AD 2. AERODROMES

SUMU AD 2.9-1 AERODROME LOCATION INDICATOR AND NAME

SUMU - MONTEVIDEO/Intl of Carrasco "Gral. Cesáreo L. Berisso"

SUMU 2.9-2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	345002S 0560141W Location: 309 M SW of “CRR”VOR/DME
2	*Direction and distance from (city)*	18 KM E from Montevideo city
3	*Elevation/Reference temperature*	32 M (105 FT) / 29°C
4	*Geoid undulation at AD ELEV PSN*	14 M
5	*MAG VAR/Annual change*	☛11° W (JAN 2020) / 0.14° increasing
6	*AD operator, address, telephone, telefax, e-mail address, AFS address, website address*	Puerta del Sur S.A. Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso" Canelones Tel: (598) 2604 0329 Telefax OPS: (598) 2604 0332 – (598) (0)99 673 888 e-mail: Operaciones@aeropuertodecarrasco.com.uy AFS: SUMUYDYX Website address: www.aeropuertodecarrasco.com.uy
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Administrative Coordinator: DINACIA Ramp services: CANDYSUR SA Tel.: (598) 2604 0000; Fax: (598) 2604 0374 – (OPS): (598) 2604 0377 e-mail: candysur@candysur.com.uy

SUMU AD 2.9-3 OPERATIONAL HOURS

1	*AD Operator*	11:00 to 20:00 UTC
2	*Customs and immigration*	H24
3	*Health and sanitation*	Medical Service at the Aerodrome H24 – UCM Tel: 2604 03 29 Ext 1000 (Puerta del Sur Security Control Centre)
4	*AIS Briefing Office*	H24
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24

8	*Fuelling*	☛ANCAP: H24. Tel.: (598) 2604 4473; (598) 2604 0329 extension 1279; (598) 2604 4486 ☛AXION ENERGY: H24. Tel.: (598) 2604 0283; (+598) (0)91 382 ☛382, (+598) (0)91 384 384. Orders are held from 09:00 to 01:00 ☛UTC. ☛PETROBRAS: H24. Tel.: (598) 2200 9920 extension 5140 and 5141
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	Nil
12	*Remarks*	Nil

SUMU AD 2.9-4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	☛4 pallet loaders / containers of 7000 KG; 2 pallet loaders / containers of ☛16000 KG; 8 conveyor belts; 110 WB dollies; 1 dollie of 20 FT; 29 roof ☛luggage carts; 22 simple luggage carts; 16 towing tractors.
2	*Fuel/oil types*	☛AVGAS 100; JET A-1 ☛ Oil (PETROBRAS): Aeroshell: W100, W120, 100, Grease 5, ☛Grease 6, Grease 7, Grease 14, Grease 22, Oil 15W/50, Fluid 41, Turbine Oil 500, Turbine Oil 750
3	*Fuelling facilities/capacity*	☛ANCAP: AVGAS 100: 1 movable unit of 900 L; JET A-1: 3 movable units of 30 000 L each; 7 tanks of 70 000 L each. ☛AXION: JET A-1: 3 tanks of 90 000 L each and 60 000 L in movable units. ☛PETROBRAS: AVGAS 100: 1 tank of 19 500 L and 1 movable unit of ☛3 500 L. JET A-1: 4 tanks of 90 000 L and 85 000 L in movable units.
4	*De-icing facilities*	Nil
5	*Hangar space for visiting aircraft*	☛For availability contact with: (+598) (0)99 673 870 ☛e-mail: fbo@aeropuertosvipclub.com.uy
6	*Repair facilities for visiting aircraft*	Nil
7	*Remarks*	☛2 generating sets of 120 KVA; 7 generating sets of 90 KVA; 2 power supplies of 120 KVA; 4 turbine starters; 5 aircraft towing tractors and 21 aircraft towing bars.

SUMU AD 2.9-5 PASSENGER FACILITIES

1	*Hotels*	In the city
2	*Restaurants*	H24
3	*Transportation*	Bus service, taxis and car rental from the AD

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: 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 AerodromeOperator 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 24: 82/R/C/X/U and 88/F/C/W/U. TWY F: 23/F/C/X/T. TWY C BTN RWY 06-24 and Apron: 88/F/C/W/U. TWY C BTN RWY 06-24 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)

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 06-24 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 06: 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 24: 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, 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, 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 edge lights.
3	*Stop bars*	Nil
4	*Remarks*	Nil

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
No data					

In Area 3					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
No data					

SUMU AD 2.9-11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	CARRASCO
2	*Hours of service* *MET Office outside hours*	H 24
3	*Office responsible for TAF preparation* *Periods of validity*	Surveillance MET Office CARRASCO H 24
4	*Trend forecast* *Interval of issuance*	TREND 2 H
5	*Briefing/consultation provided*	P, T
6	*Flight documentation* *Language(s) used*	C, PL Spanish
7	*Charts and other information available for briefing or consultation*	S, U, P, T, W SWH, SWM, SWL
8	*Supplementary equipment available for providing information*	Telefax, meteocarrasco@adinet.com.uy
9	*ATS units provided with information*	CARRASCO TWR, APP, ACC, OPS, AIC, COM
10	*Additional information (limitation of service, etc.)*	☛ (598) 2604 0299, 2604 0329 extension 1235 ☛

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
06	☛053.54°	3 200 x 45	88/F/C/W/U Concrete and asphaltic concrete	345031.64S 0560212.96W 345038.38S 0560224.04W GUND 14.0 M	THR 18 M/59 FT TDZ 22 M/72 FT
24	☛233.53°	3 200 x 45	88/F/C/W/U Hormigón y concreto asfáltico	344939.56S 0560047.49W 344936.68S 0560042.75W GUND 14.0 M	THR 31 M/102 FT TDZ 31 M/102 FT
01	☛359.41º	2 250 x 45	55/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	☛179.41º	2 250 x 45	55/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%/+0.45%/+0.52%/ +0.49%/+0.47%/+0.54%/ -0.27%/ +0.99%/+0.93%/ +1%/+0.8% (350 M) (240 M) (240 M) (390 M) (180 M) (270 M) (540M) (420 M) (165 M) (255 M) (150 M)	150 x 45	150 x 45	3 320 x 300	Nil	☛90 x 90	☛See Runway strip – Aerodrome Chart
-0.8%/-1%/-0.93%/ -0.99%/ +0.27%/-0.54%/ -0.47%/-0.49%/ -0.52%/ -0.45%/-0.77% (150 M) (255 M) (165 M) (420 M) (540 M) (270 M) (180 M) (390 M) (240 M) (240 M) (350 M)	Nil	Nil	3 320 x 300	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 150	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 150	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
06	3 050	3 200	3 200	2 700	Nil
24	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
06	SALS 420 M LIM	Green	PAPI	Nil	3050 M, 30 M, White	3050 M, 60 M White Amber	- Red	150 M Red	Nil
24	MALSR CAT I 900 M LIM	Green	PAPI	Nil	3200 M, 30 M, White	3200 M, 60 M White Amber	- Red	Nil	Nil
01	SALS 420 M LIM	Green	PAPI	Nil	Nil	2250 M, 60 M White Amber	- Red	Nil	Nil
19	MALSR CAT I 720 M LIM	Green	PAPI	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 06, THR 24 and in THR 19
3	*TWY edge and centre line lighting*	Edge: blue lights Centre: Nil
4	*Secondary power supply/switch-over time*	Secondary power supply for the entire airport. Switch-over time: 10 SEC
5	*Remarks*	Secondary power supply (runway 24 only), inmediate switch-over time

SUMU AD 2.9-16 HELICOPTER LANDING AREA

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

SUMU AD 2.9-17 ATS AIRSPACE

1	*Designation and lateral limits*	CARRASCO TMA ☛Straight line which join the following points (UGIMI) 345858S/0565302W up to 343300S/0563200W. 30 NM arc centred at CRR VOR/ DME up to 342000S/0560000W. Straight line up to 342127S/0550546W. 30 NM arc from LDS VOR/DME up to the following points 345200S/0542900W, straight line up to 361000S/0542900W, straight line up to the following points 345900S/0565300W. CARRASCO CTR Circumference arc, radius 15 NM centred at 344957.8S 0560130.5W clockwise from 343511S/0560444W up to 350217S/0561158W, straight line up to 345534S/0562246W, CTR arc radius 10 NM (18.5 KM) centred at ASI NDB clockwise up to 343731S/0561754W and straight up to 343511S/0560444W, excluded R5 area (if it is activated). CARRASCO ATZ Circle, radius 8 NM centred at 344957.8S 0560130.5W, excluded R5 area (if it is activated)
2	*Vertical limits*	TMA: GND up to FL 245. CTR: SFC up to FL 035. ATZ: SFC up to 600 M
3	*Airspace classification*	CTR, ATZ: C. TMA: G from GND up to 600 M; C above 600 M up to FL 195; A above FL 195 up to FL 245.
4	*ATS unit call sign* *Language(s)*	Carrasco Tower Spanish, english
5	*Transition altitude*	900 M
6	*Remarks*	Nil

SUMU AD 2.9-18 ATS COMMUNICATION FACILITIES

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

SUMU AD 2.9-19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME (8ºW/2005)	CRR	116.9 MHZ	H24	344957.8S 0560130.5W	30 M/98 FT	Nil
ILS/LLZ Cat I	ICAR	109.9 MHZ	H24	☛345043.29S ☛0560232.12W	Nil	Nil
ILS GS			H24	☛344943.98S ☛0560102.83W	Nil	Touch point glide path (GP) located 394 m after the threshold of runway 24
DME 24			H24	☛345043.29S ☛0560232.12W	Nil	Nil
L	AR	260 KHZ	H24	344924.4S 0560022.6W	Nil	25 KM coverage
L	CA	280 KHZ	H24	344704.9S 0555636.3W	Nil	25 KM coverage
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, approval of FPL, SID, SSR code and scheduled DLY for engine start, and then communicate with "Carrasco Tower" 118.1 MHZ to receive control, information and alert service. The ACFT operating in platform only receive traffic information available.

CONTROL, COORDINATION AND SUPERVISION OF THE PLATFORM

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

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

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

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

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

Fuel load

I) The maintenance and refuelling must be arranged by operators of aircraft with the fuel supply companies that provide services or maintenance, as appropriate.
II) The fuel supply will be always in the position assigned to the aircraft parking.
III) Refuelling is prohibited of any kind to any aircraft that keep their engines running.
IV) During the refuelling tasks the supplying company shall place the earth connections, NO SMOKING signs for and have the fire fighting equipment according to International Standards.
V) The refuelling with passengers on board will be made in accordance with the provisions of 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 06/24 (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 06/24, 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: Page NR

4. Procedures for the operation of 747-8 aircraft

4.1 **747-8F Landing**:

Landing on Runway 06: clear at TWY E, then TWY B to TWY D, then back taxi on Runway 24, clear at TWY C to TWY G to Aircraft Stand 12.

Landing on Runway 24: 180º turn at runway and then back taxi on Runway 06, clear at TWY C to TWY G to Aircraft Stand 12.

4.2 **747-8 (intercontinental) Landing**:

Landing on Runway 06: clear at TWY E, then TWY B to TWY D, to Aircraft Stand 32 to 35, as assigned.

Landing on Runway 24: 180º turn at runway and then back taxi on Runway 06, clear at TWY D to Aircraft Stand 32 to 35, as assigned.

4.3 **747-8F Take off**:

Take off on Runway 06: from Aircraft Stand, follow TWY G to TWY C, then back taxi Runway 24 to runway end, then perform 180º turn for take off.

Take off on Runway 24: from Aircraft Stand, follow TWY G to TWY C, then back taxi Runway 06, clear at TWY D to TWY E to TWY B, then hold short of Runway 24 for take off.

4.4 **747-8 (intercontinental) Take off**:

Take off on Runway 06: from Aircraft Stand, follow TWY D, then back taxi Runway 24 to runway end, then perform 180º turn for take off.

Take off on Runway 24: from Aircraft Stand, follow TWY D to TWY B, then hold short of Runway 24 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.

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 24 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 06.

Restrictions on the landing runway 06.
Both during the instrument approach, as in visual approaches are not allowed to fly below the minimum for runway 06 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.

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

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.

Except: Runway 01/19 (threshold 19) minimum visibility RVR 800 M,
Runway 06/24 (threshold 24) minimum visibility RVR 550 M,
the RVR value predominates over the value published in the METAR / SPECI.

☛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.

a) **Runway visual range RVR**

For runway 24 and/or 19, the visibility value has been read on the equipment of the runway visual range meter (RVR) of 1 minute of the Air Traffic Services and the EMA (Aeronautical Meteorological Stations) shall be consider the official value, predominating over the value published in the METAR / SPECI.

Contingencies

1) RVR sensor failure 1 minute: In case of failure of the 1 minute RVR sensor, the RVR visibility value published in the METAR or SPECI must be taken into account.
2) RVR sensor failure: If required, the meteorological observer shall be asked to observe the runway in use. For this, we offer the transfer to the in-use threshold to count the lights to estimate the value of the runway visual range.

b) **Wind shear**

Once an oral communication has been received by some aircraft of the existence of wind shear, it must be communicated to the corresponding EMA (Aeronautical Meteorological Stations), in order to be included as supplementary information in the METAR report

Note: In case a visual circulation is necessary, the published minima for the runway in use shall be applied.
Reference: Operational Agreement Letter DCA (ATS) -INUMET Annex I signed: 01 NOV 2018.

☛**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 according to entry procedures indicated in the Terminal Area Chart and the indicated by the respective control according to traffic conditions in the area.

Departing flights

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

Holding procedure

Holding procedures are indicated in each case in the instrument approach charts.
If for some reason had to do a holding procedure at one point for has not been published any, it will be make a normal holding procedure, forming a hippodrome-type circuit, according to the procedure recommended in Doc 8168-OPS / 611, VOL I, Part IV of ICAO
The aircrafts shall enter holding patterns at speeds equal to or less than the following.
See ENR 1.5-2

Communications Failure

In case of communication failure, the pilot shall act in accordance with LAR 91, 91.265 (b) and LAR 211, 211 6.3.2.

SUMU AD 2.9-23 ADDITIONAL INFORMATION

Procedure for Domestic Flights

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

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

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

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

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

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

☛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 strike notification

☛Whenever events related to Impacts or intakes of Fauna occur with the aircraft, it must be delivered; one copy of the IBIS report to the Office of Commercial Air Transport Inspectors at Carrasco International Airport and another to the Operations & Experience Management of the Airport Operator.

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

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

SUMU AD 2.9-24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart – ICAO RWY 01/19 ..... AD 2.9-27
Aerodrome/Heliport Chart – ICAO RWY 06/24 ..... AD 2.9-29
Aerodrome Ground Movement Chart – ICAO ..... AD 2.9-31
Aircraft Parking/Docking Chart – ICAO ..... AD 2.9-33
Aerodrome Obstacle Chart – ICAO Type A (RWY 01/19) ..... AD 2.9-35
Aerodrome Obstacle Chart – ICAO Type A (RWY 06/24) ..... AD 2.9-37
Standard Departure Chart – Instrument (SID) - ICAO RWY 06 ..... AD 2.9-39
Standard Departure Chart – Instrument (SID) - ICAO RWY 24 ..... AD 2.9-41
Standard Arrival Chart – Instrument (STAR) - ICAO RWY 06 ..... AD 2.9-43
Standard Arrival Chart – Instrument (STAR) - ICAO RWY 24 ..... AD 2.9-45
Instrument Approach Chart - ICAO COPTER - ILS RWY 24 ..... AD 2.9-47
Instrument Approach Chart - ICAO ILS/DME RWY 19 ..... AD 2.9-49
Instrument Approach Chart - ICAO ILS-DME/VOR-DME RWY 24 ..... AD 2.9-51
Instrument Approach Chart - ICAO LOC/DME RWY 19 ..... AD 2.9-53
Instrument Approach Chart - ICAO NDB RWY 24 ..... AD 2.9-55
Instrument Approach Chart - ICAO RNAV (GNSS) RWY 01 ..... AD 2.9-57
Instrument Approach Chart - ICAO RNAV (GNSS) RWY 06 ..... AD 2.9-59
Instrument Approach Chart - ICAO RNAV(GNSS) RWY 24 ..... AD 2.9-61
Instrument Approach Chart - ICAO VOR RWY 24 ..... AD 2.9-63
Instrument Approach Chart - ICAO VOR/DME RWY 06 ..... AD 2.9-65
ATC Surveillance Minimum Altitude Chart - ICAO ..... AD 2.9.67
Bird concentrations in the vicinity of aerodromes ..... ☛AD 2.9.69

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"

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
06	065°	34°50'31.64"S 56°02'12.96"W	14.0 M	Runway PCN 88/F/C/W/U
24	245°	34°49'39.56"S 56°00'47.49"W	14.0 M	
01	010°	34°50'31.09"S 56°01'50.65"W	14.0 M	Runway PCN 55/F/C/W/T
19	☛ 190°	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 24	PCN 82/R/C/X/U PCN 88/F/C/W/U
Taxiway "C" BTN Runway 06-24 and APRON.	PCN 88/F/C/W/U
Taxiway "C" BTN Runway 06-24 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

Cambio: DIRECTION

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"

MARKING AIDS RWY 06/24 AND EXIT TWY

LIGHTING AIDS RWY 06/24 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
06	065°	34°50'31.64"S 56°02'12.96"W	14.0 M	Runway PCN 88/F/C/W/U
24	245°	34°49'39.56"S 56°00'47.49"W	14.0 M	
01	010°	34°50'31.09"S 56°01'50.65"W	14.0 M	Runway PCN 55/F/C/W/T
19	☛ 190°	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 24				PCN 82/R/C/X/U PCN 88/F/C/W/U
Taxiway "C" BTN Runway 06-24 and APRON.				PCN 88/F/C/W/U
Taxiway "C" BTN Runway 06-24 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		

Cambio: DIRECTION

RWY 06 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 24 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 BEARING STRENGTH:

"A": PCN 88/F/C/W/U
"B" BTN "D" and RWY 24: PCN 82/R/C/X/U
: PCN 88/F/C/W/U
"C" BTN RWY 06-24 and APRON: PCN 88/F/C/W/U
"C" BTN RWY 06-24 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

Change: VAR

LEGEND	
RWY HOLDING POSITION NON-PRECISION APCH RWY	

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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 06-24 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

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	

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	●
APRON LIMITS	

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, 06 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)

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 11º W JAN 2020

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

Change:
Magnetic variation

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 11º W JAN 2020

RWY 06 / 24

DECLARED DISTANCES		
RWY 06		RWY 24
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

FEET

ORDER OF ACCURACY
HORIZONTAL 00 M
VERTICAL 00 M

Change:
Magnetic variation

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STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
3000 FT
900 M

ACC 128.5 - 126.3
APP 119.2 - 120.2
TWR 118.1 - 121.8

MONTEVIDEO/Intl
Carrasco "Gral.
Cesáreo L. Berisso"
RWY 06

AKPOD1B, DAGUS1A, DAGUS1C, CRR1R

STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

MONTEVIDEO/Intl Carrasco "Gral. Cesareo L. Berisso"
RWY 06
AKPOD1B, DAGUS1A, DAGUS1C, CRR1C

DESIGNATOR	ROUTE	REMARKS
1	2	3
AKPOD1B	**AKPOD ONE BRAVO** **Climb heading 064º to AKRUT at or above 1000 FT. Turn right heading 104º to KAMAM at or above FL 080.** **Turn left heading 047º to AKPOD at or above FL 250, according to ATC AUTH.**	**Minimun climb gradient:** **500 FT/NM up to AKRUT.** **400 FT/NM up to KAMAM.** *
DAGUS1A	**DAGUS ONE ALFA** **Climb heading 064º to AKRUT at or above 1000 FT. Turn right heading 168º to RELUS at or above FL 030 and at or below FL050, according to ATC AUTH.** **Turn right heading RBO 244º to DAGUS at or above FL 040 and at or below FL 060.** **Turn right heading 285º to UGIMI at or above FL 060.**	**Minimun climb gradient:** **500 FT/NM up to AKRUT.** *
DAGUS1C	**DAGUS ONE CHARLIE** **Climb stright ahead to 3 DME CRR. Turn right QDR 215° CA NDB and proceed direct to DAGUS. From there to:**	
TRANSITION UGIMI	**Turn right to intercept RDL 102 PTA stright to UGIMI.** **Initial climb up to FL 050 except ATC authorization.**	**DAG1CUG**
TRANSITION DARKA	**Intercept RDL 209 CRR stright to DARKA.** **Initial climb up to FL 050 except ATC authorization.**	**DAG1CDA**
CRR1R	**CRR ONE ROMEO** **Climb stright ahead to 3 DME CRR. Turn right to CRR VOR/DME CRR. From there to:**	
TRANSITION: NIMBO	**Intercept RDL 317 CRR stright to NIMBO.**	**CRR1RNI**
TRANSITION: MONSA	**Intercept RDL 353 CRR stright to MONSA.**	**CRR1RMO**
	* **1. RNAV 1 or RNP 1 aproved required.** **2. GNSS required.**	
	NOTE: **The designator in Column 3 "REMARKS" must be entered in the box 15 of the Flight Plan Form, in the cases the starndard departure includes transitions.**	

STANDARD
DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
3000 FT
900 M

ACC 128.5 - 126.3
APP 119.2 - 120.2
TWR 118.1 - 121.8

MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"
RWY 24

DAGUS1M, NIMBO1M, MONSA2M

DAGUS 1M: Climb stright ahead up to cross 1000 FT. Turn left to intercept RDL 209 CRR direct to DAGUS. From there to:

TRANSITION: UGIMI Turn right to intercept RDL 102 PTA stright to UGIMI. Include DAG1MUG in the box 15 of the Flight Plan Form.

TRANSITION: DARKA Intercept RDL 209 CRR stright to DARKA. Include DAG1MDA in the box 15 of the Flight Plan Form.

NIMBO 1M: Climb stright ahead to 3 DME CRR. Turn right QDM 310° ASI NDB to 6 DME CRR. Turn right to keep an arc of 7 DME CRR to intercept RDL 317 CRR stright to NIMBO.

MONSA 2M: Climb stright ahead to 3 DME CRR. Turn right QDM 310° ASI NDB to 6 DME CRR. Turn right to keep an arc of 7 DME CRR to intercept RDL 353 CRR stright to MONSA.

Change: WPT SARGO by UGIMI

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STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
3000 FT
900 M

ACC 128.5 - 126.3
APP 119.2 - 120.2
TWR 118.1 - 121.8

MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"
RWY 06
06 ALFA, DARKA1C, DRACA1C, GUVIN1C, KOSPI1C, LDS1C, MONSA1C, NIMBO1C, REGOV1C, TELAK1C, TOKAM1A, TOKAM1C

STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"
RWY 06

06 ALFA, DARKA1C, DRACA1C, GUVIN1C, KOSPI1C, LDS1C, MONSA1C, NIMBO1C, REGOV1C, TELAK1C, TOKAM1A, TOKAM1C

DESIGNATOR	R O U T E	REMARKS
1	2	3
06 ALFA	**ZERO SIX ALPHA** **From DORVO heading 111º to PAFIM at or above FL 090, heading 111º to ALDIK at or above and complete IAC RNAV (GNSS) RWY 06 or according to ATC AUTH.** **MAX IAS 220 KT at ALDIK.** **REMARKS:** **1) RNAV 1 or RNP 1 aproved required.** **2) GNSS required.**	
DARKA1C	**DARKA ONE CHARLIE** **Traffic coming from A310, UA310. In DARKA intercept RDL 209 CRR to DAGUS (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
DRACA1C	**DRACA ONE CHARLIE** **Traffic coming from W25. In DRACA QDM 176° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
☛ **GUVIN1C**	**GUVIN ONE CHARLIE** **Traffic coming from W23. In GUVIN QDM 187° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
KOSPI1C	**KOSPI ONE CHARLIE** **Traffic coming from W29. In KOSPI QDM 116° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
LDS1C	**LAGUNA DEL SAUCE ONE CHARLIE** **Traffic coming from A305, UA305. In LDS intercept RDL 262 LDS to LUCIO. In LUCIO follow magnetic track 285° stright to DAGUS (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
MONSA1C	**MONSA ONE CHARLIE** **Traffic coming from W19, A556, UA556. In MONSA QDM 199° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
NIMBO1C	**NIMBO UNO CHARLIE** **Traffic coming from B555, UB555. In NIMBO QDM 156° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
REGOV1C	**REGOV ONE CHARLIE** **Traffic coming from W15. In REGOV QDM 215° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	
TELAK1C	**TELAK ONE CHARLIE** **Traffic coming from W18, A310, UA310, UA425. In TELAK QDM 239° ASI NDB (IAF) MAX IAS 250 KT at 30 DME CRR.**	
TOKAM1A	**TOKAM ONE ALPHA** **Traffic coming from A305, UA305. In TOKAM QDM 120° ALDIK** **MAX IAS 250 KT at 30 DME CRR.**	
TOKAM1C	**TOKAM ONE CHARLIE** **Traffic coming from A305, UA305. In TOKAM QDM 101° ASI NDB (IAF)** **MAX IAS 250 KT at 30 DME CRR.**	

STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
3000 FT
900 M

ACC 128.5 - 126.3
APP 119.2 - 120.2
TWR 118.1 - 121.8

MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso" RWY 24

DARKA1G, DRACA1G, GUVIN1G, KOSPI1G, LDS1G, MONSA1G, NIMBO1G, REGOV1G, TELAK1G, TOKAM1G

STANDARD
ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

MONTEVIDEO/Intl Carrasco "Gral. Cesáreo L. Berisso"
RWY 24
DARKA1G, DRACA1G, GUVIN1G, KOSPI1G, LDS1G, MONSA1G, NIMBO1G, REGOV1G, TELAK1G, TOKAM1G

DESIGNATOR	ROUTE	REMARKS
1	2	3
DARKA1G	**DARKA ONE GOLF** **Traffic coming from A310, UA310. In DARKA intercept RDL 209 CRR to DAGUS. In DAGUS follow magnetic track 065° to KEVIS (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
DRACA1G	**DRACA ONE GOLF** **Traffic coming from W25. In DRACA follow magnetic track 132º to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
☛ **GUVIN1G**	**GUVIN ONE GOLF** **Traffic coming from W23. In GUVIN follow magnetic track 141º to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
KOSPI1G	**KOSPI ONE GOLF** **Traffic coming from W29. In KOSPI QDM 116° ASI NDB In ASI QDR 078° ASI NDB to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
LDS1G	**LAGUNA DEL SAUCE ONE GOLF** **Traffic coming from A305, UA305. In LDS intercept RDL 281 LDS to KEVIS (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
MONSA1G	**MONSA ONE GOLF** **Traffic coming from W19, A556, UA556. In MONSA follow magnetic track 154º to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
NIMBO1G	**NIMBO ONE GOLF** **Traffic coming from B555, UB555. In NIMBO follow magnetic track 118º to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
REGOV1G	**REGOV ONE GOLF** **Traffic coming from W15. In REGOV follow magnetic track 176º to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
TELAK1G	**TELAK ONE GOLF** **Traffic coming from W18, A310, UA310, UA425. In TELAK follow with RDL 040 CRR to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	
TOKAM1G	**TOKAM ONE GOLF** **Traffic coming from A305, UA305. In TOKAM QDM 101° ASI NDB. In ASI QDR 078° ASI NDB to KONBI (IAF).** **MAX IAS 250 KT at 30 DME CRR.**	

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 24 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
COPTER-ILS
RWY 24

Change: Page NR

MISSED
APPROACH

Climb up stright to 1000 FT and turn left up to 2000 FT, to intercept RDL 180 CRR VOR/DME and wait between 10 and 15 NM DME in right holding pattern.

TRANSITION ALT 3000

ILS RDH 52

ELEV 105
(THR RWY 24)

OCA/H		A									
Straight-in Approach	CAT I	305(200)									
	VIS	800 M - 1200 M MALSR INOP									
	GP INOP	420(315)									
	VIS	800 M - 1500 M MALSR INOP									
Circling											
VIS											

FAP - Mapt (4 NM)	KT	80	100	120							
	Min:Sec	3:00	2:24	2:00							
Rate of descent 5,2%	Feet/ Min	430	530	640							

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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/DME RWY 19

MISSED APPROACH

Climb heading 188° up to 2000 FT and wait in RENAX in right holding pattern.

OCA/H		A	B	C	D
Straight-in Approach	Cat I	251 (200)			
	VIS	800 M - 1200 M MALSR INOP			
		RVR 550 M - 1200 M MALSR INOP			
	GP INOP	520 (469)			
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

	KT	80	100	120	140	160	180	200
MUDIR-MIDUN (3.4 NM)	Min:Sec	2:30	2:00	1:55	1:30	1:20	1:07	1:00
Rate of descent 5,24%	Feet/ Min	400	500	600	700	800	900	1000

DME IMVD	0,7	1	2	3	4,1
ALTITUDE	251	322	640	960	1380
HEIGHT	200	271	589	909	1329

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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 24 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
ILS-DME/VOR-DME
RWY 24

Change: Page NR

MISSED
APPROACH
Climb stright up to 1000 FT and turn left ascending up to 2000 FT, to intercept RDL 180 CRR VOR/DME and wait between 10 and 15 NM in right holding pattern.

ILS RDH 53

OCA/H		A	B	C	D
Straight-in Approach	CAT I	305(200)			
	VIS	800 M - 1200 M MALSR INOP			
		RVR 550 M - 1200 M MALSR INOP			
	GP INOP	420(315)			
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

	KT	80	100	120	140	160	180	200
OM - Mapt (4 NM)	Min:Sec	3:00	2:24	2:00	1:43	1:30	1:20	1:12
Rate of descent 5,24%	Feet/ Min	400	500	600	700	800	900	1000

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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"
LOC/DME
RWY 19

MISSED
APPROACH

Climb heading 188° up to 2000 FT and wait in RENAX in right holding pattern.

OCA/H		A	B	C	D
Straight-in Approach	MDA/H	450 (399)			
		800 M - 1600 M MALSR INOP			
	DME INOP	520 (469) RADAR REQUIRED			
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

	KT	80	100	120	140	160	180	200
MUDIR-MIDUN (3.4 NM)	Min:Sec	2:30	2:00	1:55	1:30	1:20	1:07	1:00
Rate of descent 5,24%	Feet/ Min	400	500	600	700	800	900	1000

DME IMVD	1,2	2	3	4,1
ALTITUDE	400	640	960	1380
HEIGHT	349	589	909	1329

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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 24 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
NDB
RWY 24

MISSED
APPROACH

Climb stright up over AR NDB ascending up to 1000 FT with 243°, turn 180° and ask for directives to TWR.

TRANSITION ALT 3000

OCA/H		A	B	C	D
Straight-in Approach	NDB	700 (595)			
	VIS	1200 M			1500 M
	VIS MALSR INOP	1500 M		2000 M	2500 M
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

CA-AR 3.8 NM	KT	80	100	120	140	160	180	200
	Min:Sec	2:54	2:19	1:56	1:39	1:27	1:17	1:09
Rate of descent 5.2 %	Feet/ Min	410	510	610	710	810	910	1010

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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"
GNSS (RNAV)
RWY 01

MISSED
APPROACH

Climb heading 008° up to 3000 FT and turn left to RENAX and wait in right holding pattern.

TRANSITION ALT 3000

OCA/H		A	B	C	D
Straight-in Approach	MDA	520(458)			
	VIS	1200 M			1500 M
	VIS ALS INOP	1500 M		2000 M	2500 M
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

	KT	80	100	120	140	160	180	200
AKVAL- RWY 01 (4.3 NM)	Min:Sec	3:14	2:35	2:06	1:50	1:32	1:25	1:20
Rate of descent 5,2% (3°)	Feet/ Min	400	500	600	700	800	900	1000

NM RWY 01	1.2	2	3	4	5
Altitude	520	770	1090	1410	1500
Height	458	708	1028	1348	1438

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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO THR RWY 06 - ELEV 59 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl Carrasco "Gral. Av. Cesáreo L. Berisso"
GNSS (RNAV)
RWY 06

TRANSITION ALT 3000

Matching PAPI at 920 FT at 2.5 NM RWY 06.
No descend below 920 FT before reach 2.5 NM RWY 06.

MISSED APPROACH

Climb heading 100° up to 2000 FT, then right turn to DAGUS and wait in left holding pattern.

OCA/H		A	B	C	D
Straight-in Approach	GPS	480 (421)			
	VIS	1600 M			2000 M
Circling		550 (441)	597 (538)	696 (637)	794 (735)
VIS		1600 m		3300 m	4600 m

FAF a RWY 06	KT	80	100	120	140	160	180	200
Rate of descent 5,2%	Feet/ Min	430	530	640	750	850	950	1060

NM RWY 06	5	4	2,5	1,1
Altitude	1700	1400	920	480
Height	1441	1341	861	421

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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 24 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
RNAV (GNSS)
RWY 24

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MISSED
APPROACH

Climb stright up to 1000 FT and turn left ascending with heading 180° up to 2000 FT, to XOMAR and walt In right holding pattern.

TRANSITION ALT 3000

ELEV 105
(THR RWY 24)

OCA/H		A	B	C	D
Straight-in Approach	MDA	450 (345)			
	VIS	1500 M - 2000 M MALSR INOP			
	VIS - MALSR INOP in M	1200 M - 1500 M		1500 M	
Circling		500 (395)	597 (492)	696 (591)	794 (689)
VIS		1600 m		3300 m	4600 m

	KT	80	100	120	140	160	180	200
ATAMO - RWY 24 (5 NM)	Min:Sec	3:45	3:00	2:50	2:14	1:50	1:35	1:30
Rate of descent 5,24%	Feet/ MIn	400	500	600	700	800	900	1000

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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 24 - ELEV 105 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
VOR
RWY 24

MISSED
APPROACH

Climb stright up to 1000 FT and turn left ascending up to 2000 FT, to intercept RDL 180 CRR VOR/DME and wait between 10 and 15 NM in right holding pattern.

TRANSITION ALT 3000

OCA/H		A	B	C	D
Straight-in Approach	VOR	550(445)			
	VIS	1200 M			1500 M
	VIS MALSR INOP	1500 M		2000 M	2500 M
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

	KT	80	100	120	140	160	180	200
CA-AR 3.8 NM		2:54	2:19	1:56	1:39	1:27	1:17	1:09
Rate of descent 5%	Feet/ Min	410	510	610	710	810	910	1010

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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV **105 FT**

HEIGHTS RELATED TO
THR RWY 06 - ELEV 59 FT

TWR 118.1 - 121.8
APP 119.2 - 120.2

MONTEVIDEO/Intl
Carrasco "Gral. Av.
Cesáreo L. Berisso"
VOR/DME
RWY 06

TRANSITION ALT 3000

MISSED
APPROACH

Climb heading 100° up to 2000 FT, turn right to intercept RDL 214 CRR VOR/DME and wait in DAGUS 13 NM in left holding pattern.

OCA/H		A	B	C	D
Straight-in Approach	VOR/DME	480 (421)			
	VIS	1200 M			1500 M
	VIS ALS INOP	1500 M		2000 M	2500 M
Circling		880 (575)	980 (675)		1080 (775)
VIS		1600 m	1600 m	3500 m	4500 m

FAF a MAP	KT	80	100	120	140	160	180	200
Rate of descent 5.2 %	Feet/ Min	430	530	640	750	850	950	1060

DIST CRR NM	5	4	3.3	1.9
Altitude	1500	1142	920	480
Height	1441	1083	861	421

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ATC SURVEILLANCE
MINIMUM ALTITUDE
CHART - ICAO

AERODROME ELEV 95 FT
TRANSITION ALT 3000 FT

SUMU APP
119.2 - 120.2

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

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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