SE PCN 23/F/C/X/T

metres
100 0 100 200 300 400 500
300 0 500 1000 1500
feet

LEGEND	
RWY HOLDING POSITION NON-PRECISION APCH RWY	----

Change:
ELEV THR 25, TWY A RWY HOLDING POSITION, PINK SPOT

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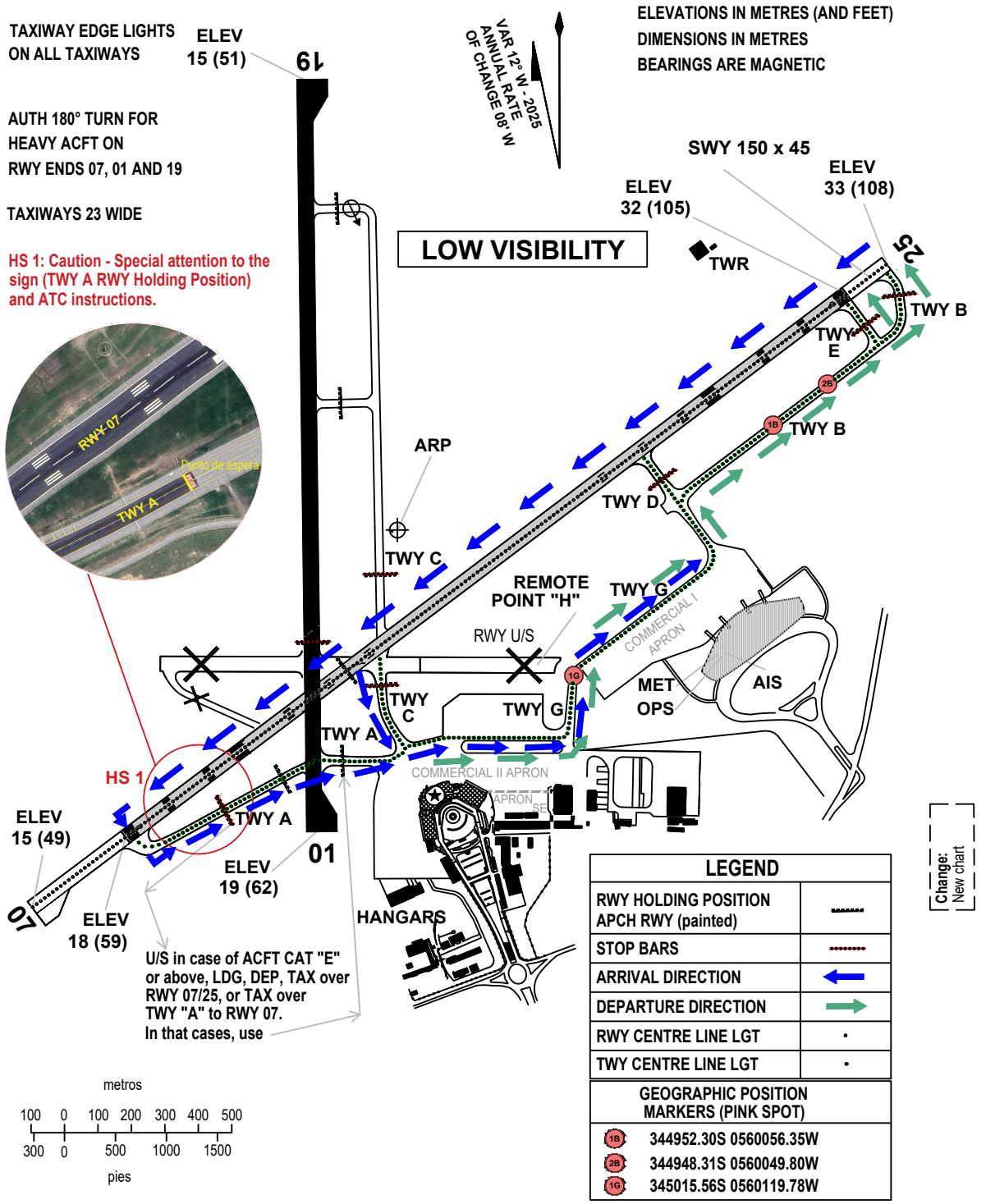
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
15 (49)

TWR 118.1 - 121.8
APRON 000.0

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"



LEGEND	
RWY HOLDING POSITION APCH RWY (painted)	
STOP BARS	
ARRIVAL DIRECTION	
DEPARTURE DIRECTION	
RWY CENTRE LINE LGT	
TWY CENTRE LINE LGT	

GEOGRAPHIC POSITION MARKERS (PINK SPOT)	
1B	344952.30S 0560056.35W
2B	344948.31S 0560049.80W
1G	345015.56S 0560119.78W

Change: New chart

INTENTIONALLY
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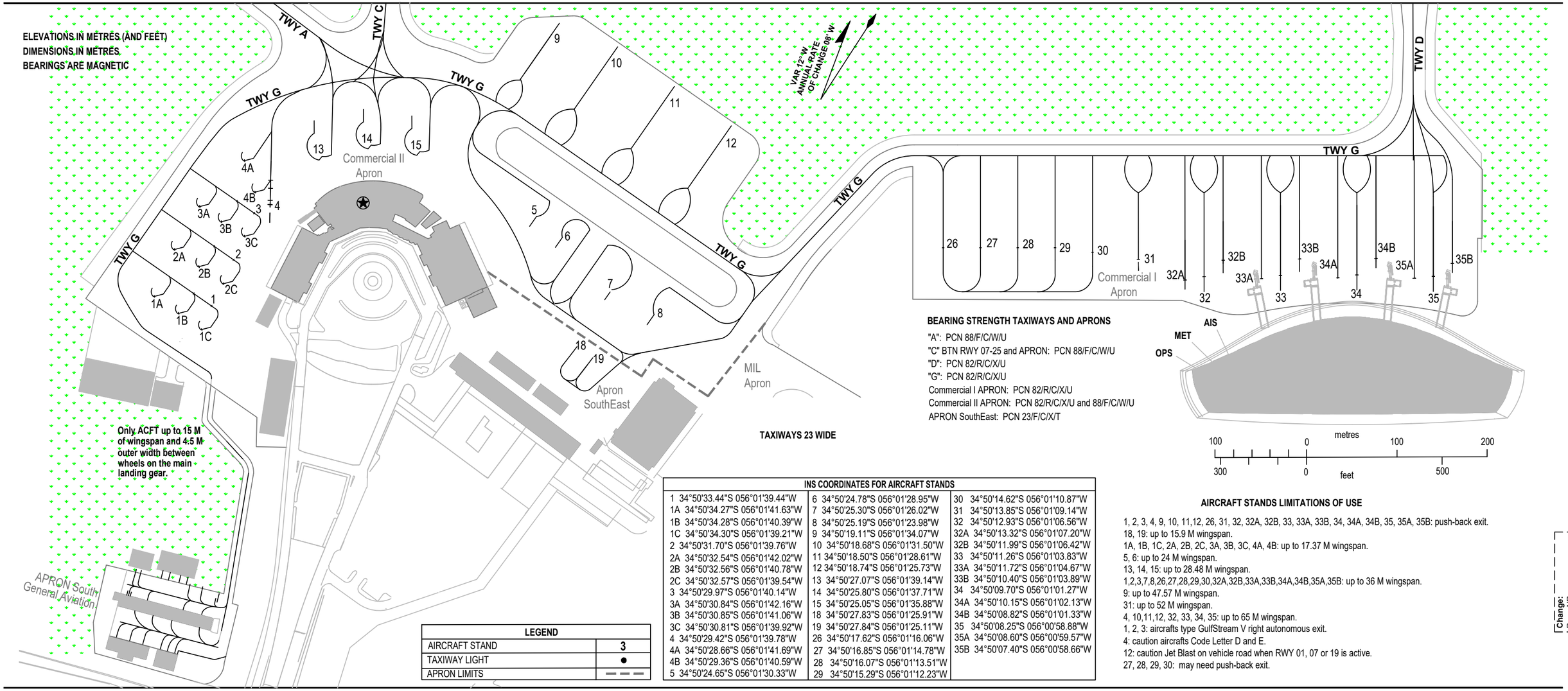
AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
15 (49)

TWR 118.1 - 121.8
APRON 000.0

MONTEVIDEO/Intl
Carrasco "Gral.
Cesareo L. Berisso"



BEARING STRENGTH TAXIWAYS AND APRONS

"A": PCN 88/F/C/W/U
"C" BTN RWY 07-25 and APRON: PCN 88/F/C/W/U
"D": PCN 82/R/C/X/U
"G": PCN 82/R/C/X/U
Commercial I APRON: PCN 82/R/C/X/U
Commercial II APRON: PCN 82/R/C/X/U and 88/F/C/W/U
APRON SouthEast: PCN 23/F/C/X/T

TAXIWAYS 23 WIDE

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	●
APRON LIMITS	— — —

INS COORDINATES FOR AIRCRAFT STANDS

1 34°50'33.44"S 056°01'39.44"W	6 34°50'24.78"S 056°01'28.95"W	30 34°50'14.62"S 056°01'10.87"W
1A 34°50'34.27"S 056°01'41.63"W	7 34°50'25.30"S 056°01'26.02"W	31 34°50'13.85"S 056°01'09.14"W
1B 34°50'34.28"S 056°01'40.39"W	8 34°50'25.19"S 056°01'23.98"W	32 34°50'12.93"S 056°01'06.56"W
1C 34°50'34.30"S 056°01'39.21"W	9 34°50'19.11"S 056°01'34.07"W	32A 34°50'13.32"S 056°01'07.20"W
2 34°50'31.70"S 056°01'39.76"W	10 34°50'18.68"S 056°01'31.50"W	32B 34°50'11.99"S 056°01'06.42"W
2A 34°50'32.54"S 056°01'42.02"W	11 34°50'18.50"S 056°01'28.61"W	33 34°50'11.26"S 056°01'03.83"W
2B 34°50'32.56"S 056°01'40.78"W	12 34°50'18.74"S 056°01'25.73"W	33A 34°50'11.72"S 056°01'04.67"W
2C 34°50'32.57"S 056°01'39.54"W	13 34°50'27.07"S 056°01'39.14"W	33B 34°50'10.40"S 056°01'03.89"W
3 34°50'29.97"S 056°01'40.14"W	14 34°50'25.80"S 056°01'37.71"W	34 34°50'09.70"S 056°01'01.27"W
3A 34°50'30.84"S 056°01'42.16"W	15 34°50'25.05"S 056°01'35.88"W	34A 34°50'10.15"S 056°01'02.13"W
3B 34°50'30.85"S 056°01'41.06"W	18 34°50'27.83"S 056°01'25.91"W	34B 34°50'08.82"S 056°01'01.33"W
3C 34°50'30.81"S 056°01'39.92"W	19 34°50'27.84"S 056°01'25.11"W	35 34°50'08.25"S 056°00'58.88"W
4 34°50'29.42"S 056°01'39.78"W	26 34°50'17.62"S 056°01'16.06"W	35A 34°50'08.60"S 056°00'59.57"W
4A 34°50'28.66"S 056°01'41.69"W	27 34°50'16.85"S 056°01'14.78"W	35B 34°50'07.40"S 056°00'58.66"W
4B 34°50'29.36"S 056°01'40.59"W	28 34°50'16.07"S 056°01'13.51"W	
5 34°50'24.65"S 056°01'30.33"W	29 34°50'15.29"S 056°01'12.23"W	

AIRCRAFT STANDS LIMITATIONS OF USE

1, 2, 3, 4, 9, 10, 11,12, 26, 31, 32, 32A, 32B, 33, 33A, 33B, 34, 34A, 34B, 35, 35A, 35B: push-back exit.
18, 19: up to 15.9 M wingspan.
1A, 1B, 1C, 2A, 2B, 2C, 3A, 3B, 3C, 4A, 4B: up to 17.37 M wingspan.
5, 6: up to 24 M wingspan.
13, 14, 15: up to 28.48 M wingspan.
1,2,3,7,8,26,27,28,29,30,32A,32B,33A,33B,34A,34B,35A,35B: up to 36 M wingspan.
9: up to 47.57 M wingspan.
31: up to 52 M wingspan.
4, 10,11,12, 32, 33, 34, 35: up to 65 M wingspan.
1, 2, 3: aircrafts type GulfStream V right autonomous exit.
4: caution aircrafts Code Letter D and E.
12: caution Jet Blast on vehicle road when RWY 01, 07 or 19 is active.
27, 28, 29, 30: may need push-back exit.

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

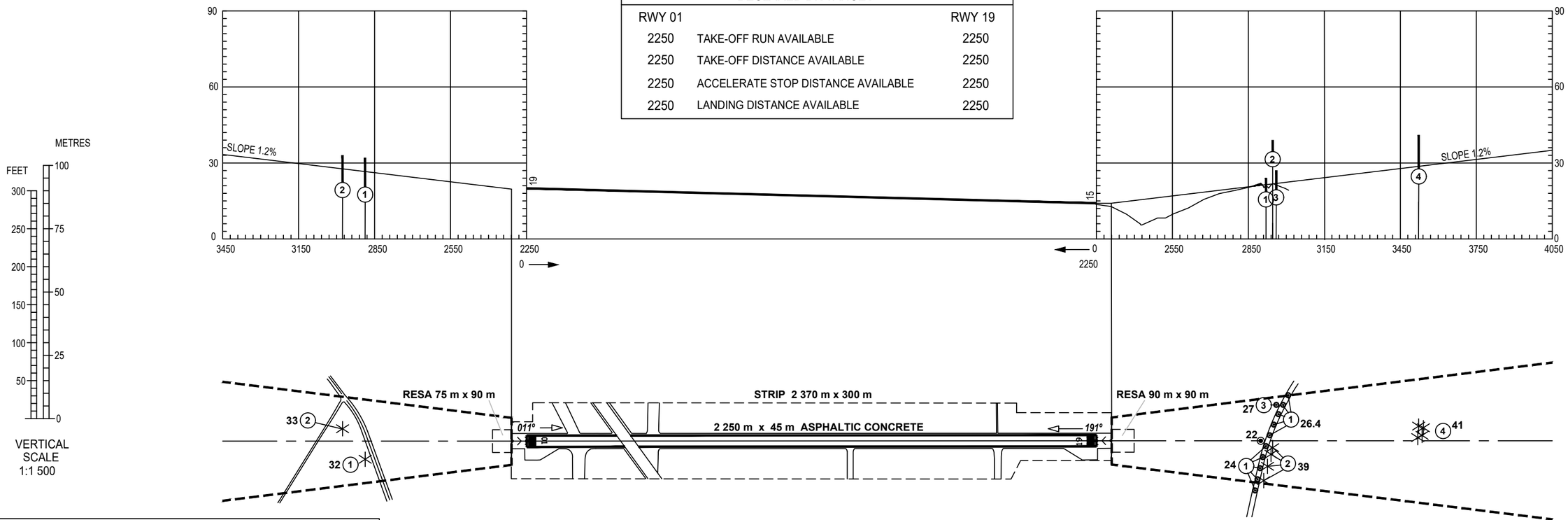
MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 12º W JAN 2025

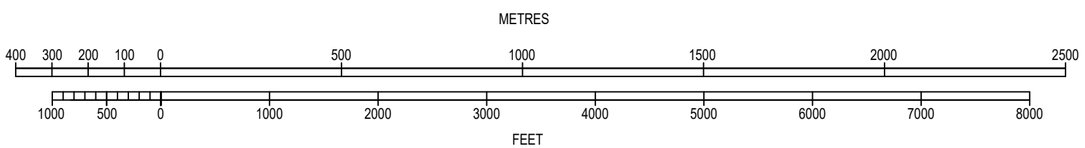
RWY 01 / 19

DECLARED DISTANCES		
RWY 01		RWY 19
2250	TAKE-OFF RUN AVAILABLE	2250
2250	TAKE-OFF DISTANCE AVAILABLE	2250
2250	ACCELERATE STOP DISTANCE AVAILABLE	2250
2250	LANDING DISTANCE AVAILABLE	2250



LEGEND	
IDENTIFICATION NUMBER	①
TREE OR SHRUB	✳
HIGHWAY	═══
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING OR LARGE STRUCTURE	▬
RAILROAD	─┼─┼─
TERRAIN CONTOUR	∿
TERRAIN PENETRATING OBSTACLE PLANE	▲

HORIZONTAL SCALE 1:15 000



ORDER OF ACCURACY
HORIZONTAL 00 M
VERTICAL 00 M

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

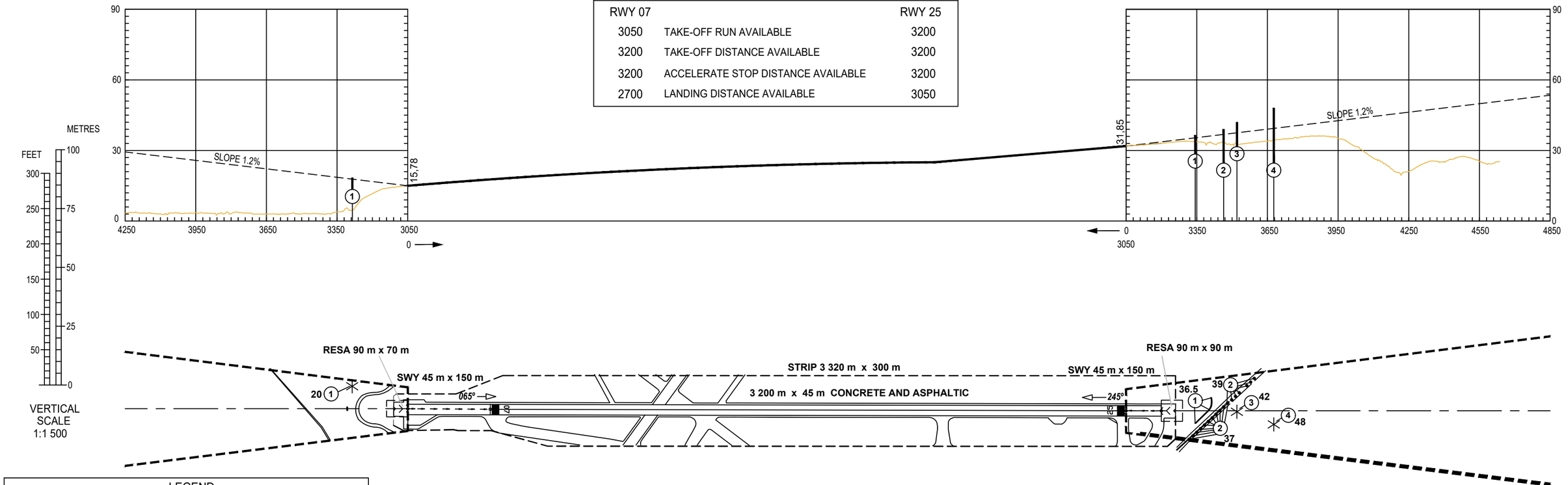
MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 12º W JAN 2025

RWY 07 / 25

DECLARED DISTANCES		
RWY 07		RWY 25
3050	TAKE-OFF RUN AVAILABLE	3200
3200	TAKE-OFF DISTANCE AVAILABLE	3200
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
2700	LANDING DISTANCE AVAILABLE	3050



LEGEND	
IDENTIFICATION NUMBER	①
TREE OR SHRUB	✳
HIGHWAY	
POLE, TOWER, SPIRE, ANTENNA, ETC.	
BUILDING OR LARGE STRUCTURE	
RAILROAD	
TERRAIN CONTOUR	
TERRAIN PENETRATING OBSTACLE PLANE	

HORIZONTAL SCALE 1:15 000

METRES 400 300 200 100 0 500 1000 1500 2000 2500

FEET 1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

ORDER OF ACCURACY
HORIZONTAL 00 M
VERTICAL 00 M

Change:
ELEV THR, Obstacles

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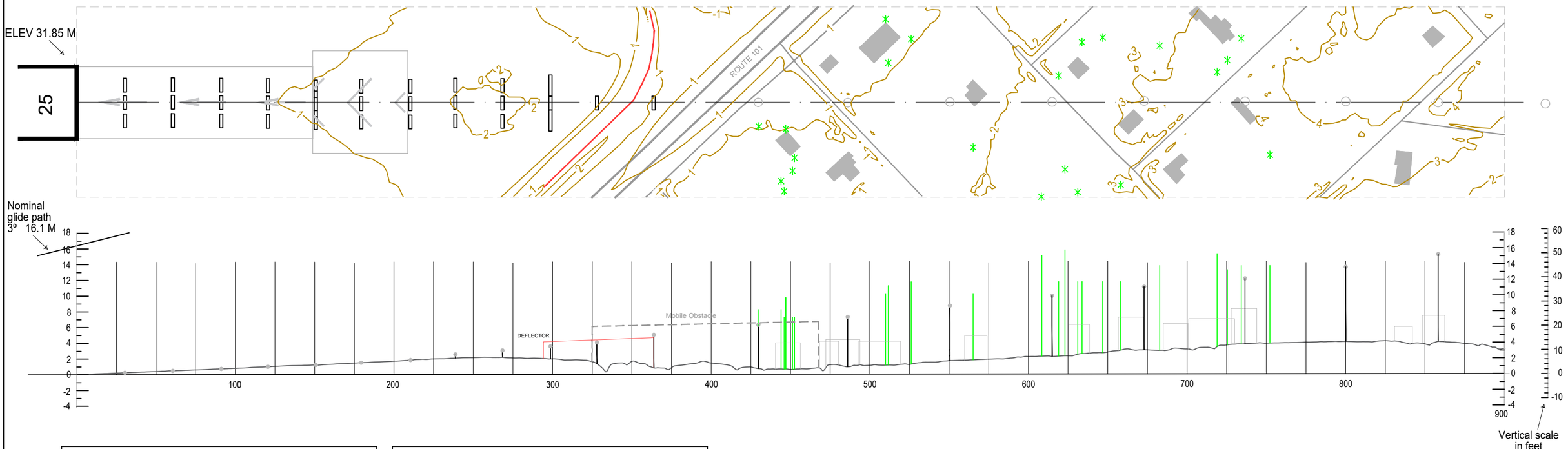
DISTANCES AND HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"
RWY 25



LEGEND	
BUILDING OR LARGE STRUCTURE	
HIGHWAY	
CONTOUR	5
CENTRELINE PROFILE	
TREE	
APPROACH LIGHTS	
JET BLAST DEFLECTORS	

AMENDMENT RECORD		
NUM.	DATE	ENTERED BY

HORIZONTALSCALE 1 : 2 500
VERTICALSCALE 1 : 500

CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR 25

Change:
New chart

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INSTRUMENT
APPROACH
CHART - ICAO

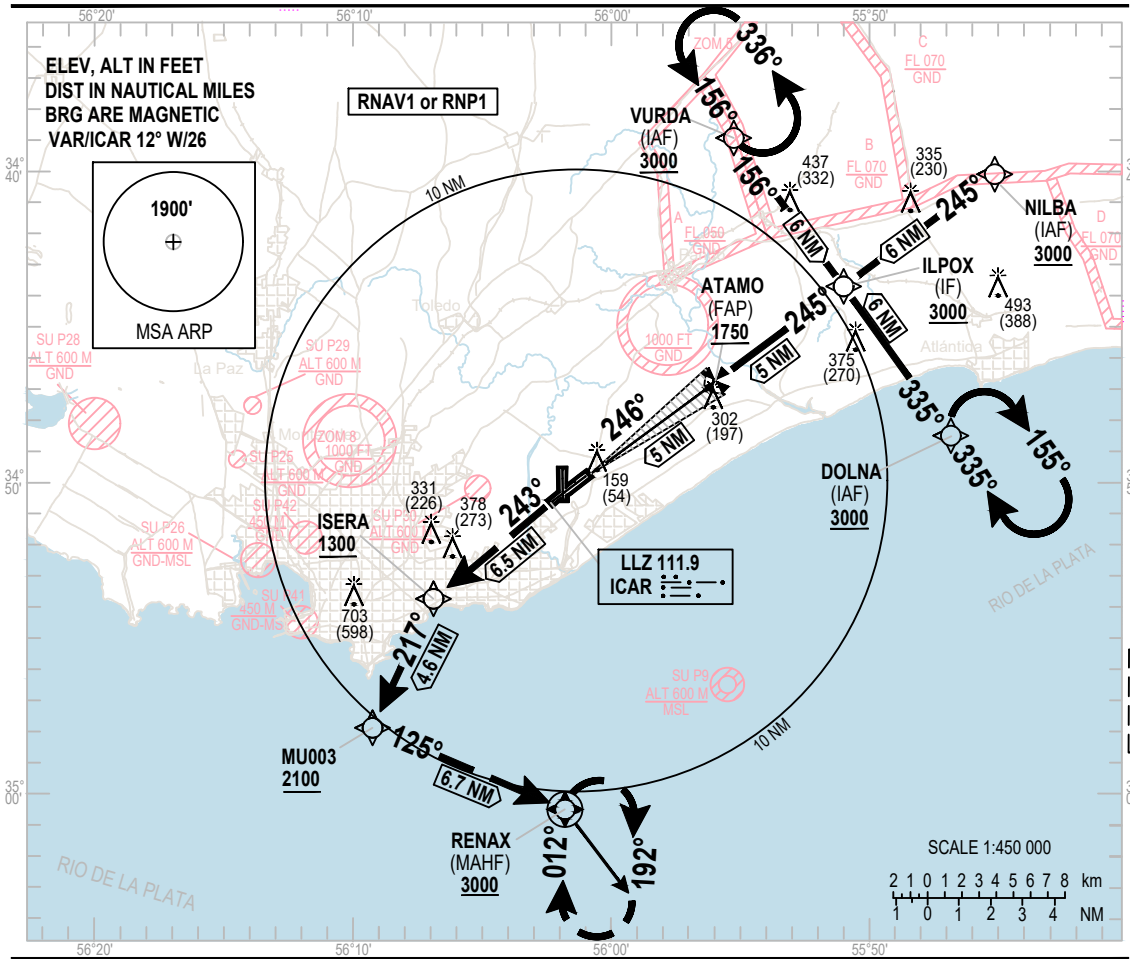
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"

ILS V RWY 25



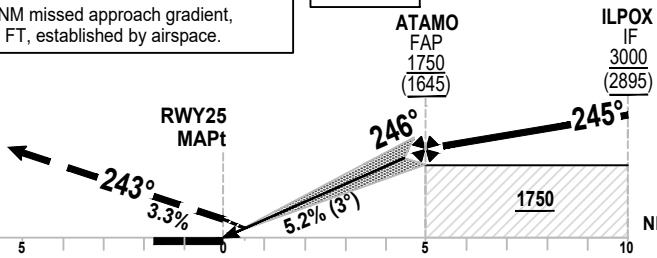
MISSED
APPROACH

Climb up to 3000 FT:
DCT to ISERA, cross with
1300 FT or superior, then to MU003,
cross with 2100 FT or superior,
then turn left
to RENAX for hold.

NOTE:
3.3% of MNM missed approach gradient,
up to 2100 FT, established by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	ILS	305 (200)			
	VIS	RVR 750 M - 1200 M ALS INOP 800 M - 1200 M ALS INOP			

	KT	80	100	120	140	160
ATAMO - RWY25 (5 NM)						
Vertical speed of descent 5,2%	Feet/ Min	425	531	637	743	849

NM RWY 25	5	4	3	2	1.0
Altitud	1750	1432	1113	795	476
Height	1645	1327	1008	690	371

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 25 - ELEV 105 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS V RWY 25

TABULAR DESCRIPTION

ILS V RWY 25

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	245(233.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	156(143.5)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	335(323.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ATAMO	-	245(233.5)	-	5.00	-	+1750	-	-3.0°	ILS
040	TF	RWY25	Yes	246(233.5)	-	5.01	-	158	-	-	ILS
050	TF	ISERA	-	243(231.4)	-	6.46	-	+1300	(-210)	-	RNAV 1
060	TF	MU003	-	216(203.9)	-	4.58	-	+2100	-	-	RNAV 1
070	TF	RENAX	Yes	125(113.3)	-	6.74	-	+3000	-	-	RNAV 1
080	HM	RENAX	Yes	012(360.0)	-	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

ILS V RWY 25

Change: New chart

Waypoint Identifier	Coordinates
NILBA	34º40'07.21"S 055º45'11.33"W
VURDA	34º38'52.30"S 055º55'21.80"W
DOLNA	34º48'31.70"S 055º46'41.63"W
ILPOX	34º43'42.08"S 055º51'01.97"W
ATAMO	34º46'40.92"S 055º55'54.55"W
RWY25	34º49'39.54"S 056º00'47.45"W
ICAR (LLZ)	34º50'43.32"S 056º02'32.16"W
ISERA	34º53'42.70"S 056º06'54.22"W
MU003	34º57'52.03"S 056º09'15.47"W
RENAX	35º00'32.19"S 056º01'43.22"W

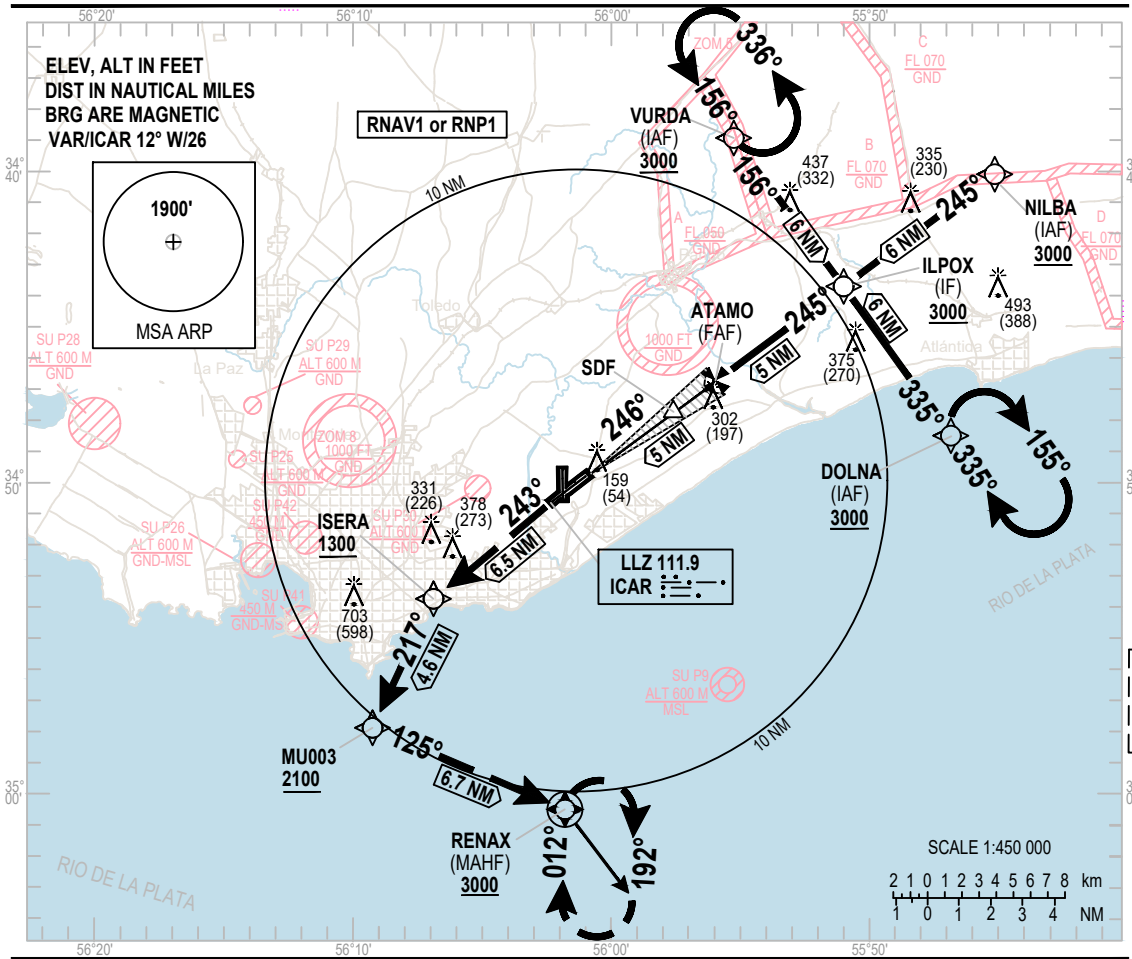
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
LOC V RWY 25



Change: New chart

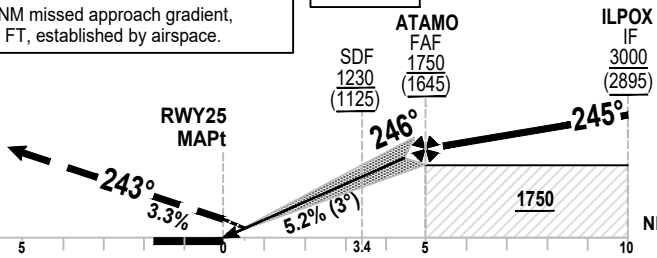
MISSED APPROACH

Climb up to 3000 FT:
DCT to ISERA, cross with
1300 FT or superior, then to MU003,
cross with 2100 FT or superior,
then turn left
to RENAX for hold.

NOTE:
3.3% of MNM missed approach gradient, up to 2100 FT, established by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	LOC	450 (345)			
	VIS	900 M - 1600 M ALS INOP			

ATAMO - RWY25 (5 NM)	KT	80	100	120	140	160
Vertical speed of descent 5,2%	Feet/ Min	425	531	637	743	849

NM RWY 25	5	4	3	2	1.0
Altitude	1750	1432	1113	795	476
Height	1645	1327	1008	690	371

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
LOC V RWY 25

TABULAR DESCRIPTION

LOC V RWY 25

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	245(233.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	156(143.5)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	335(323.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ATAMO	-	245(233.5)	-	5.00	-	+1750	-	-3.0°	LOC
020	TF	SDF	-	245(233.5)	-	1.61	-	+1230	-	-3.0°	LOC
040	TF	RWY25	Yes	246(233.5)	-	3.39	-	158	-	-	LOC
050	TF	ISERA	-	243(231.4)	-	6.46	-	+1300	(-210)	-	RNAV 1
060	TF	MU003	-	217(205.0)	-	4.58	-	+2100	-	-	RNAV 1
070	TF	RENAX	Yes	125(113.3)	-	6.74	-	+3000	-	-	RNAV 1
080	HM	RENAX	Yes	012(360.0)	-	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

LOC V RWY 25

Change: New chart

Waypoint Identifier	Coordinates
NILBA	34º40'07.21"S 055º45'11.33"W
VURDA	34º38'52.30"S 055º55'21.80"W
DOLNA	34º48'31.70"S 055º46'41.63"W
ILPOX	34º43'42.08"S 055º51'01.97"W
ATAMO	34º46'40.92"S 055º55'54.55"W
RWY25	34º49'39.54"S 056º00'47.45"W
ICAR (LLZ)	34º50'43.32"S 056º02'32.16"W
ISERA	34º53'42.70"S 056º06'54.22"W
MU003	34º57'52.03"S 056º09'15.47"W
RENAX	35º00'32.19"S 056º01'43.22"W
SDF	34º47'38.54"S 055º57'29.10"W

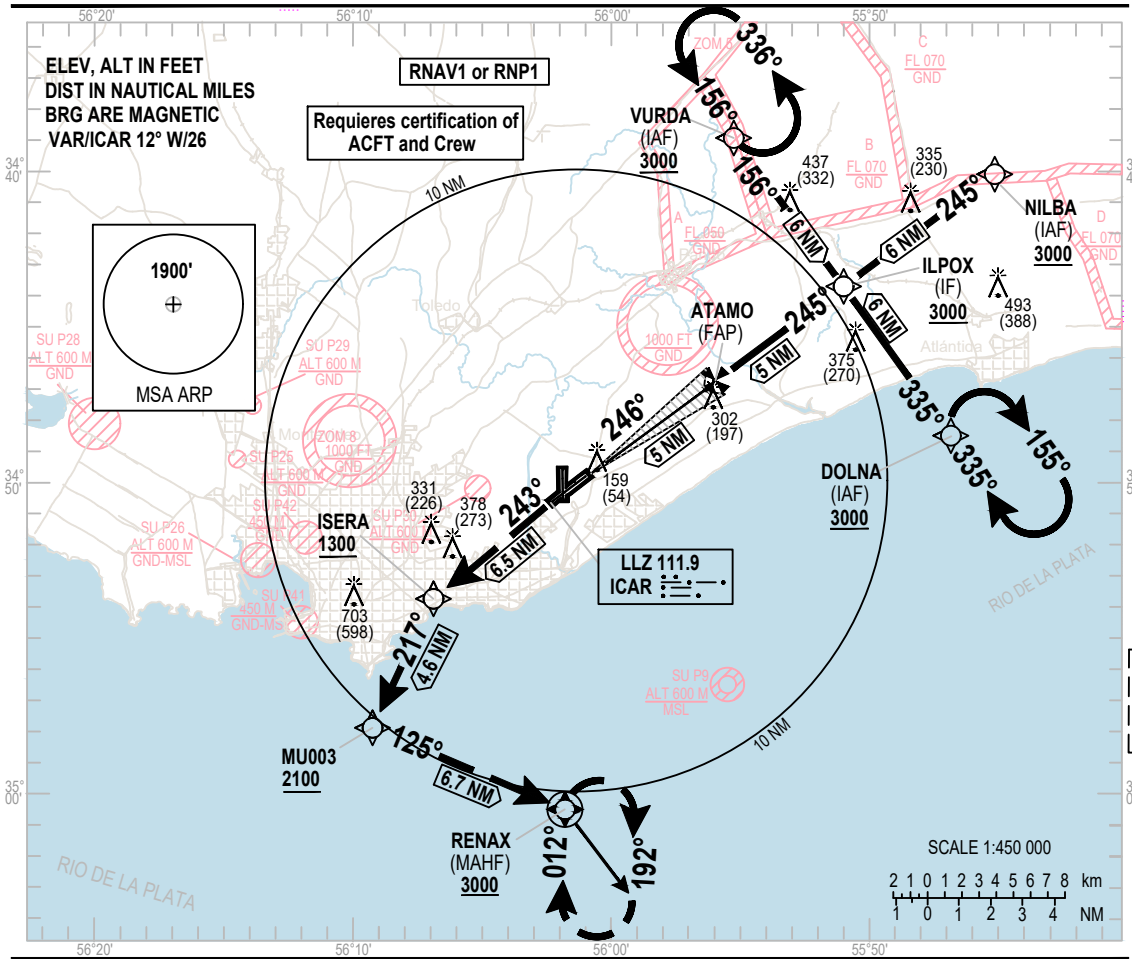
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS W RWY 25 CAT II and III



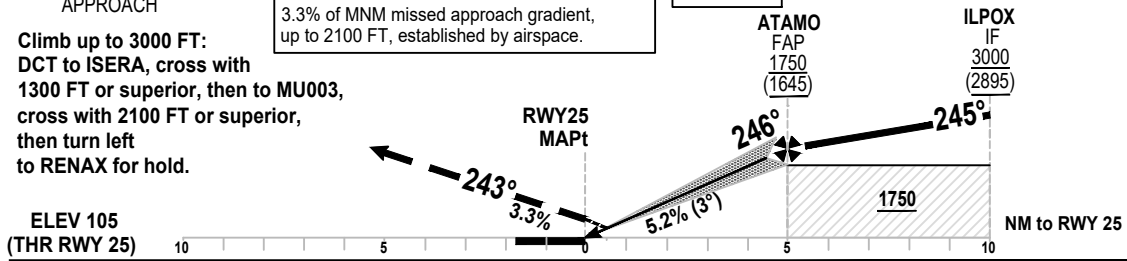
MISSED APPROACH

Climb up to 3000 FT:
DCT to ISERA, cross with 1300 FT or superior, then to MU003, cross with 2100 FT or superior, then turn left to RENAX for hold.

NOTE:
3.3% of MNM missed approach gradient, up to 2100 FT, established by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	CAT II	205 (100)			
	VIS	RVR 300 M			
	CAT III - A	155 (50)			
	VIS	RVR 175 M			
	CAT III - B	Fail passive: < 50			
	VIS	RVR 125 M			
	CAT III - B	Fail operational: No DH			
	VIS	RVR 75 M			

ATAMO - RWY25 (5 NM)	KT	80	100	120	140	160
Vertical speed of descent 5,2%	Feet/ Min	425	531	637	743	849

NM RWY 25	5	4	3	2	1.0
Altitud	1750	1432	1113	795	476
Height	1645	1327	1008	690	371

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS W RWY 25 CAT II and III

TABULAR DESCRIPTION

ILS W RWY 25 CAT II and III

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	245(233.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	156(143.5)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	335(323.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ATAMO	-	245(233.5)	-	5.00	-	+1750	-	-3.0°	ILS
040	TF	RWY25	Yes	246(233.5)	-	5.01	-	158	-	-	ILS
050	TF	ISERA	-	243(231.4)	-	6.46	-	+1300	(-210)	-	RNAV 1
060	TF	MU003	-	216(203.9)	-	4.58	-	+2100	-	-	RNAV 1
070	TF	RENAX	Yes	125(113.3)	-	6.74	-	+3000	-	-	RNAV 1
080	HM	RENAX	Yes	012(360.0)	-	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

ILS W RWY 25 CAT II and III

Change: New chart

Waypoint Identifier	Coordinates
NILBA	34°40'07.21"S 055°45'11.33"W
VURDA	34°38'52.30"S 055°55'21.80"W
DOLNA	34°48'31.70"S 055°46'41.63"W
ILPOX	34°43'42.08"S 055°51'01.97"W
ATAMO	34°46'40.92"S 055°55'54.55"W
RWY25	34°49'39.54"S 056°00'47.45"W
ICAR (LLZ)	34°50'43.32"S 056°02'32.16"W
ISERA	34°53'42.70"S 056°06'54.22"W
MU003	34°57'52.03"S 056°09'15.47"W
RENAX	35°00'32.19"S 056°01'43.22"W

INSTRUMENT
APPROACH
CHART - ICAO

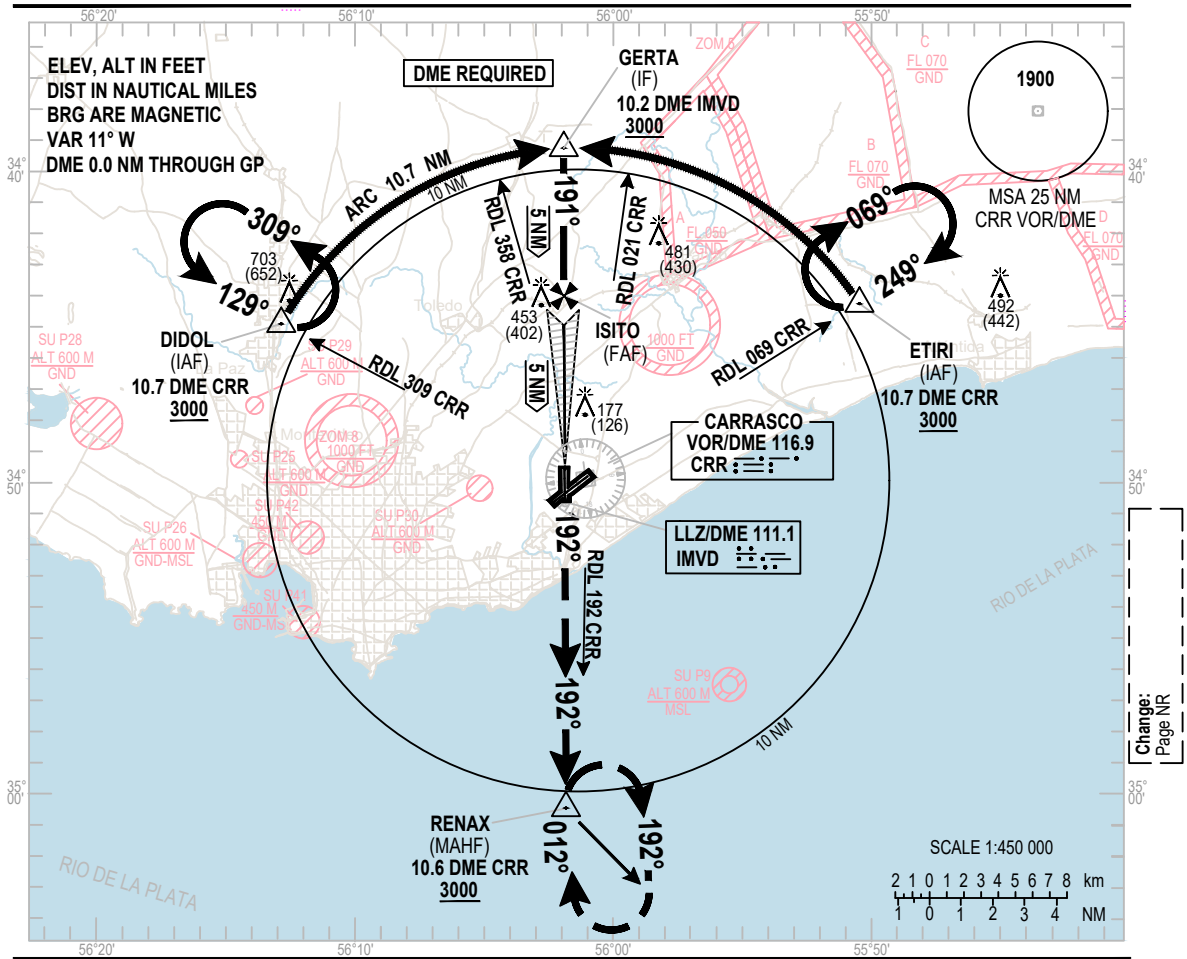
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

ILS Y or LOC ONLY Y RWY 19



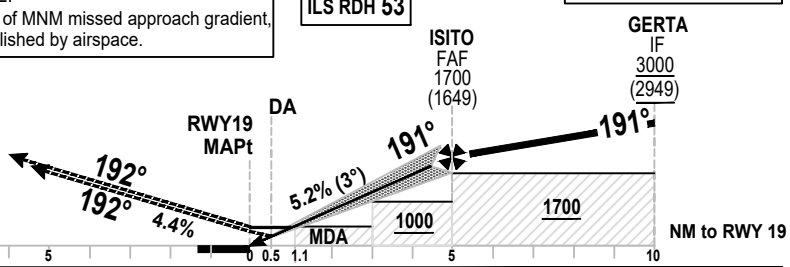
MISSED
APPROACH

Climb up to 3000 FT with heading 192° to intercept RDL 192 "CRR" VOR/DME and hold in RENAX.

NOTE:
4.4% of MNM missed approach gradient, established by airspace.

ILS RDH 53

TRANSITION ALT 3000



OCA/H		A	B	C	D
Straight-in Approach	ILS/DME	251(200)			
	VIS	RVR 750 M - 1200 M ALS INOP			
		800 M - 1200 M ALS INOP			
	LOC/DME	460(409)			
	VIS	1100 M - 1800 M ALS INOP			

RVR 550 M - Use: HUDLS (Head-Up Display Landing System) or equivalent approved system, or engaged Autopilot, or Flight Director to DH.

ISITO - RWY19 (5 NM)	KT	90	110	130	150	170
Vertical speed of descent 5.2%	Feet/ Min	450	550	650	750	850

NM RWY 19	5	4	3	2	1.1	0.5
Altitude	1700	1383	1064	746	460	251
Height	1655	1328	1009	691	409	200

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Y or LOC ONLY Y RWY 19

AERONAUTICAL DATA TABULATION

ILS Y or LOC ONLY Y approach to RWY 19 from DIDOL or ETIRI

Fix / Point	Coordinates
DIDOL (IAF)	34º44'56.40"S 056º12'56.36"W
ETIRI (IAF)	34º44'17.48"S 055º50'31.98"W
GERTA (IF)	34º39'17.11"S 056º01'57.72"W
ISITO (FAF)	34º44'17.59"S 056º01'54.64"W
CRR VOR/DME	34º49'57.8"S 056º01'30.5"W
MU001 (FTP) (LTP)	34º49'18.08"S 056º01'51.56"W
RWY19	34º49'18.08"S 056º01'51.56"W
IMVD (LOC)	34º50'41.64"S 056º01'50.52"W
RENAX (MAHF)	35º00'32.19"S 056º01'43.22"W

Change:
Page NR

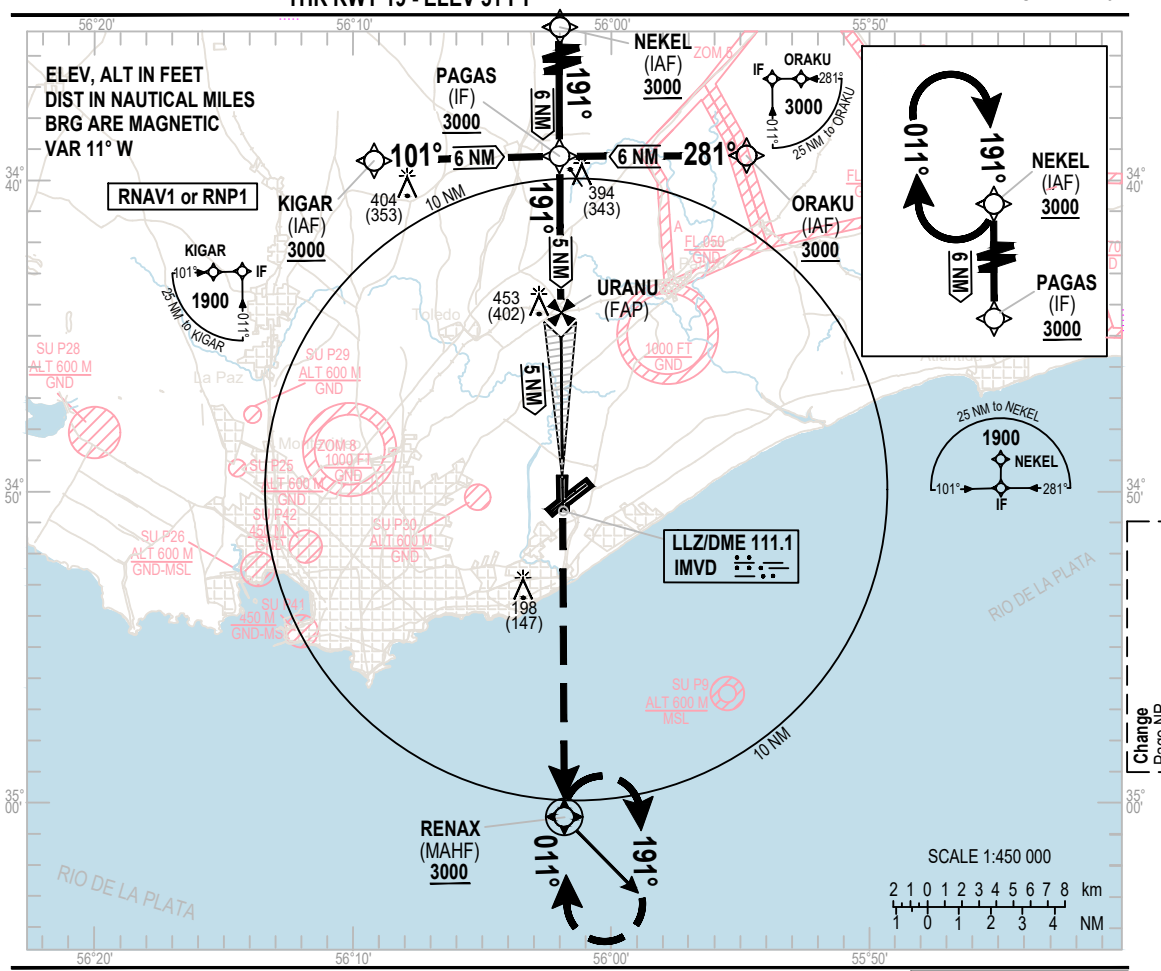
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
ILS Z RWY 19



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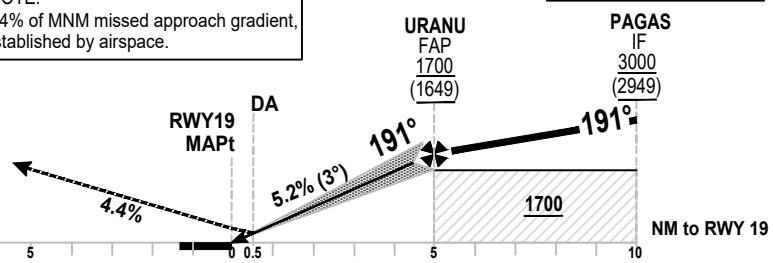
MISSED APPROACH

Climb up to 3000 FT direct to RENAX for hold.
MAX IAS 230KT.

NOTE:
4.4% of MNM missed approach gradient, established by airspace.

TRANSITION ALT 3000



ILS RDH 53

OCA/H		A	B	C	D
Straight-in Approach	ILS	251(200)			
	VIS	RVR 750 M - 1200 M ALS INOP			
		800 M - 1200 M ALS INOP			

RVR 550 M - Use: HUDLS (Head-Up Display Landing System) or equivalent approved system, or engaged Autopilot, or Flight Director to DH.

URANU - RWY19 (5 NM)	KT	80	100	120	140	160	180
Vertical speed of descent 5.2%	Feet/ Min	450	550	650	750	850	1000

NM RWY 19	5	4	3	2	1	0.5
Altitude	1700	1380	1061	743	424	251
Height	1649	1329	1010	692	373	200

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 19 - ELEV 51 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
ILS Z RWY 19

TABULAR DESCRIPTION

ILS Z RWY 19

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NEKEL	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	191(179.4)	-	6	-	+3000	-	-	RNP APCH
010	IF	KIGAR	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	101(089.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	ORAKU	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	281(269.3)	-	6	-	+3000	-	-	RNP APCH
010	IF	PAGAS	-	-	-	-	-	+3000	-	-	RNP APCH
020	CF	URANU	-	191(179.4)	-	5	-	+1700	-	-3º	RNP APCH
030	CF	RWY19	Yes	191(179.4)	-	5	-	@106	-	3.0º(55FT)	RNP APCH
040	TF	RENAX	Yes	-	-	11.2	-	+3000	IAS 230	-	RNP APCH
050	HM	RENAX	Yes	011(359.5)	-	-	R	+3000	IAS 230	-	RNP APCH

Change: Page NR

WAYPOINT LIST

ILS Z RWY 19

Waypoint Identifier	Coordinates
NEKEL	34º33'16.53"S 056º02'03.50"W
KIGAR	34º39'20.57"S 056º09'15.40"W
ORAKU	34º39'13.23"S 055º54'42.68"W
PAGAS	34º39'17.12"S 056º01'59.03"W
URANU	34º44'17.60"S 056º01'55.30"W
RWY19	34º49'18.08"S 056º01'51.56"W
IMVD (LLZ)	34º50'41.64"S 056º01'50.52"W
RENAX	35º00'32.19"S 056º01'43.22"W

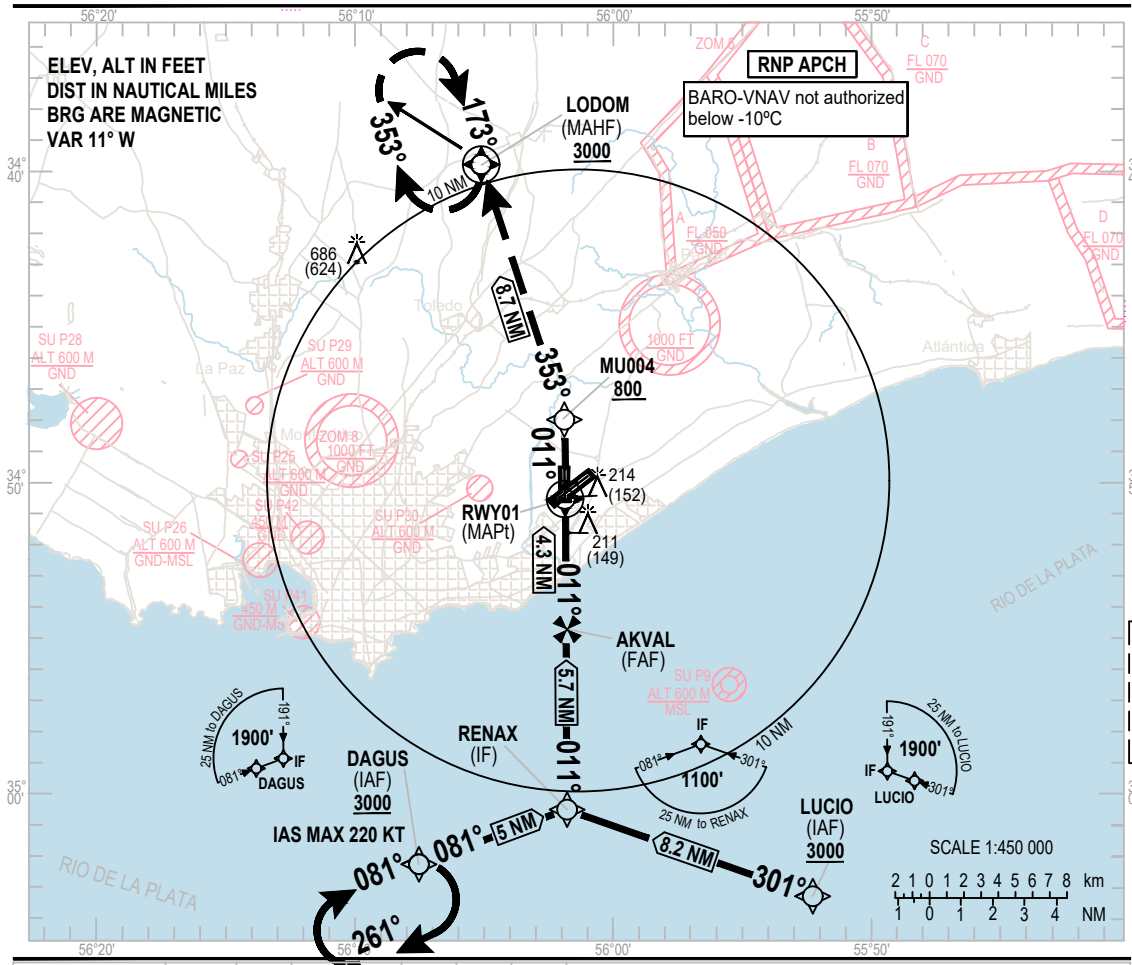
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 01 - ELEV 62 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
RNP Z RWY 01



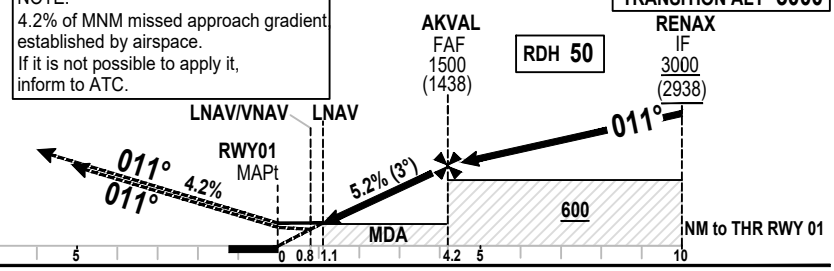
NM to next WPT	RWY01	4.2	4	3	2	1.1	0.8
ALTITUDE		1470	1386	1067	749	470	371
HEIGHT		1408	1324	1005	687	408	309

MISSED
APPROACH

Climb up to 3000 FT:
heading 011° to MU004,
cross 800 FT or superior,
turn left with heading 353°
to LODOM for hold.

NOTE:
4.2% of MNM missed approach gradient established by airspace.
If it is not possible to apply it, inform to ATC.

TRANSITION ALT 3000



OCA / OCH	A	B	C	D
LNAV/VNAV	371(309)			
VIS	1000 M - 1400 M ALS INOP			
LNAV	470(408)			
VIS	1500 M - 1900 M ALS INOP			

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

Change: Page NR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 01 - ELEV 62 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

RNP Z RWY 01

TABULAR DESCRIPTION

RNP Z RWY 01

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	DAGUS	-	-	-	-	-	+3000	IAS 220	-	RNP APCH
020	TF	RENAX	-	081(069.6)	-	5	-	+3000	-	-	RNP APCH
010	IF	LUCIO	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	RENAX	-	301(289.6)	-	8.2	-	+3000	-	-	RNP APCH
010	IF	RENAX	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	AKVAL	-	011(359.5)	-	5.7	-	+1470	-	-3°	RNP APCH
030	TF	RWY01	Yes	011(359.5)	-	4.3	-	@112	-	-3°/50FT	RNP APCH
040	TF	MU004	-	011(359.4)	-	2.5	-	+800	-	-	RNP APCH
050	TF	LODOM	Yes	353(341.8)	-	8.7	L	+3000	-	-	RNP APCH
060	HM	LODOM	Yes	173(162.4)	-	-	R	+3000	-	-	RNP APCH

Change: Page NR

WAYPOINT LIST

RNP Z RWY 01

Waypoint Identifier	Coordinates
DAGUS	35º02'17.00"S 056º07'25.00"W
LUCIO	35º03'18.00"S 055º52'18.00"W
RENAX	35º00'32.19"S 056º01'43.22"W
AKVAL	34º54'49.49"S 056º01'47.46"W
RWY01	34º50'31.09"S 056º01'50.65"W
MU004	34º47'59.05"S 056º01'52.53"W
LODOM	34º39'42.64"S 056º05'06.12"W

INSTRUMENT
APPROACH
CHART - ICAO

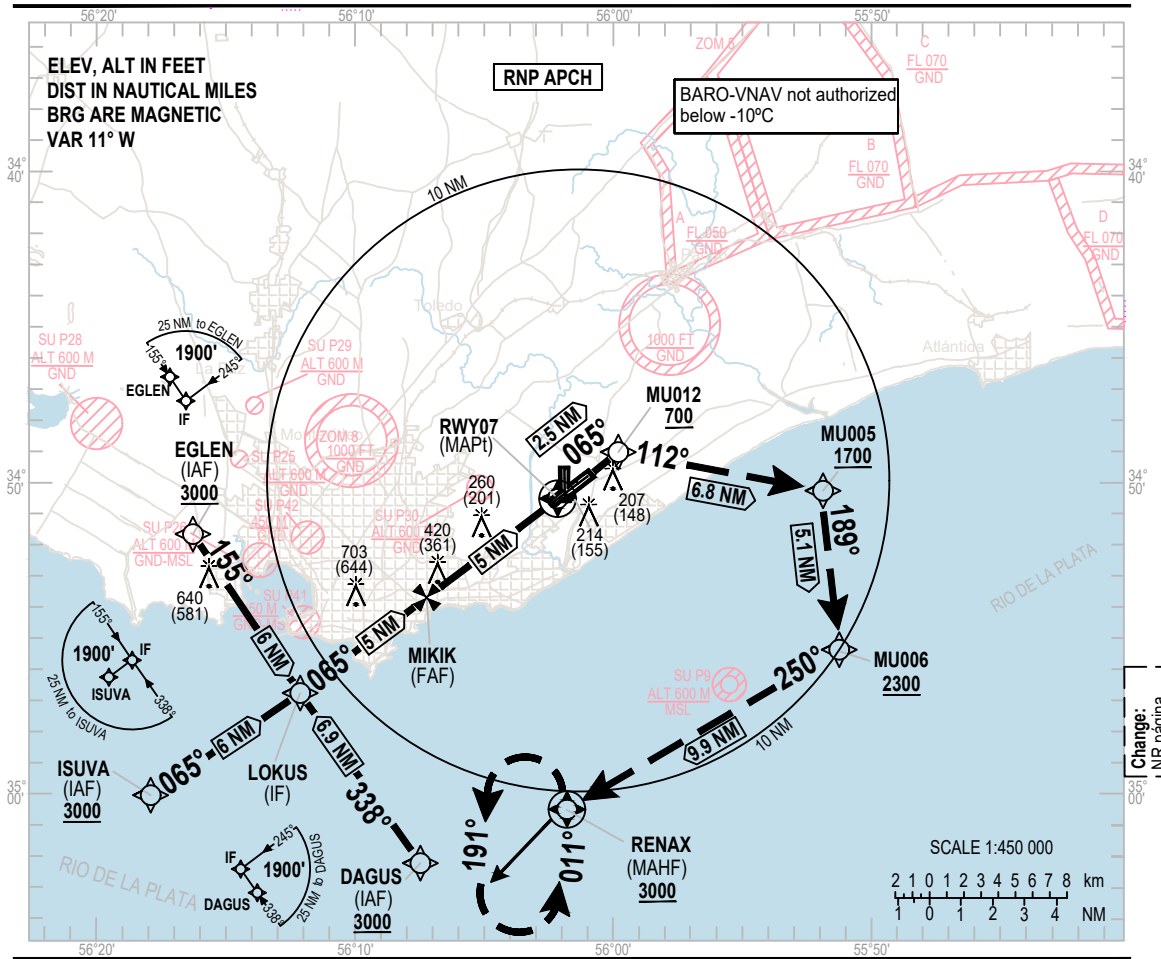
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 07 - ELEV 59 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

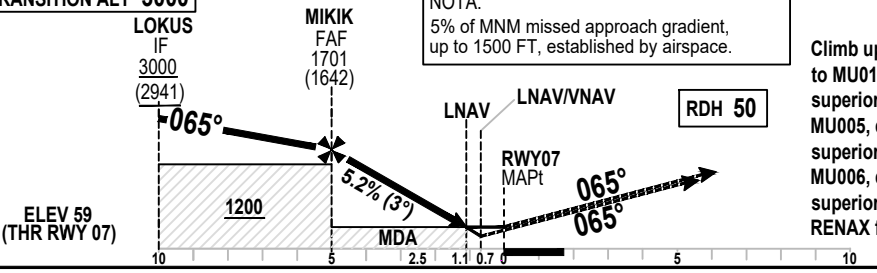
MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

RNP Z RWY 07



NM to next WPT	RWY07	5	4	3	2	1.1	0.7
ALTITUDE		1701	1383	1064	746	490	342
HEIGHT		1642	1324	1005	687	431	283

TRANSITION ALT 3000



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

MISSED APPROACH

Climb up to 3000 FT: heading 065º to MU012, cross with 700 FT or superior, turn right heading 112º to MU005, cross with 1700 FT or superior, turn right heading 189º to MU006, cross with 2300 FT or superior, turn right heading 250° to RENAX for hold.

OCA / OCH	A	B	C	D
LNAV/VNAV	342 (283)			
VIS	900 M - 1400 M ALS INOP			
LNAV	490 (431)			
VIS	1500 M - 1900 M ALS INOP			

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

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 07 - ELEV 59 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

RNP Z RWY 07

TABULAR DESCRIPTION

RNP Z RWY 07

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	ISUVA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LOKUS	-	065(053.8)	-	6	-	+3000	-	-	RNP APCH
010	IF	EGLEN	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LOKUS	-	155(143.7)	-	6	-	+3000	-	-	RNP APCH
010	IF	DAGUS	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	LOKUS	-	338(327.0)	-	6.92	-	+3000	-	-	RNP APCH
010	IF	LOKUS	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	MIKIK	-	065(053.7)	-	5	-	+1701	-	-3º	RNP APCH
030	TF	RWY07	Si	065(053.5)	-	5	-	@109	-	-3º/50FT	RNP APCH
040	TF	MU012	-	065(053.5)	-	2.5	-	+700	-	-	RNP APCH
050	TF	MU005	-	112(100.7)	-	6.77	-	+1700	-	-	RNP APCH
060	TF	MU006	-	189(177.3)	-	5.07	R	+2300	-	-	**RNP APCH**
070	TF	RENAX	Si	250(239.4)	-	9.9	R	+3000	-	-	RNP APCH
080	HM	RENAX	Si	011(360)	-	-	L	+3000	-	-	RNP APCH

WAYPOINT LIST

RNP Z RWY 07

Waypoint Identifier	Coordinates
ISUVA	35º00'01.94"S 056º17'52.90"W
EGLEN	34º51'37.84"S 056º16'19.33"W
DAGUS	35º02'17.00"S 056º07'25.00"W
LOKUS	34º56'28.32"S 056º12'00.00"W
MIKIK	34º53'30.10"S 056º07'06.28"W
RWY07	34º50'31.64"S 056º02'12.97"W
MU012	34º49'02.33"S 055º59'46.43"W
MU005	34º50'17.68"S 055º51'41.68"W
MU006	34º55'22.20"S 055º51'24.05"W
RENAX	35º00'32.19"S 056º01'43.22"W

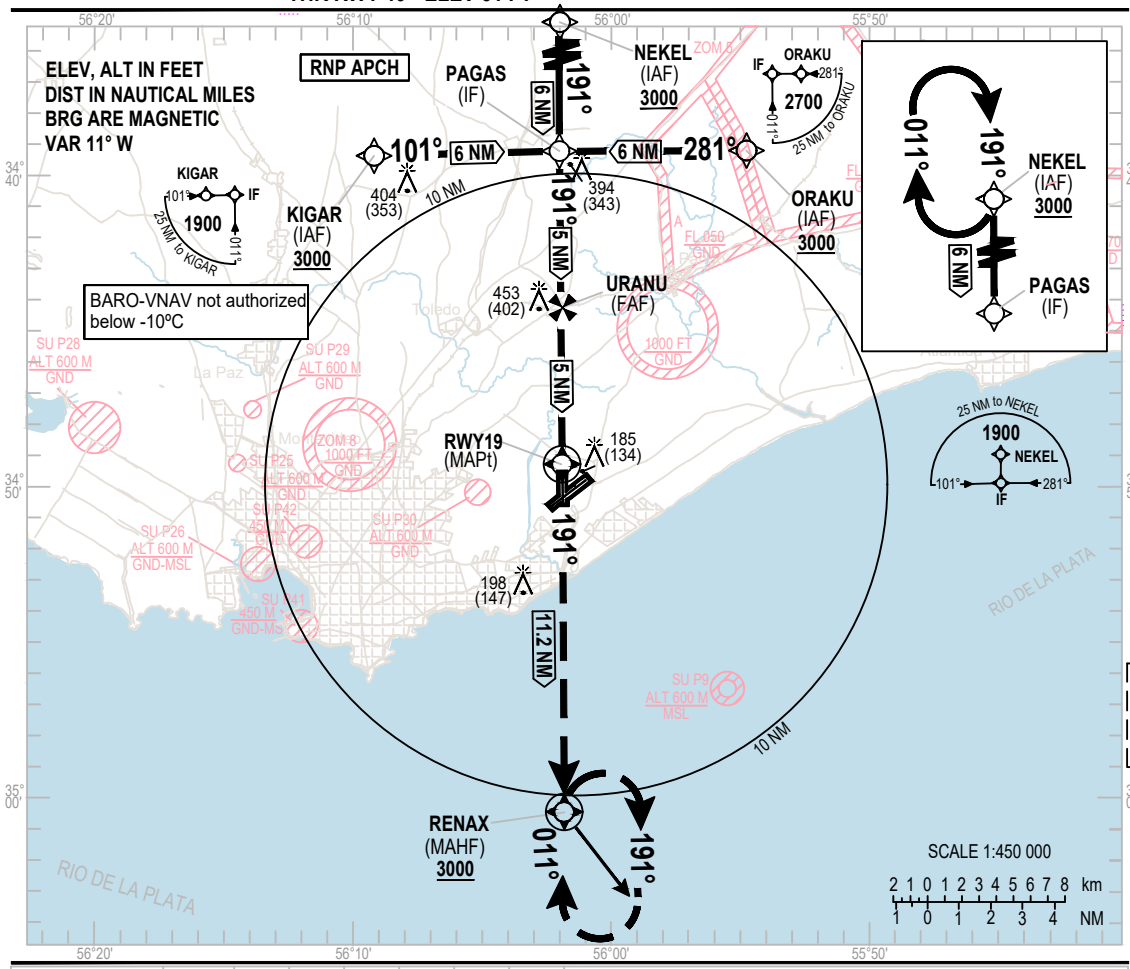
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
RNP Z RWY 19



NM to next WPT	RWY19	5	4	3	2	1.6	0.8
ALTITUDE		1700	1400	1100	760	610	351
HEIGHT		1649	1349	1049	709	559	300

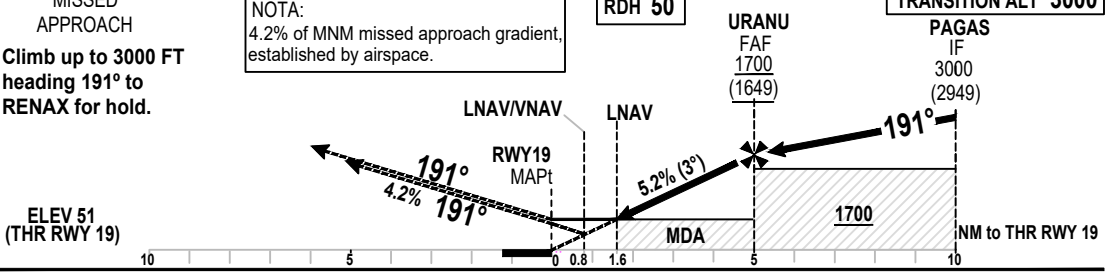
MISSED
APPROACH

Climb up to 3000 FT heading 191º to RENAX for hold.

NOTA:
4.2% of MNM missed approach gradient, established by airspace.

RDH 50

TRANSITION ALT 3000



OCA / OCH	A	B	C	D
LNAV/VNAV	351(300)			
VIS	900 M - 1400 M ALS INOP			
LNAV	610(559)			
VIS	1800 M - 2500 M ALS INOP			

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

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
RNP Z RWY 19

TABULAR DESCRIPTION

RNP Z RWY 19

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NEKEL	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	191(179.4)	-	6	-	3000	-	-	RNP APCH
010	IF	KIGAR	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	101(089.4)	-	6	-	3000	-	-	RNP APCH
010	IF	ORAKU	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	PAGAS	-	281(269.4)	-	6	-	3000	-	-	RNP APCH
010	IF	PAGAS	-	-	-	-	-	3000	-	-	RNP APCH
020	TF	URANU	-	191(179.4)	-	5	-	+1700	-	-3º	RNP APCH
030	TF	RWY19	Yes	191(179.4)	-	5	-	@101	-	-3º/50FT	RNP APCH
040	TF	RENAX	Yes	191(179.4)	-	11.2	-	+3000	-	-	RNP APCH
050	HM	RENAX	Yes	011(359.5)	-	-	R	+3000	-	-	RNP APCH

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WAYPOINT LIST

RNP Z RWY 19

Waypoint Identifier	Coordinates
NEKEL	34º33'16.53"S 056º02'03.50"W
KIGAR	34º39'20.57"S 056º09'15.40"W
ORAKU	34º39'13.23"S 055º54'42.68"W
PAGAS	34º39'17.12"S 056º01'59.03"W
URANU	34º44'17.60"S 056º01'55.30"W
RWY19	34º49'18.08"S 056º01'51.56"W
RENAX	35º00'32.19"S 056º01'43.22"W

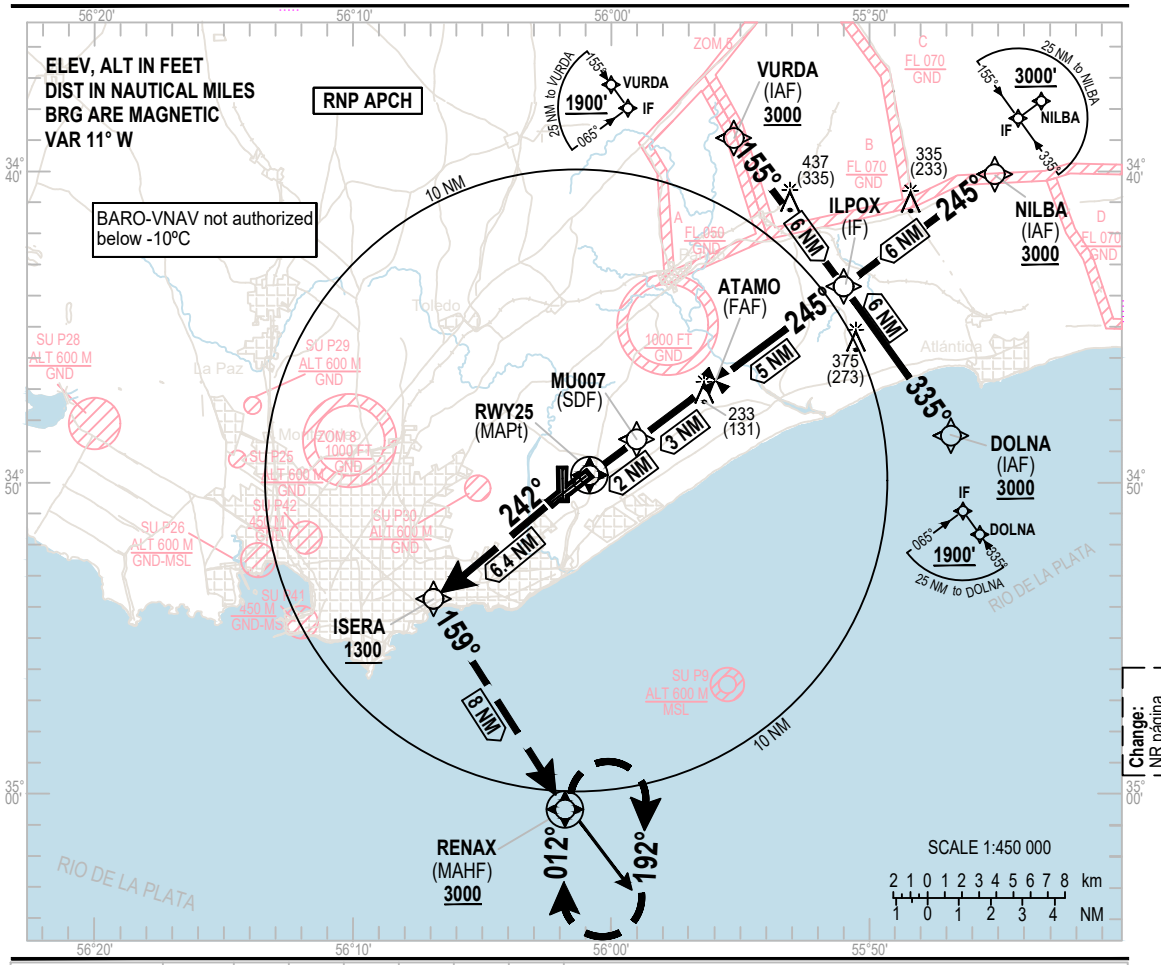
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 102 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av. Cesáreo L. Berisso"
RNP Z RWY 25



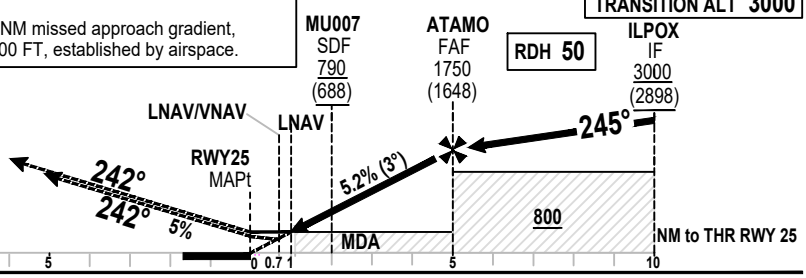
NM to next WPT	RWY25	5	4	3	2	1	0.7
ALTITUDE		1750	1426	1107	790	470	378
HEIGHT		1648	1324	1005	688	368	276

MISSED APPROACH

Climb up to 3000 FT with heading 242º to ISERA, cross at 1300 FT or superior and turn left with heading 159º to RENAX with 3000 FT or superior to hold in RENAX.

NOTE:
5% of MNM missed approach gradient, up to 1300 FT, established by airspace.

TRANSITION ALT 3000



OCA / OCH	A	B	C	D
LNAV / VNAV	378 (276)			
VIS	750 M - 1300 M ALS INOP			
LNAV	470(368)			
VIS	1000 M - 1700 M ALS INOP			

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

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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO **THR RWY 25 - ELEV 102 FT**

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
RNP Z RWY 25

TABULAR DESCRIPTION

RNP Z RWY 25

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course ºM(ºT)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/ TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ILPOX	-	245(233.3)	-	6	-	+3000	-	-	RNP APCH
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ILPOX	-	155(143.5)	-	6	-	+3000	-	-	RNP APCH
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ILPOX	-	335(232.4)	-	6	-	+3000	-	-	RNP APCH
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNP APCH
020	TF	ATAMO	-	245(233.4)	-	5	-	+1750	-	-3º	RNP APCH
030	TF	MU007	-	245(233.5)	-	3	-	+790	-	-3º	**RNP APCH**
040	TF	RWY25	Yes	245(233.5)	-	2	-	@152	-	-3º/50FT	RNP APCH
050	TF	ISERA	-	242(231.0)	-	6.4	-	+1300	-	-	RNP APCH
060	TF	RENAX	Yes	159(148.0)	-	8	-	+3000	-	-	RNP APCH
070	HM	RENAX	Yes	012(001.0)	-	-	R	+3000	-	-	RNP APCH

WAYPOINT LIST

RNP Z RWY 25

Waypoint Identifier	Coordinates
NILBA	34º40'07.21"S 055º45'11.33"W
VURDA	34º38'52.30"S 055º55'21.80"W
DOLNA	34º48'31.70"S 055º46'41.63"W
ILPOX	34º43'42.08"S 055º51'01.97"W
ATAMO	34º46'40.92"S 055º55'54.55"W
MU007	34º48'28.13"S 055º58'50.27"W
RWY25	**34º49'39.54"S 056º00'47.45"W**
ISERA	34º53'42.70"S 056º06'54.22"W
RENAX	35º00'32.19"S 056º01'43.22"W

INSTRUMENT
APPROACH
CHART - ICAO

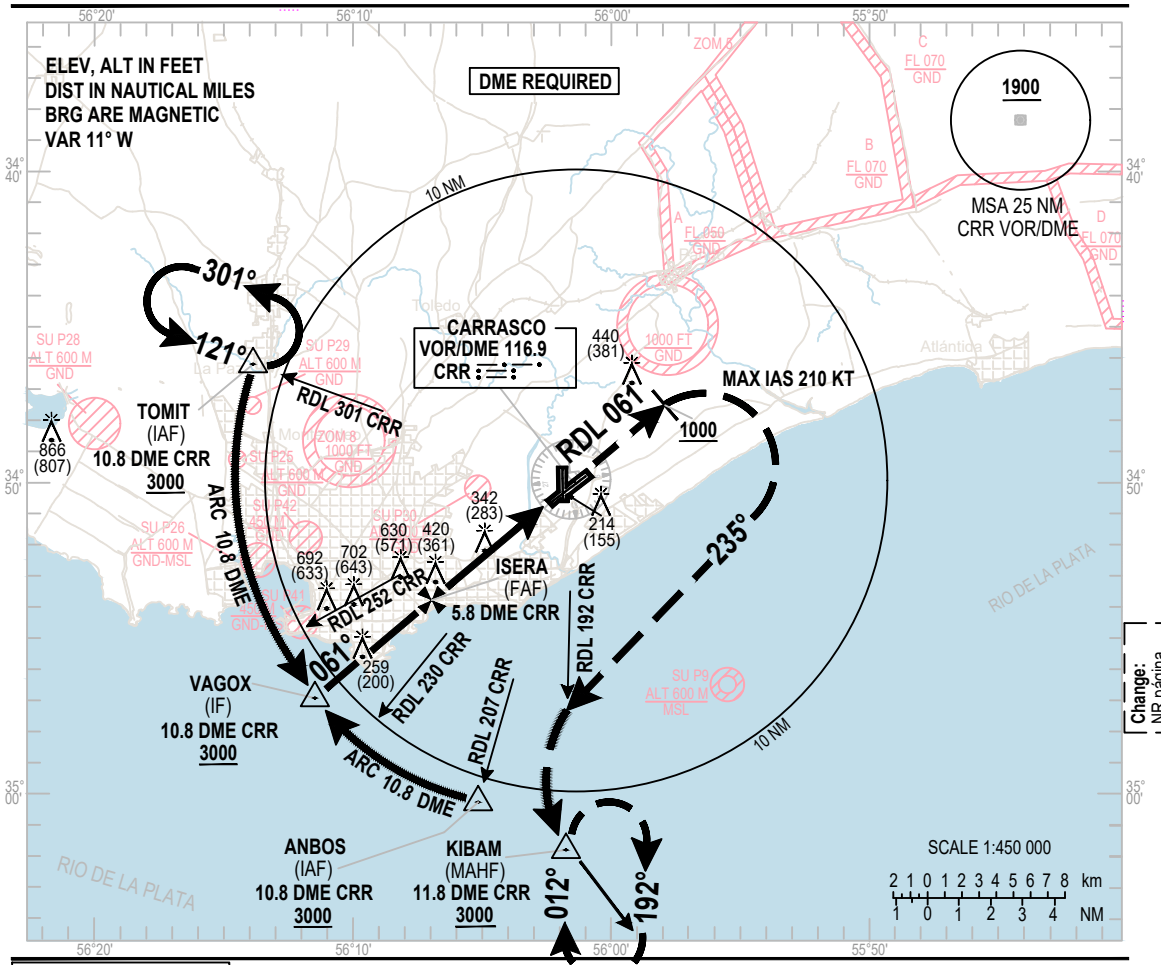
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 07 - ELEV 59 FT

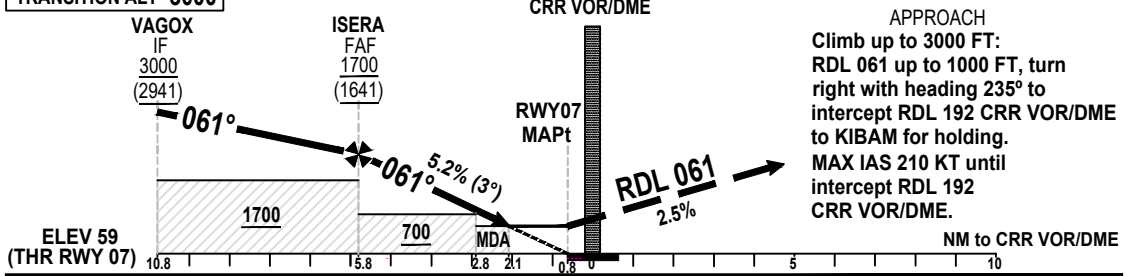
TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av. Cesáreo L. Berisso"

VOR Z RWY 07



TRANSITION ALT 3000



MISSED APPROACH

Climb up to 3000 FT:
RDL 061 up to 1000 FT, turn right with heading 235º to intercept RDL 192 CRR VOR/DME to KIBAM for holding.
MAX IAS 210 KT until intercept RDL 192 CRR VOR/DME.

OCA/H	A	B	C	D
VOR/DME	510 (451)			
VIS	1400 M - 2100 ALS INOP			
Straight-in Approach				

	KT	90	110	130	150	170
FAF a MAPT						
Vertical speed of descent 5.2%	Pies/ Min	450	550	650	750	850

FAF - VOR/DME	5.8	4	3	2.8	2.1
Altitude	1700	1375	1056	740	510
Height	1641	1316	997	681	451

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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 07 - ELEV 59 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
VOR Z RWY 07

AERONAUTICAL DATA TABULATION

VOR Z approach to RWY 07 from TOMIT or ANBOS

Fix / Point	Coordinates
TOMIT (IAF)	34º46'16.68"S 056º13'50.82"W
ANBOS (IAF)	35º00'22.17"S 056º05'07.51"W
VAGOX (IF)	34º56'56.17"S 056º11'33.37"W
ISERA (FAF)	34º53'42.70"S 056º06'54.22"W
MU008 (SDF)	34º52'20.62"S 056º04'55.97"W
MU009 (FTP) (MAPT)	34º50'29.05"S 056º02'15.44"W
RWY07	34º50'31.64"S 056º02'12.97"W
VOR/DME CRR	34º49'57.8"S 056º01'30.5"W
KIBAM (MAHF)	35º01'49.08"S 056º01'44.77"W

INSTRUMENT
APPROACH
CHART - ICAO

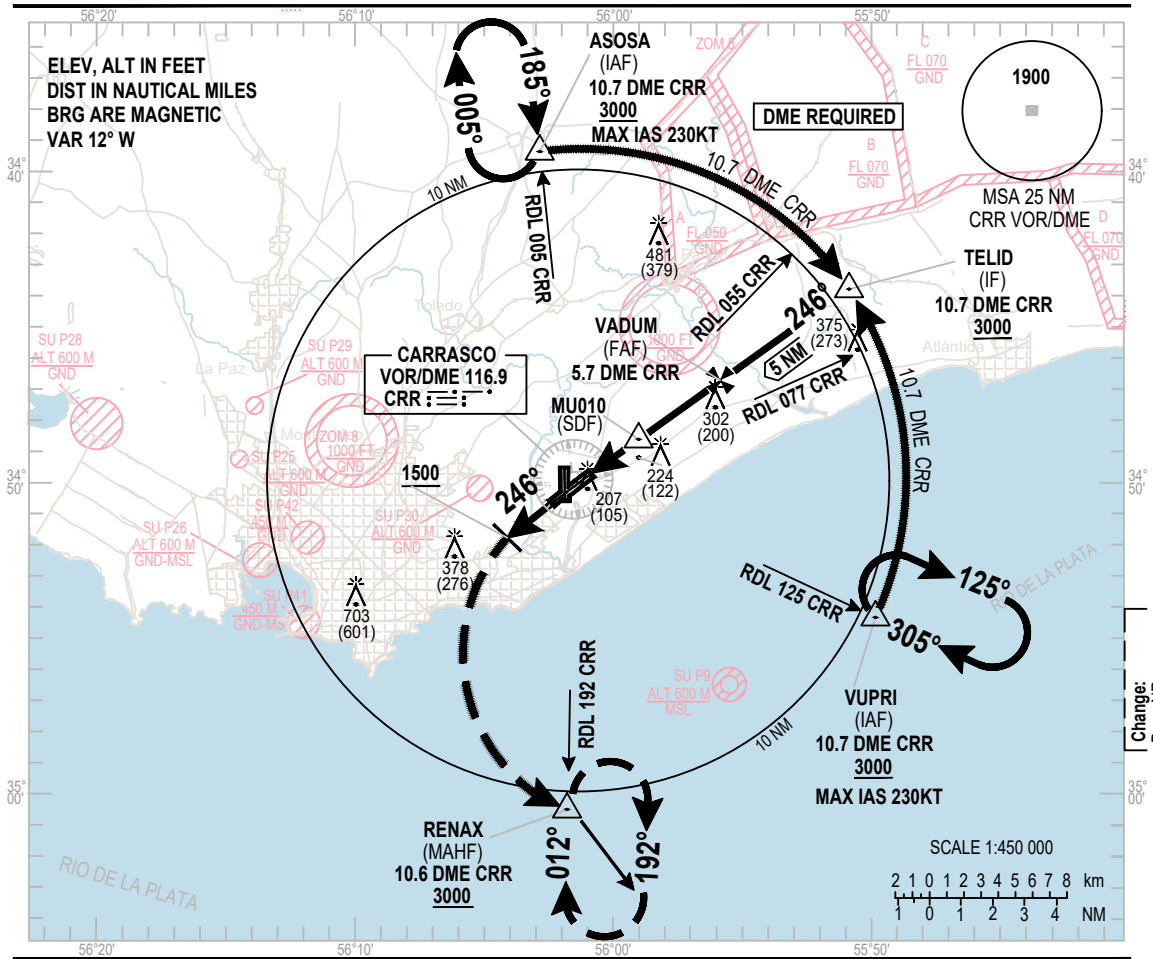
AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 102 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"

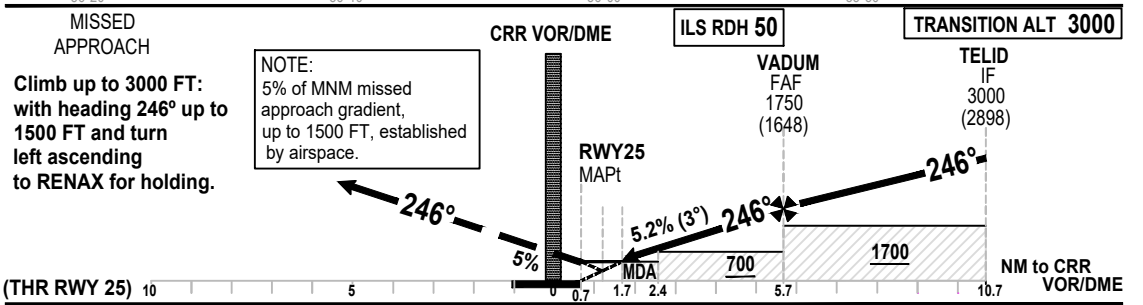
VOR Z RWY 25



MISSED
APPROACH

Climb up to 3000 FT: with heading 246° up to 1500 FT and turn left ascending to RENAX for holding.

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



OCA/H		A	B	C	D
Straight-in Approach	VOR/DME	470 (365)			
	VIS	1000 M - 1700 M ALS INOP			

VADUM - RWY 25 (5 NM)	KT	90	110	130	150	170
Vertical speed of descent 5.2%	Feet/ Min	450	550	650	750	850

NM to CRR VOR	1.7	2	3	4	5.7
Altitude	470	740	1056	1375	1750
Height	365	638	954	1273	1648

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 25 - ELEV 102 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
VOR Z RWY 25

AERONAUTICAL DATA TABULATION

VOR Z approach to RWY 25 from ASOSA or VUPRI

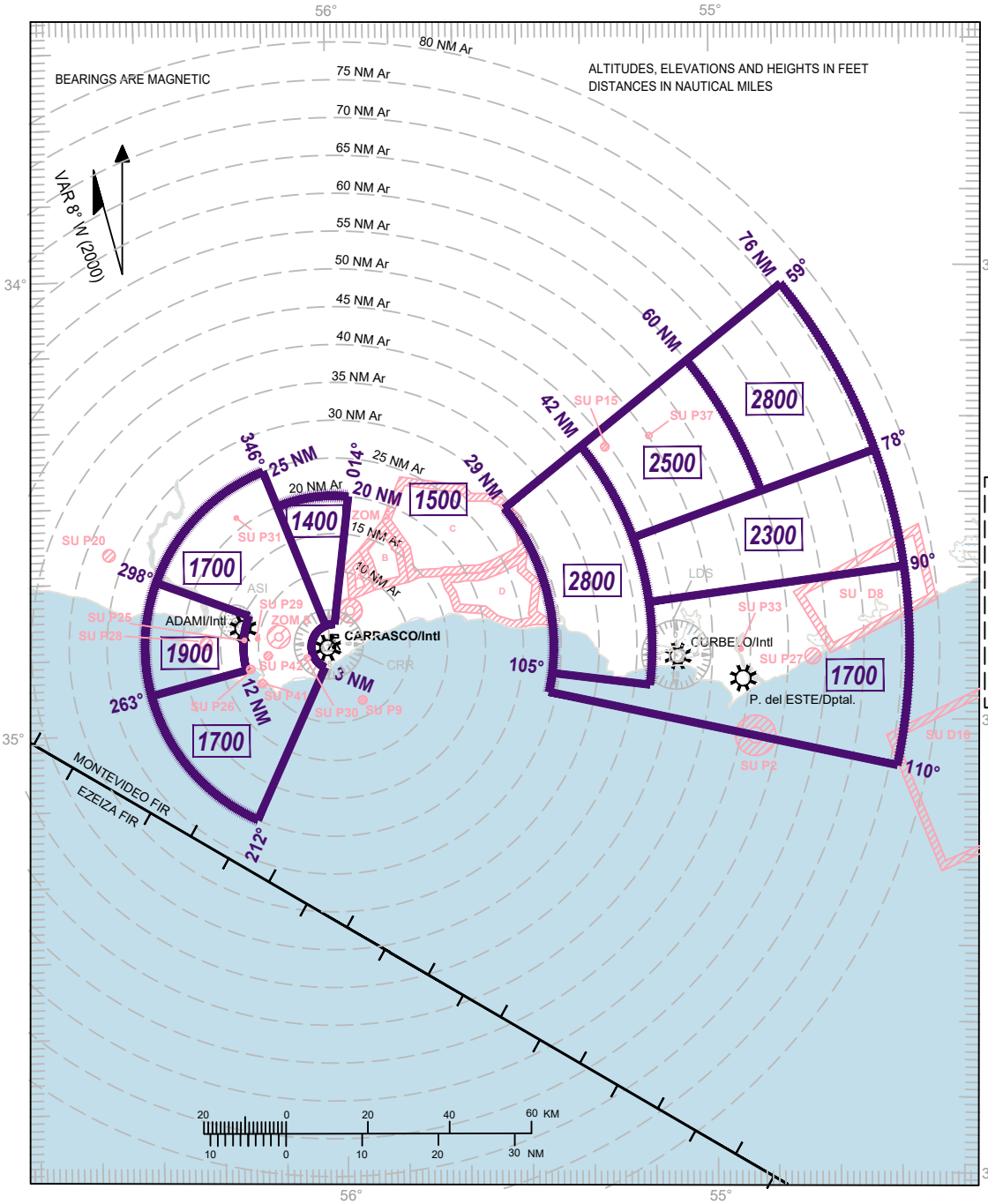
Fix / Point	Coordinates
ASOSA (IAF)	34º39'20.76"S 056º02'49.81"W
VUPRI (IAF)	34º54'18.98"S 055º49'41.07"W
TELID (IF)	34º43'48.63"S 055º50'56.29"W
VADUM (FAF)	34º46'41.95"S 055º55'53.65"W
MU010 (SDF)	34º48'32.79"S 055º59'04.17"W
MU011 (FTP) (MAPT)	34º49'35.09"S 056º00'51.40"W
RWY25	34º49'39.54"S 056º00'47.45"W
CRR VOR/DME	34º49'57.8"S 056º01'30.5"W
RENAX (MAHF)	35º00'32.19"S 056º01'43.22"W

ATC SURVEILLANCE
MINIMUM ALTITUDE
CHART - ICAO

AERODROME ELEV 105 FT
TRANSITION ALT 3000 FT

SUMU APP
119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"



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Ar = Distance to the Radar Antenna located at: 34°49'54.9"S/056°00'42.8"W

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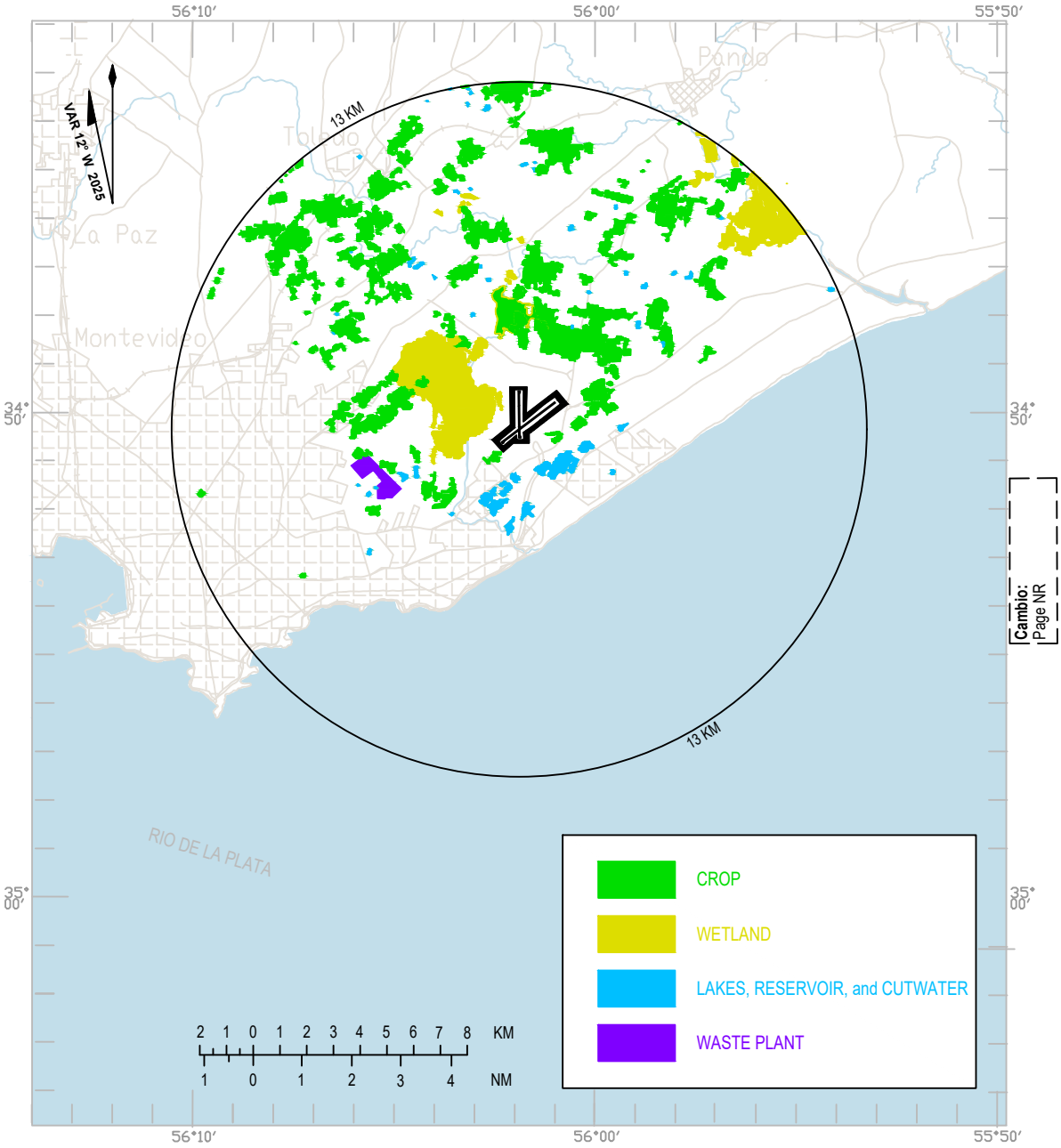
BIRD CONCENTRATIONS - MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"



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