



SOUTH AMERICA

AIRWAY MANUAL

Issue Date 9 FEB 23

Regions covered in the E-AWM South America coverage are:

ARGENTINA	CUBA	JAMAICA
ARUBA	DOMINICAN REP.	MEXICO
BAHAMAS	EASTERN CARIBBEAN	NETH. ANTILLES
BARBADOS	STATES	NICARAGUA
BELIZE	ECUADOR	PANAMA
BERMUDA	EL SALVADOR	PARAGUAY
BOLIVIA	FALKLAND ISLANDS	PERU
BRAZIL	FRENCH ANTILLES	SURINAME
CAYMAN IS	FRENCH GUIANA	TURKS AND CAICOS IS
CHILE	GUATEMALA	URUGUAY
COLOMBIA	GUYANA	US CARIBBEAN
COSTA RICA	HAITI	TERRITORIES
	HONDURAS	VENEZUELA

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Effective February 12, 2021

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Change Notices



Change Notices

Chart Change Notices

LATIN AMERICA

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IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS**GENERAL****CUBA**

The following airways within Cuba are standard cruise levels: UG629, L347, L465, M346, UL347, UL465, UL599, UM331, UM346 and UM595. The following airway within Cuba are Opposite cruise levels: A301

DOMINICAN REPUBLIC

When flying northbound from Santo Domingo FIR, contact Miami Center 10 minutes prior to crossing the Miami FIR boundary when over-flying SEKAR, LERED, POKEG or ASIVO on 126.45, or over MALVN on 123.77.

PANAMA

BOCAS DEL TORO (BDT) VORDME OTS until OCTOBER 30, 2023. Use Tagoba Is (TBG) VOR for course guidance for G/UG440 (TBG) VOR - (BDT) VOR (N09 W081). **MPTO, H-L-2.**

BAHAMAS IS

SOUTH BIMINI - CTAF 122.8 (N25 W079).
MUHA.

CENTRAL AMERICAN FIR

DANGER AREA MG(D)-2 estbld (W of La Aurora [AUR] VOR) as follows: A circle with a 8 NM radius centered on N14 28.9 W090 52.9. Altitudes: GND - 16500 MSL. **MGDT.**

COLOMBIA**ATS ROUTES changed:**

UN653 estbld one way NW-Bnd Rionegro (RNG) VORDME - KOTIN 312°, 58NM; KOTIN - ARORO 323°, 100NM; ARORO - La Palma (PML) VORDME 318°, 60NM; (PML) VOR - SEKMA 326°, 157NM; SEKMA-TOSAV RNAV CRP (N11 41.5 W080 55.9) 325°, 100NM; TOSAV - San Andres (SPP) VORDME 324°, 70NM. **H/L-4, MPTO, H/L-2.**

UP530 estbld one way SE-Bnd San Andres (SPP) VORDME - BODED 137°, 70NM; BODED - MARMA 138°, 111NM; MARMA - PONPO 140°, 105NM; PONPO - KAKOL 139°, 64NM; KAKOL - Los Cedros (LCE) VORDME 143°, 60NM; (LCE) VOR - REMUK 151°, 44NM; REMUK - Rionegro (RNG) VORDME 152°, 91NM; (RNG) VOR - Mariquita (MQU) VORDME 155°/335°, 55NM; MQU - Bogota (BOG) VORDME 128°/309°, 42NM; (BOG) VOR - Villavicencio(VVC) VORDME 137°/318°, 73NM; (VVC) VOR - San Jose Del Guaviare (SJE) VORDME 162°/343°, 102NM; (SJE) VOR - DUBRA 158°/338°, 82NM; DUBRA - LOKOS 164°/344°, 99NM; LOKOS - PABON 170NM; PABON - Leticia (LET) VORDME 187°/007°, 89NM. **H/L-4, H/L-2.**

COSTA RICA

DEL COCO CTA established. An irregular-shaped area approx 220 NM N-S by 220 NM E-W centered on EL COCO (TIO) VOR and separated by airway A502 ULAPO - POXON into part West and East sectors. Vertical limits 8500'-19000' and 11500'-19000' respectively (N09 W084). **MROC.**

LATIN AMERICA

TEMPORARY RESTRICTED AREA MR(R)-3 estbld from 14 Jul 22 to 14 Jul 23. A circle with a 1 NM radius centered at N09 55.5 W084 04.0. **MROC.**

TRAINING AREA ZONE 1,2,3A and 3B withdrawn (N09 W084). **MROC.**

TRAINING AREA ZONE E estbld. An irregular shaped area approx 8nm N-S approx 10nm E-W beginning 22nm S-E of El Coco VOR. Altitudes GND-7000' MSL. **MROC.**

TRAINING AREA ZONE W estbld. An irregular shaped area approx 20nm N-S by approx 20nm E-W beginning 20nm S-W of El Coco VOR. Altitudes GND-3000' MSL. **MROC.**

CUBA

ATS ROUTES changed:

B764 KERVU NCRP (N23 12.9 W084 46.1) estbld. VINKA deleted. KERVU - EMOSA 105 NM, MEA FL40. **MMUN.**

B879 realigned CANOA NCRP - DUNOG NCRP (N23 37.8 W083 35.6, 238°/058°, 37 NM, MEA FL40; DUNOG - OLABI NCRP (N22 58.3 W084 32.6), 66 NM; OLABI - MUPKI NCRP, 36 NM; MUPKI - WALKY NCRP (N22 14.5 W085 35.1) 36 NM; WALKY - NOSAT NCRP 236°/056°, 28 NM. **MMUN.**

G/UG765 EMOVI NCRP (N23 32.0 W083 07.4) and PODON NCRP (N22 39.1 W084 15.0) estbld. MAXIM - EMOVI - FRANT - PODON - ABANN 43/73/8/62 NM. **MMUN.**

R628 TANIA - Havana (UHA) VOR MEA FL40 (N22 W081). **MUHA.**

R644/UL780 LEPEG NCRP estbld (N22 39.2 W079 06.0). URSUS - LEPEG - TASNO 81/31 NM. **H/L-5.**

UB764 KERVU NCRP (N23 12.9 W084 46.1) estbld. VINKA deleted. KERVU - EMOSA 105 NM, MEA FL245. **MMUN.**

V/UV106 redesig one-way E-bnd NUDAL - FRANT(N22 W084). **MMUN.**

SANTA CLARA TMA established. An irregular-shaped area aprox 170 NM E-W by 140 NM N-S of centered near Santa Clara airport. Altitude GND-FL165 (N22 W079). **MUHA.**

DOMINICAN REPUBLIC

ATS ROUTES changed:

A/UA636 redesig M/UM348 ALBBE to KATOK (N20 W072). **MDSD, MDPP.**

L450 redesig UL450 SEKAR - BEROX (N18 W070). **MDSD, MDPP, H/L-9.**

L453 renamed UL453 ASIVO - TEKOL (N16 W069). **MDSD, H/L-9.**

L463 renamed UL463 JUELE CRP - Puerto Plata (PTA) VOR (N20 W071). **MDPP, H/L-9.**

UA/A567 redesig UT/T19 Punta Caucedo (CDO) VOR - BEROX (N18 W069). **MDSD.**

UA554 withdrawn SEKAR - Puerto Plata (PTA) VOR; redesig UT 20 Puerto Plata (PTA) VOR - POKAK (N18 W069). **MDSD, MDPP.**

UG/G466 redesig UT/T17 KOBET - KARUM (N18 W069). **MDSD.**

UL349 estbld SATOE - ARIAS CRP (N17 46.5 W069 22.5) 287°/105°, 79NM, MEA FL195; ARIAS - IDACO CRP (N17 50.8 W070 22.3) 285°/105°, 57NM; IDACO - Cabo Rojo VOR (DCR) 285°/104°, 73NM. **MDSD.**

UT09 withdrawn SEKAR - KATOK. **MDSD.**

W9 BORAS renamed BOROB (N19 W070). **MDSD, MDPP, H/L-9.**

W35 DUROM CRP estbld (N18 15.5 W070 41.8). DUROM - OKOSO 9NM. **MDSD, H/L-9.**

Y315, UY315 MAPEP NCRP estbld (N18 58.5 W068 23.4) CHUMA-MAPEP 191°/011°, 15 NM, 4000 MEA; MAPEP-Punta Cana VOR (PNA) 24 NM. **MDSD.**

PROHIBITED AREA MD(P)-14 redesig MD(P)-2 Altitudes: GND - 5000 (N18 W069). **MDSD.**

LATIN AMERICA

Punta Cana and De Las Americas TMA class D extended from 14 NM to 16 NM around La Romana (LRN) VOR. **MDSD**.

SANTO DOMINGO ACC SOUTH Sector freq 127.8 chgd to 124.6 (N19 W071). **MTPP**, **TJSJ**, **MDSD**, **MDPP**, **H/L-9**.

EL SALVADOR**ATS ROUTES changed:**

H/UH225 redesign STANDARD cruise levels El Salvador VOR (CAT) - NAGEL. **MSLP**.

H225 El Salvador (CAT) VOR - ATUMA MEA 13000. **MSLP**.

R635 Ilopango VOR (YSV) - AMESA MEA 10000'. **MSLP**.

UH225 El Salvador (CAT) VOR - ATUMA MEA 20000. **MSLP**.

UR883 withdrawn El Salvador VOR (CAT) - AMUVO. **MSLP**.

DANGER AREA MS(D)-4 withdrawn (W of Ilopango VOR (YSV)). **MSLP**.

EL SALVADOR CTR. Altitudes GND - 3000'. **MSLP**.

GUATEMALA**ATS ROUTES changed:**

G765 La Aurora (AUR) VOR - RIDEM MEA 9000 (N15 W089). **MGGT**.

UA770 ROSAM CRP established (N14 21.7 W090 10.0). La Aurora VOR (AUR) - ROSAM - MEGAL 25/30 NM. **MSLP**.

W3 La Aurora (AUR) VOR - ERDEK MEA 11000 (N15 W090). **MGGT**.

HAITI**ATS ROUTES changed:**

L/UL218 estbld MODIT - RIBON - ILOVI - ESQLA - Port Au Prince (PAP) VOR 144°/324° 43/37/46/65 NM (N19 W073). **MTPP**.

HONDURAS**ATS ROUTES changed:**

A-UAT754 realigned GOSOK - SUXIS CRP (N16 10.7 W087 12.9) 143°/324°, 78NM, MEA 3000; SUXIS - Bonito (BTO) VOR 144°/324°, 33NM, MEA 10000; BTO - VOKAS CRP (N15 11.1 W086 59.0) 193°/013°, 34NM; VOKAS - TALAG 193°/013°, 46NM. **MHTG**.

B/UB753 KANEL (CRP) (N14 40.7 W087 32.2) estbld ARITA-KANEL-ROMBO, 12/18 NM. **MHTG**.

B500 redesignated H225 La Mesa VOR (LMS) - TIRNA - NAGEL - ATUMA - El Salvador VOR (CAT). **MSLP**.

The following airways redesign OPPOSITE Cruise Levels within Central America FIR (MHTG): UA770, UL471, UZ637, UZ514, UB500, UM328, UZ403, UZ751, UL345, UR644, UG877, UB767, UB520, UZ894, UZ762. **MGGT**.

UB500 redesignated UH225 La Mesa VOR(LMS) - TIRNA - NAGEL - ATUMA - El Salvador VOR (CAT). UB500 segments PISIS - MITOL- OMIRO - MELDA - Rotan VOR (ROA) - UTILA - RUBRA - La Mesa VOR (LMS) withdrawn. **MSLP**.

UL471 DENOM CRP estbld (N15 54.3 W087 23.8) GABIX - DENOM - NAGEL 96/120 NM. **MSLP**.

CARIBBEAN MARITIME CTA established. An irregular shaped-area bounded on the north by Central American FIR running south approx on longitude W087 20 to latitude N17 00 and continue to 40 NM NE of Puerto Cabezas VOR (PZA). Then continue northbound along the Central American FIR. Lateral limits 3000' - 8500' Class F and 9000' - FL195 Class D. **MMUN**.

Palmerola CTR estbld. A rectangle shape approx 20 NM N-S by 10 NM E-W centered on Coronel Enrique (ESC) VOR. Altitudes:

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GND-6500 AMSL. Class 'D'. Time of operation 24 HRS (N14 W087). **MHTG.**

PALMEROLA, Honduras - Coronel Enrique Soto Cano AB renamed Palmerola Intl (N14 W087). **MHTG.**

SOTO CANO TMA withdrawn (N13 W087). **MHTG.**

TONCONTIN TMA extended approx 25NM to the NW. Vertical limits GND - 19000 MSL (N14 W087). **MHTG.**

INDONESIA

KISAR I, John Becker CTAF 128.6 estbld (S08 E127). **FE H/L-10.**

JAMAICA

ATS ROUTES changed:

L341/UL341 redesig one-way S-bnd NIBEO - Sangster (SIA) VOR (N20 W078). **MKJP.**

L417 redesig T172 one-way N-bnd NEVPA CRP - BEMOL CRP (N18 W076). **MKJP.**

M/UM347 redesig one-way N-bnd Sangster (SIA) VOR - EPSIM CRP (N19 W078). **MKJP.**

UT172 estbld one-way N-bnd Manley (MLY) VOR - RADOK CRP (N18 25.6 W076 53.3) 356°/(176°), 30 NM, MEA FL250; RADOK - EPSOL CRP (N18 47.1 W076 58.1), 22 NM; - EPSOL - BEMOL CRP (N19 20.4 W077 05.6), 34 NM. **MKJP.**

CAYMAN BRAC (CBC) NDB replaced by CBRAC CRP same position. All affected airways realigned thereafter (A511, UA511, R644, UR644). (N19 W079). **MKJP.**

MARTINIQUE

ATS ROUTES changed:

UN669 estbld ELJEZ - OTUSU RNAV CRP (N17 38.5 W057 29.2) 068°/248°, 35NM, MEA FL245; OTUSU - MEBUK RNAV NCRP (N16 10.1 W059 26.6) 067°/248°, 143NM; MEBUK - AGBEL RNAV NCRP (N14 52.9

W061 06.7) 067°/247°, 124NM; AGBEL - ONGAL 065°/247°, 191NM; ONGAL - ALDIT 250°/070°, 7NM, MEA FL250; ALDIT - MASPA 250°/069°, 46NM; MASPA - OPLUD 249°/068°, 71NM; OPLUD - OPUTU 249°/069°, 25NM; OPUTU - BEGAB 249°/068°, 43NM; BEGAB - Maiquetia (MIQ) VOR 249°/069°, 45NM. **SVMI.**

MEXICO

ATS ROUTES changed:

G/UG521 AMIDA CRP (N18 37.8 W087 18.1). ITPIG - AMIDA - KIRAP 88/96NM. **MMUN.**

L333/UL333/L577/UL577/UJ52/R640/A321 DANUL renamed ILUBA (N20 W085). **MMUN.**

UJ3 SEDEM CRP (N21 06.3 W103 57.0) and AMAVO (N21 13.3 W104 04.7) CRPs estbld. TEILA - SEDEM - AMAVO - RADAP 20/10/10NM. **MMGL.**

UJ15 one-way SE-Bnd Monclova (MOV) - Monterrey (MTY) - Victoria (CVM) (N23 W098). **MMMY.**

V19 redesig one-way SW-Bnd Newla (NLD) VOR to NOTAL CRP; SE-bnd Monterrey (MTY) VOR to ITBEN CRP (N25 W100). **MMMY.**

CANCUN CTR established. A circle approximately 30 NM radius centered on Cancun apt MMUN. Altitudes GND - 1500 MSL. Class 'D'. Times of operation H24 (N21 W086). **MMUN.**

COLIMA CTR established. A circle approximately 11 NM radius centered on Colima apt (MMIA). Altitudes GND - 9500 MSL. Class 'D'. Times of operation H24 (N19 W103). **MMGL.**

COZUMEL CTR established. A circle approximately 20 NM radius centered on Cozumel apt MMCZ. Altitudes GND - 1500 MSL. Class 'D'. Times of operation H24 (N20 W086). **MMUN.**

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DANGER AREA MM(D)-425 redesign RESTRICTED AREA MM(R)-425 (SE of Santa Lucia [SLM] VOR) (N19 W099). **MMMX.**

DEL NORTE CTR estbld. A semi-circle 10 NM centered on Del Norte Intl Apt MMAN (N25 W100). Altitudes: GND - 2500' MSL. Class 'D'. Time of operations 1900 - 1200 daily. **MMMY.**

MEXICO ACC SECTOR 6 freq chgd to 126.15 (N18 W105). **MMGL.**

Mexico TMA Class 'C' Airspace chgd to Class 'D' (N19 W098). **H/L-3, MMMX, H/L-1, H/L-2.**

TEPIC CTR upper limit 9500' MSL (N21 W104). **MMGL.**

PANAMA

ATS ROUTES changed:

A/UA502 will not have range and guidance on the following sections between David (DAV) VOR - POXON and (DAV) VOR - Taboga (TBG) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

B510 BOLAV CRP estbld (N11 33.1 W079 08.8). MIKUS - BOLAV - DAGAS 68/5 NM. MIKUS - DAGAS MEA 5000. **H/L-2.**

Q2 estbld Taboga (TBG) VORDME - DABEL 267°/087°, 15NM, MEA 3100; DABEL - IRUKA 14NM, MEA 5700; IRUKA - RONAM 58NM, MEA 8600; RONAM - EGOSO 56NM, MEA 10600; EGOSO - ASIKA 18NM, MEA 6300; ASIKA - David (DAV) VORDME 12NM, MEA 2500; (DAV) VOR - POXON 296°/116°, 26NM, MEA 5400 (N08 W082). **H/L-4, MPTO, H/L-2.**

Q19 DAMAX NCRP redesign CRP (N08 W079). **MPTO.**

UA323 withdrawn Taboga I VOR (TBG) - IVROS - Sao Gabriel Da Cachoeira VOR (GBR) (S00 W066). **MPTO.**

UB689 withdrawn San Andres (SPP) VOR to KAKOL (N10 W079). **H/L-4, MPTO, H/L-2.**

UG447 withdrawn San Andres (SPP) VOR to ARORO (N10 W079). **H/L-4, MPTO, H/L-2.**

UM549 realigned one-way NW-Bnd OBKIL - EDRAN; EDRAN - PULOX RNAV CRP (N05 42.7 W075 49.0) 313°, 83NM; PULOX - SIGUN RNAV CRP (N07 23.2 W077 50.4) 317°, 157NM; SIGUN - Taboga (TBG) VOR 315°, 132NM. **MPTO, H/L-2.**

V3 unusable until 15 APR 2023 France (FNC) VOR - NEMER (N08 W079). **MPTO.**

V4 unusable until 15 APR 2023 from France (FNC) VOR - MADEN (N09 W079). **MPTO.**

V11 no range and guidance available between David (DAV) VOR - Santiago (STG) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

V15/V17 suspended between Bocas Del Toro (BDT) VOR - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

V19 no range and guidance available between OSABA - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

V23 suspended between David (DAV) VOR - BIXIL until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

BOCAS DEL TORO (BDT) VORDME OTS until 30 OCT 2023 (N09 W082). **MPTO, H/L-2.**

CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**

DANGER AREA MP(D)-23 estbld. An irregular shaped-area approx 15 NM N-S by 15 NM W-E beginning approx 40 NM NW of Rio Hato (RHT) VOR. Altitude GND-5000'. beginning approx (N09 W080). Hours of operation 1830 - 2000 UTC. **MPTO.**

DAVID (DAV) VORDME OTS until 30 AUG 2023 (N08 W082). **MPTO, H/L-2.**

FRANCE (FNC) VORDME OTS until 15 APR 2023 (N09 W079). **MPTO.**

PROHIBITED AREA MP(P)-3 estbld until 24 SEP 2024. An irregular-shaped area approx . 5 NM N-S by approx 1 NM E-W beginning

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approx 11 NM NE of Taboga Island (TBG) VOR. Altitudes GND - 1500 (N05 W079). **MPTO.**

PROHIBITED AREA MP(P)-4 estbld (SW of France [FNC] VOR) as follows: A circle with a 1.5 NM radius centered on N09 15.4 W080 04.2. Altitudes: GND - 3000 MSL. **MPTO.**

PROHIBITED AREA MP(P)-20 estbld. A circular area centered on N09 08.8 W079 14.6 (NE of Tocumen [TUM] VOR). Altitudes Gnd - 1500 MSL. Times of Operation H24. **MPTO.**

UGETO NCRP and HOLDING estbld at N08 36.6 W079 10.9, 318° inbound track, RIGHT turns. **MPTO.**

URICA withdrawn. **MPTO.**

XAOLA withdrawn (N09 W082). **MPTO.**

PANAMA FIR

CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**

PUERTO RICO**ATS ROUTES changed:**

M597 BETIR, Offshore Atlantic - FIVZE GNSS MEA 5500' (N21 W066). **MDSD.**

ROUTE 002 [RTE2] OSSEL - Saint Croix (COY) VOR 167°/347° (N17 W064). **TJSJ, H/L-10.**

Y421 estbld MEEGL RNAV NCRP (N18 29.3 W067 10.3) - HARBG 322°/141°, 130NM MEA 18000'; HARBG - HAGIT RNAV NCRP (N21 34.7 W071 01.9) 324°/142°, 156NM. **MDSD.**

CHUMA RNAV NCRP estbld at N19 13.3 W068 23.5. **MDSD.**

OLGAH, Puerto Rico NCRP withdrawn (N17 W066). **TJSJ, H/L-10.**

TRINIDAD**ATS ROUTES changed:**

UP533 estbld CITRS - FAMPS RNAV NCRP (N16 39.1 W060 37.3) 064°/245°, 123NM, MEA FL245; FAMPS - OVIVU RNAV NCRP (N15 55.5 W061 28.8) 66NM; OVIVU - ITEGO 206NM; ITEGO - EGAVU RNAV CRP (N13 25.0 W064 24.0) 246°/066°, 20NM MEA FL250. EGAVU - EDNAK RNAV CRP (N13 11.8 W064 41.0) 246°/065°, 21NM; EDNAK - MUGPU RNAV CRP (N11 41.6 W066 36.0) 245°/064°, 144NM; MUGPU - OPTUB RNAV CRP (N11 34.6 W066 44.9) 244°/064°, 11NM; OPTUB - UBKET RNAV CRP (N11 26.3 W066 55.3) 13NM; UBKET - UBROT RNAV CRP (N11 13.5 W067 11.5) 20NM; UBROT - ATONO 244°/063°, 22NM; ATONO - IVROV RNAV CRP (N10 51.9 W067 38.0) 242°/062°, 12NM; IVROV- IMBAT 19NM; IMBAT - Puerto Cabello (PBL) VOR 241°/061°, 15NM. **SVMI.**

UT349 OVIVU RNAV NCRP estbld (N15 55.5 W061 28.8). OMIKI - OVIVU - GABAR 35/122NM. **H/L-10.**

TURKS IS

BESAS withdrawn (N20 20.2 W070 20.6). **MDPP.**

UJUNG PANDANG FIR

KISAR I, John Becker CTAF 128.6 estbld (S08 E127). **FE H/L-10.**

UNITED STATES OF AMERICA**ATS ROUTES changed:**

A315 KNSLY, Offshore Atlantic - JOSES MEA 7000 (N20 W73). **H/L-9.**

A315-Y350-353-398 KNSLY, Offshore Atlantic RNAV NCRP replaced Great Inagua, Bahamas (ZIN) NDB (N20 W073). **H/L-9.**

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- AR15 redesign bi-directional BAHAA, Offshore Atlantic to Orlando, FL (ORL) VOR (N30 W078). Eff 23 Feb 23. **H/L-5.**
- AR16 redesign bi-directional PERMT, Fla to SEELO, Offshore Atlantic (N30 W078). Eff 23 Feb 23. **H/L-5, MYNN.**
- AR17 redesign bi-directional OSTNN - Virginia Key, Fla (VKZ) (N25 W080). Eff 23 Feb 23. **H/L-5, MYNN.**
- AR18 redesign bi-directional WOLFO, Offshore Atlantic to ROWSY (N30 W078). Eff 23 Feb 23. **H/L-5.**
- AR19 redesign bi-directional MAJIK, Offshore Altantic to CHIEZ, N Car (N34 W077). Eff 23 Feb 23. **H/L-5.**
- AR22 redesign bi-directional HOAGG, Offshore Atlantic - SKARP (N32 W078). Eff 23 Feb 23. **LA H/L-5.**
- BR9L KNSLY, Offshore Atlantic RNAV NCRP replaced Great Inagua, Bahamas (ZIN) NDB (N20 W073). **H/L-9.**
- G446 withdrawn OLDEY, S Car - BESAS (N28 W077). **MDPP.**
- G629 KNSLY, Offshore Atlantic RNAV NCRP replaced Great Inagua, Bahamas (ZIN) NDB (N20 W073). **H/L-9.**
- IKBIX, Offshore Atlantic RNAV NCRP redesign RNAV CRP (N24 W081). **MUHA.**
- M596 POKEG, Fla - KNDLL GNSS MEA 3000'. KNDLL - SIFEN GNSS MEA 5500' (N27 W060). **MDPP.**
- M597 BETIR - PUYYA - JANMA 95/13 NM (N20 W067). **MDSD.**
- V3 COP estbld 24NM from Fort Lauderdale, Fla (FLL) VOR/13NM from Palm Beach, Fla (PBI) VOR (N26 W080). **KMIA, MYNN.**
- Y183 redesign bi-directional IKBIX, Fla to PEAKY (N24 W081). Eff 23 Feb 23. **H/L-3, H/L-4, H/L-5, MUHA.**
- Y261-308-586-589 withdrawn FOWEE, Offshore Atlantic - MADIZ (N24 W078). **MUHA.**
- Y325 withdrawn FOWEE, Offshore Atlantic - ZEUS (N24 W079). **MUHA.**
- Y350-399-441 withdrawn Bimini, Bahamas (ZBV) VOR - Nassau (ZQA) VOR. SOME withdrawn (N25 W078). **MUHA.**
- Y442 redesign bi-directional MNATE, Offshore Atlantic - FUNDI (N24 W081). Eff 23 Feb 23. **H/L-3, H/L-4, H/L-5, MUHA.**
- BILZZ, Fla RNAV NCRP estbld at N25 42.3 W080 26.2. **KMIA.**
- BLYMY, Fla RNAV NCRP estbld at N25 52.8 W080 09.3. **H/L-4, KMIA, MYNN.**
- CARMA, Fla RNAV NCRP estbld at N26 04.6 W080 03.7. **KMIA.**
- CHUUM, Fla RNAV NCRP estbld N25 56.2 W080 28.4. **KMIA.**
- DAHLA, Fla RNAV NCRP estbld at N25 42.8 W080 16.6. **KMIA.**
- FENDE, Fla RNAV NCRP estbld at N26 04.2 W080 03.8. **KMIA.**
- FORT PIERCE, Fla Class 'D' airspace chgd to a circle with a 4.6NM radius centered on Treasure Coast Intl (KFPR) (N27 W080). **KMIA, MYNN.**
- GDDAY, Fla RNAV NCRP estbld N26 05.2 W080 00.7. **KMIA.**
- GUCCI, Fla RNAV NCRP estbld at N25 55.4 W080 06.1. **KMIA.**
- HEATN, Offshore Atlantic RNAV NCRP withdrawn (N26 W078). **MYNN.**
- HOMESTEAD, Fla CTAF 122.8 (N25 W080). **MUHA.**
- KETLL, Offshore Atlantic NCRP estbld at N25 27.4 W079 17.5. Bimini (ZBV), Bahamas VOR R-183. **MUHA.**
- KEY WEST, Fla - Intl CTAF 118.2 (N24 W081). **MUHA.**
- KEYZZ, Fla RNAV NCRP estbld at N26 12.7 W080 01.9. **KMIA.**
- MARATHON, Fla - Florida Keys Intl CTAF 122.97 (N24 W081). **MUHA.**

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Miami, Fla Class 'B' Airspace estbld. A rectangular shaped area approx 11NM S-N and 3NM W-E beginning approx 11NM W of Miami Intl (KMIA). Vertical Limits 2000 - 7000 MSL. Please reference Miami ClassB TMA chart for accurate boundary depiction (N25 W080). **KMIA**.

NAPLES, Fla - Mun CTAF 128.5 (N26 W081).
MUHA.

Ocean Reef Club, Fla CTAF 122.72 estbld (N25 W080). **MUHA**.

OTION, Fla RNAV NCRP estbld N26 12.8 W080 01.3. **KMIA**.

RHODZ, Offshore Atlantic RNAV NCRP estbld at N25 53.7 W079 59.8. **KMIA**.

RMANI, Fla RNAV NCRP estbld at N25 52.7 W080 11.5. **KMIA**.

VALTR, Texas (EL) NDB decmsnd (N31 W106). **H/L-1**.

VENEZUELA

ATS ROUTES changed:

UG442/UL332 NUXUL - IVROV RNAV CRP (N10 51.9 W067 38.0) 9NM; IVROV - Maiquetia (MIQ) VOR 41NM. **SVMI**.

UN779 realigned MIDUR - UBKET RNAV CRP (N11 26.3 W066 55.3) 197°/017°, 21NM; UBKET - Maiquetia (MIQ) VOR 50NM. **SVMI**.

RESTRICTED AREA SV(R)-2532 lateral limits extended approx 3.5 NM W and 3.5 NM E. Vertical limits chgd to GND - UNL [S and E of Maiquetia [MIQ] VOR] (N10 W066). **SVMI**.

TERMINAL CHARTS

TERMINAL

Aguadilla, Puerto Rico, (Rafael Hernandez), (Series) AWOS-3 replaced with AWOS-3PT.

Ambergris Cay, Caicos Is, (Amergris Cay Intl), Airmen are advised that the Ambergris Cay Airport (12-1) RNAV (GNSS) Rwy 07 and

(12-2) RNAV (GNSS) Rwy 25 instrument Flight Procedures are not authorized for use. Airmen are advised that the Ambergris Cay Airport (Harold Charles International) has been reclassified for domestic use only until further advised.

Aruba I, Aruba, (Beatrix Intl), Aerodrome operational hours for all commercial passenger flights, charters, general aviation, cargo, and mail will be open for passenger service between 11:00 and 03:00 UTC.

Exemptions will be made for military, coast-guard, search and rescue, medevac and humanitarian flights, hospital flights, and technical stops without passenger disembarkation with 120 minutes pre-notification. For coordination call Aerodrome operations at (+297) 524 2242.

Crane erected at N12 30°14.75949 W070 00°35.33654 from 1 September 2021 until 30 June 2023. Height above ground level 203' (62m). During night time, a red obstacle light shall be placed on the highest fixed point of the crane and shall be on at all times during night time hours (from sunset to sunrise). During day time, a checkered red and white flag shall be placed on the highest fixed point on the crane at all times during day time hours (from sunrise to sunset).

Bridgetown, Barbados, (Grantley Adams Intl), Per AIC A002-23, commencing on the 31 JAN 2023 and continuing until the 8 MAY 2023, the runway edge lights will be changed from incandescent fixtures to L.E.D. fixtures. This work will only be undertaken during the morning hours between 1100UTC and 1600UTC, on a minimum of one day per week, up to a maximum of two days per week. The replacement of lighting fixtures will begin from runway 27 threshold and proceed westward to the threshold of runway 09.

Campeche, Mexico, (Alberto Acuna Ongay), Campeche, Mexico Airport name change,

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from Alberto Acuna Ongay to ING Alberto Acuna Ongay.

Cayman Brac, Cayman Is, (Charles Kirkconnell Intl), Automatic Weather Station (AWOS) RWY 09 Unserviceable.

Expected duration to be until August 13,2022.

Per sup 01-20 CBC Non-Directional Beacon is unserviceable and withdrawn from service until further notice. RNAV Runway 09 and Runway 27 instrument approach procedures should be used as a substitute for the published CBC Non-Directional Beacon Runway 27 instrument approach procedure.

Cayo Coco, Cuba, (Jardines del Rey Intl), Aircraft stand 8 closed. Men and equipment working.

Boeing 777-300-ER aircraft operations with a maximum takeoff weight heavier than 250 tons (500,000 pounds) are prohibited. From November 15, 2022 until May 31, 2023.

Colon, Panama, (Enrique Adolfo Jimenez), [10-3] Procedures MADEN, MULPO 1 suspended.

Procedures VOR Rwy 18 (13-2), VOR DME Rwy 18 (13-1), VOR Rwy 36 (13-4), VOR DME Rwy 36 (13-3) suspended due to FNC DVOR/DME out of service.

Comayagua, Honduras, (Palmerola Intl), New IATA code XPL assigned for this airport, per AIC A09-21 and IATA website.

Curacao I, Neth Antilles, (Willemstad-Hato Intl), Per Sup 001-23 aircraft stand 09 until 16 will be closed for operation due to surface replacement.

Parking of cargo aircraft and commuter aircraft on the hardstands will be affected. All aircraft must be parked according to the APPP.

The activities will take place as of January 10th 2023 until the project has been completed end of January 2023.

The work will take place between 10:00 - 22:00UTC.

Per SUP 002-23, an airfield marking project will take place starting on 8 FEB 23 and will conclude on 30 MAR 2023. All markings on the movement area will be renewed. Different parts of the Movement Area will be closed based on the painting activity to be executed. Work area will be closed off with safety barrier and obstruction lights. NOTAMs will be issued to indicate the exact dates of closure for the different work areas.

David, Panama, (Enrique Malek Intl), PAPI for Rwy 04/22 will be out of service until Aug 30, 2023.

Per SUP A035/22 procedures VOR Rwy 04 and VOR DME Rwy 04 are suspended until 30 August 2023.

Flores, Guatemala, (Mundo Maya Intl), Due to maintenance work Rwy 10 PAPI out of service.

TKL NDB out of service.

Grand Cayman, Cayman Is, (Roberts Intl), A 204ft crane erected at 192058N 0812252W, 6.7NM NW of MWCR ARP (Indigo Hotel). The crane has a radius of 200ft and is equipped with a warning light at the tip.

Expected duration to be until November 2023.

Aircraft operators be advised that there is a 228ft crane erected at 192046.29N 0812254.95W, 3.47NM WNW of MWCR ARP (Water Mark). The crane is equipped with an obstacle light at the top and has a radius of 167.32ft. Expected duration to be November 26, 2020 until July 02, 2024.

Aircraft operators should be advised of a 198ft crane erected at 192048.53N 0812255.81W, 3.51 NM NNW of MWCR ARP (Water Mark). The crane is equipped with an obstacle light at the top and has a radius of 232.94ft. Expected duration to be from November 26, 2020 until July 02, 2024.

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Cruise ships operating at George Town Harbour in the vicinity of coordinates N19 17 55.3966, W81 23 33.2818, 3700m (2 NM) and approximately 280 degrees from the ARP. Ships have an operating height of up to 70 m (230 ft) AMSL. Ships will penetrate the Inner Horizontal Surface by up to 25 m (82 ft). Expected duration is to be permanent.

Per AIC 013/22 Air Display (Searchlight) will take place daily (2230 -0230 UTC) at the back of West Shore Centre,

19 19 15.7390N 81 22 51.6430W 3926m (2.12 NM) 324° (north north west) of the MWCR ARP.

The height of beam is up to 300m (984').

The radius of the beam at ground level is 2m (6') and 150m (492') at the highest altitude.

Per AIC 015-22 - 175FT (53.3m) AMSL Tower Crane erected at 19 17 33.0567N 81 22 35.0705W, 1.21 miles (1958m) 269 degrees (west) of the MWCR ARP. The Tower Crane has a radius of 238FT (72.6m) and is equipped with a warning light. Crane penetrates the Inner Horizontal Surface by 21.8FT (6.6m). Expected Duration to be until December 31st, 2023.

Standby Wind Director Indicator (WDI) unserviceable. Expected duration to be until August 01, 2022.

Great Exuma I, Bahamas Is, (Exuma Intl), Until further notice PAPI Rwy 12 and 30 are unserviceable.

Havana, Cuba, (Jose Marti Intl), Fuel AVGAS not available.

Higuero, Dominican Republic, (El Higuero Intl), Rwy 01 ALS changed to MALS 420m Medium intensity. Rwy 19 ALS changed to MALS 300m Medium intensity.

Higuey, Dominican Republic, (Punta Cana Intl), 12-1 RNAV (GNSS) RWY 08, 13-1 VOR DME RWY 08 and 13-3 VOR RWY 08 circling is only to RWY 26.

12-3 RNAV (GNSS) RWY 26 and 13-5 VOR RWY 26 circling is only to RWY 08.

13-2 VOR DME RWY 09 and 13-4 VOR RWY 09 circling is only to RWY 27.

13-6 VOR RWY 27 circling is only to RWY 09

Kingston, Jamaica, (Norman Manley Intl), Crane erected 4.52 NM from THR Rwy 12, coords N18 00.9 W076 47.7, elev 616' (188m) MSL. During the nights, a medium-intensity, type B (flashing red) obstacle light of 2000 candela per square meter (cd/m²) shall be placed in the highest point of the tower crane. This light shall operate at 20 to 60 flashes per minute, and operate at all times, especially during periods of reduced ambient light and heavy rain or smoke.

Liberia, Costa Rica, (Daniel Oduber Quiros Intl), (11-1) Holding at LIB VOR should read 266° inbound and 086° outbound.

With immediate effect and until December 31, 2023, the PAPI lights of Runway 07 are out of service.

Maicao, Colombia, (Jorge Isaac), Rwy 28 PAPI angle 3.00°

Mexico City, Mexico, (Lic Benito Juarez Intl), T2 ramp cannot be seen from the tower.

Moa, Cuba, (Orestes Acosta), The airfield will remain closed for operations until November 30, 2023, at 21:00 UTC. Only AN2, PZL/M18 and helicopter operations will be authorized.

Montego Bay, Jamaica, (Sangster Intl), (10-2A) Procedure OMAXI 6 suspended due to decommissioning of ISIA ILS/DME.

From 09 SEP 2022, 1200 UTC to 01 APR 2023, 0400 UTC, Rwy 07/25 length and declared distances will be decreased due to Rwy extension and associated works:

Dimensions	of	Rwy:
8173'(2491m)x151'(46m),		
Rwy 07 TORA 8173'(2491m),	TODA	
8173'(2491m), ASDA 8173'(2491m), LDA		
7943'(2421m), CWY (NIL),		

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Rwy 25 TORA 8173'(2491m), TODA9498' (2895m), ASDA 8317'(2535m), LDA 8173'(2491m), DTHR (NIL).

Simple Instrument Approach Lighting System (SIAL) RWY25 at the Sangster International Airport decommissioned.

EFFECTIVE: 02 SEPTEMBER 2022 AT 0000UTC TO 1 APRIL 2023 AT 0400UTC.

The Instrument Landing System (ILS)/Distance Measuring Equipment (DME), identification ISIA and frequency 109.500MHz, is decommissioned to facilitate extension of runway 07/25. (11-1) ILS DME Rwy 07 will be unavailable.

(12-1) RNAV (GNSS) Rwy 07, (12-2) RNAV (GNSS) Rwy 25 and (13-1) VOR DME Rwy 07 are available during the works.

Panama City, (Marcos A Gelabert Intl), Until June 30, 2023, ATIS frequency 127.9 is out of service.

Panama City, (Tocumen Intl), Until 30 JUNE 2023 Twy Q limited for Acft until CAT C. Closed on daily schedule 0400-1000Z.

Until DECEMBER 31, 2023 taxiway H will be limited for aircrafts until category C; from intersection taxiway J to aircraft position 108. Exercise caution.

Until December 31, 2023 works continue with illuminated cranes moving in the construction area of the subway station at the airport, located in the following coordinates:

090404.76N 0792335.51W

090403.95N 0792335.96W

090357.28N 0792321.94W

090356.36N 0792322.47W

Elevation 95' (29m)

Exercise Caution.

Until DECEMBER 31, 2023, Aircraft category F shall use FOLLOW ME procedures.

Until DECEMBER 31, 2023, taxiway J will be limited for aircrafts until category D; aircrafts

higher category shall use FOLLOW ME procedures.

Until July 1, 2023, wind direction indicator and the wind sensor of threshold 03L will continue out of service.

Until June 30, 2023, works of junctions continue on taxiway L. Personnel and equipment working at the following delimited areas as follows: 1) 156' (47.5m) East side of apron T1. 2) 156' (47.5m) bothsides center line of taxiway Q. 3) 246' (75m) from center line of runway 03R/21L.

Saba Island, Neth Antilles, (Juancho E. Yrausquin), TNCS 10-9 Note: Never drift South of the extended center line Rwy 12. During takeoff from Rwy 30 make a right turn as soon as possible.

San Jose, Costa Rica, (Juan Santamaría Intl), [10-9A] - RWY 25 PAPI-L ANGLE CHANGED FROM 3.50° TO 3.00°. NOTE: "DO NOT USE BEYOND 6.7 NM FROM DISPLACED THRESHOLD" REMOVED.

With immediate effect and until March 31, 2023, a Tower Crane is located in the vicinity of the Juan Santamaría International Airport, which is illuminated and signposted; therefore, caution is recommended for the presence of the same, since it is located specifically on the conical surface of said airport. The crane has a maximum height of 154' (47m) and is located at N09:58.9, W084:09.5.

With immediate effect and until October 24, 2023, the updated and available information of rescue and firefighting service of the Juan Santamaría International Airport (MROC), is the following:

There are three rolling units according to the following specifications:

Three Oshkosh Strikers

T4, 5,678 liters of water, 450 pounds of chemical powder and 833 liters of type B efficiency foam concentrate.

LATIN AMERICA

T9, 11,356 liters of water, 450 pounds of chemical powder and 1,665 liters of type B efficiency foam concentrate.

T11, 11,356 liters of water, 450 pounds of chemical powder and 1,665 liters of type B efficiency foam concentrate.

San Jose Del Cabo, Mexico, (Los Cabos Intl), Altimeter setting should read Alt Set: IN (MB on req).

San Juan, Puerto Rico, (Luis Munoz Marin Intl), (19-2) Bridge Visual Rwy 10 VASI-L chgd to PAPI-L, MALSR added.

San Salvador, El Salvador, (El Salvador Intl), The Autonomous Executive Port Commission reminds all users of the that any type of operation is prohibited, (landing / take-off or over-flight) in the area of the former runway 18/36 due to its disabling. With the exception of rescue and firefighting vehicles, all entry into this area must have the authorization of the Operations Department. The crossing in front of Threshold 36 of the former Auxiliary track and the perimeter street is free passage; so no Contact with the Control Tower is required. This provision does not exempt the criterion of being alert about your surroundings and listening to the radio transmissions. All the crossings of BACO 1, BACO 2 and CSL have been marked with the aim that drivers of vehicles pay attention to aircraft entering or leaving these sectors. Exercise caution both ways, when crossing the area, that are free passage and do not need to make contact with the Control Tower.

The CEPA Autonomous Executive Port Commission, makes the knowledge of Pilots, Aviation Schools, Air Operators, all users and all the personnel involved in the aeronautical activities that work will be carried out in the strips of runway 07/25. there will be men and equipment cutting grass, from Monday to Friday from 10:30 to 12:00 local hours (1630 - 1800 UTC).

Caution is requested.

Santiago De Cuba, Cuba, (Antonio Maceo Intl), With effect from November 15th, 2022 until May 14th, 2023, the HBN light, installed 6.2 miles (10 km) west of the Rwy 10 threshold, with an elevation of 853' (260m) above mean sea level, is out of service.

Villahermosa, Mexico, (C P A Carlos Rovirosa Intl), APT, all IAPs- Airport beacon deleted.

Rwy 08 ALS-F installed.

Jeppesen CHART CHANGE NOTICES highlight only **significant** changes affecting Jeppesen Charts, also regularly updated at www.jeppesen.com.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS

GENERAL

CUBA

The following airways within Cuba are standard cruise levels: UG629, L347, L465, M346, UL347, UL465, UL599, UM331, UM346 and UM595. The following airway within Cuba are Opposite cruise levels: A301

DOMINICAN REPUBLIC

When flying northbound from Santo Domingo FIR, contact Miami Center 10 minutes prior to crossing the Miami FIR boundary when over-flying SEKAR, LERED, POKEG or ASIVO on 126.45, or over MALVN on 123.77.

PANAMA

BOCAS DEL TORO (BDT) VORDME OTS until OCTOBER 30, 2023. Use Tagoba Is (TBG) VOR for course guidance for G/UG440 (TBG) VOR - (BDT) VOR (N09 W081). **MPTO, H/L-2.**

BAHAMAS IS

SOUTH BIMINI - CTAF 122.8 (N25 W079).
MUHA.

CENTRAL AMERICAN FIR

DANGER AREA MG(D)-2 estbld (W of La Aurora [AUR] VOR) as follows: A circle with a 8 NM radius centered on N14 28.9 W090 52.9. Altitudes: GND - 16500 MSL. **MGDT.**

COLOMBIA

ATS ROUTES changed:

UN653 estbld one way NW-Bnd Rionegro (RNG) VORDME - KOTIN 312°, 58NM; KOTIN - ARORO 323°, 100NM; ARORO - La Palma (PML) VORDME 318°, 60NM; (PML) VOR - SEKMA 326°, 157NM; SEKMA-TOSAV RNAV CRP (N11 41.5 W080 55.9) 325°, 100NM; TOSAV - San Andres (SPP) VORDME 324°, 70NM. **H/L-4, MPTO, H/L-2.**

UP530 estbld one way SE-Bnd San Andres (SPP) VORDME - BODED 137°, 70NM; BODED - MARMA 138°, 111NM; MARMA - PONPO 140°, 105NM; PONPO - KAKOL 139°, 64NM; KAKOL - Los Cedros (LCE) VORDME 143°, 60NM; (LCE) VOR - REMUK 151°, 44NM; REMUK - Rionegro (RNG) VORDME 152°, 91NM; (RNG) VOR - Mariquita (MQU) VORDME 155°/335°, 55NM; MQU - Bogota (BOG) VORDME 128°/309°, 42NM; (BOG) VOR - Villavicencio(VVC) VORDME 137°/318°, 73NM; (VVC) VOR - San Jose Del Guaviare (SJE) VORDME 162°/343°, 102NM; (SJE) VOR - DUBRA 158°/338°, 82NM; DUBRA - LOKOS 164°/344°, 99NM; LOKOS - PABON 170NM; PABON - Leticia (LET) VORDME 187°/007°, 89NM. **H/L-4, H/L-2.**

COSTA RICA

DEL COCO CTA established. An irregular-shaped area approx 220 NM N-S by 220 NM E-W centered on EL COCO (TIO) VOR and separated by airway A502 ULAPO - POXON into part West and East sectors. Vertical limits 8500'-19000' and 11500'-19000' respectively (N09 W084). **MROC.**

TEMPORARY RESTRICTED AREA MR(R)-3 estbld from 14 Jul 22 to 14 Jul 23. A circle with a 1 NM radius centered at N09 55.5 W084 04.0. **MROC.**

TRAINING AREA ZONE 1,2,3A and 3B withdrawn (N09 W084). **MROC.**

TRAINING AREA ZONE E estbld. An irregular shaped area approx 8nm N-S approx 10nm E-W beginning 22nm S-E of El Coco VOR. Altitudes GND-7000' MSL. **MROC.**

TRAINING AREA ZONE W estbld. An irregular shaped area approx 20nm N-S by apprx 20nm E-W beginning 20nm S-W of El Coco VOR. Altitudes GND-3000' MSL. **MROC.**

CUBA

ATS ROUTES changed:

B764 KERVU NCRP (N23 12.9 W084 46.1) estbld. VINKA deleted. KERVU - EMOSA 105 NM, MEA FL40. **MMUN.**

B879 realigned CANOA NCRP - DUNOG NCRP (N23 37.8 W083 35.6, 238°/058°, 37 NM, MEA FL40; DUNOG - OLABI NCRP (N22 58.3 W084 32.6), 66 NM; OLABI - MUPKI NCRP, 36 NM; MUPKI - WALKY NCRP (N22 14.5 W085 35.1) 36 NM; WALKY - NOSAT NCRP 236°/056°, 28 NM. **MMUN.**

G/UG765 EMOVI NCRP (N23 32.0 W083 07.4) and PODON NCRP (N22 39.1 W084 15.0) estbld. MAXIM - EMOVI - FRANT - PODON - ABANN 43/73/8/62 NM. **MMUN.**

R628 TANIA - Havana (UHA) VOR MEA FL40 (N22 W081). **MUHA.**

R644/UL780 LEPEG NCRP estbld (N22 39.2 W079 06.0). URSUS - LEPEG - TASNO 81/31 NM. **H/L-5.**

UB764 KERVU NCRP (N23 12.9 W084 46.1) estbld. VINKA deleted. KERVU - EMOSA 105 NM, MEA FL245. **MMUN.**

V/UV106 redesig one-way E-bnd NUDAL - FRANT(N22 W084). **MMUN.**

SANTA CLARA TMA established. An irregular-shaped area aprox 170 NM E-W by 140 NM N-S of centered near Santa Clara airport. Altitude GND-FL165 (N22 W079). **MUHA.**

DOMINICAN REPUBLIC

ATS ROUTES changed:

A/UA636 redesig M/UM348 ALBBE to KATOK (N20 W072). **MDSD.**

L450 redesig UL450 SEKAR - BEROX (N18 W070). **MDSD, H/L-9.**

L453 renamed UL453 ASIVO - TEKOL (N16 W069). **MDSD, H/L-9.**

L463 renamed UL463 JUELE CRP - Puerto Plata (PTA) VOR (N20 W071). **H/L-9.**

UA/A567 redesig UT/T19 Punta Caucedo (CDO) VOR - BEROX (N18 W069). **MDSD.**

UA/A554 withdrawn SEKAR - Puerto Plata (PTA) VOR; redesig UT 20 Puerto Plata (PTA) VOR - POKAK (N18 W069). **MDSD.**

UG/G466 redesig UT/T17 KOBET - KARUM (N18 W069). **MDSD.**

UL349 estbld SATOE - ARIAS CRP (N17 46.5 W069 22.5) 287°/105°, 79NM, MEA FL195; ARIAS - IDACO CRP (N17 50.8 W070 22.3) 285°/105°, 57NM; IDACO - Cabo Rojo VOR (DCR) 285°/104°, 73NM. **MDSD.**

UT09 withdrawn SEKAR - KATOK. **MDSD.**

W9 BORAS renamed BOROB (N19 W070). **MDSD, H/L-9.**

W35 DUROM CRP estbld (N18 15.5 W070 41.8). DUROM - OKOSO 9NM. **MDSD, H/L-9.**

Y315, UY315 MAPEP NCRP estbld (N18 58.5 W068 23.4) CHUMA-MAPEP 191°/011°, 15 NM, 4000 MEA; MAPEP-Punta Cana VOR (PNA) 24 NM. **MDSD.**

PROHIBITED AREA MD(P)-14 redesig MD(P)-2 Altitudes: GND - 5000 (N18 W069). **MDSD.**

Punta Cana and De Las Americas TMA class D extended from 14 NM to 16 NM around La Romana (LRN) VOR. **MDSD**.

SANTO DOMINGO ACC SOUTH Sector freq 127.8 chgd to 124.6 (N19 W071). **MTPP**, **TJSJ**, **MDSD**, **H/L-9**.

EL SALVADOR

ATS ROUTES changed:

H/UH225 redesign STANDARD cruise levels El Salvador VOR (CAT) - NAGEL. **MSLP**.

H225 El Salvador (CAT) VOR - ATUMA MEA 13000. **MSLP**.

R635 Ilopango VOR (YSV) - AMESA MEA 10000'. **MSLP**.

UH225 El Salvador (CAT) VOR - ATUMA MEA 20000. **MSLP**.

UR883 withdrawn El Salvador VOR (CAT) - AMUVO. **MSLP**.

DANGER AREA MS(D)-4 withdrawn (W of Ilopango VOR (YSV)). **MSLP**.

EL SALVADOR CTR. Altitudes GND - 3000'. **MSLP**.

GUATEMALA

ATS ROUTES changed:

G765 La Aurora (AUR) VOR - RIDEM MEA 9000 (N15 W089). **MGGT**.

UA770 ROSAM CRP established (N14 21.7 W090 10.0). La Aurora VOR (AUR) - ROSAM - MEGAL 25/30 NM. **MSLP**.

W3 La Aurora (AUR) VOR - ERDEK MEA 11000 (N15 W090). **MGGT**.

HAITI

ATS ROUTES changed:

L/UL218 estbld MODIT - RIBON - ILOVI - ESQLA - Port Au Prince (PAP) VOR 144° 324° 43/37/46/65 NM (N19 W073). **MTPP**.

HONDURAS

ATS ROUTES changed:

A-UAT754 realigned GOSOK - SUXIS CRP (N16 10.7 W087 12.9) 143°/324°, 78NM, MEA 3000; SUXIS - Bonito (BTO) VOR 144°/324°, 33NM, MEA 10000; BTO - VOKAS CRP (N15 11.1 W086 59.0) 193°/013°, 34NM; VOKAS - TALAG 193°/013°, 46NM. **MHTG**.

B/UB753 KANEL (CRP) (N14 40.7 W087 32.2) estbld ARITA-KANEL-ROMBO, 12/18 NM. **MHTG**.

B500 redesignated H225 La Mesa VOR (LMS) - TIRNA - NAGEL - ATUMA - El Salvador VOR (CAT). **MSLP**.

The following airways redesign OPPOSITE Cruise Levels within Central America FIR (MHTG): UA770, UL471, UZ637, UZ514, UB500, UM328, UZ403, UZ751, UL345, UR644, UG877, UB767, UB520, UZ894, UZ762. **MGGT**.

UB500 redesignated UH225 La Mesa VOR(LMS) - TIRNA - NAGEL - ATUMA - El Salvador VOR (CAT). UB500 segments PISIS - MITOL- OMIRO - MELDA - Rotan VOR (ROA) - UTILA - RUBRA - La Mesa VOR (LMS) withdrawn. **MSLP**.

UL471 DENOM CRP estbld (N15 54.3 W087 23.8) GABIX - DENOM - NAGEL 96/120 NM. **MSLP**.

CARIBBEAN MARITIME CTA established. An irregular shaped-area bounded on the north by Central American FIR running south approx on longitude W087 20 to latitude N17 00 and continue to 40 NM NE of Puerto Cabezas VOR (PZA). Then continue northbound along the Central American FIR. Lateral limits 3000' - 8500' Class F and 9000' - FL195 Class D. **MMUN**.

Palmerola CTR estbld. A rectangle shape approx 20 NM N-S by 10 NM E-W centered on Coronel Enrique (ESC) VOR. Altitudes:

GND-6500 AMSL. Class 'D'. Time of operation 24 HRS (N14 W087). **MHTG.**

PALMEROLA, Honduras - Coronel Enrique Soto Cano AB renamed Palmerola Intl (N14 W087). **MHTG.**

SOTO CANO TMA withdrawn (N13 W087). **MHTG.**

TONCONTIN TMA extended approx 25NM to the NW. Vertical limits GND - 19000 MSL (N14 W087). **MHTG.**

INDONESIA

KISAR I, John Becker CTAF 128.6 estbld (S08 E127). **FE H/L-10.**

JAMAICA

ATS ROUTES changed:

L341/UL341 redesig one-way S-bnd NIBEO - Sangster (SIA) VOR (N20 W078). **MKJP.**

L417 redesig T172 one-way N-bnd NEVPA CRP - BEMOL CRP (N18 W076). **MKJP.**

M/UM347 redesig one-way N-bnd Sangster (SIA) VOR - EPSIM CRP (N19 W078). **MKJP.**

UT172 estbld one-way N-bnd Manley (MLY) VOR - RADOK CRP (N18 25.6 W076 53.3) 356°/(176°), 30 NM, MEA FL250; RADOK - EPSOL CRP (N18 47.1 W076 58.1), 22 NM; - EPSOL - BEMOL CRP (N19 20.4 W077 05.6), 34 NM. **MKJP.**

CAYMAN BRAC (CBC) NDB replaced by CBRAC CRP same position. All affected airways realigned thereafter (A511, UA511, R644, UR644). (N19 W079). **MKJP.**

MARTINIQUE

ATS ROUTES changed:

UN669 estbld ELJEZ - OTUSU RNAV CRP (N17 38.5 W057 29.2) 068°/248°, 35NM, MEA FL245; OTUSU - MEBUK RNAV NCRP (N16 10.1 W059 26.6) 067°/248°, 143NM; MEBUK - AGBEL RNAV NCRP (N14 52.9

W061 06.7) 067°/247°, 124NM; AGBEL - ONGAL 065°/247°, 191NM; ONGAL - ALDIT 250°/070°, 7NM, MEA FL250; ALDIT - MASPA 250°/069°, 46NM; MASPA - OPLUD 249°/068°, 71NM; OPLUD - OPUTU 249°/069°, 25NM; OPUTU - BEGAB 249°/068°, 43NM; BEGAB - Maiquetia (MIQ) VOR 249°/069°, 45NM. **SVMI.**

MEXICO

ATS ROUTES changed:

G/UG521 AMIDA CRP (N18 37.8 W087 18.1). ITPIG - AMIDA - KIRAP 88/96NM. **MMUN.**

L333/UL333/L577/UL577/UJ52/R640/A321 DANUL renamed ILUBA (N20 W085). **MMUN.**

UJ3 SEDEM CRP (N21 06.3 W103 57.0) and AMAVO (N21 13.3 W104 04.7) CRPs estbld. TEILA - SEDEM - AMAVO - RADAP 20/10/10NM. **MMGL.**

CANCUN CTR established. A circle approximately 30 NM radius centered on Cancun apt MMUN. Altitudes GND - 1500 MSL. Class 'D'. Times of operation H24 (N21 W086). **MMUN.**

COLIMA CTR established. A circle approximately 11 NM radius centered on Colima apt (MMIA). Altitudes GND - 9500 MSL. Class 'D'. Times of operation H24 (N19 W103). **MMGL.**

COZUMEL CTR established. A circle approximately 20 NM radius centered on Cozumel apt MMCZ. Altitudes GND - 1500 MSL. Class 'D'. Times of operation H24 (N20 W086). **MMUN.**

DANGER AREA MM(D)-425 redesig RESTRICTED AREA MM(R)-425 (SE of Santa Lucia [SLM] VOR) (N19 W099). **MMMX.**

MEXICO ACC SECTOR 6 freq chgd to 126.15 (N18 W105). **MMGL.**

Mexico TMA Class 'C' Airspace chgd to Class 'D' (N19 W098). **H/L-3, MMMX, H/L-1, H/L-2.**

TEPIC CTR upper limit 9500' MSL (N21 W104).
MMGL.

PANAMA

ATS ROUTES changed:

A/UA502 will not have range and guidance on the following sections between David (DAV) VOR - POXON and (DAV) VOR - Taboga (TBG) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

B510 BOLAV CRP estbld (N11 33.1 W079 08.8). MIKUS - BOLAV - DAGAS 68/5 NM. MIKUS - DAGAS MEA 5000. **H/L-2.**

Q2 estbld Taboga (TBG) VORDME - DABEL 267°/087°, 15NM, MEA 3100; DABEL - IRUKA 14NM, MEA 5700; IRUKA - RONAM 58NM, MEA 8600; RONAM - EGOSO 56NM, MEA 10600; EGOSO - ASIKA 18NM, MEA 6300; ASIKA - David (DAV) VORDME 12NM, MEA 2500; (DAV) VOR - POXON 296°/116°, 26NM, MEA 5400 (N08 W082). **H/L-4, MPTO, H/L-2.**

Q19 DAMAX NCRP redesig CRP (N08 W079). **MPTO.**

UA323 withdrawn Taboga I VOR (TBG) - IVROS - Sao Gabriel Da Cachoeira VOR (GBR) (S00 W066). **MPTO.**

UB689 withdrawn San Andres (SPP) VOR to KAKOL (N10 W079). **H/L-4, MPTO, H/L-2.**

UG447 withdrawn San Andres (SPP) VOR to ARORO (N10 W079). **H/L-4, MPTO, H/L-2.**

UM549 realigned one-way NW-Bnd OBKIL - EDRAN; EDRAN - PULOX RNAV CRP (N05 42.7 W075 49.0) 313°, 83NM; PULOX - SIGUN RNAV CRP (N07 23.2 W077 50.4) 317°, 157NM; SIGUN - Taboga (TBG) VOR 315°, 132NM. **MPTO, H/L-2.**

V3 unusable until 15 APR 2023 France (FNC) VOR - NEMER (N08 W079). **MPTO.**

V4 unusable until 15 APR 2023 from France (FNC) VOR - MADEN (N09 W079). **MPTO.**

V11 no range and guidance avaialble between David (DAV) VOR - Santiago (STG) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

V15/V17 suspended between Bocas Del Toro (BDT) VOR - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

V19 no range and giudance available between OSABA - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

V23 suspended between David (DAV) VOR - BIXIL until August 30, 2023 (N08 W082). **MPTO, H/L-2.**

BOCAS DEL TORO (BDT) VORDME OTS until 30 OCT 2023 (N09 W082). **MPTO, H/L-2.**

CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**

DANGER AREA MP(D)-23 estbld. An irregular shaped-area approx 15 NM N-S by 15 NM W-E beginning approx 40 NM NW of Rio HAto (RHT) VOR. Altitude GND-5000'. beginning approx (N09 W080). Hours of operation 1830 - 2000 UTC. **MPTO.**

DAVID (DAV) VORDME OTS until 30 AUG 2023 (N08 W082). **MPTO, H/L-2.**

FRANCE (FNC) VORDME OTS until 15 APR 2023 (N09 W079). **MPTO.**

PROHIBITED AREA MP(P)-3 estbld until 24 SEP 2024. An irregular-shaped area approx . 5 NM N-S by approx 1 NM E-W beginning approx 11 NM NE of Taboga Island (TBG) VOR. Altitudes GND - 1500 (N05 W079). **MPTO.**

PROHIBITED AREA MP(P)-4 estbld (SW of France [FNC] VOR) as follows: A circle with a 1.5 NM radius centered on N09 15.4 W080 04.2. Altitudes: GND - 3000 MSL. **MPTO.**

PROHIBITED AREA MP(P)-20 estbld. A circular area centered on N09 08.8 W079 14.6 (NE of Tocumen [TUM] VOR). Altitudes Gnd - 1500 MSL. Times of Operation H24. **MPTO.**

UGETO NCRP and HOLDING estbld at N08 36.6 W079 10.9, 318° inbound track, RIGHT turns. **MPTO**.

URICA withdrawn. **MPTO**.

XAOLA withdrawn (N09 W082). **MPTO**.

PANAMA FIR

CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO**.

PUERTO RICO

ATS ROUTES changed:

M597 BETIR, Offshore Atlantic - FIVZE GNSS MEA 5500' (N21 W066). **MDSD**.

ROUTE 002 [RTE2] OSSEL - Saint Croix (COY) VOR 167°/347° (N17 W064). **TJSJ, H/L-10**.

Y421 estbld MEEGL RNAV NCRP (N18 29.3 W067 10.3) - HARBG 322°/141°, 130NM MEA 18000'; HARBG - HAGIT RNAV NCRP (N21 34.7 W071 01.9) 324°/142°, 156NM. **MDSD**.

CHUMA RNAV NCRP estbld at N19 13.3 W068 23.5. **MDSD**.

OLGAH, Puerto Rico NCRP withdrawn (N17 W066). **TJSJ, H/L-10**.

TRINIDAD

ATS ROUTES changed:

UP533 estbld CITRS - FAMPS RNAV NCRP (N16 39.1 W060 37.3) 064°/245°, 123NM, MEA FL245; FAMPS - OVIVU RNAV NCRP (N15 55.5 W061 28.8) 66NM; OVIVU - ITEGO 206NM; ITEGO - EGAVU RNAV CRP (N13 25.0 W064 24.0) 246°/066°, 20NM MEA FL250. EGAVU - EDNAK RNAV CRP (N13 11.8 W064 41.0) 246°/065°, 21NM; EDNAK - MUGPU RNAV CRP (N11 41.6 W066 36.0) 245°/064°, 144NM; MUGPU - OPTUB RNAV CRP (N11 34.6 W066 44.9) 244°/064°, 11NM; OPTUB - UBKET RNAV CRP (N11 26.3 W066 55.3) 13NM; UBKET -

UBROT RNAV CRP (N11 13.5 W067 11.5) 20NM; UBROT - ATONO 244°/063°, 22NM; ATONO - IVROV RNAV CRP (N10 51.9 W067 38.0) 242°/062°, 12NM; IVROV- IMBAT 19NM; IMBAT - Puerto Cabello (PBL) VOR 241°/061°, 15NM. **SVMI**.

UT349 OVIVU RNAV NCRP estbld (N15 55.5 W061 28.8). OMIKI - OVIVU - GABAR 35/122NM. **H/L-10**.

UJUNG PANDANG FIR

KISAR I, John Becker CTAF 128.6 estbld (S08 E127). **FE H/L-10**.

UNITED STATES OF AMERICA

ATS ROUTES changed:

A315 KNSLY, Offshore Atlantic - JOSES MEA 7000 (N20 W73). **H/L-9**.

A315-Y350-353-398 KNSLY, Offshore Atlantic RNAV NCRP replaced Great Inagua, Bahamas (ZIN) NDB (N20 W073). **H/L-9**.

AR15 redesign bi-directional BAHAA, Offshore Atlantic to Orlando, FL (ORL) VOR (N30 W078). Eff 23 Feb 23. **H/L-5**.

AR16 redesign bi-directional PERMT, Fla to SEELO, Offshore Atlantic (N30 W078). Eff 23 Feb 23. **H/L-5, MYNN**.

AR17 redesign bi-directional OSTNN - Virginia Key, Fla (VKZ) (N25 W080). Eff 23 Feb 23. **H/L-5, MYNN**.

AR18 redesign bi-directional WOLFO, Offshore Atlantic to ROWSY (N30 W078). Eff 23 Feb 23. **H/L-5**.

AR19 redesign bi-directional MAJIK, Offshore Atlantic to CHIEZ, N Car (N34 W077). Eff 23 Feb 23. **H/L-5**.

AR22 redesign bi-directional HOAGG, Offshore Atlantic - SKARP (N32 W078). Eff 23 Feb 23. **LA H/L-5**.

BR9L KNSLY, Offshore Atlantic RNAV NCRP replaced Great Inagua, Bahamas (ZIN) NDB (N20 W073). **H/L-9**.

- G629 KNSLY, Offshore Atlantic RNAV NCRP replaced Great Inagua, Bahamas (ZIN) NDB (N20 W073). **H/L-9.**
- IKBIX, Offshore Atlantic RNAV NCRP redesign RNAV CRP (N24 W081). **MUHA.**
- M597 BETIR - PUYYA - JANMA 95/13 NM (N20 W067). **MDSD.**
- V3 COP estbld 24NM from Fort Lauderdale, Fla (FLL) VOR/13NM from Palm Beach, Fla (PBI) VOR (N26 W080). **KMIA, MYNN.**
- Y183 redesign bi-directional IKBIX, Fla to PEAKY (N24 W081). Eff 23 Feb 23. **H/L-3, H/L-4, H/L-5, MUHA.**
- Y261-308-586-589 withdrawn FOWEE, Offshore Atlantic - MADIZ (N24 W078). **MUHA.**
- Y325 withdrawn FOWEE, Offshore Atlantic - ZEUS (N24 W079). **MUHA.**
- Y350-399-441 withdrawn Bimini, Bahamas (ZBV) VOR - Nassau (ZQA) VOR. SOME withdrawn (N25 W078). **MUHA.**
- Y442 redesign bi-directional MNATE, Offshore Atlantic - FUNDI (N24 W081). Eff 23 Feb 23. **H/L-3, H/L-4, H/L-5, MUHA.**
- BILZZ, Fla RNAV NCRP estbld at N25 42.3 W080 26.2. **KMIA.**
- BLYMY, Fla RNAV NCRP estbld at N25 52.8 W080 09.3. **H/L-4, KMIA, MYNN.**
- CARMA, Fla RNAV NCRP estbld at N26 04.6 W080 03.7. **KMIA.**
- CHUUM, Fla RNAV NCRP estbld N25 56.2 W080 28.4. **KMIA.**
- DAHLA, Fla RNAV NCRP estbld at N25 42.8 W080 16.6. **KMIA.**
- FENDE, Fla RNAV NCRP estbld at N26 04.2 W080 03.8. **KMIA.**
- FORT PIERCE, Fla Class 'D' airspace chgd to a circle with a 4.6NM radius centered on Treasure Coast Intl (KFPR) (N27 W080). **KMIA, MYNN.**
- GDDAY, Fla RNAV NCRP estbld N26 05.2 W080 00.7. **KMIA.**
- GUCCI, Fla RNAV NCRP estbld at N25 55.4 W080 06.1. **KMIA.**
- HEATN, Offshore Atlantic RNAV NCRP withdrawn (N26 W078). **MYNN.**
- HOMESTEAD, Fla CTAF 122.8 (N25 W080). **MUHA.**
- KETLL, Offshore Atlantic NCRP estbld at N25 27.4 W079 17.5. Bimini (ZBV), Bahamas VOR R-183. **MUHA.**
- KEY WEST, Fla - Intl CTAF 118.2 (N24 W081). **MUHA.**
- KEYZZ, Fla RNAV NCRP estbld at N26 12.7 W080 01.9. **KMIA.**
- MARATHON, Fla - Florida Keys Intl CTAF 122.97 (N24 W081). **MUHA.**
- Miami, Fla Class 'B' Airspace estbld. A rectangular shaped area approx 11NM S-N and 3NM W-E beginning approx 11NM W of Miami Intl (KMIA). Vertical Limits 2000 - 7000 MSL. Please reference Miami ClassB TMA chart for accurate boundary depiction (N25 W080). **KMIA.**
- NAPLES, Fla - Mun CTAF 128.5 (N26 W081). **MUHA.**
- Ocean Reef Club, Fla CTAF 122.72 estbld (N25 W080). **MUHA.**
- OTION, Fla RNAV NCRP estbld N26 12.8 W080 01.3. **KMIA.**
- RHODZ, Offshore Atlantic RNAV NCRP estbld at N25 53.7 W079 59.8. **KMIA.**
- RMANI, Fla RNAV NCRP estbld at N25 52.7 W080 11.5. **KMIA.**
- VALTR, Texas (EL) NDB decmsnd (N31 W106). **H/L-1.**
- VENEZUELA**
- ATS ROUTES changed:**
- UG442/UL332 NUXUL - IVROV RNAV CRP (N10 51.9 W067 38.0) 9NM; IVROV - Maiquetia (MIQ) VOR 41NM. **SVMI.**

UN779 realigned MIDUR - UBKET RNAV CRP
(N11 26.3 W066 55.3) 197°/017°, 21NM;
UBKET - Maiquetia (MIQ) VOR 50NM. **SVMI**.

RESTRICTED AREA SV(R)-2532 lateral limits
extended approx 3.5 NM W and 3.5 NM E.
Vertical limits chgd to GND - UNL [S and E of
Maiquetia [MIQ] VOR] (N10 W066). **SVMI**.

SOUTH AMERICA

Jeppesen CHART CHANGE NOTICES highlight only ***significant*** changes affecting Jeppesen Charts, also regularly updated at www.jeppesen.com.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS**GENERAL****BRAZIL**

CONTINENTAL ADIZ established. An area running parallel approx 80 NM along the Brazil country boundary limited by N03 36.3 W050 26.1 and S33 59.5 W051 47.8. Altitudes GND - UNL.

ECUADOR

GUAYAQUIL FLIGHT INFORMATION REGION (FIR) ident chgd to SEFG.

PANAMA

BOCAS DEL TORO (BDT) VORDME OTS until OCTOBER 30, 2023. Use Tagoba Is (TBG) VOR for course guidance for G/UG440 (TBG) VOR - (BDT) VOR (N09 W081). **MPTO**.

URUGUAY

Uruguay Class C Airspace Limits changed to FL85 - FL195

ATS ROUTES changed:

UL342 estbld one-way S-bnd Puerto Leguizamo (PLG) VOR 200 $^{\circ}$ /019 $^{\wedge}$, 138 NM MEA FL250, ANDID RNAV CRP (S02 25.3 W075 19.1) 199 $^{\circ}$ /019 $^{\wedge}$, 63 NM, UMSOK RNAV CRP (S03 27.0 W075 34.1, 199 $^{\circ}$ /018 $^{\wedge}$, 197 NM. Bi-directional. Tarapoto (TAP) VOR 198 $^{\circ}$ /017 $^{\wedge}$, 110 NM, NENER RNAV CRP (S08 26.9 W076 47.3) 197 $^{\wedge}$ /016 $^{\wedge}$, 127 NM, ILROL RNAV CRP (S10 30.8 W077 17.8)

198 $^{\wedge}$ /017 $^{\wedge}$, 45 NM, KALAR RNAV CRP (S11 14.8 W077 29.8). **SPJC**.

ARGENTINA**ATS ROUTES changed:**

B688 redesign N785 Ezeiza (EZE) VOR - Posadas (POS) VOR (S31 W058). **SAEZ**.

T/UT105 TOMIV (S41 31.6 W067 53.6) and NIGBU (S40 42.2 W067 59.5) RNAV CRPs estbld. PAKAL - TOMIV - SEMGA - NIGBU - EKOPA 51/26/24/19NM. **HI-8**.

UA306 withdrawn Ezeiza (EZE) VOR - UMKAL (S34 W058). **SCEL, SAEZ**.

UA306 withdrawn UGIMI to Ezeiza (EZE) VOR (S34 W058). **SAEZ**.

UA307 withdrawn NEBEG - Resistencia (SIS) VOR (S27 W059). **SACO**.

UL405 ESLAN (S34 58.9 W057 05.1) RNAV NCRP estbld. UGIMI - ESLAN - La Plata (PTA) VOR 10/40NM. **SAEZ**.

UL531 realigned bi-directional ESITO - Mendoza (DOZ) VOR 003 $^{\circ}$ /184 $^{\circ}$, 64NM, MEA FL250; 'DOZ' - NIRTA NCRP 070 $^{\circ}$ /250 $^{\circ}$, 30NM; NIRTA - SALBO CRP 25NM; SALBO - SOLER CRP 68NM; SOLER - KOPSI NCRP 074 $^{\circ}$ /254 $^{\circ}$, 28NM; KOPSI - ALDEX CRP 44NM; ALDEX - Cordoba (CBA) VOR 55NM; 'CBA' - OSUDA CRP 060 $^{\circ}$ /240 $^{\circ}$, 40NM. **SACO**.

UL550 UMKEV NCRP estbld (S29 04.7 W063 35.6). One-way s-bnd Tucuman (TUC) VOR - SISAP; UMKEV - PORKA 155 $^{\circ}$ /(335 $^{\circ}$), 19/26NM. **HI-8**.

UM400 redesign one-way SW-bnd SIKOB to Cordoba (CBA) VOR (S31 W064). **SACO**.

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- UM418 EVTAM RNAV NCRP estbld (S31 13.9 W062 38.1). MAVBI - EVTAM - DOPRI 093°/273°, 26/29 NM. **HI-8, SACO.**
- UM529 realigned one-way E-bnd ASIMO - San Juan (JUA) VOR; 'JUA' - OGNOP RNAV CRP (S31 19.1 W067 54.9) 062°/242°, 30NM, MEA FL250; OGNOP - UTBED RNAV CRP (S30 57.8 W067 12.0) 063°/243°, 42NM; UTBED - UBSOX NCRP (S30 12.6 W065 43.1) 89NM; UBSOX - POVNA NCRP (S29 51.3 W065 02.4) 064°/244°, 41NM; POVNA - UNPOX CRP (S29 35.9 W064 33.5) 065°/245°, 29NM; UNPOX - PUNGU NCRP (S29 26.4 W064 15.9) 18NM; PUNGU - UMKEV RNAV NCRP (S29 04.7 W063 35.8) 41NM; UMKEV - NIPMU RNAV CRP (S28 54.2 W063 16.6) 066°/246°, 20NM; NIPMU - ISKUK RNAV NCRP (S28 35.7 W062 43.3) 35NM; ISKUK - BIVID RNAV NCRP (S28 08.7 W061 55.4) 50NM; BIVID - NESRI RNAV CRP (S27 52.1 W061 26.4) 067°/247°, 31NM; NESRI - SEBDA RNAV NCRP S27 35.2 W060 57.2) 31NM; SEBDA - UBSUT RNAV NCRP (S26 45.5 W059 33.2) 068°/248°, 90NM; UBSUT - MADSA RNAV NCRP (S26 35.7 W059 16.9) 069°/249°, 18NM; MADSA - ARPAS 92NM. **SACO.**
- UM543 POVNA (S29 51.3 W065 02.4) NCRP estbld. SIBOL - POVNA - LITOR 43/55NM. **SACO.**
- UW15 POVNA NCRP estbld (S29 51.3 W065 02.4). LITOR - POVNA - SIBOL 159°/339° 55/43NM. **SACO.**
- UW16 UBSOX NCRP estbld (S30 12.6 W065 43.1). La Rioja (LAR) VOR - UBSOX - DADEB 135°/315, 75/16 NM. **HI-8.**
- UW64 withdrawn Ezeiza (EZE) VOR- Monte Caseros (MCS) VOR (S34 W058). **SAEZ.**
- UW65 withdrawn Gualeguaychu (GUA) VOR - Mariano Moreno (ENO) VOR (S33 W058). **SAEZ.**
- UZ102 MAVBI to OSUDA 320°/140°; SUKPA - ITEL A 327°/147° (S28 W065) **HI-8, SACO.**
- UZ107 withdrawn ALBAL to Neuquen (NEU) VOR (S38 W068). **HI-8, SCEL.**
- UZ108 GILSA - OGNOP (S31 19.1 W067 54.9) - ROGOD 199°/019°, 50/76 NM. VUGDU NCRP estbld (S36 28.7 W069 50.6) Malarque (MLG) VOR - VUGDU - MOCHO 61/111 NM. **HI-8.**
- UZ112 PUNGU NCRP estbld (S29 26.4 W064 15.9). ANDEG - PUNGU - LOGET 184°/004°, 49/57NM. **HI-8, SACO.**
- UZ125 estbld ALDEX - Santa Rosa De Conlara (SRC) VOR 183°/003°, 43 NM, MEA FL250; 'SRC' - ISIPO 232°/052°, 54 NM (S31 W065). **SACO.**
- UZ128 estbld one-way E-bnd GUVOL - MEBRA 079°/(259°) 98 NM; MEBRA - PAMAL 081°/(261°) 85 NM; PAMAL - PAMAK 076°/(256°) 77 NM; bi-directional PAMAK - Cordoba (CBA) VOR 091°/271° 55 NM (S31 W064). **SACO.**
- UZ129 estbld One-way S-bnd Gualeguaychu (GUA) VOR - PAGON 196°, 55 NM, MEA FL260 (S33 W058). **SAEZ.**
- W11 withdrawn Mariano Moreno (ENO) VOR - PAGON (S34 W058). **SAEZ.**
- W25 redesign one-way SW-bnd OPTIR to Cordoba (CBA) VOR; MEA FL60. (S31 W064). **SACO.**
- W27 KOVUK - Punta Indio VOR (PDI) 136°/316°, (PDI) VOR - ISTER 229°/049° (S35 W057). **SAEZ.**
- W74 estbld One-way N-bnd Ezeiza (EZE) VOR - LANDA - Gualeguaychu (GUA) VOR 005°/008°, 55/54 NM, MEA FL50 (S34 W058). **SAEZ.**
- Z121 estbld one-way E-bnd DADEB - SIBOL 104°/(284°), 42 NM, MEA FL 90 (S30 W065). **SACO.**
- CATARATAS DEL IGUAZU CTR Class 'D' chgd to Class 'C' and extended approx 5NM to the east (S25 W054). **LO-11, LO-12.**

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EZEIZA CTR extended approx 5NM to the northwest (S34 W58). **SAEZ**.

La Plata CTR withdrawn (S34 W057). **SAEZ**.

PROHIBITED AREA SA(P)-23 estbld (NW of San Fernando [FDO] VOR as follows: A circle with a .135 NM radius centered on S34 24.7 W058 43.2. Altitudes: GND - 500 MSL. **SAEZ**.

RESTRICTED AREA SA(R)-2 extended approx 2NM to the East. **SAEZ**.

RESTRICTED AREA SA(R)-22 vertical limits chgd to GND - FL190 (W of Salto [STO] VOR) (S31 W058). **LO-12, LO-14**.

RIO GRANDE TMA Class 'A/B' Airspace withdrawn (S53 W067). **LO-14**.

STA. ROSA DE CONLARA CTR established. A circle approximately 15 NM radius centered on Sta. Rosa de Conlara (SRC) VOR. Altitudes GND - FL95. Class 'C'. Times of operation 1100 - 1900 daily (S32 W065). **SACO, LO-13**.

VILLA GESELL (GES) NDB coords chgd to S37 14.1 W057 01.4. **LO-12, LO-13**.

BOLIVIA

ATS ROUTES changed:

A304 withdrawn Corumba (CUB) NDB to La Paz (PAZ) VOR (S16 W068). **SLLP, SLVR**.

B652 withdrawn Viru Viru (VIR) VOR - Cuiaba (CIA) VOR (S17 W063). **SLVR**.

UL404 MUDIL withdrawn. KABOM - UKDOR 90 NM. **SLVR**.

UL540 realigned DOPGO (S19 22.7 W064 57.0) - MATGO (S18 55.0 W064 28.5) - MULOG (S18 34.9 W064 07.8) 39/28 NM. Viru Viru VOR (VIR) - OGSIG NCRP (S16 46.1 W062 04.8) - SASNO NCRP (S16 32.5 W061 47.9) 80/21 NM. **SLVR**.

UM784 AKVOR - ROBOK 161°/341°, 70 NM; ROBOK - PAPEK- 164°/345°, 156 NM; PAPEK - AMVIV - LOKOX 166°/346°, 69/85 NM. **SLVR**.

UW29 withdrawn La Paz (PAZ) VOR - Puerto Suarez (PSZ) NDB (S16 W068). **SLLP, SLVR**.

UZ29 estbld along UW29 La Paz (PAZ) VOR - Viru Viru (VIR) VOR (S16 W064). **SLLP, SLVR**.

W3 Sucre VOR (SUR) - San Ignacio De Velasco NDB (SNG) withdrawn. **SLVR**.

W9 withdrawn Trinidad (TRI) VOR - La Paz (PAZ) VOR (S14 W064). **SLLP**.

W10 withdrawn Cobija (CIJ) NDB - La Paz (PAZ) VOR (S11 W068). **SLLP**.

Z29 desig La Paz (PAZ) VOR - TERAX 112°/292°, 55NM, MEA FL230; TERAX - MOSGO 113°/293°, 60NM, MEA FL200; MOSGO - PUNAV 113°/294°, 24NM; PUNAV - DOLGI 114°/294°, 13NM; DOLGI - SALBI 114°/294°, 68NM; SALBI - Viru Viru (VIR) VOR 115°/296°, 80NM, MEA FL180; (VIR) - GAVOS 119°/300°, 80NM, MEA FL70; GAVOS - ALGIP 120°/301°, 188NM; ALGIP - EDRUS 122°/302°, 20NM; EDRUS - ENTOM CRP (S18 58.5 W057 49.2) 110°/290°, 27NM. **SLLP, SLVR**.

RESTRICTED AREA SL(R)-16 withdrawn (N of Viru Viru [VIR] VOR) (S17 W063). **SLVR**.

RESTRICTED AREA SL(R)-19 withdrawn (N of Viru Viru [VIR] VOR) (S17 W063). **SLVR**.

VIRU VIRU (VRO) NDB decmsnd. (S17 32.2 W063 12.0) **SLVR**.

BRAZIL

ATS ROUTES changed:

G678 redesig Z86, Manaus VORDME (MNS) to GELVA (N03 W060). **SBMN**.

UL795 estbld one-way S-bnd MUPIN CRP (S01 38.3 W061 12..3) - KAMIR 167°/(347), 68NM, MEA FL250. **SBMN**.

UL795/UZ23 UKAKI renamed KOPMI (S21 W044). Eff 23 Feb 23. **HI-4, HI-5, HI-6**.

UZ1 OFITO - NIDSA 92 NM (S13 W040). **HI-5**.

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- UZ6 IVTEK renamed SISAS (S20 W045). **SBCF.**
- UZ6 LUNAT renamed PUGRU (S22 W043). **SBGL.**
- UZ21 DEPOT renamed GEBOL (S19 18.2 W043 49.1). **SBCF.**
- UZ24/Z1, VUSAK renamed PUKBO (S19 W045). **SBCF.**
- UZ30 IVTEK renamed SISAS (S20 W045). **SBCF.**
- UZ61 DEPOT renamed GEBOL (S19 18.2 W043 49.1). **SBCF.**
- UZ71 redesign one-way S-Bnd ARULA - BOLIP (S25 W051). **HI-5, HI-6.**
- W8 redesign Z36 Marica (MIA) VOR - UMKIT (S21 W043). **LO-11.**
- W15 SANDI renamed SISEL (S33 W055). **SAEZ.**
- W57 IVTEK renamed SISAS (S20 W045). **SBCF.**
- Z2 IVTEK renamed SISAS (S20 W045). **SBCF.**
- Z2 LUNAT renamed PUGRU (S22 W043). **SBGL.**
- Z4/Z36/UL206/UN857/UZ001/UZ171 Marica (MIA) VOR replaced with UDIRA RNAV CRP (S22 58.0 W042 53.5). Eff 23 Feb 23. **HI-4, LO-11, HI-5, HI-6, SBGL.**
- Z73 DANKU RNAV NCRP estbld at (S19 40.7 W042 54.4). BOMAG - DANKU - NIPDA 23/12 NM
SBCF.
- ARAXA (ARX) NDB decmsnd (S19 W046). **LO-8.**
- BELO HORIZONTE (BHZ) NDB decmsnd (S19 W043). **SBCF.**
- CONQUISTA DME cmsnd. Ident 'VCO', freq 115.2, coords at S14 54.5 W040 55.1. **LO-8.**
- CURITIBA 2 CTA extended approx 15NM to the west and 55NM to the south (S23 W047). Eff 23 Feb 23. **LO-11.**
- DANGER AREA SB(D)-496 estbld (SE of Sao Jose [SCP] VOR as follows: A circle with a 1.08 NM radius centered on S23 47.7 W045 21.2. Altitudes: GND - FL30 (S23 W045). **SBGL.**
- GARCAS (BAG) VOR decmsnd (S15 W052). **LO-8.**
- Goiania (GNV) VOR/DME OTS from 0000UTC 01 DEC 22 to 1500UTC 23 AUG 23 (S16 W049). **LO-8, SBBR, HI-5, HI-6.**
- GRID MORA (S01-S02/W050-W051) 1500. **LO-7.**
- LENCOIS DME cmsnd. Ident 'LNC'. freq 113.6, coords at S12 29.3 W041 16.5. **LO-8.**
- NOVA (NOA) NDB decmsnd (S22 W043). **SBGL.**
- PARINTINS (PRI) VOR decmsnd (S02 W056). **LO-6.**
- PORTO SEGURO CTR CLASS 'D' chgd to CLASS 'C' (S16 W039). **LO-8.**
- RECIFE FIR extended approx 100NM to the east and replaced that portion of ATLANTICO FIR (S09 W032). **LO-7, LO-8, HI-5.**
- RESTRICTED AREA SB(R)-495 estbld. An irregular-shaped area approx 2 NM S-N by approx 3 NM E-W beginning approx 30 NM N of Sao Jose (SCP) VOR. Altitudes: GND - 6500 MSL (S22 W045). **SBGL.**
- RESTRICTED AREA SB(R)-383 estbld. An irregular-shaped area 1 NM N-S by approx 1.5 NM E-W beginning approx 11 NM South East of Santa Cruz [SCR] VOR. Altitudes: GND-2000 AGL (S23 W043). **SBGL.**
- RESTRICTED AREA SB(R)-418 an irregular shaped area approx 45 NM S-N by approx 51 NM E-W beginning approx 15 NM NE of San Jose (SCP) VOR extended approx 18 NM to the south (S23 W045). **SBGL.**
- RESTRICTED AREA SB(R)-431 extended approx 20NM to the northwest (S22 W045). **SBGL.**

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RESTRICTED AREA SB(R)-434 extended approx 8NM to the north. Vertical limits chgd to GND - FL70 (S22 W045). **SBGL**.

RESTRICTED AREA SB(R)-575 upper limit chgd to 2000 AGL (S26 W048). Eff 23 Feb 23. **LO-12**.

RESTRICTED AREA SB(R)-602 lower limit chgd to FL100 (SW of Goiania [GNV] VOR) (S17 W050). **LO-8, HI-5, HI-6**.

RESTRICTED AREA SB(R)-613 estbld (NW of Goiania [GNV] VOR) as follows: The same lateral limits as SB(R)-601. Altitudes FL310-UNL (S15 W048). **HI-4, SBBR, HI-5, HI-6**.

RESTRICTED AREA SB(R)-632 lateral limits chgd (E of Cuiaba [CIA] VOR as follows: A circle with a 2 NM radius centered on S15 33.9 W054 20.3. Eff 23 Feb 23. **LO-8**.

RESTRICTED AREA SB(R)-801 lateral and vertical limits chgd as follows: An irregular-shaped area approx 3 NM S-N by approx 4 NM E-W beginning approx 112 NM NW of Santa Maria (SMA) VOR. Altitudes: GND - FL190 (S28 W55). Eff 23 Feb 23. **LO-12**.

RESTRICTED AREA SB(R)-809 estbld (W of Londrina [LON] VOR). A circle with a 3 NM radius centered on S23 21.4 W051 29.5. Altitudes: GND - FL145 (S23 W051). **LO-11**.

RESTRICTED AREA SB(R)-810 estbld. An irregular shaped area approx 4 NM N-S by approx 4 NM E-W beginning approx 46 NM NE of PIRARI (PAI) VOR. Altitudes: 4000-7000. (S21 W043) **LO-11, SBGL**.

RESTRICTED AREA SB(R)-813 estbld. A circle with a 1.6 NM radius centered on S23 12.9 W051 11.2 approx 9 NM N of Londrina (LON) VOR. Altitudes: GND-FL145. **LO-11**.

RESTRICTED AREA SB(R)-815 estbld (NW of Florianopolis [FLN] VOR) as follows: A circle with a 3 NM radius centered on S27 04.7 W049 38.0. Altitudes: GND - FL50. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-816 estbld (E of Curitiba [CTB] VOR) as follows: A circle with a .54 NM radius centered on S25 32.4 W048 31.9. Altitudes: GND - FL120. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-817 estbld. A circle with a 5NM radius centered on S20 24.0 W043 23.0. Altitudes: GND - 5400 MSL. Eff 23 Feb 23. **LO-8, SBCF**.

RESTRICTED AREA SB(R)-818 estbld. A rectangle approx 4 NM S-N by approx 3 NM E-W beginning approx 23 NM SW of Telamaco (TLB) NDB. Altitudes: GND - FL130 (S24 W050). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-819 estbld (NE of Pirai [PAI] VOR) as follows: A circle with a .5 NM radius centered on S21 47.6 W043 23.1. Altitudes: GND - FL140. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-820 estbld. An irregular-shaped area approx 1 NM S-N by approx 2 NM E-W beginning approx 104 NM SE of Foz (FOZ) VOR. Altitudes: GND - FL80 (S26 W052). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-821 estbld (N of Florianopolis [FLN] VOR) as follows: A circle with a .5 NM radius centered on S27 10.7 W048 37.4. Altitudes: GND - 1500 AGL. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-822 estbld. An irregular-shaped area approx 7 NM S-N by approx 6 NM E-W beginning approx 69 NM SW of Curitiba (CTB) VOR. Altitudes: GND - FL260 (S26 W050). Eff 23 Feb 23. **HI-4, LO-11, HI-5, HI-6**.

RESTRICTED AREA SB(R)-823 estbld. A rectangle approx 3 NM S-N by approx 3 NM E-W beginning approx 38 NM SW of Joinville (JNV) VOR. Altitudes: GND - FL120 (S26 W049). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-824 estbld. A rectangle approx 1 NM S-N by approx 0.5 NM E-W beginning approx 39 NM SW of Joinville

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(JNV) VOR. Altitudes: GND - 3500 AGL (S26 W049). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-825 estbld (NE of Pirai [PAI] VOR) as follows: A circle with a 1 NM radius centered on S20 59.3 W042 53.3 Altitudes: GND - FL140. Eff 23 Feb 23. **LO-8, LO-11**.

RESTRICTED AREA SB(R)-826 estbld. An irregular-shaped area approx 110 NM S-N by approx 39 NM E-W beginning approx 272 NM NE of Pirai (PAI) VOR. Altitudes: FL100 - FL410 (S17 W043). Eff 23 Feb 23. **HI-4, LO-8, HI-5, HI-6**.

SALVADOR CTR upper limit chgd to 3500' (S12 W038). **LO-8**.

SETE LAGOAS DME cmsnd. Ident 'SLG', freq 114.2, coords S19 26.6 W044 13.9. **SBCF**.

The following NDB have been decmsnd:

EL TROMPILLO (TCZ)

TRINIDAD (TDD)

SAN JOAQUIN (JOA)

MONTEAGUDO (AGU)

SUCRE (SRE). **SLVR 10-1**.

TRAMANDAI (FB) NDB decmsnd (S29 W050).

LO-12, HI-6.

CHILE

ATS ROUTES changed:

L348 PUDRO CRP estbld (S33 40.4 W072 50.1). Domingo (DGO) VOR - PUDRO - TIRLO 61/8 NM. **HI-8, SCEL**.

Q810/UQ810 ASAOKU NCRP estbld (S39 15.7 W072 59.0). Valdivia (VLD) VOR - ASAOKU - PUPAR 25/47 NM. **SCTE**.

T/UT101 NILTA CRP estbld (S33 05.9 W072 47.8). ITANO - NILTA - EGULU 11/43NM. **HI-8**.

T/UT200 ESOKI RNAV NCRP estbld (S34 17.0 W071 53.7). Domingo (DGO) VOR - ESOKI - SOSTA 40/99NM. **LO-13, LO-14**.

T115/UT115 KIBEL NCRP estbld (S39 17.5 W072 51.9). Valdivia (VLD) VOR - KIBEL - Araucania (NIA) VOR 25/25 NM. **SCTE**.

T121 estbld Mocopulli (MPI) VOR - ANPIP NCRP (S42 05.4 W073 32.4) 018°/198°, 17 NM, MEA 4000': ANPIP - Puerto Montt (MON) VOR 018°/199°, 44 NM: Puerto Montt - SARTO CRP (S40 56.8 W072 55.0), 007°/188°, 30 NM, MEA 6000': SARTO - ERUKA CRP (S39 45.1 W072 31.5) 74 NM. **SCTE**.

UA306 withdrawn Tabon VOR (TBN) - RIBLA - UMKAL (S32 W070). **SCEL**.

UA307 withdrawn Santiago VOR (AMB) - VISEK - YESOS - NEBEG (S33 W070). **SCEL**.

UL401 PULOK CRP estbld (S31 02.0 W072 39.7). TOLAS - PULOK - RENEM 83/5NM. **HI-8**.

UL780 VUTRA CRP estbld (S29 41.0 W072 34.5). MOPNU - VUTRA - SIKAB 62/75NM. **HI-8**.

UT118 ESEPA CRP estbld (S33 43.6 W072 50.3). UPUSI - ESEPA - OSABO 34/8NM. **HI-8**.

UT127 SILAS NCRP estbld (S41 37.0 W073 06.0). Puerto Monnt VOR (MON) - SILAS - GENEK 11/45NM. **SCTE**.

UT316 PAKEN CRP estbld (S32 44.1 W072 46.3). VUSAL - PAKEN - Ventanas (VTN) VOR 12/65NM. **HI-8**.

V/UV200 ESOKI NCRP estbld (S34 17.0 W071 53.7). Domingo (DGO) VOR - ESOKI - SOSTA 40/99NM. **LO-13, LO-14**.

V107 MOLTU NCRP estbld (S34 16.8 W071 25.6). Domingo (DGO) VOR - MOLTU - Curico (ICO) VOR 38/43NM. **LO-13, LO-14**.

W/UW104 withdrawn Santo Domingo (SNO) NDB to Isla Robinson Crusoe (IRC) NDB (S33 W071). **HI-8, SCEL**.

PROHIBITED AREA SC(P)-9 estbld. A circle with 1.5NM radius centered on S37 19.9

SOUTH AMERICA

W073 33.6. Altitudes GND - 1600 AGL. **LO-14.**

PROHIBITED AREA SC(P)-57 estbld. A rectangular shaped area approx 2 NM S-N by approx 2 NM E-W beginning approx 6 NM E of Santiago (AMB) VOR. Altitudes Gnd - 3000 AGL (S33 W070). **SCEL.**

RESTRICTED AREA SC(R)-73 estbld. A square-shaped area approx .5 NM S-N by approx .5 NM E-W beginning approx 6 NM E of Santiago (AMB) VOR. Altitudes Gnd - 3500 MSL (S33 W070). **SCEL.**

COLOMBIA**ATS ROUTES changed:**

G675 OBDOX CRP estbld (N02 31.3 W076 48.8). ISOPA - OBDOX - ANKAS 34/5NM. **LO-3.**

G675/Z012 PASTO (PSO) VOR replaced by SEKTA CRP (N01 23.9 W077 17.4) **LO-3.**

UA574 redesign UL220 Cartagena (CTG) VOR - GILGA (N10 W075). **SKBQ.**

UL423 ILTUR - PULOX CRP (N05 42.7 W075 49.0) 302°, 158NM, MEA FL245; PULOX - VASIL 319°, 50NM. **HI-7.**

UL542 withdrawn OTAMO - PUPAS - REMEX (S03 W070). **SKBQ.**

UL655 realigned. ESARO - DABAX 139°/320°; SIMAT - POTBA 141°/322°; PABON - ASAPA 144°/325° (N05 W079). **HI-7.**

UM218 realigned DILAR - KAGEM 179°/359°, 75 NM; KAGEM - LOKOV - Barrancabermeja VOR (EJA) One-way S-bnd 188°, 82 NM/ 184°, 61 NM (N10 W074). **SKBQ.**

UN653 estbld one way NW-Bnd Rionegro (RNG) VORDME - KOTIN 312°, 58NM; KOTIN - ARORO 323°, 100NM; ARORO - La Palma (PML) VORDME 318°, 60NM; (PML) VOR - SEKMA 326°, 157NM; SEKMA-TOSAV RNAV CRP (N11 41.5 W080 55.9) 325°, 100NM; TOSAV - San Andres (SPP) VORDME 324°, 70NM. **MPTO.**

UP527 estbld one way SE-Bnd Taboga (TBG) VORDME - MUBMI RNAV CRP (N07 06.4 W077 59.3) 142°, 137NM; MUBMI - QUIBDO (UIB) VOR 117NM; (UIB) VOR - DAGUR 143°, 102NM; DAGUR - POVSO 119°, 81NM; POVSO - DADKA 123°, 112NM; ALGOD withdrawn. **HI-7.**

UP533 realigned KIKAS - LOBUL 234°/052°; LOBUL - BOKAN 232°/048° (N04 W074). **SKBO.**

UP793 estbld one-way S-bnd SINID - EVPPIP RNAV CRP (N11 56.4 W074 41.7) 163°, 200 NM, MEA FL245; bi-directional EVPPIP - DILAR 164°/344°, 83 NM; DILAR - ISLAG 166°/346°, 63 NM; ISLAG - GEKAR 83 NM; GEKAR - ILVIR 166°/347°, 294 NM; ILVIR - BRACO 155°/335°, 152 NM. **SKBQ.**

UQ108 withdrawn OTAMO to Mitu VOR (MTU) (N08 W073). **SKBQ.**

UQ115 redesign one-way N-Bnd XOGEN - UGREB. (N08 W074) **SKBQ.**

V701 Puerto Ayacucho (PAY) VOR to KUBTU 277°/097°; KUBTU to Marandua (MDU) VOR 278°/097°; LUTVI to PAMAG 292°/111° (N05 W067). **LO-5.**

V714 estbld San Jose Del Guaviare (SJE) VOR - OPUVA CRP (N02 17.5 W073 00.1) 236°/ 056°, 26NM, MEA 5000; OPUVA - NENUG CRP (N01 46.3 W073 46.7) 56NM, MEA 9000; NENUG - XUVUK CRP (N01 23.5 W074 20.8) 41NM; XUVUK - UTGUL CRP (N03 44.7 W076 36.2) 234°/054°, 31NM, MEA 5000; UTGUL - Tres Esquinas (TQS) VOR 35NM. **LO-3.**

V714 San Jose Del Guaviare (SJE) VOR - EDNAD CRP (N02 17.2 W072 59.8) 244°/ 064°, 26NM; EDNAD - MUBOD CRP (N01 45.4 W073 46.0) 244°/063°, 56NM; MUBOD - EKUTO CRP (N01 22.5 W074 19.7) 243°/ 063°, 41NM; EKUTO - PUGIG CRP (N01 04.4 W074 45.2) 31NM; PUGIG - Tres Esquinas (TQS) VOR 243°/062°, 35NM. XUVUK, NENUG, OPUVA withdrawn. **LO-3.**

SOUTH AMERICA

- W1 redesign Z016 VUSRU CRP - Popayan (PPN) (N02 W076). **LO-3, SKCL.**
- W1 redesign bi-directional Tulua (ULQ) VOR to LIVOB; redesign one-way NE-bnd TOLIM CRP to Ambalema (ABL) VOR (N04 W075). **LO-3, SKCL, SKBO.**
- W5 Guapi NDB (GPI) replaced by GIBTU CRP (N02 34.4 W077 53.7). **LO-3.**
- W9/G431 UBMUN NCRP redesign CRP. (N07 W073). **LO-1.**
- W10 ORELU NCRP redesign CRP (N07 W073). **LO-1.**
- W12 NEDOR NCRP redesign CRP (N07 W073). **LO-1.**
- W19 Cerrejon (CJN) VOR - Valledupar (VUP) VOR 233°/053° 65NM, MEA 8000; VUP - UGOSA 47NM, MEA 5000 (N10 W073). **LO-1.**
- W30 redesign Z015 DAKOP - GIBTU CRP (N02 34.4 W077 53.7) 073°/254°, 40NM, MEA 7000; GIBTU - ESMOD 026°/206°, 87NM, MEA 3000. **LO-3.**
- W32 EDVAR - Valledupar (VUP) VOR 074°/255°, 50NM; ' VUP ' VOR - IRONU 026°/207°, 49NM (N10 W074). **LO-1.**
- W32 EDVAR - Valledupar (VUP) VOR (N10 26.7 W073 15.0) 080°/259° 47 NM, MEA 9000; (VUP) VOR - ANDIL CRP (N10 30.7 W073 12.7) - IRONU 023°/206° 11/45 NM. **LO-1.**
- W34 redesign one-way NE-bnd Cucuta (CUC) VOR to LUCHA N07 W072). **LO-1.**
- W35/G431 IVRIK NCRP redesign CRP. (N07 W073). **LO-1.**
- W41 UMPUR to Valledupar (VUP) VOR 107°/288° (N10 W074). **LO-1, SKBQ.**
- W41 Valledupar VOR (VUP) - UMPUR 293°/114° (N10 W073). **LO-1.**
- Z022 estbld one-way SW-bnd KONKO - OBDOX CRP (N02 31.3 W076 48.8) 257°, 23NM, MEA 10000. **LO-3.**
- DANGER AREA SK(D)-38 withdrawn (N04 W073). **LO-5, LO-6.**
- GUAPI NDB (GPI) decmsnd (N02 W077). **LO-3.**
- PALANQUERO TMA Class 'D' lower limit chgd to GND (N05 W074). **LO-3, SKBO.**
- PALMA (PL) NDB decmsnd. (N03 W076). **SKCL.**
- PEREIRA (PEI) VOR HOLDING redesign; 075° inbound track, RIGHT turns (N04 W075). **LO-3.**
- RESTRICTED AREA SB(R)-49 estbld (NW of La Fria [LFA] VOR) as follows: A circle with a 1 NM radius centered on N08 38.3 W072 42 . 4. Altitudes: GND - 2000 AGL (N08 W072). **LO-1.**
- TRAINING AREA SK(E)-52 estbld S of Florencia VOR (FLA). A circle with a 2.5 NM radius centered on N01 15.3 W075 34.2. Altitudes: GND - 5500. **SALO-3.**
- TRES ESQUINAS TMA established. A irregular circle shaped area with a 33NM radius centered on Tres Esquinas (TQS) VOR. Altitudes GND - FL090. Class 'D'. Times of operation H24 (N01 W075). **LO-3.**

ECUADOR

- MANTA (MNT) NDB decmsnd (S00 W080). **LO-3.**

JAMAICA

ATS ROUTES changed:

- UL417 redesign one-way N-bnd Rio Branco VOR (RCO) - BEMOL. EVPPIP CRP (N14 56.4 W074 41.7) and NEVPA CRP (N14 56.4 W074 41.7 estbld. KAGEM - EVPPIP - NEVPA - NAARI 157/191/120 NM. **SKBQ.**
- UP525 estbld one-way S-Bnd EMABU RNAV CRP - RONLU RNAV CRP 171°, 106 NM, MEA FL 245; RONLU - ADSOV RNAV CRP 71 NM, ADSOV - SINID RNAV CRP (N15 00.0 W076 05.9) 103 NM; SINID - MORG1

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NCRP 209 NM; MORG- Barranquilla (BAQ) VOR 173°, 53 NM; (BAQ) VOR - DAGAN RNAV NCRP 172°, 174 NM; DAGAN - Barrancabermeja (EJA) VOR 173°, 59 NM; (EJA) VOR - PALUG RNAV CRP 185 NM; PALUG - S/Jose Guaviare (SJE) VOR 174°, 92 NM; (SJE) VOR - MARTU RNAV NCRP 166°, 144 NM; MARTU - POTBA RNAV NCRP 167°, 145 NM; POTBA - PUPAS RNAV NCRP 165°, 24 NM; PUPAS - REMEX RNAV NCRP 167°, 57 NM; REMEX - Leticia (LET) VOR 63 NM. **SKBQ.**

MARTINIQUE**ATS ROUTES changed:**

UN669 estbld ELJEZ - OTUSU RNAV CRP (N17 38.5 W057 29.2) 068°/248°, 35NM, MEA FL245; OTUSU - MEBUK RNAV NCRP (N16 10.1 W059 26.6) 067°/248°, 143NM; MEBUK - AGBEL RNAV NCRP (N14 52.9 W061 06.7) 067°/247°, 124NM; AGBEL - ONGAL 065°/247°, 191NM; ONGAL - ALDIT 250°/070°, 7NM, MEA FL250; ALDIT - MASPA 250°/069°, 46NM; MASPA - OPLUD 249°/068°, 71NM; OPLUD - OPUTU 249°/069°, 25NM; OPUTU - BEGAB 249°/068°, 43NM; BEGAB - Maiquetia (MIQ) VOR 249°/069°, 45NM. **SVMI.**

MEXICO**ATS ROUTES changed:**

B689 chgd to bi-directional Mariquita (MQU) VOR - RENOS (N05 W074). **LO-3.**

G/UG521 AMIDA CRP (N18 37.8 W087 18.1). ITPIG - AMIDA - KIRAP 88/96NM. **HI-7.**

NETH ANTILLES

PROHIBITED AREA TN(P)-10 withdrawn (SE of Curacao [PJG] VOR) (N12 W068). **LO-2.**

NEW ZEALAND

DANGER AREA NZ(D)-020 withdrawn (NE part of Auckland Oceanic FIR) (S37 W160). **SA HI-8.**

DANGER AREA NZ(D)-021 withdrawn (NE part of Auckland Oceanic FIR) (S44 W146). **SA HI-8.**

DANGER AREA NZ(D)-024 withdrawn (NE part of Auckland Oceanic FIR) (S29 W161). **SA HI-8.**

PANAMA**ATS ROUTES changed:**

A/UA502 will not have range and guidance on the following sections between David (DAV) VOR - POXON and (DAV) VOR - Taboga (TBG) VOR until August 30, 2023 (N08 W082). **MPTO.**

B510 BOLAV CRP estbld (N11 33.1 W079 08.8). MIKUS - BOLAV - DAGAS 68/5 NM. MIKUS - DAGAS MEA 5000. **LO-1, LO-3.**

Q2 estbld Taboga (TBG) VORDME - DABEL 267°/087°, 15NM, MEA 3100; DABEL - IRUKA 14NM, MEA 5700; IRUKA - RONAM 58NM, MEA 8600; RONAM - EGOSO 56NM, MEA 10600; EGOSO - ASIKA 18NM, MEA 6300; ASIKA - David (DAV) VORDME 12NM, MEA 2500; (DAV) VOR - POXON 296°/116°, 26NM, MEA 5400 (N08 W082). **LO-1, LO-3, MPTO.**

Q19 DAMAX NCRP redesign CRP (N08 W079). **MPTO.**

UA323 withdrawn Taboga I VOR (TBG) - IVROS - Sao Gabriel Da Cachoeira VOR (GBR) (S00 W066). **MPTO.**

UB689 withdrawn San Andres (SPP) VOR to KAKOL (N10 W079). **MPTO.**

UG447 withdrawn San Andres (SPP) VOR to ARORO (N10 W079). **MPTO.**

UM549 realigned one-way NW-Bnd OBKIL - EDRAN; EDRAN - PULOX RNAV CRP (N05 42.7 W075 49.0) 313°, 83NM; PULOX -

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SIGUN RNAV CRP (N07 23.2 W077 50.4) 317°, 157NM; SIGUN - Taboga (TBG) VOR 315°, 132NM. **HI-7, MPTO.**

V3 unusable until 15 APR 2023 France (FNC) VOR - NEMER (N08 W079). **LO-1, LO-3, MPTO.**

V4 unusable until 15 APR 2023 from France (FNC) VOR - MADEN (N09 W079). **LO-1, LO-3, MPTO.**

V11 no range and guidance available between David (DAV) VOR - Santiago (STG) VOR until August 30, 2023 (N08 W082). **MPTO.**

V15/V17 suspended between Bocas Del Toro (BDT) VOR - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO.**

V19 no range and guidance available between OSABA - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO.**

V23 suspended between David (DAV) VOR - BIXIL until August 30, 2023 (N08 W082). **MPTO.**

BOCAS DEL TORO (BDT) VORDME OTS until 30 OCT 2023 (N09 W082). **MPTO.**

CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**

DANGER AREA MP(D)-23 estbld. An irregular shaped-area approx 15 NM N-S by 15 NM W-E beginning approx 40 NM NW of Rio HAto (RHT) VOR. Altitude GND-5000'. beginning approx (N09 W080). Hours of operation 1830 - 2000 UTC. **LO-1, LO-3, MPTO.**

DAVID (DAV) VORDME OTS until 30 AUG 2023 (N08 W082). **MPTO.**

FRANCE (FNC) VORDME OTS until 15 APR 2023 (N09 W079). **LO-1, LO-3, MPTO.**

PROHIBITED AREA MP(P)-3 estbld until 24 SEP 2024. An irregular-shaped area approx . 5 NM N-S by approx 1 NM E-W beginning approx 11 NM NE of Taboga Island (TBG) VOR. Altitudes GND - 1500 (N05 W079). **LO-1, LO-3, MPTO.**

PROHIBITED AREA MP(P)-4 estbld (SW of France [FNC] VOR) as follows: A circle with a 1.5 NM radius centered on N09 15.4 W080 04.2. Altitudes: GND - 3000 MSL. **MPTO.**

PROHIBITED AREA MP(P)-20 estbld. A circular area centered on N09 08.8 W079 14.6 (NE of Tocumen [TUM] VOR). Altitudes Gnd - 1500 MSL. Times of Operation H24. **LO-1, LO-3, MPTO.**

UGETO NCRP and HOLDING estbld at N08 36.6 W079 10.9, 318° inbound track, RIGHT turns. **MPTO.**

URICA withdrawn. **MPTO.**

XAOLA withdrawn (N09 W082). **MPTO.**

PANAMA FIR

CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**

PERU**ATS ROUTES changed:**

L525 ISOKI - MIGEB CRP (S17 13.5 W072 04.5) 128°/309°, 105 NM; MIGEB - Ilo (ILO) VOR 129°/309°, 50NM. **LO-4, SPJC.**

T/UT218 ERVUK replaced LOKEB CRP (S12 08.1 W075 41.0) ILPIP - LOKEB 097°/277°, 20 NM; LOKEB - BODET 097°/278°, 105NM. ETEBA - ANBON CRP (S12 32.8 W070 04.6) 101°/282°, 89 NM; ANBON - Puerto Maldonado(PDO) VOR 102°/283°, 50NM. **LO-4, SPJC.**

T242 Pucallpa (PUL) VOR - OSETA CRP (S09 14.9 W074 16.6) 166°/346°, 55 NM; OSETA - LIVAT 93 NM. **LO-4.**

T246 withdrawn Jorge Chavez (JCL) VOR to REKEM. **LO-4, SPJC.**

T311 ISTAR withdrawn. RONSO - LODIN 207 NM. **LO-4.**

T311 redesign bi-directional Pucallpa (PUL) VOR to COCOS, MEA raised to FL210 (S08 W075). **LO-4.**

SOUTH AMERICA

UM784 estbld VUMPU - ISIDI CRP (S04 41.0 W072 05.3) 159°/339°, 118 NM. **HI-7.**

UM795 AKVAK replaced by LOBOT CRP at S02 56.5 W077 39.7 LOBOT - KUSKU 181°/001°, 184 NM.

SPJC.

UN420 realigned ROLUS - VUMPU CRP (S02 56.7 W073 01.2) 169°/349°, 114 NM; VUMPU - DAMDU CRP (S04 30.8 W071 53.7) 152°/332°, 115 NM. **HI-7.**

UT228 withdrawn Puerto Leguizamo (PLG) VOR - KALAR (S00 W074). **SPJC.**

CDTE. GUILLERMO D CASTILLO PAR. CTR chgd to a circle with a 10NM radius centered on Tarapoto (TAP) VOR (S06 W076). **LO-4.**

LAS PALMAS VORDME cmsnd. Ident 'LPA', freq 113.3, coords at S12 09.4 W077 00.0, Station Declination 2° W. **LO-4, SPJC.**

Lima TMA Airspace chgd to a circle with a 57NM radius centered on Jorge Chavez (JCL) VOR (S12 W077). **LO-4, SPJC.**

TRINIDAD**ATS ROUTES changed:**

UP533 estbld CITRS - FAMPS RNAV NCRP (N16 39.1 W060 37.3) 064°/245°, 123NM, MEA FL245; FAMPS - OVIVU RNAV NCRP (N15 55.5 W061 28.8) 66NM; OVIVU - ITEGO 206NM; ITEGO - EGAVU RNAV CRP (N13 25.0 W064 24.0) 246°/066°, 20NM MEA FL250. EGAVU - EDNAK RNAV CRP (N13 11.8 W064 41.0) 246°/065°, 21NM; EDNAK - MUGPU RNAV CRP (N11 41.6 W066 36.0) 245°/064°, 144NM; MUGPU - OPTUB RNAV CRP (N11 34.6 W066 44.9) 244°/064°, 11NM; OPTUB - UBKET RNAV CRP (N11 26.3 W066 55.3) 13NM; UBKET - UBROT RNAV CRP (N11 13.5 W067 11.5) 20NM; UBROT - ATONO 244°/063°, 22NM; ATONO - IVROV RNAV CRP (N10 51.9 W067 38.0) 242°/062°, 12NM; IVROV- IMBAT

19NM; IMBAT - Puerto Cabello (PBL) VOR 241°/061°, 15NM. **SVMI.**

VOKAV CRP estbld at N08 55.0 W059 55.0. **LO-2.**

URUGUAY**ATS ROUTES changed:**

A309 ORUDA renamed TIDRU (S34 W055). **SAEZ.**

A550 ICIOM renamed ICION (N09 W069). **LO-2.**

A556 redesig P526 REPAM to Carrasco (CRR) VOR (S30 W057). **SAEZ.**

UL417 GUVON CRP estbld (S33 53.5 W057 23.1). PABOT - GUVON - TILDA 34/24NM. **SAEZ.**

UM402 ANRUP CRP - VUDUP CRP (S32 58.9 W056 20.3) 004°/184°, 49NM; VUDUP - IMLUL CRP 51NM. **SAEZ.**

UN741 ENTED - GUVON CRP (S33 53.5 W057 23.1) 235°, 59NM; GUVON - PAPIX CRP 44NM. **SAEZ.**

W23 LOMUX renamed GUVIN (S34 W056). **SAEZ.**

PROHIBITED AREA SU(P)-8 withdrawn (West of Carrasco [CRR]) (S34 W056). **SAEZ.**

RESTRICTED AREA SU(R)-5 redesig MILITARY OPERATION AREA ZOM-5 (NE of Carrasco [CRR] VOR) (S34 W055). **SAEZ.**

RESTRICTED AREA SU(R)-13 redesig MILITARY OPERATING AREA MOA-13 (SW of Durazno [DUR] VOR) (S33 W056). **SAEZ.**

VE涅ZUELA**ATS ROUTES changed:**

A552/UP671/UW52 ORTIZ renamed UTKIV (N10 W072). **LO-1.**

UG442/UL332 NUXUL - IVROV RNAV CRP (N10 51.9 W067 38.0) 9NM; IVROV - Maiquetia (MIQ) VOR 41NM. **SVMI.**

SOUTH AMERICA

UN779 realigned MIDUR - UBKET RNAV CRP (N11 26.3 W066 55.3) 197°/017°, 21NM; UBKET - Maiquetia (MIQ) VOR 50NM. **SVMI**.

El Vigia (EVG) VORDME, Venezuela freq chgd to 116.8 (N08 W071). **LO-1**.

MILITARY TRAINING AREAS estbld as follows:

SV(T)-ECO 1 estbld. An irregular-shaped area approx 14 NM S-N by approx 15 NM W-E, beginning approx 6NM NW of Margarita (MTA) VOR. Altitudes FL50 - FL150(N10 W064).

SV(T)-ECO 2 estbld. An irregular-shaped area approx 20 NM S-N by approx 10 NM W-E, beginning approx 6NM N of Margarita (MTA) VOR. Altitudes FL50 - FL150 (N10 W064).

SV(T)-ECO 3 estbld. An irregular-shaped area approx 10 NM S-N by approx 19 NM W-E, beginning approx 8NM S of Margarita (MTA) VOR. Altitudes 1000 - 2500 MSL (N10 W064).

SV(T)-ECO 4 estbld. An irregular-shaped area approx 5 NM S-N by approx 10 NM W-E, beginning approx 21NM SW of Margarita (MTA) VOR. Altitudes 1000 - 3500 MSL (N10 W064). **LO-2**.

RESTRICTED AREA SV(R)-2532 lateral limits extended approx 3.5 NM W and 3.5 NM E. Vertical limits chgd to GND - UNL [S and E of Maiquetia [MIQ] VOR] (N10 W066). **LO-2, SVMI**.

TERMINAL CHARTS

TERMINAL

Alcantari, Bolivia, Approach comm 119.9 changed to 119.1.

ATS/COM/MET/ARO/SEI/SECURITY services at the aerodrome are:

MON TO FRI BTN 0000/0030 AND 1000/2359

SAT BTN 0000/0030 AND 1100/2000 AFT 2000 O/R

SUN BTN 1200/2359

Coordination for flight plan presentation with 4 HR notice for emergency flights and 24 HR notice for other flight plans.

Altamira, Brazil, Per SUP N140/22, AFIS hours of service are daily 1000-2145.

RMK: Other times upon request by calling (93) 3515-1393 in advance by 02 (two) HR closure of the operation of EPTA.

From December 29, 2022, 0000 UTC until April 30, 2023, 2145 UTC.

Anapolis, Brazil, (Anapolis Air Base), Rwy 06R/24L width changes to 75' (23m).

Aracatuba, Brazil, Runway 5, 23 REIL available.

Aruba I, Aruba, (Beatrix Intl), Aerodrome operational hours for all commercial passenger flights, charters, general aviation, cargo, and mail will be open for passenger service between 11:00 and 03:00 UTC.

Exemptions will be made for military, coast-guard, search and rescue, medevac and humanitarian flights, hospital flights, and technical stops without passenger disembarkation with 120 minutes pre-notification. For coordination call Aerodrome operations at (+297) 524 2242.

Crane erected at N12 30°14.75949 W070 00'35.33654 from 1 September 2021 until 30 June 2023. Height above ground level 203' (62m). During night time, a red obstacle light shall be placed on the highest fixed point of the crane and shall be on at all times during night time hours (from sunset to sunrise). During day time, a checkered red and white flag shall be placed on the highest fixed point on the crane at all times during day time hours (from sunrise to sunset).

Asuncion, Paraguay, (Asuncion Silvio Pettrossi Intl), Until November 1, 2023, a mobile

SOUTH AMERICA

crane tower of 164' (50m) located in the city of Mariano Roque Alonso with coordinates of S25:11:29.14 W057:30:32.39 is temporary installed with a radius of 0.2 NM.

Bahia Blanca, Argentina, (Comandante Espora NAS), Per SUP A091-22 - 07 DEC 22; TEMPORARY NEWS IN BAHIA BLANCA - COMANDANTE ESPORA (BCA/SAZB):

- A/G FAC 121.90 MHZ SMC - U/S;
- TWY D - CLSD;
- EDGE LGT TWY E, B, C, D, F, G AND H - U/S;
- RWY 06/24 - CLSD
- PAPI RWY 17L - U/S
- TWY E BTN RWY 17L AND TWY F - CLSD;
- RWY 17R/35L - CLSD
- BIRDS IN VICINITY OF AIRPORT;
- SANITATION SERVICE ONLY FOR REGULAR COMMERCIAL FLIGHTS DAILY 1100-2300 UTC.

Take-off minima: Rwy 17L/35R - R/V400m is lowest Take-off visibility.

Take-off minima: Rwy 06/24, 17R/35L - V2500m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Balmaceda, Chile, Due to the renovation of the runway lighting system Rwy 09/27 will be closed. Taxiway Alpha will be in use as Rwy 09L/27R. Aircraft should intercept published SID's after take off. The expiration date of this SUP will be informed by NOTAM, per SUP S15-21 - VOL II.

Due to the renovation of the runway lighting system Rwy 09/27 will be closed. Taxiway Alpha will be in use as Rwy 09L/27R. Currently published STARs will be validated for use with new approach procedures. The expiration date of this SUP will be informed by NOTAM, per SUP S15-21 VOL II.

Belem, Brazil, (Val De Cans-Ribeiro Intl), Per SUP N113/21, Military courtyard parking aircraft with estimated time of arrival between 0000-0900 must perform compulsory contact with SCOAM Belem at: (91) 3182-9354 before departure and with Operations in 122.50 Mhz frequency before arrival. From November 4, 2021, 0000 UTC to December 31, 2025, 2359

Belo Horizonte, (Pampulha-Carlos Drummond De Andrade), Per SUP N114/22, Ground control frequency 121.6 service hours 0900-2100.

From December 1, 2022 0000 UTC to March 31, 2023 2359 UTC.

Belo Horizonte, (Tancredo Neves Intl), Per SUPs A063/22 and N139/22, Runway 16/34 closed due to maintenance service.

Days and hours: JAN 03 TIL 11 0500-0745
FEB 06 TIL 08 0500-0745 MAR 06 TIL 08 0500-0745 APR 03 TIL 05 0500-0745 MAY 01 TIL 03 0430-0800 29 TIL 31 0500-0745 JUN 26 TIL 28 0500-0745 JUL 24 TIL 27 0500-0745 AUG 21 TIL 23 0430-0800 SEP 18 TIL 20 0500-0745 OCT 16 TIL 18 0500-0745 NOV 20 TIL 22 0500-0745 DEC 11 TIL 13 0500-0745.

From 09 January 2023, 0500 UTC to 13 December 2023, 0745 UTC.

Ref.: AIP AD 2.12

Bogota, Colombia, (Eldorado Intl), (10-4B) - where it reads Acoustic indicator described in Resolution 01599 dated August 26, should reads Acoustic indicator described in Resolution 01599 dated August 26 - UAEAC.

Brasilia, Brazil, (Pres Juscelino Kubitschek Intl), Per SUPs A056/22 and N113/22, ILS CAT I RWY 29R is unserviceable.

Days and hours: H24

From 01 December 2022, 0000 UTC to 31 December 2023, 2300 UTC.

SOUTH AMERICA

Taxiway P closed from 31 Jan 19 until 31 Dec 2025 per AIP SUP A015-19

Bridgetown, Barbados, (Grantley Adams Intl), Per AIC A002-23, commencing on the 31 JAN 2023 and continuing until the 8 MAY 2023, the runway edge lights will be changed from incandescent fixtures to L.E.D. fixtures. This work will only be undertaken during the morning hours between 1100UTC and 1600UTC, on a minimum of one day per week, up to a maximum of two days per week. The replacement of lighting fixtures will begin from runway 27 threshold and proceed westward to the threshold of runway 09.

Buenos Aires, (Ezeiza Intl Ministro Pistarini), Take-off minima:

Rwys, 17, 29, 35: 400m is lowest Take-off visibility.

Rwy 29: RVR values Not Applicable.

Rwy 11, 400m is lowest Take-off visibility. Rwy 11, R125M is the lowest RVR. Reported RVR will prevail over observed visibility.

Higher published take-off minimums are still applicable.

Buenos Aires, (Jorge Newbery), Take-off minima: Rwy 13/31, R300 V400 is lowest Take-off minimum. Reported RVR will prevail over observed visibility. Higher published take-off minimums are still applicable.

Caldera, Chile, (Desierto De Atacama), IQUI-QUE RADAR hours of service H24.

Campina Grande, Brazil, (Joao Suassuna), Per SUP N013/23, Runway 15/33 closed due to works.

Days and times: JAN 26 TIL FEB 16 20 21 24 TIL APR 05 07 08 11 TIL 19 21 22 25 TIL 28 MON TIL SAT 0645-1245 MON/TUE TIL SAT/SUN 2115-0245

RMK: Landing and take-off operations may be authorized during the work activation period upon prior coordination with the aero-

drome administrator through the phones (83) 3332-9012 (COA) or (81) 98194-3699.

From January 26, 2023, 0645 UTC until April 28, 2023, 1245 UTC.

Campinas, Brazil, (Viracopos Intl), Per SUP A006/2023 and SUP N021/2023 - From 28 FEB 2023, 0340 UTC to 23 DEC 2023, 0730 UTC aerodrome closed due to maintenance service.

Days and hours: FEB 28 0340-0730; MAR 01 TIL 04, 14 TIL 18 0340-0730; APR 04 TIL 07, 11 TIL 15, 18 TIL 21, 25 TIL 29 0340-0730; MAY 02 TIL 06, 16 TIL 20, 30, 31 0340-0730; JUN 01 TIL 03, 13 TIL 17, 27 TIL 30 0340-0730; JUL 01, 11 TIL 15, 25 TIL 29 0340-0730; AUG 08 TIL 12, 15 TIL 19, 22 TIL 26 0340-0730; SEP 05 TIL 07, 19 TIL 23 0340-0730; OCT 03 TIL 07, 10 TIL 12, 14, 17 TIL 21, 24 TIL 28 0340-0730; NOV 10, 11, 16 TIL 18, 21 TIL 25 0340-0730; DEC 12 TIL 16, 19 TIL 23 0340-0730; Eff 23 Feb 23.

Per Sup A019/22 and Sup N048/22, Obstacle (Mast) illuminated at coordinates 225847.08S/0470753.25W, height 57 meters (187 feet), top altitude 706 meters (2316 feet).

Period: From 21 April 2022, 0000UTC to 22 February 2023, 0300 UTC.

Per SUP A055-21 and N096-21, STN VOR 114.3 unserviceable between radials 185 and 225.

From 09 September 2021, 0000 UTC to 08 August 2023, 2000 UTC.

Per SUPs A001/23 and N001/23, Central transmissometer unserviceable.

From 26 January 2023, 0000 UTC to 24 November 2023, 2359 UTC.

Per SUPs A022/22 and N053/22, Obstacle (Tower) not illuminated at coordinates 230058.82S/0470841.62W, height 34.5 meters (113 feet), top altitude 674.5 meters (2213 feet).

SOUTH AMERICA

From 19 May 2022, 0000 UTC to 08 March 2023, 0300 UTC.

Per SUPs A043/22 and N095/22, CPN DME CH 57X unserviceable.

From 06 October 2022, 0000 UTC to 08 October 2023, 2359 UTC

Campo Grande, Brazil, (Campo Grande Intl), Per SUPs A003/23 and N012/23, AIS MIL hours of service 1100-2000 UTC.

From 26 January 2023, 0000 UTC to 31 December 2023, 2359 UTC.

Campos Dos Goitaczes, Brazil, (Bartolomeu Lisandro), Per SUP 130/22, Campos AFIS 125.70 service hours 0915-0000.

Period: From December 29, 2022, 0000 UTC until November 30, 2023, 2359 UTC.

Carutapera, Brazil, Per SUP N024/2023, Runway 09/27 closed due to operational inspection.

Days and times: Daily 1000-1030, Period: From 23 FEB 2023 1000 UTC until 31 DEC 2023 1030 UTC. Eff 23 Feb 23.

Catamarca, Argentina, Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Cayenne, French Guiana, (Felix Eboué), Creation of a temporary prohibited area (ZIT) Tigre (Guyana)

Prohibition of overflight of specific Defense installations.

Temporary Prohibited Area (ZIT) which coexists with the parts of the airspace with which it interferes.

Entry prohibited to any unmanned aircraft on board, with the exception of unmanned aircraft on board carrying out a mission for the benefit of State services (defence, gendarmerie, police services, customs, civil security and emergency services).

Derogation subject to the agreement of the managing authority (DIRISI CAYENNE) with a minimum notice of 5 working days.

Contact : dirisi-cayenne.off-secu.fct@intra-def.gouv.fr

Limits lateral:

04°54'51" N - 052°18'40" W

04°54'52" N - 052°18'45" W

04°54'46" N - 052°18'53" W

04°54'38" N - 052°18'45" W

04°54'39" N - 052°18'40" W

04°54'51" N - 052°18'40" W

Limits Vertical:

SFC - 500ft AGL

In force :

From January 26, 2023 to January 24, 2024, H24

Chiclayo, Peru, (Jose Abelardo Quinones Gonzalez), (12-21-0) RNP N Rwy 19L (AR), (12-22-0) RNP S Rwy 19L (AR) and (13-2-0) SIDE STEP VOR Rwy 19L are no longer valid and should not be used.

Ciudad Del Este, Paraguay, (Guarani Intl), VES VOR DME (Ciudad Del Este) out-of-service. Instrument approach procedures for Rwy 5-23 based on the VES VOR DME are suspended.

Utilize instrument approach procedures based on satellite navigation, (11-1) ILS Z Rwy 23, (12-1) RNAV (GNSS) Z Rwy 05, (12-2) RNAV (GNSS) Z Rwy 23.

Also utilize instrument approach procedures, (11-2) FOXTROT ILS Rwy 23, (16-1) DELTA NDB Rwy 23, (16-2) CHARLIE NDB Rwy 05.

For aircraft which are unable to utilize GNSS based approach procedures into Rwy 05, and NDB approach procedures, ILS approach procedures for Rwy 23 are used down to MDA and then circle-to-land Rwy 05.

Cochabamba, Bolivia, (Chimore), (22-1) RNAV (GNSS) Y Rwy 17 is suspended.

ATS/COM/MET/ARO/ SERVICES ONLY IN VFR FLIGHT:

MON TO FRI BTN 1100/1900

SOUTH AMERICA

SAT AND SUN O/R

COORDINATION FOR FLIGHT PLAN PRESENTATION TEL. SLCB 72005269.

Comodoro Rivadavia, Argentina, (Gen. Enrique Mosconi Intl), Take-off minima: Rwy 07 V400m is lowest Take-off visibility. Rwy 25 R/V 400 is the lowest Take-off minimum. Reported RVR will prevail over observed visibility. Higher published take-off minimums are still applicable.

Concepcion, Paraguay, (Ten Crl Carmelo Peralta), Airport name changed to: TEN. CRL. P.A.M. CARMELO PERALTA INTL

Cordoba, Argentina, (Ing Aeron Ambrosio Lv Taravell), Take-off minima: Rwy 01/19, R/V400m is lowest Take-off minimum. Reported RVR will prevail over observed visibility. Rwy 05/23 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Corrientes, Argentina, Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Criciuma, Brazil, (Forquilhinha-Criciuma), Airport is VFR only. Instrument approach procedures are unavailable.

ICAO code of Forquilhina-Criciuma Apt changed from SBCM to SSIM.

ICAO identifier changed to SSIM. (10-3, 10-3A) SIDs not usable until further notice.

Cruzeiro Do Sul, Brazil, (Cruzeiro Do Sul-Intl), (16-1/16-2) CZS NDB decommissioned.

Per SUPs A059-2021 and N111-2021, from 0000 UTC 04 NOV 2021 to 2359Z 31 DEC 2025, aerodrome is limited to domestic flights.

Curacao I, Neth Antilles, (Willemstad-Hato Intl), Per Sup 001-23 aircraft stand 09 until 16 will be closed for operation due to surface replacement.

Parking of cargo aircraft and commuter aircraft on the hardstands will be affected. All aircraft must be parked according to the APPP.

The activities will take place as of January 10th 2023 until the project has been completed end of January 2023.

The work will take place between 10:00 - 22:00UTC.

Per SUP 002-23, an airfield marking project will take place starting on 8 FEB 23 and will conclude on 30 MAR 2023. All markings on the movement area will be renewed. Different parts of the Movement Area will be closed based on the painting activity to be executed. Work area will be closed off with safety barrier and obstruction lights. NOTAMs will be issued to indicate the exact dates of closure for the different work areas.

Curitiba, Brazil, (Afonso Pena Intl), Runway 15-33 grooving removed.

David, Panama, (Enrique Malek Intl), PAPI for Rwy 04/22 will be out of service until Aug 30, 2023.

Per SUP A035/22 procedures VOR Rwy 04 and VOR DME Rwy 04 are suspended until 30 August 2023.

Dourados, Brazil, Per SUP N002/2023 procedure RNP Rwy 24 (12-2) not available.

Period: From 26 January 2023, 0000UTC to 02 April 2023, 0000UTC.

Per SUP N116 22 - Aerodrome closed due to works.

Period: From December 1, 2022, 0000 UTC to April 2, 2023, 0400 UTC.

Durazno, Uruguay, (Santa Bernardina Intl), PAPI removed from Runway 03/21 and Runway 10.

RWY 03 Approach lights updated to SALS High Intensity

RWY 21 Approach lights updated to MALSR Cat I High Intensity

SOUTH AMERICA

EL CALAFATE, Argentina, Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

El Yopal, Colombia, Procedure Not Authorized: RNAV (GNSS) Rwy 05 & RNAV (GNSS) Rwy 23

Florianopolis, Brazil, (Hercilio Luz Intl), DME FLN CH81X not available between radials 044/054 from March 24, 2022, 0000 UTC to June 19, 2023, 2359 UTC.

Formosa, Argentina, Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Fortaleza, Brazil, (Pinto Martins Intl), Per SUP A041/22 Runway 13/31 closed due to maintenance service.

Days and hours:

OCT 23 TIL 26 NOV 17 18 DEC 15 16 JAN
17 18 FEB 08 TIL 10 MAR 14 TIL 16 APR 18
MAY 16 TIL 18 JUL 18

2021 AUG 15 TIL 17 SEP 13 TIL 15
0330-0730

DEC 14 JAN 19 APR 19 JUN 13 TIL 17 JUL
19 0330-0830

APR 11 TIL 17 0330-0630

From 23 October 2022, 0330 UTC to 15 September 2023, 0730 UTC.

Georgetown, Guyana, (Cheddi Jagan Intl), PAPI Runway 24 unserviceable until further notice.

The following Jepp charts are no longer valid : 10-8, 10-8A, 10-8B, 10-8C.

Goiania, Brazil, (Santa Genoveva), Per SUPs A057/22 and N118/22, VOR/DME (DVOR) GNV 115.9MHZ/CH106X unserviceable.

From 01 December 2022, 0000 UTC to 23 August 2023, 1500 UTC.

Gualeguaychu, Argentina, Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Guanambi, Brazil, Per SUP N018/23, Runway 14/32 closed due to operational inspection.

Daily 0900-0930 from January 26, 2023, 0900 UTC to December 31, 2023, 0930 UTC.

Ibagué, Colombia, (Perales), Per SUP 078-22 cancellation all changes eff 26 JAN have been reverted to previous version :

runway dimension changed to 5906' (1800m), Thr 14 elev changed to 3041', Primary and Secondary Apron renamed Apron 1 and Apron 2 and there is no more taxiway identification.

Ipiales, Colombia, (San Luis), Due to operational safety due to obstacles, the following measures are taken in order to mitigate risks at the San Luis airport in the city of Ipiales.

Exercise caution on approach to runway 08, due to penetration of the VSS surface (SURFACE OF THE VISUAL SEGMENT).

Runway 08 PAPI is suspended due to: VSS surface penetration (Visual Section Surface) by obstacles and Difference between angles VPA APP VOR RWY 08 (3.49° / 6.1%) and PAPI (3° / 5.24%).

The direct and circular approach minimums for VOR RWY 08 are temporarily modified as follows:

OCA(H): 10320' (594') VISIBILITY: CDFA 3800m / NON-CDFA 4000m

Isla De Pascua, Easter I, ((Easter Island) Mataveri Intl), During the conservation works, when RWY 10 & RWY 28 THR is displaced, all STAR and SID procedures are to be used for RWY 11 & RWY 29 respectively. The planned period for the displaced THR 28 is from 03 November 2022 until December 8, 2022.

The planned period for the displaced THR 10 is from 09 December 2022 until March 06, 2023. Please refer to most current NOTAMs

Procedures ILS Y Rwy 10 (11-2), VOR Z Rwy 28 (13-3), NDB Y Rwy 10 (16-1), NDB Z Rwy

10 (16-2), NDB Y Rwy 28 (16-3) and NDB Z Rwy 28 (16-4) not available due to NDB/L R 305KHz withdrawn.

Itaituba, Brazil, Per Brazil SUP N098/22, VASIS (AVASIS) Runway 06 not usable.
From October 06, 2022, 0000 UTC to August 03, 2024, 2145 UTC.

Jacareacanga, Brazil, Per SUP N112/21, RWY 08/26 observe asphalt breakdown.
From November 4, 2021, 0000 UTC to December 31, 2025, 2359 UTC.

Ji-Parana, Brazil, Per SUP N028/2023 Prohibited landing operations on runway 21 at night time.

Period: From February 23, 2023, 0000 UTC to May 1, 2023, 2359 UTC. Eff 23 Feb 23.

Juazeiro Do Norte, Brazil, (Orlando Bezerra De Menezes), Per SUP N019/23, Runway 13/31 closed due to works.

Days and times: JAN 26 TIL FEB 16 19 TIL 21 FEB 24 TIL APR 05 07 08 MON TIL SAT 1430-2020

RMK: Landing and take-off operations may be authorized during the work activation period upon prior coordination with the aerodrome administrator through telephones (88) 3311-6510 OR (81) 98191-4154.

From January 26, 2023, 1430 UTC to April 8, 2023, 2020 UTC

Jujuy, Argentina, (Gobernador Horacio Guzman), Take-off minima: Rwy 16 R/V400m is lowest Take-off visibility. Rwy 34 R/V400m is the lowest Take-off minimum. Reported RVR will prevail over observed visibility. Higher published take-off minimums are still applicable.

La Rioja, Argentina, (Capitan V. Almandos Almonacid), Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Lima-Callao, Peru, (Jorge Chavez Intl), (10-2D) SALINAS 6 ARR suspended during

the deactivation on SLS VOR per AIC 10/19. Pilots using KOMGO 2 procedure will use SLS GNSS distance as a reference. Pilots are instructed to wait for vectors to KALAR and proceed according to ATC instructions. The temporary deactivation of SLS VOR will be communicated by NOTAM.

(10-3E) GAVOX 1F, GAVOX 1G DEPS, SLS Transition suspended during the deactivation of SLS VOR per AIC 10/19. Aircraft with a flight plan of route T329 are instructed to wait for vectors after GAVOX for rerouting. The temporary deactivation of SLS VOR will be communicated by NOTAM.

(10-3G) ITAVU 1G DEP, during the deactivation of SLS VOR per AIC 10/19, change procedure text to read: Climb on runway heading until at or above 500 ft, turn LEFT on course 230 degrees until at or above 3000 ft up to D12.0 JCL. Then, direct to TOGSU, direct to ITAVU, and continue on authorized transition. The temporary deactivation of SLS VOR will be communicated by NOTAM.

(10-9) LIMA Tower frequency should read: WEST 118.7, EAST 118.1. LIMA Ground should read: WEST 121.75, EAST 121.9.

Londrina, Brazil, (Governador Jose Richa), Per SUP N089/2022 AFIS Londrina installed.

RMK: AFIS provided by APP Londrina 129.70MHZ 0300-0900 service hours.

Period: From October 06, 2022, 0300 UTC to August 17, 2023, 0900 UTC.

Per SUP N092/2022 Tower hour services OCT 06/07 to AUG 15/16 0900-0300

Period: From October 06, 2022, 0900 UTC to August 16, 2023, 0300 UTC.

Maceio, Brazil, (Zumbi Dos Palmares Intl), Per SUPs A004/23 and N015/23, Runway 12/30 closed due to work.

RMK: LANDING AND TAKEOFF OPERATIONS MAY BE AUTHORIZED DURING

SOUTH AMERICA

THE ACTIVATION PERIOD OF THE WORK BY PRIOR

COORDINATION WITH THE AERODROME ADMINISTRATOR THROUGH TEL: +55 82 3036-5261/ 5210.

Days and hours: JAN 26 TIL 31 MON TIL SAT 0700-1300 FEB 01 TIL 16 19 TIL 21 24 TIL 28 MON TIL SAT 0700-1300 MAR 01 TIL 31 MON TIL SAT 0700-1300 APR 01 TIL 05 07 TIL 09 11 TIL 19 21 TIL 23 25 TIL 30 MON TIL SAT 0700-1300.

From 26 January 2023, 0700 UTC to 30 April 2023, 1300 UTC.

Maicao, Colombia, (Jorge Isaac), Rwy 28 PAPI angle 3.00°

Malargue, Argentina, (Com Ricardo Salomon), Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Manaus, (Eduardo Gomes Intl), Per SUP A063/21 and N126/21, Air-to-ground facilities TWR Freq 121.50Mhz (emergency) hours of service H24 installed.

Period: From 02 December 2021, 0000 UTC to 31 December 2025, 2359 UTC.

Per SUP N125/21, Aeronautical Information Services correct information for: VOR/DME MNS 166 magnetic degrees/0.4NMCH105X not usable between radials 150/220 from 16.7NM to 24NM and between radials 140/245 from 24NM. Period: From December 2, 2021, 0000 UTC until December 31, 2025, 2359 UTC.

Manaus, (Ponta Pelada), Per SUP N123/22, VASIS (AVASIS) RWY 27 unavailable.

From December 29, 2022, 0000 UTC to December 31, 2025, 2359 UTC.

Mar Del Plata, Argentina, (Brig Gen D Bartolome De La Colina), Take-off minima:

R/V400m is lowest Take-off minimum. Higher published take-off minimums are still applicable.

Marica, Brazil, Obstacle (Tower) not illuminated at coordinates 225609S/0424934W, height 33 meters (109 feet), altitude from the top 48 meters (158 feet). Period: From May 19, 2022, 0000 UTC to February 24, 2023, 0300 UTC.

Mendoza, Argentina, (El Plumerillo), Approach light system withdrawn.

Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Monteagudo, Bolivia, ATS/COM/MET services upon request at the aerodrome with 24 hour notice.

Mossoro, Brazil, (Dix Sept Rosado), Per SUP N020/2023 Runway 05/23 closed due to operational inspection.

Days and hours: Daily 1000-1030.

Period: From February 23, 2023, 1000 UTC to December 31, 2023, 1030 UTC. Eff 23 Feb 23.

Neiva, Colombia, (Benito Salas), (10-9) Runway lights should read MIRL.

Neuquen, Argentina, Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Obidos, Brazil, (Tirios), Per SUP N122/22, (SBTS 36-1) Temporary circling minimums for NDB Rwy 10/28: CAT A: MDA 1660' Ceiling 600' VIS 1600m, CAT B: MDA 1780' Ceiling 700' VIS 1600m, CAT C: MDA 1880' Ceiling 800' VIS 2400m.

From January 1, 2023, 0000 UTC to December 31, 2025, 2359 UTC.

(SBTS 36-1) Temporary circling minimums for NDB Rwy 10/28: CAT A: MDA 1660' Ceiling 600' VIS 1600m, CAT B: MDA 1780' Ceiling 700' VIS 1600m, CAT C: MDA 1880' Ceiling 800' VIS 2400m.

Period: From December 5, 2019, 0000 UTC to December 31, 2022, 2359 UTC.

SOUTH AMERICA

Oiapoque, Brazil, Rwy length changed to 4921' (1500m).

Oruro, Bolivia, (Juan Mendoza), ATS/COM/MET/ARO services at the aerodrome are:

MON BTN 1600/2359

TUE BTN 1200/2200 AFT 2200 O/R

WED BTN 1100/1800 AFT 1800 O/R

FRI BTN 1600/2359

SAT BTN 0000/0100 AND 1100/1700 AFT 1700 O/R

Required coordination for flight plan presentation 24 HR notice.

From 06 MAR 2019 and until further notice. Air/Ground frequency 6622 kHz unusable.

From 29 JAN 2018 and until further notice, PAPI for Rwy 01 unusable.

Panama City, (Marcos A Gelabert Intl), Until June 30, 2023, ATIS frequency 127.9 is out of service.

Panama City, (Tocumen Intl), Until 30 JUNE 2023 Twy Q limited for Acft until CAT C. Closed on daily schedule 0400-1000Z.

Until DECEMBER 31, 2023 taxiway H will be limited for aircrafts until category C; from intersection taxiway J to aircraft position 108. Exercise caution.

Until December 31, 2023 works continue with illuminated cranes moving in the construction area of the subway station at the airport, located in the following coordinates:

090404.76N 0792335.51W

090403.95N 0792335.96W

090357.28N 0792321.94W

090356.36N 0792322.47W

Elevation 95' (29m)

Exercise Caution.

Until DECEMBER 31, 2023, Aircraft category F shall use FOLLOW ME procedures.

Until DECEMBER 31, 2023, taxiway J will be limited for aircrafts until category D; aircrafts

higher category shall use FOLLOW ME procedures.

Until July 1, 2023, wind direction indicator and the wind sensor of threshold 03L will continue out of service.

Until June 30, 2023, works of junctions continue on taxiway L. Personnel and equipment working at the following delimited areas as follows: 1) 156' (47.5m) East side of apron T1. 2) 156' (47.5m) bothsides center line of taxiway Q. 3) 246' (75m) from center line of runway 03R/21L.

Parnaiba, Brazil, (Prefeito Dr. Joao Silva Filho Intl), Traffic pattern for fixed wing aircraft should be performed in south sector of aerodrome.

Paso De Los Libres, Argentina, 16-1 No.1 NDB LCTR Rwy 18 suspended.

NDB LIB 250 KHz: Unserviceable

NDB LI L 325 KHz RWY 18: Unserviceable

Rescue and fire fighting service: Unserviceable Runway 18/36 closed.

Secondary power source: No service

Wind direction indicator: Without lights

Pelotas, Brazil, (Pelotas Intl), Runway 15/33 closed due to runway irregularity.

1) Days and hours: H24

Period: From 20 June 2019, 0000 UTC to 30 June 2023, 2359 UTC.

Ref.: AIP AD 2.12

Runway 15/33 closed due to runway irregularity.

1) Days and hours: H24

Period: From 20 June 2019, 0000 UTC to 30 June 2023, 2359 UTC.

Ref.: AIP AD 2.12

Porto Alegre, Brazil, (Salgado Filho Intl), Per Brazil MAP AMDT 05-22, starting from 19 MAY 2022 and until further notice, VOR Y Rwy 29 (13-2) should not be used.

SOUTH AMERICA

Per SUP A007/2023 and N023/2023 Runway 11/29 closed due to maintenance work.

Days and times:

MAR 01 08 15 22 29 (0445-0755)

APR 05 12 19 26 (0445-0755)

MAY 03 10 17 24 31 (0445-0755)

JUN 07 14 21 28 (0445-0755)

JUL 05 12 19 26 (0445-0755)

AUG 02 09 16 23 30 (0445-0755)

SEP 06 13 20 27 (0445-0755)

OCT 04 11 18 25 (0445-0755)

NOV 01 08 15 22 29 (0445-0755)

DEC 06 1320 (0445-0755).

Period: From March 1, 2023, 0445 UTC until December 20, 2023, 0755 UTC. Eff 01 Mar 23.

Potosi, Bolivia, ATS/COM/MET/ARO services at the aerodrome are:

MON TO FRI BTN 1000/1800 AFT 1800 O/R
SAT SUN AND Holidays O/R

Required coordination for presentation of flight plan 24 HR notice.

Presidente Prudente, Brazil, Per SUP N020/22, Prudente Approach service hours are H24 from 24 MAR 2022, 0000 UTC to 26 JAN 2024, 2359 UTC.

Puerto Asis, Colombia, (Tres De Mayo), Procedure Not Authorized: RNAV (GNSS) Rwy 19

Puerto Suarez, Bolivia, (Salvador Ogaya), (12-1) RNAV GNSS Z RWY 05 suspended.

3937' (1200m) of Rwy 05 is available for aircraft up to category B in VFR conditions only.

Effective April 29, 2017 and until further notice, runway 05/23 Precision Approach Path Indicator unusable.

From June 05, 2018 and until further notice, runway 23 closed for takeoff and landing.

SLPS (10-2) Arrivals is not available for use.

Punta Arenas, Chile, (Carlos Ibanez Del Campo Intl), (10-2A) Runway 12 designator changed temporarily to Runway 13 due to planned taxiway works and threshold displacement, per SUP S12-21

Due to construction on taxiway A and runway 12, the following procedures are limited to categories A and B only: (12-22) RNAV (RNP) Z RWY 30, (12-4) RNAV (GNSS) Y RWY 30, (13-8) VOR Z RWY 30, and (13-9) VOR Y RWY 30.

Due to construction on Twy A and Rwy 12 the following procedures are unusable: (12-2) RNAV (GNSS) RWY 12, (13-3) VOR Z RWY 12.

Due to construction on twy A and rwy 12, (13-4) VOR Y RWY 12 is unusable and is temporarily replaced by (13-4-0) VOR Y Rwy 13 and is limited to categories A and B.

Due to planned work on twy A and rwy 12, threshold rwy 12 is moved 1200m. The displaced threshold 12 will be called threshold 13. Declared distances for rwy 13/30 are TORA 1200m, TODA 1200m, ASDA 1200m, LDA 1200m. Acft may experience delays on the platform. All aircraft that require to stay overnight at the aerodrome, must coordinate at least with 24 hours in advance, subject to availability.

During the construction works, when RWY 25 THR is displaced, all STAR and SID procedures published for RWY 25 should be used for RWY 26 respectively. The planned period for the displaced THR 25 is from 26 September 2022 until 25 March 2023. Please refer to most current NOTAMs.

Resistencia, Argentina, Take-off minima:

Rwy 03: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Rwy 21: R/V400m is lowest Take-off minimum. Reported RVR will prevail over

observed visibility. Higher published take-off minimums are still applicable.

Ribeirao Preto, Brazil, (Leite Lopes), Per SUP A104/2020 and SUP N168/2020, ALFA Taxiway taxiing with caution due to Visual Restriction of Ribeirao Preto Tower.

From 01 January 2021, 0000 UTC to 31 December 2023, 2359 UTC.

Per SUP A107/2020 and N174/2020, RPR VOR/DME 115.60MHZ/CH103X unserviceable.

Period: From 01 January 2021, 0000 UTC to 31 December 2023, 2359 UTC.

Rio De Janeiro, (Galeao-Antonio Carlos Jobim Intl), SBGL Rwy 15 approach lights changed from ALSF-1 to ALS.

Rio De Janeiro, (Jacarepagua), VFR approach procedure (VAC RWY 03/21), noise abatement procedure for all helicopters: cross the AMERICAS position and the ABELARDO position at a minimum altitude of 500' (inform TWR Jacarepaguá at the ATZ ticket for landing or before activating for take off if this is not possible meet the minimum altitude).

VFR approach procedure (VAC RWY 03/21), noise abatement procedure for helicopter twin-engine, RWY 21 arrival: - mandatory entry on the downwind leg in the PRAIA position at minimum altitude of 2000', when a ceiling equal to or greater than 2000' (for a ceiling less than 2000', comply with the provisions of the RMK of VAC RWY 03/21 of SBJR item 7.4 letters a and c).

VFR approach procedure (VAC RWY 03/21), specific noise abatement procedure for twin-engine helicopters: Compulsory touchdown approach from the midpoint of the runway in use.

Rio De Janeiro, (Santos Dumont), Obstacle (Mast) not illuminated at coordinates 225433.40S/0431138.00W, height 42.23 meters (139ft), summit altitude 54.93 meters

(181 ft). Period: From May 19, 2022, 0000 UTC to February 24, 2023, 0300 UTC.

Obstacle (Mast) not illuminated at coordinates 225451.67S/0431045.09W, height 34.5 meters (113 feet), summit altitude 52.5 meters (172 feet). Period: From May 19, 2022, 0000 UTC to March 9, 2023, 0300 UTC.

YELLOW Special Helicopter Route (REH) between ENGE position ($22^{\circ}53'44"S$ / $043^{\circ}18'02"W$) and AMERICA position ($2^{\circ}52'36"S$ / $043^{\circ}16'34"W$) minimum altitude modified to 550 feet instead of 500 feet due to illuminated obstacle at coordinates 225320.90S/0431747.67W, altitude of top 76 meters (249 feet) and height 54 meters (177 feet). Period: From May 19, 2022, 0000 UTC to April 8, 2023, 0300 UTC.

Rio Gallegos, Argentina, (Norberto Fernandez), NDB G is decommissioned. This affects ILS X Rwy 25 (11-3).

Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Rio Grande, Argentina, Take-off minima: R/V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Rio Negro, Argentina, (S C De Bariloche), TAKE-OFF MINIMA: R/V400M IS LOWEST TAKE-OFF MINIMUM. HIGHER PUBLISHED TAKE-OFF MINIMUMS ARE STILL APPLICABLE.

Rionegro, Colombia, (Jose Maria Cordova), (11-3) LOC Rwy 01: Medellin NDB LI removed from procedure.

Rosario, Argentina, Take-off minima: R/V400m is lowest Take-off minimum. Reported RVR will prevail over observed visibility. Higher published take-off minimums are still applicable.

SOUTH AMERICA

Rurrenabaque, Bolivia, ATS/COM/MET services at the aerodrome are:

MON TO FRI BTN 1200/2000 SAT SUN AND HOLIDAYS O/R

Required coordination for presentation of flight plan 24 HR notice.

Salto, Uruguay, (Nueva Hesperides Intl), (16-1)

Approach Lights RWY 05 to SALS Medium Intensity

Salvador, Brazil, (Dep L E Magalhaes Intl), Per SUPs A008/23 and N025/23, Runway 10/28 closed due to maintenance service.

Days and hours: FEB 23 TIL JUN 06 10 TIL SEP 05 09 TIL OCT 10 14 TIL 31 NOV 04 TIL DEC 30 TUE THU SAT 0940-1040.

Period: From 23 February 2023, 0940 UTC to 30 December 2023, 1040 UTC. Eff 23 Feb 23.

San Jose Del Guaviare, Colombia, (Jorge E Gonzalez), RWY 19 APAPI is unusable.

San Rafael, Argentina, Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Santa Fe, Argentina, (Sauce Viejo), New obstacles:

Tree: elev 161' (49m), coords 314120.4S 0604757.9W

Antena: elev 253' (77m), coords 314018.4S 0604702.5W

Santa Maria, Brazil, Per SUP N055/2020, Runway 02/20 closed due to the breakdown of the pavement.

Period: From April 23, 2020, 0000 UTC to May 14, 2023, 2359 UTC

Santa Rosa, Argentina, Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Santarem, Brazil, (Maestro Wilson Fonseca Intl), 11-1 ILS Y RWY 10 not available per SUP A005/2022.

Santiago, Chile, (Arturo Merino Benitez Intl), During the conservation works, when RWY 35L THR is displaced, all STAR and SID procedures published for RWY 35L should be used for RWY 33 respectively. The planned period for the displaced THR 35Lis from 08 October 2022 until the appropriate NOTAM appears. Please refer to most current NOTAMs.

Santiago del Estero, Argentina, (Termas de Rio Hondo), Take-off minima: 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Sao Gabriel Da Cachoeira, Brazil, Per SUP N108/21, Movement area subject to occasional animal transit.

From November 4, 2021, 0000 UTC to December 31, 2025, 2359 UTC.

Sao Jose Dos Campos, Brazil, (Professor Ernesto Stumpf), ILS V LOC V Rwy 16 Segment LONES to EDMEG not available, Wait for vectoring to Final Approach.

VOR A Rwy 16 Segment LONES to ATOMI not available, Wait for vectoring to Final Approach.

Sao Paulo, (Congonhas Intl), Mounted obstacle (MAST) illuminated at coordinates 233624.10S/0463756.10W. Top altitude: 860m (2822').

Period: From April 21, 2022, 0000 UTC to February 22, 2023, 0300 UTC.

Mounted obstacle (MAST) illuminated at coordinates 233631.60S/0463946.10W. Top altitude: 846m (2776').

Period: From April 21, 2022, 0000 UTC to March 22, 2023, 0300 UTC.

Mounted obstacle (MAST) not illuminated at coordinates 233900.91S/0463644.53W. Top altitude: 803m (2635').

Period: From April 21, 2022, 0000 UTC to February 24, 2023, 0300 UTC.

SOUTH AMERICA

Mounted obstacle (MAST) not illuminated at coordinates 233953.16S/0463815.04W. Top altitude: 861.62m (2827').

Period: From April 21, 2022, 0000 UTC to February 24, 2023, 0300 UTC.

Obstacle (Tower) not illuminated at coordinates 234118.78S/0463659.98W, height 79 meters (260 feet), summit altitude 892 meters (2927 feet). Period: From May 19, 2022, 0000 UTC to March 14, 2023, 0300 UTC.

per BRAZIL SUP N012/2022-Mounted obstacle (Mast) illuminated altitude at the top 867.00M (2845 FT) AMSL at coordinate 233812S/0463815W (SÃO PAULO, SP).

Per SUP N043/22 mounted obstacle (MAST) illuminated at coordinates 33809.10S/0463712.77W. Top altitude: 851m (2792').

Period: From April 21, 2022, 0000 UTC to March 22, 2023, 0300 UTC.

Sao Paulo, (Guarulhos-Gov Andre Franco Montoro Intl), Per SUP A054-21 and N094-21, STN VOR 114.3 unserviceable between radials 185 and 225.

From 09 September 2021, 0000 UTC to 08 August 2023, 2000 UTC.

Sao Pedro Da Aldeia, Brazil, Per SUP N081/2022, VOR/DME ADA 112.10MHZ/CH58X not usable on radial 288.

From August 11, 2022, 0000 UTC to June 03, 2024, 2359 UTC.

Tabatinga, Brazil, (Tabatinga Intl), Rwy 12/30 dimensions changed to 2150m (7053') x 33m(108').

TBT NDB revised from Part-time to 24 Hours

Talara, Peru, (Capitan Montes), The runway lights for Runway 17 and 35 have been removed.

Tarija, Bolivia, (Capt Oriel Lea Plaza), Per SUP A16/23 and C39/23 as of January 18, 2023 and until further notice, AD SER ATS/COM/MET/ARO-AIS/SEGURIDAD:

MON TO FRI BTN 0000/0220 AND 1000/2359

SAT BTN 0000/0220 AND 1200/2030

SUN BTN 1600/2359

RMK: COOR for presentation of FPL with 3 HR BFR TEL SLTJ 70358482 TEL SLCB 72005269

Teresina, Brazil, (Senador Petronio Portella), Per SUP N084/22 Tower frequency 118.8MHZ service hours 0900-2059 UTC.

Per SUP N101/2022 AFIS Teresina 119.60MHZ hours of service 2100-0859 installed.

Trinidad, Bolivia, (Jorge Henrich Arauz), Airport name to read: JORGE HENRICH

Trujillo, Peru, (Cap Carlos Martinez De Pinillos), (10-2) RELUN 1A, VATES 2A ARRS unavailable during the temporary suspension of the operation of TRU VOR per SUP 18/17.

The start and end dates of the temporary suspension shall be communicated through NOTAM messages.

Aircraft arriving on airways V-5, UV-5, T-330, UT-330 must operate under VFR during approach stages.

(10-2A) VUGAL 1 RNAV ARR will remain available.

(10-3A) (10-3B) ESMIL 1B, RELUN 1F, VATES 2F DEPS unavailable during the temporary suspension of the operation of TRU VOR per SUP 18/17.

The start and end dates of the temporary suspension shall be communicated through NOTAM messages.

Aircraft departing on airways V-5, UV-5, T-330, UT-330 must operate under VFR during take-off and ascent stages.

(10-3) ESMIL 1A RNAV DEP will remain available.

Tucuman, Argentina, (Benjamin Matienzo), Take-off minima: Rwy 02 R/V400m is lowest Take-off minimum. Reported RVR will prevail

over observed visibility. Rwy 20 400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Umuarama, Brazil, Per SUP N022/2023 runway 04/22 closed due to operational inspection.

Days and hours: Daily 1000-1030.

Period: From February 23, 2023, 1000 UTC to December 31, 2023, 1030 UTC. Eff 23 Feb 23.

Ushuaia, Argentina, (Ushuaia Intl), Take-off minima: R/V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Uyuni, Bolivia, (La Joya Andina), ATS/COM/MET/ARO/SECURITY services in the aerodrome are:

MON TO FRI BTN 1000/1800 AFT 1800 O/R

SAT AND holidays O/R

SUN BTN 1300/1500 AFT 1500 O/R

Required coordination for flight plan presentation with 24 HR notice.

From March 20, 2018 and until further notice, runway 13/31, not compacted.

Valle del Conlara, Argentina, (Santa Rosa de Conlara), Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Viedma, Argentina, (Gobernador Castello), Rwy 02/20 is permanently closed.

Take-off minima: V400m is lowest Take-off visibility. Higher published take-off minimums are still applicable.

Vina Del Mar, Chile, On 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS - In military apron note, update summer control hours to 1130-1910.

Yacuiba, Bolivia, Per SUP A020/23 as of January 18, 2023 and until further notice, AD SER ATS/COM/MET/SEI/SEGURIDAD ATTN:

MON AND FRI BTN 1100/2000

TUE WED AND THU BTN 1200/2000

SAT AND SUN O/R

RMK: COOR for presentation of FPL 24 HR BFR TEL SLYA 67861944 67699093 TEL SLCB 72005269

Jeppesen CHART CHANGE NOTICES highlight only ***significant*** changes affecting Jeppesen Charts, also regularly updated at www.jeppesen.com.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

ENROUTE CHARTS

GENERAL

BRAZIL

CONTINENTAL ADIZ established. An area running parallel approx 80 NM along the Brazil country boundary limited by N03 36.3 W050 26.1 and S33 59.5 W051 47.8. Altitudes GND - UNL.

ECUADOR

GUAYAQUIL FLIGHT INFORMATION REGION (FIR) ident chgd to SEFG.

PANAMA

BOCAS DEL TORO (BDT) VORDME OTS until OCTOBER 30, 2023. Use Tagoba Is (TBG) VOR for course guidance for G/UG440 (TBG) VOR - (BDT) VOR (N09 W081). **MPTO**.

URUGUAY

Uruguay Class C Airspace Limits changed to FL85 - FL195

ATS ROUTES changed:

UL342 estbld one-way S-bnd Puerto Leguizamo (PLG) VOR 200 $^{\circ}$ /019 $^{\wedge}$, 138 NM MEA FL250, ANDID RNAV CRP (S02 25.3 W075 19.1) 199 $^{\circ}$ /019 $^{\wedge}$, 63 NM, UMSOK RNAV CRP (S03 27.0 W075 34.1, 199 $^{\circ}$ /018 $^{\wedge}$, 197 NM. Bi-directional. Tarapoto (TAP) VOR 198 $^{\circ}$ /017 $^{\wedge}$, 110 NM, NENER RNAV CRP (S08 26.9 W076 47.3) 197 $^{\circ}$ /016 $^{\wedge}$, 127 NM, ILROL RNAV CRP (S10 30.8 W077 17.8)

198 $^{\circ}$ /017 $^{\wedge}$, 45 NM, KALAR RNAV CRP (S11 14.8 W077 29.8). **SPJC**.

ARGENTINA

ATS ROUTES changed:

B688 redesign N785 Ezeiza (EZE) VOR - Posadas (POS) VOR (S31 W058). **SAEZ**.

T/UT105 TOMIV (S41 31.6 W067 53.6) and NIGBU (S40 42.2 W067 59.5) RNAV CRPs estbld. PAKAL - TOMIV - SEMGA - NIGBU - EKOPA 51/26/24/19NM. **HI-8**.

UA306 withdrawn Ezeiza (EZE) VOR - UMKAL (S34 W058). **SCEL, SAEZ**.

UA306 withdrawn UGIMI to Ezeiza (EZE) VOR (S34 W058). **SAEZ**.

UA307 withdrawn NEBEG - Resistencia (SIS) VOR (S27 W059). **SACO**.

UL405 ESLAN (S34 58.9 W057 05.1) RNAV NCRP estbld. UGIMI - ESLAN - La Plata (PTA) VOR 10/40NM. **SAEZ**.

UL531 realigned bi-directional ESITO - Mendoza (DOZ) VOR 003 $^{\circ}$ /184 $^{\circ}$, 64NM, MEA FL250; 'DOZ' - NIRTA NCRP 070 $^{\circ}$ /250 $^{\circ}$, 30NM; NIRTA - SALBO CRP 25NM; SALBO - SOLER CRP 68NM; SOLER - KOPSI NCRP 074 $^{\circ}$ /254 $^{\circ}$, 28NM; KOPSI - ALDEX CRP 44NM; ALDEX - Cordoba (CBA) VOR 55NM; 'CBA' - OSUDA CRP 060 $^{\circ}$ /240 $^{\circ}$, 40NM. **SACO**.

UL550 UMKEV NCRP estbld (S29 04.7 W063 35.6). One-way s-bnd Tucuman (TUC) VOR - SISAP; UMKEV - PORKA 155 $^{\circ}$ /(335 $^{\circ}$), 19/26NM. **HI-8**.

UM400 redesign one-way SW-bnd SIKOB to Cordoba (CBA) VOR (S31 W064). **SACO**.

ENROUTE CHARTS SOUTH AMERICA

- UM418 EVTAM RNAV NCRP estbld (S31 13.9 W062 38.1). MAVBI - EVTAM - DOPRI 093°/273°, 26/29 NM. **HI-8, SACO.**
- UM529 realigned one-way E-bnd ASIMO - San Juan (JUA) VOR; 'JUA' - OGNOP RNAV CRP (S31 19.1 W067 54.9) 062°/242°, 30NM, MEA FL250; OGNOP - UTBED RNAV CRP (S30 57.8 W067 12.0) 063°/243°, 42NM; UTBED - UBSOX NCRP (S30 12.6 W065 43.1) 89NM; UBSOX - POVNA NCRP (S29 51.3 W065 02.4) 064°/244°, 41NM; POVNA - UNPOX CRP (S29 35.9 W064 33.5) 065°/245°, 29NM; UNPOX - PUNGU NCRP (S29 26.4 W064 15.9) 18NM; PUNGU - UMKEV RNAV NCRP (S29 04.7 W063 35.8) 41NM; UMKEV - NIPMU RNAV CRP (S28 54.2 W063 16.6) 066°/246°, 20NM; NIPMU - ISKUK RNAV NCRP (S28 35.7 W062 43.3) 35NM; ISKUK - BIVID RNAV NCRP (S28 08.7 W061 55.4) 50NM; BIVID - NESRI RNAV CRP (S27 52.1 W061 26.4) 067°/247°, 31NM; NESRI - SEBDA RNAV NCRP S27 35.2 W060 57.2) 31NM; SEBDA - UBSUT RNAV NCRP (S26 45.5 W059 33.2) 068°/248°, 90NM; UBSUT - MADSA RNAV NCRP (S26 35.7 W059 16.9) 069°/249°, 18NM; MADSA - ARPAS 92NM. **SACO.**
- UM543 POVNA (S29 51.3 W065 02.4) NCRP estbld. SIBOL - POVNA - LITOR 43/55NM. **SACO.**
- UW15 POVNA NCRP estbld (S29 51.3 W065 02.4). LITOR - POVNA - SIBOL 159°/339° 55/43NM. **SACO.**
- UW16 UBSOX NCRP estbld (S30 12.6 W065 43.1). La Rioja (LAR) VOR - UBSOX - DADEB 135°/315, 75/16 NM. **HI-8.**
- UW64 withdrawn Ezeiza (EZE) VOR- Monte Caseros (MCS) VOR (S34 W058). **SAEZ.**
- UW65 withdrawn Gualeguaychu (GUA) VOR - Mariano Moreno (ENO) VOR (S33 W058). **SAEZ.**
- UZ102 MAVBI to OSUDA 320°/140°; SUKPA - ITEL A 327°/147° (S28 W065) **HI-8, SACO.**
- UZ107 withdrawn ALBAL to Neuquen (NEU) VOR (S38 W068). **HI-8, SCEL.**
- UZ108 GILSA - OGNOP (S31 19.1 W067 54.9) - ROGOD 199°/019°, 50/76 NM. VUGDU NCRP estbld (S36 28.7 W069 50.6) Malarque (MLG) VOR - VUGDU - MOCHO 61/111 NM. **HI-8.**
- UZ112 PUNGU NCRP estbld (S29 26.4 W064 15.9). ANDEG - PUNGU - LOGET 184°/004°, 49/57NM. **HI-8, SACO.**
- UZ125 estbld ALDEX - Santa Rosa De Conlara (SRC) VOR 183°/003°, 43 NM, MEA FL250; 'SRC' - ISIPO 232°/052°, 54 NM (S31 W065). **SACO.**
- UZ128 estbld one-way E-bnd GUVOL - MEBRA 079°/(259°) 98 NM; MEBRA - PAMAL 081°/(261°) 85 NM; PAMAL - PAMAK 076°/(256°) 77 NM; bi-directional PAMAK - Cordoba (CBA) VOR 091°/271° 55 NM (S31 W064). **SACO.**
- UZ129 estbld One-way S-bnd Gualeguaychu (GUA) VOR - PAGON 196°, 55 NM, MEA FL260 (S33 W058). **SAEZ.**
- W11 withdrawn Mariano Moreno (ENO) VOR - PAGON (S34 W058). **SAEZ.**
- W25 redesign one-way SW-bnd OPTIR to Cordoba (CBA) VOR; MEA FL60. (S31 W064). **SACO.**
- W27 KOVUK - Punta Indio VOR (PDI) 136°/316°, (PDI) VOR - ISTER 229°/049° (S35 W057). **SAEZ.**
- W74 estbld One-way N-bnd Ezeiza (EZE) VOR - LANDA - Gualeguaychu (GUA) VOR 005°/008°, 55/54 NM, MEA FL50 (S34 W058). **SAEZ.**
- Z121 estbld one-way E-bnd DADEB - SIBOL 104°/(284°), 42 NM, MEA FL 90 (S30 W065). **SACO.**
- CATARATAS DEL IGUAZU CTR Class 'D' chgd to Class 'C' and extended approx 5NM to the east (S25 W054). **LO-11, LO-12.**

ENROUTE CHARTS SOUTH AMERICA

EZEIZA CTR extended approx 5NM to the northwest (S34 W58). **SAEZ**.

La Plata CTR withdrawn (S34 W057). **SAEZ**.

PROHIBITED AREA SA(P)-23 estbld (NW of San Fernando [FDO] VOR as follows: A circle with a .135 NM radius centered on S34 24.7 W058 43.2. Altitudes: GND - 500 MSL. **SAEZ**.

RESTRICTED AREA SA(R)-2 extended approx 2NM to the East. **SAEZ**.

RESTRICTED AREA SA(R)-22 vertical limits chgd to GND - FL190 (W of Salto [STO] VOR) (S31 W058). **LO-12, LO-14**.

RIO GRANDE TMA Class 'A/B' Airspace withdrawn (S53 W067). **LO-14**.

STA. ROSA DE CONLARA CTR established. A circle approximately 15 NM radius centered on Sta. Rosa de Conlara (SRC) VOR. Altitudes GND - FL95. Class 'C'. Times of operation 1100 - 1900 daily (S32 W065). **SACO, LO-13**.

VILLA GESELL (GES) NDB coords chgd to S37 14.1 W057 01.4. **LO-12, LO-13**.

BOLIVIA

ATS ROUTES changed:

A304 withdrawn Corumba (CUB) NDB to La Paz (PAZ) VOR (S16 W068). **SLLP, SLVR**.

B652 withdrawn Viru Viru (VIR) VOR - Cuiaba (CIA) VOR (S17 W063). **SLVR**.

UL404 MUDIL withdrawn. KABOM - UKDOR 90 NM. **SLVR**.

UL540 realigned DOPGO (S19 22.7 W064 57.0) - MATGO (S18 55.0 W064 28.5) - MULOG (S18 34.9 W064 07.8) 39/28 NM. Viru Viru VOR (VIR) - OGSIG NCRP (S16 46.1 W062 04.8) - SASNO NCRP (S16 32.5 W061 47.9) 80/21 NM. **SLVR**.

UM784 AKVOR - ROBOK 161°/341°, 70 NM; ROBOK - PAPEK- 164°/345°, 156 NM; PAPEK - AMVIV - LOKOX 166°/346°, 69/85 NM. **SLVR**.

UW29 withdrawn La Paz (PAZ) VOR - Puerto Suarez (PSZ) NDB (S16 W068). **SLLP, SLVR**.

UZ29 estbld along UW29 La Paz (PAZ) VOR - Viru Viru (VIR) VOR (S16 W064). **SLLP, SLVR**.

W3 Sucre VOR (SUR) - San Ignacio De Velasco NDB (SNG) withdrawn. **SLVR**.

W9 withdrawn Trinidad (TRI) VOR - La Paz (PAZ) VOR (S14 W064). **SLLP**.

W10 withdrawn Cobija (CIJ) NDB - La Paz (PAZ) VOR (S11 W068). **SLLP**.

Z29 desig La Paz (PAZ) VOR - TERAX 112°/292°, 55NM, MEA FL230; TERAX - MOSGO 113°/293°, 60NM, MEA FL200; MOSGO - PUNAV 113°/294°, 24NM; PUNAV - DOLGI 114°/294°, 13NM; DOLGI - SALBI 114°/294°, 68NM; SALBI - Viru Viru (VIR) VOR 115°/296°, 80NM, MEA FL180; (VIR) - GAVOS 119°/300°, 80NM, MEA FL70; GAVOS - ALGIP 120°/301°, 188NM; ALGIP - EDRUS 122°/302°, 20NM; EDRUS - ENTOM CRP (S18 58.5 W057 49.2) 110°/290°, 27NM. **SLLP, SLVR**.

RESTRICTED AREA SL(R)-16 withdrawn (N of Viru Viru [VIR] VOR) (S17 W063). **SLVR**.

RESTRICTED AREA SL(R)-19 withdrawn (N of Viru Viru [VIR] VOR) (S17 W063). **SLVR**.

VIRU VIRU (VRO) NDB decmsnd. (S17 32.2 W063 12.0) **SLVR**.

BRAZIL

ATS ROUTES changed:

G678 redesig Z86, Manaus VORDME (MNS) to GELVA (N03 W060). **SBMN**.

UL795 estbld one-way S-bnd MUPIN CRP (S01 38.3 W061 12..3) - KAMIR 167°/(347), 68NM, MEA FL250. **SBMN**.

UL795/UZ23 UKAKI renamed KOPMI (S21 W044). Eff 23 Feb 23. **HI-4, HI-5, HI-6**.

UZ1 OFITO - NIDSA 92 NM (S13 W040). **HI-5**.

ENROUTE CHARTS SOUTH AMERICA

- UZ6 IVTEK renamed SISAS (S20 W045). **SBCF.**
- UZ6 LUNAT renamed PUGRU (S22 W043). **SBGL.**
- UZ21 DEPOT renamed GEBOL (S19 18.2 W043 49.1). **SBCF.**
- UZ24/Z1, VUSAK renamed PUKBO (S19 W045). **SBCF.**
- UZ30 IVTEK renamed SISAS (S20 W045). **SBCF.**
- UZ61 DEPOT renamed GEBOL (S19 18.2 W043 49.1). **SBCF.**
- UZ71 redesign one-way S-Bnd ARULA - BOLIP (S25 W051). **HI-5, HI-6.**
- W8 redesign Z36 Marica (MIA) VOR - UMKIT (S21 W043). **LO-11.**
- W15 SANDI renamed SISEL (S33 W055). **SAEZ.**
- W57 IVTEK renamed SISAS (S20 W045). **SBCF.**
- Z2 IVTEK renamed SISAS (S20 W045). **SBCF.**
- Z2 LUNAT renamed PUGRU (S22 W043). **SBGL.**
- Z4/Z36/UL206/UN857/UZ001/UZ171 Marica (MIA) VOR replaced with UDIRA RNAV CRP (S22 58.0 W042 53.5). Eff 23 Feb 23. **HI-4, LO-11, HI-5, HI-6, SBGL.**
- Z73 DANKU RNAV NCRP estbld at (S19 40.7 W042 54.4). BOMAG - DANKU - NIPDA 23/12 NM
SBCF.
- ARAXA (ARX) NDB decmsnd (S19 W046). **LO-8.**
- BELO HORIZONTE (BHZ) NDB decmsnd (S19 W043). **SBCF.**
- CONQUISTA DME cmsnd. Ident 'VCO', freq 115.2, coords at S14 54.5 W040 55.1. **LO-8.**
- CURITIBA 2 CTA extended approx 15NM to the west and 55NM to the south (S23 W047). Eff 23 Feb 23. **LO-11.**
- DANGER AREA SB(D)-496 estbld (SE of Sao Jose [SCP] VOR as follows: A circle with a 1.08 NM radius centered on S23 47.7 W045 21.2. Altitudes: GND - FL30 (S23 W045). **SBGL.**
- GARCAS (BAG) VOR decmsnd (S15 W052). **LO-8.**
- Goiania (GNV) VOR/DME OTS from 0000UTC 01 DEC 22 to 1500UTC 23 AUG 23 (S16 W049). **LO-8, SBBR, HI-5, HI-6.**
- GRID MORA (S01-S02/W050-W051) 1500. **LO-7.**
- LENCOIS DME cmsnd. Ident 'LNC'. freq 113.6, coords at S12 29.3 W041 16.5. **LO-8.**
- NOVA (NOA) NDB decmsnd (S22 W043). **SBGL.**
- PARINTINS (PRI) VOR decmsnd (S02 W056). **LO-6.**
- PORTO SEGURO CTR CLASS 'D' chgd to CLASS 'C' (S16 W039). **LO-8.**
- RECIFE FIR extended approx 100NM to the east and replaced that portion of ATLANTICO FIR (S09 W032). **LO-7, LO-8, HI-5.**
- RESTRICTED AREA SB(R)-495 estbld. An irregular-shaped area approx 2 NM S-N by approx 3 NM E-W beginning approx 30 NM N of Sao Jose (SCP) VOR. Altitudes: GND - 6500 MSL (S22 W045). **SBGL.**
- RESTRICTED AREA SB(R)-383 estbld. An irregular-shaped area 1 NM N-S by approx 1.5 NM E-W beginning approx 11 NM South East of Santa Cruz [SCR] VOR. Altitudes: GND-2000 AGL (S23 W043). **SBGL.**
- RESTRICTED AREA SB(R)-418 an irregular shaped area approx 45 NM S-N by approx 51 NM E-W beginning approx 15 NM NE of San Jose (SCP) VOR extended approx 18 NM to the south (S23 W045). **SBGL.**
- RESTRICTED AREA SB(R)-431 extended approx 20NM to the northwest (S22 W045). **SBGL.**

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RESTRICTED AREA SB(R)-434 extended approx 8NM to the north. Vertical limits chgd to GND - FL70 (S22 W045). **SBGL**.

RESTRICTED AREA SB(R)-575 upper limit chgd to 2000 AGL (S26 W048). Eff 23 Feb 23. **LO-12**.

RESTRICTED AREA SB(R)-602 lower limit chgd to FL100 (SW of Goiania [GNV] VOR) (S17 W050). **LO-8, HI-5, HI-6**.

RESTRICTED AREA SB(R)-613 estbld (NW of Goiania [GNV] VOR) as follows: The same lateral limits as SB(R)-601. Altitudes FL310-UNL (S15 W048). **HI-4, SBBR, HI-5, HI-6**.

RESTRICTED AREA SB(R)-632 lateral limits chgd (E of Cuiaba [CIA] VOR) as follows: A circle with a 2 NM radius centered on S15 33.9 W054 20.3. Eff 23 Feb 23. **LO-8**.

RESTRICTED AREA SB(R)-801 lateral and vertical limits chgd as follows: An irregular-shaped area approx 3 NM S-N by approx 4 NM E-W beginning approx 112 NM NW of Santa Maria (SMA) VOR. Altitudes: GND - FL190 (S28 W55). Eff 23 Feb 23. **LO-12**.

RESTRICTED AREA SB(R)-809 estbld (W of Londrina [LON] VOR). A circle with a 3 NM radius centered on S23 21.4 W051 29.5. Altitudes: GND - FL145 (S23 W051). **LO-11**.

RESTRICTED AREA SB(R)-810 estbld. An irregular shaped area approx 4 NM N-S by approx 4 NM E-W beginning approx 46 NM NE of PIRARI (PAI) VOR. Altitudes: 4000-7000. (S21 W043) **LO-11, SBGL**.

RESTRICTED AREA SB(R)-813 estbld. A circle with a 1.6 NM radius centered on S23 12.9 W051 11.2 approx 9 NM N of Londrina (LON) VOR. Altitudes: GND-FL145. **LO-11**.

RESTRICTED AREA SB(R)-815 estbld (NW of Florianopolis [FLN] VOR) as follows: A circle with a 3 NM radius centered on S27 04.7 W049 38.0. Altitudes: GND - FL50. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-816 estbld (E of Curitiba [CTB] VOR) as follows: A circle with a .54 NM radius centered on S25 32.4 W048 31.9. Altitudes: GND - FL120. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-817 estbld. A circle with a 5NM radius centered on S20 24.0 W043 23.0. Altitudes: GND - 5400 MSL. Eff 23 Feb 23. **LO-8, SBCF**.

RESTRICTED AREA SB(R)-818 estbld. A rectangle approx 4 NM S-N by approx 3 NM E-W beginning approx 23 NM SW of Telamaco (TLB) NDB. Altitudes: GND - FL130 (S24 W050). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-819 estbld (NE of Pirai [PAI] VOR) as follows: A circle with a .5 NM radius centered on S21 47.6 W043 23.1. Altitudes: GND - FL140. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-820 estbld. An irregular-shaped area approx 1 NM S-N by approx 2 NM E-W beginning approx 104 NM SE of Foz (FOZ) VOR. Altitudes: GND - FL80 (S26 W052). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-821 estbld (N of Florianopolis [FLN] VOR) as follows: A circle with a .5 NM radius centered on S27 10.7 W048 37.4. Altitudes: GND - 1500 AGL. Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-822 estbld. An irregular-shaped area approx 7 NM S-N by approx 6 NM E-W beginning approx 69 NM SW of Curitiba (CTB) VOR. Altitudes: GND - FL260 (S26 W050). Eff 23 Feb 23. **HI-4, LO-11, HI-5, HI-6**.

RESTRICTED AREA SB(R)-823 estbld. A rectangle approx 3 NM S-N by approx 3 NM E-W beginning approx 38 NM SW of Joinville (JNV) VOR. Altitudes: GND - FL120 (S26 W049). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-824 estbld. A rectangle approx 1 NM S-N by approx 0.5 NM E-W beginning approx 39 NM SW of Joinville

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(JNV) VOR. Altitudes: GND - 3500 AGL (S26 W049). Eff 23 Feb 23. **LO-11**.

RESTRICTED AREA SB(R)-825 estbld (NE of Pirai [PAI] VOR) as follows: A circle with a 1 NM radius centered on S20 59.3 W042 53.3 Altitudes: GND - FL140. Eff 23 Feb 23. **LO-8, LO-11**.

RESTRICTED AREA SB(R)-826 estbld. An irregular-shaped area approx 110 NM S-N by approx 39 NM E-W beginning approx 272 NM NE of Pirai (PAI) VOR. Altitudes: FL100 - FL410 (S17 W043). Eff 23 Feb 23. **HI-4, LO-8, HI-5, HI-6**.

SALVADOR CTR upper limit chgd to 3500' (S12 W038). **LO-8**.

SETE LAGOAS DME cmsnd. Ident 'SLG', freq 114.2, coords S19 26.6 W044 13.9. **SBCF**.

The following NDB have been decmsnd:

EL TROMPILLO (TCZ)

TRINIDAD (TDD)

SAN JOAQUIN (JOA)

MONTEAGUDO (AGU)

SUCRE (SRE). **SLVR 10-1**.

TRAMANDAI (FB) NDB decmsnd (S29 W050).

LO-12, HI-6.

CHILE

ATS ROUTES changed:

L348 PUDRO CRP estbld (S33 40.4 W072 50.1). Domingo (DGO) VOR - PUDRO - TIRLO 61/8 NM. **HI-8, SCEL**.

Q810/UQ810 ASAOKU NCRP estbld (S39 15.7 W072 59.0). Valdivia (VLD) VOR - ASAOKU - PUPAR 25/47 NM. **SCTE**.

T/UT101 NILTA CRP estbld (S33 05.9 W072 47.8). ITANO - NILTA - EGULU 11/43NM. **HI-8**.

T/UT200 ESOKI RNAV NCRP estbld (S34 17.0 W071 53.7). Domingo (DGO) VOR - ESOKI - SOSTA 40/99NM. **LO-13, LO-14**.

T115/UT115 KIBEL NCRP estbld (S39 17.5 W072 51.9). Valdivia (VLD) VOR - KIBEL - Araucania (NIA) VOR 25/25 NM. **SCTE**.

T121 estbld Mocopulli (MPI) VOR - ANPIP NCRP (S42 05.4 W073 32.4) 018°/198°, 17 NM, MEA 4000': ANPIP - Puerto Montt (MON) VOR 018°/199°, 44 NM: Puerto Montt - SARTO CRP (S40 56.8 W072 55.0), 007°/188°, 30 NM, MEA 6000': SARTO - ERUKA CRP (S39 45.1 W072 31.5) 74 NM. **SCTE**.

UA306 withdrawn Tabon VOR (TBN) - RIBLA - UMKAL (S32 W070). **SCEL**.

UA307 withdrawn Santiago VOR (AMB) - VISEK - YESOS - NEBEG (S33 W070). **SCEL**.

UL401 PULOK CRP estbld (S31 02.0 W072 39.7). TOLAS - PULOK - RENEM 83/5NM. **HI-8**.

UL780 VUTRA CRP estbld (S29 41.0 W072 34.5). MOPNU - VUTRA - SIKAB 62/75NM. **HI-8**.

UT118 ESEPA CRP estbld (S33 43.6 W072 50.3). UPUSI - ESEPA - OSABO 34/8NM. **HI-8**.

UT127 SILAS NCRP estbld (S41 37.0 W073 06.0). Puerto Monnt VOR (MON) - SILAS - GENEK 11/45NM. **SCTE**.

UT316 PAKEN CRP estbld (S32 44.1 W072 46.3). VUSAL - PAKEN - Ventanas (VTN) VOR 12/65NM. **HI-8**.

V/UV200 ESOKI NCRP estbld (S34 17.0 W071 53.7). Domingo (DGO) VOR - ESOKI - SOSTA 40/99NM. **LO-13, LO-14**.

V107 MOLTU NCRP estbld (S34 16.8 W071 25.6). Domingo (DGO) VOR - MOLTU - Curico (ICO) VOR 38/43NM. **LO-13, LO-14**.

W/UW104 withdrawn Santo Domingo (SNO) NDB to Isla Robinson Crusoe (IRC) NDB (S33 W071). **HI-8, SCEL**.

PROHIBITED AREA SC(P)-9 estbld. A circle with 1.5NM radius centered on S37 19.9

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W073 33.6. Altitudes GND - 1600 AGL. **LO-14.**

PROHIBITED AREA SC(P)-57 estbld. A rectangular shaped area approx 2 NM S-N by approx 2 NM E-W beginning approx 6 NM E of Santiago (AMB) VOR. Altitudes Gnd - 3000 AGL (S33 W070). **SCEL.**

RESTRICTED AREA SC(R)-73 estbld. A square-shaped area approx .5 NM S-N by approx .5 NM E-W beginning approx 6 NM E of Santiago (AMB) VOR. Altitudes Gnd - 3500 MSL (S33 W070). **SCEL.**

COLOMBIA**ATS ROUTES changed:**

G675 OBDOX CRP estbld (N02 31.3 W076 48.8). ISOPA - OBDOX - ANKAS 34/5NM. **LO-3.**

G675/Z012 PASTO (PSO) VOR replaced by SEKTA CRP (N01 23.9 W077 17.4) **LO-3.**

UA574 redesign UL220 Cartagena (CTG) VOR - GILGA (N10 W075). **SKBQ.**

UL423 ILTUR - PULOX CRP (N05 42.7 W075 49.0) 302°, 158NM, MEA FL245; PULOX - VASIL 319°, 50NM. **HI-7.**

UL542 withdrawn OTAMO - PUPAS - REMEX (S03 W070). **SKBQ.**

UL655 realigned. ESARO - DABAX 139°/320°; SIMAT - POTBA 141°/322°; PABON - ASAPA 144°/325° (N05 W079). **HI-7.**

UM218 realigned DILAR - KAGEM 179°/359°, 75 NM; KAGEM - LOKOV - Barrancabermeja VOR (EJA) One-way S-bnd 188°, 82 NM/ 184°, 61 NM (N10 W074). **SKBQ.**

UN653 estbld one way NW-Bnd Rionegro (RNG) VORDME - KOTIN 312°, 58NM; KOTIN - ARORO 323°, 100NM; ARORO - La Palma (PML) VORDME 318°, 60NM; (PML) VOR - SEKMA 326°, 157NM; SEKMA-TOSAV RNAV CRP (N11 41.5 W080 55.9) 325°, 100NM; TOSAV - San Andres (SPP) VORDME 324°, 70NM. **MPTO.**

UP527 estbld one way SE-Bnd Taboga (TBG) VORDME - MUBMI RNAV CRP (N07 06.4 W077 59.3) 142°, 137NM; MUBMI - QUIBDO (UIB) VOR 117NM; (UIB) VOR - DAGUR 143°, 102NM; DAGUR - POVSO 119°, 81NM; POVSO - DADKA 123°, 112NM; ALGOD withdrawn. **HI-7.**

UP533 realigned KIKAS - LOBUL 234°/052°; LOBUL - BOKAN 232°/048° (N04 W074). **SKBO.**

UP793 estbld one-way S-bnd SINID - EVPPIP RNAV CRP (N11 56.4 W074 41.7) 163°, 200 NM, MEA FL245; bi-directional EVPPIP - DILAR 164°/344°, 83 NM; DILAR - ISLAG 166°/346°, 63 NM; ISLAG - GEKAR 83 NM; GEKAR - ILVIR 166°/347°, 294 NM; ILVIR - BRACO 155°/335°, 152 NM. **SKBQ.**

UQ108 withdrawn OTAMO to Mitu VOR (MTU) (N08 W073). **SKBQ.**

UQ115 redesign one-way N-Bnd XOGEN - UGREB. (N08 W074) **SKBQ.**

V701 Puerto Ayacucho (PAY) VOR to KUBTU 277°/097°; KUBTU to Marandua (MDU) VOR 278°/097°; LUTVI to PAMAG 292°/111° (N05 W067). **LO-5.**

V714 estbld San Jose Del Guaviare (SJE) VOR - OPUVA CRP (N02 17.5 W073 00.1) 236°/ 056°, 26NM, MEA 5000; OPUVA - NENUG CRP (N01 46.3 W073 46.7) 56NM, MEA 9000; NENUG - XUVUK CRP (N01 23.5 W074 20.8) 41NM; XUVUK - UTGUL CRP (N03 44.7 W076 36.2) 234°/054°, 31NM, MEA 5000; UTGUL - Tres Esquinas (TQS) VOR 35NM. **LO-3.**

V714 San Jose Del Guaviare (SJE) VOR - EDNAD CRP (N02 17.2 W072 59.8) 244°/ 064°, 26NM; EDNAD - MUBOD CRP (N01 45.4 W073 46.0) 244°/063°, 56NM; MUBOD - EKUTO CRP (N01 22.5 W074 19.7) 243°/ 063°, 41NM; EKUTO - PUGIG CRP (N01 04.4 W074 45.2) 31NM; PUGIG - Tres Esquinas (TQS) VOR 243°/062°, 35NM. XUVUK, NENUG, OPUVA withdrawn. **LO-3.**

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- W1 redesign Z016 VUSRU CRP - Popayan (PPN) (N02 W076). **LO-3, SKCL.**
- W1 redesign bi-directional Tulua (ULQ) VOR to LIVOB; redesign one-way NE-bnd TOLIM CRP to Ambalema (ABL) VOR (N04 W075). **LO-3, SKCL, SKBO.**
- W5 Guapi NDB (GPI) replaced by GIBTU CRP (N02 34.4 W077 53.7). **LO-3.**
- W9/G431 UBMUN NCRP redesign CRP. (N07 W073). **LO-1.**
- W10 ORELU NCRP redesign CRP (N07 W073). **LO-1.**
- W12 NEDOR NCRP redesign CRP (N07 W073). **LO-1.**
- W19 Cerrejon (CJN) VOR - Valledupar (VUP) VOR 233°/053° 65NM, MEA 8000; VUP - UGOSA 47NM, MEA 5000 (N10 W073). **LO-1.**
- W30 redesign Z015 DAKOP - GIBTU CRP (N02 34.4 W077 53.7) 073°/254°, 40NM, MEA 7000; GIBTU - ESMOD 026°/206°, 87NM, MEA 3000. **LO-3.**
- W32 EDVAR - Valledupar (VUP) VOR 074°/255°, 50NM; ' VUP ' VOR - IRONU 026°/207°, 49NM (N10 W074). **LO-1.**
- W32 EDVAR - Valledupar (VUP) VOR (N10 26.7 W073 15.0) 080°/259° 47 NM, MEA 9000; (VUP) VOR - ANDIL CRP (N10 30.7 W073 12.7) - IRONU 023°/206° 11/45 NM. **LO-1.**
- W34 redesign one-way NE-bnd Cucuta (CUC) VOR to LUCHA N07 W072). **LO-1.**
- W35/G431 IVRIK NCRP redesign CRP. (N07 W073). **LO-1.**
- W41 UMPUR to Valledupar (VUP) VOR 107°/288° (N10 W074). **LO-1, SKBQ.**
- W41 Valledupar VOR (VUP) - UMPUR 293°/114° (N10 W073). **LO-1.**
- Z022 estbld one-way SW-bnd KONKO - OBDOX CRP (N02 31.3 W076 48.8) 257°, 23NM, MEA 10000. **LO-3.**
- DANGER AREA SK(D)-38 withdrawn (N04 W073). **LO-5, LO-6.**
- GUAPI NDB (GPI) decmsnd (N02 W077). **LO-3.**
- PALANQUERO TMA Class 'D' lower limit chgd to GND (N05 W074). **LO-3, SKBO.**
- PALMA (PL) NDB decmsnd. (N03 W076) **SKCL.**
- PEREIRA (PEI) VOR HOLDING redesign; 075° inbound track, RIGHT turns (N04 W075). **LO-3.**
- RESTRICTED AREA SB(R)-49 estbld (NW of La Fria [LFA] VOR) as follows: A circle with a 1 NM radius centered on N08 38.3 W072 42 . 4. Altitudes: GND - 2000 AGL (N08 W072). **LO-1.**
- TRAINING AREA SK(E)-52 estbld S of Florencia VOR (FLA). A circle with a 2.5 NM radius centered on N01 15.3 W075 34.2. Altitudes: GND - 5500. **SALO-3.**
- TRES ESQUINAS TMA established. A irregular circle shaped area with a 33NM radius centered on Tres Esquinas (TQS) VOR. Altitudes GND - FL090. Class 'D'. Times of operation H24 (N01 W075). **LO-3.**

ECUADOR

MANTA (MNT) NDB decmsnd (S00 W080). **LO-3.**

JAMAICA**ATS ROUTES changed:**

UL417 redesign one-way N-bnd Rio Branco VOR (RCO) - BEMOL. EVPPIP CRP (N14 56.4 W074 41.7) and NEVPA CRP (N14 56.4 W074 41.7 estbld. KAGEM - EVPPIP - NEVPA - NAARI 157/191/120 NM. **SKBQ.**

UP525 estbld one-way S-Bnd EMABU RNAV CRP - RONLU RNAV CRP 171°, 106 NM, MEA FL 245; RONLU - ADSOV RNAV CRP 71 NM, ADSOV - SINID RNAV CRP (N15 00.0 W076 05.9) 103 NM; SINID - MORG1

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NCRP 209 NM; MORG- Barranquilla (BAQ) VOR 173°, 53 NM; (BAQ) VOR - DAGAN RNAV NCRP 172°, 174 NM; DAGAN - Barrancabermeja (EJA) VOR 173°, 59 NM; (EJA) VOR - PALUG RNAV CRP 185 NM; PALUG - S/Jose Guaviare (SJE) VOR 174°, 92 NM; (SJE) VOR - MARTU RNAV NCRP 166°, 144 NM; MARTU - POTBA RNAV NCRP 167°, 145 NM; POTBA - PUPAS RNAV NCRP 165°, 24 NM; PUPAS - REMEX RNAV NCRP 167°, 57 NM; REMEX - Leticia (LET) VOR 63 NM. **SKBQ.**

MARTINIQUE**ATS ROUTES changed:**

UN669 estbld ELJEZ - OTUSU RNAV CRP (N17 38.5 W057 29.2) 068°/248°, 35NM, MEA FL245; OTUSU - MEBUK RNAV NCRP (N16 10.1 W059 26.6) 067°/248°, 143NM; MEBUK - AGBEL RNAV NCRP (N14 52.9 W061 06.7) 067°/247°, 124NM; AGBEL - ONGAL 065°/247°, 191NM; ONGAL - ALDIT 250°/070°, 7NM, MEA FL250; ALDIT - MASPA 250°/069°, 46NM; MASPA - OPLUD 249°/068°, 71NM; OPLUD - OPUTU 249°/069°, 25NM; OPUTU - BEGAB 249°/068°, 43NM; BEGAB - Maiquetia (MIQ) VOR 249°/069°, 45NM. **SVMI.**

MEXICO**ATS ROUTES changed:**

B689 chgd to bi-directional Mariquita (MQU) VOR - RENOS (N05 W074). **LO-3.**

G/UG521 AMIDA CRP (N18 37.8 W087 18.1). ITPIG - AMIDA - KIRAP 88/96NM. **HI-7.**

NETH ANTILLES

PROHIBITED AREA TN(P)-10 withdrawn (SE of Curacao [PJG] VOR) (N12 W068). **LO-2.**

NEW ZEALAND

DANGER AREA NZ(D)-020 withdrawn (NE part of Auckland Oceanic FIR) (S37 W160). **SA HI-8.**

DANGER AREA NZ(D)-021 withdrawn (NE part of Auckland Oceanic FIR) (S44 W146). **SA HI-8.**

DANGER AREA NZ(D)-024 withdrawn (NE part of Auckland Oceanic FIR) (S29 W161). **SA HI-8.**

PANAMA**ATS ROUTES changed:**

A/UA502 will not have range and guidance on the following sections between David (DAV) VOR - POXON and (DAV) VOR - Taboga (TBG) VOR until August 30, 2023 (N08 W082). **MPTO.**

B510 BOLAV CRP estbld (N11 33.1 W079 08.8). MIKUS - BOLAV - DAGAS 68/5 NM. MIKUS - DAGAS MEA 5000. **LO-1, LO-3.**

Q2 estbld Taboga (TBG) VORDME - DABEL 267°/087°, 15NM, MEA 3100; DABEL - IRUKA 14NM, MEA 5700; IRUKA - RONAM 58NM, MEA 8600; RONAM - EGOSO 56NM, MEA 10600; EGOSO - ASIKA 18NM, MEA 6300; ASIKA - David (DAV) VORDME 12NM, MEA 2500; (DAV) VOR - POXON 296°/116°, 26NM, MEA 5400 (N08 W082). **LO-1, LO-3, MPTO.**

Q19 DAMAX NCRP redesign CRP (N08 W079). **MPTO.**

UA323 withdrawn Taboga I VOR (TBG) - IVROS - Sao Gabriel Da Cachoeira VOR (GBR) (S00 W066). **MPTO.**

UB689 withdrawn San Andres (SPP) VOR to KAKOL (N10 W079). **MPTO.**

UG447 withdrawn San Andres (SPP) VOR to ARORO (N10 W079). **MPTO.**

UM549 realigned one-way NW-Bnd OBKIL - EDRAN; EDRAN - PULOX RNAV CRP (N05 42.7 W075 49.0) 313°, 83NM; PULOX -

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- SIGUN RNAV CRP (N07 23.2 W077 50.4) 317°, 157NM; SIGUN - Taboga (TBG) VOR 315°, 132NM. **HI-7, MPTO.**
- V3 unusable until 15 APR 2023 France (FNC) VOR - NEMER (N08 W079). **LO-1, LO-3, MPTO.**
- V4 unusable until 15 APR 2023 from France (FNC) VOR - MADEN (N09 W079). **LO-1, LO-3, MPTO.**
- V11 no range and guidance available between David (DAV) VOR - Santiago (STG) VOR until August 30, 2023 (N08 W082). **MPTO.**
- V15/V17 suspended between Bocas Del Toro (BDT) VOR - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO.**
- V19 no range and guidance available between OSABA - David (DAV) VOR until August 30, 2023 (N08 W082). **MPTO.**
- V23 suspended between David (DAV) VOR - BIXIL until August 30, 2023 (N08 W082). **MPTO.**
- BOCAS DEL TORO (BDT) VORDME OTS until 30 OCT 2023 (N09 W082). **MPTO.**
- CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**
- DANGER AREA MP(D)-23 estbld. An irregular shaped-area approx 15 NM N-S by 15 NM W-E beginning approx 40 NM NW of Rio HAto (RHT) VOR. Altitude GND-5000'. beginning approx (N09 W080). Hours of operation 1830 - 2000 UTC. **LO-1, LO-3, MPTO.**
- DAVID (DAV) VORDME OTS until 30 AUG 2023 (N08 W082). **MPTO.**
- FRANCE (FNC) VORDME OTS until 15 APR 2023 (N09 W079). **LO-1, LO-3, MPTO.**
- PROHIBITED AREA MP(P)-3 estbld until 24 SEP 2024. An irregular-shaped area approx . 5 NM N-S by approx 1 NM E-W beginning approx 11 NM NE of Taboga Island (TBG) VOR. Altitudes GND - 1500 (N05 W079). **LO-1, LO-3, MPTO.**
- PROHIBITED AREA MP(P)-4 estbld (SW of France [FNC] VOR) as follows: A circle with a 1.5 NM radius centered on N09 15.4 W080 04.2. Altitudes: GND - 3000 MSL. **MPTO.**
- PROHIBITED AREA MP(P)-20 estbld. A circular area centered on N09 08.8 W079 14.6 (NE of Tocumen [TUM] VOR). Altitudes Gnd - 1500 MSL. Times of Operation H24. **LO-1, LO-3, MPTO.**
- UGETO NCRP and HOLDING estbld at N08 36.6 W079 10.9, 318° inbound track, RIGHT turns. **MPTO.**
- URICA withdrawn. **MPTO.**
- XAOLA withdrawn (N09 W082). **MPTO.**
- ### PANAMA FIR
- CHAME Cap. E. Persaud, Panama redesign VFR (N08 W079). **MPTO.**
- ### PERU
- ATS ROUTES changed:**
- L525 ISOKI - MIGEB CRP (S17 13.5 W072 04.5) 128°/309°, 105 NM; MIGEB - Ilo (ILO) VOR 129°/309°, 50NM. **LO-4, SPJC.**
- T/UT218 ERVUK replaced LOKEB CRP (S12 08.1 W075 41.0) ILPIP - LOKEB 097°/277°, 20 NM; LOKEB - BODET 097°/278°, 105NM. ETEBA - ANBON CRP (S12 32.8 W070 04.6) 101°/282°, 89 NM; ANBON - Puerto Maldonado(PDO) VOR 102°/283°, 50NM. **LO-4, SPJC.**
- T242 Pucallpa (PUL) VOR - OSETA CRP (S09 14.9 W074 16.6) 166°/346°, 55 NM; OSETA - LIVAT 93 NM. **LO-4.**
- T246 withdrawn Jorge Chavez (JCL) VOR to REKEM. **LO-4, SPJC.**
- T311 ISTAR withdrawn. RONSO - LODIN 207 NM. **LO-4.**
- T311 redesign bi-directional Pucallpa (PUL) VOR to COCOS, MEA raised to FL210 (S08 W075). **LO-4.**

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UM784 estbld VUMPU - ISIDI CRP (S04 41.0 W072 05.3) 159°/339°, 118 NM. **HI-7.**

UM795 AKVAK replaced by LOBOT CRP at S02 56.5 W077 39.7 LOBOT - KUSKU 181°/001°, 184 NM.

SPJC.

UN420 realigned ROLUS - VUMPU CRP (S02 56.7 W073 01.2) 169°/349°, 114 NM; VUMPU - DAMDU CRP (S04 30.8 W071 53.7) 152°/332°, 115 NM. **HI-7.**

UT228 withdrawn Puerto Leguizamo (PLG) VOR - KALAR (S00 W074). **SPJC.**

CDTE. GUILLERMO D CASTILLO PAR. CTR chgd to a circle with a 10NM radius centered on Tarapoto (TAP) VOR (S06 W076). **LO-4.**

LAS PALMAS VORDME cmsnd. Ident 'LPA', freq 113.3, coords at S12 09.4 W077 00.0, Station Declination 2° W. **LO-4, SPJC.**

Lima TMA Airspace chgd to a circle with a 57NM radius centered on Jorge Chavez (JCL) VOR (S12 W077). **LO-4, SPJC.**

TRINIDAD

ATS ROUTES changed:

UP533 estbld CITRS - FAMPS RNAV NCRP (N16 39.1 W060 37.3) 064°/245°, 123NM, MEA FL245; FAMPS - OVIVU RNAV NCRP (N15 55.5 W061 28.8) 66NM; OVIVU - ITEGO 206NM; ITEGO - EGAVU RNAV CRP (N13 25.0 W064 24.0) 246°/066°, 20NM MEA FL250. EGAVU - EDNAK RNAV CRP (N13 11.8 W064 41.0) 246°/065°, 21NM; EDNAK - MUGPU RNAV CRP (N11 41.6 W066 36.0) 245°/064°, 144NM; MUGPU - OPTUB RNAV CRP (N11 34.6 W066 44.9) 244°/064°, 11NM; OPTUB - UBKET RNAV CRP (N11 26.3 W066 55.3) 13NM; UBKET - UBROT RNAV CRP (N11 13.5 W067 11.5) 20NM; UBROT - ATONO 244°/063°, 22NM; ATONO - IVROV RNAV CRP (N10 51.9 W067 38.0) 242°/062°, 12NM; IVROV- IMBAT

19NM; IMBAT - Puerto Cabello (PBL) VOR 241°/061°, 15NM. **SVMI.**

VOKAV CRP estbld at N08 55.0 W059 55.0. **LO-2.**

URUGUAY

ATS ROUTES changed:

A309 ORUDA renamed TIDRU (S34 W055). **SAEZ.**

A550 ICIOM renamed ICION (N09 W069). **LO-2.**

A556 redesig P526 REPAM to Carrasco (CRR) VOR (S30 W057). **SAEZ.**

UL417 GUVON CRP estbld (S33 53.5 W057 23.1). PABOT - GUVON - TILDA 34/24NM. **SAEZ.**

UM402 ANRUP CRP - VUDUP CRP (S32 58.9 W056 20.3) 004°/184°, 49NM; VUDUP - IMLUL CRP 51NM. **SAEZ.**

UN741 ENTED - GUVON CRP (S33 53.5 W057 23.1) 235°, 59NM; GUVON - PAPIX CRP 44NM. **SAEZ.**

W23 LOMUX renamed GUVIN (S34 W056). **SAEZ.**

PROHIBITED AREA SU(P)-8 withdrawn (West of Carrasco [CRR]) (S34 W056). **SAEZ.**

RESTRICTED AREA SU(R)-5 redesig MILITARY OPERATION AREA ZOM-5 (NE of Carrasco [CRR] VOR) (S34 W055). **SAEZ.**

RESTRICTED AREA SU(R)-13 redesig MILITARY OPERATING AREA MOA-13 (SW of Durazno [DUR] VOR) (S33 W056). **SAEZ.**

VENEZUELA

ATS ROUTES changed:

A552/UP671/UW52 ORTIZ renamed UTKIV (N10 W072). **LO-1.**

UG442/UL332 NUXUL - IVROV RNAV CRP (N10 51.9 W067 38.0) 9NM; IVROV - Maiquetia (MIQ) VOR 41NM. **SVMI.**

UN779 realigned MIDUR - UBKET RNAV CRP (N11 26.3 W066 55.3) 197°/017°, 21NM; UBKET - Maiquetia (MIQ) VOR 50NM. **SVMI**.

El Vigia (EVG) VORDME, Venezuela freq chgd to 116.8 (N08 W071). **LO-1**.

MILITARY TRAINING AREAS estbld as follows:

SV(T)-ECO 1 estbld. An irregular-shaped area approx 14 NM S-N by approx 15 NM W-E, beginning approx 6NM NW of Margarita (MTA) VOR. Altitudes FL50 - FL150(N10 W064).

SV(T)-ECO 2 estbld. An irregular-shaped area approx 20 NM S-N by approx 10 NM W-E, beginning approx 6NM N of Margarita (MTA) VOR. Altitudes FL50 - FL150 (N10 W064).

SV(T)-ECO 3 estbld. An irregular-shaped area approx 10 NM S-N by approx 19 NM W-E, beginning approx 8NM S of Margarita (MTA) VOR. Altitudes 1000 - 2500 MSL (N10 W064).

SV(T)-ECO 4 estbld. An irregular-shaped area approx 5 NM S-N by approx 10 NM W-E, beginning approx 21NM SW of Margarita (MTA) VOR. Altitudes 1000 - 3500 MSL (N10 W064). **LO-2**.

RESTRICTED AREA SV(R)-2532 lateral limits extended approx 3.5 NM W and 3.5 NM E. Vertical limits chgd to GND - UNL [S and E of Maiquetia [MIQ] VOR] (N10 W066). **LO-2, SVMI**.



Change Notices

NavData Change Notices

LATIN AMERICA

Jeppesen NavData CHANGE NOTICES highlight only **significant** changes affecting Jeppesen navigation data that may be currently stored in your aircraft navigation system database.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

FOR NavData BASE

**26 Jan 23 THRU 22 Feb 23 CYCLE 2301
23 Feb 23 THRU 22 Mar 23 CYCLE 2302**

NAVAID**TERMINAL**

BOCAS DEL TORO Until 30 OCT 2023, VOR/DME BDT on frequency 114.9 MHz/CH96X will be out of service.

CAP HAITIEN VOR/DME HCN on frequency 113.9 MHz/CH86X is unserviceable.

CAYMAN BRAC CBC NDB is unserviceable and withdrawn from service until further notice.

DAVID Until 30 AUG 2023, VOR/DME DAV on frequency 114.3 MHz/CH90X will be out of service.

FRANCE Until 15 APR 2023, VOR/DME FNC on frequency 109.0 MHz/CH27X will be out of service.

FREEPORT ZFP VOR/DME 113.200 MHz CH79 X is out of service

SAN ISIDRO SIS VOR/DME on freq 112.4 MHZ not available.

ENROUTE**TRINIDAD**

UA550 withdrawn Pointe A Pitre (PPR) VOR to ITEGO (N16 W061).

UA551 withdrawn Martinique (FOF) VOR to ONGAL (N14 W061).

BAHAMAS IS

MYGF, Grand Bahama Intl

Freeport, IZFP ILS Rwy 06 out of service.

CAYMAN IS

MWCR, Roberts Intl

Grand Cayman, Only domestic and government approved International flights, cargo, courier and medical evacuation flights are currently accepted. Permission must be obtained from the Cayman Islands government via email: civil.aviation@caacayman.com.

Rwy end lights at the beginning of Rwy 08 and western end of Rwy 26 were permanently removed and replaced with temporary orange and white low profile barriers with flashing red lights across the entire Rwy width.

COSTA RICA

MRCH, Chacarita

Chacarita, Chacarita Aerodrome will be temporarily closed.

MRLB, Daniel Oduber Quiros Intl

Liberia, PAPI Lighting Runway 07 are out of service.

LATIN AMERICA

CUBA**MUHA, Jose Marti Intl**

Havana, Fuel AVGAS not available.

MUMO, Orestes Acosta

Moa, Apt closed until 30 NOV 2023, 2100Z.

Only AN2, PZL / M18 Acft and helicopter operations will be authorized.

DOMINICAN REPUBLIC**MDSI, San Isidro AB**

San Isidro, ILS SIS CAT I Rwy 21 not available.

EL SALVADOR**MSLP, El Salvador Intl**

San Salvador, From 04 OCT 2021 work will be carried out on Rwy 07/25, men and equipment cutting grass, Mon-Fri 1630-1800 UTC. Please exercise caution.

JAMAICA**MKJS, Sangster Intl**

Montego Bay, From 02 SEP 2022, 0000Z to 01 APR 2023, 0400Z Simple Instrument Approach Lighting (SIAL) Rwy 25 decommissioned.

From 09 Sep 22 Apch Procs ILS DME Rwy 07 and LOC DME Rwy 07 should not be used due to decommissioning of ISIA ILS/DME.

Available apch procs: RNAV(GNSS) Rwy 07, RNAV (GNSS) Rwy 25 and VOR DME Rwy 07.

From 09 Sep 22 STAR proc OMAXI 6 [OMAXI6] should not be used due to decommissioning of ISIA ILS/DME.

Available STAR proc will be LENAR 6 [LENAR6].

Rwy 07/25 length and declared distances decreased due to Rwy extension works:

Rwy 07/25 length: 8173' (2491m),

Rwy 07 TORA: 8173' (2491m), TODA: 8173' (2491m), ASDA: 8173' (2491m), LDA: 7943' (2421m),

Rwy 25 TORA: 8173' (2491m), TODA: 9498' (2895m), ASDA: 8317' (2535m), LDA: 8173' (2491m).

MEXICO**MMAA, Gen Juan N Alvarez Intl**

Acapulco, Apch procs ILS DME 1 or LOC Rwy 10, ILS DME 2 or LOC Rwy 10, ILS 3 or LOC Rwy 10 and RNP Rwy 10, should not be used due to new obstacle in the track to thr 10. Please follow state NOTAMs to monitor any eventual changes.

NETH ANTILLES**TNCC, Willemstad-Hato Intl**

Curacao I, Apt hours of service are 1000-0200 UTC. Exemption will be made for Military, Coastguard, Search and Rescue, Medevac and fuel stop flights with 30 minutes PNR.

PANAMA**MPDA, Enrique Malek Intl**

David, Due to DAV VOR/DME unserviceability, apch procs VOR Rwy 04, VOR/DME Rwy 04 are suspended.

PAPI for Rwy 04/22 will be out of service.

MPEJ, Enrique Adolfo Jimenez

Colon, Due to FNC VOR/DME unserviceability, apch procs VOR Rwy 18, VOR Rwy 36, VOR/DME Rwy 18, VOR/DME Rwy 36 are suspended.

SIDs MADEN [MADEN] and MULPO 1 [MULP1] for RWY36 suspended.

MPMG, Marcos A Gelabert Intl

Panama City, Until 30 JUN 2023, ATIS on frequency 127.9 MHz will be out of service.

MPTO, Tocumen Intl

Panama City, Until 30 JUN 2023 work continue on Twy L, men and equipment working at delimited areas: 1) 156' (47.5 m) East side of apron T1, 2) 156' (47.5 m) both sides centre line of Twy Q and 246' (75 m) from centre line of Rwy 03R/21L.

SOUTH AMERICA

Jeppesen NavData CHANGE NOTICES highlight only **significant** changes affecting Jeppesen navigation data that may be currently stored in your aircraft navigation system database.

IMPORTANT: CHECK FOR NOTAMS AND OTHER PERTINENT INFORMATION PRIOR TO FLIGHT.

FOR NavData BASE

**26 Jan 23 THRU 22 Feb 23 CYCLE 2301
23 Feb 23 THRU 22 Mar 23 CYCLE 2302**

NAVAID

CAMPINAS From 06 OCT 2022, 0000 UTC to 08 OCT 2023, 2359 UTC CPN Campinas DME 112MHz CH 57X will be unserviceable.

Cochabamba From 01 JUL 2022 and permanently, NDB ID R frequency 402 kHz is withdrawn.

GOIANIA From 01 DEC 2022, 0000 UTC to 23 AUG 2023, 1500 UTC VOR/DME GNV on frequency 115.9 MHz/CH106X unserviceable.

PASO DE LOS LIBRES NDB LIB 250 KHz unserviceable.

PASO DE LOS LIBRES NDB LI L 325 KHz unserviceable.

SAN MATIAS NDB ID SMT freq 330 KHZ withdrawn.

VILLA GESELL NDB GES 242 KHz unserviceable.

Fuelling hours of service are 1000-2359Z, O/T O/R.

Ground control hours of service are 1000-2359Z, O/T O/R.

RFFS hours of service are 1000-2359Z, O/T O/R.

Terminal Control Area hours of service are 1000-2359Z, O/T O/R.

Tower hours of service are 1000-2359Z, O/T O/R.

SARL, Paso De Los Libres

Paso De Los Libres, Apch proc NDB Rwy 18 is suspended.

Rwy 18/36 closed.

SSEI service unserviceable.

SAVV, Gobernador Castello

Viedma, Aerodrome hours of service are 1000-2359Z, O/T O/R 04 Hr in advance via (9 11) 38985231.

Approach hours of service are 1000-2359Z.

Customs and immigration O/R.

Fuelling hours of service are 1000-2359Z.

Tower hours of service are 1000-2359Z.

SAZB, Comandante Espora NAS

Bahia Blanca, Air to ground facility 121.90 MHz surface movement control unserviceable.

Rwy 06/24 closed.

Rwy 17L PAPI unserviceable.

Rwy 17R/35L closed.

TERMINAL**ARGENTINA**

SAAC, Comodoro Pierrestegui

Concordia, Fueling service: Not available.

SAMR, San Rafael

San Rafael, Approach hours of service are 1000-2359Z, O/T O/R.

Apt operations hours of service are 1000-2359Z, O/T O/R.

SOUTH AMERICA

BOLIVIA**SLAG, Monteagudo**

Monteagudo, ATS/COM/MET services upon request at Apt 24 hr in advance. Coordination of flight plan presentation 24 hr in advance via Tel 75782281, SLCB 72005269.

SLAL, Alcantari

Alcantari, Airport operating hours are MON-FRI BTN 0000-0030UTC and 1000-2359 UTC, SAT 0000-0030 UTC, 1100-2000 UTC and O/R after 2000 UTC, SUN 1200-2359 UTC. Coordiantion for presentation of flight plan 4 hr before emergency flight and 24 hr before O/R flight via tel. SLAL 69665685, SLCB 72005269.

SLAP, Apolo

Apolo, ATS/COM/MET hours of service are: Mon-Fri 1200-2000Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLAP 76994661, SLLP 2-2810203.

SLAS, Ascencion De Guarayos

Ascencion De Guarayos, ATS/COM/MET hours of service are: Mon-Fri 1200-2000Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLAS 63557262.

SLCB, Jorge Wilsterman

Cochabamba, Apch Proc VOR V Rwy 14, holding ISTUL inbound course should read 285°, outbound course should read 105°. NavData will be updated in 2303 cycle, Eff 23 Mar 23.

G/A/G frequency 6622 kHz unserviceable due maitenance.

Rwy 23 PAPI unserviceable due maintenance.

SLCC, Copacabana

Copacabana, Apt closed.

SLHI, Chimore

Cochabamba, Apch proc RNAV (GNSS) Y Rwy 17 suspended.

Hours of service for ATS/COM/MET/ARO are the following only for VFR flights: MON-FRI 1100-1900 UTC, SAT and SUN O/R. Coordination for flight plan presentation via Tel SLCB 72005269.

SLJE, San Jose De Chiquitos

San Jose De Chiquitos, ATS/COM/MET hours of service are: Mon- Fri 1200-2000Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLJE 76076288.

SLJO, San Joaquin

San Joaquin, ATS/COM/MET hours of service are: Mon-Fri 1200-1600Z, 1800-2200Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLJO 73510111, SLTR 67282277. Eff 18 Feb 23.

SLLP, El Alto Intl

La Paz, G/A/G frequency 127.1 MHz is unusable.

The following G/A/G frequencies are unusable: 6 649 KHZ, 10 024 KHZ, 5 526 KHZ, 8 855 KHZ, 10 096 KHZ.

TMA Approach 123.9 MHz and 124.7 MHz frequencies unserviceable.

SLMG, Magdalena

Magdalena, ATS/COM/MET hours of service are: Mon- Fri 1200-1600Z, 1800-2200Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLMG 73920074, SLTR 67282277.

SLOR, Juan Mendoza

Oruro, ATS/COM/MET hours of service are: Mon 1600-2359Z, Tue 1200-2200Z after O/R, Wed 1100-1800Z after O/R, Fri 1600-2359Z, Sat 0000-0100Z, 1100-1700Z after O/R. Coordination for presentation of FPL 24 HR

SOUTH AMERICA

before Tel SLOR 68449897, SLLP 2-2810203.

From 06 MAR 2019 and until further notice, Air/Ground frequency 6622 kHz unusable.

From 29 JAN 2018 and until further notice, PAPI for Rwy 01 unusable.

SLPO, Potosi

Potosi, Hours of service for ATS/COM/MET/ARO at the Apt are: MON-FRI 1000-1800 UTC and O/R after 1800 UTC, SAT SUN and HOL O/R. Coordination for presentation of flight plan 24hr in advance via Tel SLPO 63212733, 72024217, SLCB 78831788.

SLPS, Salvador Ogaya

Puerto Suarez, Apch proc RNAV (GNSS) Z Rwy 05 is suspended.

Fire rescue and extinguishing downgraded to category 3.

From 05 JUN 2018 and until further notice, Rwy 23 closed for landing and take-off.

Hours of service for ATS/COM/MET are: MON-FRI 1200-2000UTC, SAT, SUN, HOL O/R. Coordination for flight plan presentation should be carried out 24 hr in advance via Tel SLPS 71013001, SLVR 72034868.

Rwy 05 is available on 3937' (1 200 m) up to category B only VFR.

Rwy 05/23 Precision Approach Path indicator unserviceable.

SLRA, San Ramon

San Ramon, ATS/COM/MET hours of service are: Mon-Fri 1200-1600Z, 1800-2200Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLRA 68952054, SLTR 67282277.

SLRB, Robore

Robore, ATS/COM/MET hours of service are: Mon-Fri 1200-2000Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLRB 75741202.

SLRQ, Rurrenabaque

Rurrenabaque, ATS/COM/MET hours of service are: Mon-Fri 1200-2000Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLRQ 67676766, 69691969, SLLP 2-2810203.

SLRY, Reyes

Reyes, ATS/COM/MET hours of service are: Mon-Fri 1200-2000Z, Sat, Sun O/R. Coordination for presentation of FPL 24 HR before Tel SLRY 67274272, 67861944, SLLP 2-2810203.

SLSB, Capitan German Quiroga Guardi*

San Borja, ATS/COM/MET hours of service are: Mon-Fri 1200-2000Z, Sat, Sun O/R. Coordination for presentation of FPL 24 HR before Tel SLSB 68118547, 71122506, SLLP 2-2810203.

SLSI, Cap. Av. Juan Cochamanidis SA*

San Ignacio De Velasco, Apt closed.

SLSM, San Ignacio De Moxos

San Ignacio De Moxos, ATS/COM/MET hours of service are: Mon-Fri 1200-1600Z, 1800-2200Z, Sat, Sun, Hol O/R. Coordination for presentation of FPL 24 HR before Tel SLSM 75169876, SLTR67282277.

SLSR, Santa Rosa del Yacuma

Santa Rosa del Yacuma, ATS/COM/MET hours of service are: Mon-Fri 1200-1600Z, 1800-2200Z, Sat, Sun and Hol O/R. Coordination for presentation of FPL 24 hr before Tel SLSR 72817948, SLTR 67282277.

SLTI, San Matias

San Matias, ATS/COM/MET hours of service are: Mon Til Fri 1200-2000Z. O/T O/R. Coordination for presentation of FPL 24 Hr before via Tel SLTI 750077505

SLTJ, Capt Oriel Lea Plaza

Tarija, AD SER ATS/COM/MET/ARO-AIS/Security hours of service are: Mon-Fri

SOUTH AMERICA

0000-0220Z 1000-2359Z, SAT 0000-0220Z
1200-2030Z, SUN 1600-2359Z. Coordination
for presentation of FPL with 3 HR before Tel
SLTJ 70358482, SLCB 72005269. Eff 18 Feb
23.

Rwy 31 PAPI unserviceable.

SLTR, Jorge Henrich Arauz

Trinidad, SIDs AKRIM1, EKAVI1, EKAVI2,
IREDO1, IRIVA1, KETIP1, MIKAL1,
MOXUS1, TOBLI1, UBLEX1 suspended as
of 18 OCT 2019 until further notice.

SLUY, La Joya Andina

Uyuni, ATS/COM/MET/ARO/SECURITY hours
of service are Mon Til Fri 1000-1800Z.after
O/R, Sat and holidays O/R, Sun 1300-1500Z.
after O/R. Coordination for presentation of
FPL 24 Hr before via Tel SLUY 72024551

SLVG, Vallegrande

Vallegrande, Hours of service for
ATS/COM/MET are MON-FRI
1200-2000UTC, SAT, SUN and HOL O/R.
Coordination for presentation of flight plan 24
hr in advance via Tel SLVG 73129640.

SLVM, Rafael Pabon

Villamontes, Hours of service for
ATS/COM/MET are MON-FRI 1000-1800
UTC and O/R after 1800 UTC, SAT and SUN
O/R. Coordination for presentation of flight
plan 6 hr in advance via Tel SLVM
67679189, SLCB 72005269.

SLYA, Yacuiba

Yacuiba, AD SER ATS/COM/MET/RFFS/
Security hours of service are: Mon, Fri
1100-2000Z, Tue, Wed, Thu 1200-2000Z,
Sat, Sun O/R. Coordination for presentation
of FPL 24 HR before Tel SLYA 67861944,
67699093, SLCB72005269.

BRAZIL**SBBH, Pampulha-Carlos Drummond De
Andrade**

Belo Horizonte, Ground control frequency
121.600MHz hours of service are
0900-2100UTC.

SBBR, Pres Juscelino Kubitschek Intl

Brasilia, ILS CAT I Rwy 29R unserviceable
until 31 Dec 2022, 2300 UTC.

SBCF, Tancredo Neves Intl

Belo Horizonte, From 09 Jan 2023, 0500 UTC
to 13 Dec 2023, 0745 UTC. Rwy 16/34
closed due to maintenance service. Days and
hours: 03 Jan Til 11 Jan 0500-0745 UTC, 06
Feb Til 08 Feb 0500-0745 UTC, 06 Mar Til
08 Mar 0500-0745 UTC, 03 Apr Til 05 Apr
0500-0745 UTC, 01 May Til 03 May
0430-0800 UTC, 29 May Til 31 May
0500-0745 UTC, 26 Jun til 28 Jun 0500-0745
UTC, 24 Jul Til 27 Jul 0500-0745 UTC, 21
Aug Til 23 Aug 0430-0800 UTC, 18 Sep Til
20 Sep 0500-0745 UTC, 16 Oct Til 18 Oct
0500-0745 UTC, 20 Nov Til 22 Nov
0500-0745 UTC, 11 Dec Til 13 Dec
0500-0745 UTC.

SBCG, Campo Grande Intl

Campo Grande, AIS MIL hour of service 1100
UTC - 2000 UTC.

SBCP, Bartolomeu Lisandro

Campos Dos Goitaczes, From 29 Dec 2022
0000 UTC Til 30 Nov 2023 2359 UTC, AFIS
Campos 125.70MHz service hours
0915-0000 UTC.

SBDN, Presidente Prudente

Presidente Prudente, From 24 MAR 2022,
0000 UTC to 26 JAN 2024, 2359 UTC App
Prudente hours of service are H24.

SBDO, Dourados

Dourados, Apch Proc RNP Rwy 24 not available.

SOUTH AMERICA

From 01 DEC 2022, 0000 UTC to 02 APR 2023, 0400 UTC Apt closed due to works.

SBFZ, Pinto Martins Intl

Fortaleza, From 23 OCT 2022, 0330 UTC to 15 SEP 2023, 0730 UTC Rwy 13/31 closed due to maintenance service. Days and hours: 23 OCT til 26 OCT, 17 NOV, 18 NOV, 15 DEC, 16 DEC, 17 JAN, 18 JAN, 08 FEB til 10 FEB, 14 MAR til 16 MAR, 18 APR, 16 MAY til 18 MAY, 18 JUL, 20 JUL, 21 JUL, 15 AUG til 17 AUG, 13 SEP TIL 15 SEP 0330-0730 UTC. 14 DEC, 19 JAN, 19 APR, 13 JUN til 17 JUN, 19 JUL 0330-0830 UTC. 11 APR til 17APR 0330-0630 UTC.

SBHT, Altamira

Altamira, From 29 Dec 2022 0000 UTC Til 30 Apr 2023 2145 UTC AFIS daily hours of service are 1000 UTC - 2145 UTC. Other times on request 2Hr prior via Tel.

SBIC, Itacoatiara

Itacoatiara, From 25 APR 2019 0000 UTC until 31 DEC 2021 2359 UTC NDB YTC 320 KHz not usable.

SBIH, Itaituba

Itaituba, VASIS (AVASIS) lighting for Rwy 06 is not usable.

SBJI, Ji-Parana

Ji-Parana, Prohibited landing operations on Rwy 21 at night. Eff 23 Feb 23.

SBJU, Orlando Bezerra De Menezes

Juazeiro Do Norte, Rwy 13/31 closed due to works. Days and hours: 26 JAN til 16 FEB, 19 til 21 FEB, 24 FEB til 05 APR, 07 APR, 08 APR, Mon Til Sat 1430-2020 UTC. Landing and takeoff operations during work period are subject to PPR via Tel.

SBJV, Lauro Carneiro de Loyola

Joinville, ATIS hours of service 0745-0230Z.

TWR hours of service are 0745-0230Z.

SBKG, Joao Suassuna

Campina Grande, Rwy 15/33 closed due to works. Days and times: 26 Jan Til 16 Feb, 20 Feb, 21 Feb, 24 Feb Til 05 Apr, 07 Apr, 08 Apr, 11 Apr Til 19 Apr, 21 Apr, 22 Apr, 25 Apr Til 28 Apr. Mon Til Sat 0645-1245 UTC, Mon/Tue Til Sat/Sun 2115-0245 UTC. Landing and take-off operations may be authorized during the work activation period upon prior coordination via Tel.

SBKP, Viracopos Intl

Campinas, From 28 FEB 2023, 0340 UTC to 23 DEC 2023, 0730 UTC, Aerodrome will be closed due to maintenance service. Day and hours: 28 FEB 0340-0730 UTC, 01 MAR til 04 MAR 0340-0730 UTC, 14 MAR til 18 MAR 0340-0730 UTC, 04 APR til 07 APR 0340-0730 UTC, 11 APR til 21 APR 0340-0730 UTC, 25 APR til 29 APR 0340-0730 UTC, 02 MAY til 06 MAY 0340-0730 UTC, 16 MAY til 20 MAY 0340-0730 UTC, 30 MAY 0340-0730 UTC, 31 MAY 0340-0730 UTC, 01 JUN til 03 JUN 0340-0730 UTC, 13 JUN til 17 JUN 0340-0730 UTC, 27 JUN til 30 JUN 0340-0730 UTC, 01 JUL 0340-0730 UTC, 11 JUL til 15 JUL 0340-0730 UTC, 25 JUL til 29 JUL 0340-0730UTC, 08 AUG til 12 AUG 0340-0730 UTC, 15 AUG til 19 AUG 0340-0730 UTC, 22 AUG til 26 AUG 0340-0730 UTC, 05 SEP til 07 SEP 0340-0730 UTC, 19 SEP til 23 SEP 0340-0730 UTC, 03 OCT til 07 OCT 0340-0730 UTC, 10 OCT til 12 OCT 0340-0730 UTC, 14 OCT 0340-0730 UTC, 17 OCT til 21 OCT 0340-0730 UTC, 24 OCT til 28 OCT 0340-0730 UTC, 10 NOV 0340-0730 UTC, 11 NOV 0340-0730 UTC, 16 NOV til 18 NOV 0340-0730 UTC, 21 NOV til 25 NOV 0340-0730 UTC, 12 DEC til 16 DEC 0340-0730 UTC, 19 DEC til 23 DEC 0340-0730 UTC. Eff 28 Feb 23.

SOUTH AMERICA

SBLO, Governador Jose Richa

Londrina, AFIS installed and provided by App Londrina frequency 129.70MHz. AFIS hours of service are 0300-0900 UTC.

Starting from 26 Jan 23, in Apch Proc VOR Y Rwy 31 on final approach, Step Down Fix ident should read LON11.

NavData will be updated in 2302 cycle, Eff 23 Feb 23.

Twr hours of service are 0900-0300 UTC.

SBMN, Ponta Pelada

Manaus, Rwy 27 VASIS (AVASIS) unavailable.

SBMO, Zumbi Dos Palmares Intl

Maceio, Rwy 12/30 closed due to work. Days and hours: 26 Jan Til 31 Jan, 01 Feb Til 16 Feb, 19 Feb Til 21 Feb, 24 Feb Til 28, 01 Mar Til 31 Mar, 01 Apr Til 05 Apr, 07 Apr Til 09 Apr, 11 Apr Til 19 Apr, 21 Apr Til 23 Apr, 25 Apr Til 30 Apr, Mon Til Sat 0700 UTC - 1300 UTC. Landing and takeoff operations may be authorized during the activation period of the work by prior coordination with the Apt administrator via Tel.

SBMS, Dix Sept Rosado

Mossoro, Rwy 05/23 closed due to operational inspection. Days and hours: Daily 1000-1030 UTC. Eff 23 Feb 23.

SBNF, Ministro Victor Konder Intl

Navegantes, ATIS hours service 0800-0245Z.

Twr hours of service modified 0800 UTC - 0245 UTC.

SBPA, Salgado Filho Intl

Porto Alegre, From 01 MAR 2023, 0445 UTC to 20 DEC 2023, 0755 UTC, Rwy 11/29 will be closed due to works. Days and hours:

01/08/15/22/29	MAR	0445-0755	UTC,
05/12/19/26	APR	0445-0755	UTC,
03/10/17/24/31	MAY	0445-0755	UTC,
07/14/21/28	JUN	0445-0755	UTC,
05/12/19/26	JUL	0445-0755	UTC,

02/09/16/23/30	AUG	0445-0755	UTC,
06/13/20/27	SEP	0445-0755	UTC,
04/11/18/25	OCT	0445-0755	UTC,
01/08/15/22/29	NOV	0445-0755	UTC,
06/13/20	DEC	0445-0755	UTC. Eff 01 Mar 23.

SBPK, Pelotas Intl

Pelotas, Runway 15/33 closed due to runway irregularity.

Days and hours: H24

Period: From 20 June 2019, 0000 Z to 30 June 2023, 2359 Z.

SBRP, Leite Lopes

Ribeirao Preto, From 01 Jan 2021, 0000 UTC to 31 Dec 2023, 2359 UTC, Twy Alfa taxiing with caution due to Visual Restriction of Twr.

SBSJ, Professor Ernesto Stumpf

Sao Jose Dos Campos, In Apch Proc ILS V or LOC V Rwy 16, Transition LONES not available. Await vectoring for Final Apch.

In Apch Proc VOR A RWY 16, Transition LONES not available. Await vectoring for Final Apch.

SBSN, Maestro Wilson Fonseca Intl

Santarem, ILS Y Rwy 10 apch proc shoud not be used.

SBSV, Dep L E Magalhaes Intl

Salvador, From 23 FEB 2023, 0940 UTC to 30 DEC 2023, 1040 UTC. Rwy 10/28 closed due to maintenance service. Days and hours: 23 FEB til 06 JUN, 10 JUN til 05 SEP, 09 SEP til 10 OCT, 14 OCT til 31 NOV, 04 NOV til 30 DEC, Tue/Thu/Sat 0940-1040 UTC. Eff 23 Feb 23.

SNCP, Carutapera

Carutapera, Rwy 09/27 closed due to operational inspection. Days and hours: Daily 1000-1030 UTC. Eff 23 Feb 23.

SOUTH AMERICA

SNGI, Guanambi

Guanambi, From 26 JAN 2023, 0900 UTC to 31 DEC 2023, 0930 UTC Rwy 14/32 will be closed due to operational survey. Days and hours: daily 0900-0930 UTC.

SSIM, Forquilhinha-Criciuma

Criciuma, Airport ICAO, SBCM, is changing to SSIM in Cycle 2014. NavData will take into effect 31 DEC 20. The following procedures will be unavailable until further notice: RNAV (GNSS) Rwy 09 and RNAV (GNSS) Rwy 27.

Airport is VFR only. Departures [DOGP1A], [DOGP1B], [DONR1A], [DONRO1B], [EGBI1A], [EGBI1B], [ITBE1A], [ITBE1B], [JUIC2A], and [JUIC2B] are unavailable until further notice.

SSUM, Umuarama

Umuarama, Rwy 04/22 closed due to operational inspection. Days and hours: Daily 1000-1030 UTC. Eff 23 Feb 23.

SWGN, Araguaina

Araguaina, Apt closed due to works. Mon Til Sun 0300-1400 UTC.

CHILE**SCCI, Carlos Ibanez Del Campo Intl**

Punta Arenas, Apch proc VOR Y RWY 12 should not be used and is tempo replaced by VOR Y Rwy 13 which is limited to CAT A and B. Apch proc VOR Y Rwy 13 will be avbl in Jeppesen NavData starting from cycle 2111 WEF 04 NOV 2021.

During construction on taxiway A and runway 12, SIDs are limited to category A and B.

During construction on taxiway A and runway 12, STARs for Rwy 12 will use temporary Rwy 13.

During working construction on Rwy 25, apch Procs: ILS Z Rwy 25, ILS Y Rwy 25, ILS X Rwy 25, VOR Z Rwy 25, VOR Y Rwy 25, RNP Y Rwy 25 and RNP Z Rwy 25 (AR)

should not be used and are replaced by Procs to displaced thr Rwy 26.

COLOMBIA**SKTM, Tame**

Tame, Apch proc VOR Rwy 07 avbl under VMC only.

EASTER I**SCIP, (Easter Island) Mataveri Intl**

Isla De Pascua, During working construction on Rwy 10, Apch Procs: ILS X Rwy 10, ILS Z Rwy 10, NDB Y Rwy 10, NDB Z Rwy 10, VOR Rwy 10, RNP Z Rwy 10, RNP Y Rwy 10 and RNP X Rwy 10 (AR) should not be used and are replaced by Procs to displaced THR Rwy 11.

GUYANA**SYCJ, Cheddi Jagan Intl**

Georgetown, Rwy 24 PAPI unserviceable until further notice.

Until further advised, Twy Charlie closed between Twy Kilo and Rwy 06. Twy Hotel closed between Twy Golf and GDF access strip. Twy Golf closed.

PARAGUAY**SGES, Guarani Intl**

Ciudad Del Este, Departures RW05/23 ALDOS, COSTA, DAGOL, KAMIL, MATEL suspended. AIP SUP A04/C04/2016.

PERU**SPHI, Jose Abelardo Quinones Gonzale**

Chiclayo, Apch Procs ILS X Rwy 19, ILS W Rwy 19, ILS V Rwy 19 are not usable UFN, please follow state NOTAMs.

SPJC, Jorge Chavez Intl

Lima-Callao, The following procedures are revised during the deactivation of SLS VOR:

SOUTH AMERICA

SIDs GAVOX 1F/1G transition SLS suspended.

For aircraft joining airway T329, after GAVOX wait for revised routing via vectors.

SID ITAVU 1F after TOGSU, proceed direct to ITAVU and continue on assigned transition.

SID ITAVU 1G climb on Runway track to 500', turn left heading 230, initial climb to 3000' until 12 DME JCL VOR, then direct TOGSU, direct ITAVU and continue on authorized transition.

SLS VOR duration of deactivation will be promulgated by NOTAM.

The following procedures are revised during the deactivation of SLS VOR:

STAR KOMGO2 use SLS VOR GNSS distance as reference.

STAR SLS6 suspended. Wait for vectors to KALAR and proceed according to ATC instructions.

SLS VOR duration of deactivation will be promulgated by NOTAM.

SPRU, Cap Carlos Martinez De Pinillos

Trujillo, During periods where TRU VOR/DME is out of service per State NOTAMs, the following applies:

Only the following approach procedures will be available:

ILS RWY 02: Aircraft bound for Trujillo via AWY V1/UV1/G675 will use distance information from GNSS and/or DME using ILS/DME IMDP 109.7 MHz. Aircraft bound for Trujillo via AWY UM542, will use the STAR RNAV VUGAL 1 to IREPO and continue ILS RWY 02. IREPO is located on the LOC centerline at 11.8 DME IMDP. IREPO holding pattern outbound leg terminates at 17 DME IMDP or 1 minute. RNAV (RNP) RWY 20: Available only to operators with RNP AR approval for aircraft and crew.

The following instrument approach procedures are suspended: VOR Rwy 02, VOR A, VOR B

SID's RELUN 1F, VATES 2F, ESMIL 1B suspended while Trujillo (TRU) VOR is out of service. The start and end dates of the temporary suspension shall be communicated through NOTAM messages.

STAR's RELUN 1A and VATES 2A suspended while Trujillo (TRU) VOR is out of service. The start and end dates of the temporary suspension shall be communicated through NOTAM messages.



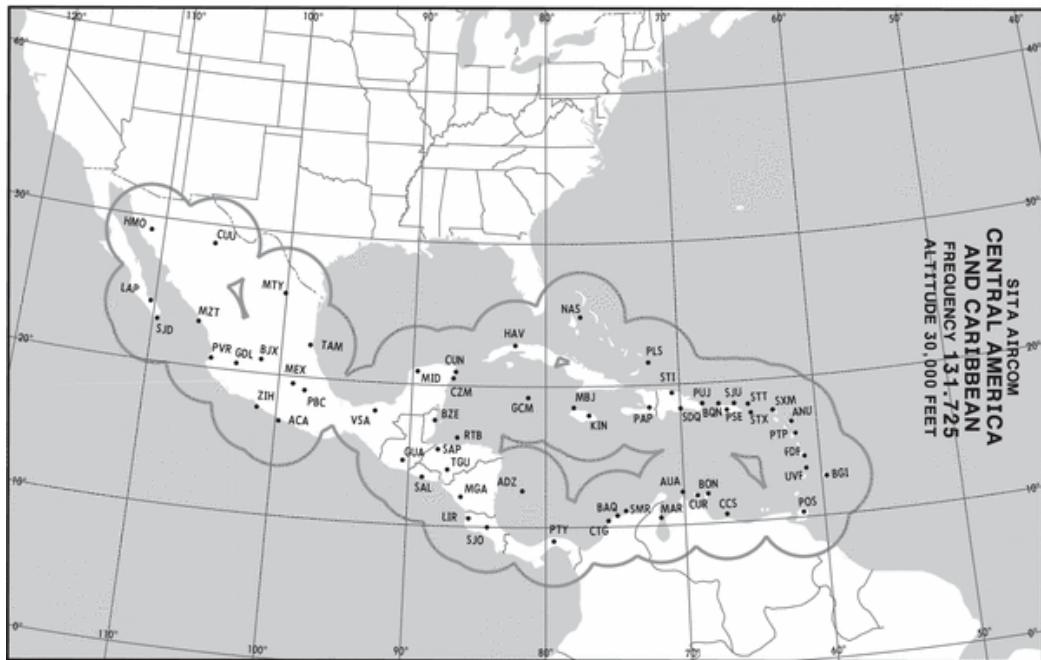
Enroute



Enroute

Enroute Data - General

SITA
SITA AIRCOM-CENTRAL AMERICA AND CARIBBEAN



REMOTE GROUND STATIONS

Ident

ACA

ADZ

ANU

AUA

BAQ

BGI

BJX

BON

BQN

BZE

CCS

CTG

Location

Acuapulco, Mexico

San Andres, Colombia

St Johns (Bird Intl), Antigua

Aruba (Reina Beatrix Intl Oranjestad), Aruba

Barranquilla, Colombia

Barbados (Adams Intl Bridgetown), Barbados

Leon (De Guanjuato Intl), Mexico

Bonaire, Neth Antilles

Aguadilla, Puerto Rico

Belize, Belize

Maiquetia (Simon Bolivar Intl), Venezuela

Cartagena, Colombia

SITA
SITA AIRCOM-CENTRAL AMERICA AND CARIBBEAN

REMOTE GROUND STATIONS (continued)

Ident	Location
CUN	Cancun, Mexico
CUR	Curacao I, Neth Antilles
CUU	Chihuahua, Mexico
CZM	Cozumel, Mexico
FDF	Aime Cesaire, Martinique I
GCM	Grand Cayman, Cayman Is
GDL	Guadalajara (Don Miguel Hidalgo Intl), Mexico
GUA	Guatemala City, Guatemala
HAV	Havana, Cuba
HMO	Hermosillo, Mexico
KIN	Kingston, Jamaica
LAP	La Paz, Mexico
LIR	Liberia (Daniel Oduber Quiros Intl), Costa Rica
MBJ	Montego Bay, Jamaica
MEX	Mexico City, Mexico
MGA	Managua, Nicaragua
MID	Merida (Lic Manuel Crescencio Rejon Intl), Mexico
MTY	Monterrey, Mexico
MZT	Mazatlan, Mexico
NAS	Nassau (Intl), Bahamas
PAP	Port au Prince, Haiti
PBC	Puebla, Mexico
PLS	Providenciales Turks & Caicos Is
POS	Port of Spain, Trinidad and Tobago
PSE	Ponce, Puerto Rico
PTP	Pointe a Pitre, Guadeloupe
PTY	Panama City, Panama
PUJ	Higuey (Punta Cana Intl), Dominican Rep.
PUR	Puerto Vallarta, Mexico

SITA
SITA AIRCOM-CENTRAL AMERICA AND CARIBBEAN

REMOTE GROUND STATIONS (continued)

Ident	Location
RTB	Roatan (Juan Manual Galvez Intl), Honduras
SAL	San Salvador (El Salvador Intl), El Salvador
SAP	San Pedro Sula (Ramon Villeda Morales Intl), Honduras
SDQ	Santo Domingo (Las Americas Intl), Dominican Rep.
SJO	San Jose (Alajuela Juan Santamaria Intl), Costa Rica
SJU	San Juan, Puerto Rico
SMR	Santa Marta, Colombia
STI	Santiago (Cibao Intl), Dominican Rep
STT	St Thomas I / Charlotte Amalie, US Virgin Islands
STX	Christiansted, St Croix, US Virgin Islands
SXM	San Maarten, Neth Antilles
TAM	Tampico (Gen Francisco Javier Mina Intl), Mexico
TGU	Tegucigalpa, Honduras
UVF	St Lucia, Saint Lucia
VSA	Villahermosa, Mexico
ZIH	Ixtapa / Zihuatanejo, Mexico

SITA
SITA AIRCOM-SOUTH AMERICA



SITA
SITA AIRCOM-SOUTH AMERICA

REMOTE GROUND STATIONS

131.725

Ident	Location
AEP	Ciudad Autonoma de Buenos Aires, Argentina
ANF	Antofagasta, Chile
AQP	Arequipa, Peru
ARI	Arica (Cacalluta Intl), Chile
ASU	Asuncion (Presidente Stroessner), Paraguay
AXM	Armenia, Colombia
BAQ	Barranquilla, Colombia
BBA	Balmaceda, Chile
BGA	Bucaramanga, Colombia
BOG	Bogota, Colombia
BRC	Bariloche, Rio Negro, Argentina
CAY	Cayenne, French Guyana
CCP	Concepcion (Cariel Sur Intl), Chile
CCS	Caracus, Venezuela
CIX	Chiclayo (Captain Fap Jose Abelardo Quinones Gonzales Intl), Peru
CJC	Calama, Chile
CLO	Cali, Colombia
COR	Cordoba, Argentina
CPO	Copiapo, Chile
CRD	Comodoro Rivadavia, Chubut Argentina
CTG	Cartagena, Colombia
CUZ	Cuzco, Peru
EZE	Buenos Aires, Argentina
FTE	El Calafate, Santa Cruz, Argentina
GEO	Georgetown (Cheddi Jagan Intl), Guyana
GYE	Guayaquil, Ecuador
IGR	Cataratas Del Iguazu, Argentina

SITA
SITA AIRCOM-SOUTH AMERICA

REMOTE GROUND STATIONS (continued)

131.725

Ident	Location
IQQ	Iquique (Diego Aracena Intl), Chile
IQT	Iquito, Peru
JUL	Juliaca, Peru
LET	Leticia, Colombia
LIM	Lima-Callao (Jorge Chavez Intl), Peru
LPB	La Paz (Kennedy Intl), Bolivia
LSC	La Serena, Chile
MAR	Maracaibo, Venezuela
MDE	Medellin, Colombia
MDZ	Mendoza, Argentina
MVD	Montevideo (Carrasco Intl), Uruguay
NQN	Neuquen, Argentina
PBM	Paramaribo, Suriname
PEI	Pereira, Colombia
PEM	Puerto Maldonado, Peru
PIU	Piura, Peru
PMC	Puerto Montt (El Tepual Intl), Chile
POS	Port of Spain, Trinidad and Tobago
PTY	Panama City, Panama
PUQ	Punta Arenas, Chile
REL	Trelew, Argentina
ROS	Rosario, Argentina
SCL	Santiago (Arturo Merino Benitez Intl), Chile
SLA	Salta, Argentina
SMR	Santa Marta, Colombia
TCQ	Tacna, Peru
TPP	Tarapoto, Peru
TRU	Trujillo, Peru

**SITA
SITA AIRCOM-SOUTH AMERICA**

REMOTE GROUND STATIONS (continued)

131.725

Ident	Location
TUC	San Miguel Tucuman, Argentina
UIO	Quito, Ecuador
USH	Ushuaia, Tierra del Fuego, Argentina
VVI	Santa Cruz, Bolivia
ZAL	Valdivia, Chile
ZCO	Temuco, Chile
ZOS	Osorno, Chile

REMOTE GROUND STATIONS

131.550

Ident	Location
BEL	Belem, Brazil
BPS	Porto Seguro, Brazil
BSB	Brasilia, Brazil
BVB	Boa Vista, Brazil
CGR	Campo Grande, Brazil
CNF	Belo Horizonte, Brazil
CPQ	Campinas, Brazil
CWB	Curitiba, Brazil
CXB	Cachimbo, Brazil
FEN	Fernando de Noronha, Brazil
FOR	Fortaleza, Brazil
GIG	Rio de Janeiro, Brazil
GRU	Sao Paulo, Brazil
IGU	Foz Do Iguacu, Brazil
LAZ	Bomjesus de Lapa, Brazil
MAO	Manaus, Brazil
PNZ	Petrolina, Brazil

SITA
SITA AIRCOM-SOUTH AMERICA

REMOTE GROUND STATIONS (continued)

131.550

Ident	Location
POA	Porto Alegre, Brazil
PVH	Porto Velho (Gov J Teixeira de Oliveira Intl), Brazil
REC	Recife, Brazil
RIO	Rio de Janeiro, Brazil
SAO	Sao Paulo, Brazil
SSA	Salvador, Brazil
STM	Santarem (Santarem Intl), Brazil



Enroute

Enroute Data - Latin America

**LATIN AMERICA
SECONDARY SURVEILLANCE RADAR-SSR**

RADAR BEACON ASSIGNMENT TO MODE A/3 CODED BEACON TRANSPONDER EQUIPPED AIRCRAFT

STANDARD OPERATING PROCEDURES

- a. Aircraft equipped with Mode C shall squawk altimeter when operating transponder on Mode A/3.
- b. After selection of the Mode/Code specified by ATC the transponder should be adjusted to the "ON" (or normal operating) position as late as practicable prior to take-off and to "OFF" or "STANDBY" as soon as practicable after completing the landing roll.
- c. Select or reselect Modes/Codes only as directed by ATC, except in case of:
 - unlawful interference (hijacked) squawk 7500*
 - communication failure squawk 7600*
 - emergency squawk 7700*
- CAUTION: *Squawking of 75..; 76..; 77.. plus any third and fourth figures will also activate alarm system at ground station.***
- d. Squawk 2000 when entering a FIR/UIR from an adjacent region where operation of a transponder has not been required or assigned.

STANDARD TRANSPONDER FAILURE PROCEDURES

After Departure

- a. ATC units will endeavor to provide for flight to continue in accordance with flight plan.
- b. After landing pilots shall make every effort to have transponder restored to normal operation.

Before Intended Departure

If Transponder Cannot Be Restored

- a. Inform ATC, preferably before filing flight plan.
- b. Plan to fly by most direct route to nearest suitable airport where repair can be effected, and
- c. Insert appropriate code in item 10 of ICAO flight plan.

General compliance with and additions to the above standard operating procedures or standard transponder failure procedures are as listed below.

Bahama Islands (Miami FIR/CTA, Nassau FIR/CTA)

Except when encountering an emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Nassau TMA or 60 NM radius from Nassau, pilots who have already received specific Instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

- a. Pilots of aircraft about to enter Nassau TMA or 60 NM from Nassau and have not received specific instructions from ATC concerning the setting of the transponder shall operate the

**LATIN AMERICA
SECONDARY SURVEILLANCE RADAR-SSR**

transponder on Mode A/3, Code 1200 before entry, and maintain that code setting until otherwise instructed.

- b. If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.
- c. In all other circumstances, the transponder shall be set to Mode A/3, Code 7700 notwithstanding the procedure in paragraph a above, a pilot may select Mode A/3, Code 7700 when even the nature of the emergency is such that this appears to be the most suitable course of action.
- d. In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.
- e. The following functional codes are assigned to aircraft that will remain in Nassau Controlled Airspace.

IFR / SVFR / ARRIVALS	0100-0177
IFR / SVFR / VFR / DEPARTURES	0200-0277
IFR / VFR FLIGHTS	0300-0377
VFR ARRIVALS / OVERFLIGHT	0400-0477

Barbados (Piarco FIR/UTA)

- a. Pilots shall operate transponders and select modes and codes in accordance with ATC instructions. When entering the Barbados TMA, pilots who have already received specific instructions from ATC concerning the transponder setting, shall maintain that setting until otherwise instructed.
- b. Pilots of aircraft about to enter the Barbados TMA who have not received specific transponder instructions from ATC shall operate on Mode A/3 Code 2000.
- c. When encountering a state of emergency, and the pilot has been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700.

NOTE: There is a continuous automatic monitoring of responses on Mode A/3.

Standard operating procedures apply for communications failure. No published procedure for unlawful interference (hijacked).

No published transponder failure procedures.

Belize (Central American FIR/UTA)

Pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Belize TMA pilots who have already received specific instruc-

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SECONDARY SURVEILLANCE RADAR-SSR**

tions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

Pilots of aircraft on IFR flights about to enter Belize TMA who have not received specific Instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A Code 2000.

Pilots of aircraft on VFR flights operating in Belize airspace should activate transponder code 1200 if no code is assigned by Goldson Radar.

Aircraft equipped with Mode C transponder must operate that function when flying in Belize airspace.

Goldson Radar will assign SSR Codes to all aircraft arriving, departing and/or over flights under their jurisdiction in accordance with the following manner:

State	International Codes	National Codes	Local Codes
Belize	A5640/5677*	A1201/1277	A3000/3077**

*International SSR Codes will be used for flights that will depart Philip S. W. Goldson International Airport and enter Merida Flight Information Region (FIR).

**These SSR Codes will be used for the local flights that will operate only in Belize territory.

National Codes will be used for flights that will depart Philip S. W. Goldson International Airport with flight plans to countries located in the Central American Flight Information Region (CEN-AMER FIR) namely Guatemala, El Salvador, Honduras, Costa Rica and Nicaragua.

Bermuda (FIR/TMA)

The Bermuda terminal control facility uses positive radar control procedures within the Bermuda Terminal Control Area (TMA). Cancellation of IFR flight after entry into the TMA is not permitted. All inbound transponder-equipped aircraft shall respond on Mode A/3, Code 2100 upon entering the Bermuda TMA. Non-transponder equipped aircraft or aircraft with inoperative transponders shall be assigned specific IFR flight levels upon entering the Bermuda TMA.

Cayman Islands (Kingston FIR/CTA)

No published SSR procedures.

Costa Rica (Central American FIR/UTA)

- a. Pilots shall operate transponders and select modes and codes in accordance with ATC instructions. This is especially important when entering the El Coco TMA. Pilots who have already received specific instructions from ATC concerning the transponder setting, shall maintain that setting until otherwise instructed.
- b. Pilots of aircraft in the proximity about to enter or operating inside the El Coco TMA who have not received specific transponder instructions from ATC, must operate on Mode C/3 Code 0500(05) before entering the TMA and maintain such code until instructed differently.

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SECONDARY SURVEILLANCE RADAR-SSR**

- c. When encountering a state of emergency, and the pilot has been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700(77).

NOTE: Supervision is available continuously to responses in Mode A/3 Code 7700(77).

- d. In case of radio malfunction of the aircraft, pilots shall select Mode A/3 Code 7600(76) and follow established procedures. The control of the aircraft will then be based on such procedures.
- e. Radar approach control for the Juan Santamaria Airport (Coco) will assign the Code 0500(05) for all traffic in general.

Cuba (Havana CTA/FIR)

Aircraft operating within Havana CTA/FIR under IFR Flight plan must be equipped with a transponder mode A and C. Unless the exceptions that ATS authority can grant, the use of SSR transponders is mandatory for IFR flights in Havana FIR/UIR/CTA. In case of SSR transponder failure, the pilot requires a previous clearance of Air Traffic Services, to fly in Havana FIR/UIR/CTA. Pilots who have not received specific transponder instructions from ATC shall operate on code 2000.

Dominican Republic (Santo Domingo FIR)

- a. Pilots shall operate transponders and select modes and codes in accordance with ATC instructions. This is especially important when entering the Santo Domingo FIR. Pilots, who have already received specific instructions from ATC concerning the transponder setting, shall maintain that setting until otherwise instructed.
- b. Pilots of aircraft about to enter or operating inside the Santo Domingo FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A, Code 2000 before entry and maintain that code setting until instructed.
- c. When encountering a state of emergency, and the pilot has been previously instructed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/6 code 7700.

NOTE: Supervision is available continuously to responses in Mode A/6 code 7700.

- d. In the event of radio receiver failure, the pilot will select the mode A/3 code 7600 and follow established procedures. The control of the aircraft will then be based on such procedures.
- e. The following functional codes are assigned by Santo Domingo ACC:
1. Departing traffic - odd codes 4000 and 4177
 2. Arriving traffic - even codes 4000 and 4177
 3. Overflying traffic - even codes 4000 and 4177
 4. Unlawful interference - code 7500

**LATIN AMERICA
SECONDARY SURVEILLANCE RADAR-SSR**

5. Radio Communication failure - code 7600
6. Emergency - code 7700

NOTE: If necessary, new Modes and Codes will be established by the Santo Domingo ACC.

French Antilles (Piarco FIR/UTA)

SSR is used alone to provide Air Traffic Services.

Guatemala (Central American (FIR/UTA)

Aircraft operating within the La Aurora TMA must be equipped with Transponder. Aircraft operating below FL200 select Mode A/3 Code 2000 prior to entering the La Aurora TMA.

Haiti (Port Au Prince FIR)

No published SSR procedures.

Honduras (Central American FIR/UTA)

Standard Operating Procedures apply with the following exceptions:

SSR available within 40 NM of N15 26 43.7 W087 56.0 GND-19,500 feet 1200-0600 daily.

Jamaica (Kingston FIR/CTA)

- a. Pilots shall operate transponders and select modes and codes in accordance with ATC instructions. When entering Kingston FIR, pilots who have already received specific instructions from ATC concerning the transponder setting, shall maintain that setting until otherwise instructed.
- b. Pilots of aircraft about to enter Kingston FIR who have not received specific instructions from ATC concerning the transponder setting shall operate the transponder on Mode A/3 Code 2000 before entry and maintain that code setting until otherwise instructed.
- c. When encountering a state of emergency, and the pilot has been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700.
- d. In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3 Code 7600 and follow established procedures.
- e. The following functional codes are assigned by Kingston ACC.
 1. Domestic Flights - 0600, 5000
 2. International Flights - 0700, 6700

Mexico (All FIRs/UIRs/UTAs)

- a. SSR available within Acapulco, Guadalajara, Mexico City, Monterrey, Puerto Vallarta, and Tijuana TMAs.
- b. Requirements radar transponder equipment and automatic altitude transmission equipment:
 1. To operate in controlled airspace is required:

**LATIN AMERICA
SECONDARY SURVEILLANCE RADAR-SSR**

- (a) Transponder equipment in good working condition with a capacity of 4096 codes mode A/3, or S, and to respond to interrogations with the code specified by the Air Traffic Control service, and
 - (b) Pressure altitude transmission equipment with mode C capacity and to respond automatically to interrogations in mode C, and transmitting pressure altitude information in increments of 100 feet.
2. The Air Traffic Control can authorize at any time exceptions to the dispositions in paragraph b.
- (a) To permit an aircraft which transponder does not work in flight to continue to the airport of destination, or to proceed to a place where it can be repaired.
 - (b) To permit the operation of aircraft with a transponder operating but with the automatic altitude transmitter inoperative.
- c. Procedures:
- The following functional codes are assigned:
- 0000 should not be used;
 - 1200 for all VFR flights;
 - 1500 for helicopter flights;
 - 2000 for IFR flights from non-radar airspace, with no code assigned individual.

Netherlands Antilles (Curacao FIR)

No published SSR procedures.

Nicaragua (Central American FIR/UTA)

No published SSR procedures.

Panama (FIR/CTA)

No published Transponder failure or SSR procedures.

Trinidad and Tobago (Piarco FIR/UTA)

- a. Except as provided for under paragraphs below, pilots shall operate transponder and select modes and codes in accordance with ATC instructions.
- b. When entering the Piarco FIR, pilots who have already received specific instructions concerning the setting of the transponder, shall maintain that setting until otherwise instructed. If no such instructions have been received, operate transponder on mode A/3 code 2000.

In order to improve radar detection of non-controlled flights in the Piarco FIR, pilots of SSR-equipped aircraft having setting of transponder, shall squawk mode A/3 code 2000.
- c. Aircraft equipped with Mode C shall operate this function continuously except when instructed otherwise by Piarco Radar.

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SECONDARY SURVEILLANCE RADAR-SSR**

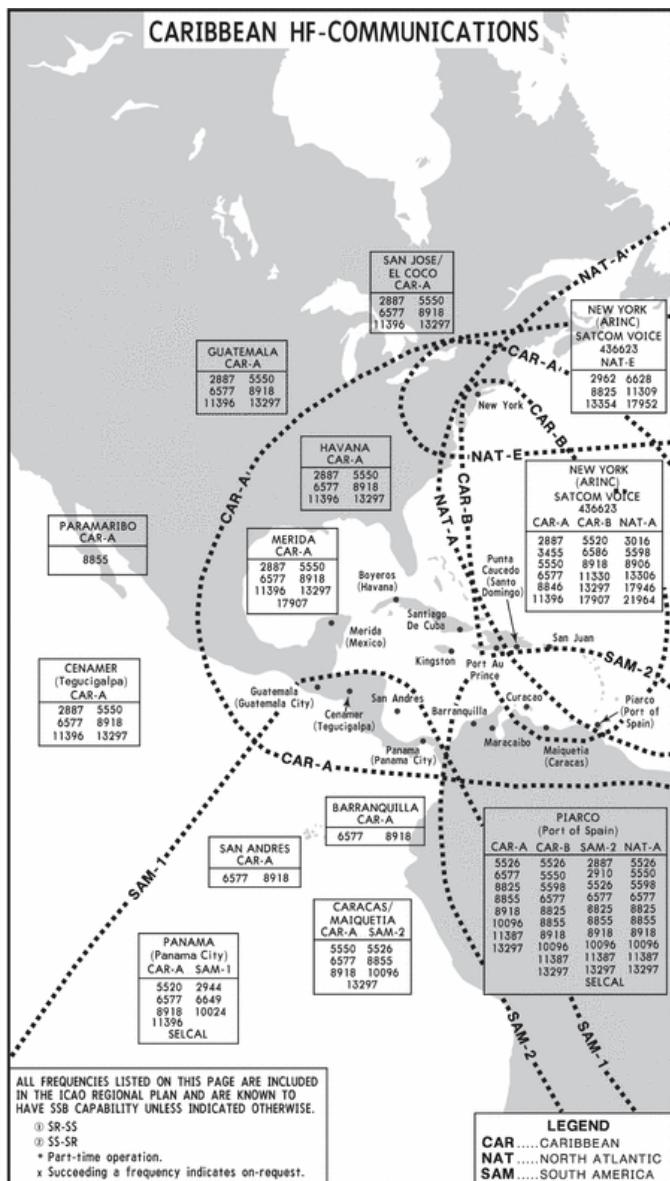
- d. The SPI (IDENT) feature shall be operated only when directed by ATC.
- e. If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder as a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to mode A/3 code 7700.
- f. Notwithstanding the procedure in paragraph e above, a pilot may select mode A/3 code 7700, whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

NOTE: Continuous monitoring of responses on Mode A/3 Code 77 is provided.

- g. In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures.

LATIN AMERICA
HF - COMMUNICATIONS

CARIBBEAN



LATIN AMERICA

1 INTRODUCTION

1.1 The FAA is expanding the number of area navigation (RNAV) routes both over the Atlantic coastal states and within the Atlantic High Offshore Airspace. High Offshore Airspace is considered Class A airspace in accordance with 14 CFR Part 71, §71.1 and §71.33. These routes will be situated to enable ATC radar surveillance of, and VHF communications with, aircraft flying them. The offshore RNAV routes will be charted as "Y" routes. Existing Y-routes remain active and will be part of the final offshore Y-route network.

2 GENERAL REQUIREMENTS

2.1 The Y-routes are designated RNAV 2 with GNSS required. Aircraft flying the Y-routes must be equipped with GNSS and able to meet RNAV 2 performance requirements. RNAV systems relying solely on DME/DME or inertial navigation are not suitable (and therefore not authorized) for use on any Y-route.

2.2 In order to fly the Y-routes, U.S. certificated operators require operations specification/management specification B035, Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems, indicating aircraft equipage with GNSS. Foreign commercial operators should obtain authorization for operations with RNAV 2 and equipage with GNSS as required by their applicable civil aviation authority.

2.3 General aviation operators (ICAO Annex 6 Part II) do not require any specific authorization to fly on a Y-route. Nevertheless, the requirements for GNSS equipage and RNAV 2 performance remain. General aviation operators should refer to Advisory Circular (AC) 90-100, U.S. Terminal and Enroute Area Navigation (RNAV) Operations, in order to verify their aircraft meets the airworthiness and installation criteria for RNAV 2. A current list of RNAV 2 compliant equipment can be found in the AC 90-100 Compliance Table posted on the Performance-Based Flight Systems Branch website at: http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/pbn. Operators may contact their local Flight Standards District Office, or applicable International Field Office, for help in determining aircraft eligibility as needed.

2.4 Pilots must indicate on their ATC flight plan at least the minimum equipment and capability required for RNAV 2 with GNSS. Item 10 of the flight plan must indicate G and R. Item 18 must indicate PBN/C2.

3 OPERATIONAL REQUIREMENTS

3.1 Pilots are expected to fly the route centerline, as defined by the aircraft RNAV system. Pilots must not use strategic lateral offset procedures (SLOP) while on the Y-routes.

3.2 Operators must check predicted RAIM availability for the expected duration of their flight on a Y-route. Five (5) minutes is the maximum predicted continuous loss of RAIM allowed for flight on a Y-route.

4 PILOT KNOWLEDGE

4.1 AC 90-100 contains pilot knowledge subject matter that is generally applicable to any RNAV operation. General aviation pilots in particular should use the RNAV subject matter contained in AC 90-100 in preparation for any flight on an RNAV route, including Y-routes.

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1.1 New York Oceanic Airspace

ATC applies 50 NM lateral separation between aircraft authorized RNP 10 or RNP 4 within the West Atlantic Route System (WATRS) (that is, New York Oceanic West airspace). ATC similarly applies 50 NM lateral separation in the Atlantic portion of the Miami Oceanic CTA as well as the San Juan CTA/FIR. ATC may apply 50 NM lateral separation between aircraft authorized RNP 10 or RNP 4 in airspace outside of WATRS (that is, New York Oceanic East).

Aircraft authorized RNP 10 or RNP 4 will have a better chance of obtaining their preferred routing and altitude in the most densely used airspace (that is, below FL410) because of their ability to participate in ATC's use of 50 NM lateral separation. Non-RNP 10 or non-RNP 4 aircraft will be spaced at least 90 NM laterally from other aircraft.

ATC will not apply 50 NM lateral separation on routes that are defined by reference to ICAO standard ground-based navigation aids. In addition, 50 NM lateral separation is not applied to aircraft on the following route segments, at and above FL310, because the routes are considered within ATC radar and VHF radio coverage:

- M201 between VIRST and VEGAA

NOTE: SLOP is not to be used while flying these route segments.

Flight plan filing and addressing requirements are detailed in Flight Plan Filing Requirements.

Operators of aircraft not authorized RNP 10 or RNP 4 are expected to follow the procedures for alerting ATC of their RNP status. Those operators are expected to indicate their "non-RNP 10" status in Item 18 of their ATC flight plan. In addition, pilots are expected to inform ATC of their "non-RNP 10" status on initial call to ATC on WATRS routes and when reading back a clearance to descend through FL410.

Filing a flight plan for, and conducting operations under, RNP 10 or RNP 4 navigation specifications require the aircraft to be equipped with two operable long-range navigation systems (LRNS). Operators who indicate RNP 10 or RNP 4 capability on their ATC flight plans, and subsequently experience a LRNS failure while operating on a WATRS route, must alert ATC to this failure. If the pilot believes the aircraft can continue to be navigated within 10 NM of the cleared route with the single LRNS, ATC should be informed; as such, ATC may continue the aircraft on the cleared route.

In the event of LRNS failure prior to joining a WATRS route, pilots must inform ATC of the failure and ensure ATC is aware the aircraft is no longer qualified for the RNP level indicated in the flight plan. In addition to this notification, pilots should request ATC amend their flight plan to remove the RNP capability indication in Item 18 of the flight plan.

Information regarding operations in WATRS can be found in the West Atlantic Route System, Gulf of Mexico, and Caribbean Resource Guide for U.S. Operators which is available at: http://www.faa.gov/about/office_headquarters/offices/avs/offices/afx/afs/afs400/afs410/media.WATRS.pdf.

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1.2 Operation on Routes within the WATRS Plus CTAs

The 50 NM lateral separation is applied at all altitudes above the floor of controlled airspace. Lateral separation of 100 NM will continue to be provided in the Houston Oceanic, Monterrey, and Merida CTA/FIRs to aircraft not authorized RNP 10 or RNP 4. Similarly, those aircraft will experience 90 NM lateral separation in Miami Oceanic CTA/FIR.

Operations on certain routes that fall within the boundaries of affected CTAs are not affected by the introduction of 50 NM lateral separation. Operation on the following routes is not affected:

- Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB); and
- Special Area Navigation (RNAV) routes Q100, Q102 and Q105 in the Houston, Jacksonville and Miami CTAs.

1.3 Provisions for Accommodation of Non-RNP10 Aircraft (Not Authorized RNP10 or RNP4)

Operators of Non-RNP 10 aircraft must:

- Annotate ICAO flight plan Item 18 as follows:
 - “RMK/NON-RNP10” (no space between letters and numbers).
 - Use of flight plan item 18 codes “PBN/A1” or “PBN/L1” are restricted to operators and aircraft specifically authorized for RNP 10 or RNP 4, as applicable.
- Pilots of non-RNP 10 aircraft that operate in GoMex CTAs must report the lack of authorization by stating “Negative RNP 10”:
 - On initial call to ATC in a Gulf of Mexico CTA; or
 - When approval status is requested by the controller.

Non-RNP 10 operators/aircraft may file any route at any altitude in a Gulf of Mexico CTA. They will be cleared to operate on their preferred routes and altitudes as traffic permits. 50 NM lateral separation will not be applied to non-RNP 10 aircraft.

Non-RNP 10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage, if possible.

In order to maximize operational flexibility provided by 50 NM lateral separation, operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in the Gulf of Mexico CTAs should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan accordingly.

NOTE: RNP 10 is the minimum Navigation Specification (NavSpec) required for the application of 50 NM lateral separation. RNP 4 is an operator option; operators/aircraft authorized RNP 4 are not required to also obtain RNP 10 authorization.

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1.4 RNP 10 or RNP 4 Authorization Policy and Procedures for Aircraft and Operators

The following is ICAO guidance on the state authority responsible for authorizations such as RNP 10, RNP 4, and RVSM:

- International commercial operators: The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (for example, Operations Specifications (OpSpecs)).
- International general aviation (IGA) operators: The State of Registry makes the determination that the aircraft meets the applicable RNP requirements and issues operating authority (for example, Letter of Authorization (LOA)).

Guidance Material

FAA Advisory Circular (AC) 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace, provides operational approval guidance for RNP 4 and 10. It identifies minimum aircraft capabilities and operator procedural and training requirements in order to qualify for RNP 4 or 10. AC 90-105 is consistent with the ICAO PBN Manual discussed below. Pertinent FAA and ICAO documents are posted online in the West Atlantic Route System, Gulf of Mexico and Caribbean Resource Guide for U.S. Operators described below.

ICAO Performance-based Navigation (PBN) Manual (ICAO Doc 9613). Guidance for authorization of RNP 10 and RNP 4 is provided in ICAO Doc 9613. RNP 10 is addressed in Volume II, Part B; Chapter 1. RNP 4 is addressed in Volume II, Part C; Chapter 1.

Operators and authorities are encouraged to use the RNP 10 or RNP 4 Job Aids posted on the FAA Resource Guide for U.S. Operators described above. For U.S. operators, a set of RNP 10 and RNP 4 Job Aids provides references to FAA documents. An RNP 4 Job Aid, which references the ICAO PBN Manual, is also available on the ICAO European and North Atlantic Office website. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate document paragraphs. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

1.5 Flight Planning Requirements

Operators must make ICAO flight plan annotations in accordance with this paragraph and, if applicable, Provisions for Accommodation of Non-RNP 10 Aircraft (Not Authorized RNP 10 or RNP 4).

ICAO flight plans must be filed for operation on oceanic routes and areas in the Houston Oceanic CTA/FIR, the Gulf of Mexico portion of the Miami CTA/FIR, the Monterrey CTA and Merida High CTA.

To inform ATC that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators must:

- Annotate ICAO Flight Plan Item 10 (Equipment) with the letter “R”; and

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- Annotate Item 18 (Other Information) with, as appropriate, “PBN/A1” for RNP 10 aircraft or “PBN/L1” for RNP 4 aircraft (no space between letters and numbers).

NOTE: The letter “R” indicates that the performance-based navigation specification (for example, RNP 10 or RNP 4) is specified in Item 18 following the indicator “PBN:/.”

1.6 Pilot and Dispatcher Basic and In-flight Contingency Procedures

The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in Advisory Circular 90-105 and ICAO PBN Manual, Volume II, Parts B and C, Chapter 1.

Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in ICAO Document 4444, 15th Edition, Amendment 2, paragraph 16.5.

Strategic Lateral Offset Procedure (SLOP) While Within Oceanic Airspace

These procedures have been developed in accordance with the ICAO PANS ATM, 16.5.

It has been determined that allowing aircraft conducting oceanic flight to fly lateral offsets, in increments of .1 nautical mile (NM) up to a maximum of 2 NM right of centerline, will provide an additional safety margin and mitigate the risk of conflict when non-normal events, such as aircraft navigation errors, altitude deviation errors, and turbulence-induced altitude-keeping errors occur.

These procedures are authorized in U.S.-controlled Oceanic Airspace and also the airspace surrounding the island of Bermuda.

These procedures provide for offsets within the following guidelines: Along a route or track there will be 21 positions that an aircraft may fly: on centerline or at increments of .1 NM (for example, .1, .2, .3, .4 1.8, 1.9, 2.0) right of centerline out to a maximum offset of 2 NM. Offsets must not exceed 2 NM right of centerline. The intent of this procedure is to reduce risk (add safety margin) by distributing aircraft laterally across the 21 available positions.

Pilots must fly the track centerline if their aircraft does not have automatic offset programming capability. Pilots of aircraft unable to offset at .1 NM increments should fly on the track centerline, or at the 1.0 NM or 2.0 NM positions right of centerline when using SLOP.

An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken.

Pilots should also fly one of the available offset positions shown above to avoid wake turbulence.

Pilots should use whatever means available to determine the best flight path to fly.

Aircraft should not offset to the left of center line nor offset more than 2 NM right of center line. Pilots may contact other aircraft on VHF frequency 123.45, as necessary, to coordinate the best wake turbulence offset option.

NOTE: It is recognized that pilots will use their judgment to determine the action most appropriate to any given situation and have the final authority and responsibility for the safe operations of the aircraft.

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Pilots may apply an offset outbound after the oceanic entry point. Aircraft transiting Bermuda airspace may remain on their established offset.

There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.

In-flight Contingency Procedures in Oceanic Airspace

Special Procedures for In-Flight Contingencies and Weather Deviation Procedures are in force in New York Oceanic West (WATRS). For details refer to Jeppesen ATC-Chapter Air Traffic Control Data Atlantic "Special Procedures for In-Flight Contingencies in NAT Oceanic Airspace".

When pilots suspect a navigation system malfunction, in addition to the actions suggested in the Jeppesen ATC-Chapter above, the following actions should be taken:

- Immediately inform ATC of navigation system malfunction or failure;
- Accounting for wind drift, fly magnetic compass heading to maintain track; and
- Request radar vectors from ATC, when available.

Pilot Report of Non-RNP 10 Status

The pilot must report the lack of RNP 10 or RNP 4 status in accordance with the following:

- When the operator/aircraft is not authorized RNP 10 or RNP 4

If approval status is requested by the controller:

- The pilot must communicate approval status using the following phraseology as below:

Controller Request	Pilot Response
"(Call sign) confirm RNP10 or 4 approved".	"Affirm RNP10 approved" or "Affirm RNP4 approved" as appropriate, or "Negative RNP10".

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ROUTE IDENT	START ID- ICAO	END ID- ICAO	RESTRICTION
A315	SAVAR-MT	AGNUR-MT	A gap in navigation signal exists between 17 DME/PAP and 24 DME/PAP
G434	KASOR-MP	TBG-MP	Airway usable only for aircraft with automated navigation systems
G437	TBG-MP	UKLOS-MP	Airway usable only for aircraft with automated navigation systems
G440	ISEBA-MP	TBG-MP	Airway usable only for aircraft with automated navigation systems
G448	ATUVI-MU	LEVOR-MP	Northbound flights are assigned even levels up to FL 240. Southbound flights are assigned odd levels up to FL 230
G448	ATUVI-MU	LEVOR-MP	The lower limit of Class A airspace outside of Cayman TMA is 14 501 FT
M335	FUNDI-K7	KAVGA-MU	From FUNDI to South it is mandatory continue by UM335 and M335 route, until ALVEK
Q2	POXON-MR	TBG-MP	GNSS or IRU required
UA315	SAVAR-MT	PAP-MT	A gap in navigation signal exists between 17 DME/PAP and 24 DME/PAP
UG440	ISEBA-MP	TBG-MP	Airway usable only for aircraft with automated navigation systems
UL795	DIBOK-MK	GASPA-MU	Northbound flights are assigned even levels up to FL400, then 430, 470... Southbound flights are assigned odd levels up to FL410, then 450, 490..
UL795	GELOG-MK	GASPA-MU	When flying southbound will be authorized only between URSUS and GELOG in hours from 1400 UTC to 0300 UTC of the following day. When flying northbound proceed in UL 210 between GELOG and BORDO
UM335	ALVEK-MU	KAVGA-MU	From FUNDI to South it is mandatory continue by UM335 and M335 route, until ALVEK
V15	DAV-MP	BDT-MP	Temporarily suspended
V17	DAV-MP	BDT-MP	Temporarily suspended
V23	DAV-MP	BIXIL-MP	Temporarily suspended



Enroute

Enroute Data - South America

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RADAR BEACON ASSIGNMENT TO MODE A/3 CODED BEACON TRANSPONDER EQUIPPED AIRCRAFT

STANDARD OPERATING PROCEDURES

- a. Aircraft equipped with Mode C shall squawk altimeter when operating transponder on Mode A/3.
- b. After selection of the Mode/Code specified by ATC the transponder should be adjusted to the "ON" (or normal operating) position as late as practicable prior to take-off and to "OFF" or "STANDBY" as soon as practicable after completing the landing roll.
- c. Select or reselect Modes/Codes only as directed by ATC, except in case of:
 - unlawful interference (hijacked) squawk 7500*
 - communication failure squawk 7600*
 - emergency squawk 7700*
- CAUTION: *Squawking of 75.., 76.., 77.. plus any third and fourth figures will also activate alarm system at ground station.***
- d. Squawk 2000 when entering a FIR/UIR from an adjacent region where operation of a transponder has not been required or assigned.

STANDARD TRANSPONDER FAILURE PROCEDURES

After Departure

- a. ATC units will endeavor to provide for flight to continue in accordance with flight plan.
- b. After landing pilots shall make every effort to have transponders restored to normal operation.

Before Intended Departure

If transponder cannot be restored:

- a. Inform ATC, preferable before filing flight plan.
- b. Plan to fly by most direct route to nearest suitable airport where repair can be effected, and
- c. Insert appropriate code in item 10 of ICAO flight plan.

General compliance with and additions to the above standard operating procedures or standard transponder failure procedures are as listed below.

Argentina (All FIRs/UIRs)

All aircraft operating within Argentina airspace above 3000 ft with an operating transponder shall activate the transponder with the code assigned by ATC with Mode C activated or mode A code 2000 if no code is assigned.

Transponder required with modes A and C in operation in the following airspace:

- a. Cordoba TMA

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- b. Ezeiza CTA
- c. Baires TMA
- d. Mar Del Plata TMA
- e. Mendoza TMA

No published transponder failure procedures.

Barbados (Piarco FIR/UIR)

- a. Pilots shall operate transponders and select Modes and Codes in accordance with ATC instructions. When entering the Barbados TMA, pilots who have already received specific instructions from ATC concerning the transponder setting, shall maintain that setting until otherwise instructed.
- b. Pilots of aircraft about to enter the Barbados TMA who have not received specific transponder instructions from ATC shall operate on Mode A Code 2000.
- c. When encountering a state of emergency, and the pilot has been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A Code 7700.

NOTE: There is a continuous automatic monitoring of responses on Mode A.

Standard operating procedures apply for communication failure. No published procedure for unlawful interference (hijacked).

No published transponder failure procedures.

Brazil (All FIRs/UIRs)

Standard operating procedures apply. All aircraft operating in Brazilian airspace are required to carry transponder equipment.

Mode A/C or S capability is required within the following airspace:

- a. Class A, B, C, D, E and G above FL100 excluding the portion below 2500 feet AGL.

The following airspace is excluded:

- a. Special routes for aircraft with technical or physical limitation prohibiting transponder installation, specific airspace (conditioned or reserved), established to allow flight of experimental or training aircraft.

When radar service is provided, the following are exempted:

- a. Compulsory reporting points, reaching or leaving holding, entering a new phase or leg of a departure procedure.

Vectoring service will be provided in the following airspace:

- a. UTAs:

Brasilia, Curitiba, Recife within 200nm of Fortaleza, Petrolina, and Lapa within Recife FIR.

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b. CTAs:

Belem, Brasilia 1 and 3, Curitiba 1 and 2, Manaus 1, 2 and 3, Porto Velho, Recife 1 and 3.

c. TMAs:

Academia, Anapolis, Belem, Belo Horizonte, Brasilia, Campo Grande, Cuiaba, Curitiba, Florianopolis, Fortaleza, Foz, Macae, Maceio, Manaus, Natal, Porto Alegre, Recife, Rio De Janeiro, Salvador, Santa Maria and Sao Paulo.

Surveillance will be provided in the following airspace:

a. UTAs:

Belem, Brasilia, Manaus, Porto Velho, Recife Sectors 2, 3, 4, 5 and within 200nm of Fortaleza, Petrolina, and Lapa within Recife FIR.

b. CTAs:

Belem, Brasilia 1 and 3, Curitiba 1 and 2, Manaus 1, 2 and 3, Porto Velho, Recife 1 and 3.

c. CTRs:

Academia, Anapolis, Belem, Belo Horizonte, Brasilia, Campo Grande, Cuiaba, Curitiba, Florianopolis, Fortaleza, Foz, Macae, Maceio, Manaus, Natal, Porto Alegre, Recife, Rio De Janeiro, Salvador, Santa Maria and Sao Paulo.

Surveillance and vectoring will be provided in the following airspace:

a. Within Recife FIR:

Lapa, Petrolina, Porto Seguro, ATS routes B623, W40, W41, UB623, UL206, UN857, UN873, UR551.

b. Within Amazonica FIR:

Manicore, Jacareacanga, Tirios, Imperatriz.

Coverage ranges and altitudes vary, from 120nm to 200nm and FL085 to UNL. In the event of transponder failure, a flight may continue to its first point of landing at which the transponder must be repaired or replaced.

Chile (All FIRs/UIRs)

Standard operating procedures apply.

Transponder operation required for all aircraft in flight in the following airspace:

a. Within Class A, C, D and E airspace.

b. Within FIRs Antofagasta, Santiago, Puerto Montt, and Punta Arenas at or above airway MEAs.

c. Within TMAs Arica, Iquique, Antofagasta, Santiago, Concepcion, Temuco, Puerto Montt, Balmaceda, and Punta Arenas.

d. Transponders must be capable of operation in Mode A with 4096 codes available.

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- e. Flights must maintain the ATC assigned transponder code unless instructed otherwise.
- f. In the absence of an ATC assigned code, Mode A Code 2000 must be selected when crossing an entry point into airspace where transponder operation is required.
- g. Within the FIR Antofagasta, Santiago, Puerto Montt, Punta Arenas from the MEA of the airway.
- h. Within the terminal areas Arica, Iquique, Antofagasta, Santiago, Concepcion, Temuco, Puerto Montt, Balmaceda, Punta Arenas.

SSR available in the following service areas:

- a. Iquique, Mejillones, Pajonales, Santiago, Los Angeles, Puerto Montt, Balmaceda, and Punta Arenas.

Coverage ranges vary, from 200nm to 250nm.

Before entry into the following airspace, all aircraft while operating within airspace class A, C, and E must operate with a transponder activated in Modes 3A and C. Before entry into the area, activate Mode A Code 2000 if an ATC assigned code is not received.

From latitude S18 21.0 to S55 00.0 in the service areas Iquique, Santiago, Puerto Montt, and Punta Arenas. Use radio call sign Antofagasta Radar, Santiago Radar, Puerto Montt Radar, or Punta Arenas Radar appropriate to the ATC facility of contact. In the service areas Iquique, Antofagasta, Santiago, Puerto Montt, and Punta Arenas within the Terminal Areas Iquique, Antofagasta, Santiago, Puerto Montt, and Punta Arenas from 2000 feet to FL450. Use radio call sign Iquique Radar, Antofagasta Radar, Santiago Radar, Puerto Montt Radar, or Punta Arenas Radar appropriate to the ATC facility of contact.

In the service area within the Terminal Areas Concepcion and Temuco from GND to FL450.

Use radio call sign Santiago Radar.

In the service areas Santiago, Puerto Montt and Punta Arenas within Control Zones Santiago, Puerto Montt and Punta Arenas from GND to 3500 feet or 5000 as appropriate.

Use radio call sign Santiago Radar, Puerto Montt Radar and Punta Arenas Radar appropriate to the ATC facility of contact.

In the service area Punta Arenas within a 180nm radius of Punta Arenas:

- a. Airways:

From MEA to FL450.

- b. Terminal Area Punta Arenas:

2000 feet AGL to FL450.

- c. Control Zone Punta Arenas:

GND – FL450.

Use radio call sign Punta Arenas Radar.

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In the event of transponder failure, flights must request permission from ATS to operate within airspace where transponder use is required.

Colombia (Bogota and Barranquilla FIR/UTA)

All aircraft operating within airspace under Colombia jurisdiction must be equipped with an operating transponder with the following capabilities:

- a. Mode C automatic altitude reporting and Mode A with 4096 codes.

Radar service is provided from the following locations:

- a. Cerro Maco, Cerro Verde, El Tablazo, Eldorado, Villavicencio, Carimagua, Santa Ana, Tuba, San Andres, Riohacha, Cali.

Coverage ranges vary, from 60nm to 250nm.

Standard transponder failure procedures apply. If the transponder failure occurs after departure, ATC will attempt to provide the flight clearance to continue to its intended destination. Before the next departure, the transponder must be returned to service.

Ecuador (Guayaquil FIR/UIR)

Standard operating procedures apply.

Radar flight information and approach control radar services is provided at the following locations:

- a. Guayaquil
- b. Quito

Service coverage is part time and range varies from 30nm to 40nm.

No published transponder failure procedures.

French Guiana (Rochambeau FIR/Zandery UIR)

Radar control, information, warning services are provided by the Cayenne – Rochambeau approach control center.

No published transponder failure procedures.

Guyana (Georgetown FIR/UIR)

No SSR

Netherlands Antilles (Curacao FIR)

No SSR

Panama (FIR/CTA)

When specific transponder instructions have not been received from ATC, pilots shall select the following Mode A/3 Codes when operating within the Panama FIR/CTA:

- a. Departing traffic **1000**
- b. FIR flight plan within Panama TMA **0400**

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- c. Overflying to/and above FL200 **2100**
- d. Overflying below FL200 **1100**
- e. Test and training flights **4000**

Pilots of aircraft in flight subject to unlawful interference shall endeavour to set the transponder to mode A, code 7500 to make the situation known, unless circumstances warrant the use of mode A/B, code 77 (or 7700).

No published transponder failure procedures.

Paraguay (Asuncion FIR/UIR)

Standard operating procedures apply.

No published transponder failure procedures.

Peru (Lima FIR/UIR)

Radar service is available at the following locations:

- a. Jorge Chavez Intl, 250nm range
- b. Lima, 250nm range. Use radio call sign Lima Approach Radar within the TMA, and Lima Radar North or Lima Radar South outside the lateral limits of the TMA up to the 250nm coverage limit.
- c. Aircraft entering the Lima FIR should maintain their last assigned transponder code unless advised otherwise. In the absence of an assigned code, squawk mode A/3 code 2000.

No published transponder failure procedures.

Suriname (Paramaribo FIR/UIR)

No SSR

Trinidad and Tobago (FIR/UTA)

- a. Pilots shall operate transponders and select modes and codes in accordance with ATC instructions. When entering Piarco FIR, pilots who have already received specific instructions from ATC concerning the transponder setting, shall maintain that setting until otherwise instructed.
- b. Pilots of aircraft about to enter Piarco FIR who have not received specific instructions from ATC concerning the transponder setting shall operate the transponder on Mode A/3 Code 2000 before entry and maintain that code setting until otherwise instructed.
- c. When encountering a state of emergency, and the pilot has been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700.
- d. In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3 Code 7600 and follow established procedures.
- e. The following functional codes are assigned by Piarco ACC.

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1. Domestic Flights - 1000, 1100
2. International Flights - 6000, 6100

Uruguay (Montvideo FIR/CTA)

Standard operating procedures apply.

Radar coverage is centered at Carrasco Intl and Durazno/Santa Bernardina Intl. Coverage extends up to 220nm.

Flights should use radio call sign "Montevideo Radar" when operating under radar service in the Montevideo Control Area or "Carrasco Radar" within the Terminal Area Carrasco.

No published transponder failure procedures.

Venezuela (Maiquetia FIR/UTA)

Standard operating procedures apply.

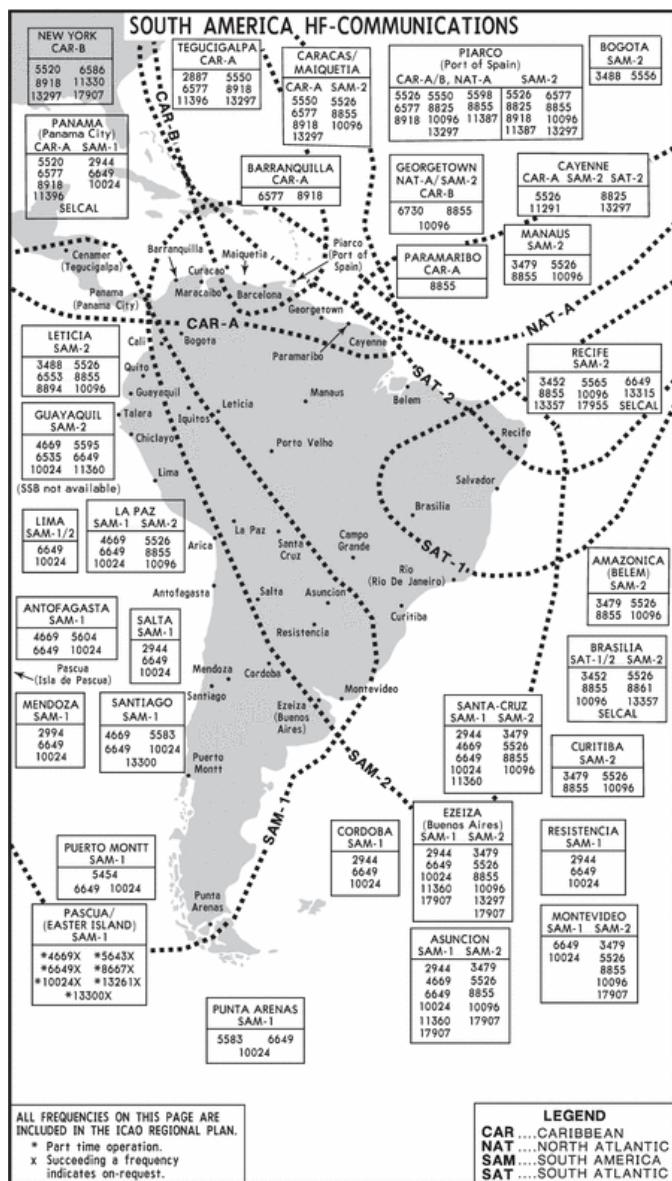
SSR coverage is centered at the following locations:

- a. Maracaibo, 120nm range
- b. Barquisimeto, 180nm range
- c. Maiquetia, 180nm range North only
- d. Margarita, 180nm range.

Before entering an area covered by SSR, select Mode A/3 code 2000 if no code has been assigned. Flights encountering an emergency must maintain the last assigned transponder code until instructed to do otherwise. In case of transponder Mode C automatic altitude reporting equipment failure in flight, flights may continue to the destination including an intermediate stop or to an appropriate location where repairs can be made. A flight may be authorized to depart without an operating transponder if the exemption is requested at least four hours in advance to the ATC facility in control of the airspace to be flown. The flight must file the most expeditious path away from airspace where transponder use is compulsory.

SOUTH AMERICA

SOUTH AMERICA HF - COMMUNICATIONS



SOUTH AMERICA
NATIONAL AND INTERNATIONAL CONTINGENCY PLAN FOR BRAZILIAN FIRS

PURPOSE

The purpose of this Contingency Plan is to establish procedures for entry, overflight, landing and takeoffs of the aircraft with destination to or coming from international/national FIR, during a partial or total disruption of ATS services in Brazilian FIR (SBBS, SBCW, SBRE, SBAO and SBAZ), regarding to maintain the air traffic flow orderly and safe.

This plan does not intend to establish procedures that encompass all possible contingencies, since they are numerous. Thus, it aims to define general principles for the establishment of contingency measures that may be applied in cases of foreseeable or unforeseeable events that, in some way, may affect the provision of air traffic services.

The procedures related to partial disruption, a situation in which only the provision of Flight Information and Alert Services is considered, foresee the establishment of contingency routes for crossing the contingent FIR, routes between specified Terminal Control Areas and between these areas and the adjacent FIR.

The procedures related to total disruption, a situation in which the ATS services are not provided (ATS zero), foresee the establishment of contingency routes between Brazilian FIR, – among them – and adjacent FIR, including predetermined flight levels and minimum longitudinal separation.

The effective application of the present procedures requires close coordination and collaboration between the CGNA and the ACC responsible for FIR adjacent to the FIR in contingency situation, jointly with the airspace users.

APPLICABLE RULES AND PROCEDURES

The FIR directly affected by this Contingency Plan are as follows: Amazônica/Brazil, Atlântico/Brazil, Brasília/Brazil, Curitiba/Brazil, Recife/Brazil, La Paz/Bolivia, Lima/Peru, Resistencia/Argentina, Bogota/Colombia, Maiquetia/Venezuela, Georgetown/Guyana, Paramaribo/Suriname, Cayenne/French Guiana, Asunción/Paraguay, Montevideo/Uruguay, Dakar/Senegal, Johannesburg/South Africa, Luanda/Angola and Abidjan/Côte d'Ivoire.

To ensure that the operational procedures of this Plan will be applied in a safe and orderly manner, the following shall be observed:

The national ATM Contingency Unit designated by the Brazilian Administration (Department of Airspace Control – DECEA) to activate, manage, monitor and coordinate the actions that result in the application of the Contingency Plan, as well start and coordinate the actions of the ATS Contingency Operational Group is:

CGNA (Air Navigation Management Center).

Contact: Decision and Coordination Cell – DCC National Management.

Telephones: 55 21 21 2101-6449; 55 21 21 2101-6409; REDDIG: 3058.

Fax: 55 21 21 2101-6504.

Email: dcc@cgna.gov.br.

Means of Contact and AFTN Address of the Brazilian's ACC:

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ACC	TELEFONES/TELEPHONES	REDDIG	AFTN
BRASÍLIA	556133648404	3031	SBBSZQZX
	556133651136	3032	
	556133648367	3033	
CURITIBA	554133563475	3060	SBCWZQZX
	554132515342	3051	
	554132515308	3056	
	554132515484	3052	
RECIFE	558121298388	3851	SBREZQZX
	558121298101	3871	
AMAZÔNICO	559236525318	Região Belém: 3651	SBAZZQZX
	559236521401	Região Manaus: 3653	
	559236525740	Região Porto Velho: 3655	
ATLÂNTICO	558121298330	3878	SBAOZQZX
	558133436215	3879	

In a ground/air communications failure, air traffic services shall rely on the VHF and HF frequencies available, respectively, in each ACC or APP that has been assigned the provision of ATS in a given portion of the airspace, as listed in the applicable publications, or any other frequency designated by the central agency.

Operators and pilots-in-command are responsible for evaluating in advance the pertinence of flying in a contingency airspace since the responsibility for providing their own separation will be the Pilot-in-Command duty.

While the contingency situation endures, the RPL lists shall be suspended, and the users must submit, in all cases, the Complete Flight Plans (FPL) in accordance to the Playbook Routes (Contingency Plan), published in the AISWEB Portal. Likewise, no flights by non-approved RVSM aircraft will be allowed in the contingency airspace, with no exceptions.

SELF-TRANSFER PROCEDURES

When ATS units were unable to coordinate air traffic due to Fixed Communications Service failures, the following self-transferring procedures shall be applied:

The ATS unit shall:

- inform the pilot that the Fixed Service with the adjacent ATS unit is not available; and
- provide appropriate information and instructions for the pilot to establish contact with the adjacent unit.

The pilot in command shall:

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- a. attempt to establish contact with the adjacent unit at least five (5) minutes before the ETO over the transfer communication point;
- b. inform the ATS unit that it is performing a self-transfer; and
- c. transmit the following information: Aircraft identification, origin, destination, route, flight level, transponder code, RVSM approval status and the estimated to the self-transfer communication point.

CONTINGENCY PLAN PRE-ACTIVATION PHASE

In a event of a total or partial disruption, if necessary, while the Contingency Plan has not been activated, the aircraft flying in a contingency FIR shall apply the procedures for air-ground communications failure established in Annex 2 to the Convention on International Civil Aviation, apart from the exceptions published in GEN 1-7, and as well as maintain permanent radio watch on the frequency corresponding to the sector they are flying over and the air-to-air frequency (123.45 MHz – TIBA) for Flight Information Broadcast Procedures.

PLAN ACTIVATION

NOTAM ISSUANCE

The provisions applicable to ATS units and aircraft taking off, landing or overflying the Brazilian FIR due to a partial or total disruption in the provision of Air Traffic Services shall be disclosed by CGNA, through the publication of specific NOTAM.

All contingency FIR airspace will be reclassified as Class G airspace. In the event of a partial disruption in the provision of air traffic services in the Brazilian FIR, only Flight Information Service and Alert Service will be provided. In the event of total disruption, no air traffic services will be provided (ATS zero).

The minimum longitudinal separation applied between aircraft entering the contingency FIR shall be 10 minutes for aircraft using the same FL.

Depending on the speed difference, flight time on the segment under contingency and the level of Service degradation, the respective supervisors may, by mutual agreement, increase or decrease the longitudinal separation, without affecting the regular separations.

DUTIES

DUTIES OF THE CGNA (AIR NAVIGATION MANAGEMENT CENTER)

- a. assess the scenario presented and establish preliminary measures with the objective of normalizing air operations and mitigate the effects of occasional degradations in Brazilian ACCs, in the pre-activation phase of the Contingency Plan; and
- b. suspend the entering into contingent FIR until the situation is duly assessed and the Contingency Plan is activated.
- c. establish flow management for entry and landing and takeoff in order to prevent overloading of the ACC and APP control sectors.

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- d. assess the need for the establishment and activation of an ATS Contingency Operations Group (GOC), which will supervise activities during the contingency period.
- e. coordinate contingency situations with, adequate anticipation, as soon as feasible, with the Central Units Offices responsible for the adjacent FIR, with the ICAO (SAM Regional Office) and the representatives of the airlines.
- f. take the appropriate actions to disseminate the corresponding NOTAM, according to the contingency. If the situation is foreseeable, the NOTAM shall be released up to 48 hours in advance.

RESPONSIBILITIES OF THE INVOLVED ATS UNITS

- a. transmit, according to the usual procedures, air traffic messages to the ACC in contingency, and also an estimated time (EST) message to the first FIR located right after the FIR in contingency situation;
- b. authorize an aircraft to enter the contingency FIR, in accordance to this Contingency Plan and in the Playbook Route (Contingency Plan) (Contingency Plan) published on DECEA's AISWEB Portal;
- c. expect for CGNA's guidelines for the application of the corresponding measures in the contingency, until such time as the system has returned to normality;
- d. organize, through the ATS coordination circuits or other available means, at least within 30 minutes in advance to the estimated time over the entry/exit points of the FIR in contingency situation;
- e. in the event of a total disruption, the transferring ATS shall instruct the pilots to maintain the last authorized level and in use/assigned while flying over the FIR in contingency;
- f. to an overflight, observe that the aircraft must have been leveled at least 10 minutes before entering the FIR in contingency situation;
- g. instruct aircraft in order to try to establish contact with the adjacent ATS units at least five (5) minutes in advance to the estimated time of entry into the subsequent FIR;
- h. enforce that, in a situation of a total or partial disruption of air traffic services, the entry into the FIR in contingency shall be suspended until the situation is duly assessed and the Contingency Plan is implemented by the CGNA — Central Unit;
- i. ensure that, during the activation of the Contingency Plan, no flights will be allowed of non-approved RVSM aircraft between FL290 and without exception.

AIRCRAFT ASSIGNMENTS

Aircraft flying over Brazilian FIR and those coming from or with destination going to the Terminal Control Areas included in this Plan must comply with the following:

- a. IFR flights will only be authorized for regular air transport, national or international, search and rescue flights, State aircraft and humanitarian flights. Other types of flights must be previously coordinated and specifically authorized by the CGNA;

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- b. during activation of this Plan, only RVSM approved aircraft will be allowed to fly between FL290 and FL410;
- c. a permanent radio watch must be kept on VHF or HF frequency corresponding to the sector that is being overflowed or any other designated, in addition to the air-to-air frequency (123.45 MHz) and report any climbing or descent maneuver as the circumstances may require. The message shall contain: aircraft identification, position, level vacated, crossing level and any other relevant information;
- d. coordinate with other aircraft using the corresponding ATC frequency and air/air frequency (123.45 MHz);
- e. keep the navigation and anti-collision lights permanently turned on while operating in the FIR in contingency situation;
- f. keep the transponder ON and set on the code 2000, if no other SSR code has been previously allocated;
- g. for flights in the upper airspace, it is mandatory to be equipped with;
- h. the FPL must be filled out in accordance to the current legislation and as well as the Playbook Route (Contingency Plan) published on DECEA's AISWEB Portal.

SPECIFIC PROVISIONS APPLICABLE IN CASE OF PARTIAL DISRUPTION OF AIR TRAFFIC SERVICES IN BRAZILIAN FIR

During the implementation of this Contingency Plan, the following shall be observed:

- a. aircraft landing at and/or taking off from airports located in the TMA specified below, may only fly under IFR flight rules, applying the flight level table in Appendix 3, provided in Appendix 3 of ICAO Annex 2, and they must use the ATS routes included in the Playbook Routes (Contingency Plan) published on DECEA's AISWEB Portal (<https://aisweb.decea.mil.br>).
- b. flights with origin and/or destination different from the locations described in this Contingency Plan may only be performed under VFR flight rules and below FL145 inclusive, being aware that is the pilot-in-command responsibility to provide his own separation. For these aircraft, ATS services will not be provided in the FIR in contingency, and it is prohibited to submit an AFIL Flight Plan to ACC in contingency situation;
- c. all aircraft must keep a close watch to the TIBA frequency (123.45 MHz), in addition to the frequency of the control sector it is flying over; and
- d. for aircraft taking off from or landing in the contingency FIR, the subsequent paragraphs for each FIR must be observed.

BRASÍLIA FIR – SBBS

During a partial contingency in the Brasília FIR, only Flight Information Service (FIS) and Alerting Services will be provided. For the TMA directly involved with the flight progression serving the airports of Brasília (SBBR), Goiânia (SBGO), Confins (SBCF), Belo Horizonte (SBBH), Guarulhos (SBGR), Congonhas (SBSP) and Campinas (SBKP), a simplified system of the Brasilia FIR routes will be used, according to the Playbook Route (Contingency Plan) published in the DECEA

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AISWEB Portal, and interconnecting these TMA and also connecting them to the Amazônica, Curitiba and Recife FIR, and vice-versa.

CURITIBA FIR

During partial contingency in the Curitiba FIR, at least Flight Information Service (FIS) and Alerting Services will be provided. For the TMA directly involved with the flight progression serving the airports of Foz do Iguaçu (SBFI), Maringá (SBMG), Vitória (SBVT), Presidente Prudente (SBDN), Curitiba (SBCT), Porto Alegre (SBPA), Florianópolis (SBFL), Campo Grande (SBCG), Londrina (SBLO), Galeão (SBGL); Santos Dumont (SBRJ), Guarulhos (SBGR), Congonhas (SBSP), Campinas (SBKP), Confins (SBCF) and Belo Horizonte (SBBH), a simplified system of the Curitiba FIR routes will be used, according to the Playbook Route (Contingency Plan) published in the DECEA AISWEB Portal, interconnecting these TMA and also connecting them to the Recife, Atlântico, Brasília, Amazônica, Asunción, La Paz, Montevideo e Resistência FIR, and vice-versa.

AMAZÔNICA FIR – SBAZ

During partial contingency in the Amazônica FIR, at least Flight Information Service (FIS) and Alerting Services will be provided. For the TMA directly involved with the flight progression serving the airports of Eduardo Gomes (SBEG), Porto Velho (SBPV), Boa Vista (SBBV), Rio Branco (SBRB), Belém (SBBE), Macapá (SBMQ), Cuiabá (SBCY) and Santarém (SBSN), a simplified system of the Amazônica FIR routes will be used, according to the Playbook Route (Contingency Plan) published interconnecting these TMA and also connecting them to the Brasília, Recife, Curitiba, Atlântico, Bogotá, Georgetown, La Paz, Lima, Maiquetia, Paramaribo and Cayenne FIR, and vice-versa.

RECIFE FIR – SBRE

During partial contingency in the Recife FIR, at least Flight Information Service (FIS) and Alerting Services will be provided. For the TMA directly involved with the flight progression serving the airports of Fortaleza (SBFZ), São Gonçalo do Amarante (SBSG), Recife (SBRF), Maceió (SBMO), Aracaju (SBAR), Salvador (SBSV), Ilhéus (SBIL), Porto Seguro (SBPS) and Vitória (SBVT), a simplified system of the Recife FIR routes will be used, according to the Playbook Route (Contingency Plan) published in the DECEA AISWEB Portal, interconnecting these TMA and also connecting them to the Amazônica, Atlântico, Brasília and Curitiba FIR, and vice-versa.

ATLÂNTICO FIR – SBAO

In the event of total ACC-AO disruption, air traffic flow restriction shall be applied according to traffic density. The longitudinal separation should be extended to 20 minutes, using the Mach number technique.

In addition to the published NOTAM, as template in item 6, the contingency situation shall be informed by any available means and as quick as possible to the ACC involved, and the contingency operational procedures contained in the Aeronautical Information Circular (AIC), specific for the EUR/SAM Corridor, shall be applied.

SOUTH AMERICA**NATIONAL AND INTERNATIONAL CONTINGENCY PLAN FOR BRAZILIAN FIRS****SPECIFIC PROVISIONS APPLICABLE IN CASE OF TOTAL DISRUPTION OF AIR TRAFFIC SERVICES IN BRAZILIAN FIR**

During total disruption, situation in which the provision of ATS services is considered to be unavailable, a simplified contingency route network will be established, between the FIR in Brazil – among them – and their adjacent FIR, including predetermined flight levels and minimum longitudinal separation.

No aircraft shall be allowed to land or take off IFR from the FIR in total contingency.

For entering into the FIR in contingency, the following procedures shall be observed:

To maintain the minimum lateral and vertical separations, aircraft flying over the FIR in contingency shall use the flight levels and routes of the Routes Playbook (Contingency Plan) published in DECEA's AISWEB Portal established for each FIR (<https://aisweb.decea.mil.br>).

If an aircraft, before entering the contingency airspace, is unable to comply with the operational procedures previously established, the transferring ATS unit, in a collaborative effort, could coordinate with CGNA the establishment of a new route in order to avoid the contingency FIR.

In case of a Total Disruption in the provision of air traffic services in one of the FIR under Brazil's jurisdiction (SBBS, SBCW, SBRE, SBAO and SBAZ), aircraft intending to overfly the contingent FIR shall use the ATS route network of the concerned FIR provided in the Playbook Route (Contingency Plan) published in DECEA's AISWEB Portal.

NOTE: Operational procedures for the total ACC-AO contingency in the EUR/SAM corridor are established in a specific CTA.

NOTAM TEMPLATE FOR CONTINGENCY CASES

During a partial or total disruption of air traffic services in any Brazilian CTA/UTA/FIR, the Air Navigation Management Center (CGNA) request the publication of a specific NOTAM about the FIR in contingency, indicating the following:

- a. Starting time and date, and planned duration of contingency measures;
- b. type of Contingency Plan to be activated, partial or total and affected FIR;
- c. Facilities and/or services available;
- d. reference on where to find the procedures to be followed by adjacent ATS agencies;
- e. reference to where to find the procedures to be followed by pilots; and
- f. Any other detail related to the contingency which requires immediate user attention and knowledge of the users.

CONTINGENCY PLAN ACTIVATION NOTIFICATION

NOTAM A XXXX/XX DUE TO THE RESTRICTION (OR DISRUPTION) OF AIR TRAFFIC SERVICES, THE BRAZILIAN CONTINGENCY PLAN IS ACTIVATED AT SBXX FIR, FROM (DATE/TIME) TO (ESTIMATED DATE/TIME). FOR MORE INFORMATION AND FLIGHT PLANNING, OBSERVE THE ATS ROUTE NETWORK PUBLISHED IN THE PLAYBOOK ROUTE (CONTINGENCY PLAN) PUBLISHED ON THE AISWEB PORTAL AND OPERATIONAL PROCEDURES,

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ACCORDING TO THE NATIONAL AND INTERNATIONAL CONTINGENCY PLAN, PUBLISHED IN AIP-BRASIL, PART ENR 1.15.

Optionally, the NOTAM may include other relevant aspects of the Contingency Plan, such as:

- a. no aeronautical mobile service is available;
- b. there is a possibility of delays due to reduced ATC capacity;
- c. pilot shall maintain radio watch on the main frequency of the flown sector, as well as air/air frequency 123.45 MHz, applying in-flight broadcast procedures;
- d. expect the possibility of performing self-transfer procedures;
- e. the Repetitive Flight Plans are suspended; and
- f. if it was not possible to comply with the specifications established in the Contingency Plan, a new plan must be made to avoid the affected FIR.

NOTAM OF DEACTIVATION OF THE CONTINGENCY PLAN

NOTAM C XXXX/XX FROM (DATE/TIME). THE BRAZILIAN CONTINGENCY PLAN WAS DEACTIVATED. NORMAL ATS SERVICES PROVISION.

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CPDLC COVERAGE

CPDLC OVERVIEW



**SOUTH AMERICA
CPDLC COVERAGE**

Data Link Services

Airspace	CPDLC	ADS-C	Logon Ad-dress	Remarks
(1) Atlantico FIR	O	O	SBAO	
(2) Cayenne FIR	O	O	SOOO	<p>ACFT coming from a FIR not equipped with ADS-/CPDLC (LOGON at the pilot's initiative)</p> <p>For flights entering Cayenne FIR from a FIR not equipped with ADS-C/CPDLC, the ATC will accept the 1st LOGON between 15 and 45 minutes before the entry to SOOO FIR (ICAO regulations).</p> <p>However, Cayenne ATC asks for an initial LOGON 30 minutes before estimated FIR boundary, at the earliest.</p>
(3) Isla de Pascua FIR	O	O	SCEZ	
(4) Central American FIR	O	O	MHCC	
(5) Puerto Montt FIR	O	O	SCEZ	
(6) Santiago FIR	O	O	SCEZ	

NOTE: O = Operational, T = Trial, N = Not available

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UL201	ABIDE-SB	MINIB-SB	IN CASE OF IRU/DME REQUIRED
UL206	DAGTA-SB	KUGRO-SB	IN CASE OF IRU/DME REQUIRED
UL206	VRI-SB	GIANT-SB	IN CASE OF IRU/DME REQUIRED
UL216	SINEV-SV	AKPEP-SB	GNSS or IRU required
UL304	POVLA-SV	DIDAB-SB	Airway activated between 0000-0900Z
UL304	POVLA-SV	NAXIV-SB	GNSS or IRU required
UL304	POVLA-SV	POXUM-SB	Northbound/Southbound use the following route deviation: ELNOV then turn right on course at ARVUM, follow UM402 to MNS VOR, then TAROP follow on UZ6
UL306	ESUNA-SB	NISKI-SM	Northbound/Southbound use the following route deviation: SBR 715, TIKBA then turn left on course at KULAB, follow UZ81 to MNS VOR, then follow on UL306. Southbound/Northbound SBR718, TIKBA then turn left on course at DOLTI, follow UZ81 to MNS VOR, then follow on UL306
UL310	TISDI-SB	ARULA-SB	GNSS or IRU required
UL322	ILRES-SL	BUVIP-SB	IN CASE OF IRU/DME REQUIRED
UL322	ISOSU-SB	BUVIP-SB	Northbound/Southbound use the following route deviation: ELNOV then turn right on course at ARVUM, follow UM402 to MNS VOR, then follow on UL322
UL324	ELAMO-SA	CUARA-SU	GNSS or IRU required
UL330	POLVO-SB	VRI-SB	IN CASE OF IRU/DME REQUIRED
UL401	ESDIN-SP	VTN-SC	DLY: Winter 0000 - 0059. Summer 0000 - 2359
UL417	ISARA-SL	ARUXA-SB	IN CASE OF IRU/DME REQUIRED
UL452	POPMA-SB	GELVA-SB	GNSS or IRU required
UL452	TONOM-SB	GELVA-SB	IN CASE OF IRU/DME REQUIRED
UL462	CNF-SB	GENAT-SB	IN CASE OF IRU/DME REQUIRED
UL576	NISKI-SM	KOKDO-SB	IN CASE OF IRU/DME REQUIRED
UL655	OGLAM-SB	ASAPA-SB	IN CASE OF IRU/DME REQUIRED
UL776	LUVNU-SB	SIMUV-SB	GNSS or IRU required
UL793	MUPEG-SB	UGAGA-SB	IN CASE OF IRU/DME REQUIRED
UL793	UDIDI-SB	LOLON-SB	IN CASE OF IRU/DME REQUIRED

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ROUTE IDENT	START ID- ICAO	END ID- ICAO	RESTRICTION
UL793	UGAGA-SB	SIMUR-SV	GNSS or IRU required
UL795	VUMPI-SB	LOGON-SV	GNSS or IRU required
UM400	POPKU-SB	PUMLI-SB	GNSS or IRU required
UM402	ILSUB-SB	LOLER-SB	IN CASE OF IRU/DME REQUIRED
UM402	UBKAB-SB	KOKPA-SB	IN CASE OF IRU/DME REQUIRED
UM403	KABEG-SB	REBOX-SB	GNSS or IRU required
UM403	TESEK-SB	ARUSA-SB	GNSS or IRU required
UM409	ESMAR-SB	MAMGI-SB	Southbound/Northbound use the following route deviation: MANGI/MNS VOR UZ9, MNS VOR/ILSUB UM402, then follow on UM409
UM409	VUMPI-SB	SIMUR-SV	GNSS or IRU required
UM411	EVLOL-SB	UTLOT-SB	GNSS or IRU required
UM415	ALGAN-SB	SIDAK-SL	GNSS or IRU required
UM417	VAGAN-SB	VUTGI-SV	GNSS or IRU required
UM423	PAKON-SB	DIDAB-SB	Airway activated between 0000-0900Z
UM423	PAKON-SB	TAROP-SB	IN CASE OF IRU/DME REQUIRED
UM527	DOBDA-SY	TEMOR-SB	IN CASE OF IRU/DME REQUIRED
UM532	ILVAX-SB	CUARA-SU	GNSS or IRU required
UM549	OBKIL-SK	EVNES-SB	IN CASE OF IRU/DME REQUIRED
UM654	HATCH-SB	FLZ-SB	GNSS or IRU required
UM656	EPKIR-SB	BUVKA-SB	GNSS or IRU required
UM668	GNV-SB	GEDUS-SB	GNSS or IRU required
UM799	REMEK-SG	DAKBU-SB	GNSS or IRU required
UM799	REMEK-SG	UMGON-SB	IN CASE OF IRU/DME REQUIRED
UN741	OBGEM-SB	JOBER-SB	GNSS Required
UN741	UMRUD-SB	NANIK-GO	GNSS or IRU required
UN857	AMBET-SB	ERETU-SB	IN CASE OF IRU/DME REQUIRED
UP527	MNS-SB	REC-SB	IN CASE OF IRU/DME REQUIRED
UP535	SIDAM-SV	PANIV-SV	GNSS or IRU required

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UP793	BRACO-SK	VUBOM-SB	GNSS or IRU required
UT33	PAV-SE	GYV-SE	Temporary use route in case of contingency for volcanic ash
UT652	MUBLU-SA	SRC-SA	Section ESITO / USVET can only be used when SAR 101 is not activated, prior authorization of ACC MENDOZA
UT652	MUBLU-SA	VUROT-SA	MUBLU / VUROT section may only be used when SAR 55 is not activated, prior authorization of ACC Dordoba
UT662	DIL-SA	PUGLI-SA	DIL - SIGUL Int: Overflight requires prior authorization with ATC of jurisdiction and when SAR 16, SAR 20, SAR 28, and SAR 29 activated
UT682	TIGDI-SA	POS-SA	Section TIGDI / POS can only be used when SAR 155 is not activated, prior authorization of ACC RESISTENCIA
UT684	RCU-SA	PAMAL-SA	Section RCU / PAMAL can only be used when SAR 55 is not activated, prior authorization of ACC CORDOBA
UT685	ETALU-SA	MULBO-SA	Section ETALU / MULBO can only be used when SAR 107 is not activated, prior authorization of ACC MENDOZA
UT685	ISIPO-SA	VURAK-SA	Section ISIPO / VURAK can only be used when SAR 55 is not activated, prior authorization of ACC CORDOBA
UT687	MUMAT-SA	UMKAL-SA	Section MUMAT / UMKAL can only be used when SAR 103 is not activated, prior authorization of ACC MENDOZA
UT688	LOLIV-SA	SINAL-SA	Section LOLIV / SINAL can only be used when SAR 107 is not activated, prior authorization of ACC MENDOZA
UT694	GBE-SA	GEGEP-SA	Section GBE / GEGEP can only be used when SAR 07 is not activated, prior authorization of ACC EZEIZA
UT694	GEGEP-SA	XODIK-SA	Section GEGEP / XODIK can only be used when SAR 08 is not activated, prior authorization of ACC EZEIZA
UT700	GESNI-SA	IREXA-SA	Section GESNI / IREXA can only be used when SAR 33 is not activated, prior authorization of ACC EZEIZA
UW3	MEBRA-SA	DOZ-SA	Not available during SAR 111 activity. Alternate route: AWY UW44 MEBRA-NIRTA-DOZ
UW21	MIDEX-SE	GLV-SE	Flights between Galapagos (GLV) VOR and the mainland must report to San Cristobal Twr on 122.5

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ROUTE IDENT	START ID-ICAO	END ID-ICAO	RESTRICTION
UW56	BONTA-SA	GEBOS-SA	Enroute: Comodoro Rivadavia ACC will provide air traffic control, flight, and alert information along W/UW-56
UZ2	GELVA-SB	SLI-SB	GNSS or IRU required
UZ3	GEVMI-SB	YTZ-SB	GNSS or IRU required
UZ4	CNF-SB	SLI-SB	IN CASE OF IRU/DME REQUIRED
UZ4	TEMIT-SB	SLI-SB	GNSS or IRU required
UZ5	GELVA-SB	EGBIR-SB	GNSS or IRU required
UZ5	UMGES-SB	EVMAT-SB	GNSS or IRU required
UZ6	MNS-SB	GELVA-SB	IN CASE OF IRU/DME REQUIRED
UZ6	VAGAN-SB	MNS-SB	GNSS or IRU required
UZ7	MCP-SB	REC-SB	IN CASE OF IRU/DME REQUIRED
UZ8	CIA-SB	RORIT-SB	GNSS or IRU required
UZ9	LIVAD-SB	SVD-SB	IN CASE OF IRU/DME REQUIRED
UZ9	MNS-SB	OPRET-SB	IN CASE OF IRU/DME REQUIRED
UZ10	SARLA-SB	SVD-SB	GNSS or IRU required
UZ12	MNS-SB	FLZ-SB	IN CASE OF IRU/DME REQUIRED
UZ14	ERISA-SB	PUPVU-SB	GNSS or IRU required
UZ16	SGR-SB	KOKSU-SB	GNSS or IRU required
UZ17	MAGNO-SB	NTL-SB	GNSS or IRU required
UZ17	SVD-SB	SIMUV-SB	GNSS or IRU required
UZ18	MAGNO-SB	FLZ-SB	GNSS or IRU required
UZ19	GELVA-SB	DAKAP-SB	GNSS or IRU required
UZ20	SLI-SB	ARNAM-SB	IN CASE OF IRU/DME REQUIRED
UZ22	PIR-SB	MUNUD-SB	USABLE ONLY WITH PREVIOUS CLR ACC BS DURING SBR315 ACTIVATION
UZ22	SIDAK-SL	GRD-SB	GNSS or IRU required
UZ25	YTZ-SB	GELVA-SB	GNSS or IRU required
UZ26	GELVA-SB	BEL-SB	GNSS or IRU required
UZ30	KOXIT-SB	MUDOL-SB	GNSS or IRU required

SOUTH AMERICA

ROUTE IDENT	START ID- ICAO	END ID- ICAO	RESTRICTION
UZ32	OPVUK-SB	OPROV-SB	GNSS or IRU required
UZ33	GELVA-SB	TFE-SB	GNSS or IRU required
UZ35	VRI-SB	VURIL-SB	GNSS or IRU required
UZ36	NIPDA-SB	SVD-SB	GNSS or IRU required
UZ38	NIMTI-SB	ESNER-SB	GNSS or IRU required
UZ40	GELVA-SB	PVH-SB	IN CASE OF IRU/DME REQUIRED
UZ41	OTONI-SB	KOKBI-SB	IN CASE OF IRU/DME REQUIRED
UZ42	CUB-SB	ATNAS-SB	GNSS or IRU required
UZ51	ISUPI-SB	MOVGA-SB	GNSS or IRU required
UZ59	REC-SB	BUGAT-SB	GNSS or IRU required
UZ61	BHZ-SB	FLZ-SB	IN CASE OF IRU/DME REQUIRED
UZ65	UPORU-SB	TEMED-SB	GNSS or IRU required
UZ76	BUVKI-SL	DADED-SL	ATC PROVIDED BY AMAZONICO ACC
UZ76	GELVA-SB	RCO-SB	Airway activated between 0000-0900Z
UZ76	GELVA-SB	RCO-SB	IN CASE OF IRU/DME REQUIRED
UZ81	MNS-SB	FLZ-SB	GNSS or IRU required
UZ98	BUVKI-SL	AKNEN-SB	GNSS or IRU required
UZ108	OGNOP-SA	ROGOD-SA	Section OGLOP / ROGOD can only be used when SAR 105 is not activated, prior authorization of ACC MENDO-ZA
UZ117	DIL-SA	PULNA-SA	DIL - DONED Int: Overflight requires prior authorization from Ezeiza ACC when SA(R)-16, SA(R)-20, and SA(R)-29 activated
UZ120	SIS-SA	UROLI-SA	Section SIS / UROLI can only be used when SAR 156 is not activated, prior authorization of ACC RESISTENCIA
UZ125	SRC-SA	ALDEX-SA	NOTE: OVERFLIGHT 232 AFFECTS SAR 55
UZ128	GU VOL-SC	MEBRA-SA	Section GU VOL / MEBRA can only be used when SAR 113 is not activated, prior authorization of ACC MENDO-ZA
UZ128	MEBRA-SA	PAMAL-SA	Section MEBRA / PAMAL can only be used when SAR 105 is not activated, prior authorization of ACC MENDO-ZA

SOUTH AMERICA

ROUTE IDENT	START ID- ICAO	END ID- ICAO	RESTRICTION
V551	ICO-SC	MON-SC	(ICO) VOR - (MON) VOR One-way Southbound Between FL150 - FL240
W10	MORRO-SA	LAJAS-SA	LAJAS - MORRO Int: Overflight requires prior authorization from Villa Reynolds Tower
W15	LITOR-SA	SIBOL-SA	LITOR - SIBOL Int: Overflight requires prior authorization from Cordoba ACC when SA(D)-60 activated
W16	AKRAS-SA	DADEB-SA	AKRAS - ETEPO Int: Overflight requires prior authorization from Cordoba ACC when SA(D)-60 activated
W22	EZE-SA	VALOS-SA	When Lobos VFR sector active, MEA FL50 authorized with prior permission only from BAIRES RADAR freq 124.9 125.3
W27	KOVUK-SA	ISTER-SA	KOVUK Int - Punta Indio VOR - ISTER Int: Overflight requires prior authorization from Ezeiza ACC when SA(R)-13 and SA(R)-38 activated
W33	PAV-SE	GYV-SE	Temporary use route in case of contingency for volcanic ash
W56	BONTA-SA	GEPOS-SA	Enroute: Comodoro Rivadavia ACC will provide air traffic control, flight, and alert information along W/UW-56
W59	GES-SA	PTA-SA	NOT AVBL 30 MAR - 01 DEC
W64	ABL-SK	MOMGA-SK	The segment route between (ABL) VOR - NEIRA CRP - ALBEL CPR can be used by aircraft with RNAV capacity
Z3	NIKSU-SB	MOLTI-SB	GNSS or IRU required
Z4	AKNUB-SB	ANDEB-SB	GNSS or IRU required
Z4	PAJAM-SB	NELOX-SB	GNSS or IRU required
Z13	SUGLU-SB	GBR-SB	GNSS or IRU required
Z55	ASBUP-SB	PAI-SB	USABLE WITH PREVIOUS CLR CW ACC
Z59	ASETA-SB	GEMAS-SG	GNSS or IRU required
Z91	SOVSI-SB	COA-SB	GNSS or IRU required



Radio Aids



Radio Aids

Radio Data - Latin America

BELIZE

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev.	Decl
Belize	BZE	114.3	V D U	N17 32.4 W088 18.8	W000	39	

Belize City (Philip S W Goldson Intl)	IBZE	108.9	LOC	RWY 07	W001
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COSTA RICA

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev. Decl
El Coco (San Jose)	TIO	115.7	V D U W	N09 59.0	W084 14.2			W002	2810
Liberia	LIB	112.8	V D U W	N10 35.7	W085 32.8			W002	276
Limon	LIO	116.3	V D U	N09 57.8	W083 01.6			W001	20
Liberia (Daniel Oduber Quiros Intl)	IGUA	111.3	LOC	RWY 07				W002	
San Jose (Juan Santa- maria Intl)	IOCO	109.5	LOC	RWY 07				W002	

EL SALVADOR

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev. Decl
El Salvador (San Salvador)	CAT	117.5	V D U W	N13 26.5	W089 02.9			E001	115
Ilopango (San Salvador)	YSV	116.5	V D U W	N13 41.5	W089 07.0			E001	2016
San Salvador (El Salvador Intl, ST Oscar Romero y Galdamez)	ICUS	110.3	LOC	RWY 07				E000	
	ILAN	109.9	LOC	RWY 25				E000	

GUATEMALA

Name	Ident	Freq.	Class		INS Coordinates		VAR/Stn	Elev. Decl
Iztapa	IZP	400.0	H	W	N13 56.0	W090 44.0	E005	
La Aurora (Guat. City)	AUR	114.9	V	D	U	W	E001	4931
Mundo Maya	TIK	113.3	V	D	U	W	E000	402
Puerto Barrios	BAR	347.0	H		W	N15 44.2	W088 35.7	E004
Puerto Barrios	IOS	115.1	V	D	U	W	N15 44.2	W088 35.3
Rabinal	RAB	116.1	V	D	U		N15 00.5	W090 28.2
Rubelsanto	RUB	260.0	H		W	N15 59.5	W090 26.9	E005
San Jose	SGA	425.0	H			N13 56.0	W090 51.7	E004
San Jose (Puerto San Jose)	SJO	114.1	V	D	U	W	N13 56.0	W090 49.9
Flores (Mundo Maya Intl)	IAMM	111.1	LOC		RWY 11		E000	
Guatemala City (La Aurora Intl)	IAAI	110.1	LOC		RWY 02		E001	

HONDURAS

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Bonito	BTO	113.5	V D H	N15 44.2	W086 51.9		W002	38
Coronel Enrique Soto Cano	ESC	114.9	V T L W	N14 23.5	W087 37.3		E002	2058
La Mesa	SAP	113.9	V D U	N15 27.8	W087 55.0		W001	114
Roatan	ROA	117.6	V D H	N16 19.0	W086 31.3		W002	20
Toncontin (Tegucigalpa)	TNT	112.3	V D U	N14 01.7	W087 13.7		W001	4006
San Pedro Sula (Ramon Villeda Morales Intl)	IRVM	110.7	LOC	RWY 22			W001	

MEXICO

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn	Elev. Decl
Acapulco	ACA	115.9	V D U	N16 45.5	W099 45.2	E005	40
Aguascalientes	AGU	113.6	V D U	N21 42.7	W102 19.1	E006	6073
Allende	ELQ	114.1	V D H	N26 57.9	W105 25.8	E007	5604
Apan	APN	114.8	V D U	N19 38.2	W098 23.9	E006	8428
Cabos (San Jose Del Cabo)	SJD	114.0	V D U W	N23 08.8	W109 43.3	E008	358
Campeche	CPE	116.2	V D U W	N19 49.9	W090 30.2	E001	50
Cancun	CUN	113.6	V D U	N21 01.5	W086 51.5	W002	41
Carmen (Ciudad Del Carmen)	CME	113.0	V D U	N18 39.6	W091 48.3	E001	28
Chetumal	CTM	116.3	V D U W	N18 30.6	W088 20.0	W001	56
Chihuahua	CUU	114.2	V D U W	N28 43.0	W105 57.5	E008	4303
Ciudad Pemex	PPI	381.0	H	N17 57.0	W092 19.3	E005	
Colima	COL	117.7	V D U	N19 16.5	W103 34.7	E008	2411
Concepcion(Concepcion Del Oro)	CDR	117.1	V D U	N24 09.6	W101 29.2	E007	6191
Cozumel	CZM	112.5	V D U	N20 30.4	W086 54.7	W002	31
Cuautla	CUA	116.3	V D U	N18 47.1	W098 54.0	E007	4380
Cuernavaca	CVJ	113.9	V D U	N18 49.5	W099 16.2	E004	4170
Culiacan	CUL	112.2	V D U W	N24 45.9	W107 28.6	E008	108
Dos Bocas	PB1	392.0	H	N18 26.2	W093 11.4	E005	
Durango	DGO	112.9	V D U W	N24 08.3	W104 31.0	E007	6119
Ensenada	ENS	400.0	H	N31 47.8	W116 36.4	E013	
Escondido (Puerto Escondido)	PXM	112.5	V D U	N15 52.5	W097 04.9	E004	312
Guadalajara	GDL	117.3	V D U	N20 31.4	W103 18.7	E006	4977
Guaymas	GYM	112.1	V D H	N27 57.9	W110 55.7	E011	75
Hermosillo	HMO	112.8	V D H W	N29 05.7	W111 03.1	E009	643
Huatulco (Bahias De Huatulco)	HUX	113.2	V D L	N15 46.7	W096 15.7	E003	479
Ixteppec	IZT	112.2	V D U W	N16 27.8	W095 05.7	E004	96
Juarez (Ciudad Juarez)	CJS	116.7	V D U	N31 38.2	W106 25.6	E010	3901

MEXICO

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
				N	W		Decl	
Kaua	CZA	116.5	V D U	N20 38.6	W088 26.9		W001	118
La Paz	LAP	112.3	V D U	N24 05.1	W110 21.5		E010	97
Leon	BJX	115.8	V D U	N20 59.9	W101 29.0		E006	5906
Loreto	LTO	113.2	V D U W	N25 58.8	W111 21.0		E009	50
Lucas (Cabo San Lucas)	CSL	116.6	V D H	N22 56.8	W109 55.9		E008	656
Manzanillo	ZLO	116.9	V D U	N19 09.0	W104 34.3		E008	92
Matamoros	MAM	114.3	V D U W	N25 46.3	W097 31.4		E004	43
Mazatlan	MZT	114.9	V D U	N23 09.6	W106 16.3		E007	21
Merida	MID	117.7	V D U	N20 56.3	W089 39.4		W000	56
Mexicali	MXL	115.0	V D U	N32 37.9	W115 14.3		E013	90
Mexico	MEX	115.9	V D U	N19 26.3	W099 04.1		E004	7316
Minatitlan	MTT	116.4	V D U	N18 06.2	W094 34.9		E004	24
Mochis (Los Mochis)	LMM	115.5	V D U W	N25 41.0	W109 04.3		E008	32
Monclova	MOV	117.9	V D U	N26 57.3	W101 28.3		E006	1864
Monterrey	MTY	114.7	V D U	N25 46.4	W100 06.2		E005	1400
Morelia	MLM	114.6	V D U	N19 50.6	W101 02.2		E007	6100
Negro	GRN	382.0	H	N28 01.6	W114 01.3		E012	
Newla (Nuevo Laredo)	NLD	112.6	V D U W	N27 26.4	W099 33.9		E005	500
Nichupte	NCP	114.5	V D U	N21 02.3	W086 51.3		W002	41
Noria	TTM	114.4	V D U	N22 58.1	W099 46.4		E007	3625
Oaxaca	OAX	112.0	V D U	N16 58.3	W096 43.9		E004	5007
Obregon (Ciudad Obregon)	CEN	115.1	V D U W	N27 23.7	W109 50.2		E009	241
Palenque	PQE	115.0	V D H	N17 32.2	W092 01.9		E002	206
Pasteje	PTJ	114.5	V D U	N19 38.7	W099 47.9		E007	8379
Penasco (Punta Penasco)	PPE	114.9	V D U	N31 22.0	W113 18.1		E012	36
Piedras	PNG	113.6	V D U	N28 37.9	W100 32.3		E005	906
Potosi (San Luis Potosi)	SLP	117.2	V D U	N22 15.4	W100 55.8		E005	6041
Poza Rica	PAZ	115.5	V D U W	N20 36.0	W097 27.3		E005	487
Puebla	PBC	115.2	V D U	N19 09.7	W098 22.2		E004	7378

MEXICO

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev.
				N	W	S	E	Decl	
Queretaro	QET	113.0	V D U W	N20 37.0	W100 11.6		E007		6463
Quintin (San Quintin)	SQN	113.3	V D U	N30 32.7	W115 57.3		E013		74
Reynosa	REX	112.4	V D U W	N26 00.6	W098 13.9		E008		137
Roberto (Monterry)	ADN	115.4	V D U	N25 51.9	W100 14.3		E005		1493
Saltillo	SLW	116.1	V D U	N25 32.8	W100 55.8		E006		4633
Santa Lucia	SLM	116.6	V D U	N19 44.4	W099 00.4		E004		7374
Tampico	TAM	117.5	V D U	N22 17.4	W097 51.8		E006		65
Tamuin	TMN	113.3	V D U W	N22 02.3	W098 48.5		E006		63
Tapachula	TAP	115.3	V D U W	N14 47.5	W092 22.5		E002		82
Tepexpan	TPX	359.0	H W	N19 36.7	W098 57.6		E007		7402
Tepic	TNY	113.9	V D U	N21 25.6	W104 50.2		E008		3042
Tequesquitengo	TEQ	113.1	V D U W	N18 40.6	W099 15.3		E004		3334
Teran	TGM	117.3	V D U	N16 44.4	W093 10.5		E002		
Tijuana	TIJ	116.5	V D H	N32 32.4	W116 57.2		E012		473
Toluca	TLC	114.3	V D U	N19 20.0	W099 33.7		E004		8456
Torreon	TRC	116.4	V D U	N25 33.8	W103 24.5		E007		3683
Tuxtla (Tuxtla Gutierrez)	TGZ	115.7	V D U W	N16 34.2	W093 01.8		E002		1503
Uruapan	UPN	114.2	V D U W	N19 23.7	W102 02.5		E007		5251
Vallarta (Puerto Vallarta)	PVR	116.5	V D U	N20 41.5	W105 14.4		E007		39
Veracruz	VER	114.0	V D U W	N19 08.6	W096 11.3		E004		40
Victoria (Ciudad Victoria)	CVM	113.7	V D U W	N23 42.3	W098 57.5		E006		722
Villahermosa	VSA	116.7	V D U W	N17 59.9	W092 49.1		E002		23
Zacatecas	ZCL	117.6	V D U	N22 53.2	W102 41.6		E008		7133
Zapopan	ZAP	113.4	V D U	N20 45.0	W103 27.9		E006		5350
Zihuatanejo (Zihuate-nejo)	ZIH	113.8	V D U	N17 36.2	W101 28.6		E006		28

Acapulco (Gen Juan N Alvarez Intl)	IAIA	111.9	LOC	RWY 10	E005
	IACA	109.9	LOC	RWY 28	E005
Cancun (Cancun Intl)	INCP	110.7	LOC	RWY 12L	W002

MEXICO

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	ICUN	111.1	LOC	RWY 12R		W002
Chihuahua (Gen Div P A Roberto Fierro Villalobos Intl)	ICUU	111.9	LOC	RWY 36R		E008
Guadalajara (Miguel Hidalgo Y Costilla Intl)	IAIG	110.1	LOC	RWY 11		E006
	GD	395.0	LOM	N20 28.1 W103 10.5		E006
	IGDL	111.3	LOC	RWY 29		E006
La Paz (Gen Manuel Marquez De Leon)	ILAP	110.5	LOC	RWY 18		E010
Mazatlan (Gen Rafael Buelna Intl)	IMZT	111.7	LOC	RWY 27		E007
Merida (Merida Intl)	IMID	111.7	LOC	RWY 10		W000
Mexico City (Benito Juarez Intl)	IMWX	109.1	LOC	RWY 05R		E004
	IMEX	109.7	LOC	RWY 23L		E004
Monterrey (Del Norte Intl)	IADN	110.7	LOC	RWY 20		E005
Monterrey (Gen Mariano Escobedo Intl)	IMTY	111.1	LOC	RWY 29		E005
Nuevo Laredo (Quetzal-coatl Intl)	INLD	109.1	LOC	RWY 14		E005
Reynosa (Gen Lucio Blanco Intl)	IREX	110.5	LOC	RWY 31		E008
Saltillo (Plan De Guadalupe Intl)	ISLW	110.1	LOC	RWY 17		E006
San Luis Potosi (Ponciano Arriaga Intl)	ISLP	111.5	LOC	RWY 14		E005
Santa Lucia (Felipe Angeles Intl)	IAFA	111.3	LOC	RWY 04C		E004
	ISLM	109.3	LOC	RWY 04L		E004
	IAFC	110.9	LOC	RWY 22C		E004
	ISLD	110.3	LOC	RWY 22R		E004
Tampico (Gen Francisco Javier Mina Intl)	ITAM	109.3	LOC	RWY 13		E006

MEXICO

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Tijuana (Gen Abelardo L Rodriguez Intl)	ITIJ	111.5	LOC	RWY 09	E012	
Toluca (Lic Adolfo Lopez Mateos Intl)	ITLC	109.5	LOC	RWY 15	E004	
Tuxtla Gutierrez (Angel Albino Corzo)	ITGZ	109.7	LOC	RWY 33	E002	
Villahermosa (C P A Carlos Rovirosa Intl)	IVSA	110.5	LOC	RWY 08	E002	

NICARAGUA

Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn	Elev. Decl
Bluefields	BLU	116.7	V	D	H	N11 59.7	W083 46.4	W001	33
Corn Island	CIS	114.4		D	H	N12 10.5	W083 03.5		45
Corn Island	CIS	357.0	H		H	N12 10.5	W083 03.5	W002	45
Managua	MGA	112.1	V	D	H	N12 08.4	W086 10.5	W000	40
Puerto Cabezas	PZA	112.9	V	D	H	N14 02.7	W083 23.3	W000	18
Managua (Augusto Cesar Sandino Intl)	IMGA	109.1	LOC			RWY 10		W001	

PANAMA

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev.
			V	D	U	N	W		Decl	
Bocas Del Toro	BDT	114.9	V	D	U	N09 20.3	W082 15.1	W001	10	
Chitre	CHE	440.0	H		W	N07 58.9	W080 24.6	W002		
David	DAV	114.3	V	D	U	N08 23.1	W082 26.3	W002	59	
France	FNC	109.0	V	D	U	N09 21.4	W079 52.2	W004	56	
La Palma	PML	113.1	V	D	U	N08 24.4	W078 08.3	W005	224	
Rio Hato	RHT	116.5	V	D	U	N08 22.5	W080 07.6	W004	104	
Santiago	STG	114.5	V	D	H	N08 05.3	W080 56.4	W002	381	
Taboga Island	TBG	110.0	V	D	U	N08 47.3	W079 33.7	W004	1045	
Tocumen	TUM	117.1	V	D	U	N09 03.1	W079 24.0	W004	52	
Panama City (Tocumen Intl)	INAT	110.7	LOC			RWY 03R			W004	
Rio Hato (Cap Scarlett R Martinez L Intl)	ASM	110.3	LOC			RWY 35			W004	

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

A

ABA Aruba, Aruba
ACA Acapulco, Mexico
ADN Roberto (Monterry), Mexico
AGU Aguascalientes, Mexico
ANU V C Bird (Saint Johns), Antigua
APN Apan, Mexico
ASM Cap Scarlett R Martinez L Intl (Cap Scarlet R Martinez L Intl), Panama
AUR La Aurora (Guat. City), Guatemala

B

BAR Puerto Barrios, Guatemala
BDA Bermuda, Bermuda
BDT Bocas Del Toro, Panama
BEA Beatrix (Aruba), Aruba
BGI Adams (Bridgetown), Barbados
BHF Islands (Freeport), Bahamas
BHO Barahona, Dom Rep
BJX Leon, Mexico
BLU Bluefields, Nicaragua
BNE Hewanorra (Saint Lucia), St Lucia
BQN Borinquen, Puerto Rico
BTO Bonito, Honduras
BZE Belize, Belize

C

CAI Canouan (St. Vincent), St Vincent
CAT El Salvador (San Salvador), El Salvador
CDO Punta Caucedo (Santo Domingo), Dom Rep
CDR Concepcion(Concepcion Del Oro), Mexico

CEN Obregon (Ciudad Obregon), Mexico
CHE Chitre, Panama
CIS Corn Island, Nicaragua
CJS Juarez (Ciudad Juarez), Mexico
CME Carmen (Ciudad Del Carmen), Mexico
COL Colima, Mexico
COY Saint Croix, Virgin Islands
CPE Campeche, Mexico
CSL Lucas (Cabo San Lucas), Mexico
CTM Chetumal, Mexico
CUA Cuautla, Mexico
CUL Culiacan, Mexico
CUN Cancun, Mexico
CUU Chihuahua, Mexico
CVJ Cuernavaca, Mexico
CVM Victoria (Ciudad Victoria), Mexico
CZA Kaua, Mexico
CZM Cozumel, Mexico

D

DAV David, Panama
DCR Cabo Rojo, Dom Rep
DCY El Catey (Samana), Dom Rep
DDP Dorado (San Juan), Puerto Rico
DGO Durango, Mexico
DHG Higuer, Dom Rep
DOM Douglas Charles, Dominica

E

ELQ Allende, Mexico
ENS Ensenada, Mexico
ESC Coronel Enrique Soto Cano, Honduras

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

F

FF Aime Cesaire (Martinique), Martinique

FNC France, Panama

FOF Martinique, Martinique

G

GCM Grand Cayman, Cayman Is

GD Miguel Hidalgo Y Costilla Intl (Guadalajara), Mexico

GDL Guadalajara, Mexico

GND Maurice Bishop(Saint George's), Grenada

GRN Negro, Mexico

GTK Grand Turk, Turks Is

GYM Guaymas, Mexico

H

HCN Cap Haitien, Haiti

HIJ San Isidro, Dom Rep

HMO Hermosillo, Mexico

HUX Huatulco (Bahias De Huatulco), Mexico

I

IAAI La Aurora Intl (Guatemala City), Guatemala

IACA Gen Juan N Alvarez Intl (Acapulco), Mexico

IADN Del Norte Intl (Monterrey), Mexico

IAFA Felipe Angeles Intl (Santa Lucia), Mexico

IAFC Felipe Angeles Intl (Santa Lucia), Mexico

IAIA Gen Juan N Alvarez Intl (Acapulco), Mexico

IAIG Miguel Hidalgo Y Costilla Intl (Guadalajara), Mexico

IAMM Mundo Maya Intl (Flores), Guatemala

IBDA L F Wade Intl (Bermuda Is), Bermuda

IBZE Philip S W Goldson Intl (Belize City), Belize

ICDO Las Americas Intl (Santo Domingo), Dom Rep

ICJ Jardines del Rey Intl (Cayo Coco), Cuba

ICLA Luis Munoz Marin Intl (San Juan), Puerto Rico

ICU Antonio Maceo Intl (Santiago De Cuba), Cuba

ICUN Cancun Intl (Cancun), Mexico

ICUS El Salvador Intl, ST Oscar Rom (San Salvador), El Salvador

ICUU Gen Div P A Roberto Fierro Vil (Chihuahua), Mexico

IDST Cibao Intl (Santiago), Dom Rep

IGDL Miguel Hidalgo Y Costilla Intl (Guadalajara), Mexico

IGUA Daniel Oduber Quiros Intl (Liberia), Costa Rica

IHA Jose Marti Intl (Havana), Cuba

IHG Frank Pais Intl (Holguin), Cuba

ILAN El Salvador Intl, ST Oscar Rom (San Salvador), El Salvador

ILAP Gen Manuel Marquez De Leon (La Paz), Mexico

IMEX Benito Juarez Intl (Mexico City), Mexico

IMG Toussaint Louverture Intl (Toussaint Louverture), Haiti

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

IMGA	Augusto Cesar Sandino Intl (Managua), Nicaragua	ITGZ	Angel Albino Corzo (Tuxtla Gutierrez), Mexico
IMID	Merida Intl (Merida), Mexico	ITIJ	Gen Abelardo L Rodriguez Intl (Tijuana), Mexico
IMTY	Gen Mariano Escobedo Intl (Monterrey), Mexico	ITLC	Lic Adolfo Lopez Mateos Intl (Toluca), Mexico
IMWX	Benito Juarez Intl (Mexico City), Mexico	ITMN	King (St Thomas I/Charlotte Amalie), Virgin Islands
IMZT	Gen Rafael Buelna Intl (Mazatlan), Mexico	IVR	Juan G. Gomez Intl (Varadero), Cuba
INAT	Tocumen Intl (Panama City), Panama	IVSA	C P A Carlos Rovirosa Intl (Villahermosa), Mexico
INCP	Cancun Intl (Cancun), Mexico	IZP	Iztapa, Guatemala
INLD	Quetzalcoatl Intl (Nuevo Laredo), Mexico	IZQA	Lynden Pindling Intl (Nassau), Bahamas
IOCO	Juan Santamaria Intl (San Jose), Costa Rica	IZT	Ixtpec, Mexico
IOS	Puerto Barrios, Guatemala	J	
IPOS	Piarco Intl (Port Of Spain), Trinidad	J	San Julian, Cuba
IREX	Gen Lucio Blanco Intl (Reynosa), Mexico	L	
IRVM	Ramon Villeda Morales Intl (San Pedro Sula), Honduras	L	La Coloma, Cuba
ISIA	Sangster Intl (ISIA), Jamaica	LAP	La Paz, Mexico
ISIS	San Isidro AB (San Isidro), Dom Rep	LAS	Guerra, Dom Rep
ISLD	Felipe Angeles Intl (Santa Lucia), Mexico	LIB	Liberia, Costa Rica
ISLM	Felipe Angeles Intl (Santa Lucia), Mexico	LIO	Limon, Costa Rica
ISLP	Ponciano Arriaga Intl (San Luis Potosi), Mexico	LMM	Mochis (Los Mochis), Mexico
ISLW	Plan De Guadalupe Intl (Saltillo), Mexico	LRN	La Romana, Dom Rep
ITAB	Robinson Intl (Scarborough), Trinidad	LTO	Loreto, Mexico
ITAM	Gen Francisco Javier Mina Intl (Tampico), Mexico	M	
		MAM	Matamoros, Mexico
		MAZ	Mayaguez, Puerto Rico
		MEX	Mexico, Mexico
		MGA	Managua, Nicaragua

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

MID	Merida, Mexico	PPR	Pointe A Pitre, Guadeloupe
MLM	Morelia, Mexico	PQE	Palenque, Mexico
MLY	Manley (Kingston), Jamaica	PSE	Ponce, Puerto Rico
MOV	Monclova, Mexico	PTA	Puerto Plata, Dom Rep
MTT	Minatitlan, Mexico	PTJ	Pasteje, Mexico
MTY	Monterrey, Mexico	PTP	Pointe A Pitre, Guadeloupe
MXL	Mexicali, Mexico	PV	Providenciales, Caicos Is
MZT	Mazatlan, Mexico	PVN	Providenciales, Caicos Is
N			
NBW	Navy Guantanamo Bay, Cuba	PVR	Vallarta (Puerto Vallarta), Mexico
NCP	Nichupte, Mexico	PXM	Escondido (Puerto Escondido), Mexico
NLD	Newla (Nuevo Laredo), Mexico	PZA	Puerto Cabezas, Nicaragua
NRR	Roosevelt Roads, Puerto Rico	Q	
		QET	Queretaro, Mexico
O			
OAX	Oaxaca, Mexico	RAB	Rabinal, Guatemala
P			
PAP	Port Au Prince, Haiti	REX	Reynosa, Mexico
PAZ	Poza Rica, Mexico	RHT	Rio Hato, Panama
PB1	Dos Bocas, Mexico	ROA	Roatan, Honduras
PBC	Puebla, Mexico	RUB	Rubelsanto, Guatemala
PJB	Bonaire, Neth Antilles	S	
PJG	Curacao, Neth Antilles	SAP	La Mesa, Honduras
PML	La Palma, Panama	SC	South Caicos, Caicos Is
PNA	Punta Cana (HIGUEY), Dom Rep	SGA	San Jose, Guatemala
PNG	Piedras, Mexico	SGO	Santiago, Dom Rep
POS	Piarco (Port Of Spain), Trinidad	SIA	Sangster, Jamaica
PP	Le Raizet (Pointe-A-Pitre), Guadeloupe	SIS	San Isidro, Dom Rep
PPE	Penasco (Punta Penasco), Mexico	SJ	Luis Munoz Marin Intl (San Juan), Puerto Rico
PPI	Ciudad Pemex, Mexico	SJD	Cabos (San Jose Del Cabo), Mexico

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

SJO	San Jose (Puerto San Jose), Guatemala	TRI	Piarco (Port Of Spain), Trinidad
SJU	San Juan, Puerto Rico	TTM	Noria, Mexico
SKB	Robert L Bradshaw (St Kitts), St Kitts	TUM	Tocumen, Panama
SLM	Santa Lucia, Mexico	U	
SLP	Potosi (San Luis Potosi), Mexico	UBP	Playa Baracoa (Havana), Cuba
SLU	George Charles (St. Lucia), St Lucia	UCJ	Jardines Del Rey (Cayo Coco), Cuba
SLW	Saltillo, Mexico	UCL	Cayo Largo Del Sur, Cuba
SPP	San Andres, San Andres	UCM	Camaguey, Cuba
SQN	Quintin (San Quintin), Mexico	UCU	Santiago De Cuba, Cuba
ST	Rohlsen (Christiansted), Virgin Islands	UCY	Cayabo (Cayajabo), Cuba
STG	Santiago, Panama	UHA	Havana, Cuba
STT	Saint Thomas, Virgin Islands	UHG	Holguin, Cuba
SV	St Vincent (Saint Vincent I), St Vincent	ULM	La Coloma, Cuba
T			
TAB	Robinson (Scarborough), Trinidad	ULV	Abel Santamaria Intl (Santa Clara), Cuba
TAM	Tampico, Mexico	UNG	Gerona, Cuba
TAP	Tapachula, Mexico	UNG	Gerona (Nueva Gerona), Cuba
TBG	Taboga Island, Panama	UOC	Cayo Coco, Cuba
TEQ	Tequesquitengo, Mexico	UPA	Alegre, Cuba
TGM	Teran, Mexico	UPB	Playa Baracoa (Havana), Cuba
TGZ	Tuxtla (Tuxtla Gutierrez), Mexico	UPN	Uruapan, Mexico
TIJ	Tijuana, Mexico	USJ	San Julian, Cuba
TIK	Mundo Maya, Guatemala	USR	Simones, Cuba
TIO	El Coco (San Jose), Costa Rica	UVA	Varder, Cuba
TLC	Toluca, Mexico	UVC	Santa Clara, Cuba
TMN	Tamuin, Mexico	UVR	Varder, Cuba
TNT	Toncontin (Tegucigalpa), Honduras	UZG	Zarago, Cuba
TNY	Tepic, Mexico	V	
TPX	Tepexpan, Mexico	VER	Veracruz, Mexico
TRC	Torreon, Mexico	VSA	Villahermosa, Mexico

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

Y

YSV Ilopango (San Salvador), El Salvador

Z

ZAP Zapopan, Mexico

ZBV Bimini, Bahamas

ZCC Chub Bay, Bahamas

ZCL Zacatecas, Mexico

ZDX V C Bird (Saint Johns), Antigua

ZFP Freeport, Bahamas

ZIH Zihuatanejo (Zihuatenejo), Mexico

ZIN Great Inagua I, Bahamas

ZLO Manzanillo, Mexico

ZMH Marsh Harbour (Abaco I.), Bahamas

ZQA Nassau, Bahamas

ZSJ San Salvador, Bahamas

ZWC Walker Cay, Bahamas

ZWE West End (Grand Bahama I), Bahamas

LOCALIZERS LISTED BY IDENTIFIER**A**

ASM Rio Hato (Cap Scarlett R Martinez L Intl), Panama

F

FF Martinique (Aime Cesaire), Martinique

I

IAAI Guatemala City (La Aurora Intl), Guatemala

IACA Acapulco (Gen Juan N Alvarez Intl), Mexico

IADN Monterrey (Del Norte Intl), Mexico

IAFA Santa Lucia (Felipe Angeles Intl), Mexico

IAFC Santa Lucia (Felipe Angeles Intl), Mexico

IAIA Acapulco (Gen Juan N Alvarez Intl), Mexico

IAIG Guadalajara (Miguel Hidalgo Y Costilla Intl), Mexico

IAMM Flores (Mundo Maya Intl), Guatemala

IBDA Bermuda Is (L F Wade Intl), Bermuda

IBE Aruba Island (Reina Beatrix Intl), Aruba

IBGI Bridgetown (Grantley Adams Intl), Barbados

IBZE Belize City (Philip S W Goldson Intl), Belize

ICDO Santo Domingo (Las Americas Intl), Dom Rep

ICJ Cayo Coco (Jardines del Rey Intl), Cuba

ICLA San Juan (Luis Munoz Marin Intl), Puerto Rico

ICU Santiago De Cuba (Antonio Maceo Intl), Cuba

ICUN Cancun (Cancun Intl), Mexico

ICUS San Salvador (El Salvador Intl, ST Oscar Romero y Galdamez), El Salvador

ICUU Chihuahua (Gen Div P A Roberto Fierro Villalobos Intl), Mexico

IDST Santiago (Cibao Intl), Dom Rep

IGDL Guadalajara (Miguel Hidalgo Y Costilla Intl), Mexico

IGUA Liberia (Daniel Oduber Quiros Intl), Costa Rica

IHA Havana (Jose Marti Intl), Cuba

IHG Holguin (Frank Pais Intl), Cuba

NAVIGATION AIDS LISTED BY IDENTIFIER - LATIN AMERICA

(See end of listing for Localizers)

ILAN	San Salvador (El Salvador Intl, ST Oscar Romero y Galdamez), El Salvador	ISLM	Santa Lucia (Felipe Angeles Intl), Mexico
ILAP	La Paz (Gen Manuel Marquez De Leon), Mexico	ISLP	San Luis Potosi (Ponciano Arriaga Intl), Mexico
IMEX	Mexico City (Benito Juarez Intl), Mexico	ISLW	Saltillo (Plan De Guadalupe Intl), Mexico
IMG	Port-Au-Prince (Toussaint Louverture Intl), Haiti	ISTX	St Croix I (Rohlsen), Virgin Islands
IMGA	Managua (Augusto Cesar Sandino Intl), Nicaragua	ITAB	Scarborough (Robinson Intl), Tobago Is
IMID	Merida (Merida Intl), Mexico	ITAM	Tampico (Gen Francisco Javier Mina Intl), Mexico
IMLY	Kingston (Norman Manley Intl), Jamaica	ITGZ	Tuxtla Gutierrez (Angel Albino Corzo), Mexico
IMTY	Monterrey (Gen Mariano Escobedo Intl), Mexico	ITIJ	Tijuana (Gen Abelardo L Rodriguez Intl), Mexico
IMWX	Mexico City (Benito Juarez Intl), Mexico	ITLC	Toluca (Lic Adolfo Lopez Mateos Intl), Mexico
IMZT	Mazatlan (Gen Rafael Buelna Intl), Mexico	ITMN	St Thomas I/Charlotte Amalie (King), Virgin Islands
INAT	Panama City (Tocumen Intl), Panama	IVR	Varadero (Juan G. Gomez Intl), Cuba
INCP	Cancun (Cancun Intl), Mexico	IVSA	Villahermosa (C P A Carlos Rovirosa Intl), Mexico
INLD	Nuevo Laredo (Quetzalcoatl Intl), Mexico	IZFP	Freeport (Grand Bahama Intl), Bahamas
IOCO	San Jose (Juan Santamaria Intl), Costa Rica	IZQA	Nassau (Lynden Pindling Intl), Bahamas
IPOS	Port Of Spain (Piarco Intl), Trinidad	P	
IREX	Reynosa (Gen Lucio Blanco Intl), Mexico	PP	Pointe-A-Pitre (Le Raizet), Guadeloupe
IRVM	San Pedro Sula (Ramon Villeda Morales Intl), Honduras		
ISIA	Montego Bay (Sangster Intl), Jamaica		
ISIS	San Isidro (San Isidro AB), Dom Rep		
ISLD	Santa Lucia (Felipe Angeles Intl), Mexico		

LATIN AMERICA
LATIN AMERICA VOR RECEIVER CHECK SIGNALS

INTRODUCTION

Federal Aviation Regulations (FAR 91.171) provide for certain VOR equipment accuracy checks prior to flight under instrument flight rules (IFR). To comply with this requirement and to ensure satisfactory operation of the airborne system, the FAA has provided pilots with the following means of checking VOR receiver accuracy:

- a. VOT or a radiated test signal from an appropriately rated radio repair station.
- b. Certified airborne check points.
- c. Certified check points on the airport surface.

The FAA VOR test facility (VOT) transmits a test signal which provides users a convenient means to determine the operational status and accuracy of a VOR receiver while on the ground where a VOT is located. The airborne use of VOT is permitted; however, its use is strictly limited to specifically authorized areas/altitudes.

To use the VOT service, tune in the VOT frequency on your VOR receiver. With the Course Deviation Indicator (CDI) centered, the omni-bearing selector should read 0 degrees with the to/from indication showing "from" or the omni-bearing selector should read 180 degrees with the to/from indication showing "to." Should the VOR receiver operate an RMI (Radio Magnetic Indicator), it will indicate 180 degrees on any OBS setting. Two means of identification are used. One is a series of dots and the other is a continuous tone. Information concerning an individual test signal can be obtained from the local FSS.

Airborne and ground check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport.

- a. Should an error in excess of +/- 4 degrees be indicated through use of a ground check, or +/- 6 degrees using the airborne check, IFR flight shall not be attempted without first correcting the source of the error.

CAUTION: No correction other than the correction card figures supplied by the manufacturer should be applied in making these VOR receiver checks.

- b. If a dual system VOR (units independent of each other except for the antenna) is installed in the aircraft one system may be checked against the other. Turn both systems to the same VOR ground facility and note the indicated bearing to that station. The maximum permissible variations between the two indicated bearings is 4 degrees.

EXPLANATION OF LISTINGS

VORs are listed by their facility name. When followed by an airport name (in parentheses) there is a Ground (G) check point on the airport or an Airborne (A) check point on or near that airport.

VOTs are listed by the city name of the airport they serve, followed by the airport name in parentheses.

The following information is provided:

- Type of check, Ground (G) or Airborne (A).

LATIN AMERICA
LATIN AMERICA VOR RECEIVER CHECK SIGNALS

- For VOR check points – VOR frequency and identifier. Bearing in degrees magnetic outbound from the VOR; location of the check point (distances are in nautical miles); altitude (in feet MSL).
- For VOTs – Frequency. When VOT can be used for an Airborne (A) check point the appropriate distances and altitudes are included. Additionally, areas where a VOT cannot be received are identified.

PUERTO RICO AND VIRGIN ISLANDS

PUERTO RICO

Borinquen (Rafael Hernandez) **G** 113.5 BQN 271°; 2.2 NM on apch end of rwy 08.

VIRGIN ISLANDS

Saint Thomas (Cyril E. King) **G** 108.6 STT 118°; 3.5 NM on txwy North of main ramp. VOR gnd checkpoint unusable.



Radio Aids

Radio Data - Caribbean

ARUBA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Aruba	ABA	112.5	V D U	N12 30.3	W069 56.6		W011	688
Beatrix (Aruba)	BEA	113.8	V D U	N12 30.1	W070 01.2		W011	98
Aruba Island (Reina Beatrix Intl)	IBE	108.7	LOC	RWY 11			W011	

BAHAMAS

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev.
			V	T	H	N25	42.3	W079	17.7	Decl
Bimini	ZBV	116.7	V	T	H	N25	42.3	W079	17.7	W004 49
Chub Bay	ZCC	302.0	H			N25	25.0	W077	53.1	W004 5
Freeport	ZFP	113.2	V	D	H	N26	33.3	W078	41.9	W003 38
Great Inagua I	ZIN	376.0	H		W	N20	57.6	W073	40.7	W009
Islands (Freeport)	BHF	326.0	H	M	W	N26	34.4	W078	39.8	W005 61
Marsh Harbour (Abaco I.)	ZMH	361.0	H		W	N26	30.7	W077	04.6	W005
Nassau	ZQA	112.7	V	D	U	N25	01.5	W077	26.8	W006 38
San Salvador	ZSJ	281.0	H	M	W	N24	03.7	W074	32.1	W009 59
Walker Cay	ZWC	280.0	H		W	N27	15.1	W078	24.0	W005
West End (Grand Bahama I.)	ZWE	317.0	H		W	N26	41.3	W078	58.7	W005
Freeport (Grand Bahama Intl)	ZFP	209.0	LOM			N26	31.1	W078	46.5	W005
	IZFP	109.7	LOC			RWY 06				W007
Nassau (Lynden Pindling Intl)	IZQA	110.1	LOC			RWY 14				W008

BARBADOS

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev. Decl
Adams (Bridgetown)	BGI	112.7	V D U W	N13 04.5	W059 29.0			W015	197
Bridgetown (Grantley Adams Intl)	IBGI	110.1	LOC		RWY 09			W015	

BERMUDA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Bermuda	BDA	113.9	V D H	N32 21.9	W064 41.4		W015	53
Bermuda Is (L F Wade Intl)	IBDA	109.9	LOC	RWY 30			W015	

CAYMAN IS

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev.	Decl
Grand Cayman	GCM	115.6	V D U	N19 17.4 W081 22.3	W005	24	

CUBA

Name	Ident	Freq.	Class		INS Coordinates			VAR/Stn	Elev.
			H	W	N22	22.4	W078	46.4	Decl
Alegre	UPA	382.0	H	W	N22	22.4	W078	46.4	W003
Camaguey	UCM	114.1	V	D	U	W	N21	26.2	W008
Cayabo (Cayajabo)	UCY	380.0	H		W	N22	51.5	W082	51.2
Cayo Coco	UOC	310.0	H	M	W	N22	30.9	W078	30.7
Cayo Largo Del Sur	UCL	112.1	V	D	U	N21	36.3	W081	32.0
Gerona	UNG	115.3	V	D	H	N21	50.1	W082	46.9
Gerona (Nueva Gerona)	UNG	412.0	H	H		N21	45.4	W082	52.7
Havana	UHA	116.1	V	D	U	W	N22	58.7	W082
Holguin	UHG	116.8	V	D	U	N20	47.9	W076	18.2
Jardines Del Rey (Cayo Coco)	UCJ	117.8	V	D	U	N22	28.0	W078	18.7
La Coloma	L	322.0	H			N22	19.8	W083	39.3
La Coloma	ULM	465.0	H	L		N22	19.3	W083	41.4
Navy Guantanamo Bay	NBW	114.6	T	H		N19	54.6	W075	13.1
Playa Baracoa (Havana)	UBP	250.0	H			N23	01.4	W082	34.8
Playa Baracoa (Havana)	UPB	109.2	V	D	H	N23	01.4	W082	34.9
San Julian	J	353.0	H	L		N22	05.1	W084	10.9
San Julian	USJ	402.0	H		W	N22	05.2	W084	12.9
Santa Clara	ULV	287.0	H	M	W	N22	29.2	W079	58.0
Santa Clara	UVC	117.2	V	D	U	N22	29.2	W079	57.6
Santiago De Cuba	UCU	113.3	V	D	U	N19	58.7	W075	49.4
Simones	USR	315.0	H		W	N21	44.8	W078	48.7
Varder	UVA	114.8	V	D	U	W	N23	01.5	W081
Varder	UVR	272.0	H		W	N23	05.4	W081	22.0
Zarago	UZG	283.0	H		W	N22	56.1	W082	02.3
Cayo Coco (Jardines del Rey Intl)	ICJ	108.9	LOC			RWY	08		W008
Havana (Jose Marti Intl)	IHA	110.5	LOC			RWY	06		W005
Holguin (Frank Pais Intl)	IHG	111.3	LOC			RWY	05		W009

CUBA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Santiago De Cuba (Antonio Maceo Intl)	ICU	110.7	LOC	RWY 10		W009
Varadero (Juan G. Gomez Intl)	IVR	111.3	LOC	RWY 06		W006

DOM REP

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Barahona	BHO	112.0	V D U	N18 15.3	W071 07.8		W010	10
Cabo Rojo	DCR	114.3	V D U W	N17 55.9	W071 38.9		W007	10
El Catey (Samana)	DCY	115.8	V D U	N19 16.2	W069 44.4		W011	28
Guerra	LAS	200.0	H W	N18 34.7	W069 43.5		W011	
Higuero	DHG	116.6	V D L	N18 34.3	W069 59.0		W011	69
La Romana	LRN	116.2	V D U	N18 27.2	W068 54.7		W012	259
Puerto Plata	PTA	115.1	V D U W	N19 45.6	W070 34.2		W011	38
Punta Cana (HIGUEY)	PNA	112.7	V D T	N18 34.0	W068 23.0		W012	49
Punta Caucedo (Santo Domingo)	CDO	114.7	V D U	N18 26.0	W069 40.0		W012	69
San Isidro	HIJ	220.0	H W	N18 30.9	W069 46.0		W011	
San Isidro	SIS	112.4	V D U	N18 30.2	W069 46.0		W011	135
Santiago	SGO	114.9	V D T	N19 24.4	W070 36.2		W011	587
San Isidro (San Isidro AB)	ISIS	109.1	LOC	RWY 21			W011	
Santiago (Cibao Intl)	IDST	109.3	LOC	RWY 11			W011	
Santo Domingo (Las Americas Intl)	ICDO	108.9	LOC	RWY 17			W012	

E. CARIBBEAN STATES

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
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ANTIGUA

V C Bird (Saint Johns)	ZDX	369.0	H	W	N17 09.4	W061 47.7	W015
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DOMINICA

Douglas Charles	DOM	273.0	H	N15 33.1	W061 17.7	W015
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GRENADA

Maurice Bishop(Saint George's)	GND	362.0	H	N12 00.5	W061 46.8	W014
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ST KITTS

Robert L Bradshaw (St Kitts)	SKB	325.0	H	N17 17.7	W062 44.6	W014
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ST LUCIA

George Charles (St. Lucia)	SLU	415.0	H	W	N14 00.8	W061 00.4	W015
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Hewanorra (Saint Lucia)	BNE	305.0	H	W	N13 44.0	W060 58.6	W015
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ST VINCENT

Canouan (St. Vincent)	CAI	302.0	H	N12 41.8	W061 20.4	W015
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St Vincent (Saint Vincent I)	SV	403.0	H	N13 08.4	W061 13.6	W015	66
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TOBAGO IS

Scarborough (Robinson Intl)	ITAB	109.3	LOC	RWY 11		W015
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TRINIDAD

Piarco (Port Of Spain)	TRI	382.0	H	M	N10 35.7	W061 25.3	W015
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Robinson (Scarborough)	TAB	323.0	H	W	N11 08.8	W060 50.0	W015	61
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Port Of Spain (Piarco Intl)	IPOS	109.7	LOC	RWY 10		W015
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FRENCH ANTILLES

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev.
					Decl	

GUADELOUPE

Pointe A Pitre	PPR	112.9	V D U W	N16 15.9	W061 32.4	W015	44
Pointe A Pitre	PTP	385.0	H	N16 17.0	W061 37.9	W015	36
Pointe-A-Pitre (Le Raizet)	PP	110.3	LOC	RWY 12		W015	

MARTINIQUE

Martinique	FOF	113.3	V D U W	N14 35.4	W061 01.4	W015	38
Martinique (Aime Cesaire)	FF	109.9	LOC	RWY 10		W015	

HAITI

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Cap Haitien	HCN	113.9	V D U	N19 42.9	W072 12.6		W010	
Port Au Prince	PAP	115.3	V D U W	N18 34.6	W072 18.3		W010	121
Port-Au-Prince (Tous-saint Louverture Intl)	IMG	111.5	LOC	RWY 10			W010	

JAMAICA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Manley (Kingston)	MLY	115.5	V D U	N17 55.8	W076 46.7		W008	12
Sangster	SIA	115.7	V D U	N18 30.1	W077 55.4		W007	36
Kingston (Norman Manley Intl)	IMLY	109.1	LOC	RWY 12			W008	
Montego Bay (Sangster Intl)	ISIA	109.5	LOC	RWY 07			W007	

NETH ANTILLES

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
							Decl	
Bonaire	PJB	115.0	V D H	N12 07.9	W068 15.0		W012	20
Bonaire	PJB	321.0	H	N12 08.0	W068 16.8		W011	12
Curacao	PJG	116.7	V D U	N12 11.8	W069 00.7		W012	98
Saint Maarten	PJM	113.0	V D U	N18 02.3	W063 07.1		W014	15

TURKS & CAICOS IS

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
							Decl	

CAICOS IS

Providenciales	PV	387.0	H	W	N21 46.7	W072 15.6	W009	50
Providenciales	PVN	115.6	V	D U	N21 46.3	W072 16.0	W011	37
South Caicos	SC	260.0	H	W	N21 30.8	W071 32.3	W009	

TURKS IS

Grand Turk	GTK	114.2	V	T	H	N21 26.4	W071 08.1	W011	36
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US CAR TERRITORIES

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev. Decl
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PUERTO RICO

Borinquen	BQN	113.5	V T H W	N18 29.9	W067 06.5	W010	214
Dorado (San Juan)	DDP	391.0	H H W	N18 28.1	W066 24.7	W011	24
Mayaguez	MAZ	110.6	V D L	N18 15.4	W067 09.1	W010	18
Patty (San Juan)	SJ	330.0	H O M W	N18 24.5	W066 05.4	W011	67
Ponce	PSE	109.0	V L	N17 59.5	W066 31.2	W010	18
Roosevelt Roads	NRR	113.8	T H	N18 14.1	W065 38.6	W011	275
San Juan	SJU	114.0	V T H W	N18 26.8	W065 59.4	W011	6

San Juan (Luis Munoz Marin Intl) OM N18 24.5 W066 05.4

ICLA 109.7 LOC RWY 10 W011

VIRGIN ISLANDS

Peste (Christiansted)	ST	241.0	H O M W	N17 41.5	W064 53.1	W013	40
Saint Croix	COY	108.2	V D L	N17 44.1	W064 42.0	W010	850
Saint Thomas	STT	108.6	V D L	N18 21.3	W065 01.5	W010	679

St Croix I (Rohlsen) ISTX 109.5 LOC RWY 10 W013

OM N17 41.5 W064 53.1

St Thomas I/Charlotte Amalie (King) ITMN 110.1 LOC RWY 10 W013



Radio Aids

Radio Data - South America

ARGENTINA

Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn	Elev.	
			V	D	U	W		Decl		
Bahia Blanca	BCA	114.3	V	D	U	W	S38 43.2	W062 09.5	W003	246
Calafate	ECA	114.7	V	D	U		S50 16.7	W072 02.7	E013	646
Catamarca	CAT	114.3	V	D	U		S28 35.0	W065 44.8	W006	1581
Cataratas Del Iguazu	IGU	114.1	V	D	U	W	S25 44.1	W054 29.1	W016	935
Ceres	ERE	115.5	V	D	U	W	S29 52.4	W061 55.5	W004	
Chapelco (San Martin)	CHP	265.0	H		W		S40 04.9	W071 08.8	E009	
Chilecito	ITO	116.5	V		U		S29 12.7	W067 26.5	E000	
Choele Choel	OEL	113.4	V	D	H	W	S39 17.0	W065 36.6	E003	642
Comodoro Rivadavia	CRV	117.5	V	D	U	W	S45 46.4	W067 22.3	E006	190
Cordoba	CBA	114.5	V	D	U	W	S31 18.8	W064 12.2	W006	1572
Corrientes	CRS	115.4	V	D	U		S27 26.2	W058 45.7	W012	230
Corrientes	OC	330.0	H		L		S27 31.2	W058 46.0	W009	
El Palomar (Buenos Aires)	PAL	115.2	V	D	U	W	S34 36.7	W058 36.8	W009	77
El Turbio	BIO	205.0	H		W		S51 36.6	W072 13.3	E017	
Esquel	ESQ	117.8	V	D	H		S42 53.2	W071 06.0	E007	2531
Ezeiza	EZE	116.5	V	D	U		S34 49.4	W058 32.1	W008	67
Formosa	FSA	115.6	V	D	U		S26 12.6	W058 13.5	W014	213
Gen Belgrano (Buenos Aires)	GBE	115.6	V		U		S35 45.1	W058 27.9	W009	
Gen Roca	GNR	275.0	H	L	W		S38 59.0	W067 36.1	E007	935
General Pico	GPI	112.2	V		U		S35 41.5	W063 45.7	E003	454
General Pico	GPI	285.5	H		W		S35 41.3	W063 45.5	E001	456
Gobernador Gregores	GRE	360.0	H		W		S48 47.0	W070 09.7	E014	1175
Gualeguaychu	GUA	113.2	V	D	U	W	S33 00.6	W058 36.9	W009	75
Jose De San Martin	JSM	250.0	H		W		S44 03.5	W070 26.1	E010	
Jujuy	JUJ	112.9	V	D	H		S24 23.6	W065 05.6	W008	2946
Junin	NIN	116.1	V		U		S34 32.5	W060 56.0	W004	
Junin	NIN	220.0	H		W		S34 33.1	W060 56.0	W004	269
La Plata	PTA	113.7	V		U		S34 58.6	W057 53.9	W010	
La Plata	PTA	250.0	H		W		S34 58.0	W057 53.9	W005	

ARGENTINA

Name	Ident	Freq.	Class		INS Coordinates			VAR/Stn	Elev.	
			V	U	S29	23.3	W066	48.2	Decl	
La Rioja	LAR	113.5	V	U	S29	23.3	W066	48.2	W003	1462
Laboulaye	LYE	116.3	V	U	S34	08.5	W063	21.7	E001	
Las Lomitas	ITA	112.2	V	U	S24	44.2	W060	32.6	W007	
Madryn (Puerto Madryn)	DRY	116.1	V	D	U	W	S42	45.6	W065	06.1
Malargue	MLG	117.2	V	D	U		S35	29.2	W069	34.7
Mar Del Plata	MDP	116.2	V	D	U		S37	55.8	W057	34.6
Marcos Juarez	MJZ	114.7	V	U			S32	41.2	W062	09.7
Mariano Moreno	ENO	112.9	V	D	U	W	S34	33.8	W058	47.4
Mendoza	DOZ	114.9	V	D	U		S32	49.9	W068	47.4
Mercedes	RCE	265.0	H		W		S29	13.6	W058	05.1
Monte Quemado	MTQ	116.1	V	U			S25	45.0	W062	52.1
Neuquen	NEU	116.7	V	D	U	W	S38	57.0	W068	09.3
Oran	ORA	285.0	H		W		S23	09.0	W064	19.5
Parana	PAR	116.8	V	D	U		S31	48.5	W060	29.1
Paso De Los Libres	L	325.0	H	L			S29	40.2	W057	09.3
Paso De Los Libres	LIB	250.0	H				S29	41.7	W057	08.9
Perito Moreno	PTM	285.0	H		W		S46	32.2	W070	59.2
Posadas	POS	114.9	V	D	U		S27	23.1	W055	58.1
Presidencia Roque S. Pena	PSP	205.0	H		W		S26	44.8	W060	29.2
Punta Indio	PDI	114.1	V	D	U	W	S35	20.7	W057	16.5
Punta Indio	PDI	325.0	H		W		S35	21.2	W057	18.4
Quilmes	ILM	210.0	H		W		S34	42.7	W058	14.4
Reconquista	RTA	117.1	V	D	U	W	S29	12.5	W059	40.9
Resistencia	SIS	115.1	V	D	U		S27	26.8	W059	03.4
Rio Cuarto	R	305.0	H		M		S33	06.5	W064	17.3
Rio Cuarto	RCU	114.2	V	D	U		S33	05.5	W064	15.9
Rio Gallegos	GAL	116.7	V	D	U	W	S51	36.7	W069	19.8
Rio Grande	GRA	117.3	V	D	U		S53	46.5	W067	44.7
Rio Mayo	RMY	290.0	H		W		S45	42.3	W070	15.8
Rosario	ROS	117.3	V	D	U	W	S32	54.3	W060	46.9

ARGENTINA

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev.
			V	D	U	W	S	N	Decl	
Salta	SAL	116.7	V	D	U	W	S24 51.1	W065 29.0	W007	4068
San Antonio De Areco	SNT	117.7	V	D	U	W	S34 13.3	W059 26.5	W009	
San Carlos De Bariloche	BAR	117.4	V	D	U		S41 08.4	W071 11.3	E007	2740
San Carlos De Bariloche	OB	330.0	H		L		S41 07.2	W071 14.7	E009	
San Fernando	FDO	114.4	V	D	U		S34 27.1	W058 35.0	W009	49
San Juan	JUA	113.1	V	D	U		S31 33.8	W068 25.3	E000	1972
San Julian	SJU	117.7	V	D	U	W	S49 18.6	W067 48.8	E012	
San Luis	UIS	116.0	V	D	U		S33 16.1	W066 21.5	W003	2329
San Martin De Los Andes	CHP	117.0	V	D	U		S40 02.9	W071 05.7	E006	2569
San Rafael	SRA	116.9	V	D	H		S34 35.3	W068 23.7	E001	2452
Santa Rosa	O	300.0	H	L	W		S36 34.2	W064 16.3	W001	
Santa Rosa	OSA	112.5	V	D	U	W	S36 35.0	W064 16.4	W003	630
Santiago Del Estero	SDE	114.8	V		U		S27 46.8	W064 19.1	W007	675
Sauce Viejo (Santa Fe)	SVO	405.0	H		W		S31 42.7	W060 48.4	W008	105
Sierra Grande	SGR	290.0	H				S41 35.0	W065 21.0	E008	
Sta. Rosa de Con- lara(Valle del	SRC	117.5	V	D	U		S32 22.4	W065 11.0	W005	2042
Tandil	DIL	115.9	V	D	U		S37 13.5	W059 13.8	W007	571
Termas de Rio Hondo	TRH	113.7	V	D	U		S27 29.8	W064 56.0	W006	941
Trelew	T	280.0	H		L		S43 12.1	W065 14.3	E003	
Trelew	TRE	115.1	V	D	U	W	S43 12.2	W065 14.8	E003	133
Tucuman	TUC	114.1	V	D	U	W	S26 50.7	W065 06.5	W007	1473
Ushuaia	USU	113.7	V		U		S54 50.3	W068 17.1	E012	33
Viedma	V	305.0	H				S40 51.8	W063 01.6	E002	
Viedma	VIE	117.1	V		U		S40 52.0	W063 00.1	W001	
Villa Dolores	LDR	310.0	H		W		S31 57.2	W065 08.6	W000	
Villa Gessell	GES	242.0	H				S37 14.0	W057 01.4	W009	17
Villa Reynolds	RYD	115.7	V	D	U		S33 43.7	W065 22.9	W001	1629

ARGENTINA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev. Decl
Bahia Blanca (Comandante Espora)	BC	109.7	LOC	RWY 17L		W003
			OM	S38 38.7	W062 11.1	
Buenos Aires (El Palomar)	PR	110.5	LOC	RWY 17		W009
Buenos Aires (Ezeiza Intl/Ministro Pistarini)	OC	330.0	LO	S34 48.3	W058 38.0	W008
	PC	110.1	LOC	RWY 11		W008
	OA	270.0	LOM	S34 53.4	W058 30.4	W009
	EZ	108.7	LOC	RWY 35		W008
Buenos Aires (Jorge Newbery Aeroparque)			OM	S34 31.2	W058 29.2	
Cataratas Del Iguazu (Mayor D Carlos Eduardo Krause)	IG	110.9	LOC	RWY 31		W016
Comodoro Rivadavia (Gen Enrique Mosconi)	OC	260.0	LOM	S45 46.4	W067 22.4	E007
	CR	110.3	LOC	RWY 25		E006
Concordia (Comodoro Pierrestegui)	D	280.0	LO	S31 16.9	W057 59.2	W006
Cordoba (Ing Aer A L V Taravella)	CB	110.3	LOC	RWY 19		W006
Corrientes	CR	109.7	LOC	RWY 20		W012
El Calafate	EC	108.9	LOC	RWY 25		E013
Esquel (BRIG GEN Antonio Parodi)	ES	109.7	LOC	RWY 23		E008
Formosa	FS	110.9	LOC	RWY 22		W014
Jujuy (Gobernador Horacio Guzman)	OJ	315.0	LO	S24 27.7	W065 03.3	W008
	JU	110.1	LOC	RWY 34		W008
			OM	S24 27.7	W065 03.3	
La Rioja (Cap Vicente A Almonacid)	LR	110.1	LOC	RWY 21		W003

ARGENTINA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Mar Del Plata (Astor Piazzolla)	MP	109.5	LOC	RWY 13		W008
			OM	S37 53.7	W057 38.9	
Mendoza (El Plumerillo)	DO	109.9	LOC	RWY 36		W001
Neuquen (Presidente Peron)	ON	332.0	LO	S38 56.9	W068 15.5	E002
	NE	110.3	LOC	RWY 09		E002
Parana (Gen Urquiza)	OP	330.0	LO	S31 43.4	W060 28.1	W008
	PA	110.3	LOC	RWY 20		W008
Posadas (Liberador GEN D Jose De San M)	PO	109.9	LOC	RWY 20		W015
Resistencia	RS	110.3	LOC	RWY 21		W012
Rio Cuarto (Area De Material)	RC	110.9	LOC	RWY 05		W004
Rio Gallegos (Norberto Fernandez)	GL	110.3	LOC	RWY 25		E011
Rio Grande	GR	109.5	LOC	RWY 26		E011
Rosario (Islas Malvinas)	RO	109.9	LOC	RWY 20		W008
S C De Bariloche	B	305.0	BLCT	S41 08.6	W071 10.9	E007
	BR	109.5	LOC	RWY 29		E007
Salta (GEN Don Martin Miguel de Guemes)	SA	110.3	LOC	RWY 02		W007
San Fernando (San Fernando Intl)	FD	109.1	LOC	RWY 05		W009
San Juan (Domingo Faustino Sarmiento)	SJ	110.3	LOC	RWY 18		W001
Santa Fe (Sauce Viejo)	SV	109.5	LOC	RWY 21		W008
Santa Rosa	SR	110.3	LOC	RWY 19		W003
Santiago Del Estero (Termas de Rio Hondo)	RH	108.7	LOC	RWY 01		W007
Tandil (Heroes de Malvinas)	DI	109.9	LOC	RWY 19		W007
Trelew (Almirante Zar)	TR	109.5	LOC	RWY 25		E003

ARGENTINA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Tucuman (TNTE Benjamin Matienzo)	TU	109.9	LOC	RWY 02	W007	
Ushuaia (Malvinas Argentinas)	US	111.3	LOC	RWY 25	E014	
Villa Reynolds	RY	109.5	LOC	RWY 06	W003	

BOLIVIA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
				S	N	E	Decl	
Alcantari	ALC	113.4	V D H	S19 16.1	W065 08.6	W010	10233	
Cobija	CIJ	112.3	V D H	S11 03.3	W068 47.2	W010	827	
Cobija	CIJ	230.0	H W	S11 02.3	W068 46.8	W009		
Cochabamba	CBA	112.1	V D U W	S17 25.3	W066 10.7	W010	8360	
Cochabamba	CBB	320.0	H W	S17 24.8	W066 10.6	W008	8365	
Cochabamba	R	402.0	H M	S17 24.0	W066 15.9	W008		
El Porvenir	PVR	430.0	H W	S20 45.0	W063 12.0	W004		
Guayaramerin	GYA	250.0	H W	S10 49.5	W065 20.6	W010		
La Paz	LPZ	114.1	D H	S16 30.5	W068 10.2		13314	
La Paz	PAZ	115.7	V D U W	S16 30.7	W068 14.0	W008	13320	
Monteagudo	AGU	305.0	H	S19 49.4	W063 57.7	W010		
Oruro	ORU	113.0	V D H	S17 58.8	W067 04.6	W008	12165	
Potosi	PTS	114.9	V D H	S19 31.4	W065 41.5	W009	12949	
Robore	OBO	325.0	H	S18 20.0	W059 45.9	W013	986	
Robore	RBO	113.5	V U	S18 19.7	W059 46.0	W010	986	
San Borja	BOR	117.7	V U	S14 51.1	W066 44.2	W007	636	
San Borja	SRJ	270.0	H W	S14 51.5	W066 44.1	W007		
San Matias	SMT	330.0	H	S16 19.8	W058 23.9	W016		
Santa Ana	ANA	345.0	H W	S13 45.8	W065 25.9	W010		
Sucre	SUR	116.5	V D U W	S19 00.7	W065 17.5	W009	9534	
Tarija	TAR	117.0	V D U	S21 32.8	W064 42.8	W009	6102	
Trinidad	TRI	115.9	V D U W	S14 48.0	W064 56.3	W010	525	
Uyuni	UNI	116.0	V D H W	S20 27.2	W066 50.2	W007	12198	
Uyuni	UYU	310.0	H H W	S20 26.6	W066 50.5	W007		
Viru Viru (Santa Cruz)	VIR	113.8	V D U	S17 37.6	W063 08.9	W012	1208	
Yacuiba	YAC	385.0	H W	S21 58.0	W063 39.3	W009	2116	
La Paz (El Alto Intl)	ILPA	110.3	LOC	RWY 10			W008	
Santa Cruz (Viru Viru Intl)	ILVV	110.9	LOC	RWY 34			W012	
Sucre (Alcantari)	ILCA	109.9	LOC	RWY 36			W010	

BRAZIL

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn	Elev.
						Decl	
Alcantara	ALC	230.0	H	S02 22.9	W044 24.0	W021	
Alcantara	ALR	116.7	V D H	S02 22.3	W044 23.8	W021	168
Aldeia (Sao Pedro Da)	ADA	112.1	V D U W	S22 48.8	W042 05.7	W023	48
Alta Floresta	ATF	113.4	V D U	S09 52.1	W056 06.3	W018	944
Altamira	ATM	113.2	V U	S03 15.0	W052 14.9	W020	
Altamira	ATM	295.0	H	S03 15.4	W052 15.1	W020	
Anapolis	APO	116.8	V D U	S16 14.7	W048 58.7	W022	3728
Apucarana	APC	215.0	H W	S23 36.9	W051 25.4	W014	
Aracatuba	ARA	265.0	H W	S21 08.4	W050 25.6	W018	1394
Araxa (Uberaba)	ARX	117.0	V D U W	S19 41.3	W047 03.6	W022	3276
Arealva	ARE	340.0	H W	S22 10.1	W049 04.2	W021	2060
Bacacheri	BCH	300.0	H	S25 24.2	W049 13.7	W020	3035
Bage	BGE	115.3	V H	S31 23.4	W054 06.6	W015	590
Barbacena	BBC	111.7	D L	S21 15.9	W043 45.8		3869
Barbacena	BBC	285.0	H W	S21 16.0	W043 45.8	W023	3658
Barreiras	BRR	114.3	V D U W	S12 04.8	W045 00.4	W019	
Bauru	BRU	380.0	H W	S22 18.8	W049 06.4	W021	2005
Belem	BEL	117.3	V D U	S01 23.1	W048 28.7	W020	52
Belo Horizonte	BHZ	117.7	V D U	S19 50.1	W044 00.2	W023	2893
Biguacu	BIG	113.7	D H	S27 37.3	W048 37.9		138
Boa Vista	BVI	113.1	V D U W	N02 51.1	W060 41.2	W016	234
Braganca (Braganca Paulista)	BGC	116.2	V D U	S22 57.1	W046 34.2	W018	2887
CAJU (ARACAJU)	ARU	115.4	V D U	S10 58.9	W037 04.6	W023	18
Cabo Frio	BFR	200.0	H W	S22 55.4	W042 04.3	W023	
Cacador	CCD	116.6	D U	S26 47.5	W050 56.3		3337
Cachimbo (Novo Progresso)	CBO	115.1	V D U	S09 19.9	W054 57.9	W019	1792
Cachoeira Porteira	COE	1618.0	H W	S01 05.0	W057 02.0	W012	
Caetite	CEE	390.0	H W	S14 04.7	W042 30.7	W022	
Caldas Novas	CAL	113.2	D U	S17 43.5	W048 36.8		2300

BRAZIL

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev.	
			H	L	W	S	17	43.5	W048	36.6	
Caldas Novas	CAL	290.0	H	L	W	S	17	43.5	W048	36.6	
Campina Grande	CPG	230.0	H			S	07	16.0	W035	53.6	
Campinas	CPN	112.0		D	U	S	23	00.5	W047	07.7	
Campo Grande	GRD	112.8	V	D	H	S	20	29.0	W054	41.3	
Campo Largo	CPL	113.8		D	U	S	25	28.3	W049	31.2	
Campos	CPO	108.7		D	L	S	21	42.0	W041	18.5	
Canoas (Porto Alegre)	COA	113.6	V	D	U	S	29	57.0	W051	08.8	
Carajas (Parauapebas)	CJS	114.4	V	D	U	W	S	06	07.2	W050	00.1
Cascavel	CAV	220.0	H			S	25	00.2	W053	30.2	
Caxias (Rio De Janeiro)	CAX	400.0	H		H	S	22	45.8	W043	20.3	
Confins (Belo Horizonte)	CNF	114.4	V	D	U	W	S	19	33.5	W044	02.9
Congonhas (Sao Paulo)	CGO	116.9	V	D	U	S	23	37.6	W046	39.3	
Conquista (Vitoria Da-)	VCO	260.0	H		W	S	14	52.0	W040	51.9	
Corumba	CUB	375.0	H			S	19	01.0	W057	39.9	
Cruz Alta	CAT	335.0	H		W	S	28	43.2	W053	38.5	
Cruzeiro	CZS	112.0	V	D	U	S	07	36.4	W072	46.4	
Cuiaba	CIA	113.7	V	D	U	W	S	15	39.4	W056	06.7
Curitiba	CTB	116.5	V	D	U	W	S	25	31.9	W049	10.1
Curvelo	CVO	113.4		D	U	S	18	44.9	W044	27.3	
DIADEMA (Sao Paulo)	DAD	200.0	H	M	W	S	23	42.3	W046	36.1	
Diamantina	DMT	112.4		D	U	S	18	13.9	W043	38.9	
Do Sul	CXS	112.3	V	D	H	S	29	11.9	W051	11.3	
Doura (Dourados)	DOU	285.0	H			S	22	11.8	W054	55.7	
Embuguacu (Sao Paulo)	EMB	525.0	H			S	23	51.0	W046	49.0	
Fernando (Fernando De Noronha)	FNO	113.7	V	D	U	S	03	52.2	W032	25.8	
Figueiras (Porto Alegre)	FIG	114.7	V	D	H	S	29	59.9	W050	58.5	
Florianopolis	FLN	113.4	V	D	U	S	27	40.2	W048	32.4	
Fora (Juiz De Fora)	FRA	1730.0	H		W	S	21	46.1	W043	23.0	
Formosa	FSA	112.7	V	D	U	S	15	33.3	W047	20.8	
Fortaleza	FLZ	114.1	V	D	U	W	S	03	46.3	W038	32.9

BRAZIL

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev. Decl
Foz (Foz Do Iguacu)	FOZ	112.1	V	D	U	S25 35.0	W054 30.2	W017	729	
Furnas (Alpinopolis)	FUR	390.0	H		W	S20 42.2	W046 20.3	W018		
Galeao (Rio De Janeiro)	CXI	112.3	V	D	H	S22 49.0	W043 15.6	W023	12	
Goiania	GNV	115.9	V	D	U	S16 38.5	W049 12.7	W021	2450	
Grossa	PGR	275.0	H		W	S25 11.0	W050 08.8	W014		
Guaira	GAI	305.0	H		W	S24 05.1	W054 15.3	W010		
Guajara	GMI	335.0	H			S10 46.7	W065 20.3	W007		
Guajara-Mirim (Guajara Mirim)	GJM	400.0	H			S10 47.1	W065 16.9	W012		
Guarapuava	GRU	230.0	H	M	W	S25 23.2	W051 31.4	W017	3494	
Guaratingueta	GGT	275.0	H		W	S22 47.3	W045 12.9	W022	1759	
Gurupi	GUP	114.2		D	L	S11 44.2	W049 08.2			1181
Igarassu	YGA	112.9		D	L	S07 50.7	W034 53.6			33
Ilha (Rio De Janeiro)	YLA	330.0	H		W	S22 47.2	W043 10.1	W023		
Ilheus	YLH	114.0		D	H	S14 48.9	W039 02.0			43
Imperatriz	YTZ	112.7	V	D	U	S05 31.4	W047 27.0	W020	450	
Ipatinga	YPT	110.9		D	L	S19 28.5	W042 29.3			1034
Ipatinga	YPT	1618.0	H			S19 27.8	W042 28.8	W021		
Itaituba	YUB	250.0	H			S04 14.4	W056 00.3	W018		
Jaguaruna	JGN	280.0	H	M		S28 40.7	W049 04.0	W019		
Joao Pessoa	JPS	114.0		D	U	S07 08.8	W034 56.9			265
Joao Pessoa	JPS	320.0	H	M		S07 08.4	W034 57.2	W021		
Juazeiro	JZR	205.0	H			S07 12.8	W039 16.5	W022		
Kubitschek (Brasilia)	VJK	117.5	V	D	H	S15 51.9	W047 54.0	W022	3492	
LAPAPR	LAA	117.7		D	H	S25 46.7	W049 45.8			2953
Lages	LJS	240.0	H		W	S27 46.9	W050 16.6	W019		
Lagoa Santa	LST	295.0	H			S19 39.5	W043 53.8	W023		
Lapa (Bom Jesus De Lapa)	LAP	113.7	V	D	U W	S13 15.9	W043 24.5	W021	1439	
Lencois	LNC	113.6		D	L	S12 29.3	W041 16.5			1588
Londrina	LON	112.4	V	D	U	S23 20.4	W051 06.8	W020	1867	

BRAZIL

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev.
			V	D	U	S	1	W	Decl	
Luziania	LUZ	113.1	V	D	U	S16	15.7	W047	58.3	W019
Macae	MCA	115.9	V	D	U	S22	20.7	W041	46.1	W023
Macapa	MCP	112.0	V	D	U	N00	03.1	W051	04.4	W019
Manaus	MNS	115.8	V	D	H	S03	02.4	W060	03.3	W016
Maraba	MRB	113.7	V	D	U	S05	22.1	W049	08.1	W020
Maragogipe	MGP	112.8		D	U	S12	46.3	W038	55.7	305
Marica	MIA	114.8	V	D	U	S22	58.0	W042	53.5	W023
Marilia	MRA	415.0	H			S22	11.7	W049	55.8	W018
Maxaranguape (Natal TMA)	MXN	205.0	H			S05	23.2	W035	31.9	W021
Montes Claros	MCL	310.0	H		W	S16	42.2	W043	49.1	W023
Mossoro	MSS	112.4	V	D	U	W	S05	11.8	W037	21.9
Natal	NTL	114.3	V	D	U	W	S05	54.5	W035	14.9
Noronha (Fernando De Noronha)	FNR	113.4	V	D	H		S03	51.4	W032	25.8
Oiapoque	OIA	340.0	H		W	N03	51.6	W051	48.0	W019
Paiol (Rio De Janeiro)	PP	415.0	H			S22	52.2	W043	09.9	W022
Palmas	PMS	112.2	V	D	U	W	S10	17.3	W048	21.5
Para de Minas	PMI	113.7		D	U		S19	50.5	W044	36.4
Paracatu	PKT	300.0	H		W	S17	13.0	W046	56.0	W022
Paranagua	PGA	114.1		D	H		S25	32.3	W048	31.8
Passo Fundo	PFD	370.0	H		H	W	S28	14.5	W052	19.8
Pedro-Afonso	PDA	365.0	H		W		S08	58.0	W048	11.0
Pelada (Manaus)	PEL	410.0	H		H		S03	08.6	W059	59.6
Pelotas	PTS	113.3	V	D	H		S31	43.1	W052	19.6
Petrolina	PTL	112.1	V	D	U	W	S09	21.8	W040	33.7
Pirai	PAI	115.0	V	D	U	W	S22	27.2	W043	50.4
Pirassununga	PIR	115.8	V	D	H		S21	59.1	W047	20.7
Ponta Pora	PTP	340.0	H		W		S22	33.0	W055	42.4
Porto (Rio De Janeiro TMA)	PCX	114.6	V	D	U	W	S22	42.9	W042	51.4
									W023	127

BRAZIL

Name	Ident	Freq.	Class		INS Coordinates			VAR/Stn	Elev. Decl
Porto Alegre	PAG	330.0	H	W	S30 00.0	W051 10.7		W013	13
Porto Alegre	POR	114.0	V	D U	S29 59.8	W051 09.9		W016	9
Porto Nacional	PNC	113.0	V	D U W	S10 43.1	W048 24.1		W021	951
Porto Seguro	SGR	385.0	H		S16 26.5	W039 05.0		W024	
Porto Velho	PVH	112.7	V	D H	S08 42.8	W063 54.2		W014	297
Prudente (Presidente-)	PRR	113.5	V	D U	S22 10.4	W051 25.6		W020	1477
Prudente (Presidente-)	PRR	225.0	H	W	S22 11.0	W051 22.4		W015	
Recife	REC	116.9	V	D H W	S08 08.2	W034 55.6		W022	233
Rede (Sao Paulo)	RDE	116.7	V	D U	S23 53.5	W046 31.7		W022	2000
Registro	RGI	113.0		D U	S24 31.8	W047 50.5			82
Ribeirao (Ribeirao Preto)	RPR	115.6	V	D U	S21 08.6	W047 46.2		W022	
Ribeirao (Ribeirao Preto)	RPR	330.0	H		S21 08.6	W047 46.6		W022	
Rio Branco	RBR	270.0	H	W	S09 59.5	W067 48.4		W006	
Rio Branco	RCO	116.4	V	D H	S09 52.6	W067 54.3		W010	671
Rio Claro	RCL	280.0	H	W	S22 25.8	W047 33.7		W020	
Rio Preto(Sao Jose Do Rio Pret	JRP	420.0	H		S20 48.8	W049 24.4		W020	
Salinopolis	BL	315.0	H		S00 36.9	W047 21.4		W018	
Salvador	SVD	116.5	V	D U W	S12 54.4	W038 19.3		W023	122
Santa Barbara (Anapolis)	SBG	230.0	H	W	S16 34.8	W049 41.9		W018	
Santa Cruz (Rio)	SCR	113.6	V	D U	S22 57.0	W043 43.6		W023	10
Santa Maria	SMA	112.0	V	D U W	S29 42.6	W053 42.8		W016	300
Santana (Sao Paulo TMA)	STN	114.3	V	D U	S23 29.3	W046 55.4		W021	3100
Santarem	STM	112.3	V	D U	S02 25.6	W054 49.1		W019	180
Santo Angelo	SAN	280.0	H		S28 16.8	W054 10.3		W016	
Sao Gabriel Da Cachoeira	GBR	116.6	V	D H	S00 09.0	W066 59.4		W012	251
Sao Goncalo Do Amarante	SGA	115.9	V	D H W	S05 46.3	W035 22.1		W021	284

BRAZIL

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev. Decl
Sao Jose (Sao Jose Dos Campos)	SCP	115.4	V	D	U	S23 14.0	W045 51.6	W022	2089	
Sao Luis	SLI	113.5	V	D	H W	S02 35.4	W044 14.4	W021	177	
Sao Tome (Macae)	SK	300.0	H		W	S22 02.0	W041 03.2	W022		
Sete Lagoas	SLG	114.2		D	U	S19 26.6	W044 13.9		2766	
Sorocaba (Sao Paulo TMA)	SCB	115.2	V	D	U	S23 30.4	W047 22.7	W018	2000	
Tabatinga	TBT	230.0	H		W	S04 15.0	W069 56.2	W010		
Taquara	TQA	112.9		D	U	S29 40.2	W050 46.9		76	
Taquari	TQI	114.5		D	U	S29 47.4	W051 49.8		195	
Taubate	TAU	112.6	V	D	U	S23 02.1	W045 30.8	W022	2177	
Taubate	TBE	430.0	H		L	S23 02.7	W045 31.0	W020		
Tefe	TFE	112.9	V	D	U W	S03 23.3	W064 43.7	W013	213	
Telamaco (Telamaco Borba)	TLB	285.0	H			S24 19.1	W050 39.2	W016		
Teofilo Otoni	TFO	112.9		D	U	S17 53.6	W041 30.8		1470	
Teresina	TNA	112.9	V	D	U	S05 03.7	W042 49.5	W022	220	
Tirios (Obidos)	TIR	240.0	H		W	N02 13.1	W055 56.5	W018	1359	
Tome	STG	360.0	H			S22 01.7	W041 04.2	W023		
Tres Marias	TRM	114.7		D	H	S18 12.2	W045 27.4		3051	
Trombetas (Oriximina)	PTT	205.0	H		W	S01 29.2	W056 23.9	W018		
Uberaba	URB	235.0	H			S19 45.9	W047 57.6	W022		
Uberlandia	ULD	116.1	V	D	U	S18 52.6	W048 13.3	W022	3094	
Uberlandia	ULD	350.0	H		W	S18 53.2	W048 13.8	W021		
Urubupunga (Castilho)	URP	114.2	V	D	U	S20 46.6	W051 33.5	W017	1169	
Urucu	URC	355.0	H		M	S04 53.2	W065 21.0	W013		
Uruguaiana	URG	275.0	H		H	S29 47.2	W057 02.2	W013		
Vibasa (Pindamonhangaba)	PND	205.0	H		W	S22 52.9	W045 21.4	W018		
Vilhena	VLH	112.1	V	D	U	S12 41.6	W060 05.7	W016	2011	
Vitoria	VRI	116.4	V	D	U	S20 15.6	W040 17.1	W024	13	
Vitoria Da Conquista	VCO	115.2		D	L	S14 54.5	W040 55.1		2925	

BRAZIL

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Vitoria De Santo Antao	VSA	113.7	D H	S08 06.4 W035 17.2		707
Xavantina	XVT	330.0	H W	S14 41.3 W052 21.2	W014	984
Zumbi (Maceio)	MCE	115.1	V D H	S09 30.6 W035 47.2	W022	374
Anapolis (Campo Marechal Marcio de Souza e Mello)	IAN	111.1	LOC	RWY 24R		W022
			OM	S16 08.6 W048 53.6		
Belem (Val De Cans/J. C. Ribeiro Intl)	IBE	109.3	LOC	RWY 06		W020
Belo Horizonte (Pampulha-Carlos Drummond De Andrade)	IPM	109.3	LOC	RWY 13		W023
Belo Horizonte (Tancredo Neves Intl)	ICF	109.7	LOC	RWY 16		W023
	ITN	110.3	LOC	RWY 34		W023
Boa Vista (Atlas Brazil Cantanhede Intl)	IBV	109.3	LOC	RWY 08		W016
Brasilia (PRES Juscelino Kubitschek Intl)	IBR	110.3	LOC	RWY 11L		W022
	IDF	109.9	LOC	RWY 11R		W022
	IJK	110.9	LOC	RWY 29L		W022
	IND	109.3	LOC	RWY 29R		W021
Campina Grande (PRES Joao Suassuna)	IKG	109.1	LOC	RWY 15		W022
Campinas (Viracopos Intl)	IKP	110.3	LOC	RWY 15		W021
Campo Grande (Campo Grande Intl)	ICG	110.3	LOC	RWY 06		W018
Cuiaba (Marechal Rondon Intl)	ICB	109.3	LOC	RWY 35		W018
Curitiba (Afonso Pena Intl)	ICT	109.3	LOC	RWY 15		W020
	ITA	110.3	LOC	RWY 33		W020

BRAZIL

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Florianopolis (Hercilio Luz Intl)	IFL	110.3	LOC	RWY 14		W020
Fortaleza (Pinto Martins Intl)	IFO	110.3	LOC	RWY 13		W021
Foz Do Iguacu (Catartas Intl)	IFI	109.1	LOC	RWY 15		W017
Gaviao Peixoto (Embraer - Unidade Gaviao Peixoto)	GPX	109.1	LOC	RWY 20L		W021
Guaranta do Norte (Campo de Provas Brig. Veloso)	ICC	109.7	LOC	RWY 12		W019
Joinville (Lauro Carneiro De Loyola)	IJV	111.1	LOC	RWY 33		W020
Maceio (Zumbi Dos Palmares Intl)	IMC	109.7	LOC	RWY 12		W022
Manaus (Eduardo Gomes Intl)	IEG	110.3	LOC	RWY 11		W016
Manaus (Ponta Pelada)	IPE	109.3	LOC	RWY 09		W016
Natal (Augusto Severo)	INT	109.3	LOC	RWY 16L		W021
Parauapebas (Carajas)	ICJ	109.3	LOC	RWY 10		W020
Pirassununga (Campo Fontenelle)	IYS	109.3	LOC	RWY 02C		W022
Porto Alegre (Salgado Filho Intl)	IPA	110.3	LOC	RWY 11		W017
Porto Velho (Governador Jorge Teixeira de Oliveira Intl)	IPV	109.3	LOC	RWY 19		W014
Recife (Guararapes-Gilberto Freyre Intl)	IRF	110.3	LOC	RWY 18		W022
Rio Branco (Placido de Castro Intl)	IRB	109.3	LOC	RWY 06		W010
Rio De Janeiro (Galeao-Antonio Carlos Jobim Intl)	ITB	109.3	LOC	RWY 10		W023
OM				S22 49.8	W043 21.7	

BRAZIL

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
	IJB	110.5	LOC	RWY 15		W023
Salvador (Dep L E Mag-alhaes Intl)	ISA	111.9	LOC	RWY 10		W023
	ILD	110.9	LOC	RWY 28		W023
Santa Maria	ISM	110.3	LOC	RWY 11		W016
Santarem (Maestro Wilson Fonseca Intl)	ISR	110.9	LOC	RWY 10		W019
Sao Goncalo Do Amarante (Gov Aluizio Alves Intl)	ISG	109.7	LOC	RWY 12		W021
Sao Jose Dos Campos (Prof Urbano Ernesto Stumpf Intl)	ISJ	110.3	LOC	RWY 16		W022
Sao Luis (Marechal Cunha Machado Intl)	ISL	109.3	LOC	RWY 06		W021
Sao Paulo (Congonhas)	ISP	109.3	LOC	RWY 17R		W022
	ISO	109.7	LOC	RWY 35L		W022
Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl)	IUC	110.7	LOC	RWY 10L		W022
	IG	410.0	LO	S23 27.7 W046 34.4		W022
	IGH	111.7	LOC	RWY 10R		W022
			OM	S23 27.7 W046 34.4		
	IBC	111.1	LOC	RWY 28L		W022
	IGS	111.9	LOC	RWY 28R		W022
Uberlandia (Ten Cel Av Cesar Bombonato)	IUB	109.3	LOC	RWY 04		W022
Vitoria (Eurico De Aguiar Salles)	IVI	109.3	LOC	RWY 24		W024

CHILE

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev.
				S	N	E	W	Decl	
CHILE									
Antofagasta	FAG	114.9	V D U W	S23 28.0	W070 26.9	W004		284	
Araucania (Freire)	NIA	114.0	V D H W	S38 54.4	W072 38.6	E006		313	
Arica	ARI	116.5	V D U	S18 22.2	W070 20.8	W007		88	
Atacama	DAT	117.1	V D U	S27 16.8	W070 46.7	W002		669	
Balmaceda	BAL	115.5	V D U	S45 54.8	W071 42.8	E009		1719	
Balmaceda	BAL	390.0	H H W	S45 55.2	W071 41.9	E011			
Calama	LOA	113.5	V D U	S22 30.1	W068 52.5	W006		7738	
Chaiten	TEN	112.3	V D H	S42 47.4	W072 50.2	E009		18	
Chillan	CHI	115.9	V D U	S36 35.2	W072 02.0	E004		488	
Concepcion	CAR	114.3	V D U W	S36 45.3	W073 03.2	E005		7	
Curico	ICO	114.7	V D U	S34 58.1	W071 13.0	E005		745	
Domingo	DGO	112.3	V D H	S33 39.4	W071 36.9	E002		259	
El Bosque	BQE	117.5	V D U	S33 33.8	W070 41.5	E004		1844	
Iquique	IQQ	113.3	V D U	S20 34.3	W070 11.0	W006		203	
La Serena (La Florida)	SER	116.5	V D T	S29 54.9	W071 11.8	W001		461	
Los Angeles	MAD	116.3	V D U	S37 24.4	W072 25.5	E005		372	
Mocopulli	MPI	113.3	V D H W	S42 20.5	W073 42.8	E009		472	
Osorno	OSO	112.5	V D U	S40 37.1	W073 03.2	E008		184	
Pudahuel (Santiago)	PDH	117.2	V D U	S33 24.9	W070 48.1	E001		1552	
Puerto Aguirre	PAR	114.9	V D U W	S45 09.6	W073 31.4	E011		289	
Puerto Montt	MON	115.7	V D U W	S41 25.8	W073 05.5	E008		267	
Puerto Natales	PNT	115.9	V D U	S51 44.1	W072 26.9	E013		423	
Puerto Williams	PWL	114.9	V D H	S54 55.8	W067 37.3	E012		88	
Punta Arenas	NAS	114.1	V D U	S53 00.3	W070 51.3	E013		120	
Punta Arenas	NAS	270.0	H H W	S53 00.6	W070 51.8	E013			
Salinas	SAL	390.0	H	S32 59.2	W071 32.2	E001			
Santiago	AMB	116.1	V D U	S33 25.2	W070 47.1	E001		1558	
Tabon	TBN	113.9	V D U	S32 55.1	W070 50.2	E001		4270	
Tongoy	TOY	115.5	V D U	S30 16.6	W071 28.4	E001		200	
Valdivia	VLD	114.5	V D U W	S39 40.3	W073 05.1	E008		62	

CHILE

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev. Decl
Ventanas	VTN	113.3	V D U	S32 44.3 W071 29.8	E003	246
Vina Del Mar	VDM	114.9	V D U	S32 56.7 W071 28.4	E002	434
Caldera (Desierto De Atacama)	IDAT	110.1	LOC	RWY 17	W002	
Concepcion (Carriel Sur Intl)	ICEP	109.9	LOC	RWY 02	E005	
Dalcahue (Mocopulli)	IMCI	109.9	LOC	RWY 35	E009	
Freire (La Araucania)	INIA	110.3	LOC	RWY 01	E006	
Iquique (Diego Aracena Intl)	IIQQ	109.9	LOC	RWY 19	W006	
Puerto Montt (El Tepual Intl)	IMON	110.1	LOC	RWY 35	E008	
Punta Arenas (Carlos Ibanez Del Campo Intl)	INAS	109.9	LOC	RWY 26	E013	
Santiago (Arturo Merino Benitez Intl)	IUEL	110.3	LOC	RWY 17L	E001	
	IMER	111.1	LOC	RWY 17R	E001	
Santo Domingo	ISNO	109.9	LOC	RWY 23	E002	
Valdivia (Pichoy)	IVLD	110.5	LOC	RWY 35	E007	
Vina Del Mar	IVDM	110.7	LOC	RWY 05	E001	
ISLA DE PASCUA						
Isla De Pascua	IPA	117.1	V D U	S27 09.8 W109 24.4	E015	719
Isla De Pascua (Mataveri Intl)	R	305.0	LO	S27 09.4 W109 26.4	E015	
	IIPA	110.3	LOC	RWY 10	E015	

COLOMBIA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
							Decl	
COLOMBIA								
Ambalema	ABL	112.7	V D H	N04 47.0	W074 46.1	W008	900	
Apiay	AP	270.0	H	N04 04.3	W073 28.7	W005		
Apiay	PY	250.0	H	N04 04.5	W073 32.7	W005		
Arauca	AUC	114.0	V D H	N07 04.0	W070 44.0	W009	430	
Armenia	AXM	111.6	V D L	N04 27.6	W075 45.9	W006	3953	
Barrancabermeja	EJA	115.9	V D H	N07 01.7	W073 48.3	W008	460	
Barranquilla	BAQ	113.7	V D H	N10 47.7	W074 51.6	W008	315	
Bogota	BOG	113.9	V D H A	N04 50.8	W074 19.4	W008	9825	
Buenaventura	BUN	113.8	V D H	N03 49.5	W076 59.7	W006	65	
Buvis	BUV	116.2	V D H	N05 31.9	W073 51.5	W004	9845	
Cali	CLO	115.5	V D H W	N03 24.1	W076 24.4	W006	3062	
Cartagena	CTG	112.3	V D H	N10 12.5	W075 30.4	W008	100	
Cerrejon	CJN	113.4	V D U	N11 13.9	W072 29.6	W010	276	
Corozal	CZU	113.4	V D H	N09 20.2	W075 17.0	W008	582	
Cucuta	CU	395.0	H	N08 02.1	W072 34.6	W008	1098	
Cucuta	CUC	113.3	V D H	N07 56.0	W072 30.8	W009	1069	
Cucuta	UC	264.0	H	N07 57.0	W072 31.6	W008	1098	
El Banco	ELB	114.3	V D H W	N09 02.7	W073 58.0	W009	111	
El Yopal	EYP	115.6	V D H W	N05 16.6	W072 25.6	W008	906	
Florencia	FLA	112.4	V D U	N01 35.3	W075 34.2	W005	729	
General Gustavo Rojas Pinilla	TOL	111.2	V D H	N04 15.4	W074 38.4	W007	1650	
Girardot	GIR	117.3	V D H	N04 11.5	W074 51.9	W007	1033	
Ibague	IBG	113.1	V D H	N04 23.9	W075 06.4	W007	2757	
Ipiales	IPI	113.6	V D H	N00 51.7	W077 40.4	W005	9664	
Leticia	LET	117.5	V D H	S04 11.7	W069 56.4	W009	285	
Los Cedros	LCE	112.6	V D H	N07 49.1	W076 43.3	W006	36	
Magangue	MGN	114.1	V D H W	N09 17.2	W074 50.8	W008	217	
Mani	MNI	322.0	H	N04 44.2	W072 19.6	W005		
Manizales	MZL	112.1	V D H W	N05 03.2	W075 31.7	W006	6921	

COLOMBIA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn	Elev.
						Decl	
Marandua	MDU	114.2	V D H	N05 32.0	W068 40.4	W011	365
Marinilla (Rionegro)	MRN	113.0	V D H	N06 10.6	W075 19.4	W007	6970
Mariquita	MQU	116.1	V D H	N05 12.3	W074 55.3	W007	2786
Mercaderes	MER	116.3	V D H W	N01 47.3	W077 09.1	W005	3507
Mitu	MTU	112.2	V D H	N01 14.5	W070 14.2	W009	541
Monteria	MTR	114.8	V D H	N08 50.0	W075 49.8	W007	49
Neiva	NVA	115.8	V D H	N03 03.7	W075 15.4	W006	1437
Otu	OTU	115.4	V D H W	N07 01.3	W074 42.6	W008	2356
Palanquero (Puerto Salgar)	PAL	114.2	V D H	N05 29.2	W074 39.6	W007	593
Pereira	PEI	116.0	V D H	N04 46.9	W075 50.2	W007	3763
Piedecuesta	PIE	116.8	V D H	N06 53.0	W073 05.5	W009	5321
Popayan	PPN	114.5	V D H	N02 26.9	W076 36.9	W005	5633
Puerto Carreno	PTC	112.9	V D H	N06 10.9	W067 29.7	W012	197
Puerto Inirida	PDA	114.9	V D H W	N03 51.2	W067 54.2	W011	459
Puerto Leguizamo	PLG	112.8	V D H	S00 10.7	W074 46.5	W007	665
Quibdo	UIB	113.2	V D H	N05 41.5	W076 38.5	W006	141
Riohacha	RHC	117.1	V D U	N11 31.7	W072 55.1	W009	56
Rionegro (Medellin)	RNG	115.1	V D H A	N05 58.8	W075 25.1	W007	8580
San Jose Del Guaviare	SJE	113.3	V D H	N02 32.0	W072 38.4	W008	661
San Luis (Ipiales)	SLI	244.0	H L W	N00 51.4	W077 40.5	W002	9730
San Vicente Del Caguan	SVC	116.5	V D U	N02 09.4	W074 46.4	W007	861
Santa Marta	STA	116.6	V D U	N10 57.8	W074 14.4	W008	42
Soacha (Bogota)	SOA	108.6	V D H	N04 36.2	W074 16.4	W008	8069
Tame	TME	114.5	V D H	N06 27.2	W071 45.2	W009	1137
Tres Esquinas	TQS	114.2	V D H	N00 44.5	W075 14.0	W007	645
Tres Esquinas	TQS	341.0	H W	N00 44.7	W075 14.2	W001	
Trinidad	TDA	1610.0	H W	N05 26.0	W071 39.1	W007	
Tulua	ULQ	117.7	V D H W	N04 05.5	W076 13.4	W006	3134
Tumaco (La Florida)	TCO	114.0	V D H	N01 48.9	W078 44.9	W003	24
Valledupar	VUP	114.6	V D H	N10 26.7	W073 15.0	W009	485

COLOMBIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev. Decl
Villavicencio	VVC	116.7	V D H W	N04 04.0 W073 22.9	W008	1018
Zipaquira (Bogota)	ZIP	114.7	V D H	N05 01.1 W073 59.2	W008	8702
Apiay (CAPT Luis F Gomez Nino)	IAPY	108.9	LOC	RWY 28	W008	
Armenia (El Eden)	IAXM	110.3	LOC	RWY 20	W006	
Barranquilla (Ernesto Cortissoz)	IBAQ	109.9	LOC	RWY 05	W008	
Bogota (El Dorado Intl)	IEDR	111.3	LOC	RWY 14L	W008	
	IADO	110.7	LOC	RWY 14R	W008	
Bucaramanga (Palonegro)	IBGA	110.7	LOC	RWY 35	W009	
Cali (Alfonso Bonilla Aragon Intl)	IPAS	109.9	LOC	RWY 02	W006	
			OM	N03 23.9 W076 24.4		
Cartagena (Rafael Nunez)	ICTG	111.3	LOC	RWY 01	W008	
Cucuta (Camilo Daza Intl)	ICUC	109.9	LOC	RWY 16	W009	
			OM	N08 02.1 W072 34.6		
	ICUX	110.3	LOC	RWY 21	W008	
El Yopal	IEYP	110.9	LOC	RWY 05	W008	
Maicao (Jorge Isaac)	ICJN	110.3	LOC	RWY 10	W009	
Marandua (CR. Luis A. Rodriguez Meneses)	IMDU	109.3	LOC	RWY 07	W011	
Monteria (Los Garzones)	IMTR	110.9	LOC	RWY 32	W007	
Pasto (Antonio Narino)	IPSO	110.7	LOC	RWY 20	W005	
Pereira (Matecana)	IPEI	109.5	LOC	RWY 08	W007	
Puerto Salgar (CAPT German Olano)	IPAL	109.3	LOC	RWY 19	W007	
Quibdo (El Carano)	IUIB	110.7	LOC	RWY 31	W006	
Rionegro (Jose Maria Cordova)	IMDE	110.9	LOC	RWY 01	W007	

COLOMBIA

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn Decl	Elev.
Tres Esquinas (CT. Ernesto Esguerra C.)	ITQS	109.3	LOC	RWY 25		W007

SAN ANDRES

San Andres	SPP	113.3	V D H	N12 35.0	W081 42.3	W003	161
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ECUADOR

Name	Ident	Freq.	Class		INS Coordinates			VAR/Stn	Elev.
			H	W	S01	12.8	W078	34.6	Decl
Ambato	AMB	360.0	H	W	S01	12.8	W078	34.6	W002
Bahia (San Vicente)	BCN	316.0	H		S00	36.1	W080	24.4	W002
Chongon (Guayaquil)	SOL	280.0	H	W	S02	14.1	W080	04.6	W003
Coca	COC	322.0	H	W	S00	26.9	W076	59.7	W005
Coca	COV	115.0	V D H		S00	26.7	W076	59.7	W005
Condorcocha (Quito)	QIT	115.3	V D H		S00	02.3	W078	30.7	W004
Cuenca	CUN	410.0	H	W	S02	50.1	W078	54.9	W001
Cuenca	CUV	114.5	V D H		S02	50.1	W078	55.0	W003
Galapagos (Isla Baltra)	GLV	112.3	V D H		S00	27.7	W090	15.5	E003
Gualaquiza	GLZ	275.0	H	M	S03	25.5	W078	33.9	W002
Guayaquil	GYV	115.9	V D H		S02	07.7	W079	52.0	W003
Guayaquil	R	315.0	H	M	S02	08.0	W079	52.1	E001
Isabela	IBL	246.0	H		S00	56.7	W090	57.3	E003
Jumandy	JUV	114.3	V D H		S01	03.6	W077	33.9	W005
Lago Agrio (Nueva Loja)	LAR	412.0	H	M	N00	05.0	W076	52.8	W003
Lago Agrio (Nueva Loja)	LAV	112.3	V D H		N00	06.1	W076	51.4	W005
Latacunga	LTV	117.1	V D H		S00	55.5	W078	37.0	W004
Loja (La Toma)	LOJ	414.0	H	H	S03	59.7	W079	22.0	W002
Macas	MAS	405.0	H	W	S02	18.2	W078	07.3	W003
Macas	MSV	112.5	V D H		S02	15.4	W078	06.6	W004
Machala	MHV	112.1	V D U		S03	17.7	W079	56.7	W001
Manta	MNV	113.9	V D H		S00	56.1	W080	39.7	W003
Norte	QNV	117.4	V D H		N00	01.0	W078	21.6	W004
Olmedo	OLM	400.0	H	W	N00	10.4	W078	05.6	W004
Palma (Guayaquil)	PAL	365.0	H	W	S02	01.6	W079	48.5	W003
Pastaza (Shell)	PAV	113.1	V D H		S01	31.0	W078	02.6	W004
Pastaza (Shell)	PTZ	340.0	H	W	S01	30.2	W078	04.1	W003
Portoviejo	PTN	390.0	H	W	S01	02.4	W080	28.3	E004
Riobamba	RIO	212.0	H	W	S01	39.3	W078	39.3	W004
Salinas	SAV	114.1	V D H		S02	13.3	W080	58.3	W002
Salinas	SLS	415.0	H		S02	13.1	W080	58.4	W002

ECUADOR

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn	Elev.
				S	N	Decl	
San Cristobal	SCV	113.1	V D H	S00 54.4	W089 37.1	E003	62
Santa Rosa	SRV	116.6	V D H	S03 26.8	W080 00.6	W002	30
Santo Domingo	STD	270.0	H M W	S00 14.9	W079 12.4	W002	1642
Sur (Quito)	QSV	116.8	V D U	S00 18.1	W078 20.6	W004	9347
Taisha	TSH	210.0	H M	S02 23.5	W077 30.1	W003	
Tiputini	TPU	375.0	H	S00 46.6	W075 31.8	W002	
Tulcan	TLC	418.0	H	N00 49.4	W077 41.2	W005	
Ahuano (Jumandy)	ILJ	109.7	LOC	RWY 27		W005	
Baltra I Galapagos Is (Seymour)	ILB	110.9	LOC	RWY 14		E003	
Coca (Francisco De Orellana)	ICC	108.5	LOC	RWY 16		W005	
Cuenca (Mariscal La Mar)	ILC	110.9	LOC	RWY 24		W003	
Guayaquil (Jose Joaquin de Olmedo Intl)	ILG	110.3	LOC	RWY 21		W003	
Latacunga (Cotopaxi Intl Alternative)	ILA	108.7	LOC	RWY 19		W004	
Manta (Eloy Alfaro Intl)	ILM	110.1	LOC	RWY 24		W003	
Nueva Loja (Lago Agrio)	INL	110.3	LOC	RWY 06		W005	
Quito (Mariscal Sucre Intl)	IQN	111.1	LOC	RWY 18		W004	
	IQS	109.3	LOC	RWY 36		W004	
Salinas (Gen Ulpiano Paez)	ISA	108.7	LOC	RWY 31		W002	
Santa Rosa (Santa Rosa Regl)	ISR	111.1	LOC	RWY 07		W002	

FALKLAND IS.

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn	Elev. Decl
Mount Pleasant	MP	380.0	H	S51 49.8 W058 28.7		E003	
Mount Pleasant	MPA	112.2	T H	S51 49.4	W058 27.4	E003	230
Mount Pleasant	MTP	114.7	V H	S51 49.6	W058 25.4	E003	
Mount Pleasant	IMP	111.9	LOC	RWY 28		E003	

FRENCH GUIANA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev. Decl
Felix Eboue (Cayenne)	CYR	115.95	V D U	N04 48.8	W052 22.1		W018	55
Felix Eboue (Cayenne)	FXC	327.0	H	N04 49.5	W052 21.8		W018	26
Saint-Laurent-Du-Maroni	CW	359.0	H	N05 28.1	W054 01.9		W017	
Cayenne (Cayenne Felix Eboue)	CA	110.3	LOC	RWY 08			W018	
			OM	N04 47.3 W052 25.8				

GUYANA

Name	Ident	Freq.	Class			INS Coordinates			VAR/Stn	Elev. Decl
Kamarang	KAM	406.0	H		W	N05 53.0	W060 48.0		W010	
Kato	KTO	360.0	H		W	N04 39.0	W059 49.0		W010	
Timehri (Georgetown)	TIM	113.5	V	D	U	N06 29.8	W058 15.6		W016	124
Georgetown (Cheddi Jagan Intl)	ITIM	109.3	LOC			RWY 06			W016	

PARAGUAY

Name	Ident	Freq.	Class	INS Coordinates				VAR/Stn	Elev. Decl
Asuncion	VAS	115.9	V D U W	S25 14.7	W057 31.3			W014	262
Concepcion	CON	405.0	H	S23 26.3	W057 25.8			W014	360
Encarnacion	VEN	116.9	V D U	S27 13.9	W055 50.2			W015	664
Itaipu	ITU	225.0	H W	S25 24.5	W054 37.3			W014	748
Mcal. Estigarribia	VME	117.5	V D U W	S22 02.7	W060 37.2			W012	541
Minga Guazu	VES	116.3	V D U	S25 27.6	W054 51.0			W014	868
Pedro Juan Caballero	PJC	353.0	H	S22 38.5	W055 50.0			W016	1844
Asuncion (Silvio Pettir-ossi Intl)	IPST	109.5	LOC	RWY 20				W014	
Mariscal Estigarribia (Prof Dr Pac Luis Maria Argana Intl)	IMCL	111.3	LOC	RWY 01				W013	
Minga Guazu (Guarani Intl)	ICES	111.3	LOC	RWY 23				W015	
			OM	S25 22.1 W054 45.7					

PERU

Name	Ident	Freq.	Class			INS Coordinates		VAR/Stn	Elev.	
			V	D	U	W		Decl		
Andahuaylas	AND	114.3	V	D	U	W	S13 42.9	W073 22.7	W004	11300
Andoas	OAS	116.8	V	D	T		S02 47.4	W076 28.7	W004	754
Andoas	OAS	360.0	H				S02 48.4	W076 27.3	W004	
Arequipa	EQU	113.7	V	D	U		S16 20.4	W071 35.8	W006	39
Ayacucho	AYA	370.0	H		W		S13 09.1	W074 12.3	W003	8917
Cajamarca	MAR	300.0	H		W		S07 08.4	W078 29.4	W001	8590
Chachapoyas	POY	115.1	V	D	U		S06 12.0	W077 51.6	W003	8333
Chiclayo	CLA	114.9	V	D	U		S06 43.0	W079 49.1	W002	121
Chimbote	BTE	112.5	V		U		S09 08.9	W078 31.3	E001	
Cusco	ZCO	114.9	V	D	U	W	S13 31.2	W072 00.6	W005	10860
ILO	ILO	112.5	V		H		S17 41.5	W071 21.0	W005	
Iquitos	IQT	116.5	V	D	U		S03 47.6	W073 19.1	W007	335
Jorge Chavez (Lima-Callao)	JCL	116.9	V	D	H		S12 02.4	W077 06.3	W002	115
Juliacá	JUL	115.5	V	D	U		S15 28.1	W070 09.1	W006	12564
Las Palmas	LPA	113.3	V	D	L		S12 09.4	W077 00.0	W002	155
Malvinas	MLV	117.2	V	D	H		S11 51.5	W072 56.3	W004	
Pisco	SCO	114.1	V	D	U		S13 44.3	W076 12.8	W002	100
Piura	URA	117.7	V	D	U		S05 12.6	W080 37.0	W001	174
Pucallpa	PUL	116.7	V	D	U		S08 22.6	W074 34.3	W004	537
Puerto Esperanza	PZA	113.9	V		U		S09 46.2	W070 42.3	W007	
Puerto Maldonado	PDO	116.1	V	D	U	W	S12 36.5	W069 13.6	W005	850
Quincemil	MIL	1615.0	H		W		S13 14.0	W070 44.0	W001	2050
Salinas	SLS	114.7	V	D	U		S11 17.2	W077 33.7	W002	-7
Sihuas	UAS	113.5	V		U	W	S16 22.3	W072 08.0	W005	4852
Tacna	TCA	116.8	V	D	U	W	S18 03.5	W070 16.6	W005	1277
Talara	TAL	116.1	V		U		S04 34.8	W081 15.1	W001	282
Tarapoto	TAP	115.5	V	D	U		S06 39.5	W076 21.1	W004	1664
Tarapoto	TAP	250.0	H		W		S06 30.8	W076 22.0	W003	900
Trompeteros(Corrientes-Trompet	TRO	114.8	V	D	H		S03 48.2	W075 03.1	W004	418

PERU

Name	Ident	Freq.	Class	INS Coordinates	VAR/Stn	Elev. Decl
Trujillo	TRU	116.3	V D U W	S08 05.3 W079 06.7	W001	128
Tumbes	BES	112.9	V D U	S03 32.7 W080 23.3	W002	115
Urcos	URC	115.6	V D U W	S13 39.0 W071 35.2	W005	14086
Andahuaylas	IAND	109.7	LOC	RWY 21	W004	
Arequipa (Rodriguez Ballon Intl)	IARB	109.7	LOC	RWY 10	W006	
Chiclayo (Capt FAP J A Quinones Gonzalez INTL)	IJAQ	109.7	LOC	RWY 19	W002	
Iquitos (Col Francisco Secada Vignetta Intl)	ISEC	109.7	LOC	RWY 06	W007	
Las Malvinas	IMLV	109.7	LOC	RWY 35	W005	
Lima-Callao (Jorge Chavez Intl)	IJCH	109.7	LOC	RWY 16L	W002	
	IRLI	108.9	LOC	RWY 16R	W002	
Pisco	ISAN	109.7	LOC	RWY 22	W002	
Puerto Maldonado (Padre Aldamiz)	IPJA	109.7	LOC	RWY 01	W007	
Tacna (Col Carlos Ciriani Santa Rosa)	ICSR	109.7	LOC	RWY 02	W005	
Tarapoto (CAP FAP Guillermo del Castillo Paredes)	IGDP	109.7	LOC	RWY 35	W004	
Trujillo (Cap Carlos Martinez De Pinillos Intl)	IMDP	109.7	LOC	RWY 02	W001	

SURINAME

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.	Decl
Zandery	ZY	114.3	V D H	N05 27.0	W055 11.0		W017	75	
Zandery (J.A. Pengel Intl)	IZAN	109.9	LOC		RWY 11				W017

URUGUAY

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
				S	N	E	Decl	
Adami (Montevideo)	ASI	395.0	H	S34	47.4	W056	15.8	W011
Capitan Curbelo (Maldonado)	LS	239.0	H	W	S34	51.7	W055	06.0
Carrasco (Montevideo)	CAR	380.0	H	W	S34	46.1	W056	01.6
Carrasco (Montevideo)	CRO	305.0	H	W	S34	49.0	W056	01.8
Carrasco (Montevideo)	CRR	116.9	V D U W	S34	50.0	W056	01.5	W011
Curbelo (Maldonado)	LDS	117.6	V D U	S34	51.5	W055	05.5	W012
Durazno	BD	277.0	H L	S33	23.5	W056	30.9	W008
Durazno	DO	245.0	H	S33	21.6	W056	33.0	W008
Durazno	DUR	117.5	V D U	S33	21.4	W056	29.8	W010
Durazno	MP	298.0	H L	S33	20.6	W056	29.5	W008
Melo	MLO	114.3	V U W	S32	20.5	W054	13.3	W011
Salto	ST	410.0	H W	S31	27.0	W057	59.8	W010
Salto	STO	117.9	V U W	S31	26.1	W057	59.1	W011
Tacuarembo	TBO	260.0	H	S31	45.1	W055	55.7	W009
Tacuarembo	TMB	112.6	V U	S31	45.0	W055	55.4	W010
Durazno (Santa Bernardino Intl)	IDUR	109.9	LOC	RWY 21			W010	
			OM	S33	16.2	W056	27.2	
Montevideo (Carrasco Intl/Gen C L Berisso)	IMVD	111.1	LOC	RWY 19			W011	
	CA	280.0	LOM	S34	47.1	W055	56.6	W011
	ICAR	109.9	LOC	RWY 25			W011	

VENEZUELA

Name	Ident	Freq.	Class	INS Coordinates		VAR/Stn	Elev.
						Decl	
Acarigua	AGV	113.4	V D U	N09 33.1	W069 14.3	W011	758
Barcelona	BNA	115.9	V D H	N10 06.7	W064 41.4	W013	43
Barinas	BNS	117.5	V D U W	N08 37.0	W070 13.2	W010	627
Barquisimeto	BRM	112.2	V D U	N10 02.6	W069 21.1	W011	2034
Barquisimeto	BRM	134.2	M U	N10 04.0	W069 20.0	W008	2040
Belen	BEL	235.0	H W	N09 59.5	W067 42.0	W006	
Cabo Codera	CBC	113.5	V D U	N10 34.4	W066 03.0	W013	735
Canaima	CMA	117.5	V D U W	N06 15.0	W062 51.5	W014	1345
Carora	COR	112.7	V D U	N10 10.6	W070 04.0	W010	1434
Ciudad Bolivar	CBL	115.1	V D U W	N08 07.3	W063 32.0	W014	184
Coro	CRO	117.3	V D U W	N11 24.7	W069 41.6	W011	72
Cumana	CUM	113.3	V D U	N10 26.7	W064 08.4	W014	52
El Canton	CTN	116.0	V D U W	N07 31.0	W071 26.8	W009	550
El Libertador (Maracay)	BAL	113.9	V D U	N10 11.0	W067 32.9	W012	1421
El Vigia	EVG	116.8	V D U	N08 37.3	W071 40.7	W009	302
El Vigia	EVG	393.0	H W	N08 37.4	W071 39.8	W009	302
Giles	MT	218.0	H L	N10 54.0	W064 02.8	W011	
Guayana	GNA	114.7	V D U	N08 17.6	W062 45.2	W014	505
Kavanayen	KAV	398.0	H W	N05 35.3	W061 45.1	W013	
La Divina Pastora	LDP	117.7	V D U W	N04 41.7	W061 01.8	W015	2582
La Fria	LFA	113.0	V D U	N08 14.5	W072 16.2	W009	322
Los Pijiguao	PIJ	310.0	H M W	N06 34.1	W066 48.2	W007	59
Maiquetia	MIQ	114.8	V D U	N10 36.6	W066 59.4	W013	261
Maracaibo	MAR	115.7	V T H W	N10 34.9	W071 42.9	W009	220
Margarita (Del Caribe)	MTA	114.1	V D U W	N10 54.8	W063 57.3	W014	108
Maturin	MUN	115.3	V D U W	N09 44.6	W063 09.2	W014	220
Mene Mauroa	MAU	117.9	V D U W	N10 41.3	W071 02.5	W010	400
PUERTO VIVAS	PVA	114.2	V D T	N07 30.0	W071 49.5	W009	1083
Paraguana (Punto Fijo)	PRG	113.6	V D U	N11 46.9	W070 08.1	W011	98
Puerto Ayacucho	PAY	116.4	V D U W	N05 37.0	W067 36.6	W011	259
Puerto Cabello	PBL	117.7	V D U W	N10 29.1	W068 04.7	W011	23

VENEZUELA

Name	Ident	Freq.	Class	INS Coordinates			VAR/Stn	Elev.
							Decl	
San Carlos De Rio Negro	SRN	395.0	H W	N01 55.4	W067 03.4		W007	
San Felipe	SPE	230.0	H W	N10 17.1	W068 45.2		W005	
San Fernando De Apure	SFD	112.1	V D U W	N07 53.0	W067 26.3		W012	174
San Sebastian	SSB	318.0	H W	N09 57.6	W067 09.1		W011	
San Tome	SOM	116.5	V D U	N08 56.5	W064 09.5		W014	850
Santa Barbara Del Zulia	STB	114.9	V D U	N08 58.8	W071 56.4		W009	39
Santo Domingo	STD	115.3	T H	N07 34.2	W072 01.1		W006	1083
Tocomita	GRY	255.0	H W	N07 45.1	W063 05.1		W013	
Tucupita	TUC	225.0	H W	N09 05.2	W062 05.9		W014	
Tumeremo	TMO	215.0	H W	N07 15.4	W061 31.0		W013	
Tuy (Caracas)	TUY	115.2	V D U	N10 17.5	W066 47.9		W012	2415
UONQUEN (Uon-quen)	KEM	272.0	H	N05 14.0	W061 46.0		W010	
Urica	URC	330.0	H W	N09 42.2	W064 00.0		W011	
Uriman	URM	220.0	H	N05 20.0	W062 46.0		W010	
Valencia	VAL	117.4	V D U	N10 08.9	W067 55.4		W012	1401
Valera	VRA	114.4	V D U	N09 25.5	W070 33.5		W010	1207
Yaritagua	YAR	260.0	H W	N10 03.0	W069 04.7		W010	1165
Barcelona (Gen. Jose Antonio Anzoategui Intl)	IBNA	110.9	LOC	RWY 15			W013	
Barquisimeto (Jacinto Lara Intl)	IBRM	110.5	LOC	RWY 09			W011	
Caracas (Oscar Machado Zuloaga Intl)	ITUY	109.7	LOC	RWY 10			W012	
El Vigia (Juan Pablo Perez Alfonzo)	IEVG	110.3	LOC	RWY 09			W009	
Maiquetia (Simon Bolivar Intl)	IMIQ	110.1	LOC	RWY 10L			W013	
Maracaibo (La Chinita Intl)	IMAR	110.1	LOC	RWY 03L			W009	
Valencia (Arturo Michelena Intl)	IVAL	110.3	LOC	RWY 10			W012	

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

A

ABA Aruba, Aruba
ABL Ambalema, Colombia
ADA Aldeia (Sao Pedro Da), Brazil
AGU Monteagudo, Bolivia
AGV Acarigua, Venezuela
ALC Alcantara, Brazil
ALC Alcantari, Bolivia
ALG Guarani Intl (Ciudad Del Este), Paraguay
ALR Alcantara, Brazil
AMB Ambato, Ecuador
AMB Santiago, Chile
ANA Santa Ana, Bolivia
AND Andahuaylas, Peru
AP Apiay, Colombia
APC Apucarana, Brazil
APO Anapolis, Brazil
AR Carrasco Intl/Gen C L Berisso (Montevideo), Uruguay
ARA Aracatuba, Brazil
ARE Arealva, Brazil
ARI Arica, Chile
ARU CAJU (ARACAJU), Brazil
ARX Araxa (Uberaba), Brazil
ASI Adami (Montevideo), Uruguay
ASM Cap Scarlett R Martinez L Intl (Cap Scarlet R Martinez L Intl), Panama
ATF Alta Floresta, Brazil
ATM Altamira, Brazil
AUC Arauca, Colombia

AXM Armenia, Colombia

AYA Ayacucho, Peru

B

B S C De Bariloche, Argentina
BAL Balmaceda, Chile
BAL El Libertador (Maracay), Venezuela
BAQ Barranquilla, Colombia
BAR San Carlos De Bariloche, Argentina
BBC Barbacena, Brazil
BC Comandante Espora (Bahia Blanca), Argentina
BCA Bahia Blanca, Argentina
BCH Bacacheri, Brazil
BCN Bahia (San Vicente), Ecuador
BD Durazno, Uruguay
BDT Bocas Del Toro, Panama
BEA Beatrix (Aruba), Aruba
BEL Belem, Brazil
BEL Belen, Venezuela
BES Tumbes, Peru
BFR Cabo Frio, Brazil
BGC Braganca (Braganca Paulista), Brazil
BGE Bage, Brazil
BGI Adams (Bridgetown), Barbados
BHZ Belo Horizonte, Brazil
BIG Biguacu, Brazil
BIO El Turbio, Argentina
BL Salinopolis, Brazil
BNA Barcelona, Venezuela
BNS Barinas, Venezuela
BOG Bogota, Colombia

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

BOR	San Borja, Bolivia	CBB	Cochabamba, Bolivia
BQE	El Bosque, Chile	CBC	Cabo Codera, Venezuela
BR	S C De Bariloche, Argentina	CBL	Ciudad Bolivar, Venezuela
BRM	Barquisimeto, Venezuela	CBO	Cachimbo (Novo Progresso), Brazil
BRR	Barreiras, Brazil	CCD	Cacador, Brazil
BRU	Bauru, Brazil	CDE	Guarani Intl (Ciudad Del Este), Paraguay
BTE	Chimbote, Peru	CEE	Caetite, Brazil
BUN	Buenaventura, Colombia	CGO	Congonhas (Sao Paulo), Brazil
BUV	Buvis, Colombia	CHE	Chitre, Panama
BVI	Boa Vista, Brazil	CHI	Chillan, Chile
C			
C	Corrientes, Argentina	CHP	Chapelco (San Martin), Argentina
C	Ezeiza Intl/Ministro Pistarini (Buenos Aires), Argentina	CHP	San Martin De Los Andes, Argentina
C	Gen Enrique Mosconi (Comodoro Rivadavia), Argentina	CIA	Cuiaba, Brazil
CA	Carrasco Intl/Gen C L Berisso (Montevideo), Uruguay	CIJ	Cobija, Bolivia
CA	Cayenne Felix Eboue (Cayenne), French Guiana	CJN	Cerrejon, Colombia
CAI	Canouan (St. Vincent), St Vincent	CJS	Carajas (Parauapebas), Brazil
CAL	Caldas Novas, Brazil	CLA	Chiclayo, Peru
CAR	Carrasco (Montevideo), Uruguay	CLO	Cali, Colombia
CAR	Concepcion, Chile	CMA	Canaima, Venezuela
CAT	Catamarca, Argentina	CNF	Confins (Belo Horizonte), Brazil
CAT	Cruz Alta, Brazil	COA	Canoas (Porto Alegre), Brazil
CAV	Cascavel, Brazil	COC	Coca, Ecuador
CAX	Caxias (Rio De Janeiro), Brazil	COE	Cachoeira Porteira, Brazil
CB	Ing Aer A L V Taravella (Cordoba), Argentina	CON	Concepcion, Paraguay
CBA	Cochabamba, Bolivia	COR	Carora, Venezuela
CBA	Cordoba, Argentina	COV	Coca, Ecuador
		CPG	Campina Grande, Brazil
		CPL	Campo Largo, Brazil
		CPN	Campinas, Brazil
		CPO	Campos, Brazil

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

CR	Gen Enrique Mosconi (Comodoro Rivadavia), Argentina	DFO	Stanley, Falkland Is
CRO	Carrasco (Montevideo), Uruguay	DGO	Domingo, Chile
CRO	Coro, Venezuela	DIL	Tandil, Argentina
CRR	Carrasco (Montevideo), Uruguay	DMT	Diamantina, Brazil
CRS	Corrientes, Argentina	DO	Durazno, Uruguay
CRV	Comodoro Rivadavia, Argentina	DO	El Plumerillo (Mendoza), Argentina
CTB	Curitiba, Brazil	DOU	Dourados, Brazil
CTG	Cartagena, Colombia	DOZ	Mendoza, Argentina
CTN	El Canton, Venezuela	DRY	Madryn (Puerto Madryn), Argentina
CU	Cucuta, Colombia	DUR	Durazno, Uruguay
CUB	Corumba, Brazil	E	
CUC	Cucuta, Colombia	EC	El Calafate, Argentina
CUM	Cumana, Venezuela	ECA	Calafate, Argentina
CUN	Cuenca, Ecuador	EJA	Barrancabermeja, Colombia
CUV	Cuenca, Ecuador	ELB	El Banco, Colombia
CVO	Curvelo, Brazil	EMB	Embuguacu (Sao Paulo), Brazil
CW	Saint-Laurent-Du-Maroni, French Guiana	ENO	Mariano Moreno, Argentina
CXI	Galeao (Rio De Janeiro), Brazil	EQU	Arequipa, Peru
CXS	Do Sul, Brazil	ERE	Ceres, Argentina
CYR	Felix Eboue (Cayenne), French Guiana	ES	BRIG GEN Antonio Parodi (Esquel), Argentina
CZS	Cruzeiro, Brazil	ESQ	Esquel, Argentina
CZU	Corozal, Colombia	EVG	El Vigia, Venezuela
D		EYP	El Yopal, Colombia
D	Comodoro Pierrestegui (Concordia), Argentina	EZ	Ezeiza Intl/Ministro Pistarini (Buenos Aires), Argentina
D	Vcom Angel D. La Paz Aragonez (San-tiago Del Estero), Argentina	EZE	Ezeiza, Argentina
DAD	DIADEMA (Sao Paulo), Brazil	F	
DAT	Atacama, Chile	FAG	Antofagasta, Chile
DAV	David, Panama	FD	San Fernando Intl (Buenos Aires), Argentina

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

FDO	San Fernando, Argentina	GLZ	Gualaquiza, Ecuador
FIG	Figueiras (Porto Alegre), Brazil	GMI	Guajara, Brazil
FLA	Florencia, Colombia	GNA	Guayana, Venezuela
FLN	Florianopolis, Brazil	GND	Maurice Bishop(Saint George's), Grenada
FLZ	Fortaleza, Brazil	GNR	Gen Roca, Argentina
FNC	France, Panama	GNV	Goiania, Brazil
FNO	Fernando (Fernando De Noronha), Brazil	GPI	General Pico, Argentina
FNR	Noronha (Fernando De Noronha), Brazil	GR	Rio Grande, Argentina
FOZ	Foz (Foz Do Iguacu), Brazil	GRA	Rio Grande, Argentina
FRA	Fora (Juiz De Fora), Brazil	GRD	Campo Grande, Brazil
FS	Formosa, Argentina	GRE	Gobernador Gregores, Argentina
FSA	Formosa, Argentina	GRU	Guarapuava, Brazil
FSA	Formosa, Brazil	GRY	Tocomita, Venezuela
FUR	Furnas (Alpinopolis), Brazil	GUА	Gualeguaychu, Argentina
FXC	Felix Eboue (Cayenne), French Guiana	GUP	Gurupi, Brazil
G		GYA	Guayaramerin, Bolivia
G	General Pico, Argentina	GYV	Guayaquil, Ecuador
G	Norberto Fernandez (Rio Gallegos), Argentina	H	
GAI	Guaira, Brazil	H	Ing Aer A L V Taravella (Cordoba), Argentina
GAL	Rio Gallegos, Argentina	I	
GBE	Gen Belgrano (Buenos Aires), Argentina	IADO	El Dorado Intl (Bogota), Colombia
GBR	Sao Gabriel Da Cachoeira, Brazil	IAN	Campo Marechal Marcio de Souza (Anapolis), Brazil
GES	Villa Gessell, Argentina	IAND	Andahuaylas, Peru
GGT	Guaratingueta, Brazil	IAPY	CAPT Luis F Gomez Nino (Apiay), Colombia
GIR	Girardot, Colombia	IARB	Rodriguez Ballon Intl (Arequipa), Peru
GJM	Guajara-Mirim (Guajara Mirim), Brazil	IAXM	El Eden (Armenia), Colombia
GL	Norberto Fernandez (Rio Gallegos), Argentina		
GLV	Galapagos (Isla Baltra), Ecuador		

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

IBAQ	Ernesto Cortissoz (Barranquilla), Colombia	ICTG	Rafael Nunez (Cartagena), Colombia
IBC	Guarulhos-Gov Andre Franco Mon (Sao Paulo), Brazil	ICUC	Camilo Daza Intl (Cucuta), Colombia
IBE	Val De Cans/J. C. Ribeiro Intl (Belem), Brazil	ICUX	Camilo Daza Intl (Cucuta), Colombia
IBG	Ibagué, Colombia	IDAT	Desierto De Atacama (Copiapo), Chile
IBGA	Palonegro (Bucaramanga), Colombia	IDF	PRES Juscelino Kubitschek Intl (Brasília), Brazil
IBL	Isabela, Ecuador	IEDR	El Dorado Intl (Bogota), Colombia
IBNA	Gen. Jose Antonio Anzoategui I (Barcelona), Venezuela	IEG	Eduardo Gomes Intl (Manaus), Brazil
IBR	PRES Juscelino Kubitschek Intl (Brasília), Brazil	IEVG	Juan Pablo Perez Alfonzo (El Vigia), Venezuela
IBRM	Jacinto Lara Intl (Jacinto Lara), Venezuela	IEYP	El Yopal, Colombia
IBV	Atlas Brazil Cantanhede Intl (Boa Vista), Brazil	IF	Guararapes-Gilberto Freyre Int (Recife), Brazil
ICAR	Carrasco Intl/Gen C L Berisso (Montevideo), Uruguay	IFI	Cataratas Intl (Foz Do Iguaçu), Brazil
ICB	Marechal Rondon Intl (Cuiaba), Brazil	IFL	Hercilio Luz Intl (Florianopolis), Brazil
ICC	Campo de Provas Brig. Veloso (Guaranta Do Norte), Brazil	IFO	Pinto Martins Intl (Fortaleza), Brazil
ICC	Francisco De Orellana (Coca), Ecuador	IG	Mayor D Carlos Eduardo Krause (Cataratas Del Iguaçu), Argentina
ICEP	Carriel Sur Intl (Concepcion), Chile	IG	Guarulhos-Gov Andre Franco Mon (Sao Paulo), Brazil
ICES	Guarani Intl (Ciudad Del Este), Paraguay	IGDP	CAP FAP Guillermo del Castillo (Tara-poto), Peru
ICF	Tancredo Neves Intl (Belo Horizonte), Brazil	IGH	Guarulhos-Gov Andre Franco Mon (Sao Paulo), Brazil
ICG	Campo Grande Intl (Campo Grande), Brazil	IGS	Guarulhos-Gov Andre Franco Mon (Sao Paulo), Brazil
ICJ	Carajas, Brazil	IGU	Cataratas Del Iguaçu, Argentina
ICO	Curico, Chile	IIPA	Mataveri Intl (Isla De Pascua), Isla De Pascua
ICSR	Col Carlos Ciriani Santa Rosa (Tacna), Peru	IIQQ	Diego Aracena Intl (Iquique), Chile
ICT	Afonso Pena Intl (Curitiba), Brazil	IJAQ	Capt FAP J A Quinones Gonzalez (Chiclayo), Peru
		IJB	Galeao-Antonio Carlos Jobim In (Rio De Janeiro), Brazil

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

IJCH	Jorge Chavez Intl (Lima-Callao), Peru	IMER	Arturo Merino Benitez Intl (Santiago), Chile
IJK	PRES Juscelino Kubitschek Intl (Brasilia), Brazil	IMIQ	Simon Bolivar Intl (Maiquetia), Venezuela
IJV	Lauro Carneiro De Loyola (Joinville), Brazil	IMLV	Las Malvinas, Peru
IKG	PRES Joao Suassuna (Campina Grande), Brazil	IMON	EI Tepual Intl (Puerto Montt), Chile
ILA	Cotopaxi Intl Alternative (Latacunga), Ecuador	IMP	Mount Pleasant, Falkland Is
ILB	Seymour (Baltra I Galapagos Is), Ecuador	IMTR	Los Garzones (Monteria), Colombia
ILC	Mariscal La Mar (Cuenca), Ecuador	IMVD	Carrasco Intl/Gen C L Berisso (Montevideo), Uruguay
ILCA	Alcantari (Sucre), Bolivia	INAS	Carlos Ibanez Del Campo Intl (Punta Arenas), Chile
ILD	Dep L E Magalhaes Intl (Dep. L. E. Magalhaes Intl), Brazil	INAT	Tocumen Intl (Panama City), Panama
ILG	Jose Joaquin de Olmedo Intl (Guayaquil), Ecuador	IND	PRES Juscelino Kubitschek Intl (Brasilia), Brazil
ILJ	Jumandy (Ahuano), Ecuador	INIA	La Araucania (Freire), Chile
ILM	Eloy Alfaro Intl (Manta), Ecuador	INL	Lago Agrio (Nueva Loja), Ecuador
ILM	Quilmes, Argentina	INT	Augusto Severo (Natal), Brazil
ILO	ILO, Peru	IPA	Isla De Pascua, Isla De Pascua
ILPA	EI Alto Intl (La Paz), Bolivia	IPA	Salgado Filho Intl (Porto Alegre), Brazil
ILVV	Viru Viru Intl (Santa Cruz), Bolivia	IPAS	Alfonso Bonilla Aragon Intl (Cali), Colombia
IMAR	La Chinita Intl (Maracaibo), Venezuela	IPE	Ponta Pelada (Manaus), Brazil
IMC	Zumbi Dos Palmares Intl (Maceio), Brazil	IEPI	Matecana (Pereira), Colombia
IMCI	Mocopulli (Dalcahue), Chile	IPI	Ipiales, Colombia
IMCL	Prof Dr Pac Luis Maria Argana, Paraguay	IPJA	Padre Aldamiz (Puerto Maldonado), Peru
IMDE	Jose Maria Cordova (Rionegro), Colombia	IPM	Pampulha-Carlos Drummond De Andrade (Belo Horizonte), Brazil
IMDP	Cap Carlos Martinez De Pinillo (Trujillo), Peru	IPOS	Piarco Intl (Port Of Spain), Trinidad
		IPSO	Antonio Narino, Colombia
		IPST	Silvio Pettrossi Intl (Asuncion), Paraguay

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

IPV	Governador Jorge Teixeira de O (Porto Velho), Brazil	ITIM	Cheddi Jagan Intl (Georgetown), Guyana
IQN	Mariscal Sucre Intl (Quito), Ecuador	ITN	Tancredo Neves Intl (Belo Horizonte), Brazil
IQQ	Iquique, Chile	ITO	Chilecito, Argentina
IQS	Mariscal Sucre Intl (Quito), Ecuador	ITQS	CT. Ernesto Esguerra C. (Tres Esquinas), Colombia
IQT	Iquitos, Peru	ITU	Itaipu, Paraguay
IRB	Placido de Castro Intl (Rio Branco), Brazil	IUB	Ten Cel Av Cesar Bombonato (Uberlandia), Brazil
IRF	Guararapes-Gilberto Freyre Int (Recife), Brazil	IUC	Guarulhos-Gov Andre Franco Mon (Sao Paulo), Brazil
IRLI	Jorge Chavez Intl (Lima-Callao), Peru	IUEL	Arturo Merino Benitez Intl (Santiago), Chile
ISA	Dep L E Magalhaes Intl (Salvador), Brazil	IUIB	El Carano (Quibdo), Colombia
ISA	Gen Ulpiano Paez (Salinas), Ecuador	IVAL	Arturo Michelena Intl (Valencia), Venezuela
ISAN	Pisco, Peru	IVDM	Vina Del Mar, Chile
ISEC	Col Francisco Secada Vignetta (Iquitos), Peru	IVI	Eurico De Aguiar Salles (Vitoria), Brazil
ISG	Gov Aluizio Alves Intl (Sao Goncalo Do Amarante), Brazil	IVLD	Pichoy (Valdivia), Chile
ISJ	Prof Urbano Ernesto Stumpf Int (Sao Jose Dos Campos), Brazil	IYS	Campo Fontenelle (Pirassununga), Brazil
ISL	Marechal Cunha Machado Intl (Sao Luis), Brazil		
ISO	Congonhas (Sao Paulo), Brazil	J	
ISP	Congonhas (Sao Paulo), Brazil	JCL	Jorge Chavez (Lima-Callao), Peru
ISR	Santa Rosa Regl (Santa Rosa), Ecuador	JGN	Jaguaruna, Brazil
ISR	Maestro Wilson Fonseca Intl (Santarem), Brazil	JPS	Joao Pessoa, Brazil
ITA	Afonso Pena Intl (Curitiba), Brazil	JRP	Rio Preto(Sao Jose Do Rio Pret, Brazil
ITA	Las Lomitas, Argentina	JSM	Jose De San Martin, Argentina
ITB	Galeao-Antonio Carlos Jobim In (Rio De Janeiro), Brazil	JU	Gobernador Horacio Guzman (Jujuy), Argentina
		JUA	San Juan, Argentina
		JUJ	Jujuy, Argentina
		JUL	Juliana, Peru

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

JUV Jumandy, Ecuador

JZR Juazeiro, Brazil

K

KAM Kamarang, Guyana

KAV Kavanayen, Venezuela

KEM UONQUEN (Uon-quen), Venezuela

KTO Kato, Guyana

L

L BRIG GEN Antonio Parodi (Esquel), Argentina

L GEN Don Martin Miguel de Gueme (Salta), Argentina

L Paso De Los Libres, Argentina

LAA LAPAPR, Brazil

LAP Lapa (Bom Jesus De Lapa), Brazil

LAR La Rioja, Argentina

LAR Lago Agrio (Nueva Loja), Ecuador

LAV Lago Agrio (Nueva Loja), Ecuador

LCE Los Cedros, Colombia

LDP La Divina Pastora, Venezuela

LDR Villa Dolores, Argentina

LDS Curbelo (Maldonado), Uruguay

LET Leticia, Colombia

LFA La Fria, Venezuela

LIB Paso De Los Libres, Argentina

LJS Lages, Brazil

LNC Lencois, Brazil

LOA Calama, Chile

LOJ Loja (La Toma), Ecuador

LON Londrina, Brazil

LPA Las Palmas, Peru

LPZ La Paz, Bolivia

LR Cap Vicente A Almonacid (La Rioja), Argentina

LS Capitan Curbelo (Maldonado), Uruguay

LST Lagoa Santa, Brazil

LTV Latacunga, Ecuador

LUZ Luzania, Brazil

LYE Laboulaye, Argentina

M

MAD Los Angeles, Chile

MAR Cajamarca, Peru

MAR Maracaibo, Venezuela

MAS Macas, Ecuador

MAU Mene Mauroa, Venezuela

MCA Macae, Brazil

MCE Zumbi (Maceio), Brazil

MCL Montes Claros, Brazil

MCP Macapa, Brazil

MDP Mar Del Plata, Argentina

MDU Marandua, Colombia

MER Mercaderes, Colombia

MGN Magangue, Colombia

MGP Maragogipe, Brazil

MHV Machala, Ecuador

MIA Marica, Brazil

MIL Quincemil, Peru

MIQ Maiquetia, Venezuela

MJZ Marcos Juarez, Argentina

MLG Malargue, Argentina

MLO Melo, Uruguay

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

MLV	Malvinas, Peru	NIN	Junin, Argentina
MNI	Mani, Colombia	NTL	Natal, Brazil
MNS	Manaus, Brazil	NVA	Neiva, Colombia
MNV	Manta, Ecuador	O	
MON	Puerto Montt, Chile	O	Santa Rosa, Argentina
MP	Astor Piazzolla (Mar Del Plata), Argentina	OA	Ezeiza Intl/Ministro Pistarini (Buenos Aires), Argentina
MP	Durazno, Uruguay	OAS	Andoas, Peru
MP	Mount Pleasant, Falkland Is	OB	San Carlos De Bariloche, Argentina
MPA	Mount Pleasant, Falkland Is	OBO	Robore, Bolivia
MPI	Mocopulli, Chile	OC	Corrientes, Argentina
MQU	Mariquita, Colombia	OC	Ezeiza Intl/Ministro Pistarini (Buenos Aires), Argentina
MRA	Marilia, Brazil	OC	Gen Enrique Mosconi (Comodoro Rivadavia), Argentina
MRB	Maraba, Brazil	OEL	Choele Choel, Argentina
MRN	Marinilla (Rionegro), Colombia	OIA	Oiapoque, Brazil
MSS	Mossoro, Brazil	OJ	Gobernador Horacio Guzman (Jujuy), Argentina
MSV	Macas, Ecuador	OLM	Olmedo, Ecuador
MT	Giles, Venezuela	ON	Presidente Peron (Neuquen), Argentina
MTA	Margarita (Del Caribe), Venezuela	OP	Gen Urquiza (Parana), Argentina
MTP	Mount Pleasant, Falkland Is	ORA	Oran, Argentina
MTQ	Monte Quemado, Argentina	ORU	Oruro, Bolivia
MTR	Monteria, Colombia	OSA	Santa Rosa, Argentina
MTU	Mitu, Colombia	OSO	Osorno, Chile
MUN	Maturin, Venezuela	OTU	Otu, Colombia
MXN	Maxaranguape (Natal TMA), Brazil	P	
MZL	Manizales, Colombia	P	Gen Urquiza (Parana), Argentina
N		P	Rio Grande, Argentina
NAS	Punta Arenas, Chile	PAG	Porto Alegre, Brazil
NE	Presidente Peron (Neuquen), Argentina		
NEU	Neuquen, Argentina		
NIA	Araucania (Freire), Chile		

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

PAI	Pirai, Brazil	PMI	Para de Minas, Brazil
PAL	EI Palomar (Buenos Aires), Argentina	PML	La Palma, Panama
PAL	Palanquero (Puerto Salgar), Colombia	PMS	Palmas, Brazil
PAL	Palma (Guayaquil), Ecuador	PNC	Porto Nacional, Brazil
PAR	Parana, Argentina	PND	Vibasa (Pindamonhangaba), Brazil
PAR	Puerto Aguirre, Chile	PNT	Puerto Natales, Chile
PAV	Pastaza (Shell), Ecuador	PO	Liberador GEN D Jose De San M (Posadas), Argentina
PAY	Puerto Ayacucho, Venezuela	POR	Porto Alegre, Brazil
PAZ	La Paz, Bolivia	POS	Piarco (Port Of Spain), Trinidad
PBL	Puerto Cabello, Venezuela	POS	Posadas, Argentina
PC	Ezeiza Intl/Ministro Pistarini (Buenos Aires), Argentina	POY	Chachapoyas, Peru
PCX	Porto (Rio De Janeiro TMA), Brazil	PP	Paiol (Rio De Janeiro), Brazil
PDA	Pedro-Afonso, Brazil	PPN	Popayan, Colombia
PDA	Puerto Inirida, Colombia	PR	EI Palomar (Buenos Aires), Argentina
PDH	Pudahuel (Santiago), Chile	PRG	Paraguana (Punto Fijo), Venezuela
PDI	Punta Indio, Argentina	PRR	Prudente (Presidente-), Brazil
PDO	Puerto Maldonado, Peru	PSP	Presidencia Roque S. Pena, Argentina
PEI	Pereira, Colombia	PTA	La Plata, Argentina
PEL	Pelada (Manaus), Brazil	PTC	Puerto Carreno, Colombia
PFD	Passo Fundo, Brazil	PTL	Petrolina, Brazil
PGA	Paranagua, Brazil	PTM	Perito Moreno, Argentina
PGR	Grossa, Brazil	PTN	Portoviejo, Ecuador
PIE	Piedecuesta, Colombia	PTP	Ponta Pora, Brazil
PIJ	Los Pijiguaos, Venezuela	PTS	Pelotas, Brazil
PIR	Pirassununga, Brazil	PTS	Potosi, Bolivia
PJB	Bonaire, Neth Antilles	PTT	Trombetas (Oriximina), Brazil
PJC	Pedro Juan Caballero, Paraguay	PTZ	Pastaza (Shell), Ecuador
PJG	Curacao, Neth Antilles	PUL	Pucallpa, Peru
PKT	Paracatu, Brazil	PVA	PUERTO VIVAS, Venezuela
PLG	Puerto Leguizamo, Colombia	PVH	Porto Velho, Brazil

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

PVR El Porvenir, Bolivia

PWL Puerto Williams, Chile

PY Apiay, Colombia

PZA Puerto Esperanza, Peru

Q

QIT Condorcocha (Quito), Ecuador

QNV Norte, Ecuador

QSV Sur (Quito), Ecuador

R

R Cochabamba, Bolivia

R Guayaquil, Ecuador

R Mataveri Intl (Isla De Pascua), Isla De Pascua

R Rio Cuarto, Argentina

RBO Robore, Bolivia

RBR Rio Branco, Brazil

RC Area De Material (Rio Cuarto), Argentina

RCE Mercedes, Argentina

RCL Rio Claro, Brazil

RCO Rio Branco, Brazil

RCU Rio Cuarto, Argentina

RDE Rede (Sao Paulo), Brazil

REC Recife, Brazil

RGI Registro, Brazil

RH Termas de Rio Hondo (Santiago Del Estero), Argentina

RHC Riohacha, Colombia

RHT Rio Hato, Panama

RIO Riobamba, Ecuador

RMY Rio Mayo, Argentina

RNG Rionegro (Medellin), Colombia

RO Islas Malvinas (Rosario), Argentina

ROS Rosario, Argentina

RPR Ribeirao (Ribeirao Preto), Brazil

RS Resistencia, Argentina

RTA Reconquista, Argentina

RY Villa Reynolds, Argentina

RYD Villa Reynolds, Argentina

S

SA GEN Don Martin Miguel de Gueme (Salta), Argentina

SA Stanley, Falkland Is

SAL Salinas, Chile

SAL Salta, Argentina

SAN Santo Angelo, Brazil

SAV Salinas, Ecuador

SBG Santa Barbara (Anapolis), Brazil

SCB Sorocaba (Sao Paulo TMA), Brazil

SCO Pisco, Peru

SCP Sao Jose (Sao Jose Dos Campos), Brazil

SCR Santa Cruz (Rio), Brazil

SCV San Cristobal, Ecuador

SDE Santiago Del Estero, Argentina

SER La Serena (La Florida), Chile

SFD San Fernando De Apure, Venezuela

SGA Sao Goncalo Do Amarante, Brazil

SGR Porto Seguro, Brazil

SGR Sierra Grande, Argentina

SIS Resistencia, Argentina

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

SJ	Domingo Faustino Sarmiento (San Juan), Argentina	STM	Santarem, Brazil
SJE	San Jose Del Guaviare, Colombia	STN	Santana (Sao Paulo TMA), Brazil
SJU	San Julian, Argentina	STO	Salto, Uruguay
SK	Sao Tome (Macae), Brazil	SUR	Sucre, Bolivia
SLG	Sete Lagoas, Brazil	SV	Sauce Viejo (Santa Fe), Argentina
SLI	San Luis (Ipiales), Colombia	SV	St Vincent (Saint Vincent I), St Vincent
SLI	Sao Luis, Brazil	SVC	San Vicente Del Caguan, Colombia
SLS	Salinas, Ecuador	SVD	Salvador, Brazil
SLS	Salinas, Peru	SVO	Sauce Viejo (Santa Fe), Argentina
SMA	Santa Maria, Brazil	T	
SMT	San Matias, Bolivia	T	Trelew, Argentina
SNT	San Antonio De Areco, Argentina	TAB	Robinson (Scarborough), Trinidad
SOA	Soacha (Bogota), Colombia	TAL	Talara, Peru
SOL	Chongon (Guayaquil), Ecuador	TAP	Tarapoto, Peru
SOM	San Tome, Venezuela	TAR	Tarija, Bolivia
SPE	San Felipe, Venezuela	TAU	Taubate, Brazil
SR	Santa Rosa, Argentina	TBE	Taubate, Brazil
SRA	San Rafael, Argentina	TBG	Taboga Island, Panama
SRC	Sta. Rosa de Conlara(Valle del, Argentina	TBN	Tabon, Chile
SRJ	San Borja, Bolivia	TBO	Tacuarembo, Uruguay
SRN	San Carlos De Rio Negro, Venezuela	TBT	Tabatinga, Brazil
SRV	Santa Rosa, Ecuador	TCA	Tacna, Peru
SSB	San Sebastian, Venezuela	TCO	Tumaco (La Florida), Colombia
ST	Salto, Uruguay	TDA	Trinidad, Colombia
STA	Santa Marta, Colombia	TEN	Chaiten, Chile
STB	Santa Barbara Del Zulia, Venezuela	TFE	Tefe, Brazil
STD	Santo Domingo, Ecuador	TFO	Teofilo Otoni, Brazil
STD	Santo Domingo, Venezuela	TIM	Timehri (Georgetown), Guyana
STG	Santiago, Panama	TIR	Tirios (Obidos), Brazil
STG	Tome, Brazil	TLB	Telamaco (Telamaco Borba), Brazil

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

TLC	Tulcan, Ecuador	UIS	San Luis, Argentina
TMB	Tacuarembo, Uruguay	ULD	Uberlandia, Brazil
TME	Tame, Colombia	ULQ	Tulua, Colombia
TMO	Tumeremo, Venezuela	UNI	Uyuni, Bolivia
TNA	Teresina, Brazil	URA	Piura, Peru
TOL	General Gustavo Rojas Pinilla, Colombia	URB	Uberaba, Brazil
		URC	Urcos, Peru
TOY	Tongoy, Chile	URC	Urica, Venezuela
TPU	Tiputini, Ecuador	URC	Urucu, Brazil
TQA	Taquara, Brazil	URG	Uruguaiana, Brazil
TQI	Taquari, Brazil	URM	Uriman, Venezuela
TQS	Tres Esquinas, Colombia	URP	Urubupunga (Castilho), Brazil
TR	Almirante Zar (Trelew), Argentina	USU	Ushuaia, Argentina
TRE	Trelew, Argentina	UYU	Uyuni, Bolivia
TRH	Termas de Rio Hondo, Argentina	V	
TRI	Piarco (Port Of Spain), Trinidad	V	Viedma, Argentina
TRI	Trinidad, Bolivia	VAL	Valencia, Venezuela
TRM	Tres Marias, Brazil	VAS	Asuncion, Paraguay
TRO	Trompeteros(Corrientes-Trompet, Peru	VCO	Conquista (Vitoria Da-), Brazil
TRU	Trujillo, Peru	VCO	Vitoria Da Conquista, Brazil
TSH	Taisha, Ecuador	VDM	Vina Del Mar, Chile
TU	TNTE Benjamin Matienzo (Tucuman), Argentina	VEN	Encarnacion, Paraguay
TUC	Tucuman, Argentina	VES	Minga Guazu, Paraguay
TUC	Tucupita, Venezuela	VIE	Viedma, Argentina
TUM	Tocumen, Panama	VIR	Viru Viru (Santa Cruz), Bolivia
TUY	Tuy (Caracas), Venezuela	VJK	Kubitschek (Brasilia), Brazil
U		VLD	Valdivia, Chile
UAS	Sihuas, Peru	VLH	Vilhena, Brazil
UC	Cucuta, Colombia	VME	Mcal. Estigarribia, Paraguay
UIB	Quibdo, Colombia	VRA	Valera, Venezuela

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

VRI	Vitoria, Brazil
VSA	Vitoria De Santo Antao, Brazil
VTN	Ventanas, Chile
VUP	Valledupar, Colombia
VVC	Villavicencio, Colombia
X	
XVT	Xavantina, Brazil
Y	
Y	El Tehuelche (Puerto Madryn), Argentina
YAC	Yacuiba, Bolivia
YAR	Yaritagua, Venezuela
YGA	Igarassu, Brazil
YLA	Ilha (Rio De Janeiro), Brazil
YLH	Ilheus, Brazil
YPT	Ipatinga, Brazil
YTZ	Imperatriz, Brazil
YUB	Itaituba, Brazil
Z	
Z	Mayor D Carlos Eduardo Krause (Cataratas Del Iguazu), Argentina
ZCO	Cusco, Peru
ZIP	Zipaquirá (Bogota), Colombia
ZY	Zandery, Suriname

LOCALIZERS LISTED BY IDENTIFIER

A

ASM Rio Hato (Cap Scarlett R Martinez L Intl), Panama

B

BC Bahia Blanca (Comandante Espora), Argentina
BR S C De Bariloche, Argentina

C

CA Cayenne (Cayenne Felix Eboue), French Guiana
CB Cordoba (Ing Aer A L V Taravella), Argentina
CR Corrientes, Argentina
CR Comodoro Rivadavia (Gen Enrique Mosconi), Argentina

D

DI Tandil (Heroes de Malvinas), Argentina
DO Mendoza (El Plumerillo), Argentina

E

EC El Calafate, Argentina
ES Esquel (BRIG GEN Antonio Parodi), Argentina
EZ Buenos Aires (Ezeiza Intl/Ministro Pistarini), Argentina

F

FD San Fernando (San Fernando Intl), Argentina
FS Formosa, Argentina

G

GL Rio Gallegos (Norberto Fernandez), Argentina
GPX Gaviao Peixoto (Embraer - Unidade Gaviao Peixoto), Brazil
GR Rio Grande, Argentina

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

I

IADO Bogota (El Dorado Intl), Colombia
IAN Anapolis (Campo Marechal Marcio de Souza e Mello), Brazil
IAND Andahuaylas, Peru
IAPY Apiay (CAPT Luis F Gomez Nino), Colombia
IARB Arequipa (Rodriguez Ballon Intl), Peru
IAXM Armenia (El Eden), Colombia
IBAQ Barranquilla (Ernesto Cortissoz), Colombia
IBC Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl), Brazil
IBE Aruba Island (Reina Beatrix Intl), Aruba
IBE Belem (Val De Cans/J. C. Ribeiro Intl), Brazil
IBGA Bucaramanga (Palonegro), Colombia
IBGI Bridgetown (Grantley Adams Intl), Barbados
IBNA Barcelona (Gen. Jose Antonio Anzoategui Intl), Venezuela
IBR Brasilia (PRES Juscelino Kubitschek Intl), Brazil
IBRM Barquisimeto (Jacinto Lara Intl), Venezuela
IBV Boa Vista (Atlas Brazil Cantanhede Intl), Brazil
ICAR Montevideo (Carrasco Intl/Gen C L Berisso), Uruguay
ICB Cuiaba (Marechal Rondon Intl), Brazil
ICC Guaranta do Norte (Campo de Provas Brig. Veloso), Brazil
ICC Coca (Francisco De Orellana), Ecuador
ICEP Concepcion (Carriel Sur Intl), Chile

ICES Minga Guazu (Guarani Intl), Paraguay
ICF Belo Horizonte (Tancredo Neves Intl), Brazil
ICG Campo Grande (Campo Grande Intl), Brazil
ICJ Parauapebas (Carajas), Brazil
ICJN Maicao (Jorge Isaac), Colombia
ICSR Tacna (Col Carlos Ciriani Santa Rosa), Peru
ICT Curitiba (Afonso Pena Intl), Brazil
ICTG Cartagena (Rafael Nunez), Colombia
ICUC Cucuta (Camilo Daza Intl), Colombia
ICUX Cucuta (Camilo Daza Intl), Colombia
IDAT Caldera (Desierto De Atacama), Chile
IDF Brasilia (PRES Juscelino Kubitschek Intl), Brazil
IDUR Durazno (Santa Bernardina Intl), Uruguay
IEDR Bogota (El Dorado Intl), Colombia
IEG Manaus (Eduardo Gomes Intl), Brazil
IEVG El Vigia (Juan Pablo Perez Alfonzo), Venezuela
IEYP El Yopal, Colombia
IFI Foz Do Iguacu (Cataratas Intl), Brazil
IFL Florianopolis (Hercilio Luz Intl), Brazil
IFO Fortaleza (Pinto Martins Intl), Brazil
IG Cataratas Del Iguazu (Mayor D Carlos Eduardo Krause), Argentina
IGDP Tarapoto (CAP FAP Guillermo del Castillo Paredes), Peru
IGH Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl), Brazil
IGS Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl), Brazil

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

IIPA	Isla De Pascua (Mataveri Intl), Isla De Pascua	IMCL	Mariscal Estigarribia (Prof Dr Pac Luis Maria Argana Intl), Paraguay
IIQQ	Iquique (Diego Aracena Intl), Chile	IMDE	Rionegro (Jose Maria Cordova), Colombia
IJAQ	Chiclayo (Capt FAP J A Quinones Gonzalez INTL), Peru	IMDP	Trujillo (Cap Carlos Martinez De Pinillos Intl), Peru
IJB	Rio De Janeiro (Galeao-Antonio Carlos Jobim Intl), Brazil	IMDU	Marandua (CR. Luis A. Rodriguez Meneses), Colombia
IJCH	Lima-Callao (Jorge Chavez Intl), Peru	IMER	Santiago (Arturo Merino Benitez Intl), Chile
IJK	Brasilia (PRES Juscelino Kubitschek Intl), Brazil	IMIQ	Maiquetia (Simon Bolivar Intl), Venezuela
IJV	Joinville (Lauro Carneiro De Loyola), Brazil	IMLV	Las Malvinas, Peru
IKG	Campina Grande (PRES Joao Suassuna), Brazil	IMON	Puerto Montt (El Tepual Intl), Chile
IKP	Campinas (Viracopos Intl), Brazil	IMP	Mount Pleasant, Falkland Is
ILA	Latacunga (Cotopaxi Intl Alternative), Ecuador	IMTR	Monteria (Los Garzones), Colombia
ILB	Baltra I Galapagos Is (Seymour), Ecuador	IMVD	Montevideo (Carrasco Intl/Gen C L Berisso), Uruguay
ILC	Cuenca (Mariscal La Mar), Ecuador	INAS	Punta Arenas (Carlos Ibanez Del Campo Intl), Chile
ILCA	Sucre (Alcantari), Bolivia	INAT	Panama City (Tocumen Intl), Panama
ILD	Salvador (Dep L E Magalhaes Intl), Brazil	IND	Brasilia (PRES Juscelino Kubitschek Intl), Brazil
ILG	Guayaquil (Jose Joaquin de Olmedo Intl), Ecuador	INIA	Freire (La Araucania), Chile
ILJ	Ahuano (Jumandy), Ecuador	INL	Nueva Loja (Lago Agrio), Ecuador
ILM	Manta (Eloy Alfaro Intl), Ecuador	INT	Natal (Augusto Severo), Brazil
ILPA	La Paz (El Alto Intl), Bolivia	IPA	Porto Alegre (Salgado Filho Intl), Brazil
ILVV	Santa Cruz (Viru Viru Intl), Bolivia	IPAL	Puerto Salgar (CAPT German Olano), Colombia
IMAR	Maracaibo (La Chinita Intl), Venezuela	IPAS	Cali (Alfonso Bonilla Aragon Intl), Colombia
IMC	Maceio (Zumbi Dos Palmares Intl), Brazil	IPE	Manaus (Ponta Pelada), Brazil
IMCI	Dalcahue (Mocopulli), Chile	IPEI	Pereira (Matecana), Colombia

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

IPJA	Puerto Maldonado (Padre Aldamiz), Peru	ISR	Santarem (Maestro Wilson Fonseca Intl), Brazil
IPM	Belo Horizonte (Pampulha-Carlos Drummond De Andrade), Brazil	ISR	Santa Rosa (Santa Rosa Regl), Ecuador
IPOS	Port Of Spain (Piarco Intl), Trinidad	ITA	Curitiba (Afonso Pena Intl), Brazil
IPSO	Pasto (Antonio Narino), Colombia	ITB	Rio De Janeiro (Galeao-Antonio Carlos Jobim Intl), Brazil
IPST	Asuncion (Silvio Pettirossi Intl), Paraguay	ITIM	Georgetown (Cheddi Jagan Intl), Guyana
IPV	Porto Velho (Governador Jorge Teixeira de Oliveira Intl), Brazil	ITN	Belo Horizonte (Tancredo Neves Intl), Brazil
IQN	Quito (Mariscal Sucre Intl), Ecuador	ITQS	Tres Esquinas (CT. Ernesto Esguerra C.), Colombia
IQS	Quito (Mariscal Sucre Intl), Ecuador	ITUY	Caracas (Oscar Machado Zuloaga Intl), Venezuela
IRB	Rio Branco (Placido de Castro Intl), Brazil	IUB	Uberlandia (Ten Cel Av Cesar Bombo-nato), Brazil
IRF	Recife (Guararapes-Gilberto Freyre Intl), Brazil	IUC	Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl), Brazil
IRLI	Lima-Callao (Jorge Chavez Intl), Peru	IUEL	Santiago (Arturo Merino Benitez Intl), Chile
ISA	Salvador (Dep L E Magalhaes Intl), Brazil	IUIB	Quibdo (El Carano), Colombia
ISA	Salinas (Gen Ulpiano Paez), Ecuador	IVAL	Valencia (Arturo Michelena Intl), Venezuela
ISAN	Pisco, Peru	IVDM	Vina Del Mar, Chile
ISEC	Iquitos (Col Francisco Secada Vignetta Intl), Peru	IVI	Vitoria (Eurico De Aguiar Salles), Brazil
ISG	Sao Goncalo Do Amarante (Gov Aluizio Alves Intl), Brazil	IVLD	Valdivia (Pichoy), Chile
ISJ	Sao Jose Dos Campos (Prof Urbano Ernesto Stumpf Intl), Brazil	IYS	Pirassununga (Campo Fontenelle), Brazil
ISL	Sao Luis (Marechal Cunha Machado Intl), Brazil	IZAN	Zandery (J.A. Pengel Intl), Suriname
ISM	Santa Maria, Brazil	J	
ISNO	Santo Domingo, Chile	JU	Jujuy (Gobernador Horacio Guzman), Argentina
ISO	Sao Paulo (Congonhas), Brazil		
ISP	Sao Paulo (Congonhas), Brazil		

NAVIGATION AIDS LISTED BY IDENTIFIER - SOUTH AMERICA

(See end of listing for Localizers)

L

LR La Rioja (Cap Vicente A Almonacid), Argentina

M

MP Mar Del Plata (Astor Piazzolla), Argentina

N

NE Neuquen (Presidente Peron), Argentina

P

PA Parana (Gen Urquiza), Argentina

PC Buenos Aires (Ezeiza Intl/Ministro Pistarini), Argentina

PO Posadas (Liberador GEN D Jose De San M), Argentina

PR Buenos Aires (El Palomar), Argentina

R

RC Rio Cuarto (Area De Material), Argentina

RH Santiago Del Estero (Termas de Rio Hondo), Argentina

RO Rosario (Islas Malvinas), Argentina

RS Resistencia, Argentina

RY Villa Reynolds, Argentina

S

SA Salta (GEN Don Martin Miguel de Guemes), Argentina

SJ San Juan (Domingo Faustino Sarmiento), Argentina

SR Santa Rosa, Argentina

SV Santa Fe (Sauce Viejo), Argentina

T

TR Trelew (Almirante Zar), Argentina

TU Tucuman (TNTE Benjamin Matienzo), Argentina

U

US Ushuaia (Malvinas Argentinas), Argentina



Meteorology



Meteorology

Meteorology Data - Latin America

LATIN AMERICA

VOLMET BROADCASTS IN PLAIN LANGUAGE

STATION	CALL SIGN	FREQS (kHz)	BROADCAST TIMES		FORM	BROADCAST CONTENTS
			PERIOD	H+		
New York	New York Ra-dio	3485 6604 10051 13270	H24	00-05	AERODROME FORECASTS	Detroit, Cleve-land, Cincinnati
					HOURLY RE-PORTS	Detroit, Cleve-land, Cincinnati, Indianapolis, Pittsburgh
				05-10	SIGMET	Oceanic-New York FIR
					AERODROME FORECASTS	Bangor, Char-lotte, Windsor Locks
					HOURLY RE-PORTS	Bangor, Windsor Locks, Norfolk, Charlotte
				10-15	AERODROME FORECASTS	New York, New-ark, Boston
					HOURLY RE-PORTS	New York, New-ark, Boston, Baltimore, Wash-ing-ton
				15-20	SIGMET	Oceanic-Miami/ San Juan FIR
					AERODROME FORECASTS	Bermuda, Miami, Atlanta
					HOURLY RE-PORTS	Bermuda, Miami, Nassau, Orlan-do, Atlanta
				30-35	AERODROME FORECASTS	Chicago, Milwau-kee, Minneapolis

LATIN AMERICA

STATION	CALL SIGN	FREQS (kHz)	BROADCAST TIMES		FORM	BROADCAST CONTENTS
			PERIOD	H+		
					HOURLY RE-PORTS	Chicago, Detroit, Boston, Milwaukee, Minneapolis
					SIGMET	Oceanic-New York FIR
					AERODROME FORECASTS	Indianapolis, St. Louis, Pittsburgh
					HOURLY RE-PORTS	Pittsburgh, Indianapolis, St. Louis, Atlantic City
			40-45		AERODROME FORECASTS	Baltimore, Philadelphia, Washington
					HOURLY RE-PORTS	New York, Newark, Boston, Baltimore, Philadelphia, Washington
			45-50		SIGMET	Oceanic-Miami/ San Juan FIR
					AERODROME FORECASTS	Nassau, Orlando
					HOURLY RE-PORTS	Bermuda, Miami, Nassau, Orlando, Tampa, West Palm Beach, Atlanta



Meteorology

Meteorology Data - South America

SOUTH AMERICA
AVAILABILITY OF VOLMET BROADCASTS

RADIOTELEPHONY

Identify location for which weather is desired and find station(s) disseminating broadcast. Contents of broadcast of each Station is shown below.

WEATHER FOR	AVAILABLE FROM STATIONS
Almeirim	Belem
Alta Floresta	Manaus
Altamira	Belem
Amapa	Belem
Anapolis AB	Brasilia
Antofagasta	Ezeiza, Salta
Aracaju	Recife
Ascension de Guarayos	La Paz
Asuncion	Asuncion, Ezeiza, Resistencia
Ayolas	Asuncion
Bage	Curitiba
Bahia Negra	Asuncion
Barbacena	Rio de Janeiro
Barra Do Garcas	Brasilia
Bauru	Curitiba
Belem	Belem
Belo Horizonte	Rio de Janeiro
Boa Vista	Manaus
Bom Jesus Da Lapa	Recife
Brasilia, Brasilia FIR	Brasilia, Rio de Janeiro
Buenos Aires (Jorge Newbery)	Comodoro Rivadavia, Cordoba, Resistencia, Salta
Campina Grande	Recife
Campo Grande	Curitiba
Campos	Rio de Janeiro
Caravelas	Recife
Carolina	Belem

SOUTH AMERICA
AVAILABILITY OF VOLMET BROADCASTS

WEATHER FOR	AVAILABLE FROM STATIONS
Cascavel	Curitiba
Castilho	Curitiba
Caxias Do Sul (Campo Dos Bugres)	Curitiba
Chapeco	Curitiba
Cobija	La Paz
Cochabamba, Arg. FIR	Ezeiza, Salta
Cochabamba, Bol.	La Paz
Comandante Espora NAS (Bahia Blanca)	Comodoro Rivadavia
Comodoro Rivadavia FIR	Comodoro Rivadavia, Ezeiza
Conceicao Do Araguaia	Belem
Concepcion	Asuncion
Cordoba FIR	Cordoba
Corumba	Curitiba
Criciuma	Curitiba
Cruzeiro do Sul	Manaus
Cuiaba	Brasilia
Curitiba, Curitiba FIR	Curitiba
El Trompillo	La Paz
Encarnacion	Asuncion
Ezeiza FIR	Ezeiza, Comodoro Rivadavia, Resistencia
Fernando de Noronha	Recife
Florianopolis	Curitiba
Fortaleza	Recife
Foz do Iguacu	Curitiba
Goiania	Brasilia
Guajara Mirim	Manaus
Guayaramerin	La Paz
Iguazu	Salta
Ilheus	Recife

SOUTH AMERICA
AVAILABILITY OF VOLMET BROADCASTS

WEATHER FOR	AVAILABLE FROM STATIONS
Imperatriz	Belem
Itacoatiara	Manaus
Itaituba	Belem
Jacareacanga	Belem
Joao Pessoa	Recife
Joinville	Curitiba
Juiz De Fora	Rio de Janeiro
Lagoa Santa	Rio de Janeiro
Lajes	Curitiba
La Paz	La Paz
La Victoria	Asuncion
Londrina	Curitiba
Macae	Rio de Janeiro
Macapa	Belem
Maceio	Recife
Magdalena	La Paz
Manaus, Manaus FIR	Manaus
Manicore	Manaus
Mcal. Estigarribia	Asuncion
Maraba	Belem
Mendoza FIR	Cordoba, Ezeiza, Salta
Mocoro	Recife
Monte Claros	Rio de Janeiro
Montevideo FIR	Montevideo, Ezeiza
Natal	Recife
Navegantes	Curitiba
Obidos	Belem
Oiapoque	Belem
Oruro	La Paz

SOUTH AMERICA
AVAILABILITY OF VOLMET BROADCASTS

WEATHER FOR	AVAILABLE FROM STATIONS
Parauapebas	Belem
Passo Fundo (Lauro Kutz)	Curitiba
Paulo Afonso	Recife
Pedro Juan Caballero	Asuncion
Pelotas	Curitiba
Petrolina	Recife
Pilar	Asuncion
Pocos de Caldas	Rio de Janeiro
Ponta Poro	Curitiba
Porto Alegre (Salgado Filho) (Canoas AB)	Ezeiza, Curitiba
Porto Nacional	Brasilia
Porto Velho, Porto Velho FIR	Manaus
Pozo Colorado	Asuncion
Presidente Prudente	Curitiba
Pudahuel	Ezeiza
Puerto Suarez	La Paz
Recife, Recife FIR	Recife
Resende	Rio de Janeiro
Resistencia FIR	Ezeiza, Resistencia, Salta
Riberalta	La Paz
Rio Branco	Manaus
Rio de Janeiro	Rio de Janeiro
Robore	La Paz
Rosana	Curitiba
Rosario	Cordoba, Resistencia
Rurrenabaque	La Paz
Salvador	Recife
San Borja	La Paz
San Carlos De Bariloche	Comodoro Rivadavia

SOUTH AMERICA
AVAILABILITY OF VOLMET BROADCASTS

WEATHER FOR	AVAILABLE FROM STATIONS
San Ignacio de Moxos	La Paz
San Ignacio de Velasco	La Paz
Santa Ana	La Paz
Santa Cruz AB	Rio de Janeiro
Santa Fe	Cordoba, Resistencia
Santa Maria	Curitiba
Santarem	Belem
Santo Angelo	Curitiba
Sao Gabriel Da Cachoeira	Manaus
Sao Luis	Belem
Sao Pedro Da Aldeia	Rio de Janeiro
Sucre	La Paz
Tabatinga	Manaus
Tarauaca	Manaus
Tarija	La Paz
Tefe	Manaus
Teresina	Recife
Trinidad	La Paz
Tucuri	Belem
Uberaba	Rio de Janeiro
Uberlandia	Rio de Janeiro
Uruguaiana	Curitiba
Vilhena	Manaus
Viru Viru	La Paz
Vitoria	Rio de Janeiro
Vitoria Da Conquista	Recife
Yacuiba	La Paz

SOUTH AMERICA

VOLMET BROADCASTS IN PLAIN LANGUAGE

STATION	CALL SIGN	FREQS	BROADCAST TIMES		FORM	BROADCAST CONTENTS & SEQUENCE
			PERIOD	H+		
Comodoro Rivadavia, Argentina	Comodoro Rivadavia Aeradio	2899 kHz 4657 kHz 8825 kHz	0900–2400Z	30	METAR	Comodoro Rivadavia FIR and San Carlos De Bariloche, Bahia Blanca (Comandante Espora NAS)
				40	AREA FORECASTS	Comodoro Rivadavia FIR
				12:45 and 20:45	NOTAM	Comodoro Rivadavia FIR
Cordoba, Argentina	Cordoba Aeradio	3434 kHz 5475 kHz 8906 kHz	H24	25	METAR	Cordoba FIR, Mendoza FIR, Santa Fe (Sauce Viejo), Rosario
				45	AREA FORECASTS	Cordoba FIR ¹ , Mendoza FIR ² , Ezeiza FIR ³
				30	NOTAM (#)	Cordoba FIR

SOUTH AMERICA

STATION	CALL SIGN	FREQS	BROADCAST TIMES		FORM	BROADCAST CONTENTS & SEQUENCE
			PERIOD	H+		
Ezeiza, Argentina	Ezeiza Aeradio	2881 kHz 5601 kHz 11369 kHz	H24	15	METAR	Ezeiza FIR ¹ , Cordoba FIR ² , Mendoza FIR ² , Resistencia FIR ³ , Comodoro Rivadavia FIR ³ , Porto Alegre (Brasil), Montevideo (Uruguay) Asuncion (Paraguay), Pudahuel (Chile) and Antofagasta (Chile) ¹
				01	AREA FORECASTS	Ezeiza FIR ¹ , Comodoro Rivadavia FIR ² , Resistencia FIR ³
				18:40	SNOWTAM	Information on the conditions of snow and ice in ACFT movement areas in the AADDS.
Resistencia, Argentina	Resistencia Aeradio	2971 kHz 4675 kHz 8900 kHz	H24	20	METAR	Resistencia and Buenos aires (Jorge Newbery), Rosario, Santa Fe (Sauce Viejo), Asuncion (Paraguay)
				50	AREA FORECASTS	Resistencia FIR ¹ , Ezeiza FIR ² , Cordoba ³

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STATION	CALL SIGN	FREQS	BROADCAST TIMES		FORM	BROADCAST CONTENTS & SEQUENCE
			PERIOD	H+		
				12:30	NOTAM ⁽⁺⁾	NOTAM radial FIR SIS
Brasilia, Brazil (Intl)	Meteoro Brazilia	132.15 MHz 132.25 MHz 132.40 MHz 132.55 MHz 132.60 MHz	H24	Continuous	METAR ⁴ SPECI ⁴ & TAF ⁴ , SIG- MET ⁵	Brasilia FIR
Curitiba, Brazil (Intl)	Meteoro Curitiba	132.05 MHz 132.45 MHz	H24	Continuous	METAR ⁴ SPECI ⁴ & TAF ⁴ , SIG- MET ⁵	Curitiba FIR
Manaus, Brazil (Eduardo Gomes)	Meteoro Amazonico	132.05 MHz 132.10 MHz 132.15 MHz 132.25 MHz 132.30 MHz 132.35 MHz 132.40 MHz 132.50 MHz	H24	Continuous	METAR ⁴ SPECI ⁴ & TAF ⁴ , SIG- MET ⁵	Amazonico FIR
Recife, Brazil (Guararapes)	Meteoro Recife	123.95 MHz 124.90 MHz 132.525 MHz	H24	Continuous	METAR ⁴ SPECI ⁴ & TAF ⁴ , SIG- MET ⁵	Recife FIR
Antofagasta, Chile (Andrés Sabella)	Antofaga- sta Ra- dio	127.1 MHz 4669 kHz 6649 kHz 10024 kHz	DLY 11:30 UTC	24	METAR, SPECI, MET, RE- PORT ^(*) & SPECIAL ^(*)	Antofagasta FIR
Isla de Pascua, Chile (Mataveri Intl)	Pasco Radio	10024 kHz	DLY 23:30 UTC	24	METAR, SPECI, MET, RE- PORT & SPECIAL	Isla de Pascua FIR

SOUTH AMERICA

STATION	CALL SIGN	FREQS	BROADCAST TIMES		FORM	BROADCAST CONTENTS & SEQUENCE
			PERIOD	H+		
Puerto Montt, Chile (El Tepual Intl)	Puerto Montt	126.9 MHz 5454 kHz	DLY 11:30–11:45 UTC	HJ	METAR, SPECI, MET, RE- PORT & SPECIAL	Puerto Montt FIR
Punta Arenas, Chile (Carlos Ibáñez del Campo Intl)	Punta Arenas Radio	3446 kHz 5481 kHz 6649 kHz 10024 kHz	DLY 11:30 UTC	24	METAR, SPECI, MET, RE- PORT RWY25 & SPECIAL RWY25	Punta Arenas FIR
Santiago, Chile (Arturo Merino Benítez Intl)	Santiago Radio	127.0 MHz 127.5 MHz	HR SER IV- NO MON- SUN 1200- FCCV HR SER VRNO MON-SUN 1100-FCCV	24	METAR, SPECI, MET, RE- PORT & SPECIAL	Santiago FIR
Carrasco, Uruguay	Carrasco Radio	8873 kHz 5451 kHz	H24	15	METAR, SPECI & TREND	Montevideo FIR

¹ Broadcast every hour.² Broadcast even hours only.³ Broadcast odd hours only.⁴ Available by prior request at predetermined time.⁵ This meteorological information will be provided for enroute aircraft where meteorological phenomena are forecast or observed.

(#) At 09:30 UTC it transmits full NOTAM, from that time it is repeated and incorporates the updates every three hours.

(+) Full NOTAMs are transmitted Monday. The updates are issued from Tuesday to Sunday at same time.

(*) No Visibility TDZ and NEFO in THR 19.



Air Traffic Control



Air Traffic Control

State Rules and Procedures - Latin America

**LATIN AMERICA
REDUCED VERTICAL SEPARATION MINIMA (RVSM)****1 INTRODUCTION**

1.1 The constant world-wide growth of air traffic, the operational need for aircraft to fly at, or nearest to their optimum flight level, and the demand for a better use of airspace have prompted the implementation of Reduced Vertical Separation Minima (RVSM) of 1000 feet above FL 290 in the different regions of ICAO, such as North Atlantic, Asia-Pacific, Europe, South Atlantic EUR/SAM (SAT) corridor, Western Atlantic Route System (WATRS) and the Mid-East, demonstrating its advantages and that, without any doubt, RVSM represents the best solution to increase the availability of optimum flight levels while at the same time maintaining the required safety levels.

1.2 Aircraft operators and providers of Air Transit Services will be able to obtain significant benefits with the implementation of RVSM in the CAR/SAM regions that, among others, include:

- a. Improved availability of optimum flight levels;
- b. Improved use of airspace;
- c. Increased airspace capacity;
- d. Use of standardized ATC procedures;
- e. Application of uniform separation minima;
- f. Reduced ground delays and;
- g. Fuel savings of approximately 1% for flights operating at, or very close to optimum flight levels.

1.3 ICAO Document 9574-Implementation Manual of Minimum Vertical Separation of 300m (1000 ft) between FL 290 and FL 410 Inclusive-contains ample explanations for the safe implementation of RVSM.

2 IDENTIFICATION OF RVSM AIRSPACE

2.1 The airspace between FL 290 and FL 410 inclusive has been designated as RVSM airspace.

2.2 The minimum vertical separation applied in RVSM airspace described in the above paragraph is 1,000 ft.

2.3 RVSM has been implemented in the national airspace of southern Canada, North American United States, Mexico, Central America, the Caribbean and South America.

2.4 RVSM FLIGHT LEVEL ASSIGNMENT SYSTEM (FLAS)

2.4.1 The assignment of flight levels in airspace designated as RVSM will be performed according to the following RVSM Cruising Altitudes table:

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REDUCED VERTICAL SEPARATION MINIMA (RVSM)

CRUISING LEVELS APPROPRIATE TO DIRECTION OF FLIGHT
(FL280 TO FL430)

Track from 180 degrees to 359 degrees	Track from 000 degrees to 179 degrees
← FL430	(outside RVSM airspace) →
← FL410	→
← FL400	→
← FL390	→
← FL380	→
← FL370	→
← FL360	→
← FL350	→
← FL340	→
← FL330	→
← FL320	→
← FL310	→
← FL300	→
← FL290	→
← FL280	(outside RVSM airspace) →

3 AIRWORTHINESS/OPERATIONS APPROVAL AND MONITORING

3.1 RVSM APPROVAL

Aircraft operators that conduct or wish to conduct flights in RVSM airspace must obtain RVSM approval from the State of Registry providing the operator complies with the following conditions:

- a. The aircraft satisfies the specifications of "aircraft system performance minima" (MASPS) of the State of Registry.

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REDUCED VERTICAL SEPARATION MINIMA (RVSM)

- b. The aircraft is operated under the conditions listed in the RVSM operative approval by the operator's state.

NOTE: Normally for the operators of general aviation aircraft, the State of Registry coincides with the operator's state.

3.2 AIRCRAFT MONITORING

Aircraft operators that conduct or wish to conduct flights in RVSM airspace must participate in the RVSM Monitoring Program, which provides confirmation that the aircraft meets the height keeping performance requirements.

3.2.1 Aircraft operators must present a compliance plan for initial monitoring requirements to their respective Civil Aviation Authority.

3.2.2 The Regional Monitoring Agency for the Caribbean and South America (CARSAMMA) administers the RVSM Monitoring Program in the CAR/SAM regions. CARSAMMA shares monitoring information, including RVSM approval facts, with other ICAO regions.

3.3 DOCUMENTATION FOR RVSM APPROVAL, MONITORING, AND OPERATION

3.3.1 Refer to State authority(s) for anticipated flights into, or out of, the respective countries.

4 FLIGHT PLANNING**4.1 RVSM APPROVED AIRCRAFT**

4.1.1 When planning to operate an aircraft in RVSM airspace the operator must indicate the status of RVSM approval by placing the letter W in box 10 of the flight plan, independent of the required flight level.

4.1.2 In cases of repetitive flight plans, the operator must indicate the status of RVSM approval by placing the letter W on point Q of the RPL, independent of the required flight level, in the following manner: EQPT/W.

4.2 NON-RVSM APPROVED AIRCRAFT**4.2.1 State Aircraft Without RVSM Approval**

NOTE: State aircraft are those utilized in military, customs, or police service (Art. 3 of International Civil Aviation Convention).

4.2.1.1 State aircraft without RVSM approval are permitted to operate in RVSM airspace in the CAR/SAM regions. A presented flight plan constitutes prior notice to ATC that an aircraft is requesting to operate in RVSM airspace. State aircraft without RVSM approval presenting flight plans that enter RVSM airspace must include the following in box 18 of the flight plan: STS/NON RVSM and RMK/STATE AIRCRAFT.

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4.2.2 Civil Aircraft Without RVSM Approval

4.2.2.1 International Flights

4.2.2.1.1 Civil aircraft without RVSM approval planning international flights must not flight plan at RVSM flight levels.

4.2.2.1.2 Ascent and descent through RVSM airspace is only authorized to aircraft without RVSM approval that require attaining a level other than the RVSM strata, given that the climbing or descending aircraft is at a standard level and that it doesn't stop at any intermediate altitude in the RVSM airspace.

Exceptions:

- a. Ferry Flights: aircraft that are being delivered for the first time to the State of Registry or to the operator.
- b. Maintenance Flights: aircraft that have previous RVSM approval but have suffered an equipment failure and are flying to a maintenance facility for repairs in order to comply with the RVSM requirements and or obtain approval.
- c. Humanitarian Flights: aircraft that are being used for charity or humanitarian ends.

4.2.2.1.3 Aircraft operators in the previously indicated cases must:

- a. obtain ACC authorization not more than 12 hours nor less than 4 hours before the planned departure;

NOTE: Humanitarian or charity flights are considered exceptions, but it is preferred that the established time table is followed, flight planning allowing.

- b. Inform all ACCs affected by the flight of said authorization;
- c. Insert the text STS/NON RVSM in box 18 of the flight plan form;
- d. Insert the text "RMK/STATE ACFT" or "RMK/HUMANITARIAN FLIGHT;" or "RMK/FERRY;" or "RMK/MAINT;" as appropriate on the flight plan box.

4.2.2.1.4 This ATC authorization process is established to comply with the above procedure only, and will not be used as a method to circumvent the normal RVSM approval process.

4.2.2.2 National Flights (domestic)

Additional requirements to Complete the Flight Plan Form:

4.2.2.2.1 Civil aircraft operators without RVSM approval must not place the letter W in box 10 of the flight plan form.

4.2.2.2.2 Civil aircraft operators without RVSM approval must not place flight levels between FL290 and FL410, inclusive, in box 15 of the flight plan form.

4.2.2.2.3 Civil aircraft operators without RVSM approval with the intention of entering RVSM airspace must place the desired flight level in box 18 in the following manner: STS/FLXXX and, as an observation (RMK/), the RVSM entry point and the estimated time.

**LATIN AMERICA
REDUCED VERTICAL SEPARATION MINIMA (RVSM)*****Additional Requirements to Complete the Repetitive Flight Plan Form:***

4.2.2.2.4 In case of a Repetitive Flight Plan, the lack of RVSM approval must be indicated, independently of the required flight level, by placing the following code in box Q of the flight plan: EQPT/-

4.2.2.2.5 Civil aircraft operators without RVSM approval must not place flight levels between FL290 AND FL410, inclusive, in box "O" of the repetitive flight plan form.

4.2.2.2.6 Civil aircraft operators without RVSM approval with the intention of entering RVSM airspace must place the desired flight level in box "Q" in the following manner: STS/FLXXX and, as an observation (RMK/), the RVSM entry point and the estimated time.

5 SUSPENSION OF RVSM PROCEDURES

5.1 ATS will consider the suspension of RVSM procedures when pilots report turbulence greater than moderate. When RVSM procedures are suspended, the minimum vertical separation between all aircraft will be 2,000 feet.

6 OPERATIONAL PROCEDURES FOR CREWS PREPARING TO ENTER RVSM AIRSPACE

6.1 Before entering RVSM airspace, the Pilot in Command of aircraft with RVSM approval must verify that the following equipment required to fly in RVSM airspace is functioning normally:

- a. Two independent primary altimetric systems;
- b. Mode C transponder SSR;
- c. Altitude alert system;
- d. Automatic altitude maintenance system.

6.2 If any of the equipment listed above is inoperative, the pilot must notify ATC before entering RVSM airspace, using the phraseology: "RVSM UNABLE DUE TO EQUIPMENT."

7 OPERATIONAL PROCEDURES AFTER ENTERING RVSM AIRSPACE

7.1 During changes in flight level, an aircraft must not overshoot or undershoot its cleared flight level (CFL) by more than 150 ft.

7.2 FAILURE OF SINGLE PRIMARY ALTIMETER SYSTEM

7.2.1 In the event one of the Primary Altimeter Systems fails, but the remaining system is functioning normally, the pilot must:

- a. Couple that system to the Automatic Altitude Keeping Device (AKD);
- b. Maintain increased vigilance of altitude keeping; and
- c. Notify ATC of the system failure, using the following phraseology; "FOR INFORMATION, OPERATING WITH ONE ALTIMETRIC SYSTEM ONLY."

LATIN AMERICA
REDUCED VERTICAL SEPARATION MINIMA (RVSM)**7.3 FAILURE OF ALL PRIMARY ALTIMETER SYSTEMS**

7.3.1 In the event a failure of all Primary Altimeter Systems occurs, or if these systems are considered untrustworthy, the pilot must:

- a. Maintain the flight level indicated by the standby altimeter (if the aircraft is so equipped) at the moment of failure or at the moment that the equipment is considered untrustworthy;
- b. Alert nearby aircraft by illuminating all exterior lighting, and, if not in direct contact with ATC, transmit position, flight level, and intentions on 121.5 MHz;
- c. Notify ATC of the system failure, using the phraseology, "RVSM UNABLE DUE TO EQUIPMENT;"

7.4 DISCREPANCY IN PRIMARY ALTIMETER SYSTEMS

7.4.1 In the event of a discrepancy greater than 200 feet between primary altimeters, the pilot must:

- a. Attempt to determine the defective system through established procedures and/or by comparing the primary altimeters to the standby altimeter (if required utilizing the correction card).
- b. If the defective system can be identified, couple the functioning altimetric system to the altitude maintenance system and proceed according to FAILURE OF SINGLE PRIMARY ALTIMETER SYSTEM procedures.
- c. If the defective system can not be identified, proceed according to FAILURE OF ALL PRIMARY ALTIMETER SYSTEMS procedures.

7.5 FAILURE OF MODE C SSR TRANSPONDER

7.5.1 In the event of Mode C SSR transponder failure, the pilot must notify ATC using the phraseology, "RVSM UNABLE DUE TO EQUIPMENT;"

7.6 FAILURE OF ALTITUDE ALERT SYSTEM

7.6.1 The pilot must notify ATC in the event of altitude alert system failure using the phraseology, "RVSM UNABLE DUE TO EQUIPMENT;"

7.7 FAILURE OF AUTOMATIC ALTITUDE KEEPING DEVICE (AKD)

7.7.1 In the event of automatic Altitude Keeping Device system failure, the pilot must complete the following actions in the following order:

- a. Maintain the cleared flight level (CFL);
- b. Evaluate the capacity of the aircraft to maintain the assigned flight level through manual control;
- c. Maintain separation with conflicting aircraft by visual scanning and by reference to ACAS;
- d. Alert nearby aircraft by illuminating all exterior lighting, and, if not able to establish direct contact with ATC, transmit position, flight level, and intentions on 121.5 MHZ;

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- e. Notify ATC of the system failure, using the phraseology, "RVSM IMPOSSIBLE DUE TO EQUIPMENT."

**7.8 GUIDANCE FOR PILOTS AND CONTROLLERS FOR ACTIONS IN THE
EVENT OF AIRCRAFT SYSTEM MALFUNCTION OR TURBULENCE
GREATER THAN MODERATE****7.8.1 Contingency Scenarios**

The following paragraphs summarize pilot action to mitigate the potential for conflict with other aircraft in certain contingency situations. They should be reviewed in conjunction with the expanded contingency scenarios which contain additional technical and operational details.

Scenario 1: The pilot is: (a) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or (b) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems.

The Pilot should:	ATC can be expected to:
Maintain CFL while evaluating the situation;	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped;	
If considered necessary, alert nearby aircraft by (a) making maximum use of exterior lights; (b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include:	Obtain the pilot's intentions and pass essential traffic information.

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Scenario 1: The pilot is: (a) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or (b) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems. (continued)

The Pilot should:	ATC can be expected to:
(a) maintaining the CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	(a) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum.
(b) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	(b) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible. (c) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. Notify adjoining ATC facilities/sectors of the situation.

Scenario 2: There is a failure or loss of accuracy of one primary altimetry system (e.g., greater than 200 feet difference between primary altimeters).

The Pilot should:	
Cross check standby altimeter, confirm the accuracy of a primary altimeter system and notify ATC of the loss of redundancy. If unable to confirm primary altimeter system accuracy, follow pilot actions listed in the preceding scenario.	

7.8.2 Expanded Equipment Failure And Turbulence Encounter Scenarios

Operators may consider this material for use in training programs.

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Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold)

The Pilot should:	ATC can be expected to:
Initially	
Maintain CFL	
Evaluate the aircraft's capability to maintain altitude through manual control.	
Subsequently	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by <ul style="list-style-type: none">(a) making maximum use of exterior lights;(b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include: <ul style="list-style-type: none">(a) maintaining the CFL and route provided that the aircraft can maintain level.(b) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.	<ul style="list-style-type: none">(a) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum.(b) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.(c) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. <p>Notify adjoining ATC facilities/sectors of the situation.</p>

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REDUCED VERTICAL SEPARATION MINIMA (RVSM)

Scenario 2: Loss of redundancy in primary altimetry systems

The Pilot should:	ATC can be expected to:
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

Scenario 3: All primary altimetry systems are considered unreliable or fail

The Pilot should:	ATC can be expected to:
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by: (a) making maximum use of exterior lights; (b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Consider declaring an emergency. Notify ATC of the failure and intended course of action. Possible courses of action include: (a) maintaining CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	Obtain pilot's intentions, and pass essential traffic information. (a) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum.

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REDUCED VERTICAL SEPARATION MINIMA (RVSM)

Scenario 3: All primary altimetry systems are considered unreliable or fail (continued)

The Pilot should:	ATC can be expected to:
(b) requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft.	(b) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
	(c) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. Notify adjoining ATC facilities/sectors of the situation.

Scenario 4: The primary altimeters diverge by more than 200 ft (60 m)

The Pilot should:
Attempt to determine the defective system through established trouble-shooting procedures and/or comparing the primary altimeter display to the standby altimeter (as corrected by the correction cards, if required).
If the defective system can be determined, couple the functioning altimeter system to the altitude-keeping device.
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters.

Scenario 5: Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level

The Pilot should:	ATC can be expected to:
Subsequently	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	

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REDUCED VERTICAL SEPARATION MINIMA (RVSM)

Scenario 5: Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level (continued)

The Pilot should:	ATC can be expected to:
If considered necessary, alert nearby aircraft by (a) making maximum use of exterior lights; (b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include: (a) maintaining CFL and route ATC can provide lateral, longitudinal or conventional vertical separation. (b) requesting flight level change, if necessary.	(a) Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum. (b) If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions. (c) Notify other aircraft in the vicinity and monitor the situation. Notify adjoining ATC facilities/sectors of the situation.

8 SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

8.1 INTRODUCTION

8.1.1 Although all possible contingencies cannot be covered, the following procedures foresee the most frequent cases, such as:

- a. The inability to comply with assigned clearance due to meteorological conditions;
- b. Enroute diversion across the prevailing traffic flow; and
- c. The loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations or pressurization failure.

8.1.2 The pilot shall take action as necessary to ensure the safety of the aircraft, and the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

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8.2 GENERAL PROCEDURES

8.2.1 If an aircraft is unable to continue the flight in accordance with ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

8.2.2 If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

- a. leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left in order to establish and maintain a parallel, same direction track or ATS route offset 5.0 NM (9.3km). The direction of the turn should be based on one or more of the following factors:
 1. aircraft position relative to any organized track or ATS route system;
 2. the direction of flights and flight levels allocated on adjacent tracks;
 3. the direction to an alternate airport;
 4. any strategic lateral offset being flown; and
 5. terrain clearance;
- b. maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times unless aircraft operating limitations dictate otherwise;
- c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;
- e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;
- f. use means as appropriate (i.e., voice and/or CPDLC) to communicate during a contingency or emergency;
- g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN), preferably spoken three times, shall be used as appropriate;
- h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;
- i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and
- j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and overall traffic situation.

LATIN AMERICA
REDUCED VERTICAL SEPARATION MINIMA (RVSM)**8.3 ACTIONS TO BE TAKEN ONCE OFFSET FROM TRACK**

NOTE: The pilot's judgement of the situation and the need to ensure the safety of the aircraft will determine the actions outlined to be taken. Factors for the pilot to consider when deviating from the cleared track or ATS route or level without an ATC clearance include, but are not limited to:

- a. operation within a parallel track system;
- b. the potential for user preferred routes (UPRs) parallel to the aircraft's track or ATS route;
- c. the nature of the contingency (e.g., aircraft system malfunction); and
- d. weather factors (e.g., convective weather at lower flight levels).

8.3.1 If possible, maintain the assigned flight level until established on the 9.3km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

8.3.2 Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

- a. descend below FL290 and establish a 150m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

NOTE 1: Flight levels normally used are those contained in Annex 2 — Rules of the Air, Appendix 3.

NOTE 2: Descent below FL290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g., east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or ATS routes. A descent below FL290 can decrease the likelihood of conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

- b. establish a 150m (500 ft) vertical offset (or 300m (1000 ft) vertical offset if above FL410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, in accordance with the clearance.

NOTE: Altimetry system errors (ASE) may result in less than 150m (500 ft) vertical spacing (less than 300m (1000 ft) above FL410) when the above contingency procedure is applied.

8.4 DEVIATION PROCEDURES DUE TO METEOROLOGICAL CONDITIONS**8.4.1 General**

NOTE: The following procedures are intended for deviations due to adverse meteorological conditions.

8.4.1.1 When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

- a. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

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b. requesting a weather deviation using a CPDLC lateral downlink message.

8.4.1.2 When necessary the pilot should initiate the communications using the urgency call "PAN PAN" (preferably spoken three times) or by using a CPDCL urgency downlink message.

8.4.1.3 The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

8.4.1.4 Actions to be taken when pilot-controller communications are established.

8.4.1.4.1 The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e., voice and/or CPDLC) to communicate during a weather deviation.

NOTE: Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide adequate time for the request to be assessed and acted upon.

8.4.1.4.2 ATC should take one of the following actions:

- a. When appropriate separation can be applied, issue clearance to deviate from track; or
- b. If there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
 1. Advise the pilot of inability to issue clearance for the requested deviation;
 2. Advise the pilot of conflicting traffic; and
 3. Request the pilot's intentions.

Phraseology example:

"(requested deviation) UNABLE, THE TRAFFIC IS (call sign, position, altitude, heading), STATE INTENTIONS."

8.4.1.4.3 The pilot should take the following actions:

- a. Comply with the ATC clearance issued; or
- b. Advise ATC of intentions and execute the procedures detailed below.

8.4.1.4.4 Actions to be taken if a revised ATC clearance cannot be obtained.

NOTE: The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot-in-command.

8.4.1.4.4.1 If the aircraft is required to deviate from track or ATS route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

- a. If possible, deviate away from an organized track or ATS route system;
- b. Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, aircraft position (including the ATS route designator or the track code) and pilot intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency of 123.45 MHz);

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- c. Watch for conflicting traffic both visually and by reference to ACAS (if equipped);
- d. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- e. For deviations of less than 9.3km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;
- f. For deviations greater than, or equal to 9.3km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3km (5.0 NM) from track, initiate a level change in accordance with the following criteria:

Originally Cleared Track or ATS Route Centerline	Deviations ≥9.3km (5 NM)	Level Change
EAST (000° – 179° magnetic)	LEFT	DESCEND 90m (300 ft)
	RIGHT	CLIMB 90m (300 ft)
WEST (180° – 359° magnetic)	LEFT	CLIMB 90m (300 ft)
	RIGHT	DESCEND 90m (300 ft)

- g. If the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the above criteria before deviating beyond the cleared distance;
- h. When returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3km (5.0 NM) of the centerline; and
- i. If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

NOTE: If, as a result of actions taken under the provisions above, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

9 OPERATION OF NON-RVSM APPROVED AIRCRAFT IN RVSM AIRSPACE

9.1 Aircraft not approved for RVSM operations for international flight will not be approved for operations in RVSM airspace, with the exception of the cases mentioned below.

9.2 With prior coordination, state aircraft without RVSM approval will be permitted to operate in RVSM airspace. Prior coordination will consist of the following text in box 18 of the Flight Plan: "STS/NON-RVSM" and "RMK/STATE ACFT." It is necessary to apply a vertical separation of 2000 feet between aircraft without RVSM approval and all other aircraft.

9.3 With prior coordination, ferry flights, maintenance flights, and humanitarian flights will be permitted to operate in RVSM airspace. If they leave any FIR, they must obtain authorization from the corresponding ACC normally no more than 12 hours and no less than 4 hours prior to the

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anticipated departure. The operator must notify all the affected ACC's across the route of flight of this authorization. The following text must be included in box 18 of the Flight Plan: "STS/ NON-RVSM" and "RMK/HUMANITARIAN FLIGHT;" or "RMK/FERRY;" or "RMK/MAINT," as appropriate. It is necessary to apply a minimum vertical separation of 2000 feet between aircraft without RVSM approval and all other aircraft.

9.4 Aircraft conducting national flights (domestic) without RVSM approval that are not State Aircraft, ferry flights, maintenance flights, or humanitarian flights will only be allowed to fly in RVSM airspace until June 1, 2006.

9.5 Those operators requesting to enter RVSM airspace must establish contact with the ACC jurisdiction to determine the most convenient hours for entry. Entry into RVSM airspace depends on traffic and controller workload.

9.6 Aircraft without RVSM approval will only be cleared to enter RVSM airspace with sufficient communications coverage.

9.7 Aircraft with RVSM approval will be given preference in the utilization of flight levels.

9.8 Aircraft without RVSM approval must present a Flight Plan to carry out the flight outside of the limits of RVSM airspace (FL290 TO FL410, inclusive).

9.9 Due to traffic or work load, aircraft without RVSM approval may be instructed to fly outside of RVSM airspace.

9.10 If airspace safety is compromised due to entry of aircraft without RVSM approval into RVSM airspace, the Appropriate Aeronautical Authority may suspend, at any moment, the authorization of said flight in RVSM airspace.

10 STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

10.1 SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centerline relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards.

10.2 Implementation of strategic lateral offset procedures shall be coordinated among the States involved.

10.3 Requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

10.4 Strategic lateral offsets shall be authorized only in enroute airspace as follows:

- a. where the lateral separation minima or spacing between route centerlines is 28km (15 NM) or more, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7km (2 NM); and
- b. where the lateral separation minima or spacing between route centerlines is 19km (10 NM) or more and less than 28km (15 NM), while one aircraft climbs/descends through the level of another aircraft, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7km (2 NM); and

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- c. where the lateral separation minima or spacing between route centerlines is 11.1km (6 NM) or more and less than 28km (15 NM), offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 0.9km (0.5 NM).

10.5 The routes or airspace where application of strategic lateral offsets is authorized, and the procedures to be followed by pilots, shall be promulgated in aeronautical information publications (AIPs). In some instances it may be necessary to impose restrictions on the use of strategic lateral offsets, e.g., where their application may be inappropriate for reasons related to obstacle clearance. Route conformance monitoring systems shall account for the application of SLOP.

10.6 The decision to apply a strategic lateral offset shall be the responsibility of the flight crew. The flight crew shall only apply strategic lateral offsets in airspace where such offsets have been authorized by the appropriate ATS authority and when the aircraft is equipped with automatic offset tracking capability.

NOTE 1: Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to coordinate offsets.

NOTE 2: The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, an offset to the right and within the limits specified in 10.4 may be used.

11 MANDATORY LATERAL OFFSETS

11.1 In the application of strategic lateral offsets, pilots should take the following points into consideration:

- a. offsets will only be applied in airspace authorized by the pertinent ATS authority;
- b. only aircraft with automatic offset capacity will be authorized for offsets;
- c. flight crews are responsible for the decision to apply strategic lateral offsets;
- d. the offset will be one or two nautical miles to the right of centerline, with respect to the direction of flight;
- e. The strategic lateral offset procedure has been designed to include offsets necessary to mitigate the effects of wake turbulence of a preceding aircraft. When necessary to avoid wake turbulence, the pilot will use one of three available options (maintain route centerline, or deviate 1 or 2 NM right of route centerline);
- f. In the airspace where the use of lateral offsets has been authorized, pilots are not required to inform air traffic control (ATC) that an offset is being applied; and
- g. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.

11.2 Pilots may, if necessary, establish contact with other aircraft on the air-to-air frequency 123.45 to coordinate lateral offsets.

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12 RVSM PHRASEOLOGY

Circumstance	Phraseology
Reduced Vertical Separation Minima Operations	
... to ascertain aircraft RVSM approval status	a) CONFIRM RVSM APPROVED
... to report RVSM approval status	*b) AFFIRM RVSM
... to report RVSM non-approved status followed by supplementary information	*c) NEGATIVE RVSM (supplementary information, for example aircraft call sign)
... to deny ATC clearance into RVSM airspace	d) UNABLE TO ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN (or DESCEND TO or CLIMB TO) level
... to report when severe turbulence affects the ability of an aircraft to maintain height-keeping requirements for RVSM	*e) UNABLE RVSM DUE TURBULENCE
... to report that the equipment of an aircraft has degraded below minimum aircraft system performance standards	*f) UNABLE RVSM DUE EQUIPMENT
... to request an aircraft to provide information as soon as RVSM approved status has been regained or the pilot is ready to resume RVSM operations	g) REPORT WHEN ABLE TO RESUME RVSM
... to request confirmation that an aircraft has regained RVSM approved status or a pilot is ready to resume RVSM operations	h) CONFIRM ABLE TO RESUME RVSM
... to report ability to resume RVSM operations after equipment or weather related contingency	*i) READY TO RESUME RVSM
	* Indicates pilot transmission

BELIZE
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Air Traffic Services is provided for the entire territory of Belize including its territorial waters up to the Transition Altitude — 19,500 ft above this altitude. CENAMER ACC/FIC is responsible for Air Traffic Services. The airspace of Belizean territory including its territorial waters forms part of the Central America FIR.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation position reporting, etc., generally in excess of 2 to 3 NM	Nautical Miles and Tenths (spoken as "miles")
Relatively short distances such as those relating to airport (e.g., runway lengths, distances of obstructions from runway or of facilities from the airport where accuracy of greater than one tenth of a nautical mile is required)	Feet
Position reporting and ranges from touchdown	Nautical Miles and/or Fractions Thereof (spoken as "miles")
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and taking off	Degrees Magnetic
Visibility	Kilometers or Meters
<i>NOTE: Visibility of less than 10km may be given in meters</i>	
Altimeter setting	Inches of Mercury (Hectopascals on Request)
Temperature	Degrees Celsius
Weight	Pounds (Avoirdupois)
Time	Hours and Minutes, the day of 24 hrs beginning at midnight UTC

**BELIZE
RULES AND PROCEDURES****WGS-84 COMPLIANT****FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with Jeppesen ATC-Chapter "Flight Procedures (DOC 8168) – Holding Procedures", Table IV-1-1, Holding Speeds.

PROCEDURE LIMITATIONS AND OPTIONS

Holding patterns and instrument approach procedures are based on those contained in the new PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Belize publishes State provided minimums (descent limit, horizontal visibilities, ceiling) for straight-in and circling on some instrument approach procedures in the AIP. For the other approach procedures there are only OCA(H) values published. The Jeppesen charts depict airport operating minimums according to the New Jeppesen Standard AOM concept. The procedure charts with the negative "State" label in the upper left corner of the minimums box depict the State provided minimums. For take-off minimums and the other procedure charts with the negative "Std" label in the upper left corner of the minimums box, the minimums are determined according to ICAO Doc 9365.

Jeppesen charted minimums are not below State minimums.

SPECIAL REQUIREMENTS AND REGULATIONS

VFR flights will not be permitted within the Belize CTR when official reported meteorological conditions are below 5 NM (9km) visibility and/or 1500 ft ceiling.

TRANSITION ALTITUDES

The transition altitude for Belize is 19,500 ft.

VFR flight is not permitted above 19,000 ft.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****PANS-ATM (DOC 4444)**

Special VFR flights will not be authorized when cloud ceiling is 600 ft or less, or ground visibility is less than 1500m.

BERMUDA
RULES AND PROCEDURES**GENERAL**

In general, enroute ATS procedures are in conformity with the ICAO standards and recommended practices and procedures, as laid down in Annex 11 to the Convention on International Civil Aviation and PANS/RAC Doc 4444-RAC/501.

All flights at or above FL180 within the NY Oceanic CTA/FIR shall be in accordance with Instrument Flight Rules (IFR). Consequently, all civil aircraft operating into and out of Bermuda must do so in accordance with IFR.

Units of measurement used in Bermuda.

Measurement of	Unit
Distances used for navigation, position reports, etc.	Meters*
Distances relating to an airport, such as runway length	Feet
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction broadcast by ATC prior to landing and take-off	Degrees Magnetic***
Wind direction, except ATC-broadcast wind direction prior to landing and take-off	Degrees True
Visibility	Meters
Visibility (RVR)	Meters
Altimeter setting	Millibars and Hectopascals**
Temperature	Degrees Celsius
Weight	Kilograms (KG) – pounds on request
Date/Time	Year, month, day, hour and minute. The 24-hour day begins at midnight Coordinated Universal Time (UTC).

*Meters (conversion formula: 1000 meters = 0.54 nautical mile).

**Altimeter provided in Inches of mercury upon request.

***Provided as degrees true in ATIS broadcast.

**BERMUDA
RULES AND PROCEDURES**

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING, APPROACH AND DEPARTURE PROCEDURES

Holding, Approach and Departure Procedures are developed in accordance with PANS-OPS design criteria and published by Jeppesen. All IFR departure procedures and separation standards applied by NY ARTCC are in accordance with the FAA Handbook 7110.65. In addition:

- a. All IFR flights departing Bermuda will be issued an ATC clearance including climb instructions to be issued by NY ARTCC and transmitted by Bermuda Control Tower on a specified frequency for ATC clearance.
- b. All IFR departures will generally be cleared up to FL250 and to fly runway heading until given a turn on course by NY ARTCC.
- c. When congestion of inbound IFR traffic exists, NY ARTCC may instruct a departing aircraft to make an off-course climb for a specific distance and/or to a specific altitude.

PROCEDURE LIMITATIONS AND OPTIONS

Flight Procedures

All aircraft operating into and out of L. F. Wade International Airport are required to operate under IFR. NY ARTCC provides IFR ATS. All aircraft operating into and out of L. F. Wade International Airport are required to follow procedures published in FAR 91.185 in the event of loss of radio communication.

L. F. Wade International Airport Arrivals

NY ARTCC instructs aircraft when to contact Bermuda Tower during control tower operational hours.

NY ARTCC instructs aircraft when to switch to Common Traffic Advisory Frequency (CTAF: 122.800 MHz) during control tower non-operational hours.

L. F. Wade International Airport Departures

Bermuda Tower instructs aircraft when to contact NY ARTCC during control tower operational hours.

NY ARTCC Clearance Delivery instructs aircraft when to contact NY ARTCC during control tower non-operational hours.

VFR flight plan aircraft shall contact Bermuda Tower prior to entering the control zone.

Aircraft desiring Special VFR (SVFR) operations in the control zone shall request approval from Bermuda Tower prior to commencing such operations.

AIRPORT OPERATING MINIMUMS

Bermuda publishes DH/DA(HAT), MDA(HAT or HAA), ceiling and visibility for landing.

Jeppesen charted minimums are not below State minimums.

**BERMUDA
RULES AND PROCEDURES**

NOISE ABATEMENT PROCEDURES

International Aircraft Noise Requirements

All aircraft operations at L. F. Wade International Airport (TXKF) are to comply with the environmental noise standards as detailed in Chapter 3 or 4 to ICAO Annex 16.

Noise Restriction On Apron IV

Operation of Aircraft Auxiliary Power Unit is limited to 45 min before scheduled take-off and shutdown as soon as possible when aircraft is parking on Apron IV.

ATS AIRSPACE CLASSIFICATION

Bermuda Control Zone is that airspace within a 4.4 NM radius of L. F. Wade International Airport ARP extending from the surface up to and including 2500 feet AGL. The control zone extends out to 7 NM for 1.7 NM either side of the 114-, 117-, and 301-degree radials of the BDA VOR/DME. The Bermuda TMA is classified as Class E airspace. The L. F. Wade International Airport control zone is classified as Class D airspace, which reverts to Class E airspace after 2300 hrs closure.

NOTE: Class D airspace reverts to Class E airspace during uncontrolled operations.

SPECIAL REQUIREMENTS AND REGULATIONS

Aircraft arriving and departing Bermuda operate in the NY Oceanic CTA/FIR.

North Atlantic (NAT) regional procedures supplementary to the provisions contained in Annex 2, Annex 6 – Parts I and II, Annex 11, PANS-RAC (Doc 4444) and PANS-OPS (Doc 8168) do not apply in the Bermuda TMA.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

Bermuda is not a contracting State with ICAO. Differences from ICAO standards, recommended practices and procedures are disseminated for Bermuda by the United Kingdom.

ICAO REFERENCE

ANNEX 2

3.2.3.1 Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certified before 1 April 1988, or for balloons and gliders.

4.6 LOW FLYING PROHIBITIONS

Rule 5

- (1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.
- (2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions.
- (3) The low flying prohibitions are as follows:

(a) Engine failure

An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure.

(b) The 500 feet rule

Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure.

(c) The 1000 feet rule

Except with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 meters of the aircraft.

(d) The land clear rule

An aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure.

(e) Flying over open air assemblies

Except with the written permission of the Governor, an aircraft must not fly over an organized open-air assembly of more than 1000 persons below whichever is the higher of the following heights:

- (i) 1000 feet; or
- (ii) such height as would permit the aircraft to land clear of the assembly in the event of an engine failure.

(f) Landing and taking off near open air assemblies

An aircraft must not land or take-off within 1000 meters of an organized, open-air assembly of more than 1000 persons except—

- (i) at an airport, in accordance with procedures notified by the Governor; or
- (ii) at a landing site which is not an airport, in accordance with procedures notified by the Governor and with the written permission of the organizer of the assembly.

EXEMPTIONS FROM THE LOW FLYING PROHIBITIONS**Rule 6****The exemptions from the low flying prohibitions are as follows—**

a. Landing and taking off

- (i) An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of:

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RULES AND PROCEDURES**

- (aa taking off from, landing at or practicing approaches to landing at; or)
(bb checking navigational aids or procedures at, a certificated or notified airport.)

(ii) An aircraft is exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or airtaxiing.

b. Captive balloons and kites

None of the low flying prohibitions apply to any captive balloon or kite.

c. Special VFR flight and notified routes

- (i) Subject to paragraph (ii), an aircraft is exempt from the 1000 feet rule when:
 - (aa it is flying on a special VFR flight; or)
(bb it is operating in accordance with the procedures notified for the route being flown.)
- (ii) Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified airport.

d. Balloons and helicopters over congested areas

- (i) A balloon is exempt from the 1000 feet rule if it is landing because it is becalmed.
- (ii) Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule.

e. Police air operator's certificate

An aircraft flying in accordance with the terms of a police air operator's certificate is exempt from the 500 feet rule, the 1000 feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies.

f. Flying displays etc.

An aircraft taking part in a flying display is exempt from the 500 feet rule when it is within a horizontal distance of 1000 meters of the gathering of persons assembled to witness the event.

g. Glider hill-soaring

A glider is exempt from the 500 feet rule if it is hill-soaring.

h. Picking up and dropping at an airport.

An aircraft picking up or dropping tow ropes, banners or similar articles at an airport is exempt from the 500 feet rule.

- (i) Maneuvering helicopters

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(aa Subject to paragraph
)

(bb a helicopter is exempt from the 500 feet rule if it is conducting maneuvers, in accordance with normal aviation practice, within the boundaries of a certificated or military airport or, with the written permission of the Governor at other sites.

(ii) When flying in accordance with this exemption the helicopter must not be operated closer than 60 meters to any persons, vessels, vehicles or structures located outside the airport or site.

j. Dropping articles with the permission of the Governor

An aircraft is exempt from the 500 feet rule if it is flying in accordance with:

(i) article 130(3)(f) of the Air Navigation (Overseas Territories) Order [the dropping of articles by, or with the authority of, the pilot-in-command of the aircraft for the purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor]; or

(ii) an aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order.

5.1.2 See entry for Chapter 4, 4.6.

COSTA RICA
RULES AND PROCEDURES**GENERAL**

The air traffic rules, and applicable procedures to air traffic in Costa Rica have been adjusted to annex 2 and 11 of the Civil International Aviation and to the sections of procedures for Air Navigation Services- Air Traffic Management (Doc. 4444 ATM/501) applicable to aircraft and Regional Supplementary Procedures in national territory.

Measurement of	Unit
Distance used in navigation position reporting, etc., generally in excess of 2 NM	Nautical Miles and Tenths
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Meters and Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Meters and Kilometers
Altimeter setting	Inches of Mercury
Temperature	Degrees Centigrade
Weight	Kilograms
Time	Hours and minutes, (UTC)

WGS-84 COMPLIANT**FLIGHT PROCEDURES****PROCEDURE LIMITATIONS AND OPTIONS**

The holding procedures, approach and departure for the Juan Santa Maria International Airport are based on information in the last edition of Doc. 8168/611 (PANS-OPS) of the ICAO.

AIRPORT OPERATING MINIMUMS

Costa Rica publishes Decision Altitude (Height) [DA(H)], Minimum Descent Altitude (Height) [MDA (H)] ceiling and visibility for landing. Ceiling and visibility are published for take-off and alternate.

Jeppesen charted minimums are not below State minimums.

**COSTA RICA
RULES AND PROCEDURES****ATS AIRSPACE CLASSIFICATION**

Costa Rica has implemented the standard ICAO airspaces classification over national territory. Classes A, B, D, E, and F are not used.

SPECIAL REQUIREMENTS AND REGULATIONS

The information referring to the projected flight or part of the flight to be delivered to Air Traffic Services, will be presented on a flight plan form.

A flight plan will be submitted prior to conducting a flight in accordance with:

- a. any flight or part of the flight which must be presented to air traffic control services;
- b. any IFR flight within the airspace with advisory services;
- c. any flight within the designated areas or along the designated routes, when required by the ATS authority to facilitate the provision of flight information, alert, and search and rescue services;
- d. any flight within the designated areas or along the designated routes, when required by the ATS authority to facilitate the coordination with the air traffic dependencies in adjacent states, in order to avoid the need of interpretation for identification purposes;
- e. all flight through the international borders.

The procedures for the altimeter settings in use generally conform to those contained in Doc 8168/OPS/611 Vol I part VI of ICAO.

QFE altimeter setting is not provided.

FLIGHT PLANNING

A flight plan must be submitted in accordance with the provisions of the General Civil Aviation Law, article No.185 and in RAC OPS 1 for:

- a. Any IFR flight;
- b. Any VFR flight;
 - taking off from or destination to an airport within a control zone;
 - crossing TMAs and CTRs;
 - Operating along designated VFR routes in the TMAs;
 - Crossing the limit of the FIR/UIR, that is, international flights.

IFR flight plans (controlled/uncontrolled) will be submitted at least 60 minutes in advance of the EOBT but not more than 120 hours. When the flight date is different from the day of the present FPL it must be included in box 18 of the flight plan form using the indicator DOF/ (date of flight).

VFR flight plans may be submitted immediately prior to departure, except for flights international or in cases where it is necessary to obtain a permit, taking into account the requirements of timely information to ATS units in the airspace along the route to be flown.

**COSTA RICA
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Changes to the submitted flight plan to ATS messages. For submitted flight plans, a single FPL message will be transmitted; as well as the messages of DLA, CHG and CNL to the ATS unit of the departure airport, the FIR (MHCC) and other addresses, if applicable necessary. The user who requires to carry out standard ATS messages from CNL, CHG and DLA to a flight plan submitted will do so as soon as possible.

In the event of a delay of 30 minutes or more in the departure of a flight for which you have presented a flight plan, the flight plan will need to be amended or a new flight plan will be submitted after the previous flight plan has been canceled.

The flight plan that exceeds 1 hour after your EOBT will be automatically canceled by the system.

If you do not properly notify a delay in departure (or cancellation) of a flight, it can be initiated without the need for an alert or search and rescue measure, when the flight does not reach the destination airport within 30 minutes after your current Estimated Landing Time (ETA). Failure to follow this procedure may result in automatic plan termination flight for that particular flight.

CONTINGENCY PLAN

As a contingency plan, in case of failure of the Initial Flight Plan Processor (ProVIP), the airlines and/or the ground service companies must present the flight plan personally or by email from the AIS/ARO offices at each international airport.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published.

**EL SALVADOR
RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Air traffic services are provided by El Salvador ATS units below FL200 over El Salvador and its territorial waters. CENAMER ACC/FIC provides air traffic services at and above FL200.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to airport, for example: runway lengths	Meters
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for take-off and landing	Degrees Magnetic
Wind direction other than for take-off and landing	Degrees True
Visibility, including runway visual range	Kilometers or meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hour and minutes, from midnight

WGS-84 COMPLIANT**FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with Table IV-1-2, published on AIR TRAFFIC CONTROL – International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168.

Unless otherwise authorized by ATC, no aircraft may make a flight in the terminal area (ATM) below 10,000 ft at a speed in excess of 250 kt.

**EL SALVADOR
RULES AND PROCEDURES**

If necessary in case of saturation of traffic, ATC will instruct aircraft to turn to DME and wait for an assigned fix.

AIRPORT OPERATING MINIMUMS

El Salvador publishes DH(HAT), MDA(HAT or HAA) and visibility for landing. In addition, ceilings are published for selected procedures. Visibility for take-off and, ceiling and visibility for alternate are published for San Salvador Intl airport.

Jeppesen charted minimums are not below State minimums.

SPECIAL REQUIREMENTS AND REGULATIONS

Prior coordination is required for operations at Ilopango Intl Airport between 1200 and 0400 UTC.

GUATEMALA
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Air traffic services are provided by Guatemala ATS units below FL195 over Guatemala and its territorial waters. CENAMER ACC/FIC provides air traffic services at and above FL195 and in the oceanic airspace below FL195 in the Central American FIR.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position notification, etc. Generally more than 2 nautical miles.	Nautical Miles and Tenths
Relatively short distances such as those relating to airport: e.g., runway lengths	Meters
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for take-off and landing	Degrees Magnetic
Visibility, including runway visual range	Kilometers, meters or miles terrestrial
Altimeter setting	Hectopascals (Millibars)
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24 hrs beginning at midnight UTC

NOTE: Metric tons are also used.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Table IV-1-2, published on AIR TRAFFIC CONTROL – International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures at Guatemala City, La Aurora Intl are based on those contained in the new PANS-OPS, Document 8168, Volume II.

**GUATEMALA
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Guatemala publishes DH (HAT), Minimum Descent Altitude (MDA), ceiling and visibility or Minimum Descent Altitude (Height) [MDA(H)] and visibility for landing.

Jeppesen charted minimums are not below State minimums.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE**

None published.

HONDURAS
RULES AND PROCEDURES**GENERAL**

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Air traffic services are provided by Honduras ATS units below FL195 over Honduras and its territorial waters. CENAMER ACC/FIC provides air traffic services at and above FL195 and in the oceanic airspace below FL195 in the Central American FIR.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting, etc. – generally of more than 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Kilometers
Altimeter setting	Hectopascals (hPa) inches, Hg, hPa on request
Temperature	Degrees Celsius
Weight	Kilograms or Short Tons
Time	Hours and Minutes, from midnight UTC.

WGS-84 COMPLIANT**FLIGHT PROCEDURES****HOLDING****Speeds**

Flight Levels	Aircraft Categories A & B	Jet Aircraft	
		Normal Conditions	Turbulence Conditions
Up to ALT 140 (4250m) inclusive	170 kt	230 kt (425 km/h)	280 kt (520 km/h) or 0.8 Mach whichever is less

HONDURAS
RULES AND PROCEDURES

Flight Levels	Aircraft Categories A & B	Jet Aircraft	
		Normal Conditions	Turbulence Conditions
Above ALT + 140 (4250m) to FL200		240 kt (445 km/h)	
Above FL200 (6100m) to FL340 (10,350m) inclusive		265 kt (490 km/h)	
Above FL340 (10,350m)		0.83 Mach	0.83 Mach

PROCEDURE LIMITATIONS AND OPTIONS

The instrument approach procedures used are based on PANS-OPS Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Airport operating minimums are published with either Minimum Descent Altitudes (Heights) [MDA(H)], ceiling and visibility; or, Minimum Descent Altitude (MDA), ceiling and visibility for landing.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Honduras airspace consists of the following standard ICAO airspaces classification:

Class "A" — CENAMER FIR FL195 and above

Class "C" — La Mesa TMA Ground to FL195

Class "D" — CENAMER FIR 9000 ft/AMSL; CENAMER ACC/FIC 9000 ft/AMSL

Class "E" — Toncontin TMA Ground to FL195

Class "F" — CENAMER FIR FL195/3000 ft AMSL; CENAMER ACC/FIC 8500 ft AMSL/3000 ft AMSL

SPECIAL REQUIREMENTS AND REGULATIONS

QFE and QNH altimeter settings are available.

DATA LINK SERVICES

The Central American Air Navigation Services Corporation (COCESNA) has permanently implemented the data link to provide the ADS-C/CPDLC communication service in the Central American FIR.

The information of the message exchange is as follows:

- a. ICAO Identifier for the Central American FIR **LOG ON: MHCC**

**HONDURAS
RULES AND PROCEDURES**

- b. Equipment and capabilities: The following equipment must be indicated in field 10 of the flight plan (FPL)
- D1 ADS-C with FANS 1/A and
 - J2 CPDLC FANS 1/A HFDL and/or
 - J5 CPDLC FANS 1/A SATCOM (INMARSAT) and/or
 - J7 CPDLC FANS 1/A IRIDIUM

DIRECT ROUTES (DCT) IN THE FLIGHT PLAN WHEN OPERATING IN MHCC FIR AIRSPACE AT OR ABOVE FL200

As an initiative to reduce the impact to aircraft operators during the worldwide pandemic COVID-19 period, COCESNA is implementing a flexible use of the airspace under its responsibility, at and above FL200 and while air traffic low flows persist using the following procedure.

The filling of field 15 of the flight plan form with direct sections (DCT) will be accepted according to the following:

Overflights:

- Use published entry and exit waypoints within the boundaries of the MHCC FIR in order to guarantee automated coordination of CPLs between adjacent air traffic control centers.
- The direct route within the MHCC FIR must be made up of published waypoints.
- Avoid direct routes flying over prohibited, restricted or dangerous airspaces.

Arrivals:

- The direct route must end at the STAR initial waypoint or at a waypoint within an ATS route before leaving the airspace under CENAMER ACC surveillance service enroute to any destination airport within MHCC FIR.

Departures:

- The direct route must start at the SID ending waypoint or as coordinated among CENAMER and the adjacent approach control center.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

- 3.3.1.1 Only required on international flights.
- 3.3.1.2 Only flights that cross the borders.
- 3.3.3.1 Only requested for IFR flights and there are exceptions.
- 4.4 Only speed is restricted for flights VFR.

**MEXICO
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc. (Generally more than 2 NM)	Nautical Miles and tenths of NM
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters/Feet
Altitudes, elevations and heights	Meters/Feet
Vertical speed	Feet Per Minute
Wind direction for landing and taking off	Degrees Magnetic
Visibility, including runway visual range	Statute Miles / Meters
Altimeter setting	Hectopascals, Millibars or Inches of Mercury
Temperature	Degrees Celsius (Centigrade)
Weight	Metric Tons / Kilograms / Pounds
Time	Hours and Minutes, the day of 24 hours beginning at midnight UTC

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Maximum Speeds

- a. Propeller-driven aircraft to 14,000' – 170 KIAS
- b. Propeller-driven aircraft above 14,000' – 175 KIAS
- c. Turbo-Jet aircraft to 6000' – 200 KIAS
- d. Turbo-Jet above 6000' to 14,000' – 210 KIAS
- e. Turbo-jet above 14,000' – 230 KIAS

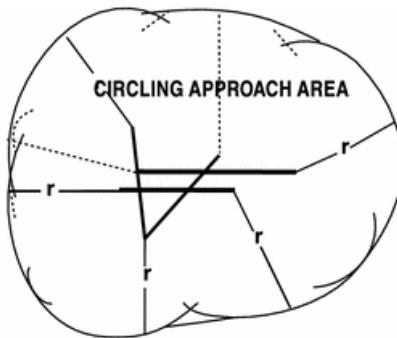
In general, holding pattern circuits are limited to one minute outbound.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS Document 8168.

**MEXICO
RULES AND PROCEDURES**

Circling Approach Area



Radii (r) defining size of areas, vary with the approach category.

APPROACH CATEGORY	RADIUS (NAUTICAL MILES)
A	1.3
B	1.5
C	1.7
D	2.3
E	4.5

A minimum obstacle clearance of 300' is provided within the circling approach area.

Aircraft Speed Restrictions

Maximum speed 250 KIAS:

- a. Aircraft operating under VFR;
- b. Aircraft operating under IFR:
 1. below 10,000' in the national airspace;
 2. within 30 NM from any airport at or below 10,000' AGL of the airport elevation.

Maximum speed 200 KIAS:

- Aircraft operating under IFR within 10 NM of an aerodrome when below 3000' AGL above that aerodrome's elevation.

Aircraft operating under IFR shall not exceed those speeds established for descent, climb and holding procedures.

When Radar Control is provided, adjusted speeds will not exceed those stipulated by ATC.

MEXICO
RULES AND PROCEDURES

AIRPORT OPERATING MINIMUMS

Mexico publishes DH(HAT), MDA(HAT or HAA) and visibility for landing. Ceiling and visibility are published for take-off and alternate.

Jeppesen charted minimums are not below State minimums.

If a current altimeter setting for landing has not been received due to communications failure, a minimum ceiling of 91m (300') above the published meteorology minimums should be observed using the latest altimeter setting received.

AIRPORT UNDER METEOROLOGICAL MINIMUMS

According to the values of ceiling and visibility that in a given moment are reported for an airport may have a different value, depending on the observation point (runway threshold, control tower, apron, etc.), must be taken into consideration the possibility that the predominant visibility is different than from the prevailing visibility in a certain direction, so the pilot should be given the opportunity to evaluate the conditions to operate without this presupposing a conflict of credibility with what is reported by the controller.

NOTE: it is the responsibility of the pilot to observe and comply with the procedures in accordance with the prevailing meteorological minimums. The responsibility of the air traffic services consist in informing the pilot of the reported ceiling and visibility when the meteorological conditions are of flight by instruments, being the pilot who has to make the final decision to continue or not with a certain procedure.

Procedures in departure operations

When the meteorological conditions are below the minimums to operate VFR, aircraft that intend to operate under these conditions shall be notified that VFR operations are suspended and the authorization to take-off shall be denied.

When the meteorological conditions are lower than the maximum minimum for take-off, the controller shall proceed as follows:

- a. shall inform the reported ceiling and visibility;

If the pilot expresses his/her desire to taxi until the threshold of the runway in use to confirm the visibility on the runway, he/she shall be authorized to do so;

- b. when the aircraft is close to / on the runway threshold and reports the visibility:

1. if the pilot's report is equal to or better than the specified minimums and requests permission to take-off, the controller shall authorize the maneuver;

2. if the values reported by the pilot indicate that the meteorological conditions are lower than the published minimums and insist on carrying out the take-off, the following phrasology shall be used:

--(Identification) reported visibility/ceiling....(values), unable to issue take-off clearance in those conditions.

Procedures in arrival operations

**MEXICO
RULES AND PROCEDURES**

If the reported meteorological conditions are lower than the published meteorological minimums, the approach Control should inform the aircraft at the first contact of the meteorological conditions and shall request the pilot to notify his/her intentions and if he/she wishes to make an attempt to approach in accordance with the established procedure, such maneuver shall be authorized;

Phraseology example:

--“*(Identification), cleared to land if you have landing minimums (o minima)*”.

If an arrival aircraft reports that the meteorological conditions are below its landing minimums:

- a. instructions shall be issued for the aircraft to maintain or proceed to another airport, in accordance with the intentions expressed by the pilot;
- b. adjust, as necessary, the position in the landing sequence of any other aircraft that wishes to make an approach and the corresponding clearances shall be issued;
- c. each aircraft shall be informed of any change in the prevailing visibility or in the runway visual range (RVR), indicating that the visibility is below the published minimum.

SPECIAL REQUIREMENTS AND REGULATIONS

The following RNAV routes within Mexico FIR are RNP 10:

L207, L208, L209, L214, L333, M215, M219, M345, M575, M580, UL207, UL208, UL209, UL214, UL333, UL674, UM215, UM219, UM345, UM575, UM580, UM782, UT17, UT22, UT23, UT24, UT26, UT27, UT28, UT29, UT31, UT37, UT40 and UT45.

OPERATIONS AT UNCONTROLLED AIRPORTS

Radio equipped aircraft operating within 15 miles of a non-controlled airport should select and maintain a listening watch on frequency 122.5 MHz. Broadcast position and pilot intentions 5 miles from the airport and at entry and each point in the traffic circuit.

Aircraft departing a non-controlled airport should maintain a listening watch on 122.5 MHz for other traffic in the area and broadcast intentions, position on the airport and prior to entering the runway for take-off.

VFR is not permitted when operating at and above FL200.

ALTIMETRY

Corrected QNH altimeter settings, provided by ATC or communication stations of the mobile aeronautical service, will be used for enroute operations at or below 18,000' (5488 meters) when operating over:

- a. continental areas;
- b. over oceanic areas within 100 NM of the coast.

A QNE altimeter setting will be used for operations at and above FL200 and above 2000' over oceanic areas more than 100 NM miles from the coast.

During climb the QNH altimeter setting will be changed to QNE when passing 18,500'.

During descent the QNE altimeter setting will be changed to QNH when passing FL195.

**MEXICO
RULES AND PROCEDURES**

The altimeter transition layer can be used in level flight with previous clearance from ATC or when climbing or descending. ATC may assign aircraft operating above 18,000' QNH altitudes as long as a vertical separation of 2000' (610 meters) is given between aircraft operating on QNE altimeter rules.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

3.1.7 Unless authorized by the Aeronautical Authority, in order to perform acrobatic flights, the pilot is the only occupant of the aircraft with the exemption of the dual-control Training flights, where he must be accompanied by an authorized instructor and, in any case must do:

- a) over cities, towns or inhabited areas or over gatherings of people outdoors;
- b) in any airway or route, aerodrome/airport controlled airspace;
- c) at a height lower than 150 meters (500 ft) above ground surface or water;
- d) when in instrument meteorological conditions;
- e) any other dictated by the Aeronautical Authority.

3.3.1.4 A flight plan for a controlled IFR or VFR flight, shall be submitted at least 30 minutes prior departure, or, if submitted during the flight, at least 10 minutes prior the estimated time when the aircraft must reach the expected entry point in a controlled area or an areas with advisory service.

3.9 VMC visibility minimums and distance to clouds

Except when authorized by the aeronautical authority, all aircraft in VFR flight must observe the ceiling and visibility values equal or greater to those to operate under Visual Meteorological Conditions (VMC), as indicated in table 1.

4.7 VFR flights in horizontal cruising flight when operating above 600 M (2000 FT) with respect to the terrain or water, must be conducted at a flight level appropriated to the course of the flight, as specified in the cruise level table included in Appendix "C" Regulations.

NICARAGUA
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Air traffic services are provided by Nicaragua ATS units below FL195 over Nicaragua and its territorial waters. CENAMER ACC/FIC provides air traffic services at and above FL195 and in the oceanic airspace below FL195 in the Central American FIR.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting, etc., generally more than 2 nautical miles	Nautical Miles
Relatively short distances such as those relating to airport; e.g., runway lengths	Meters
Altitudes, elevations and heights	Meters/Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for take-off and landing	Degrees Magnetic
Wind direction other than for take-off and landing	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Inches of Mercury (in HG)
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Year, month, day, hour and minute starting the day of UTC to 6:00 pm

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

Unless otherwise authorized by an appropriate ATS unit, VFR flights will not take-off between sunset and sunrise.

Inside controlled airspace air traffic services can totally or partially prohibit VFR flights depending on the limitation of space and time, if the intensity of air traffic requires it.

**NICARAGUA
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Nicaragua publishes MDA(H) DA(H), Obstacle Clearance Altitudes (Heights) [OCA(H)] and visibilities for take-off and landing.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Nicaragua airspace is designated in accordance with the following ICAO airspaces classification:

Class "A" — Central American UTA FL195 and above;

Class "E" — TMA, CTR and airways within the TMA;

Class "F" — Central American FIR (below FL195) in the oceanic airspace outside of Nicaragua (including jurisdictional waters);

Class "G" — Airspace and routes outside of TMA/CTR below FL195 (Nicaragua and territorial waters).

SPECIAL REQUIREMENTS AND REGULATIONS**PROCEDURE FOR SUBMITTING A FLIGHT PLAN**

Flight plans will not be submitted more than 120 hours in advance of the scheduled off-block time of a flight.

- a. Any flight IFR
- b. Any flight VFR
- c. Any flight within designated areas along designated routes when required by the ATS authority competent to facilitate the provision of flight information, alert and search and rescue services;
- d. Any flight within designated areas along designated routes when required by the ATS authority competent to facilitate coordination with the competent air traffic services units in Adjacent States, in order to avoid the possible need for interception for identification purposes;
- e. All flights across international borders.

A flight plan (FPL) will be submitted at least 60 minutes before departure, taking into account the requirements of timely information to ATS units in the airspace along the route to be flown, including prompt submission requirements for the air traffic flow organization (ATFM).

QFE altimeter settings are not available.

NICARAGUA
RULES AND PROCEDURES**DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES****ICAO REFERENCE****ANNEX 2****3.1.2 Minimum Heights**

Flight over public gatherings requires special permission, within specified limits and conditions, from the Director General of Civil Aviation.

4.1 Flight visibility and distance from cloud for VFR flights within the Republic of Nicaragua are as shown in the Basic VFR Weather Minimums table below.

Airspace Classification	C	G
Distance from Clouds	Clear of Clouds 1500m Horizontal 300m Vertical	1500m Horizontal 300m Vertical
Flight Visibility	8km (5 NM) above 3050m (10,000 ft) AMSL 5km (3 NM) below 3050m (10,000 ft) AMSL	8km (5 NM) above 3050m (10,000 ft) AMSL 5km (3 NM) below 3050m (10,000 ft) AMSL

**PANAMA
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting, etc., generally in excess of 2 to 3 NM	Nautical Miles
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Meters and Kilometers
Altimeter setting	Hectopascals (hPa)
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Year, month, day, hour and minutes beginning Universal Time Coordinated at 7:00 p.m.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the criteria in PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Panama publishes DA, MDA, and visibility. Ceiling may or may not be required for landing.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Panama airspace is designated in accordance with the following ICAO airspaces classification:

Class "A" — Upper ATS routes FL195 – UNL, Upper National routes FL195 – FL450;

**PANAMA
RULES AND PROCEDURES**

Class "C" — Panama TMA 700 ft MSL – 14,500 ft MSL;

Class "D" — Panama TMA 700 ft MSL – 14,500 ft MSL;

Class "E" — Panama CTA 2500 ft MSL – FL195, lower ATS and national routes 2500 ft MSL – FL195;

Class "F" — The Panama FIR (oceanic) Gnd – 2500 ft MSL.

SPECIAL REQUIREMENTS AND REGULATIONS

PORT AREAS

The port areas are treated as restricted areas because they contain a great quantity of persons and goods. Operations within these areas must comply with the following requirements:

- a. Any operation within these areas requires the AAC authorization.
- b. All aircraft operators in these areas shall present the corresponding FPL to the proper authority.
- c. The MSA established shall be observed.

FLIGHTS OVER THE CANAL

Air operations over Gatun, Pedro Miguel and Miraflores locks; over Gatun and Maden dams; and over any ship passing interoceânically are considered restricted areas from Gnd – 2500 ft MSL.

Air operations in these areas are restricted below the vertical limits established unless granted permission by AAC or authorization from ACC and APP.

IFR FLIGHTS

IFR flights are required, in addition to IMC conditions, when operating within the following:

- a. Nocturnal flight made outside the aerodrome traffic zone;
- b. Flights made over the sea more than twenty miles (20 NM) from coast for more than one hour.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

4.3 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated in the period between sunset and sunrise.

4.4 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

- a. above FL195;
- b. at transonic and supersonic speeds.

**PANAMA
RULES AND PROCEDURES**

4.8 VFR flights shall comply with the provisions of 3.6 from Annex 2 when operating within Classes C, D and E airspace.



Air Traffic Control

State Rules and Procedures -
Caribbean

**ARUBA
RULES AND PROCEDURES**

GENERAL

The air traffic rules and procedures applicable to air traffic in the territory of Aruba are in conformity with Annex 2 and Annex 11 to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444), and the Regional Supplementary Procedures (Doc 7030) applicable to the CAR-Region.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., in excess of 4000m	Nautical Mile
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility	Kilometers or Meters
<i>NOTE: Visibility of less than 5km may be given in meters.</i>	
Runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Mass	Kilograms
Time	Seconds, Minutes, Hours, Day, Week, Month, Year. The day of 24 hrs beginning at midnight UTC.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in the new PANS-OPS, Document 8168, Volume II.

**ARUBA
RULES AND PROCEDURES**

AIRPORT OPERATING MINIMUMS

Aruba publishes MDA (H) and DA (H), ceiling and visibility for landing.

Jeppesen charted minimums are not below state minimums.

ATS AIRSPACE CLASSIFICATION

ATS airspaces are classified and designated in accordance with ICAO ATS Airspace Classifications — Annex 11.

The Beatrix Control Zone (CTR) is a Circle with radius of 25 NM ARP within the limits of the Curaçao FIR with UPPER LIMIT FL065 and is classified as ATS Airspace Class D.

The Beatrix Aerodrome Traffic Zone (ATZ), a circle with radius of 3 NM ARP and UPPER LIMIT 2000 ft.

SPECIAL REQUIREMENTS AND PROCEDURES

SPECIAL PROCEDURES FOR THE BEATRIX CONTROL ZONE

The inbound, transit and outbound routes may vary at the discretion of ATC. VFR flights shall contact Beatrix Tower on frequency 120.9 MHz at least 5 minutes prior entering the Beatrix CTR.

ARRIVING FLIGHTS

IFR flights entering, and landing within the Beatrix CTR, will be cleared to a specified holding point and instructed to contact Beatrix Tower at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Beatrix Tower. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out the level last authorized.

FLEXIBLE USE OF AIRSPACE

In support of aircraft operators, to reduce flown miles, during this COVID 19 period, DC-ANSP has decided to allow **FLEXIBLE USE OF AIRSPACE** (Free Route Operations (FRCO)) in TNCF RVSM airspace until October 1st, 2020, under the following flight planning (field 15) conditions:

- Overflights: Use published waypoints for entry, inside and exit of FIR.
- Departures: Follow SID to waypoint of your SID name and free route to exit waypoint of FIR.
- Arrivals: From entry waypoint of FIR, use free route to ingress point for STAR.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published

**BAHAMAS
RULES AND PROCEDURES**

GENERAL

The current Commonwealth laws and regulations relating to civil aviation correspond to the Annexes and Standards and Recommended Practices established by the International Civil Aviation Organization (ICAO), as well as other internationally recognized standards and practices as deemed appropriate by The Bahamas.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and Tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Feet
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility	Statute Miles and Meters
Visibility (RVR)	Statute Miles and Meters
Altimeter setting	Inches of Mercury/hectopascals upon request
Temperature	Degrees Fahrenheit
Weight	Pounds
Date/Time	Year, month, day, hours and minutes, the day of 24 hrs beginning at midnight UTC.

WGS-84 COMPLIANT

AIRPORT OPERATING MINIMUMS

The Bahamas publish DH, MDA and visibility for landing. Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

The Nassau CTA/FIR MYNA (Nassau) is class E airspace unless otherwise designated. The airspace extends upward from 1200 ft above the surface up to and including 6000 ft AMSL.

**BAHAMAS
RULES AND PROCEDURES**

Nassau Terminal Control Area is designated as Class D airspace and extends from 1500 ft AMSL up to and including 12000 ft AMSL.

Grand Bahama Terminal Control Area is designated as Class D airspace and extends from 1500 ft AMSL up to and including 6000 ft AMSL.

SPECIAL REQUIREMENTS AND REGULATIONS

Visual Flight Rules (VFR) Flying at Night

- All aircraft flying between the hours of official sunset and sunrise (night) within The Bahamas airspace shall be flown in accordance Instrument Flight Rules (IFR).
- A VFR flight shall not commence if termination of the operation is known or expected to occur after official sunset.
- The Director of BANSA may grant prior written approval for specific VFR night flying operations.

ATS Clearances and TCAS Advisories

- Pilot actions in response to a TCAS advisory that are contrary to an ATS clearance shall be deemed lawful provided:
 - a. The TCAS equipment and installation are certified by the aircraft's state of registry, and
 - b. TCAS operation by the flight crew is in accordance with instructions for use of the equipment as specified in their company's operations manual (if applicable).
- Pilots must notify the General Manager of BANSO in writing within ten (10) days after deviating from an ATS clearance in response to a TCAS advisory. Particulars of the deviation and circumstances leading to it must be provided.
- Pilots are not expected to initiate avoidance action based solely on a TCAS traffic advisory. Pilots should not request traffic information from ATS unless the other aircraft is not in sight and the pilot believes his aircraft is about to be endangered.
- Pilots are expected to respond immediately to a TCAS resolution advisory. If required, avoidance action should be the minimum necessary for conflict resolution.

ALTIMETER SETTING

- a. A QNH altimeter setting is relayed as part of an approach clearance, and when clearance to enter the traffic pattern is given.
- b. QFE altimeter settings are not available.
- c. Vertical position of aircraft during approach is controlled by reference to Flight levels down to the transition level below which vertical position is controlled by reference to altitude.

Vertical positioning in this region is based on the QNH altimeter setting at Freeport (Grand Bahama Intl), Abaco I. (Leonard M. Thompson Intl), Exuma (Intl), and Nassau (Pindling Intl).

**BAHAMAS
RULES AND PROCEDURES**

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

DEFINITIONS

Visual Approach Contact Approach — The Bahamas ATC service will accept either the ICAO term “Visual Approach” or the United States term “Contact Approach” to convey virtually the same meaning. Both terms will be interpreted as follows:

“An approach by an IFR flight wherein a pilot has requested a visual/contact approach, and ATC authorization has been obtained to deviate from either part or all of a prescribed instrument approach procedure to proceed to the destination airport by visual reference to the terrain.”

**BARBADOS
RULES AND PROCEDURES**

GENERAL

The air traffic rules and procedures applicable to air traffic in Barbados conform with Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services*, applicable to aircraft and of the *Regional Supplementary Procedures* applicable to Caribbean Region, except for the differences listed below.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation. Position reporting etc.—generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168—Procedures for Air Navigation Services—Aircraft Operations (PANS-OPS).

**BARBADOS
RULES AND PROCEDURES**

Holding Speeds

Flight Level (FL)	Category A and B Aircraft	Jet Aircraft	
		Normal Conditions	Turbulence Conditions
Up to FL140 (4250m) inclusive	170 kt	230 kt (425km/h)	280 kt (520km/h) or Mach 0.8, whichever is less
Above FL140 (4250m) to FL200 (6100m) inclusive		240 kt (445km/h)	
Above FL200 (6100m) to FL340 (10,350m) inclusive		265 kt (490km/h)	
Above FL340 (10,350m)		Mach 0.83	Mach 0.83

AIRPORT OPERATING MINIMUMS

Barbados publishes MDA (H) DA (H) (HAA or HAT), ceiling and visibility for landing. Jeppesen charted minimums are not below state minimums.

ATS AIRSPACE CLASSIFICATION

ATS airspaces are classified and designated in accordance with standard ICAO airspace classifications as depicted on Enroute charts.

SPECIAL REQUIREMENTS AND REGULATIONS

Flights operating in the Adams CTA are required to carry mode C transponder equipment and to operate them on a continuous basis.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

VFR not permitted in Barbados' airspace above FL085.

**CAYMAN IS
RULES AND PROCEDURES**

GENERAL

The air traffic rules and procedures applicable to air traffic in the Cayman Islands territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the Caribbean Region, except for the differences listed below.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation position reporting, etc.	Nautical Miles and tenths
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility	Meters/Kilometers
Altimeter setting	Hectopascals/Inches
Temperature	Degrees Celsius/Fahrenheit
Weight	Metric tons or kilograms
Time	Hours and Minutes, beginning at midnight UTC.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Holding, approach, and departure procedures are based on those contained in PANS-OPS, Document 8168.

AIRPORT OPERATING MINIMUMS

The Cayman Is publish Minimum Descent Altitude (Height) [MDA(H)] and visibility for landing. Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

ATS airspace is classified and designated in accordance with the following:

CAYMAN IS RULES AND PROCEDURES

- *Class A.* IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.
- *Class D.* IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.
- *Class G.* IFR and VFR flights are permitted and receive flight information service if requested.

SPECIAL REQUIREMENTS AND REGULATIONS

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

All flights entering the Cayman Islands TMA are required to establish two-way communications with Cayman Approach at least 10 minutes prior to entry.

IFR flights operating between the Kingston and Havana FIRs as well as the Kingston and Panama FIRs will normally be assigned westbound hemispheric cruising levels when northbound and eastbound hemispheric cruising levels when southbound by Havana, Panama and Kingston ACCs as a result of special agreement between these ACCs.

QFE altimeter settings are not available.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

4.6 LOW FLYING PROHIBITIONS

Rule 5

- (1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.
- (2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions.
- (3) **The low flying prohibitions are as follows:**

(a) Engine Failure

An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure.

(b) The 500 feet rule

Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure.

**CAYMAN IS
RULES AND PROCEDURES**

(c) The 1000 feet rule

Except with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.

(d) The land clear rule

An aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure.

(e) Flying over open-air assemblies

Except with the written permission of the Governor, an aircraft must not fly over an organized open-air assembly of more than 1000 persons below whichever is the higher of the following heights:

- (i) 1000 ft; or
- (ii) such height as would permit the aircraft to land clear of the assembly in the event of an engine failure.

(f) Landing and taking off near open-air assemblies

An aircraft must not land or take-off within 1000 metres of an organized, open-air assembly of more than 1000 persons except:

- (i) at an aerodrome, in accordance with procedures notified by the Governor; or
- (ii) at a landing site which is not an aerodrome, in accordance with procedures notified by the Governor and with the written permission of the organizer of the assembly.

EXEMPTIONS FROM THE LOW FLYING PROHIBITIONS

Rule 6

The exemptions from the low flying prohibitions are as follows:

a. Landing and taking off

- (i) An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of:
 - (aa) taking off from, landing at or practice approaches to landing at; or
 -)
 - (bb) checking navigational aids or procedures at a certificated or notified aerodrome.
 -)
- (ii) An aircraft is exempt from the 500 feet rule when landing and taking off in accordance with normal aviation practice or air taxiing.

b. Captive balloons and kites

None of the low flying prohibitions apply to any captive balloon or kite.

CAYMAN IS RULES AND PROCEDURES

c. Special VFR flight and notified routes

- (i) subject to paragraph (ii), an aircraft is exempt from the 1000 feet rule when:
 - (aa) it is flying on a special VFR flight; or
 -)
 - (bb) it is operating in accordance with the procedures notified for the route being flown.
- (ii) Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified aerodrome.

d. Balloons and helicopters over congested areas

- (i) A balloon is exempt from the 1000 feet rule if it is landing because it is becalmed.
- (ii) Subject to rule 5(3)(a), a helicopter flying over a congested area is exempt from the land clear rule.

e. Police air operator's certificate

An aircraft flying in accordance with the terms of a police air operator's certificate is exempt from the 500 feet rule, the 1000 feet rule and the prohibitions on flying over open-air assemblies and on landing and taking off near open-air assemblies.

f. Flying displays etc.

An aircraft taking part in a flying display is exempt from the 500 feet rule when it is within a horizontal distance of 1000 metres of the gathering of persons assembled to witness the event.

g. Glider hill-soaring

A glider is exempt from the 500 feet rule if it is hill-soaring.

h. Picking up and dropping at an aerodrome

An aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome is exempt from the 500 feet rule.

i. Manoeuvring helicopters

- (i) Subject to paragraph (ii), a helicopter is exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or military aerodrome or, with the written permission of the Governor at other sites.
- (ii) When flying in accordance with this exemption, the helicopter must not be operated closer than 60 metres to any person, vessel, vehicle or structure located outside the aerodrome or site.

j. Dropping articles with the permission of the Governor

An aircraft is exempt from the 500 feet rule in accordance with:

**CAYMAN IS
RULES AND PROCEDURES**

- (i) article 130(3)(f) of the Air Navigation (Overseas Territories) Order [the dropping of articles by, or with the authority of, the pilot-in-command of the aircraft for the purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor]; or
- (ii) an aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order.

4.7 Aircraft in level flight above 3000 ft above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track: Below 19,500 ft — Quadrantal Rule, Above 19,500 ft — Semicircular Rule.

QUADRANTAL RULE AND SEMICIRCULAR RULE

Rule 34

- (1) Subject to paragraphs (2) and (3), an aircraft in level flight above 3000 feet above mean sea level or above the appropriate transition altitude, whichever is higher, must be flown at a level appropriate to its magnetic track in accordance with Table 1 or Table 2 as appropriate.
- (2) For the purposes of paragraph (1), the level of flight must be measured by an altimeter set:
 - (a) in the case of a flight over the Territory, to a pressure setting of 1013.2 hectopascals; or
 - (b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.
- (3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies:
 - (a) in conformity with instructions given by an air traffic control unit;
 - (b) in accordance with notified enroute holding patterns; or
 - (c) in accordance with holding procedures notified in relation to an aerodrome.
- (4) For the purposes of this rule, "transition altitude" means the altitude which is notified in relation to flights over notified areas.

Table 1 — Flights at Levels below 19,500 feet

Magnetic Track	Cruising Level
Less than 90°	Odd thousands of feet
90° but less than 180°	Odd thousands of feet +500 feet
180° but less than 270°	Even thousands of feet
270° but less than 360°	Even thousands of feet +500 feet

**CAYMAN IS
RULES AND PROCEDURES**

Table 2 — Flights at Levels above 19,500 feet

Magnetic Track	Cruising Level
Less than 180°	21,000 feet
	23,000 feet
	25,000 feet
	27,000 feet
	29,000 feet
	31,000 feet
	33,000 feet
	35,000 feet
	37,000 feet
	39,000 feet
	41,000 feet or higher levels at intervals of 4000 feet
180° but less than 360°	20,000 feet
	22,000 feet
	24,000 feet
	26,000 feet
	28,000 feet
	30,000 feet
	32,000 feet
	34,000 feet
	36,000 feet
	38,000 feet
	40,000 feet
	43,000 feet or higher at intervals of 4000 feet

**CUBA
RULES AND PROCEDURES**

GENERAL

The Air Traffic Rules and Procedures applied in the Republic of Cuba are adjusted in general lines to the Standards and Recommended practices contained in the Annexes 2 and 11, Procedures for Air Navigation Services (PANS-ATM), ICAO Doc. 4444 and Supplementary Procedures for CAR/SAM Region, ICAO Doc. 7030.

Units of measurement will be used for operations within Havana FIR/UIR.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 NM	Nautical Miles
Distances relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Meters and Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24 hrs beginning at midnight UTC.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Holding, approach and departure procedures are based on ICAO Doc. 8168-OPS/611 (PANS-OPS).

ATS AIRSPACE CLASSIFICATION

Controlled airspace is designated in accordance with standard ICAO airspace classifications as depicted on Enroute Charts.

SPECIAL REQUIREMENTS AND REGULATIONS

Unless authorized by ATC, VFR flights shall not operate between sunset and sunrise.

CUBA RULES AND PROCEDURES

Departing aircraft must communicate to Havana ATC the expected point and time of FIR crossing no less than 10 minutes prior to crossing. Aircraft that depart an airport less than 10 minutes from crossing should inform Havana ATC immediately after takeoff.

QFE altimeter settings are not available.

When the Air Traffic Control units of the adjacent FIRs are unable to transmit, through the channels established to the Havana ACC, the arrival estimates at the limits of the Havana FIR, due to communications failures or contingency situations, they will inform the aircraft of the occurrence of these, so that their crews notify their estimated time of crossing over the aforementioned limit 10 minutes in advance, considering the provisions of Articles 22, 23 and 25 of Law 1318/76 ORGANIZATION, PLANNING AND CONTROL OF FLIGHTS OVER THE TERRITORY AND FLIGHT INFORMATION REGION OF THE REPUBLIC OF CUBA.

Aircraft entering or leaving the national territory must cross through certain points and/or follow the routes that are indicated by the Aeronautical Authority.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

PANS-RAC (Doc 4444)

6.3.2.4 When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the levels specified in a SID, the aircraft shall interpret that the level indicated in the SID is cancelled and comply with the flight level indicated by the ATC.

6.5.2.4 When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the levels specified in a STAR, the aircraft shall interpret that the level indicated in the STAR is cancelled and comply with the flight level indicated by the ATC. Published minimum levels based on terrain clearance shall always be applied.

Appendix 2

2.2 Instructions for insertion of ATS data

Field 8, Flight rules and type of flight. 8) Type of Flight.

All flight plans presented for operating in Havana FIR must include the letter identifying the type of flight.

Field 10, Equipment and capacities 10a), Equipment and capacities of radio communications, and the air navigations and approach aids.

It is admitted up to a maximum of 50 characters
The term AFIL is not admitted for the departure airport when the flight plan is received from a flying aircraft

Field 13, Departures airports and times.

The term AFIL is not admitted for the departure airport when the flight plan is received from a flying aircraft

Field 15, Route. b), Cruiser level c), Route (including change of speed, level or flight rules).

It is not admitted flight levels or altitudes expressed by the letters S and M respectively.

**CUBA
RULES AND PROCEDURES**

Field 16, Destination airports and expected total flight duration, alternative destination airports.

Field 18, Other data.

All flight plans that be presented to operate in airports located inside of Havana FIR shall include alternative destination airports.

All flight plans presented for operating in Havana FIR must included indicator EET/ data related to the significant points in the field limits and total duration foreseen from departure up to the arrival of such points.

The flight plans of the general aviation flights operating in the Havana FIR shall contain in the field RMK/ the permission number given by the Aviation Authority.

**DOMINICAN REPUBLIC
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation position reporting, etc., generally in excess of 2 NM	Nautical Miles and Tenths
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Statute Miles, or Kilometers/Meters, when specified
Altimeter setting	Hectopascals/Inches
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC.
The vertical reference system corresponds to	Mean Sea Level (MSL)
The geoid model used is the	WGS-84 / EGM2008

WGS-84 COMPLIANT

FLIGHT PROCEDURES

The holding, approach, and departure procedures in use are based on those contained in the latest edition of PANS-OPS.

HOLDING

Speeds

MAXIMUM SPEEDS

**DOMINICAN REPUBLIC
RULES AND PROCEDURES**

Category A & B Aircraft

Up to FL140 inclusive — 170 kt

Jet Aircraft

Up to FL140 inclusive — 230 kt

From FL140 to FL200 inclusive — 240 kt

From FL200 to FL340 inclusive — 265 kt

Turbulent air up to FL340 — 280 kt or Mach 0.8, whichever is less.

Above FL340, including turbulent conditions — Mach 0.83

Holding should be executed as exact as possible due to limited airspace. Pilots are requested to advise ATC if for any reason holding cannot be conducted in the required manner.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

The Dominican Republic does not publish Airport Operating Minimums for ILS/LOC procedures at Santo Domingo (Las Americas Intl). Obstacle Clearance Altitudes (Heights) [OCA(H)] are published for these procedures. For all other procedures the Dominican Republic publishes Minimum Descent Altitude (Height) [MDA(H)], ceiling and visibility for landing. Ceiling and visibility are published for take-off.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

The Dominican Republic airspace is designated in accordance with the standard ICAO airspaces classification as follows:

Class "A" — Santo Domingo UIR airspace, FL195 - FL600.

Class "G" — Santo Domingo FIR airspace.

Class "D" — All control zones, GND - 2000 ft + (AGL), the Las Americas TMA, 2000 ft (AGL) - FL195, the Cibao TMA, 2000 ft (AGL) - FL195 inside a circle of 40 NM from PTA VOR/DME and 6000 ft (AGL) outside a 40 NM circle (limited by the lateral limits of Cibao TMA), the Punta Cana TMA - MVA - 15,500 ft MSL, and all airways and routes, MVA - FL195, within the Santo Domingo FIR/UIR area.

SPECIAL REQUIREMENTS AND REGULATIONS

Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a. when the ceiling is less than 450m (1500 ft); or

**DOMINICAN REPUBLIC
RULES AND PROCEDURES**

- b. when the ground visibility is less than 5km.

Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

VFR is not permitted above FL195.

PROHIBITED, RESTRICTED AND DANGEROUS ZONES

All aircraft entering Santo Domingo FIR, from north, east, south and west are requested to contact ten (10) minutes before boundary crossing.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

4.1 (See VFR Weather Minima Table.)

BASIC VFR WEATHER MINIMUMS

Airspace	Flight Visibility	Distance from Cloud
Class "B"	8 kilometers	Clear of Cloud
Class "C," "D" and "E"	8 kilometers	300m (1,000 ft) vertical; 1,500m (5,000 ft) horizontal
Class "F" and "G"		
Above 900m (3000 ft) MSL or above 300m (1000 ft) AGL, whichever is higher	8 kilometers	300m (1,000 ft) vertical; 1,500m (5,000 ft) horizontal

**DOMINICAN REPUBLIC
RULES AND PROCEDURES**

BASIC VFR WEATHER MINIMUMS (continued)

Airspace	Flight Visibility	Distance from Cloud
At or below 900m (3000 ft) MSL or 300m (1000 ft) AGL, whichever is higher	8 kilometers	Clear of Cloud and in sight of the surface

NOTE:

1. *Flight visibilities lower than 1500m may be permitted for operations:*
 - *at speeds that in the prevailing visibility will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;*
 - *in circumstances in which the probability of encounters with other traffic would normally be low; e.g., in areas of low traffic volume and for aerial work at low levels.*
2. *Helicopters may be permitted to operate in less than 1500m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.*
3. *Classes of airspaces "C", "B", "E" and "F" are not used in the Santo Domingo FIR.*

E CARIBBEAN STATES RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Information on these Rules and Procedure pages are applicable to the following Eastern Caribbean States/Airports in the Caribbean ICAO region:

ANGUILLA (San Juan FIR)	Anguilla I, Anguilla (Wallblake Apt)
ANTIGUA (Piarco FIR)	St Johns, Antigua (V C Bird Intl)
BRITISH VIRGIN IS (San Juan FIR)	Roadtown, British Virgin Is (Lettsome Intl)
DOMINICA (Piarco FIR)	Roseau, Dominica (Canefield Intl)
GRENADA (Piarco FIR)	St George's, Grenada (Point Salines Intl)
MONTSERRAT (Piarco FIR)	Gerald's (Gerald's Airport)
NEVIS I (Piarco FIR)	Charlestown, Nevis I (Vance Winkworth Amory)
ST KITTS (Piarco FIR)	St Kitts I, St Kitts (Bradshaw Intl)
ST LUCIA (Piarco FIR)	Castries, St Lucia (George F. Charles) Vieux Fort, St Lucia (Hewanorra Intl)
ST VINCENT (Piarco FIR)	St Vincent I, St Vincent (Argyle Intl)
TRINIDAD and TOBAGO (Piarco FIR)	Port of Spain, Trinidad (Piarco Intl) Scarborough, Tobago (Crown Point Apt)

Eastern Caribbean States may generally be considered as that line of islands in the West Indies running eastward from Puerto Rico, and then southward to the South American continent. The following are excluded from this group:

- Virgin Is (United States Caribbean Territory)
- St Maarten (Neth Antilles)
- Guadeloupe and Martinique (French Antilles)

**E CARIBBEAN STATES
RULES AND PROCEDURES**

– Barbados

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation position reporting, etc., generally in excess of 2 NM	Nautical Miles and Tenths
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Meters (Feet)
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms*
Time	Hours and minutes beginning at midnight UTC.

* Except for Trinidad and Tobago, other States and Territories use in addition, the units pounds (lbs).

WGS-84 COMPLIANT**FLIGHT PROCEDURES****PROCEDURE LIMITATIONS AND OPTIONS**

The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 – *Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)*.

Holding speeds comply with ATC Chapter ICAO Flight Procedures (DOC 8168) Part IV Holding Procedures, Table “Holding Speeds ICAO DOC 8168 Volume I”.

AIRPORT OPERATING MINIMUMS

Eastern Caribbean States publish Decision Altitude (Height) [[DA(H)]], Minimum Descent Altitudes (Heights) [[MDA(H)]] and visibility for landing. Visibilities are published for takeoff.

Jeppesen charted minimums are not below State minimums.

E CARIBBEAN STATES RULES AND PROCEDURES

ATS AIRSPACE CLASSIFICATION

Standard ICAO ATS airspaces classifications have been selected within the Eastern Caribbean States. Specific areas and altitudes are identified on Jeppesen Enroute Charts.

SPECIAL REQUIREMENTS AND REGULATIONS

Flight plans for flights or portions thereof along oceanic routes not defined by specific reporting points shall be made in accordance with the following:

- a. For flights whose flight path is generally oriented in an east-west direction, the planned track shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees.
- b. For flights whose flight path is generally oriented in a north-south direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specific parallels of latitude spaced at 5 degrees intervals.

Aircraft exiting the Piarco CTA/FIR (TTZP) to enter the New York OCA (KZWY) shall:

- a. Request Oceanic Clearance at least 30 minutes before reaching the TTZP/KZWY boundary;
- b. Request Oceanic Clearance before departure from airports within the V C Bird or Pointe-A-Pitre TMAs;
- c. Indicate on the flight plans coordinates at the TTZP/KZWY boundary preceded by TAS given as a Mach number.

Position reports made by aircraft operating within an oceanic control area at a distance of 60 NM or less from the common boundary with an adjacent oceanic control area, including aircraft operating on tracks through successive points on such boundary, shall also be made to the area control center serving the adjacent control area.

FANS-1/A OPERATIONS IN THE PIARCO FIR

FANS-1/A AIRSPACE

The entire FIR of Piarco will be designated as FANS-1/A airspace with the following limitations.

- Full FANS-1/A (CPDLC and ADS-C) service will be available East of 057° W longitude from FL060 and above.
- Flights operating West 057° W longitude will logon to Piarco only when instructed to do so.
- Flights operating West of 057° W longitude shall expect only a CPDLC service.

FANS-1/A SERVICE

A 'Log-On' address refers to the designator for a given Data Authority For Piarco the FANS-1/A Log On address is TTZP.

E CARIBBEAN STATES RULES AND PROCEDURES

AIRCRAFT LOG-ON

FANS-1/A Log On should be established at least 15 minutes prior to the entry time for the Piarco FIR boundary. For flights departing airports in the Piarco's FIR, Log On may be conducted by aircraft on the ground.

REQUIRED AIRCRAFT LOG-ON PARAMETERS

A FANS-1/A service is only established when all the required Log On parameters match those contained in the ICAO flight plan.

REQUIREMENTS FOR A FANS-1/A LOG-ON

- Aircraft-ID as stated in item 7 of the ICAO flight plan, and the aircraft registration.
- Departure and destination airfields (not IATA codes).
- Route as stated in the ICAO flight plan.

These are used to match the particular flight with the flight plan stored in the ground system.

FLIGHT PLANNING

In order to use FANS-1/A services, aircraft operators shall file equipage J1 – J7 (as appropriate) in field 10a of their flight plan to indicate CPDLC equipage and D1 in field 10b to indicate ADSC capability.

NOTE:

- a. *Using IATA flight ID, inserting additional leading zeros or spaces will result in a failed LOG-ON.*
- b. *Incorrectly filed flight plans or late change of aircraft frame may result in a failed LOG-ON unless the flight plan is updated.*
- c. *Operators shall desist from including hyphens in the aircraft registration when filing.*

Aircraft **must** be set to Log On to the correct Data Authority.

ESTABLISHING CPDLC CONNECTION

Although an aircraft (FANS equipped) may be logged-on to a Data Authority, no CPDLC service will be available until an active CPDLC connection has been established.

The previous Data Authority is required to send a CPDLC END SERVICE REQUEST message to the aircraft.

A CPDLC CONNECTION REQUEST must then be sent by the receiving ground system and acknowledged by the airborne system.

On entry at Piarco's FIR a CPDLC position report should be made to verify that Piarco is the CURRENT DATA AUTHORITY.

If the downlink message fails then the pilot should attempt a manual logon by **SELECTING ATC COMM OFF THEN LOGON TO TTZP**.

E CARIBBEAN STATES RULES AND PROCEDURES

POSITION REPORTING

ADS-C shall be the primary means of position reporting in airspace East of 057° W longitude. Flights that are not ADS-C capable shall make reports via CPDLC or voice on the HF assigned.

TRANSFER OF CPDLC BETWEEN PIARCO DATA AUTHORITY AND ADJACENT DATA AUTHORITIES

When possible, Piarco ground system will attempt to automatically nominate the appropriate Next Data Authority (NDA) to continue the CPDLC service. Crews should be aware that this may not always succeed and a manual log-on to the Next Data Authority may be required.

CPDLC ERRORS

If a flight crew receives an 'ERROR' response to a downlink message it should not be re-sent as this may generate another 'ERROR', and a possible time-out.

IMPORTANT NOTES

If a flight crew has any doubt regarding the content, validity or execution of a CPDLC message they must revert to voice communication immediately to clarify the meaning or intent of the message. When querying a CPDLC UPLINK MESSAGE VIA VOICE, flight crews should reply with 'UNABLE', to the uplink message to close the dialogue.

Within Piarco's continental airspace (airspace west of 57W) CPDLC is a supplementary means of communication. Voice over R/T remains the primary means of communication.

In Piarco's oceanic airspace CPDLC shall be the primary means of communication and voice via HF shall be the alternate.

If a CPDLC instruction is superseded by a voice instruction, in order to avoid a time-out the flight crew are requested to respond 'UNABLE' to close the original CPDLC dialogue and follow the voice instruction.

Controllers may be required to respond to a downlink request with 'UNABLE' to close the dialogue.

Flight crews of FANS equipped aircraft are requested to respond promptly to uplinked CPDLC messages due to known network latency issues.

If a flight crew determines they will need a significant amount of time to respond to a message, they should send a STANDBY response.

Due to the potential for FANS message duplication, flight crews are requested to report any suspected instances of duplicated CPDLC messages by filing a safety occurrence report.

Operators should email fault reports or concerns to the Centralized Reporting Unit (CRU) at Piarco. This report should be sent as soon as the possible after the event to:

cru@caa.gov.tt

Flight Crews should respond as soon as possible to uplink messages to prevent a message time-out and to ensure no open dialogue exists.

E CARIBBEAN STATES RULES AND PROCEDURES

Any queries relating to CPDLC operations should be sent to: piarcoacc@caa.gov.tt or cru@caa.gov.tt

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders.

Aircraft in level flight above 3000 ft above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track: Below 19,500 ft — Quadrantal Rule. Above 19,500 ft — Semicircular Rule.

**FRENCH ANTILLES
RULES AND PROCEDURES**

GENERAL

In general, air procedures and regulations comply with ICAO Standards, Recommended Practices and Procedures.

French Departments in the French Antilles:

- Guadeloupe
- Martinique

Units of measurement used in aeronautical publications and NOTAM are as listed in the following table.

Measurement of	Unit
Distances used in navigation	Nautical Miles and Tenths
Altitudes, elevations, heights, dimensions on aerodromes and short distances	Meters, ¹ Feet
Horizontal speed	Knots
Vertical speed	Meters Per Second
Wind direction for landing and take-off	Degrees Magnetic
Wind direction for all other use	Degrees True
Cloud altitudes and heights	Meters
Visibility	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes

¹ Altitudes and Heights on Instrument Procedure and Enroute charts

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding procedures are based on those contained in ICAO PANS-OPS, Document 8168, Volume II.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument departure and approach procedures are based on those contained in ICAO PANS-OPS, Document 8168, Volume II.

FRENCH ANTILLES RULES AND PROCEDURES

When an aircraft has been allotted landing number one and when it is known that it is making use of the QFE to end its approach, the position of this aircraft in the vertical plane is expressed as a function of its height in relation to the QFE reference level during that part of the flight during which the QFE may be used, essentially during final approach. This height is expressed in relation to the altitude of the aerodrome. However, in the case of an IFR approach, height is expressed in relation to the elevation of the runway threshold:

- for all precision approaches;
- for all non precision approaches when the threshold is more than 5m (16') below the aerodrome elevation.

Selection of the altimeter settings used during the missed approach procedure depends on whether the procedure can or cannot be carried out below the transition altitude.

AIRPORT OPERATING MINIMUMS

General

French Antilles State minima are in accordance with EU-OPS, Appendix 1 (new) to Ops 1.430.

Jeppesen published minima on approach charts with label **Standard** are not below State minima.

Using MDA(H) as a DA(H) — CDFA Flight Technique

The operational minima published on French Antilles non-precision approach charts have been determined based on the assumption that these approaches are flown using the CDFA flight technique unless otherwise stated by the Authority for a particular approach to a particular runway.

The CDFA flight technique implies a continuous descent on final approach, without level-off at or above the MDA(H).

To avoid descending below the MDA(H) in case of a Missed Approach, France State Authority recommends to add following mean vertical margins to the published MDA(H) to use it as a DA(H):

Aircraft Category	Margin/Add-On
A	20 ft
B	30 ft
C	40 ft
D	60 ft

These margins, however, are not considered necessary by France State Authority, if it is ensured that all three criteria below are fulfilled:

- The visual segment surface (VSS) is not penetrated by an obstacle
- Protection of the initial Missed Approach complies with ICAO recommended rules
- The MAP is located at or after the runway threshold

FRENCH ANTILLES RULES AND PROCEDURES

Under these conditions, it is assumed that the obstacles will be cleared with sufficient margin if the go-around procedure is initiated at an altitude corresponding to the MDA, provided that the descent slope is strictly monitored and that the go-around maneuver complies with the normal use of the aeroplane.

NOTE: The fulfillment of these criteria can be derived from the State Source and will be considered on Jeppesen charts accordingly.

JEPPESEN Charts

Based on the information above, Jeppesen Non-Precision approach charts will show the following if CDFA criteria fulfilled:

a. **DA/MDA(H)** label

This label indicates that the associated minima (RVR/CMV) are to be used in conjunction with the CDFA flight technique and, in case a Missed Approach must be initiated, an immediate climb out without level-off shall be performed. The lateral part of the missed approach procedure must be flown via the MAP, unless otherwise stated on the approach chart.

b. The published **DA/MDA(H)** values will not include an add-on to account for a height loss below the MDA(H).

c. **CDFA** label

Additional indication that the associated minima can only be used when the CDFA technique is applied.

d. If one or more of the three criteria previously mentioned are **not** fulfilled, an additional note will be published on the chart, referencing the recommendation to apply the add-on margins to the published **DA/MDA(H)** value, to use the MDA(H) as a DA(H).

The note will read:

"For add-on to the MDA(H), see ATC pages FRENCH ANTILLES".

Should the CDFA technique not be possible for a particular approach, the descent limit will be labeled **MDA(H)** and the Minima Box will show the label **non-CDFA**, to indicate that the charted minima have been increased following EU-OPS regulation (by 200m for Cat A/B aeroplanes and by 400m for Cat C/D aeroplanes, providing that the resulting RVR/CMV value does not exceed 5000m).

INSTRUMENT DEPARTURE PROCEDURES

Turning Departures

For Category A and B aircraft, the lowest height at which a turn may be initiated is 90m (295') above the departure end of the runway (DER). There are two types of turning departures to consider:

Initial Turn — A turn made at a height of less than 300m (1000') or at a distance of less than 3.2 NM from the DER.

**FRENCH ANTILLES
RULES AND PROCEDURES**

Turn After Initial Climb — A turn made at a height or distance greater than that for an “initial turn.”

Aircraft Category	Maximum indicated airspeeds (kt)	
	Initial Turn	Turn After Initial Climb
A	120	120
B	145	165
C	175	265
D	205	290

ATS AIRSPACE CLASSIFICATION

For the departments of Guadeloupe and Martinique in the Piarco (Trinidad) FIR/UIR air space:

- a. The air space above the French part of the island of Saint Martin (department of Guadeloupe) which depends on the flight information region SAN JUAN (Puerto Rico) FIR/UIR and lies under the aerodrome control zone of PHILIPSBURG-JULIANA (Dutch West Indies).
- b. The air space above Saint Barthelemy island (department of Guadeloupe) which depends on the flight information region SAN JUAN FIR/UIR.

SPECIAL REQUIREMENTS AND REGULATIONS

PROVISIONS REGARDING RADIO COMMUNICATIONS AT NON-CONTROLLED AERODROMES

When an aerodrome is provided with a control tower or an AFIS center and these are out of service, pilots shall use the frequency assigned to the tower or AFIS center.

When neither of these services are available, pilots shall use the self information frequency assigned to the aerodrome, failing this, they shall operate on 123.5 MHz.

Pilots-in-command of aircraft equipped with radio communication equipment shall make position reports, state their intentions and inform the AFIS center of any subsequent modifications or, if not available do the same via a self information procedure as follows:

On Arrival

- before joining the aerodrome traffic;
- on the downwind leg;
- on the base leg;
- on the final leg;
- when the runway is clear;
- on the apron.

**FRENCH ANTILLES
RULES AND PROCEDURES**

On Departure

- on the apron before starting to move;
- at holding point(s) before entering the runway;
- when lined up before take-off;
- when leaving the aerodrome traffic.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

3.1.2 ICAO provision complemented by the decree of October 10, 1957 relating to the overflight of agglomerations and gatherings of persons or animals, as well as by decrees and orders for the overflight of national parks and other municipal by-laws.

3.2.2 An aircraft that is aware that the maneuverability of another aircraft is impaired shall give way to that aircraft.

3.2.3.2 b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an airport shall display lights intended to indicate the extremities of their structure, as far as practicable.

3.2.2.4 Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.

3.3.1.2 a flight during which the aircraft must cross a border of the French territory is subject to a flight plan filed at least 60 minutes before departure.

3.3.5.2 A flight plan for a VFR flight may be closed during the flight when it is not or no longer required. However, it remains mandatory for the duration of a flight that crosses a border.

3.6.2.2 Involuntary changes. In the event of an unintentional departure of an aircraft in controlled flight from the current flight plan, the following measures shall be taken:

- 1) deviation from the road: if the aircraft has deviated from its course, the pilot rectifies the course immediately to reach the road as soon as possible;
- 2) Variation in true airspeed: If the average true speed at cruising level, between reporting points, differs or is likely to differ by plus or minus 5% from the value indicated in the flight plan, the competent air traffic services is notified;
- 3) estimated time change: if it is found that the estimated time relating to the first of the following: next applicable reporting point, flight information region or destination airport limit, is tainted with an error exceeding two minutes in relation to the time notified to the ATS (or any other period of time specified by the competent authority), a revision of the estimated time shall be notified as soon as possible to the relevant ATS body;

FRENCH ANTILLES
RULES AND PROCEDURES

4) In addition, if the flight is subject to an applicable ADS agreement, the air traffic services unit is automatically informed by data link whenever changes occur that exceed the specified thresholds. in the ADS event contract.

3.9 In uncontrolled airspace, below the surface defined by the highest of the following two levels: 900 meters (3000 feet) above mean sea level or 300 meters (1000 feet) above the surface, the required flight visibility for aircraft other than helicopters is:

- 5000 meters, or
- 1500 meters, if the indicated speed is less than or equal to 140 knots.

In uncontrolled airspace, below the surface defined by the highest of the following two levels: 900 meters (3000 feet) above mean sea level or 300 meters (1000 feet) above the surface, the flight visibility required for helicopters is:

- 5000 meters, if the indicated speed is greater than 140 knots,
- 1500 meters, if the indicated speed is greater than 50 knots and less than or equal to 140 knots,
- 800 meters, if the indicated speed is less than or equal to 50 knots.

4.1 the special night VFR helicopter is possible if it is moving at an indicated speed below 140 knots and can maintain the following conditions:

- the aircraft moves out of the clouds and in view of the ground;
- flight visibility is 4000 meters or more;
- the ceiling is at least 1000 feet.

4.5 VFR flights may be authorized above FL195 in reserved airspace (TSA, TRA or CBA).

4.6 Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

- (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1000 ft) above the highest obstacle within a radius of 600m from the aircraft;
- (2) elsewhere than as specified in (1), at a height less than 150m (500 ft) above the ground or water, or 150m (500 ft) **above the highest obstacle within a radius of 150m (500 ft) from the aircraft.**

4.6 b) Remotely piloted aircraft, gliders in slope flight, balloons and PULs may operate at a height of less than 150 meters. In the case of an instructional flight on an airplane, this height is reduced to 50m (150 ft) for training on forced landings or voluntary flight interruptions; on the other hand, a distance of 150m from any person, every vehicle, every ship on the surface and every artificial obstacle is respected at all times.

5.3.1 In uncontrolled airspace, the first level to be used in IFRs can be performed above the highest of the following two levels: 3000 feet AMSL or 1000 feet above surface.

The helicopter flights carrying inter-hospital transport may derogate from this rule.

FRENCH ANTILLES
RULES AND PROCEDURES

5.3.2 All IFRs outside controlled airspace must establish communication with the flight information organization and maintain listening.

**HAITI
RULES AND PROCEDURES**

GENERAL

The air traffic rules and procedures applicable to air traffic in Haiti territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the Procedures for Air Navigation Services/Rules of the Air and Air Traffic Services applicable to aircraft and of the Regional Supplementary Procedures applicable to the CAR/SAM Regions.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 NM	Nautical Miles and Tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction for all other purposes	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS).

ATS AIRSPACE CLASSIFICATION

Haiti airspace is designated in accordance with ICAO airspace classifications.

Classes of airspace B, C, E and F are not used in Port-au-Prince FIR.

**HAITI
RULES AND PROCEDURES**

SPECIAL REQUIREMENTS AND REGULATIONS

Flights shall be conducted in accordance with the instrument flight rules even when not operating in instrument meteorological conditions, when operated more than 90km seaward from the shoreline.

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within one hundred (100) nautical miles from the position at which the deviation was observed.

QFE altimeter settings are not available.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ANNEX 2

Chapter 2

It is prohibited to overfly Port-Au-Prince and Cap-Haitien cities at less than 8000 feet

There are no established procedures for SSR equipped aircraft.

Chapter 3

Minimal Heights

Flights over populated areas and the cities of Port-au-Prince and Cap-Haitien are prohibited below an altitude of 2400m (8000 feet) QNH.

Flights over public gathering are prohibited unless necessary for take off or landing or unless operated at sufficient altitude to ensure a safe emergency landing without endangering populations or properties on the ground.

Submission of Flight Plan

Whether they are operated within or outside controlled airspace, all VFR and IFR Flights are required to file a Flight Plan.

Position Reports

In the terminal control area (TMA) and in the control area (CTR), position reports are mandatory for VFR flights.

Chapter 5

Instrument Flight Rules

Above flight level 180 within the control traffic area of Port-au-Prince (CTA), flights will be operated in accordance with the instrument flight rules.

**JAMAICA
RULES AND PROCEDURES**

GENERAL

The rules and procedures applicable to air traffic operating within the territory of Jamaica conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the Procedures for Air Navigation Services - Air Traffic Management applicable to aircraft and of the Regional Supplementary Procedures applicable to the CAR Region, except for the differences listed below.

Units of measurement used in operations under current rules are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles and tenths
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility including runway visual range	Meters/Kilometers
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding speeds comply with ATC Chapter ICAO Flight Procedures (DOC 8168) Part IV Holding Procedures, Table "Holding Speeds ICAO DOC 8168 Volume I".

PROCEDURE LIMITATIONS AND OPTIONS

The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 - *Procedures for Air Navigation Services - Aircraft Operations(PANS-OPS)*.

**JAMAICA
RULES AND PROCEDURES**

Aircraft Speed Limitations

IFR flights operate at 250 KIAS or less below 10,000 ft AMSL.

VFR flights operate at 220 KIAS or less.

AIRPORT OPERATING MINIMUMS

Jamaica publishes Decision Altitude (Height) [DA(H)], Minimum Descent Altitude (Height) [MDA(H)] and visibility for landing. Visibility is published for take-off. Ceiling and visibility are published for alternate. In addition, Jamaica publishes Obstacle Clearance Altitude (Height) [OCA(H)].

Jeppesen Charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

The following four (4) ATS Airspace classifications are currently employed within the Kingston Flight Information Region (FIR).

Class A — IFR flights only are permitted. All flights are provided with Air Traffic Control service and are separated from each other.

Class A airspace extends from 14,501 ft Above Mean Sea Level (AMSL) to unlimited.

Class D — IFR and VFR flights are permitted. All flights are provided with air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.

Class E — IFR and VFR flights are permitted. IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class E airspace extends from 4501 ft AMSL to 14,500 ft AMSL.

Difference from ICAO: Portion of Class E airspace, designated as Traffic Information Zone (TIZ) has requirement for continuous two way radio communication.

Class G — IFR and VFR flights are permitted and receive flight information, if requested.

Class G airspace extends from the surface up to 4500 ft AMSL.

Difference from ICAO: VFR restricted – only VFR flights are permitted.

SPECIAL REQUIREMENTS AND REGULATIONS

The following RNAV routes within Kingston FIR are RNP 10:

UL599, UL674, UL780, UL795, UM782.

Flights entering the Kingston FIR shall establish two-way radio communication with Kingston ACT on the appropriate frequency at least three (3) minutes or twenty (20) nautical miles, prior to entering.

**JAMAICA
RULES AND PROCEDURES**

FLIGHT PLANNING

All flight plans shall be submitted in person, via telefax, email or handling agent, as follows:

- a. Norman Manley International Airport
 1. 1200 – 0400 UTC: Aerodrome AIS Unit Flight Planning Office
 2. 0401 – 1159 UTC: Air Traffic Control Tower
- b. Sangster International Airport
 1. H24 – Air Traffic Control Tower
- c. Ian Fleming International Airport
 1. 1200 – 0000 UTC: Airport Authority of Jamaica representative

The pilot-in-command, or his designated representative or handling agent, shall submit a flight plan at least 60 minutes prior to planned engine start time, taking into account the requirements of ATS units in the airspace along the route to be flown to receive timely information.

A flight plan is not to be submitted more than 120 hours (5 days) before EOBT (Estimated Off Block Time), that is, departure time.

If a flight plan is filed more than 24 hours in advance of EOBT/departure time, the date of departure must be inserted in item 18 of the flight plan form in the format YYMMDD.

If submitted during flight, a pilot should submit an Air Filed Flight Plan (AFIL) at a time which will ensure its receipt by the appropriate ATC facility at least ten (10) minutes before the aircraft is estimated to reach:

- a. the intended point of entry into a control area or advisory area; or
- b. the point of crossing an airway or advisory route.

ALTIMETRY

QFE altimeter settings are not available.

IFR flights operating between the Kingston and Havana FIRs as well as the Kingston and Panama FIRs will normally be assigned westbound hemispheric cruising levels when northbound.

Eastbound hemispheric cruising levels shall be assigned to southbound traffic by Havana, Panama and Kingston ACCs as a result of special agreement between these ACCs.

FILING OF DIRECT ROUTING IN FLIGHT PLAN

To reduce the potential short term economic implication of the COVID-19 pandemic and to assist in the reduction of operating costs for airspace users, the Air Navigation Services Division of the Jamaica Civil Aviation Authority (JCAA) has decided to allow greater flexibility in the filing of flight plans while traffic volume in the Kingston Flight Information Region (KFIR) remains below normal levels. This will allow for the filing of "direct routing" (DCT) in FPL Item 15, while maintaining strict compliance to rules and regulations for operating in danger, restricted and prohibited areas.

**JAMAICA
RULES AND PROCEDURES**

The DCT filing format became effective MAY 15, 2020 2359 UTC and shall remain valid until further notice. The new format will follow these conditions in the FPL item 15:

– OVERFLIGHT:

- Use a **published** waypoint to **enter** and **exit** the FIR.
- The route **inside** the FIR could use available waypoints.
- Avoid active **danger**, **restricted** and **prohibited** areas.

– ARRIVALS:

Within Kingston FIR, the DCTs could end at:

- The waypoint where the STAR initiates; or
- The waypoint previous the descend below the minimum safe altitude.

– DEPARTURES:

The start of the DCT could be at:

- The end of the SID (last waypoint in the SID); or
- The waypoint after crossing the minimum safe altitude.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

3.1.2 Minimum Heights — Flight(s) over a populous area is prohibited below 1500 feet.

**NETH ANTILLES
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures applicable to air traffic conform with ICAO Standards, Recommended Practices and Procedures.

Neth Antilles locations/airports in the Caribbean ICAO Region:

- Bonaire I (Kralendijk)/Flamingo Apt (Curacao FIR)
- Curacao I (Willemstad)/Hato Apt (Curacao FIR)
- Saba I (Saba)/Juancho E. Yrausquin Airport (San Juan FIR)
- St Maarten I (Philipsburg)/Princess Juliana Apt (San Juan FIR)
- St Eustatius I (Oranjestad) F.D. Roosevelt (San Juan FIR)

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 NM	Nautical miles and tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Mass	Metric Tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC

WGS-84 COMPLIANT

FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based generally on those contained in PANS-OPS, Document 8168, Volume II.

**NETH ANTILLES
RULES AND PROCEDURES**

AIRPORT OPERATING MINIMUMS

The Neth Antilles does not publish State airport operating minimums for landing for airports in the Curacao TMA. For these airports the Neth Antilles publishes either Obstacle Clearance Altitudes (Heights) [OCA(H)] or Obstacle Clearance Limits (OCL). In addition to an OCA(H) for procedures at St Maarten I, the Neth Antilles publishes visibility for landing, and ceiling and visibility for take-off.

SPECIAL REQUIREMENTS AND REGULATIONS

IMPLEMENTATION OF SPACE BASED AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B SPACE BASED) IN THE CURACAO (TNCF) FIR

The modernization of Air Traffic Services within the Curacao FIR is in progress. As part of the modernization program, Dutch Caribbean ANSP (DC-ANSP) plans to introduce Automatic Dependent Surveillance-Broadcast (ADS-B) space based ATS surveillance services within the Curacao (TNCF) FIR.

DC-ANSP intends to commence the application of the ADS-B space based ATS surveillance services on or soon after November 15, 2019 for a specific part of the TNCF airspace. DC-ANSP intends to implement the ADS-B space based ATS surveillance services for the entire TNCF FIR according to table below.

The purpose of this is to inform aircraft operators and users of the TNCF airspace on the implementation of the ADS-B space based ATS surveillance, so all can be equipped in time for the use of ADS-B OUT according to the Curacao Civil Aviation Authority (CCAA) Mandate (see ADS-B Mandate below).

The ADS-B transmission on 1090 MHz Extended Squitter data link will be used for the provision of Air Traffic Services within certain specific airspaces of TNCF.

The ADS-B OUT implementation is aimed to extend the ATS surveillance services for Category R and Category S enroute airspace, presently not covered by conventional surveillance services and providing redundancy where radar surveillance is already available.

REQUIREMENTS FOR USERS IN THE TNCF FIR

The ADS-B space based surveillance service in the TNCF airspace will be introduced in a phased manner as follows:

Implementation	Airspace Classification	Altitude	Date Requested for Transponder Requirement
Phase 1	RVSM Airspace in Northwest Portion of Curacao FIR (all airspace west of and including airway UM525)	Flight Level 290 and Above	January 2020

**NETH ANTILLES
RULES AND PROCEDURES**

Implemen-ta-tion	Airspace Classification	Altitude	Date Reques-ted for Trans-pponder Re-quirement
Phase 2	RVSM Airspace in remainder of the Curacao FIR	Flight Level 290 and Above	January 2021
Phase 3	Curacao TMA	Class A Flight Level 195 and above Class E 2500 ft. – Flight Level 195	January 2023
Phase 3	CTR Hato	Class C 2000 ft. – Flight Level 65 Class D Surface – 2000 ft.	January 2023
	CTR Flamingo	Class D Surface – Flight Level 65	
	Hato ATZ	Within 10 NM Radius Class B Surface – 2000 ft.	
	Flamingo ATZ	Within 5 NM Radius Class B Surface – 2500 ft.	
Phase 3	Outside the Curacao TMA (Airspace encompassing the remainder of the Curacao FIR outside the Curacao TMA)	Class A Flight Level 195 and above Class E 2500 ft. – Flight Level 195 Class G MSL – 2500 ft.	January 2023

AIRCRAFT OPERATOR APPROVAL

The ADS-B equipment must be of an approved type meeting the specifications of ICAO Annex 10 (Volume IV) or that has been certified according to following standards:

EASA AMC 20-24 or latest;

FAA AC No.20-165B — Airworthiness Approval of ADS-B or latest;

Curacao Civil Aviation Authority standard, CCAA standard AIC07/19.

Aircraft operators must have the relevant ADS-B operational approval from the State of Registry.

FLIGHT PLANNING REQUIREMENTS

ATS systems use Field 10 (Equipment) of the standard ICAO flight plan to identify an aircraft's data link and navigation capabilities. An appropriate ADS-B designator shall be entered in item 10b (surveillance equipment and capabilities) of the ICAO flight plan:

B1: ADS-B with dedicated 1090 MHz ADS-B "out" capability; or

**NETH ANTILLES
RULES AND PROCEDURES**

B2: ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability.

The aircraft address (24 Bit Code) in hexadecimal format must be entered in item 18 (other information) of the ICAO flight plan as per the following example:

CODE/7C432B.

The aircraft identification (ACID), not exceeding 7 characters must be accurately indicated in item 7 (aircraft identification) of the ICAO flight plan and replicated exactly when set in the aircraft avionics for transmission as the Flight ID as follows:

The three-letter ICAO designator of the aircraft operator followed by the flight identification number (e.g. AVA123, CMP456) when in radiotelephony the call sign used consists of the associated ICAO telephony designator for the aircraft operator followed by the flight number (e.g. AVIANCA ONE TWO THREE, COPA FOUR FIVE SIX).

OR

The registration marking of the aircraft (e.g. PJDVD, HK1156) when the radiotelephony call sign consists of the aircraft registration.

NOTE: No zeros, dashes or spaces are to be added when aircraft identification is less than 7 characters. This is issued for the advance notification and compliance of aircraft operators.

ADS-B MANDATE

Effective 1 January 2020, all aircraft operators that use or plan to use the Northwest Portion of the airspace in the Curacao Flight Information Region (FIR) shall comply with the following requirements.

- a. Aircraft operating in the Northwest portion of the Curacao Flight Information Region (FIR) in the airspace west, including UM525 at or above FL290. The aircraft shall carry serviceable 1090 MHz extended squitter (1090ES) ADS-B transmitting equipment that has been certified as meeting:
 1. European Aviation Safety Agency — Certification Considerations for the Enhanced ATS in Non-Radar using ADS-B Surveillance (ADS-B-NRA) Application via 1090 MHz Extended Squitter (AMC 20-24), or
 2. European Aviation Safety Agency — Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance Subpart D — Surveillance (SUR) (CS-ACNS.D.AD5-B), or
 3. Federal Aviation Administration — Advisory Circular No: 20-165A (or later versions) Airworthiness Approval of Automatic Dependent Surveillance-Broadcast (ADS-B) Out Systems, or
 4. The equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.
- b. An aircraft carrying 1090 MHz extended squitter (1090ES) ADS-B Equipment shall disable ADS-B transmissions unless:

NETH ANTILLES RULES AND PROCEDURES

1. The aircraft emits position information of an accuracy and integrity consistent with the transmitted value of the position quality indicator; or
2. The aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUCp, NIC, NACp or SIL); or
3. The operator has received an exemption granted by the appropriate ATS authority.

Compliance

This information, of a permanent nature, is effective as of 1 January 2020. All aircraft operators operating in the area mentioned under point (1) above are required to be in compliance.

FLEXIBLE USE OF AIRSPACE

In support of aircraft operators, to reduce flown miles, during this COVID 19 period, DC-ANSP has decided to allow **FLEXIBLE USE OF AIRSPACE** (Free Route Operations (FRCO)) in TNCF RVSM airspace until October 1st, 2020, under the following flight planning (field 15) conditions:

- Overflights: Use published waypoints for entry, inside and exit of FIR.
- Departures: Follow SID to waypoint of your SID name and free route to exit waypoint of FIR.
- Arrivals: From entry waypoint of FIR, use free route to ingress point for STAR.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

ANNEX 2

2.5 USE OF INTOXICATING LIQUOR, NARCOTICS OR DRUGS

No person shall perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act while under the influence of intoxicating liquor, by reason of which that person's capacity so to act is impaired, apart from duties of secondary importance to safety, in case there is a blood alcohol concentration of 0.40 per thousand or more.

Neither shall any person perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or the influence of narcotics or drugs, the ability to act safely on board an aircraft is impaired.

3.1 PROTECTION OF PERSONS AND PROPERTY

In addition to para. 3.1 of ICAO Annex 2, the Rules of the Air contain the following provisions:

- 3.1.1.1** The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed.
- 3.1.1.2** The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

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RULES AND PROCEDURES**

3.1.7 Acrobatic Flight

In pursuance of para. 3.1.7 of ICAO Annex 2, the following provisions have been established:

3.1.7.1 No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic.

3.1.7.2 Unless permitted by the Civil Aviation Administration, acrobatic flight shall not be conducted:

- a. over densely built-up areas including areas with summer houses, inhabited camping sites and areas with large gatherings in the open;
- b. under instrument meteorological conditions; and
- c. at a height less than 2000 ft (600m) above the highest obstacle within a radius of 1.5km from the aircraft.

3.2.5 Operation on and in the Vicinity of an Aerodrome

In addition to para. 3.2.5 of ICAO Annex 2, the Rules of the Air contain the following provision:

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

3.7 UNLAWFUL INTERFERENCE

In addition to para. 3.7 of ICAO Annex 2, the Rules of the Air contain the following provision:

On an aircraft which is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A, Code 7500.

4.1 WEATHER MINIMA FOR VFR FLIGHTS

In pursuance of para. 4.1 of ICAO Annex 2, the following provisions have been established within Curacao:

Within a control zone, the appropriate ATS unit can permit special VFR flights to be conducted so that the aircraft is flown with a flight visibility of not less than 1.5km, clear of clouds and in sight of ground or water.

Helicopters may operate, as special VFR flights, with a flight visibility of not less than 0.8km, clear of clouds and in sight of ground or water if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.

4.4 MINIMUM HEIGHTS

In addition to para. 4.4 of ICAO Annex 2, the Rules of the Air contain the following provision:

Flying under bridges and under overhead lines or similar installations is prohibited unless specially authorized by the Civil Aviation Administration.

**NETH ANTILLES
RULES AND PROCEDURES**

PANS-ATM (DOC 4444)

Chapter 7, 12 Special VFR flights will not be authorized when the cloud base is less than 200m and visibility less than prescribed minima.

REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety; differences are shown in bold.

1) Visual flight rules (VFR) (ICAO Annex 2, paras. 4.7 and 4.8 refer):

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

- a) have two-way radio communications;
- b) obtain permission from the appropriate air traffic control unit; and
- c) report positions, as required.

NOTE: The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2) Special application of instrument flight rules:

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated more than 90km seaward from the shoreline.

3) Air traffic advisory service (PANS-ATM, Chapter 4):

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

4) Adherence to flight plan (ICAO Annex 2, para. 3.6.2):

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within **ONE HUNDRED (100)** nautical miles from the position at which the deviation was observed.

**TURKS AND CAICOS IS
RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table:

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 NM	Nautical Miles and Tenths*
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility < 5000 meters (including RVR)	Meters**
Visibility > 5000 meters	Kilometers
Altimeter setting	Inches of Mercury***
Temperature	Degrees Centigrade
Weight	Metric Tons****
Date/Time	Year, month, day, hour and minute, the day of 24 hours beginning at midnight Coordinated Universal Time
* International nautical miles, for which conversion into meters is given by 1 international nautical mile = 1852 m.	
** Visibility will be provided in nautical miles upon request.	
*** Altimeter will be provided in hectopascals upon request.	
**** Pounds are used to determine charges for aerodrome and air navigation services	

WGS-84 COMPLIANT**FLIGHT PROCEDURES**

The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO DOC 8168-OP611 – Procedures for Air Navigation Services—Aircraft Operations (PANS-OPS).

TURKS AND CAICOS IS RULES AND PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

There are no radar services in the Turks and Caicos Islands.

Standard Arrival Charts are not issued in Turks and Caicos Islands.

Air-to-air communications on frequency 123.45 MHz are not permitted.

AIRPORT OPERATING MINIMUMS

Turks and Caicos Islands publishes MDA(H) and visibility for landing.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

All airspace within Turks and Caicos Island territory is ICAO Class D airspace.

Within Class D airspace, IFR and VFR flights are permitted and all flights are subject to air traffic control service.

SPECIAL REQUIREMENTS AND REGULATIONS

Vertical separation during enroute flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.

QFE altimeter settings are not available.

Altimeter setting regions are not applicable in Turks and Caicos Islands airspace.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ANNEX 2

In the Turks and Caicos Islands:

- a. Minimum height over congested areas is 1500 ft.
- b. There is no minimum height above the surface, but aircraft must maintain a minimum distance of 500 ft from persons, vessels, vehicles and structures.

The minimum heights apply to all flights, whether under VFR or IFR and in all meteorological conditions.

Minimum Flight Altitude

- a. The Turks and Caicos Islands regulations require than an aircraft operating under IFR when operating over high terrain or mountainous areas shall not fly at a height less than 2000 ft above the highest fixed obstacle within a distance of 8km of the aircraft unless the aircraft is flying on a route so notified or is operating at or below 3000 ft AMSL and remains clear of clouds and in sight of the surface.
- b. The Turks and Caicos Islands regulations require that an aircraft operating under IFR shall not fly at a height less than 1000 ft above the highest fixed obstacle within a distance of 8km of the aircraft unless the aircraft is flying on a route so notified or is operating at or below 3000 ft AMSL and remains clear of clouds and in sight of the surface.

**US CAR TERRITORIES
RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures in force and the organization of the air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

United States Federal Aviation Regulations (FARs), ATC procedures and definitions are applicable within the Domestic Airspace, Alaska, Hawaii and Offshore Airspace Areas.

Units of measurement used in the dissemination of aeronautical information.

Measurement of	Unit
Distances used in navigation, position reporting, etc., generally in excess of 2 or 3 NM	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodrome (e.g., runway lengths)	Feet
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Statute Miles or Feet
Altimeter setting	Inches of Mercury
Temperature	Degrees
Weight	Pounds
Time	Hours and Minutes, the day of 24 hours beginning at midnight UTC.

FLIGHT PROCEDURES**HOLDING**

Holding procedures comply with Jeppesen ATC – Chapter “Flight Procedures (DOC 8168) – Holding Procedures”, Table IV-1-3, Holding Speeds Per U.S. FAA Regulations.

Pilot Action

Start speed reduction when three (3) minutes or less from the holding fix. Cross the holding fix, initially, at or below the maximum holding speed.

Make all turns during entry and while holding at:

- a. 3° per second; or
- b. 30° bank angle; or

**US CAR TERRITORIES
RULES AND PROCEDURES**

c. 25° bank provided a flight director system is used; whichever requires the least bank angle.

Compensate for wind effect primarily by drift correction on the inbound and outbound legs. When outbound, triple the inbound drift correction to avoid major turning adjustments; e.g., if correcting left by 8° when inbound, correct right by 24° when outbound.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on joint civil and military criteria contained in the United States Standards for Terminal Procedures (TERPS).

Procedure Turns

Where 45°/180° procedure turns are published, the point at which the turn may be commenced and the type and rate of turn is left to the discretion of the pilot. Options to the 45°/180° procedure turn are the:

- a. racetrack pattern;
- b. 80°/260° course reversal;
- c. teardrop procedure turn.

Some procedure turns are specified by procedural track. These turns must be flown exactly as depicted.

NOTE: When a teardrop procedure turn is depicted, and a course reversal is required, this type turn must be executed.

When the approach involves a procedure turn, a maximum speed of not more than 200 KIAS should be observed and the turn executed within the distance specified in the profile view.

Circling Approach Area

The visual maneuvering area for a circling approach is determined by arcs centered on each runway threshold and joining those arcs with tangent lines. The radius of the arcs are related to the aircraft approach category as follows:

APPROACH CATEGORY	RADIUS (NM)
A	1.3
B	1.5
C	1.7
D	2.3
E	4.5

Aircraft Speeds

Aircraft speed (unless otherwise authorized) shall not exceed 250 KIAS below 10,000'.

US CAR TERRITORIES RULES AND PROCEDURES

Unless otherwise authorized or required by ATC, no person may operate an aircraft within Class C or D surface area at an airspeed of more than 200 KIAS (230 mph).

If the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed, the aircraft may be operated at that minimum speed.

GPS IFR Equipment Classes/Categories

Class A — GPS sensor and navigation capability;

Class B — GPS sensor data to an integrated navigation system (i.e., FMS, multi-sensor navigation system, etc.);

Class C — GPS sensor data to an integrated navigation system (i.e., FMS, multi-sensor navigation system, etc.); which provides enhanced guidance to an autopilot, or flight director, to reduce flight technical errors. Limited to 14 CFR Part 121 or equivalent criteria.

Equipment Classes A1, 1A1, B1, B2, and C1, C2 require Receiver Autonomous Integrity Monitoring (RAIM). Classes B3, B4 and C3, C4 require an inertial navigation system to provide RAIM equivalent.

AIRPORT OPERATING MINIMUMS

The United States publishes DH/(HAT), MDA/(HAT or HAA) and visibility for landing. Visibility and, for selected runways/locations, ceilings are published for take-off. Ceiling and visibility are published for alternate at civil airports.

Jeppesen charted minimums are not below State minimums.

PILOT CONTROLLED LIGHTING (PCL)

Radio control of lighting is available at selected airports to provide airborne control of lights by keying the aircraft's microphone. The control system consists of a 3-step control responsive to 7, 5, and/or 3 microphone clicks. The 3-step and 2-step lighting facilities can be altered in intensity. All lighting is illuminated for a period of 15 minutes (except for 1-step and 2-step REILs which may be turned off by keying the mike 5 or 3 times, respectively).

Suggested use is to initially key the mike 7 times; this assures that all controlled lights are turned on to the maximum available intensity. Adjustment can then be made, where the capability is provided, to a lower intensity (or the REIL turned off) by keying the mike 5 and/or 3 times. Radio controlled lighting receivers may be set at a low sensitivity requiring the aircraft to be relatively close to activate the system. Consequently, even when lights are on, always key mike as directed when overflying an airport of intended landing or just prior to entering the final segment of an approach. This will assure the aircraft is close enough to activate the system and a full 15 minutes of lighting duration is available.

Approved lighting systems may be activated by keying the mike as indicated in the following table:

**US CAR TERRITORIES
RULES AND PROCEDURES**

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or RE-IL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or RE-IL-Off)

ATS AIRSPACE CLASSIFICATION**SPECIAL USE AIRSPACE**

Special use airspace consists of airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities.

Restricted Areas

Airspace within which the flight of aircraft while not wholly prohibited, is subject to restrictions. Restricted areas denote the existence of unusual, often invisible, hazards such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to aircraft and its occupants.

Warning Areas

Airspace of defined dimensions, extending from three nautical miles onward from the Coast of U.S. territory, that contains activity that may be hazardous to non participating aircraft. The purpose of Warning Areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

Military Operations Areas (MOA)

Airspace established for the purpose of separating certain military activities from IFR traffic. ATC may clear nonparticipating IFR traffic through an active MOA when separation can be provided. If separation cannot be provided, ATC will reroute or restrict IFR traffic. VFR traffic should exercise extreme caution while flying within a MOA when military activity is being conducted.

SPECIAL REQUIREMENTS AND REGULATIONS**ALTIMETRY**

Within QNH regions (below 18,000') the cruising altitude of an aircraft shall be maintained by reference to an altimeter set to the current reported altimeter setting of a station along the route and within 100 NM of the aircraft, or if there is no station within this area, the current reported altimeter setting of an appropriate available station.

When abnormally low barometric pressure conditions occur (below 28.00 inches), flight operations by aircraft unable to set the actual altimeter setting are not recommended.

**US CAR TERRITORIES
RULES AND PROCEDURES**

NOTE: The true altitude of the aircraft is lower than the indicated altitude if the pilot is unable to set the actual altimeter setting.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

ICAO REFERENCE

DEFINITIONS

Estimated Off-block Time — The United States uses the term “estimated departure time” for domestic operations.

Instrument and Visual Meteorological Conditions — United States ATS units use the phrase “IFR conditions” and “VFR conditions.”

Repetitive Flight Plan (RPL) — The United States uses the term “Stored Flight Plan” for domestic operations.

Total Estimated Elapsed Time — The United States uses the term “estimated time enroute” for domestic operations.

ANNEX 2

3.2.5 Operations on and in the Vicinity of an Aerodrome

Unless otherwise authorized or required by ATC, no person may operate an aircraft within a Class C or D surface area except for the purpose of landing at, or taking off, from an airport within that area.

In addition, in the case of a helicopter approaching to land, avoid the flow of fixed-wing aircraft.

In addition, no person may, within a Class C or D surface area operate an aircraft to, from, or on an airport having a control tower operated by the United States unless two-way radio communications are maintained between that aircraft and the control tower.

3.3.1.2.2 The United States requires that domestic flight plans be submitted at least thirty minutes before departure. For international flights, the United States recommends that they be transmitted so that they are received by ATC authorities in each FIR to be entered at least two hours prior to entry, unless otherwise provided in that State's requirements.

4.2 In the U.S., no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet. No person may take-off or land an aircraft (other than a helicopter) under special VFR (SVFR) unless ground visibility is at least 1 statute mile or if ground visibility is not reported, unless flight visibility is at least 1 statute mile.

The U.S. restricts the ceiling to 1,000 ft. and ground visibility of 3 miles and greater.

Further differences which exist by virtue of the fact that the Annex contains no comparable standards for the U.S. national regulations.

- a. The regulations covering the selection and use of alternate airports in respect to ceiling and visibility minima, require that:

**US CAR TERRITORIES
RULES AND PROCEDURES**

Unless otherwise authorized by the FAA Administrator, no person may include an alternate airport in an IFR flight plan unless current weather forecasts indicate that, at the estimated time of arrival at the alternate airport, the ceiling and visibility at that airport will be at or above the alternate airport weather minima.

- b. Operation under IFR in Class A, B, C, D, or E airspace malfunction reports:
1. The pilot-in-command of each aircraft operated in Class A, B, C, D or E airspace under IFR shall report as soon as practical to ATC any malfunctions of navigational, approach, or communication equipment occurring in flight.
 2. In each report the pilot-in-command shall include:
 - (a) aircraft identification.
 - (b) equipment affected.
 - (c) degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and
 - (d) nature and extent of assistance desired from ATC.

Appendix 1 — Signals, 4.1.1

The flashing white signal to aircraft in flight, meaning "Land at this aerodrome and proceed to apron" is not used in the United States.

In addition, the alternating red and green signal to aircraft on the ground or in flight means "Exercise extreme caution."



Air Traffic Control

State Rules and Procedures - South America

SOUTH AMERICA
REDUCED VERTICAL SEPARATION MINIMA (RVSM)**1 INTRODUCTION**

1.1 The constant world-wide growth of air traffic, the operational need for aircraft to fly at, or nearest to their optimum flight level, and the demand for a better use of airspace have prompted the implementation of Reduced Vertical Separation Minima (RVSM) of 1000 feet above FL 290 in the different regions of ICAO, such as North Atlantic, Asia-Pacific, Europe, South Atlantic EUR/SAM (SAT) corridor, Western Atlantic Route System (WATRS) and the Mid-East, demonstrating its advantages and that, without any doubt, RVSM represents the best solution to increase the availability of optimum flight levels while at the same time maintaining the required safety levels.

1.2 Aircraft operators and providers of Air Transit Services will be able to obtain significant benefits with the implementation of RVSM in the CAR/SAM regions that, among others, include:

- a. Improved availability of optimum flight levels;
- b. Improved use of airspace;
- c. Increased airspace capacity;
- d. Use of standardized ATC procedures;
- e. Application of uniform separation minima;
- f. Reduced ground delays and;
- g. Fuel savings of approximately 1% for flights operating at, or very close to optimum flight levels.

1.3 ICAO Document 9574-Implementation Manual of Minimum Vertical Separation of 300m (1000 ft) between FL 290 and FL 410 Inclusive-contains ample explanations for the safe implementation of RVSM.

2 IDENTIFICATION OF RVSM AIRSPACE

2.1 The airspace between FL 290 and FL 410 inclusive has been designated as RVSM airspace.

2.2 The minimum vertical separation applied in RVSM airspace described in the above paragraph is 1,000 ft.

2.3 RVSM has been implemented in the national airspace of southern Canada, North American United States, Mexico, Central America, the Caribbean and South America.

2.4 RVSM FLIGHT LEVEL ASSIGNMENT SYSTEM (FLAS)

2.4.1 The assignment of flight levels in airspace designated as RVSM will be performed according to the following RVSM Cruising Altitudes table:

SOUTH AMERICA
REDUCED VERTICAL SEPARATION MINIMA (RVSM)**CRUISING LEVELS APPROPRIATE TO DIRECTION OF FLIGHT**
(FL280 TO FL430)

Track from 180 degrees to 359 degrees	Track from 000 degrees to 179 degrees
← FL430	(outside RVSM airspace) →
← FL410	→
← FL400	→
← FL390	→
← FL380	→
← FL370	→
← FL360	→
← FL350	→
← FL340	→
← FL330	→
← FL320	→
← FL310	→
← FL300	→
← FL290	→
← FL280	(outside RVSM airspace) →

3 AIRWORTHINESS/OPERATIONS APPROVAL AND MONITORING**3.1 RVSM APPROVAL**

Aircraft operators that conduct or wish to conduct flights in RVSM airspace must obtain RVSM approval from the State of Registry providing the operator complies with the following conditions:

- a. The aircraft satisfies the specifications of "aircraft system performance minima" (MASPS) of the State of Registry.

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- b. The aircraft is operated under the conditions listed in the RVSM operative approval by the operator's state.

NOTE: Normally for the operators of general aviation aircraft, the State of Registry coincides with the operator's state.

3.2 AIRCRAFT MONITORING

Aircraft operators that conduct or wish to conduct flights in RVSM airspace must participate in the RVSM Monitoring Program, which provides confirmation that the aircraft meets the height keeping performance requirements.

3.2.1 Aircraft operators must present a compliance plan for initial monitoring requirements to their respective Civil Aviation Authority.

3.2.2 The Regional Monitoring Agency for the Caribbean and South America (CARSAMMA) administers the RVSM Monitoring Program in the CAR/SAM regions. CARSAMMA shares monitoring information, including RVSM approval facts, with other ICAO regions.

3.3 DOCUMENTATION FOR RVSM APPROVAL, MONITORING, AND OPERATION

3.3.1 Refer to State authority(s) for anticipated flights into, or out of, the respective countries.

4 FLIGHT PLANNING**4.1 RVSM APPROVED AIRCRAFT**

4.1.1 When planning to operate an aircraft in RVSM airspace the operator must indicate the status of RVSM approval by placing the letter W in box 10 of the flight plan, independent of the required flight level.

4.1.2 In cases of repetitive flight plans, the operator must indicate the status of RVSM approval by placing the letter W on point Q of the RPL, independent of the required flight level, in the following manner: EQPT/W.

4.2 NON-RVSM APPROVED AIRCRAFT**4.2.1 State Aircraft Without RVSM Approval**

NOTE: State aircraft are those utilized in military, customs, or police service (Art. 3 of International Civil Aviation Convention).

4.2.1.1 State aircraft without RVSM approval are permitted to operate in RVSM airspace in the CAR/SAM regions. A presented flight plan constitutes prior notice to ATC that an aircraft is requesting to operate in RVSM airspace. State aircraft without RVSM approval presenting flight plans that enter RVSM airspace must include the following in box 18 of the flight plan: STS/NON RVSM and RMK/STATE AIRCRAFT.

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4.2.2 Civil Aircraft Without RVSM Approval

4.2.2.1 International Flights

4.2.2.1.1 Civil aircraft without RVSM approval planning international flights must not flight plan at RVSM flight levels.

4.2.2.1.2 Ascent and descent through RVSM airspace is only authorized to aircraft without RVSM approval that require attaining a level other than the RVSM strata, given that the climbing or descending aircraft is at a standard level and that it doesn't stop at any intermediate altitude in the RVSM airspace.

Exceptions:

- a. Ferry Flights: aircraft that are being delivered for the first time to the State of Registry or to the operator.
- b. Maintenance Flights: aircraft that have previous RVSM approval but have suffered an equipment failure and are flying to a maintenance facility for repairs in order to comply with the RVSM requirements and or obtain approval.
- c. Humanitarian Flights: aircraft that are being used for charity or humanitarian ends.

4.2.2.1.3 Aircraft operators in the previously indicated cases must:

- a. obtain ACC authorization not more than 12 hours nor less than 4 hours before the planned departure;

NOTE: Humanitarian or charity flights are considered exceptions, but it is preferred that the established time table is followed, flight planning allowing.

- b. Inform all ACCs affected by the flight of said authorization;
- c. Insert the text STS/NON RVSM in box 18 of the flight plan form;
- d. Insert the text "RMK/STATE ACFT" or "RMK/HUMANITARIAN FLIGHT;" or "RMK/FERRY;" or "RMK/MAINT;" as appropriate on the flight plan box.

4.2.2.1.4 This ATC authorization process is established to comply with the above procedure only, and will not be used as a method to circumvent the normal RVSM approval process.

4.2.2.2 National Flights (domestic)

Additional requirements to Complete the Flight Plan Form:

4.2.2.2.1 Civil aircraft operators without RVSM approval must not place the letter W in box 10 of the flight plan form.

4.2.2.2.2 Civil aircraft operators without RVSM approval must not place flight levels between FL290 and FL410, inclusive, in box 15 of the flight plan form.

4.2.2.2.3 Civil aircraft operators without RVSM approval with the intention of entering RVSM airspace must place the desired flight level in box 18 in the following manner: STS/FLXXX and, as an observation (RMK/), the RVSM entry point and the estimated time.

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4.2.2.2.4 In case of a Repetitive Flight Plan, the lack of RVSM approval must be indicated, independently of the required flight level, by placing the following code in box Q of the flight plan: EQPT/-

4.2.2.2.5 Civil aircraft operators without RVSM approval must not place flight levels between FL290 AND FL410, inclusive, in box "O" of the repetitive flight plan form.

4.2.2.2.6 Civil aircraft operators without RVSM approval with the intention of entering RVSM airspace must place the desired flight level in box "Q" in the following manner: STS/FLXXX and, as an observation (RMK/), the RVSM entry point and the estimated time.

5 SUSPENSION OF RVSM PROCEDURES

5.1 ATS will consider the suspension of RVSM procedures when pilots report turbulence greater than moderate. When RVSM procedures are suspended, the minimum vertical separation between all aircraft will be 2,000 feet.

6 OPERATIONAL PROCEDURES FOR CREWS PREPARING TO ENTER RVSM AIRSPACE

6.1 Before entering RVSM airspace, the Pilot in Command of aircraft with RVSM approval must verify that the following equipment required to fly in RVSM airspace is functioning normally:

- a. Two independent primary altimetric systems;
- b. Mode C transponder SSR;
- c. Altitude alert system;
- d. Automatic altitude maintenance system.

6.2 If any of the equipment listed above is inoperative, the pilot must notify ATC before entering RVSM airspace, using the phraseology: "RVSM UNABLE DUE TO EQUIPMENT."

7 OPERATIONAL PROCEDURES AFTER ENTERING RVSM AIRSPACE

7.1 During changes in flight level, an aircraft must not overshoot or undershoot its cleared flight level (CFL) by more than 150 ft.

7.2 FAILURE OF SINGLE PRIMARY ALTIMETER SYSTEM

7.2.1 In the event one of the Primary Altimeter Systems fails, but the remaining system is functioning normally, the pilot must:

- a. Couple that system to the Automatic Altitude Keeping Device (AKD);
- b. Maintain increased vigilance of altitude keeping; and
- c. Notify ATC of the system failure, using the following phraseology; "FOR INFORMATION, OPERATING WITH ONE ALTIMETRIC SYSTEM ONLY."

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REDUCED VERTICAL SEPARATION MINIMA (RVSM)**7.3 FAILURE OF ALL PRIMARY ALTIMETER SYSTEMS**

7.3.1 In the event a failure of all Primary Altimeter Systems occurs, or if these systems are considered untrustworthy, the pilot must:

- a. Maintain the flight level indicated by the standby altimeter (if the aircraft is so equipped) at the moment of failure or at the moment that the equipment is considered untrustworthy;
- b. Alert nearby aircraft by illuminating all exterior lighting, and, if not in direct contact with ATC, transmit position, flight level, and intentions on 121.5 MHz;
- c. Notify ATC of the system failure, using the phraseology, "RVSM UNABLE DUE TO EQUIPMENT;"

7.4 DISCREPANCY IN PRIMARY ALTIMETER SYSTEMS

7.4.1 In the event of a discrepancy greater than 200 feet between primary altimeters, the pilot must:

- a. Attempt to determine the defective system through established procedures and/or by comparing the primary altimeters to the standby altimeter (if required utilizing the correction card).
- b. If the defective system can be identified, couple the functioning altimetric system to the altitude maintenance system and proceed according to FAILURE OF SINGLE PRIMARY ALTIMETER SYSTEM procedures.
- c. If the defective system can not be identified, proceed according to FAILURE OF ALL PRIMARY ALTIMETER SYSTEMS procedures.

7.5 FAILURE OF MODE C SSR TRANSPONDER

7.5.1 In the event of Mode C SSR transponder failure, the pilot must notify ATC using the phraseology, "RVSM UNABLE DUE TO EQUIPMENT;"

7.6 FAILURE OF ALTITUDE ALERT SYSTEM

7.6.1 The pilot must notify ATC in the event of altitude alert system failure using the phraseology, "RVSM UNABLE DUE TO EQUIPMENT;"

7.7 FAILURE OF AUTOMATIC ALTITUDE KEEPING DEVICE (AKD)

7.7.1 In the event of automatic Altitude Keeping Device system failure, the pilot must complete the following actions in the following order:

- a. Maintain the cleared flight level (CFL);
- b. Evaluate the capacity of the aircraft to maintain the assigned flight level through manual control;
- c. Maintain separation with conflicting aircraft by visual scanning and by reference to ACAS;
- d. Alert nearby aircraft by illuminating all exterior lighting, and, if not able to establish direct contact with ATC, transmit position, flight level, and intentions on 121.5 MHZ;

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- e. Notify ATC of the system failure, using the phraseology, "RVSM IMPOSSIBLE DUE TO EQUIPMENT."

7.8 GUIDANCE FOR PILOTS AND CONTROLLERS FOR ACTIONS IN THE EVENT OF AIRCRAFT SYSTEM MALFUNCTION OR TURBULENCE GREATER THAN MODERATE

7.8.1 Contingency Scenarios

The following paragraphs summarize pilot action to mitigate the potential for conflict with other aircraft in certain contingency situations. They should be reviewed in conjunction with the expanded contingency scenarios which contain additional technical and operational details.

Scenario 1: The pilot is: (a) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or (b) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems.

The Pilot should:	ATC can be expected to:
Maintain CFL while evaluating the situation;	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped;	
If considered necessary, alert nearby aircraft by (a) making maximum use of exterior lights; (b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include:	Obtain the pilot's intentions and pass essential traffic information.

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Scenario 1: The pilot is: (a) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or (b) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems. (continued)

The Pilot should:	ATC can be expected to:
(a) maintaining the CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	(a) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum.
(b) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	(b) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible. (c) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. Notify adjoining ATC facilities/sectors of the situation.

Scenario 2: There is a failure or loss of accuracy of one primary altimetry system (e.g., greater than 200 feet difference between primary altimeters).

The Pilot should:	
Cross check standby altimeter, confirm the accuracy of a primary altimeter system and notify ATC of the loss of redundancy. If unable to confirm primary altimeter system accuracy, follow pilot actions listed in the preceding scenario.	

7.8.2 Expanded Equipment Failure And Turbulence Encounter Scenarios

Operators may consider this material for use in training programs.

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Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold)

The Pilot should:	ATC can be expected to:
Initially	
Maintain CFL	
Evaluate the aircraft's capability to maintain altitude through manual control.	
Subsequently	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by <ul style="list-style-type: none">(a) making maximum use of exterior lights;(b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include: <ul style="list-style-type: none">(a) maintaining the CFL and route provided that the aircraft can maintain level.(b) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.	<ul style="list-style-type: none">(a) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum.(b) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.(c) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. <p>Notify adjoining ATC facilities/sectors of the situation.</p>

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Scenario 2: Loss of redundancy in primary altimetry systems

The Pilot should:	ATC can be expected to:
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

Scenario 3: All primary altimetry systems are considered unreliable or fail

The Pilot should:	ATC can be expected to:
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
Alert nearby aircraft by: (a) making maximum use of exterior lights; (b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Consider declaring an emergency. Notify ATC of the failure and intended course of action. Possible courses of action include: (a) maintaining CFL and route provided that ATC can provide lateral, longitudinal or conventional vertical separation.	Obtain pilot's intentions, and pass essential traffic information. (a) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum.

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Scenario 3: All primary altimetry systems are considered unreliable or fail (continued)

The Pilot should:	ATC can be expected to:
(b) requesting ATC clearance to climb above or descend below RVSM airspace if ATC cannot establish adequate separation from other aircraft.	(b) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
	(c) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation. Notify adjoining ATC facilities/sectors of the situation.

Scenario 4: The primary altimeters diverge by more than 200 ft (60 m)

The Pilot should:	
Attempt to determine the defective system through established trouble-shooting procedures and/or comparing the primary altimeter display to the standby altimeter (as corrected by the correction cards, if required).	
If the defective system can be determined, couple the functioning altimeter system to the altitude-keeping device.	
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters.	

Scenario 5: Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level

The Pilot should:	ATC can be expected to:
Subsequently	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	

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Scenario 5: Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level (continued)

The Pilot should:	ATC can be expected to:
If considered necessary, alert nearby aircraft by (a) making maximum use of exterior lights; (b) broadcasting position, FL, and intentions on 121.5 MHz (as a backup, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include: (a) maintaining CFL and route ATC can provide lateral, longitudinal or conventional vertical separation. (b) requesting flight level change, if necessary.	(a) Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation; and, if so, apply the appropriate minimum. (b) If unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions. (c) Notify other aircraft in the vicinity and monitor the situation. Notify adjoining ATC facilities/sectors of the situation.

8 SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

8.1 INTRODUCTION

8.1.1 Although all possible contingencies cannot be covered, the following procedures foresee the most frequent cases, such as:

- a. The inability to comply with assigned clearance due to meteorological conditions;
- b. Enroute diversion across the prevailing traffic flow; and
- c. The loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations or pressurization failure.

8.1.2 The pilot shall take action as necessary to ensure the safety of the aircraft, and the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

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8.2 GENERAL PROCEDURES

8.2.1 If an aircraft is unable to continue the flight in accordance with ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

8.2.2 If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are least likely to be encountered. Specifically, the pilot shall:

- a. leave the cleared track or ATS route by initially turning at least 30 degrees to the right or to the left in order to establish and maintain a parallel, same direction track or ATS route offset 5.0 NM (9.3km). The direction of the turn should be based on one or more of the following factors:
 1. aircraft position relative to any organized track or ATS route system;
 2. the direction of flights and flight levels allocated on adjacent tracks;
 3. the direction to an alternate airport;
 4. any strategic lateral offset being flown; and
 5. terrain clearance;
- b. maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped), leaving ACAS in RA mode at all times unless aircraft operating limitations dictate otherwise;
- c. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- d. keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate and, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;
- e. as soon as practicable, advise air traffic control of any deviation from their assigned clearance;
- f. use means as appropriate (i.e., voice and/or CPDLC) to communicate during a contingency or emergency;
- g. if voice communications are used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN), preferably spoken three times, shall be used, as appropriate;
- h. when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice contact with the aircraft;
- i. establish communications with and alert nearby aircraft by broadcasting on the frequencies in use and at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and
- j. the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and overall traffic situation.

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8.3 ACTIONS TO BE TAKEN ONCE OFFSET FROM TRACK

NOTE: The pilot's judgement of the situation and the need to ensure the safety of the aircraft will determine the actions outlined to be taken. Factors for the pilot to consider when deviating from the cleared track or ATS route or level without an ATC clearance include, but are not limited to:

- a. operation within a parallel track system;
- b. the potential for user preferred routes (UPRs) parallel to the aircraft's track or ATS route;
- c. the nature of the contingency (e.g., aircraft system malfunction); and
- d. weather factors (e.g., convective weather at lower flight levels).

8.3.1 If possible, maintain the assigned flight level until established on the 9.3km (5.0 NM) parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

8.3.2 Once established on a parallel, same direction track or ATS route offset by 9.3km (5.0 NM), either:

- a. descend below FL290 and establish a 150m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, in accordance with the clearance; or

NOTE 1: Flight levels normally used are those contained in Annex 2 — Rules of the Air, Appendix 3.

NOTE 2: Descent below FL290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g., east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or ATS routes. A descent below FL290 can decrease the likelihood of conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

- b. establish a 150m (500 ft) vertical offset (or 300m (1000 ft) vertical offset if above FL410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, in accordance with the clearance.

NOTE: Altimetry system errors (ASE) may result in less than 150m (500 ft) vertical spacing (less than 300m (1000 ft) above FL410) when the above contingency procedure is applied.

8.4 DEVIATION PROCEDURES DUE TO METEOROLOGICAL CONDITIONS

8.4.1 General

NOTE: The following procedures are intended for deviations due to adverse meteorological conditions.

8.4.1.1 When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

- a. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or

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- b. requesting a weather deviation using a CPDLC lateral downlink message.

8.4.1.2 When necessary the pilot should initiate the communications using the urgency call "PAN PAN" (preferably spoken three times) or by using a CPDCL urgency downlink message.

8.4.1.3 The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

8.4.1.4 Actions to be taken when pilot-controller communications are established.

8.4.1.4.1 The pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e., voice and/or CPDLC) to communicate during a weather deviation.

NOTE: Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide adequate time for the request to be assessed and acted upon.

8.4.1.4.2 ATC should take one of the following actions:

- a. When appropriate separation can be applied, issue clearance to deviate from track; or
- b. If there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
 1. Advise the pilot of inability to issue clearance for the requested deviation;
 2. Advise the pilot of conflicting traffic; and
 3. Request the pilot's intentions.

Phraseology example:

"(requested deviation) UNABLE, THE TRAFFIC IS (call sign, position, altitude, heading), STATE INTENTIONS."

8.4.1.4.3 The pilot should take the following actions:

- a. Comply with the ATC clearance issued; or
- b. Advise ATC of intentions and execute the procedures detailed below.

8.4.1.4.4 Actions to be taken if a revised ATC clearance cannot be obtained.

NOTE: The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot-in-command.

8.4.1.4.4.1 If the aircraft is required to deviate from track or ATS route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

- a. If possible, deviate away from an organized track or ATS route system;
- b. Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, aircraft position (including the ATS route designator or the track code) and pilot intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency of 123.45 MHz);

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- c. Watch for conflicting traffic both visually and by reference to ACAS (if equipped);
- d. Turn on all aircraft exterior lights (commensurate with appropriate operational limitations);
- e. For deviations of less than 9.3km (5.0 NM) from the originally cleared track or ATS route, remain at a level assigned by ATC;
- f. For deviations greater than, or equal to 9.3km (5.0 NM) from the originally cleared track or ATS route, when the aircraft is approximately 9.3km (5.0 NM) from track, initiate a level change in accordance with the following criteria:

Originally Cleared Track or ATS Route Centerline	Deviations ≥19.3km (5 NM)	Level Change
EAST (000° – 179° magnetic)	LEFT	DESCEND 90m (300 ft)
	RIGHT	CLIMB 90m (300 ft)
WEST (180° – 359° magnetic)	LEFT	CLIMB 90m (300 ft)
	RIGHT	DESCEND 90m (300 ft)

- g. If the pilot receives clearance to deviate from cleared track or ATS route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the above criteria before deviating beyond the cleared distance;
- h. When returning to track or ATS route, be at its assigned flight level when the aircraft is within approximately 9.3km (5.0 NM) of the centerline; and
- i. If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

NOTE: If, as a result of actions taken under the provisions above, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

9 OPERATION OF NON-RVSM APPROVED AIRCRAFT IN RVSM AIRSPACE

9.1 Aircraft not approved for RVSM operations for international flight will not be approved for operations in RVSM airspace, with the exception of the cases mentioned below.

9.2 With prior coordination, state aircraft without RVSM approval will be permitted to operate in RVSM airspace. Prior coordination will consist of the following text in box 18 of the Flight Plan: "STS/NON-RVSM" and "RMK/STATE ACFT." It is necessary to apply a vertical separation of 2000 feet between aircraft without RVSM approval and all other aircraft.

9.3 With prior coordination, ferry flights, maintenance flights, and humanitarian flights will be permitted to operate in RVSM airspace. If they leave any FIR, they must obtain authorization from the corresponding ACC normally no more than 12 hours and no less than 4 hours prior to the

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anticipated departure. The operator must notify all the affected ACC's across the route of flight of this authorization. The following text must be included in box 18 of the Flight Plan: "STS/ NON-RVSM" and "RMK/HUMANITARIAN FLIGHT;" or "RMK/FERRY;" or "RMK/MAINT," as appropriate. It is necessary to apply a minimum vertical separation of 2000 feet between aircraft without RVSM approval and all other aircraft.

9.4 Aircraft conducting national flights (domestic) without RVSM approval that are not State Aircraft, ferry flights, maintenance flights, or humanitarian flights will only be allowed to fly in RVSM airspace until June 1, 2006.

9.5 Those operators requesting to enter RVSM airspace must establish contact with the ACC jurisdiction to determine the most convenient hours for entry. Entry into RVSM airspace depends on traffic and controller workload.

9.6 Aircraft without RVSM approval will only be cleared to enter RVSM airspace with sufficient communications coverage.

9.7 Aircraft with RVSM approval will be given preference in the utilization of flight levels.

9.8 Aircraft without RVSM approval must present a Flight Plan to carry out the flight outside of the limits of RVSM airspace (FL290 TO FL410, inclusive).

9.9 Due to traffic or work load, aircraft without RVSM approval may be instructed to fly outside of RVSM airspace.

9.10 If airspace safety is compromised due to entry of aircraft without RVSM approval into RVSM airspace, the Appropriate Aeronautical Authority may suspend, at any moment, the authorization of said flight in RVSM airspace.

10 STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

10.1 SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centerline relative to the direction of flight to mitigate the lateral overlap probability due to increased navigation accuracy and wake turbulence encounters. Unless specified in the separation standard, an aircraft's use of these procedures does not affect the application of prescribed separation standards.

10.2 Implementation of strategic lateral offset procedures shall be coordinated among the States involved.

10.3 Requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

10.4 Strategic lateral offsets shall be authorized only in enroute airspace as follows:

- a. where the lateral separation minima or spacing between route centerlines is 28km (15 NM) or more, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7km (2 NM); and
- b. where the lateral separation minima or spacing between route centerlines is 19km (10 NM) or more and less than 28km (15 NM), while one aircraft climbs/descends through the level of another aircraft, offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7km (2 NM); and

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- c. where the lateral separation minima or spacing between route centerlines is 11.1km (6 NM) or more and less than 28km (15 NM), offsets to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 0.9km (0.5 NM).

10.5 The routes or airspace where application of strategic lateral offsets is authorized, and the procedures to be followed by pilots, shall be promulgated in aeronautical information publications (AIPs). In some instances it may be necessary to impose restrictions on the use of strategic lateral offsets, e.g., where their application may be inappropriate for reasons related to obstacle clearance. Route conformance monitoring systems shall account for the application of SLOP.

10.6 The decision to apply a strategic lateral offset shall be the responsibility of the flight crew. The flight crew shall only apply strategic lateral offsets in airspace where such offsets have been authorized by the appropriate ATS authority and when the aircraft is equipped with automatic offset tracking capability.

NOTE 1: Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to coordinate offsets.

NOTE 2: The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, an offset to the right and within the limits specified in 10.4 may be used.

11 MANDATORY LATERAL OFFSETS

11.1 In the application of strategic lateral offsets, pilots should take the following points into consideration:

- a. offsets will only be applied in airspace authorized by the pertinent ATS authority;
- b. only aircraft with automatic offset capacity will be authorized for offsets;
- c. flight crews are responsible for the decision to apply strategic lateral offsets;
- d. the offset will be one or two nautical miles to the right of centerline, with respect to the direction of flight;
- e. The strategic lateral offset procedure has been designed to include offsets necessary to mitigate the effects of wake turbulence of a preceding aircraft. When necessary to avoid wake turbulence, the pilot will use one of three available options (maintain route centerline, or deviate 1 or 2 NM right of route centerline);
- f. In the airspace where the use of lateral offsets has been authorized, pilots are not required to inform air traffic control (ATC) that an offset is being applied; and
- g. Aircraft transiting areas of radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.

11.2 Pilots may, if necessary, establish contact with other aircraft on the air-to-air frequency 123.45 to coordinate lateral offsets.

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12 RVSM PHRASEOLOGY

Circumstance	Phraseology
Reduced Vertical Separation Minima Operations	
... to ascertain aircraft RVSM approval status	a) CONFIRM RVSM APPROVED
... to report RVSM approval status	*b) AFFIRM RVSM
... to report RVSM non-approved status followed by supplementary information	*c) NEGATIVE RVSM (supplementary information, for example aircraft call sign)
... to deny ATC clearance into RVSM airspace	d) UNABLE TO ISSUE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN (or DESCEND TO or CLIMB TO) level
... to report when severe turbulence affects the ability of an aircraft to maintain height-keeping requirements for RVSM	*e) UNABLE RVSM DUE TURBULENCE
... to report that the equipment of an aircraft has degraded below minimum aircraft system performance standards	*f) UNABLE RVSM DUE EQUIPMENT
... to request an aircraft to provide information as soon as RVSM approved status has been regained or the pilot is ready to resume RVSM operations	g) REPORT WHEN ABLE TO RESUME RVSM
... to request confirmation that an aircraft has regained RVSM approved status or a pilot is ready to resume RVSM operations	h) CONFIRM ABLE TO RESUME RVSM
... to report ability to resume RVSM operations after equipment or weather related contingency	*i) READY TO RESUME RVSM
	* Indicates pilot transmission

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RULES AND PROCEDURES****GENERAL**

In general, flight rules, standards and procedures in force, as well as the organization of air traffic services, are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are listed in the following table.

Measurement of	Unit
Distance used in navigation	Nautical Miles
Relatively short distances	Meters
Altitudes, elevations and heights	Meters and Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Kilometers or Meters (less than 5km)
Altimeter setting	Hectopascals (Millibars)
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes

WGS-84 COMPLIANT**FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with ATC Chapter ICAO Flight Procedures (DOC 8168) Part IV Holding Procedures, Table "PANS-OPS Second Edition Holding Speeds". Additionally, Argentina added 265 kt above FL200 and .83 above FL340.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

Speed Limitations

Generally maximum speed below FL100 in Argentina airspaces is 250 KIAS, except when operating within a TMA where the speed limitation is applicable at and below FL145 unless otherwise authorized by the controlling authority.

When operating within a TMA, ATC may require aircraft to operate at a reduced speed within the safe operating limitations of the aircraft in respect to the operation being performed.

**ARGENTINA
RULES AND PROCEDURES**

AIRPORT OPERATING MINIMUMS

Argentina publishes Decision Altitudes (DA), Minimum Descent Altitudes (MDA), and visibility for landing. Visibility is published for take-off.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Applicable ICAO airspace classifications are depicted on ENROUTE/AREA charts.

NOTE: Inactive Restricted, Prohibited and Danger Areas adopt the airspace classification of the surrounding airspace.

SPECIAL REQUIREMENTS AND REGULATIONS

ADS-C/CPDLC operational implementation in the AORRA sector of the Rivadavia Comodoro FIR, including airway UT103

Area of Application

FIR/UIR Comodoro Rivadavia (Ocean Sector). From UT103 (inclusive) to the east of it, to the limit with the Johannesburg Oceanic FIR.

As of June 6, 2017, the first phase will be implemented in the Oceanic FIR/UIR of Comodoro Rivadavia and in the second phase, in the Ezeiza Oceanic FIR. Considering that the tentative date of the second phase will be September 01, 2017. Thus, before the end of the second half of 2017, the complete commissioning of the ADS-C and CPDLC will have been completed in the Argentinean airspace areas of Argentina.

Aircraft operators may choose between a single ADS or ADS and CPDLC joint.

In order to comply with prescribed formats and form of specifying data in the ICAO flight plan form, operators of aircraft operating in the airspace shall insert the following:

- a. box 10 – The letter “J” to indicate data link available and in service;
- b. box 10 – The letter “G” to indicate GNSS available and in service;
- c. box 10 – The letter “D” in the Surveillance field to indicate ADS in service;
- d. box 18 – DAT/followed by one or more letters as appropriate to indicate the type of data link when the letter “J” has been inserted in box 10;
- e. box 18 – RMK/followed by Comodoro Rivadavia FANS 1 or Comodoro Rivadavia FANS A (specifically required by Comodoro Rivadavia ACC to participating FANS 1/A aircraft).

Aircraft equipped with FANS 1/A must be connected to the ADS-C and CPDLC systems between 5 and 15 minutes prior to their entry into the designated airspace of the FIR/UIR Comodoro Rivadavia, using the 4-character ICAO code SAVC. The flight identification used for the connection must be exactly the same as that on the ATS flight plan.

ADS Procedures

Immediately after the connection is made, the system will automatically establish with the aircraft a periodic initial contract of 15 minutes notice interval.

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During the transit of the aircraft through the designated airspace of the Comodoro Rivadavia FIR/ UIR, the contract period may vary depending on the automatic management of the system.

Both the ADS and the connection should be terminated by the ground system:

- a. automatically when the aircraft has crossed in the direction of departure the boundary of the Comodoro Rivadavia FIR/UIR;
- b. automatically when the flight plan of the aircraft has been canceled or completed; or
- c. manually by the controller at any time deemed appropriate (the aircraft has landed within the Comodoro Rivadavia FIR, ADS/CPDLC transfer to another unit, etc.)

CPDLC Procedures

The CPDLC controller instructions are to be met having exactly the same value as the instructions transmitted via radio. Therefore, CPDLC messages will be used solely to meet actual operational needs.

The CPDLC connection does not release pilots from the obligation to establish, maintain and monitor.

The disconnection will normally take place during the 5 minutes after leaving the designated airspace of the FIR/UIR Comodoro Rivadavia.

Pilots connected with FANS 1/A, 5 minutes after leaving the designated airspace of the Comodoro Rivadavia FIR/UIR, must disconnect from the ADS-C and CPDLC system in case Comodoro Rivadavia has not done so.

This ensures that the ADS transmission is terminated at the appropriate time in the event that due to a malfunction some ADS contracts are not automatically canceled by the ADS-C and CPDLC system, as would be normal.

Flight plans for controlled flights must be submitted at least 45 minutes prior to the estimated off-block time. IFR flight plans or clearances to cross or enter controlled airspace submitted in flight must be requested at least 10 minutes (for direct transmission) or 20 minutes (if the request requires retransmission) prior to the initiation of controlled flight or entering controlled airspace.

VFR is not authorized:

- a. above FL200;
- b. at transonic and supersonic speeds.

Prohibition for VFR flights:

No authorization will be granted for VFR flights above FL290 in areas where vertical separation applies minimum 300m (1000 ft) above said flight level.

AIR SPACE DESCRIPTION (AORRA)

Air space between FL290 and FL410 inclusive is named AORRA inside the Atlantico, Comodoro Rivadavia, Ezeiza Oceanic Sector, Johannesburg Oceanic Sector, Luando Oceanic Sector and Montevideo (see Enroute chart).

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Those flights operating in the AORRA Airspace should depart and enter AORRA through or by using charted access waypoints.

Aircraft will be able to operate within their preferred routes mentioned in their flight plan within access points (gates). Before entering or after departing AORRA at a specific point, the aircraft should follow the ATS routes associated with that access or departing point or gate in accordance with ATC and the aircraft will be required to file a flight plan. ADS/CPDLC will be used in the AORRA air space by the providers of ATS services. Operators should keep in mind that some sectors of the air space contain defined routes. ADS/CPDLC is the primary way of communication, having HF as a secondary communication. No aircraft should file a flight plan to operate within the AORRA air space, without being certified RNP10 which is given by registry or by the operator's State, with some limited exceptions.

FLIGHT PLANS

When operating an aircraft in the AORRA air space, certification will be written in the flight plan under item 10 with an "R". The flight plans will contain the entering and departing points from the AORRA air space and the stipulated time of each 5 degrees of longitude. In case of repetitive flight plans, the RNP10 certification will be stipulated in item Q of the flight plan with an "R", following the FL required, as in the following: EQPT/R.

EXEMPTION OF STATE AIRCRAFT FOR RNAV 5 OPERATIONS

State aircraft are exempt from having an authorization for RNAV 5 operations in the continental airspace of the Comodoro Rivadavia, Córdoba, Ezeiza, Mendoza and Resistencia FIRs.

State aircraft that do not have RNAV approval may submit flight plans for operations on RNAV routes. These aircraft must fill in box 18 of the flight plan with the RMK/NON RNAV 5 information, including after STS/ the reason for the special treatment, for example: STATE.

GENERAL PROCEDURES

If an aircraft cannot enter or continue flying in accordance with the authorization given by ATC and/or cannot maintain the precision performance required for the aircraft in this air space, ATC should be informed immediately.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****PANS RAC (Doc 4444)****Chapter 1 — Definitions**

Incident (applied to aircraft with a foreign registration mark): An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operations.

The concept of incident is not established in the legal regulations in force for aircraft with a national registration mark. Nevertheless, it is investigated as if it were an accident.

Chapter 4 — General Provisions for Air Traffic Services

4.4.2.1.3 In the event of a delay of more than 30 minutes with respect to the estimated off-block time for a controlled flight or IFR, or of a delay of one hour for other flights, the flight plan should be amended, or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

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RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 miles	Nautical Miles and Tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet and Meters
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24 hrs beginning at midnight UTC

WGS-84 COMPLIANT**FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with Table IV-I-I, published on AIR TRAFFIC CONTROL — International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in ICAO Annex 2/Annex 11, PANS-OPS, and Regional Supplement of CAR/SAM.

Maximum speed within the Santa Cruz TMA for arrival aircraft at and below FL140 is 250 kt.

AIRPORT OPERATING MINIMUMS

Bolivia publishes Decision Altitude (Height) [DA(H)] and visibility for precision approach procedures. Minimum Descent Altitude (Height) [MDA(H)] and visibility are published for non-precision

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approaches at selected locations. Obstacle Clearance Altitude (Height) [OCA(H)] and visibility are published for other non-precision procedures. Visibility only for Air Carrier operations, or ceiling and visibility for General Aviation aircraft are published for take-off.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Bolivia airspace is designated in accordance with ICAO airspaces classification as follows:

Class "A" — The Cochabamba, La Paz, Santa Cruz, Sucre, Tarija and Trinidad TMAs, FL200 – FL245.

Class "C" — All ATZs and CTRs.

Class "D" — The airspace in the Cochabamba, La Paz, Puerto Suarez, Sucre and Tarija TMA from 2000' AGL to FL195; the Santa Cruz and Trinidad TMAs from 1000' AGL to FL195.

Class "G" — The airspace in the La Paz FIR, including ATS routes, not designated Class "A", "C" or "D."

SPECIAL REQUIREMENTS AND REGULATIONS

QFE altimeter settings are available on request.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

4.5 In addition, VFR flight will not be flown within a minimum of 300m from the slope of mountains.

**BRAZIL
RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures and air traffic services conform to ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance	Kilometers/Nautical Miles
Short distances	Meters and Feet
Altitudes, heights, elevations, and aerodrome dimensions	Meters and Feet
Horizontal speed	Kilometers Per Hour or Knots
Wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Altitudes and heights of clouds	Meters or Feet
Visibility	Kilometers or Meters
<i>NOTE: Visibility of less than 5km may be given in meters.</i>	
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes, the day of 24 hrs beginning at midnight UTC.

NOTE: On TERMINAL Charts altitudes and elevations are in feet, speeds are in knots, and distances, except for visibility, are in nautical miles.

WGS-84 COMPLIANT**FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with ATC Chapter ICAO Flight Procedures (DOC 8168) Part IV Holding Procedures, Table "Holding Speeds ICAO DOC 8168 Volume I".

Level changes in the holding pattern must be executed at a climb/descent rate within 500 ft and 1000 ft per minute. Climb/descent rates greater or less than prescribed may be used with prior clearance from Approach or, when necessary, requested by Approach.

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PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures conform to those contained in PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Brazil publishes Decision Altitudes (DA), Minimum Descent Altitudes (MDA) ceiling and visibility for landing.

Whenever an ATS unit reports meteorological minima lower than minima established on the approach procedure, the pilot-in-command shall, at his/her discretion and after informing the ATS unit of his/her decision, execute the instrument approach procedure for straight in landing prescribed on the approach chart. The execution of circling approach procedures is prohibited, however a straight in approach may be conducted to the MDA or DA. The pilot shall only proceed to landing if visual contact with the runway or approach lights is established. If visual contact is not established at or prior to the missed approach point, the missed approach procedure must be executed.

ATS AIRSPACE CLASSIFICATION

Brazil airspace is designated in accordance with ICAO airspaces classification and are depicted on ENROUTE/AREA Charts.

SPECIAL REQUIREMENTS AND REGULATIONS

ATLANTIC OCEAN RANDOM ROUTING RNAV AREA (AORRA)

The Atlantic Ocean Random Routing RNAV Area (AORRA) is the volume of airspace between FL290 and FL410 inclusive within the Atlantico, Accra, Comodoro Rivadavia, Dakar, Dakar Oceanic, Ezeiza, Johannesburg Oceanic, Luanda and Montevideo FIRs. (See Enroute Chart).

Flights operating within the AORRA shall enter and exit AORRA via charted gates.

In cases where there is no fixed route structure, Standard Instrument Arrival (STAR) or Standard Instrument Departure (SID), soon after entering/leaving the AORRA that supports the origin/destination of a specific flight, aircraft may enter/leave the AORRA out of the gates.

Aircraft may indicate, by flight plan, the preferred trajectories between these gates. Before entering or after leaving AORRA by a certain gate, aircraft must:

- Comply with the structure of the ATS route associated to a certain entry or exit point; or
- When entering Atlantico FIR, towards AORRA, by ARUSI or UKEDI fix: indicate, in the flight plan, a trajectory composed by waypoint existing in the Brazilian airspace, abiding by flight level rules.

In this way it is mandatory for the aircraft to have ADS-C/CPDLC capacity, complying with requirements indicated in Special Procedures and Requirements for Aircraft Operation (ADS-C/CPDLC with the Atlantico FIR below). The same applies to flights in the opposite direction.

ADS/CPDLC will be utilized in AORRA airspace by suitably equipped service providers to provide this kind of communication and/or surveillance to aircraft equipped with FANS 1/A Functionalities.

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Operators are to note that in some sectors of the random routing air space, ADS/CPDLC is the primary form of surveillance/communication. In this case, HF communication will be considered a secondary means of communication.

No aircraft shall flight plan to operate in the AORRA airspace unless it is RNP10 certified to operate in this airspace by the State of Registry or the State of operator as the case may be, except in limited circumstances.

FLIGHT PLANS

When it is intended to operate an aircraft in AORRA airspace, RNP10 compliance shall be indicated by placing an "R" in box 10 of the flight plan form. Flight plans shall contain entry and exit points to AORRA and the estimated time for every 5° of longitude. In the case of repetitive flight plans RNP10 compliance shall be indicated by placing an "R" in box Q of the RPL, as follows EQPT/R.

GENERAL PROCEDURES

If an aircraft cannot enter or continue the flight in compliance with the ATC clearance issued and/or cannot maintain the precision required for the specified navigation performance in the air-space, ATC will be advised immediately.

Position reporting shall be required at entry/exit gates, every 10° longitude, and any other position required by ATC.

**Special Procedures and Requirements for Aircraft Operation (ADS-C/CPDLC) Within
Atlantico FIR**

NOTE: Currently, Brazil adopts CPDLC message elements and standardized free text messages, contained in Attachment A of the 10037 Global Operational Data Link Document (GOLD) Manual for the Controller-Pilot Data Link Communications (CPDLC), in the Atlantico FIR (not published herein.)

The Controller-Pilot Data Link Communications (CPDLC) and the Automatic Dependent Surveillance-Contract (ADS-C), in Brazilian FIRs, will be provided to aircraft with FANS 1/A capability, as specified below:

NOTE 1: FANS 1/A refers to data link communication applications, using ACARS (Aircraft Communications Addressing and Reporting System), which support air traffic services (ATS).

a. FIR SBAO: CPDLC (FANS 1/A) will be used as the primary means of communication.

NOTE 2: VDL Mode 2, VDL Mode 0/A and SATCOM subnets may be used.

b. FIR SBRE: CPDLC (FANS 1/A, VDL Mode 2, VDL Mode 0/A) in sectors 01, 02, 03, 04, 05, 06, 09 and 10 will be used as additional means of communication;

c. FIR SBAZ: CPDLC (FANS 1/A, VDL Mode 2, VDL Mode 0/A) in all sectors of the Belém Region will be used as additional means of communication.

NOTE 3: CPDLC, as well as the operational criteria to be used in the other Brazilian FIRs, will be defined according to the operational demand identified.

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The LOGON addresses below must be used in order to establish the CPDLC connection with the relevant ATS units responsible for the corresponding FIRs:

- a. AMAZÔNICA FIR: SBAZ
- b. ATLÂNTICO FIR: SBAO
- c. RECIFE FIR: SBRE

In order to use ADS-C and/or CPDLC in Brazilian FIRs, aircraft must be equipped with FANS 1/A (or equivalent), meet the requirements established by document RTCA 258 (Interoperability requirements for ATS applications, using ARINC 622 Data Communications), as well as comply with the procedures set forth in this chapter.

The ADS-C and CPDLC operations will be conducted in accordance with the 10037 Global Operational Data Link Document (GOLD) Manual, and the national regulations can be found in specific publications issued by DECEA (MCA 100-20 and MCA 100-23, respectively).

Procedure for Connection (Logon) to the ATC Data Link System

Aircraft Inbound from Airspace Without ADS-C/CPDLC

The connection shall be established, using a procedure performed by the pilot, using the ICAO code of the respective FIR ACC (Atlantic FIR: SBAO).

The connection shall be established between 10 and 25 minutes before entering the corresponding FIR.

NOTE 1: If the aircraft takes off within the airspace which CPDLC is used as a means of communication, the LOGON procedure shall be performed before takeoff.

NOTE 2: Where the Data Link service is provided only in the Upper Airspace, and local procedures do not dictate otherwise, the crew must initiate the LOGON with the first ATS Unit where the Data Link service will be provided.

Aircraft Inbound from Airspace with ADS-C/CPDLC

The CPDLC and the ADS-C will be automatically transferred between the ACC responsible for the data authority and the ACC responsible for the adjacent FIR if that unit also uses such applications.

Pilots shall check the condition of the connection (active connection) with the system when crossing the FIR boundaries. If there is no automatic transfer of the connection when crossing the FIR boundary, the pilot shall terminate the existing CPDLC connection and perform the procedure to establish a new connection using the address of the corresponding FIR.

To prevent automatic rejection of LOGON, the pilot must ensure that the aircraft identification (item 7 of the flight plan/item L of the repetitive flight plan) and the aircraft registration number (according to item 18, preceded by REG/ of the flight plan) are exactly the same as the identification and registration number filed in the Flight Plan.

In the event of a logon failure, the flight crew shall confirm that the aircraft identification corresponds to the information provided in the FPL and, as appropriate:

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- a. make the necessary corrections; and then
- b. restart logon.

If no reason for failure is evident, the flight crew shall:

- a. contact the ATS unit by voice to advise about the failure; and
- b. contact the operations center of the company to report the failure.

Approval of Aircraft and Operators

Aircraft operators shall verify the approval process of aircraft and operators required for ADS-C/CPDLC operations, according to rules established by the Operator State or Registration State, as the case may be. National aircraft operators should consult the National Civil Aviation Agency (ANAC) in order to verify the approval process of aircraft and operators for ADS-C and CPDLC use.

CONTROLLER-PILOT DATA LINK COMMUNICATION (CPDLC)

When a "MONITOR" uplink message is received, the pilot must switch to the designated frequency at the appropriate time. No confirmation call is required at this frequency.

When a "CONTACT" uplink message is received, the pilot must switch to the designated frequency at the appropriate time and make a confirmation call at that frequency. Sending or receiving a "CONTACT" uplink message does not indicate to the pilot that the use of CPDLC should be terminated or suspended once the voice contact has been established. If the ATS unit wishes to terminate or suspend the use of CPDLC when the voice contact is established then an additional instruction shall be specifically issued in addition to the "CONTACT" message.

The controller or pilot must compose the CPDLC messages, using the standard message elements, free text message elements or combinations of both.

Only free text message element will be used when the appropriate standard message element is not available and the following should be noted:

- a. the format and phraseology shall use the ATC standard;
- b. nonessential words and phrases should be avoided; and
- c. the abbreviations should only be included when foreseen in standard ATC phraseology.

Except in cases of emergency, when the controller or pilot communicates by CPDLC, the response shall be via CPDLC. In addition, when the controller or pilot communicates orally, the response shall be orally.

Whenever it is deemed necessary to correct a message sent by CPDLC or the content of a message needs clarification, the controller or pilot shall use the most appropriate means available to issue the correct details or to provide clarification.

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CPDLC MESSAGE EXCHANGE

The following procedures may be applied by the controller, concerning clearances, instructions or information corrections, or by a pilot, concerning corrections of a response to an uplink message or correction of previously notified information or request.

When oral communications are used to correct a CPDLC message for which no operational response has yet been received, transmission of the controller or pilot should conform to the following formulation, with the correct clearance, instruction, information or request:

EXAMPLE: Disregard CPDLC (message type) message, break (correct clearance, instruction, information or request).

NOTE: When referring to and identifying the CPDLC message to be disregarded, caution should be exercised in its phrasing so as to avoid any ambiguity with the issuance of the corrected clearance, instruction and information that accompany it.

Clearances issued by voice will take precedence over those that are processed via CPDLC. If there is ambiguity or divergence between the messages transmitted in the two means of communication, the messages received by voice shall prevail.

In the event that a CPDLC message is required to be answered orally, the crew must also send an appropriate CPDLC dialog message closure response.

The use of long messages or messages with multiple clearance elements, multiple clearance request elements or messages with a combination of clearances and information should be avoided as much as possible.

When a controller requires all aircraft or a specific flight to avoid sending CPDLC requests for a limited period of time, the phraseology described below shall be used:

EXAMPLE: (Call sign/all station) stop sending CPDLC request until advised (reason).

NOTE: In these circumstances, CPDLC remains available for the pilot to respond, if necessary, to messages, report information and to declare or cancel an emergency.

The resumption of normal use of CPDLC shall be informed using the phraseology described below:

EXAMPLE: (Call sign/all station) resume normal CPDLC operations. Logon to (facility designation).

When the pilot decides to forward a message after a reasonable period of time, and no error message has been received indicating that the message is not being sent, the message should be forwarded as a query message, as indicated below. Alternatively, voice communication can be used.

EXAMPLE:

Flight Crew:

REQUEST CLIMB TO FL350

Reasonable period of time already elapsed

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Flight Crew:

WHEN CAN WE EXPECT HIGHER LEVEL or

WHEN CAN WE EXPECT CLIMB TO FL350

CPDLC COMMUNICATIONS REVERSION TO VOICE

The following circumstances describe potential situations where the ATS Unit may revert to voice communication to instruct the pilot to ignore CPDLC messages:

- a. When asked to clarify the meaning or intent of an unexpected, inappropriate or ambiguous CPDLC message;
- b. Whenever it is necessary to ensure that an instruction or clearance, issued through CPDLC, is executed in a timely manner; and
- c. Whenever a correction is required relating to clearances, instructions, and information that were sent erroneously using CPDLC.

In case of reversion to voice communications, if a response to the referred CPDLC message to be disregarded has already been sent, the crew shall cancel any action initiated and comply with the voice message received.

In case of reversion to voice communications, if the CPDLC message to be disregarded has not yet been received by the aircraft, the crew must comply with the received voice message and, upon receiving the CPDLC message, disregard it.

USING THE COMU-5 MONITOR (UM120) MESSAGE

The COMU-5 MONITOR (UM120) message may be used by the ATS Unit to transfer communications from one aircraft to another control area within its jurisdiction, thus avoiding frequency jamming.

In response to a COMU-5 MONITOR (UM120) message, the crew shall send a DM67 MONITORING message to the respective ATS Unit in order to confirm that it has switched to the instructed VHF frequency.

FLIGHT PLAN

Aircraft operators who hold aircraft and operation approval for use of ADS-C and/or CPDLC shall include in Item 10 of the Flight Plan:

- a. Complementing or replacing equipment and radio communications, navigational aids and approach aids required for the route under consideration, include COM/NAV equipment and capabilities relating to data link (J1, J2, J3, J4, J5, J6, J7); and
- b. Surveillance equipment and capabilities: the alphanumeric characters corresponding to the SSR and ADS Equipment.

Aircraft registration must be inserted in item 18 of the Flight Plan, preceded by the "REG" indicator.

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The SELCAL code of the aircraft must be inserted in item 18 of the Flight Plan, preceded by the "SEL" indicator.

CPDLC FAILURE

The controller and pilot should be alerted in the event of CPDLC failure once the fault has been detected.

When a controller or pilot is alerted that the CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible, and preface the communication with the following information: "CPDLC FAILURE."

Controllers having a requirement to transmit information concerning a complete CPDLC ground system failure to all aircraft should preface such transmission by the general call "ALL STATIONS CPDLC FAILURE," followed by the identification of the ATS unit.

NOTE: No response is expected for this general call unless some aircraft are subsequently called to acknowledge receipt.

When CPDLC fails and communications are reverted to voice, all CPDLC messages outstanding should be considered as not delivered and the entire dialogue involving the messages outstanding should be recommenced by voice.

When CPDLC fails but is restored prior to a need to revert to voice, all messages outstanding should be considered not delivered and the entire dialogue involving messages outstanding should be recommenced by CPDLC.

DATA LINK OPERATION IN THE ATLÂNTICO FIR

ATC clearances will not be issued for flights in reverse flow of traffic inbound from overseas within the airspace comprised by the quadrilateral BTN COORD JOBER 005647S/0370253W, 003500S/0374600W, 064937N/0335054W NANIK 06230N/0331021W, BTN FL250/FL410.

ATC clearances will not be issued for flights in reverse flow of traffic inbound from overseas, for aircraft not logged onto SBAO DATA LINK, within the airspace comprised by the quadrilateral BTN 003500S/0374600W, 064937N/0335054W, 074000N/035000W and 000000/039000W, BTN FL250/FL410.

CPDLC and ADS-C will be automatically transferred between the ACC Atlântico and the ACC responsible for the adjacent FIR. The CPDLC connection will remain inactive until the transfer (termination of the CPDLC connection) is performed, approximately 5 (five) minutes before crossing the Atlântico FIR boundary point, or another value established through coordination, when it will switch to active status. Pilots should check, when crossing the Atlântico FIR boundary, the (active) connection status with the corresponding FIR.

Aircraft flying from the Atlântico FIR to the FIRs not provided with CPDLC will have their connection terminated five (5) minutes before crossing the FIR boundary. Pilots should check the status of the FANS 1/A connection when crossing the Atlântico FIR boundary and finish the CPDLC connection if it remains active.

The position messages will preferably be served through the ADS-C, as provided below.

**BRAZIL
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If CPDLC is not available or exceptionally required by the Atlântico ACC, communications with that facility shall be accomplished on HF frequency informed by the ATS Unit responsible for the adjacent FIR, or established by means of "MONITOR" or "CONTACT" messages.

When crossing the boundary of the Atlântico FIR, the aircraft in data link communication (CPDLC) shall not perform SELCAL on the first contact, unless requested by ATS unit, in order to avoid jamming in the HF frequencies.

When there is a CPDLC connection in airspace without ADS-C, pilots should ensure that the position message is conducted by CPDLC. The reporting of a position in CPDLC shall be routed manually by the pilot whenever crossing an ATC waypoint or while passing abeam, when a lateral deviation procedure is being used.

AUTOMATIC DEPENDENT SURVEILLANCE-CONTRACT (ADS-C)

The position messages of the aircraft connected to the Atlântico ACC will be accomplished by means of ADS-C. However, the pilot should send a position report in CPDLC at the FIR entry position to confirm that the ATS unit holds the status of Current Data Authority condition. Following the initial report in CPDLC at the boundary, no further reports will be required.

The position message shall only be transmitted at the HF frequency established, in case the ADS-C or CPDLC are not available, or when required by Atlântico ACC.

The following ADS-C contracts shall be established:

- a. Periodic contract every 15 minutes;
- b. Event contract
 - at the waypoints;
 - lateral deviation of 5 NM;
 - altitude deviation of 200 ft; and
 - vertical rate of +/- 2000 ft;
- c. Demand contract
 - wherever there is operational need.

The updating rate of the periodical contract can be modified, without prior notification, in case of operational need.

Pilots will not be required to update estimates for waypoints when the aircraft is reporting in ADS-C. Exceptions to that procedure are those updates that are required when:

- a. an estimate, previously reported orally or in CPDLC, is changed for more than 2 minutes; or
- b. a step commenced by the pilot, such as a speed change, will change the estimate at the next report point for more than 2 minutes.

ADS-C Failure

The pilot is not expected to be alerted about any ADS-C failure by on-board monitoring equipment.

**BRAZIL
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ADS-C Onboard Systems Failure

Upon receipt of an onboard failure notification, the controller shall:

- a. inform the pilot about the failure;
- b. inform the pilot about the requirement for position notification via voice or CPDLC; and
- c. take the necessary measures to establish the applicable separation minima.

ADS-C Ground System Interruption

When a planned interruption of ADS-C ground system occurs, the ATS unit shall:

- a. provide the publication of a NOTAM to inform all relevant parties of the disabling period;
- b. establish that position reports are transmitted via voice or CPDLC; and
- c. define alternative means of separation, if required.

In the event of an unplanned interruption of ADS-C ground system, the corresponding ATS unit shall:

- a. inform it to all affected aircraft and advise them of the requirement to report position, via voice or CPDLC;
- b. take the necessary measures to establish the prescribed separation minima;
- c. inform the adjacent ATS units by direct coordination; and
- d. inform all other relevant parties via the publication of a NOTAM, if appropriate.

OPERATIONS VIA DATA LINK IN CONTINENTAL AIRSPACE

The CPDLC shall be used above FL250, inclusive.

The equipped aircraft shall use CPDLC for all ATC communications, as indicated in the specific aeronautical publication (MCA 100-23).

The CPDLC will be transferred automatically between the transferring ACC and the ACC responsible for the adjacent FIR. The CPDLC connection will remain inactive with the accepting ACC until the transfer of communications is performed, when it will change to the active status. Pilots should check, when crossing the FIR boundaries, the (active) connection status with the corresponding FIR.

When an aircraft flying from an ATS unit that has CPDLC is bound to an ATS unit without CPDLC capability, its connection will be terminated when communication is transferred. Pilots shall check the status of the FANS 1/A connection when crossing the FIR boundaries and terminate the CPDLC connection if it remains active.

CPDLC will not be used for vectoring.

The use of CPDLC shall be managed at the discretion of each responsible ACC. CPDLC is used for exchanging routine messages during enroute operation in the upper airspace and for situations not defined as critical. Voice communication will always take priority over CPDLC communication.

**BRAZIL
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In the event of unavailability of the appropriate VHF voice communication channel, the crew shall adopt the communication failure procedures provided for in the DECEA rules. CPDLC should be used to answer questions and issue information and instructions for the purpose of reestablishing voice communications or enabling flight safety.

CPDLC will only be used in continental airspace if an ATS surveillance system is available.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

3.3.1.2 – It is compulsory to submit a Flight Plan previously, when a flight, partially or totally, is planned to operate:

- a) according to Instrument Flight Rules;
- b) according to Visual Flight Rules, in case it is subject to the Air Traffic Control Service;
- c) in aerodrome with ATS unit provision;
- d) in certain airspace or aerodrome, where this submission is required, according to aeronautical publications; or
- e) in Air Defense Identification Zone (ADIZ).

3.3.1.3 – before departure, a flight plan shall be submitted before departure to an Aerodrome Aeronautical Information Office.

3.3.1.4 – A flight Plan shall be submitted, at least, 45 (forty five) minutes before the EOBT.

3.3.5.3 and 3.3.5.4 – The closing of a flight plan to an aerodrome not provided with an ATS unit will occur automatically at being completed the estimated elapsed time (EET).

An aircraft has a communication failure, in IFR weather flight conditions or, if in IFR flight, and the pilot deems it is not convenient to end the flight in visual flight weather conditions, land at the nearest appropriate airport and report landing to the appropriate ATS unit by the fastest means, he/she shall:

- a) maintain level, speed and route according to the Current Flight Plan until the authorization limit and, if this is not the intended destination airport, continue the flight according to the Filed Flight Plan, not violating any appropriate minimum flight altitude;
- b) proceed as per a) above to the relevant significant point of the destination airport and, when necessary to comply with the provisions of d), hold on that significant point to start the descent;
- c) when under radar vectoring or having been instructed by the ATC to make a lateral deviation using RNAV without a specified limit, return to the route of the Current Flight Plan before reaching the next significant point, also taking into account the appropriate minimum flight altitude;
- d) commence the descent from the navigation aid or fix specified in b);

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- at the last estimated approach time received and read back or the closest to that time; or
 - if no estimated approach time has been received and read back, at the estimated time of arrival or the closest to that time calculated according to the Current Flight Plan or the Filed Flight Plan, if the authorization limit was not the destination airport, as described in a) above;
- e) complete the instrument approach procedure established for the designated significant point; and
- f) land, if possible, within the subsequent 30 (thirty) minutes to the estimated time of arrival, specified in d), or the last estimated approach time, whichever is after.

APPENDIX 1. SIGNALS**4.2.7 – Aerodrome AIS units**

The letter C displayed vertically in black against a yellow background (Figure 1.10) indicates the location of the Aerodrome Aeronautical Information Office.

ANNEX 11

3.2 a) 2) By an approach control unit to which the attribution of providing such service has been delegated in a certain airspace.

3.3.3 This recommendation is not implemented yet.

PANS-ATM (DOC 4444)**4.4.2 Submission of a flight plan****4.4.2.1 Prior to Departure**

4.4.2.1.2 Except when other arrangements have been made for submission of Repetitive Flight Plan, a Flight Plan submitted prior to departure should be submitted to the Aeronautical Information Office at the departure aerodrome. If no such unit exists at the departure aerodrome, the Flight Plan should be submitted to the ATS UNIT at the departure aerodrome or, if prescribed by an Aeronautical Information Publication, to a specific unit to the concerning aerodrome.

4.4.2.1.3 In the event of a delay of 45 minutes in excess of the EOBT for which a Flight Plan has been submitted, this flight plan shall be amended or a new flight plan shall be submitted and the old flight plan cancelled, whichever is applicable.

CHILE
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Annexes 2 and 11, and ICAO Regional Supplementary Procedures.

The Director General for Civil Aviation is the authority responsible for air traffic services in Chile. Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances (Less than 4000m)	Meters
Altitudes, elevations and heights	Meters and Feet
Horizontal speed including wind speed	Knots or Mach
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, Runway visual range <i>NOTE: Visibility less than 5km may be given in meters.</i>	Kilometers
Altimeter setting	Hectopascals (millibars)
Temperature	Degrees Celsius
Weight	Kilograms
Time	Hours and Minutes

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Table IV-1-3, published on AIR TRAFFIC CONTROL – International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the United States Standards for Terminal Procedures (TERPS) criteria and ICAO PANS-OPS 8168 Vol II.

**CHILE
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Chile publishes Decision Altitudes (Heights) [DA (H)], Minimum Descent Altitudes (Heights) [MDA (H)] and visibility for landing. Ceiling and visibility or visibility only are published for take-off. Ceiling and visibility are published for alternate.

Jeppesen charted minimums are not below State minimums.

**ATS PROCEDURES TO USE IN OCEAN ROUTES BETWEEN
SANTIAGO, CHILE AND LIMA, PERU**

Measures established to manage the air traffic crossing the common boundary between Antofagasta FIR, Chile and Lima FIR, Peru.

FLIGHT LEVELS

The flight levels assigned for the transfer of responsibilities will be as indicated in the following table, corresponding column "1" for tracks between 000° to 179° and column "2" for tracks between 180° to 359°.

1	2
000° to 179°	180° to 359°
FL290	FL300
FL310	FL320
FL330	FL340
FL350	FL360
FL370	FL380
FL390	FL400
FL410	FL430
FL450	FL490*
FL530*	FL570*

*Only in PASCUA FIR

TRANSFER OF RESPONSIBILITY AND COMMUNICATIONS

In the RVSM airspace, between flight levels 290 and 410, no transfers between ACCs will be accepted of aircraft that are not RVSM certified, except for state aircraft, maintenance flights, delivery flights or for humanitarian reasons.

Non RVSM certified aircraft, except those mentioned above, shall be transferred at flight levels below FL290 or above FL410.

All aircraft flying to LIMA FIR shall contact LIMA ACC on published frequencies at least 5 minutes before the entry point to report ETO and flight level, monitoring Oceanic Control Center on fre-

**CHILE
RULES AND PROCEDURES**

quency 124.9 MHz or 10024 KHz, to report ATO SORTA or IREMI or ESDIN position. Same procedure shall be applied to Iquique ACC on frequency 128.7 MHz to report ATO ARICA or ALDAX position.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

The strategic lateral offset procedures (SLOP) is allowed in airway UL 302 between ELASA and IREMI fixes, AWY UL 780 between SULNA and SORTA fixes and in AWY UL 401 between ANPUK and ESDIN fixes.

For all offsets, pilots should note the following:

- a. only the aircraft with automatic offset programming capability can fly offset;
- b. the flight crew is responsible for the decision to fly offset;
- c. the offset will be one (1) or two (2) NM right off the centerline with respect to the direction of flight;
- d. In the airspace in which the use of SLOP is authorized, pilots shall inform the ACC that they are flying offset.

Pilots may contact, if necessary, other aircraft to coordinate lateral displacement on air-to-air frequency 123.45 MHz.

SPECIAL REQUIREMENTS AND REGULATIONS

QFE altimeter settings are not available.

VFR is not authorized above FL195, (above FL245 in the Isla De Pascua (Easter I) FIR).

OPERATIONAL REQUIREMENTS – ISLA DE PASCUA (EASTER I)/MATAVERI INTL**Flights Plan**

The pilot in command operating from and to Isla De Pascua (Easter I)/Mataveri Intl or is going to conduct an overflight using Isla De Pascua (Easter I)/Mataveri Intl as enroute alternate, should indicate in its flight plan, a point over which if it is not possible to continue the flight to the projected destination, must return to the departure airport.

Should be submitted with the following minimum advance:

- a. Four (4) hours for a schedules flight subject to itinerary originated in national territory.
- b. Twelve (12) hours for other flights originated in national territory.
- c. Twelve (12) hours for an scheduled international flight.
- d. Thirty six (36) hours for a non-scheduled international flight.

When an air operator requires modification of its EOBT (Estimated Off Blocks Time), shall inform to one of the following telephones:

- (56)-32-2100245
- (56)-32-2100247

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– (56)-32-2100237

The time at which should be able to operate a flight to and from Mataveri Airport, Easter Island Isla De Pascua (Easter I)/Mataveri Intl, including those flights that use such airport as enroute alternate airport, shall be informed by Isla De Pascua (Easter I)/Mataveri Intl ATCO.

Local Flights at Mataveri Airport

A local flight can be made at Mataveri Airport:

- a. Before the aircraft bound to Mataveri Airport without destination alternate airport, has crossed its specified point in the flight plan or after it has landed.
- b. Before or after the period that an overflight have designated Mataveri Airport as it enroute alternate airport.

Priority for Aircraft Arriving and Departing

It will be in accordance with the provisions of DAP 11 00 "Air Traffic Services Procedures". (not published herein)

In other cases, the priority will be determined by ATCO of the Easter Island approach control unit.

Permit Request for Non-Scheduled Flights

Any national or international non-scheduled air operator projecting to conduct one or more overflights in the Flight Information Region (FIR) of Easter Island Isla De Pascua (Easter I)/Mataveri Intl or for the purposes of technical stop at Mataveri Airport, should submit the operation permit application to the Dirección General de Aeronáutica Civil (Directorate General of Civil Aviation), with a minimum advance:

- a. Forty eight (48) hours:
 - via AFTN to: SCELZPZX; SCIPZRZX; SCELZPZX; SCIPZPZX
 - via e-mail to operaciones_amb@dgac.gob.cl
 - via Fax (56)-22-6019366
- b. Seventy two (72) hours to:
 - By post: Castilla 61, Correo Aeropuerto Arturo Merino Benítez, Pudahuel – Santiago – Chile.

IMPLEMENTATION OF STRATEGIC DIRECT ROUTING IN THE SUPERIOR AIRSPACE OF THE ANTOFAGASTA FIR AND THE SANTIAGO FIR

In the last 10 years a complete restructuring of SAM's ATS route network involved implementation, realignment and elimination of ATS routes, establishing a more direct and efficient fixed route structure.

The oceanic area of control (OCA) of jurisdiction of Chile is already using Direct Routing through UPR (User Preferred Routes) supported in ADS-C and CPDLC.

**CHILE
RULES AND PROCEDURES**

The natural evolution for the optimization of the use of airspace is the Free Route Airspace (FRA), as established in the World Air Navigation Plan. Strategic Direct Routing (DCT) is the transition to FRA implementation.

Strategic Direct Routing (EDE) — Direct route inserted in the flight plans, using the significant points (waypoint/waypoints) and published radio aids, with the purpose of planning more efficient routes, in accordance with the procedures established below.

OPERATIONAL PROCEDURES FOR EDE APPLICATION

The application of EDE is established in the area between:

- a. ASEPU on UL302 airway;
- b. LIVOR on UL780 airway;
- c. ANPUK on airwayUL401;
- d. VOR VTN;
- e. DONTI on UL780/UT131 airway;
- f. VOR TBN;
- g. ISGUD on UL302/UQ802 airway;
- h. VOR TOY;
- i. RONUV on UL650 airway.

ATS Surveillance System and VHF communications in both directions is a requirement for the use of the EDE in continental airspaces.

The EDE will not be applied in situations of partial or total contingency.

FLIGHT PLANS

The table of cruise levels in Annex C “TABLE OF CRUISE LEVELS” of DAN 91, available at: <https://www.dgac.gob.cl/normativa/reglamentacion-aeronautica/normas> must be applied -dan/

The Flight Plan must be based on the significant points (waypoints) or radio-navigation aids published;

The Flight Plan must contain a significant point (waypoint/waypoint) or notification point (LAT/LONG) within the limits of the FIRs.

ADDITIONAL INFORMATION

Additional information can be obtained through the following contact:

General Directorate of Civil Aviation DASA

Subdepartment of Air Traffic Services

Tel: (56-2) 28364049

E-Mail: jrojasp@dgac.gob.cl

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation position reporting, etc., generally in excess of 2 or 3 NM	Nautical Miles and Tenths
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Meters and Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Visibility, including runway visibility	Kilometers or Meters
Altimeter setting	Hectopascals (Inches of Mercury on Request)
Temperature	Degrees Celsius
Mass	Metric Tons or Kilograms
Time	Hours and Minutes

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Table IV-1-1, published on AIR TRAFFIC CONTROL – International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in the new PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Colombia does not publish complete airport operating minimums for all procedures. Decision Altitude (Height) [DA(H)] is published for precision and non-precision approaches as they are revised. On non-precision procedures which have not been revised Colombia publishes MDA.

**COLOMBIA
RULES AND PROCEDURES**

Jeppesen charted minimums are not below State minimums.

SPECIAL REQUIREMENTS AND REGULATIONS

VFR flight is not authorized above 20,000 feet.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

- 3.3.1.4 Colombia requires FPL filing with a NO LESS THAN 30 minutes in advance.
- 3.3.5.1 The Colombian standard does not refer to data link.
- 3.3.5.5 Not implemented.
- 3.6.2.2 The Colombian standard does not consider the use of ADS-C.
- 3.6.2.3 Colombian standard does not contain literal b).

MINIMUM FLIGHT CONDITIONS *

Air Space Class	A*** B C D E	F	G
		Above 3000 ft (900m) MSL or above 1000 ft (300m) AGL, the highest value	Above 3000 ft (900m) MSL or above 1000 ft (300m) AGL, the highest value
Distance from Clouds	1500m horizontal and 1000 ft (300m) vertical		Clear of clouds and surface is visual
Visibility	10,000 ft (8Km to 3,050m) MSL or above 5Km and below 10,000 ft (3,050m) MSL		5Km**

*When the transition altitude is below 10,000 ft (3,050m) MSL, FL-100 should be used instead of 10,000 ft.

**When ATC authority prescribes:

- a. Flight with inferior visibilities, up to 1,500m, these flights should:
 1. Under predominant visibility conditions and under speeds that give the pilot the opportunity to observe traffic, or any obstacle, with enough time to avoid a collision; or
 2. In circumstances where traffic is minimum, for example, in low traffic areas and in low altitude areas where some type is needed to be performed.
- b. Helicopters can be authorized to fly under 1500m of visibility if they maneuver at the correct speed to observe traffic, or find any obstacle, with enough time to avoid a collision.

***The VMC minimums in Class "A" airspace are included as guidance to pilots and do not assume that VFR flights are accepted in Class "A" airspace.

**ECUADOR
RULES AND PROCEDURES****GENERAL**

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

The Director General for Civil Aviation through the Department for Air Traffic Control is the authority for air traffic services within Ecuador and the Galapagos Is.

Units of measurement used in air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation position reporting, etc.	Nautical Miles and tenths
Relatively short distances such as those relating to airport	Meters
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for take-off and landing	Degrees Magnetic
Wind direction except for take-off and landing	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric tons or kilograms
Time	Hours and Minutes. The day of 24 hrs beginning at midnight UTC.

WGS-84 COMPLIANT**FLIGHT PROCEDURES****HOLDING**

Holding procedures comply with Table IV-1-1, published on AIR TRAFFIC CONTROL – International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are established on those contained in the PANS-OPS, Document 8168, Volume II, Third Edition.

**ECUADOR
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Ecuador publishes Decision Altitudes (DA), Minimum Descent Altitudes (MDA) and visibility for landing. Ceiling and visibility are published for take-off.

Jeppesen charted minimums are not below State minimums.

SPECIAL REQUIREMENTS AND REGULATIONS**TIME OF PRESENTATION**

Flight plans may not be submitted more than 120 hours in advance of the expected off-block time of a flight but must be submitted at least 30 minutes prior to departure, taking into account the requirements of timely information to ATS units in airspace along the route to be flown, including prompt filing requirements for the organization of the flow of air traffic (ATFM).

For emergencies or medical evacuations, flight plans shall be accepted in physical format or email 15 minutes in advance of the EOBT.

For any advance (move forward) in the EOBT of more than 30 minutes, the previous flight plan will be cancelled and a new one will be generated. However, if the EOBT modification calls for a delay compared to the one in the flight plan, it will involve the transmission of a delay message (DLA) as long as it is within the validity period of the flight plan or a maximum of 10 minutes before the expiration of the flight plan, whether it be IFR or VFR.

STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)

The following describes the procedures established to manage the traffic flows among: Lima FIR, Bogotá FIR, CENAMER FIR and Guayaquil FIR/UTA.

Flight Levels

The assignment of flight levels for the transfer of responsibilities will be according to the guidelines described in the Letters of Operating Agreement among Guayaquil, Bogotá, Lima, and CEN-AMER Area Control Centers (ACCs).

Transfer of Responsibilities and Communications

Within RVSM airspace between FL290 and FL410, transfers between ACCs will not be accepted from aircraft that are not RVSM certified, except for flights performed by State aircraft, maintenance flights, or for humanitarian reasons.

Non-RVSM certified aircraft, except those mentioned above, must be transferred to flight levels below FL290 or above FL410.

Before leaving the Guayaquil FIR/UTA, all aircraft must communicate with adjacent ACCs on the published frequencies at least 5 minutes before the transfer point, if possible, to notify their ETO (estimated time over significant point) and flight level, monitoring the Guayaquil frequency at 128.3 MHZ for reporting to Guayaquil FIR/UTA over exit point.

The strategic lateral offset is allowed on the RNAV routes and upper conventional routes of the Guayaquil UTA.

Before making lateral offsets, the flight crew must consider the following:

**ECUADOR
RULES AND PROCEDURES**

- a. Only aircraft that have automatic offset tracking capability may perform the strategic lateral offset,
- b. The decision to apply a strategic lateral offset is the responsibility of the flight crew,
- c. The strategic lateral offset shall be applied **to the right** of the centerline relative to the direction of flight in one nautical mile up to a maximum of two nautical miles (1 NM or 2 NM), and
- d. Pilots are required to inform Guayaquil ACC when a strategic lateral offset is being applied in the airspace described above.

Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHZ to coordinate offsets.

CONTINGENCY PLAN**CONDORCOCHA (QIT) VOR/DME NAVOID OUT OF SERVICE****Objective**

Establish alternative ATS routes for entry/departure of aircraft to the Terminal Area of Quito and overflying aircraft using the airways sustained in Condorcocha VOR/DME (QIT) FREQ 115.3 MHZ CH100X, when the latter is out of service.

General

Air Traffic Management in anticipation of this event has developed this “Contingency Plan - Condorcocha (QIT) VOR/DME navaid out of service” to mitigate the operational impact that will be generated in the period during which this navaid remains out of service.

The Plan will also be executed by Air Traffic Units involved, when technical and operational reasons warrant its activation to maintain safety margins in the area of their responsibility.

Scope

Guayaquil Area Control Center, Quito Approach Control, Quito Aerodrome Control, Latacunga Aerodrome Control, Air Navigation Service, Air Traffic Management, International NOTAM Office and Bureau of Safety Management System.

AFFECTED AIRWAYS

W23G	W6	W9G
W5	W21G	W20G
W1	G439	W25G
W9	G426	G675

UW5	UW6
UA550/UG438	UG439

**ECUADOR
RULES AND PROCEDURES**

UW9	UW21G
UW1	UW23G
UM674	UM776

OVERFLIGHTS

Area Control Center will allow direct flights between points to aircraft flying over Ecuadorian air-space provided that their flight plan includes Condorcocha VOR (QIT).

Area Control Center will authorize over flights as far as possible, by reference to the following routes available:

PLANNED ROUTE	CLEARED TO FLY BY FOLLOWING POINTS
UG439/UM776	ESV – ENVIG – TERAS and VICEVERSA
UM674	ENSOL – EVLIM and VICEVERSA
UM674/UM776	ENSOL – ENVIG – TERAS and VICEVERSA
UM674/UM776	ENSOL – TERAS and VICEVERSA
UA550/UM674	BOKAN – KETON – EVLIM and VICEVERSA
UA550/UM674	BOKAN – EVLIM and VICEVERSA
UA550/UL780	BOKAN – BIVAN – GVV – VAKUD and VICEVERSA
UA550/UL780	BOKAN – VAKUD and VICEVERSA

Aircraft flying in airway UA550 to SEGU as destination, from BOKAN position will be authorized to fly to EDMIR or MIDEX position to intercept the airway UW1 and proceed to GYV VOR/DME.

Aircraft flying in airway UA550 from SEGU will be routed from BIVAN position to BOKAN position.

CONTINGENCY PLAN RELEASE

The emergency measures deemed necessary for the care of ATS contingency situations, will be published by NOTAM.

This ATS Contingency Plan is not intended to establish procedures that cover all possible situations that would occur in the absence of this radio navigation aid and/or procedures that are based on it, because these can be numerous, so the personnel that provides air traffic control service in Ecuador where possible will apply the provisions of this Contingency Plan, to manage traffic safely, orderly and efficiency.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published.

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RULES AND PROCEDURES

GENERAL

In general, air procedures and regulations comply with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in aeronautical publications and NOTAM are as listed in the following table.

Measurement of	Unit
Distances	Nautical Miles and Tenths
Altitudes, elevations, heights, dimensions on aerodromes and short distances	Meters ¹
Horizontal speed	Knots
Vertical speed	Meters Per Second
Wind speed	Knots
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Cloud altitudes and heights	Meters
Visibility	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes UTC unless local is stated.

¹ Except for altitudes and heights shown on IAC, VAC and TMA charts, which are given in feet.

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ATS AIRSPACE CLASSIFICATION

French Guiana airspace consists of the following standard ICAO airspaces classification:

Class “A” — All airspace in the Rochambeau UTA (FL245 and above);

Class “E” — The Cayenne TMA and CTR;

Class “G” — Airspace in the Rochambeau FIR (Gnd FL245).

FRENCH GUIANA
RULES AND PROCEDURES

FLIGHT PROCEDURES

AIRCRAFT CATEGORY AND ASSOCIATED INDICATED SPEED
Speeds are express in knots

Aircraft Category	Vat ¹	Initial approach speed		Final approach speed		MAX speed for visual maneuvering	MAX speed for missed approach	
		MIN.	MAX.	MIN.	MAX.	MVI or MVL	Initial and Intermediate	Final
A	91	90	150	70	110	110	110	110
B	91/120	120	180 (170 ²)	85	130	135	130	150
C	121/140	160	240 (220 ²)	115	160	180	160	240
D	141/165	185	250 (220 ²)	130	185	205	185	265
E	166/210	185	250 (220 ²)	155	230	240	230	275

¹ Vat: (Speed at Threshold: 1.3 times stalling speed in landing configuration at maximum weight certificated for landing).

² Maximum speed for reversal or racetrack procedure.

HOLDING

Holding procedures are based on those contained in ICAO PANS-OPS, Document 8168, Volume II.

Particularities of Entries into a VOR DME Holding Pattern

Apart from cases of radar vectoring, arrivals into a VOR DME holding pattern are protected only:

- when following the inbound track of the holding.
- when following a published track.

In the case of an arrival along the VOR radial on which the inbound track of the holding is based, but in reverse course of the inbound track, the only procedure with a 30° diverging angle (type 2) is protected (whereas in PANS-OPS, there is a choice between two possibilities: type 1 and type 2).

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

When an aircraft has been allotted landing number one and when it is known that it is making use of the QFE to end its approach, the position of this aircraft in the vertical plane is expressed as a

**FRENCH GUIANA
RULES AND PROCEDURES**

function of its height in relation to the QFE reference level during that part of the flight during which the QFE may be used, essentially during final approach. This height is expressed in relation to the altitude of the aerodrome. However, in the case of an IFR approach, height is expressed in relation to the elevation of the runway threshold:

- for all precision approaches;
- for all non precision approaches when the threshold is more than 5m (16') below the aerodrome elevation.

Selection of the altimeter settings used during the missed approach procedure depends on whether the procedure can or cannot be carried out below the transition altitude.

Visual Maneuvering Without Prescribed Track (Circling — MVL)

The dimensions of the area associated with an MVL must be noted as they vary with the aircraft category. The area is calculated by plotting an arc with a radius described below from the threshold of every usable runway. These are:

Cat A — 2.2 NM

Cat B — 3.1 NM

Cat C — 4.5 NM

Cat D — 5.5 NM

When an acceleration segment is provided for in the final phase of the missed approach segment, the following criteria apply:

- a. minimum length — 6 NM;
- b. minimum obstacle clearance (in the primary area) — 90m (300').

AIRPORT OPERATING MINIMUMS**General**

French Guiana State minima are in accordance with EU-OPS, Appendix 1 (new) to Ops 1.430.

Jeppesen published minima on approach charts with label **Standard** are not below State minima.

Using MDA(H) as a DA(H) – CDFA Flight Technique

The operational minima published on French Guiana non-precision approach charts have been determined based on the assumption that these approaches are flown using the CDFA flight technique unless otherwise stated by the Authority for a particular approach to a particular runway.

The CDFA flight technique implies a continuous descent on final approach, without level-off at or above the MDA(H).

To avoid descending below the MDA(H) in case of a Missed Approach, France State Authority recommends to add following mean vertical margins to the published MDA(H) to use it as a DA(H):

FRENCH GUIANA
RULES AND PROCEDURES

Aircraft Category	Margin/Add-On
A	20 ft
B	30 ft
C	40 ft
D	60 ft

These margins, however, are not considered necessary by France State Authority, if it is ensured that all three criteria below are fulfilled:

- The visual segment surface (VSS) is not penetrated by an obstacle
- Protection of the initial Missed Approach complies with ICAO recommended rules
- The MAP is located at or after the runway threshold

Under these conditions, it is assumed that the obstacles will be cleared with sufficient margin if the go-around procedure is initiated at an altitude corresponding to the MDA, provided that the descent slope is strictly monitored and that the go-around maneuver complies with the normal use of the aeroplane.

NOTE: The fulfillment of these criteria can be derived from the State Source and will be considered on Jeppesen charts accordingly.

JEPPESEN Charts

Based on the information above, Jeppesen Non-Precision approach charts will show the following if CDFA criteria fulfilled:

a. **DA/MDA(H)** label

This label indicates that the associated minima (RVR/CMV) are to be used in conjunction with the CDFA flight technique and, in case a Missed Approach must be initiated, an immediate climb out without level-off shall be performed. The lateral part of the missed approach procedure must be flown via the MAP, unless otherwise stated on the approach chart.

b. The published **DA/MDA(H)** values will not include an add-on to account for a height loss below the MDA(H).

c. **CDFA** label

Additional indication that the associated minima can only be used when the CDFA technique is applied.

d. If one or more of the three criteria previously mentioned are **not** fulfilled, an additional note will be published on the chart, referencing the recommendation to apply the add-on margins to the published **DA/MDA(H)** value, to use the MDA(H) as a DA(H).

The note will read:

“For add-on to the MDA(H), see ATC pages FRENCH GUIANA”

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RULES AND PROCEDURES

Should the CDFA technique not be possible for a particular approach, the descent limit will be labeled **MDA(H)** and the Minima Box will show the label **non-CDFA**, to indicate that the charted minima have been increased following EU-OPS regulation (by 200m for Cat A/B aeroplanes and by 400m for Cat C/D aeroplanes, providing that the resulting RVR/CMV value does not exceed 5000m).

INSTRUMENT DEPARTURE PROCEDURES

Turning Departures

For Category A and B aircraft, the lowest height at which a turn may be initiated is 90m (295') above the departure end of the runway (DER). There are two types of turning departures to consider:

Turn After Initial Climb — A turn made at a height of less than 300m (1000') or at a distance of less than 3.2 NM from the DER.

Turn After Initial Climb — A turn made at a height or distance greater than that for an "initial turn."

Departure procedure maximum indicated airspeed (KIAS) for initial turn and turn after initial climb procedures are indicated in the following table for each category of aircraft.

Aircraft Category	Initial Turn	Turn After Initial Climb
A	120	120
B	145	165
C	175	265
D	205	290

SPECIAL REQUIREMENTS AND REGULATIONS

PROVISIONS REGARDING RADIO COMMUNICATIONS AT NON-CONTROLLED AERODROMES

When an aerodrome is provided with a control tower or an AFIS center and these are out of service, pilots shall use the frequency assigned to the tower or AFIS center.

When neither of these services are available, pilots shall use the self information frequency assigned to the aerodrome, failing this, they shall operate on 123.5 MHz.

Pilots-in-command of aircraft equipped with radio communication equipment shall make position reports, state their intentions and inform the AFIS center of any subsequent modifications or, if not available do the same via a self information procedure as follows:

On Arrival

- before joining the aerodrome traffic;
- on the downwind leg;

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RULES AND PROCEDURES**

- on the base leg;
- when the runway is clear;
- on the apron.

On Departure

- on the apron before starting to move;
- at stop point(s) before entering the runway;
- when lined up before take-off;
- when leaving the aerodrome traffic.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****DEFINITIONS****ANNEX 2**

4. 6 b) Anywhere except in locations specified in a), at a height less than 150m (500') above ground level or sea level and at a distance less than 150m (500') from any people, vehicle or surface ship or artificial obstacle. Aircraft not power driven performing ridge soaring flights are not required to comply with this regulation provided that there is no risk for persons or surface property.

5.3.1 The first usable level shall keep a margin of at least 150m (500') above the higher of the two levels:

- 900m (3000') AMSL,
- 300m (1000') ASFC.

**GUYANA
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally in excess of 2 NM	¹ Nautical miles and tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
² Visibility	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Mass (weight)	Kilograms or Metric Tons
Time	Hours and minutes, beginning at midnight UTC

¹ International nautical miles, for which conversion into meters is given by 1 international nautical mile = 1852m.

² Visibility of less than 5 KM may be given in meters.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with AIR TRAFFIC CONTROL – International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on the current PANS-OPS, Document 8168, Parts III and IV of Vol. 1.

**GUYANA
RULES AND PROCEDURES****AIRPORT OPERATING MINIMUMS**

Guyana publishes State airport operating minimums, Obstacle Clearance Altitudes/Heights (OCA/H), ceiling/visibility for landing and Obstacle Clearance Limits (OCL) for procedures based on the current version of PANS-OPS.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Guyana airspace is designated in accordance with the following ICAO airspaces classification:

Class "A" — Georgetown UTA FL245-Unl; Upper ATS routes FL245-Unl;

Class "C" — Georgetown CTA 3000"-FL245; Timehri TMA 3000"-FL95 including the Timehri CTR; ATS routes 3000"-FL245

Class "G" — All other areas excluding above

SPECIAL REQUIREMENTS AND REGULATIONS

A flight plan shall be submitted prior to operating any flight or portion thereof within the Georgetown FIR.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published.

**PARAGUAY
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc., generally greater than 2 nautical miles.	Nautical Miles (NM)
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Mass (weight)	Metric Tons or Kilograms
Time	UTC

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

HOLDING SPEEDS

Flight Levels (FL)	Aircraft Category A & B	Jet Aircraft	
		Normal Conditions	Turbulence Conditions
1	2	3	4
Up to FL140 (4250m) inclusive	170 kt	230 kt (425 km/h)	280 kt (250 km/h) or 0.8 Mach, whichever is lower

PARAGUAY
RULES AND PROCEDURES

HOLDING SPEEDS (continued)

Flight Levels (FL)	Aircraft Category A & B	Jet Aircraft	
		Normal Conditions	Turbulence Conditions
Above FL140 (4250m) to FL200 (6100m) inclusive		240 kt (445 km/h)	
Above FL200 (6100m) to FL340 (10350m) inclusive		265 kt (490 km/h)	
Above FL340 (10350m)		0.83 Mach	0.83 Mach

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Paraguay publishes Decision Altitude (DA), Minimum Descent Altitude (MDA), ceiling and visibilities for landing.

Jeppesen charted minimums are not lower than State minimums.

Lower than regular take-off minimums are published for Commercial Air Transport aircraft consisting of visibility only, applicable only when at least one take-off alternate airport is filed and for:

- a. **Two engine aircraft** — the take-off alternate airport is not more than one hour flying time at normal cruising speed, in still air, with one inoperative engine;
- b. **Three or more engine aircraft** — the take-off alternate airport is not more than two hours flying time at normal cruising speed, in still air, with one inoperative engine.

NOTE: Indicate the alternate take-off airport in item 18 of the ICAO Flight Plan as follows:

RMK/ALTN DEP... (the four letter airport location indicator)

The aircraft must be able to maintain the minimum climb gradient, with one engine inoperative, established on the departure procedure authorized by ATC and can reach the minimum flight level required to proceed to the alternate.

Visibility Take-off Requirements

- a. Turboprops with two engines: RVR or visibility of 1500m.

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RULES AND PROCEDURES**

b. Jets with 2 or more engines and turboprops with more than 2 engines: RVR 700m or 800m visibility.

NOTE 1: RVR is in this case the basic meteorological information and should be used if available. The visibility value should only be used when the RVR value is not available.

NOTE 2: The visibility minima indicated above will be applicable only if the following equipment is available:

- a. Runway lights
- b. Center line rwy lights

Adherence to the above conditions will be the responsibility of the pilot-in-command. ATC will only verify compliance as to the aircraft type, that a take-off alternate has been indicated in the flight plan, and that meteorological take-off requirements have been met.

Speed Limitations

VFR in Class C airspace – 250 KIAS below 3050m (10,000');

IFR and VFR in Class D, E, F and G airspaces – 250 KIAS below 3050m (10,000').

ATS AIRSPACE CLASSIFICATION

In general, the airspaces in the Asuncion FIR are designated in accordance with the standard ICAO airspaces classification as follows;

Class A — All upper and lower airways above FL195;

Class B — The Asuncion TMA and CTR;

Class C — Lower airways A311 and A430 below FL195, between: EKILO/COSTA, GUARI/COATI respectively;

Class D — FOZ TMA, FOZ CTR, GUARANI CTR, airways A556 and W1 below FL195, between ASATI/REPAM and EKESA/CON respectively;

Class E — Lower airways A307, A428, A430, A556, B688, W1 and W2, below FL195, between: BOBIK/ALGEL, EROTI/GEMAS, KIDUS/PTP, UKELA/GERNI, ORUGA/UDENO, CON/PTP and ISEVO/KALAD respectively.

Class G — All uncontrolled airspace within the Asuncion FIR.

SPECIAL REQUIREMENTS AND REGULATIONS

Flight plans must be submitted at least 30 minutes prior to departure.

For turbojet aircraft intending to operate along area navigation (RNAV) routes, the Mach number planned to be used shall be specified in Item 15 of the flight plan.

If the estimated time for the next position last reported to ATC is found to be in error by three minutes or more, a revised estimate shall be transmitted to the ATS unit concerned as soon as possible.

QFE altimeter setting will be made available on request.

VFR is not permitted:

- a. above FL085;
- b. at transonic and supersonic speed.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published.

PERU
RULES AND PROCEDURES

GENERAL

In general, the air traffic rules and procedures and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting, etc., generally in excess of 2 NM.	Nautical Miles and Tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical Velocity	Feet per Minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24 hours beginning at midnight UTC

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FLIGHT PROCEDURES

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

AIRPORT OPERATING MINIMUMS

Peru does not publish complete airport operating minimums. Peru publishes Obstacle Clearance Altitudes (Heights) [OCA(H)], visibility, and for a few selected procedures, ceiling.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Peru airspace is designated in accordance with the following ICAO airspaces classification:

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RULES AND PROCEDURES**CLASS A**

- Lima UTA, FL250 – Unl.
- TMAs and controlled airways, FL210 – FL245.

CLASS D

- TMAs, 2000' – FL145.
- Controlled airways, MEA – FL200.
- CTRs and ATZs.

CLASS G

- All uncontrolled airspace within the Lima FIR.

FLIGHT LEVELS

The flight levels assigned for the transfer of responsibilities will be as indicated in the following table, corresponding column "1" for tracks between 000° to 179° and column "2" for tracks between 180° to 359°.

1	2
000° to 179°	180° to 359°
FL290	FL300
FL310	FL320
FL330	FL340
FL350	FL360
FL370	FL380
FL390	FL400
FL410	FL430
FL450	
See NOTE 1	See NOTE 1

NOTE 1: The flights that enter and leave from Antofagasta FIR to Pascua FIR (Chile) with flight levels above FL450 have a special allocation. These flights must be coordinated between ACC Lima and ACC Santiago.

TRANSFER OF CONTROL AND COMMUNICATIONS

In the RVSM airspace between flight levels 290 and 410, no transfers will be accepted between ACCs and aircraft not RVSM certified with flight exception made by state aircraft, flight maintenance/first delivery (FERRY) or for humanitarian reasons.

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RULES AND PROCEDURES**

Non RVSM certified aircraft, except those mentioned above, must be transferred to flight levels below FL290 or above FL410.

All aircraft before entering the Antofagasta FIR must contact the ACC Santiago published at frequencies at least 5 minutes before the transfer point, to notify his ETO and flight level, maintaining and listening simultaneously with Lima Control South Area on 128.8 MHz to report to this office the ATO on the tip of Lima FIR output.

STRATEGIC LATERAL OFFSET (SLOP)

The strategic lateral displacement is allowed in airway:

- a. UL 302 between ILMAR and IREMI,
- b. UL 780 between MOXES and SORTA, and
- c. UL between ILVOS and ESDIN.

At lateral movement, pilots MUST implement the following:

- a. Lateral displacements may be forwarded only by aircraft with automatic shift capability;
- b. The flight crew is responsible for the decision to make a lateral displacement;
- c. Lateral distance displacement will be **one (1) or two (2) nautical miles** right route axis with respect to the direction of flight;
- d. SLOP displacements are carried out in the airspace referred to above; the pilots must notify the ACC of Lima.

Pilots will be able, if necessary, to contact other aircraft to coordinate lateral displacement on air-to-air frequency 123.45 MHz (TIBA).

**IMPLEMENTATION OF STRATEGIC DIRECT ROUTING (DCT) IN THE
UPPER OCEAN AIRSPACE OF THE LIMA FIR****OPERATIONAL PROCEDURES****Application Area**

DCT is applied from FL250 in the area between the following waypoints (see Annex 1):

- a. OSAKI
- b. AMERO
- c. ANPAL
- d. TAL VOR
- e. ATATU
- f. SCO VOR
- g. ALDAX
- h. IREMI, and

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RULES AND PROCEDURES

i. SORTA

NOTE: Aircraft entering the FIR Lima via ARNEL will maintain airway UM542 until VOR TAL to avoid entering the prohibited zone SPP 78. If required, the pilot may consider the application of DCT in the FPL after crossing VOR TAL.

ATS surveillance systems and VHF communications in both directions are required for the application of DCT.

DCT will not be applied in case of partial or total ATS contingency.

Flight Plans

The Table of Cruising Levels established in RAP 91 must be applied.

Every FPL whose route is based on the application of the DCT operation, must include a waypoint for entering or leaving the FIR Lima in accordance with the provisions above.

The route entered in Item 15 of the flight plan form (FPL) must be defined by published waypoints or coordinates (LAT/LONG). If coordinates are used, the format of degrees and minutes will be used, for example: 1036S08044W. The distance between waypoints in the flight plan should not be greater than 200 NM or 25 minutes of flight.

In order to facilitate the automated processes of the Lima ACC ATM system, that allow the application of DCT, air operators who plan to enter the FIR Lima by flying direct to a published entry point, must calculate and include in the Item 15 of the FPL a waypoint in the LAT/LONG format indicated above, at a maximum distance of 40 NM before the limit of the Lima FIR.

Departing flight plans from Jorge Chavez International Airport (SPJC) must follow the published SID until waypoints **BURVO** or **ITAVU**.

Arrival flight plans to Jorge Chavez International Airport (SPJC) must set the DCT route to waypoints **ATATU**, **SCO** or **ILMAR** and then continue the published standard arrival route (STAR).

SPECIAL REQUIREMENTS AND REGULATIONS

The following RNAV routes within Lima FIR are RNP 10: L302, UL302, UL308, UL312, UL344, UL401, UL780.

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in IMC) when operated more than 20 NM from the shoreline, for a duration of more than one hour, except that compliance with IFR minimum levels is not required during the day in VMC.

The use of the air traffic advisory service is mandatory for all IFR flights operating outside of controlled airspace.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published.

**SURINAME
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and Tenths
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes	Feet
Elevations and heights	
Horizontal speed, including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24 hrs beginning at midnight UTC

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FLIGHT PROCEDURES

HOLDING

Holding procedures comply with information, published on AIR TRAFFIC CONTROL — International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach and departure procedures are based on those contained in Parts III of Vol. I of the PANS-OPS.

SURINAME
RULES AND PROCEDURES**Speed Limitations IFR Flights Departing from Controlled Aerodromes**

Flight Level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to FL140 (4250 M) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL140 (4250 M) to FL200 (6100 M) inclusive		240 KT (445 KM/H)	
Above FL200 (6100 M) to FL340 (10,350 M) inclusive		265 KT (490 KM/H)	
Above FL340 (10,350 M)		Mach 0.83	Mach 0.83

AIRPORT OPERATING MINIMUMS

Suriname publishes Decision Altitudes (Heights) [DA(H)], Minimum Descent Altitudes (Heights) [MDA(H)], ceiling and visibility for landing.

Jeppesen charted minimums are not below state minimums.

ATS AIRSPACE CLASSIFICATION

Suriname airspace is designated in accordance with ICAO airspaces classification as follows:

Class “A” — Paramaribo FIR FL245-Unl; Upper ATS routes

Class “B” — Paramaribo UCA FL245-Unl; Paramaribo FIR CA 075-FL245; Zandery TCA 1500-FL125; Zorgen Hoop cz Gnd-1500; Lower ATS routes

Class “G” — Paramaribo FIR Gnd-FL245; Nickerie TCA Gnd-1500

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

3.3.1.2 All flights, except flights within the Zandery TMA, are required to submit a flight plan to the appropriate ATS unit by radio before departure.

4 VISUAL FLIGHT RULES

VFR flights in terminal control areas and control zones shall be operated in accordance with Air Traffic Control Procedures.

**URUGUAY
RULES AND PROCEDURES**

GENERAL

In general, the air traffic rules and procedures in force and the organization of air traffic services are in conformity with ICAO Standards, Recommended Practices and Procedures.

Units of measurement used in air and ground operations are in accordance with ICAO Annex 5 (both SI and Non-SI) as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, etc.	Kilometers; Nautical Miles and hundreds
Relatively short distances such as those relating to airports (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Meters/Feet
Horizontal speed including wind speed	Kilometers Per Hour/Knots
Vertical speed	Meters Per Second/Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility	Kilometers or Meters
Runway visual range	Meters
Altimeter setting	Hectopascals (Inches of Mercury On Request)
Temperature	Degrees Celsius
Mass (Weight)	Kilograms or Metric Tons
Time	Hours, minutes, beginning at midnight UTC.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

HOLDING

Holding procedures comply with Table II, published on AIR TRAFFIC CONTROL — International Civil Aviation Organization Flight Procedures.

PROCEDURE LIMITATIONS AND OPTIONS

Instrument approach procedures are based on those contained in PANS-OPS, Document 8168, Volume II.

Unless authorized by ATC, maximum speed while operating within a TMA below FL100 is 250 KIAS.

**URUGUAY
RULES AND PROCEDURES**

AIRPORT OPERATING MINIMUMS

Uruguay publishes Minimum Descent Altitudes (MDA) Obstacle Clearance Altitudes (Heights) [OCA(H)] and visibility for landing.

Jeppesen charted minimums are not below State minimums.

ATS AIRSPACE CLASSIFICATION

Uruguay airspace is designated in accordance with ICAO airspaces classification as follows:

Class A — Carrasco TMA FL195 – FL245, Montevideo CTA FL195 – Unl;

Class C — CTRs and ATZs, Montevideo CTA FL85 – FL195, Carrasco TMA 600m – FL195, Durazno TMA GND – FL195;

Class F — Carmelo FIZ, Paysandú FIZ, Tacuarembó FIZ, GND – FL55;

Class G — Montevideo FIR GND – Unl, Montevideo CTA GND – FL85, Montevideo Oceanic and Oriental sectors MSL – Unl, Carrasco TMA GND – 600m.

The lower limit of the CTA is generally FL35 with lower limit steps of 1000' (300m) and 2000' (600m) in the vicinity of airport CTRs.

SPECIAL REQUIREMENTS AND REGULATIONS

ATLANTIC OCEAN RANDOM ROUTING RNAV AREA (AORRA)

The airspace between FL290 and FL410 inclusive shall be designated as **AORRA** within the Atlántico, Comodoro Rivadavia, Ezeiza, Johannesburg Oceanic, Luanda Oceanic and Montevideo FIRs.

Those flights operating within AORRA in Montevideo FIR shall enter and exit via the gate: BIVEN 36° 35' 00" S 053° 05' 10" W.

Prior to entering or after exiting the AORRA at a particular gate, aircraft are to comply with the ATS routes associated with that particular entry or exit point or as instructed by ATC, and are required to flight plan accordingly.

AUTOMATIC DEPENDENT SURVEILLANCE AND CONTROLLED PILOT DATA LINK COMMUNICATION (ADS/CPDLC)

ADS/CPDLC will be utilized in AORRA airspace by suitably equipped service providers to provide an ATS service to aircraft able to take advantage of this form of communication. Operators are to note that in some sectors of the random routing airspace, ADS/CPDLC is the primary form of communication, in accordance with the provisions of Advisory Circular CA/JY/ANS/ATM/013.

REQUIRED NAVIGATION PERFORMANCE (RNP 10) PROCEDURES FOR AIRCRAFT OPERATIONS WITHIN AORRA

Only those aircraft certified for RNP 10 operations shall operate within the AORRA.

**URUGUAY
RULES AND PROCEDURES**

No aircraft shall flight plan to operate in the AORRA airspace unless it is RNP 10 certified to operate in this airspace by the State of Registry or the State of operator, as the case may be, except in the following circumstances:

- a. The aircraft is being initially delivered to the State of Registry or the State of the operator.
- b. The aircraft is certified but experience navigation degradation and is being flown back to base or to a maintenance facility for repairs.
- c. The aircraft is engaged on a humanitarian or mercy flight.
- d. State aircraft.

OPERATIONAL PROCEDURES BEFORE ENTERING TO AORRA AIRSPACE

Before entering the AORRA airspace the pilot-in-command of an aircraft RNP 10 certified, shall verify that the required equipment to fly within AORRA is operating normally and also verify with the greatest possible accuracy the position of the aircraft through external air navigation aids.

If any equipment is not operating normally, the pilot should notify ATC before entering the AORRA airspace.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES**ICAO REFERENCE****ANNEX 2**

3.3.1.2 Flight plans are required to be submitted for all flights, except for VFR flight in Class G airspace.

3.3.5.4 When the pilot submits a Flight Plan within the national borders, know before initiating it, that none of the procedures in this Annex to give notice of arrival (ARR) shall be practicable, shall record such inability by annotating in item 18 of the Flight Plan form, the following: ARR/NIL.

NOTE: The annotation ARR/NIL, made in item 18 of the Flight Plan form shall prevent unnecessary activation of alert, search and rescue services.

3.6.2.2.1 Not applicable.

3.6.3.1.1 Not applicable.

4.3 VFR flights operate from 30 minutes before sunrise until 30 minutes after the sunset. Night VFR flights are permitted provided they meet the requirements of RAU 91 and RAU 135.

4.4 VFR flights are not permitted:

- c) when operating over the ocean more than 20 NM (37km) from the shore line for more than one hour;
- d) over clouds, fog and other meteorological formation, when they obstruct the continuous visual references with the ground.

4.5 a) VFR levels up to FL195 only.

**URUGUAY
RULES AND PROCEDURES****ANNEX 11**

3.3.5 c) Not applicable within Uruguay airspace, there are no agreements with bordering countries for its application.

3.6.1.3.1 c) Not applicable for arriving aircraft.

3.10 Surface movement radar (SMR) not available.

PANS-RAC (Doc 4444)

4.3.2.1.1 Numeral (c) is not applicable

4.4.2.1.2 In the event of a delay of 60 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

4.10.4.6 QFE altimeter settings are not provided.

5.4.2.2.1 Not applicable at the time of transfer of responsibilities, when flights are going to cross international borders. Instead shall apply the procedures established in the Letters of Agreement signed with Ezeiza, Resistencia and Curitiba ACC.

5.4.2.3.3.1 Not applicable at the time of transfer of responsibilities, when flights are going to cross international borders.

9.2.2.1 By regional agreement the period is of three minutes.

SUPPLEMENTARY REGIONAL PROCEDURES (Doc 7030)**ANNEX 2**

Flights shall be conducted in accordance with instrument flight rules (even when not operating under meteorological instrument flight rule conditions) when operation over sea to more than 20 nautical miles from the coast, for more than an hour, except that shall not be required the observance of the minimum IFR levels during daylight, when visual meteorological conditions exist.

If an aircraft has deviated involuntarily from the specified route in its ATC authorization, shall adapt immediately the steps to recover the route within "one hundred (100)" nautical miles from the point where the deviation is observed.

**VENEZUELA
RULES AND PROCEDURES**

GENERAL

Air traffic rules and procedures applied in the territory of the Republic Bolivariana of Venezuela are adjusted to Annexes 2 and 11 to the International Civil Aviation Convention, to the parts of Procedures for Air Navigation Services, Air Traffic Management (Doc. 4444) applicable to aircraft, and to South American (SAM) Regional Supplementary Procedures.

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distances used in navigation, position reporting, etc., generally in excess of 2 NM	Nautical Miles and Tents
Relatively short distances such as those relating to airport (e.g., runway lengths)	Meters
Altitudes, elevations and heights	Meters and Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet Per Minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility, including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24 hours beginning at midnight UTC.

WGS-84 COMPLIANT

FLIGHT PROCEDURES

The holding, approach, arrival and departure procedures published have been prepared based on the contents of the ICAO - Doc. 8168 Procedures for Air Navigation Services - Aircraft Operations (PANS - OPS). The areas of holding have been provided, so that within the definite airspace, Jet Aircraft can operate, with indicated air speeds up to 230 kt, at/or above FL140 and 210 kt from 6000 ft to FL140.

AIRPORT OPERATING MINIMUMS

Venezuela publishes DH, MDA, HAA, HAT and visibility for landing. Ceiling and visibility or visibility only are published for take-off. Ceiling and visibility are published for alternate.

**VENEZUELA
RULES AND PROCEDURES****IMPLEMENTATION OF STRATEGIC DIRECT ROUTING (EDE) IN THE
SUPERIOR AIRSPACE OF THE MAIQUETIA FIR****OPERATIONAL PROCEDURES FOR EDE APPLICATION**

Adequate coverage of ATS surveillance and VHF communication is an essential requirement for the use of the EDE in the Maiquetía FIR.

The EDE will not be applied in situations of partial or total ATS contingency.

Flight Plans

Commercial Aviation Only

The cruise level table must be applied, RVSM flight level block between FL290 and FL410.

The Flight Plans that exceed the lateral limits of the FIR/Maiquetía must contain a Waypoint to enter and another Waypoint to exit, they are published in the AIP/Venezuela.

Within the Strategic Direct Routing Airspace (EDE), direct (DCT) between points and published Radio Aids can be used, and the distance will not exceed 200 NM.

The structure of conventional ATS and RNAV routes; they coexist with direct routes.

Strategic Direct Routing (EDE) will be applied, within the Upper Airspace delimited by the following points; starting at: Vodin, Silva, Utgis, Gutim, Etala, Bogsi, Itego, Ongal, Vudal, Darek, PSN 1000n/06230w, PSN 1044n/06147w, Megir, Paria, PSN 1005n/06203w, PSN 0959n/06155w, PSN 0959n/06127w, Isigi, Then Limit Line Fir A: Minda, Sidam, Anbag, Edrug, Bixus, Vutgi, Logon, Simur, Sinev, A Limit Line Fir: Relun, Pay, Topig, Amaya, Useko Limit Line Fir A: Oprus, Limit Line Fir A: Kikas, Limit Line Fir A: Cuc, Enput, Limit Line Fir A: Semdo, Konso, Aknil, Ortiz, Uribe, Rebim, PSN 1200n/07100w, Gilga, PSN 1230n/07125w, Esipo, Chave, PSN 1230n/07030w, Dator, Alcot, Repis, Pagak, Avelo, Bonax, Kabon, Ilkit, Acora, Vodin.

SPECIAL REQUIREMENTS AND REGULATIONS

The operation in the Maiquetia TMA will only be permissible for the flights which have presented an IFR plan and have received a clearance from the corresponding ATC unit.

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES

None published.



Entry Requirements



Entry Requirements

State Rules and Procedures - Latin America

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required of all visitors to enter or leave Belize. Exceptions are: nationals in possession of official documents such as those issued by the Secretariat of the Caribbean Community, or documents which establish the identity of the bearer to the satisfaction of the Immigration Officer.

VISA

No visas are required of passengers arriving and departing on the same through flight or transferring to another international flight at the same authorized airport of entry.

Entrance visas are required from temporary visitors with the exception of the following:

- a. citizens of Commonwealth countries, except India (whose application must be referred).
- b. nationals of countries with which Belize has Reciprocal Visa Abolition Agreements. e.g., Denmark, France, Sweden.
- c. nationals of the following countries do not require visas to enter Belize:

Belgium	Norway and colonies
Finland	Panama
Greece	San Marino
Iceland	Switzerland
Italy	Tunisia
Liechtenstein	Turkey
Luxembourg	United States of America
Mexico	Uruguay
Netherlands	Venezuela

- d. in-transit passengers provided that such passengers do not intend to remain in Belize for more than seven days, and are in possession of tickets and of such valid documents as will permit them to enter the country of their destination.
- e. all nationals of Communist countries must be referred.
- f. all applicants (except those covered by (g) below) must possess the following requirements:
 1. return or onward air tickets and visas, where applicable, or other means to return to their country of residence or some other country
 2. sufficient funds to maintain themselves for the period of intended stay in Belize, calculated at the rate of B\$60.00 per day (US\$30.00)
 3. give an address in Belize where they intend to stay
- g. businessmen, in addition to the requirements of (e) must produce evidence of transactions with commercial establishments in Belize.

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS

- h. official visitors and visitors to Government authorities in Belize must be in possession of letters of appointment, or of introduction, to a Belize Government Department.
- i. nationals of Guatemala may be granted visas without reference if they meet the appropriate requirements of (f). except that if they apply to enter Belize to take up a Consular post, their applications should be referred to the Director, Immigration and Nationality Department, Belmopan, Belize.

HEALTH

All aircraft entering Belize shall make their first landing at Philip S W Goldson International Airport, which is designated as a sanitary airport.

Vaccination certificates are required from disembarking passengers coming directly from an area with infectious diseases.

ARRIVALS

The commander of an aircraft arriving from abroad shall:

- a. before arrival, inform the proper officer by radio of any death, and of any case of infectious disease on board the aircraft.
- b. upon arrival produce a General Declaration and Fumigation Certificate, and answer any questions as to health conditions on board which may be put to him by an authorized officer.
- c. present to an authorized officer a declaration of health, in the appropriate form, containing the places of call and any facts relevant to public health which have arisen in the course of the voyage, and any health measures undergone by the aircraft, crew and passengers, before departure and during the flight.

Operators must ensure that any refuse taken from the aircraft is disposed of hygienically to the satisfaction of the Public Health Service.

DISINSECTIZATION

The Director of Health Services may prohibit aircraft arriving from an area from which they are liable to bring insect vectors of malaria, dengue or any other disease, unless they have been disinfected during the voyage. Special sanitary measures apply to arrivals from yellow fever, plague, cholera, typhus and smallpox infected or endemic areas. Where required quarantine/vaccination arrangements will be made locally.

AIRCRAFT LANDING OTHERWISE THAN AT THE SANITARY AIRPORT

If, due to unavoidable reasons, an aircraft is compelled to land at other than a sanitary airport, the commander:

- a. shall, as soon as possible after landing, report the fact to an officer of the Public Health Services, or to an officer of the police.
- b. shall prevent the removal of any merchandise or baggage from the aircraft, or the departure from the landing place of crew or passengers, without the permission of an authorized officer.

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS

DEPARTURES

The Public Health Authority may, before the departure of an aircraft, medically inspect the passengers and crew and may prohibit the embarkation of any person with symptoms of any infectious disease.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

- a. All flights into, from or over the territory of Belize and landings in such territory shall be carried out in accordance with the valid regulations of Belize regarding civil aviation.
- b. Aircraft landing in or departing from the territory of Belize must first land at or finally depart from Philip S. W. Goldson International Airport. ICAO Location Indicator MZBZ.
- c. The intent to enter Belize must be by written request addressed to the Director of Civil Aviation detailing flight itinerary(ies), a statement if the aircraft intends to conduct internal flights and the area intended for such flights, and the purpose of the visit. Request or application can be sent as detailed in this document. Contact details appearing on the website: www.civilaviation.gov.bz can be used.
- d. An Aircraft Clearance Certificate (ACC) must be completed upon landing which will require the stamps of all entry and exit Facilitation agencies at the Philip S. W. Goldson International Airport.
- e. For local flights the operator must seek permission from the Belize AIS/ARO. Authorization will be given at this office once all requirements are met. Pre-flight briefing will also be given at this office.
- f. BDCA AIM F-14 (REV 1) Form must be completed and submitted prior to entry into Belize. Upon receipt of the application, the AIS/ARO Officers will process the form and return it with an official Clearance Number. No aircraft shall depart toward the Philip S. W. Goldson International Airport unless it has received an official Clearance Number.

DESIGNATED AUTHORITIES

Director of Civil Aviation

Address: P.O. Box 367

Belize City

Belize

Central America

Tel: (501) 225-2014 or (501) 225-2052

Fax: (501) 225-2533

Telex: Nil

E-Mail: dcabelize@btlnet.net

AFS: MZBZYAYX

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS**LANDING AND OVERFLIGHT THROUGH BELIZEAN AIRSPACE****Application for Landings**

If an operator intends to carry out the following:

Cargo flights, Humanitarian aid flights, Repatriation flights, Medical and relief flights, Technical stops where passengers do not disembark, Alternate airport identified in a Flight Plan or private flights into Belize.

The operator must apply to the BDCA via email belize.ais@civilaviation.gov.bz for permission to carry out such operation. The request must be made no less than **forty-eight hours** in advance of the intended landing. Only flights addressing genuine safety or weather issues, aircraft on urgencies or emergencies and medical evacuation flights, will be exempted from the time limit.

All flights must land and depart from the Philip S. W. Goldson International Airport (PGIA) as the only port of entry via air.

The application for a landing must include the following information and must be sent electronically:

- a. Air Transport Form: **BDCA AIM F-14 Rev2** (this must be duly filled out in **Microsoft Word**).
- b. Certificate of Airworthiness of aircraft
- Certificate of Registration of aircraft
- Pilot's or crew license(s)
- Pilot's or crew medical certificate(s)
- Third Party Insurance covering the territory of Belize
- Air Operators Certificate (AOC) in the case of commercial non-scheduled operations.
- c. Photo Identification (Passport Bio) for all persons who intend to enter Belize.
- d. Commitment to bring with them PCR test results for COVID-19 (no more than 72 hours).
- e. Proof of Reservation (confirmation number) for quarantine at the authorized hotel in Belize.
- f. Name of the driver who will be picking them up at the PGIA. This information must also include the make and license plate number of the vehicle that will transport them to their place of quarantine.

NOTE:

Items c. through f. only apply to repatriation flights and other flights transporting authorized persons to Belize.

No aircraft is to make its way to Belize until a Clearance Number has been duly issued by the AIS/ARO Office – BDCA. (A clearance is issued ONLY after Government of Belize officials, have vetted the application, and have informed the BDCA.)

When at the PGIA no flight crew will be allowed to leave the premises of the aircraft unless a special request is made and a clearance is issued.

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS

Overnight stays must be requested prior to arrival and will require strict adherence to protocols established by the Belize Ministry of Health.

The BDCA will be promulgating Notices to Airmen (NOTAMs) as circumstances warrant it as per Government of Belize Statutory Instruments. The aviation public is advised to continuously monitor these.

All Flight Plans must be filed electronically to belize.ais@civilaviation.gov.bz.

Applications for Overflights

If an operator or aircraft intends to overfly Belizean airspace, the application must be made to the BDCA via email belize.ais@civilaviation.gov.bz for permission to carry out such operation no less than **twenty-four hours** in advance of the operation.

The application must include the following information:

- a. Name and address of operator
- b. Type of aircraft
- c. Nationality and Registration marks
- d. Itinerary showing point of origin and destination
- e. Date(s) and time(s) of operation in UTC

SCHEDULED FLIGHTS

For international scheduled flights operated by foreign airlines, applications shall be made to the Air Transport Licensing Authority (ATLA) in writing using the following address:

Air Transport Licensing Authority

c/o Director of Civil Aviation

Department of Civil Aviation

Address: P.O. Box 367

Belize City

Belize

The applications will be processed in accordance with the Belize Air Transport Licensing of Air Services Regulations.

Applications should be accompanied by authenticated copies of aircraft and flight crew technical documentation including: Air Operators Certificates and Licenses or Permits to operate public transport services issued by the country of registry and copies of insurance certificates covering liability for carriage of passengers, luggage and freight and damages to third parties for the territory of Belize. Additional documentation will be required as indicated in SCHEDULE – FORM 1 – BELIZE – APPLICATION FOR LICENCE TO OPERATE A SCHEDULED SERVICE (not published herein). These must also be submitted.

The processing of applications may take up to three months but is dependent on the timely submission of documentation by the applicant and publication in the Belize Government Gazette for

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS

three consecutive weeks for any public objection. An air service license is normally issued thereafter. A fee in accordance with the current Scheme of Charges/Fees will be applicable.

Services required at the airport level must meet the airport concessionaire requirements.

Carriage of Weapons and Ammunitions for War and Dangerous Goods

No aircraft will be permitted to carry into or out of Belize dangerous goods except with permission for which application must be made in writing to the Director of Civil Aviation. Such carriage must be in compliance with provisions contained in ICAO Document 9284 — Technical Instructions for the Safe Transport of Goods by the Air and other instructions or conditions contained in the permit.

NON-SCHEDULED FLIGHTS (CHARTER FLIGHTS)

If an operator intends to carry out one or more non-scheduled flight(s), in transit across or making non-traffic stops, in the territory of Belize, it is necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) nonscheduled flight(s) into Belize for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Director of Civil Aviation, P.O. Box 367, Belize City, Belize, for permission to carry out such operations not less than forty-eight hours in advance of the intended landing. The application must include the following information in the order shown below:

- a. Name of operator and Air Carrier Operating Certificate (AOC);
- b. Type of aircraft;
- c. Nationality and registration marks of the aircraft;
- d. Date and time of arrival at and departure from P.S.W. Goldson International Airport, including origin;
- e. Place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- f. Purpose of flight and number of passengers and/or nature and amount of freight;
- g. Type of freight;
- h. Name of consignee if it is a cargo flight;
- i. ****Passport details as per table BDCA AIM F-14 FORM (to include CREW AND PASSENGER DETAILS);**
- j. Name, address and business of charterer, if any;
- k. Name of handling agent in Belize, which is compulsory;
- l. Additional documents, including:
 - Certificate of Airworthiness of aircraft;
 - Certificate of Registration of aircraft;

BELIZE
NATIONAL REGULATIONS AND REQUIREMENTS

- Pilot's License and Pilot's Medical Certificate;
- Insurance documents of aircraft stating coverage for the territory of Belize.

Application is to be made by AFS to MZBZYAYX or by email to belize.ais@civilaviation.gov.bz and copied to supervisor.ais@civilaviation.gov.bz. The pertinent Form BDCA AIM F-14 (REV. 1) is user friendly and appears on the website in FORMS. This form, which is revised from time to time, can be downloaded from the Belize Department of Civil Aviation website: www.civilaviation.gov.bz.

DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

It is necessary that the aircraft documents listed in the below table be submitted by airline operators for clearance on entry or departure of their aircraft to and from Belize. All documents must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 (Facilitation) and must be provided in the English language and duly completed.

Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration	Passenger	Manifest Cargo
Customs	6	2	6
Immigration	2	1	1
Public Health	1		1
Belize Health Authority			1
Department of Civil Aviation		1	1

PRIVATE FLIGHTS INCLUDING FIXED AND ROTOR WING — HELICOPTERS

Advance Notification of Arrival

The information contained in the flight plan is necessary and must be filed at last point of departure. The information REQUIRED is similar to that of Charter Flights but excludes the AOC. A clearance number will subsequently be issued by the Belize AIS/ARO Office.

It must be ensured that the following original documents for the aircraft and flight crew are submitted well in advance, especially if there are plans to fly internally in Belize. This includes the following:

- a. Certificate of Airworthiness of aircraft;
- b. Certificate of Registration of aircraft;
- c. Pilot's License and Medical Certificate;
- d. Third Party Insurance covering the territory of Belize;
- e. Crew and passenger details as per Table in Form BDCA AIM F-14 (REV 1); and
- f. Name of handling agent which is compulsory.

BELIZE
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The aforementioned documents MUST be scanned and sent via email to belize.ais@civilaviation.gov.bz and copied to supervisor.ais@civilaviation.gov.bz. The documents must be sent at least forty-eight hours in advance.

As to the services of handlers at MZBZ, the only authorized agency is Belize Aero Dispatch Services (Tel: 501-225-2163).

Upon arrival the pilot needs to present the Aircraft Clearance Certificate together with the General Declaration Forms to all Facilitation agencies, as indicated, at the Philip S. W. Goldson International Airport's arrival hall.

Clearance to conduct domestic flights within Belize must be obtained at the Belize AIS/ARO Office. Authorization may be given once all requirements have been met. The pertinent Aircraft Clearance Certificate will be endorsed by the AIS/ARO Office and must be carried on board the aircraft at all times once domestic flights are being conducted. This form must be presented to Belizean law enforcement agencies once it is requested.

Ambulance / emergency flights are exempted for the 48 hour application requirement.

CONTACT DETAILS FOR THE BELIZE DEPARTMENT OF CIVIL AVIATION:

Tel: (501) 225-2014 and (501) 225-2153

The Forms can be downloaded from ***Forms / Air Transport*** from the Belize Department of Civil Aviation website: www.civilaviation.gov.bz.

FLIGHT PLANS

Flight plans must be filed from last point of departure for entry into Belize.

Flight plans must also be filed at least two hours prior to departure. The AIS/ARO will only process flight plans once all exit requirements are met and ALL airport fees are paid.

COVID-19 PROTOCOLS

COVID-19 protocols, as established by the Ministry responsible for health in Belize, will be applicable for entry into Belize. These protocols may be revised from time to time and the aviation public is reminded to strictly adhere to these protocols. Such protocols will be included in the message whenever a flight is cleared to enter Belize.

FEES

The charges set out hereunder apply to all airports administered by the Belize Airport Authority or the Civil Aviation Department. Unless an alternative arrangement has been made, all charges for use of the airport are payable by the pilot of the aircraft on demand, or before the aircraft departs from the airport.

Fees include those for:

- a. Landing;
- b. Parking;
- c. Passenger Departure;

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NATIONAL REGULATIONS AND REQUIREMENTS

- d. Overtime;
- e. Hangar and Parking;
- f. Fuel Throughput Charge; and
- g. Air Navigation Facility Charge.

A charge for the use of navigational aids, including communications is levied on aircraft. By arrangement this charge is collected by the Central American Corporation for Air Navigation (COCESNA).

CUSTOMS

ARRIVALS

Upon arrival from abroad the commander of an aircraft shall cause to be delivered to the proper officer:

- a. General Declaration forms (6 in total) including crew names
- b. the documents constituting the customs clearance from the airport of departure, and if required the aircraft journey logbook
- c. a manifest of goods carried (in duplicate)
- d. a passenger manifest (in duplicate)
- e. a list of stores carried (in duplicate)

All passengers will present their luggage for inspection; and all goods and stores carried in the aircraft. Passengers, goods and stores to be carried on to a destination abroad may be exempted from this requirement.

AIRCRAFT LANDING OTHERWISE THAN AT THE CUSTOMS AIRPORT

If, due to unavoidable causes an aircraft is compelled to land at other than a customs airport, the commander:

- a. shall immediately report the landing to an officer, or to an officer of police, and on demand produce the aircraft's journey logbook;
- b. shall not, without the consent of an officer, permit any goods or stores to be unladen from, or any of the crew or passengers to depart from the vicinity of, the aircraft, and
- c. shall comply with any directions given by an officer with respect to goods or stores carried on board.

DEPARTURES

Before departure the pilot will deliver to the proper authorities:

- a. General Declaration including crew names
- b. the aircraft journey logbook
- c. a notice of intended departure and application for clearance (in duplicate)

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- d. a manifest of goods carried (in duplicate)
- e. a passenger manifest (in duplicate)
- f. a list of stores laden at Belize and of stores remaining on board the aircraft (in duplicate)

These documents, when approved by the proper officer, constitute customs clearance and authority to depart.

AIRPORT OF ENTRY

Belize City (Philip S.W. Goldson Intl)¹

¹ Mon-Sun 1200–0000Z, excludes holidays.

COSTA RICA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

A passport is usually required except as noted below.

VISA

Tourists must have a valid passport and a visa obtained from Costa Rican Consular Authorities abroad. Temporary visitors must have a valid passport except Canadian and U.S. visitors who can obtain a tourism card by presenting a birth certificate and a drivers license or other photographic Identity Card. Residents of other countries should confirm entry requirements with Costa Rican Authorities.

HEALTH

It is not required for the passengers that disembark to present vaccination certificates, except when they are coming directly from an area infected with cholera, yellow fever or smallpox.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All flights to, from and over the territory of Costa Rica shall be carried out in accordance with the valid regulations of Costa Rica regarding civil aircraft.

All aircraft landing or departing the territory of Costa Rica must first land at or finally depart from an international airport.

DESIGNATED AUTHORITIES**Civil Aviation Authority**

General Direction of Civil Aviation

Address: Ministry of Public Works and Transport

San José

Costa Rica C.A.

P.O. Box 5026-1000

Tel: (506) 2242-8000

Fax: (506) 2231-2107

Internet: www.dgac.go.cr

SCHEDULED FLIGHTS

For international scheduled flights operated by foreign airlines into or in transit across Costa Rica, the following requirements must be met:

- a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. Costa Rica is a part of both agreements.
- b. The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the state of the airline and Costa Rica are contracting parties, and

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NATIONAL REGULATIONS AND REQUIREMENTS

must have a permit to operate into or in transit across Costa Rica. Applications for such permits must be submitted to the Director of Civil Aviation at the address shown above.

Documentary Requirements for Clearance of Aircraft

The following aircraft documents must be presented by airline operators for clearance of aircraft on entry and departure to/from Costa Rica. All documents must follow the ICAO format as shown in the relevant appendices to Annex 9. They must be completed in legible handwriting and are acceptable when furnished in either English or Spanish. Visas are not necessary in connection with these documents.

- a. Name of the aircraft operator.
- b. Type of aircraft and registration.
- c. Dates and times of arrival and departure at the destination airport.
- d. The location of loading or unloading of passengers and/or cargo, whichever is the case.
- e. The purpose of the trip and the number of passengers, and/or the nature and amount of cargo.
- f. The name, address and type of business of the charterer, if applicable.

Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Immigration	1	1	nil
Customs	1	1	1

Public Health Measures Applied to Aircraft

Aircraft arriving from foreign ports must be disinfected approximately (30) thirty minutes before arrival. This action should be carefully registered in the health section of the general declaration. The insecticide to be used for this procedure must be of the kind based on piretrina (Kooper Aerosol). If in special circumstances the Health authorities consider it necessary to make a second spraying while on the ground, they will permit the passengers and crew to disembark.

NON-SCHEDULED COMMERCIAL FLIGHTS

An operator of a non-scheduled airline that makes a non-scheduled stop or makes refueling/maintenance stops in Costa Rica is not required to obtain prior authorization.

If an operator of a non-scheduled airline sets out to fly to Costa Rica for the purpose of transporting passengers, merchandise, or mail, it is necessary to obtain authorization from the Dirección General de Aviación Civil of Costa Rica not less than 48 hours in advance of anticipated landing. Authorization request should include the following information in the order shown.

- a. The name of the operator.
- b. Type of aircraft and registration.

COSTA RICA
NATIONAL REGULATIONS AND REQUIREMENTS

- c. The dates and times of arrival and departure from the destination airport.
- d. The site or sites of embarkation or disembarkation of passengers and/or the nature and amount of cargo.
- e. The name, direction and branch of businesses of the charterer, if applicable.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS**NOTIFICATION OF ARRIVAL**

Information contained in the flight plan is sufficient notification of the arrival of an aircraft as long as the destination officials receive it prior to aircraft arrival.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

FEES

Fees are assessed for the use and services of the airport. All passengers embarking at international airports for travel to other countries will be assessed before departure.

AIRPORTS OF ENTRY

Liberia (Daniel Oduber Quiros Intl) (1200/0600)

Puerto Limon (Intl)^{1, 2}

San Jose (Juan Santamaria Intl)

¹ Customs part time.

² Customs on request.

EL SALVADOR
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

Ordinary Passport (A) Visa Exempt; Diplomatic, Official and Service Passport (A) Visa Exempt – Do not require tourist card:

Andorra, Antigua & Barbuda, Argentina and South Orkney Islands, Austria, Belgium, Canada, Chile—(Easter Island, Juan Fernandez Archipelago, St. Ambrosia Island, St. Felix Island), Costa Rica, Cyprus, Czech Republic, Denmark-Greenland, Estonia, Fiji, Finland, France—(Guadeloupe, French Guyana, French Polynesia, Martinique, New Caledonia, Reunion Islands), Germany, Greece, Hungary, Iceland, India, Ireland, Israel, Italy, Japan, Liechtenstein, Lithuania, Luxemburg, Malta, Monaco, Netherlands (Holland)—(Native from Netherland Antilles, Aruba, Bonaire, Curacao, Guadeloupe, Martinique, Saint Marteen, and other associated territories), New Zealand—(Cook Islands and Niue Islands), Norway—(Svalbard Archipelago and Jan Mayen Island), Panama, Paraguay, Poland, Portugal, Russia, Federation of—(Tatarstan), Saint Kitts—(Nevis), Saint Vincent—(Grenadines), San Marino, Sao Tome—(Principe), Saudi Arabia, Slovakia, Slovenia, South Africa, South Korea, Spain, Sweden, Switzerland, Trinidad & Tobago, Turkey, Ukraine, United Arab Emirates, United Kingdom of Great Britain—(Anguilla, Bermuda, Caicos Islands, Cayman Islands, Gibraltar and Malvinas (Falkland) Islands, Isle of Man, Macao, Montserrat, Northern Ireland, South Georgia, South Sandwich Islands, Territory of Guernsey, Territory of Jersey, Turkish Islands, Virgin Islands*), United States—(Alaska, American Virgin Islands, Guam, Hawaii, North Mariana Islands, Puerto Rico), Uruguay, Vatican City.

*Holders of a British passport native from Hong Kong in which reads “Nationality British” shall be given Visa (A) treatment. If the above is not indicated inside the British passport of those native from Hong Kong but instead reads “Overseas” the holder shall be given Consulted Visa (C) treatment.

International Agencies: Organization of American States – OEA; Organization of United Nations – ONU (UN); European Commission.

Ordinary Passport (A) Visa Exempt; Diplomatic, Official and Service Passport (A) Visa Exempt – Require tourist card:

Australia, Bahamas, Bahrain, Barbados, Belize, Brazil, Brunei Darussalam, Bulgaria, China—(Taiwan), Colombia, Croatia, Kuwait, Lithonia, Macedonia, Madagascar, Malaysia, Marshall Islands, Mexico, Qatar, Romania, Saint Lucia, Singapore, Solomon Islands, Tuvalu, Vanuatu.

Ordinary Passport (B) Consular Visa or without consultation; Diplomatic, Official and Service Passport (A) Visa Exempt:

Belarus, Bolivia, Cuba, Dominica, Dominican Republic, Ecuador—(Galapagos Islands), Egypt, Grenada, Guyana, Jamaica, Montenegro, Morocco (Kingdom of), Papua New Guinea, Peru, Philippines, Serbia, Suriname, Thailand, Venezuela—(Margarita Island).

Ordinary Passport (C) Consulted; Diplomatic, Official and Service Passport (A) Visa Exempt:

Haiti, Jordan (Kingdom of), Kenya, Pakistan (Islamic Republic of).

EL SALVADOR
NATIONAL REGULATIONS AND REQUIREMENTS

Ordinary Passport (B) Consular or without consultation; Diplomatic, Official and Service Passport (B) Consular or without consultation – Does not require tourist card:

Azerbaijan, Benin, Bhutan, Burkina Faso, Burundi, Cambodia, Central African Republic, Chad, Comoros, Equatorial Guinea, Djibouti, Gabon, Gambia, Georgia, Guinea (Republic of), Guinea-Bissau), Ivory Coast, Kazakhstan, Kyrgyzstan, Kiribati, Lesotho, Malawi, Maldives, Mauricio, Mauritania, Micronesia (Federated States of), Moldova (Republic of), Myanmar (Burma), Namibia, Nauru, Niger, Palau, Rwanda, Samoa, Senegal, Seychelles, Swaziland, Tanzania, Tajikistan, Togo, Tonga, Tunisia, Turkmenistan, Uganda, Uzbekistan, Zambia, Zimbabwe.

Ordinary Passport (B) Consular or without consultation); Diplomatic, Official and Service Passport (B) – Require Tourist Card

Cape Verde, East Timor, Nigeria, Oman, Sierra Leone, Somalia, Sri Lanka, Sudan, Syria, Vietnam, Yemen.

Entities or authorities recognized as State: Palestine Authority or National Palestine Authority (ANP) (Palestine); West Sahara, (Sahrawi Arab Democratic Republic RASD).

Exception to the passport or visa requirement:

The license or certificate of a crew member instead of a passport or visa for temporary admission to El Salvador is accepted with regard to flight crew members who are on scheduled service, who retain their licenses at embarking and disembarking, who remain at the airport where the aircraft has made the stop or within the limits of neighboring cities and who depart El Salvador on the same aircraft or on the next scheduled service. This provision also applies to a crew member who enters El Salvador by another means of transportation, with the purpose of joining an aircraft.

Entry and Exit Card (TIE):

An entry and exit card (TIE) is an international card for embarking and disembarking passengers not ICAO formalized. The card is generally completed by the passenger and serves to avoid delays in the dispatch of aircraft because when a passenger has entered or exited the country the immigration delegates will obtain from the card the required data for their respective controls.

VISA

Required.

Since 2005 El Salvador is part of the agreement to establish the Central America single visa for the free movement of foreigners among the Republics of El Salvador, Honduras, Guatemala, and Nicaragua, which define, according to the country of origin of the citizen wishing to visit El Salvador, Guatemala, Nicaragua and Honduras (CA-4), the type of visa for which to apply. Furthermore, the type of visa for which to apply to enter El Salvador or any other country of the CA-4, depends on the type of passport held. To determine the type of visa needed, see the approved visa list for CA-4. Additional requirements may exist. Please contact the appropriate authority to confirm information.

Exception to the passport or visa requirement:

Same requirements as for **PASSPORTS**.

EL SALVADOR
NATIONAL REGULATIONS AND REQUIREMENTS**HEALTH**

No health or vaccination certificates are required except for travelers arriving from areas infected with cholera, smallpox, or yellow fever.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures required for aircraft entering El Salvador except as follows:

Aircraft arriving from abroad may land at any international airport within El Salvador provided the aircraft has been disinfected approximately 30 minutes prior to arrival to the airport. This action must be properly registered in the health section of the general declaration.

The insecticide to be used is based on pirethrina (sumithrin). If under special circumstances the public health authorities require a second spray of the aircraft on ground, passengers and crew are permitted to disembark beforehand.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All flights into, from, or over the territory of El Salvador, and landings in such territory, shall be carried out in accordance with the valid regulations of El Salvador relative to civil aviation.

All aircraft conducting international operations must first land at and finally depart from an international airport.

Landing rights will be denied to a flight in the air if prior permission has not been obtained.

SCHEDULED FLIGHTS

For international scheduled flights operated by foreign airlines to El Salvador or transiting through its territory, the following requirements must be met:

- a. The state of the airline must be a contracting party in an Agreement Relative to the Transit of International Air services and Agreements of International Air transport. El Salvador is a party to both Agreements.
- b. The airline must meet the conditions required to conduct flights within the provisions of a bilateral or multilateral agreement to which the State of the airline and El Salvador are contracting parties, and must have a permit to operate into or transit across the territory of El Salvador. Applications for such permits shall be submitted to:

Autoridad de Aviacion Civil (AAC) (Civil Aviation Authority)

Sub Direccion de Navegacion Aerea (Sub Division of Air Navigation)

Address: Boulevard del Ejercito Km. 9 ½
 Contiguo Zona Franca San Bartolo
 Ilopango, San Salvador
 El Salvador, Centro America (Central America)
Tel: (503) 2565-4462
 PBX: (503) 2565-4400 Ext. 4462

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Fax: (503) 2565-4478
E-Mail: mrodas@aac.gob.sv
Internet: www.aac.gob.sv
AFS: MSSSYAYZ MSSSYOYX

Documentary Requirements for Clearance of Aircraft

The following documents must be submitted by airline operators for clearance on entry and departure of their aircraft to and from El Salvador. The documents must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9* and are acceptable when submitted in English, French, or Spanish and completed in legible handwriting. No visas are required in connection with such documents.

- Third party insurance policy,
- Export certificate or permit,
- Airworthiness certificate.

Required Aircraft Documents (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
AAC	1	NA	1
Customs	1	NA	1
CEPA	1	NA	1
Quarantine	–	NA	–
Immigration	1	NA	–

Other documents required by AAC:

- Registration certificate
- Airworthiness certificate
- Third party liability insurance with coverage in El Salvador
- Pilot license and valid certificate
- Logbook (maintenance)
- Copy of the authorization message issued by the AAC
- Flight Plan from origin

NOTE: If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents need to be submitted, except copies of the General declaration.

EL SALVADOR
NATIONAL REGULATIONS AND REQUIREMENTS**NON-SCHEDULED FLIGHTS****Procedures**

An operator who intends to conduct a (series of) non-scheduled flight(s) into El Salvador for the purpose of embarking or disembarking passengers, cargo or mail should request authorization from the Civil Aviation Authority (CAA) at least five (5) days in advance of the intended landing. Failure to comply will result in a fine in accordance with the provisions of the Ley Organica de Aviacion Civil (Organic Law of Civil Aviation). The application for authorization should contain the following information in the order shown:

- Name of the operator
- Name and license number of the pilot in command of the aircraft and crew
- Type of aircraft and registration marks
- Date and time of the estimated arrival and departure from El Salvador
- Airport of arrival/departure
- Purpose of flight
- Route
- Postal address of the operator

The application may be remitted as follows:

Civil Aviation Authority (CAA)

Address: Boulevard del Ejercito Km. 9 ½
Contiguo Zona Franca San Bartolo
Ilopango, San Salvador
El Salvador, Central America

Fax: (503)-2564-4478

E-Mail: rmenendez@aac.gob.sv
mrodas@aac.gob.sv

AFS: MSSSYAYX, MSSSYPYX

Documentary Requirements for Clearance of Aircraft

Same requirement as for SCHEUDLED FLIGHTS.

Aircraft intending to enter with commercial purposes, in addition to the notification, must submit a copy of the given authorization by the AAC.

Military aircraft, even if they do not transport weapons or military equipment, will submit the respective request through the Ministry of Nation Defense. Said request must subsequently be sent to the AAC for coordination.

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In case of Hospital Aircraft (ambulances), Search and Rescue flights or Humanitarian Missions, the information contained in the flight plan, is considered as advance notice of arrival, as long as the reason is duly indicated in the corresponding box.

Foreign civilian aircraft overflying or landing in Salvadoran territory, on official mission, must apply for permission through the Ministry of Foreign Affairs, which will be forwarded to the AAC for the relevant coordination.

Civil aircraft with foreign registration that require to enter Salvadoran territory to overflight or land at an international airport can do so only by submitting their Flight Plan (FPL) through the AMHS System to the following addresses: MSSSYAYX, MSSSYOYX, MSLPYAYX, MSLPZPZX, MSLPZTZX, MSSZPZX and MSSZTZX.

Comply with the legal provisions established on requirements of: Customs, Immigration, Health and other applicable for the entry or exit of aircraft, passengers, merchandise and live animals through the country's international airports.

PRIVATE FLIGHTS**Notification Prior Arrival**

All aircraft with foreign registration that enter Salvadoran territory to overfly and/or land at an International Airport may do so only by submitting its Flight Plan (FPL), through AFTN system, to the following addresses: MSSSYOYX MSSYAYX, MSSZTZX MSSZPZX, ICAO Document 4444, Air Traffic Management, Chapter 4.4.2.1.2.

Upon completion of the operation, the pilot must close the Flight Plan at an AIS office of the arrival airport and leave a copy at the office.

Military aircraft, official flights and aircraft of foreign government agencies (embassies) are not included.

Documentation Requirements to Authorize Aircraft

No additional documentation is required except as indicated in NON-SCHEDULED FLIGHTS.

AIRPORTS OF ENTRY

San Salvador (El Salvador Intl)¹

San Salvador (Ilopango Intl)²

¹Customs Part Time

²Daily 1200 to 0400 UTC; other hours prior coordination.

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NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

VISA

Not required for visits under 90 days.

HEALTH

Currently, passengers who disembark at "La Aurora" International are not required to present a vaccine certificate, but eventually, according to the Alert status at the International and National level, a vaccination certificate could be required for preventable diseases.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

International flights to, from or overflying the territory of Guatemala are subject to the regulations and Civil Aviation Law in force in the State of Guatemala. These regulations and Civil Aviation Law correspond in essence follow the standards and recommended practices contained in Annex 9 to the Convention on International Civil Aviation.

An aircraft flying into the territory of Guatemala or departing from it will make its first landing or final departure from an international airport/heliport as listed in AIRPORTS OF ENTRY.

NOTE: The aircraft must take off and land at public or private airports. This obligation does not apply in case of force majeure or in case of public aircraft exercising their specific functions. However in case of force majeure the nearest aviation authority must be notified.

DESIGNATED AUTHORITIES**Civil Aviation**

General Directorate of Civil Aviation

Address: 9 Avenida 14-75 Zone 13
Guatemala City
Guatemala
01013

Tel: (502) 2321-5000 (plant)

Internet: www.dgac.gob.gt

AFTN: MGGBTYAYX

Customs SAT

Private Flights, next to the parking lot of the DGAC building

Address: 9 Avenida 14-75 Zone 13
Guatemala City
Guatemala

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01013

Tel: (502) 2260-6240, 2260-6323, 2260-6437

E-Mail: adnaviacion@sat.gob.gt

Internet: www.portalsat.gob.gt

Health**Epidemiological Surveillance Unit**

Address: Air Terminal, inside La Aurora International Airport

9 Avenida 14-75 Zone 13

Guatemala City

Guatemala

01013

Tel: Doctor Guillermo Orozco Mendez

(502) 4163-2332

Assistant: Josefina Fajardo Perez

(502) 5975-5906

E-Mail: aeropuertovigepi@gmail.com

Internet: www.mspas.gob.gt

SCHEDULED FLIGHTS**General**

Scheduled flights operated by foreign airlines into Guatemala or transiting through its territory should meet the following requirements:

- a. To operate any international public transport air service, an air operator certificate and a document containing the specifications and operating limitations issued by the State of origin of the company is required. The certification or exploitation contract issued by the Civil Aviation of Guatemala in accordance with the civil aviation act, and the rules and regulations of civil aviation, must provide the following evidence:
 - Indication of the location to receive notification in Guatemala City.
 - Demonstration of registration as a foreign company in the Republic Mercantile Registry.
 - Proof of the appointment of a legal representative duly registered in Guatemala.
 - Information and documentation of the commercial service including: frequencies of flights, schedules, aircraft nationality, air freedoms requested, routes, policy or certificate of insurance covering civil liability, airworthiness certificate, registration certificate, lease of charter contract if the aircraft is not owned by the applicant, demonstration of financial capacity, proof of solvency for payments for services rendered by COCESNA.

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NATIONAL REGULATIONS AND REQUIREMENTS

- b. If the State of origin of the company has not signed a bilateral or multilateral Agreement of air services with Guatemala, a letter of reciprocity to the aviation authority must be submitted.
- c. Any documentation from abroad must contain the international law permits and its certified translation, if not in Spanish.

Documentation Requirements for Aircraft Authorization

To obtain authorization for entry and exit of aircraft to and from Guatemala, operators must submit the aircraft documents listed below. All listed documents must follow the ICAO standard format as presented in the corresponding appendices of Annex and are acceptable when presented in Spanish and completed by hand with legible handwriting.

Aircraft Documents Required (Entry/Exit)

Required by Immigration: General Declaration, passenger and cargo manifest.

NOTE: Any domestic or foreign aircraft must carry on board the following documents:

- Certificate of registration.
- Certificate of airworthiness.
- The appropriate licenses for each crew member.
- Logbook.
- If equipped with radio, the license of the aircraft radio station.
- If carrying passengers, a list with their names and places of embarkation and destination.
- If carrying cargo, a cargo manifest and a detailed declaration of the cargo.
- If there is no embarking/disembarking of passengers or loading/unloading of cargo, it is not necessary to submit to the indicated authorities any aircraft document, except copies of the general declaration.

Public Health Measures Applied to Aircraft

Aircraft arriving from abroad can land at any international airport in the Republic from Guatemala provided the aircraft has been disinfected approximately 30 minutes before arriving at the airport. This measure must be duly recorded in the health section of the general declaration. The insecticide to be used is SITRACSUM, sumithrin dphenothrín pyrethroid. If in special circumstances Public health authorities deem it necessary to carry out a second spraying of the aircraft on the ground, will allow passengers and crew to disembark previously.

NON-SCHEDULED FLIGHTS**Procedures**

If an operator intends to undertake a flight or a series of non-scheduled flights in transit or make technical stops in the territory of Guatemala, the operator is required to obtain prior authorization.

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NATIONAL REGULATIONS AND REQUIREMENTS

If an operator intends to undertake a flight or a series of non-scheduled flights to the State of Guatemala for the purpose of embarking or disembarking passengers, cargo, or mail, it is necessary for the operator to request an authorization from the General Directorate of Civil Aeronautics to the Air Transport Management 9 Avenida 14-75 Zone 13, with a minimum of 15 days advance notice accompanying the following documentation:

- a. name of the operator;
- b. copy of Air Operator Certificate (AOC);
- c. make and type of aircraft;
- d. aircraft registration;
- e. times and dates of arrival and departure from the airport;
- f. place or places of embarking/disembarking passengers or cargo aboard, as applicable;
- g. purpose of the trip and number of passengers, or the nature and amount of cargo;
- h. name, address and branch business of the charterer, if applicable;
- i. requested routes;
- j. entry/exit flight number;
- k. certificate of airworthiness;
- l. registration certificate;
- m. insurance policy with coverage in the territory of Guatemala and/or Central America that at least has civil liability coverage and/or damage to third parties; and
- n. current licenses and medical certificates for the crew on board.

The company intending to carry out non-scheduled flights whose traffic originates in Guatemala must present an insurance policy or bond that covers the passengers for non-compliance with the agreed services or agreed between the person or company that generates the trip and the passenger, for a minimum quantity in quetzals equivalent to US \$300.00 per seat.

Documentation Requirements for Aircraft Authorization

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS**Notification Prior Arrival**

For reasons of flight safety, a special permit is required, which can be obtained accessing the website www.dgac.gob.gt in Aeronautical Information Products where the form GNA-001 can be downloaded and completed, submitted to the AIM/ARO office 24 hours in advance to the email address supervisoresais@dgac.gob.gt with the following scanned documentation attached:

- Form GNA-001 completed;
- Copy of the registration certificate;

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NATIONAL REGULATIONS AND REQUIREMENTS

- Copy of the airworthiness certificate;
- Insurance policy with coverage in the territory of Guatemala and/or worldwide that at least has civil liability coverage and/or damage to third parties.
- Pilot license, Certificate of Validity (if applicable) and Medical Certificate.

If the request is made after landing at La Aurora International airport to expedite the process, a photocopy of the documents listed above must be submitted to the AIM/ARO Office.

The respective airport fee payments must be made at the corresponding bank.

Entry flights (remaining in the country up to a maximum of 15 days) must fill out and submit form GNA-002 which can be requested from the AIM/ARO office or enter the website www.dgac.gob.gt in Aeronautical Information Products where the form can be downloaded, completed, and submitted to the AIM/ARO office 24 hours in advance to email supervisoresais@dgac.gob.gt with the following documentation attached:

- Form GNA-002 completed;
- Copy of the registration certificate;
- Copy of the airworthiness certificate;
- Insurance policy with coverage in the territory of Guatemala and/or Central America that at least has civil liability coverage and/or damage to third parties;
- Pilot license, Certificate of Validity (if applicable) and Medical Certificate; and
- Upon arrival you must present the AIM/ARO office a photocopy of the documents sent.

If the request is made after landing at La Aurora International to expedite the process, a photocopy of the documents referred to above must be presented to the AIM/ARO Office. Place the aircraft at the disposal of the Operations officer in order to carry out an internal and external visual inspection.

The respective payments of Airport Rights must be made at the corresponding bank.

Flight Plan Submission

All operators operating within the National Territory of Guatemala upon submitting the Flight Plan at the AIM/ARO office in the required ICAO Flight Plan format must indicate in the remarks section the type of flight in question: (private, commercial, military, humanitarian aid, ambulance, charter, official, instruction, advertising, traffic pattern, recreation or tourism, work, skydiving, spraying, aerial photography) or, where appropriate, the activity in question.

Documentation Requirements for Aircraft Authorization

No documents, other than those mentioned in SCHEDULED FLIGHTS, are required while the aircraft remains within Guatemala at least 15 days.

To carry out general aviation activities in any of its forms, individuals or legal entities should obtain an operation permit or a flight permit, which satisfies the requirements established in the civil aviation act rules.

GUATEMALA
NATIONAL REGULATIONS AND REQUIREMENTS

Aircraft in the following situations are exempt from paying airport charges:

- a. State aircraft intended for military services, customs, police and the Directorate itself.
- b. landings by force majeure, due to technical or mechanical malfunctions.
- c. civil aircraft of any kind which are used in cases of disorderly conduct or state of emergency.
- d. In-flight aircraft which are required to return to the airport due to safety reasons, without a landing at other airports and provided that the reasons of flight safety invoked are justified according the General Directorate of Civil Aviation criteria.
- e. Aircraft in dangerous conditions making an emergency landing at the airport, provided that this airport has not been indicated in the flight plan.
- f. Aircraft in search and rescue, or emergency, but only if they are operating in compliance with such mission and authorized by the competent official from the General Directorate of Civil Aviation.
- g. Foreign state aircraft or aircraft in diplomatic mission, which are not operating as a commercial service, but are duly authorized by the Government of Guatemala under existing agreements or based on reciprocity.

AIRPORTS OF ENTRY

Flores (Mundo Maya Intl)

Guatemala City (La Aurora Intl)

HONDURAS
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT AND VISA****IMMIGRATION REQUIREMENTS**

To enter the national territory, foreigners must complete the following requirements:

- Identify via valid travel documents (valid passport for at least three months, round trip ticket or ticket to continue the trip, immigration control pass (TIE), yellow fever vaccination for domestic and foreign travelers from Trinidad & Tobago, Argentina, Bolivia, Brazil, Colombia, Ecuador, French Guyana, Guyana, Peru, Surinam, Venezuela, Paraguay and most African countries);
- Provide to immigration authorities the information they require (i.e., economic means, purpose of the trip, address in Honduras, immigration check according to the provisions established by the Direccion General de Migracion y Extranjeria [General Directorate of Immigration and Alien status]);
- Possess the qualifications required for the entry permit (i.e., not having been deported or expelled from Honduras, consular or consulted visa whenever appropriate, not having a record in the INTERPOL database, organized crime, international terrorism and other organizations of similar condition). Also, must take into account all causes and conditions established in article 81 of the Law of Immigration and Aliens;
- Consulted visa processes are binding on an interagency basis to the Direccion General de Migracion y Extranjeria [General Directorate of Immigration and Alien status], Relaciones Exteriores [Foreign Affairs], and Secretaria de Seguridad [Secretary of Homeland Security].

SOME IMMIGRATION EXEMPTIONS

Nationals of CA4 countries can enter Honduras with their passport, accepted until the last day of validity, or identity card (Nicaragua), single identification document DUI (El Salvador), or residence card (Guatemala);

Foreigners residing in the territories of CA4 may move across such territories showing the residence card and current passport, accepted until the last day of validity;

Nationals from CA4 and foreigners residing in any of the territories can make use of exemptions traveling by air, sea and over land;

Foreigners residing in the territories of the CA4, regardless of nationality, are exempt from any visa to enter Honduras;

Foreigners category B (consular visa) who have U.S., Canadian, or Exchange visa, or who are residents of a country classified in category A (visa exempt) shall be given the treatment of visa exempt;

Foreigners category C (consulted visa) who have U.S., Canadian, or Exchange visa, or who are residents of a country classified in category A or B, shall be given category B treatment, which is to say they need a consular visa;

Foreigners with a pass are not permitted entry.

HONDURAS

NATIONAL REGULATIONS AND REQUIREMENTS

Crews of international transport (air, sea or ground), despite enjoying some exemptions, are obligated by the Ley de Migracion y Extranjeria (Immigration and Aliens law) to go through immigration when their stay is longer than 24 hours, showing a passport and visa where applicable;

The temporary stay of a foreigner is granted at the port of entry as follows: up to 90 days (except for transit travelers); after 90 days, the foreigner is entitled to a 30-day extension and then must exit the national territory.

A foreigner applying for permanent or temporary residency does not have to exit the country and is entitled to the necessary extensions while the respective decision is being issued and provided the foreigner is enrolled in the National Register of Foreigners, which for this purpose is kept by the Direccion National Institute of Migration.

HEALTH

PUBLIC HEALTH REQUIREMENTS

Passengers are not required to present certificates of yellow fever vaccination, except when coming directly from a region or nation with the disease.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

Health measurements are not required with respect to aircraft entering Honduras, with the exception of aircraft coming from South America. Those aircraft require a special permit issued by SEPA (Servicio de Proteccion Agropecuaria (SEPA)/Secretaria de Agricultura) (Agricultural Protection Service (SEPA)/Secretary of Agriculture).

Aircraft whose destination is any international airport in Honduras may land provided the aircraft has been disinfected about 30 minutes before arriving at the airport. This measure should be recorded properly in the health section of the General Declaration. The insecticide to be used is SITRACSUM.

If in special circumstances the authorities of Public Health consider that a second spraying should take place while on the ground, the passengers and crew will be permitted to disembark prior to the spraying.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights to, from or over the territory of Honduras shall be conducted in accordance with the regulations prescribed by Honduras on civil aviation.

Aircraft that land or depart the territory of Honduras must first land or finally depart from an international airport.

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DESIGNATED AUTHORITIES

Honduran Civil Aeronautics Agency

Address: PO Box No. 30145
Tegucigalpa, M.D.C.
Honduras
Tel: (504) 2233 11 15
Fax: (504) 2233 16 22
E-Mail: direccion@ahac.gob.hn
Internet: www.ahac.gob.hn
AFTN: MHTGYAYX

SCHEDULED FLIGHTS

For regular international scheduled flights operated by foreign airlines into or in-transit across Honduras, the following requirements must be met:

- a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. Honduras is a party to both agreements.
- b. The airline must be eligible to make the flights under the provisions of a bilateral or multi-lateral agreement to which the State of the airline and Honduras are contracting parties, and must have a permit to operate into or in transit across Honduras. Applications for such permits shall be submitted to:

The Legal Secretariat of the Honduran Civil Aeronautics Agency (AHAC) 500 meters North of the Air Terminal of Toncontin International Airport.

Documentary Requirements for Clearance of Aircraft

To obtain authorization of entry and exit of its aircraft to and from Honduras, it is necessary that the airline operators submit the aircraft documents listed below. All documents listed below must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9* and are acceptable when furnished in Spanish and completed in legible handwriting. No visas are required in connection with such documents.

- a. Customs Declaration
- b. Passenger Manifest (customs and Immigration)
- c. Cargo Manifest
- d. Registration Certificate
- e. Certificate of Airworthiness
- f. Pilots License
- g. Trip Log (Libro de Aborda)

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- h. Copy of the permit, and in the case of commercial transport aircraft conducting scheduled flights of mail, cargo and/or passengers, a copy of the authorization issued by the Dirección General.
- i. Flight plan from departure.

NOTE: If passengers do not embark (disembark) and if no articles are laden (unladen), no aircraft documents except copies of the General Declaration need to be submitted to the above-mentioned authorities.

NON-SCHEDULED FLIGHTS

An operator who intends to conduct a non-scheduled flight (or a series of non-scheduled flights) in transit through the territory of Honduras or to make technical stops in such territory may do so by submitting to the Honduran Civil Aeronautics Agency 24 hours in advance of conducting the flight (see DESIGNATED AUTHORITIES for address and telephone). The operator should not have to wait for confirmation; presenting a copy of the application will suffice.

An operator who intends to conduct a non-scheduled flight (or a series of non-scheduled flights) to Honduras with the purpose of embarking or disembarking passengers, cargo, or mail, should submit the application to:

The Legal Secretariat of the Honduran Civil Aeronautics Agency (AHAC) 500 meters North of the Air Terminal of Toncontín International Airport.

In order to obtain prior authorization from the office of the Secretary, it is required that the operator present his/her application to the respective Consul of Honduras, who will process it through the office of the Secretary of Foreign Affairs. The application must include the following information, in the order that subsequently appears:

- a. Name of the operator;
- b. Type of aircraft and registration markings;
- c. Name and nationality of the crew;
- d. Date and estimated time of arrival;
- e. Route;
- f. Class of payload transported (passengers, cargo);
- g. Commercial rights requested (origin and destination of the payload);
- h. Tariffs to be charged, if the payload originates within national territory.

The Honduran Civil Aeronautics Agency shall communicate to the interested party the resolution of SOPTRAVI, who will not grant the permit if another company which already has a certificate of operation or authorization to operate in Honduras may provide the service.

NOTE: Operators of state aircraft who wish to overfly the territory of Honduras or land within it shall request permission through the Secretaría de Defensa y Seguridad Pública (Secretary of Defense and Public Security). If deemed necessary, Secretary when providing the permit, shall notify the Honduran Civil Aeronautics Agency for purposes of transit security.

**HONDURAS
NATIONAL REGULATIONS AND REQUIREMENTS****Documentary Requirements for Clearance of Aircraft**

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS**Pre-arrival Notification**

Aircraft operating within the Central American area must send their request for an overflight permit and/or landing in the AIS-FORM 029 format, via email at least 24 hours in advance to the office AIS/CENTRAL from Monday to Friday from 9:00 am to 5:00 pm (local time). For requests outside these hours and on holidays, the request may be sent and operations carried out without waiting for confirmation, however, the crew must present proof of having sent the request to the AIS/ARO of the destination airport.

NOTE: Landing must take place at any international airport.

Documents to present for overflight and landing:

- a. Current Airworthiness Certificate;
- b. Aircraft insurance policy;
- c. Crew licenses; and
- d. Overflight and/or landing request (Form AIS-FORM 029).

NOTE: The AIS-FORM 029 format can be found on the website of the Honduran Civil Aviation Agency www.ahac.gob.hn.

Instructions for Private Pilots Arriving at or Departing from Any International Airport

All private pilots planning to conduct an international flight from any of the international airports and to remain parked at the Aero Club, Aviation Schools and Hangars should taxi through to the international apron for a safety, customs, and immigration check. This applies as well for arriving aircraft.

After completing the above, a private pilot shall proceed to continue with the flight plan or otherwise be authorized by the Control Tower to park at any of the above-mentioned places.

Documentary Requirements for Clearance of Aircraft

The same requirements as for SCHEDULED FLIGHTS.

Owners of foreign-registration aircraft or in lease or private service who have completed one (1) year or more of stay in the country shall not be granted permission to circulate in the country unless the SAR Servicio de Administracion de Renta (Income Management Service), expresses approval by written resolution or demonstrates to have authorization to stay in the country from the SAR.

SPECIAL FLIGHTS PROCEDURES

Operators and owners of commercial aircraft that have an operating certificate to operate in Honduras must obtain prior permission from the Honduran Civil Aeronautics Agency, for the commercial flights within their routes and outside their schedule.

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The granted permission shall have a validity of 48 hours after the estimated departure time of the flight. The application shall be the same Flight Plan identified as special flights with a prefix to the flight number corresponding to that route. If the aircraft operates a ferry flight shall be identified as such (ferry) with the aircraft registration.

Operators or owners of commercial aircraft that do not have an operating certificate to operate in Honduras that wish to land in national territory with commercial purposes, shall obtain prior authorization from the Legal Secretariat of the Honduran Civil Aeronautics Agency (AHAC), submitting the application to the respective Honduras Consul, who will process it through the Secretaría de Relaciones Exteriores (Secretary of Foreign Affairs).

The application should contain the following data:

- Name of the operator;
- Type of aircraft and registration markings;
- Name and nationality of the crew;
- Date and estimated time of arrival;
- Route;
- Class of payload transported (passengers, cargo);
- Commercial rights requested (origin and destination of the payload);
- Call sign characteristics.

Operators of State aircraft wishing to overfly or land in the territory, shall request through the Secretaría de Relaciones Exteriores (Secretary of Foreign Affairs) the authorization from the Secretaría de Defensa (Defense Secretary). The Secretaría de Defensa upon granting the permit shall notify the Honduran Civil Aeronautics Agency, if appropriate, for purposes of transit security. Operators shall notify it through the same mean.

SPECIAL NOTICES

Airlines wishing services outside the normal established hours of operation at MHTG, MHLC, MHLN and MHRO shall provide advance notice of these operations to the regional Head of Air Traffic Services, at the international airports Ramon Villeda Morales, Goloson and Juan Manuel Galvez according to the case, and Toncontin Intl to the Headquarters of Air Traffic.

On holidays, Saturdays, Sundays and outside office hours (1400–2200 except MHTG 15:00–23:00), should contact the Air Traffic Services Supervisor on duty of the airport to be used, who will make the necessary arrangements.

AIRPORTS OF ENTRY

Comayagua (Palmeroma Intl)

La Cieba (Goloson Intl) — 1200–0200 UTC

Roatan (Juan Manuel Galvez Intl) — Monday to Sunday 1200–0200 UTC

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San Pedro Sula (Ramon Villeda Morales Intl)

Tegucigalpa (Toncontin Intl) — 1200–0400 UTC

PASSPORT

Required, except for U.S. and Canadian citizens who can enter Mexico with an Original Birth Certificate and a picture ID. Passengers that do not disembark do not require a passport if arriving and departing on the same through flight. Passengers transferring to another flight, either national or international, will be asked to show immigration documents. Airline crewmembers in regularly scheduled service need only their license or crew certificate when remaining within the city limits of the arrival location and depart on a regularly schedule flight.

HEALTH

Arriving passengers must present a vaccination certificate, and in some cases, other health requirements depending on the country of origin.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights to, from, overflying or landing in Mexican territory will be made in accordance with the valid regulations of the Dirección General de Aeronáutica Civil. A flight plan must be on file for all flights in Mexican territory.

All aircraft landing or departing Mexican territory must first land at or finally depart from an international airport as listed in AIRPORTS OF ENTRY.

DESIGNATED AUTHORITIES

Civil Aviation

Secretaría de Infraestructura, Comunicaciones y Transportes (SICT)

Address: Agencia Federal de Aviación Civil

Boulevard Adolfo López Mateos Núm. 1990, 4to Piso

Col. Los Alpes Tlacopac

Del. Alvaro Obregon

Ciudad de Mexico

C.P. 01010

Tel: 57 23 93 00, 57 23 94 00

Ext. 18000 or 18019

E-Mail: carlos.rodriguez@sct.gob.mx

Customs

Secretaría de Hacienda y Crédito Público

Address: Administración General de Aduanas

Av. Hidalgo Número 77, módulo 4, planta baja

Col. Guerrero

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México, D.F.

C.P. 06300

Tel: 01 800 46 36 728
52 28 34 36, 52 28 34 37, 52 28 34 39

Fax: 52 28 33 53

E-Mail: aduana.mexico.usuariosweb2@sat.gob.mx

SCHEDED FLIGHTS

For regular international scheduled flights operated by foreign airlines into or in transit through Mexico, the following requirements must be met.

General Procedures

The airline must meet the required conditions to conduct flights in accordance with the dispositions of a bilateral agreement of which the state of the airline and Mexico are contracting parties, and must have a permit to operate into or in transit across Mexico. Applications to obtain such permits must be submitted to:

Secretaría de Comunicaciones y Transportes

Address: Dirección General de Aeronáutica Civil
Boulevard Adolfo López Mateos Num. 1990
Col. Los Alpes Tlacopac
Del. Alvaro Obregón
Mexico, D.F.
C.P. 01010

Tel: 57 23 93 00 Ext. 18100
57 23 94 00 Ext. 18100

E-Mail: jretamar@sct.gob.mx

Documentary Requirements for Clearance of Aircraft

It is necessary that the under-mentioned aircraft documents be submitted by the airline operators for clearance of their aircraft to enter or depart Mexico. The documents must follow the ICAO format as set forth in the relevant Appendices to Annex 9 and be written in clear, legible Spanish.

- Log books
- Registration certificate
- Airworthiness certificate
- License for each crew member
- List of passengers:

departure – 3 copies

arrival – 4 copies

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The operations official authorized by the D.G.A.C. and airline, or the pilot in command of the aircraft is responsible for providing:

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs	1 Copy	1 Copy	1 Copy
Immigration	1 Copy	1 Copy	1 Copy
Airport Hqtrs	1 Copy	1 Copy	1 Copy
Health	1 Copy (Arr only)	1 Copy (Arr only)	1 Copy (Arr only)

If no passenger(s) is/are boarded or disembarked and no merchandise is loaded or unloaded, it is not necessary to present the aircraft documents, except for the general declaration, to the aforementioned authorities.

Public Health Measures Applied to Aircraft

Public health measures are not applied with respect to aircraft entering Mexico, with the exception of aircraft that, because of their condition and origin, are necessary to apply these measures.

Aircraft arriving from foreign countries can land at any international airport in Mexico provided the aircraft has been disinfected approximately 30 minutes before arrival at the airport. If special circumstances the health authorities deem a second spraying is necessary on the ground, the passengers and crew may disembark beforehand.

NON-SCHEDULED FLIGHTS

General Procedures

If an operator intends to carry out a non-scheduled flight in transit, or is making stops that are not of a commercial nature in the territory of Mexico, he/she may do so by requesting permission one (1) day in advance. If an operator intends to perform a nonscheduled flight (or series of non-scheduled flights) into Mexico with the purpose of loading or unloading cargo or mail, he/she should request permission no less than five (5) working days in advance of the proposed landing from the:

Secretaría de Comunicaciones y Transportes

Address: Dirección General de Aeronáutica Civil
Boulevard Adolfo López Mateos Num. 1990

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Col. Los Alpes Tlacopac
Del. Alvaro Obregón
Mexico, D.F.
C.P. 01010

Tel: 57 23 93 00 Ext. 18100
57 23 94 00 Ext. 18100

E-Mail: jretamar@sct.gob.mx

The request should include the following information in the order shown:

- a. Name or social title, nationality, address and profession that the applicant is involved in.
- b. Route to be followed including origin and destination of each flight, intermediate stops, international airports of entry into, and departure from, Mexican territory.
- c. Type of chartering including purpose of trip.
- d. Type, nationality markings, registration number and date of the airworthiness certificate of the aircraft using the service.
- e. Names and nationality of the crew and their license.
- f. Price that is charged for the service (in Mexican currency).

The request for a non-scheduled flight should be accompanied by the following documents:

- a. Certified copy of the operator permit for public air service and the airworthiness certificate that the country of nationality has given the applicant.
- b. Copy of the contract between the company and user.
- c. Proof that the applicant has aeronautical maintenance service, ground support, air traffic control service, aeronautical and meteorological communications, and any other support services to air navigation that guarantees the safety of transport.
- d. The applicant has proof of insurance policies in accordance with the Varsovia Convention, or has contracted insurance with Mexican companies authorized to practice liability and transport insurance, or, has coverage with a foreign subsidiary company authorized to operate in Mexico.
- e. Proof that crew members licenses are in force.

All documents will also be sent to the Dirección De Tarifas, Maniobras y Servicios Conexos.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

All air operations of general aviation with a final destination or stopover at any international airport of Mexico coming from territories abroad must enter the country under the following operation criteria:

When coming from abroad and the operator has a valid "Secure Flight Certificate" issued by the aeronautical authority, the operator may use any international airport of entry to the country in accordance with the paragraph below and will be subject to the level of inspection according to the risk profile determined by the "Secure Flight Certificate".

When coming from regions other than the Caribbean, Central or South America and the operator does not have a valid "Secure Flight Certificate" issued by the aeronautical authority, the operator may use any international airport of entry to the country and will be subject to the standard inspection determined by the competent authorities.

When coming from the Caribbean region, Central or South America and the operator does not have a valid "Secure Flight Certificate", the operator must only use Tapachula and Cozumel as airports of entry to the country, and will be subject to the standard inspection determined by the competent authorities. This requirement does not apply to State aircraft or general aviation aircraft that transport officials of the following rank: Head of State, Head of Government, Ministers, Vice-minister or special envoys with prior diplomatic notification.

The authorized international airports for landing when having a "Secure Flight Certification" are as follows:

MMAA, MMAN, MMCP, MMSL, MMCL, MMUN, MMCU, MMCZ, MMGL, MMHO, MMBT, MMMD, MMMZ, MMPR, MMQT, MMSD, MMTP, MMTJ, MMTO and MMVR.

All other general aviation aircraft with a final destination or stopover in any airport of Mexico coming from any other region of the world must land or take off from an international airport.

SPECIAL NOTICES — RULES AND OPERATIONAL REQUIREMENTS FOR ENTRY INTO THE NATIONAL AIRSPACE FOR THE SOUTH AND SOUTHEAST BORDER — MEXICO AIR IDENTIFICATION ZONE NR-1 (ZIAM NR-1)

General

Mexico's Air Identification Zone NR-1 (ZIAM NR-1) is designated as part of the national airspace corresponding to the Mérida Area Control Center (ACC/MID), over the continent and territorial waters, from the land surface to 60,000 ft.

The Rules and Operational Requirements are applicable to International General Aviation (IGA) flights and to non-scheduled flights that propose to penetrate the ZIAM NR-1 through the South and Southeast border. The regulations relating to the entry, transit and exit of civil aircraft, published in the paragraphs above, facilitate the identification and control of said aircraft.

Entry Rules

Prior arrival notice is required for all IGA flights and non-scheduled flights.

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For VFR or IFR flights, prior notice of arrival must be sent by the Aeronautical Fixed Telecommunications Network (AFTN) to the Mérida Control Center directed to MIDZRZX (or MMMDZQZX), MMMDXMXO and the control tower of the entrance airport.

The flight plan sent and presented in advance is accepted as notice of arrival.

Flight Plan Presentation

Aircraft must present their flight plan to an appropriate aeronautical agency with sufficient advance notice for it to be transmitted by AFTN at least 30 minutes before the estimated time of border crossing.

Aircraft operating below 18,500 ft with a VFR/IFR flight plan and proceeding to an international entry airport in the interior of the country must submit a flight plan to an appropriate aeronautical agency with sufficient advance notice for it to be transmitted by AFTN at least 30 minutes before crossing the border.

Point of Entry

Aircraft on VFR or IFR flights must cross the southern and southeastern border at the point closest to the border airport of intended landing and notify the control tower of the intended landing airport and estimated time of arrival.

Aircraft bound for an airport in the interior of the country must cross the border via the routes and airways published and continue along them.

Flight Plan

The flight plan will contain the following data:

- a. Identification of the aircraft;
- b. Flight rules and type of flight;
- c. Aircraft type and wake turbulence category;
- d. Radio communication equipment, navigation aids and approach;
- e. Departure airport and time of departure;
- f. Cruising speed, level and route;
- g. Destination airport and expected flight duration;
- h. Alternate airport;
- i. Other data, estimated time of crossing with ZIAM NR-1;
- j. Nationality of aircraft;
- k. Total number of people on board;
- l. Emergency and survival equipment;
- m. Color and make of the aircraft; and
- n. Name, license number and address of the pilot in command of the aircraft.

Position Reports

To cross the border of ZIAM NR-1 through the South and Southeast borders, pilots shall:

- a. If operating below 18,500 ft, notify their position at least 10 minutes before crossing to the nearest entrance airport; or
- b. If operating above 19,000 ft, report their position according to the established procedures.

Position Tolerance of an Aircraft

On entry routes to ZIAM NR-1 over the continental area, the position tolerance of an aircraft is 5 minutes of the estimated time over the crossing point and within 10 NM from the center line of the proposed route.

On entry routes to ZIAM NR-1 over water, the position tolerance of an aircraft is 5 minutes of the estimated time over the crossing point and within 20 NM from the center line of the proposed route.

In cases of deviations due to bad weather, the pilot must immediately notify the closest Air Traffic Control Service of the new crossing point and estimated time of crossing.

Use of Transponder and Automatic Altitude Transmitter

Aircraft equipped with a transponder and automatic altitude transmitter must activate it before entering the ZIAM NR-1 on codes 1200 or 2000, or the code assigned by the air traffic services, until reaching the destination airport.

FEES

Mexico charges fees for the use of State Airports. Official Mexican sources should be consulted for updated fee schedules.

AIRPORTS OF ENTRY

The airports listed herein are for entry into or departure from Mexican territory.

Acapulco (Gen. Juan N. Alvarez Intl)

Aguascalientes (Jesus Teran Intl)

Bahias De Huatulco (Intl)

Cabo San Lucas (Intl)

Campeche (Alberto Acuna Ongay Intl)

Cancun (Intl)

Chetumal (Intl)

Chihuahua (Gen. Div. P.A. Roberto Fierro Villalobos Intl)

Ciudad Del Carmen (Intl)

Ciudad Juarez (Abraham Gonzales Intl)

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Ciudad Victoria (Gen Pedro Jose Mendez Intl)

Cozumel (Intl)

Culiacan (Intl)

Ensenada (Gen. Div. P.A.A.L. Salinas C. Intl)

Guadalajara (Miguel Hidalgo Intl)

Guaymas (Gen. Jose Maria Yanez Intl)

Hermosillo (Gen Ignacio Pesqueira Garcia Intl)

Ixtapa-Zihuatanejo (Intl)

La Paz (Gen. Manuel Marquez de Leon Intl)

Loreto (Intl)

Los Mochis (Valle del Fuerte Intl)

Manzanillo (Playa de Oro Intl)

Matamoros (Gen. Servando Canales Intl)

Mazatlan (Gen. Rafael Buelna Intl)

Merida (Lic. Manuel Crecencio Rejon Intl)

Mexicali (Gen. Rodolfo Sanchez Taboada Intl)

Mexico City (Lic. Benito Juarez Intl)

Minatitlan (Intl)

Monterrey (Del Norte Intl)

Monterrey (Gen. Mariano Escobedo Intl)

Morelia (Gen Francisco J Mujica Intl)

Nuevo Laredo (Quetzalcoatl Intl)

Oaxaca (Xoxocotlan Intl)

Piedras Negras (Intl)

Puebla (Hermanos Serdan Intl)

Puerto Escondido (Intl)

Puerto Penasco (Mar de Cortes Intl)

Puerto Vallarta (Lic Gustavo Diaz Ordaz Intl)

Queretaro (Intl)

Reynosa (Gen Lucio Blanco Intl)

Saltillo (Plan de Guadelupe Intl)

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San Jose Del Cabo (Los Cabos Intl)

San Luis Potosi (Ponciano Arriaga Intl)

Tampico (Gen Francisco Javier Mina Intl)

Tapachula (Intl)

Tijuana (Gen Abelardo L. Rodriguez Intl)

Toluca (Lic Adolfo Lopez Mateos Intl)

Torreón (Intl)

Veracruz (Gen Heriberto Jara Intl)

Villahermosa (C.P.A. Carlos Rovirosa Intl)

Zacatecas (Gen Leobardo C. Ruiz Intl)

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PASSPORT

Required.

VISA

Required for many countries. Check with Nicaraguan Embassy/Consulate.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights to, from, or over the territory of the Republic of Nicaragua must be in accordance with the rules and regulations established by the Nicaraguan Institute of Civil Aviation and other existing laws on the subject.

Aircraft landing in or taking off from the national territory must make the first landing and last take-off at Augusto Cesar Sandino Intl.

For flight crew members on scheduled flights that retain their licenses when embarking and disembarking, remain at the airport in which the aircraft has made the stop or within the limits of the neighboring cities, and depart Nicaragua on the same aircraft or on the next scheduled flight, their license or crew member certificate is accepted instead of a passport or visa for temporary admission in Nicaragua. This disposition is also applicable if the crew member is entering the territory of Nicaragua by another means of transportation with the purpose of joining an aircraft.

No departure formalities are required for embarking passengers.

DESIGNATED AUTHORITIES

Civil Aviation Authority

Instituto Nicaraguense de Aeronáutica Civil (INAC)

Address: KM 11 ½ Carretera Norte
Apartado P.O. Box 4936
Managua
Nicaragua

Tel: (505) 2276-8580/86
Fax: (505) 2276-8588
E-Mail: dg@inac.gob.ni
divulgación@inac.gob.ni
dti@inac.gob.ni

Internet: <http://www.inac.gob.ni>

AFTN: MNMGYAYX

Customs

General de Aduanas

**NICARAGUA
NATIONAL REGULATIONS AND REQUIREMENTS**

Ministerio de Hacienda y Crédito Público

Address: KM 4 ½ Carretera Norte

Apartado Postal 47

Managua

Nicaragua

Tel: (505) 2233-1796

Fax: (505) 2233-1131

E-Mail: sa2222@eaai.com.ni

SCHEDED FLIGHTS**General**

The international scheduled flights operated by foreign airlines into Nicaragua or transiting through its territory shall meet the following requirements:

- a. The State of the airline must be a party to the agreement on the transit of international air services and/or international air transport. Nicaragua is a party to both agreements;
- b. The airline must complete the requirements for carrying out the flights under the provisions of a bilateral or multilateral agreement in which the State of the airline and Nicaragua are parties and must have an operating permit to fly to Nicaragua or pass in transit through Nicaragua. To obtain such permit, the request must be submitted to:

Air Transport Directorate of the Nicaraguan Institute of Civil Aviation (INAC)

Address: KM 11½ Carretera Norte

Managua

Nicaragua

E-Mail: dta@inac.gob.ni

estudiose@inac.gob.ni

- c. For the purpose of control, aircraft operators (airlines) must take the necessary precautions at the boarding point to ensure that passengers carry with them the prescribed transit and destination documents. This, with the aim of improving facilitation for the traveling public, establishes the aircraft operators, that passengers traveling by air and holding valid passports or other official travel documents (duly recognized by the Competent Authority of the State of Nicaragua) and have valid visas are not required to present other identity documents.

Documentation Requirements for Clearance of Aircraft

To obtain authorization for entry and departure of their aircraft to and from Nicaragua, operators of commercial airlines, private and/or business, must submit the aircraft documentation. All documents must comply with the ICAO standard format as presented in the appendices corresponding to Annex 9 and must be acceptable when presented in Spanish and English and completed by legible hand. No visas are required in connection with such documents.

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Required Aircraft Documents (Entry/Exit)

Required By	General Description	Passenger Manifest	Cargo Manifest	Health Declaration
Operations	1	-	-	-
Customs	1	1	1	-
Immigration	1	1	-	-
Statistical	1	1	1	-
Inspectors	1	1	1	-
Quarantine	1	-	-	-
Intl. Health Control	-	-	-	1

NOTE 1: Customs endorse and return a copy of the general declaration, authorizing the dispatch.

NOTE 2: Without embarking (disembarking) passengers and no load (unload) any cargo, it is not necessary to submit to the mentioned authorities any aircraft document, except copies of the General Declaration.

NON-SCHEDULED FLIGHTS

Procedures

If an operator intends to embark on a non-scheduled flight (or series of flights) in transit or to make technical stops in the territory of Nicaragua, the operator is required to obtain prior authorization through a request sent via AFS MNMGYOYX or via email: unavio@inac.gob.ni with a copy to: mario.altamirano@inac.gob.ni; mariowolf47@gmail.com; thelma.gomez@inac.gob.ni; aimaro@inac.gob.ni and also to Tel: (505) 2276-8580 ext. 1560, 1706.

If an operator intends to embark on a non-scheduled flight (or series of flights) to Nicaragua for the purpose of embarking or disembarking passengers, cargo or mail (passenger or cargo charter flights, extra flights), it is necessary to request with 24 hours advance notice (business days between 8:00 am to 5:00 pm) to the:

Air Transport Directorate of the Nicaraguan Institute of Civil Aviation (INAC)

Tel: (505) 2276-8580 ext. 1140, 1170

Fax: (505) 2276-8588

E-Mail: dta@inac.gob.ni

facilitacion@inac.gob.ni

estudiose@inac.gob.ni

The request for passenger or cargo charter flights must contain the following information in the order listed below:

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- a. Name of the operator;
- b. Type of aircraft and registration marks;
- c. Date and time of arrival and departure of the destination airport;
- d. Embarking or disembarking passengers or cargo aboard, as applicable;
- e. Purpose of the trip and number of passengers, or nature and quantity of the cargo;
- f. Name, address and line of business of the charterer, if applicable; and
- g. Cargo Manifest.

Documentation Requirements for Aircraft Clearance

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE AND/OR BUSINESS FLIGHTS (INTERNATIONAL GENERAL AVIATION – IGA)

The owner or operator of an aircraft that wishes to overfly, land, in transit; technical stop or business flight within the Nicaraguan airspace must land at a pre-designated international airport. Aircraft with Central American and United States registration should send the corresponding request 24 hours in advance and the flight plan within 1 (one) hour prior to the arrival of the aircraft addressed to the service unit for private and official flights (UNAVIO) of Air Navigation Directorate from Monday to Sunday during 24-hour service hours. 1707 Air Navigation: (505) 2233-2908 ext. 1560, email: unavio@inac.gob.ni with a copy to: mario.altamirano@inac.gob.ni; mario-wolf47@gmail.com; aimaro@inac.gob.ni; supingresos@inac.gob.ni.

Aircraft with different registration than described above must send the overflight and/or landing request with 72 hours advance notice and the flight plan within 1 (one) hour prior to take-off.

Aircraft landing at Augusto Cesar Sandino International Airport due to an emergency, without IAC authorization, or aircraft that have been diverted from their route due to lack of fuel will be authorized to leave or take off within a period of 72 hours. Aircraft that spend several days at the Augusto Cesar Sandino International Airport, with a departure date different from the one stipulated in the entry request, must process the departure authorization with the UNAVIO office (IAC procedure).

The request for special flights with landings or departures from domestic airports, landing at Augusto Sandino International Airport proceeding to a domestic airport, must be sent with 5 days advance notice. The operator will previously coordinate with Immigration, Customs, National Police and fire fighters will later be authorized by INAC as requested.

In the case of requests for special flights mentioned in the previous paragraph, the operator must make corresponding arrangements with the Customs General Directorate 30 days in advance in order to obtain a temporary import permit with re-export to the same state.

Customs General Directorate

Address: KM 4½ Carretera Norte
 Managua

NICARAGUA
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Nicaragua

Tel: (505) 2249-3151/53
Fax: (505) 2249-5729
E-Mail: consulta@dga.com.ni

First and last landing must be made only at Augusto Cesar Sandino International Airport. Upon landing the flight plan must be closed at the AIS office, attaching to the flight plan the names of the passengers onboard, passport number and nationality.

Requests received that comply with items listed above are assigned the IAC procedure number for landing or overflight and a copy of the request and closing of the flight plan must be submitted upon arrival at the AIM office. It is mandatory to fill in the 13 (thirteen) fields of the AIS-PE-07 form with the flight data, detailed as follows:

- a. Date of the application;
- b. Aircraft data;
- c. Date of flight;
- d. UTC hours;
- e. Route;
- f. Destination and departure airports;
- g. Departure data;
- h. Reason for the flight (tourist, official (government) charter, private, business or technical stop);
- i. Aircraft operator;
- j. Payment information for overflight and/or landing;
- k. Attached documentation;
- l. Name, nationality and identification of the crew; or
- m. Name, nationality and identification of passengers.

The overflight or landing shall be denied if the boxes in the form are incomplete. Processing shall be initiated when the form AIS-PE-07 has all the correct and complete data. To overfly or land in the Nicaraguan airspace the user or operator must obtain a IAC number or it is considered a non-authorized flight; therefore no air traffic service will be provided and will be diverted to international waters. Comply with the times established in the paragraph above.

Official or State flights may land and/or overfly Nicaraguan territory after obtaining authorization from the Nicaraguan Institute of Civil Aviation requested through the Ministry of Foreign Affairs (MINREX) with not less than 72 hours notice. Tel: 2244-8047.

Through agreement No. 037-2010 of the INAC, the value of ONE HUNDRED AMERICAN DOL-LARS (\$100.00) is established for those authorizations that involve making overflight and/or landing (round trip) operations, made by Private Operators, business, charter, or by foreign airlines

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NATIONAL REGULATIONS AND REQUIREMENTS**

which have no Operating Certificate issued by the Executive Branch of Nicaragua through INAC. This also applies to operators conducting overflight and/or landing operations made by foreign airlines that have an operating certificate issued by the Executive Branch through INAC involving seasonal operations. All questions regarding these fees should be sent via email to: nelson.perez@inac.gob.ni; supingresos@inac.gob.ni (Financial Administrative Directorate).

For those operators under the modality of International General Aviation (IGA) who do not comply with the provisions established above shall pay one hundred percent (100%) of the additional cost of normal processing. Authorizations (IAC) for overflight and/or landing applications should be valid once the payment has been deposited into the INAC accounts (dollars): 1) Production Bank (BANPRO) Account #: 100-109-159-22111, SWIFT: BAPRNIMA; 2) Bank of Central America (BAC) Account #: 360-764575 on behalf of the NICARAGUAN INSTITUTE OF CIVIL AERONAUTICS-INAC by the means established for it, for all the requests and flights made.

Documentation Requirements for Aircraft Clearance

Requests for overflights and landings to Nicaragua will be accompanied by the following documentation and the originals must be presented upon arrival:

- a. Current License and Medical certificate of the crew;
- b. Current Aircraft Documents;
- c. Certificate of Airworthiness;
- d. Certificate of registration;
- e. Insurance policy;
- f. Overflight payment voucher; and
- g. Passenger declaration or passenger list.

HEALTH

Yellow fever, cholera, or small pox certificates of vaccination are required of travelers arriving from infected areas.

PUBLIC HEALTH MEASURES APPLICABLE TO AIRCRAFT

Aircraft from abroad will be subject to a medical inspection upon arrival. The applicable supplementary health measures will apply to the aircraft while in flight or during a medical visit to an infected country, without prejudice to the international measures of health regulations that apply to aircraft arriving from infected areas.

All aircraft arriving from abroad to the Republic of Nicaragua must have been previously disinfected during flight. If the origin of the aircraft can cause the import of agents that cause the transmission of malaria or other mosquito-borne diseases or if the health authority is not satisfied with the fumigation carried on board, the health authority may again order disinfection.

The data for the Sanitary Aircraft General Declaration that reflect the health status on board and the disinfections shall be submitted to the health authorities on arrival.

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Aircraft departing the Republic of Nicaragua to countries that have eradicated the mosquito Aedes Aegypti shall be disinfected upon departure.

Aircraft General Declaration

People on board who have a disease other than the effects of motion sickness or the consequences of an accident (including those presenting symptoms or signs of illness such as rash, fever, chills or diarrhea) and illness and disembarked during the trip. Any other onboard circumstance that could lead to spread of a disease. Details of each disinsection or sanitary treatments carried out during the trip (place, date, time and method). If no disinsection has been carried out during the trip, the details of the most recent disinsection should be annotated.

FEES

The following types of fees and charges may be assessed:

- a. Landing Fees
- b. Parking Charges
- c. Passenger Service Charge

AIRPORTS OF ENTRY

Managua (Augusto Cesar Sandino Intl)

PASSPORT

Required.

VISA/TOURIST CARD

Required, except temporary visitors from Austria, Costa Rica, Denmark, Spain, Finland, Great Britain, Honduras, Iceland, Ireland, Norway, Sweden, Switzerland.

HEALTH

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

Decree 232 on November 8, 1979, regulates about public health measures for diseases transmissible in boat or aircraft to travel by the Republic of Panama.

All aircraft with destiny at airport in the Republic of Panama must adjust to the health measures prescribe by the foreign departure airport authority according with the regulations established in the International Sanitary Regulations, to avoid departing of infect persons or the introduction on board aircraft the possible agents of infection or vectors of diseases to perform quarantine.

Commander of aircraft with destiny of the Republic of Panama must inform by radio, as soon possible to Public Health Chief responsible for the landing place the suspicion or existence on board or any following diseases: ántrax, chancre, varicella, cholera, dengue, estreptocócica hemolytic infection, contagious impetigo, intestinal inflammation, leprosy, venereal linfogranaloma, measles, meningitis, meningocócica, pest, poliomielitis, sitacocis, recurrent fever, pock syphilis, trachoma, tuberculosis, typhoid fever, yellow fever, SIDA, and other diseases characterized by fever or eruption in the skin.

It will require to disinfect into aircraft according procedure that determine the correspondent authority if these aircraft coming from territories or areas declared in epidemic diseases or that Health General Director considers necessary, even into our national territory, with the purpose to avoid the importation or propagation of vectors or diseases. The Public Health authority arranges the actualized list of countries or areas justly. The Ministry of Health will see to the maintenance of this disposition.

The inspection of quarantine of aircraft includes the following:

- a. Inspection of the aircraft, load, manifest and other documents to confirm the historical sanitary.
- b. Examination of the persons on board aircraft, their baggage, files to determine the presence or risk of introduction of transmissible diseases.
- c. Any other situation that Health Inspector from Public Health considers suspicion.

Public Health Inspector (quarantine) responsible must require from aircraft stay under control of quarantine until complete the measures authorized that are necessaries to avoid to introduce or propagate a disease of quarantine or transmissible.

GENERAL

All flights from, into or over the territory of Panama and landing in such territory shall be subject to the current with the regulations of the Republic of Panama, relating to civil aviation. Aircraft landing in, or departing from the territory of Panama must land at, or finally depart from an International Airport.

AIRCRAFT ENTRY REQUIREMENTS

All private and non-scheduled commercial aircraft overflying or landing for non-commercial purposes must provide at least 24 hours prior notice.

DESIGNATED AUTHORITY

Civil Aviation

Civil Aeronautical Authority, Panama

Autoridad Aeronáutica Civil

Address: P.O. Box 0816-03073 or 0816-03187

Zona 5

Panama

Tel: (507) 524-4000 / 524-3868

Customs

Ministerio de Economía y Finanzas

Dirección General de Aduanas

Tel: (507) 506-6400 / 506-6406

SCHEDULED FLIGHTS

General

The regular international scheduled flights, operated by foreign airlines into, or in transit through Panama, must fulfill the following requirements:

- a. The State of the airline must be a party to the international air services transit agreement and/or the international air transport agreement. Panama is a party to both agreements.
- b. The airline must meet the required conditions to operate flights under the dispositions of a bilateral or multilateral agreement of which the State of the airline and Panama are contracting parties and must have a permit to operate into or pass in transit across Panamá. The applications to obtain such permits must be presented to the Civil Aeronautical Authority.

Documentary Requirements for Clearance of Aircraft

If is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry or departure of their aircraft to or from Panama. All documents listed below must be in ICAO standard format as set forth in the relevant appendixes to ICAO Annex 9, and

PANAMA
NATIONAL REGULATIONS AND REQUIREMENTS

are acceptable when furnished in Spanish, English or French and completed in legible handwriting. No visas are required in connection with such documents.

Aircraft Documents Required (Arrival/Departure)

Required by	General declaration	Passenger manifest	Cargo manifest	Postage letter
Operations	1	—	—	—
Statistics	1	1	1	—
Air Transport (inspectors)	1	1	1	1**
Customs	1	—	1	—
National Police	1	1	1	—
Judicial Police Technician	1	1	1	—
Immigration	1*	1	—	—
Quarantine	1	—	—	—

* not required for aircraft departure.

** required for aircraft departure.

NOTE 1: one copy of the general declaration is endorsed and returned by Customs, signifying clearance.

NOTE 2: if no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents excepts copies of the general declaration need be submitted to the above authorities.

NON-SCHEDULED FLIGHTS

Non-scheduled aircraft landing for commercial purposes must obtain prior permission at least 72 hours prior to projected landing from the Civil Aeronautical Authority. All requests must include:

- Name of operator;
- Type of aircraft and identification marks;
- Date and time of arrival to, and departure from, Panama;
- Place or places of embarkation and disembarkation in the exterior, as the case may be, of passengers and/or freight;
- Purpose of flight and number of passengers and/or nature and amount of freight; and
- Name address and occupation of the operator.

PRIVATE FLIGHTS

Advance Notification of Arrival

The operator or owner of a foreign private aircraft wishing to carry out landing operations, overflying and/or internal circulation in the Republic of Panama must comply with the following procedures:

- a. Landing and/or overflying: the operation must be notified to make the Department of Air Services of Civil Aviation Authority by completing and sending the "Notification of landing and/or overflying" form found on the website www.aeronautica.qob.pa of the Civil Aeronautical Authority of Panama.
- b. Internal circulation: once the aircraft is situated in the national territory and requires domestic flights, the captain or the operator must application before the Operations Department or Administration of airports of "Internal circulation". This internal circulation is valid for 30 days, at the end of which can apply for its renewal.

Any foreign aircraft coming toward the Republic of Panama, on the Ministry on official mission must have a permit granted by the Ministry of Exterior Relations. Such request will be received and processed by the Ministry and sent to the Civil Aeronautical Authority for its proper processing and control.

Requirement of Document

Documents which must be on board the aircraft:

- a. Certificate of registration
- b. Certificate of airworthiness
- c. Certificate approval of noise airworthiness
- d. Journey, Logbook
- e. Flight Manual
- f. Radio License
- g. The full aircraft insurance
- h. Any other document or requirement in the Regulation of Civil Aviation of Panama (R.A.C.P.) or normative Panamanian aviation.

Every pilot must have their License and Medical Certificate, Qualifications current and consistent with the aircraft operating. The requested documentation, do not relieve the captain of the aircraft to present to different authorities the documents required in the procedures of people and aircraft at airports.

AIRPORTS OF ENTRY

Balboa (Panama Pacifico Intl) 1100–0300 UTC

Changuinola (Cap. Manuel Nino) VFR Only. 1100–2300 UTC. Other times on request

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David (Enrique Malek Intl) 1100–0300 UTC

Bocas Del Toro (Jose Ezequiel Hall) 1100–2300 UTC

Panama City (Tocumen Intl)

Panama City (Marcos A. Gelabert Intl) 1100–0300 UTC



Entry Requirements

State Rules and Procedures -
Caribbean

ANGUILLA
NATIONAL REGULATIONS AND REQUIREMENTS

Refer to Entry Requirements, E Caribbean States for requirements common to the Eastern Caribbean States of which Anguilla is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must also complete an ICAO E/D and be in possession of a valid passport, with the exception of the following nationals for whom existing official documents of identity such as a birth certificate or driving license is accepted in lieu:

- a. Proof of identity of nationals of Canada and USA (not applicable to Anguilla).
- b. Seaman's Book (traveling on duty) (not applicable to Anguilla).

VISAs are required except for:

- a. British subject being "Citizen of the United Kingdom and Colonies";
- b. Nationals of the Commonwealth of Nations, Austria, Belgium, Denmark, Finland, France, Germany, Greece, Haiti, Iceland, Italy, Liechtenstein, Luxembourg, Netherlands, Norway, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey, Uruguay, USA, Venezuela (provided they hold return/onward tickets for next destinations and the Visa is for 30 days maximum);
- c. Holders of re-entry permits (not applicable to Anguilla);
- d. Passengers continuing their journey within 14 days, provided that they hold onward/return tickets to next destination (not applicable to Anguilla);
- e. Merchant seamen arriving to join a ship, or leaving by air on departing a ship;
- f. Transit passengers not leaving the airport;
- g. Nationals of Haiti continuing their journey within 24 hours. (For Anguilla: Nationals of Haiti arriving and departing on the same day).

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

AIRCRAFT ENTRY REQUIREMENTS

All arriving and departing aircraft are required to provide the Anguilla Air and Sea Ports Authority (AASPA) with a passenger and flight crew manifest.

Prior Permission Required for aircraft not registered in the UK or UK overseas territories.

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

**ANGUILLA
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DESIGNATED AUTHORITIES

Civil Aviation

Air Safety Support International

Address: Floor 2 Northgate House
115 High Street Crawley
West Sussex
UK
RH10 1FY
Tel: +44 (0) 1 293 897000
Fax: +44 (0) 1 293 897049
E-Mail: enquires@airsafety.aero

Customs

Comptroller of Customs

Secretariat

Address: The Valley
Anguilla
Tel: (264) 497-2513
Fax: (264) 497-5483

Health

Director of Medical Health Services

Chief Medical Officer

Princess Alexandra Hospital

Address: Pope Hill
The Valley
Anguilla
Tel: (264) 497-2551/2552
Fax: (264) 497-5745

AIRCRAFT DOCUMENTS REQUIRED (ARRIVAL/DEPARTURE)

The following documents must be submitted by airline and aircraft operators for clearance on entry and departure of their aircraft to and from Anguilla.

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	<i>Agency</i>	<i>General Declaration</i>	<i>Passenger Manifest</i>	<i>Cargo Manifest</i>
Anguilla	ATC	-	-	-
	Customs	-	-	3 ARR/2 DEP
	Immigration	3 ARR/DEP	3 ARR/DEP	-
	Health	-	-	-

FEES

In addition to the fees assessed for the use and services of the airport, each passenger departing for a foreign country is charged a fee. Lloyd Intl airport also charges a pollution fee for all jet-propelled aircraft and a surcharge for use of airport facilities outside normal working hours. Consult airport authorities for amounts and methods of payment.

AIRPORT OF ENTRY

The Valley, Anguilla (Lloyd Intl) TQPF

**ANTIGUA
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, E Caribbean States for requirements common to the Eastern Caribbean States of which Antigua is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must also complete an ICAO E/D and be in possession of a valid passport, with the exception of the following nationals for whom existing official documents of identity such as a birth certificate or driving license is accepted in lieu:

- a. Proof of identity of nationals of Canada and USA;
- b. Seaman's Book (traveling on duty).

VISAs are required except for:

- a. British subject being "Citizen of the United Kingdom and Colonies";
- b. Nationals of the Commonwealth of Nations, Austria, Belgium, Denmark, Finland, France, Germany, Greece, Haiti, Iceland, Italy, Liechtenstein, Luxembourg, Netherlands, Norway, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey, Uruguay, USA, Venezuela (provided they hold return/onward tickets for next destinations and the Visa is for 30 days maximum).
- c. Holders of re-entry permits;
- d. Passengers continuing their journey within 14 days, provided that they hold onward/return tickets to next destination;
- e. Merchant seamen arriving to join a ship, or leaving by air on departing a ship;
- f. Transit passengers not leaving the airport;
- g. Nationals of Haiti continuing their journey within 24 hours.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

AIRCRAFT ENTRY REQUIREMENTS

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

AIRCRAFT DOCUMENTS REQUIRED (ARRIVAL/DEPARTURE)

The following documents must be submitted by airline and aircraft operators for clearance on entry and departure of their aircraft to and from Antigua.

Agency	General Declaration	Passenger Manifest	Cargo Manifest
ATC	—	—	—
Customs	1	—	—

**ANTIGUA
NATIONAL REGULATIONS AND REQUIREMENTS**

Agency	General Declaration	Passenger Manifest	Cargo Manifest
Immig.	1	—	—
Health	—	—	—

FEES

Fees apply; consult airport authorities.

AIRPORT OF ENTRY

St. Johns (V.C. Bird Intl)/TAPA

**ARUBA
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

All visitors to Aruba must be in possession of a passport or other valid travel documents. Arriving passengers should present a completed E/D card.

Upon arrival in Aruba a tourist must have:

- a passport that is valid upon entry and for the duration of stay in Aruba. If the tourist holds a passport from a visa-required country (list A), he/she must have a valid visa sticker in his/her passport;
- a completely filled-in and signed Embarkation and Disembarkation card (ED-card);
- a valid return- or onward-ticket;
- the necessary documents for returning to the country of origin or to a country that he/she has the right to enter, for example a valid residence permit (temporary or permanent), a re-entry permit or a (entry) visa;
- if so requested, the tourist has to be able to prove to the satisfaction of the migration officer that he/she has a valid reservation for an accommodation in Aruba (e.g., hotel or apartment) or that he/she owns property in Aruba (a residence, condominium, apartment, timeshare apartment or a pleasure yacht moored in Aruba with a length of at least 14m (46 ft) measured at the nominal water line);
- if so requested, the tourist has to be able to prove to the satisfaction of the migration officer to dispose of adequate financial means to provide for hotel expenses (if applicable) and living expenses during his/her stay or that he/she has a declaration of guarantee from a legal resident of Aruba.

The final authorization for admission to Aruba remains with the migration officer at the border-crossing/port of entry. The migration authorities at the border-crossing/port of entry have the authority to grant or refuse admission. Admission can be refused if not all admission requirements are fulfilled by the time of entering Aruba or if the tourist has been blacklisted. **Holding a valid visa for Aruba does not guarantee entry to Aruba.**

DURATION OF ADMISSION

The maximum period of time that a person can be admitted to Aruba as a tourist is 30 days. The total amount of days a person can stay in Aruba as a tourist cannot exceed 180 days per year.

Extension of Stay upon Entry

Upon entry in Aruba, the following persons can apply for an extension of their stay for more than 30 days but not exceeding 180 days:

- nationals of the Kingdom of the Netherlands can request an extension of their stay for up to 180 consecutive days;
- nationals from the countries mentioned in list A and visa-required persons who are exempt from the visa requirement can request an extension of their stay for up to 180 consecutive days, if:

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NATIONAL REGULATIONS AND REQUIREMENTS

- They have property in Aruba, i.e., a house, condominium, apartment, timeshare apartment or a pleasure yacht moored in Aruba with a length of at least 14m (46 ft) measured at the nominal water line. They must show proof of ownership of the property for a stay of up to 180 days.
- If they don't have property in Aruba, they must have a declaration of guarantee from a resident of Aruba who will act as guarantor for and be liable for any costs incurred during their stay. The guarantor in Aruba can download the declaration of guarantee from our website, follow the procedures to have it legalized and send it to the visitor abroad; the tourist can request for a stay of up to 90 days. Some restrictions may apply.
- The migration officer can grant an extension for up to 90 days if he is satisfied that the visitor has sufficient funds to cover his extended stay.

All tourists who apply for an extension of their stay beyond 30 days are required to have travel insurance (medical and liability) valid for the duration of the extended stay.

If a tourist wants to stay longer than the number of days granted by the immigration officer on the ED-card upon admission, he or she can apply at the office of DIMAS for an extension for up to 180 days if applicable. The form for a tourist stay extension can be downloaded from www.dimasaruba.aw. An application for an extension of stay can be filed at the DIMAS from Monday to Thursday, from 7:30am to 11:30am and 2:30pm to 4:00pm and on Friday from 7:30am to 11:30am. There is no filing fee for a tourist extension application. **Staying longer than the number of days granted by the immigration officer without asking for an extension can have negative consequences for future admission to Aruba.**

The following documents have to be presented:

- original application form for extension of tourist stay;
- copy of the profile page and all the written and stamped pages of the petitioner's passport, valid for at least another 3 months when the extension is applied for;
- if applicable, a copy of his/her visa to enter Aruba;
- copy of Embarkation-Disembarkation card (ED-card);
- copy of valid return ticket;
- copy of travel insurance (medical and liability) valid for the duration of the extended stay;
- if the petitioner is not staying at his own private residence or at a hotel/resort, he/she will need a resident of Aruba to act as guarantor for their stay.

Anyone wanting to stay longer than 180 days in Aruba will need a residence permit and will not be considered a tourist.

LIST A — NATIONALS WHO NEED A VISA TO TRAVEL TO ARUBA

Nationals of one of the following countries need a visa to travel to Aruba:

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Afghanistan	Guinea-Republic	Palestinia National Authority
Algeria	Haiti	Papua New Guinea
Angola	India	Philippines
Armenia	Indonesia	Qatar
Azerbaijan	Iran	Rwanda
Bahrain	Iraq	Russian Federation
Bangladesh	Jamaica	Samoa
Belarus	Jordan	Sao Tome and Principe
Benin	Kazakhstan	Saudi Arabia
Bhutan	Kenya	Senegal
Bolivia	Kiribati	Sierra Leone
Botswana	Kuwait	Solomon Islands
Burkina Faso	Kyrgyzstan	Somalia
Burundi	Laos	South Africa
Cambodia	Lebanon	Sri Lanka
Cameroon	Lesotho	Sudan
Cape Verde	Liberia	Swaziland
Central African Rep.	Libya	Syria
Chad	Madagascar	Taiwan
China	Malawi	Tajikistan
Comoros	Maldives	Tanzania
Congo (Brazzaville)	Mali	Thailand
Congo (Kinshasa)	Marshall Islands	Togo
Cote d'Ivoire	Mauritania	Tonga
Cuba	Micronesia	Tunisia
Djibouti	Mongolia	Turaku
Dominican Rep.	Morocco	Turkey
East Timor	Mozambique	Turkmenistan
Egypt	Myanmar	Tuvalu
Equatorial Guinea	Namibia	Uganda
Eritrea	Nauru	Ukraine

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Ethiopia	Nepal	Uzbekistan
Fiji Islands	Niger	Vanuatu
Gabon	Nigeria	Vietnam
Gambia	North Korea	Yemen
Georgia	Northern Mariana	Zambia
Ghana	Oman	Zimbabwe
Guinea	Pakistan	
Guinea-Bissau	Palau	

Visa-Required Persons Exempted from the Visa Requirement

The following persons, who normally require a visa, are exempt from this requirement:

- Holders of a valid residence permit (temporary or permanent) from:
 - another part of the Kingdom of the Netherlands;
 - the United States of America;
 - Canada;
 - the Schengen Territory;
 - United Kingdom;
 - Ireland.
- Bolivian, Chinese, Cuban, Dominican, Haitian, Indian, Jamaican, and Peruvian nationals who are holders of a valid multi entry visa for the United States of America, Canada, United Kingdom or Ireland;
- All nationals who are holders of a valid multi entry visa for the Schengen Territory (Schengen Visa);
- Those who are continuing (in transit) to a third country within 24 hours or within the same day by aircraft, and who are holding tickets with reserved seats and all documents required for onward journey;
- Those who arrive by aircraft to board a cruise ship or vice versa (in transit) for a period not exceeding 24 hours;
- Cruise ship passengers if they disembark in Aruba as part of their cruise, for a period not exceeding 24 hours;
- Children younger than 12 years if they are traveling with a parent or guardian;
- Holders of a diplomatic passport who are nationals of Bolivia, Chad, Indonesia, Jamaica, Malawi, Morocco, Pakistan, Peru, Russian Federation, Senegal, Serbia, Thailand, Ukraine, Tunisia or Turkey;

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- Holders of a service passport who are nationals of Bolivia, Indonesia, Jamaica, Malawi, Morocco, Peru, Thailand, Tunisia or Turkey;
- Holders of passports or laissez passer issued by the IMF, the World Bank, the United Nations or one of its agencies;
- Crew members of vessels or aircrafts mooring or landing in Aruba for commercial purposes who don't pose a threat to the public order and safety of the island or the Kingdom of the Netherlands. This category is exempt from the visa requirement for a period of admission of up to 48 hours.

Visa-required tourists need to apply for and have a visitor visa **before** coming to Aruba. The visa must be applied for in person at an embassy or consulate of the Kingdom of the Netherlands (diplomatic mission). In some countries certain approved travel agencies can apply for a visa on behalf of their customers.

For more information about the visa requirements, to apply for a visa for Aruba, and for information on appointments/opening hours, the tourist can contact a consulate or embassy of the Kingdom of the Netherlands in his country of residence or visit the websites of the Embassy or consulates concerned. For address information and websites of Dutch diplomatic missions abroad, visit the website of the Ministry of Foreign Affairs, <http://www.government.nl/issues/embassies-consulates-and-other-representations/contents>.

----- Effective thru 22 Feb: -----

No documents are required of passengers and crewmembers arriving and departing on the same through flight or transferring to another flight.

----- Effective thru 22 Feb: -----

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over Curaçao, Aruba and Bonaire shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

All flights into, from the territory of Aruba and landing in such territory shall be carried out in accordance with the valid regulations of Aruba regarding air navigation.

Aircraft landing in or departing from territory of Aruba must first depart from or finally land at Aeropuerto International Reina Beatrix.

**ARUBA
NATIONAL REGULATIONS AND REQUIREMENTS**

DESIGNATED AUTHORITIES

Department of Civil Aviation
Aruba Civil Aviation Authority
Address: Sabana Berde 73-B
Oranjestad
Aruba
Tel: (297) 523-2665
Fax: (297) 582-3038
E-Mail: dca@dca.gov.aw
AFS: TNCAYAYX

SCHEDULED FLIGHTS

For regular international scheduled flights operated by foreign airlines into or in transit across Curaçao FIR, Aruba CTR or St. Maarten TMA, the following requirements must be met:

- a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The Kingdom of the Netherlands is a party to both agreements.
- b. The airline must be eligible to make the flights under the provisions of a bilateral or multi-lateral agreement to which the State of the airline and Aruba are contracting parties, and must have a permit to operate into or in transit across Aruba. Applications for such permits shall be submitted to:

Department of Civil Aviation Aruba
Address: Sabana Berde 73-B
Oranjestad
Aruba
Tel: (297) 523-2665
Fax: (297) 582-3038
E-Mail: dca@dca.gov.aw
AFS: TNCAYAYX

Documentary Requirements for Clearance of Aircraft

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Aruba. All documents listed below must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9* and are acceptable when furnished in English or Spanish and completed in legible handwriting. No visas are required in connection with such documents.

ARUBA
NATIONAL REGULATIONS AND REQUIREMENTS

Commercial Flights

Required by		General Declaration	Passenger Manifest	Cargo Manifest
Customs	arr	1		
	dep	1	1	1
Immigration	arr	1		
	dep	1	-	1

General Aviation

Required by		General Declaration	Passenger Manifest	Cargo Manifest
Customs	arr	1		
	dep	1	1	1
Immigration	arr	1		
	dep	1	-	1

NOTE:

- a. One copy of the General Declaration is endorsed and returned by Customs, signifying clearance;
- b. If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above-mentioned authorities;
- c. Separate documents to be submitted to customs for each of the following categories:
 - 1. cargo being unladen at the airport where the aircraft has landed;
 - 2. direct transit cargo;
 - 3. transit cargo on other flights.

NON-SCHEDULED FLIGHTS

- a. If an operator intends to carry out a (series of) non-scheduled flight(s) making non-traffic stops in the territory of **Aruba** he must obtain prior permission from the Department of Civil Aviation Aruba.
- b. If an operator intends to perform a (series of) non-scheduled flight(s) into **Aruba CTR** for the purpose of taking on or disembarking passengers, cargo or mail, he shall apply to the Department of Civil Aviation Aruba, Sabana Berde 73-B, for permission to carry out such operations not less than Five (5) working days in advance of the intended flights. The application must include the following information:
 - 1. name of operator;
 - 2. type of aircraft and registration marks;

**ARUBA
NATIONAL REGULATIONS AND REQUIREMENTS**

3. date and time of arrival at, and departure from Aruba;
4. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
5. purpose of flight and number of passengers and/or nature and amount of freight;
6. name, address and business of charterer, if any;
7. a copy of the insurance certificate with amounts covering liabilities according to international guidelines.
8. airworthiness certificate;
9. registration certificate;
10. a copy of the operating certificate issued by the State of registry;
11. name and address of the ground handler at the airport(s) in Aruba.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of Aruba, shall neither be permitted to put down and/or take on passengers nor load and/or off-load freight or mail.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international airport.

It is prohibited to transport passengers, mail or cargo for remuneration or hire on private flights.

Special Flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Curaçao, Aruba, St. Maarten, Bonaire, St. Eustatius or Saba.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS in the case of an aircraft remaining within Aruba for less than 60 days. For a stay beyond 60 days, a "carnet de passages en douane" will be accepted in lieu of a bond or of any other financial guarantee.

**ARUBA
NATIONAL REGULATIONS AND REQUIREMENTS**

No public health measures are required to be carried out in respect of aircraft entering Curaçao FIR, Aruba CTR or St. Maarten TMA, unless otherwise prescribed by the appropriate authorities.

When so required by the public health authorities, aircraft arriving from any infected region or state may land at any international airport in Aruba CTR provided that the aircraft has been disinfected approximately thirty minutes before arrival at the airport. This action, including the insecticide used, must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

FEES

Fees and charges are assessed for the use and services of the aerodrome and are payable upon demand, or before the aircraft departs the aerodrome. Passengers are assessed an Airport Tax upon departure.

AIRPORT OF ENTRY

----- Effective thru 22 Feb: -----

Aruba I (Oranjestad) Reina Beatrix Intl (1100-0400 UTC)

----- Effective 23 Feb: -----

| Aruba I (Oranjestad) Reina Beatrix Intl (1100-0300 UTC)

BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT

Entry requirements for The Bahamas differ slightly depending upon place of birth, length of stay, and items accompanying the passenger. Each person entering The Bahamas requires a passport, return or onward journey ticket, and proof of funds to support the traveler during the visit, except:

- a. United States Citizens
 1. National citizens
 - (a) Passports must be current.
 - (b) Original birth certificate (or certified copy with raised seal) and official photo identification (driver's license or voter's registration card) is no longer accepted.
 2. Naturalized citizens must have current passport.
 3. Alien Residents of the United States must be in possession of a current national passport along with their US Alien Registration Card.
- b. Canadian Citizens
 1. National citizens
 - (a) Passports must be current.
 - (b) Original birth certificate (copy not acceptable) for visits up to 21 days is no longer accepted.
 2. Permanent residents must be in possession of a valid Canadian Permanent Resident Card along with a valid travel document.
Landed immigrants must be in possession of a current national passport along with their Landed Immigration Record Form 1000.
- c. United Kingdom Citizens
 1. Passports must be current.
 2. Official photo identification in lieu of a passport is not accepted.

HEALTH

Disembarking passengers are not required to present vaccination certificates.

Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Civil flights into, from, or over The Bahamas territory shall be subject to the current Commonwealth laws and regulations relating to civil aviation.

An aircraft shall not fly in or over the Bahamas unless it is registered in:

BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS

- a. Any State (including The Bahamas) which is party to the Convention or International Civil Aviation, or
- b. Some other country in relation to which there is in force an agreement between the Government of The Bahamas and the Government of that country which makes provision for the flight over The Bahamas of aircraft registered in that country.

An aircraft shall not fly in or over The Bahamas unless a certificate of airworthiness has been duly issued or rendered valid, and is in force, under the law of the country in which the aircraft is registered, and any conditions to which the certificate is subject are in compliance.

The following requirements must be met by all flights operating into, from, or over The Bahamas:

- a. An aircraft registered in The Bahamas shall, when in flight, carry documents in accordance with Civil Aviation (Air Navigation) Regulations, 2001. However, if the flight is intended to begin and end at the same airport and does not include passage over the territory of any country other than The Bahamas, the documents may be kept at the airport instead of being carried in the aircraft.
- b. An aircraft not registered in The Bahamas shall not fly in or over Bahamian territory unless it carries all documents that it is required to carry under the law of the country in which it is registered.

To act as a pilot of a civil aircraft:

- a. Of Bahamian registry, a pilot shall have in his or her possession or readily accessible in the aircraft a valid pilot license or special purpose authorization issued under Schedules 1 and 8 of the Civil Aviation (Air Navigation) Regulations, 2001.
- b. Of foreign registry within The Bahamas, a pilot shall be the holder of a valid pilot license and have the license in his or her possession or readily accessible in the aircraft.

Aircraft flying into or departing from The Bahamas territory shall make their first landing at, and final departure from, an international airport.

All aircraft operations, unless the pilot in command is in possession of written authorization from the Director of CAAB to operate otherwise, shall operate from designated registered or licensed airports. Such registration or license must be appropriate, in addition to the airport dimensions, to the particular type of operations desired.

Nighttime Airport Operations

- a. No aircraft shall takeoff or land at any airport in The Bahamas between the hours of sunset and sunrise unless that airport has been designated by the Director of BANSA as being available for takeoffs and landings between the hours of sunset and sunrise.
- b. An airport is considered closed between the hours of sunset and sunrise.
 1. Requests for permission to land or takeoff are obtained from the Manager of Air Traffic Operations or Assistant Manager of Air Traffic Operations during the hours 9AM to 5PM Mon–Fri and from Watch Supervisor on duty on holidays, weekends and after 5PM weekdays.

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2. Requests shall be made for individually identified aircraft operations at a specific airport. Requests for multiple aircraft or multiple airports require additional coordination.
 3. Request should be made at least 8 hours in advanced prior to intended flight.
- c. ATS will accept information on an inbound flight from an adjacent ATS facility to a closed airport only after receiving the following information from the aircraft operator:
1. Written permission was received from the Manager of Air Traffic Operations in charge of operations or the Watch Supervisor on duty prior to dispatch of the aircraft.
 2. Arrangements with the following persons/agencies, as required, have been coordinated and appropriate procedures will be adhered to:
 - (a) Customs Department
 - (b) Department of Immigration
 - (c) Aeronautical Flight Information Service
 - (d) Airport Superintendent
 - (e) Airport Security Department
 3. Coordination to make the airport ready to accept the flight has been completed with personnel/agencies at the airport of intended landing.
- d. Airport owners/operators shall take necessary measures to prohibit takeoffs and landings at airports considered closed between the hours of sunset and sunrise. Obstructions placed on a runway must be lighted and require a Notam to be promulgated.
- e. All expenses for takeoffs and landings at a closed airport between the hours of sunset and sunrise shall be borne by the person/agency requesting such operations.
- f. Aircraft operators, in the event of an emergency, may land at an airport closed to takeoffs and landings between the hours of sunset and sunrise. The aircraft operator shall, within 48 hours of the emergency landing, provide a written report to the Director of BANSA and to Aircraft Accident Investigation Authority explaining the circumstances concerning the emergency landing.

Visual Flight Rules (VFR) Flying at Night

- a. All aircraft flying between the hours of official sunset and sunrise (night) within The Bahamas airspace shall be flown in accordance Instrument Flight Rules (IFR).
- b. A VFR flight shall not commence if termination of the operation is known or expected to occur after official sunset.
- c. The Director of BANSA may grant prior written approval for specific VFR night flying operations.

Closed Airports

The Governor General may close any airport within The Bahamas for any reason and for any period deemed to affect the public interest.

**BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS**

Helicopter Operations

- a. All helicopters must operate from established/designated publicized licensed airports or a Heliport where established for public use.
- b. Helicopters intending to operate at any other than prescribed airports must be in possession of written authorization from the Minister of Tourism and Aviation along with, and provided all ATS requirements and/or operational restrictions can be adhered to, written authorization from the appropriate ATS authority.
- c. All helicopter operational requests to other than prescribed airports shall be accompanied with an up-to-date 1:25,000 scale map of the particular area of intent. The operational area must be clearly outlined and indicate all obstacles in the immediate vicinity (including nearest buildings and heights).
- d. Helicopters shall not operate, whether or not attached to a Police Force, Defense Force, Coast Guard, Drug Enforcement Unit, etc., unless under special circumstances as defined in a Letter of Agreement:
 1. Below 500' AGL over the open sea.
 2. Not below 1500' AGL above the highest obstacle over land.
- e. On departure all helicopters shall climb immediately to an altitude above 1500' AGL when their departure route will pass over a city, residential area, or other congested area.
- f. Helicopters on arrival routes that pass over a city, residential area, or other congested area shall remain at or above 1500' AGL until five (5) miles from the heliport before commencing descent for landing.

DESIGNATED AUTHORITIES

Civil Aviation

Civil Aviation Authority of The Bahamas

Civil Aviation Authority of The Bahamas

Address: J.L.Center
 Blake Road
 P.O. Box N 975
 Nassau, N.P.
 The Bahamas
Tel: 1-242-397-4700
Fax: 1-242-326-3591

**BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS**

Air Traffic Services**Air Traffic Services**

Address: Lynden Pindling International Airport
P.O. Box N 975
Nassau, N.P.
Bahamas

Tel: 1-242-377-2003/2004/2005
Manager ATM Operations: 1-242-377-2009/2004/2005
Chief Operations Officer OPS: 1-242-377-2008/2004/2005
Watch Supervisor ATS: 1-242-377-7108/377-7116

Fax: 1-242-377-2166/377-2375

Bahamas Air Navigation Services Authority**Bahamas Air Navigation Services Authority****Airport Industrial Park**

Address: #61 Raphia Close
P.O. Box AP-59207
Nassau, N.P.
The Bahamas

Tel: 1-242-698-4700
1-242-603-8056

E-Mail: ais@bansdbahamas.com

Customs**Comptroller of Customs****Customs Department**

Address: Customs House
Thompson Blvd.
P.O. Box N 155
Nassau, N.P.
The Bahamas

Tel: 1-242-325-6550
1-242-326-4401/6

Fax: 1-242-322-6223

**BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS**

Health

Minister of Health

Address: Meeting Street
 P.O. Box N 3729 or 3730
 Nassau, N.P.
 The Bahamas
Tel: 1-242-502-4700/9
Fax: 1-242-502-4874
 1-242-323-3535

Aircraft Accident Investigation Authority (AAIA)

Ministry of Transport & Housing

Domestic Terminal

Address: Lynden Pindling Intl Airport
 Unit A1.120
 P.O. Box CB-11702
 Nassau, N.P.
 Bahamas
Tel: 24 hrs: 1-242-376-8334/1617
E-Mail: baaid@bahamas.gov.bs
Internet: www.baaid.org/

SCHEDULED FLIGHTS

General

The following requirements must be met by international scheduled commercial flights operated by foreign airlines into or transiting The Bahamas.

- a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement, or
- b. The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which its State and The Bahamas are contracting parties. The airline must receive a permit from The Bahamas prior to commencement of operations. Permit application shall be submitted through the Director General of CAAB. Accepted flight plans are required in addition to permit approval.

Prior permission, other than an accepted flight plan, is not required for scheduled airline operations in transit across, or not embarking/disembarking passengers and/or lading/unloading cargo within, the territory of The Bahamas. Appropriate authorities must receive a flight plan to consider it for acceptability.

**BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS**

Documentary Requirements for Clearance of Aircraft

Documents required for scheduled airline operations embarking/disembarking passengers and/or lading/unloading cargo within the territory of The Bahamas are listed below. Documents must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9* and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with the documents. Separate documents shall be submitted at each airport if operations are conducted at more than one airport.

- a. The following documents must be submitted in triplicate by aircraft operators for clearance into and out of the Bahamas:
 1. Aircraft General Declaration
 2. Aircraft Cargo Manifest
- b. The following documents may be required in triplicate by aircraft operators for clearance into and out of the Bahamas:
 1. Declaration of Consumable Stores On Board Aircraft
 2. Declaration of Dutiable Goods in the Possession of the Crew of an Aircraft or Vessel
 3. Aircraft Passenger Manifest
- c. The Customs Department indicates clearance approval by returning an endorsed copy of the Aircraft General Declaration to the aircraft operator.

NON-SCHEDULED (COMMERCIAL) FLIGHTS

General

The following requirements must be met by international non-scheduled commercial flights operated by foreign airlines into or over territory of The Bahamas.

- a. Prior permission, other than an accepted flight plan, is not required for non-scheduled airline operations in transit across, or not embarking/disembarking passengers and/or lading/unloading cargo within, the territory of The Bahamas.
- b. Prior permission and an accepted flight plan are required for non-scheduled airline operations embarking/disembarking passengers and/or lading/unloading cargo within the territory of The Bahamas. Permission must be obtained from the Director of BANSA not less than 48 hours prior to intended operation. Appropriate authorities must receive a flight plan to consider it for acceptability.
- c. Application for prior permission must include the following information:
 1. Operator/business name, address, and telephone number
 2. Aircraft type and registration marks
 3. Dates, times, and locations of intended operations
 4. Location(s) of passenger embarkation/disembarkation and/or cargo lading/unloading as applicable

**BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS**

5. Purpose of flight, number of passengers, and/or description of cargo as applicable
6. One copy of each of the following documents:
 - (a) Airworthiness certificate
 - (b) Air carrier certificate
 - (c) Insurance certificate

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

An accepted flight plan is required for private international operations. Appropriate authorities must receive a flight plan to consider it for acceptability.

Prior permission is required for private international operations conducted to or from a Bahamian airport during other than published hours of operation. Permission must be obtained from the Director of BANSA not less than 48 hours prior to intended operation.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

NOTE: The Customs Department may permit private aircraft operators to submit Inward Declaration and Cruising Permit for Private Aircraft Entering The Bahamas in lieu of Aircraft General Declaration if the private aircraft is not carrying cargo and is being operated for pleasure and recreation only by a pilot not flying for reward or remuneration or for business purposes.

Lynden Pindling Intl is open H24, Grand Bahama Intl 1100–0300 UTC and Family Island Airports from sunrise to sunset.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out in respect of aircraft entering The Bahamas.

Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

FEES

Fees and charges are assessed for the use and services of the airport. Each passenger departing the Bahamas is assessed a departure fee.

AIRPORTS OF ENTRY

Abaco Island

Leonard M. Thompson Intl (Sunrise – Sunset. Before and after operational hours, on request, overtime in effect. Tel: 1-242-367-2675.)

**BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS**

Treasure Cay (1400–2200. Before and after operational hours, on request, overtime in effect.
Tel: 1-242-367-2675.)

Walker's Cay (Daily: 1400–2200 (0900–1700 local time).)

Andros Island

Andros Town (Daily: 1300–2100.)

Congo Town (Mon–Fri: 1400–2200. Tel: 1-242-369-2640.)

San Andros (Daily: Sunrise – Sunset. Tel: 1-242-329-2140.)

Berry Islands

Great Harbour Cay (Daily: 1300–2100. Tel: 1-242-367-8566, 1-242-367-8112.)

Bimini Island

South Bimini (Daily: 1400–2200. Tel: 1-242-347-3100.)

Cat Island

New Bight (Daily: 1330–2200.)

Eleuthera

Governor's Harbour (0800–1900 LT. Before and after operational hours, on request, overtime in effect. Tel: 1-242-332-2341.)

North Eleuthera (0700 LT – Official Sunset. Before and after operational hours, on request, overtime in effect.)

Rock Sound (0700–1900 LT. Before and after operational hours, on request, overtime in effect.
Tel: 1-242-334-2112/1-242-334-2183.)

Grand Bahama Island

Grand Bahama Intl

Great Exuma Island

Exuma Intl (1100–2100. Before and after operational hours, on request, overtime in effect.)

Great Inagua Islands

Inagua (Daily: 1400–2230. Tel: 1-242-339-1254.)

New Providence

Lynden Pindling Intl (Bahamas Customs and Immigration clearance: H24. United States Customs and Border Protection (USCBP) Preclearance Facilities. Hrs: 1300–2230 UTC (Daily).)

San Salvador

San Salvador Intl (1400–2200. Before and after operational hours, on request, overtime in effect.)

BAHAMAS
NATIONAL REGULATIONS AND REQUIREMENTS

It is essential that persons engaged in air operations in the Bahamas be acquainted with the relevant regulations.

**BARBADOS
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

Persons entering Barbados must be in possession of valid passports.

NOTE: Citizens of the USA and Canada previously enjoyed the privilege of entering Barbados on documents other than their national passports, which purported to establish their nationality and identity. This practice, however, has now been discontinued.

Entry visas for Barbados are required from nationals of certain countries. Information on these countries may be obtained by contacting immigration.cio@barbados.gov.bb.

Such visas may be issued by Barbados Missions or Consulates.

Persons holding Inter-Caribbean Travel Documents (Travel Permits) and Emergency Passports issued by neighboring Caribbean States may still be permitted to enter Barbados. However, the use of these documents is discouraged.

Accredited Officers of international organizations are allowed to enter the island on the Laissez Passer or any similar travel document issued by these organizations when on official business. (eg UN, OAS, CARICOM).

All persons entering Barbados must use the automated passport control kiosks before exiting Immigration.

Crew members are subjected to cursory checks against the incoming aircraft's General Declaration.

HEALTH

Disembarking passengers may be required to present vaccination certificates in special cases to the Port Health Officer.

On departure, no health formalities are required.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights into, from or over the territory of Barbados, and landings in such territory, shall be carried out in accordance with the valid regulations of Barbados regarding civil aviation.

Aircraft landing in, or departing from the territory of Barbados must land at or depart from Grantley Adams International Airport.

DESIGNATED AUTHORITIES

International Transport Division

Ministry of International Transport

Address: 4th & 5th Floors
 One Barbados Place
 Warrens
 St. Michael

**BARBADOS
NATIONAL REGULATIONS AND REQUIREMENTS**

Barbados

Tel: (246) 535-3304
Fax: (246) 535-3342
E-Mail: itdunit@internationaltransport.gov.bb

Aeronautical Information Services

Grantley Adams International Airport

Address: Christ Church
Barbados
Tel: (246) 428-7101 x4200, 4202, 4203
Fax: (246) 420-7333
AFS: TBPBYOYX

Customs

Comptroller of Customs

Address: Customs & Excise Department
2nd Floor, West Wing
Warrens Office Complex, Warrens
St. Michael-BB12001
Barbados
Tel: (246) 535-8703
E-Mail: owen.holder@customs.gov.bb
ronald.yarde@customs.gov.bb

Health

Chief Medical Officer

Address: Ministry of Health
Frank Walcott Building
Culloden Rd
St. Michael
Barbados
Tel: (246) 536-3803
Fax: (246) 536-3925
E-Mail: portnursegaia@health.gov.bb
porthealth@live.com

SCHEDED FLIGHTS

For regular international scheduled flights into or in transit across Barbados, operated by foreign airlines, the following will have to be complied with.

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NATIONAL REGULATIONS AND REQUIREMENTS

- a. The airline must have been designated pursuant to the provisions of the International Air Services Transit Agreement or the International Air Transport Agreement, provided that the State in which the airline is registered is a contracting party to either or both agreement(s).
- b. The airline must have designated pursuant to a bilateral or multilateral agreement signed by Barbados and the State in which the airline is registered.
- c. The airline must have a license to operate into or in transit across Barbados. Application for such licenses shall be submitted to:

The Secretary Air Transport Licensing Authority

Address: Charnocks
Christ Church
Barbados
BB17087

Tel: (246) 535-0031
Fax: (246) 535-0030

Documentary Requirements for Clearance of Aircraft

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Barbados. All documents listed must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 (not published herein) and are accepted when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration		Passenger Manifest	Cargo Manifest	
	In	Out		In	Out
Health	1	0		1*	0
Immigration	1	1	(Not Required)	0	0
Customs	2	2		2	2

*Required for aircraft arriving with food and human remains as part of the cargo.

NOTE:

- a. One copy of the General Declaration must be signed by the pilot-in-command. The General Declaration shall state under the column headed 'Total Number of Crew' the names of such crew.
- b. Except for copies of the General Declaration, other aircraft documents need not be submitted to the above authorities if no passengers are embarking (disembarking) and no articles are loaded (unloaded).

**BARBADOS
NATIONAL REGULATIONS AND REQUIREMENTS**

Public Health Measures Applied to Aircraft

No public health measures are to be carried out in respect to aircraft entering Grantley Adams Intl, except the following:

A pilot or captain should radio ahead to the Airport Authority where a case of unusual sickness occurs onboard. While various diseases have different symptoms the following symptoms should always raise suspicion that a person is suffering from an infectious disease:

- a. diarrhea and/or vomiting (especially if severe or associated with a rash);
- b. fever (high temperature, shivering, rigors);
- c. rash or skin lesions.

The State party reserves the right to vary its health measures to respond to health risks or public health emergencies of international concern.

All aircraft arriving in Barbados are to be disinfected. This action must be properly recorded in the health section of the General Declaration. The insecticide to be used should be approved by the World Health Organization.

'Blocks away' — 'knockdown' insecticide discharged after passengers have boarded and the doors have been closed, but before takeoff.

Preflight and top of descent spraying — a residual insecticide is sprayed into the cabin before boarding, which enables lockers, wardrobes, and toilets to be sprayed. This is followed by a further in-flight spray at the 'top-of-descent' as the aircraft starts its descent to the arriving airport.

Residual treatment — internal surfaces of the plane, excluding food preparation surfaces, are sprayed regularly with a residual insecticide to ensure insects landing on the surface receive an effective dose of insecticide.

Aircraft arriving from areas infected with Malaria or Yellow Fever Endemic Lines may land in Barbados provided that the aircraft's cabin has been disinfected as above, and the cargo holds have also been disinfected as recommended by the World Health Organization.

NON-SCHEDULED FLIGHTS

If an operator intends to operate a non-scheduled flight in transit across the territory of Barbados, or in airspace not over the territory of Barbados but falling under the control of Barbados, or into Barbados for non-traffic purposes, he may do so without the necessity of obtaining permission as set out below. However, in order that control of the aircraft may be safely pre-planned, the operator is required to notify the Adams air traffic services of the intended flight at least seventy two (72) hours prior to such operation.

Non-scheduled flights for commercial purposes may only be operated into or out of Barbados under, and in accordance with a permit granted by the Permanent Secretary, in the Ministry responsible for International Transport in Barbados. Applications for such permits must be submitted to the Permanent Secretary at least ten working days prior to the date of planned operations, and must contain the following required information (as appropriate) as indicated on the Ministry of Tourism and International Transport Form T.01 (not published herein).

**BARBADOS
NATIONAL REGULATIONS AND REQUIREMENTS**

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that it will be received by the public authorities concerned at least twenty four hours in advance of arrival.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

FEES

Fees are assessed for the services and facilities concerning the use of Grantley Adams International Airport. Unless an alternative arrangement has been made, all charges for the use of the airport are payable by the pilot of the aircraft on demand or before the aircraft departs from the airport. The following types of fees and charges may be expected.

- a. Fee for non-scheduled aircraft arrivals;
- b. Landing fees;
- c. Passenger service charges on arrival and departure;
- d. Cargo charges; and
- e. Parking fees.

AIRPORT OF ENTRY

Barbados (Bridgetown) (Grantley Adams Intl)

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

The entry, transit and departure requirements for passengers and crew are in general accordance with ICAO Annex 9 – Facilitation – and Supplement to Annex 9, as amended, under the United Kingdom.

Passports are the preferred document for entry into Bermuda and are required of all visitors from countries that require a passport for re-entry purposes or for entry through another country to which the passenger has right of entry.

A return or onward ticket, or other proof of onward transportation to a country to which the passenger has right of entry, is required of all visitors.

The following exceptions exist between the requirements of the Bermuda Government and ICAO Annex 9:

a. Nationals of the following countries require Bermuda entry visas.

1. Afghanistan
2. Albania
3. Algeria
4. Armenia
5. Azerbaijan
6. Bahrain
7. Belarus
8. Bosnia-Herzegovina
9. Bulgaria
10. Cambodia
11. China, People's Republic of
12. Croatia
13. Cuba
14. Djibouti
15. Egypt
16. Estonia
17. Georgia
18. Ghana
19. Haiti
20. Iran
21. Iraq

BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS

22. Jamaica
23. Jordan
24. Kazakhstan
25. Kuwait
26. Kyrgyzstan
27. Latvia
28. Lebanon
29. Liberia
30. Libya
31. Lithuania
32. Macedonia
33. Moldova
34. Mongolia
35. Montenegro
36. Morocco
37. Nigeria
38. North Korea
39. Oman
40. Pakistan
41. Qatar
42. Romania
43. Russia
44. Saudi Arabia
45. Serbia
46. Somalia
47. Sri Lanka
48. Syria
49. Tajikistan
50. Tunisia
51. Turkmenistan
52. Ukraine

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

53. United Arab Emirates
 54. Uzbekistan
 55. Vietnam
 56. Yemen
- b. Holders of Hong Kong Special Administrative Region passports or British National (Overseas) passports do NOT require visas for Bermuda.
- c. Bermuda entry visas are not required for visa controlled nationals who:
1. Have the right to reside in the United States (Permanent Resident), Canada (Permanent Resident), or the United Kingdom (no limit on stay in the United Kingdom); and
 2. Are in possession of proof of such status and a valid passport

HEALTH

No health certificates are required.

Diversions where passengers or crew exhibit infectious symptoms or fever should not be considered unless life threatening, as Bermuda (TXKF) has limited medical quarantine and/or isolation capabilities.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Flight in Bermuda airspace shall be conducted in accordance with United Kingdom Statutory Instrument 2001 No. 2128: The Air Navigation (Overseas Territories) Order 2013, as amended.

All operators of commercial air transport, be it under an AOC or FAR Parts 121 or 135, shall only utilize flight crew who are in conformity with the ICAO Annex 1 standard, namely that the operating pilots must not have attained, or exceeded, the age of 65 years on the date of the flight to Bermuda (TXKF).

The Bermuda Civil Aviation Authority charges for the issuance of foreign operator permissions applicable to all visiting FAR 135, FAR 91K and non-scheduled air operations certificate operators into Bermuda. The charges are: single flight permit \$500USD; six months unlimited visits for a single aircraft \$2000USD; six months unlimited visits for up to ten declared aircraft \$5000USD; for an amendment to a single listed aircraft (aircraft change) \$250USD. All payments are to be made online via www.bcaa.bm and payment reference number submitted with the application form.

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

DESIGNATED AUTHORITIES

Civil Aviation

Director General

Address: Bermuda Civil Aviation Authority

 P.O. Box GE 218

 St George's GE BX

 Bermuda

Tel: 1 (441) 293-1640

Fax: 1 (441) 293-2417

Internet: www.bcaa.bm

AFTN / AIS-R: TXKFYAYX

Airport Authority

Bermuda Airport Authority

Address: Building 332 East

 11 Waller's Point Road

 St. George's DD03

 Bermuda

Tel: 1 (441) 242-2004

E-Mail: ais@airportauthority.bm

Internet: www.airportauthority.bm

AFTN / AIS-R: TXKFDAOX

Airport Operations

Bermuda Skyport Corporation Limited

Address: 2 Kindley Field Road

 St. George's DD03

 Bermuda

Tel: 1 (441) 444-4400

Airport Duty Officer:

 1 (441) 444-4444

Internet: www.bermudaairport.com

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

Customs

Collector of Customs

Address: H.M. Customs
P.O. Box HM 2084
Hamilton HM HX
Bermuda
Tel: 1 (441) 293-4020 or
1 (441) 293-2424
Fax: 1 (441) 293-1418
Internet: www.gov.bm/department/customs

Diplomatic Clearances

The Deputy Governor

Address: Deputy Governor's Office, Government House
11 Langton Hill
Pembroke HM 13
Bermuda
Tel: 1 (441) 292-3600
Fax: 1 (441) 295-3823

Health

Chief Medical Officer

Department of Health

Old Hospital Building

Address: 7 Point Finger Road
Paget
Bermuda
Tel: 1 (441) 278-4976 or
1 (441) 232-1941
Fax: 1 (441) 236-3971
Internet: www.gov.bm/department/health

SCHEDULED FLIGHTS**Military Aircraft**

- a. All military flights must obtain slot time approval from the Department of Airport Operator.

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

b. Diplomatic Clearances

1. Military aircraft belonging to countries that are contracting states to ICAO do not require diplomatic clearance to overfly or operate into Bermuda.
2. The United Nations classification of dangerous goods and munitions of war carried on any military aircraft must be declared to the Department of Airport Operator.

Bermuda requires that the transportation of all classes of dangerous goods is conducted in accordance with instructions contained in the "Technical Instructions for the Safe Transport of Dangerous Goods by Air" (ICAO Doc 9284-AN/905) and in accordance with the Air Navigation (Overseas Territories) Order 2013 as amended, Article 110 and the Acceptable Means of Compliance found in Overseas Territories Aviation Requirements (OTAR) Part 92 (not published herein).

Weapons and Munitions of War can only be transported by the granting of a Governor's Approval in accordance with the Air Navigation (Overseas Territories) Order 2013 as amended, Article 107, 108 and 109 (not published herein). Applications for consideration are to be submitted to the Bermuda Civil Aviation Authority 15 days prior to the requested flight.

Items classified as FORBIDDEN for carriage on either Passenger or Cargo aircraft will only be accepted in cases of Extreme Urgency and require an Exemption to the Instructions granted by the Governor.

In the event of an accident/incident involving dangerous goods, the operator is required to adhere to the reporting procedures contained within ICAO Doc 9481 (The Red Book) (not published herein).

Commercial Aircraft

- a. Commercial aircraft registered in countries that are contracting states to ICAO do not require prior permission from the Airport Operator for overflying or landing in Bermuda. Prior permission from the Airport Operator should be requested for aircraft flying ETOPs via Bermuda. Notification must be given to the Airport Operator.

In addition, TXKF has not been evaluated to serve as an A380 alternate and no services are available. A380 landings are limited to emergency use only.

- b. Commercial aircraft registered in countries that are not contracting states to ICAO must request diplomatic clearance from the Deputy Governor for overflight of, or operations into, Bermuda at least seven (7) calendar days in advance of the planned flight.

NON-SCHEDULED FLIGHTS

Any request for take-off and/or landing between 2200–0700 local time and/or landing between 2300–0700 local time must submit the proper PPR 24 hours prior to the planned day of the flight.

Non-scheduled commercial flight operators, for hire or reward with either passengers or cargo to or from Bermuda, shall submit a Flight Permit Application to the Director General Bermuda Civil Aviation Authority and obtain a non-scheduled flight permit. The Flight Permit Application form is available on the Internet. (See address under DESIGNATED AUTHORITIES – Director General)

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

Notification of intent should be submitted to the Airport Operator as soon as possible for transient flights requesting landing and requiring only technical services. The Airport Operator may refuse permission for a technical landing if it appears that normal scheduled services cannot be properly accommodated.

PRIVATE FLIGHTS

Any request for take-off and or landing between the hours of 2300 and 0700 local time must submit the proper PPR 24 hours prior to the planned day of the flight.

Private aircraft do not require prior permission from the Airport Operator for over flying or landing in Bermuda. However, private aircraft operators are strongly encouraged to notify the Airport Operator prior to commencing flight to Bermuda and to include the department in the associated departure plan message.

All flights at or above FL180 within New York Oceanic Control Area must be conducted in accordance with Instrument Flight Rules (IFR). Flight plan submission is mandatory.

PRE-CLEARANCE DEPARTURE PROVISIONS

Pre-clearance departure provisions of the United States Customs Service and United States Immigration Service are established for passengers and crew of all scheduled civil aircraft departing Bermuda for United States airports.

Pre-clearance departure provisions to the United States are not normally available to non-scheduled carriers or private operators unless prior action has been taken to fulfil the requirements of each Service. Submit applications for authorization to use these provisions to:

U.S. Department of Justice

Address: Immigration and Naturalization Services

 (Travel Control)

 Federal Building

 Burlington

 VT

 05042

Tel: 1 (802) 951-5037

Fax: 1 (802) 660-1175

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out with respect to aircraft entering Bermuda.

Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

**BERMUDA
NATIONAL REGULATIONS AND REQUIREMENTS**

FEES

- a. Legislated rates/security

Aviation Security Fees per departing.

- b. Landing fees

For additional airport related charges, contact the Department of Airport Operations for information.

- c. Passenger service;

- d. Terminal fees;

- e. Parking fees;

- f. Cargo charges;

- g. Airport infrastructure charge;

- h. Common use terminal equipment fee; and

- i. Aviation fuel throughput fee.

AIRPORT OF ENTRY

L.F. Wade (Intl) 1030–2300 (local time); officer on call after hours for emergency.

**BRITISH VIRGIN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, E Caribbean States for requirements common to the Eastern Caribbean States of which British Virgin Islands is a member. Exceptions are listed herein.

PASSPORT AND VISA

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

A person entering any of the states listed in a standard ICAO E/D card for the purposes of immigration must hold a valid passport and an immigration visa, the latter being issued at the relevant state's consulates abroad.

Temporary visitors must complete an ICAO E/D and be in possession of a valid passport with the exception of the following nationals for whom existing official documents of identity, such as a birth certificate, or driving license is accepted in lieu:

- a. Citizens of the U.S.A.
- b. Citizens of Canada

Visas are required except for:

- a. Nationals of Belgium, Denmark, Finland, France, Greece, Iceland, Italy, Liechtenstein, Luxembourg, Netherlands, Norway and Colonies, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey and Uruguay.
- b. Citizens of the U.S.A. for a stay not exceeding six months.
- c. Nationals of the German Federal Republic and Venezuela for a stay not exceeding one month.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

DESIGNATED AUTHORITIES

CIVIL AVIATION

Air Safety Support International

Floor 2 Northgate House

Address: 115 High Street Crawley
 West Sussex
 UK
 RH10 1FY

Tel: +44 (0) 1 293 897000
Fax: +44 (0) 1 293 897049
E-Mail: enquires@airsafety.aero

**BRITISH VIRGIN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

CUSTOMS

H.M Customs

Address: Road Town
Tortola
British Virgin Islands
VG1110

Tel: (284) 468-6800 (Headquarters)
(284) 468-6411/6445/6446 (Airport)

E-Mail: bvicustoms@gov.vg

HEALTH

Ministry of Health

Address: Road Town
Tortola
British Virgin Islands
VG1110

Tel: (284) 468-2272
(284) 852-7500/7600

E-Mail: ministryofhealth@gov.vg

AIRCRAFT ENTRY REQUIREMENTS

DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT (SCHEDULED, NON-SCHEDULED, AND PRIVATE)

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from the relevant Eastern Caribbean States listed in GEN 0.1. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English, and completed in legible handwriting. No visas are required in connection with such documents.

Aircraft documents required (arrival/departure)

British Virgin Islands	ATC	1	1	NIL
	Customs	1	1	1
	Immigration	1	1	1
	Health	NIL	NIL	NIL

**BRITISH VIRGIN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

NON-SCHEDULED FLIGHTS

General

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in the territory of The British Virgin Islands it is not necessary for the operator to obtain prior permission.

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

SPECIAL NOTICES

BRITISH VIRGIN ISLANDS — VIRGIN GORDA

Operators operating or intending to operate airplanes to or from Virgin Gorda (Taddy Bay) Airport shall comply with instruction VG 003 of the Air Navigation (Overseas Territories) Order 2013 dated 4 June 2020.

No flight shall be made to the airport unless the prior permission of the BVI Airports Authority has been obtained. A minimum of 2 hours notice must be given via tupw@bviaa.com before departure from the point of origin. The aircraft operator shall comply with any conditions of the permission granted by the BVI Airports Authority to use the airport.

Flights are permitted to operate to and from Taddy Bay Airport only by day between 1100 UTC and sunset and only in Visual Meteorological Conditions (VMC). It remains the captain's responsibility to check immediately prior to the flight that the weather at Taddy Bay Airport is within the required limits, and is likely to remain so for the duration of the flight.

No fixed-wing flight to or from the airport shall be made other than a propeller-driven airplane which can satisfy the take-off and landing scheduled performance criteria.

An aircraft operator shall obtain from the operator's own national aviation authority any required approval for its operations including any approval or acceptance of changes to its operations and training manuals and maintain the validity of any such approvals or acceptance including, if necessary, having the airport added as a special airport to its Operations Specifications or any other approved document of that authority.

Nothing in this Instruction prevents an aircraft landing at the airport in circumstances necessary for the safety of an aircraft in flight or any of its occupants.

No pilot-in-command of an airplane shall operate a Commercial Air Transport flight to or from the airport unless:

- he/she holds at least a valid Professional Pilot's License; and
- he/she has a minimum of 1500 hours of total flying experience as a pilot; and
- he/she has a minimum of 50 hours on the type or class of airplane being flown; and
- he/she has made at least 10 previous landings at the airport; and
- he/she has made at least 3 landings at the airport, as handling pilot, within the previous 90 days; and

**BRITISH VIRGIN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

- he/she has completed the training required.

No pilot-in-command of an operator's airplane shall operate to or from the airport unless:

- He/she has knowledge of and observes the special operating procedures for the airport as described in the BVIAA Verbal Orientation Briefing.
- He/she has undertaken at the airport, training comprising a minimum of five take-offs and five landings to a full stop with a company check airman or instructor acceptable to the operator's national aviation authority.
- He/she has satisfactorily completed a "special airport operations" flight check in relation to the airport by a company nominated check airman or instructor acceptable to the operator's national aviation authority.
- He/she has completed three landings at the airport in non-commercial operations and without any passenger being carried.
- Upon successful completion of his/hers training, the training captain signs the Virgin Gorda (Taddy Bay) Airport Check Flight Form and the pilot or operator submits a copy of the completed form to the Manager of the Airport or his representative. This signed form remains valid if the holder has performed at least three take-offs and landing at the airport as pilot-in-command on that type of airplane in the previous 90 days. If this recency requirement cannot be met then the pilot shall:
 - satisfactorily complete a "special airport operations" flight check in relation to the airport by a company nominated check airman or instructor acceptable to the operator's national aviation authority; and
 - complete three landings at the airport in non-commercial operations and without any passenger being carried.

Operators and pilots are responsible for mitigating safety risks when operating at the airport.

Operators and pilots shall consider the following when conducting their Safety Risk Assessment:

- Runway length
- Runway surface material and conditions
- The multiple obstacle environment including obstacles and terrain in the approach and climb out areas
- Potential local wind variations
- Potential strong easterly crosswinds

The only single engine operations allowed at the airport are turbine commercial.

Contact for the BVI Airport Authority and the Air Safety Support International are as follows:

Director of Operations

B.V.I. Airport Authority

Address: T.B. Lettsome International Airport

**BRITISH VIRGIN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

British Virgin Islands

Tel: 1-284-852-9030

Air Safety Support International

Address: Floor 2 Northgate House
115 High Street
Crawley
West Sussex
UK
RH10 1FY

Tel: + 44 (0) 1 293 897000

Fax: + 44 (0) 1 293 897049

E-Mail: enquiries@airsafety.aero

BRITISH VIRGIN ISLANDS — AUGUSTE GEORGE, ANEGADA

All aircraft intending to operate at the Auguste George Airport in Anegada must obtain prior approval twenty four (24) hours prior to landing. PPR (BVIAA 006) forms are available at www.BVIAA.com. Apart from the numbers provided on the application form, all forms can be faxed to (284) 852-9048.

Flights are permitted to and from Auguste George Airport between 1100 UTC and sunset providing the following MET conditions prevail:

- Minimum forward visibility of 5km.
- Minimum cloud ceiling of 1500 ft.

It remains the captain's responsibility to check immediately prior to the flight that the weather at Auguste George Airport is within the required limits.

FEES

Domestic and International flights are subject to landing and additional ramp fees. Passenger service fees apply.

AIRPORTS OF ENTRY

ROADTOWN / Terrance B. Lettsome / TUPJ

1100–0200

**CAYMAN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

A person entering the Cayman Islands for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at British consulates abroad. Temporary visitors must be in possession of a valid passport, with the exception of United States and Canadian nationals from whom existing official documents of identity, such as expired passports, national registration cards or alien resident permits, are acceptable in lieu of a valid passport.

No entrance visas are required from temporary visitors with the exception of the following states: Albania, Bulgaria, China, Colombia, Cuba, Czechoslovakia, El Salvador, Guatemala, Honduras, Hungary, Jamaica, N. Korea, Nigeria, Peru, Poland, Romania, Taiwan, Vietnam.

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on the next regularly scheduled flight out of the Cayman Islands, the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into the Cayman Islands. This provision is also applicable if the crewmember enters the Cayman Islands by other means of transport for the purpose of joining an aircraft.

PUBLIC HEALTH REQUIREMENTS

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

On departure, no health formalities are required.

FEES

Fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Civil Aviation Authority of the Cayman Islands.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over the Cayman Islands territory shall be subject to the current Cayman Islands regulations relating to civil aviation. These regulations correspond in all essentials to the ICAO Standards and Recommended Practices.

**CAYMAN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

Designated Authorities**Civil Aviation**

Director General of Civil Aviation

Address: 205 Owen Roberts Drive

P.O. Box 10277

Grand Cayman

Cayman Islands

KY1-1003

Tel: 345 949 7811

Fax: 345 949 0761

E-Mail: richard.smith@caacayman.com

Internet: www.caacayman.com

Customs & Border Control

Collector of Customs

Address: Customs Headquarters

P.O. Box 898

Grand Cayman

Cayman Islands

KY1-1103

Tel: 345 949 4579

Fax: 345 945 1573

Internet: www.customs.gov.ky

Chief Immigration Officer

Address: Immigration Department

P.O. Box 1098

Grand Cayman

Cayman Islands

KY1-1102

Tel: 345 949 8344

Fax: 345 949 8486

Internet: www.immigration.gov.ky

**CAYMAN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

Health

Chief Executive Officer

Address: Health Services Authority
 P.O. Box 915
 Grand Cayman
 Cayman Islands
 KY1-1103
Tel: 345 949 8600
Fax: 345 949 2998
Internet: www.hsa.ky

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or in transit across the Cayman Islands, the following requirements must be met:

- a. The state of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The Cayman Islands through the UK is a party to both.
- b. The airline must be eligible to make the flight under the provisions of a bilateral or multilateral agreement to which the state of the airline and the Cayman Islands are contracting parties, and must have a permit to operate into or in transit across the Cayman Islands. Applications for such permits shall be submitted to:

The Director General of Civil Aviation

Address: 205 Owen Roberts Drive
 P.O. Box 10277
 Grand Cayman
 Cayman Islands
 KY1-1003
Tel: 345 949 7811
Fax: 345 949 0761
E-Mail: permits@caacayman.com
Internet: www.caacayman.com

**CAYMAN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

Documentary Requirements for Issuance of Permit

Details of the documents required to support an application for the grant of an operating permit for an aircraft can be found at: <http://www.caacayman.com/operating-permits/scheduled-operating-permits/>.

Email: civil.aviation@caacayman.com

Website: www.caacayman.com

Documentary Requirements for Clearance of Aircraft

Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Immigration	1	1	Nil
Customs	1	1	1
Health	1	Nil	Nil

NOTE 1: One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.

NOTE 2: If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

NOTE 3: Passengers are required to make a declaration for currency or other negotiable monetary instruments in excess of CI \$10,000.00.

NON-SCHEDULED FLIGHTS

Procedures

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the territory of the Cayman Islands, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) into the Cayman Islands for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Director General of Civil Aviation for permission to carry out such operations not less than twenty-four hours in advance of the intended landing.

Documentary Requirements for Issuance of Permit

Details of the documents required to support an application for the grant of an operating permit for an aircraft can be found at: <http://www.caacayman.com/operating-permits/non-scheduled-operating-permits/>.

Email: civil.aviation@caacayman.com

Website: www.caacayman.com

**CAYMAN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

Fees for operating permits will be invoiced by and are payable to the Civil Aviation Authority of the Cayman Islands (CAACI) separate and apart from airport charges. Subsequent to grant of operating permit, the operator should contact the Cayman Islands Airports Authority to obtain approval for landing times.

Document Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in the following paragraph; such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international airport of entry.

For reasons of flight safety, special permission in addition to the filing of a flight plan is required for flights operating outside the published airport operating hours.

Application for special permission must be submitted to:

Air Traffic Control Manager

Cayman Islands Airports Authority

Address: 298 Owen Roberts Drive
 P.O. Box 10098
 Grand Cayman
 Cayman Islands

Tel: 1 345 943 7070

Fax: 1 345 943 7071, EXT: 244 5824

E-Mail: erick.bodden@caymanairports.com

at least three days in advance of the entry into the airspace over the Cayman Islands.

Document Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS in the case of an aircraft remaining within the Cayman Islands for less than 30 days.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out in respect of aircraft entering the Cayman Islands, with the exception of passengers who are coming directly from an area infected with cholera, yellow fever or smallpox; they are required to present vaccination certificates.

Aircraft arriving from outside the Cayman Islands may land at any international airport in the Cayman Islands provided that the aircraft has been disinfected approximately thirty minutes before arrival at the airport. This action must be properly recorded in the Health Section of the

**CAYMAN IS
NATIONAL REGULATIONS AND REQUIREMENTS**

General Declaration. If spraying of the aircraft is to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

AIRPORTS OF ENTRY

Aircraft landing or departing from the Cayman Islands territory must first land at or finally depart from an international airport.

Owen Roberts Intl MWCR¹

Charles Kirkconnell Intl MWCB²

¹ MON–FRI: 1330–0400 UTC (0830–1100 LST); SAT: 1330–2130 UTC (0830–1630 LST) Available O/R subject to charge outside of these hours. SUN + HOL: Subject to Special Attendance Charges all day.

² MON–FRI: 1330–2130 UTC (0830–1630) LST; SAT: 1330–1730 UTC (0830–1230) LST; SUN, HOL: Available on request and subject to a service charge.

**CUBA
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

Every foreign citizen, to enter or exit the national territory must comply with the following requirements:

- Possess a passport or an equivalent valid and current travel document.

For citizens who have diplomatic or consular representation in our country, travel documents must be valid at the time of crossing the border, for the rest, the validity must reach a minimum of 90 days.

- Visa according to the travel motivation.

Citizens of countries with which Cuba has signed an exemption agreement are excepted from the visa requirement for the categories, motivations and terms established in the text of that agreement.

- Temporary residents, permanent and real estate, also present the identity card or Minor Card that accredits it as such.

For leaving the country:

The identity card or Minor Card for foreign Temporary Residents must be valid for more than 180 days authorized to remain abroad.

For Permanent and Real Estate Residents, this document must have a validity greater than the 360 days authorized to remain abroad.

- Return or continuous ticket.
- Travel insurance policy, with coverage for medical expenses, issued by an insurer recognized in Cuba.

This requirement is exempted from diplomatic personnel or representatives of international organizations accredited in Cuba, official passport holder, foreign students who studies in Cuba, visa holder C-1, C-2, D-5. E-1, E-2, F-1 and F-2, members of the crew, and emigrated Cubans who were approved their residence in Cuba.

Equivalent Travel documents:

- Travel and transit document, for Cubans residing in the national territory, Cubans residing abroad and emigrants, authorized to enter Cuba, only once.
- Certificate of Identity and Travel, issued by the States, provided that the return to the country of origin is authorized.
- Laissez Passer, on a work trip, issued by the UN.
- Seaman Book just in case it is part of the crew members of the ship.
- Crew Member Certificate, in accordance with ICAO standards.
- German identity card (Kinde Rausweis), for nationals under 16 years of age.

Those who travel as tourists, must have an economic solvency, according to the time of stay in Cuba.

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Visas for tourist purposes can be purchased in the Cuban Office of the foreign service, travel agencies and tour-operators. For the purposes of entering Cuba, that visa is valid for 30 days, extendable up to 90 days, except for Canadians who have 90 initial days, renewable for equal term.

Nationals of: Afghanistán, Bangladesh, Cameroon, Eritrea, Etiopía, Ghana, Guinea, India, Irán, Iraq, Kenya, Nepal, Nigeria, Pakistán, the Philippines, Sierra Leone, Somalia, Sri Lanka, Syria, Yemen, and Uzbekistan, **must acquire the visa consular in the Cuban diplomatic representations in the foreign service**. Citizens of these countries with diplomatic or service passports, visas, residence permits, work and/or study, issued by the USA, Canada, and any country of the European Union are excepted.

Crew members, to enter the national territory must own a passport or certificate of crew member and both valid and current license for flying reflected in the General Declaration.

- Can disembark and remain in the areas of the airport grounds, provided that equal treatment to the Cuban crew members is granted in the other country.
- For crew rotation and those who unrolled by sea or enter by air way to enroll, the maximum stay will be seven days.

Passengers in transit or transshipment by less than 72 hours, do not need a visa. They can remain at the airport or enter the country, upon presentation of the return ticket or to continue confirmed travel and the express authorization of the Identification, Immigration and Foreigners Directorate. A stay exceeding this term, can only be extended in cases of force majeure.

CUSTOMS REQUIREMENTS

CUSTOMS DECLARATION

All passenger or responsible for a family who enters the Republic of Cuba will fill the customs declaration for passengers, providing all the information that is requested; as a prior and indispensable prerequisite for the submission and talking to the Customs authorities.

All imports performed by aircraft and ships crew members residents in the national territory, require of Crews Custom Declaration, properly filled, at the time of the dispatch.

HEALTH

PUBLIC HEALTH REQUIREMENTS

People coming from countries where illnesses of epidemic interest exist for Cuba, can be subjected to interrogations or medical exam.

- When antecedent or suspicion of illnesses exist on board, until the inspection of the aircraft has not ended the sanitary authority will prohibit aircraft ascent or descent of any person, defining the risk and adopting the pertinent measures.
- Due to the international knowledge of epidemic situations of interest and risk for Cuba, specific vigilance will be established for illnesses on Cuban travelers and foreigners who come from epidemic countries or areas, which will be informed to the National System of Health and the

**CUBA
NATIONAL REGULATIONS AND REQUIREMENTS**

corresponding state authorities (Republic General Customs, Immigration and Airport Authorities).

- The Cubans coming from endemic areas should fill the Sanity Declaration at the time of arrival to Cuba.

DESIGNATED AUTHORITIES

Institute of Civil Aeronautics of Cuba

Address: Calle 23 no. 64
Plaza de la Revolución
La Habana
Cuba
Tel: (537) 838 1138
(537) 838 1140
(537) 838 1145
E-Mail: presidencia@iacc.avianet.cu
vp@iacc.avianet.cu
SITA: HAVYACU
AFTN: MULHYAYG

CUSTOMS

Aduana General de la República

Address: Calle 6 # 381, esquina a 39
Plaza de la Revolución
La Habana
Cuba

Fax: (537) 881 5631
Internet: <http://www.aduana.co.cu>

Customer service in La Habana city

Tel: 881-9732

Public Hours: Wednesday until 19:00 GTM

Opinions customer service about customs services

Tel: (537) 883 7575/883 8282
E-Mail: publico@agr.aduana.cu

Customs telephone numbers:

Tel: 287827 (Matanzas City)
513965 Ext 119 (Cienfuegos City)
225041 (Villa Clara City)

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223613 Ext 120 (Ciego de Ávila City)
211809; 211303; 211504 Ext 113; or by 211449 (Camagüey City)
481801; 468594 Ext 110 (Holguín City)
652892; 628991 Ext 124 (Santiago de Cuba City)

AIRCRAFT ENTRY REQUIREMENTS

SCHEDULED FLIGHTS

For regular international scheduled flights operated by foreign airlines into or transiting across the Republic of Cuba, the following requirements must be met:

- a. The state of the airline must be a party to the relative agreement to the traffic of the air international services and/or to the agreement on international air transport. The Republic of Cuba is a party to both agreements;
- b. The airline must comply with the conditions required to make the flights under the dispositions of a bilateral or multilateral agreement in which the state of the airline and the Republic of Cuba are contracting parties and must have a permission to operate into or transit across the Republic of Cuba.

The requests to obtain such permits are to be presented to the Institute of Civil Aeronautics of Cuba to the Department of Permissions and Flight Planning with at least 15 days prior, through the following communications media:

From Monday to Saturday schedule from 1300 UTC up to 2130 UTC:

Department of Permissions and Flight Planning

Tel: (537) 838 1126
Fax: (537) 834 4579
E-Mail: ppv@iacc.avianet.cu
SITA: HAVYACU
AFTN: MULHYAYG

From Saturdays schedules starting from 2130 UTC and on Sundays during the 24 hours:

Department of Permissions and Flight Planning

E-Mail: gppv@ppv.iacc.avianet.cu
SITA: HAVYVCU
AFTN: MUFHYAYG

This request must include the following information:

1. Applicant's name, nationality and official address;
2. Financial capacity;

CUBA
NATIONAL REGULATIONS AND REQUIREMENTS

3. Class of service to be provided;
 4. Air routes the applicant seeks to operate;
 5. Flight equipment, its registration and certificate of airworthiness and insurance;
 6. Proof of liability insurance to cover compensation for lost life, injury or damage caused to passengers, cargo and checked baggage;
 7. Expressed declaration to abide by the dispositions, regulations and applicable laws in Cuba; and
 8. Other data and reports considered necessary.
- c. The operators of regular flights before beginning their operations shall obtain operation permission from the Aeronautics Authority; for this purpose, they will fulfill the requirements established to such effect.
 - d. Foreign civil aircraft could make stops for non-commercial purposes in national territory under the relative agreement for traffic of the international air services or any other treaty or agreement subscribed by the Republic of Cuba with the state in which the aircraft is registered, or have obtained a permission from the Institute of Civil Aeronautics of Cuba.

The operators of regular flights affected by the foregoing provisions must obtain from the Cuban Aeronautics Authorities a certification stating the status of an international scheduled flight authorizing non-commercial stops in the national territory.

Documents Required for Authorizing the Aircraft

To obtain authorization for the arrival and departure of the aircraft toward and from the Republic of Cuba, the operators of airlines should present the aircraft documents mentioned below. All the enumerated documents should be adjusted to the ICAO standardized format just as it is presented in the corresponding appendixes of the Annex 9 (not published herein) and are acceptable when presented in Spanish or English and have been completed by hand with readable writing. Visas are not required in connection with such documents.

AIRCRAFT DOCUMENTS REQUIRED (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
IMG	2	1	—
Customs	2	2	1
Cargo	—	—	3
AP	—	—	1
Public Health	1	1	1
Veterinary	—	—	1

NOTE:

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NATIONAL REGULATIONS AND REQUIREMENTS

- a. *Passenger manifest must include the following:*
 - *Last and first name of the passenger;*
 - *Nationality;*
 - *Passport number;*
 - *RE TU TR Classification;*
 - *Address in the Republic of Cuba; and*
 - *Total pieces and weight of baggage.*
- b. *Customs approves and returns a copy of the general declaration, which means an authorization.*
- c. *If passengers/goods are not taken on board or disembarked, there is no need to present to the relevant authorities any aircraft document, except the copies of the general declaration.*
All aircraft which land or take off from the national territory should carry a Certificate of Registration and Certificate of Airworthiness and Insurance.

NON-SCHEDULED FLIGHTS

An operator who intends to undertake a non-regular flight (or a series of flights) transiting or making technical stops in the territory of the Republic of Cuba should previously request authorization in accordance with the provisions outlined under SCHEDULED FLIGHTS, not less than 10 days in advance of the time of departure, when it refers to a series of flights, including the following data in the order shown below:

For the series of Charter flights:

- a. Proposed itinerary and schedules in UTC hours;
- b. Date of beginning and termination. Weekly frequencies;
- c. Flight number;
- d. Type(s) of aircraft to use and configuration (seats quantity);
- e. Copy of the insurance of the aircraft;
- f. Copy of the certificates of airworthiness;
- g. Copy of the contract with the charterer of the flights and who guarantees handling services of the passengers;
- h. Operations manual of the airline (flight manual);
- i. Authorization from the Civil Aeronautics Authority of their country to make the flight; and
- j. Address of the head office.

NOTE: When presenting the documentation, the price of the operation permission is informed.

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To fly occasional charters:

- a. Complete name of the company and address of the head office where the cost of the operation permission can be invoiced;
- b. Flight number, aircraft type and configuration;
- c. Operation date;
- d. Itineraries and schedules in UTC;
- e. Copy of the insurance of the aircraft;
- f. Copy of the certificates of airworthiness; and
- g. Name of the charterer in Cuba.

If an operator intends to undertake a non-regular flight (or a series of flights) toward the Republic of Cuba for the purpose of embarking or disembarking passengers, goods or mail, it is necessary to request to the Institute of Civil Aeronautics of Cuba to the Department of Permission and Flight Planning authorization to carry out such operations not less than 10 days in advance of the foreseen landing. The request should contain the previously enumerated items.

Documentation Requirements for the Clearance of Aircraft

The same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Previous Notification of the Arrival

Foreign private aircraft in flights of tourism, recreation or sport or in stops of technical nature, should obtain an authorization, requesting it to the Institute of Civil Aeronautics of Cuba to the Department of Permission and Flight Planning, with a minimum of 48 hours in advance of the proposed date of arrival.

Foreign private aircraft that have been invited by some organization, or are coming to carry out negotiations with it, should request to the Institute of Civil Aeronautics of Cuba an operation not less than 48 hours in advance of the projected landing, by means of the procedure referred to in the previous paragraph. The national organization with which the visitor has been coordinated should be indicated.

It also will be necessary to present the ICAO flight plan so that it is received by the corresponding aeronautics authorities not less than one hour in advance of the entrance of the aircraft in the Flight Information Region (FIR) of the Republic of Cuba.

Documentation Requirements for the Clearance of Aircraft

No documents are required in addition to those mentioned in Aircraft Documents Required for aircraft remaining in the Republic of Cuba for not less than 3 days.

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Overflights

All foreign aircraft which go into the airspace or in the jurisdictional waters of the Republic of Cuba without having obtained Certification, Authorization or Special Permission, will bear responsibility for the damages and consequences derived from the violation.

All foreign aircraft flying over the national territory outside of the established limits for the corridors, without the corresponding authorization and without based justification, could be threatened to land and/or sanctioned for such infraction.

If this aircraft was forced to land, or has made it without complying with the demands of Law 1218, it could be subject, without any reclamation right, to sanctions prescribed by Cuban Authority and to the responsibility for damages and prejudices caused.

Regular Overflights

Foreign civil aircraft could make regular overflights in international air service by previously obtaining a Certificate or an Authorization. The Certificates have a permanent character, while they maintain effective the conditions under which they were granted, but not Authorizations, which are granted specifically for the operation of regular flights while expedition of the Certificate is pending.

To obtain a Certificate, the operator shall express the following:

- a. Name, nationality and official address of the operator;
- b. Confirmation of an official Contract or Agreement with the entity designated by the Institute of Civil Aeronautics of Cuba to provide the aeronautical radio-communications, meteorology and information services, air traffic control, beacon services and facilities to air navigation within the FIR/UIR assigned to the Republic of Cuba;
- c. An appropriate identification of route or routes that will operate under the Certificate, indicating whether it is a passenger service, cargo or mail. The identification of each route will indicate the air corridors to follow and the name of the terminal airports, intermediate and alternative airports to be used by the applicant;
- d. The schedules and frequencies that will govern the service;
- e. Type of aircraft and its registration marks;
- f. Any modification or changes in data offered in connection with the previous provisions shall be disclosed to the Institute of Civil Aeronautics of Cuba appropriately;
- g. Proof that applicant has insurance of responsibility or enough guarantees to cover the cost for damages caused to persons or property of others in the area.

NOTE: Any flight that has not been approved in the requested certification shall be processed as a non-regular flight as described below.

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Non-Regular Overflights

Foreign civil aircraft could make non-regular overflights in international air service by applying for an Authorization in accordance with the provisions outlined under SCHEDULED FLIGHTS, not less than 48 hours prior to departure time.

For obtaining the Authorization the operator shall specify:

- a. Name, nationality and official address of the operator;
- b. Type of the aircraft and its registration mark;
- c. Name of the pilot-in-command;
- d. Airport of departure and destination;
- e. Air corridor to be used according to the flight plan;
- f. Date of overflight;
- g. Proof that applicant has liability insurance or enough guarantees to cover the cost for damages caused to persons or property of others in the area; and
- h. Reason for the flight (passenger, cargo or mail).

OFFICIAL OR STATE FLIGHTS

Aircraft that have official status of state will only be able to land or ditch in Cuban territory or its jurisdictional waters by obtaining a Special Permission from the Institute of the Civil Aeronautics of Cuba requested through the diplomatic conduits.

The application for these permits will be submitted to the Ministry of External Relationships of the Republic of Cuba not less than 10 days in advance of the date of the projected flight.

SPECIAL NOTICES

Effective February 29, 1996, the FAA issued an Emergency Cease and Desist Order and Notice of Enforcement Policy to address safety concerns arising from the interception and destruction of two U.S. civilian aircraft in international airspace north of Cuba. Unauthorized operation of U.S.-registered civil aircraft in Cuban territorial airspace is prohibited by FAR and serious consequences could occur should any person conduct such operations. To read the order, see: <https://www.govinfo.gov/content/pkg/FR-1996-03-05/html/96-5183.htm>. Additionally, refer to FDC International NOTAM 6/1335.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

Aircraft coming from abroad will be subjected to medical inspection on arrival. The sanitary measures of supplementary character applicable to the aircraft will be determined by the conditions existing during the trip or during the medical visit, without prejudice of the measures that the International Sanitary Regulation allows to apply to the aircraft coming from infected areas.

While flying in the airspace of the Republic of Cuba, it is prohibited to throw or let fall in the national territory or its jurisdictional waters any material that might cause epidemic diseases.

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Aircraft arriving from foreign countries and landing at any of the international airports in the Republic of Cuba must have been fumigated in flight prior to such landing(s). If, owing to the origin of the aircraft, it may bring in vectors that might result in bringing in malaria or other mosquito carried diseases and the public health authority does not accept fumigation as correctly having been applied or locates any live mosquitoes on board, a new fumigation could be ordered.

Aircraft sanitary data contained in the aircraft General Declaration reflecting health conditions aboard and fumigations carried out must be presented to the sanitary authorities upon arrival.

Aircraft departing from the Republic of Cuba and proceeding to countries where the Aedes Aegypti mosquito has been exterminated must be fumigated at the time of departure.

FEES

Fees for landing, parking, passenger service, and aeronautical services are applicable to any airport in Cuban territory and may vary from airport to airport.

Landing fees will not be applicable to aircraft involved in a missed takeoff or those landings required by Aeronautics Authority.

Exemptions: Foreign State Aircraft are exempted from landing, parking, and aeronautical services fees, when such states of registration offer equal exemption to Cuban State Aircraft.

AIRPORTS OF ENTRY

Aircraft landing or taking off in/or from Cuba must perform their landing or last take-off in/or from an airport of entry (international airport).

Camagüey (Ignacio Agramonte Intl)	TUE WED FRI SAT SUN 1200–0400 UTC MON THU 1200–2300 UTC. Summer time: TUE WED FRI SAT SUN 1100–0300 UTC MON THU 1100–2200 UTC **
Cayo Coco (Jardines del Rey Intl)	1200–2359 UTC. Summer time: 1100–2300 UTC ***
Cayo Largo del Sur (Vilo Acuña Intl)	1200–2359 UTC. Summer time: 1100–2300 UTC *
Havana (José Martí Intl)	24 hours
Holguín (Frank País Intl)	1200–0500 UTC. Summer time: 1100–0400 UTC **
Santa Clara (Abel Santamaría)	1300–0700 UTC. Summer time: 1200–0600 UTC *
Santiago de Cuba (Antonio Maceo Intl)	1200–0500 UTC. Summer time: 1100–0400 UTC *

CUBA
NATIONAL REGULATIONS AND REQUIREMENTS

Varadero (Juan G. Gómez Intl) 24 Hours

* Out of these hours with 24 hours prior notice.

** Out of these hours with 48 hours prior notice.

*** Flight delays – open until 0500 UTC – Summer Time 0400 UTC – Previous coordination.

**DOMINICAN REPUBLIC
NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

The requirements for passports and visas are contingent upon the following:

- a. Citizens of several countries to whom the Dominican Republic has given facilities, can travel to the country as tourists for a period not longer than ninety (90) days by obtaining a tourist card in any air transport company, travel agency or Dominican Consulate by a charge of ten dollars of United States (US\$10.00). For the use of this tourist card the Dominican consular visa is not necessary.
- b. Citizens from countries with which the Dominican Republic has signed bilateral agreements must have a valid regular passport, without need of the corresponding visa. Permission will be granted on arrival for a stay of up to ninety (90) days as a tourist.
- c. As for citizens from other countries, with which the Dominican Republic has diplomatic relations, except the agreement previously mentioned, it is necessary to obtain the Dominican visa in the Dominican Consulate of their respective jurisdiction, in order to travel to the country in any condition.
- d. In-transit passengers may remain at the airport waiting halls until their aircraft's departure, without any other formality than appearing in the corresponding list.
- e. In-transit passengers which arrive to the Dominican Republic and are intended to make connections with other flights in the same day, must have the correct documentation to continue flying to their destination. They can remain in Dominican territory during the limited hours necessary for the connection.
- f. The flight crew members on scheduled services to the Dominican Republic must figure in the corresponding list, and can remain at the airport, or in the nearest city until the departure of their aircraft without another formality.
- g. When the crew belongs to a non-scheduled aircraft to the Dominican Republic, they must figure in the corresponding list (General Declaration).

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever, smallpox or any other disease declared by the competent Health Authority.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over the Dominican airspace and territory shall be subject to the current Dominican Republic regulations relating to civil aviation, which correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9.

Aircraft flying into or departing from Dominican Republic territory shall make their first landing at, or final departure from, an international airport.

**DOMINICAN REPUBLIC
NATIONAL REGULATIONS AND REQUIREMENTS**

DESIGNATED AUTHORITIES

Instituto Dominicano de Aviación Civil

Address: Oficinas Gubernamentales
Ave. México, Esq. Ave. Dr Delgado
Bloque "A", 2do Nivel
P.O Box 1180
Santo Domingo
República Dominicana

Tel: (809) 221-7909

Fax: (809) 221-8616

Internet: www.idac.gov.do

Junta de Aviación Civil

Address: Calle José Joaquín Pérez No. 106 Gazcue
Santo Domingo, D.N.
República Dominicana
Apartado Postal 11087

Tel: (809) 689-4167

Fax: (809) 689-4160

Email: jacrd@jac.gob.do

Internet: www.jac.gob.do

Dirección General de Aduanas y Puertos

Address: Ave. México No. 48
Santo Domingo
República Dominicana

Tel: (809) 688-7070

Fax: (809) 687-7474

SCHEDED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or in transit through the Dominican Republic, shall comply with the following requirements:

DOMINICAN REPUBLIC
NATIONAL REGULATIONS AND REQUIREMENTS

- a. The state of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. In the lack of an agreement, the operation certificate concession will meet the reciprocal statement. The operation certificate validation will be determined by the economic importance of the service, initial inversion amount, and further investments necessary for the development and improvement of the service, as well as the profit derived from the operation.
- b. The operation certificate renovation will be issued by the Poder Ejecutivo under the recommendation of the Junta de Aviación Civil (JAC), with a previous requirement from the applicant agent at least sixty (60) days before expiration date, if the operator has totally satisfied all the obligations specified in the original operation certificate, and the existing environment suggests that the service be continued for the convenience of national civil aviation development.
- c. Any Certificate will not concede property or exclusive rights on the use of any airspace, routes, airports, facilities, and any navigation services.
- d. The airline shall be designated to operate the flights and be supported by bilateral and multi-lateral agreements on which the State of the airline and the Dominican Republic are signatories, and must have permission to operate into or in transit across the Dominican Republic. The request for obtaining permission shall be submitted to the Instituto Dominicano de Aviación Civil (IDAC) at least 48 hours in advance.

Documentary Requirements for Clearance of Aircraft

The aircraft documents mentioned below shall be submitted by airline operators for clearance on entry and departure of their aircraft to and from the Dominican Republic. All documents must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9* (not published herein) and are acceptable when furnished in Spanish or English and completed in legible handwriting.

General Declaration — 1 copy

Weight and Balance Manifest or LDM Message — 1 copy

Cargo Manifest — 1 copy

Passenger Manifest — 1 copy

NOTE:

- a. *One copy of the General Declaration is endorsed and returned by Immigration, signifying clearance.*
- b. *If no passengers are embarking (or disembarking) and no articles are laden (or unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.*

**DOMINICAN REPUBLIC
NATIONAL REGULATIONS AND REQUIREMENTS**

Public Health Measures Applied to Aircraft

Arriving aircraft may land at any international airport in the Dominican Republic provided that the aircraft has been disinfected approximately thirty (30) minutes before arrival at the airport. This action must be properly recorded in the Health section of the General Declaration. The insecticide to be used must be one of those internationally recognized for this purpose. If in special circumstances, a second spraying of the aircraft on the ground is deemed necessary by the public health authorities, passengers and crew will be permitted to disembark beforehand.

NON-SCHEDULED FLIGHTS

General

If an operator intends to carry out a series of nonscheduled flights in transit through, or making nontransit stops in the territory of the Dominican Republic, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) nonscheduled flight(s) into the Dominican Republic for the purpose of embarking or disembarking passengers, cargo and/or mail, it is necessary for the operator to apply to the Junta de Aviación Civil for permission to conduct such operations no less than forty eight (48) hours in advance of the intended landing. The application must include the following information in the order shown:

- a. name of operator;
- b. type of aircraft and aircraft registration;
- c. departure aerodrome; date and time of arrival;
- d. place or places of embarkation and disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight; and
- f. name, address and nature of business, if applicable.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

The information contained in the Flight Plan is accepted as adequate advance notification of the arrival of an incoming aircraft with the exception stated below; such information must be transmitted so that it will be received by the aeronautical authorities concerned at least two (2) hours in advance of the arrival. The landing must be carried out at a previously designated international aerodrome.

**DOMINICAN REPUBLIC
NATIONAL REGULATIONS AND REQUIREMENTS**

FEES

Fees and charges are assessed for the use and services of airports and aeronautical services as determined by the Director General of Civil Aviation (Dirección General de Aeronáutica Civil). All fees must be paid prior to departure except if credit has been arranged with the Dirección General de Aeronáutica Civil, or regularly scheduled airlines that will be billed on the last day of each month. Payment will be paid in U.S. dollars or in Dominican Republic Pesos at a preferential exchange rate specified for this purpose.

AIRPORTS OF ENTRY

Higuey (Punta Cana Intl)

La Romana (Casa De Campo Intl)

Puerto Plata (Gregorio Luperon Intl)

Samana (El Catey Intl)

Santiago (Cibao Intl)

Santo Domingo (El Higuero Intl)

Santo Domingo (Las Americas Intl)

**E CARIBBEAN STATES
NATIONAL REGULATIONS AND REQUIREMENTS**

SPECIAL NOTICES

AIP Eastern Caribbean contains Aeronautical Information concerning the following states and territories:

- Anguilla
- Antigua & Barbuda
- British Virgin Islands
- Dominica
- Grenada
- Montserrat
- St Kitts & Nevis
- St Lucia
- St Vincent & The Grenadines
- Trinidad & Tobago

International flights into, from or over the states listed above shall be subject to the current states regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

PASSPORT AND VISA

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

A person entering any of the states listed in a standard ICAO E/D card for the purposes of immigration must hold a valid passport and an immigration visa, the latter being issued at the relevant state's consulates abroad. Temporary visitors must be in possession of a valid passport, with the exception of nationals for whom official documents of identity are acceptable, as stated for the relevant states, such as a birth certificate, or driving license.

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of the relevant states, the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into the relevant states. This provision is also applicable if the crew member enters the relevant states by any other means of transport for the purpose of joining an aircraft.

ADVANCED PASSENGER INFORMATION

The Immigration (Advanced Passenger Information) Act No. 9 of 2008, requires all aircraft inbound to Trinidad and Tobago to transmit advanced passenger information on all passengers and crew members to the Chief Immigration Officer of Trinidad and Tobago.

E CARIBBEAN STATES NATIONAL REGULATIONS AND REQUIREMENTS

Advanced Passenger information is information regarding each passenger and crew member on board and is mandatory for all inbound aircraft. This information must be transmitted prior to the departure of aircraft from the last port of call for Trinidad and Tobago. Details on the transmission of this information are published via AIC.

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever, or smallpox.

AIRCRAFT ENTRY REQUIREMENTS

Aircraft flying into or departing from the states listed above shall make their first landing at, or final departure from, an international airport.

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or in transit across states listed above, the following requirements must be met:

- a. The state of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement.
- b. The airline must be eligible to make flights under the provisions of a bilateral or multilateral agreement to which the state of the airline and states listed above are contracting parties, and must have a permit to operate into or in transit across the relevant states within Piarco FIR, including Anguilla and B.V.I. Applications for such permits shall be submitted to the following authorities:

1. Trinidad and Tobago

The Secretary

Air Transport and Licensing Authority

c/o Trinidad and Tobago Civil Aviation Authority

2. British Virgin Islands

Air Safety Support International (ASSI)

Address: Floor 2 Northgate House
115 High Street Crawley
West Sussex
UK
RH10 1FY

Tel: +44 (0) 1 293 897000

Fax: +44 (0) 1 293 897049

E-Mail: enquires@airsafety.aero

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NATIONAL REGULATIONS AND REQUIREMENTS**

3. All other Eastern Caribbean States

Director General of Civil Aviation

Eastern Caribbean States Civil Aviation Authority

Documentary Requirements for Clearance of Aircraft

It is necessary that the aircraft documents, listed under individual states, be submitted by airline operators for clearance on entry and departure of their aircraft to and from those states. All documents must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 (not published herein), and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

Public Health Procedures Applied to Aircraft

No public health measures are required to be carried out in respect of aircraft entering any state listed above with the following exception:

Aircraft arriving from states where yellow fever is endemic may land at any international airport in any state listed above, provided that the aircraft has been disinfected approximately thirty minutes before arrival. The insecticide used must be of an approved type. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew will be permitted to disembark beforehand.

NON-SCHEDULED FLIGHTS

Procedures

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in the territory of states listed above, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) into the states listed above for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the relevant Eastern Caribbean States Civil Aviation Administration, as listed below, for permission to carry out such operations not less than twenty-four hours in advance of the intended landing.

1. Director General of Civil Aviation

Trinidad and Tobago Civil Aviation Authority

2. Director General of Civil Aviation

Eastern Caribbean States Civil Aviation Authority

3. Air Safety Support International (ASSI)

The application must include the following information in the order shown hereunder:

- a. name of operator;
- b. type of aircraft and registration mark(s);

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- c. date and time of arrival at, and departure from, the respective airport;
- d. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight;
- f. name, address and business of charterer, if any;
- g. third party liability insurance certificate;
- h. local handling agent.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival. The landing must be carried out at the previously designated international airport.

Documentary Requirements for Clearance of Aircraft

No documents in addition to those mentioned under SCHEDULED FLIGHTS are required in the case of aircraft remaining within any State listed above. For a stay beyond a specified period, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

CUSTOMS

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by customs authorities. Such baggage will be cleared on the basis of an oral declaration.

AIRPORT USE

LANDING AT OTHER THAN ALTERNATE AIRPORTS

If a landing is made elsewhere than at an International Airport or a designated Alternate Airport, the pilot in command shall report the landing as soon as practicable to the Health, Customs and Immigration authorities at the International Airport at which the landing was scheduled to take place. This notification may be made through any available communication link.

FEES

Charges apply to all airports administered by the Civil Aviation Administration of the respective states listed above. Unless an alternative arrangement has been made, all charges for use of an airport are payable by the pilot of the aircraft on demand, or before the aircraft departs.

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AIRPORTS OF ENTRY

Anguilla

The Valley (Lloyd Intl)

Antigua & Barbuda

St. Johns (V.C. Bird Intl)

Grenada

St. Georges (Maurice Bishop Intl)

St. Kitts & Nevis

St. Kitts (Bradshaw Intl)

St. Lucia

Vieux Fort (Hewanorra Intl)

St. Vincent & The Grenadines

Kingstown (Argyle Intl)

Trinidad and Tobago

Port of Spain, Trinidad (Piarco Intl)

Scarborough, Tobago I (Robinson Intl)

**GRENADA
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, Eastern Caribbean States for requirements common to the Eastern Caribbean States of which Grenada is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must also complete an ICAO E/D and be in possession of a valid passport with the exception of the following nationals for whom existing official documents of identity such as a birth certificate or driving license is accepted in lieu:

- a. Proof of Identity issued to a British subject being "Citizen of the United Kingdom and Colonies" or nationals of Canada or USA, provided that their stay is not excess of 6 months and that they hold return/onward tickets for further destinations;
- b. Military Identity Cards.

VISAs are required except for Nationals of Grenada and:

- a. British subject being "Citizen of the United Kingdom and Colonies";
- b. Nationals of the Commonwealth of Nations, Austria, Belgium, Denmark, Finland, France, Germany, Greece, Haiti, Iceland, Italy, Liechtenstein, Luxembourg, Netherlands, Norway, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey, Uruguay, USA, Venezuela (provided they hold return/onward tickets for next destinations);
- c. Holders of re-entry permits;
- d. Passengers continuing their journey within 14 days, provided that they hold onward/return tickets to next destination;
- e. Merchant seamen arriving to join a ship, or leaving by air on departing a ship;
- f. Transit passengers not leaving the airport.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

AIRCRAFT ENTRY REQUIREMENTS

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

AIRCRAFT DOCUMENTS REQUIRED (ARRIVAL/DEPARTURE)

The following documents must be submitted by airline and aircraft operators for clearance on entry and departure of their aircraft to and from Grenada.

Agency	General Declaration	Passenger Manifest	Cargo Manifest
AIS	1	—	—
Customs	2	2	2
Immig.	2	2	—
Health	—	—	—

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NOTE: Immigration requires 2 copies of the Intransit Manifest.

FEES

- a. Landing of aircraft
- b. Parking of aircraft
- c. Hangar charges
- d. Passenger service

The first six hours are free, thereafter: 15% of landing fee for every twenty-four hours or part thereof.

All passengers departing for a foreign country from an international airport is charged an Airport Service and Security fee.

All arriving and departing, regional and international passengers are subjected to an Airport Capital Improvement Surcharge.

Exemptions: Passengers under the age of two years are exempted from the Airport Service and Security charge.

Scheduled and non-scheduled operations outside of the published operational hours are subject to a surcharge.

AIRPORTS OF ENTRY

St. George's (Maurice Bishop Intl)/TGPY

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NATIONAL REGULATIONS AND REQUIREMENTS**

PASSPORT AND VISA

ENTRY

A valid passport, or equivalent document, with an entry visa (or French prefectoral return visa) is required for entry, with the following exceptions:

- a. French nationals need hold only one of the following documents:
 - valid passport;
 - passport expired by less than five (5) years;
 - national identity card; or
 - foreigner passbook issued by Swiss authorities.
- b. Nationals of the following countries are exempted from the entry visa requirement for a stay not exceeding three (3) months:

Algeria	Australia	Benin
Canada	Cote d'Ivoire	Cyprus
Denmark	Djibouti	Finland
Gabon	Great Britain	Iceland
Iran	Ireland	Israel
Japan	Malaysia	Malta
Morocco	New Zealand	Niger
Norway	Portugal	Senegal
South Korea	Spain	Sweden
Tunisia	U.S.A.	

- c. Members of the Armed Forces from NATO member countries: Germany, Belgium, Canada, Denmark, Greece, Italy, Iceland, Luxembourg, Norway, The Netherlands, Portugal, United-Kingdom, Turkey and the U.S.A., are exempted from passport and visa, provided they are holders of a military identity card and a mission order.
- d. Crew members who are nationals of ICAO member states may use their crew member license in lieu of a passport and visa provided they remain in the airport or within the proximity of the associated community as provided in ICAO Annex 9.

All persons disembarking in Guadeloupe must hold either a return trip deposit, a return or ongoing ticket, or an administrative waiver.

TRANSIT

Transit passengers must have a valid passport and a transit visa, except a transit visa is not required of passengers who:

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- would normally be exempted from the entry visa requirement; or
- will not be leaving the airport.

DEPARTURE

Upon departure, visitors must produce the documents required for entry.

HEALTH

Yellow fever vaccination certificates are required of all travelers arriving from infected areas.

HEALTH MEASURES APPLICABLE TO AIRCRAFT

During normal health periods, no health measure is applicable to aircraft.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights to, from, or overflying the territory of Guadeloupe must be carried out in accord with the Civil Aviation regulations in effect in this French Territory.

All aircraft conducting international operations must first land at and finally depart from an international airport where customs, police, and health services are available.

DESIGNATED AUTHORITIES

Civil Aviation Authority – France

Direction Générale de l'Aviation Civile

Address: 50, rue Henry FARMAN
 75720 PARIS
 France
 CEDEX 15

Tel: 01 58 09 43 21
Fax: 01 58 09 35 35
AFTN: LFPSYAYD

Delegation – Guadeloupe

Aérogare Raizet Sud
Bâtiment Tour de Contrôle
Address: Rue Ernest PALLAS
 97139 LES ABYMES
Tel: 0590 48 20 20
Fax: 0590 48 20 00

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SCHEDULED FLIGHTS

Overflight and Technical Stop

Aircraft from airlines belonging to countries which signed the bilateral transit agreement or possessing equivalent rights by a bilateral agreement signed with France, can overfly the Guadeloupe territory under the conditions prescribed in the said agreements.

In all other cases, a clearance request shall be submitted via diplomatic channels to the Ministry of Foreign Affairs.

Commercial Stop

Commercial operation of a scheduled international flight to or from Guadeloupe should be performed under:

- either the provisions contained in the air agreements signed between France and the foreign countries governing the operator airlines;
- or specific clearances delivered by the French Government.

Documentary Requirements for Clearance of Aircraft

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Guadeloupe. All documents listed below must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9*.

Required by	Customs	Police	Health	Airport Authority
Traffic Forms	—	—	—	2 copies
General Declaration	1 copy	1 copy	1 copy ¹	—
Passenger Manifest ²	—	1 copy	—	—
Cargo Manifest	1 copy	—	—	—
List of Stores ³	1 copy	—	—	—

¹ When required by the health services.

² On request from the service concerned.

³ Except when aircraft supplies remain onboard under Customs surveillance.

Airline companies, required to submit two (2) copies of the Traffic Form to airport authorities, are not required to submit the Passenger Manifest.

Airlines are also exempted from transmitting a general statement, provided the sincerity assessment provided in the said statement is duplicated on a sheet of the cargo manifest transmitted to the Customs Service.

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However, the sanitary statement provided in the general statement should be transmitted on arrival to the Sanitary Service when it includes positive information or if it mentions the sanitary surveillance of a passenger.

A single copy of the Traffic Form must be submitted to the airport authorities within 24 hours of landing or taking off. The Traffic Form is also required for supplemental services of a scheduled line.

NON-SCHEDULED COMMERCIAL FLIGHTS

Overflights and technical landings conducted by companies coming from ICAO member states or, pursuant to bilateral agreements with France, having the benefit of rights equivalent to those mentioned in Article 5 of the Chicago Convention, may overfly the territory of Guadeloupe under the conditions set forth in said Convention or said Agreements, as long as these countries grant the same facilities to French aircraft. In all other cases, an authorization request must be submitted via diplomatic channels.

Commercial Flights by Aircraft / Companies Under the Jurisdiction of Non-ICAO Member States

Prior authorization is required of all such flight operations conducted into French territory. Requests should be submitted via diplomatic channels to the Ministry of Foreign Affairs. This request for authorization must reach the Ministry of Foreign Affairs at least 20 days in advance of the proposed flight operation.

Commercial Flights by Aircraft / Companies Under the Jurisdiction of ICAO Member States

The request should be received ten days before the date of the flight (or of the first flight in case of series),

The following information should be provided:

- name and address of the transport agent;
- type of aircraft used with indication of the nationality of registration and the capacity;
- owner of aircraft if different from the transport agent;
- full travel route;
- estimated dates and times for stops, specially in the French territory;
- in case of a chartered flight, name and address of the charter agent, number of passengers;
- type and quantity of transported freight;
- name and position of the person signing the request.

The request should be addressed by the transport agent to the:

Civil Aviation Authority (DGAC)

Direction du Transport Aérien (DTA)

Bureau des Services Internationaux (SDTI)

Address: 50, rue Henry FARMAN

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75720 PARIS

France

CEDEX 15

Tel: 01 58 09 36 38/39 62

Fax: 01 58 09 38 65

and be received ten days before the date of the flight or one month before the date of the first flight in case of a flight series. The request should be established on form B (Appendix II).

Documentary Requirements for Clearance of Aircraft

Same requirements as for **SCHEDULED FLIGHTS**. However, the traffic form must be transmitted to the airport authorities immediately after landing and before takeoff of the aircraft.

PRIVATE FLIGHTS

Aircraft Registered in ICAO Member States

The information given in the flight plan is generally accepted as adequate notice of arrival by the French authorities. However, for aircraft registered in countries that do not give the same consideration to French private aircraft, a prior authorization requested through diplomatic channels is required.

Aircraft Registered in Non-ICAO Member States

Prior authorization is required of any aircraft planning to overfly or land in the French territories, such request to be made through diplomatic channels.

Documentary Requirements for Private Aircraft

The following documents must be carried on board at all times, and must be made available to any official authority on request:

- valid certificate of airworthiness and associated documents, or special travel pass;
- registration certificate or equivalent document;
- crew-member's licenses and certificates;
- specific equipment operating instructions, especially as related to rescue operations;
- Aircraft logbook or general declaration signed by the air traffic agencies.

AIRPORTS OF ENTRY

Pointe-a-Pitre (Le Raizet)

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PASSPORT

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

A person entering Haiti for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at Haiti consulates abroad. Temporary visitors must be in possession of a valid passport as well as an entry visa with the exception of visitors carrying the following documentation

- a. Pass issued by the United Nations
- b. Official travel order issued to a member of U.S. armed forces in uniform.
- c. Proof of citizenship (e.g., birth certificates) issued to nationals of Canada and U.S.A. for a maximum stay of 30 days.
- d. Seaman book issued to nationals of any country.

Entrance visas are required from temporary visitors with the exception of the following:

- a. Returning alien residents holding a "permis de retour"
- b. Nationals of Canada and U.S.A. (maximum stay of 30 days)
- c. Holders of British passport with, "United Kingdom of Great Britain and Northern Ireland" or "Jersey" or "Guernsey and its dependencies" or "Isle of Man" printed on the front cover (maximum stay of 3 months)
- d. Nationals of Austria, Belgium, Denmark, France, Germany, Israel, Liechtenstein, Luxembourg, Monaco, Netherlands, Norway, Sweden, and Switzerland (maximum stay of 3 months)

The standard ICAO E/D card is required of any national from any country.

For flight crew members on scheduled services who keep possession of their licences when embarking and stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of Haiti, the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into Haiti. This provision is also applicable if the crewmember enters Haiti by other means of transport for the purpose of joining an aircraft.

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

DESIGNATED AUTHORITIES

CIVIL AVIATION ADMINISTRATION

Office National de l'Aviation Civile (OFNAC)

Address: Boulevard Toussaint Louverture Delmas

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Port-au-Prince

HAITI

HT 6110

Tel: (509) 2910-2229

AFS: MTEGYAYX

CUSTOMS

Administration Générale des Douanes

Direction des Douanes Aéroport

Address: Aeroport Toussaint Louverture Delmas

Port-au-Prince

HAITI

Tel: (509) 2250-1371 / 2250-1379

Fax: (509) 2246-2201 / 2246-4405

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over Haiti territory shall be subject to the current Haiti regulations relating to Civil Aviation. These regulations correspond in all essentials to the Standards and recommended Practices contained in Annex 9 to the Convention in International Civil Aviation.

Aircraft landing in or departing from the territory of Haiti must first land at or finally depart from an international airport.

If a landing is made other than at an international designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international airport at which the landing was scheduled to take place. This notification may be made through any available communication link.

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or in transit across Haiti, the following requirements must be met:

The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the state of the airline and Haiti are contracting parties, and must have a permit to operate into or in transit across Haiti. Applications for such permits shall be submitted at least 90 days in advance to:

OFNAC

Address: P.O. Box 1346

Port-au-Prince

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Documentary Requirements for Clearance of Aircraft

It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Haiti. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when submitted in English, French, Spanish or Russian and completed in legible handwriting. No visas are required in connection with such documents.

Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs Administration	0	0	4
Immigration Service	1	1	0
Security Service	1	1	0
Operations Service	1	2	2

NOTE:

- a. *The general declaration will have to be signed either by the designated agent or by the pilot-in-command and duly filled in.*
- b. *The passenger and cargo manifest will have to be signed, either by the designated agent or the pilot-in-command.*
- c. *If no passengers are embarking (or disembarking) and no articles are laden (or unladen) no aircraft documents except copies of the general declaration need to be submitted to the above authorities.*

NON-SCHEDULED FLIGHTS

Procedures

If an operator intends to carry out a (series of nonscheduled) flight(s) in transit across, or making nontraffic stops in the territory of Haiti, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of nonscheduled) flight(s) into Haiti for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to OFNAC for permission to carry out such operations not less than twenty-four hours in advance of the intended landing. The application must include the following information in the order shown hereunder:

- a. name of operator
- b. type of aircraft and registration marks
- c. date and time of arrival at, and departure from the international Airports of Port-au-Prince or Cap-Haitien

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- d. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight
- e. purpose of flight and number of passengers and/or nature and amount of freight
- f. name, address and business of charterer if any.

Documentary Requirements for Clearance of Aircraft

Same requirement as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Advance Notification of Arrival

Flights inbound to Haiti have to notify OFNAC not less than twenty-four hours in advance of their intended landing. The notification must include the following information in the order shown hereunder:

- a. name of the pilot
- b. type of aircraft and registration marks
- c. number of passengers
- d. airport of departure
- e. date and time of arrival

Following the notification, a flight plan shall be submitted to the appropriate Civil Aviation Authority prior to take off.

For reasons of safety of flight special permission in addition to the filing of a flight plan is required for every aircraft from Cuba.

Application for permission must be submitted to OFNAC at least three days in advance of the entry into the airspace over Haiti.

Documentary Requirements for Clearance of Aircraft

No documents in addition to those mentioned under Scheduled Flights are required in the case of an aircraft remaining within Haiti for less than ninety days. For a stay beyond ninety days after the date of arrival an application for Haitian registration marks must be submitted to the "Office National de l'Aviation Civile".

FEES

Fees and charges are assessed for the use and services of the airport and are payable upon demand or before the aircraft departs the airport. Port-au-Prince and Cap Haitien each have their own schedule of fees. Passengers departing either airport for foreign countries are assessed a departure fee.

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AIRPORTS OF ENTRY

Cap Haitien (Intl) MTCH¹

Port-au-Prince (Intl) MTPP²

¹ MON–FRI: 1200–2300 UTC; SAT, SUN+HOL.: 1200–2300 UTC

² MON–FRI: 1100–0300 UTC; SAT, SUN+HOL.: 1100–0300 UTC

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PASSPORT

Temporary visitors must be in possession of a valid passport with the exception of the following nationals from whom existing official documents of identity such as expired passports, national registration cards or alien resident permits are acceptable in lieu of a valid passport: United States and Commonwealth Citizens.

VISA

No documents or visas are required of passengers arriving and departing on the same thru flight or transferring to another flight at the airport.

A person entering Jamaica for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at foreign consulates abroad.

For flight crew members on scheduled services who keep possession of their licences when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of Jamaica, the crew member licence or certificate is accepted in lieu of a passport or visa for temporary admission into Jamaica. This provision is also applicable if the crew member enters Jamaica by other means of transport for the purpose of joining an aircraft.

HEALTH

PUBLIC HEALTH REQUIREMENTS

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out in respect of aircraft entering Jamaica.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over Jamaica territory shall be subject to the current Jamaica regulations relating to Civil Aviation. These regulations correspond to ICAO Standard and Recommended Practices.

Aircraft flying into or departing from Jamaica territory shall make their first landing at, or final departure from, an international airport.

Flight plans must be filed with an AIS/ATS unit serving the airport of departure in respect of all international flights which will enter or transit the Kingston Flight Information Region. In order that the Air Traffic Control Services will have as much advance notification as possible of such flights, flight plans should be submitted at least sixty minutes prior to departure.

Appropriate arrangements can be made with the AIS for submission of repetitive flight plans, and any subsequent changes thereafter made in a timely manner.

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ADVANCE PASSENGER INFORMATION (API)

Advance Passenger Information (API) is data in respect of each person on board including every member of crew; provided to the Joint Regional Communications Centre (JRCC) for the Chief Immigration Officer. The JRCC has been appointed by the Jamaica Civil Aviation Authority as agent/representative for the collection and collation of data from aircraft operating to and from Jamaica.

Participation is **mandatory** and can only be waived by the Authority and approved by the Minister in such circumstances and on such conditions as he/she may determine. The Electronic Advance Passenger Information System (eAPIS) is a web-based application that provides a means of uploading and transmitting passenger and crew information.

Full details on APIS requirements and downloadable forms may be obtained from the JRCC's website www.impacsjrcc.org.

The table below contains the specific data required for each flight.

Flight Data	Passenger/Crew data
Flight identification	Official travel document type
Scheduled departure date	Official travel document number
Scheduled departure time	Issuing State or organization of the official travel document
Scheduled arrival date	Expiration date of official travel document
Scheduled arrival time	Last name
Last departure point/port	First name
Arrival point/port	Middle name
Next arrival point/port within the country/ domestic space	Nationality
Number of passengers on board	Date of birth
Number of crew on board	Gender
	Place of birth
Reporting Party Data	Status (passenger, crew, in-transit)
Name	Original departure point/port
Telephone number	Clearance point/port
Fax number	Destination point/port

The Joint Regional Communications Centre (JRCC) has been appointed by the Jamaica Civil Aviation Authority as the agent/representative to collect and collate this information on their behalf. In

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NATIONAL REGULATIONS AND REQUIREMENTS

order to facilitate the provision of the required information to the JRCC, the **procedures, methods and formats of submission** outlined below should guide the process.

All aircraft arriving in and departing from Jamaica are required to transmit API within the timings as specified below.

a. Arrival

Commercial aircraft arriving in Jamaica, not later than 15 minutes before the aircraft departs from its last port of call destined for Jamaica.

Private aircraft arriving in Jamaica, not later than 30 minutes before the aircraft departs from its last port of call destined for Jamaica.

b. Departure

All aircraft departing from Jamaica and destined to a place outside of the Participating Member State, no later than 15 minutes before the aircraft's departure from Jamaica.

Commercial aircraft departing from Jamaica and destined to another place within a Participating Member State, not later than 15 minutes after the aircraft's departure from Jamaica.

Private aircraft departing from Jamaica and destined to another place within a Participating Member State, not later than 30 minutes after the aircraft's departure from Jamaica.

Contact Details

Joint Regional Communications Centre

Address: P.O. Box 1084

Bridgetown

Barbados

BB11000

Tel: 1-246-538-7900

Fax: 1-246-228-4040

E-Mail: apis-support@impacsjrcc.org

Internet: www.impacsjrcc.org

Public Hours: 24 hour operations

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DESIGNATED AUTHORITIES

Civil Aviation

Jamaica Civil Aviation Authority

Address: 4 Winchester Road
Kingston 10
Jamaica, W.I.

Central Sorting Office

Address: P.O. Box 8998
Kingston
Jamaica, W.I.

Tel: +(876) 960 3948
+(876) 960 3965
+(876) 960 4033
+(876) 960 4164
+(876) 960 4220
+(876) 960 4742

Fax: +(876) 920 0194

Internet: www.jcaa.gov.jm

AFS: MKJKYAYX
Civil: CIVAV JAMAICA

Customs

The Commissioner of Customs

Customs House

Address: Newport East
Kingston 15
Jamaica, W.I.

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Health

Senior Medical Officer

Primary Health Care

Oceana Complex

Address: 2-4 King Street
 Kingston
 Jamaica, W.I.

International Airport Charges

a. CEO

PAC Kingston Airport Limited

Norman Manley International Airport

Palisadoes

Address: Kingston
 Jamaica, W.I.
Tel: +(876) 924 8452-6
Fax: +(876) 924 8624
Internet: www.nmia.aero

b. C.E.O

MBJ Airports Limited

Sangster International Airport

Address: Domestic Terminal
 Island Mailboxes
 Suite 4000
 Montego Bay
 Jamaica, W.I.
Tel: +(876) 952 2712
 +(876) 952 3124
 +(876) 952 3133
Fax: +(876) 940 6591

Pilots-in-command of foreign registered aircraft shall obtain a Coastwise Clearance from the Customs Authorities at the 'AIRPORT OF ENTRY' to operate into either Port Antonio/Ken Jones, Kingston/Tinson Pen, or Negril.

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It is illegal for international flights to land at or take off from any place in Jamaica other than a Customs airport. The only airports in Jamaica designated as Customs airports are Kingston/Norman Manley International, Montego Bay/Sangster International and Boscobel/Ian Fleming International Airports.

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign operators into or in transit across Jamaica, the following requirements must be met:

- a. the State of the operator/airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement, Jamaica is a party to both Agreements;
- b. the operator/airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the operator/airline and Jamaica are contracting parties and must have a permit to operate into or in transit across Jamaica. Applications for such permits shall be submitted to Director General at the address below:

The Director General

Address: Jamaica Civil Aviation Authority (JCAA)
 P.O. Box 8998
 Central Sorting Office
 Kingston
 Jamaica, W.I.

- c. the operator/airline must be granted an air service (economic) license by the JCAA to operate into Jamaica. Applications for such air service license shall be submitted on the prescribed form at least 60 days in advance of the intended operation.
- d. following the grant of an air service (economic) license by the JCAA, the operator/airline must make adequate scheduling arrangements with the relevant scheduling authority within the Airports Authority of Jamaica before commencing operations into any airport within Jamaica.

Documentary Requirements for Clearance of Aircraft

It is necessary that the undermentioned aircraft documents be submitted by operators for clearance on entry and departure of their aircraft to and from Jamaica. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

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Aircraft Documents Required**Arrival**

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Immig.	2	2	Nil
Customs	1	Nil	3
Health	1	Nil	Nil

Departure

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Immig.	1	1	Nil
Customs	1	Nil	2
Health	1	Nil	Nil

NOTE 1: One copy of the General Declaration is endorsed and returned by customs, signifying clearance.

NOTE 2: If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

NON-SCHEDULED FLIGHTS**Procedures**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the territory of Jamaica, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) into Jamaica for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to

- a. the Director General of the Jamaica Civil Aviation Authority if the duration of the operation will be 30 days or less; or
- b. the JCAA Board if the duration of the operation will be in excess of 30 days.

Application in respect of (a) above must be submitted in writing at least 15 days in advance of the intended operation to the Director General of the Jamaica Civil Aviation Authority.

Applications in respect of (b) above must be submitted in writing at least 60 days in advance of the intended operation to the Director General of Civil Aviation. In each case the application shall contain the following information in the order shown hereunder.

- a. name of operator;

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- b. type of aircraft and registration marks;
- c. date and time of arrival at, and departure from appropriate airport;
- d. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight; and
- f. name, address and business of charterer, if any;
- g. name of airport handling agent in Jamaica.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international airport.

Documentary Requirements for Clearance of Aircraft

Same requirements as SCHEDULED FLIGHTS.

FEES

Fees are assessed for use of airports and navigation services. Air transport hearing, licensing and permit charges also apply.

AIRPORTS OF ENTRY

Kingston (Norman Manley Intl) MKJP

Customs service between 2100 and 1300 UTC will be subject to overtime charges.

Parking of light aircraft on gates 11, 12 and 14 is limited to one hour only. Pilots of aircraft intending to stop over for more than one hour shall co-ordinate this with the airport operator and obtain instructions as to the specific parking area(s).

Montego Bay (Sangster Intl) MKJS

Overnight and long stay parking will not be permitted without permission of the Airside Operations Manager, MBJ Limited, Montego Bay/Sangster International Airport. Applications shall be made at least 24 hours in advance of the planned arrival.

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PASSPORT AND VISA

ENTRY

A valid passport, or equivalent document, with an entry visa (or French prefectoral return visa) is required for entry, with the following exceptions:

- a. French nationals need hold only one of the following documents:
 - valid passport;
 - passport expired for less than five (5) years;
 - national identity card; or
 - foreigner passbook issued by Swiss authorities.
- b. Nationals of the following countries are exempted from the entry visa requirement for a stay not exceeding three (3) months:

Algeria	Australia	Benin
Canada	Cote d'Ivoire	Cyprus
Denmark	Djibouti	Finland
Gabon	Great Britain	Iceland
Iran	Ireland	Israel
Japan	Malaysia	Malta
Morocco	New Zealand	Niger
Norway	Portugal	Senegal
South Korea	Spain	Sweden
Tunisia	U.S.A.	

- c. Members of the Armed Forces from NATO member countries: Germany, Belgium, Canada, Denmark, Greece, Italy, Iceland, Luxembourg, Norway, The Netherlands, Portugal, United-Kingdom, Turkey and the U.S.A., are exempted from passport and visa, provided they are holders of a military identity card and a mission order.
- d. Crew members who are nationals of ICAO member states may use their crew member license in lieu of a passport and visa provided they remain on the airport or within the proximity of the associated community as provided in ICAO Annex 9.

All persons disembarking in Martinique must hold either a return trip deposit, a return or on-going ticket, or an administrative waiver.

TRANSIT

Transit passengers must have a valid passport and a transit visa, except a transit visa is not required of passengers who:

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- would normally be exempted from the entry visa requirement; or
- will not be leaving the airport.

DEPARTURE

Upon departure, visitors must produce the documents required for entry.

HEALTH

Yellow fever vaccination certificates are required of all travelers arriving from infected areas.

HEALTH MEASURES APPLICABLE TO AIRCRAFT

During normal health periods, no health measure is applicable to aircraft.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All flights to, from, or overflying the territory of Martinique must be carried out in accord with the Civil Aviation regulations in effect in this French Territory.

All aircraft conducting international operations must first land at and finally depart from an international airport where customs, police, and health services are available.

DESIGNATED AUTHORITIES

Civil Aviation Authority – France

Direction Générale de l'Aviation Civile

Address: 50, rue Henry FARMAN

75720 PARIS

France

CEDEX 15

Tel: 01 58 09 43 21

Fax: 01 58 09 38 64

AFTN: LFPSYAYD

Regional Authority – French Caribbean Territories

Direction de l'Aviation Civile aux Antilles et en Guyane

Address: BP 644

97262 FORT DE FRANCE

Martinique

CEDEX

Tel: 0596 55 60 00

Fax: 0596 60 02 09 (direction)

0596 63 47 06 (technique)

**MARTINIQUE
NATIONAL REGULATIONS AND REQUIREMENTS**

0596 60 54 71 (administration)

District Authority – Martinique

Aérodrome de Aimé Césaire

Address: 97232 LE LAMENTIN
Martinique

Tel: 0596 42 24 24
0596 42 25 24 (BPD)
Fax: 0596 51 65 58 (district)
0596 51 10 63 (BDP)

SCHEDULED FLIGHTS

Overflight and technical stop

Aircraft from airlines belonging to countries which signed the bilateral transit agreement or possessing equivalent rights by a bilateral agreement signed with France, can overfly the Martinique territory under the conditions prescribed in the said agreements.

In all other cases, a clearance request shall be submitted via diplomatic channels to the Ministry of Foreign Affairs.

Commercial stop

Commercial operation of a scheduled international flight to or from Guadeloupe should be performed under:

- either the provisions contained in the air agreements signed between France and the foreign countries governing the operator airlines;
- or specific clearances delivered by the French Government.

Documentary Requirements for Clearance of Aircraft

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Martinique. All documents listed below must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9*.

Required by	Customs	Police	Health	Airport Authority
Traffic Forms	—	—	—	2 copies
General Declaration	1 copy	1 copy	1 copy ¹	—
Passenger Manifest ²	—	1 copy	—	—
Cargo Manifest	1 copy	—	—	—

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Required by	Customs	Police	Health	Airport Authority
List of Stores ³	1 copy	—	—	—

¹ When required by the health services.
² On request from the service concerned.
³ Except when aircraft supplies remain onboard under Customs surveillance.

Airline companies, required to submit two (2) copies of the Traffic Form to airport authorities, are not required to submit the Passenger Manifest.

Airlines are also exempted from transmitting a general statement, provided the sincerity assessment provided in the said statement is duplicated on a sheet of the cargo manifest transmitted to the Customs Service.

However, the sanitary statement provided in the general statement should be transmitted on arrival to the Sanitary Service when it includes positive information or if it mentions the sanitary surveillance of a passenger.

A single copy of the Traffic Form must be submitted to the airport authorities within 24 hours of landing or taking off. The Traffic Form is also required for supplemental services of a scheduled line.

NON-SCHEDULED COMMERCIAL FLIGHTS

Overflight and Non-Commercial Stops

Overflights and technical landings conducted by companies coming from ICAO member states or, pursuant to bilateral agreements with France, having the benefit of rights equivalent to those mentioned in Article 5 of the Chicago Convention, may overfly the territory of Martinique under the conditions set forth in said Convention or said Agreements, as long as these countries grant the same facilities to French aircraft. In all other cases, an authorization request must be submitted via diplomatic channels.

Commercial Flights by Aircraft / Companies under the Jurisdiction of non-ICAO Member States

Prior authorization is required of all such flight operations conducted into French territory. Requests should be submitted via diplomatic channels to the Ministry of Foreign Affairs. This request for authorization must reach the Ministry of Foreign Affairs at least 20 days in advance of the proposed flight operation.

Commercial Flights by Aircraft / Companies under the Jurisdiction of ICAO Member States

The request should be received ten days before the date of the flight (or of the first flight in case of a series).

The following information should be provided:

- name and address of the transport agent;

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NATIONAL REGULATIONS AND REQUIREMENTS**

- type of aircraft used with indication of the nationality of registration and the capacity;
- owner of aircraft if different from the transport agent;
- full travel route;
- estimated dates and times for stops, specially in the French territory;
- In case of a chartered flight, name and address of the charter agent, number of passengers;
- type and quantity of transported freight;

The request should be addressed by the transport agent to the:

Civil Aviation Authority (DGAC)

Direction du Transport Aerien (DTA)

Bureau des Services Internationaux (SDTI)

Address: 50, rue Henry FARMAN
 75720 PARIS
 France
 CEDEX 15

Tel: 01 58 09 36 38/39 62

Fax: 01 58 09 38 65

and be received ten days before the date of the flight or one month before the date of the first flight in case of a flight series. The request should be established on form B (Appendix II).

Documentary Requirements for Clearance of Aircraft

Same requirements as for scheduled flights. However, the traffic form must be transmitted to the airport authorities immediately after landing and before takeoff of the aircraft.

PRIVATE FLIGHTS

Aircraft Registered In ICAO Member States

The information given in the flight plan is generally accepted as adequate notice of arrival by the French authorities. However, for aircraft registered in countries that do not give the same consideration to French private aircraft, a prior authorization requested through diplomatic channels is required.

Aircraft Registered In Non-ICAO Member States

Prior authorization is required of any aircraft planning to overfly or land in the French territories, such request to be made through diplomatic channels.

Documentary Requirements for Private Aircraft

The following documents must be carried on board at all times, and must be made available to any official authority on request:

- valid certificate of airworthiness and associated documents, or special travel pass;

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- registration certificate or equivalent document;
- crew member's licenses and certificates;
- specific equipment operating instructions, especially as related to rescue operations;
- Aircraft logbook or general declaration signed by the air traffic agencies.

AIRPORTS OF ENTRY

Aimé Césaire (Le Lamentin)

**NEVIS I
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, Eastern Caribbean States for requirements common to the Eastern Caribbean States of which Nevis I is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must complete an ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals for whom existing official documents of identity, such as a birth certificate or driving license is accepted in lieu:

- a. Proof of identity nationals of the USA and Canada;
- b. Seaman's Book (traveling on duty)

Visas are required for nationals of the following countries:

Albania, Bulgaria, Cuba, The Czech Republic, Slovakia, Germany, Haiti, Hungary, Korea North, Mongolia (Peoples' Republic), Poland, Romania, Russia, Vietnam (Socialist Republic), Yugoslavia.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

AIRCRAFT ENTRY REQUIREMENTS

All private and non-scheduled commercial aircraft overflying or landing for non-commercial purposes need not obtain prior approval.

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

AIRCRAFT DOCUMENTS REQUIRED (ARRIVAL/DEPARTURE)

The following documents must be submitted by airline and aircraft operators for clearance on entry and departure of their aircraft to and from Nevis I.

Agency	General Declaration	Passenger Manifest	Cargo Manifest
ATC	—	—	—
Customs	1	1	1
Immigration	1	1	—
Health	—	—	—

NOTE 1: One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.

NOTE 2: This is the case with respect to private operation, however, for commercial operation, a cargo manifest is completed indicating NIL cargo.

**NEVIS I
NATIONAL REGULATIONS AND REQUIREMENTS**

FEES

A charge for the use of navigation aids including communications is levied on aircraft. Additionally, landing, use of airport, cargo, and passenger fees apply. The following are exempted from the Airport Departure Tax:

- a. Intransit passengers remaining less than twenty-four hours.
- b. Heads of State / Heads of Government.
- c. Judges, Ministers, senior officials and other personnel traveling on official business or persons who have been issued with formal exemption.

A surcharge is assessed for aircraft landing between 2200 and 0100 UTC; a larger surcharge is assessed for landings after 0100 UTC.

Consult airport authorities for amounts and methods of payments.

AIRPORTS OF ENTRY

Nevis I (Vance Winkworth Amory)/TKPN

NETH ANTILLES
NATIONAL REGULATIONS AND REQUIREMENTS

GENERAL

Information on these National Regulations and Requirements pages are applicable to the following Neth Antilles Islands listed below and are hereinafter referred to as the Dutch Caribbean territory:

- Curaçao
- St. Maarten
- Bonaire
- Saba
- St. Eustatius

PASSPORT AND VISA

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport, provided they remain in the transit area. If leaving the transit area for more than 48 hours, a visa will be required.

A person entering the Dutch Caribbean for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at the embassies or consulates of The Netherlands abroad.

The visa is valid for the territory of the Dutch Caribbean (*excluding Aruba*).

Temporary visitors in possession of a visa for the Dutch Caribbean territory may travel between the islands of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba (BES islands).

People from the following nationalities may enter with a valid passport and with a Dutch Caribbean visa or a valid Schengen/American multiple visa:

- Colombian
- Bolivian
- Peruvian
- Dominican
- Haitian

The 26 Schengen countries are:

Austria	Hungary	Norway
Belgium	Iceland	Poland
Czech Republic	Italy	Portugal
Denmark	Latvia	Slovakia
Estonia	Liechtenstein	Slovenia
Finland	Lithuania	Spain

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France	Luxembourg	Sweden
Germany	Malta	Switzerland
Greece	Netherlands	

No entry visas are required for temporary visitors from the following states:

Andorra	Germany	Nicaragua
Antigua & Barbuda	Greece	Norway
Argentina	Grenada	Panama
Australia	Guatemala	Paraguay
Austria	Guyana	Poland
Bahamas	Honduras	Portugal
Barbados	Hungary	Romania
Belgium	Hong Kong: BNO	San Marino
Belize	Hong Kong: SAR	Singapore
Bolivia	Iceland	Slovakia
Brazil	Ireland	Slovenia
Brunei	Israel	Spain
Bulgaria	Italy	St. Christopher and Nevis (St. Kitts)
Canada	Jamaica	St. Lucia
Chile	Japan	St. Vincent and the Grenadines
Costa Rica	Korea (South)	Suriname
Croatia	Latvia	Sweden
Cyprus	Liechtenstein	Switzerland
Czech Rep	Lithuania	Trinidad & Tobago
Denmark	Luxembourg	Turkey*
Dominica	Macao: SAR	United Kingdom
Ecuador	Malaysia	Uruguay
El Salvador	Malta	U.S.A.
Estonia	Mexico	Vatican City
Finland	Monaco	Venezuela

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France New Zealand

*Special and Service Passport

The standard ICAO embarkation/disembarkation card is not required from the citizens of Curaçao, St. Maarten and the BES Islands.

Temporary visitors must complete the standard ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity are acceptable in lieu of a valid passport:

Visitors from the United States of America having the following issued by U.S.A. authorities:

- A valid passport; or
 - Valid Alien Registration Card and valid passport.

Visitors from Canada having the following issued by Canadian Authorities:

- Certificate of Proof of Canadian Citizenship and valid passport;
 - Certificate of Proof of Naturalization and valid passport;
 - Certificate of Identity and valid passport;
 - A valid passport.

The Dutch Caribbean Visas can be obtained at a Dutch Embassy.

Entry visas are required for a temporary visit from nationals of the following States:

Afghanistan	Indonesia	Rep. of Moldova
Albania	Iran	Russian Federation
Algeria	Iraq	Rwanda
Angola	Ivory Coast Rep.	Samoa West
Armenia	Jordan	Sao Tome and Principe
Azerbaijan	Kazakhstan	Saudi Arabia
Bahrain	Kenya	Senegal
Bangladesh	Kiribati	Serbia
Belarus	Korea North	Seychelles
Benin	Kurdistan	Sierra Leon
Bhutan	Kuwait	Solomon Islands
Bosnia-Herzegovina	Laos	Somalia
Botswana	Lebanon	South Africa
Burkina Faso	Lesotho	Sri Lanka

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Burundi	Liberia	Sudan
Cambodia	Libya	Swaziland
Cameroon	Madagascar	Syrian Arab Rep.
Cape Verde	Malawi	Taiwan
Central African Rep.	Maldives	Tajikistan
Chad	Mali	Tanzania
China	Marshall Islands	Thailand
Colombia	Mauritania	Togo
Comoros	Mauritius	Tonga
Congo	Micronesia	Tunisia
Cuba	Mongolia	Turkey*
Djibouti	Morocco	Turkmenistan
Dominican Rep.	Mozambique	Tuvalu
East Timor	Myanmar	Uganda
Egypt	Namibia	Ukraine
Equatorial Guinea	Nauru	United Arab Emirates
Eritrea	Nepal	Uzbekistan
Ethiopia	Niger	Vanuatu
Fiji Islands	Nigeria	Vietnam
Former Rep. of Macedonia	Northern Mariana	Yemen
Gabon	Oman	Yugoslav Fed.
Gambia	Pakistan	Zambia
Georgia	Palau	Zimbabwe
Ghana	Palestine	
Guinea	Papua New Guinea	
Guinea-Bissau	Peru	
Haiti	Philippines	
India	Qatar	

*Normal Passport

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the

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transit area of the arrival of incoming aircraft with the exception as stated below; the foregoing information must be transmitted so that it will be received by the appropriate public authorities at least two hours in advance of arrival. The landing must be carried out at a previously designated international airport.

No departure formalities are required for embarking passengers.

The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

Curaçao:	Geldende tekst P.B. 2010, nr 5, wijziging P.B. 2014, nr 17 and wijziging P.B. 2011, nr 49 for the P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);
St. Maarten:	P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);
Bonaire:	P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);
St. Eustatius:	P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);
Saba:	P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days. For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence. Temporary residence can be obtained at the NTO:

Naturalisatie Toelatingsorganisatie Curaçao (Prior name: Immigration)

Address: Mortiersweg #5
Amerikanen Kamp
Curaçao
Tel: +599-9 733-2000

For more information on entry required, please do not hesitate to contact the Department of Immigration and Naturalization Aruba (DINA).

Caya G.F. Croes 90
Address: Oranjestad
Aruba
Tel: +297 582-8946
Telex: +297 583-7425

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HEALTH

PUBLIC HEALTH REQUIREMENTS

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

For Yellow Fever you need a:

Certificate of vaccination against Yellow Fever for travelers to Aruba.

The vaccine is mandatory for all passengers arriving from the following:

Central America, Latin America and African (high risk) countries:

Argentina, Bolivia, Peru, Ecuador, Colombia, Brazil, Venezuela, Paraguay, Panama, French Guyana, Guyana, Suriname, Trinidad and Tobago, Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Congo, Democratic Republic of Congo, Cote D'Ivoire, Equatorial Guinea, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, South Sudan, Sudan, Togo and Uganda.

It should be noted that this measure does not apply to passengers from Chile and Uruguay, countries that are not considered at high risk for Yellow Fever transmission.

In order to be valid, the vaccine must be applied at least 10 days before the trip; that is, visitors must be vaccinated at least 10 days before entering the island territory. It is important to keep in mind that if the passenger has been vaccinated before, even if it has been more than 10 years, and still keeps his or her Yellow Fever vaccination document (ICVP), he or she should not be re-vaccinated. Similarly, if the visitor has lost his or her certification of vaccination, he or she must re-vaccinate, the latter of which does not entail any additional risk of side effects.

The Yellow Book (ICVP) must be presented to the immigration officer of the Department of Immigration Security and Alarm of Aruba (IASA).

Visitors who were born in the areas classified as high risk for Yellow Fever transmission, but live in Europe or the United States and travel to Aruba, do not need to get the vaccine or present the Yellow Book (ICVP).

Passengers who reside in Europe or the United States and travel to Aruba from countries classified as high risk **DO NEED** to be vaccinated and present the Yellow Book.

Except for:

- a. Passengers who have been in countries at risk are in transit through Aruba. This also includes those who have to leave and re-enter the airport or cruise ships in less than 24 hours.
- b. Passengers on their way to Aruba who have been in transit through countries at risk (in their airports and ports).
- c. Passengers who, having been in the countries considered at risk, before entering Aruba, have remained for a period of at least 6 days in a country that is not considered at risk and have not developed fever during that period.

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Important to highlight for airlines and cruise lines:

- a. The same rules that apply to passengers also apply to cabin crew and non-flying management.
- b. Regardless of these requirements, it is recommended that all crew members be vaccinated against Yellow Fever if travelling regularly to countries considered to be at risk.
- c. All the details regarding the exceptions to this requirements (including points a, b and c mentioned above) will be included in the TIMATIC (Travel Information Manual Automatic).

The Yellow Book is not required for the following persons:

- a. Passengers who are coming on a connecting flight (including cabin crew) or cruise and will be less than 24 hours on the Island.
- b. Children under 9 months of age.
- c. People with a history of acute hypersensitivity reaction to any component of the vaccine (including gelatin, eggs, egg products, or chicken protein).
- d. People with a thymus disorder.
- e. Immunocompromised individuals from the following: symptomatic HIV infection or AIDS, malignant neoplasms, primary immunodeficiency diseases, transplantation, immunosuppressive or immunomodulatory therapy, radiation therapy.

If the passenger has any of these (medical) contraindications for Yellow Fever vaccination, an up-to-date medical waiver can be issued instead of administering the vaccine.

Pregnant or breastfeeding women and people 60 years of age and older should consult with their doctor and if their doctor does not recommend administering the vaccine, he/she should provide the person with a medical letter with an official letterhead and stamping.

For more information contact:

Directie Volksgezondheid

Address: Caya Ing. Roland Lacle 4

Oranjestad

Aruba

Tel: (297) 522-4200

Fax: (297) 582-6436

E-Mail: directie@despa.gov.aw

On departure, no health formalities are required.

DESIGNATED AUTHORITIES

CURAÇAO

Civil Aviation Authority

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Curaçao Civil Aviation Authority

Address: Kaya Afido z/n
 Seru Mahuma
 Curaçao
Tel: +599-9 839-3319
Fax: +599-9 868-9924
E-Mail: civiliar@gobiernu.cw

Customs

Customs Netherlands Antilles

Address: Sha Caprileskade/Handelskade
 Curaçao
Tel: +599-9 724-0053 ext. 9211
E-Mail: Mr. E. Caciano: etienne.caciano@minfin.cw
Internet: http://www.douane.cw

Health

Directorate of Public Health

Address: Schouwburgweg 24-26
 Curaçao
Tel: +599-9 461-0044/461-9300
Fax: +599-9 461-0124
E-Mail: vomil@cura.net

ST. MAARTEN

Civil Aviation Authority

Department of Civil Aviation & Shipping and Maritime

Address: Airport Road 69
 Simpson Bay
 St. Maarten
Tel: +1 (721) 545-2024/545-4226
Fax: +1 (721) 545-2998
E-Mail: louis.halley@sintmaartengov.org

Customs

Customs Department St. Maarten

Address: E.C. Richardson Street 11B
 Philipsburg
 St. Maarten

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Tel: +1 (721) 542-1000/542-0163 (Philipsburg)

+1 (721) 546-7561 (airport)

Fax: +1 (721) 542-1001/542-0163

+1 (721) 546-7561 (airport)

E-Mail: wwicust@sintmaarten.net

Health

The Department of Public Health

Address: W.G. Buncamper Road 33

Vineyard Building

Philipsburg

St. Maarten

Tel: +1 (721) 542-2078/542-3003/542-3553

Fax: +1 (721) 543-7824

BONAIRE, ST. EUSTATIUS & SABA

Civil Aviation Authority

Human Environment and Transport Inspectorate (ILT)

Mercuriusplein 1

Address: 2132 HA Hoofddorp

PO Box 575

2130 AN Hoofddorp

The Netherlands

Tel: +31 (0) 88-489-0000

Internet: <http://www.ilent.nl>

Customs

Ministry of Finance

Customs Affairs

Address: P.O. Box 20201

2500 EE The Hague

The Netherlands

Tel: +31 (0) 70-342-8000

Fax: +31 (0) 70-342-7900

Health

Health Care Inspectorate

Address: P.O. Box 5850

2280 HW Rijswijk

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The Netherlands

Tel: +31 (0) 70-340-7911

Fax: +31 (0) 70-340-5394

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over Curaçao, Bonaire, St. Maarten, St. Eustatius and Saba shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

Aircraft flying into, or departing from, Curaçao, Bonaire, St. Maarten, St. Eustatius and Saba shall make their first landing at, or final departure from, an international airport.

When an aircraft lands at a location not listed above, the pilot, or authority in charge, must immediately notify the appropriate civil aviation authority.

All aircraft in flight over Curaçao FIR and St. Maarten TMA, without exception, are forced to land immediately when receiving the order, from land or air, through reglementary signals.

Non-compliance with the order shall entitle the use of force if necessary by the State, excluding any responsibility by the State for damages that may happen.

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or in transit across Curaçao FIR or St. Maarten TMA, the following requirements must be met:

- a. the state of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The Kingdom of the Netherlands is a party to both agreements.
- b. the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and the islands that form part of the Dutch Caribbean territory are contracting parties and must have a permit to operate into or in transit across Curaçao FIR or St. Maarten TMA.
- c. Applications for such permits shall be submitted at least one day (during office hours) in advance to:

Curaçao

Curaçao Civil Aviation Authority

Address: Kaya Afido z/n

Seru Mahuma

Curaçao

Tel: +599-9 839-3319

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Fax: +599-9 868-9924
E-Mail: civilair@gobiernu.cw
AFS: TNCCYAYX

St. Maarten

Sint Maarten Civil Aviation Authority
Address: Airport Road 69
 Simpson Bay
 St. Maarten
Tel: +1 (721) 545-2024/545-4226
Fax: +1 (721) 545-2998
E-Mail: louis.halley@sintmaartengov.org

For regular international civil air traffic, operated by foreign operators into and via the Netherlands (BES islands), a special authorization is required. Such an authorization can be obtained:

- Through designation pursuant to the International Air Service Transit Agreement or to the International Air Transport Agreement, provided that the State in which the operator is registered is a contracting party to these agreements.
- Through designation pursuant to a bilateral agreement conducted between the Netherlands and the State in which the operator is registered.

On application, made through the diplomatic channels or directly to:

Bonaire, St. Eustatius and Saba

Ministry of Infrastructure and the Environment

Directorate General for Mobility and Transport

Traffic Rights Coordination

Address: 2500 EX Den Haag
 P.O. Box 20901
 The Netherlands
Tel: +31 (0) 70 456 3200
Fax: +31 (0) 70 456 3460
E-Mail: TRACON@minienm.nl
SITA: HAGRLXH
AFS: EHGVYAYX

Documentary Requirements for Clearance of Aircraft

It is necessary that the below-mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Dutch Caribbean territory.

All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in Dutch, English, Spanish or

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French and completed in legible handwriting. No visas are required in connection with such documents.

Aircraft Documents Required (Arrival/Departure)

Required by		General Declara-tion	Passenger Mani-fest	Cargo Manifest
Customs	Dep	1	1	1
	Arr	1		
Immigration	Dep	2	3	—
	Arr	1		
Health		2	1	1
Airport Manager		2	2	—

NOTE:

- a. One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.
- b. If no passengers are embarking/disembarking and no articles are loaded/unloaded, no aircraft documents except copies of the General Declaration need be submitted to the before-mentioned authorities.
- c. Separate documents to be submitted to Customs for each of the following categories are for:
 - 1. cargo being unloaded at the airport where the aircraft has landed;
 - 2. direct transit cargo;
 - 3. transit cargo on other flights.

NON-SCHEDULED FLIGHTS

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the Curaçao FIR or St. Maarten TMA, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) in the Curaçao FIR or St. Maarten TMA for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the directors of the respective Civil Aviation Authorities for permission to carry out such operations not less than twenty-four hours in advance of the intended landing.

The application must include the following information:

- a. name of operator;
- b. type of aircraft and registration marks;

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- c. date, time and route of arrival at, and departure from, the airport in the Dutch Caribbean territory;
- d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight;
- f. name, address and business of charterer, if any;
- g. copy of the insurance policy covering liability to third parties according to international guidelines;
- h. airworthiness certificate;
- i. registration certificate;
- j. copy of the operating certificate issued by the state of registry;
- k. name and address of the ground handler at the airport(s) in Curaçao/St. Maarten/Bonaire/St. Eustatius/Saba.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of Curaçao, St. Maarten or BES Islands, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft except as stated below. Such information must be transmitted so that it will be received by the appropriate public authorities at least two hours in advance of arrival; the landing must be carried out at a previously designated international airport.

It is prohibited to transport passengers, mail or cargo for remuneration or hire on private flights.

SPECIAL FLIGHTS

For reasons of flight safety, special permission, in addition to the filing of a flight plan, is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

An application for special permission must be submitted to the directors of the respective Civil Aviation Authorities at least 14 days in advance of entry into the airspace over Curaçao, Aruba, St. Maarten, Bonaire, St. Eustatius or Saba.

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned. Such a permission is not granted to foreign flag carriers.

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DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

No documents, other than those mentioned above, are required for an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out with regard to aircraft entering the Curaçao FIR or St. Maarten TMA, unless otherwise prescribed by the appropriate authorities.

When so required by the public health authorities, aircraft arriving from any infected region or state may land at any international airport in Dutch Caribbean territory provided the aircraft has been disinfected approximately thirty minutes before arrival at the airport. This action, including the insecticide used, must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark prior to the spraying.

LANDINGS ELSEWHERE THAN AT AN INTERNATIONAL AIRPORT/HELIPORT OR A DESIGNATED ALTERNATE AIRPORT/HELIPORT

If a landing is made other than at an international airport/heliport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international airport/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

- a. If permission has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b. Cargo, baggage and mail are not removed from the aircraft except as provided below;
- c. Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in those circumstances, the contents must be destroyed either by burning or by deep burial.

FEES

The following types of fees and charges may be assessed:

- a. Landing Fees;
- b. Parking Charges;
- c. Hangarage Charges;
- d. Long-term Storage;
- e. Pushback Fee;

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f. Passenger Service Charge;

g. Security Charge;

h. ATC Fees;

i. Lighting Charges;

j. Overtime Charges;

k. Push Back Charges;

l. Enroute Charges:

Dutch Caribbean Air Navigation Service Provider

Address: Kaya Afido z/n

Seru Mahuma

Curaçao

Tel: +599-9 839-3550

Fax: +599-9 868-3012

E-Mail: info@dc-ansp.org

AIRPORTS OF ENTRY

Customs and Immigration

Bonaire I (Kralendijk) (Flamingo Intl) TNCB

Curaçao I (Willemstad) (Hato Intl) TNCC

St. Eustatius I (Oranjestad) (F.D. Roosevelt) TNCE 1100–2100 UTC

St. Maarten I (Philipsburg) (Princess Juliana Intl) TNCM 0700–2100 LT

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NATIONAL REGULATIONS AND REQUIREMENTS**

UNITED STATES LANDING RIGHTS AIRPORTS

Any aircraft may land at one of the following airports after securing prior permission to land from U.S. Customs. Additionally, at least one hour advance notice of arrival must be furnished to Customs, unless otherwise noted. A flight plan filed in Canada destined to an airport where flight notification (ADCUS) service is available will be treated as an application for permission to land and as advance notice of arrival. Customs telephone numbers are available after each airport name.

4.1.8 Advance Report of Penetration of United States Airspace via Pacific Coast, U.S./Mexican Border or Gulf and Atlantic Coasts

All private aircraft arriving in the United States via:

- a. the United States/Mexican border or Pacific Coast from a foreign place in the Western Hemisphere south of 33 degrees north latitude or
- b. the Gulf of Mexico and Atlantic Coasts from a foreign place in the Western Hemisphere south of 30 degrees north latitude, from any place in Mexico, or from the U.S. Virgin Islands, shall furnish a notice of intended arrival to the Customs service at the nearest designated airport, to the point of first border or coastline crossing. They must land at this airport for inspection, unless they have an overflight exemption. Landing rights must be obtained from Customs to land at designated airports that are not also approved as International Airports.

The requirement to furnish an advance notice of intended arrival shall not apply to private aircraft departing from Puerto Rico and conducting their flights under Instrument Flight Rules (IFR) until crossing the United States coastline or proceeding north of 30 degrees north latitude prior to crossing the coastline. The notice must be furnished at least one hour before crossing the United States coastline or border. The notice may be furnished directly to Customs by telephone, radio, or other means, or may be furnished by means of an ADCUS message in the flight plan through the Federal Aviation Administration (FAA) to Customs. The FAA will accept these notices up to 23 hours in advance.

A one-hour advance notice of coastline or border penetration (but not landing) is required of private aircraft arriving in the continental United States from Puerto Rico that are *not* conducting their flight on an IFR flight plan and those private aircraft that have flown beyond the inner boundary of the Air Defense Identification Zone (ADIZ) south of 30 degrees north latitude on the Atlantic Coast, beyond the inner boundary of the Gulf Coast ADIZ, south of the United States/Mexican border, or beyond the inner boundary of the Pacific Coast ADIZ south of 33 degrees north latitude which *have not landed in a foreign place*. This notice requirement may be satisfied by either filing a flight plan with the FAA and placing ADCUS in the remarks section of the flight plan or by contacting Customs directly at least one hour prior to the inbound crossing of the U.S. border or coastline.

**SAINT KITTS
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, Eastern Caribbean States for requirements common to the Eastern Caribbean States of which Saint Kitts is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must complete an ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals for whom existing official documents of identity, such as a birth certificate or driving license is accepted in lieu:

- a. Proof of identity nationals of the USA and Canada;
- b. Seaman's Book (traveling on duty).

Visas are required for nationals of the following countries:

Albania, Bulgaria, Cuba, The Czech Republic, Slovakia, Germany, Haiti, Hungary, Korea North, Mongolia (Peoples' Republic), Poland, Romania, Russia, Vietnam (Socialist Republic), Yugoslavia.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

AIRCRAFT ENTRY REQUIREMENTS

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

DESIGNATED AUTHORITIES

Civil Aviation

Permanent Secretary

Ministry of Foreign Affairs

Address: Bldg #15, Suites 200–201
 P.O. Box 186
 Port Zante, Basseterre
 St. Christopher (St. Kitts) W.I.
Tel: (869) 467 1161
E-Mail: foreignaffairs@mofa.gov.kn

**SAINT KITTS
NATIONAL REGULATIONS AND REQUIREMENTS**

Customs

Comptroller of Customs and Excise

Bird Rock

Address: P.O. Box 1
Basseterre
St. Christopher (St. Kitts) W.I.

Tel: (869) 466 7227/7228

Fax: (869) 465 8519

E-Mail: officecomptroller@skncustoms.com

Health

Chief Medical Officer

Ministry of Health

Lot 6B Bladen Commercial Development

Address: Wellington Road
P.O. Box 186
Basseterre
St. Christopher (St. Kitts) W.I.

Tel: (869) 467 1108/1172

E-Mail: health@gov.kn

AIRCRAFT DOCUMENTS REQUIRED (ARRIVAL/DEPARTURE)

The following documents must be submitted by airline and aircraft operators for clearance on entry and departure of their aircraft to and from St Kitts.

Agency	General Declaration	Passenger Manifest	Cargo Manifest
ATC	—	—	—
Customs	1	1	1
Immigration	1	1	—
Health	—	—	—

NOTE 1: One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.

NOTE 2: This is the case with respect to private operation, however, for commercial operation, a cargo manifest is completed indicating NIL cargo.

**SAINT KITTS
NATIONAL REGULATIONS AND REQUIREMENTS**

FEES

A charge for the use of navigation aids including communications is levied on aircraft. Additionally, landing, use of airport, cargo, and passenger fees apply. The following are exempted from the Airport Departure Tax:

- a. Intransit passengers remaining less than twenty-four hours.
- b. Heads of State/Heads of Government.
- c. Judges, Ministers, senior officials and other personnel traveling on official business or persons who have been issued with formal exemption.

Arriving passengers under the age of two years are exempt from the passenger facility charge.

A surcharge is assessed for aircraft landing between 2200 and 0100 UTC; a larger surcharge is assessed for landings after 0100 UTC.

Consult airport authorities for amounts and methods of payments.

AIRPORTS OF ENTRY

St Kitts (Bradshaw Intl)/TKPK

**SAINT LUCIA
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, Eastern Caribbean States for requirements common to the Eastern Caribbean States of which Saint Lucia is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must also complete an ICAO E/D and be in possession of a valid passport with the exception of the following nationals for whom existing official documents of identity, such as a birth certificate, or driving license is accepted in lieu:

- a. Proof of Identity issued to a British subject being "Citizen of the United Kingdom and Colonies" or nationals of Canada or USA, provided that their stay is not in excess of 6 months, and they hold return/onward tickets for further destinations;
- b. National identity card issued to French nationals maximum stay 14 days;
- c. Seaman's Book (traveling on duty);
- d. Persons holding inter-island travel documents
- e. U.N. Officials with U.N. Laisser Passer documents on official business.
- f. Nationals of Guyana having money to cover their stay in the state.

VISAs are required except for:

- a. British subject being "Citizen of the United Kingdom and Colonies";
- b. Nationals of the Commonwealth of Nations, Austria, Belgium, Denmark, Finland, France, Germany, Greece, Haiti, Iceland, Italy, Liechtenstein, Luxembourg, Netherlands, Norway, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey, Uruguay, USA, Venezuela (provided they hold return/onward tickets for next destinations);
- c. Holders of re-entry permits;
- d. Passengers continuing their journey within 14 days, provided that they hold onward/return tickets for next destination;
- e. Merchant seamen arriving to join a ship, or leaving by air on departing a ship;
- f. Transit passengers not leaving the airport.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

AIRCRAFT ENTRY REQUIREMENTS

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

AIRCRAFT DOCUMENTS REQUIRED (ARRIVAL/DEPARTURE)

The following documents must be submitted by airline and aircraft operators for clearance on entry and departure of their aircraft to and from St. Lucia.

SAINT LUCIA
NATIONAL REGULATIONS AND REQUIREMENTS

Agency	General Declaration	Passenger Manifest	Cargo Manifest
ATC	1	1	1
Customs	2	1	2
Immig.	1	2	—
Health	1	—	—

NOTE: Customs require one General Declaration and two Cargo Manifest documents on arrival.

FEES

- a. Landing
- b. Parking
- c. Hangar
- d. Long-term storage
- e. A passenger service charge is levied on all passengers departing from Saint Lucia for international destinations.
- f. Airport Development Charge

The Airport Development Charge is applicable to all passengers travelling through Saint Lucia's Airports.

Exemptions

The following are exempted from payment of fees and charges:

- a. Test flights approved by the General Manager.
- b. Aircraft returning within one hour due to bad weather or due to mechanical or radio defects.
- c. State and military aircraft as may be determined by the Minister responsible for Aviation.

The following are exempted from the Airport Development Charge:

- a. A direct transit passenger who does not disembark aircraft and departs to another destination.
- b. An in-transit passenger who arrives on one flight and departs on a connecting flight on the same day.
- c. One-day tour passenger who departs Saint Lucia via charter for a day tour to another destination within the sub-region and returns on the same day.

AIRPORTS OF ENTRY

Castries (George F.L. Charles)/TLPC

1000 – 0000 UTC

**SAINT LUCIA
NATIONAL REGULATIONS AND REQUIREMENTS**

Vieux Fort (Hewanorra Intl)/TLPL

1000 – 0300 UTC

**SAINT VINCENT
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, E Caribbean States for requirements common to the Eastern Caribbean States of which Saint Vincent is a member. Exceptions are listed herein.

PASSPORT AND VISA

Temporary visitors must also complete an ICAO E/D and be in possession of a valid passport, with the exception of the following nationals for whom existing official documents of identity such as a birth certificate or driving license is accepted in lieu:

- a. Proof of Identity issued to a British subject being "Citizen of the United Kingdom and Colonies" or nationals of Canada or USA, provided that their stay is not in excess of 6 months and that they hold return/onward tickets for further destinations;
- b. National identity card issued to French nationals maximum stay of 14 days;
- c. Seaman's Book (traveling on duty).

VISAs are required except for:

- a. British subject being "Citizen of the United Kingdom and Colonies";
- b. Nationals of the Commonwealth of Nations, Austria, Belgium, Denmark, Finland, France, Germany, Greece, Haiti, Iceland, Italy, Liechtenstein, Luxembourg, Netherlands, Norway, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey, Uruguay, USA, Venezuela (provided they hold return/onward tickets for next destinations);
- c. Holders of re-entry permits;
- d. Passengers continuing their journey within 14 days, provided that they hold onward/return tickets to next destination;
- e. Merchant seamen arriving to join a ship, or leaving by air on departing a ship;
- f. Transit passengers not leaving the airport.

HEALTH

Refer to Entry Requirements, E Caribbean States for health requirements.

DESIGNATED AUTHORITIES

Civil Aviation

Ministry of National Security, Air and Sea Port Development

Address: Kingstown
 St. Vincent and the Grenadines
Tel: (784) 458-4011
Fax: (784) 458-4786
Telex: 7531/7484 FOREIGN
E-Mail: etjoshua@vincysurf.com
AFS: TVSAYDYX

**SAINT VINCENT
NATIONAL REGULATIONS AND REQUIREMENTS**

Customs

The Comptroller

Customs and Excise Department

Ministry of Finance and Planning

Address: Kingstown
St. Vincent and the Grenadines
Tel: (784) 457-2421
Fax: (784) 456-1851
E-Mail: customs@vincysurf.com

AIRCRAFT ENTRY REQUIREMENTS

All private and non-scheduled commercial aircraft overflying or landing for non-commercial purposes need not obtain prior approval.

Refer to Entry Requirements, E Caribbean States for operations requiring prior permission.

FEES

In addition to fees assessed for the use and services of the airport, each passenger departing for a foreign country from an international airport is charged a fee. All passengers arriving from outside the state are subject to an airport arrival tax.

EXEMPTIONS, REDUCTIONS AND SURCHARGES

Departure tax exemptions

- a. Passengers departing by the same or connecting aircraft within twenty-four hours;
- b. Children under the age of twelve years;
- c. Government employees travelling on duty;
- d. Diplomats; or
- e. VSO – Peace Corps workers.

Surcharges

All non-scheduled landings without a formal permit will be subjected to an additional charge.

All aircraft arriving and/or departing before 1100 UTC will be required to pay a surcharge.

Aircraft staying more than one hour on the ground between arriving and departing commercial flights will be required to pay an additional (second) handling fee.

Private aircraft staying overnight will be required to pay an additional handling fee on departure.

Extension

Except in emergencies, fees apply for operations beyond the published hours of 1200–0100 UTC.

**SAINT VINCENT
NATIONAL REGULATIONS AND REQUIREMENTS**

AIRPORTS OF ENTRY

Kingstown, St. Vincent (Argyle Intl)/TVSV 1000–0100 and O/R (24 PPR)

Bequia (J.F. Mitchell)/TVSB 1000–SS Other times 24 HR PPR

Canouan Is (Canouan)/TVSC 1200–0000¹

Mustique Is (Mustique)/TVSM 1200–2000 UTC and on request²

¹PPR 24 HR for ops outside of this period. Scheduled services will be accommodated up to 0215.

²Operations during twilight period subject to ATS approval. ATS: 24 HR PPR before 1100 UTC.

**TRINIDAD AND TOBAGO
NATIONAL REGULATIONS AND REQUIREMENTS**

Refer to Entry Requirements, E Caribbean States for requirements common to the Eastern Caribbean States of which the Republic of Trinidad and Tobago is a member. Exceptions are listed herein.

PASSPORT AND VISA

GENERAL

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

Temporary visitors must also complete an ICAO E/D and be in possession of a valid passport with the exception of the following nationals for whom existing official documents of identity, such as a birth certificate, or driving licence is accepted in lieu:

- a. Expired passport, issued to nationals of Trinidad and Tobago;
- b. Seaman's Book (Traveling on Duty), except those issued by Taiwan unless accompanied by an additional declaration of identity and visa.

VISAs are required except for:

- a. Nationals of Trinidad and Tobago;
- b. Commonwealth citizens with the exception of nationals from Australia, India, Nigeria, New Zealand, Papua New Guinea, Sri Lanka, Tanzania, and Uganda;
- c. Nationals of the following countries, for a stay of three months or less as a tourist: Austria, Brazil, Colombia, Denmark, Finland, Iceland, Ireland, Israel, Liechtenstein, Norway, Sweden, Switzerland, South Korea, and Turkey;
- d. Nationals of the USA for a stay not exceeding three months;
- e. Nationals of Venezuela, arriving from Venezuela, for a stay not exceeding fourteen (14) days;
- f. Bona-fide seamen arriving to join ships in Trinidad and Tobago regardless of their nationality;
- g. Returning residents with proof of permanent residence;
- h. Transit passengers not leaving the airport, or staying up to 48 hours, except stateless persons or nationals of Asian countries not included in (c), Albania, Bulgaria, China, Cuba, The Czech Republic, Slovakia, Hungary, Indonesia, North Korea, Poland, Russia, The Ukraine, Romania, Vietnam, Slovenia, Macedonia, Bosnia and Herzegovina, Yugoslavia, Croatia, Taiwan.

For flight crew members on scheduled services who keep possession of their licences when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of the relevant states, the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into the relevant states. This provision is also

**TRINIDAD AND TOBAGO
NATIONAL REGULATIONS AND REQUIREMENTS**

applicable if the crew member enters the relevant states by other means of transport for the purpose of joining an aircraft.

Advanced Passenger Information

The Immigration (Advanced Passenger Information) Act No. 9 of 2008, requires all aircraft inbound to Trinidad and Tobago to transmit advanced passenger information on all passengers and crew members to the Chief Immigration Officer of Trinidad and Tobago.

Advanced Passenger Information is information regarding each passenger and crew member on board and is mandatory for all inbound aircraft. This information must be transmitted prior to the departure of aircraft from the last port of call for Trinidad and Tobago. Details on the transmission of this information is published via AIC.

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

On departure, no health formalities are required.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out in respect of aircraft entering Trinidad and Tobago with the following exception:

Aircraft arriving from States where yellow fever is endemic may land at any international airport provided that the aircraft has been disinfected approximately thirty minutes before arrival at the airport. This action must be properly recorded in the Health Section of the General Declaration. The insecticide to be used must be of an approved type. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over Trinidad and Tobago shall be subject to the current States' regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

Aircraft flying into or departing from Trinidad and Tobago shall make their first landing at, or final departure from, an international Airport of Entry.

Pilots in command of civil aircraft are required by law to have the following documents available for inspection at all times while operating within Trinidad and Tobago airspace:

- a. Pilot's License(s)/Certificate(s);
- b. Aircraft Certificate of Registration;
- c. Aircraft Certificate of Airworthiness; and

**TRINIDAD AND TOBAGO
NATIONAL REGULATIONS AND REQUIREMENTS**

d. Relevant Log Books.

Flight plans will not be accepted from pilots of civil aircraft who are unable to produce any or all of the above documents on request. A Temporary Airman's Certificate and application for registration will NOT satisfy the above requirements.

DESIGNATED AUTHORITIES

Civil Aviation

Director General of Civil Aviation

Trinidad and Tobago Civil Aviation Authority

Address: P.O. Box 2163
National Mail Centre
Piarco
Trinidad
W.I.
Tel: (868) 668-8222 ext 2180
Fax: (868) 669-5397
E-Mail: dgca@caa.gov.tt
Internet: www.caa.gov.tt
AFS: TTPSYAYX

Customs

The Comptroller of Customs and Excise

Customs House, Nicholas Court

Address: Corner of Independence Square and Abercromby Street
Port of Spain
Trinidad
W.I.
Tel: (868) 625-3311-9 ext 335-8
Fax: (868) 625-6129
AFS: NIL

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or in transit across Trinidad and Tobago, the following requirements must be met:

**TRINIDAD AND TOBAGO
NATIONAL REGULATIONS AND REQUIREMENTS**

- The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement.
- The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Trinidad and Tobago are contracting parties and must have a permit to operate into or in transit across the relevant States within Piarco FIR including Anguilla and the B.V.I. Applications for such permits shall be submitted to the following authority:

The Secretary

Air Transport and Licensing Authority

c/o Trinidad and Tobago Civil Aviation Authority

Documentary Requirements for Clearance of Aircraft

It is necessary that the following aircraft documents be submitted by airline and airline operators for clearance on entry and departure of their aircraft to and from Trinidad and Tobago. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

Agency	General Declaration	Passenger Manifest	Cargo Manifest
Customs	–	1	2
Immig.	3	1	–
Health	1	–	–

- a. One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.
- b. If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need to be submitted to the authorities.

NON-SCHEDULED FLIGHTS

General

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in Trinidad and Tobago, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) into Trinidad and Tobago for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the relevant Eastern Caribbean States Civil Aviation Administration, as listed below, for permission to carry out such operations not less than twenty-four hours in advance of the intended landing.

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Director General of Civil Aviation

Trinidad and Tobago Civil Aviation Authority

The application must include the following information in the order shown hereunder:

- a. name of operator;
- b. type of aircraft and registration marks;
- c. date and time of arrival at, and departure from, the respective airport;
- d. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight; and
- f. name, address and business of charterer, if any;
- g. third party liability insurance certificate;
- h. local handling agent.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

CHARTER FLIGHTS

General

Except as may otherwise be provided by the Director General of Civil Aviation, all carriers operating full passenger charter into The Republic of Trinidad and Tobago shall comply with the following conditions:

- a. An application shall be made on the prescribed form at least sixty (60) days prior to the proposed departure date of the charter.
- b. A copy of the Charter contract between the air carrier and the charterer must be submitted along with the application. The Director General of Civil Aviation may at his discretion accept any other document as he may deem appropriate in lieu of the charter contract.
- c. A complete list of passengers to be transported giving names in alphabetical order together with their addresses and passport or other travel document numbers must be submitted to the Trinidad and Tobago Civil Aviation Authority or the appropriate Trinidad and Tobago High Commissioner's Office or Embassy at least 30 days prior to the proposed date of departure of the Charter.
- d. Prior to the date of the proposed charter, a bond or an irrevocable letter of credit shall be executed in favor of the Director General of Civil Aviation, Trinidad and Tobago Civil Aviation Authority or the appropriate Trinidad and Tobago Diplomatic Representative in the territory of the carrier or as the Director General of Civil Aviation shall decide on a sum equal to the prevailing one-way air fare between the point of destination and the point of origin. Such bond or letter of credit shall remain in force until the passengers have been returned to the point of

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origin. Any question concerning the satisfactory performance of any charter shall be determined solely by the Director General of Civil Aviation.

- e. The carrier and/or charterer must be in possession of a valid journey permit issued by the Director General of Civil Aviation prior to the date of the charter.
- f. The requirement for the posting of bond or letter of credit may be waived for charter flights utilizing equipment of scheduled air carriers operating between Trinidad and Tobago and countries where the charter originates.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international airport.

Documentary Requirements for Clearance of Aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within Trinidad and Tobago for less than a specific period. For a stay beyond that period after the date of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or of any other financial guarantee.

SPECIAL NOTICES

PIARCO AIRPORT

All operations of non-scheduled, charter and extra section flights may operate within the following times:

0300–1000 UTC and 1400–1800 UTC

Prior approval for operating times must be obtained from the Airports Authority of Trinidad and Tobago.

Contravention of the above may result in aircraft being held off-gate with passengers on board until they can be facilitated.

FEES

Fees and charges may be due as applicable. Examples follow:

- a. Landing;
- b. Passenger;
- c. Parking/Hangar;
- d. Cargo; and
- e. Route air navigation services.

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EXEMPTIONS

LANDING CHARGES

The following are exempted from landing charges:

- a. Diplomatic aircraft;
- b. Military aircraft;
- c. Aircraft having departed for a scheduled trip and returning to its airport of departure within forty-five minutes without having landed elsewhere;
- d. Aircraft effecting a test flight after repairs shall not be charged for one landing.

PASSENGER SERVICE CHARGES

The following are exempted from Passenger Service Charges:

- a. Intransit passengers remaining less than twenty-four hours;
- b. Children under the age of five years;
- c. Trinidad and Tobago citizens who have attained the age of 60 years and over.

AIRPORTS OF ENTRY

Port of Spain, Trinidad (Piarco Intl) / TPP

Scarborough Tobago I (Robinson Intl) / TTCP

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PASSPORT AND VISA

No documents or visas are required of passengers arriving and departing on the same through flights or transferring to another flight at the same or a nearby airport.

A person entering the Turks and Caicos Islands for the purpose of Immigration must hold a valid passport and apply to Immigration for a Resident Permit on arrival. Temporary visitors from the Republic of Haiti must be in possession of a valid visa and return ticket. Other temporary visitors must be in possession of a valid passport and return ticket with the exception of the following nationals from whom existing official documents of identity such as expired passports, national registration cards or alien resident permits provided with photograph identification, are acceptable in lieu of a valid passport.

- a. Nationals of Canada and the United States of America.
- b. The holder of Seaman's book issued to nationals of any country.
- c. The standard ICAO identification card is required by a national of any country.

A crew member license or certificate is accepted in lieu of passport or visa for temporary admission into the Turks and Caicos Islands for a flight crew member on scheduled services who retains his license in his possession when embarking and disembarking, remains at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and departs on the same aircraft or on his next regularly scheduled flight out of the Turks and Caicos Islands. This provision is also applicable if the crew member enters the Turks and Caicos Islands by other means of transport for the purpose of joining an aircraft.

HEALTH

Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever, or smallpox.

No public health measures are required to be carried out in respect of aircraft entering the Turks and Caicos Islands.

DESIGNATED AUTHORITIES

Director of Civil Aviation

Address: Civil Aviation Authority (CAA)

P.O. Box 168

Grand Turk

Turks & Caicos Is

British West Indies

Tel: (649) 946-2138/2137

Fax: (649) 946-1185

E-Mail: cad@tciway.tc

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AFS: MBGTYNYX

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

Civil flights into, from or over Turks and Caicos territory shall be subject to the current Turks and Caicos regulations pertaining to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

Aircraft arriving and departing from Turks and Caicos territory shall make their first landing at, and final departure from, an international airport.

Airmen are advised domestic aircraft operating into North Caicos are required to file a flight plan at least one (1) hour prior to operation for both IFR and VFR flights.

SCHEDULED FLIGHTS

The following requirements must be met by the regular international scheduled flights operated by foreign airlines into or transiting the Turks and Caicos Islands.

- a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The United Kingdom is a party to both agreements.
- b. The airline must be eligible to make the flights under the provisions of a bilateral or multi-lateral agreement to which the State of the airline and the United Kingdom are contracting parties, and must have a permit to operate into the Turks and Caicos Islands. Transit flights do not need prior permission. Applications for such permits shall be submitted to the Secretary, Air Transport Licensing Authority through the CAA.

Documentary Requirements for Clearance of Aircraft

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from the Turks and Caicos Islands. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

Required by	General Declaration	Passenger Manifest (if still required)	Cargo Manifest
Customs	4 copies	—	4 copies
Immigration	—	3 copies	4 copies

One copy of the General Declaration is endorsed and returned by Customs, signifying clearance;

NOTE: If no passengers are embarking (disembarking) and no articles are laden (unladen), only copies of the General Declaration need be submitted to the above authorities.

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NON-SCHEDULED COMMERCIAL FLIGHTS

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across or making non-traffic stops in the territory of the Turks and Caicos Islands, he/she may do so without the necessity of obtaining prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) into the Turks and Caicos Islands for the purpose of taking on or discharging passengers, cargo or mail, he/she shall apply to the CAA for permission to carry out such operations not less than 48 hours in advance of the intended landing. The application must include the following information in the order shown hereunder.

- a. Name of operator
- b. Type of aircraft and registration marks
- c. Dates and times of arrival at, and departure from, a specified aerodrome
- d. Place(s) of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight
- e. Purpose of flight and number of passengers and/or nature and amount of freight
- f. Name and address of business or charterer, if any
- g. Copy of insurance, Certificate of Airworthiness (U.S.) or equivalent, and Department of Transport Air Carriers Certificate

Documentary Requirements for Clearance of Aircraft

Same requirements as for Scheduled Flights.

PRIVATE FLIGHTS

Advance Notification of Arrival

The information contained in the flight plan will be accepted as adequate advance notification of the arrival of incoming aircraft as long as:

- a. Such information is transmitted so that it will be received by the public authorities at least two hours in advance of arrival.
- b. The landing will be at a previously designated international airport.
- c. Special permission in addition to the filing of a flight plan is required for any flight planned to arrive outside the published hours of operation.

Requirements for Clearance of Aircraft

No documents other than those listed above are required for aircraft remaining in the Turks and Caicos Islands.

FEES

Fees are assessed for use of airports and navigation services. Passenger service charges also apply. All charges and payments are in United States of America dollars.

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AIRPORTS OF ENTRY

Ambergris Cay Intl MBAC

JAGS McCartney International Airport Grand Turk MBGT

North Caicos Intl MBNC

Providenciales Intl MBPV

South Caicos Intl MBSC

SPECIAL NOTICE

Carriage of firearms is prohibited within the Turks and Caicos Islands. All firearms must be declared and handed in to Customs at the first port of entry, where they will be held until departure.

**VIRGIN ISLANDS
NATIONAL REGULATIONS AND REQUIREMENTS**

UNITED STATES LANDING RIGHTS AIRPORTS

Any aircraft may land at one of the following airports after securing prior permission to land from U.S. Customs. Additionally, at least one hour advance notice of arrival must be furnished to Customs, unless otherwise noted. A flight plan filed in Canada destined to an airport where flight notification (ADCUS) service is available will be treated as an application for permission to land and as advance notice of arrival. Customs telephone numbers are available after each airport name.

4.1.8 Advance Report of Penetration of United States Airspace via Pacific Coast, U.S./Mexican Border or Gulf and Atlantic Coasts

All private aircraft arriving in the United States via:

- a. the United States/Mexican border or Pacific Coast from a foreign place in the Western Hemisphere south of 33 degrees north latitude or
- b. the Gulf of Mexico and Atlantic Coasts from a foreign place in the Western Hemisphere south of 30 degrees north latitude, from any place in Mexico, or from the U.S. Virgin Islands,

shall furnish a notice of intended arrival to the Customs service at the *nearest* designated airport, to the point of first border or coastline crossing. They must land at this airport for inspection, unless they have an overflight exemption. Landing rights must be obtained from Customs to land at designated airports that are *not* also approved as International Airports.

The requirement to furnish an advance notice of intended arrival shall not apply to private aircraft departing from Puerto Rico and conducting their flights under Instrument Flight Rules (IFR) until crossing the United States coastline or proceeding north of 30 degrees north latitude prior to crossing the coastline. The notice must be furnished at least one hour before crossing the United States coastline or border. The notice may be furnished directly to Customs by telephone, radio, or other means, or may be furnished by means of an ADCUS message in the flight plan through the Federal Aviation Administration (FAA) to Customs. The FAA will accept these notices up to 23 hours in advance.

A one-hour advance notice of coastline or border penetration (but not landing) is required of private aircraft arriving in the continental United States from Puerto Rico that are *not* conducting their flight on an IFR flight plan and those private aircraft that have flown beyond the inner boundary of the Air Defense Identification Zone (ADIZ) south of 30 degrees north latitude on the Atlantic Coast, beyond the inner boundary of the Gulf Coast ADIZ, south of the United States/Mexican border, or beyond the inner boundary of the Pacific Coast ADIZ south of 33 degrees north latitude which *have not landed in a foreign place*. This notice requirement may be satisfied by either filing a flight plan with the FAA and placing ADCUS in the remarks section of the flight plan or by contacting Customs directly at least one hour prior to the inbound crossing of the U.S. border or coastline.

St. Croix:

Christiasted

(Henry E. Rohlsen)

340-778-0216 Mon-Sat 0800-1700; after hours 2 hours advance notice, call prior to 1700.

**VIRGIN ISLANDS
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St. Thomas:

Charlotte Amalie 340-774-1719 or 340-774-4554 Mon-Sat 0800-1700; after hours
(Cyril E. King) 2 hours advance notice, call prior to 1700.



Entry Requirements

State Rules and Procedures - South America

ARGENTINA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT AND VISA**

Tourists are allowed a stay of up to three (3) months in the country, which may be extended by request. Arriving passengers must have a passport with a visa and customs tariff.

Visitors in transit are allowed a stay up to ten (10) days and the following documents are required and must be presented:

- Valid passport
- Visa and customs tariff.
- Appropriate documents/papers in order

Argentineans residing outside of the country and are nationals of that country shall use a current passport from that country of residence.

In the case that the country of residence has an agreement with Argentina of dual nationality a request must be made for entry and will be treated as a tourist and have the required documents to present for entry. An Argentinean passport may be used, and there are no departure fees or additional procedures required. The following countries are recognized as double nationalities: Chile - Columbia - Ecuador - Spain - El Salvador - Honduras - Italy - Nicaragua - Norway - Panama - Sweden - United States, if a national before 20 OCT 81.

If a visa expires during a stay in Argentina an additional charge will be assessed prior to departure.

Crew members are required to present and leave a proof of employment document from your company with the authorities. In the event that a crew member does not wish to leave this document, then a crew member ID is acceptable to be presented and left as a guarantee.

HEALTH

Passengers who are disembarking in Argentina and who come from regions infected with cholera, yellow fever, malaria, hepatitis A and B, or have been in transit in those countries or in those countries, must present a certificate of immunization against the aforementioned pathologies, reminding that the validity of specific immunization for the above-mentioned pathologies is what is in effect (cholera, 6 months from the 6th day; yellow fever, 10 years from the 10th day) except variations or recommendations made by W.H.O.

CORONAVIRUS SARS-COV-2 — COVID-19

For the latest COVID-19 requirements please contact The Ministry of Public Health (see DESIGNATED AUTHORITIES).

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

As a result of the increase in international air traffic as well as the speed of the aircraft movements, the causes that infected passengers in a country can be transported to others without showing any symptoms as the disease is in its initial stages.

Given these conditions, the prevention, control and monitoring of infectious diseases becomes imperative by the health authorities as the controls at the airports are not effective. Globalization

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of air traffic has transformed regions previously rarely visited into potential risk factors of disease for passengers who are not prepared.

Thus, relevant health authorities should disclose the health risks that exist in international travel, as well as advising agencies that are likely to provide recommendations for the care of endemic and epidemic diseases and/or individuals.

For this it is important that health authorities keep up to date on the prevention methods required in terms of disinfection of aircraft operating in risky countries or areas; and preventive and therapeutic measures for people who move to these areas.

No public health measures are required to be carried out for aircraft entering Argentina with the following exception:

Aircraft entering the territory from an area with a high epidemic of transmissible illnesses (for example: paludism: India-Sri Lanka-Africa-Brazil-Guyana; cholera: Africa-India-Brazil-Bolivia-Peru; yellow fever: Venezuela-Suriname-Guyana-Colombia and septentrional zone of Africa). If there is the aforementioned history of aircraft entering our territory, they may land at any international airport provided that it is properly sterilized, approximately 30 minutes before landing, using disinfectants, antiseptics, germicides and bactericides, especially in the food storage and waste area as well as toilet area. This action must be properly recorded in the health section of the General Declaration. The aforementioned procedure must be established in the health section of the general declaration. If, for any special reason, the local public health authorities deem it necessary to adopt other measures, be carried out on the ground, passengers and crew are permitted to disembark beforehand.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

- a. **All arriving, overflying or departing aircraft** from the territory of Argentina will do so via the published ATS routes. The arrivals and departures from the country should be made from international Airports of Entry.
- b. When for emergency reasons an aircraft has landed outside an airport or international airport, the captain or any other member of the crew is obligated to communicate the emergency immediately with the closest authority of this matter. The aircraft cannot be moved except when it is necessary to assure rescue, or when the appropriate authority determines it is permissible. Without permission from the appropriate authority, the following cannot be removed from the landing location: merchandise, luggage and supplies; unless it is necessary to remove them to avoid loss or destruction.
- c. **All aircraft entering, overflying or departing** the territory of Argentina shall submit a flight plan.
All air traffic (VFR/IFR) that crosses the common limit of all flight information regions (FIR) between Argentina and Chile, must have operational transponder equipment (SSR).
- d. **All aircraft with foreign registration that need to enter or overfly** the territory of Argentina that are not making scheduled or non-scheduled commercial air transport and general

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aviation private flights must request authorization from the Aeronautical Authority by aeronautical message via the AFTN network, (SABAYAYX), fax (+5411) 5941-3013 or e-mail (interaerodromos@anac.gob.ar with copy to interaerodromosbis@gmail.com), attaching "Overflight request note over Argentine territory" addressed to the National Administration of Civil Aviation – National Directorate of Air Navigation Inspection – National Director, duly signed at the bottom of the same by the person in charge or applicant of the operation at least 72 hours in advance, and should wait for an answer to this request.

The following data must be included in the request:

1. Aircraft registration and type (alternative aircraft registration and type if applicable);
2. Full name and license number of the pilot in command;
3. Stopover airport prior to entry;
4. Route to follow in Argentina territory, planned stops, airport of destination, alternates and airport of departure;
5. Number of crew and passengers;
6. Purpose of flight; and
7. Fax number, E-mail or AFTN acronyms where you want to receive the response.

NOTE: Location indicators must comply with the four-letter ICAO designator (DOC. 7910) and hours of operation must be expressed in UTC.

DESIGNATED AUTHORITIES

National Administration of Civil Aviation (ANAC)

Address: Balcarce 290
 Buenos Aires (C1064AAF)
 República Argentina
Tel: 54 11 5941 3000 / 7
Fax: 54 11 5941 3000 / 7
E-Mail: info@anac.gob.ar
Internet: www.anac.gob.ar
AFS: SABAYAYX

Reception desk

Monday to Friday from 0800–1500.

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National Directorate of Air Navigation Inspections

Address: Balcarce 290
 Buenos Aires (C1064AAF)
 República Argentina
Tel: 54 11 5941 3122 / 3174
Fax: 54 11 5941 3013
E-Mail: dnina@anac.gob.ar
AFS: SABAYJYX

National Directorate of Operational Safety

Aircraft Operations Directorate
Aerial Work Department

Address: Balcarce 290
 Buenos Aires (C1064AAF)
 República Argentina
Tel: 54 11 5941-3000 / 7 extension 69834
E-Mail: dnso@anac.gob.ar
AFS: SABBADYX

National Directorate of Air Transport

Address: Balcarce 290
 Buenos Aires (C1064AAF)
 República Argentina
Tel: 54 11 5941 3111
Fax: 54 11 5941 3111
AFS: SABAYUYX

ARGENTINA
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Federal Administration of Public Income

General Directorate of Customs

Customs Technical and Legal Affairs Sub-Division

Technical Bureau

Importation Technical Department

Address: Azopardo 350 Piso 2º

CP: (C1107ADD) CABA

República Argentina

Tel: 54 11 4338 6682 / 85 / 86 / 89

Fax: 54 11 4338 6684

E-Mail: acabral@afip.gob.ar

Internet: www.afip.gob.ar

National Directorate of Migration

General Directorate of Technical and Legal Affairs

Address: Av. Antártida Argentina 1355

CP: (C1104ACA) CABA

República Argentina

Tel: 54 11 4317 0218

54 11 4317 0200 – Switchboard

54 11 5480 4549 – Ezeiza

Hours of operation: 24 hours

E-Mail: info@migraciones.gov.ar

Internet: www.migraciones.gov.ar

Ministry of Public Health

Address: Av. 9 de Julio 1925

CP: (C1073ABA) CABA

República Argentina

Tel: 54 11 4379 9000

Internet: mesadeentrada@msal.gob.ar

SCHEDULED FLIGHTS**General**

Ordinary international scheduled flights operated by foreign airlines to or in transit through Argentine territory must meet the following requirements:

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The State of the airline must be a contracting party to an international air traffic services agreement and/or international transport agreements. The Republic of Argentina shall be part of the agreement; and

The airline must satisfy the conditions required to conduct flights in accordance with the provisions of a bilateral agreement of which the Country of the airline and the Republic of Argentina shall be contracting parties, and they must have a permit to operate in the Republic of Argentina. Application to obtain such permit must be submitted to the National Air Transportation Directorate.

Documentary Requirements for Clearance of Aircraft

To carry out scheduled and non-scheduled commercial flights the following documents are required:

a. General Declaration:

- 5 copies for entry
- 4 copies for departure

b. Passengers manifest:

- 5 copies for entry (*)
- 3 copies for departure (*)

c. Cargo manifest:

- 3 copies for entry
- 2 copies for departure

d. Boarding/disembarking pass:

- 2 copies for entry
- 2 copies for departure.

(*) Increase by one copy for traffic that is carried out from bordering countries in both cases.

NON-SCHEDULED FLIGHTS (NATIONAL AIR TRANSPORT DIRECTORATE)

a. The foreign companies with authorization from the Republic of Argentina to operate non regular commercial services from/to the country, must request two days in advance, via their legal representative, the corresponding authorization from the National Air Transport Directorate, indicating:

1. name and nationality of the company;
2. date of flights;
3. itinerary indicating airports of origin and destination;
4. aircraft registration;
5. crew payroll (crew names); and
6. quantity, origin, destination of passengers and/or cargo.

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- b. Foreign companies without an authorization from the Republic of Argentina to make non-regular commercial services from/to the country should obtain one via a legal representative and then proceed as indicated above.
- c. The companies from Argentina with an authorization to operate non regular commercial services, will require for each flight the authorizations mentioned above.
- d. The documentary requirements are the same as those for SCHEDULED FLIGHTS.
- e. Aircraft that are taking off from an international airport located in another country, must submit the flight plan at least two (2) hours before the scheduled takeoff time, unless the estimated time to enter the territory of Argentina is greater than two (2) hours of flight.
- f. For departures, only the flight plan is required, which must be submitted (presented) sixty (60) minutes in advance of the scheduled takeoff time or with sufficient advance notice to comply with the customs, immigrations and health requirements, whichever period of time is the greater.
- g. Foreign aircraft involved in non regular commercial air transport could subsequently conduct flights within the national territory if they exclusively use controlled airports when a flight plan is filed with Argentina ATC.
- h. Foreign aircraft that carry out air taxi operations are exempt from the provisions of the preceding paragraph, if it is expressly specified in the corresponding authorization.
- i. Aircraft of foreign companies that are overflying Argentinean territory without making a landing, or technical stops or has designated alternate airports in the same, will enter the following information in the flight plan (Box #18 – RMK):
 - 1. Name or designator of the operator;
 - 2. Postal – telegraphic address;
 - 3. Fax – Telephone – E-mail – AFTN.

PRIVATE FLIGHTS

Private general aviation aircraft that takeoff from an international airport located in another country must submit a flight plan with a minimum of at least two (2) hours in advance of the scheduled takeoff time, unless the estimated time to enter the territory of Argentina is greater than two (2) hours of flight.

General aviation aircraft with foreign registration entering Argentinean territory shall enter the following information of the owner or operator of the aircraft in the flight plan (item #18 – RMK):

- a. Full name;
- b. Postal – telegraph address;
- c. Fax – Telephone – E-mail – AFTN.

Entries and departures to the territory of Argentina to or from airports located below the Terminal Control Area of Baires (Buenos Aires) from or to the Eastern Republic of Uruguay of aircraft and/or pilots in command of the same that are not qualified to make controlled/VFR flights shall

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be made from a qualified international airport using visual corridor #2 via Isla Martin Garcia. Private foreign aircraft are allowed to conduct flights within the territory of Argentina afterwards by submitting the corresponding flight plan.

To operate to or from public airports where air traffic services are not provided, the pilot-in-command of the aircraft must specify in item 18 of the flight plan form, RMK/I have authorization from the owner of the airport/heliport/ or approved location to execute the operation declared in the FPL.

To operate from an airport that provides air traffic services toward private airports/heliports or declared suitable locations, the pilot-in-command of the aircraft must comply with what is indicated in the previous paragraph.

For departures of private general aviation aircraft, only the flight plan is required, which must be submitted (presented) sixty (60) minutes in advance of the scheduled takeoff time or with enough advance notice to comply with the requirements of Customs, Immigrations and Health, whichever is greater.

STAY ABROAD BY ARGENTINEAN AIRCRAFT

Argentine aircraft affected by non-scheduled commercial air transport and private aircraft may remain up to a maximum of one hundred eighty (180) days abroad.

If the aircraft does not register entry into the country within the aforementioned period, the Airworthiness Directorate shall take the necessary measures in order to file a complaint with the judicial and customs authorities (Customs Bill #810 and #12830).

STAY IN THE COUNTRY BY FOREIGN AIRCRAFT

Aircraft in transit may remain in the country up to forty-five (45) days per year, counted from the day the aircraft enters the country, from the time they have been claimed from Customs. Such stay can be continuous or discontinuous.

When this period expires, owners must register the aircraft at the Registro Nacional de Aeronaves (National Registry of Aircraft). Without this registration, the aircraft cannot be used in any form, or even taken out of the country without written authorization (Decree 16.410/59).

"The Aeronautical Authority (National Air Navigation Inspection Directorate) may extend such period of time at the request of the interested party as long as this person justifies his/her condition as a tourist. The total time staying in the country, including the extension, cannot exceed in any case seventy-five (75) days." (Decree 4.078/60).

Aircraft that remain in Argentine territory for repairs and/or maintenance and accredit such situation, none of those days will be counted as permanence in the country.

FLIGHTS TO ISLANDS OF THE SOUTH ATLANTIC ARCHIPELAGOS

Private general aviation aircraft entering Argentinean airspace bound (OR DESTINATION) to INSULAR TERRITORY OR THAT DEPART FROM THOSE DESTINATIONS, with the exception of Isla Grande de Tierra de Fuego, must obtain prior authorization from the Aviation Authority — National Directorate of Air Navigation Inspection in charge of its processing.

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On the authorization request that must be submitted to satisfy the requirements of the preceding paragraph, the following data must be included:

- a. aircraft registration and type;
- b. scheduled date of flight;
- c. origin and destination airports;
- d. name, nationality and license (type and number) of the pilot in command and the crew;
- e. purpose of the flight.

Aircraft operators conducting commercial flights and entering the airspace bound to the SOUTH ATLANTIC ISLAND TERRITORY or departing from this destination, with the exception of Isla Grande (Big Island) of Tierra de Fuego, must obtain prior permission from the following agencies:

- General Directorate of Infrastructure and Airport Services (in all cases);
- National Directorate of Air Transport (if the purpose of the flight is commercial air transport);
- National Directorate of Operational Safety (if the purpose of the flight is aerial work).

On the authorization request that must be presented to satisfy the requirements of the preceding paragraph, the following data should be provided:

- a. name and nationality of the company;
- b. scheduled date of flight;
- c. purpose of the flight (scheduled, non-scheduled, aerial work, etc.);
- d. itinerary, indicating the origin and destination airports;
- e. aircraft registration and type;
- f. name, nationality and license (type and number) of the pilot in command and the crew;
- g. quantity, origin and destination of the passengers and/or cargo.

FEES

Fixed fees for the use of international airports are periodically updated and published via Aeronautical Information Circulars (AIC).

AIRPORTS OF ENTRY

Buenos Aires (El Palomar Intl) – SADP^{1, 10}

Buenos Aires (Ezeiza Intl Ministro Pistarini) – SAEZ¹

Buenos Aires (Jorge Newberry Areoparque) – SABE¹

Comodoro Rivadavia (Gen Enrique Mosconi) – SAVC^{1, 10}

Corrientes – SARC^{3, 4, 11}

ARGENTINA
NATIONAL REGULATIONS AND REQUIREMENTS

El Calafate – SAWC

Jujuy (Gobernador H. Guzmán) – SASJ^{1, 10}

Mar del Plata (Astor Piazzolla) – SAZM^{3, 4, 9}

Mendoza (El Plumerillo) – SAME^{1, 11}

Neuquén (Presidente Perón) – SAZN^{2, 4, 7}

Posadas (Lib Gral. J. de San Martín) – SARP^{2, 3, 11}

Rio Grande (Rio Grande) – SAWE^{2, 4, 10}

Rosario (Islas Malvinas) – SAAR^{1, 8}

Ushuaia (Malvinas Argentinas) – SAWH^{2, 4, 6}

¹ Regular airport for scheduled international air transportation (includes footnotes 2, 3, 4).

² Regular airport for non-scheduled international air transportation (includes footnote 3).

³ Regular airport for international general aviation.

⁴ Alternate airport for scheduled international air transportation.

⁵ Airport of control.

⁶ Customs hours of service MON–FRI 1000–2200. SAT, SUN and holidays O/R.

⁷ Customs and Immigration O/R MON–FRI 24 HR before, 48 HR before SAT, SUN and holidays.

⁸ Customs hours of service 0800–1800.

⁹ Customs and Immigration O/R 6 HR before.

¹⁰ Customs and Immigration O/R 24 HR before arrival or ETD. TEL 549294254584212/549294154584462.

¹¹ O/R 2 HR before.

BOLIVIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT AND VISA**

Foreigners entering Bolivian territory require a passport, a Visa of Entrance, and a Tourism Card that will be filled out upon arrival. The holder of the card is entitled to a maximum stay in Bolivia of 30 days, which may be renewed a total of three times (total 120 days) for countries in which Bolivia has an agreement.

Tourists from countries requiring a consular visa must solicit a Bolivian consulate abroad for admission.

Diplomats and persons conducting official business with the state in Bolivia are exempt from a tourism card, provided that a diplomatic passport or official immigration form is presented. Foreign diplomatic civil employees are exempt from the inspection of their luggage according to international laws.

Passengers that, in international airports , are transferring to another flight or connection will be allowed to remain in the country no longer than 24 hours when they have been provided with a Transit Visa. A Valid passport and an effective visa for the country of destination and to possess passage rights are required to continue the trip.

Aircraft crew members may use their crew member certificate or license in lieu of a passport when, they remain in the airport in which the aircraft lands or within the limits of the airport, and they leave on the same flight or a following flight. Crew members of the airlines are subject to customs control.

HEALTH**PUBLIC HEALTH REQUIREMENTS**

Any person who enters the Bolivian territory must present, when appropriate, the relevant vaccination certificate.

MEASURES OF PUBLIC HEALTH APPLIED TO AIRCRAFT

Aircraft that enter Bolivian territory are subject to the normal procedures of Public Health in use. If the aircraft comes from an area of a declared epidemic, the sanitary authorities will immediately decontaminate the vessel after arrival.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All the flights into, from or over the territory of the Republic of Bolivia will be carried out in accordance with the Aeronautical Regulations of Bolivia (RAB), and must be requested a minimum of 48 hours prior to the anticipated time of flight.

Aircraft landing in or departing from the territory of Bolivia must first land and finally depart from an international airport of entry.

In certain circumstances the customs authorities will carry out inspections when passengers deplane.

A seal of departure is required for all foreigners, residents, and nationals.

BOLIVIA
NATIONAL REGULATIONS AND REQUIREMENTS

All air transports and commercial operators must have a Certificate of Air Operations.

Deputy Minister of Transport

Direktorate General of Civil Aeronautics

Address: Multiplex Building, 9th Floor
PO Box 9360
La Paz
Bolivia

Tel: 591 2 2444450
591 2 2445801

Fax: 591 2 2119323
591 2 2822895

Internet: www.dgac.gob.bo

AFTN: SLLPYAYX

Special Force Against Narcotics Trafficking (FELCN)

Upon the entrance or exit of the Bolivian territory, the aircraft, passengers, excess luggage, mail and load of regular operators, must be subject to control of narcotics and dangerous substances according to the Regulation of Control in International and National Airports Open to Public Service by the FELCN.

SCHEDED FLIGHTS**General**

International scheduled flights operated by foreign companies into or in transit across Bolivia must fulfill the following requirements:

- a. When an agreement exists between the state of the airline and Bolivia, the airline must be eligible to conduct the flights under the provisions of a bilateral agreement which corresponds to the RAB.
- b. When an agreement does not exist between the state of the airline and Bolivia, an operations permit will be granted according to the RAB, dependent on economic co-existence and the security of air transport.

All requests to operate scheduled air services must be subject to the Specifications of Operation (ESOPS) that will be granted in agreement with regulations established in the country.

Aircraft of the signatory States of the Civil Aviation Agreement (Chicago Convention 1944) that do not operate in Bolivia, can fly over Bolivian territory in scheduled international flights and make technical landings with non-commercial aims, provided that the respective authorization is presented to the Directorate General of Civil Aeronautics (DGAC) within 48 hours of the anticipated flight at the following address:

Civil Aviation Directorate

Tel: 591 2 2444450

**BOLIVIA
NATIONAL REGULATIONS AND REQUIREMENTS**

591 2 2445801

TEL/FAX: 591 2 2114468

TEL/FAX: 591 2 2115515

AFTN: SLLPYAYX

Public Hours: Monday to Friday from 0830 to 1630 hours

After Hours: Non-working days, holidays, and outside office hours.

TEL/FAX: 591 2 2822895

All landings must take place in an international airport.

Documentary Requirements for Clearance of Aircraft

When the airlines conduct operations arriving or departing from the Bolivian territory, the following information shall be presented/displayed. All documents listed must follow the ICAO standard format, as set forth in the relevant appendices to Annex 9, and are acceptable when furnished in English or Spanish and completed in legible handwriting.

- the General Declaration,
- Passenger Manifest,
- cargo Manifest, and
- letter of Embarking/Disembarking.

A copy of these documents is required for National Customs, immigration, and DGAC.

NON-SCHEDULED FLIGHTS**General**

All operators who project to carry out a nonscheduled flight into, from, or technical landing in the territory of Bolivia, will have to request the corresponding authorization to the Dirección General de Aeronáutica Civil, with a minimum of 48 hours prior to the date of anticipated flight, taking into account operating business days.

The request must contain the following information:

- a. Name and business address of the Operator (Telephone/Fax)
- b. Type, Nationality, registration and Gross Weight of the aircraft
- c. Name of the Pilot In Command and License number.
- d. Date and time of arrival and/or departure
- e. ATS Routes (Airways) to follow
- f. Name of international airports of entry and departure to use.
- g. Purpose of flight (Private, Commercial, etc.).
- h. Number of passengers

BOLIVIA
NATIONAL REGULATIONS AND REQUIREMENTS

- i. Type and amount of load (If transporting dangerous merchandise, the information will have to be declared to the DGAC in a timely manner to request authorization).

As part of the request, international operators will enclose photocopies of; the registration certificate, airworthiness certificate, insurance policy, and current crew medical certificates.

National or foreign operators conducting charter flights will have to pay the respective rates by aeronautical services and to comply with the customs legislation in effect. Bolivia does not govern economic obligations by non-scheduled transportation of passengers and/or cargo.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Exemptions

The minimum request of 48 hours in advance of an anticipated flight will only be reconsidered in cases of Flight Ambulances and aircraft emergencies, and properly verified by the Inspectors of the DGAC.

PRIVATE FLIGHTS

All national and foreign private operators who wish to enter or exit the Bolivian territory will have to request the corresponding authorization to the Dirección General de Aeronáutica Civil, with a minimum of 48 hours prior to the date of anticipated flight, taking into account operating business days.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

AIRPORTS OF ENTRY

Cobija¹

Cochabamba (Jorge Wilsterman)

Guayaramerin¹

La Paz (Kennedy Intl)

Puerto Suarez (Salvador Ogaya)¹

Santa Cruz (Viru Viru Intl)

Tarija (Capt. Oriel Lea Plaza)¹

Trinidad (Jorge Henrich Arauz)¹

Yacuiba¹

¹ Customs Part Time O/R

BRAZIL
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT AND VISA**

Temporary visitors must be in possession of a valid passport, with the exception of citizens from the following countries, who shall hold only their identity cards: ARGENTINA, CHILE, PARAGUAY and URUGUAY.

The E/D card is required, indicating the passport number (or the official identity card, when necessary).

No documents or visas are required from passengers arriving and departing on the same non-stop flight, or transferring to another flight at the same or a nearby airport.

For flight crew members on scheduled services who keep possession of their licences when embarking and disembarking and remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto and depart on the same aircraft or on the next scheduled flight from Brazil, the crew member licence or certificate is accepted in lieu of a passport with visa for temporary admission into Brazil. This provision is also applicable when the crew member enters Brazil by other means of transport, for the purpose of joining an aircraft.

HEALTH**PUBLIC HEALTH REQUIREMENTS**

Disembarking passengers are required to present vaccination certificates.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health measures are required to be carried out in respect of aircraft entering Brazil with the following exceptions.

Aircraft arriving from infected areas may land at any Brazilian international airport, provided that the aircraft has been disinfected, when arriving by the local health authority. The aircraft must maintain the doors and windows closed and the ventilation systems turned off until the aircraft is completely disinfected.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All flights destined for, from, or over Brazilian territory and landings in such territory shall be carried out in accordance with Brazilian regulations in force regarding civil aviation.

Every aircraft proceeding from abroad, destined to Brazil or in transit, shall perform its first landing on and its last take off from an international airport. Any foreign civil aircraft may be compelled by the aeronautical authority to leave the country provided that it is not subject to interdiction or seizure, under the law, according to the nature of the violation committed. The aircraft shall only be permitted to leave the country after complying with the formalities of the competent units.

DESIGNATED AUTHORITIES**Civil Aviation Authority**

Agência Nacional de Aviação Civil (National Civil Aviation Agency) – ANAC

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Address: Setor Comercial Sul – Quadra 09 – Lote C
Edificio Parque Cidade Corporate – Torre A
Brasilia
DF
Brazil
70.308-200

Internet: www.anac.gov.br

Customs

Ministério da Fazenda

Address: Secretaria da Receita Federal
Ministério da Economia
Av. Presidente Antônio Carlos, 375 – Térreo
Rio de Janeiro
RJ
Brazil
20020-010

Internet: <http://receita.economia.gov.br>

Health

Ministério da Saúde

Address: Agência nacional de Vigilância Sanitária - ANVISA
SIA Trecho 5, Área especial 57
Brasília
Distrito Federal
Brazil

Internet: <http://portal.anvisa.gov.br/>

SCHEDULED FLIGHTS

For international scheduled flights operated by foreign airlines into or in transit across Brazil, the following requirements should be met:

- a. The airline must be eligible to operate flights under the provisions of a bilateral agreement to which the State of the airline and Brazil are contracting parties, and must have a permit to operate into or in transit across Brazil.

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- b. Applications for such permits shall be submitted to the National Civil Aviation Agency (ANAC).

Documentary Requirements for Clearance of Aircraft

It is necessary that the aircraft documents mentioned hereafter be submitted by airline operators for clearance on entry and departure of their aircraft to and from Brazil. The documents listed below must conform to the ICAO standard format as set forth in the relevant *Appendices to Annex 9* (not published herein) and are acceptable when furnished in English, French or Spanish and completed in legible handwriting. Such documents require no visa.

- a. The General Declaration and the Passenger Manifest are not required for clearance of an aircraft engaged in an international flight;
- b. The carrier must furnish to the Federal Police Department and the National Division of Public Health of Ports, Airports and Frontiers at the stopover and destination airports, a written notification including the name of the operating airline, flight number or aircraft registration marks, besides the following data:
 1. Arrival: route and number of crew and passengers disembarking and in transit;
 2. Departure: route and number of crew and passengers embarking and in transit.

NON-SCHEDULED FLIGHTS**General**

Civil aircraft registered in any Contracting State of the International Civil Aviation Organization (ICAO), when engaged in service of non-scheduled commercial international air transportation of passengers or cargo, partially or totally destined to Brazil, shall only be permitted to enter the Brazilian territory or overfly it with previous authorization from the ANAC.

Documentary Requirements for Clearance of Aircraft

The application for such authorization shall be made directly to the ANAC by the aircraft owner, operator or their legally authorized representatives, at least 48 (forty-eight) hours prior to the estimated date of the aircraft arrival at the first international airport in Brazil. Should the interested person prefer the diplomatic via or in case the aircraft is registered in a State which is not a Contracting State of the International Civil Aviation Organization (ICAO), the time limit shall be of 30 (thirty) days, at least.

The request for authorization shall be made via e-mail or registration on the ANAC site (www.anac.gov.br) and must include the following information:

- a. Type of aircraft and configuration to be employed;
- b. Aircraft nationality and registration marks;
- c. Number of scheduled flights and respective dates;
- d. Origin and destination of each flight, estimated schedules, intermediate stops, route to be followed, airports involved as well as the international airport of entry and, therefore, of departure from Brazil;

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- e. Estimated number of people taking part in each flight and period of stay in Brazil and each location;
- f. Travel agencies and involved operators, hotels, touristic services and agencies responsible for ground program in the country;
- g. A certificate of responsibility on which the requesting airline guarantees the return of the passengers to their point of origin by another air carrier if it cannot carry out the transportation accordingly;
- h. Number of the insurance policy guaranteeing damages that may occur to third parties on the ground, its validity time limit and the names of the company issuing it.

The ANAC may refuse the authorization or establish other conditions, including shorter periods of time or another airport of entry, other routes and stops, when it is deemed a matter of public interest.

PRIVATE AND NONCOMMERCIAL FLIGHTS**Advance Notification of Arrival**

A civil aircraft of a Contracting State of the International Civil Aviation Organization (ICAO) may enter Brazil and overfly its territory:

- a. when not engaged in commercial transportation of passengers and/or cargo, or
- b. when in transit provided no passenger and/or cargo is embarked or disembarked from Brazilian territory,

with a previous registration on the ANAC site (www.anac.gov.br).

The registration mentioned above shall include the following information:

- a. name of aircraft owner or operator;
- b. data of pilot-in-command;
- c. data of aircraft;
- d. data of insurance policy;
- e. the international airport intended for landing; and
- f. estimated date and time of flight.

Should there be any problems in the registration process, prior to the flight plan submission of flights to the Brazilian territory, information contained in the flight plan and addressed as prescribed by the Department of Airspace Control (DECEA) standards - can be accepted as a previous notification of aircraft arrival.

The aircraft must have a third party insurance to cover the costs of possible damages on the ground.

Aircraft engaged in non-commercial air transport shall be so considered provided that they are executing:

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NATIONAL REGULATIONS AND REQUIREMENTS

- a. a flight for the aid, search and rescue of aircraft, ships, or people on board;
- b. a touring or business trip, when the owner is a natural person and is on board;
- c. a trip to carry the director or representative of a society or firm and the aircraft are the property of such society or firm;
- d. specialized air services for the exclusive benefits of their owners or operators; and
- e. other flights which can be proved to be non-commercial.

Every foreign aircraft operator or pilot-in-command who, after the first landing at international airports within the Brazilian territory, intend to go to another airport within the Brazilian territory must obtain a permit from the ANAC.

The permit request for the Brazilian territory in order to obtain the necessary flight authorization from the ANAC (AVANACO must be done via electronic form available on the ANAC site on the internet, 24 (twenty-four) hours in advance from the estimated time for landing.

The initial time limit for the stay of aircraft in Brazilian territory shall be 60 (sixty) days, and it may be extended for equal periods of 45 (forty-five) days by means of an application addressed to the aeronautical and customs authorities not less than 15 (fifteen) days ahead of time.

According to what is prescribed in the specific legislation, any of the authorities mentioned may reconsider the license granted and shall inform the other of such measure through a well-founded document so that he may proceed likewise.

Documentary Requirements for Clearance of Aircraft

As the aircraft lands at the first international airport in the country, the pilot in command shall be formally responsible, as the owner or operator agent, for the prescribed indemnities for the use of the airport facilities and support to air navigation, approach and landing, and shall be in possession of the following documentation:

- a. aircraft registration certificate;
- b. aircraft airworthiness certificate;
- c. individual license of crew members and their respective certificate and nationality documents; and
- d. insurance certificate against third party damages on the ground.

The entry of a foreign aircraft into the Brazilian national territory shall be subject to the compliance with the customs formalities besides AVANAC.

The formalities of entry shall be carried out in view of the documentation concerning the aircraft, its cargo, mailbag and other goods existing on board and shall be concluded with the drawing up of the Entry Certificate issued by the Brazilian Internal Revenue Service.

Except for aircraft from regular airlines and military aircraft, every operator or pilot-in-command of an aircraft, when intending to fly to an airport outside the Brazilian territory, shall obtain the General Declaration (GEDEC) from federal authorities (Federal Customs Authority, Federal Police

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and National Division of Sanitary Surveillance of Ports, Airports and Borders). This information, "RMK/GEDEC CFM", shall be inserted in item 18 of the Flight Plan at the time of filling.

FEES

The following types of fees and charges may be expected:

- a. Landing Charges
- b. Parking Charges
- c. Passenger Service Charges
- d. Air Navigation Facility Charges

Owners or operators of aircraft bearing foreign registration and nationality marks shall be charged for services rendered in US dollars, or in the corresponding value of the national currency based on the exchange rate, in accordance with sale floating exchange rate of the currency (commercial dollar), calculated by the Central Bank of Brazil in force on the day when the charge is to be paid.

AIRPORTS OF ENTRY

NOTE: Services available H24 unless otherwise noted.

Bage (CMTE Gustavo Kraemer)¹

Belem (Val de Caes Intl)

Belo Horizonte (Tancredo Neves Intl)

Boa Vista (Atlas Brazil Cantanhede Intl)²

Brasilia (Presidente Juscelino Kubitschek Intl)

Campinas (Viracopos)⁷

Campo Grande (Intl)³

Corumba (Intl)⁹

Cruzeiro Do Sul (Intl)⁴

Cuiaba (Marechal Rondon Intl)

Curitiba (Afonso Pena Intl)

Florianopolis (Hercilio Luz Intl)

Fortaleza (Pinto Martins Intl)

Foz do Iguacu (Cataratas)

Joao Pessoa (Presidente Castro Pinto)

Macapa (Intl)⁶

Manaus (Eduardo Gomes Intl)

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Natal (Augusto Severo)

Navegantes (Ministro Victor Konder Intl)¹

Pelotas (Intl)¹

Ponta Pora (Intl)⁵

Porto Alegre (Salgado Filho Intl)

Porto Velho (Governador Jorge Teixeira de Oliveira)

Porto Seguro (Porto Seguro Airport)⁸

Recife (Guararapes Intl)

Ribeirao Preto (Leite Lopes)¹⁰

Rio De Janeiro (Galeao-Antonio Carlos Jobim Intl)

Salvador (Dep. E.L. Magalhaes Intl)

Santarem (Intl)

Sao Luis (Marechal Cunha Machado)

Sao Paulo (-/Intl-Guarulhos)

Tabatinga (Intl)¹¹

Uruguaiana (Rubem Berta Intl)

¹ O/R to AD Administration, 24 hours advance notice.

² Customs hours of service MON–FRI 1200–1600 1800–2200 exc hol.

³ MON–FRI 1000–2200.

⁴ O/R with 10 days priority.

⁵ Customer Service hours MON–FRI 1130–1530 1730–2130 exc hol.

⁶ MON–FRI 0800–1200, 1400–1800, exc hol.

⁷ O/R to AD Administration, 24 hours advance notice, mandatorily in the period MON–FRI 1100–2000, except on holidays.

⁸ For international flights, air companies shall request Customs and Immigration and Health and Sanitation services a minimum of one hour in advance.

⁹ Customs hours of service MON–FRI 1200–1500 1700–2100 exc hol.

¹⁰ O/R DAESP.

¹¹ Available at the scheduled flight hours and also O/R to the AD administration. Other aircraft with minimum priority of H24 at TEL (97) 3412-3310.

CHILE
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT AND VISA

Foreigners who enter as tourists are allowed a stay no longer than ninety (90) days without immigration intentions. A Temporary Residency Visa will be granted to a foreigner who travels to Chile and stays more than ninety (90) days and has the bond of family or interests in the country, or whose residence in Chile is considered useful or advantageous. Said Visa will last a maximum of (1) year. Once the visa is granted and printed, the holder has ninety (90) days to make it effective by entering Chilean territory. If the visa is not activated within this limit it will no longer be valid.

Tourists are allowed to enter Chile with a passport or another acceptable form of identification without a visa or effective ID card (only if there is an exchange agreement with the country of the tourist). However, if the tourist is a national of a country that Chile does not maintain diplomatic relations with, he/she must have a valid passport along with a properly authorized (stamped) visa by the Chilean Consulate. If tourists enter with only valid identification, the following information is required to be displayed on the ID:

- a. Name, address and profession or guild;
- b. Date and birthplace;
- c. Nationality;
- d. Effective date;
- e. Signature and stamp of the issuing authority; and
- f. Photograph.

Legal aliens will only be able to enter the country with a valid passport or other legal documentation (i.e., Laizzes Passer), a proper visa, and documentation.

Air Carriers should take the appropriate action to ensure non-Chilean residents who leave or enter Chile properly fill out the white card/immigration forms (embarking/disembarking).

Passengers and crew are required to contact the Customs Authorities upon arrival.

No documents or visas are required of Passengers in transit provided they remain in the precincts of the airport. In the event of a passenger being transferred outside the airport a Tourism Card must be obtained.

Crews of foreign aircraft may enter the national territory, provided they are included in the respective crew list and are in possession of their Crew Member License when embarking or disembarking, and provided they stay at the airport where the aircraft stops or within the limits of the cities in the vicinity and exit the country on the same aircraft or on the next scheduled flight. If travelling by other means to join the crew of an aircraft, they must enter according to the ordinary rules as an alien.

HEALTH

No health certificates are required.

**CHILE
NATIONAL REGULATIONS AND REQUIREMENTS****AIRCRAFT ENTRY REQUIREMENTS****GENERAL**

All flights to, from or above Chilean territory and landings made on such territory, will be conducted in accordance with the regulations and dispositions that govern civil aviation in Chile, and will be subject to Chilean regulations and legislation.

The Dirección General de Aeronáutica Civil could at any moment, demand the landing of aircraft that overfly the national territory.

Except for emergencies or forced landings, the arrival and departure of any national or foreign aircraft that is conducting international flights, can be made only at international airports as listed under AIRPORTS OF ENTRY, below.

When a foreign operator solicits to conduct operations into an airport that is not an international Airport of entry, a request will have to be presented/displayed 10 days in advance of the anticipated date of operation. **SCEL APT ARO Office**, must request and receive written approval to the Sub-Department of Aerodrome. Sub-Department of Aerodrome Services (FAX 22904640) prior issuing the authorization. The pilot in command will have to make certain to receive and is required to carry a copy of this authorization.

Aircraft that arrive or depart from a free zone should submit to a review from customs at such zone. When entering a part of the national territory that does not have such free zone, the first foreseen landing should be at an international airport.

The term "stop for non-commercial purposes" means a stop made for any purpose other than taking or leaving passengers, cargo or mail, transported for pay.

It is prohibited for aircraft to fly over "inaccessible regions" that do not have adequate air navigation installations.

**PROCESSING OF REQUESTS FOR OVERFLIGHT OR LANDING IN CHILEAN
TERRITORY OF GENERAL AVIATION AND NON-REGULAR REGISTRATION
COMMERCIAL AIR TRANSPORT AIRCRAFT FOREIGN****Overflight**

It is the right or privilege granted to a State to cross the territory of the granting State, without landing, in a scheduled international air service or of another nature. (ICAO Doc 9626).

General

This procedure is applicable to the following aircraft that will enter Chilean airspace to overflight or land:

- General aviation aircraft with foreign registration,
- Non-scheduled commercial transport aircraft with foreign registration.
- State Aircraft.

This procedure is not applicable to aircraft that enter Chile unarmed.

**CHILE
NATIONAL REGULATIONS AND REQUIREMENTS**

The Department of Aerodromes and Aeronautical Services is in charge of processing all requests for aircraft that overflight or arrival in the national territory through the Air Traffic Services Notification Office (ARO) of the Arturo Merino Benítez Airport. (SCEL).

Inquiries about the status of the application process can be made to:

Email: operations_amb@dgac.gob.cl, or

AMHS Address: SCELAYUX

Aircraft operators that transport dangerous goods must comply with the provisions of DAN 18 and then request the overflight or arrival in Chilean territory.

For inquiries and coordination regarding the transport of dangerous goods, contact: Telephones +56 22 290 4685, +56 22 290 4786 email: avsecdasa@dgac.gob.cl

Procedures***Entry Request***

Applications must be submitted through the ARSV system of the DGAC www.dgac.gob.cl, airports, overflight authorization, authorization form (overflight and landing clearance), authorization form, link: <https://servicios.dgac.gob.cl/arsv-web/solicitudes.html#/solicitudArsv> or Online services "Request for authorization of overflight and arrival in national territory" 24 hours before the estimated time of arrival or entry into Chilean airspace in the case of overflights for general aviation aircraft and 72 hours for transportation non-scheduled commercial air.

After sending the request, the user will receive in his email a number that identifies the request. Later the user will receive the authorization number that will allow you to fly over or land in Chilean territory.

The authorization number issued by the DGAC must be indicated in item 18 of the flight plan form for aircraft that will overflight or land in Chilean territory.

Failure to comply with any of the requirements requested below will be grounds for rejection.

Requirements for General Aviation Aircraft

The operation of general aviation aircraft does not require insurance approval by the Civil Aeronautics Board.

The operation of general aviation aircraft will be approved for thirty days, from the date stated in the authorization granted by the DGAC.

In the event that the user wishes to extend the permanence in Chile for a period greater than thirty days, the user must request it through the ARSV system, attaching the Declaration of Temporary Admission of Civil Aircraft issued by the National Customs Service of Chile (www.aduana.cl), and the maximum date of permanence will be the one indicated in the expiration of the aforementioned document. (<http://comext.aduana.cl:7001/SRS/datasrc/inicioRegistrarDatacEx.do>)

CHILE
NATIONAL REGULATIONS AND REQUIREMENTS***Requirements for Non-Scheduled Commercial Air Transport Aircraft***

Non-scheduled commercial air transport aircraft must attach the following information to the application:

- a. Approval of insurance from the Civil Aviation Board (JAC) <http://www.jac.gob.cl/>, except for overflights, transfers and technical stops.
- b. Validity of Insurance.
- c. Number of planned flights.
- d. Cargo shipper.
- e. Consignee.
- f. Name of the person or entity for whose account and risk the flight is made.
- g. Date of the flight and arrival at the first stop point in Chile.
- h. Contact email for billing.

In addition, they must comply with DAN 129, "INTERNATIONAL OPERATIONS OF FOREIGN AIRLINE COMPANIES TO AND FROM THE TERRITORY OF CHILE" (Technical Operational Requirements).

Requirements for State Aircraft

State aircraft must proceed as established in the Regulations for the Entry into Chile of Foreign State Aircraft, Regulation No. 88 of the Ministry of Foreign Affairs dated June 5, 2019.

Occasional Opening of Airports to International Air Traffic

Users who require the occasional opening of an airport to international air traffic must refer to DAP 14 06, Occasional Opening of Aerodromes to International Air Traffic, filling out the form presented in Annex A, at least forty-eight (48) hours with respect to the time of execution of the operation.

The approval of an occasional opening request must be managed prior to the entry request mentioned above.

Special Situations***Medical Flights***

When an aircraft on a medical flight needs to enter Chile, it must comply with the provisions above.

Operations at Mataveri Airport

The operation at the Mataveri airport on Easter Island must be governed by the provisions of DAN 14-06 and subject to the service schedules published in AIP CHILE VOL I, AD 2.6-1.

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Operation in the Beagle Channel and/or Cape of Horn

Overflights to the Beagle Channel and/or Cape Horn must previously land in Punta Arenas or Puerto Natales. Once the entry authorization has been processed, the operator must coordinate the operation with the ARO of Ap. Presidente Carlos Ibáñez del Campo de Punta Arenas, at least 24 hours before its estimated takeoff time, to carry out the respective coordination with the Chilean Navy.

Overflights of State aircraft will be adjusted to the "SPECIAL AGREEMENT REGARDING OVERFLIGHTS OF STATE AIRCRAFT WITH THE ARGENTINE REPUBLIC AND ITS ANNEX No. 1" enacted on March 9, 2007.

Operations in the Chilean Antarctic Territory

For operations at the airports operated by Chile in the Antarctic territory, the user must previously coordinate the authorization with the Chilean Air Force, Antarctic Division and the Antarctic Directorate of the Ministry of Foreign Affairs.

Single-engine aircraft on routes to the Antarctic territory must have the approval of the Department of Operational Safety.

The operation must be governed by the provisions of DAN ANTÁRTICO 01.

DESIGNATED AUTHORITIES

Civil Aviation Directorate General

Business address:

Address: Avda. Miguel Claro 1314 Providencia
Santiago
Chile

Postal address:

Address: Clasificador 3 Santiago Correo 9 Providencia
Santiago
Chile

Tel: (56) 224392000

Fax: (56) 224392001

E-Mail: dgac@dgac.gob.cl

Internet: www.dgac.gob.cl

AFTN: SCSCYAYX

Secretary General

Business address:

Address: Avda. Miguel Claro 1314 Providencia
Santiago

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NATIONAL REGULATIONS AND REQUIREMENTS

Chile

Postal address:

Address: Clasificador 3 Santiago Correo 9 Providencia
Santiago
Chile
Tel: (56) 224392436
Fax: (56) 224397632
E-Mail: rpp@dgac.gob.cl
AFTN: SCSCZXSC

Civil Aeronautical Board

Business address:

Ministerio de Transportes y Telecomunicaciones

Address: Amunátegui 139, 7th Floor
Santiago
Chile

Postal address:

Junta Aeronáutica Civil

Address: Amunátegui 139, 7th Floor
Santiago
Chile
Tel: (56) 226985594
Fax: (56) 226983148
E-Mail: jac@mtt.cl

Department of Aerodromes and Aeronautical Services

Business address:

Address: Avda. San Pablo 8381 Pudahuel
Santiago
Chile

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NATIONAL REGULATIONS AND REQUIREMENTS

Postal address:

Civil Aviation Directorate General

Address: Clasificador 3 Santiago Correo 9 Providencia
Santiago
Chile
Tel: (56) 222904602 – 226437240
Fax: (56) 222904606 – 226431492
E-Mail: dirdasa@dgac.gob.cl
AFTN: SCSCZXAX

Sub-Department of Air Traffic Services

Business address:

Address: Avda. San Pablo 8381 Pudahuel
Santiago
Chile

Postal address:

Civil Aviation Directorate General

Address: Clasificador 3 Santiago Correo 9 Providencia
Santiago
Chile
Tel: (56) 222904611
Fax: (56) 226441446
E-Mail: sdta@dgac.gob.cl
AFTN: SCSCZXAN

Aerodrome Certification and Inspection Section

Business address:

Address: Avda. San Pablo 8381 Pudahuel
Santiago
Chile

CHILE
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Postal address:

Civil Aviation Directorate General

Address: Clasificador 3 Santiago Correo 9 Providencia
Santiago
Chile
Tel: (56) 222904635
Fax: (56) 222904640
E-Mail: aerodromos@dgac.gob.cl
AFTN: SCSCZXAD

Customs National Service

Dirección Regional de Aduana Metropolitana

Address: Diego Aracena 1948 AP Arturo Merino B.
Tel: (56) 222995200
Fax: (56) 226011165

Sub-Department of Travelers

Tel: (56) 222995221
Mobile: (+56) 998895778 Jefe de Turno

Shift Leader

Tel: (56) 222995216
Mobile: (+56) 990794692 Atención de Vuelos

FOREIGN CIVIL AIRCRAFT WITH COMMERCIAL PURPOSES

COMMERCIAL AIRCRAFT WITH CAPACITY UP TO 20 PASSENGERS

In this category are aircraft with capacity of 20 seats or less, of foreign airlines planning to conduct a flight or a series of scheduled or non-scheduled flights overflying or making commercial stops with the only purpose of embarking or disembarking passengers.

Non-Scheduled Commercial Aircraft

For this type of operation, the application must be submitted 12 hours before the estimated time of arrival (ETA) at the airport or internationalized aerodrome of entry in the country.

The information required for the application for entry to the national territory is defined above.

Scheduled Commercial Aircraft

Airlines planning to fly regularly must have a permit brief from the Civil Aeronautics Board (JAC).

The Itineraries office dependent on the DASA Air Traffic Services Subdepartment, will process the request submitted by the company, coordinating with the pertinent organizations to the operation. Subsequently, it will grant the corresponding authorization, which will be transmitted via email to

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the requesting company and to the units involved in the operation. Email enabled for this management is: itinerarios@dgac.gob.cl.

COMMERCIAL AIRCRAFT WITH CAPACITY EXCEEDING 20 PASSENGERS

In this category are cargo and/or passenger aircraft with a capacity exceeding 20 seats, which are intended to carry out scheduled and non-scheduled operations transporting passengers and freight.

Scheduled Commercial Aircraft

Companies intending to operate scheduled flights shall obtain written permission from the JAC.

The ARO at Arturo Merino Benitez shall request of the operator or its representative the Technical Operations Authorization (ATO) issued by the Sub-Department of Operations and the certification of the itineraries to be used in Chile.

The authorization of itineraries and their subsequent amendments must be approved by the Sub-Department of Aerodrome Services, Certification and Aerodrome Inspection Section.

Once the operation is authorized, all aerodromes and airports in the country, ATS units, the Operational Safety Department (DSO), and DASA will be notified, including in such information the schedule and the flight material to be used. In addition, all subsequent changes that occur must be reported so that these itineraries are constantly kept updated.

Non-Scheduled Commercial Aircraft

In this category, permission is required from the JAC, which allows the commercial air operation in this country.

JAC

Postal address:

Address: Amunátegui 139, 7th Floor

 Santiago

 Chile

Tel: (56) 226985594 / 2267311020 / 226731021

Fax: (56) 226983148

E-Mail: jac@mtt.gob.cl

The ARO at Arturo Merino Benitez shall request of the operator or its representative the Technical Operations Authorization (ATO) issued by the Sub-Department of Operations and the certification of the itineraries to be used in Chile.

Once the operation is authorized, all aerodromes and airports in the country, ATS units, the Operational Safety Department (DSO), and DASA will be notified, including in such information the schedule and the flight material to be used.

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NATIONAL REGULATIONS AND REQUIREMENTS

COMMERCIAL AIRCRAFT OVERFLYING OR MAKING NON-SCHEDULED OPERATIONAL TECHNICAL STOPS

Companies engaged in non-scheduled operations, overflights or technical stops only, without embarking or disembarking cargo or passengers, do not require permission from the JAC and the provisions for commercial aviation of 20 or less seats shall apply.

PRIVATE FLIGHTS

This category includes all aircraft that carry out private business, tourist or sport flights.

Once the information is received, the ARO at Arturo Merino Benitez Airport shall coordinate the permit with the relevant agencies according to the type of operation, granting permission to enter the country and notifying the aerodromes and domestic airports.

These aircraft will be granted a permit for a period of up to 30 days from the date entered in the respective entry clearance, overflight and arrival in the country.

Aircraft wishing to extend their stay in Chile for a longer period of time than authorized shall be granted a permit of up to 30 additional days. A new application must be submitted as indicated in the GENERAL section above at any of the Air Traffic Services Notification Offices in the country (ARO).

If aircraft wish to extend their stay in Chile for a period exceeding 60 days, the ARO at Arturo Merino Benitez Airport shall forward the information to the Sub-Department of Airworthiness, the agency responsible for authorizing the extension for the time requested by the aircraft. This permit must be renewed annually.

Telephone: (562) 224392692 / 224392691 / 224392651

Fax: (56) 224392676

The entry, overflight and landing clearance to Chile does not exempt aircraft from paying the aeronautical fees for aircraft operations,

SPECIAL OPERATIONS IN THE ANTARCTIC TERRITORY

Domestic and foreign air operators, whether with or without commercial purposes, wishing to carry out eventual operations or during predetermined periods to the Antarctic territory, shall submit an application containing the following information:

- a. Place and date of the application;
- b. Name of the operator or aero commercial company;
- c. Postal or telegraphic address;
- d. Nationality of the company or operator;
- e. Type of aircraft;
- f. Aircraft registration;
- g. Name of the pilot/license/type ratings/nationality;
- h. Number of crew and list of passengers;

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- i. Purpose of flights;
- j. Date of entry and exit of the country;
- k. Length of stay in the Antarctic territory;
- l. Base of operation(s) in the Antarctic territory;
- m. Communication system to be used (VHF-HF);
- n. Adequate survival equipment to the route and area of operation;
- o. Aircraft insurance and passenger seats (only commercial aircraft);
- p. Program of activities in the Antarctic territory, indicating the dates of operation; and
- q. Name and signature of the person representing the applicant and taking responsibility for the application.

The ARO at Arturo Merino Benitez Airport shall coordinate the application and inform the following agencies of the application:

Instituto Antartico Chileno (INACH) (Chilean Antarctic Institute)

Postal address:

Address: Plaza Muñoz Gamero 1055
Punta Arenas
Chile

Tel: (56-61) 222298100

E-Mail: inach@inach.gob.cl

Junta Aeronautica Civil (JAC) (Civil Aeronautic Board)

Postal address:

Address: Amunátegui 139, 7th Floor
Santiago
Chile

Tel: (56) 226985594 / (56) 226731020 / (56) 226731021

Fax: (56) 226983148

E-Mail: jac@mtt.gob.cl

SPECIAL SITUATIONS

When an Air Traffic Service Unit receives a submitted Flight Plan message from a foreign aircraft and does not have the corresponding entry application, such unit shall accept this Flight Plan as advance notice of the application and shall allow the operation.

The ARO at the destination airport or aerodrome shall refer the submitted Flight Plan (FPL) via AFTN to the ARO at Arturo Merino Benitez Airport, adding at the end of item 18 of ATC-1 the legend "Aceptado como Aviso Previo" ("Accepted as Advance Notice").

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After arrival, the pilot in command shall coordinate the entry in the country at the arrival ARO, providing the required background. These aircraft will be granted a permit for a period of up to 30 days from the date entered in the respective entry clearance, overflight and arrival in the country.

When the submitted Flight Plan message as application of operation is accepted and the aircraft only flies over the country, Air Traffic Services shall request from the aircraft in flight the billing address of the operator, which will be reported through the corresponding ARO to the Marketing and Finance Department, Aeronautical Fees and Charges Section by any of the following channels:

Telegraphic address (AFS): SCSCZXCD

Telephones: (56) 224392324 / 224392325

Telephone fax: (56) 224392120 (annex 2327)

Email: sbd.comercial@dgac.gob.cl

PUBLIC MEASURES APPLIED TO AIRCRAFT**General**

Any aircraft that lands in the national territory and that comes from abroad or from areas with the presence of plagues should be treated with insecticide in accordance with the current health regulations.

Phytosanitary Requirements

In accordance with the current regulations stipulated in Exempt Resolution Nbr. 1558 of the Agricultural and Livestock Service (SAG) where the requirements are stated for aircraft coming from abroad, an aerosol insecticide application must be made inside the cabin each time it enters the national territory and must be applied at the last airport before its take-off to Chile.

Insecticide Product (active ingredient)	Dose of the Product
Permetrina (2%) and d-fenotrina (2%) in aerosol	1.4 gr/m3
Cyfluthrin 0.1 % in aerosol	5 m/m3

Disinsection Procedure for Aircraft Coming from Abroad

Air Operators must issue a Phytosanitary Treatment Certificate, which must be submitted to the Agricultural and Livestock Service (SAG) when the aircraft arrives in the country and which includes the aircraft registration number, type of aircraft, applied treatment, date and place of the application or the Air Operators must record such data in the website that SAG maintains for these purposes.

The officers of the Agricultural and Livestock Service, stationed at the Airport of Entry to Chile, shall make the documentary and physical inspection of the aircraft to verify compliance with the regulations in force.

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If this resolution is not complied with or if live arthropods are detected, the treatment established in this resolution must be applied to the aircraft and must be done on arrival and prior to unloading the cargo hold.

All cargo materials, such as metal pallets and containers, must come clean and be free of dirt and vegetable or animal debris.

The costs derived from the applied sanitary measures shall be charged to the companies or institutions of air cargo, passengers and general, national or international aviation.

FEES

The rights and fees for landing, parking or accommodation of aircraft will be published as needed by the Dirección General de Aeronáutica Civil.

AIRPORTS OF ENTRY

Antofagasta (Andres Sabella)¹

Arica (Chacalluta Intl)³

Concepción (Carriel Sur Intl)¹

Iquique (Diego Aracena Intl)¹

Isla de Pascua (Easter I) (Mataveri Intl)¹

Puerto Montt (El Tepual Intl)¹

Punta Arenas (Carlos Ibanez del Campo Intl)²

Santiago (Arturo Meriño Benítez Intl)^{1,4}

¹ Customs 24 hours O/R

² Customs Mon–Fri 1130–2300, Sat/Sun 1100–2300, Mon–Sun 0300–1100 O/R.

³ Customs 24 hours.

⁴ Crew must request entry control service 2 hours before the flight or arrival at the CEL (56-9 998895778 (Shift Manager), for more information see website: www.aduana.cl.

COLOMBIA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT AND VISA**

No documents or visas are required of passengers arriving or departing on the same through flight or transferring to another flight at the same or a nearby airport. If travel to another city is necessary, a provisional permit of transit will be issued.

Temporary visitors must be in possession of a valid passport from the country of origin, as well as a visa. A tourist or transit card and a return ticket to the country of origin are also required.

Exceptions to the above requirements are:

- a. Laissez Passer issued by the United Nations.
- b. Official document of travel given by OEA.
- c. Colombia official document of travel given to foreigners living in Colombia.
- d. Crewmember certificate or license of a scheduled airline service.

While on duty, aircraft crew members of a scheduled airline service may use their licenses in lieu of a passport. This provision applies only if there is a reciprocal privilege for Colombian aircrews between the country of origin and Colombia.

Crewmembers entering Colombia by other means of transport to join the regular aircrew of an aircraft must have the same documents that are required of arriving passengers.

HEALTH

Vaccination certificates are not required for cholera, yellow fever or smallpox, unless coming from an infected area. However, yellow fever vaccinations and antimalarial drugs are recommended for all travelers to most rural areas of the country.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No public health care measures will be applied to aircraft when entering Colombia and solely vaccination certificates will be requested only if the health authority deems it necessary.

When aircraft come from places that have been declared an epidemic, if the health authority deems it necessary, disinfection will be applied immediately upon arrival.

Typically, sanitary inspections should be carried out with respect to the cargo on board, when involving food, biological or pharmacological produce.

**REQUEST AUTHORIZATION OVERFLIGHT ON COLOMBIAN
AIRSPACE**

Colombia as a signatory to the Convention on International Civil Aviation (Chicago 1944), overflight supports to all civil aircraft registered in the participating states of the agreement. Those civil aircraft that have constituted a payment guarantee with the Unidad Administrativa Especial de Aeronautica Civil do not require prior permission. Otherwise authorization is required prior issued by the Colombian aeronautical authority.

To request permission for overflight to the Colombian Civil Aviation Authority, you must perform the following steps:

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- a. Enter the Portal of the Aeronáutica Civil de Colombia, www.aerocivil.gov.co, the Bullet “Trámites” option, “-> Empresas Aeronáuticas” then column “NOMBRE DEL TRAMITE” search “Solicitud Autorización Sobre vuelos en el Espacio Aéreo Colombiano”. Follow the instructions at “Enlace” and download the Formato Solicitud Sobre vuelos – (Excel format).
- b. Fill the “Formato Solicitud Sobre vuelo”, attaching the required documents (signed form) as are required. If these documents are not attached to the format, the application will not be processed.
- c. Submit the form filled out by any of the following means, within 72 hours before the flight:

– During business hours:

- a. To the email solicitudsobrevuelo@aerocivil.gov.co or
- b. In person at the Correspondence Group (ADI), Aerocivil Building, Avenida El Dorado No 103-15, 1st Floor, Bogotá, Colombia. Tel (57 60 1) 2963002.

– In non-working hours:

To the email Centrocom@aerocivil.gov.co.

If the request for overflight corresponds to *State Aviation*, must have permission to enter the Colombian airspace, issued by the command of the Colombian Air Force – FAC. Refer to the Aeronautical Information Circular AIC A08/08 C08/08 of September 25, 2008.

If the overflight authorization has not been issued and/or the aircraft, the company and/or company representative of the overflight recorded delay in payments, the corresponding aircraft will not be admitted in the Colombian airspace.

To know about your state portfolio, you may contact telephones (57 60 1) 2963068 / (57 60 1) 2963075, Group Billing, Financial Management UAEAC.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

All flights to, from or over the territory of Colombia and landings in that territory will be subject to the regulations of Colombia on Civil Aviation.

Aircraft flying into the territory of Colombia or leaving it, will make its first landing or exit end of an international airport.

COLOMBIA
NATIONAL REGULATIONS AND REQUIREMENTS**AERONAUTICAL AUTHORITY**

Special Administrative Unit of Civil Aeronautics

El Dorado International Airport

Address: Bogota, D.C. Colombia, S.A.

NEA Building – Avenida Eldorado 103-15

Air Box (P.O. BOX) 12307

Tel: Director UAEAC:

(57 60 1) 4251000 Ext. 3183 and 3480

Sub-address:

(57 60 1) 4251000 Ext. 3283 and 3630

Switch: (57 60 1) 42510

Fax: (57 60 1) 4138586

AFTN: SKBOYAYA

CUSTOMS

National Tax and Customs (DIAN)

Address: Bogota, D.C. Colombia, S.A.

Carrera 8 No. 6-64 San Agustin Building

Tel: (57 60 1) 6079999–5462200

SCHEDULED FLIGHTS**General**

International scheduled flights operated by foreign airlines into or in transit through Colombia must meet the following requirements:

- a. When there is no treaty or agreement with the state of the airline, the designation, operating permit and other administrative aspects, are first subject to the provisions stated in the treaty or agreement in force and then as per the Colombian laws and regulations.
- b. When there is no treaty or agreement with the state of the airline, the operation permit shall be granted or not, taking into account the national interest, the public safety, economic interests of the airline and subject to the conventions, international treaties or agreements signed by Colombia's government, sticking to the principle of reciprocity is always real and effective.
- c. The operation permit application to establish an international public transport exists or not treaty or agreement with the state of the airline, must be submitted to the Special Administrative Branch of Civil Aeronautics.

Aircraft of the states signatory of the Convention on International Civil Aviation, signed in Chicago in 1944, on schedule international flights without traffic rights in the country can overfly the terri-

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tory of Colombia and make stops for non-commercial purposes, and therefore must be timely processing the information of the respective Flight Plan. Prior permission from the Colombian Civil Aviation is not required.

The entry, operation and stay of foreign aircraft in schedule or non-schedule commercial air services, as well as State aircraft, shall be subject to prior authorization in accordance with the provisions of bilateral or multilateral agreements on this matter, or on condition of reciprocity. When such flights involving commercial traffic rights, the corresponding authorization shall be granted by the Air Transportation Office.

Documentary Requirements for Clearance of Aircraft

In the case of foreign registered aircraft operated by Colombian operators of public commercial air services, they must obtain authorization from the Aeronautical Registry Office to exploit the foreign registered aircraft in Colombia, after the registration of the act or contract under which it acquires the status of operator over it and other applicable requirements are met. Such authorization must be carried along with other documents on board the aircraft.

To obtain entry and exit aircraft authorization to and from Colombia, the airline operators must submit the documents listed below aircraft. All documents listed must comply with the ICAO standard format set forth in relevant appendices of ICAO Annex 9 and are acceptable when furnished in Spanish, and completed in legible handwriting. No visa is required in connection with such documents.

Aircraft documents required (Arrival/Departure)

Arrival

Required by	General Declaration	Flights with Passengers - Waste Notification of Arrival	Cargo Flights or Mixed (Cargo and Passengers) Cargo Manifest
		Notice of arrival	Cargo Manifest
Customs	—	Electronic forms 1300 and 1206	Electronic forms 1165
Immigration	—	Passenger Manifest	—

Departure

Required by	General Declaration	Flights with Passengers	Cargo Flights or Mixed (Cargo and Passengers) Cargo Manifest
Customs	—	—	Form 602 (SAE) Electronic form 1165 (Cargo Manifest)
Immigration	—	Passenger Manifest	—

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The above applies equally to non-scheduled flights listed in item 3 and private flights listed in item 4 of the present chapter.

All Colombian or foreign aircraft originating outside the country shall present the proper documentation to the Customs and Immigration authorities upon the arrival and/or exit.

NON-SCHEDULED FLIGHTS

If an aircraft operator intends to operate a flight (or a series of flights) into Colombia for the purpose of embarking or disembarking passengers, merchandise or mail, it is necessary to request authorization from the Directorate of Air Navigation Services of the Special Administrative Unit of Civil Aviation to conduct such operations with at least 24 hours prior to the anticipated date of flight. The request must contain the following information, in the order that is indicated:

- a. Name of operator
- b. The type of aircraft and registration markings.
- c. Dates and times of arrival and departure (international airport).
- d. The locations (s) of embarking/disembarking of passengers and load abroad.
- e. Intention of the flight along with the number of passengers, and/or the nature and amount of the load; and
- f. The name and address of charter, if applicable.

Non-Scheduled Flights Without Commercial Rights

Aircraft from the contracting states of the Convention on International Civil Aviation signed in Chicago in 1994, may overfly the territory of Colombia and make non-commercial stops (technical stop) for which they must submit the corresponding flight plan. Any stop must take place at an international airport. No prior permission is required from Colombian Civil Aviation.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Overflight, entry and exit of foreign private aircraft:

Private aircraft registered in any of the contracting states of the Convention of International Civil Aviation signed in Chicago in 1994, may overfly, enter and exit the territory of Colombia, for which they must submit the corresponding flight plan. All entry and exit must take place from an international airport. No prior permission is required from Colombian Civil Aviation.

Prior permission is not required for the following flight categories:

- a. Humanitarian flights of urgent necessity.
- b. Sporadic air taxis from abroad.

Aircraft requiring prior authorization:

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NATIONAL REGULATIONS AND REQUIREMENTS

Aircraft returning from abroad, not included in the preceding paragraph items a. and b., require prior authorization to overfly the national territory and to make stops.

Applications must be submitted to Aerocivil with adequate advance notice.

When the foreign operator plans to make a series of charter flights, they must obtain a prior operating authorization. The application must contain:

- a. Company name and legal representative, address and domicile.
- b. Permit issued by the flag state to operate such flights.
- c. Equipment with regards to its identification and property.
- d. Insurance.

Permanence of Foreign Aircraft in Colombia

General Aviation (non commercial) foreign registered aircraft operated by Colombian or foreign operators entering Colombian territory in accordance with Articles 5 and 25 of the 1944 Chicago Convention on International Civil Aviation, and paragraph 3.6.3.5.1.1 of Colombia Aeronautical Regulations, shall be admitted temporarily without special authorization up to forty-eight (48) hours, provided that enter and exit through the same airport, without operating other airports in Colombia.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

AIRPORTS OF ENTRY

Barranquilla (Ernesto Cortissoz)

Bogota (Eldorado)

Cali (Alfonso Bonilla Aragón)

Cartagena (Rafael Núñez)

Cucuta (Camilo Daza)¹

Leticia (Alfredo Vásquez Cobo)²

Pereira (Matecana)³

Rionegro (Jose Maria Cordova)

Santa Marta (Simón Bolívar)⁴

¹ 0000–0500 and 1000–2359

² 0000–0300 and 1100–2359

³ 0000–0430 and 1030–2359

⁴ 0000–0500 and 1100–2359

NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT

Arrival Documents:

- a. valid passport
- b. card of embarking/disembarking
- c. entrance documentation

Departure Documents:

- a. National passengers, immigrants, and non-immigrants require a valid passport, military control, payment of absenteeism, and exit registration.
- b. Temporary visitors require a valid passport and exit documentation.

VISA

Temporary visitors can be admitted up to ninety (90) days without a visa. A stay in excess of this time period requires a visa.

HEALTH

If the authorities of Public Health consider it necessary to disinfect an aircraft, it will be carried out upon arrival.

Vaccination certificate is not required, except in the cases that the World Health Organization recommends it.

EMBASSY INFORMATION

ECUADOR'S EMBASSY IN THE UNITED STATES

Embassy of Ecuador

Address: 2535 15th Street, N.W.
Washington, D.C.
20009

Tel: (202) 234-7200

Fax: (202) 667-3482

UNITED STATES' EMBASSY IN ECUADOR

U. S. Embassy

Address: Avenida Patria 120
Casilla 538
Quito
Ecuador

Tel: (593) 2 256-2890

Fax: (593) 2 250 2052

ECUADOR
NATIONAL REGULATIONS AND REQUIREMENTS

Telex: 2329 USICAQ ED

Public Hours: 8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM

AIRCRAFT ENTRY REQUIREMENTS**CIVIL AVIATION**

Direccion General de Aviacion Civil

Address: Buenos Aires Oel-53 y 10 de Agosto

Casilla 17-01 2077

Quito

Ecuador

Tel: +593 2 2238928

Fax: +593 2 2563995

E-Mail: dirdac@imp.sat.net.ec

AFS: SEQUYAYX

CUSTOMS

Delegacion de la Subsecretaria de Aduana

Address: 10 de Agosto y Jorge Washington

Quito

Ecuador

Tel: +593 2 2521904

Fax: +593 2 2503849

NECESSARY AIRCRAFT DOCUMENTS FOR SCHEDULED AND NON-SCHEDULED FLIGHTS

The necessary documents for the arrival and departure of aircraft within international airports are:

- a. A passenger manifest for departure, given jointly with the pertinent part of the customs information sheet
- b. A bill of lading for arrival and departure

GENERAL

The Republic of Ecuador has complete and exclusive sovereignty over the airspace that covers its territory and territorial waters. All aircraft that over-fly or land in Ecuadorian territory are subject to the effective laws and regulations of the country and will be applied without distinction of nationality.

Aircraft are classified into public and private. There are public aircraft intended for the service of public power, such as the military, customs, and police. The others are private, although they belong to the State.

**ECUADOR
NATIONAL REGULATIONS AND REQUIREMENTS**

Foreign public aircraft flights within the national territory are not allowed unless prior permission has been obtained for over-flight and/or landing.

The transit of foreign private aircraft will take place by means of the fulfillment of the established international norms, effective treaty norms, or agreements signed by Ecuador.

In the event of military or internal commotion, or when public security may be jeopardized the executive function through the FAE may prohibit or limit all or certain types of air traffic within the Ecuadorian territory.

The transport of explosives, arms and ammunitions of war is prohibited, in foreign private and public aircraft.

Foreign public aircraft will not be able to carry or have installed photographic equipment during transit or operation within the Ecuadorian airspace. (Those agreements or contracts subscribed and authorized by the State are an exception).

PERMISSION FOR OVER-FLIGHT AND/OR LANDING

All foreign aircraft, public and private, that wish to fly over or land in the Ecuadorian territory, to make use of any aerodrome or place of water landing, are subject to the conditions that are detailed subsequently:

Foreign Public Aircraft

A request for authorization must be presented/displayed at least 48 hours in advance of the anticipated Flight. It is recommended, when the applicant applies to the Air Force, that a greater time period is utilized; nevertheless, in cases of emergency, this term can be reduced depending on the circumstances.

All requests for permission of over-flight and landing must contain the following information:

- a. Country of applicant
- b. Reason of flight
- c. Type of aircraft and registration number(s)
- d. Crew list; with name of the pilot in command, and the number of crew
- e. Passenger list. The list will be numerical and additional information of rank (military), First name, last name, and position occupying shall be included
- f. Load Type
- g. Departure point and destination with a planned itinerary indicating landings within the country that have been authorized, along with approximate dates and times
- h. Required Facilities for fuel, accommodations, and others.

Foreign Private Aircraft; Non-commercial and Commercial Non-scheduled

Aircraft intending to over-fly or land in Ecuadorian territory are required to transmit a request to the Direccion de Aviacion Civil at least 48 hours and no longer than 15 days in advance of the anticipated date of arrival, and shall include payment for response by cable. The granted permis-

ECUADOR
NATIONAL REGULATIONS AND REQUIREMENTS

sion will be valid for a time period no greater than 5 days from the anticipated date of arrival; otherwise it will be necessary to re-apply.

Information that should be contained in the request of permission for foreign non-commercial non-scheduled private aircraft:

- a. Markings, type, and registration of the aircraft
- b. Name of the pilot in command and number of passengers
- c. Place and country of origin and destination
- d. Mission or object of the flight
- e. International Airports of entrance, landing, and exit in the country
- f. Estimated Dates of arrival and departure from the country

NOTE: For a written request the following explanation will be taken into account when only over-flight will be conducted and no landings take place: state that the aircraft will only fly over.

POINTS OF BORDER CROSSING AND CORRIDORS FOR ENTRANCE AND EXIT OF FOREIGN AIRCRAFT PUBLIC AND PRIVATE

All foreign public and private aircraft that enter or leave Ecuadorian national territory are required to cross the borders and follow the corridors of determined entrance or exit and the established airways set forth. In special circumstances a deviation of the normal route may be approved. If a foreign public or private aircraft needs to fly a route that is not an established airway, permission must be granted from the FAE or DAC.

All aircraft must first land or finally depart from an international airport of entry. The operation into other aerodromes requires previous authorization and approval, which must be requested through the Main directorate of Civil Aviation by letter or telegram with the anticipated date of arrival, jointly with the pre-established requirements.

DOCUMENTARY REQUIREMENTS FOR ARRIVAL AND DEPARTURE

Commercial Flights national and international:

- a. Flight plan
- b. Weight and balance
- c. Load manifest/sheet for the aircraft (if applicable)
- d. General Declaration (only in the Ecuadorian airport of entry if it is an international flight; and at the beginning of the first flight for national flights.)
- e. Form of Aerial Transport DTA-E-002

Non-commercial Flights national and International:

- a. Flight plan
- b. Weight and balance (only for aircraft with a gross weight greater than 12,500 pounds)
- c. Load manifest/sheet for the aircraft (if applicable)

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- d. General Declaration (only in the Ecuadorian airport of entry if it is an international flight; and at the beginning of the first flight for national flights.)

Ferry flights national and international:

- a. Flight plan
- b. Weight and balance, including crew list
- c. Written Authorization from the proper authority

AIRPORTS OF ENTRY

Guayaquil (Simon Bolivar Intl)

Latacunga (Cotopaxi)

Manta (Eloy Alfaro)

Quito (Mariscal Sucre Intl) Customs Part time

FRENCH GUIANA
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT AND VISA

ENTRY

A valid passport, or equivalent document, with an entry visa (or French prefectoral return visa) is required for entry, with the following exceptions:

- a. French nationals need hold only one of the following documents:
 - valid passport;
 - passport expired for less than five (5) years;
 - national identity card; or
 - foreigner passbook issued by Swiss authorities.
- b. Nationals of the following countries are exempted from the entry visa requirement for a stay not exceeding three (3) months:

Algeria	Australia	Benin
Canada	Cote d'Ivoire	Cyprus
Denmark	Djibouti	Finland
Gabon	Great Britain	Iceland
Iran	Ireland	Israel
Japan	Malaysia	Malta
Morocco	New Zealand	Niger
Norway	Portugal	Senegal
South Korea	Spain	Sweden
Tunisia	U.S.A.	Upper Volga

- c. Members of the Armed Forces from NATO member countries: Germany, Belgium, Canada, Denmark, Greece, Italy, Iceland, Luxembourg, Norway, The Netherlands, Portugal, United Kingdom, Turkey and the U.S.A., are exempted from passport and visa, provided they are holders of a military identity card and a mission order.
- d. Crew members who are nationals of ICAO member states may use their crew member license in lieu of a passport and visa provided they remain on the airport or within the proximity of the associated community as provided in ICAO Annex 9.

All persons disembarking in French Guiana must hold either a return trip deposit, a return or ongoing ticket, or an administrative exemption.

TRANSIT

Transit passengers must have a valid passport and a transit visa, except a transit visa is not required of passengers who:

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- would normally be exempted from the entry visa requirement; or
- will not be leaving the airport.

The transit visa is usually delivered immediately by the French Consuls abroad to passengers of all nationalities expecting a connecting flight within 72 hours (excluding the day of arrival), provided the passenger:

- is holder of the entrance visa to the final destination country,
- justifies his request for a transit visa, by presenting a destination ticket and justifies for booking a seat onboard an aircraft leaving the territory within 72 hours (excluding the day of arrival) after the arrival.

A transit visa, called “stop visa”, valid for 3 days (excluding the day of arrival), must be obtained for passengers in transit for at least 6 hours via French airports.

These passengers should be holders of a valid passport, involving no restriction for French Guiana and possess a travel ticket with firm booking for a point beyond the territory and on a service leaving at least 6 hours after their arrival, or justify for such booking. They should also comply with the formalities required for travel continuation.

DEPARTURE

When leaving French Guiana, passengers must present the same documents as required on arrival.

All French nationals and foreigners arriving in French Guiana must be holders of, either a return deposit, or a continuation transport ticket, or an administrative waiver.

HEALTH

Yellow fever vaccination is required for travellers arriving from an area declared as contaminated by yellow fever in the WHO epidemiologic report.

Smallpox and cholera vaccinations are no longer required.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

No health measures are applicable to aircraft under normal sanitary conditions.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

Any overflight of French Guiana with or without stop, should be performed in compliance with the Civil Aviation regulations applicable to this territory.

All aircraft arriving from abroad and entering French Guiana territory should perform the first landing on an airport provided with Customs, Police and Sanitary controls. Also, all aircraft departing the territory of French Guiana must conduct a final stop at such type of airport prior to departure abroad.

FRENCH GUIANA
NATIONAL REGULATIONS AND REQUIREMENTS

DESIGNATED AUTHORITIES

Civil Aviation Authority – France

DIRECTION GÉNÉRALE DE L'AVIATION CIVILE

Address: 50, rue Henry FARMAN
75720 PARIS
France
CEDEX 15
Tel: 01 58 09 43 21
Fax: 01 58 09 38 64
AFTN: LFPSYAYD

Regional Authority – French Caribbean Territories

DIRECTION DE LA SECURITE DE L'AVIATION CIVILE ANTILLES - GUYANE

Address: BP 644
97262 FORT DE FRANCE
Martinique
CEDEX
Tel: 0596 55 60 00
Fax: 0596 60 02 09 (direction)
0596 63 47 06 (technique)
0596 60 54 71 (administration)

District Authority – French Guiana

AÉRODROME DE CAYENNE - FELIX EBOUE

Address: 97351 MATOURY
French Guiana
Tel: 0594 35 93 00
Fax: 0594 35 61 66

SCHEDULED FLIGHTS

Overflight and technical stop of aircraft from airlines belonging to countries which signed the bilateral transit agreement or possessing equivalent rights by a bilateral agreement signed with France, can overfly French Guiana territory under the conditions prescribed in the said agreements.

In all other cases, a clearance request should be put up via the diplomatic channel to the Ministry of Foreign Affairs.

Commercial operation of a scheduled international flight to or from French Guiana should be performed under:

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- either the provisions contained in the air agreements signed between France and the foreign countries governing the operator airlines;
- or specific clearances delivered by the French Government.

Documentary Requirements for Clearance of Aircraft

The following documents are required both on arrival and departure from the French territory:

Required by	Customs	Police	Health	Airport Authority
Traffic Forms	—	—	—	2 Copies
General Declaration ¹	1 Copy	1 Copy	1 Copy	—
Passenger Manifest ²	—	1 Copy	—	—
Cargo Manifest	1 Copy	—	—	—
List of Stores ³	1 Copy	—	—	—

¹ When required by the health services.

² On request from the service concerned.

³ Except when aircraft supplies remain onboard under Customs surveillance.

Provided transport airlines transmit to the airport authorities two traffic forms they do not need to transmit the passenger list.

Airlines are also exempted from transmitting a general statement provided the sincerity assessment provided in the said statement is duplicated on a sheet of the cargo manifest transmitted to the Customs Service. This assessment can be duplicated on arrival, using a stamp, and should be signed by the transport agent.

However, the sanitary statement provided in the general statement should be transmitted on arrival to the Sanitary Service when it includes positive information or if it mentions the sanitary surveillance of a passenger.

One copy of the traffic form should be transmitted to the authority of the airport ensuring the air traffic control within 24 hours after landing or take-off of each aircraft.

The traffic form is also required for supplemental services of a schedule line.

NON-SCHEDULED COMMERCIAL FLIGHTS

Overflight and Technical Stops

Aircraft from airlines belonging to ICAO member countries or possessing rights equivalent to those mentioned in article 5 of the Chicago Convention, by bilateral agreements signed with France, can overfly French Guiana territory, under the conditions stipulated in the said Convention or Agreements, when these countries grant the same facilities to French aircraft.

In all other cases, a clearance request should be put up via the diplomatic channel.

**FRENCH GUIANA
NATIONAL REGULATIONS AND REQUIREMENTS****Commercial Flights by Aircraft / Companies under the Jurisdiction of Non-ICAO Member States**

Such flights are subject to a preliminary clearance request put up via the diplomatic channel to the:

Ministry of Foreign Affairs

(Direction des Affaires Économiques et Financières)

Section Transport

Address: 37 Quai d'Orsay
 PARIS
 France

The clearance request should include all information required by the appropriate authority and be received by the Ministry of Foreign Affairs 20 days before the planned flight.

Commercial Flights by Aircraft / Companies under the Jurisdiction of ICAO Member States

The request should be received ten days before the date of the flight (or of the first flight in case of a series).

The following information should be provided:

- name and address of the transport agent;
- type of aircraft used with indication of the nationality of registration and the capacity;
- owner of the aircraft if different from the transport agent;
- full travel route;
- estimated dates and times for stops, specially in the French territory;
- in case of a chartered flight, name and address of the charter agent, number of passengers;
- type and quantity of transported freight;
- name and position of the person signing the request.

The request should be addressed by the transport agent to the:

Civil Aviation Authority (DGAC)

Direction du Transport Aérien (DTA)

Bureau des Services Internationaux (SDTI)

Address: 50, rue Henry FARMAN
 75720 PARIS
 France

CEDEX 15

Tel: 01 58 09 36 38/39 62

Fax: 01 58 09 38 65

**FRENCH GUIANA
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and be received ten days before the date of the flight or one month before the date of the first flight in case of a flight series. The request should be established on form B (Appendix II).

Documentary Requirements for Clearance of Aircraft

Same documents as for **SCHEDULED FLIGHTS**. However, the traffic form should be transmitted to the airport authorities immediately after aircraft landing and before take-off.

PRIVATE FLIGHTS**Aircraft Registered in ICAO Member States**

Information mentioned in the flight plan is usually accepted as an arrival notice by the French authorities in French Guiana. However, a preliminary clearance, the request for which should be put up via the diplomatic channel, is required for aircraft registered in States which would not grant the same facilities to private French aircraft flying to their country.

Aircraft Registered in Non-ICAO Member States

Overflying the French Guiana territory, and all stops into this territory should be subject to a preliminary clearance request put up via the diplomatic channel.

Documentary Requirements for Private Aircraft

The following aircraft documents should be available onboard each aircraft and presented to all authorized authorities:

- valid airworthiness certificate and associated documents or regulatory pass;
- registration certificate or equivalent document;
- licenses and qualifications of crew;
- specific operating instructions for the equipment, specially those relating to rescue operations;
- aircraft log-book or general statement signed by the air traffic bodies.

AIRPORTS OF ENTRY

Cayenne (Felix Eboué)¹

GUYANA

NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT AND VISA

No documents or visas are required of passengers arriving and departing on the same through flight, however if the passenger is changing aircraft he/she may be required to produce a passport.

Visas are also required from all visitors with the exception of all Commonwealth countries.

Any person entering Guyana to take up employment, except Guyanese nationals, will not be permitted to enter unless prior approval has been obtained from the:

Ministry of Citizenship

Address: 164 Waterloo Street

Georgetown

Guyana

Tel: +592-227-1193

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of Guyana, the crew member license or certificate is accepted in lieu of passport or visa for temporary admission into Guyana.

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or small pox, vaccination certificates when required shall be for passengers over one year of age.

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights into, from or over Guyana's territory shall be subjected to the current Guyana regulations relating to Civil Aviation.

Aircraft flying into or departing from Guyana's Territory, shall make their first landing at, or final departure from Cheddi Jagan International Airport or Eugene F. Correia International Airport.

DESIGNATED AUTHORITIES

Civil Aviation

Address: Director General Fairlie House

73 High Street

Kingston

Georgetown

Guyana

Tel: (592) 225-6822

Fax: (592)225-6800

**GUYANA
NATIONAL REGULATIONS AND REQUIREMENTS**

E-Mail: director-general@gcaa-gy.org
AFS: SYGCYAYX

Customs

Customs & Trade Administration Department

Guyana Revenue Authority

Address: 200-201 Camp Street
Georgetown
Guyana
Tel: (592) 227-6060/227-8222 Etx 1401
Fax: (592) 227-0964/226-2128

Health

Ministry of Public Health

Address: P.O. Box 1041
Lot 1 Brickdam
Georgetown
Guyana
Tel: (592) 225-6480/226-5861-5

SCHEDULED FLIGHTS**General**

For regular international scheduled flights operated by foreign airlines into or in transit across Guyana, the following requirements must be met:

- a. the State of the airline must be a party to the International Air Services Transit Agreement and/or International Air Transport Agreement. Guyana is a party to the International Air Services Transit Agreement only.
- b. the airline must be eligible to make flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Guyana are contracting parties, and must have a permit to operate into or transit across Guyana. Applications for such permit shall be submitted to the Director General, Guyana Civil Aviation Authority.

Documentary Requirements for Clearance of Aircraft

It is necessary that the under mentioned aircraft documents be submitted by airline operators for a clearance on entry and departure of their aircraft to and from Guyana. All documents listed below must follow the ICAO Standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English and completed in legible handwriting. No Visas are required in connection with such documents.

Aircraft documents required (arrival/departure)

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Required by	General Declaration	Passenger Manifest	Cargo Manifest
Arrival			
ATC	1	1	1
Customs	3	3	3
Immigration	3	3	3
Port Health	1	1	1
CJIA	1	1	1
OAI	1	1	1
Departure			
ATC	1	1	1
Customs	2	2	3
Immigration	3	3	3
Port Health	—	—	—
CJIA	1	1	1
OAI	1	1	1

NOTE:

- a. One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.
- b. If no passengers are embarking (disembarking) and no articles are laden (unladen) no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

NON-SCHEDULED FLIGHTS**General**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the territory of Guyana, it is not necessary for the operator to obtain prior permission. For flights in transit across the territory of Guyana, Operator's Information for Billing purposes should be sent to:

Email: ato@gcaa-gy.org

AFS: SYCJYAYX

If an operator intends to perform a (series of) nonscheduled flight(s) into Guyana for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Director General, Guyana Civil Aviation Authority, not less than forty-eight hours in advance of

**GUYANA
NATIONAL REGULATIONS AND REQUIREMENTS**

the intended landing. For a series of non-scheduled flights, applications should be made at least sixty (60) days in advance of the intended operation.

The application shall include the following:

- a. name of operator.
- b. type of aircraft and registration marks.
- c. Date and time of arrival at, and departure from Cheddi Jagan International Airport or Eugene F. Correia International Airport.
- d. Place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight.
- e. Purpose of flight and number of passengers and/or nature and amount of freight.
- f. Name, address and business of character, if any.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS**Advance Notification of Arrival**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. Such information must be transmitted so that it is received by the public authorities concerned at least two hours in advance of arrival. The landing must be carried out at a previously designated international airport.

For reasons of flight safety, special permission in addition to the filing of a flight plan is required for private flights if the operator intends to carry out a (series of) private (noncommercial) flight(s) other than those making technical stops or MEDEVAC flights.

Application for special permission must be submitted to the Director General of the Guyana Civil Aviation Authority at least two (2) business days in advance of entry into the airspace over Guyana.

Documentary Requirements for Clearance of Aircraft

In addition to those mentioned under SCHEDULED FLIGHTS above, the ATS Reporting Office requires the Pilot in Command to present his/her Pilot's License and a filled out GCAA Form 4106A. An Agent Identification Card is also required if the aircraft is being handled by a local handling company or person.

FEES

The following types of fees and charges may be expected:

- a. Landing
- b. Parking
- c. Hangarage charges

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- d. Long term storage
- e. Passenger service
- f. Security

AIRPORT OF ENTRY

Georgetown (Cheddi Jagan Intl)

Georgetown (Eugene F. Correia Intl) – 0900–0200 UTC

PARAGUAY
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT**

Required.

VISA

Required.

HEALTH**PUBLIC HEALTH REQUIREMENTS**

To enter the country, persons should present to the competent public health authorities officials, the health certificates that the international Agreements and other laws require.

Foreigners, for their permanent admission into the country, must have the health documents from the country of origin, those stipulated in the Health Code of the Republic of Paraguay and other laws. For this purpose the executive of the national immigration policy shall provide prior intervention to the competent health authority.

For the entry or exit from the country of any used personal item that is not part of the passenger baggage, must be accompanied by the certificate of disinfection issued by the competent health authorities of the country of origin.

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

Aircraft of any international air transport company (scheduled, non-scheduled, general aviation, etc.) must meet the health conditions required by the competent authority of the Republic of Paraguay.

Aircraft coming from any foreign country are subject to the provisions of the competent health authority, which may order the disembarking and isolation of any person or animal suspected of having a disease under international regulations, treatment of objects or materials presumably contaminated to the quarantine of those.

The frequency, procedure and general rules of disinfection, disinfestation and rat control of any mean of public international air transport, shall be in accordance with the provisions of the Health Code of the Republic of Paraguay and its regulations, and the terms determined by international agreements signed by Paraguay, being in charge of the competent health authority to control its compliance. The disinfection procedure must be properly recorded in the health section of the General Declaration.

Authorization for embarking and disembarking may be granted to international aircraft who comply with the provisions established in the National Health Code and the international Agreements signed by the Government of the Republic of Paraguay.

The executive can implement necessary preventive measures and of restriction of transit, adopting health measures tend to prevent and control the dissemination of diseases and contamination of adjacent areas, in accordance to the rules of international law.

PARAGUAY
NATIONAL REGULATIONS AND REQUIREMENTS

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

International flights to, from or overflying the territory of the Republic of Paraguay shall be subject to the existing national regulations relating to civil aviation. These regulations essentially correspond to the standard and recommended practices contained in Annex 9 (Facilitation), to the Convention on International Civil Aviation.

Aircraft flying to or departing from the territory of the Republic of Paraguay shall make their first landing or final departure from an international airport designated by the National Directorate of Civil Aeronautics (DINAC).

When an aircraft has landed in a place other than a designated airport, the pilot-in-command or the person in charge at the controls is required to report immediately to the nearest authority the cause justifying the deviation from the approved route.

All foreign registered aircraft intending to transit over the national territory must apply for corresponding permission from the National Directorate of Civil Aeronautics (DINAC) with at least 24 hours advance notice and must wait for a response to the application.

The application shall contain the following information:

- a. Registration and type of aircraft;
- b. Pilot name, last name, license number;
- c. Previous airport stop prior entry;
- d. Date and time of arrival to the international airport of entry;
- e. Number of crew and passengers;
- f. Purpose of flight;
- g. Telex number and acronym, fax or AFS acronym where to receive the response.

Aircraft overflying the territory of the Republic of Paraguay, without exception, are obliged to land immediately after receiving the order from ground or air, after receiving the regulatory signals. Failure to comply shall entitle the use of Force, in the cases and circumstances established by the Civil Aviation Authority, excluding any State liability for any damages and losses that occur.

PARAGUAY
NATIONAL REGULATIONS AND REQUIREMENTS

DESIGNATED AUTHORITIES

Civil Aviation

National Directorate of Civil Aeronautics (DINAC)

Address: World Trade Center "WTC"
Torre 2 – Piso 20
Avda. Aviadores del Chaco N° 2050
Tel: +595 21 606 464
General Secretary:
+595 21 606 466 Ext. 1752
Fax: +595 21 213 406
E-Mail: presidente@dinac.gov.py
Internet: Official website of DINAC:
www.dinac.gov.py

Customs

General Directorate of Customs

Address: Plaza Isabel la Católica e/
Avda. Colón y El Paraguayo Independiente
Tel: +595 21 493 958
+595 21 497 960
E-Mail: dirgen@dga.gov.py

Health

Ministry of Public Health and Social Welfare

Address: Avda. Silvio Pettirossi and Avda. Brasil
Tel: +595 21 201 672, +595 21 204 601, +595 21 204 602, +595 21 204 603, +595 21 204 604
Fax: +595 21 211 062, +595 21 207 328
E-Mail: sgabinete@mspbs.gov.py

SCHEDULED FLIGHTS

General

For international scheduled flights operated by foreign airlines into the Republic of Paraguay or transiting through its territory, the following requirements should be met:

PARAGUAY
NATIONAL REGULATIONS AND REQUIREMENTS

- a. The State of the airline must be a party to the Agreement on the transit of international air services and/or the Agreement on international air transport. The Republic of Paraguay is a party to both agreements.
- b. The airline must meet the required conditions to conduct the flights in accordance with the provisions of a bilateral or multilateral agreement which the State of the airline and the Republic of Paraguay are contracting parties and must have an operating permit to fly to the Republic of Paraguay or transit through its territory. Applications to obtain such permit must be submitted to the National Directorate of Civil Aeronautics (DINAC).

Documentary Requirements For Aircraft Authorization

To obtain authorization for entry and exit of their aircraft to and from the Republic of Paraguay, airline operators must submit to the competent authorities the aircraft documents listed below:

- a. For the purpose of simplifying and facilitating the formalities, the Air Traffic Services Notification Office (ARO), under the Air Traffic Management of the Dirección de Aeronáutica, shall be the DINAC unit responsible for receiving one copy (1) of the General Declaration (Entry/Exit), one copy (1) of the Passenger Manifest, and one (1) copy of the Cargo Manifest duly completed by the airline operators of scheduled, non-scheduled flights, air taxi and private air services, that operate international flights, the Forms established in the Appendices 1, 2 and 3 of Annex 9 (Facilitation) Last Edition. The delivery of the documents referred to by the airline operators of scheduled, non-scheduled and air taxi will be up to forty five (45) minutes after take-off of each aircraft and immediately on arrival of the aircraft at the international airport in question. Those conducting private air services on international flights shall proceed to deliver of the documents cited, with one (1) hour prior the estimated take-off and immediately on arrival of the aircraft at the international airport.

All airlines operating in the different country's international airports must submit a mandatory form in the ARO office for each operation. In addition to all usually required documentation, the following must be submitted:

- 1 copy of the Weight Sheet.
 - 1 copy of the Operational Flight Plan Flight Release.
- b. Scheduled airlines that operate internationally and have successive scheduled flights may deliver the Passenger Manifest and the Cargo Manifest within the two (2) hours after the departure of the last flight.
 - c. The Air Traffic Services Notification Office (ARO) under the Air Traffic Management unit of the Dirección de Aeronáutica, shall provide copies of the documents referred in paragraph a), (General Declaration Arrival/Departure, Passenger Manifest and Cargo Manifest) to DINAC units, which by the nature of their functions so require and have authorization to access the information contained in those documents.

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Aircraft Documents Required (Arrival/Departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Direccion de Aeronautica ATS Notification Office	2	2	2
Immigration	2	2	—
Customs	2	2	2

NOTE: If no passengers embark or disembark and no merchandise is loaded or unloaded, it is not necessary to present to the authorities any aircraft document, except the General Declaration, in which issue will be stated.

NON-SCHEDULED FLIGHTS

Procedures

If a foreign operator intends to conduct a flight or a series of non-scheduled flights transiting over Paraguayan territory, the operator, in addition to meeting the requirements of the air traffic control and the competent authorities, shall comply with the following requirements:

- a. Prior notice 24 hours in advance to the National Directorate of Civil Aeronautics (DINAC), through the Aeronautical Mobile Service (SMA) (Phone: +595217585108, +595217585102 / Phone Fax: +59521752718 / Email: sma@dinac.gov.py).
- b. Name of the operator,
- c. Postal address of the operator (fax, telephone, AFTN, Email),
- d. Representative address in the country, if any.

If a foreign operator intends to conduct a flight or a series of non-scheduled flights making only one stop at an international airport within Paraguayan territory, it is necessary to request authorization to conduct such operations from the National Directorate of Civil Aeronautics (DINAC) through the Aeronautical Mobile Service (SMA) (Phone: +595217585108, +595217585102 / Phone Fax: +59521752718 / Email: sma@dinac.gov.py) at least 48 hours in advance of the estimated landing. The request for authorization must contain the following information:

- a. Name of the operator
- b. Type and registration of the aircraft
- c. Date and time of arrival and departure
- d. Place or places of embarking or disembarking passengers and/or cargo abroad, depending on the case
- e. Purpose of the trip and number of passengers and/or nature and quantity of the cargo
- f. Name and address of the charterer, if applicable.

PARAGUAY
NATIONAL REGULATIONS AND REQUIREMENTS

If a foreign operator intends to conduct a flight or a series of non-scheduled flights to the Republic of Paraguay with the purpose of disembarking passengers, cargo or mail, it is necessary to apply for authorization to conduct such operations to the National Directorate of Civil Aeronautics (DINAC) 48 business hours in advance of the estimated landing. The application should contain the same data as stipulated above.

Paraguayan companies, to operate non-scheduled international commercial services, should require for all flights the corresponding authorization from the National Directorate of Civil Aeronautics (DINAC). The same requirements as indicated above must be met.

Documentary Requirements For Aircraft Authorization

The documentation requirements to be presented are the same as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

It is accepted as sufficient advance notice of arrival of General Aviation aircraft the information contained in the flight plan, with the exception noted below. The information must be transmitted in such way that the corresponding authorities receive it with at least two (2) hours prior the estimated time of arrival, the landing should be at a previously designated international airport.

General Aviation aircraft with foreign registration, entering Paraguayan territory, will have to indicate in the Flight Plan (Item 18 – RMK), the following information:

- a. Name of the operator or owner;
- b. Purpose of flight;
- c. Postal address (fax, telephone, AFTN);
- d. Email addresses: Official, Personal, Alternate;
- e. In the case of charter flights, all information of the person responsible for the operation.

The documents required for General Aviation Flights (private flights) are:

Required by	General Declaration	Passenger Manifest
Direccion de Aeronautica	2	2
ATS Notification Office		
Immigration	2	2

OVERFLIGHT OF PRIVATE AIRCRAFT

The general aviation private aircraft with foreign registration wishing to overfly Paraguayan territory without making a landing. The relevant Air Traffic Control unit must receive the Flight Plan at least two (2) hours in advance of the estimated time of entry in Paraguayan territory and confirm in the Flight Plan (Item 18 RMK) the following information:

- a. Name of the operator or owner
- b. Purpose of flight

PARAGUAY
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- c. Postal address (fax, telephone, AFTN)

DOCUMENTARY REQUIREMENTS FOR FOREIGN AIRCRAFT REMAINING IN THE COUNTRY

Foreign aircraft intending to remain in the Paraguayan territory, the owner and/or legal representative shall apply to the National Directorate of Civil Aeronautics (DINAC), a permit to remain in the country up to ninety (90) days renewable for periods of 90 days. The application for extension has to be submitted fifteen (15) days in advance of the expiration of aforementioned permit.

The application to remain in the country of foreign aircraft, should be submitted by the owner and/or representative, enclosing photocopies of:

- a. Certificate of registration and airworthiness,
- b. Crew licenses
- c. Logbook
- d. License of the aircraft radio station.

Foreign aircraft with permit to remain in the Republic of Paraguay may not conduct any remunerated activity in the country.

The Dirección Nacional de Aeronáutica Civil (DINAC) should cancel the authorization granted if the foreign registered aircraft does not comply with the laws in force in the Republic of Paraguay. The aircraft must leave the national territory within forty eight (48) hours of cancellation if there is no impediment to it.

AIRPORTS OF ENTRY

Asuncion (Silvio Pettrossi Intl)

PERU
NATIONAL REGULATIONS AND REQUIREMENTS

PASSPORT AND VISA

Passengers entering the territory of the Republic of Peru as tourists are required to have in their possession a valid passport with a consular visa. Citizens of countries with which the Republic of Peru has established special agreements are only required to have a current passport.

All persons entering the country are required to complete a Declaration of Luggage and present/display the declaration to the proper authorities upon arrival.

Passengers that arrive and depart on the same flight or transfer to another flight in the same airport are not required to provide any documents or visas.

The crewmembers license, while kept in their possession, is acceptable in lieu of a passport or visa for temporary admission provided that the crewmember remains in the airport in which the aircraft has landed or within the limits of the cities adjacent thereto and leaves on the same aircraft or their next regularly scheduled flight. Crewmembers will only be able to enter the country with their articles of clothing and objects for personal use.

HEALTH

PUBLIC HEALTH REQUIREMENTS

No health or vaccination certificates are required except for passengers arriving from a region infected with cholera, yellow fever or smallpox.

PUBLIC HEALTH REQUIREMENTS APPLIED TO THE AIRCRAFT

No measures of public health are required with respect to aircraft that enter Peru.

DESIGNATED AUTHORITIES

CIVIL AVIATION

Ministerio de Transportes y Comunicaciones

Dirección General de Aeronáutica Civil (DGAC)

Address: Jr. Zorritos N° 1203

LIMA 01

PERÚ

Tel: (511) 615 7966

(511) 615 7800 anexo 1173

E-Mail: dgac@mint.gob.pe

AFTN: SPLIYAYX

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Dirección de Seguridad Aeronáutica

Address: Jr. Zorritos N° 1203

LIMA 01

PERÚ

Tel: (511) 615 7450 anexo 1392

(511) 615 7800 anexo 1372

Coordinación Técnica de Navegación Aérea

Tel: (511) 615 7881

(511) 615 7869

AFTN: SPLIYAN

Dirección de Autorizaciones y Certificaciones

Address: Jr. Zorritos N° 1203

LIMA 01

PERÚ

Tel: (511) 615 7850

(511) 615 7800 anexo 1192, 1390, 1391, 1392

CUSTOMS

Superintendencia Nacional Adjunta de Aduanas

Address: Av. Gamarra 680

Chucuito – Callao

CALLAO 01

PERÚ

Tel: (511) 634 3600 anexo 20064, 20066

AIRCRAFT ENTRY REQUIREMENTS

GENERAL

All civil flights into, from, or over the territory of the Republic of Peru, and landings in such territory requires previous authorization from the Dirección General de Aeronáutica Civil (DGAC).

Foreign aircraft operations within the territory of the Republic of Peru are only authorized to be carried out on established routes and airways.

International flights into, from or over the territory of the Republic of Peru will be carried out under the Civil Aeronautics Law of Peru. The Law and its regulations correspond to the recommended practices and procedures contained in ICAO Annex 9 – Facilitation.

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NATIONAL REGULATIONS AND REQUIREMENTS

Aircraft that fly into and from the territory of Peru will make their first landing and their final departure from an international airport of entry. Arrivals and/or departures from other airports are only authorized with the expressed authorization of the DGAC.

AIRCRAFT TRANSPORTATION SERVICE SCHEDULED AND NONSCHEDULED

Procedures

Legal residents of Peru must obtain a permission of operation for commercial or general aviation flights conducted within the territory of Peru. An operator that possesses a commercial permit may also exercise general aviation privileges with proper authorization. If the operator possesses a general aviation permit they are not allowed to exercise commercial privileges.

Foreign registered aircraft operated by citizens or legal foreigners who do not possess permission to carry out operations, are required to submit a request prior to their entry into Peru and they will present/display a schedule of domestic flights to be made during the stay in the country that shall not exceed a term of 90 days solely in the following cases:

- a. With exploration purposes and/or scientific studies, whenever an aircraft is not similarly equipped and/or modified within the country for the same intended purpose;
- b. Civic support;
- c. Private tourism, instruction, and sport;
- d. For demonstration purposes.

The term of ninety (90) days can be extended, for a similar period once only, upon presentation of relevant supporting documentation.

International flights conducted by airlines operating into or over the territory of Peru that do not possess permission of operations are required to submit a request to the DGAC, no less than 48 hours in advance of the anticipated flight.

To obtain permission of flight into the country the following information shall be presented to the DGAC:

- a. The name of the operator, postal and/or electronic address, telephone, fax and AFTN address.
- b. The type(s) of aircraft(s), symbols of nationality, and registration markings.
- c. Nationality, names and licenses of the crew members.
- d. Number of passengers.
- e. The reason for the flight and/or the nature of the load (or the service) and operations the aircraft will carry out in the national territory.
- f. Estimated date of arrival and departure of the aircraft.
- g. The airports of destination and departure.
- h. Airport of staging in Peru and center of flight operations.

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- i. Declarations: the aircraft is not allowed to transport armament, ammunition, or aerial photographic equipment.
- j. Airworthiness Certificate, registration, and insurance certificates.
- k. Documentation that accredits the representation of the operator, in the case an agent will manage operation(s).

The request is subject to the approval of the Direccion General de Aeronautica Civil and an affirmative answer must be received prior to arriving within Peruvian territory.

Ministerio de Transportes y Comunicaciones

Direccion General de Aeronautica Civil

Address: Av. Zorritos 1203

Lima 1

LIMA

PERU

Tel: (511) 615 7800 Annex: 1191

(511) 615 7800 Annex: 1683

Fax: (511) 615 7757

AFTN: SPLIYAYV, SPLIYAYD

Documentary Requirements for Clearance of Aircraft

The following documents must follow the ICAO standardized format as it appears in the appendices of Annex 9 and they are acceptable when they appear in English or Spanish and have been written by hand in legible writing.

Required For	General Declaration	Passenger Manifest	Cargo Manifest	Weight and Balance Manifest
DGAC	1	1	1	1
AD Admin	1	1	1	1
Health	-	1	-	-
National Customs Superintendent and Tax Administration (SUNAT)	1	1	1	-
Police	1	1	-	-
Immigration	1	1	-	-

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NATIONAL REGULATIONS AND REQUIREMENTS

Airport Administration:

CORPAC SA

Parnate Lima Airport (LAP S.r.l.)

Peru Airports (ADP Inc.)

Airports Andes of Peru (AAP SA)

In addition the following certificates will have to be in possession upon arrival:

- a. Airworthiness Certificate;
- b. Registration Certificate;
- c. Certificate of Insurance, which must cover the following:
 - Registration of the aircraft,
 - Operator insurance,
 - Civil Responsibility to third parties,
 - Geographic limits,
 - Validity period,
 - Coverage of passengers and crew (if applicable);
- d. Crew licenses; and
- e. Medical certificate.

AIRPORTS OF ENTRY

Chiclayo/Capitán FAP José/Abelardo Quinones Gonzalez Intl

Iquitos (Coronel Francisco Secada Vignetta)

Juliaca (Inca Manco Capac Intl) (1200–0000)

Lima-Callao (Jorge Chavez Intl) (H24)

Pucallpa Cap FAP David Abenzur Rengifo

Tacna (Colonel Carlos Ciriani Santa Rosa) Customs O/R

Talara (Capitan Montes Intl)

**SURINAME
NATIONAL REGULATIONS AND REQUIREMENTS****PASSPORT AND VISA**

A person entering Suriname for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at Suriname consulates abroad.

No documents or visas are required of passengers arriving and departing on the same thru flight or transferring to another flight at the same airport.

The standard ICAO embarkation/disembarkation (E/D) card is required from each passenger.

For flight crew members on scheduled services who keep possession of their licences when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of Suriname, the crew member licence or certificate is accepted in lieu of a passport or visa for temporary admission into Suriname. This provision is also applicable if the crew member enters Suriname by other means of transport for the purpose of joining an aircraft.

No departure formalities are required for embarking passengers.

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with yellow fever.

On departure, no health formalities are required.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

International flights into, from or over Suriname territory shall be subject to the current Suriname regulations relating to civil aviation. These regulations correspond in all essentials to the Standard and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

Aircraft flying into or departing from Suriname territory shall make their first landing at, or final departure from, an international airport/heliport (See AIRPORTS OF ENTRY.)

General Conditions Under Which Airports and Associated Facilities Are Available For Use

Commercial flights are not permitted to take off from or land at any airport not listed in AIRPORT OF ENTRY except in cases of real emergency or when special permission has been obtained from the Civil Aviation Administration.

Landings Made Other Than at an International Airport or a Designated Alternate Airport

If a landing is made other than at an international airport or a designated alternate airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international airport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

**SURINAME
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- a. if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b. cargo, baggage and mail are not removed from the aircraft except as provided below;
- c. any foodstuff of overseas origin or any plant material is not removed from the aircraft etc. must be collected and returned to the gallery refuse container, the contents of which should not be except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

DESIGNATED AUTHORITIES**Civil Aviation**

Ministry of Public Works, Transport and Communication

Address: Department of Civil Aviation
P.O.BOX 2956
Paramaribo

Tel: (597) 498898/497914

Fax: (597) 498901

E-Mail: dca@cadsur.sr
info@cadur.sr
atm@cadur.sr

AFS: SMPBYAYX

Civil Aviation Safety Authority Suriname (CASAS)

Coesewijnestraat # 2

Address: P.O.BOX 12587

Tel: (597) 434186/434286/431990

Fax: (597) 434371

E-Mail: casas@casas.sr
info@casas.sr

**SURINAME
NATIONAL REGULATIONS AND REQUIREMENTS****Customs**

The Commissioner of Customs and Excise

Address: Department of Customs and Excise
Havenlaan
Paramaribo
Tel: (597) 402778/0325300
Fax: (597) 0325226

Health

The Director of Health Services

Address: Department of Health
HenckArronstraat# 64
Paramaribo
Tel: (597) 402329

SCHEDULED FLIGHTS**General**

For regular international flights operated by foreign airlines into or in transit across Suriname, the following requirements must be met:

- a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement Suriname is a party to both Agreements;
- b. The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Suriname are contracting parties and must have a permit to operate into or in transit across Suriname. Applications for such permits shall be submitted to

Director of Civil Aviation

Address: P.O. Box 2956
Paramaribo

at least 24 hours prior to departure.

Documentary Requirements for Clearance of Aircraft

It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Suriname. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English. No visas are required in connection with such documents.

SURINAME
NATIONAL REGULATIONS AND REQUIREMENTS**Aircraft Documents Required (Arrival/Departure)**

Required by	General Declaration		Passenger Manifest	Cargo Manifest	
	In	Out		In	Out
Customs	3		3	3	
Immigration	2		2	—	
Health	1		—	—	
Airport Manager	1		1	1	
Plant Protection	1		—	1	

NOTE:

1. One copy of this General Declaration is endorsed and returned by customs, signifying clearance.
2. If no passengers are embarking (disembarking) and no articles are loaded (unloaded) no aircraft document except 2 copies of the General Declaration need be submitted to the above authorities.

Public Health Measures Applied to Aircraft

No public health measures are required to be carried out in respect of aircraft entering Suriname with the following exception:

Aircraft arriving from infected or tropical areas may land at J.A. Pengel International Airport provided that the aircraft has been disinfected while in flight approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the health section of the General Declaration. The insecticide to be used is ac insecticides.

If in special circumstances, a second spraying of the aircraft to be carried out on the ground, is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

NON-SCHEDULED FLIGHTS

If an operator intends to perform a (series of) non-scheduled flight(s) into the Republic of Suriname for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to

Director of Civil Aviation

Address: P.O. Box 2956
Paramaribo

for permission to carry out such operations not less than twenty-four hours in advance of the intended landing. The application must include the following information in the order shown hereunder;

- a. name of operator;

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- b. type of aircraft and registration marks;
- c. date and time of arrival at, and departure from (name of airport);
- d. place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e. purpose of flight and number of passengers and/or nature and amount of freight; and
- f. name, address and business of charterer, if any.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS**Advance Notification of Arrival**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the following exceptions:

- a. Such information must be transmitted so that it will be received by the public authorities concerned at least three hours in advance of arrival.
- b. The landing must be carried out at a previously designated international airport.

Application for special permission must be submitted to the DCA P.O. BOX 2956, Paramaribo at least two hours in advance to the entry into the airspace above Suriname.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

CUSTOMS

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities.

Such baggage will be cleared on the basis of oral declaration except in the case of returning citizens.

No customs formalities are normally required on departure. By random test passengers and luggage are examined through customs.

FEE

- a. Landing of aircraft;

**SURINAME
NATIONAL REGULATIONS AND REQUIREMENTS**

- b. Parking, hangarage and long-term storage of aircraft;
- c. Passenger service;
- d. Security; and
- e. Exemptions and reductions
 - 1. Diplomatic aircraft;
 - 2. Test flights; and
 - 3. Emergency landings.

AIRPORTS OF ENTRY

Zandery (Johan A. Pengel Intl)

URUGUAY
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT AND VISA**

Temporary visitors must be in possession of a valid passport with the following exceptions:

- a. Citizens of Argentina, Brazil, Chile and Paraguay may enter the country without a passport provided they possess a valid form of identification.
- b. Citizens from the following countries are not required to obtain a visa, but must possess a valid passport as specified:

Albania ²	Germany ^{1 or 2}	Morocco ²
Bulgaria ²	Guyana ²	Romania ²
Canada ¹	Holland	Russia ²
China ²	India ²	Seychelles ¹
Colombia ^{1 or 2}	Ireland ¹	South Africa ¹
Dominican Republic ¹	Liechtenstein ¹	South Korea ²
Egypt ²	Malta ¹	United States ¹

¹only Standard passport

²only Diplomatic, Official and Of Services passports

NOTE: Citizens of countries not listed should contact Uruguayan Consular Officials for Passport and Visa Requirements.

- c. No documents or visas are required from passengers arriving and departing on the same through flight, or transferring to another flight at the same airport provided they remain within the airport for no longer than eight hours.

ICAO E/D cards are required of all arriving and departing passengers.

Aircraft crew members may use their crew member license in lieu of a passport and visa provided:

- a. They remain at the airport or within the confines of the city adjacent to the airport; and
- b. They depart on the same aircraft or on their next regularly scheduled flight out of the Republic.

HEALTH

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever, or smallpox.

URUGUAY
NATIONAL REGULATIONS AND REQUIREMENTS**AIRCRAFT ENTRY REQUIREMENTS****GENERAL**

International flights into, from or over the Republic of Uruguay and its jurisdictional waters shall be conducted in accordance with the valid regulations of Uruguay relating to civil aviation.

Aircraft arriving or departing the Republic of Uruguay must first land at and/or finally depart from an international airport.

**LANDING OUTSIDE INTERNATIONAL AIRPORTS (WITH CUSTOMS) AS
DESTINATION OR AT AN ALTERNATE AIRPORT**

If due to an emergency, an aircraft that exits or enters the country, whether national or foreign, should land anywhere or at an airport without customs, the pilot in command must comply with the following requirements:

- a. should report immediately to the closest Police Authority of its landing;
- b. should not walk away from the aircraft until authorization from the authority has been received, and should not allow any person onboard to walk away either, except in cases of obvious necessity, until the authority has endorsed the personal documentation and the documentation of the aircraft.
- c. may continue the flight when the authority authorizes it.
- d. should not allow goods, baggage or mail to leave the aircraft, except in cases of obvious necessity.

DESIGNATED AUTHORITIES

Dirección General de Aviación Civil e Infraestructura Aeronáutica (DINACIA)

Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519

Address: 14002 Canelones

Uruguay

Tel: 2604 0408 int 4002

Fax: 2604 0408 int 4053

E-Mail: diancia@adinet.com.uy

Dirección Nacional de Aduanas

Address: 25 de Agosto 1825 s/n y Yacaré

11000 Montevideo

Uruguay

Tel: 2915 0007 (en AIC 2604 0263, 2604 0221 int 1267)

URUGUAY
NATIONAL REGULATIONS AND REQUIREMENTS**SCHEDULED FLIGHTS****Documentary Requirements for Clearance of Aircraft**

The aircraft documents mentioned below shall be submitted by airline operators for clearance on entry and departure of their aircraft to and from the Republic. All documents must follow the ICAO standard format as set forth in the relevant *Appendices to Annex 9* (not published herein).

Required by	General Declaration	Passenger Manifest	Cargo Manifest
DGAC	1	—	1
DGIA	1	—	1
Immigration	1	1	—
Customs	2	—	3
Health	1	—	1

Public Health Measures Applied to Aircraft

Health checks on aircraft in order to verify the absence of clinical signs or symptoms or sources of pollution that pose a risk to public health.

Sanidad Aérea shall check aircraft to maintain disinsectization measures, requesting the declaration of the method used, and the validity.

Additional measures may be applied when the aircraft comes from affected areas according to WHO.

NON-SCHEDULED FLIGHTS**General**

If an operator intends to perform a (series of) nonscheduled flight(s) into the Republic for the purpose of embarking or disembarking passengers, cargo and/or mail, it is necessary for the operator to apply to the Dirección General de Aviación Civil for permission to conduct such operations.

Non-scheduled service is considered "accidental" when the flights involved are conducted with imminent, transitory and sporadic character. In this capacity, interested companies may obtain prior authorization from the Dirección General de Aviación Civil of Uruguay (who will consider the national interest that those may offer). Such flights, without limitation, do not require that the company be authorized to operate in the Republic.

The requests to conduct "accidental" non-scheduled flights should be submitted to the Dirección General de Aviación Civil of Uruguay by mail or telegraph (if the latter, with pre-paid response) and at least in advance of 24 hours prior to entering the Uruguayan airspace. In cases of urgency duly substantiated, the advance time frame may be shorter. The following documents should be included:

- a. type, registration and nationality of the aircraft;
- b. names of the owner and crew;

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NATIONAL REGULATIONS AND REQUIREMENTS

- c. postal and telegraphic address, telex and telephone of the owner or operator,
- d. crew licenses,
- e. purpose of the flight,
- f. number of passengers,
- g. departure point and destination,
- h. date and estimated time of entry in the Uruguayan airspace and landing,
- i. route,
- j. stop-over airport,
- k. frequencies and communications characteristics of onboard equipment,
- l. in case of carrying cargo, specification of its nature and characteristic.

NOTE: In cases where it has not been used, the authorization granted shall expire after 15 days of issuance.

If an operator wishes to conduct an overflight of the Uruguayan territory or has the need to make a technical stop at an airport with customs, the operator should obtain an authorization arranged before the Dirección General de Aviación Civil. This request for authorization may be processed by post or telegraph (if the latter, with pre-paid response) and should provide the data outlined in the above paragraph. The application must be submitted with sufficient advance notice prior to the flight and must be forwarded to the following address:

Dirección General de Aviacion Civil del Uruguay

Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519

Address: 14002 Canelones

Uruguay

Telex: AEROCIVIL – MONTEVIDEO

In case an emergency landing without authorization is necessary, the pilot in command shall notify the head of the airport of the arrival and justify its reason in writing to the Dirección General de Aviación Civil.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

Public Health Measures Applied to Aircraft

Same requirements as for SCHEDULED FLIGHTS.

PRIVATE FLIGHTS

Private aircraft registered in non ICAO-member states must submit previous notification of arrival or overflight to the Dirección General de Aviación Civil. The notification should be sent so that it

URUGUAY
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will be received by the DGAC before initiation of the flight and must contain the following information:

- a. Registration and nationality of aircraft;
- b. Name, postal address and Telex, and telephone of the owner or company;
- c. Names of crew and passengers;
- d. Purpose of flight;
- e. Departure airport, route of flight, FIR point of entrance, airport of entry if arriving or destination airport if overflying;
- f. Date and approximate time of FIR penetration and arrival.

Private aircraft registered in ICAO-member states must submit previous notification of arrival or overflight to the Dirección General de Aviación Civil. This notification should be submitted prior to the initiation of flight in the form described above. The flight plan is also accepted as previous notification of arrival provided it includes the name, postal address/telex, and telephone of the owner or company.

Any foreign private aircraft, which state of registration is not a member of the International Civil Aviation Organization (ICAO) and is not engaged in conducting commercial air transport services or aerial work in general, should send a notice prior to the entry with sufficient advance notice to ensure that the Dirección General de Aviación Civil receives it. The notice shall contain the following requirements:

- a. registration and nationality of the aircraft,
- b. postal and telegraphic address, telex and telephone of the owner or operator,
- c. name of the crew and passengers,
- d. purpose of the flight,
- e. departure airport, route and entry point to the proposed FIR, airport of entry if it is arrival or destination of it is overflight.
- f. date and estimated time of entry into the FIR and arrival.

According to the provisions of ICAO Document 7030, all aircraft wishing to enter Uruguayan territory should submit a Flight Plan to the corresponding Air Traffic Control, which shall forward such Flight Plan to the Area Control Center of Montevideo.

Foreign aircrafts of tourism and sports will be considered in transit if they do not stay more than 365 (three hundred and sixty five) days in the country.

Documentary Requirements for Clearance of Aircraft

Same requirements as for SCHEDULED FLIGHTS.

NOTE: All aircraft documents and crew licenses must be carried onboard the aircraft, and must be produced when required by the proper authorities.

URUGUAY
NATIONAL REGULATIONS AND REQUIREMENTS**Public Health Measures Applied to Aircraft**

Same requirements as for SCHEDULED FLIGHTS.

AIRPORTS OF ENTRY

Colonia (Laguna de los Patos Intl)²

Durazno (Santa Bernardina Intl)²

Maldonado (C/C Carlos A Curbelo "Laguna del Sauce" Intl)

Melo (Cerro Largo Intl)²

Montevideo (Ángel S. Adami)¹

Montevideo (Carrasco Intl – Gen Cesáreo L. Berisso)

Paysandú (Tydeo Larre Borges Intl)²

Rivera (Presidente General Oscar D. Gestido Intl)²

Salto (Nueva Hespérides Intl)²

¹Customs part time.

²On Request.

VENEZUELA
NATIONAL REGULATIONS AND REQUIREMENTS**PASSPORT & VISA**

Passports or other approved travel documents are required for visitors entering and departing from the territory of Venezuela and, where appropriate, the relevant Visa issued by the embassy or consulate in the country.

The Bolivarian Republic of Venezuela through the competent authority in the field of immigration, based on applicable law, reserves the right to accept for purposes of travel other identity documents, such as: seaman identity cards and alien residence documents, as well as temporary documents of identity for travel.

HEALTH

People coming from countries where illnesses exist with epidemic character can be subjected to interrogations or exam. In cases that demand a protection test against an illness subject to quarantine, the state accepts the international certificate of vaccination or revaccination in the form prewritten by the World Organization of Health in the International Sanitary Regulation.

FEES

The National Institute of Civil Aviation (INAC) will charge to users of the air space of the Maiquetia FIR, including their territorial waters, as well as the air space on high sea inside the Maiquetia FIR for the purposes of air traffic.

AIRCRAFT ENTRY REQUIREMENTS**GENERAL**

International flights to, from or over the territory of the Bolivarian Republic of Venezuela will be subjected to the effective regulations of the Bolivarian Republic of Venezuela relative to civil aviation. These regulations correspond essentially to the standards and recommended methods in Annex 9 to the Agreement on International Civil Aviation. The aircraft that fly toward the territory of Venezuela or departure must perform their first landing or last take off in/or from an international aerodrome.

DESIGNATED AUTHORITIES**Civil Aeronautics**

Instituto Nacional de Aeronáutica Civil

Urbanización Altamira Sur

Address: Avenida José Félix Sosa
Torre Británica, Pisos 4 al 6
Chacao
Estado Miranda
Venezuela

Tel: 58 212 2774411

Internet: www.inac.gob.ve

VENEZUELA
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AFS: SVCCYAYA

Customs

Aduana Aérea Principal Maiquetía

Address: División de Operaciones. Av
Soublette sector Cabo Blanco
Maiquetía
Estado Vargas
Venezuela

Tel: 58 212 3032401 / 3032402 / 3032407 / 3032445

Fax: 58 212 3032473

Health

MPPS. Dirección General de Salud Ambiental y Contraloría Sanitaria

Address: Centro Simón Bolívar
Edificio Sur, piso 3 Ofc. 324
Frente a la Plaza Caracas
Distrito Capital
Caracas
Venezuela

Tel: 58 212 4080502 / 0501 / 0503

Fax: 58 212 4080505

SCHEDULED FLIGHTS

General

For regular international scheduled flights operated by foreign airlines into or transiting across the Bolivarian Republic of Venezuela, the following requirements must be met:

- a. The State of the airline must be part in the relative Agreement to the traffic of the air international services and/or in the Agreement on international air transports. The Bolivarian Republic of Venezuela is part in both agreements;
- b. The airline must fill conditions required to make the flights under the dispositions of bilateral or multilateral agreement in which the state of the airline and the Bolivarian Republic of Venezuela are contracting parts, and must have a permission to operate into or transiting across the Bolivarian Republic of Venezuela or to traffic for its territory with at least 20 days prior notice. The requests to obtain permits will be presented to the National Institute of Civil Aviation.

VENEZUELA
NATIONAL REGULATIONS AND REQUIREMENTS

Documentation Requirements for Clearance of Aircraft

The Aviation Authority will coordinate with the competent administrative bodies in this area, the prior authorization on a diplomatic flight.

In the case of aircraft engaged in transporting passengers, cargo or mail for remuneration or hire, the Venezuelan state should not require more than the following details in the request for prior authorization:

- a. Name of the operator;
- b. Type and registration marks of the aircraft;
- c. Date and time of arrival at the airport in question, and the date and time of departure;
- d. Point or points of embarkation or disembarkation abroad as the case may be, of passengers and cargo;
- e. Purpose of flight and passenger numbers, nature and quantity of cargo;
- f. Name, address and business that is dedicated to the charterer, if applicable.

NON-SCHEDULED FLIGHTS

If an operation intends to undertake non regular flight (or series of flights) transiting or making technical stops in the territory of the Bolivarian Republic of Venezuela, it is necessary to obtain previous authorization from the Aeronautical Authority.

If an operator intends to undertake non regular flight (or series of flights) toward the Bolivarian Republic of Venezuela intending to board or disembark passengers, merchandise or mail, it is necessary that requests be made to the National Institute of Civil Aviation authorization not less than 3 business days prior to the foreseen landing. The request will contain the following information, in the order that is indicated next:

- a. Name of the operator;
- b. Types of aircraft and registration marks;
- c. Dates and hours of arrival to the corresponding aerodrome and of departure of the aircraft;
- d. Place or places of board or disembark of passengers and/or overseas cargo, as it is the case;
- e. Purpose of the trip and the number of passengers, and/or the nature and quantity of the cargo; and
- f. Name, address and business of the charterer, if applicable.

VENEZUELA
NATIONAL REGULATIONS AND REQUIREMENTS**PRIVATE FLIGHTS****Operations of Aircraft of General Aviation with Foreign Registration to and in the National Territory*****Restrictions***

The aircraft of General Aviation with foreign registration may not transport load, merchandise, articles or any other type of effects that are not for personal use of the passengers and crew members, or those that are not permitted or prohibited, according to the regulations in force.

General Aviation with foreign registration, shall enter and leave the country by an international airport, their operation will be limited to controlled airports and its points or paths that attach the aeronautical authority respecting the areas prohibited, restricted or dangerous, as well as those established of reasons of security and of any other kind.

Operations Entry of Aircraft in the National Territory

Air operations that exceed seventy-two (72) hours, require a permit from the aeronautical authority for admission to the country, operators of General Aviation with foreign registration, shall submit the corresponding Flight Plan, as well as entered all the necessary data.

Requests for air operations of aircraft of General Aviation with foreign registration in several controlled airports within the national territory, shall require a permit for operation of General Aviation with foreign registration by the aviation authority, which shall be issued for a period of up to ninety (90) days, and may be renewed for ninety (90) days more; complying one hundred and eighty (180) days maximum allowed in the period of one year.

Foreign-registered General Aviation aircraft intending to be operated within the national territory, shall comply with the following requirements:

- a. Form of application for permit of operation of aircraft of foreign registration within the national territory.
- b. Copy of the certificate of registration in the country of the country of origin of the aircraft.
- c. Copy of certificate of existing airworthiness issued by the State of registration of the aircraft.
- d. Copy of the insurance policy of existing civil aviation agreement as laid down in article 116 of the Civil Aviation Act, and the provisions in the field of civil aviation insurance.
- e. Copies of the licenses and current medical certificates, technically qualified to operate the aircraft type, issued or confirmed by the country of registration of the aircraft.
- f. Voucher of cancellation of aeronautics rights corresponding to the required air operating license.
- g. Solvency Control Services and Support of Air Navigation (Radio Navigation).

VENEZUELA
NATIONAL REGULATIONS AND REQUIREMENTS

PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

Disinsection of Aircraft

All aircraft when its final destination or transit is the Bolivarian Republic of Venezuela and has its origin or crosses territories that, in the opinion of the authorities with jurisdiction over health, environment and agriculture and land that may constitute a threat to public health , agriculture or the environment, should be disinfected by the operator.

Disinfection of Aircraft

The authority with competence in agriculture and land, through the agricultural health agency, together with the authority with competence in health matters will establish the species of animals, plants and products of animal and plant, chemical and biological origin that, being transported by air, require disinfection of the aircraft.

When disinfection of the aircraft is required, the following provisions must be applied:

- a. The application shall be limited only to the container, to the compartment of the aircraft used for transport or in its entirety when the integrity of the container or packaging has been altered, spilling its contents;
- b. Disinfection takes place quickly;
- c. Chemical compounds or flammable solutions that may cause damage to the structure of the aircraft or the health of passengers shall not be used.

Must notify in writing to the Aeronautical Authority, the aircraft operator and the airport operator.

AIRPORTS OF ENTRY

Barcelona (Gen. José Antonio Anzoátegui Intl)

Barquisimeto (Jacinto Lara Intl)

Ciudad Guayana (Gen Manuel Carlos Piar Intl)

Maiquetia (Simón Bolívar Intl)

Maracaibo (La Chinita Intl)

Margarita (Chief Gen Santiago Marion Intl)

Maturín (Gen Jose Tadeo Monagas Intl) PPR required previous permission

Paraguana (Josefa Camejo Intl) 1030–0230 UTC

Puerto Cabello (Gen Bartolomé Salom)

San Antonio Del Tachira (Gral Juan Vicente Gómez Intl) Sunrise to Sunset

Santo Domingo (Mayor Buenaventura Vivas Intl AB) MON-MON 1130–2030 UTC

Valencia (Arturo Michelena Intl) 0930–0430 UTC



A BOEING COMPANY

Emergency



Emergency

Emergency Procedures - Latin
America

LATIN AMERICA SEARCH AND RESCUE FACILITIES

LATIN AMERICA REGION

SEARCH AND RESCUE FACILITIES LATIN AMERICA REGION

LEGEND

↓ Extra Long Range SAR Aircraft-Radius 1200 nm plus 2½ hr. search.	↗ Helicopter
✓ Very Long Range SAR Aircraft-Radius 1000 nm plus 2½ hr. search.	→ Rescue Vessel or Rescue Boat.
→ Long Range SAR Aircraft-Radius 750 nm plus 2½ hr. search.	↘ Land Rescue Unit.
↖ Medium Range SAR Aircraft-Radius 400 nm plus 2½ hr. search.	• Search and Rescue Facility.
↑ Short Range SAR Aircraft-Radius 150 nm plus 2½ hr. search.	Read Symbols with respect to True North





Emergency

State Rules and Procedures - Latin
America

BELIZE**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure and Interception procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

EMERGENCY**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

The following procedures are provided for guidance only. Although all possible contingencies cannot be covered, they provide for cases of inability to maintain the assigned level due to weather, aircraft performance and pressurization failure. They are applicable primarily when rapid descent, turn-back, or both, are required. The pilot's judgement shall determine the sequence of actions taken, having regard to the specific circumstances.

If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the radiotelephony distress or urgency call as appropriate.

If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast its position (including the ATS route designator) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.

SEARCH AND RESCUE

ICAO Standards, Recommended Practices and Procedures are not presently established in Belize. SAR facilities are limited and may not be immediately available.

HONDURAS
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

INTERCEPTION

Honduras uses the following visual signals in the event of interception.

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

SERIES	INTERCEPTING Aircraft Signals	MEANING	INTERCEPTED Aircraft Responds	MEANING
1	DAY or NIGHT — Rocking wings and flashing navigation lights at regular intervals (landing lights in case of helicopters) from a position slightly above and ahead of, and normally to the left of intercepted aircraft (to the right in case of helicopters) to the desired heading. <i>NOTE 1: Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and directions of turn indicated in Series 1.</i> <i>NOTE 2: If the intercepted aircraft is not able to keep the speed of the intercepting aircraft, the latter is expected to fly holding patterns and rock the aircraft each time passes in front of the intercepted aircraft.</i>	You have been intercepted. Follow me.	DAY or NIGHT — Rocking wings, flashing navigational lights at regular intervals and following. <i>NOTE: Other measures that are required to adopt to an intercepted aircraft are described in ICAO Annex 2, Chapter 3,3.8.</i>	Understood, will comply.
2	DAY or NIGHT — An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT — Rocking wings.	

HONDURAS
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

SERIES	INTERCEPTING Aircraft Signals	MEANING	INTERCEPTED Aircraft Responds	MEANING
3	DAY or NIGHT — Lowering the landing gear (if it was lifted), showing steady landing lights and overflying the runway in use, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In case of helicopters the intercepting helicopter makes an approach to land, coming to be hovering near the landing area.	Land at this airport.	DAY or NIGHT — Lowering the landing gear (if it was lifted), showing steady landing lights and following the intercepting aircraft and if after overflying the runway in use landing is considered safe, proceeding to land.	

Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft

SERIES	INTERCEPTED Aircraft Signals	MEANING	INTERCEPTING Aircraft Responds	MEANING
4	DAY or NIGHT — Raising the landing gear (if gear was lowered) and flashing landing lights while passing over runway in use or the helicopter landing area at a exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) (in case of helicopter, at a height exceeding 50m (170 ft) but not exceeding 100m (300 ft) above the airport level, and continuing to circle the runway in use or the helicopter landing area). If unable to flash the landing lights, flash any other lights available.	Airport you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate airport, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me.

HONDURAS
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft (continued)

SERIES	INTERCEPTED Aircraft Signals	MEANING	INTERCEPTING Aircraft Responds	MEANING
5	DAY or NIGHT — Regular switching on and off of all available lights in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

PANAMA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

INTERCEPTION

The following visual signals are used over the territory and territorial waters of Panama in the event of interception.

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

SERIES	INTERCEPTING Aircraft Signals	MEANING	INTERCEPTED Aircraft Responds	MEANING
1	<p>DAY or NIGHT — Rocking wings and flashing navigational lights at irregular intervals, from a position slightly above and ahead of, and normally, to the left of intercepted aircraft or to the right if the intercepted aircraft is a helicopter and, after acknowledgement, a slow level turn, normally to the left or to the right in the case of a helicopter.</p> <p>NOTE:</p> <ul style="list-style-type: none">a. <i>Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly ahead of and to the right of the intercepted aircraft, and to make the subsequent turn to the right.</i>b. <i>If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</i>	<p>You have been intercepted. Follow me.</p>	<p>AIRPLANES: DAY or NIGHT — Rocking wings, flashing lights at irregular intervals and following.</p>	<p>Understood, will comply.</p>

PANAMA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

SERIES	INTERCEPTING Aircraft Signals	MEANING	INTERCEPTED Aircraft Responds	MEANING
2	DAY or NIGHT — An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AIRPLANES: DAY or NIGHT — Rocking wings. HELICOPTERS: DAY OR NIGHT—Rocking the aircraft	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing flights, and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to a hover near the landing area.	Land at this aerodrome.	AIRPLANES: DAY or NIGHT — Lowering landing gear, showing steady landing lights and following the intercepting aircraft and, if after overflying the runway in use, or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

PANAMA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft

SERIES	INTERCEPTED Aircraft Signals	MEANING	INTERCEPTING Aircraft Responds	MEANING
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over landing runway, or helicopter landing area, at a height exceeding 300m (1,000") but not exceeding 600m (2,000") [in the case of a helicopter, at a height exceeding 50 M(170 ft) but not exceeding 100 M (330 ft)] above the aerodrome level, and continuing to circle the runway in use, or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.



Emergency

State Rules and Procedures -
Caribbean

ARUBA**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

INTERCEPTION

The following visual signals are used over the territory and territorial waters of Aruba in the event of interception.

ARUBA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

SERIES	INTERCEPTING Aircraft Signals	MEANING	INTERCEPTED Aircraft Responds	MEANING
1	<p>DAY — Rocking wings from a position in front, and normally, to the left of intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>NIGHT — Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>NOTE:</p> <ul style="list-style-type: none"> a. <i>intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right.</i> b. <i>with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</i> 	You have been intercepted. Follow me.	<p>AIRPLANES:</p> <p>DAY — Rocking wings and following.</p> <p>NIGHT — Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS:</p> <p>DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p>NOTE: Additional action required to be taken by intercepted aircraft is prescribed in the EMERGENCY Section.</p>	Understood, will comply.

ARUBA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft (continued)

SERIES	INTERCEPTING Aircraft Signals	MEANING	INTERCEPTED Aircraft Responds	MEANING
2	DAY or NIGHT — An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AIRPLANES: DAY or NIGHT — Rocking wings. HELICOPTERS: DAY or NIGHT — Rocking aircraft.	Understood, will comply.
3	DAY — Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. NIGHT — Same and, in addition showing steady landing lights.	Land at this aerodrome.	AIRPLANES: DAY — Lowering landing gear, following the intercepting aircraft and, if after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land. NIGHT — Same and, in addition showing steady landing lights (if carried). HELICOPTERS: DAY or NIGHT — Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, will comply.

ARUBA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Signals Initiated by Intercepted Aircraft and Responses by Intercepting Aircraft

SERIES	INTERCEPTED Aircraft Signals	MEANING	INTERCEPTING Aircraft Responds	MEANING
4	DAY — Raising landing gear while passing over landing runway or helicopter landing area at a height exceeding 300m (1,000 ft.) but not exceeding 600m (2,000 ft.) [in case of a helicopter, at a height exceeding 50m (170 ft.) but not exceeding 100m (330 ft.)] above the aerodrome level, and continuing to circle the aerodrome. NIGHT — Raising landing gear and flashing landing lights while passing over landing runway or helicopter landing area at a height exceeding 300m (1,000 ft.) but not exceeding 600m (2,000 ft.) [in case of a helicopter, at a height exceeding 50m (170 ft.) but not exceeding 100m (330 ft.)] above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

SEARCH AND RESCUE

All search and rescue aircraft are land-based and carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency

ARUBA**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

rations and survival radio equipment. Aircraft and marine craft are equipped to communicate on 121.5 MHz, 123.1 MHz, 243 MHz, 500 kHz, 2182 kHz, and 8364 kHz.

Some SAR aircraft and marine craft are equipped with direction finding equipment and radar.

Rescue fixed wing aircraft belonging to permanent SAR Units use the call sign "RESCUE PLUTO" and additional odd identification numbers (ONE, THREE, etc.) during rescue operations.

Rescue helicopters belonging to permanent SAR units use the call sign "RESCUE PEDRO" and additional even identification numbers (TWO, FOUR, etc.) during rescue operations.

BARBADOS**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

EMERGENCY**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES**

The following procedures are intended for guidance only. Although all possible contingencies cannot be covered, they provide for such cases as inability to maintain the assigned level due to weather, aircraft performance and pressurization failure. They are applicable primarily when rapid descent, turnback or both, are required. The pilot's judgement shall determine the sequence of actions taken, having regard to the specific circumstances.

General Procedures

If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the RTF distress or urgency signal as appropriate.

If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time, and, in the meantime, the aircraft shall broadcast its position (including the ATS route designator) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.

E CARIBBEAN STATES

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

Applicable to the following States in the Eastern Caribbean Is within the Caribbean ICAO region:

- ANGUILLA (San Juan FIR)
- ANTIGUA (Piarco FIR)
- BRITISH VIRGIN IS (San Juan FIR)
- DOMINICA (Piarco FIR)
- GRENADA (Piarco FIR)
- NEVIS I (Piarco FIR)
- ST KITTS (Piarco FIR)
- ST LUCIA (Piarco FIR)
- ST VINCENT (Piarco FIR)
- TOBAGO I (Piarco FIR)
- TRINIDAD (Piarco FIR)

EMERGENCY

TRANSPOUNDER PROCEDURES

If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder as a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to mode A/3 code 7700.

Not notwithstanding the procedure above, a pilot may select mode A/3 code 7700, whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

The following procedures are provided for guidance only. Although all possible contingencies cannot be covered, they provide for cases of inability to maintain the assigned level due to weather, aircraft performance or pressurization failure. They are applicable primarily when rapid descent, turn-back or both are required. The pilot's judgment shall determine the sequence of actions taken, having regard to the specific circumstances.

General Procedures

If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the RTF distress or urgency signal as appropriate.

E CARIBBEAN STATES

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast its position (including the ATS route designator) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.

COMMUNICATIONS FAILURE

The radar controller will establish whether the aircraft radio receiver is functioning by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures.

UNLAWFUL INTERFERENCE

GENERAL

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

PROCEDURES

Unless consideration aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

- a. attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and
- b. proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established through ICAO; or
- c. if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 300m (1000 ft) if above FL290 or by 150m (500 ft) if below FL290.

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A, Code 7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 77 (7700).

E CARIBBEAN STATES**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****INTERCEPTION OF CIVIL AIRCRAFT****INTERCEPTION PROCEDURES**

The following procedures and visual signals apply over the territory and territorial waters of Eastern Caribbean States in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

- a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with ICAO standards;
- b. notify, if possible, the appropriate air traffic services unit;
- c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contract has been established and if practicable, repeat this call on the emergency frequency 243 MHz;
- d. if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

NETH ANTILLES**NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contained in ICAO Annexes and Documents.

Applicable to the following locations/airports in the Caribbean ICAO region:

- Bonaire I (Kralendijk)/Flamingo Intl (Curacao FIR)
- Curacao I (Willemstad)/Hato Intl (Curacao FIR)
- St Maarten I (Philipsburg)/Princess Juliana Intl (San Juan FIR)
- St Eustatius I (Oranjestad)/F.D. Roosevelt (San Juan FIR)

EMERGENCY**SPECIAL PROCEDURES FOR AIR TRAFFIC MANAGEMENT (ATM)
CONTINGENCIES IN THE CURACAO FIR**

This Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services in the Curacao FIR in accordance with:

- ICAO Annex 11 — Air Traffic Services, Chapter 2, paragraph 2.30. (Not published herein)

The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to transit the Curacao FIR.

Contingency Plan addresses arrangements for arriving and departing flights at airports or for domestic flight operations within the Curacao FIR.

This Contingency Plan addresses arrangements for international transit flights traversing the Curacao FIR during the Contingency Plan period.

States and FIRs Affected

The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are:

- Venezuela – Maiquetia FIR (ACC)
- Puerto Rico – San Juan FIR (ACC)
- Santo Domingo – Santo Domingo FIR (ACC)
- Haiti – Haiti FIR (ACC)
- Jamaica – Kingston FIR (ACC)
- Barranquilla – Barranquilla FIR (ACC) lower airspace
- Bogota – Barranquilla FIR (ACC) upper airspace

Pilots and Operator Procedures

Aircraft overflying the Curacao FIR shall follow the following procedures:

NETH ANTILLES**NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- a. all aircraft proceeding along the ATS routes established in this Contingency Plan will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified below;
- b. flights are to file a flight plan using the Contingency Routes specified according to their airport of origin and destination;
- c. pilots are to keep a continuous watch on the specified contingency frequency as specified in Communication Procedures shown below and transmit in English position information and estimates in line with normal ATC position reporting procedures;
- d. pilots are to maintain during their entire flight time within the Curacao FIR, the flight level and Mach number last assigned by the last ACC responsible prior to the aircraft entering the Curacao FIR, and under no circumstances change this level and Mach Number, except in cases of emergency or for flight safety reasons only. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, SSR code 2000 shall be selected;
- e. aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes prior entering the Curacao FIR or as otherwise instructed by the ATC unit.
- f. pilots are to include in their last position report prior to entering the Curacao FIR, the estimated time over the entry point of the Curacao FIR and the estimated time of arrival over the relevant exit point of the Curacao FIR;
- g. pilots are to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes prior to crossing the common FIR Boundary;
- h. whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for transit of the Curacao FIR, pilots are to climb or descend well to the right of the centerline of the contingency route. Any deviation action that will not be completed prior to the relevant exit points of the Curacao FIR, the pilot shall inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on 121.5 MHz of the relevant emergency level change (message must be comprised of the aircraft call sign, position, direction of flight, the flight levels being vacated, crossed, etc).

Interception of Civil Aircraft

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic routes, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in:

- ICAO Annex 2 Rules of the Air, paragraph 3. 8 and Appendix 2, Sections 2 and 3. (See Jeppe森 ATC – ICAO Rules of the Air – Annex 2)

If circumstances lead to the restriction of the Curacao airspace and no contingency routes are available through the Curacao FIR, aircraft will be required to route around the Curacao airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete restriction of Curacao airspace.

NETH ANTILLES**NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

COMMUNICATION PROCEDURES**Degradation of Communication — Pilot Radio Procedures**

When operating within the contingency airspace of the Curacao FIR, pilots should continue to use normal radio communication procedures as if ATS services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

If communications are lost unexpectedly on the normal ATS A/G frequencies, pilots should try the next applicable frequency, e.g. if enroute contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the last assigned frequency.

Communication Frequencies

A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Curacao FIR is detailed below.

List of Frequencies

FIR	UNIT	COM
Curacao FIR	Curacao ACC	127.1 VHF
		124.1 VHF
		121.5 VHF
	Hato Radar Approach	119.6 VHF
	Hato Tower	118.3 VHF
		121.5 VHF
	Flamingo Tower	118.7 VHF
		121.5 VHF
	Aruba Approach	120.9 VHF
		121.5 VHF
Maiquetia FIR	Maiquetia ACC	128.5 VHF
		121.5 VHF
San Juan FIR	San Juan ACC	118.75 VHF

NETH ANTILLES

NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

List of Frequencies (continued)

FIR	UNIT	COM
Santo Domingo FIR	Santo Domingo ACC	118.15 VHF
		121.5 VHF
		124.3 VHF (primary)
Haiti FIR	Haiti ACC	127.8 VHF (secondary)
		121.5 VHF
Kingston FIR	Kingston ACC	124.5 VHF
		121.5 VHF
		128.1 VHF (primary)
Barranquilla FIR	Bogota	125.4 VHF (secondary)
		121.5 VHF
		128.4 VHF

CONTINGENCY ROUTE STRUCTURE

In the event of disruption of the ATC services provided by the Netherlands Antilles Air Traffic Control (NAATC), contingency routes will be introduced to ensure safety of flight and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and a contingency route structure is introduced to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services.

NETH ANTILLES

NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Contingency Route Structure for Traffic from Airports within the Curacao FIR Destined to the North America and Caribbean Region

DEPARTURE AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
Beatrix Intl, Aruba	CR 1: ABA DCT VESKA MAXIMUM FL280 (15 MIN INTERVAL BE-TWEEN DEPARTING A/C)	SANTO DOMINGO
Willemstad/Hato Intl, Curacao I	CR 2: PJG G446 KARUM MAXIMUM FL270 (15 MIN INTERVAL BE-TWEEN DEPARTING A/C)	SANTO DOMINGO
Flamingo (Kralendijk), Bonaire I	CR 3: PJB DCT BEXER A554 PO-KAK MAXIMUM FL280 (15 MIN INTERVAL BETWEEN DEPARTING A/C)	SANTO DOMINGO

Contingency Route Structure for Traffic from the North America / Western Caribbean Region and Haiti Destined to Airports within the Curacao FIR

DESTINATION AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
Beatrix Intl, Aruba	CR 4: UL474 INTERCEPT G442 TO ABA-VOR G442 MAXIMUM FL290	KINGSTON BEATRIX TWR/APP
Willemstad/Hato Intl, Curacao I	CR 4: UL474 INTERCEPT G442 TO ABA-VOR thereafter FLY DCR2 TO PJG-VOR G442 MAXIMUM FL290	HATO TWR/APP
Flamingo (Kralendijk), Bonaire I	CR 4: UL474 INTERCEPT G442 TO ABA-VOR thereafter FLY DCR2 + DCR3 TO PJB-NDB. G442 MAXIMUM FL290	FLAMINGO TWR

NETH ANTILLES**NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

Contingency Route Structure for Traffic from the North America / Western Caribbean Region and Haiti Destined to Airports within the Curacao FIR (continued)

DESTINATION AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
	<p>A/C SHOULD DESCEND TO FL90 AND ESTABLISH COMMUNICATION WITH BEATRIX APP. AT LEAST 50 NM BEFORE ABA-VOR.</p> <p>15 MIN INTERVAL BETWEEN A/C ABOVE FL200</p> <p>20 MIN INTERVAL BETWEEN A/C BELOW FL200</p> <p>"PILOTS SHALL ADHERE TO PROCEDURES ESTABLISHED FOR INTERISLAND TRAFFIC BETWEEN THE AIRPORTS IN THE CURACAO FIR"</p>	

Contingency Route Structure for Traffic from North America Transiting the Curacao FIR with Destination South America Vice Versa

DESTINATION	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
South America	<p>CR 5:</p> <p>UL795 southbound Minimum FL310</p> <p>15 MIN BETWEEN A/C AT THE SAME LEVEL</p>	KINGSTON
North America	<p>CR 6:</p> <p>UL304 northbound Minimum FL300</p> <p>15 MIN BETWEEN A/C AT THE SAME LEVEL</p>	MAIQUETIA

NETH ANTILLES**NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

Contingency Route Structure for Traffic from the Atlantic, Maiquetia and Eastern Part of the Caribbean Region Destined to Airports within the Curacao FIR

DESTINATION AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
Beatrix Intl, Aruba	<p>CR 7:</p> <p>A563-BONAX-A563-A574</p> <p>(A/C TO CROSS BONAX AT FL120 OR ABOVE)</p> <p>15 MIN. INTERVAL BETWEEN A/C AT THE SAME LEVEL.</p> <ul style="list-style-type: none"> – ESTABLISH COMMUNICATION WITH HATO APP. AT LEAST 50 NM BEFORE PJG VOR. – ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ. <p>“PILOTS SHALL ADHERE TO PROCEDURES ESTABLISHED FOR INTERISLAND TRAFFIC BETWEEN THE AIRPORTS IN THE CURACAO FIR”</p>	MAIQUETIA HATO TWR/APP BEATRIX TWR/APP
Willemstad/Hato Intl, Curacao I	<p>CR 8:</p> <p>BONAX</p> <p>A563-BONAX-A563</p> <p>(A/C TO CROSS BONAX FL100)</p> <p>15 MIN. INTERVAL BETWEEN A/C</p>	MAIQUETIA HATO TWR/APP

NETH ANTILLES

NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Contingency Route Structure for Traffic from the Atlantic, Maiquetia and Eastern Part of the Caribbean Region Destined to Airports within the Curacao FIR (continued)

DESTINATION AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
	<ul style="list-style-type: none"> – ESTABLISH COMMUNICATION WITH HATO APP. AT LEAST 50 NM BEFORE PJG VOR. – ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ. <p>“PILOTS SHALL ADHERE TO PROCEDURES ESTABLISHED FOR INTERISLAND TRAFFIC BETWEEN THE AIRPORTS IN THE CURACAO FIR”</p>	
Flamingo (Kralendijk), Bonaire I	<p>CR 9: BONAX-A563-PJB (A/C TO CROSS BONAX-FL080) 15 MIN. INTERVAL BETWEEN A/C</p> <ul style="list-style-type: none"> – ESTABLISH COMMUNICATION WITH HATO APP. AT LEAST 50 NM BEFORE PJG VOR. <p>ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.</p>	<p>MAIQUETIA</p> <p>FLAMINGO TWR</p>

NETH ANTILLES

NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Contingency Route Structure for Traffic from Airports within the Curacao FIR Destined to the South American and North East Atlantic Region

DEPARTURE AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
Beatrix Intl, Aruba	CR 10: CLIMB ON G442 TO FL110 AND CONTACT MAIQUETIA ASAP TO OBTAIN ENTRY CLEARANCE AT ALCOT. (15 MIN INTERVAL BETWEEN DEPARTING A/C)	MAIQUETIA
Willemstad/Hato Intl, Curacao I	CR 11: CLIMB ON G446 TO FL090 AND CONTACT MAIQUETIA TO OBTAIN CLEARANCE AT REPI. (15 MIN INTERVAL BETWEEN DEPARTING A/C)	MAIQUETIA
Flamingo (Kralendijk), Bonaire I	CR 12: CLIMB TO FL070 AND CON- TACT MAIQUETIA TO OB- TAINT ENTRY CLEARANCE AT BONAX. (15 MIN INTERVAL BETWEEN DEPARTING A/C)	MAIQUETIA

Contingency Route Structure for Traffic via the Barranquilla/Bogota FIR through Maiquetia FIR Destined to Airports within the Curacao FIR

DEPARTURE AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
Beatrix Intl, Aruba	CR 13: A574 GILGA DCT ABA VOR (A/C TO ENTER THE CURA- CAO AIRSPACE AT FL070) 20 MIN INTERVAL BETWEEN A/C. – ESTABLISH COMMUNICA- TION WITH BEATRIX APP. AT LEAST 50 NM BEFORE ABA VOR.	MAIQUETIA

NETH ANTILLES

NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Contingency Route Structure for Traffic via the Barranquilla/Bogota FIR through Maiquetia FIR Destined to Airports within the Curacao FIR (continued)

DEPARTURE AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
	ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.	
Willemstad/Hato Intl, Curacao I	<p>CR 14:</p> <p>A574 GILGA ABA VOR APPLY DCR2. (A/C TO ENTER THE CURACAO AIRSPACE AT FL070)</p> <p>20 MIN. INTERVAL BETWEEN A/C.</p> <ul style="list-style-type: none"> – ESTABLISH COMMUNICATION WITH BEATRIX APP. AT LEAST 50 NM BEFORE ABA VOR. <p>ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.</p> <p>“PILOTS SHALL ADHERE TO PROCEDURES ESTABLISHED FOR INTERISLAND TRAFFIC BETWEEN THE AIRPORTS IN THE CURACAO FIR”</p>	MAIQUETIA
Flamingo (Kralendijk), Bonaire I	CR 15: A574 GILGA ABA APPLY DCR2 FOLLOWED BY DCR3	MAIQUETIA

NETH ANTILLES

NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Contingency Route Structure for Traffic via the Barranquilla/Bogota FIR through Maiquetia FIR Destined to Airports within the Curacao FIR (continued)

DEPARTURE AIRPORT	CONTINGENCY / AVAILABLE ROUTES (CR/s)	FIRs (ATS UNITS) INVOLVED
	<ul style="list-style-type: none"> – ESTABLISH COMMUNICATION WITH BEATRIX APP. AT LEAST 50 NM BEFORE ABA VOR. (A/C TO ENTER THE CURACAO AIRSPACE AT FL70) 20 MIN. INTERVAL BETWEEN A/C. ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ. “PILOTS SHALL ADHERE TO PROCEDURES ESTABLISHED FOR INTERISLAND TRAFFIC BETWEEN THE AIRPORTS IN THE CURACAO FIR” 	

Domestic Contingency Route (DCR) Structure for Interisland IFR Traffic from Airports within the Curacao FIR

DEPARTURE AIRPORT	DESTINATION AIRPORT	
Willemstad/Hato Intl, Curacao I	Beatrix Intl, Aruba	Apply DCR 1.
Beatrix Intl, Aruba	Willemstad/Hato Intl, Curacao I	Apply DCR 2.
Willemstad/Hato Intl, Curacao I	Flamingo (Kralendijk), Bonaire I	Apply DCR 3.
Flamingo (Kralendijk), Bonaire I	Willemstad/Hato Intl, Curacao I	Apply DCR 4.
Beatrix Intl, Aruba	Flamingo (Kralendijk), Bonaire I	Apply DCR 2 + DCR 3.
Flamingo (Kralendijk), Bonaire I	Beatrix Intl, Aruba	Apply DCR 4 + DCR 1.

The Domestic Contingency Route Structures (DCR) are defined as follows:

NETH ANTILLES**NETH ANTILLES - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

- DCR 1: A/C TO CLIMB TO FL040 WHILE INTERCEPTING R315 PJG VOR UNTIL 15 NM OUT. FLY PARALLEL TO THE A574 UNTIL INTERCEPTING R100 ABA VOR. ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.
- DCR 2: A/C TO CLIMB TO FL050 WHILE INTERCEPTING R135 ABA VOR UNTIL 15 NM OUT FLY PARALLEL TO THE A574 UNTIL INTERCEPTING R280 PJG VOR. ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.
- DCR 3: A/C TO CLIMB TO FL050 WHILE INTERCEPTING R120 PJG VOR. CONTINUE ON R120 UNTIL INTERCEPTING QDM 070 PJB NDB. ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.
- DCR 4: A/C AFTER DEPARTURE TURN LEFT WHILE CLIMBING TO FL60 SO AS TO REMAIN EAST OF QDR 360 PJB NDB, UNTIL INTERCEPTING R085 PJG VOR INBOUND. IF TND-6 IS ACTIVE A/C ARE EXPECTED TO REMAIN CLEAR OF THIS DANGER AREA.
ENTRY CLEARANCE MUST BE OBTAINED PRIOR TO ENTERING THE DESTINATION CTR OR ATZ.

US CAR TERRITORIES
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contained in ICAO Annexes and Documents.

Flights shall operate in accordance with the provisions of Annex 2, and the procedures detailed in ICAO Annexes and Documents shall apply except over United States Territories, Federal Aviation Regulations control procedures and definitions apply.

UNITED STATES TERRITORIES WITHIN THE CARIBBEAN ICAO REGION.

- Puerto Rico (San Juan FIR)
- Virgin Is (San Juan FIR)

EMERGENCY

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

The following procedures are provided for guidance only. Although all possible contingencies cannot be covered, they provide for cases of inability to maintain the assigned level due to weather, aircraft performance and pressurization failure. They are applicable primarily when rapid descent, turn-back, or both, are required. The pilot's judgement shall determine the sequence of actions taken, having regard to the specific circumstances.

A pilot in any distress or urgency condition should climb, if possible, for improved communications, and better radar and direction finding detection. However, it must be understood that unauthorized climb or descent under IFR conditions within controlled airspace is prohibited, except as permitted by FAR 91.3(b) (in an emergency the pilot-in-command may deviate from any rule to the extent required to meet that emergency).

If the emergency authority of 14 CFR Section 91.3(b) is used to deviate from the provisions of an air traffic control clearance, the pilot in command must notify ATC as soon as possible and obtain an amended clearance.

Intercept and Escort

If specifically requested by a pilot in difficulty or if a distress condition is declared, Search and Rescue (SAR) coordinators will take steps to intercept and escort an aircraft. Steps may be initiated for intercept and escort if an urgency condition is declared and unusual circumstances make such action advisable.

It is the pilot's prerogative to refuse intercept and escort service. Escort services will normally be provided to the nearest adequate airport. Should the pilot receiving escort services continue on to another location after reaching a safe airport, or decide not to divert to the nearest safe airport, the escort aircraft is not obligated to continue and further escort is discretionary.

Explosives Detection (Dog Handler Teams)

A program has been established by the Federal Aviation Administration (FAA) to make available an explosives detection dog/handler team at San Juan, Puerto Rico (Luis Munoz Marin Intl). This

US CAR TERRITORIES
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

team was established so that aircraft can be searched if a bomb threat is received. If this service is desired, notify your company or an FAA facility.

If due to weather or other considerations an aircraft with a suspected hidden explosive problem were to land or intending to land at an airport other than Luis Munoz Marin Intl, it is recommended to call the FAA's Washington Operations Center (telephone 202-426-3333) or have an air traffic facility contact the above center requesting assistance.

UNLAWFUL INTERFERENCE

SPECIAL EMERGENCIES (AIR PIRACY)

A special emergency is a condition of air piracy, or other hostile act by person(s) aboard an aircraft, which threatens the safety of the aircraft or its passengers.

The pilot of an aircraft reporting a special emergency condition should:

- a. If circumstances permit, apply distress or urgency radio-telephony procedures. Include the details of the special emergency.
- b. If circumstances do not permit the use of prescribed distress or urgency procedures, transmit on the air-ground frequency in use at the time as many as possible of the following elements spoken distinctly and in the following order:
 1. Name of the station addressed (time and circumstances permitting);
 2. The identification of the aircraft and present position;
 3. The nature of the special emergency condition and pilot intentions (circumstances permitting);
 4. If unable to provide this information, use code words and/or transponder as follows:
 - *Spoken Words* — “TRANSPOUNDER SEVEN FIVE ZERO ZERO”. *Meaning* — “Am being hijacked/forced to a new destination”;
 - *Transponder Setting* — Mode 3/A, Code 7500.

If it is possible to do so without jeopardizing the safety of the flight, the pilot of a hijacked passenger aircraft, after departing from the cleared routing over which the aircraft was operating, will attempt to do one or more of the following, insofar as circumstances may permit:

- a. Maintain a true airspeed of no more than 400 kt, and preferably an altitude between 10,000 ft and 25,000 ft.
- b. Fly a course toward the destination which the hijacker has announced.

If these procedures result in either radio contact or an air intercept, the pilot will attempt to comply with any instructions received which may direct him to an appropriate landing field.

COMMUNICATIONS FAILURE

Unless otherwise authorized by ATC, each pilot who has two-way communications failure when operating under IFR shall comply with the following conditions.

US CAR TERRITORIES**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES**

If the failure occurs in IFR conditions, or if VFR conditions cannot be complied with, the pilot shall continue the flight according to the following requirements.

ROUTE REQUIREMENTS

- a. By the route assigned in the last ATC clearance received;
- b. If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
- c. In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
- d. In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

ALTITUDE REQUIREMENTS

At the highest of the following altitudes or flight levels for the route segment being flown:

- a. The altitude or flight level assigned in the last ATC clearance received;
- b. The minimum altitude (converted, if appropriate, to the minimum flight level) for IFR operations; or
- c. The altitude or flight level ATC has advised may be expected in a further clearance.

TRANSPONDER OPERATION

If an aircraft with a coded radar beacon transponder experiences a loss of two-way radio capability, the pilot should adjust the transponder to reply on Mode 3/A, Code 7600.

The pilot should understand that the aircraft may not be in an area of radar coverage.



Emergency

Emergency Procedures - South
America

**SOUTH AMERICA
CONTINGENCY PLANS - SOUTH AMERICA**

CONTINGENCY PLAN FOR ASUNCIÓN

The main objective of the “ASUNCIÓN” Contingency Plan is to guarantee the safe and orderly movement of international air traffic, within the Asunción Flight Information Region (ASUNCIÓN FIR), in the event of partial or total interruption of Air Traffic Services, either temporary or prolonged, so that under such circumstances the main air routes that are part of the regional network of ATS routes continue to be available.

The Contingency Plan called “ASUNCIÓN” has been prepared in accordance with the standards and recommendations of the International Civil Aviation Organization (ICAO), contained in the Air Traffic Services Planning Manual (Doc. 9426, part II, section 1, Chapter 1, paragraph 1.6) and Annex 11 — DINAC R 11 Services Air Traffic.

THE APPLICATION OF THIS PLAN PROVIDES THE FOLLOWING

- a. Other facilities and services when the existing main systems are temporarily interrupted, or there are no suitable weather conditions that affect the navigation systems.
- b. The minimum availability of specialized personnel, from the different areas that make up air traffic services, radio aids and aeronautical communications, in order to satisfy the main objective of the ASUNCIÓN Contingency Plan.
- c. In the event of total interruption of the ATS services in the Asunción FIR and/or when the contingency so demands, the ACC supervisor must coordinate with the ATS authority of the corresponding FIR the implementation of additional measures not contemplated in the plan document.

LEVELS OF CONTINGENCY

Two levels of ATS contingency are considered:

- a. Moderate or partial ATS contingency:

It is the degradation in Air Navigation Services that still allows maintaining the use of the ATS route network within the Asunción FIR, for which greater separations will be applied between aircraft entering the airspace. They are considered moderate contingencies.

- b. Severe or zero control ATS contingency:

It is the interruption and/or degradation in the Air Navigation Services that does not allow maintaining the routine flow of international flights in the network of ATS routes of the Asunción FIR. For this reason, greater separations will be applied between aircraft entering the airspace and the simplified network of routes.

FLIGHT INFORMATION REGIONS (FIR) AFFECTED

The adjacent Flight Information regions affected by this Contingency Plan are:

- a. FIR RESISTENCIA,
- b. FIR CURITIBA, and
- c. FIR LA PAZ.

**SOUTH AMERICA
CONTINGENCY PLANS - SOUTH AMERICA**

AIR TRAFFIC MANAGEMENT

ATS responsibilities:

- a. Reassignment of routes or segments thereof;
- b. Alternative routes designed to maximize the use of existing ATS route structures and communications, navigation and surveillance services.
- c. A corresponding NOTAM indicating the services provided by the ANSP within the Asunción FIR including the following:
 1. Time and date of start of the contingency measures;
 2. Airspace available for landing or overflying traffic, and the airspace to be avoided;
 3. Details of facilities and services available or unavailable, and any limits on the provision of ATS (for example, ACC, APP, TWR and FIS), including the date services are expected to be restored, if available;
 4. Information on the provisions regarding the Services' alternatives;
 5. ATS contingency routes;
 6. Procedures to be applied by the adjacent ATS units;
 7. Procedures to be applied by the pilots; and
 8. Any other details related to the outage and the actions being taken, which will be useful to aircraft operators.

SIMPLIFIED ATS NETWORK

The annexes to this plan establish a simplified network of routes, entry/exit points, and available flight levels. The supervisors of the ACCs involved may agree, depending on the level of degradation of the services and facilities, to relax the limitations imposed by the tables listed below.

AIRSPACE CLASSIFICATION

When the services provided in the contingency airspace are reduced from those specified for Class A airspace, the classification of the affected airspace must be changed to Class G, taking into account that Air Traffic Control Services are not provided.

However, aircraft must comply with communications, surveillance, and clearance requirements to enter the airspace in question. This information must be transmitted through NOTAM.

APPLICATION TIMES

The contingency procedures are provisional and will be in force only until such time as the main services and facilities resume normal operation.

BASIC PRINCIPLES

The contingency measures that appear in the "ASUNCIÓN" Contingency Plan may be applied in the following cases:

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CONTINGENCY PLANS - SOUTH AMERICA**

- a. Strikes, stoppages or labor disputes;
- b. Failures of the electronic equipment and support systems for the Air Navigation Services in the Asunción FIR;
- c. National emergencies;
- d. Health emergencies; and/or
- e. Natural disasters.

The National Directorate of Civil Aeronautics (DINAC), the body responsible for the provision of Air Traffic Services in Paraguay and for international civil aviation operations, will take the appropriate measures to ensure the normal development of services within the Asunción FIR, and that these services are not paralyzed.

SEPARATION

Separation criteria will be applied in accordance with the Procedures for Air Navigation Services — Air Traffic Management (Doc. PANS-ATM 4444) and the Regional Supplementary Procedures (Doc. 7030).

PRIORITIES OF THE DIFFERENT TYPES OF FLIGHT, RESTRICTION OF LEVELS AND REDUCTION OF THE PROVISION OF THE AIR TRAFFIC CONTROL SERVICE

Priorities of the Different Types of Flight

Priority will be given to international air operations and those special operations involving the following types of flight:

- a. Aircraft in emergency or operating with a significant reduction in their efficiency;
- b. Evacuation and relief flights; and search and rescue flights; and
- c. State aircraft.

Flight Levels Restrictions

Aircraft performing long-haul international flights will have priority with respect to cruise levels.

Decrease in Air Traffic Control Service Supply

International and regional flights of less than three hours and domestic flights must be planned taking into account FL290 or higher (RVSM airspace) will be available, except on those routes that conflict with the contingency routes in the Contingency Plan of the FIR – Asunción.

In order to prevent conflicts and air traffic congestion, air traffic flow management procedures will be established in such a way that, as far as possible, it does not affect the operation of regular air transport.

OTHER MEASURES

Other measures related to the closure of the airspace and the implementation of the contingency scheme in the ASUNCIÓN FIR will be adopted, such as:

**SOUTH AMERICA
CONTINGENCY PLANS - SOUTH AMERICA**

- a. Delay or suspension of all VFR operations;
- b. Delay or suspension of general aviation IFR operations; and
- c. Delay or suspension of IFR commercial operations.

TRANSITION TO THE CONTINGENCY SCHEME

In times of uncertainty, when there is the possibility of closing the airspace, aircraft operators must be prepared for a possible rerouting while enroute, and be familiar with the alternative routes established in the contingency scheme, as well as what has been enacted by NOTAM, Aeronautical Information Circular (AIC), Supplement (SUP) or AMDT AIP.

In the event of an airspace closure that has not been enacted, ATC will inform all aircraft in their airspace what airspace is being closed and to pay attention for further instructions.

ATS providers will recognize that when airspace or airport closures are enacted, individual airlines may have different requirements for their alternate routes. ATC will remain alert to respond to any request of the aircraft in accordance with operational safety.

TRANSFER OF CONTROL, COORDINATION AND COMMUNICATION

The transfer of control and communication between adjacent ATS units will be carried out in the common limit of the FIRs, unless there is a mutual agreement between the units.

Procedures Applicable to the Units Involved

The ATS units within the Asunción FIR will comply with the following procedures as applicable:

- a. Transmit the Flight Plan messages to the ACC/Adjacent, through the AMHS network, according to the established procedures.
- b. Apply a minimum separation between aircraft of 15 minutes with each one of the FIRs adjacent to the Asunción FIR.
- c. Communicate, via ATS coordination circuits at least 20 minutes in advance, the estimated hours of overflight of the entry/exit points of the Asunción FIR.
- d. No less than 20 minutes in advance the ATS units in the Asunción FIR must coordinate with each other the time of takeoff and requested flight levels.

COMMUNICATION PROCEDURES

When there are limitations that prevent air-ground communications on the corresponding ATS frequencies, in addition to continuously listening, flight crews that need to carry out procedures for flight safety reasons (route diversion, emergency descent, etc.) shall broadcast by radio at appropriate intervals and, as far as possible, in the English language:

- a. Identification of the aircraft;
- b. Flight level;
- c. Aircraft position (including the designator of the ATS route used, direction of track, etc.);

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- d. Intentions, both on the frequency being used (corresponding to the ACC sector it covers) and on the 121.5 MHz frequency.

The application of the procedures indicated in the Plan will previously require the coordination of the Unified Area Control Center with the Area Control Center of the Adjacent Flight Information Region.

Contingency Frequencies in Case of Failure of the ATS Oral Communications System in the Asunción FIR

- Frequency 128.4 MHz (ACC Asunción Secondary)
- Frequency 126.9 MHz (ACC Asunción Primary)
- Frequency 121.5 MHz (Emergency)
- Frequency 118.1 MHz (TWR Asunción Primary)
- Frequency 118.8 MHz (TWR Asunción Secondary)

Loss of Communication

When an interruption occurs in air-ground communications, the flight crews will use all available means of auxiliary communication following the procedures:

- a. Attempt to establish contact with ATC on the assigned frequency;
- b. Attempt to establish contact with another aircraft on the assigned ATC frequency;
- c. Attempt to establish contact with ATC or another aircraft on the alternate ATC frequency;
- d. Attempt to establish contact with another aircraft on the TIBA frequency 123.45 MHz.

If all the contact attempts listed above are unsuccessful, it can be deduced that the problem originates from the aircraft and:

- a. Procedures must be applied in the event of air-ground communication failures from ICAO Doc. PANS-ATM 4444.
- b. In properly equipped aircraft, pilots will fly 1 NM to the right of the airway axis.

If communication is established with another aircraft, it can be deduced that the communications problem originates from ATC independence, in which case the following procedure should be applied to try to re-establish communication.

Establish communication by asking another aircraft to relay information to ATC in the following order of preference:

- a. The assigned frequency;
- b. The TIBA frequency, 123.45 MHz.

In the enroute phase, if the aircraft cannot establish communications with ATC, it must:

- a. Proceed in accordance with the route of the updated Flight Plan and maintain last assigned speed and level;

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- b. Apply TIBA procedures, preferably in the English language, using ATC and TIBA frequencies;
- c. Fly 1 NM to the right of the airway axis; and
- d. Periodically try to restore communications.

In the approach phase, if the aircraft cannot establish communications with ATC, it must:

- a. Apply the TIBA procedures using the appropriate ATC and TIBA frequencies; and
- b. Coordinate with other aircraft using the main frequency for a given Terminal Control Area.

In full contingency, procedures must be applied in the event of air-ground communication failures from ICAO Doc. PANS-ATM 4444.

Flight Plans

While the contingency lasts, the application of the RPL lists will be suspended, and users must present, in all cases, the corresponding FPL.

Flight Plans (FPL) — Not Transmitted

In the case of AMHS network failure, the ACC-U will accept transfers even when the corresponding FPL could not be received.

Order of Relationship of Use of Navigation Aids

In the event of a VOR/DME system failure:

- Use of GNSS as the primary means of navigation;
- Use of autonomous navigation systems.

SUPPLEMENTARY PROCEDURES IN CASE OF SUSPENSION OF THE REDUCED VERTICAL SEPARATION MINIMUM (RVSM) IN THE ASUNCIÓN FIR

The sole purpose of the following procedures is to serve as a guide for aircraft within the RVSM Airspace of the FIR/Asunción, and they will be applicable within the FIR/Asunción and the suspension may be:

- a. Partial: if it only affects a defined area which has been confirmed by aircraft reports or other means.
- b. Total: if the reason that originated it affects the entire RVSM stage in the FIR/Asunción.

Although not all possible contingencies can be covered, they provide for cases of:

- a. Impossibility of maintaining the assigned flight level due to weather conditions;
- b. Aircraft performance, pressurization failure;
- c. Loss or significant decrease in the navigation capacity required when conducting operations in parts of the airspace in which precision navigation performance is a prerequisite for the safe conduct of flight operations.

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An RVSM contingency does not just imply the total suspension of said operations; the reasons that originate it must be considered.

The following general procedures apply to all aircraft operating in RVSM airspace in the Asunción FIR.

Procedures for ATC

- a. ATC will make sure to implement a separation of 600m (2000 ft) between the aircraft involved or in affected areas for the duration of the contingency.
- b. The pilot of the aircraft in question will obtain, before initiating any measure, a revised authorization, whenever possible.
- c. Subsequent ATC actions on said aircraft will be based on the pilots intent and the general traffic situation.

Procedures for Aircraft

- a. If prior clearance cannot be obtained, the pilot shall, if possible, deviate from the organized track or route systems;
- b. If it is not possible to maintain the authorized flight level or the conventional lateral, longitudinal or vertical separation, the pilot shall climb above or descend below the RVSM airspace.
- c. Establish communications on the frequency in use 128.4 MHz, 126.9 MHz, 124.1 MHz;
- d. On the 121.5 MHz emergency frequency, alert aircraft at appropriate intervals, in the English language, the following information:
 - Aircraft call sign
 - Aircraft position
 - Flight levels that are left (vacated) and those that are crossed
 - Time at which the ascent or descent begins
 - Time reached flight level
 - SSR code triggered
 - Intentions
- e. Monitor traffic with which it may come into conflict, both visually and by reference to ACAS (TCAS).
- f. Turn on all identification and anti-collision lights.
- g. Keep the SSR responder activated at all times.
- h. Initiate the necessary actions to guarantee the safety of the aircraft.
- i. Apply self-transfer procedures.

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Self-transfer Procedures

When ATS units cannot carry out traffic coordination due to failures in the Fixed Communications Service-AMHS, the following self-transfer procedures will be applied.

The ACC of origin if possible:

- a. Will inform the pilot of the unavailability of the Fixed Telecommunications Service with the accepting ACC; and
- b. Will make available to the pilot the necessary instructions to establish communication with the accepting ACC, informing said unit that a self-transfer is being carried out and the crew will transmit its origin, destination, route, flight level, transponder code, status RVSM approval and estimated at the limit of the FIR.

The ATC will take all the necessary precautions to coordinate with all the affected FIRs the details and essential data of the contingency, as well as the nature of its origin, affected sector, aircraft(s) involved and the duration of time if the latter is known.

OVERFLIGHT APPROVAL

Aircraft operators must obtain overflight approval for flights that are operating within their airspace jurisdiction. In a contingency situation, flights will be rerouted at short notice, and operators may not give the required advance notice in a timely manner to obtain approval. Those responsible for the airspace in which the contingency routes are established will consider the establishment of special arrangements to facilitate the approval of flights under these contingency situations.

CONTINGENCY ROUTES NETWORK

Aircraft operators will present their flight plans using the contingency routes listed in the diagram below, in order to operate in the airspace under the jurisdiction of the Asunción FIR.

ATS Routes

During the validity of the Contingency Plan, only the following ATS routes will be used between both countries:

Affected FIRs: Asunción – La Paz

SGFA-SLLP

ROUTE	POSITION	SGAS ENTRY FL	SGAS EXIT FL	FREQUENCY
UN 420	MONDI	350	340	126.9/128.4
UM 402	SIDAK	360	350	
UM 548	BUXOR	350	360	

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Affected FIRs: Asunción – Curitiba

SGFA-SBCB

ROUTE	POSITION	SGAS ENTRY FL	SGAS EXIT FL	FREQUENCY
UM 544	AKSUL	320	310	126.9/128.4
UM 548	FOZ	340	330	
UL 216	ARVOP/FOZ	350	360	
UL 531	FOZ	320	310	
UL 301	BOLIR	340	N/A	
UM 799	REMEK	360	350	

Affected FIRs: Asunción – Resistencia

SGFA-SARE

ROUTE	POSITION	SGAS ENTRY FL	SGAS EXIT FL	FREQUENCY
UP 526	REPAM	330	340	126.9/128.4
UL 531	BOBIK	350	360	
UN 785	POS	330	320	
UM 799	AKNEL	330	340	
UL 793	KUBIR	320	330	
UM 529	ARPAS	350	360	
UM 789	KALOM	330	340	

NOTE: Aircraft that cannot comply with the level and route restrictions will not be authorized to enter the airspace of the ASUNCIÓN FIR.

All aircraft will establish and maintain contact with the ATS units responsible for the airspace in which they are transiting, on the VHF frequencies published in this Contingency Plan.

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CONTINGENCY ROUTES SCHEME

ROUTES	SEGMENTS/WPTS	FIR	RESTRICTIONS
UN 420 UM 402 UM 548	MONDI-VAS-MONDI SIDAK-VAS-SIDAK BUXOR-VAS-BUXOR	SGFA-SLLP	The ASUNCIÓN ACC will deliver to LA PAZ ACC the aircraft ON THE WAYPOINTS indicated with single cruising level. Traffic capacity on the route: one (1) aircraft every 15 minutes.
UM 544 UM 548 UL 216 UL 531 UL 301 UM 799	AKSUL-VAS-AKSUL FOZ-VAS-FOZ ARVOP-FOZ-ARVOP BOBIK-FOZ-BOBIK BOLIR-VAS REMEK-AKNEL-RE-MEK	SGFA-SBCB	The ASUNCIÓN ACC will deliver to CURITIBA ACC the aircraft ON THE WAYPOINTS indicated with single cruising level. Traffic capacity on the route: one (1) aircraft every 15 minutes.
UP 526 UL 531 UN 785 UM 799 UL 793 UM 529 UM 789	REPAM-VAS-REPAM BOBIK-FOZ-BOBIK POS-FOZ-POS REMEK-AKNEL-RE-MEK OROMU-KUBIR-OROMU ARPAS-VAS-ARPAS KALOM-VAS-KALOM	SGFA-SARE	The ASUNCIÓN ACC will deliver to RESISTENCIA ACC the aircraft ON THE WAYPOINTS indicated with single cruising level. Traffic capacity on the route: one (1) aircraft every 15 minutes.

NOTAM MODEL FOR ZERO ATS

Due to total disruption of Air Traffic Services, the contingency plan has been activated within ASUNCIÓN FIR.

A00XX/XX NOTAMN

Q) SGFA/

A) SGFA

B) 220401 1345

C) 220403 2359 EST

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E) For more information and flight planning, see the Simplified Route Network and Operating Procedures of Asunción FIR Contingency Plan, published in AIP Paraguay, and also in the following website: www.dinac.gov.py

ATS routes within Asunción FIR are reclassified as Class G airspace. Only FIS and ALR services are available. Pilots must apply the following:

- a. Include the last position report to the adjacent ACC the estimated times over entry and exit points of Asunción FIR;
- b. Strategic Lateral Offset Procedures (SLOT) to the right of the centerline relative to the direction of flight in tenths of a nautical mile up to a maximum of 1 NM;
- c. Keep the navigation and anti-collision lights permanently turned on while operating in the Asunción FIR;
- d. Keep the transponder on and set on code XXXX, if no other SSR code has been assigned;
- e. Traffic Information Broadcasts by Aircraft (TIBA) in VHF frequency 121.5 MHz as follows:
 1. When the aircraft has only two serviceable VHS sets, one should be tuned to the appropriate ATS frequency and the other to the TIBA frequency 121.5 MHz.
 2. A listening watch should be maintained on the TIBA frequency 10 minutes before entering the Asunción FIR until leaving this airspace. For an aircraft taking off from an airport located within the lateral limits of the Asunción FIR, listening watch should start as soon as appropriate after take-off and be maintained until leaving the airspace.
 3. A broadcast should be made:
 - (a) 10 minutes before entering the Asunción FIR or, for a pilot taking off from an airport located within the lateral limits of the Asunción FIR, as soon as appropriate after take off;
 - (b) 10 minutes prior to crossing a reporting point;
 - (c) 10 minutes prior to crossing or joining an ATS route;
 - (d) At 20-minute intervals between distant reporting points;
 - (e) 2 to 5 minutes, where possible, before a change in flight level;
 - (f) At the time of a change in flight level; and
 - (g) At any other time considered necessary by the pilot.
 4. The broadcast shall contain aircraft identification, position, abandoned level, crossing level and any other relevant information. The broadcasts should not be acknowledged unless a potential collision risk is perceived.
 5. Related operating procedures:

Cruising level changes should not be made, unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance or for other valid operational reasons.

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When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of DINAC R 2, the pilots should:

- (a) Unless an alternative maneuver appears more appropriate, immediately descend 150m (500 ft), or 300m (1000 ft) if above FL290 in an area where a vertical separation minimum of 600m (2000 ft) is applied;
- (b) Display all available aircraft lighting which would improve the visual detection of the aircraft;
- (c) As soon as possible, reply to the broadcast advising action being taken;
- (d) Notify the action taken on the appropriate ATS frequency; and
- (e) As soon as practicable, resume normal flight level, notifying the action on the appropriate ATS frequency.

f. Auto-transfer procedures

Taking into consideration the Asunción ACC is not able to coordinate air traffic due to total interruption of the ATS, the following auto transferring procedures shall be applied by the pilot:

1. Try to establish contact with the adjacent ATS facility at least five (5) minutes before ETO on the exit reporting point of the Fantasy FIR transfer;
2. Inform the ATS unit that it is performing an auto-transfer; and
3. Transmit the following information: aircraft identification, origin, destination, route, flight level, transponder code, RVSM approval status and estimated time to the auto-transfer reporting point.

ATS CONTINGENCY PLAN FOR GUAYAQUIL FIR/UTA

This contingency plan contains arrangements to guarantee the continuous safety of air navigation in the event of partial or total interruption of Air Traffic Services (ATS) within the Guayaquil FIR/UTA and is related to ICAO Annex 11 — *Air traffic services*, Chapter 2, paragraph 2.32 and its Attachment C, as well as the standards and methods established in the DGAC air traffic manuals and regulations.

This contingency plan is designed to provide alternative routing, using existing airways, which will allow aircraft to fly through, or to avoid the airspace of, Guayaquil FIR/UTA.

AFFECTED FLIGHT INFORMATION REGIONS (FIR)

The FIRs directly affected by this ATS contingency plan are the following:

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COLOMBIA	Bogotá FIR (SKED)
PERÚ	Lima FIR (SPIM)
CENTRAL AMÉRICA	CENAMER FIR (MHCC)

AIR TRAFFIC MANAGEMENT

ATS Contingency Levels

- a. **Moderate or Partial ATS Contingency:** Means that the degradation in air navigation services still allows the pilot to maintain use of ATS route network of Ecuador. Therefore greater separations will be applied between aircraft entering/exiting the Guayaquil FIR/UTA.
- b. **Severe ATS Contingency or Zero ATC:** Means that the interruption and/or degradation in air navigation services does not allow the pilot to maintain normal traffic flow of international flights in the ATS route network of Ecuador. Greater separations will be applied between aircraft entering the Ecuadorian airspace and the simplified route network described in Tables 1 and 2 will be used.

ATS Responsibilities

In the event of partial or total disruption and when ATS cannot be provided within the Guayaquil FIR/UTA, a corresponding NOTAM will be published. If the disruption of services is foreseeable, the NOTAM must be issued 48 hours in advance.

The NOTAM will specify:

- a. time and date of the beginning of the contingency measures;
- b. application of the Contingency Plan and contingency level (moderate or severe) that is taking place, as well as the corresponding mitigation measures;
- c. airspace available for landing or overflying traffic, and airspace to be avoided;
- d. details of the facilities and services available or not available, and any limits on ATS provision (e.g., ACC, APP, TWR and FIS), including an expected date of restoration of services if available;
- e. information on provisions made concerning alternative services;
- f. ATS contingency routes;
- g. procedures to be followed by adjacent ATS units;
- h. procedures to be followed by pilots; and
- i. any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

In the event the Guayaquil FIR/UTA cannot issue the NOTAM and upon receiving notification from the Guayaquil Control Center or the ICAO Regional Office, the Lima, Bogotá or CENAMER CTA/UTA/FIR will take measures to issue the NOTAM within the framework established in the corresponding letters of agreement on the limitations in airspace and services.

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NOTAM of the Start of the Contingency

AXXXX/XX NOTAMN

Q) SEFG/QPCCA/IV/NBO/AE/000/999/0137S08337W999

A) SEFG

B) YYMMDDHHHH

C) YYMMDDHHHH

E) CONTINGENCY PROC ACT

XXXXXXXXXXXXXXXXXXXXXX

REF SUP 02/22 DATED 21APR2022

F) XXX

G) XXX

NOTAM of Cancellation

This plan will be deactivated by means of a NOTAM of cancellation indicating the following:

CONTINGENCY PLAN CNL. PROVISION OF ATS NML.

The ATS Contingency Operational Group (AOCG) authorized by the General Directorate of Civil Aviation (DGAC) is responsible for monitoring events and may order the execution of the contingency plan and the respective coordination arrangements.

ATS Contingency Operational Group (AOCG)		
Unit	Phones	E-mail
Air Navigation Services Directorate	593 2 2947400 Ext. 4510 Mobile: 593 99 814 3196	bolívar.davalos@aviacioncivil.gob.ec
National Air Traffic Management	593 2 2947400 Ext. 4521 Mobile: 593 98 604 4550	atm.nacional@aviacioncivil.gob.ec
Air Navigation Services Management Guayaquil	593 2 2947400 Ext. 2161 Mobile: 593 99 116 8621	atmr2@aviacioncivil.gob.ec
Guayaquil Area Control Center	593 2 2947400 Ext. 2187 Mobile: 593 98 586 1284	atmacc@aviacioncivil.gob.ec
General Supervision of the Guayaquil Area Control Center	593 4 2924219 593 4 2925495 593 2 2947400 Ext. 2111 Mobile: 593 99 806 2369	acc.supervisor@aviacioncivil.gob.ec

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During a contingency situation, the General Supervisor of the Guayaquil ACC will act as liaison with the adjacent ATS units (Bogotá, Lima and CENAMER).

This Contingency Plan is not intended to cover all the contingencies, nor all the possible magnitudes of degradation in the ATS services. Since these can be numerous, it will be the ATS units involved who will determine at the time, in a tactical way, the conducive and additional measures to avoid situations not foreseen in this plan.

SEPARATIONS AND PROVISIONS APPLICABLE TO ADJACENT ATS DEPENDENCIES

The adjacent ACC must coordinate with the Guayaquil ACC, through the ATS coordination circuits or other available means, with no less than 30 minutes in advance, the estimated times over the entry points of the Guayaquil FIR/UTA. If this is not possible, AUTO-TRANSFER PROCEDURES provides the applicable self-transfer procedures.

The adjacent ACC must transmit an estimate message (EST) to the first subsequent FIR of the Guayaquil FIR/UTA.

Moderate or Partial ATS Contingency

The adjacent ACC must authorize the entry of an aircraft into the Guayaquil FIR/UTA, using, at least, a longitudinal separation of 10 minutes at the same transfer point, regardless of the flight level.

Depending on the speed difference, the flight time in the contingency section and the conditions and intensity of the air traffic, the respective ACC Supervisors may, by mutual agreement, increase the minimum longitudinal separation to 15 minutes. When required, the Mach Number Technique (MNT) will be used.

In addition, to contribute to operational safety, the AOCG, through the Guayaquil ACC Supervisor, may temporarily coordinate measures or specific limitations for one or more airways or entry/exit points to the FIR/UTA Guayaquil with the adjacent ACCs. If necessary, these specific limitations can be incorporated in the NOTAM information.

If it is not possible to coordinate with the Guayaquil ACC, the adjacent ACC must instruct the pilots that fly over the Guayaquil FIR/UTA to maintain the last flight level and speed accepted by the Guayaquil ACC.

The adjacent ACC must instruct the aircraft, in the sense of establishing communication with the ATS units of the Guayaquil FIR/UTA, at least 5 minutes before the expected time of entry into the Guayaquil FIR/UTA.

During the validity of the contingency, flights of non-RVSM approved aircraft are not allowed in the RVSM airspace of the Guayaquil FIR/UTA, except flights with humanitarian status (HUM) and ambulance aircraft (MEDEVAC).

Severe ATS Contingency or Zero ATC

In this type of contingency, all flights must use the simplified network of ATS routes indicated in Tables 1 and 2, and the same conditions and limitations indicated above will apply.

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Considering the intensity of the ATS contingency in progress, the Guayaquil ACC may tactically coordinate the transfer of aircraft exiting the Guayaquil FIR/UTA at points other than those indicated in Tables 1 and 2, whenever air traffic conditions permit.

In the case of a total interruption (or zero ATS), in which it is not possible to provide any air traffic service, arrivals/departures are suspended at all airports in the Guayaquil FIR/UTA.

NOTE: The AOCG may establish mechanisms to tactically coordinate the transfer of aircraft to international airports within the Guayaquil FIR/UTA.

During the validity of the contingency, flights of non-RVSM approved aircraft are not allowed in the RVSM airspace of the Guayaquil FIR/UTA.

The adjacent ACC units must ensure that aircraft going to enter the FIR/UTA Guayaquil maintain a minimum separation of 10 minutes between aircraft, regardless of the flight level. The Supervisors of the ACCs involved may, by mutual agreement, coordinate increasing the minimum longitudinal separation to 15 minutes.

The adjacent ACC must ensure that aircraft entering the Guayaquil FIR/UTA are leveled, in accordance with the provisions of Tables 1 and 2.

When air traffic coordination cannot be carried out due to the AIDC coordination protocol and inoperative voice coordination channels, but communication coverage with the aircraft is available, the traffic permit will be valid until the point of transfer of the FIR, provided the authorization to enter the adjacent FIR is carried out by the pilot through the self-transfer procedures (See AUTO-TRANSFER PROCEDURES).

PROVISIONS APPLICABLE TO AIRCRAFT

Only aircraft flights under IFR flight rules will be allowed.

Only RVSM-approved aircraft may use flight levels between FL290 inclusive and FL410 inclusive. Exceptions are humanitarian and ambulance flights that may be accommodated with prior coordination, in case of moderate contingency.

Enroute aircraft must communicate on the frequency corresponding to the Guayaquil ACC sector, and/or Guayaquil radio on HF 10024 kHz and, if necessary, will use the air-to-air frequency 123.45 MHz to coordinate with other aircraft. The message must contain: aircraft identification, position, flight level and any other relevant information.

Any ascent or descent maneuver will be carried out to the right of the route axis.

Aircraft must keep navigation and anti-collision lights continuously on while flying over the Guayaquil FIR/UTA.

Aircraft must keep activated the last transponder code on which they have acknowledged receipt to an ATS unit; otherwise, they will activate A2000.

It is mandatory that aircraft be equipped with an operational ACAS/TCAS system and have RNAV navigation capability with navigation specification approval in accordance with the route flown.

Aircraft must use the TIBA (Traffic Information Broadcast by Aircraft) in-flight information broadcasting procedures, within 50 NM of the reporting points indicated in Tables 1 and 2, on the air-to-air frequency 123.45 MHz.

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When an interruption occurs in air-ground communications, flight crews must proceed with the following, using all available means of auxiliary communication:

- a. Try to establish contact with the ACC Unit on the assigned frequency;
- b. Try to establish contact with another aircraft on the frequency assigned to the ACC Unit;
- c. Try to establish contact with the ACC Unit or another aircraft on the ATC frequency of the alternate unit (See Table 3); or
- d. Try to establish contact with another aircraft on the air-to-air frequency (123.45 MHz).

If the aircraft cannot establish communication with the ACC Unit, the pilot must:

- a. Proceed in accordance with the route of the updated flight plan;
- b. Maintain the last assigned speed and level;
- c. Apply TIBA procedures, preferably in the English language, using ATC and air-to-air frequencies (123.45 MHz);
- d. Periodically try to re-establish communications; and
- e. If unable to comply with the specifications established in the Contingency Plan, update the flight plan avoiding the affected FIR.

If an aircraft is intercepted by another aircraft, the pilot must immediately:

- a. Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals, in accordance with international procedures;
- b. If possible, notify the corresponding ATS unit;
- c. Try to establish radio communication with the intercepting aircraft, making a general call on the emergency frequency 121.5 MHz and 243 MHz, if it is equipped for that purpose; and
- d. Set the transponder to code 7700, unless the corresponding ATS unit gives instructions to the contrary.

In the event that some of the instructions received by radio from any source are in contradiction with those given by the intercepting aircraft, the intercepted aircraft must request an immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

AUTO-TRANSFER PROCEDURES

When ATS units cannot carry out transfer coordination due to failure in the AFTN/AMHS fixed communications service (including AIDC), or ATS voice channels, the pilot must adhere to the following procedures:

The ACC of origin must:

- a. Inform the pilot of the unavailability of coordinating his transfer with the accepting ACC; and
- b. Provide the necessary instructions for the pilot to establish contact with the accepting ACC.

The pilot must:

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- a. Try to contact the accepting ACC, on the corresponding sector frequency or alternate HF 10024 kHz, at least five (5) minutes before the ETO at the transfer point;
- b. Inform the accepting ACC that it is carrying out an auto-transfer;
- c. Transmit the following information: aircraft identification, origin, destination, route, flight level, transponder code, RVSM approval status, PBN approval status and estimated FIR fixed limit, as well as any other relevant information; and
- d. In the event of a failure in HF and VHF communications, use satellite communications to contact the Guayaquil ACC at the numbers:

ACC Guayaquil: 473501/473502 (Satcom short code)

The ACCs must guide the pilots in the compliance with these procedures.

SUSPENSION OF REPETITIVE FLIGHT PLANS (RPL)

While the contingency situation lasts, RPLs and flight plans filed or modified via AMHS (Direct filing) will be suspended.

APPLICABLE PROCEDURES WHEN THE CONTINGENCY OCCURS IN ADJACENT FIRs

A simplified route network, entry/exit points and flight levels will be applied by the Guayaquil ACC, when the contingency occurs in adjacent FIRs, as established in the Letters of Operational Agreement signed with each state.

The supervisors of the ACCs involved may agree, depending on the level of degradation of the services and facilities, to relax the limitations imposed.

TABLE 1 — SIMPLIFIED ROUTE NETWORK IN CASE OF SEVERE ATS CONTINGENCY IN THE GUAYAQUIL FIR/UTA

NORTH – SOUTH FLOW BOGOTA – GUAYAQUIL – LIMA FIR						
SKED FIR to SPIM FIR	Route	Waypoint	Entry/Exit FL	Separation	Coordination	
	UM674	ENSOL	ODD FL310	10 minutes	No coordination between FIR: Auto transfer method is used, with no less than 40 NM or 5 minutes before the waypoint.	
		TOSES	ODD FL310			
	UL305	PULTU	EVEN FL300	10 minutes		
		TERAS	EVEN FL300			

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TABLE 1 — SIMPLIFIED ROUTE NETWORK IN CASE OF SEVERE ATS CONTINGENCY IN THE GUAYAQUIL FIR/UTA (continued)

NORTH – SOUTH FLOW						
BOGOTA – GUAYAQUIL – LIMA FIR						
SOUTH – NORTH FLOW						
SPIM FIR to SKED FIR	Route	Waypoint	Entry/Exit FL	Separation	Coordination	
	UL780	VAKUD	EVEN FL300	10 minutes	No coordina- tion between FIR: Auto transfer method is used, with no less than 40 NM or 5 mi- nutes before the waypoint.	
		UGUPI	EVEN FL300			
	UM795	LOBOT	EVEN FL300	10 minutes		
		BOKAN	EVEN FL300			

TABLE 2 — SIMPLIFIED ROUTE NETWORK IN CASE OF SEVERE ATS CONTINGENCY IN THE GUAYAQUIL FIR/UTA

NORTH – SOUTH FLOW						
CENAMER – GUAYAQUIL – LIMA FIR						
SOUTH – NORTH FLOW						
MHCC FIR to SPIM FIR	Route	Waypoint	Entry/Exit FL	Separation	Coordination	
	UL203 / UM542	LIXAS	ODD FL310	10 minutes	No coordina- tion between FIR: Auto transfer method is used, with no less than 40 NM or 5 mi- nutes before the waypoint.	
		ARNEL	ODD FL310			
	UL401	OSELO	ODD FL310	10 minutes		
		PABOB	ODD FL310			

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TABLE 2 — SIMPLIFIED ROUTE NETWORK IN CASE OF SEVERE ATS CONTINGENCY IN THE GUAYAQUIL FIR/UTA (continued)

NORTH – SOUTH FLOW CENAMER – GUAYAQUIL – LIMA FIR					
SPIM FIR to MHCC FIR	UL344	AMERO	EVEN FL300	10 minutes	No coordination between FIR: Auto transfer method is used, with no less than 40 NM or 5 minutes before the waypoint.
		ARTOM	EVEN FL300		

TABLE 3 — UNITS AND FREQUENCIES IN CASE OF FAILURE OF AIR-GROUND COMMUNICATIONS

UNIT	MAIN FREQUENCY	ALTERNATE FREQUENCY
Guayaquil ACC - ACC 1	128.3 MHz	123.9 MHz
Guayaquil ACC - ACC 2	127.95 MHz	128.0 MHz
Bogotá ACC	125.10 MHz	128.80 MHz
CENAMER ACC	124.10 MHz	10024 kHz
Lima ACC	128.1 MHz (North) 128.5 MHz (East)	124.3 MHz

CONTINGENCY PLAN FOR PARAMARIBO FIR

The Paramaribo ATM Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of Air Traffic Services (ATS) within the Paramaribo FIR and is related to ICAO Annex 11 — *Air Traffic Services Chapter 2*, paragraph 2.31.

The Contingency Plan is designed to provide alternative routing, using existing airways, which will allow aircraft to fly through, or to avoid the airspace of the Paramaribo FIR.

AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

ATS Responsibilities

In the event of total or partial disruption of ATS within Paramaribo FIR, the CIVIL AVIATION DEPARTMENT SURINAME shall publish the corresponding NOTAM indicating the following:

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- a. Time and date of the beginning of the contingency measures;
- b. Airspace and air routes available for arriving, departing and overflying traffic and airspace to be avoided;
- c. Details of the facilities and services available or not available and any limitation on ATS provision (e.g., ACC, ADC-APP and FIS), including an expected date of restoration of services, if available;
- d. Information on the provisions made for alternative services;
- e. ATM Contingency Routes;
- f. Procedures to be followed by adjacent ATS units;
- g. Procedures to be followed by pilots; and
- h. Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

In the event that the Civil Aviation Department Suriname (CADSUR) is unable to issue the NOTAM, the pre-coordinated NOTAM alternate, GEORGETOWN will take action to issue the NOTAM of airspace closure upon notification by CADSUR or the ICAO Regional Office.

Aircraft Separation

Separation criteria will be applied in accordance with the ICAO *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).

Flight Level Restrictions

Where possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels.

NON-RVSM aircraft shall not fly between FL290 and including FL410.

Other Measures

Other measures related to the closure of airspace and the implementation of this contingency scheme in the Paramaribo FIR may be taken as follows:

- a. Suspension of all VFR operations;
- b. Delay or suspension of general aviation IFR operations; and
- c. Delay or suspension of commercial IFR operations.

TRANSITION TO CONTINGENCY PLAN

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while enroute, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by Paramaribo ACC via NOTAM, is recommended.

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PILOT AND OPERATOR PROCEDURES

Pilot Operating Procedures

- a. Pilots shall include in the last position report to the competent adjacent ACC the estimated times over entry and exit points of the Paramaribo FIR;
- b. Aircraft should operate as close as possible to the centerline of the assigned contingency route;
- c. Contact the competent ACC as soon as possible and at least 10 minutes before the estimated times over the exit point of Paramaribo FIR;
- d. Keep navigation and anti-collision lights continuously on while Paramaribo FIR is being overflown;
- e. Maintain the level and the Mach number assigned by the competent adjacent ACC while operating within Paramaribo FIR, unless for emergency or flight safety reasons;
- f. Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight;
- g. Transponders should be set on a discrete code assigned by the adjacent stations of Paramaribo ACC or select code 2000; and
- h. In the event of emergency or when other flight safety reasons make it impossible to maintain the level assigned for the transit through Paramaribo FIR:
 - The pilot shall immediately inform all other aircraft of the emergency situation, or level change, using blind transmissions on emergency frequency 121.500 MHz and on pilots' air to air frequency 123.450 MHz; and
 - Broadcast every position and intention on emergency frequency 121.500 MHz and on pilots' air to air frequency 123.450 MHz.

Overflight Approval

Aircraft operators shall obtain over flight approval from the Civil Aviation Department Suriname (CADSUR) for flights operating through the jurisdiction of Paramaribo FIR, where required.

In a contingency situation, flights may be rerouted at short notice and it may not always be possible to notify operators in a timely manner regarding over flight approvals.

Paramaribo ACC shall be responsible for Paramaribo FIR where the contingency routes are established and will consider making special arrangements to expedite approvals during contingency situations.

CONTINGENCY ROUTING SCHEME

In the event of total disruption of ATS within Paramaribo airspace, Aircraft operators should file their flight plans using the alternative Contingency Routes (CR) listed in the scheme below in order to operate in the airspace under the jurisdiction of Paramaribo ACC.

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Present ATS Routes	Contingency Route	FIRs Involved
KOXAM-UA312-TONOM and re-verse	N/A	SYGC-SMPM-SBAZ
ILRAV-UL462-GENAT and re-verse	N/A	SYGC-SMPM-SBAZ
TRAPP-UL576-ZY-UL576 NISKI and reverse	N/A	TTZP-SMPM-SBAZ
MILUX-UM786-TRAPP and re-verse	N/A	SOOO-SMPM-TTZP
DOLRO-UM791-ISUTO and re-verse	CR1: DOLRO-UM791-ISUTO and re-verse FL370, FL360	TTZP-SMPM-SOOO
ASASO-UL452-TONOM and re-verse	CR2: ASASO-UL452-TONOM and re-verse FL350, FL360	SYGC-SMPM-SBAZ
MIKOK-UG443-ZY-GEBON/G443 and reverse	CR3: MIKOK-UG443-ZY-GEBON/G443 and reverse FL300, FL290 For arriving and departing traffic at SMJP	SOOO-SMPM-SYGC
GEKOS-UG449-ZY-VILAS/G449 and reverse	CR4: GEKOS-UG449-ZY-VILAS/G449 and reverse FL340, FL350 For arriving and departing traffic at SMJP	SYGC-SMPM-SOOO
TRAPP-UA555-BUXEX and re-verse	CR5: TRAPP-UA555-BUXEX and re-verse FL340, FL330	TTZP-SMPM-SOOO
DIMAS-UL306-NISKI and re-verse	CR6: DIMAS-UL306-NISKI and re-verse FL320, FL310, FL390, FL400, FL410	SOOO-SMPM-SBAZ
UMREM-UM527-TRAPP and re-verse	CR7: UMREM-UM527-TRAPP and re-verse FL310, FL320, FL390, FL400, FL410	SYGC-SMPM-TTZP/NY
ESNUV-UL776-TIRIOS and re-verse	CR8: ESNUV-UL776-TIRIOS and re-verse FL370, FL380	SYGC-SMPM-SBAZ

COMMUNICATION PROCEDURES

Communication Frequencies

All aircraft shall keep continuous watch on published VHF frequencies of Paramaribo ACC and transmit on that frequency the estimated or crossing position at the reporting points, in English.

SMPM

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Primary: 123.900 MHz

Secondary: 133.300 MHz

SMJP

TWR/ Primary: 118.500 MHz

APP: 129.200 MHz

The ATS routes described above will be open to international traffic. Aircraft Operators planning to use the mentioned routes will follow the procedure shown in PILOTS AND OPERATING PROCEDURES of this contingency plan.

This agreement shall be subject to revision whenever a change of the ICAO SARPs or Regional Supplementary Procedure prevail which may affect the procedures contained herein, or when new communication or ATS, are commissioned which may affect these procedures. The modification procedure may be initiated by Paramaribo or neighboring units or when any other matter occurs which makes it advisable to change this ATM Contingency Plan.

CONTINGENCY PLAN FOR THE ACC OF COLOMBIA

This contingency plan contains arrangements that guarantee the operational safety of air navigation maintenance in the event of partial or total interruption of air traffic services (ATS) and is related to ICAO Annex 11 — Air traffic services, Chapter 2, paragraph 2.28. The contingency plan should be designed in such way that it offers alternate routes, using existing airways in most cases, which will allow aircraft operators to cross or avoid airspaces within the Upper Traffic Area (UTA) and the Flight Information Region of Barranquilla (SKEC) and Bogotá (SKED), of the Colombian state.

LEVEL AND CATEGORIES OF ATS CONTINGENCY PLAN

Contingency Levels

Two levels of ATS contingency are considered:

a. Partial ATS Contingency:

It means that the degradation in the Area Navigation Services still allows the use of the Colombian ATS route network to be maintained, but greater separations between aircraft entering Colombian airspace will be applied.

b. Severe ATS Contingency or Control Zero:

Means that the interruption and/or degradation in air navigation services does not allow the provision of any air traffic service, which is why, arrivals and departures are suspended at all airports of the FIR(s) affected. Overflights will have to adjust to the simplified network of routes DESCRIBED IN THE ANNEXES OF THIS DOCUMENT.

Contingency Plan Activation

In times of uncertainty, when the possibility of airspace closure exists, aircraft operators should be prepared for possible rerouting while enroute, be familiar with the alternate routes established in

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the contingency scheme, as well as what may have been promulgated by a State through NOTAM, aeronautical information circular (AIC), supplement (SUP) or AIP.

In the event of an airspace closure that has not been enacted, ATC should, if possible, inform all aircraft that evolve in it, that it is being closed and to watch for further indications.

ATS providers must recognize that, when airspace or airport closures are enacted, each airline may have different institutional requirements for their alternate routes. ATC should remain alert to respond to any request from the aircraft and react in accordance with operational safety.

PILOT AND OPERATING PROCEDURES

The specific operational procedures for the FIRs of Colombia, in case of contingencies, will be activated through the publication of the specific NOTAM or any other available mean.

If the interruption of services is foreseeable, the NOTAM must be issued 48 hours in advance.

Airspace Classification

When the services provided in the contingency airspace are reduced from those specified for Class A airspace, the classification of the affected airspace must be changed to Class G, taking into account that no air traffic control service is provided. However, aircraft must meet the communications, surveillance, and permission requirements to enter the airspace in question. This information must be transmitted through NOTAM.

Supervisor

In case of total interruption of ATS services in Colombia and/or when the contingency demands so, the ACC supervisor must coordinate with the ATS authority of the corresponding FIR, the implementation of additional measures not contemplated in this document.

PROVISIONS APPLICABLE TO ADJACENT ATC UNITS

The adjacent ACC must coordinate with the corresponding Colombian ACC, through the ATS coordination circuits or other available means if possible, at least thirty (30) minutes in advance, the estimated hours at the FIR entry points.

The adjacent ACC must transmit an estimate message (EST) to the Colombian FIR.

The adjacent ACC must authorize entry of an aircraft to the FIR of Colombia, using, as a minimum, a longitudinal separation of fifteen (15) minutes at the same transfer point, independent of flight level.

In complement to the above and on the interest of watching over Operational Safety, the Supervisors of the ACCs involved may coordinate in a transitory manner, additional specific measures or restrictions on one or more routes than those contemplated in this contingency plan which, if necessary, could be incorporated/published through a NOTAM.

If coordinating with Bogotá or Barranquilla ACC is not possible, the adjacent ACC must instruct pilots who pretend to proceed to the FIRs of Colombia, on maintaining the last level and speed accepted by the Colombian ACC.

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The adjacent ACC must instruct the aircraft to establish communication on the air-air frequency 123.45 MHz and, if possible, on the main frequency assigned to the sector, at least ten (10) minutes before the expected time of entry into the concerned FIR.

During the length of the contingency, the flight of RVSM unapproved aircraft in Colombian FIRs is not allowed. Flights with MEDEVAC, HUMANITARIAN, HOSPITAL and STATE AVIATION status may enter uncontrolled airspace, but with flight levels outside the RVSM space, this, subject to the possibility of coordination between adjacent control centers.

To the extent possible during the contingency period, operations near the FIR limits will be avoided. Nonetheless, when this type of operations is essential, they must be coordinated with the corresponding ATC unit.

Aircraft using the simplified route network in this plan must have RNAV-5 capability, except for those with MEDEVAC, HUMANITARIAN, HOSPITAL or STATE AVIATION status.

PROVISIONS APPLICABLE TO CREWS

Enroute aircraft must keep a permanent monitoring and notify through TIBA (Traffic Information Broadcasts by Aircraft) procedures, using the 123.45 MHz frequency and, if possible, on the frequency corresponding to the ACC sector in which they are flying, in order to coordinate with other aircraft, reporting:

- a. 10 minutes before entering the airspace or a sector specified in the AIP COLOMBIA UPPER LEVEL AND RNAV-5 RADIO-NAVIGATION CHARTS;
- b. 10 minutes before crossing any reporting point;
- c. 10 minutes before crossing or entering an ATS route;
- d. At a 20-minute interval between distant reporting points;
- e. Between 2 and 5 minutes, whenever possible, before changing flight level;
- f. At the time of changing flight level; and
- g. At any other time in which the flight crew deems it necessary.

NOTE: All self-announcements on 123.45 MHz frequency must be in English in order to maintain a high level of alert.

Aircraft will be instructed to continuously keep the navigation and anti-collision lights on, as well as the latest assigned SSR code.

Pilots must continuously monitor VHF 121.5 MHz emergency frequency and should activate their transponder at all times during the flight, regardless of whether the aircraft is inside or outside the airspace in which the surveillance service is provided for ATS purposes. The transponders should be regulated to a discrete code assigned by the ATC or select the code 2000 if the ATC has not assigned any code.

If an aircraft is intercepted by another aircraft, the pilot must, immediately:

- a. Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals, in accordance with international procedures;

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- b. If possible, notify the corresponding ATS unit;
- c. Try to establish radio communication with the intercepting aircraft, making a general call on the emergency frequency 121.5 MHz and 243 MHz, if equipped to do so; and;
- d. Set the transponder to code 7700, unless instructed otherwise by the corresponding ATS unit.

In the event that some of the instructions received by radio from any source are in contradiction with those issued by the intercepting aircraft, the intercepted aircraft must request immediate clarification while continuing to comply with the instructions issued by the intercepting aircraft.

The crews, if possible, will contact the subsequent FIR sector frequency in accordance to the AIP COLOMBIA UPPER LEVEL and RNAV 5 RADIO-NAVIGATION CHART at least 5 minutes before entering.

ROUTE	POINT	FREQUENCY
UQ102 (ANRON – BOKAN)	PUKAM	125.1 MHz
UQ102 (BOKAN – ANRON)	PUKAM	123.7 MHz
UM549 (OBKIL – DAKMO)	ANPIX	123.7 MHz
UM549 (DAKMO – OBKIL)	ANPIX	128.8 MHz
UP533 (BOKAN – KIKAS)	ANPIX	128.6 MHz
UP533 (KIKAS – BOKAN)	ANPIX	125.1 MHz
UM414 (ILMUX – OPRUS)	GELER	128.6 MHz
UM414 (OPRUS – ILMUX)	GELER	128.8 MHZ
UP525 (DVOR/DME LET – DAGAN)	PALUG	128.6 MHz
UP525 (DAGAN – DVOR/DME LET)	PALUG	128.8 MHz

It will be responsibility of the crew, during the flight planning, to have a copy of this document for compliance if necessary.

Crews will maintain the flight level of this contingency plan and only due to turbulence conditions or adverse meteorological conditions they will be able to change levels.

In order to make a level change according to the above paragraph, aircraft must depart from the route at an angle of 45 degrees and maintain the offset path 15 NM to the right of the route axis until they can resume the level assigned in this plan for the corresponding route.

Crews that are forced to change levels must consider that when flying with a different level, the possibility of convergence with another aircraft at the same level increases, therefore they must raise the alert level and follow the described self-announcement procedures.

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SUSPENSION OF REPETITIVE FLIGHT PLAN (RPL)

As long as the contingency situation lasts, the RPLs and the presented or modified flight plans via filing will be suspended.

COORDINATION AND COMMUNICATION MEASURES

The transfer of communications will take place at least ten (10) minutes before entering de adjacent UTA/FIR. The transfer of control between ATS units should take place at the common boundary of the UTAs/FIRs, unless a mutual agreement exists between adjacent ATS units. In addition, ATS providers should review existing coordination requirements in light of contingency operations or airspace closure on short notice.

The contingency arrangements indicated in this plan are established on a provisional basis and will be in force until the services and facilities resume normal activity.

This plan will be reviewed, simulated and/or tested at regular intervals.

Amendments and reviews will be coordinated with the affected States, International Organizations and ICAO.

Flight Plan messages (the use of RPL is not contemplated) must be transmitted to the corresponding adjacent FIRs through the AMHS Network, in accordance with the normally established procedures; if not possible, the following alternative means will be used:

SECTOR	ATS	PRINCIPAL VHF FREQUENCY	ALTERNATE VHF FREQUENCY	LAND LINE – MOBILE
SUPERVISOR BOG	SUP 536	N/A	N/A	57-601-4139798
BOG SECTOR SW	SWP 572	125.1 MHz	125.95 MHz	57-601-4135304
	SWR 571			
BOG SECTOR NW	NWP 505	123.7 MHz	123.85 MHz	57-601-4135300
	NWR 506			
BOG SECTOR NE	NEP 503	128.6 MHz	128.0 MHz	57-601-4135302
	NER 504			
BOG SECTOR SE	SER 510	128.8 MHz	128.95 MHz	57-601-4135305
	SEP 511			
FIR BAQ (SKEC)	North Regional Coordination: +57 (605) 2967474. Cel: +57-3175171105 Coordination ACC Barranquilla: +57 (605) 2967407. Cel: +57-3175171105 Supervisor ACC: +57 (605) 3348075. Cel: +57-3175171021			

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SECTOR	ATS	PRINCIPAL VHF FREQUENCY	ALTERNATE VHF FREQUENCY	LAND LINE – MOBILE
FIR BOG (SKED)		South Regional Coordination: +57 (601) 2962685. Cel: +57-3174681714 Coordination ACC Bogota: +57 (601) 2962750. Cel: +57-3175131694 Supervisor ACC: +57 (601) 4139798/(601) 2962682. Cel: +57-3175171132		

BETWEEN COLOMBIA AND VENEZUELA. SKED FIR

AFFECTED FIRs: BOGOTA – MAIQUETIA
SKED – SVZM

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKED – SVZM.

ROUTE	POSITION	SKED ENTRY FL	SKED EXIT FL
UP533	KIKAS	FL320	FL350
UM414	OPRUS	FL340	FL310/FL350

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

BETWEEN COLOMBIA AND BRAZIL. SKED FIR

AFFECTED FIRs: BOGOTA – AMAZONICA.
SKED – SBAZ

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKED – SBAZ

ROUTE	POSITION	SKED ENTRY FL	SKED EXIT FL
UM549	OBKIL	FL380	FL290/FL370
UP525	DVOR/DME LET	FL360	FL330

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

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BETWEEN COLOMBIA AND PERÚ. SKED FIR

AFFECTED FIRs: BOGOTA – LIMA.
SKED – SPIM

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKED – SPIM.

ROUTE	POSITION	SKED ENTRY FL	SKED EXIT FL
UM414	ILMUX	FL310/FL350	FL340
UN420	ROLUS	FL360	FL330

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

BETWEEN COLOMBIA AND GUAYAQUIL. SKED FIR

AFFECTED FIRs: BOGOTA – GUAYAQUIL
SKED – SEFG

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKED – SEFG

ROUTE	POSITION	SKED ENTRY FL	SKED EXIT FL
UP533	BOKAN	FL350	FL320
UL780	UGUPI	FL340	FL310
UQ102	BOKAN	FL340	FL310

NOTE 1: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

NOTE 2: Aircraft will enter SKED FIR leveled regardless of the airport of origin.

NOTE 3: Traffic entering SKED FIR via BOKAN (UQ102) will use different levels to what is agreed in the LOA of the two states. When there is a simultaneous contingency in the two FIRs, it should be agreed, if possible, exchange levels that are not in conflict with the simplified route network.

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BETWEEN COLOMBIA AND PANAMÁ. SKED FIR

AFFECTED FIRs: BOGOTA – PANAMA.

SKED – MPZL

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKED – MPZL.

ROUTE	POSITION	SKED ENTRY FL	SKED EXIT FL
UL780	BUXOS	FL310	FL340
UN420	BUSMO	FL330	FL360
UM549	DAKMO	FL290/FL370	FL380

Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

BETWEEN BOGOTÁ AND BARRANQUILLA. SKED FIR

AFFECTED FIRs: BOGOTA – BARRANQUILLA.

SKED – SKEC

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKED – SKEC.

ROUTE	POSITION	SKEC ENTRY FL	SKEC EXIT FL
UQ102/UQ101	ANRON	FL310	FL340
UQ120, flow DIBAM – AMBAS	DIBAM	FL340	FL350
UP525	DAGAN	FL330	FL360

NOTE 1: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

NOTE 2: When SKEC presents a contingency, traffic overflying this FIR via DIBAM – AMBAS towards Curaçao airspace must fly with a different level than the one agreed in the LOA, for which

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SKED ATC must exercise caution with this traffic. This flow will only be used if SKED is providing ATS services normally.

NOTE 3: Traffic leaving El Dorado and overflying SKEC FIR will not follow the flows described flows for the operational concept of BOG TMA and will be rerouted via YAKAR direct DAGAN.

BETWEEN COLOMBIA AND MAIQUETIA. SKEC FIR

AFFECTED FIRS: BARRANQUILLA – MAIQUETIA
SKEC – SVZM

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKEC – SVZM

ROUTE	POSITION	SKEC ENTRY FL	SKEC EXIT FL
UP650	KONSO	FL280/FL320	FL290/FL390

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

BETWEEN COLOMBIA AND JAMAICA. SKEC FIR

AFFECTED FIRs: BARRANQUILLA – KINGSTON
SKEC – MKJK

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKEC – MKJK.

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

ROUTE	POSITION	SKED ENTRY FL	SKED EXIT FL
UP525	SINID	FL330	FL360
UQ101	KILER	FL310	FL340

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BETWEEN COLOMBIA AND CURAÇAO. SKEC FIR

AFFECTED FIRs: BARRANQUILLA – CURACAO.
SKEC – TNCF

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKEC – TNCF.

ROUTE	POSITION	SKEC ENTRY FL	SKEC EXIT FL
UM597	OROSA	FL380	FL370
Flow AMBAS – DIBAM	AMBAS	FL340	FL350

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

BETWEEN COLOMBIA AND PANAMA. FIR SKEC

AFFECTED FIRs: BARRANQUILLA - PANAMA.
SKEC – MPZL

ATS ROUTES.

During the validity of the Contingency Plan, are only to be used between both countries, the ATS routes listed below:

Between SKEC – MPZL.

ROUTE	POSITION	SKEC ENTRY FL	SKEC EXIT FL
UM597	OROSA	FL380	FL370
Flow AMBAS – DI-BAM	AMBAS	FL340	FL350

NOTE: Aircraft that cannot comply with level and route restrictions, will not be authorized to enter Colombian airspace.

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COLOMBIA AND ADJACENT FIR FREQUENCIES

SECTOR	POINT	FREQUENCY
BOG SECTOR NW	ANRON, DAKMO, PUKAM, ANPIX	123.7 MHz
BOG SECTOR SW	BOKAN, UGUPI, BUXOS, BUSMO, PUKAM, ROLUS	125.1 MHz
BOG SECTOR SE	LET, OBKIL, ANPIX, GELER, ILMUX, PALUG	128.8 MHz
BOG SECTOR NE	ANPIX, KIKAS, DAGAN, DIBAM, GELER, PALUG	128.6 MHz
MAIQUETIA CONTROL	KIKAS, OPRUS, KONSO	128.7 MHz
GUAYAQUIL CONTROL	BOKAN, UGUPI	128.3 MHz
LIMA CONTROL	ILMUX, ROLUS	128.5 MHz
CONTROL AMAZÓNICO	OBKIL	133.9 MHz
CONTROL AMAZÓNICO	LETICIA	134.15 MHz
PANAMÁ CONTROL	BUXOS, BUSMO, DAKMO	123.3 MHz
PANAMÁ CONTROL	AGUJA, ESEDA	133.3 MHz
BARRANQUILLA SUR	ANRON, DAGAN, DIBAM, ESEDA	124.2 MHz
BARRANQUILLA NORTE	AGUJA, KILER, SINID, OROSA, KONSO, AMBAS	128.4 MHz
KINGSTON	KILER, SINID	125.4 MHz
CURAZAO	OROSA, AMBAS	127.1 MHz

ATS CONTINGENCY PLAN FOR MAIQUETIA FIR

The objective of this Contingency Plan is to establish ATS procedures for the entry/exit of international flights in the airspace of the Maiquetia FIR, to guarantee the operational safety of air navigation in the event of partial or total interruption of Air Traffic Services (ATS), and is related to ICAO Annex 11 — Air Traffic Services, Chapter 2, paragraph 2.28.

The contingency plan contains a simplified ATS route network, procedures for adjacent ATS units and procedures for pilots.

FLIGHT INFORMATION REGIONS (FIR) AFFECTED

The FIRs directly affected by this ATS Contingency Plan are the following:

- Netherlands Antilles (Curaçao FIR);
- Puerto Rico (San Juan FIR);

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- c. Trinidad and Tobago (Piarco FIR);
- d. Georgetown (Georgetown FIR);
- e. Brazil (Amazon FIR); and
- f. Colombia (Barranquilla and Bogotá FIR).

AIR TRAFFIC MANAGEMENT

This contingency plan will be applied in the Maiquetía FIR in the event of an operational scenario, temporary and unexpected, caused by the interruption or possible interruption, total or partial, of air traffic services.

- a. **Severe ATS Contingency (or Zero ATS):** Operational scenario in which it is not possible to provide Air Traffic Service.
- b. **Moderate ATS Contingency:** Operational scenario in which it is not possible to continue the routine provision of ATC service and/or in which it is only possible to provide Flight Information Services and/or Alert Services.

Airline companies must inform their crews and operators of this contingency plan.

Aeronautical Services, including AIS (AIM), NOTAM and MET will also be notified of this plan.

ATS RESPONSIBILITIES

In the event of total interruption of the ATS services in the Maiquetía FIR and/or when the contingency so demands, the National Contingency Unit must coordinate with the President of the Civil Aeronautics National Institute (INAC) of the Bolivarian Republic of Venezuela the implementation of additional measures not contemplated in this plan.

ACTIVATION OF THE ATS CONTINGENCY PLAN

In the event that ATS services cannot be provided within the Maiquetía FIR, and this interruption is foreseeable, this contingency plan will be activated by means of a NOTAM, which should be issued at least 48 hours in advance, during critical periods that are considered necessary, and will continue to be applied as long as the circumstances so require. On the other hand, if the interruption/contingency is unexpected and cannot be met with the aforementioned, the NOTAM should be issued with the least possible delay.

Once this plan is activated, the publication of the NOTAM will fall on the National Contingency Unit to report the situation and it must indicate the following:

- a. time and date of the beginning of the ATS Contingency Plan measures, published in a specific aeronautical supplement;
- b. airspace available for landing or overflying traffic, and airspace to be avoided;
- c. facilities and services not available;
- d. information on provisions made concerning alternative services;
- e. procedures to be followed by adjacent ATS units;

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- f. procedures to be followed by pilots; and
- g. any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

NOTAM OF THE START OF THE CONTINGENCY

AXXX/XX NOTAMN

Q) SVZM/QXXXX/IV/NBO/AE/000/999/0812N06635W999

A) SVZM

B) 2112081912

C) 2212082359

E) CONTINGENCY PROC ACT

XXXXXXXXXXXXXXXX

REF SUP 02/22 DATED 14JUL2022

F) XXX

G) XXX

NOTAM OF CANCELLATION

This plan will be deactivated by means of a NOTAM of cancellation indicating the following:

CONTINGENCY PLAN CNL. PROVISION OF ATS NML. (Box E)

The National Contingency Unit is authorized by the President of the Civil Aeronautics National Institute (INAC) of the Bolivarian Republic of Venezuela to activate and execute this plan, integrated by:

Unit Name	Contacts	E-mail
Air Navigation Services Directorate	Phone +58 212 3034501 Cellphone +58 412 3337369	navegacion.aerea@inac.gob.ve
Air Traffic Management	Phone +58 212 3034514 Cellphone +58 416 6236416	gatm@inac.gob.ve
ATS Coordinator	Phone Cellphone +58 416 6247667	jefatura.ats@inac.gob.ve
ACC Boss	Phone +58 212 3034531 Cellphone +58 412 2651455	zmzqz.acc@inac.inac.gob.ve

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Unit Name	Contacts	E-mail
Supervisor of the Maiquetía Area Control Center (ACC)	Phone +58 212 3034551 Cellphone +58 412 2651455	zmzqz.acc@inac.inac.gob.ve
ATITA Coordinator	Phone +58 4166124730 Cellphone +58 416 6124731	ais@inac.gob.ve

During a contingency situation, the Supervisor of the Maiquetía ACC will act as liaison with the adjacent ATS units (Bogotá, Barranquilla, Curacao, Amazonico, San Juan, Piarco, Georgetown).

This contingency does not intend to establish procedures that cover all possible magnitudes of degradation in ATS services, as these can be numerous in the ATS services; however, the contingency measures contained in this plan may be applied in the event of unforeseeable events caused by: strikes, work stoppages or labor disputes; unforeseen interruption of part or all of the air traffic services and which may in any way affect the provision of such services and/or related support services, as well as in situations of emergencies or natural disasters.

SEPARATIONS AND PROVISIONS APPLICABLE TO ADJACENT ATS DEPENDENCIES

The following procedures shall be followed by the ATS units involved:

- a. Flight Plan messages shall be transmitted via AFTN/AMHS in accordance with normal procedures, or by alternative means;
- b. The units shall communicate via the ATS (or alternative) coordination circuits not less than 30 minutes in advance (if possible, according to the flight time) the estimated times over the entry notification points in the following FIR;
- c. The adjacent ACC must transmit an estimate message (EST) to the first subsequent Maiquetía FIR the aircraft route and should request an Acknowledgement of Receipt in order to ensure that the information has indeed been received;
- d. All flights shall be routed through the established ATS Simplified Routing Network; and
- e. SSR transponder codes shall be assigned, even if Radar Control is not present.

ADJACENT ACCs

- a. With coordination between adjacent ACCs, the procedures established in the Letters of Operational Agreements in force or in the contingency agreements between adjacent FIRs shall be applied.
- b. Without coordination between adjacent ACCs, the “Auto-Transfer Procedures”, described in below paragraph of this plan, will be applied.

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MODERATE ATS CONTINGENCY

Longitudinal Separation

The longitudinal separation to be applied in the contingency ATS Routes for international flights will be fifteen (15) minutes or as established in the contingency agreements with neighboring countries.

Depending on the speed difference, the flight time in the contingency section and the conditions and intensity of the air traffic, the respective ACC Supervisors may, by mutual agreement, increase the minimum longitudinal separation to 20 minutes. When required, the Mach Number Technique (MNT) will be used.

In addition, to contribute to operational safety, the National Contingency Unit, through the Maiquetía ACC Supervisor, may temporarily coordinate measures or specific limitations for one or more airways or entry/exit points to the FIR Maiquetía with the adjacent ACCs. If necessary, these specific limitations can be incorporated in the NOTAM information.

Lateral Separation

A simplified network of routes, entry/exit points and flight levels is established which establishes sufficient lateral separation according to the separation criteria in accordance with the Procedures for Air Navigation Services — Air Traffic Management (Doc. 4444) and Regional Supplementary Procedures (Doc. 7030).

Vertical Separation

Vertical separation shall be established in accordance with ICAO Annex 2, Appendix 3, Table a) Cruise Levels (RVSM).

Level Restrictions

There are level restrictions on all flights in accordance with the ATS Simplified Routing Network. (See below.)

If for any reason it is not possible to coordinate with Maiquetía's ACC, the adjacent ACC must instruct pilots flying over the Maiquetía FIR to maintain the last cleared flight level and speed accepted by the ACC.

During the validity of the contingency, flights of non-approved aircraft are not allowed in the RVSM airspace of the Maiquetía FIR (FL290/FL410), except for flights of a humanitarian nature and ambulance aircrafts.

SEVERE ATS CONTINGENCY (OR ZERO ATC)

In this type of contingency, all flights shall use the simplified network of ATS routes as shown below and the same conditions and limitations described above shall apply.

In the event of a total interruption (or zero ATS), in which it is not possible to provide any air traffic service, arrivals/departures are suspended at all airports in the Maiquetía FIR.

During the validity of the contingency, flights of non-RVSM approved aircraft are not allowed in the RVSM airspace of the Maiquetía FIR.

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The adjacent ACC units must ensure aircraft that are going to enter the Maiquetía FIR maintain a minimum separation of 20 minutes between aircraft on the same route and level. The Supervisors of the ACCs involved may, by mutual agreement, coordinate increasing the minimum longitudinal separation to 25 minutes.

The adjacent ACC must ensure that aircraft entering the Maiquetía FIR are leveled, in accordance with the provisions of the ATS simplified route network tables.

PILOT AND OPERATOR PROCEDURES

Pilots operating within or overflying the Maiquetía airspace shall comply with the following procedures:

- a. Enroute aircraft must communicate on the frequency of the corresponding sector of the ACC Maiquetía and/or Radio Maiquetía on HF Main 8855 KHz. If necessary, pilots will use the air-to-air frequency 123.45 MHz to coordinate with other aircraft. The message shall contain: aircraft identification, position, flight level and any other relevant information;
- b. Climb and descent maneuvers must be performed to the right of the route axis and two messages must be transmitted with the maneuvers to be performed, one about 5 minutes before and the other at the time of the maneuvers on the frequencies indicated above, detailing: aircraft identification, position, flight level being abandoned, maneuvers to be performed, new flight level and any other relevant information;
- c. Aircraft must keep navigation and anti-collision lights on continuously while overflying the Maiquetía FIR;
- d. Aircraft must activate the transponder on code 2000 if no other SSR code has been previously assigned; and
- e. Aircraft must be mandatorily equipped with operational ACAS/TCAS and have RNAV navigation capability with navigation specification approval according to the route to be flown.

Pilots must continuously monitor the VHF 121.5 MHz emergency frequency and should activate their transponder at all times during flight, regardless of whether the aircraft is inside or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes.

If an aircraft is intercepted by another aircraft, the pilot must immediately:

- a. Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals, in accordance with international procedures;
- b. If possible, notify the appropriate ATS unit;
- c. Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz and 123.45 MHz, if so equipped; and
- d. Set the transponder to code 7700 unless otherwise instructed by the ATS unit concerned.

When a change of cruise level is unavoidable due to adverse weather conditions, all aircraft lights that can facilitate visual detection of the aircraft should be switched on at the time of the maneuver and the broadcast procedures described below should be carried out.

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If, on receipt of a broadcast of traffic information from another aircraft, a pilot decides that immediate action is necessary to prevent his aircraft from an imminent risk of collision, and this cannot be achieved by the right-of-way provisions of ICAO Annex 2, he should:

- a. turn on all aircraft lights that can facilitate visual detection of the aircraft;
- b. broadcast as soon as possible, reporting the action taken;
- c. report the action taken on the appropriate ATS frequency; and
- d. return as soon as practicable to normal flight level, notifying by broadcast.

COMMUNICATIONS FAILURE PROCEDURE

The air-ground communications failure procedures of ICAO Document 4444 ATM/501 shall be applied.

If the communications failure is located in the ATS Unit, attempt to contact some of the alternate frequencies described in above paragraph.

- a. In the event contact cannot be established, the crew shall apply the broadcasting procedures described below.
- b. During the enroute phase, proceed with the last authorized route, flight level and speed.
- c. During the arrival phase, use the main frequency of the terminal area for broadcasts. The sequence of arrival shall be determined by the ETA time and, in the event that two aircraft have the same ETA, the lower altitude aircraft shall have priority.
- d. Immediately after take-off apply the broadcasting procedures described below, tuning on the terminal area frequency. Once off the terminal area frequency, the broadcast frequencies shall be in accordance with above paragraph.

AUTO-TRANSFER PROCEDURES

When ATS units are unable to carry out air traffic coordinations due to failure of the Fixed Communications Service — AFTN, including AIDC, ATS voice channels, the following auto-transfer procedures shall be applied:

The originating ACC shall:

- a. Inform the pilot of the unavailability of the Fixed Service with the accepting ACC; and
- b. Instruct the pilot to proceed in accordance with the procedures described in above paragraph of this plan.

The pilot shall:

- a. Attempt to contact the accepting ACC on the appropriate sector frequency or HF 8855 KHz alternates at least 5 minutes in advance of the ETO at the transfer point;
- b. Inform the accepting ACC that it is carrying out a self-transfer; and
- c. Transmit the following information: Aircraft identification, origin, destination, route, flight level, transponder code, RVSM approval status, PBN approval status and estimated self-transfer fix, as well as any other relevant information.

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SUSPENSION OF REPETITIVE FLIGHT PLANS (RPL)

During the contingency period, no Repetitive Flight Plans (RPL) will be permitted and therefore all flights must submit their Flight Plan (FPL) in advance and indicate in box 18 of the FPL any additional information that may be useful to the ATS units.

APPLICABLE PROCEDURES WHEN THE CONTINGENCY OCCURS IN ADJACENT FIRs

A simplified network of routes, entry/exit points and flight levels shall be applied by the Maiquetía ACC when the contingency occurs in adjacent FIRs, as established in the Operational Letters of Agreement signed with each state.

The supervisors of the ACCs involved may agree, depending on the level of degradation of services and facilities, to make flexible the limitations imposed.

SIMPLIFIED ATS ROUTE NETWORK

Aircraft operators should file their flight plans using the alternate contingency routes listed in the scheme below in order to operate in the airspace under the jurisdiction of the Maiquetía FIR. Considering the intensity of the ATS contingency in progress, the Maiquetía ACC may tactically coordinate the transfer of aircraft departing from the Maiquetía FIR at points other than those indicated, provided that air traffic conditions allow it.

Aircraft departing from international destinations to Maiquetía (SVMI), Margarita (SVMG), Maracaibo (SVMC) and Valencia (SVVA) or aircraft departing from Maiquetía (SVMI), Margarita (SVMG), Maracaibo (SVMC) and Valencia (SVVA) shall expect some type of separation and subsequent ground restriction. Both situations shall be in accordance with the following flight levels.

TRAFFIC FLOW	AUTHORIZED ROUTE	SECTIONS — DIRECTION	FLIGHT LEVEL	COMMENTS
FIR Curazao to/from FIR Maiquetía	UL339	REPIS / VUNUM → UG442 MIQ	FL190	Traffic bound for SVMI
		MIQ → AVELO	FL200	Traffic bound for TNCC
		REPIS / PBL → W15 VAL	FL190	Traffic bound for SVVA
		VAL PBL	FL180	Traffic bound for TNCC
	A563	BONAX ↔ MTA	FL230	Traffic bound for SVMG
		MTA ↔ BONAX	FL240	Traffic bound for TNCC

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TRAFFIC FLOW	AUTHORIZED ROUTE	SECTIONS — DIRECTION	FLIGHT LEVEL	COMMENTS
	A567	NOREX / CAUCA ↔ W1 MAR	FL260	Traffic bound for SVMC
		MAR W1 ↔ CAUCA / NOREX	FL250	Traffic bound for TNCC
FIR San Juan to/from FIR Maiquetía	G432	ARMUR ↔ MIQ	FL260	Traffic bound for SVMI
		MIQ ↔ ARMUR	FL270	Traffic bound for TJSJ
		ARMUR / MIQ → UA550 PBL → W15 VAL	FL260	Traffic bound for SVVA
		VAL ↔ W15 PBL UA550 MIQ ↔ ARMUR	FL270	Traffic bound for TJSJ
		NOREX / CAUCA ↔ W1 MAR	FL260	Traffic bound for SVMC
	A300	KIKER / MTA	FL270	Traffic bound for SVMG
FIR Piarco to/from FIR Maiquetía	A561	MEGIR ↔ /MTA	FL260	Traffic bound for SVMG
		MTA ↔ MEGIR	FL250	Traffic bound for TPPP
	UA550	ITEGO POSVA ↔ UA550 MIQ	FL280	Traffic bound for SVMI
		MIQ POSVA ↔ ITEGO	FL290	Traffic bound for TPPP
	A552	MEGIR ↔ MIQ	FL260	Traffic bound for SVMI
		MIQ ↔ MEGIR	FL250	Traffic bound for TPPP
FIR Georgetown to/from FIR Maiquetía	A552	MEGIR ↔ MIQ	FL260	Traffic bound for SVMI
		MIQ ↔ MEGIR	FL250	Traffic bound for SYGC

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TRAFFIC FLOW	AUTHORIZED ROUTE	SECTIONS — DIRECTION	FLIGHT LEVEL	COMMENTS
		MEGIR ↔ MTA	FL260	Traffic bound for SVMG
		MTA ↔ MEGIR	FL250	Traffic bound for SYGC
		PAKON / GNA ↔ UW27 SOM ↔ UW20 CBC ↔ UW52 MIQ	FL280	
FIR Amazónico to/from FIR Maiquetía	UM423	MIQ CBC ↔ UW20 ↔ GNA ↔ PAKON	FL270	Traffic bound for SVMI or vice versa
	UM417	VAGAN ↔ UM417 KOSMU ↔ UW14 EDPAL	FL280	Traffic bound for SVVA or vice versa
		EDPAL UW14 ↔ KOSMU ↔ UM417 ↔ VAGAN	FL270	
	UM423	PAKON / ANBAG ↔ UM423 MTA	FL280	Traffic bound for SVMG or vice versa
		MTA ↔ UM423 PAKON	FL270	
	UM417	VAGAN ↔ UM417 KOSMU ↔ UW14 BRM UW5 MAR	FL280	Traffic bound for SVMC or vice versa
		MAR UW5 BRM UW14 KOSMU UM417 VAGAN	FL270	
FIR Bogotá to FIR Maiquetía	UW50	KIKAS UW50 PBL	FL290	Traffic bound for SVMI or vice versa
		PBL UW50 KIKAS	FL280	
		KIKAS → UW50 NEDEX → NOS-CA VAL	FL290	Traffic bound for SVVA
		VAL NOSCA NEDEX UW50 KIKAS	FL280	
		KIKAS UW50 NEDEX → UW14 BNA W14 MTA	FL290	Traffic bound for SVMG
		MTA BNA UW14 NEDEX UW50 KIKAS	FL280	
		CUC / LFA → UW1 MAR	FL290	Traffic bound for SVMC
		MAR UW1 LFA CUC	FL280	
FIR Barranquilla to FIR Maiquetía	UP650	KONSO / PBL	FL310	Traffic bound for SVMI
		PBL UP650	FL300	

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TRAFFIC FLOW	AUTHORIZED ROUTE	SECTIONS — DIRECTION	FLIGHT LEVEL	COMMENTS
		KONSO UP650 PBL → W15 VAL	FL310	Traffic bound for SVVA
		VAL W15 PBL UP650 KONSO	FL300	
		KONSO UP650 PBL CBC → UA561 MTA	FL310	Traffic bound for SVMG
		MTA UA561 CBC PBL UP650 KONSO	FL300	
	A552	UTKIS MAR	FL210	Traffic bound for SVMC
		MAR UTKIS	FL200	

Overflying aircraft crossing the Maiquetía FIR shall adjust their levels according to the direction of flight with the levels available in the following table:

FIR INVOLVED	AUTHORIZED ROUTE	TWO-WAY SECTION	TRANSFER POINTS or SELF-TRANSFER	
			LEVEL	FIXED
FIR Amazónico	UM423	PAKON ↔ KIKER	FL380	KIKER
FIR San Juan		KIKER ↔ PAKON	FL390	PAKON
FIR Amazónico	UM417	VAGAN ↔ ILKIT	FL360	ILKIT
FIR Curazao		ILKIT ↔ VAGAN	FL370	VAGAN
FIR Bogotá	UP533	KIKAS ↔ UP533 PBL ↔ UA550 ITEGO	FL350	ITEGO
FIR Piarco		ITEGO UA550 ↔ PBL UP533 ↔ KIKAS	FL340	KIKAS
FIR Bogotá	UM662	AMAYA ↔ DAREK	FL340	DAREK
FIR Piarco		DAREK ↔ AMAYA	FL350	AMAYA
FIR Bogotá	UG431	ENPUT → ALCOT	FL350	ALCOT
FIR Curazao		ALCOT → ENPUT	FL340	ENPUT
FIR Barranquilla	UP650	KONSO UP650 ↔ PBL UA550 CBC UG443 ↔ AKROK	FL330	AKROK
FIR Georgetown		AKROK ↔ UG443 CBC UA550 PBL ↔ UP650 KONSO	FL320	KONSO
FIR Barranquilla	UP650	KONSO UP650 ↔ PBL MIQ ↔ UP671 MEGIR	FL310	MEGIR

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FIR INVOLVED	AUTHORIZED ROUTE	TWO-WAY SECTION	TRANSFER POINTS or SELF-TRANSFER	
			LEVEL	FIXED
FIR Piarco		MEGIR UP671 MIQ PBL UP650 KONSO	FL300	KONSO
FIR Curazao	UL219	BONAX ↔ UL219 ↔ MEGIR	FL330	MEGIR
FIR Piarco		MEGIR UL219 BONAX	FL320	BONAX
FIR Georgetown				
FIR San Juan	UL337	ARMUR ↔ VUDAL	FL370	VUDAL
FIR Piarco		VUDAL ↔ ARMUR	FL360	ARMUR

BROADCASTING PROCEDURES

The purpose of the In-Flight Information Broadcast Procedures is to enable pilots to transmit relevant reports and supplementary data on a designated VHF radiotelephone frequency (RTF) to alert pilots about other aircraft in the vicinity. These procedures should only be applied as necessary and as a temporary measure in designated airspaces where there is a temporary disruption to normal air traffic services.

When VHF is used for air-ground communications with ATS and an aircraft has only two VHF equipment in service, one shall be tuned on the appropriate ATS frequency and the other on 123.45 MHz.

The frequency 123.45 MHz should be monitored 10 minutes before entering the designated airspace until leaving it. All aircraft taking off from an airport within the lateral limits of the designated airspace should commence frequency monitoring as soon as possible after take-off and kept until leaving the airspace.

Transmission should take place:

- a. 10 minutes before entering designated airspace or, for pilots taking off from an airport within the lateral limits of designated airspace, as soon as possible after take-off;
- b. 10 minutes before crossing a reporting point;
- c. at the time of checking a reporting point; or
- d. 10 minutes before crossing or entering an ATS route;
- e. at 20-minute intervals between distant reporting points;
- f. 5 minutes before changing flight level;
- g. at the time-of-flight level change; and
- h. at any other time deemed necessary by the pilot.

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MONTEVIDEO ATS CONTINGENCY PLAN

This contingency plan contains arrangements to guarantee the continued safety of air navigation in the event of partial or total interruption of Air Traffic Services (ATS) within Montevideo FIR and is related to ICAO Annex 11 — Air Traffic Services, Chapter 2, paragraph 2.32, and its attachment C, establishing contingency measures and a Simplified Network of ATS Routes to guide the traffic flow between Montevideo FIR and the Flight Information Regions of neighboring countries.

FLIGHT INFORMATION REGIONS (FIR) AFFECTED

The following FIRs are directly affected by this ATS Contingency Plan: URUGUAY: Montevideo, ARGENTINA: Ezeiza, Resistencia, BRAZIL: Curitiba.

AIR TRAFFIC MANAGEMENT AND CONTINGENCY PROCEDURES

ATS contingency levels

a. Contingency due to partial interruption of the ATS:

Operational scenario in which the routine supply of the ATC Service is not possible and/or in which it is only possible to supply the Flight Information and/or Alert Services

b. Contingency due to total interruption or zero ATS:

Operational scenario in which it is not possible to provide any Air Traffic Service.

ATS Responsibilities

In case of partial or total interruption and ATS cannot be provided within Montevideo FIR normally, the corresponding NOTAM shall be published. If the interruption of services is foreseeable, the NOTAM must be issued 48 hours in advance.

The NOTAM shall specify:

- a. Date and time of the beginning of the contingency measures;
- b. Application of the Contingency Plan and contingency level (partial or total) that is taking place, as well as the corresponding mitigation measures;
- c. Airspace available for landing or overflying traffic, and airspace to be avoided;
- d. Details of facilities and services available or unavailable, and any limitations on the provision of ATS (example: ACC, APP, TWR and FIS), including the date services are expected to be restored, if available;
- e. Information on provisions regarding alternative services;
- f. ATS contingency routes;
- g. Procedures to be applied by adjacent ATS units;
- h. Procedures to be applied by pilots; and
- i. Any other details related to the interruption and the actions being taken, which could be useful to aircraft operators.

This plan shall be deactivated by means of a cancellation NOTAM.

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The ATS Contingency Operational Group (AOCG) is assigned the responsibility of monitoring events and can order the execution of the contingency plan and the respective coordination arrangements.

STATE/ORGANIZATION	CONTACT POINT POSITION	TELEPHONE	EMAIL
URUGUAY/DINACIA	Director de Circulación Aérea	(598) 26040408 extension 5102	dca@dina-cia.gub.uy
URUGUAY/DINACIA	Director de División Tránsito Aéreo.	(598) 26040408 extension 5105	dta@dinacia.gub.uy

NOTE: The point of contact shall be the person assigned or who holds the position at the time of activation of the Contingency Plan.

This Contingency Plan does not intend to cover all the contingencies, nor all the possible magnitudes of degradation in the ATS services; since these can be innumerable, so it shall be the ATS units involved who shall determine at the time, in a tactical way, the conducive and additional measures for situations not foreseen in this plan.

AIRCRAFT SEPARATION

Lateral Separation

The Simplified ATS Route Network has been developed ensuring sufficient lateral separation between aircraft during the contingency period.

Vertical Separation

Vertical separation shall be established in accordance with the provisions of ICAO Annex 2, Appendix 3 Table a) of Cruising Levels. (RVSM)

Flight Level Restrictions

Long-range international air transport flights (more than three hours) shall have preference for the use of FL290 or higher.

Level changes shall not be authorized within 10 minutes before the aircraft enters the adjacent FIR (unless previously coordinated between the dependencies).

Longitudinal Separation

The longitudinal separation to be applied in the ATS contingency routes for international flights of more than three hours during the contingency period shall be fifteen (15) minutes or at the consideration of the corresponding jurisdiction controls and prior coordination between them, or what is established in contingency agreements with neighboring countries.

Priority to The Different Types of Flight

Priority shall be given to long-range international air operations and those special operations involving the following types of flight:

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- a. Aircraft in emergency or operating with a significant reduction in its efficiency;
- b. Evacuation and relief flights, and search and rescue flights; and
- c. State aircraft.

COMMUNICATION PROCEDURES

In those airspaces where ground-air communications are not available, pilots shall apply in-flight information broadcasting procedures and the following:

- a. They shall keep a permanent watch on the VHF frequency appropriate to the FIR where the flight takes place and if they do not have contact with the pertinent ATC unit, they shall transmit the real or estimated position to the reporting points on that frequency; and
- b. Related operational procedures contained in ICAO Annex 11, Appendix C. For better reference, Operational Procedures for Pilots transcribes the aforementioned procedures. The frequency for In-Flight Information Broadcasting Procedures to be used in the SAM Region is 123.45 MHz.

The measures to be applied during the contingency shall be published in a timely manner as soon as possible.

Any update/modification or emergency measures considered necessary to attend to ATS contingency situations shall be published by NOTAM.

The units shall use all available means of contact for coordination, including: ATS voice network, traditional phone lines and/or institutional cell phones, AFTN/AMHS messaging.

PROVISIONS APPLICABLE TO THE CREWS

The operational procedures for pilots, as well as the procedures to be applied in case of communication failure during the activation period of the Contingency Plan, appear in Operational Procedures for Pilots.

COORDINATION MEASURES

The contingency arrangements provided for herein are provisional and shall be in force until such time as the plan's services and facilities resume normal activities.

This Plan should be reviewed, simulated and/or tested at appropriate intervals.

Amendments and revisions must be coordinated with the affected States, International Organizations, and ICAO.

SIMPLIFIED NETWORK OF ATS ROUTES

SIMPLIFIED NETWORK OF AREA NAVIGATION ROUTES

During the activation of the Contingency Plan, only the ATS routes detailed below shall be used:

- UN741 (direction from SBCW FIR to SAEF FIR).
- UN857 (direction from SAEF FIR to SBCW FIR).
- UM534 (direction from SAEF FIR to SBCW FIR).

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UM424 (direction from SAEF FIR to SUEO FIR, from DORVO to LDS).

UL405 (direction from SUEO FIR to SAEF FIR).

UM424 (direction from SBCW FIR to SUEO FIR, from TOLEP to LDS).

SIMPLIFIED NETWORK OF CONVENTIONAL NAVIGATION ROUTES

During the activation of the Contingency Plan, only the ATS routes detailed below shall be used:

A305 (direction from SAEF FIR to SUEO FIR).

A306 (direction from SBCW FIR to SUEO FIR).

A310 (direction from SBCW FIR to SUEO FIR).

A309 (direction from SUEO FIR to SBCW FIR).

OVERFLIGHTS

ENTRY POINT	EXIT POINT	ROUTE	DIRECTION
UMRUD	PAPIX	UN741	WEST
DORVO	OGRUN	UN857	EAST
SUGRA	URURI	UM534	EAST

DESTINATIONS MONTEVIDEO – CARRASCO (SUMU)/MALDONADO – LAGUNA DEL SAUCE (SULS)

ENTRY POINT	ROUTE
DORVO	UM424
DORVO	A305
TOLEP	UM424
BGE	A310
UGELO	A305

DEPARTURES MONTEVIDEO – CARRASCO (SUMU)/MALDONADO – LAGUNA DEL SAUCE (SULS)

EXIT POINT	ROUTE
UGIMI	UL405
UGURA	A306
UGURA	A309

PROCEDURES APPLICABLE TO THE ATS UNITS INVOLVED

The ATS units involved must follow the following procedures:

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- a. Flight Plan messages must be transmitted through the AMHS/AFTN in accordance with normal procedures, or by alternative means;
- b. They must communicate via the ATS coordination circuits (or alternatives) and sufficiently in advance, the estimated hours on the entry notification points in the next FIR;
- c. They shall instruct the pilots in command of the aircraft that they must maintain the last assigned level and the present speed (MACH number, if applicable), until they receive instructions from the corresponding jurisdiction Control;
- d. They shall not authorize any level or speed change (MACH number, if applicable) within 10 minutes before the aircraft enters another FIR;
- e. The Control of previous jurisdiction shall indicate to the aircraft that they must communicate with the corresponding ATC unit 5 minutes before the expected time of entry to the corresponding FIR;
- f. All flights shall be routed through the established Simplified Network of ATS Routes;
- g. SSR responder codes shall be assigned, even if Radar Control is not available; and
- h. Repetitive Flight Plans shall not be authorized, a new FPL must be submitted.

Coordination between adjacent ACCs:

- a. With coordination between the adjacent ACCs, the procedures established in the current Letters of Operational Agreements shall be applied.
- b. Without coordination between the adjacent ACCs, the "Self-Transfer Procedures" shall be applied, as described below:
 - i) The ATS unit shall inform the pilot of the impossibility of communication with the accepting ATS unit, and provide instruction to contact the accepting unit;
 - ii) The pilot must contact the accepting unit, inform the accepting unit that he is carrying out a self-transfer, transmit his origin, destination, route, flight level, transponder code and estimate at the limit of the FIR, and inform the transferring agency when the accepting agency accepted the transfer.

OPERATIONAL PROCEDURES FOR PILOTS

Pilots flying over the affected Uruguayan Airspace must comply with the following procedures:

- a. During the contingency period, Repetitive Flight Plans (RPL) shall no longer be used, for which all flights must submit their respective Flight Plan (FPL) in advance and indicate any additional information in box 18 of the FPL that could be useful for ATS units;
- b. All aircraft proceeding through the ATS contingency routes established in this Plan shall comply with the instrument flight rules (IFR) and shall be assigned a flight level according to Table a) of Cruise Levels (RVSM) listed in ICAO Annex 2, Appendix 3. The last level cleared by ATC shall be maintained except in an emergency situation;
- c. They shall fly on the route or as close as possible to the axis of the assigned contingency route;

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CONTINGENCY PLANS - SOUTH AMERICA

- d. They shall keep a permanent watch on the VHF frequency appropriate to the FIR where the flight takes place and, if they do not have contact with the pertinent ATS unit, they shall transmit the real or estimated position to the reporting points on that frequency;
- e. In the event of not having communication with the responsible ATS unit where the aircraft is flying, the pilot of the aircraft will proceed to communicate on the appropriate frequencies of the accepting ATS unit in order to report its traffic;
- f. Likewise, if there is no communication with the ATS unit, they shall broadcast on the appropriate VHF frequency any ascent or descent maneuver that the circumstances so require, preferably 2 to 5 minutes in advance. Climbing and descending maneuvers must be carried out clearly to the right of the axis of the route. The message must contain: aircraft identification, position, abandoned level, crossed level, and all the information considered pertinent;
- g. The aforementioned transmissions shall also be made on the air/air frequency 123.45 MHz;
- h. They shall keep the navigation and anti-collision lights continuously on; and
- i. Regardless of whether or not they are in airspace with radar coverage, the pilots shall maintain the last SSR transponder in mode A and C assigned and if no transponder has been assigned, they shall maintain the A/C 2000 code activated.

Procedures in case of communication failures.

On scheduled flights with staggered ascent, pilots must, in the event of a route change, coordinate the new ascent point with ATS.

When an interruption occurs in air-ground communications, the flight crew must determine the origin of the problem, using all available means of communication and following the next procedure:

- a. Attempt to establish contact with the ATS unit on the assigned frequency;
- b. Attempt to establish contact with another aircraft on the assigned frequency;
- c. Attempt to establish contact with the ATS unit or another aircraft on adjacent ATS frequencies; and
- d. Attempt to establish contact with another aircraft on the air/air frequency 123.45 MHz.

If no communication is achieved after the contact attempts listed in paragraph above:

- a. The procedures for failure cases in air-ground communications of ICAO Document 4444 PANS-ATM must be applied; and
- b. The procedure in paragraph above should be repeated periodically to try to restore communications.

If communication is established with another aircraft, it can be deduced that the communication problem originates in the ATS facility.

In this case, an attempt shall be made to establish communication by asking another aircraft to relay information to the ATS unit in the following order of preference:

- a. The assigned ATS frequency;

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CONTINGENCY PLANS - SOUTH AMERICA**

- b. The ATS secondary frequency for said sector;
- c. The frequencies of adjacent ATS sectors/facilities; and
- d. The air/air frequency 123.45 MHz.

ATS CONTINGENCY AGREEMENTS WITH BORDERING COUNTRIES

ATS CONTINGENCY MEASURES AGREED ON BETWEEN ARGENTINA AND URUGUAY

AFFECTED FIRs

RESISTENCIA – MONTEVIDEO

EZEIZA – MONTEVIDEO

GENERAL

With coordination between the FIRs only with radar: the charts of operational agreement shall be applied.

Without coordination between jurisdiction control units, the auto-transfer method shall be applied.

PROCEDURES IN CASE OF COMMUNICATION FAILURES

The following self-transfer procedures shall be applied as follows:

- a. The ATS unit must:
 - i) Inform the pilot of the impossibility of communication with the accepting ATC unit; and
 - ii) Provide instructions to make contact with the accepting dependency.
- b. The pilot must:
 - i) Make contact with the accepting dependency;
 - ii) Inform the accepting dependency that it is carrying out an auto-transfer;
 - iii) Transmit its origin, destination, route, flight level, transponder code, RVSM approval status and estimate at the limit of the FIR; and
 - iv) Inform the transferring dependency when the accepting dependency accepted the transfer.

RPL SUSPENSION

While the contingency lasts, the application of the RPL lists shall be suspended, and users must submit, in all cases, the corresponding FPLs.

PERMISSION LIMIT

When the IFR flights enroute have communications coverage for the Aeronautical Mobile Service, but the ATS units do not have fixed communications between them, the traffic permit shall be valid until the control transfer point, with the condition of auto-transfer carried out by the pilot.

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ASSIGNMENT OF SSR CODES

Even if the RADAR systems were out of service, SSR codes shall continue to be assigned to all aircraft.

IN-FLIGHT INFORMATION BROADCASTING PROCEDURES (TRAFFIC INFORMATION DISSEMINATED BY THE AIRCRAFT)

The aircraft must, in case of not being able to carry out their self-transfer and within 50 NM of the points indicated, use the procedures in the air-air frequency 123.45 MHz.

FLIGHT PLAN NOT TRANSMITTED

In the contingency period, the ATS units shall accept flights whose FPLs have not been able to be transmitted. However, the presentation of the FPL by the user shall also be required.

VERTICAL SEPARATION

Minimum vertical separation shall be provided in accordance with the provisions of ICAO Annex 2, Appendix 3 Table a) of Cruise Levels (although the routes have been modified in only one direction of flight, the aircraft shall adopt the flight levels as if they were two-way flight routes).

TELEPHONES

For Argentina:

Ezeiza ACC Phone/Fax	(54 11) 44802344
	(54 11) 44802203
	(54 11) 44802210/17
Extension	57203/57265
Resistencia ACC Phone/Fax	
MONTEVIDEO ACC Phone/Fax	(59 8) 26000619
	(59 8) 26040251
Extension	5119

ATS INTERNATIONAL TRUNK ROUTES

When the Contingency Plans are activated, only those international trunk routes detailed below in ANNEX ALPHA shall be used.

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ANNEX ALPHA

ROUTES	SEGMENT	FIR	RESTRICTIONS
UL324	EZE / KUKEN / DAYMA / CUARA / ELAMO / ALDOS / IGU / FOZ	EZEIZA MONTE-VIDEO CURITIBA RESISTENCIA	<ul style="list-style-type: none"> - With coordination between the FIRs only with radar: the Agreement Charts shall be applied. - Without coordination between the FIRs: EZEIZA ACC this airway will be disable to use. - Enroute traffic capacity: one (1) aircraft every 15 minutes in KUKEN. - Without coordination, the auto-transfer method is applied, 5 minutes before KUKEN. - One-way flight: from EZEIZA towards CURITIBA. - The aircraft shall apply the IN-FLIGHT INFORMATION BROADCAST procedure 5 minutes before and after KUKEN. - In case of air-ground communications fail (cero ATS), the UL324 will be disable to use.
UM534	ROS / SUGRA / ENSAS / URURI / NELOX	EZEIZA MONTE-VIDEO CURITIBA	<ul style="list-style-type: none"> - With coordination between the FIRs only with radar: the Agreement Charts shall be applied. - Without coordination between the FIRs: EZEIZA ACC this airway will be disable to use. - Enroute traffic capacity: one (1) aircraft every 15 minutes in SUGRA. - Without coordination, the auto-transfer method is applied, 5 minutes before SUGRA. - One-way flight: from EZEIZA towards CURITIBA. - The aircraft shall apply the IN-FLIGHT INFORMATION BROADCAST procedure 5 minutes before and after SUGRA.

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CONTINGENCY PLANS - SOUTH AMERICA

ANNEX ALPHA

ROUTES	SEGMENT	FIR	RESTRICTIONS
UN741	UMRUD / VUD-UP / ENTED / GUVON / PAPIX / EZE	CURITIBA MONTEVIDEO EZEIZA	<ul style="list-style-type: none"> - With coordination between the FIRs only with radar: the Agreement Charts shall be applied. - Without coordination between the FIRs: MONTEVIDEO ACC shall deliver traffic in PAPIX levelled with FL100. - Enroute traffic capacity: one (1) aircraft every 15 minutes in PAPIX. - One-way traffic: from CURITIBA towards EZEIZA. - Without coordination, the auto-transfer method is applied with no less than 30 NM of PAPIX or 5 minutes before said point. - One-way flight: from EZEIZA towards CURITIBA. - The aircraft shall apply the IN-FLIGHT INFORMATION BROADCAST procedure at 50 NM or 5 minutes before and after PAPIX.
UN857	EZE / PTA / DORVO / LOMID / MLO / OGRUN	EZEIZA MONTEVIDEO	<ul style="list-style-type: none"> - With coordination between the FIRs only with radar: the Agreement Charts shall be applied. - Without coordination between the FIRs: EZEIZA ACC shall deliver traffic levelled with FL170 or HIGHER in climb up to FL250. - Enroute traffic capacity: one (1) aircraft every 15 minutes in DORVO. - One-way flight: from EZEIZA towards CURITIBA. - Without coordination, the auto-transfer method is applied, with no less than 5 minutes before DORVO. - The aircraft shall apply the IN-FLIGHT INFORMATION BROADCAST procedure 5 minutes before and after DORVO.

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CONTINGENCY PLANS - SOUTH AMERICA

ANNEX ALPHA

ROUTES	SEGMENT	FIR	RESTRICTIONS
UM424	EZE / DORVO / CRR / UGURA / PTS		<ul style="list-style-type: none"> - With coordination between the FIRs only with radar: the Agreement Charts shall be applied.
A305	EZE / DORVO / CRR / LDS / LITOS / UGELO / PTS	EZEIZA MONTEVIDEO CURITIBA	<ul style="list-style-type: none"> - Without coordination between the FIRs: EZEIZA ACC shall deliver traffic to the MONTEVIDEO ACC levelled with FL150 or LOWER in DORVO. - Enroute traffic capacity: one (1) aircraft every 15 minutes in DORVO. - One-way flight: from EZEIZA towards MONTEVIDEO or CURITIBA. - Without coordination, the auto-transfer method is applied, with no less than 5 minutes before DORVO. - The aircraft shall apply the IN-FLIGHT INFORMATION BROADCAST procedure 5 minutes before and after DORVO.
UL405 A306	LDS / CRR / UGIMI / PTA / EZE	MONTEVIDEO EZEIZA	<ul style="list-style-type: none"> - With coordination between the FIRs only with radar: the Agreement Charts shall be applied. - Without coordination between the FIRs: MONTEVIDEO ACC shall deliver traffic levelled with FL140 or LOWER in UGIMI. - Enroute traffic capacity: one (1) aircraft every 15 minutes in UGIMI. - One-way traffic: from CURITIBA or MONTEVIDEO towards EZEIZA. - Without coordination, the auto-transfer method is applied with no less than 30 NM of UGIMI or 5 minutes before said point. - The aircraft shall apply the IN-FLIGHT INFORMATION BROADCAST procedure at 50 NM or 5 minutes before and after UGIMI.

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CONTINGENCY PLANS - SOUTH AMERICA

ANNEX ALPHA			
ROUTES	SEGMENT	FIR	RESTRICTIONS
<p><i>NOTE 1: The traffic between EZEIZA FIR and MONTEVIDEO FIR shall be of one (1) aircraft every fifteen (15) minutes, which constitutes a maximum flow of four (4) aircraft per hour between both FIRs, per transference point, regardless the flight level used by the aircraft.</i></p>			
<p><i>NOTE 2: Depending on the degradation level of the Services, the respective Supervisors may agree to coordinate an adaptation of more aircraft per transference point.</i></p>			
<p><i>NOTE 3: UL324 and UM534 are only for use with coordination between EZEIZA ACC and MONTEVIDEO ACC, and with air-ground communications and operational surveillance systems.</i></p>			

SOUTH AMERICA**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES SOUTH AMERICA****SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES OF
CAYENNE FIR****GENERAL**

The following general procedures apply to both subsonic and supersonic aircraft and are intended as guidance only.

If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

- a. Leave the assigned route by initially turning 90 degrees to the right or to the left. When possible, the direction of the turn shall be determined by the position of the aircraft relative to any organized route system. Other factors which may affect the direction of the turn are:
 1. The direction to an alternate airport;
 2. Terrain clearance;
 3. Any lateral offset being flown;
 4. The flight level allocated on adjacent routes.
- b. Following the turn:
 1. If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible.
 2. Take account of other aircraft being laterally offset from its track.
 3. Acquire and maintain in either direction a track laterally separated by 15 NM from the assigned route, at a distance which is the mid point from the adjacent parallel route, and
 4. Once established on the offset route, climb or descent to select a flight level which differs from those normally used by 500 ft.
- c. Establish communication with and alert nearby aircraft by broadcasting at suitable intervals: aircraft identification, flight level, aircraft position (including the ATS route designator) and intentions on the frequency in use, as well as on frequency 121.500 MHz (or, as back up, the VHF inter pilot air to air frequency 123.450 MHz).
- d. Watch for conflicting traffic both visually and by reference to ACAS (if equipped), and
- e. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).
- f. Keep the SSR transponder on all times.

Extended Range Operations by Airplanes with Two-Turbine Power-Units (ETOPS) Aircraft

If these contingency procedures are employed by a twin engine aircraft as a result of an engine shutdown, or a failure of an ETOPS critical system, the pilot shall advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved and requesting expeditious handling.

SOUTH AMERICA**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES SOUTH AMERICA****WEATHER DEVIATION PROCEDURES FOR CAYENNE FIR**

The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response. The pilot still retains the option of initiating the communications using the urgency call "PAN" (preferably spoken three times) to alert all listening parties to a special handing condition which will receive ATC priority for issuance of a clearance or assistance.

The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line of its cleared route.

Actions to be Taken if Pilot-Controller Communications are Established

The pilot shall notify ATC and request clearance to deviate from the track, advising, when possible, the extent of the deviation expected.

The pilot will take the following actions:

- a. Comply with air traffic control clearance issued; or
- b. Advise ATC of intentions and execute the procedures detailed below (ATC will issue essential traffic information to all affected aircraft).

SAMPLE PHRASEOLOGY

"Unable request deviation, traffic is (call sign, position, altitude, direction), advise intentions".

Actions to be Taken if a Revised ATC Clearance Cannot be Obtained

If the aircraft is required to deviate from route to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. Until an ATC clearance is obtained the pilot shall take the following actions:

- a. If possible, deviate away from an organized route system;
- b. Establish communication with and alert nearby aircraft by broadcasting at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator) and intentions on the frequency 121.500 MHz (or, as back up, the VHF inter pilot air to air frequency 123.450 MHz);
- c. Watch for conflicting traffic both visually and by reference to ACAS (if equipped);
- d. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- e. For deviations less than 10 NM aircraft remain at the level assigned by ATC;
- f. For deviations greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change per the table below;
- g. When returning to route, be at its assigned flight level when the aircraft is within approximately 10 NM of centerline; and

SOUTH AMERICA**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES SOUTH AMERICA**

- h. If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions, and obtain essential traffic information.

NOTE: If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

Route Centerline Track	Deviation >10 NM	Level Change
EAST 000–179° magnetic	LEFT	DESCEND 90m (300 ft)
	RIGHT	CLIMB 90m (300 ft)
WEST 180–359° magnetic	LEFT	CLIMB 90m (300 ft)
	RIGHT	DESCEND 90m (300 ft)

SOUTH AMERICA SEARCH AND RESCUE FACILITIES

SOUTH AMERICA REGION

SEARCH AND RESCUE FACILITIES SOUTH AMERICA REGION

LEGEND

- ↓ Extra Long Range SAR Aircraft-Radius 1200 nm plus 2½ hr. search.
- ↙ Very Long Range SAR Aircraft-Radius 1000 nm plus 2½ hr. search.
- ← Long Range SAR Aircraft-Radius 750 nm plus 2½ hr. search.
- ↖ Medium Range SAR Aircraft-Radius 400 nm plus 2½ hr. search.
- ↑ Short Range SAR Aircraft-Radius 150 nm plus 1¼ hr. search.
- ↗ Helicopter.
- Rescue Vessel or Rescue Boat.
- ↘ Land Rescue Unit.
- Search and Rescue Facility.

Read Symbols with respect to True North.

The map displays the following SAR facility symbols:

- Extra Long Range SAR Aircraft:** Points to locations like Aruba, Curacao, and Pointe-A-Pitre.
- Very Long Range SAR Aircraft:** Points to locations like Barranquilla, Cartagena, Cucuta, Maracaibo, Bucaramanga, Bogota, Melgar, Iquitos, Piura, Leticia, Manaus, Guayaquil, Cali, Medellin, Rio Negro, Manizales, Pucallpa, Arequipa, Lima-Callao, Iquique, Antofagasta, Tarija, Beni, Cochabamba, Santa Cruz, La Paz, Asuncion, Resistencia, Cordoba, Mendoza, Santiago, Puerto Montt, Punta Arenas, Comodoro Rivadavia, Ezeiza, Montevideo, Colonia, Carmelo, Durazno, Rocha, Maldonado, Santa Maria, Rio Grande, Rio De Janeiro, Salvador, Belém, Recife, and Isla Rey Jorge.
- Medium Range SAR Aircraft:** Points to locations like Aruba, Curacao, Pointe-A-Pitre, Barranquilla, Cartagena, Cucuta, Maracaibo, Bucaramanga, Bogota, Melgar, Iquitos, Piura, Leticia, Manaus, Guayaquil, Cali, Medellin, Rio Negro, Manizales, Pucallpa, Arequipa, Lima-Callao, Iquique, Antofagasta, Tarija, Beni, Cochabamba, Santa Cruz, La Paz, Asuncion, Resistencia, Cordoba, Mendoza, Santiago, Puerto Montt, Punta Arenas, Comodoro Rivadavia, Ezeiza, Montevideo, Colonia, Carmelo, Durazno, Rocha, Maldonado, Santa Maria, Rio Grande, Rio De Janeiro, Salvador, Belém, Recife, and Isla Rey Jorge.
- Short Range SAR Aircraft:** Points to locations like Aruba, Curacao, Pointe-A-Pitre, Barranquilla, Cartagena, Cucuta, Maracaibo, Bucaramanga, Bogota, Melgar, Iquitos, Piura, Leticia, Manaus, Guayaquil, Cali, Medellin, Rio Negro, Manizales, Pucallpa, Arequipa, Lima-Callao, Iquique, Antofagasta, Tarija, Beni, Cochabamba, Santa Cruz, La Paz, Asuncion, Resistencia, Cordoba, Mendoza, Santiago, Puerto Montt, Punta Arenas, Comodoro Rivadavia, Ezeiza, Montevideo, Colonia, Carmelo, Durazno, Rocha, Maldonado, Santa Maria, Rio Grande, Rio De Janeiro, Salvador, Belém, Recife, and Isla Rey Jorge.
- Helicopter:** Points to locations like Aruba, Curacao, Pointe-A-Pitre, Barranquilla, Cartagena, Cucuta, Maracaibo, Bucaramanga, Bogota, Melgar, Iquitos, Piura, Leticia, Manaus, Guayaquil, Cali, Medellin, Rio Negro, Manizales, Pucallpa, Arequipa, Lima-Callao, Iquique, Antofagasta, Tarija, Beni, Cochabamba, Santa Cruz, La Paz, Asuncion, Resistencia, Cordoba, Mendoza, Santiago, Puerto Montt, Punta Arenas, Comodoro Rivadavia, Ezeiza, Montevideo, Colonia, Carmelo, Durazno, Rocha, Maldonado, Santa Maria, Rio Grande, Rio De Janeiro, Salvador, Belém, Recife, and Isla Rey Jorge.
- Rescue Vessel or Rescue Boat:** Points to locations like Aruba, Curacao, Pointe-A-Pitre, Barranquilla, Cartagena, Cucuta, Maracaibo, Bucaramanga, Bogota, Melgar, Iquitos, Piura, Leticia, Manaus, Guayaquil, Cali, Medellin, Rio Negro, Manizales, Pucallpa, Arequipa, Lima-Callao, Iquique, Antofagasta, Tarija, Beni, Cochabamba, Santa Cruz, La Paz, Asuncion, Resistencia, Cordoba, Mendoza, Santiago, Puerto Montt, Punta Arenas, Comodoro Rivadavia, Ezeiza, Montevideo, Colonia, Carmelo, Durazno, Rocha, Maldonado, Santa Maria, Rio Grande, Rio De Janeiro, Salvador, Belém, Recife, and Isla Rey Jorge.
- Land Rescue Unit:** Points to locations like Aruba, Curacao, Pointe-A-Pitre, Barranquilla, Cartagena, Cucuta, Maracaibo, Bucaramanga, Bogota, Melgar, Iquitos, Piura, Leticia, Manaus, Guayaquil, Cali, Medellin, Rio Negro, Manizales, Pucallpa, Arequipa, Lima-Callao, Iquique, Antofagasta, Tarija, Beni, Cochabamba, Santa Cruz, La Paz, Asuncion, Resistencia, Cordoba, Mendoza, Santiago, Puerto Montt, Punta Arenas, Comodoro Rivadavia, Ezeiza, Montevideo, Colonia, Carmelo, Durazno, Rocha, Maldonado, Santa Maria, Rio Grande, Rio De Janeiro, Salvador, Belém, Recife, and Isla Rey Jorge.
- Search and Rescue Facility:** Indicated by a solid black dot.

A north arrow is located in the bottom left corner.



Emergency

State Rules and Procedures - South
America

COLOMBIA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

EMERGENCY

BOMB THREATS

When a bomb threat is received, and if time permits, an evaluation of the situation will be made and an alarm classified as — CONDITION GREEN or CONDITION RED will be issued.

CONDITION GREEN — The estimated risk is low, as the threat is considered to be a prank. Normally the aircrew will not be informed of alarms classified Condition Green.

CONDITION RED — The immediate implementation of alarm procedures for a bomb on board an aircraft. In this case the code used is "BRAVO WHISKEY" in lieu of Bomb Alarm on communication channels to avoid inappropriate revelations.

UNLAWFUL INTERFERENCE

Messages and signals to be used in the event of Unlawful Interference (hijacking).

- a. The flight is being hijacked — TRANSPONDER CODE 7500;
- b. The present situation is desperate — TRANSPONDER CODE 7700;
- c. A desperate situation requiring action — the flaps remain down after landing.
- d. No intervention required — Retract the flaps after landing.

NOTE:

- a. *If a flight without radio contact with ATC uses transponder code 7700 after using code 7500, ATC will assume that the flight has experienced another in-flight emergency besides being hijacked, and will implement necessary procedures for both situations.*
- b. *When in areas where the transponder is not functional, the pilot must transmit via VHF or HF, "TRANSPONDER 7500" or "TRANSPONDER 7700". In addition, for communications on company frequencies transponder codes should be used in lieu of the word "HIJACKING" to avoid inconvenient revelations.*

PROCEDURES IN CASE OF INTERCEPTION

In case of aircraft interception, the following visual signals and procedures apply over the territory and waters under the jurisdiction of Colombia:

- a. An aircraft that is intercepted by another aircraft (interceptor) should proceed in the following manner:
 1. It should immediately follow the instructions from the interceptor aircraft, interpreting and responding to visual signals in accordance with the manual or materials that the aircraft owner or entity that owns the aircraft has placed in the cockpit.

COLOMBIA

ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

2. Notify immediately, if possible, ATS services.
3. Try immediately to establish radio communication with the interceptor aircraft or with the appropriate interception control unit by making a general emergency call on frequency 121.5 MHz, indicating the identity and position of the aircraft and type of flight.
4. If the aircraft is equipped with SSR transponder, select code 7700 immediately, MODE A, unless ATS has determined otherwise.

NOTE: If received instructions from any authority via radio conflicts with the instructions given by the interceptor aircraft, by means of visual signals or radio communications, the intercepted aircraft shall request clarification, while complying with the instructions either visual or by radio received from the interceptor aircraft.

- b. If an aircraft has landed either on a legal or illegal runway and is located by an aircraft of the FAC (Colombian Air Force), proceed as follows:
 1. When the FAC (Colombian Air Force) aircraft passes over the airport twice following the runway bearings, at night the aircraft should turn all lights on and the pilot in command should establish immediate radio communication with the FAC (Colombian Air Force) aircraft, by calling:
 - (a) The controlled airport frequency,
 - (b) The non-controlled airport frequency on 122.9 MHz, or
 - (c) The emergency frequency 121.5 MHz; indicating the identity, name of the pilot in command, last flight plan filed, current conditions and intentions.
 2. If the aircraft has the engine(s) on, the pilot in command should proceed to shut them down and stop the aircraft either on the runway or at the parking area, remaining visible at all times.
 3. If the communication equipment on board the aircraft is out of service for any reason, the ground crew should use ground-to-air signals provided in the SAR AGREEMENT.
 4. The crew should follow the instructions given by the interceptor aircraft and wait for the authorities to arrive.
 5. If the crew of the aircraft on the ground does not follow the above instructions, the aircraft shall be subject to the use of force by the FAC (Colombian Air Force).

**DESCRIPTIONS OF THE MOTIVES UNDER WHICH FAC (COLOMBIAN AIR FORCE)
SHALL IMMOBILIZE OR NEUTRALIZE AN AIRCRAFT**

Permission — Authorization to allow the intercepted aircraft to continue its route according to the flight plan once the situation has been clarified or authorization to continue its flight once the intercepted aircraft has been directed out of a restricted or prohibited area.

Surrender — Event in which the intercepted aircraft follows orders thereby suppressing the use of weapons and instructions are given to the intercepted aircraft to head to the nearest Air Unit or airfield controlled by the Ground Forces.

COLOMBIA
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

Immobilization — The action which prevents the mobilization of an aircraft after landing until the competent judicial authority arrives, is briefed on the facts, and assumes control.

Disabling — The objective of the action by the FAC (Colombian Air Force) is primarily to disable the aircraft.

Neutralization — Action to prevent a violation by a **hostile aircraft** and to meet the threat posed by the violation of the Air State. The neutralization ranges from diversion and immobilization to disablement of the hostile aircraft either in-flight or on the ground. Such order is issued by the Air Force Commander once the procedure is completed.

Hostile Aircraft (TH) — The registration of the violation of the national airspace by an aircraft with allegedly unlawful purposes or the indication of a threat by an aircraft against vital centers of the Nation, population, resources and Security Forces. This situation requires the application of force to minimize or avoid the enemy's purpose.

In the same way, the failure of the hostile aircraft to follow the instructions from FAC (Colombian Air Force). Once all dissuasive measures have been exhausted and the use of force shall be required, there must be prior authorization from the Colombian Air Force (FAC) Commander.

The following actions shall be considered hostile:

- a. A foreign military aircraft entering Colombian airspace without authorization.
- b. An aircraft entering a Prohibited Area without authorization.
- c. A non-identified aircraft flying below 3000 feet within 40 NM radius of radar installation and/or Military Unit.
- d. An aircraft once intercepted which does not follow the interceptor's instructions or shows an evasive attitude of aggression or attack.
- e. An aircraft landed at an illegal airport without authorization from the Unidad Administrativa Especial de la Aeronautica Civil (U.A.E.A.C.).
- f. An aircraft on night operation from non authorized runways or without a flight plan.
- g. An aircraft once intercepted that is throwing out objects and systematically disobeys the instructions of the interceptor aircraft.
- h. An aircraft overflying any military installation without authorization and at or below 3000 feet.

In an emergency situation due to unlawful interference (hijacking) or due to technical reasons, no statement from the pilot of the intercepted aircraft will be accepted after the interception takes place with the intention of avoiding to comply with the instructions of the interceptor aircraft, when the situation has not yet been reported to the appropriate ATS unit in due course and prior to the interception.

GUYANA**ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES****GENERAL**

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with ICAO Standards, Recommended Practices and Procedures.

EMERGENCY**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES****General Procedures Applicable to Subsonic Aircraft**

If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the RTF distress or urgency signal as appropriate.

If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time, and, in the meantime, the aircraft shall broadcast its position (including the ATS route designator) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.

PARAGUAY
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contained in ICAO Annexes and Documents.

EMERGENCY

IN-FLIGHT CONTINGENCY

Lost Or Unidentified Aircraft

NOTE 1: The expressions aircraft “lost” and “unidentified aircraft” in this context have the following meanings:

Lost aircraft: Any aircraft which has deviated significantly from the planned course, or reported unknown position.

Unidentified aircraft: An aircraft which has been observed, or with respect to which is has been notified that flies in a given area but whose identity has not yet been established.

NOTE 2: An aircraft may be considered “lost aircraft” by one unit and simultaneously as an “unidentified aircraft” by another unit.

As soon as an air traffic service unit becomes aware of a lost aircraft, shall take all necessary measures to assist and protect the aircraft and its flight.

NOTE: It is particularly important that navigation assistance is provided by any air traffic services unit that becomes aware that an aircraft is lost, or is about to get lost, in an area that is at risk of being intercepted or other hazards to its safety.

If the aircraft position is unknown, the air traffic service unit shall:

- a. try to establish, unless it has already established, two-way communication with the aircraft.
- b. use all available means to determine its position;
- c. inform other ATS units of the areas in where the aircraft is lost or may be get lost, taking into consideration all factors that in such circumstances might have affected the navigation of the aircraft.
- d. inform, in accordance with locally agreed procedures, to the appropriate military units and shall provide them the flight plan and other relevant information of the lost aircraft.
- e. request to the units referred in c) and d) and other aircraft in-flight all the assistance they can provide to establish communication with the aircraft and determine its position.

NOTE: The requirements in d) and e) apply also to the ATS units that have been informed in accordance with paragraph c).

When the position of the aircraft has been established, the air traffic service unit shall:

- a. notify the aircraft of its position and the corrective action to be taken; and

PARAGUAY
ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

- b. provide to other ATS units and appropriate military units, when necessary, the relevant information pertaining to the lost aircraft and the advice provided.

As soon as an air traffic services units is aware of the presence of an unidentified aircraft in its area, shall make every effort to establish the identity of the aircraft, whenever necessary to provide air traffic services or required by the appropriate military authorities, in accordance with the locally agreed procedures. For this purpose, the air traffic control unit shall take of the following measures, those considered appropriate to the case:

- a. shall establish two-way communication with the aircraft;
- b. shall ask other air traffic control units in the FIR about the flight and request their assistance to establish two-way communication with the aircraft;
- c. shall inquire to the air traffic services of the adjacent FIR about this flight and request their collaboration to establish two-way communication with the aircraft.
- d. shall attempt to obtain information from other aircraft that are in the same area.

As soon as the identity of the aircraft has been established, the Air Traffic services unit shall notify, if necessary to the appropriate military unit.

NOTE: In DINAC R11 2.17 are the requirements for the coordination between the military authorities and air traffic services.

If the DINAC ATS unit considers that the lost or unidentified aircraft may be subjected to unlawful interference, shall immediately inform the DINAC ATS authority according the local agreed procedures.



Airport Directory



Airport Directory

Airport Decode Listings - Latin
America

LATIN AMERICA
IATA LOCATION IDENTIFIERS DECODE

A

ACA Acapulco (Gen Juan N Alvarez Intl), Mexico

ACN Ciudad Acuna (Ciudad Acuna Intl), Mexico

AGU Aguascalientes (Jesus Teran Intl), Mexico

ANU St Johns (V C Bird Intl), Antigua

ARE Arecibo (Antonio/Nery/Juarbe Pol), Puerto Rico

ASD Andros Town (Andros Town Intl), Bahamas

ATC Cat Island (Arthur's Town), Bahamas

AUA Aruba Island (Reina Beatrix Intl), Aruba

AXA The Valley (Clayton J Lloyd Intl), Anguilla

AZG Apatzingan (Pablo L Sidar), Mexico

AZS Samana (El Catey Intl), Dom Rep

B

BAI Puntarenas (Buenos Aires), Costa Rica

BBQ Barbuda (Codrington), Antigua

BBR Basse-Terre (Baillif), Guadeloupe

BCA Baracoa (Gustavo Rizo), Cuba

BGI Bridgetown (Grantley Adams Intl), Barbados

BJX Leon (De Guanajuato Intl), Mexico

BLB Balboa (Panama Pacifico Intl), Panama

BOC Bocas Del Toro (Jose Ezequiel Hall), Panama

BON Kralendijk (Flamingo Intl), Neth Antilles

BQN

Aguadilla (Rafael Hernandez), Puerto Rico

BRX

Barahona (Maria Montez Intl), Dom Rep

BWW

Cayo Las Brujas (Las Brujas), Cuba

BYM

Bayamo (Carlos Manuel de Cespedes), Cuba

BZE

Belize City (Philip S W Goldson Intl), Belize

C

CAA Catacamas, Honduras

CAP

Cap Haitien (Cap Haitien Intl), Haiti

CBJ

Cabo Rojo, Dom Rep

CCC

Cayo Coco (Jardines del Rey Intl), Cuba

CCZ

Chub Cay, Bahamas

CEN

Ciudad Obregon (Ciudad Obregon Intl), Mexico

CFG

Cienfuegos (Jaime Gonzalez Intl), Cuba

CHX

Changuinola (Cap. Manuel Nino), Panama

CJS

Ciudad Juarez (Abraham Gonzalez Intl), Mexico

CLQ

Colima, Mexico

CME

Ciudad Del Carmen (Ciudad Del Carmen Intl), Mexico

CMW

Camaguey (Ignacio Agramonte Intl), Cuba

COX

Andros I (Congo Town), Bahamas

COZ

Constanza, Dom Rep

CPE

Campeche (Alberto Acuna Ongay Intl), Mexico

LATIN AMERICA
IATA LOCATION IDENTIFIERS DECODE

CPX	Isla De Culebra (Benjamin Rivera Noriega), Puerto Rico	EPS	El Portillo, Dom Rep
CRI	Crooked I (Colonel Hill), Bahamas	ESE	Ensenada (Gen Div P A A L Salinas Carranza), Mexico
CTD	Chitre (Alonso Valderrama), Panama	EUX	St Eustatius I (F D Roosevelt), Neth Antilles
CTM	Chetumal (Chetumal Intl), Mexico		
CUA	Ciudad Constitucion, Mexico	F	
CUL	Culiacan (Culiacan Intl), Mexico	FAJ	Fajardo (Diego Jimenez Torres), Puerto Rico
CUN	Cancun (Cancun Intl), Mexico		
CUU	Chihuahua (Gen Div P A Roberto Fierro Villalobos Intl), Mexico	FDF	Martinique (Aime Cesaire), Martinique
CVJ	Cuernavaca (Gen Mariano Matamoros), Mexico	FPO	Freeport (Grand Bahama Intl), Bahamas
CVM	Ciudad Victoria (Gen Pedro Jose Mendez Intl), Mexico	FRS	Flores (Mundo Maya Intl), Guatemala
CYO	Cayo Largo Del Sur (Vilo Acuna Intl), Cuba		
CYW	Celaya, Mexico	G	
CZA	Chichen-Itza (Chichen-Itza Intl), Mexico	GAC	Celaque Gracias, Honduras
CZM	Cozumel (Cozumel Intl), Mexico	GAO	Guantanamo (Mariana Grajales), Cuba
D		GBJ	Grand-Bourg (Marie Galante), Guadeloupe
DAV	David (Enrique Malek Intl), Panama	GCM	Grand Cayman (Roberts Intl), Cayman Is
DCF	Roseau (Canefield Intl), Dominica	GDL	Guadalajara (Miguel Hidalgo Y Costilla Intl), Mexico
DCT	Ragged Island (Duncan Town), Bahamas	GDT	Grand Turk I. (Jags McCartney Intl), Turks Is
DGO	Durango (Durango Intl), Mexico	GER	Nueva Gerona (Rafael Cabrera), Cuba
DOM	Roseau (Douglas Charles Intl), Dominica	GGT	Exuma (Exuma Intl), Bahamas
E		GHB	Eleuthera I (Governors Harbour), Bahamas
EIS	Roadtown (Terrance B Lettsome Intl), Br Virgin Is	GHC	Berry I (Great Harbour Cay), Bahamas
ELH	Eleuthera (North Eleuthera), Bahamas	GLF	Golfito, Costa Rica

LATIN AMERICA
IATA LOCATION IDENTIFIERS DECODE

GND	St Georges (Maurice Bishop Intl), Grenada	LEZ	La Esperanza, Honduras
GPL	Pococi (Guapiles), Costa Rica	LGI	Long I (Deadmans Cay), Bahamas
GUA	Guatemala City (La Aurora Intl), Guatemala	LIR	Liberia (Daniel Oduber Quiros Intl), Costa Rica
GUB	Guerrero Negro, Mexico	LMM	Los Mochis (Valle Del Fuerte International), Mexico
GYM	Guaymas (Gen Jose Ma Yanez Intl), Mexico	LOV	Monclova (Monclova Intl), Mexico
		LRM	La Romana (Casa De Campo Intl), Dom Rep
H			
HAV	Havana (Jose Marti Intl), Cuba	LSL	Los Chiles, Costa Rica
HMO	Hermosillo (Gen Ignacio Pesqueira Garcia Intl), Mexico	LSS	Terre De Haut (Les Saintes), Guadeloupe
HOG	Holguin (Frank Pais Intl), Cuba	LTO	Loreto (Loreto Intl), Mexico
HUX	Bahias De Huatulco (Bahias De Huatulco Intl), Mexico	LUI	La Union (Carta), Honduras
		LZC	Lazaro Cardenas, Mexico
I			
IGA	Matthew Town (Inagua), Bahamas	MAM	Matamoros (Gen Servando Canales Intl), Mexico
ISJ	Isla Mujeres, Mexico	MAZ	Mayaguez (Eugenio Maria De Hostos), Puerto Rico
J			
JAK	Jacmel, Haiti	MBJ	Montego Bay (Sangster Intl), Jamaica
JAL	Jalapa (Lencero), Mexico	MEX	Mexico City (Benito Juarez Intl), Mexico
JEE	Jeremie, Haiti	MHH	Abaco I (Leonard M Thompson Intl), Bahamas
JQE	Darien (Jaque), Panama	MID	Merida (Merida Intl), Mexico
K			
KIN	Kingston (Norman Manley Intl), Jamaica	MLM	Morelia (Gen Francisco J Mujica Intl), Mexico
L			
LAP	La Paz (Gen Manuel Marquez De Leon), Mexico	MOA	Moa (Orestes Acosta), Cuba
LCE	La Ceiba (Goloson Intl), Honduras	MTT	Minatitlan (Minatitlan Intl), Mexico
		MTY	Monterrey (Gen Mariano Escobedo Intl), Mexico

LATIN AMERICA
IATA LOCATION IDENTIFIERS DECODE

MXL	Mexicali (Gen Rodolfo Sanchez Taboada Intl), Mexico	PBC	Puebla (Hermanos Serdan Intl), Mexico
MYG	Mayaguana, Bahamas	PBR	Puerto Barrios, Guatemala
MZO	Manzanillo (Sierra Maestra Intl), Cuba	PCO	Punta Colorada, Mexico
MZT	Mazatlan (Gen Rafael Buelna Intl), Mexico	PDS	Piedras Negras (Piedras Negras Intl), Mexico
		PEU	Puerto Lempira, Honduras
N		PMZ	Golfito (Palmar Sur), Costa Rica
NAS	Nassau (Lynden Pindling Intl), Bahamas	PON	Poptun, Guatemala
NEG	Negril, Jamaica	POP	Puerto Plata (Gregorio Luperon Intl), Dom Rep
NEV	Charlestown (Vance Winkworth Amory Intl), Nevis Is	POS	Port Of Spain (Piarco Intl), Trinidad
NGD	The Settlement (Auguste George), Br Virgin Is	PPE	Puerto Penasco (Del Mar de Cortes Intl), Mexico
NLD	Nuevo Laredo (Quetzalcoatl Intl), Mexico	PQM	Palenque (Aeropuerto de Palenque), Mexico
NLU	Santa Lucia (Felipe Angeles Intl), Mexico	PSE	Ponce (Mercedita), Puerto Rico
NOB	Nicoya (Nosara), Costa Rica	PTP	Pointe-A-Pitre (Le Raizet), Guadeloupe
NOG	Nogales (Nogales Intl), Mexico	PTY	Panama City (Tocumen Intl), Panama
NTR	Monterrey (Del Norte Intl), Mexico	PUJ	Higuey (Punta Cana Intl), Dom Rep
		PVR	Puerto Vallarta (Lic Gustavo Diaz Ordaz Intl), Mexico
O		PXM	Puerto Escondido (Puerto Escondido Intl), Mexico
OAX	Oaxaca (Xoxocotlan Intl), Mexico		
OCJ	Ocho Rios (Boscobel), Jamaica		
ONX	Colon (Enrique A Jimenez), Panama	Q	
		QRO	Queretaro (Queretaro Intl), Mexico
P		R	
PAP	Port-Au-Prince (Toussaint Louverture Intl), Haiti	RCY	Rum Cay (New Port Nelson), Bahamas
PAX	Port De Paix, Haiti	REX	Reynosa (Gen Lucio Blanco Intl), Mexico
PAZ	Poza Rica (Tajin), Mexico		

LATIN AMERICA
IATA LOCATION IDENTIFIERS DECODE

RIH	Rio Hato (Cap Scarlett R Martinez L Intl), Panama	SML	Long I (Stella Maris), Bahamas
RIK	Carrillo, Costa Rica	SMR	Santa Marta (Simon Bolivar Intl), Colombia
RSD	Eleuthera (Rock Sound), Bahamas	SNU	Santa Clara (Abel Santamaria Intl), Cuba
RTB	Roatan (Juan Manuel Galvez Intl), Honduras	SPR	San Pedro (John Greif II), Belize
S			
SAL	San Salvador (El Salvador Intl, ST Oscar Romero y Galdamez), El Salvador	STI	Santiago (Cibao Intl), Dom Rep
SAP	San Pedro Sula (Ramon Villeda Morales Intl), Honduras	STX	St Croix I (Rohlsen), Virgin Islands
SAQ	Andros I (San Andros), Bahamas	SVD	Kingstown (Argyle Intl), St Vincent
SCU	Santiago De Cuba (Antonio Maceo Intl), Cuba	SXM	St Maarten I (Princess Juliana Intl), Neth Antilles
SDQ	Santo Domingo (Las Americas Intl), Dom Rep	T	
SFH	San Felipe (San Felipe Intl), Mexico	TAB	Scarborough (Robinson Intl), Tobago Is
SIG	San Juan (Fernando Luis Ribas Dominicci), Puerto Rico	TAM	Tampico (Gen Francisco Javier Mina Intl), Mexico
SJD	San Jose Del Cabo (Los Cabos Intl), Mexico	TAP	Tapachula (Tapachula Intl), Mexico
SJO	San Jose (Juan Santamaria Intl), Costa Rica	TBI	Cat Island (New Bight), Bahamas
SJU	San Juan (Luis Munoz Marin Intl), Puerto Rico	TCB	Abaco I (Treasure Cay), Bahamas
SKB	St Kitts I. (Bradshaw Intl), St Kitts	TEA	Tela, Honduras
SLP	San Luis Potosi (Ponciano Arriaga Intl), Mexico	TGU	Tegucigalpa (Toncontin Intl), Honduras
SLU	Castries (George F Charles), St Lucia	TGZ	Tuxtla Gutierrez (Angel Albino Corzo), Mexico
SLW	Saltillo (Plan De Guadalupe Intl), Mexico	TIJ	Tijuana (Gen Abelardo L Rodriguez Intl), Mexico
SLX	Salt Cay, Turks Is	TLC	Toluca (Lic Adolfo Lopez Mateos Intl), Mexico
		TOO	Coto Brus (San Vito De Java), Costa Rica
		TPQ	Tepic (Tepic Intl), Mexico
		TRC	Torreón (Torreón Intl), Mexico

LATIN AMERICA
IATA LOCATION IDENTIFIERS DECODE

TSL	Tamuin, Mexico	X	
TYM	Staniel Cay, Bahamas	XPL	Comayagua (Palmerola Intl), Honduras
U		Y	
UNI	Union I (Union I Intl), St Vincent	YAS	Abaco I (Sandy Point), Bahamas
UPN	Uruapan (Lic and Gen Ignacio Lopez Rayon), Mexico	Z	
UVF	Vieuxfort (Hewanorra Intl), St Lucia	ZCL	Zacatecas (Gen Leobardo C Ruiz Intl), Mexico
V		ZIH	Ixtapa-Zihuatanejo (Ixtapa-Zihuatan- ejo Intl), Mexico
VER	Veracruz (Gen Heriberto Jara Intl), Mexico	ZLO	Manzanillo (Costalegre Intl), Mexico
VQS	Isla De Vieques (Antonio Rivera Rodriguez), Puerto Rico	ZMM	Zamora, Mexico
VRA	Varadero (Juan G. Gomez Intl), Cuba	ZSA	San Salvador (San Salvador Intl), Bahamas
VSA	Villahermosa (C P A Carlos Rovirosa Intl), Mexico		
VTU	Las Tunas (Hermanos Ameijeiras), Cuba		

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

KZ	FIR/UIR	MDDJ	Dajabon	MGRT	Retalhuleu
KZAB	Albuquerque FIR	MDJB	Santo Domingo/El Higuero (El Higuero Intl)	MGSJ	Puerto San Jose (San Jose)
KZAB	Albuquerque UIR				
KZHU	Houston FIR	MDLL	San Pedro de Macoris (Los Llanos de Sabanatosa)	MH	FIR/UIR
KZHU	Houston UIR			MHCC	Central American FIR/UIR
KZLA	Los Angeles FIR	MDLR	La Romana (Casa De Campo Intl)	MH	Honduras
KZLA	Los Angeles UIR			MHAZ	Cacao (Aserradero Azacualpa)
KZMA	Miami FIR	MDMA	La Romana (Magdalena Cuya)	MHCA	Catacamas
KZMA	Miami Oceanic FIR			MHCG	Celaque Gracias
KZMA	Miami UIR	MDMC	Monte Cristi	MHCR	La Union (Carta)
KZWY	New York Oceanic FIR/UIR	MDPC	Higuey (Punta Cana Intl)	MHEC	Francisco Morazan (El Cubo)
MB	Turks Is	MDPO	EI Portillo	MHLC	La Ceiba (Goloson Intl)
MBGT	Grand Turk I. (Jags McCartney Intl)	MDPP	Puerto Plata (Gregorio Luperon Intl)	MHLE	La Esperanza
MBSY	Salt Cay	MDSD	Santo Domingo (Las Americas Intl)	MHLM	San Pedro Sula (Ramon Villeda Morales Intl)
MD	FIR/UIR	MDSI	San Isidro (San Isidro AB)	MHOR	Gracias A Dios (Moncoron)
MDCS	Santo Domingo FIR/UIR	MDSP	Cueva De Las Maravillas (La Romana)	MHOT	Colon (Ocotales)
MD	Dominican Republic	MDST	Santiago (Cibao Intl)	MHPL	Puerto Lempira
MDAB	Arroyo Barril	MG	Guatemala	MHPR	Comayagua (Palmerola Intl)
MDAN	Angelina	MGCB	Coban	MHRO	Roatan (Juan Manuel Galvez Intl)
MDBC	La Romana (Batey Cacata)	MGCT	Guatemala City (La Aurora Intl)	MHSL	Valle (San Lorenzo)
MDBH	Barahona (Maria Montez Intl)	MGMM	Flores (Mundo Maya Intl)	MHTE	Tela
MDCR	Cabo Rojo	MGPB	Puerto Barrios	MHTG	Tegucigalpa (Toncontin Intl)
MDCY	Samana (El Catey Intl)	MGPP	Poptun		
MDCZ	Constanza	MGQZ	Quetzaltenango		

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

MK	FIR/UIR	MMBT	Bahias De Huatulco (Bahias De Huatulco Intl)	MMCZ	Cozumel (Cozumel Intl)
MKJK	Kingston FIR			MMDA	Ciudad Constitucion
MK	Jamaica	MMCB	Cuernavaca (Gen Mariano Matamoros)	MMDO	Durango (Durango Intl)
MKBS	Ocho Rios (Ian Fleming Intl)			MMEP	Tepic (Tepic Intl)
MKJP	Kingston (Norman Manley Intl)	MMCC	Ciudad Acuna (Ciudad Acuna Intl)	MMES	Ensenada (Gen Div P A A L Salinas Carranza)
MKJS	Montego Bay (Sangster Intl)	MMCE	Ciudad Del Carmen (Ciudad Del Carmen Intl)	MMGL	Guadalajara (Miguel Hidalgo Y Costilla Intl)
MKKJ	Port Antonio, Jamaica (Ken Jones)	MMCG	Nuevo Casas Grandes	MMGM	Guaymas (Gen Jose Ma Yanez Intl)
MKNG	Negril	MMCL	Culiacan (Culiacan Intl)	MMGR	Guerrero Negro
MKTP	Kingston (Tinson Pen)	MMCM	Chetumal (Chetumal Intl)	MMHC	Tehuacan
MM	FIR/UIR	MMCN	Ciudad Obregon (Ciudad Obregon Intl)	MMHO	Hermosillo (Gen Ignacio Pesqueira Garcia Intl)
MMEX	Mexico FIR/UIR			MMIA	Colima
MMFO	Mazatlan Oceanic FIR/UIR	MMCO	Comitan (Comitan (Copalar))	MMIM	Isla Mujeres
MMID	Merida FIR/UIR			MMIO	Saltillo (Plan De Guadalupe Intl)
MMTY	Monterrey FIR/UIR	MMCP	Campeche (Alberto Acuna Ongay Intl)	MMIT	Ixtepet (Mil Air Base No 2 - Gen Antonio Cardenas Rodriguez)
MMZT	Mazatlan FIR/UIR	MMCS	Ciudad Juarez (Abraham Gonzalez Intl)	MMJA	Jalapa (Lencero)
MM	Mexico			MMJC	Atizapan de Zaragoza
MMAA	Acapulco (Gen Juan N Alvarez Intl)	MMCT	Chichen-Itza (Chichen-Itza Intl)	MLLC	Lazaro Cardenas
MMAG	Apatzingan (Pablo L Sidar)	MMCU	Chihuahua (Gen Div P A Roberto Fierro Villalobos Intl)	MMLM	Los Mochis (Valle Del Fuerte International)
MMAL	Agualeguas			MMLO	Leon (De Guanajuato Intl)
MMAN	Monterrey (Del Norte Intl)	MMCV	Ciudad Victoria (Gen Pedro Jose Mendez Intl)		
MMAS	Aguascalientes (Jesus Teran Intl)	MMCY	Celaya		

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

MMLP	La Paz (Gen Manuel Marquez De Leon)	MMPG	Piedras Negras (Piedras Negras Intl)	MMTG	Tuxtla Gutierrez (Angel Albino Corzo)
MMLT	Loreto (Loreto Intl)	MMPL	Punta Colorada	MMTJ	Tijuana (Gen Abelardo L Rodriguez Intl)
MMMA	Matamoros (Gen Servando Canales Intl)	MMPN	Uruapan (Lic and Gen Ignacio Lopez Rayon)	MMTM	Tampico (Gen Francisco Javier Mina Intl)
MMMD	Merida (Merida Intl)	MMPQ	Palenque (Aero-puerto de Palenque)	MMTN	Tamuin
MMML	Mexicali (Gen Rodolfo Sanchez Taboada Intl)	MMPR	Puerto Vallarta (Lic Gustavo Diaz Ordaz Intl)	MMTO	Toluca (Lic Adolfo Lopez Mateos Intl)
MMMM	Morelia (Gen Francisco J Mujica Intl)	MMPS	Puerto Escondido (Puerto Escondido Intl)	MMTP	Tapachula (Tapachula Intl)
MMMT	Minatitlan (Minatitlan Intl)	MMPT	Puerto Cortes	MMTU	Tulum (Estacion Aeronaval)
MMMV	Monclova (Monclova Intl)	MMQT	Queretaro (Queretaro Intl)	MMUN	Cancun (Cancun Intl)
MMMX	Mexico City (Benito Juarez Intl)	MMRX	Reynosa (Gen Lucio Blanco Intl)	MMVA	Villahermosa (C P A Carlos Rovirosa Intl)
MMMY	Monterrey (Gen Mariano Escobedo Intl)	MMSB	San Blas	MMVR	Veracruz (Gen Heriberto Jara Intl)
MMMZ	Mazatlan (Gen Rafael Buelna Intl)	MMSD	San Jose Del Cabo (Los Cabos Intl)	MMZC	Zacatecas (Gen Leobardo C Ruiz Intl)
MMNG	Nogales (Nogales Intl)	MMSF	San Felipe (San Felipe Intl)	MMZH	Ixtapa-Zihuatanejo (Ixtapa-Zihuatanejo Intl)
MMNL	Nuevo Laredo (Quetzalcoatl Intl)	MMSL	Cabo San Lucas (Cabo San Lucas Intl)	MMZM	Zamora
MMOX	Oaxaca (Xoxocotlan Intl)	MMSM	Santa Lucia (Felipe Angeles Intl)	MMZO	Manzanillo (Costalegre Intl)
MMPA	Poza Rica (Tajin)	MMSP	San Luis Potosi (Ponciano Arriaga Intl)	MP	FIR/UIR
MMPB	Puebla (Hermanos Serdan Intl)	MMTB	Teran (Gral de Div P A Angel H Corzo Molina)	MPZL	Panama FIR/UIR
MMPC	Pachuca (Ing Juan Guillermo Villasana)	MMTC	Torreon (Torreon Intl)		
MMPE	Puerto Penasco (Del Mar de Cortes Intl)				

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

MP	Panama	MPPN	Cocle (Guillermo Palm)	MRFC	Nicoya (Flying Crocodile)
MPBO	Bocas Del Toro (Jose Ezequiel Hall)	MPRA	Contadora Is (Raul Arias Espinoza)	MRGF	Golfito
MPCE	Chitre (Alonso Valderrama)	MPRE	EI Real	MRGP	Pococi (Guapiles)
MPCH	Changuinola (Cap. Manuel Nino)	MPSA	Santiago (Ruben Cantu)	MRIA	Nandayure (Islita)
MPCL	Calzada Larga (Cap. Alex H. Bosquez)	MPSB	Darien (Sambu)	MRLC	Los Chiles
		MPSM	Rio Hato (Cap Scarlett R Martinez L Intl)	MRLE	Corredores (Laurel)
MPCM	Chame (Cap. Krish E. Persaud)	MPTO	Panama City (Tocumen Intl)	MRLF	Liberia (La Flor)
MPCO	Veraguas (Coiba)	MPVC	Chiriqui (Alvaro Berroa)	MRMR	Nicoya (Monte Reina)
MPDA	David (Enrique Mallek Intl)	MPWN	Kuna Yala (Wannukandi)	MRNC	Nicoya (Miguel Angel Castillo Zumbado)
MPEJ	Colon (Enrique A Jimenez)	MR	Costa Rica	MRNS	Nicoya (Nosara)
MPFE	Pedro Gonzalez Island (Fernando Eleta)	MRAJ	Miramar (Aranjuez)	MROC	San Jose (Juan Santamaria Intl)
MPGA	Darien (Garachine)	MRAN	Arenal (La Fortuna)	MRPM	Golfito (Palmar Sur)
MPJE	Darien (Jaque)	MRBA	Puntarenas (Buenos Aires)	MRPV	San Jose (Tobias Bolanos Palma Intl)
MPLA	Chiriqui (Las Lajas)	MRBN	Matina (Bataan)	MRQA	San Carlos (Quebrada Azul)
MPMF	Darien (Miraflores)	MRCC	Corredores (Coto 47)	MRQP	La Managua
MPMG	Panama City (Marcos A Gelabert Intl)	MRCH	Puntarenas (Chacarita)	MRSA	Siquirres (San Alberto)
MPMI	San Miguel	MRCJ	Perez Zeledon (Cajuela)	MRSG	Pococi (Santa Clara De Guapiles)
MPOA	Kuna Yala (Puerto Obaldia)	MRCR	Carrillo	MRSI	Perez Zeledon (San Isidro Del General)
MPPA	Balboa (Panama Pacifico Intl)	MRDK	Osa (Drake)	MRSN	Osa (Sirena)
MPPD	Los Santos (Cap. Justiniano Montenegro)	MRDO	Osa (Dieciocho)	MRSO	Pococi (Santa Maria De Guacimo)
MPPI	Darien (Pina)	MREC	Siquirres (El Carmen De Siquirres)	MRSV	Coto Brus (San Vito De Java)

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

MRSX	Talamanca (Sixaola)	MU	Cuba	MUVR	Varadero (Juan G. Gomez Intl)
MRTA	Santa Cruz (Tico Wings)	MUBA	Baracoa (Gustavo Rizo)	MUVT	Las Tunas (Hermanos Ameijeiras)
MRTM	Santa Cruz (Tamarindo)	MUBR	Cayo Las Brujas (Las Brujas)	MW	Cayman Is
MRTR	Puntarenas (Tambor)	MUBY	Bayamo (Carlos Manuel de Cespedes)	MWCR	Grand Cayman (Roberts Intl)
MRUP	Upala	MUCC	Cayo Coco (Jardines del Rey Intl)	MY	FIR/UIR
MS	EI Salvador	MUCF	Cienfuegos (Jaime Gonzalez Intl)	MYNA	Nassau FIR
MSCR	La Carrera	MUCL	Cayo Largo Del Sur (Vilo Acuna Intl)	MY	Bahamas
MSLP	San Salvador (EI Salvador Intl, ST Oscar Romero y Galdamez)	MUCM	Camaguey (Ignacio Agramonte Intl)	MYAB	Andros I (Clarence A Bain)
MSPP	EI Papalon	MUCU	Santiago De Cuba (Antonio Maceo Intl)	MYAF	Andros Town (Andros Town Intl)
MSSS	San Salvador (Ilopango Intl)	MUGT	Guantanamo (Mariana Grajales)	MYAK	Andros I (Congo Town)
MT	FIR/UIR	MUHA	Havana (Jose Marti Intl)	MYAM	Abaco I (Leonard M Thompson Intl)
MTEG	Port-Au-Prince FIR/UIR	MUHG	Holguin (Frank Pais Intl)	MYAN	Andros I (San Andros)
MT	Haiti	MUMO	Moa (Orestes Acosta)	MYAO	Abaco I (Moore's I)
MTCH	Cap Haitien (Cap Haitien Intl)	MUMZ	Manzanillo (Sierra Maestra Intl)	MYAP	Acklins I (Spring Point)
MTJA	Jacmel	MUNG	Nueva Gerona (Rafael Cabrera)	MYAS	Abaco I (Sandy Point)
MTJE	Jeremie	MUPB	Caimito (Playa Baracoa)	MYAT	Abaco I (Treasure Cay)
MTPP	Port-Au-Prince (Toussaint Louverture Intl)	MUSC	Santa Clara (Abel Santamaria Intl)	MYBC	Chub Cay
MTPX	Port De Paix	MUTD	Trinidad (Alberto Delgado)	MYBG	Berry I (Great Harbour Cay)
MU	FIR/UIR			MYBS	Bimini I (South Bimini)
MUFH	Havana FIR/UIR				

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

MYCA	Cat Island (Arthur's Town)	MZ	Belize	TF	Guadeloupe
MYCB	Cat Island (New Bight)	MZBZ	Belize City (Philip S W Goldson Intl)	TFFA	Grande Anse (Desirade)
MYCI	Crooked I (Colonel Hill)	MZPL	Placencia	TFFB	Basse-Terre (Baillif)
		SK	FIR/UIR	TFFC	Pointe-A-Pitre (Saint Francois)
MYEB	Exuma (Black Point)	SKEC	Barranquilla	TFFM	Grand-Bourg (Marie Galante)
MYEF	Exuma (Exuma Intl)		FIR/UIR		
MYEH	Eleuthera (North Eleuthera)	SKED	Bogota FIR/UIR	TFFR	Pointe-A-Pitre (Le Raizet)
MYEM	Eleuthera I (Governors Harbour)	SK	Colombia	TFFS	Terre De Haut (Les Saintes)
MYER	Eleuthera (Rock Sound)	SKGP	Guapi (Juan Casiano)		
		SKSM	Santa Marta (Simon Bolivar Intl)	TF	Martinique
MYES	Staniel Cay			TFFF	Martinique (Aime Cesaire)
MYGF	Freeport (Grand Bahama Intl)	SV	FIR/UIR		
MYGW	West End	SVZM	Maiquetia FIR/UIR	TG	Grenada
MYIG	Matthew Town (Inagua)	TA	Antigua	TGPY	St Georges (Maurice Bishop Intl)
MYLD	Long I (Deadmans Cay)	TAPA	St Johns (V C Bird Intl)	TGPZ	Carriacou Is (Lauriston)
MYLS	Long I (Stella Maris)	TAPH	Barbuda (Codrington)	TI	Virgin Islands
MYMM	Mayaguana			TISX	St Croix I (Rohlsen)
MYNN	Nassau (Lynden Pindling Intl)	TB	Barbados	TJ	FIR/UIR
MYRD	Ragged Island (Duncan Town)	TBPB	Bridgetown (Grantley Adams Intl)	TJZS	San Juan Oceanic FIR/UIR
MYRP	Rum Cay (New Port Nelson)	TD	Dominica	TJ	Puerto Rico
MYSM	San Salvador (San Salvador Intl)	TDCF	Roseau (Canefield Intl)	TJAB	Arecibo (Antonio/Nery/Juarbe Pol)
		TDPP	Roseau (Douglas Charles Intl)	TJBQ	Aguadilla (Rafael Hernandez)

LATIN AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

TJCP	Isla De Culebra (Benjamin Rivera Noriega)	TN	FIR/UIR	TU	British Virgin Is
TJFA	Fajardo (Diego Jimenez Torres)	TN	Aruba	TUPJ	Roadtown (Terrance B Lettsome Intl)
TJIG	San Juan (Fernando Luis Ribas Dominicci)	TNCA	Aruba Island (Reina Beatrix Intl)	TV	St Vincent
TJMZ	Mayaguez (Eugenio Maria De Hostos)	TNCB	Neth Antilles Kralendijk (Flamingo Intl)	TVSA	Kingstown (Argyle Intl)
TJPS	Ponce (Mercedita)	TNCE	St Eustatius I (F D Roosevelt)	TVSB	Bequia (J.F. Mitchell)
TJRV	Ceiba (Jose Aponte De La Torre)	TNCM	St Maarten I (Princess Juliana Intl)	TVSC	Canouan
TJSJ	San Juan (Luis Munoz Marin Intl)	TNCS	Saba (Juancho E Yrausquin)	TVSM	Mustique (Mustique Is)
TJVQ	Isla De Vieques (Antonio Rivera Rodriguez)	TQ	Anguilla	TVSU	Union I (Union I Intl)
TK	Nevis Is	TQPF	The Valley (Clayton J Lloyd Intl)		
TKPN	Charlestown (Vance Winkworth Amory Intl)	TT	FIR/UIR		
		TTZP	Piarco FIR/UIR		
TK	St Kitts	TT	Tobago Is		
TKPK	St Kitts I. (Bradshaw Intl)	TTCP	Scarborough (Robinson Intl)		
TL	St Lucia	TT	Trinidad		
TLPC	Castries (George F Charles)	TPPP	Port Of Spain (Piarco Intl)		
TLPL	Vieuxfort (Hewanorra Intl)				



Airport Directory

Airport Data - Latin America

BELIZE

Belize City (Philip S W Goldson Intl) Apt of Entry

15' MZBZ BZE -06:00 N17 32.3 W088 18.5
Apt Administration 225-2045, 225-2439.
Ground Services 225-2249; bacl@btl.net.
07/25 9678' CONCRETE. PCN 61/F/C/W/U.
TODA 07 10374'. TODA 25 10827'. ASDA 07
9875'. ASDA 25 9872'. RL.

Rwy 07 Right-Hand Circuit.

ATND SKD 1200 - 2359Z. O/T O/R no later than two hours before the start and cease of normal operations. Customs: 1200 - 0000Z. O/T O/R no later than two hours before the start and cease of normal operations.

CAUTION: Uncontrolled light aircraft activity at Belize Muni Apt and in the arrival/departure areas of Apt.

Restricted to aircraft capable of maintaining two way radio communications with Belize ATC.

All flights being private, non-schedule (charter) for passengers or cargo of which the point of origin is not the United States or Canada will be required, apart from what is stated in the Aeronautical Information Publication (AIP), to provide a request to land in Belize via AFS to MZBZYAYX or telefax on (501)225-2533 or through a ground-handling agent in Belize. This request must include the following information: Purpose of the flight (Why are you coming to Belize), the names and nationality of all passengers, their date of birth along with their respective passport numbers, date of issuance and date of expiration. Or if it is a cargo flight: the type of cargo that is on the aircraft. For flights desiring to operate on Saturdays and Sundays the request must be sent no later than midday on the last working day prior to the holiday. Having complied with these requirements, the Department of Civil Aviation will proceed to issue a permit to operate to and from Belize.

Extension of main apron on E side available for Acft ops.

Birds in vicinity of Apt.

100 octane, Jet A-1.
Fire 8.

Cayo (Hector Silva)

184' MZBP -06:00 N17 16.2 W088 46.6
11/29 3599' ASPHALT.
H12.

Hector Silva see Cayo

John Greif II see San Pedro

Philip S W Goldson Intl see Belize City

San Pedro (John Greif II)

4' MZ10 SPR -06:00 N17 54.8 W087 58.3
Apt Manager (501) 223-3784.

06/24 3500' ASPHALT. AUW-20. TORA 06 3334'. TORA 24 3334'. LDA 06 3134'. LDA 24 3334'. TODA 06 3334'. TODA 24 3334'. ASDA 06 3334'. ASDA 24 3334'.

San Pedro

7' MZSP -06:00 N17 54.8 W087 58.3

06/24 3337' ASPHALT.

H12.

ABN.

COSTA RICA

Buenos Aires see Puntarenas	03/21 4593' ASPHALT.
Chacarita see Puntarenas	Guapiles see Pococi
Corredores (Coto 47)	Juan Santamaria Intl see San Jose
26' MRCC -06:00 N08 36.1 W082 58.1 Apt Operator (506) 2783-3150. 18/36 3281' ASPHALT. CAUTION: people and vehicles occasionally crossing Rwy. CAUTION: obstacles in the vicinity of Thr 18. Night operations unauthorized, except ambulance flights.	La Managua 85' MRQP -06:00 N09 26.6 W084 07.8 04/22 3609' ASPHALT. CAUTION: Rwy without demarcation and shoulders markings. Loose material on track. Threshold on Rwy 04 starts where WDI is located. Acft parked at threshold Rwy 04. Trees on the threshold on Rwy 04. Threshold on Rwy 22 displaced 656' (200 m), marked by black surface which should not be used as TDZ. Threshold on Rwy 22 starts where WDI is located, marked by black cross 3' (1 m) width.
Corredores (Laurel) 66' MRLE -06:00 N08 26.4 W082 54.5 11/29 3215' ASPHALT. Caution: people and vehicles crossing Rwy 11/29.	Laurel see Corredores Liberia (Daniel Oduber Quiros Intl) Apt of Entry 272' MRLB LIR -06:00 N10 35.6 W085 32.7 Apt Administration 2668-1032; Fax 2668-1010. 07/25 9012' ASPHALT. HIRL. 1200-0600Z. ATND SKD 1200-0600Z. Customs: 1200-0600Z. Birds on and in vicinity of the airport. F-4, Jet A-1. ABN. Fire 8.
Coto 47 see Corredores	Limon Intl see Puerto Limon
Coto Brus (San Vito De Java) 3228' MRSV TOO -06:00 N08 49.6 W082 57.5 08/26 3159' ASPHALT.	Los Chiles 131' MRLC LSL -06:00 N11 02.1 W084 43.6 Apt Administration 2464-0557. 06/24 4593' ASPHALT.
Daniel Oduber Quiros Intl see Liberia	Miguel Angel Castillo Zumbado see Nicoya
Dieciocho see Osa	Nicoya (Miguel Angel Castillo Zumbado) 394' MRNC -06:00 N10 08.4 W085 26.7 Apt Operator 2679-9097.
Drake see Osa	
Golfito 49' MRGF GLF -06:00 N08 39.2 W083 10.9 Apt Manager 2775-1022. 13/31 4593' ASPHALT. CAUTION: Trees and buildings near Thr Rwy 31. High mountains in northeast and southwest sectors of Rwy 13 approach. Aircraft parked near Thr Rwy 31.	
Golfito (Palmar Sur) 49' MRPM PMZ -06:00 N08 57.0 W083 28.1 Apt Manager 2786-6320.	

COSTA RICA

10/28 3159' ASPHALT.**Nicoya (Nosara)**

33' MRNS NOB -06:00 N09 58.6 W083 39.2

Apt Operator 2679-9117.

04/22 3281' ASPHALT.

Caution: Rwy 04 power lines on public road.

Nosara see Nicoya**Osa (Dieciocho)**

20' MRDO -06:00 N08 54.2 W083 25.6

10/28 2953' GRAVEL.

CAUTION: Only for agricultural spraying operations type aircraft. Trees and buildings near Thr Rwy 28. Loose material on TDZ.

Osa (Drake)

26' MRDK -06:00 N08 43.1 W083 38.4

09/27 3281' CONCRETE.**Palmar Sur see Golfito****Pococi (Guapiles)**

883' MRGP GPL -06:00 N10 13.0 W083

47.8

03/21 3609' CONCRETE.**Pococi (Santa Clara De Guapiles)**

246' MRSG -06:00 N10 17.3 W083 42.8

08/26 3117' ASPHALT.**Pococi (Santa Maria De Guacimo)**

92' MRSO -06:00 N10 16.2 W083 35.0

Apt Operator 6166-5050, 6280-3724, 6280-4154.

08/26 3071' ASPHALT.

Tree on Rwy 08 approach.

Jet-A1 fuel dispenser and Acft cargo near Thr 08 in strips.

Hangar near concrete poles and public street in the security strip to the South.

Jet A-1.

Puerto Limon (Limon Intl) Apt of Entry

7' MRLM LIO -06:00 N09 57.5 W083 01.3

Apt Manager Fax (506) 2758-1379.

14/32 5906' ASPHALT.

ATND SKD 1200-2359Z. Customs: 1400-2200Z, other times with 24hrs prior notice.

Prior permission is required for international flights.

Precaution is advised due to dips in runway surface.

Flight plans for Acft departing from MRLM from Monday to Friday between the hours 1801Z-2359Z and Saturdays and Sundays from 1200Z will be processed by the AIS/ARO office at Tobias International Airport Bolanos Palma (MRPV).

F-3, Jet A-1.

ABN.

Puntarenas (Buenos Aires)1214' MRBA BAI -06:00 N09 09.8 W083
19.8**01/19** 3248' CONCRETE.

CAUTION: People and vehicles crossing Rwy.

Puntarenas (Chacarita)

26' MRCH -06:00 N09 58.9 W084 46.4

10/28 4826' ASPHALT.**San Jose (Juan Santamaria Intl)** Apt of Entry3048' MROC SJO -06:00 N09 59.6 W084
12.5

Apt Administration 2437-2400; H24 2442-7131; Fax 2442-7646, 2473-2424. ARO H24 (506) 2106-9086, (506) 2441-4781, (506) 2443-3170; ajsm@dgac.go.cr. Ground Services 8377-5222.

07/25 9879' ASPHALT. PCN 100/F/C/W/T. LDA 25 8258'. ASDA 25 10075'. HIRL.

H24. ATND SKD H24. Customs: H24.

Birds in vicinity of airport.

COSTA RICA

Due to operational separation limits and to reduce Acft incidents, using Rwy 7/25, Twy A, and parking area, aircrews must maintain contact with Gnd at all times.

Restricted taxiing of aircraft with a wingspan bigger than 52' (16 m) over Taxiway Echo 2.

180 degree turns on rwy 07/25 prohibited for all aircraft with max takeoff greater than 25,000 lbs.

Due to existing gradient in some parking positions of main platform it is recommended to enter the assigned parking position with all engines running.

Weight bearing capacity (RW07 /25): Ramp weight bearing capacity up to B747-100B, aircraft or greater weight only with permission from Civil Aviation Authority.

Taxiways bearing up to aircraft type B747-100B.

Runway 07/25 weight bearing limit is aircraft B747-100B.

Taxiway ALFA restricted to aircraft with wing-span equal or greater to 131' (40m), prohibited to aircraft B-767 and greater, between parking positions #4 and #11 unless previous coordination with the pertaining entities.

Taxiway Alfa between parking position 5 and the east side of the taxiway Echo, is restricted to aircraft A330, A340, B747, B777, DC-10 and MD-11, due to its size. Except during towing with prior coordination with the control tower and operations Center Aeris.

Twy Alfa, between parking position A6 and TWY Echo, is restricted for aircraft with a wing-span greater than or equal to 171' (52 m), such as: A330, A340, B747, B777, B787, DC-10 and MD-11, due to separationwith objects and aircraft.

Twy Echo is restricted to aircrafts with a wing-spangreater than 52' (16 m).

Twy Golf, North Side, which connect Apron 2 and Twy Arestricted to Acft wingspan 171' (52m) or greater.

Weather balloon releasingon Fridays between 1200-1400 UTC.

F-4, Jet A-1. Oxygen.

ABN. Fire 9 H24.

San Jose (Tobias Bolanos Palma Intl) Apt of Entry

3287' MRPV -06:00 N09 57.4 W084 08.4
(506) 2232-2071; a.pavas@imn.ac.cr. Apt Manager (506) 2106-9113, (506) 2232-2820; mrpv@dgac.go.cr.

09/27 5138' ASPHALT. RL.

Rwy 09 Right-Hand Circuit.

1200-2359Z. ATND SKD 1200-2359Z. Customs: 1200-2359Z.

CAUTION: Presence of drainage channel between Twy A and Rwy 27, Twy A5 and Twy A6.

CAUTION: Drainage channel is located 82' (25 m) East from Thr Rwy 27.

CAUTION: Met Station located 384' (117 m) SW (245°) from Thr Rwy 09.

The Departures from Rwy 09 to the left, and from Rwy 27 to the right are subject to previous authorization.

Between sunrise and 1200Z only local flights are authorized withrestrictions.

For all flights with FPL Z that require higher flight levels (greater than FL200), the crew must notify their estimated expected off-block time on the 121.7 MHz frequency 10 minutes in advance to avoid delays.

F-4, Jet A-1.

ABN. Fire 4.

San Vito De Java see Coto Brus

Santa Clara De Guapiles see Pococi

Santa Maria De Guacimo see Pococi

Tobias Bolanos Palma Intl see San Jose

Upala

184' MRUP -06:00 N10 53.5 W085 01.0

Apt Manager 2470-0134.

04/22 3281' ASPHALT.

CAUTION: Trees near Thr Rwy 04 and approach Rwy 22. People and cyclist occasionally crossing Rwy.

EL SALVADOR

El Salvador Intl, ST Oscar Romero y Galdamez see San Salvador

Prohibited to move aircraft with foreign registration to the hangars.

Ilopango Intl see San Salvador

F-4, Jet A-1.

ABN. Fire 3.

San Salvador (El Salvador Intl, ST Oscar Rom) Apt of Entry

101' MSLP SAL -06:00 N13 26.5 W089 03.3

Apt Administration 2375-2393, 2375-2520, 2375-2599, 2375-2291, 2375-2551, 2375-2596; Fax 2375-2287; meteorologia.aero-puerto@cepa.gob.sv. ARO 2375-2290, 2375-2348; ais.pub@cepa.gob.sv, oficiales.ais@cepa.gob.sv. Ground Services 2339-7435 (PBX), 2339-9160, 7039-5088, 7039-5089, 7850-6412, ronald.axume@trafigura.com; Fax 2528-8088; aviacio@trafigura.com, jorge.navas@uno-terra.com, jose.guardado@uno-terra.com, jose.m.santa-maria@transfigura.com, max.montoya@uno-terra.com.

07/25 10499' ASPHALT. PCN 66/F/A/W/T. RL.

H24. ATND SKD H24. Customs: H24.

Birds in the vicinity of the airport.

Ground Service Frequencies:

Aerodespachos de Salvador 131.300 MHz (maintenance), 128.650 MHz (cargo)

Airsupport 131.000 MHz

Jet A, Jet A-1.

ABN. Fire 9.

San Salvador (Ilopango Intl)

2027' MSSS -06:00* N13 42.0 W089 07.2

Apt Administration (503) 2537-1346; jorge.gomez@cepa.gob.sv. ATC 2537-1334; Mobile 7070-8156.

15/33 7349' ASPHALT. RL.

1200-0400Z. O/T O/R. ATND SKD
1200-0400Z. Customs: 1200-0400Z. O/T O/R.

CAUTION: Between old Rwy 08/26 and taxiway B due to drainage erosion on surface.

GUATEMALA

Coban

4347' MGCB -06:00 N15 28.1 W090 24.4

03/21 3248' ASPHALT.

ATND SKD SR-SS.

Flores (Mundo Maya Intl)

427' MGMM FRS -06:00 N16 54.8 W089
52.0

Apt Administration 5173-5709, 7790-7474; Fax
5173-5768; secretaria.admonaimm@hot-
mail.com. Security 5173-3809; H24 5173-5709.

Ground Services 30972086, 31342475,
32585735, 44781482, 44817218, 47651248,
79261089.

11/29 9843' CONCRETE. PCN 56/R/B/W/T.
TODA 11 10072'. TODA 29 10039'. ASDA 11
10072'. ASDA 29 10039'. HIRL. MIALS 29.

H24. ATND SKD 1200-0000Z, O/T O/R, prior
coordination required. AVGAS 100/130 availa-
ble O/R, prior coordination required. Customs:
H24.

Birds in vicinity of airport.

Aircraft in the movement area must keep trans-
ponder on stand-by mode untill ATC authoriza-
tion for takeoff.

F-3, F-4, Jet A.

Fire 5.

Guatemala City (La Aurora Intl) Apt of Entry
4952' MGTT GUA -06:00 N14 35.0 W090
31.6

Apt Administration 2260-6533; Mobile
30458292.

02/20 9800' ASPHALT. PCN 79/F/C/X/T. LDA
20 9078'. HIRL. ALS.

Rwy 20 Right-Hand Circuit.

H24 ATND SKD H24. Customs: H24.

Simultaneous ops of Acft Cat C, D and E on
Rwy and Twy restricted due to separation.

Birds in vicinity of airport.

Acft in the movement area must keep trans-
ponder on standby mode until authorized by
ATC for takeoff.

IFR Acft not authorized to taxi until the flight
plan will be received by Twy.

Rwy 02 used for calmwinds.

B-757 not authorized to enter gate with its own
power except B-727 andB-737.

F-4, Jet A-1.

ABN. Fire 7.

La Aurora Intl see Guatemala City**Mundo Maya Intl see Flores****Poptun**

1693' MGPP PON -06:00 N16 19.6 W089
25.0

08/26 7087' GRAVEL.

ATND SKD SR-SS.

CAUTION: All aircraft, over flight or landing,
report on radio.

Puerto Barrios

33' MGPB PBR -06:00 N15 43.9 W088 35.0
ATC 2321-5090.

12/30 8793' CONCRETE.

SR-SS. ATND SKD SR-SS. Customs: SR-SS.

Puerto San Jose (San Jose)

17' MGSJ -06:00 N13 56.2 W090 50.2
ATS (502) 78811160.

15/33 6598' CONC/ASPH.

Rwy 15/33 Right-Hand Circuit.

SR-SS. ATND SKD SR-SS. Customs: SR-SS.

PPR except emergency.

It is prohibited to overfly the Naval Base of
Pacifico at less than 2000'.

Parachute activity in vicinity of aerodrome.

Animals in thevicinity of the airport.

Fire N.

Quetzaltenango

7808' MGQZ -06:00 N14 52.0 W091 30.1

05/23 7218' ASPHALT.

SR-SS.

Retalhuleu

656' MGRT -06:00 N14 31.3 W091 41.8

04/22 4987' ASPHALT. AUW-41.

SR-SS. ATND SKD SR-SS.

San Jose see Puerto San Jose

HONDURAS

Aserradero Azacualpa see Cacao**Bonito Oriental**

72' -06:00 N15 44.8 W085 43.2

16/34 3608' GRAVEL.

ATND SKD SR-SS.

Cacao (Aserradero Azacualpa)

1214' MHAZ -06:00 N14 26.0 W086 05.3

08/26 3281' GRASS.**Carta see La Union****Catacamas**1492' MHCA CAA -06:00 N14 55.0 W085
54.0**06/24** 3608' DIRT.

ATND SKD Days.

Celaque Gracias3045' MHCG GAC -06:00 N14 34.4 W088
35.7**03/21** 3281' CONCRETE.

SR-SS.

Any operation must be authorized by the FAH
through the A.H.A.C.Steep slope, possible fissures and subsidence
on the right side of Rwy 03/21.**Colon (Ocotales)**

427' MHOT -06:00 N15 40.1 W085 11.7

09/27 6890' DIRT/GRAS.**Comayagua (Palmerola Intl)** Apt of Entry2062' MHPR XPL -06:00 N14 22.9 W087
37.3Apt Administration 2606-3000 Ext. 7750.
22331111. Apt Operator informacion@palmer-
ola-airport.com.**17/35** 8009' CONC/BITU. PCN 96/F/B/W/T.
TODA 17 8993'. TODA 35 8642'. RL.

PCN 150/R/C/W/T Concrete.

H24 ATND SKD H24. Customs: H24.

F-4, Jet A-1.

Fire 8 Cat 8: 0000-1200Z, Cat 7: 1201-2359Z.

El Cubo see Francisco Morazan**Francisco Morazan (El Cubo)**

2559' MHEC -06:00 N14 27.5 W087 03.5

09/27 3937' DIRT/GRAS.**Goloson Intl see La Ceiba****Gracias A Dios (Mocoron)**

256' MHOR -06:00 N15 01.8 W084 16.3

02/20 5397' GRAVEL.**Juan Manuel Galvez Intl see Roatan****La Ceiba (Goloson Intl)** Apt of Entry

49' MHLC LCE -06:00 N15 44.5 W086 51.2

Apt Administration 2442-1765; info@ehisa.hn.
H24 2442 3011. ATS On Call 2441-1705,
2441-1766.**07/25** 9675' BITU/CONC. PCN 46/F/B/X/T.
LDA 07 8885'. TODA 07 10676'. MIRL.1200-0200Z. ATND SKD 1200-0000Z. Cus-
toms: 1200-0200Z.Approach to Rwy 25 not recommended due to
high terrain near Apt.Prohibited to fly over the military base Hector C.
Moncada.

Permission required for night operations.

Birds in the vicinity of the airport.

Apt reference code is 4C.

100 octane, Jet A-1.

ABN. Fire 6 CAT 6: 1200-0000Z, CAT 5:
0001-0200Z.**La Esperanza**5492' MHLE LEZ -06:00 N14 17.5 W088
10.5**03/21** 3117' GRAS/GRVL.**La Lima**

76' Mil. -06:00 N15 26.6 W087 53.9

HONDURAS

02/20 3300' ASPH/DIRT.**La Union (Carta)**

2625' MHCR LUI -06:00 N15 01.6 W086

41.5

08/26 3281' DIRT/GRAS.**Mocoron see Gracias A Dios****Ocotales see Colon****Palmerola Intl see Comayagua****Puerto Lempira**

30' MHPL PEU -06:00 N15 16.3 W083 47.0

09/27 4347' GRAVEL.**Ramon Villeda Morales Intl see San Pedro Sula****Roatan (Juan Manuel Galvez Intl)** Apt of Entry

21' MHRO RTB -06:00 N16 19.0 W086 31.3

Apt Administration 2445-1875; info@ehisa.hn.
2445 17 06, 9522-5965, 9956-0891,
9970-2867; agenciawarren5@gmail.com, carmen@cmairlines.com, opsmhro@tecnologias-unidas.com, rtbops@agenciawarren.com.**07/25** 6854' ASPHALT. PCN 52/F/B/X/T. MIRL.

1200-0200Z. ATND SKD 1200-0200Z. Customs: 1200-0200Z.

All Acft must have contracted ground support service, contact airport operations.

Birds in the vicinity of the airport.

Jet A.

ABN. Fire 7.

San Lorenzo see Valle**San Pedro Sula (Ramon Villeda Morales Intl)**

Apt of Entry

92' MHLM SAP -06:00 N15 27.1 W087 55.4

Apt Administration 2668-3265; Fax 2668-3191,
2668-3267; info@ehis.hn. 2668-2130. ATS
2559-0696; H24 2668-1924.**04/22** 9206' CONCRETE. PCN 76/R/B/W/T.

LDA 04 8537'. TODA 04 13799'. MIRL.

H24. ATND SKD H24. Customs: H24.

PPR for night operation.

Apt limited with restrictions to operate with simultaneous aircraft type C.

Flight over military installation SW of airport is prohibited.

Birds in vicinity of AD.

F-4, Jet A-1.

ABN. Fire 7 CAT 7 H24, CAT 8 O/R.

Tegucigalpa (Toncontin Intl) Apt of Entry

3307' MHTG TGU -06:00 N14 03.6 W087 13.0

Apt Administration 2233 3011; Fax 22340020,
22342384. 2233-1111, 2234-9500.**02/20** 6631' ASPHALT. PCN 56/F/B/W/T. LDA 02 5459'. RL.

Rwy 20 Right-Hand Circuit.

1200-0400Z. O/T O/R. ATND SKD
1200-0000Z. O/T O/R. Customs: 1200-0400Z.
O/T O/R.

Birds in vicinity of apt.

TPA:

4047' (750') Light Aircraft;

4547' (1250') Heavy Aircraft

VFR operations are not authorized when the meteorological conditions are less than 5 km (3 NM) of visibility and a ceiling of 1500', 10 minutes are granted for takeoff after sunset in VMC conditions.

F-3, Jet A-1.

ABN. Fire 5 1200-0400Z.

Tela

3' MHTE TEA -06:00 N15 46.6 W087 28.5

2448-4484.

06/24 4435' ASPHALT.

Sunrise-Sunset.

Toncontin Intl see Tegucigalpa

Valle (San Lorenzo)

26' MHSL -06:00 N13 26.5 W087 27.6

02/20 4265' DIRT.

MEXICO

Abraham Gonzalez Intl see Ciudad Juarez**Acapulco (Gen Juan N Alvarez Intl)** Apt of Entry

16' MMAA ACA -06:00* N16 45.4 W099
45.2

Apt Administration (744) 4 35 20 60; Fax (744)
4 66 94 40. ARO (744) 466 92 90.

06/24 5577' CONCRETE. PCN 64/R/A/X/T.
TODA 06 5906'. TODA 24 5906'. HIRL.

Rwy 06 Right-Hand Circuit.

10/28 10827' CONCRETE. PCN 93/R/A/X/T.
TODA 10 11155'. TODA 28 11155'. HIRL. ALS
28.

Rwy 10 Right-Hand Circuit.

ATND SKD H24. Customs.

Birds in vicinity of airport.

Taxiway C between threshold runway 24 and
genaral aviation apron not useable for aircraft
wingspans of 79' (24m) or more.

Aircraft heavier than 66,139 lbs (30,000 kg) use
minimum power in the ramp area to avoid
damage to installations.

Overnight apron open only for Acft with wing-
span49 ft (15 M maximum).

General aviation overnight apron PCN:
12/F/B/X/T.

Planvisual APP when Rwy 10 is in use.

F-4, Jet A-1.

ABN. Fire 8.

Agualeguas

676' MMAL -06:00* N26 20.1 W099 32.7

02/20 9449' ASPHALT.

CAUTION: Birds in vicinity of Airport.

Aguascalientes (Jesus Teran Intl) Apt of Entry

6112' MMAS AGU -06:00* N21 42.3 W102
19.1

Apt Administration (449) 9 15 81 32, (449) 9 18
28 06; administracionAGU@aeropuertos-

gap.com.mx. (55) 5802 8525, 55 5802 8520, 55
5802 8525, 5802 8520.

18/36 9862' ASPHALT. PCN 68/F/A/X/T. RL.

1200-0600Z. O/T O/R. ATND SKD
1200-0600Z. O/T O/R. Customs: 1200-0600Z.
O/T O/R.

CAUTION: Birds in vicinity of airport.

Turboprop Acft use minimum power when leav-
ing commercial ramp, to avoid damaging build-
ing.

CAUTION: Rwy 18 path, laserbeam occasion-
ally pointed at aircraft cabins daily.

Acft departing the commercial apron positions
must be towed.

Acft with MTOW grater than 22046 lb (10000
kg) perform 180° turn on turn apron arranged at
the end of the Rwy.

F-4, Jet A.

Fire 6.

Alberto Acuna Ongay Intl see Campeche**Angel Albino Corzo see Tuxtla Gutierrez****Apatzingan (Pablo L Sidar)**

1033' MMAG AZG -06:00* N19 06.0 W102
22.0

07/25 4920' DIRT.

ATND SKD SR-SS.

Fire U.

Atizapan de Zaragoza

8120' MMJC -06:00* N19 34.5 W099 17.3

04/22 4265' ASPHALT.

ATND SKD SR-SS.

Caution: Birds in vicinity of airport.

F-4, Jet A-1.

Bahias De Huatulco (Bahias De Huatulco**Intl)** Apt of Entry

464' MMBT HUX -06:00* N15 46.5 W096
15.8

MEXICO

Apt Administration (958) 581 9004; Fax (958) 581 9060. (55) 5802 8520, (55) 5802 8525.	1300-0100Z. O/T O/R. ATND SKD 1300-0100Z. O/T O/R. Customs: 1300-0100Z. O/T O/R.
07/25 9843' ASPHALT. PCN 65/F/B/X/T. HIRL.	CAUTION: Birds in vicinity of airport.
Rwy 07 Right-Hand Circuit. 1300-2400Z. ATND SKD 1300-2400Z. Customs: 1300-2400Z.	F-4, Jet A. ABN. Fire 6.
CAUTION: Birds in vicinity of airport. Customs and Immigration hrs ops 1300-2400UTC.	Cancun (Cancun Intl) Apt of Entry 22' MMUN CUN -05:00 N21 02.6 W086 52.4 Apt Administration (998) 8487 200; Fax (998) 8487 207. H24 (55) 5802 8525, 5802 8520. ARO 998 88 60 216.
F-3, Jet A. Fire 7.	12L/30R 9186' ASPHALT. PCN 70/F/A/X/T. HIRL. HALS 12L. Rwy 30R Right-Hand Circuit.
Benito Juarez Intl see Mexico City	12R/30L 11483' ASPHALT. PCN 77/F/A/X/T. HIRL. HALS 12R. Rwy 12R Right-Hand Circuit.
C P A Carlos Rovirosa Intl see Villahermosa	H24. ATND SKD H24. Customs: H24. CAUTION: Birds in vicinity of airport. Twy B3 and B2 usable only for acft with wingspans of max 95 ft (29m). Twy B8, B10, E1 and E3 usable only for acft with wingspans of max 118 ft (36m). Twy B9 usable only for acft with wingspans of max 213 ft (65m). Twy B11 usable only for acft with wingspans of max 171 ft (52m). Twy E2 usable only for acft with wingspans of max 262 ft (80m).
Cabo San Lucas (Cabo San Lucas Intl) Apt of Entry 692' MMSL -07:00* N22 56.9 W109 56.3 Apt Administration 624 124 55 00, 624 143 01 20; Fax 624 124 55 50; ops@acs1.com.mx, reservations@acs1.com.mx. Clearance Delivery On Call Contact LOS ANGELES ARTCC 661-575-2079.	F-3, Jet A. ABN. Fire 6.
11/29 6998' ASPHALT. PCN 52/F/B/W/T. HIRL. Rwy 11 Right-Hand Circuit. 1300-0300Z. O/T O/R. ATND SKD 1300-0300Z. O/T O/R. Customs: 1300-0300Z. O/T O/R.	CAUTION: Birds in vicinity of airport. F-3, Jet A. ABN. Fire 6.
CAUTION: Birds in vicinity of airport. F-3, Jet A. ABN. Fire 6.	Twy B8, B10, E1 and E3 usable only for acft with wingspans of max 118 ft (36m). Twy B9 usable only for acft with wingspans of max 213 ft (65m). Twy B11 usable only for acft with wingspans of max 171 ft (52m). Twy E2 usable only for acft with wingspans of max 262 ft (80m). F-3, Jet A. Fire 9.
Campeche (Alberto Acuna Ongay Intl) Apt of Entry 33' MMCP CPE -06:00* N19 49.0 W090 30.0 Apt Administration (981) 8234059, (981) 8234061, cpa.administrador@asa.gob.mx.	Celaya 5709' MMCY CYW -06:00* N20 32.8 W100 53.2 08/26 6358' ASPHALT. ATND SKD SR-SS. CAUTION: Birds in vicinity of AD.
16/34 8202' ASPHALT. PCN 70/F/A/X/T. HIRL.	

MEXICO

Chetumal (Chetumal Intl)	Apt of Entry 39' MMCM CTM -06:00* N18 30.3 W088 19.6	1400-0400Z. O/T O/R. ATND SKD 1400-0400Z. O/T O/R. Customs: 1400-0400Z. O/T O/R.
10/28	8835' ASPHALT. PCN 80/F/A/X/T. LDA 10 7244'. LDA 28 7969'. HIRL.	CAUTION: Birds in vicinity of airport. F-4, Jet A.
ATND SKD	1200-2400Z. Customs: 1200-2400Z.	ABN. Fire 6.
CAUTION: Birds in vicinity of airport. Twy C for military acft only.		Ciudad Acuna (Ciudad Acuna Intl)
Fuel services available 1300-0100 (TSC) - Standard Local Central Time. 1200-2400 (TVC) - Summer Central Time (April- Oct).		1410' MMCC ACN -06:00* N29 20.1 W101 06.2
F-4, Jet A-1.		Apt Administration 01-87 77-72-05-80.
ABN. Fire 6.		13/31 3281' ASPHALT. PCN 22/F/B/X/ U/ ASPH.
Chichen-Itza (Chichen-Itza Intl)		ATND SKD 1400-2100.
102' MMCT CZA -06:00* N20 38.5 W088 26.8		Immigration : Times of Service 1400/2100 TSC 1300/2000 TVC Fire 1.
10/28 9186' ASPHALT. PCN 54/R/B/X/T. HIRL. 1400-2200Z. ATND SKD 1400-2200Z. Cus- toms: 1400-2200Z.		Ciudad Constitucion 213' MMAA CUA -07:00* N25 03.5 W111 36.5
CAUTION: Birds in vicinity of airport. Jet A-1.		12/30 5249' ASPHALT.
Fire 4.		Ciudad Del Carmen (Ciudad Del Carmen Intl) Apt of Entry 10' MMCE CME -06:00* N18 39.1 W091 48.0
Chihuahua (Gen Div P A Roberto Fierro Vil)	Apt of Entry 4465' MMCU CUU -07:00* N28 42.1 W105 57.8	Apt Administration 01 (700) 2 63 04 13; Fax 01 (700) 2 63 64 37.
Apt Administration (614) 478 7000; chihuahua@oma.aero.		13/31 7218' ASPHALT. PCN 58/F/A/X/T. HIRL.
05/23 3445' ASPHALT. PCN 20/F/C/X/T.		1300-0100Z ATND SKD 1300-0100Z. Customs: 1300-0100Z.
18L/36R 8530' ASPHALT. PCN 65/F/B/X/T. HIRL. HIALS 36R.		Circling not authorized west of runway 13/31.
Rwy 18L Right-Hand Circuit.		CAUTION: Birds in vicinity of airport.
18R/36L 7776' ASPHALT. PCN 20/F/D/X/T.		F-4, Jet A.
Rwy 18R Right-Hand Circuit.		ABN. Fire 6.
From 2953' (900 m) to 4265' (1300 m) PCN 61/F/C/X/T.		
From 4265' (1300 m) to 7776' (2370 m) PCN 22/F/D/Y/T.		

MEXICO

Ciudad Juarez (Abraham Gonzalez Intl)	Apt of Entry 3904' MMCS CJS -07:00* N31 38.2 W106 25.7	5802 8525. ARO (834) 316 45 87. FSS (999) 946-0991.
	Apt Administration (656) 478 7000; cdjuarez@oma.aero. (55) 5802 8525, 5802 8520.	15/33 7218' ASPHALT. PCN 45/F/C/X/T. HIRL. 1300-0100Z. ATND SKD 1300-0100Z. Customs: 1300-0100Z. CAUTION: Birds in vicinity of airport. F-4, Jet A-1. ABN. Fire 5.
03/21 8858' ASPH/CONC. PCN 86/F/B/X/T. HIRL. HIALS 03.	Rwy 03 Right-Hand Circuit. PCN for concrete: 65/R/A/X/T, 82/R/A/X/T.	Colima 2467' MMIA CLQ -06:00* N19 16.6 W103 34.7
	15/33 5610' ASPH/CONC. PCN 48/F/B/X/T.	Apt Administration 01 (312) 3144160, 01 (312) 3149817; Fax (312) 3142190; colima@asa.gob.mx.
Rwy 33 Right-Hand Circuit. PCN for concrete: 14/R/A/X/T, 17/R/A/X/T.	1400-0400Z. ATND SKD H24. Customs: 1400-0400Z.	07/25 7546' ASPHALT. PCN 38/F/C/X/T. HIRL. 1300-0100Z. ATND SKD 1300-0100Z. Customs. CAUTION: Birds in vicinity of airport.
CAUTION: Birds in vicinity of airport. F-4, Jet A.		Taxiways A and B have the capacity to serve Acft of reference code letter C.
ABN. Fire 7.		Twr will communicate the parking lot number to the arriving Acft, prior coordination with Area of operations of the AD.
Ciudad Obregon (Ciudad Obregon Intl)	207' MMCN CEN -07:00 N27 23.6 W109 50.0	F-4, Jet A-1. ABN. Fire 6.
Apt Administration (644) 455 00 04; Cen.administrador@asa.gob.mx. (55) 5802 8520, (55) 5802 8525.	13/31 7546' ASPHALT. PCN 68/R/B/X/T. HIRL.	Comitan (Comitan (Copalar)) 5164' MMCO -06:00* N16 10.6 W092 03.0
Rwy 13 Right-Hand Circuit. 1300-0100Z. O/T O/R. ATND SKD 1300-0100Z. O/T O/R. Customs: 1300-0100Z. O/T O/R.		09/27 5774' ASPHALT. CAUTION: Birds in vicinity of airport.
Birds in vicinity of Apt. F-4, Jet A.		Costalegre Intl see Manzanillo
ABN. Fire 6.		Cozumel (Cozumel Intl) Apt of Entry 15' MMCZ CZM -05:00 N20 31.3 W086 55.8
Ciudad Victoria (Gen Pedro Jose Mendez Intl)	Apt of Entry 761' MMCV CVM -06:00* N23 42.2 W098 57.4	Apt Administration (987) 872 0485; Fax (987) 872 0447. H24 (55) 5802 8525, 5802 8520.
Apt Administration (834) 31 64 648, (834) 31 67 616; Fax (834) 30 50 251. (55) 5802 8520, (55)		05/23 10377' ASPHALT. PCN 48/F/B/X/U. TORA 05 9885'. TORA 23 7917'. LDA 05 7917'. LDA 23 9885'. TODA 05 9885'. TODA 23 7917'. ASDA 23 9885'.

MEXICO

RWY 05/23 Military Operations Only.

12/30 8858' ASPHALT. PCN 64/F/B/X/T. TORA 30 8202'. LDA 12 8202'. LDA 30 8202'. TODA 30 8202'. ASDA 30 8202'. HIRL.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of apt.

Twy B is not authorized at night from taxiway Charlie to threshold of Rwy 23.

Aircraft with a wingspan larger than 171ft (52m) park on Twy E.

Aircraft with MTOW 88,185 lbs (40,000Kg) or more, shall perform 180° turn on the turning pad of threshold of Rwy 12/30 only.

Aircraft with MTOW 12,346 lbs (5600 Kg) or more, shall be restricted to taxi on Twy A.

When Rwy 12/30 is in use, aircraft with a wingspan greater than 118 ft (36 m) are restricted to taxi on Twy A.

F-3, Jet A.

ABN. Fire 7.

Cuernavaca (Gen Mariano Matamoros)

4295' MMCB CVJ -06:00* N18 50.1 W099

15.7

Apt Administration 01 (777) 3 62 04 30 ext 1002; caja@aeropuertodecuernavaca.com.mx.

01 (777) 3 62 04 30 ext 1001. FSS 01 (777) 3 62 04 30 ext 1005.

03/21 9180' ASPHALT. PCN 53/F/B/X/T. LDA 03 7867'. HIRL.

1300-0100Z. O/T O/R. ATND SKD 1300-0100Z. O/T O/R. Customs: 1300-0100Z. O/T O/R.

CAUTION: Birds in vicinity of airport.

Rwy 02 threshold displaced due to mountain obstacles. IFR approaches only, no lighting.

For aircraft greater than 12566 lbs (5700kg), coordinate parking on commercial apron with Twr. International arrivals/departures, commercial platform position 2.

F-4, Jet A.

ABN. Fire 6.

Culiacan (Culiacan Intl) Apt of Entry
105' MMCL CUL -07:00* N24 45.9 W107
28.5

Apt Administration (667) 480-70-00 Ext: 3406; culiacan@oma.aero.

02/20 7365' ASPHALT. PCN 106/F/B/X/T. LDA 20 6673'. HIRL.

1300-0500Z; O/T O/R 2hr before end of Apt hrs. ATND SKD H24. Customs: 1300-0500Z; O/T O/R 2hr before end of Apt hrs.

Caution: Birds in vicinity of airport.

Taxiway C between commercial aviation ramp and THLD RWY 20; width 59' (18M) and PCN 65/F/B/X/T.

F-4, Jet A.

ABN. Fire 7.

De Guanajuato Intl see Leon

Del Mar de Cortes Intl see Puerto Penasco

Del Norte Intl see Monterrey

Durango (Durango Intl)

6104' MMDO DGO -06:00* N24 07.6 W104
31.6

Apt Administration (618) 817 8539; Fax (618) 817 8516, (618) 817 8898; durango@oma.aero. ARO 618-118-7061.

03/21 9534' ASPHALT. PCN 70/F/C/X/T. HIRL.

Rwy 03 Right-Hand Circuit.

1200-0200Z. O/T O/R 2hr before closing. ATND SKD 1200-0200Z. O/T O/R 2hr before closing. Customs: 1200-0200Z. O/T O/R 2hr before closing.

CAUTION: Birds in vicinity of apt and rwys.

Taxiway 'C' restricted to aircraft with a weight of AUW 30,000 kg (66,139 lbs) or greater.

F-4, Jet A-1.

ABN. Fire 6.

MEXICO

Ensenada (Gen Div P A A L Salinas Carran)	Gen Rafael Buelna Intl see Mazatlan
Apt of Entry 66' MMES ESE -08:00* N31 47.7 W116 36.2	Gen Rodolfo Sanchez Taboada Intl see Mexicali
Apt Manager 9-12-20. 11/29 4892' ASPHALT. F-27 ACFT OR SIMILAR.	Gen Servando Canales Intl see Matamoros
SR-SS. ATND SKD SR-SS. Customs: SR-SS. CAUTION: Birds in vicinity of airport. F-4, Jet A-1. ABN.	Gral de Div P A Angel H Corzo Molina see Teran
Estacion Aeronaval see Tulum	Guadalajara (Miguel Hidalgo Y Costilla Intl)
Felipe Angeles Intl see Santa Lucia	Apt of Entry 5013' MMGL GDL -06:00* N20 31.3 W103 18.7
Gen Abelardo L Rodriguez Intl see Tijuana	Apt Administration (33) 36 88 51 20, (33) 36 88 52 48; Fax (33) 36 88 53 76; administraciongdl@aeropuertosgap.com.mx. H24 (55) 5802 8520, (55) 5802 8525.
Gen Div P A A L Salinas Carranza see Ensenada	02/20 5906' ASPHALT. PCN 42/F/A/W/T. LDA 20 4921'. 11/29 13123' ASPHALT. PCN 82/R/A/W/T. RL. ALS 29.
Gen Div P A Roberto Fierro Villalobos Intl see Chihuahua	H24. ATND SKD H24. Customs: H24. CAUTION: Birds in vicinity of airport. All aircraft utilizing the parking positions on the commercial aviation ramp must be towed. Pilot must report 7 longitudinal Rwy lights in the direction of take-off as a minimum of visibility of the high intensity lighting system, which must be operational and have Rwy centerline markings.
Gen Francisco J Mujica Intl see Morelia	Acft are prohibited from making 180 turns on Rwy and Twys unless prior coordination/instruction by Twr.
Gen Francisco Javier Mina Intl see Tampico	Self-impulsed departures on commercial aviation platforms prohibited.
Gen Heriberto Jara Intl see Veracruz	Acft with wingspan greater than 171' (52 m) prohibited from using Twy E.
Gen Ignacio Pesqueira Garcia Intl see Hermosillo	General Aviation Acft must contact Guadalajara to assign an exclusive area for refueling, which is not permitted for parking and Acft must vacate immediately after finished fueling.
Gen Jose Ma Yanez Intl see Guaymas	
Gen Juan N Alvarez Intl see Acapulco	
Gen Leobardo C Ruiz Intl see Zacatecas	
Gen Lucio Blanco Intl see Reynosa	
Gen Manuel Marquez De Leon see La Paz	
Gen Mariano Escobedo Intl see Monterrey	
Gen Mariano Matamoros see Cuernavaca	
Gen Pedro Jose Mendez Intl see Ciudad Victoria	

MEXICO

All commercial and General Aviation Acft before towing or leaving their position must contact Guadalajara Rampcontrol.

ATC and pilot must have the distance available for takeoff from the intersection with Twy A-2 by Rwy 29 is 12631' (3'850 m).

Overnights are prohibited on General Aviation apron.

Jet A, Fuel: U.

Fire 9.

Guaymas (Gen Jose Ma Yanez Intl) Apt of Entry

59' MMGM GYM -07:00 N27 58.2 W110
55.4

Apt Administration (622) 221 0456, (622) 221 0634, (622) 221 3442. (55) 5802 8520, (55) 5802 8525.

02/20 7710' ASPHALT. PCN 82/F/A/X/T.

1400-0200Z. ATND SKD 1400-0200Z. Customs: 1400-0200Z.

CAUTION: Birds in vicinity of airport.

Restricted 180 Deg turn for Acft in apron to terminal building.

Acft weighting more than 66139 lbs (30000 kg) shall carry out 180 Deg turns only on turn pad of Rwy 02/20.

F-4, Jet A.

ABN. Fire 4.

Guerrero Negro

59' MMGR GUB -07:00* N28 01.6 W114
01.4

12/30 7218' ASPHALT.

ATND SKD SR-SS.

F-4.

Hermanos Serdan Intl see Puebla

Hermosillo (Gen Ignacio Pesqueira Garcia I)

Apt of Entry
627' MMHO HMO -07:00 N29 05.7 W111
02.9

Apt Administration 01 (662) 2 61 00 00, 01 (662) 2 61 01 23; Fax 01(662)2 61 01 42; administracionHMO@aeropuertosgap.com.mx. (55) 5802 8520, (55) 5802 8525.

05/23 7546' ASPHALT. PCN 67/F/B/X/T.

Rwy 05 Right-Hand Circuit.

1300-0700Z. ATND SKD 1300-0700Z. Customs: 1300-0700Z.

CAUTION: Birds in vicinity of airport.

Fuel dumping which may be needed by turbojet aircraft shall be coordinated in advance with the corresponding ATC unit.

F-4, Jet A.

Fire 7.

Ing Juan Guillermo Villasana see Pachuca

Isla Mujeres

7' MMIM ISJ -06:00* N21 14.7 W086 44.4

15/33 3937' ASPHALT.

ATND SKD SR-SS.

Airport closed to all civil operations.

Fuel: U.

Ixtapa-Zihuatanejo (Ixtapa-Zihuatanejo Intl)

Apt of Entry

26' MMZH ZIH -06:00* N17 36.1 W101 27.6

Apt Administration 01 755 554-0223, 01 755 554-0224, 01 755 554-2070; Fax 01 (755) 544 54 08; zihuatanejo@oma.aero. (55) 5802 8520, (55) 5802 8525. ARO (755) 553 70 23.

09/27 8222' ASPHALT. PCN 83/F/A/X/T. HIRL.

Rwy 09 Right-Hand Circuit.

1300-0300Z O/T O/R 2 hrs before Apt closure. ATND SKD 1300-0300Z O/T O/R 2 hrs before Apt closure. Customs: 1300-0300Z O/T O/R 2 hrs before Apt closure.

CAUTION: Birds in vicinity of airport.

MEXICO

Jet aircraft must be towed when departing the terminal apron.	F-4, Jet A-1. ABN. Fire 7.
F-4, Jet A-1. ABN. Fire 7.	Lazaro Cardenas 39' MMLC LZC -06:00* N17 59.0 W102 13.0 01/19 4922' ASPHALT. TORA 19 4298'. LDA 01 4298'. 1830-0500Z ATND SKD 1400-0000UTC. CAUTION: Birds in vicinity of airport. F-3, Jet A-1.
Ixtepet (Mil Air Base No 2 - Gen Antoni) 102' MMIT Mil. -06:00* N16 27.0 W095 05.6 Apt Administration (971) 281 80 01; Fax bam2@sedena.gob.mx. 18/36 7621' CONCRETE. PCN 99/R/B/X/T. HIRL. H24 ATND SKD 1300-0100Z. Birds in vicinity of airport. J. ABN. Fire 5.	Lencero see Jalapa Leon (De Guanajuato Intl) 5956' MMLO BJX -06:00* N20 59.6 W101 28.9 Apt Administration 01(472)748 21 24; Fax 01(472)748 21 20; administracionBJX@aeropuertosgap.com.mx. (55) 5802 8520, (55) 5802 8525. 13/31 11486' ASPHALT. PCN 57/F/A/W/T. RL. Rwy 13 Right-Hand Circuit. 1000-0600Z. ATND SKD 1000-0600Z. Customs: 1000-0600Z. CAUTION: Do not use radio altimeter as a reference to determine altitude over the airport due to orographic conditions. Caution: Birds in vicinity of airport. All aircraft shall be towed when leaving the commercial aviation apron. F-4, Jet A. Fire 7.
Jesus Teran Intl see Aguascalientes	
La Paz (Gen Manuel Marquez De Leon) Apt of Entry 69' MMLP LAP -07:00* N24 04.4 W110 21.8 Apt Administration 01 (612) 1 24 63 07; Fax 01 (612) 1 24 62 96, 01 (612) 1 24 63 36; ssanabria@aeropuertosgap.com.mx. 18/36 8202' CONCRETE. PCN 63/R/A/W/T. HIRL. Rwy 18 Right-Hand Circuit. ATND SKD 1400-0600 standard time, 1300-0500 summer time. Customs. CAUTION: Birds in vicinity of airport. Rwy 18 Right hand circuit.	Lic Adolfo Lopez Mateos Intl see Toluca Lic and Gen Ignacio Lopez Rayon see Uruapan Lic Gustavo Diaz Ordaz Intl see Puerto Vallarta Loreto (Loreto Intl) Apt of Entry 36' MMLT LTO -07:00* N25 59.4 W111 20.9

MEXICO

- Apt Administration 01 (700) 5 86 04 99; Fax 01 (700) 5 86 04 54.
- 16/34** 7218' ASPHALT. PCN 50/F/A/X/T. HIRL.
Rwy 34 Right-Hand Circuit.
1400-0200Z. ATND SKD 1400-0200Z. Customs: 1400-0200Z.
CAUTION: Birds in vicinity of airport.
Exiting commercial aviation apron underown power not permitted.
F-4, Jet A.
ABN. Fire 6.
- Los Cabos Intl see San Jose Del Cabo**
- Los Mochis (Valle Del Fuerte International)**
Apt of Entry
16' MMLM LMM -07:00* N25 41.1 W109
04.9
Apt Administration (668) 815 30 17, (668) 818 69 71, (668) 885 68 70; administra-cionLMM@aeropuertosgap.com.mx.
09/27 6585' ASPH/CONC. PCN 49/R/A/W/T. HIRL.
1400-0400Z. ATND SKD 1400-0400Z. Customs: 1400-0400Z.
CAUTION: Birds in vicinity of airport.
All acft shall be towed when leaving commercial aviation apron.
Twy BRAVO max wingspan 118 ft (36m).
Pilots requesting T/O from intersection Twy ALPHA or Twy Bravo must inform ATC during first contact on apron. T/O distance available from Twy ALPHA by Rwy 09 is 3609 ft (1100m)and T/O distance from Twy BRAVO by Rwy 27 is 4921 ft (1500m).
F-3, Jet A-1.
Fire 6.
- Manzanillo (Costalegre Intl)** Apt of Entry
30' MMZO ZLO -06:00* N19 08.7 W104
33.5
- Apt Administration 01 (314) 333 11 19; Fax 01 (314) 333 25 25; administracionzlo@aeropuer-tosgap.com.mx.
10/28 7238' ASPHALT. PCN 46/F/A/W/T. HIRL.
HIALS 28.
Rwy 10 Right-Hand Circuit.
1400-0200Z. O/T O/R. ATND SKD 1400-0200Z. O/T O/R. Customs: 1400-0200Z. O/T O/R.
CAUTION: Birds in vicinity of airport.
Circling North of runway not authorized.
Twy A maximum wingspan permitted 118' (36 m).
Acft with MTOW greater than 22046lbs (10000kg) prohibited from 180 degree turns from ramp at the end of the Rwy.
F-3, Jet A-1.
Fire 7.
- Matamoros (Gen Servando Canales Intl)**
Apt of Entry
25' MMMA MAM -06:00* N25 46.2 W097
31.5
H24 (55) 5802 8520, (55) 5802 8525. Apt Manager 01 (868) 8 12 39 99.
15/33 7546' ASPHALT. PCN 37/F/B/X/T. HIRL.
HIALS 33.
1400-0200Z. O/T O/R. ATND SKD 1400-0200Z. O/T O/R. Customs: 1400-0200Z. O/T O/R.
CAUTION: Birds in vicinity of airport.
Rwy 15/33 deficient braking in moisturecondi-tions.
F-4, Jet A-1.
ABN. Fire 6.
- Mazatlan (Gen Rafael Buelna Intl)** Apt of Entry
38' MMMZ MZT -07:00* N23 09.7 W106
15.9

MEXICO

Apt Administration (669) 982 2399; mazaltan@oma.aero. (55) 5802 8520, (55) 5802 8525. ARO (669) 954 80 35.

09/27 8868' CONCRETE. PCN 58/R/B/W/T. HIRL.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of airport.

F-3, Jet A.

ABN. Fire 7.

Merida (Merida Intl) Apt of Entry

36' MMMD MID -06:00* N20 56.2 W089 39.5

Apt Administration (999) 940 6090; Fax (999) 940 6090. ARO (999) 946 09 91. FSS (834) 316-4587.

10/28 10499' ASPH/CONC. PCN 72/F/A/X/T. LDA 10 9449'. HIRL. HIALS 10.

Threshold 10 39/R/A/W/T, Rwy 72/F/A/X/T

Threshold 28 56/R/A/W/T, Rwy 72/F/A/X/T

18/36 7546' ASPH/CONC. PCN 72/F/A/X/T. HIRL.

Threshold 18 61/R/B/W/T, Rwy 72/F/A/X/T

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of airport.

Maximum wingspan 118 ft (36m) on Twy H between Twy B and Twy C.

Maximum wingspan 118 ft (36m) on Twy H between Twy C and Twy E.

F-3, Jet A.

Fire 7.

Mexicali (Gen Rodolfo Sanchez Taboada In)

Apt of Entry

74' MMML MXL -08:00* N32 37.8 W115 14.5

ARO (686) 551 97 99. Apt Manager 686-552-23-17; Fax 686-552-21-48; egonzalez@aeropuertosgap.com.mx.

10/28 8533' ASPHALT. PCN 72/R/B/W/T. RL. ATND SKD 1400-0900. Customs.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 7.

Mexico City (Benito Juarez Intl) Apt of Entry 7297' MMMX MEX -06:00* N19 26.2 W099 04.4

Apt Administration 24822400, 55713007. ARO (55) 55 58 92 66, 55 5716 6681.

05L/23R 12861' ASPHALT. PCN 112/F/B/X/T. TORA 05L 11201'. TORA 23R 11745'. LDA 05L 9724'. LDA 23R 10085'. TODA 05L 11201'. TODA 23R 11745'. ASDA 05L 12073'. ASDA 23R 12211'. RL.

05R/23L 13432' ASPHALT. PCN 112/F/B/X/T. TORA 23L 12785'. LDA 05R 11555'. LDA 23L 12523'. TODA 23L 12785'. ASDA 23L 13048'. RL.

H24 ATND SKD H24. Customs: H24.

Airport closed to piston/turboprop aircraft with cruising speeds less than 250 kts.

All acft that leave positions 1, 2, or 3 should be towed to position 4.

Caution: Birds in vicinity of the airport.

All Civil aircraft operating within 100 NM of MEX VOR must have be equipped with a transponder with automatic altitude transmitter.

Aircraft type A380, B747-8 and Antonov 124. Must adhere to established operations, taxiway restrictions and authorized positions.

Flight Plan via 126.90 MHZ and tel.

Jet A.

Fire 9.

Miguel Hidalgo Y Costilla Intl see Guadalajara

Mil Air Base No 2 - Gen Antonio Cardenas Rodriguez see Ixtapetec

Minatitlan (Minatitlan Intl) Apt of Entry

36' MMMT MTT -06:00* N18 06.2 W094 34.8

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Apt Administration (921) 278 0064; Fax (921) 278 0018.

01/19 6890' ASPHALT. PCN 57/F/A/X/T. HIRL. 1300-0100Z. ATND SKD 1300-0100Z. Customs: 1300-0100Z.

CAUTION: Birds in vicinity of airport.

All aircraft leaving the commercial apron must be towed.

Twy C restricted for Acft with 118' (36 m) or more wingspan.

F-3, Jet A.

ABN. Fire 6.

Monclova (Monclova Intl)

1864' MMMV LOV -06:00* N26 57.3 W101 28.3

Apt Administration seacooah@prodigy.net.mx.

Apt Manager 01 (866) 634 2001, 01 (866) 641 0018.

06L/24R 4783' ASPHALT. TORA 06L 4314'. LDA 24R 4314'.

06R/24L 6890' ASPHALT. TORA 06R 6234'. TORA 24L 6611'. LDA 06R 6611'. LDA 24L 6234'. MIRL.

1300-0100Z, O/T O/R. ATND SKD 1300-0100Z, O/T O/R. Customs: 1300-0100Z, O/T O/R.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 3.

Monterrey (Del Norte Intl) Apt of Entry

1476' MMAN NTR -06:00* N25 51.9 W100 14.2

Apt Administration (81) 11-60-96-93, (81) 13-44-54-14, (81)80-30-90-90; adn@adel-norte.com.mx. ARO (81) 13-44-54-10.

02/20 6588' ASPHALT. PCN 69/F/B/X/T. TORA 02 6598'. TORA 20 6362'. LDA 02 6362'. LDA 20 6598'. TODA 02 6598'. TODA 20 6598'. ASDA 02 6598'. ASDA 20 6362'. HIRL.

11/29 5049' ASPHALT. PCN 69/F/B/X/T. TORA 11 4715'. TORA 29 4787'. LDA 11 4787'. LDA 29 4715'. ASDA 11 4715'. ASDA 29 4787'. HIRL.

1300-0600Z. O/T O/R. ATND SKD 1300-0600Z. O/T O/R. Customs: 1300-0600Z. O/T O/R.

CAUTION: Birds in vicinity of airport.

Rwy 11/29 between Rwy 29 threshold and Twy A and Twy A between Rwy 29 threshold and Rwy 20 threshold not visible from Tower.

Twy E-1 between Rwy 02/20 and Twy L 49' (15m) wide. PCN: 40/F/B/X/U

F-4, Jet A.

ABN. Fire 6 1300-0600Z.

Monterrey (Gen Mariano Escobedo Intl) Apt of Entry

1276' MMMY MTY -06:00* N25 46.7 W100 06.4

Apt Administration 81-8288-7700; Fax 81-8288-7700 ext 489; mtyrp@oma.aero. (55) 5802 8520, (55) 5802 8525. ARO 81-8369-0950.

11/29 9843' PAVED. PCN 94/R/B/X/T. HIRL. HIALS 11. HIALS 29.

16/34 5906' ASPHALT. PCN 51/F/B/X/T.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of Apt.

CAUTION: Regional and North apron out of sight for Twr.

Fuel dumping which may be needed by turbojet Acft shall be coordinated in advance with the corresponding ATC unit.

Acft on Twy D shall stay at the holding point until ATC clearance to enter Rwy 11/29 is provided.

Acft on TwyF or G moving towards Rwy 11 should turn left and continue on Twy B. Acft towards Rwy 29 should turn right and continue on Twy B.

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Rwy 16/34 closed to Acft weighing more than 88,185 lbs.	nld.administrador@asa.gob.mx. 5802 8520, 5802 8525.
F-4, Jet A.	14/32 6562' ASPHALT. PCN 53/F/B/X/T. HIRL. HIALS 14.
ABN. Fire 8.	1400-0200Z. ATND SKD 1400-0200Z. Customs: 1400-0200Z.
Morelia (Gen Francisco J Mujica Intl) Apt of Entry 6033' MMMM MLM -06:00* N19 51.0 W101 01.5	CAUTION: Possible flocks crossing Rwy tracks. Birds in vicinity of Apt.
Apt Administration 01 (443) 3 13 67 80; Fax 01 (443) 312 68 68; administracionMLM@aero-puertosgap.com.mx. FSS H24 (443) 312-8801.	F-3, Jet A.
05/23 11181' ASPHALT. PCN 59/F/A/W/T. RL. HIALS 23.	ABN. Fire 5.
H24. ATND SKD H24. Customs: H24.	Oaxaca (Xoxocotlan Intl) Apt of Entry
CAUTION: Birds on approaches to Rwy 5/23.	4989' MMOX OAX -06:00* N16 59.9 W096 43.6
Acft entering or departing commercial apron, use minimum power when it is necessary for a 180 Deg turn, to avoid material damages to building.	Apt Administration (951) 511 5332; Fax (951) 5016440. FSS (951) 503 32 90.
Acft with a weight of 22046 lb (10000 kg) or greater make 180 Deg turns only at the turn aroundareas at the end of Rwy 05/23.	01/19 8038' ASPHALT. PCN 57/F/A/X/T. HIRL. Rwy 19 Right-Hand Circuit.
F-4, Jet A.	1200-0200Z. O/T O/R. ATND SKD 1200-0200Z. O/T O/R. Customs: 1200-0200Z. O/T O/R.
Fire 6.	CAUTION: Birds in vicinity of airport.
Nogales (Nogales Intl) Apt of Entry 4010' MMNG NOG -07:00 N31 13.6 W110 58.6	CAUTION: Blind spots from tower.
Apt Manager 4-01-96.	Jet aircraft are to use minimum power when leaving apron to avoid damage to terminal.
16/34 5906' ASPHALT. PCN 22/F/B/X/U. MIRL. ATND SKD 1500-2359UTC. Customs.	Aircraft with wingspan larger than 131' (40M) shall not enter and leave the apron via TWY "A" (ALPHA).
F-4, Jet A.	Aircraft with wingspan larger than 131' (40M) are not allowed to taxi on TWY "D" (DELTA) between TWY "A" (ALPHA) and TWY "C" (CHARLIE).
ABN. Fire 1.	Turbojet aircraft entering or leaving the commercial aviation apron shall be towed to avoid any damage to the terminal buildings.
Nuevo Laredo (Quetzalcoatl Intl) Apt of Entry 484' MMNL NLD -06:00* N27 26.6 W099 34.2	F-3, Jet A.
Apt Administration 01(867)718-14-11, 01(867)718332; Fax 01(867)718449;	Fire 6.
Pablo L Sidar see Apatzingan	
Pachuca (Ing Juan Guillermo Villasana)	7598' MMPC -06:00* N20 04.4 W098 47.0

MEXICO

ATS On Call when ATCT Clsd Clearance delivery ALBUQUERQUE ARTCC 505-856-4561.

03/21 5906' ASPHALT.

ATND SKD SR-SS.

Caution: Birds in vicinity of airport.

Fuel: U.

Palenque (Aeropuerto de Palenque)

165' MMPQ PQM -06:00* N17 32.0 W092
00.9

H24 (55) 5802 8525, 5802 8520.

10/28 8202' ASPHALT. PCN 79/F/B/X/T. HIRL.

0700-1900 LT ATND SKD 0700-1900 LT. Customs: 0700-1900 LT.

Jet A-1.

Fire 5.

Piedras Negras (Piedras Negras Intl) Apt of Entry

901' MMPG PDS -06:00* N28 37.6 W100
32.1

Apt Administration 01 (878) 783 01 05; slwaero-puerto@hotmail.com.

12/30 6726' ASPHALT. PCN 14.2/F/A/X/U.
LDA 12 6398'. HIRL.

1300-0100Z. O/T O/R. ATND SKD
1300-0100Z. O/T O/R. Customs: 1300-0100Z.
O/T O/R.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 4.

Plan De Guadalupe Intl see Saltillo**Ponciano Arriaga Intl see San Luis Potosi****Poza Rica (Tajin)**

497' MMPA PAZ -06:00* N20 36.1 W097
27.6

Apt Administration Fax 01 (700) 8 22 21 19. Apt Manager 01 (700) 8 24 04 90.

08/26 5906' ASPHALT. PCN 61/F/B/X/T. HIRL.

ATND SKD 1300-0100.

CAUTION: Birds in vicinity of airport.

Jet A-1.

ABN. Fire 4.

Puebla (Hermanos Serdan Intl) Apt of Entry
7361' MMPB PBC -06:00* N19 09.5 W098
22.3

Apt Administration (222) 774 58 08, (227) 102 50 66, (227) 102 50 80; Fax (227) 102 50 80 ext. 1116; aip@aeropuertopuebla.com. (55) 5802 5802, (55) 5802 8525.

17/35 11811' ASPHALT. PCN 50/F/C/X/T. HIRL.

1300-0100Z. O/T O/R. ATND SKD
1300-0100Z. O/T O/R. Customs: 1300-0100Z.
O/T O/R.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

Fire 6.

Puerto Escondido (Puerto Escondido Intl)
Apt of Entry

294' MMPS PXM -06:00* N15 52.6 W097
05.3

Apt Administration (954) 5 82 04 83;
gsmarin@sct.gob.mx. (55) 5802 8520, (55)
5802 8525.

09/27 7566' ASPHALT. PCN 50/F/A/X/T. HIRL.

1300-0100Z. O/T O/R. ATND SKD
1300-0100Z. O/T O/R. Customs: 1300-0100Z.
O/T O/R.

CAUTION: Birds in vicinity of airport.

F-4, Jet A.

Fire 5.

Puerto Penasco (Del Mar de Cortes Intl) Apt of Entry

88' MMPE PPE -07:00 N31 21.1 W113 18.3
Apt Administration 638-383-6097/ 102-0293/
383-6097; alonsodominguez@hotmail.com.

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- 18/36** 8202' CONCRETE. PCN 66/R/B/X/T. HIRL. ATND SKD 1500-0000 UTC. Customs: 1500-0000 UTC. CAUTION: Birds in vicinity of AD. F-4, Jet A. Fire 6.
- Puerto Vallarta (Lic Gustavo Diaz Ordaz Intl)** Apt of Entry
23' MMRP PVR -06:00* N20 40.8 W105 15.3
Apt Administration 322-221-0047, 322-221-1130, 322-221-1298, 322-221-1537; ssanabria@aeropuertosgap.com.mx. FSS H24 322-221 32 38.
04/22 10187' ASPHALT. PCN 60/F/A/W/T. HIRL. HIALS 04.
Rwy 22 Right-Hand Circuit.
H24. ATND SKD H24. Customs: H24.
CAUTION: Birds in the vicinity of the airport.
Final approach course aligns to taxiway that parallels the runway.
Aircraft entering and leaving the apron areas should use minimum power to avoid damage to installations.
F-4, Jet A.
ABN. Fire 9.
- Punta Pescadero**
33' PPC -06:00* N23 47.9 W109 42.3
11/29 3281' ASPHALT.
- Queretaro (Queretaro Intl)** Apt of Entry
6296' MMQT QRO -06:00* N20 37.0 W100 11.1
Apt Administration (442) 192 55 01; Fax (442) 192 55 15. H24 (55) 5802 8520, (55) 5802 8525.
09/27 11483' CONCRETE. PCN 93/R/A/W/T. ASDA 09 12631'. ASDA 27 12631'. HIRL. H24 ATND SKD H24. Customs: H24.
- CAUTION: Birds in vicinity of airport.
CAUTION: Taxi safety lane "A" less than 133' (40.5 M) to the south due to presence of storm drain.
F-4, Jet A.
ABN. Fire 8.
- Quetzalcoatl Intl** see Nuevo Laredo
- Reynosa (Gen Lucio Blanco Intl)** Apt of Entry
139' MMRX REX -06:00* N26 00.5 W098 13.7
Apt Administration 01 (899) 478 7000; reynosa@oma.aero. (55) 5802 5802, (55) 5802 8525.
13/31 6214' ASPHALT. PCN 49/F/B/X/T. HIRL. Rwy 13 Right-Hand Circuit.
1300-0100Z. O/T O/R. ATND SKD 1300-0100Z. O/T O/R. Customs: 1300-0100Z. O/T O/R.
CAUTION: Birds in vicinity of airport.
To exit commercial aviation apron, afct must use minimum power.
F-4, Jet A.
ABN. Fire 6.
- Saltillo (Plan De Guadalupe Intl)** Apt of Entry
4778' MMIO SLW -06:00* N25 33.0 W100 55.7
Apt Administration Fax (844) 4 88 13 93; www.sea.gob.com.mxseacoah@prodigy.net.mx. Apt Manager (844) 4 88 00 40, (844) 4 88 02 18.
17/35 9455' ASPHALT. PCN 40/F/A/X/T. MIRL. Rwy 35 Right-Hand Circuit.
1300-0300Z. ATND SKD 1300-0300Z. Customs: 1300-0300Z.
Caution: Birds in vicinity of airport.
TWY G between TWY D and THR RWY 35, wide 75' (23M) and PCN: 58/F/B/W/T

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TWY H BTN TWY G AND RWY 17/35, wide 75' (23M) and PCN: 58/F/B/W/T.	After receiving clearance from ATC, pilots must contact with Ramp to receive response and engine start instructions.
TWY I BTN TWY G AND RWY 17/35, wide 75' (23M) and PCN: 58/F/B/W/T.	F-4, Jet A-1.
No fuel service after hrs.	Fire 7.
F-4, Jet A.	San Luis Potosi (Ponciano Arriaga Intl) Apt of Entry
Fire 5.	6033' MMSP SLP -06:00* N22 15.3 W100 55.8
San Blas	Apt Administration (444) 4 78 70 00; slp@oma.aero. ARO (444) 818 01 38.
10' MMSB -06:00* N21 35.0 W105 20.0	04/22 3281' ASPHALT. PCN 34/F/C/X/T.
07/25 3281' ASPHALT.	14/32 9843' ASPHALT. PCN 60/F/C/X/T. HIRL. HIALS 14.
San Felipe (San Felipe Intl) Apt of Entry	H24. ATND SKD H24. Customs: H24.
98' MMSF SFH -08:00* N30 55.9 W114 48.5	CAUTION: Birds in vicinity of airport.
13/31 4921' ASPHALT. PCN 37/F/C/X/U. MIRL.	All aircraft departing commercial aviation apron must be towed.
Pilot Controlled Lighting.	F-4, Jet A.
ATND SKD 1500-0100.	ABN. Fire 3.
F-4, Jet A-1.	San Jose Del Cabo (Los Cabos Intl) Apt of Entry
ABN. Fire 3.	381' MMSD SJD -07:00* N23 09.1 W109 43.2
16/34 9856' ASPHALT. PCN 83/F/B/X/T. HIRL.	Santa Lucia (Felipe Angeles Intl) Apt of Entry
Rwy 34 Right-Hand Circuit.	7362' MMSM NLU -06:00* N19 44.7 W099 00.9
1400-0400Z. ATND SKD 1400-0400Z. Customs: 1400-0400Z.	Apt Operator 55 25 83 64 32; ofcaaifa.dn3@sedena.gob.mx.
CAUTION: Birds in vicinity of Apt.	04C/22C 14764' CONCRETE. PCN 101/R/A/W/T. HIRL. ALS 04C.
Autonomous 180 turns on Rwy, Twy and commercial apron prohibited for all Acft.	04L/22R 14764' CONCRETE. PCN 98/R/A/W/T. HIRL. ALS 04L.
Acft departing the commercial apron positions must be towed.	04R/22L 11483' CONCRETE. PCN 93/R/B/W/T. HIRL.
Mandatory pushback in all positions of commercial ramp.	H24. ATND SKD H24. Customs: H24.
Pilots of departure Acft must monitor ATIS frequency prior making contact with ATC services.	Twy FF is restricted for the operation of Acft with code F with a wingspan of 65 meters or greater. The entry and exit of the central platform for Acft with code F should be carried out exclusively by Twy F.
	The Platform Management Service (MMSM APN) is responsible for managing of the East,

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Central and Cargo platforms. All Acft operating at these platforms must make contact on the 136.00 MHz or 136.45 MHz frequencies.

Jet A.

Fire 9.

Tajin see Poza Rica

Tampico (Gen Francisco Javier Mina Intl)

Apt of Entry

80' MMTM TAM -06:00* N22 17.4 W097
51.9

Apt Administration 01 (833) 478 7000; tampico@oma.aero. ARO (833) 228 7428. Apt Manager 28-05-59.

09/27 3937' ASPHALT. PCN 23/F/B/X/T.

13/31 8366' ASPHALT. PCN 67/F/B/X/T. RL.

18/36 4009' ASPHALT. PCN 20/F/B/X/T.

Mon, Wed, Fri 1230-0330Z. Tue, Thu, Sat, Sun 1230-0300Z. O/T O/R. ATND SKD 1230-0330Z. O/T O/R. Customs: Mon, Wed, Fri 1230-0330Z. Tue, Thu, Sat, Sun 1230-0300Z. O/T O/R.

CAUTION: Birds in vicinity of airport.

Maintain 1000' over the refinery.

Twy I usable for aircraft with AUW 11,023 lbs (5,000 kg.).

Area NW of NDB not visible from Tower. Use caution in transiting.

F-4, Jet A.

ABN. Fire 6.

Tamuin

164' MMTN TSL -06:00* N22 02.3 W098
48.4

Apt Administration 01700 8660781; Fax 01700 8660345.

16/34 4593' ASPHALT. PCN 32/F/C/X/T.

ATND SKD 1500-2400LT.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 2.

Tapachula (Tapachula Intl) Apt of Entry
95' MMTP TAP -06:00* N14 47.7 W092 22.2
Apt Administration (962) 626 4189; Fax (962)
626 2291. (55) 5802 8520, (55) 5802 8525. Apt
Manager 962-622-91.

05/23 6562' ASPHALT. PCN 57/F/A/X/T. HIRL.
H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of airport.

F-3, Jet A.

ABN. Fire 6.

Tehuacan

5509' MMHC -06:00* N18 30.0 W097 25.0

13/31 6562' ASPHALT.

ATND SKD SR-SS.

Birds in the vicinity of the airport.

F-4, J.

ABN.

Tepic (Tepic Intl)

3020' MMEP TPQ -07:00* N21 25.2 W104
50.6

Apt Administration (311) 2141840, (311)
2141850; tny.administrador@asa.gob.mx.

02/20 7546' ASPHALT. PCN 44/F/C/X/T. MIRL.

1300-0100Z; O/T O/R. ATND SKD 1300-0100Z; O/T O/R. Customs: 1300-0100Z;
O/T O/R.

CAUTION: Birds in vicinity of airport.

F-4, Jet A.

ABN. Fire 6.

Teran (Gral de Div P A Angel H Corzo)

1909' MMTB -06:00* N16 44.4 W093 10.4

17/35 6626' ASPHALT. PCN 40/F/B/Y/T.

ATND SKD HJ.

CAUTION: Birds in vicinity of airport.

F-4, JP-1.

Fire 4.

MEXICO

Tijuana (Gen Abelardo L Rodriguez Intl)	Apt of Entry 487' MMTJ TIJ -08:00* N32 32.5 W116 58.2 Apt Administration 01 (664) 6 07 82 00; administracionTIJ@aeropuertosgap.com.mx. H24 (55) 5802 8520, (55) 5802 8525. ARO (664) 683 83 84. 09/27 9715' ASPH/CONC. PCN 61/R/A/W/T. RL. HIALS 09. HIHALS 27. Rwy 09 Right-Hand Circuit. H24. ATND SKD H24. Customs: H24. CAUTION: Birds in vicinity of airport. IFR aircraft departing Imperial Beach. Practice firing area South of Imperial Beach. CAUTION: Light, low altitude, uncontrolled, United States VFR traffic patrolling NORTH side of the border. Acft over 11023 lbs (5000 kg) not permitted to stay overnight on the GA apron. F-4, Jet A-1. ABN. Fire 9.	Torreón (Torreón Intl) Apt of Entry 3691' MMTC TRC -06:00* N25 34.1 W103 24.6 Apt Administration (871) 478 70 00, torreon@oma.aero. ARO (871) 712 82 09. 08/26 4813' ASPHALT. PCN 104/F/B/X/T. 13/31 9039' ASPHALT. PCN 116/F/B/X/T. HIRL. 1300-0300Z. O/T O/R via AFAC and Operations 2hr before end of service. ATND SKD 1300-0300Z. O/T O/R via AFAC and Operations 2hr before end of service. Customs: 1300-0300Z. CAUTION: Birds in vicinity of airport. Aircrafts coming from foreign destinations under VFR flight plans must call 871-712-82-09 prior to their departure to this airport. Aircraft with AUW greater than 44092 lbs (20000kg) must make all 180 Deg turns on the turning pads on Rwy 13/31. F-4, Jet A. ABN. Fire 6.
Toluca (Lic Adolfo Lopez Mateos Intl)	Apt of Entry 8466' MMTO TLC -06:00* N19 20.2 W099 34.0 Apt Administration 722 279 28 00. (55) 5802 8525, 5802 8520. ARO (722) 273 25 49. 15/33 13780' ASPHALT. PCN 70/F/B/X/T. LDA 33 13255'. HIRL. HIHALS 15. H24. ATND SKD H24. Customs: H24. CAUTION: Birds in vicinity of airport. All general aviation aircraft must notify departure and/or arrival operations to the flight info office (OSIV/TLC) on frequency 122.300MHz Recorded flight plan Tel: (722) 273 25 49 F-4, Jet A-1. Fire 7.	Tulum (Estación Aeronaval) 7' MMTU -06:00* N20 13.6 W087 25.9 12/30 6070' ASPHALT. ATND SKD SR-SS. CAUTION: Birds in vicinity of AD. Fire U.
		Tuxtla Gutierrez (Angel Albino Corzo) 1508' MMTG TGZ -06:00* N16 33.7 W093 01.6 Apt Administration (961) 15-36068 ext 71; Fax (961) 15-36068 ext 71; noguera@chiapasdepega.com. 15/33 8202' CONCRETE. PCN 100/R/B/W/T. HIRL. 1300-0500Z. O/T O/R. ATND SKD 1300-0500Z. O/T O/R. Customs: 1300-0500Z. O/T O/R.

MEXICO

CAUTION: Birds in vicinity of Apt.

F-3, Jet A.

ABN. Fire 6.

Uruapan (Lic and Gen Ignacio Lopez Rayo)

5258' MMPN UPN -06:00* N19 23.8 W102
02.3

Apt Administration 01 (700) 8 76 43 92; Fax 01
(700) 8 76 64 90, 01 (700) 8 76 73 98.

02/20 7874' ASPHALT. PCN 65/F/B/X/T. MIRL.
ATND SKD 1300-0100.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1, JP-1.

ABN. Fire 5.

**Valle Del Fuerte International see Los
Mochis**

Veracruz (Gen Heriberto Jara Intl) Apt of
Entry

90' MMVR VER -06:00* N19 08.7 W096
11.2

Apt Administration (229) 93 45 372; Fax (229)
93 49 008. ARO (229) 239 46 25, (229) 939 59
17.

01/19 7874' ASPH/CONC. PCN 57/F/A/X/T.
HIRL. HIALS 01.

1200-0500Z. ATND SKD 1200-0500Z. Cus-
toms: 1200-0500Z.

CAUTION: Birds in vicinity of airport.

Turbojet Acft shall be towed when they leave
the commercial aviation apron, so as to avoid
material damages to the terminal building.

Rwy: 5577' (1700m) PCN 68/R/B/X/T,
2297'(700m) PCN 57/F/A/X/T.

F-3, Jet A-1.

Fire 6.

Villahermosa (C P A Carlos Rovirosa Intl)

Apt of Entry

46' MMVA VSA -06:00* N17 59.8 W092
48.9

Apt Administration (993) 3560 156; Fax (993)
3560 158. FSS (993) 356 09 33.

08/26 7218' CONCRETE. PCN 57/R/B/X/T.
HIRL. HIALS 08.

Rwy 26 Right-Hand Circuit.

1300-0300Z. O/T O/R. ATND SKD
1300-0300Z. O/T O/R. Customs: 1300-0300Z.
O/T O/R.

Birds in vicinity of airport.

All aircraft should be towed when departing
commercial aviation ramp.

Aircraft with a wingspan larger than 148' (45M)
shall nottaxi on taxiway "C" (CHARLIE)
between spots 1 to 6.

Aircraft with a wingspan larger than 148' (45M)
shall enter and exit the apron via taxiway "A"
(ALPHA).

F-3, Jet A.

Fire 7.

Xoxocotlan Intl see Oaxaca

Zacatecas (Gen Leobardo C Ruiz Intl) Apt of
Entry

7126' MMZC ZCL -06:00* N22 53.8 W102
41.1

Apt Administration (478) 985-03-38; zacate-
cas@oma.aero.

02/20 9843' ASPHALT. PCN 64/F/B/X/T. HIRL.
H24. ATND SKD H24. Customs: H24.

CAUTION: 36 ft (11 m) high tension wires loca-
ted on approach path for Rwy 02.CAUTION:
Birds in vicinity of Apt.

Turbo jet Acft use minimum power when
departing the apron to avoid damages to termi-
nal building.

Enroute:

SPEED RESTRICTIONS

Maximum IAS unless otherwise depicted or
authorized by ATC

At or below 3000' AGL within 10 NM of Apt.....
200 KTS

At or below 10,000' AGL within 30 NM of Apt.....

250 KTS

F-4, Jet A.

ABN. Fire 6.

Zamora

5141' MMZM ZMM -06:00* N20 02.7 W102

16.5

18/36 4921' ASPHALT.

ATND SKD 1300-0100.

CAUTION: Birds in vicinity of airport.

NICARAGUA

Augusto Cesar Sandino Intl see Managua**Bluefields**

29' MNBL BEF -06:00 N11 59.4 W083 46.5

05/23 5961' ASPHALT. PCN 26/F/D/Y/T. TODA
05 6568'.
1100-2300 UTC.

F-4.

Bonanza

597' MNBZ -06:00 N14 02.3 W084 37.5

01/19 4692' GRAVEL. AUW-48.

SR-SS.

Costa Esmeralda

84' MNCE ECI -06:00 N11 25.7 W086 02.0

03/21 5003' ASPHALT. TODA 21 5988'.
1200-2300Z.

Fire 4.

Isla de Ometepe (Ometepe)

183' MNOM -06:00 N11 31.4 W085 42.2

09/27 4921' CONC/ASPH. AUW-49.

1200-2200Z.

Landing operations requires prior authorization
24 hrs in advance.Caution is recommended before landing to
make a pass on Rwy 09/27 to verify that there
are no obstacles.**Leon**

328' MNLN -06:00 N12 25.7 W086 54.2

09/27 3048' ASPHALT. AUW-9.

SR-SS.

Los Brasiles

262' MNBR -06:00 N12 11.4 W086 21.2

09/27 3002' ASPHALT.

SR-SS.

F-2, F-4.

**Managua (Augusto Cesar Sandino Intl) Apt
of Entry**194' MNMG MGA -06:00 N12 08.5 W086
10.2Apt Administration 22331624-28;
22631072. 22331925, 22333408; Fax
22331321.**10/28** 8012' ASPHALT. PCN 71/F/A/X/T. TODA
10 8517'. TODA 28 8668'. RL.

H24 ATND SKD H24. Customs: H24.

Birds in vicinity of airport.

All pilots must comply with filing flight plan
when departing in the allowed time frame, closing
flight plan in the AIS office.

F-4, Jet A-1.

ABN. Fire 8 H24.

Montelimar

94' MNMR -06:00 N11 48.3 W086 30.6

05/23 4757' ASPHALT. AUW-37.

SR-SS.

N. Guinea

689' MNNG -06:00 N11 41.0 W084 27.0

07/25 3281' GRAVEL. AUW-10.

SR-SS.

Ometepe see Isla de Ometepe**Puerto Cabezas**

43' MNPC PUZ -06:00 N14 02.8 W083 23.3

09/27 8136' ASPHALT. PCN 33/F/C/Y/T. LDA
27 7939'.
1100-2300 UTC. Customs.

Birds in vicinity of airport.

All inbound acft must report at TILIK and at 10
NM of the station.

F-4.

Rosita

207' MNRT -06:00 N13 53.5 W084 24.2

05/23 3117' GRAVEL. AUW-49.

NICARAGUA

SR-SS.

San Juan de Nicaragua

56' MMSN -06:00 N10 55.2 W083 42.5

10/28 4921' CONCRETE. AUW-53.

1300-2300Z.

CAUTION: Before landing perform a pass on
the Rwy to verify that there are no obstacles.

Landing operations PPR 72 hrs in advance.

Siuna

479' MNSI -06:00 N13 43.0 W084 46.4

17/35 3609' GRAVEL. AUW-48.

SR-SS.

Waspan

115' MNWP -06:00 N14 44.2 W083 58.3

03/21 4101' GRAVEL. AUW-9.

SR-SS.

PANAMA

Alonso Valderrama see Chitre

Balboa (Panama Pacifico Intl) Apt of Entry
50' MPPA BLB -05:00 N08 54.9 W079 36.0
Apt Administration 238-2700, 316-1577; Fax
316-1567; aipp@tocumenpanama.aero.
316-1567; H24 316-1568.

18/36 8501' ASPHALT. PCN 70/F/C/X/U.
TODA 18 8993'. TODA 36 8993'. RL.

Rwy 36 Right-Hand Circuit.

1100-0300Z. ATND SKD 1100-0300Z. Customs:
1100-0300Z.

CAUTION: Numerous vultures soaring in the vicinity.

Winds at midpoint may differ from reported surface winds.

Operations for aircraft weight 12566 lb (5700 KG) or above only.

Jet A.

ABN. Fire 7.

Bocas Del Toro (Jose Ezequiel Hall) Apt of Entry

5' MPBO BOC -05:00 N09 20.4 W082 15.0
Apt Administration (507) 501-4121, (507)
757-9208; Fax (507) 757-9208. ATS (507)
757-9289 (Twr).

09/27 4921' ASPHALT. AUW-27. HIRL.

1100-0300Z. Customs: 1100-2300Z, O/T O/R.

Birds in vicinity of airport.

Fire 4.

Calzada Larga (Cap. Alex H. Bosquez)

394' MPCL -05:00 N09 09.9 W079 32.7

18/36 3287' ASPHALT.

SR-SS.

Cap Scarlett R Martinez L Intl see Rio Hato

Cap. Alex H. Bosquez see Calzada Larga

Cap. Justiniano Montanegro see Los Santos

Cap. Krish E. Persaud see Chame

Cap. Manuel Nino see Changuinola

Chame (Cap. Krish E. Persaud)

141' MPCM -05:00 N08 35.3 W079 53.4

01/19 3937' ASPHALT. RL.

SR-SS.

Model aircraft in vicinity of airport, Thu - Sun,
0600-2200Z, from surface to 600'.

Changuinola (Cap. Manuel Nino) Apt of Entry

19' MPCH CHX -05:00 N09 27.5 W082 30.9
Apt Administration (507) 315-4111, (507)
758-8231; Fax (507) 758-8331.

03/21 3609' ASPHALT. AUW-48. MIRL.

1100-0100Z. ATND SKD SR-SS. Customs:
1100-2300Z. Other times O/R.

JP-1.

Chiriqui (Las Lajas)

20' MPLA -05:00 N08 14.1 W081 53.0

03/21 3432' GRASS.

SR-SS.

Chitre (Alonso Valderrama)

40' MPCE CTD -05:00 N07 59.3 W080 24.6
Apt Administration 501-4042; H24 996-5178;
chitreestacion@aeronautica.gob.pa.

01/19 4921' ASPHALT. RL. Pilot Controlled Lighting.

1100-2300Z.

CAUTION: Birds in vicinity of airport.

F-3.

Colon (Enrique A Jimenez)

28' MPEJ ONX -05:00 N09 21.6 W079 52.0

18/36 8858' ASPHALT. PCN 70/F/C/X/U.

1100-0000Z. ATND SKD 1100-0000Z. Customs: O/R.

PANAMA

Special international flights may be operated, previously coordinated with Civil Aeronautical Authority and Apt authorities.

Birds in vicinity of airport.

ABN. Fire 7 O/R. CAT 7 will be provided, to attend flights according to schedule.

Darien (Jaque)

30' MPJE JQE -05:00 N07 31.0 W078 09.4

13/31 3937' CONCRETE.

SR-SS.

David (Enrique Malek Intl) Apt of Entry

90' MPDA DAV -05:00 N08 23.4 W082 26.2

Apt Administration 501-4071, 501-4074, 721-1072; Fax 721-1214. ATC 721-1071.

04/22 8530' ASPHALT. AUW-210. MIRL. Pilot Controlled Lighting.

1100 - 0300Z. ATND SKD 1100 - 2100Z. Customs: 1100 - 0300Z.

Birds in vicinity of airport.

Jet A.

ABN. Fire 7.

Enrique A Jimenez see Colon

Enrique Malek Intl see David

Jose Ezequiel Hall see Bocas Del Toro

Las Lajas see Chiriqui

Los Santos (Cap. Justiniano Montanegro)

155' MPPD -05:00 N07 32.1 W080 02.6

17/35 3281' ASPHALT. AUW-15. RL. Pilot Controlled Lighting.

SR-SS.

Apt without alternate electrical source (generator) in case of power failure will be out of service until restoration.

Marcos A Gelabert Intl see Panama City

Panama City (Marcos A Gelabert Intl) Apt of Entry

31' MPMG -05:00 N08 58.4 W079 33.3
Apt Administration 501-9271; Fax 50-9260.
501-9292. ATS 501-9194, 501-9199.

01/19 5906' ASPHALT. PCN 30/F/B/Y/T. LDA 01 5463'. LDA 19 5364'. ASDA 01 6234'. MIRL.

Rwy 01 Right-Hand Circuit.

ATND SKD 1100-0300Z. Customs: 1100-0300Z.

CAUTION: Birds in vicinity of airport.

NOISE ABATEMENT WITHIN TMA:

-The over flight is restricted below 3000FT over city and until crossing the coast line.

-In schedule from 0100UTC to 1100UTC over flight on the city will be not permitted (any altitude).

F-3, JP-1.

ABN. Fire 5.

Panama City (Tocumen Intl) Apt of Entry

134' MPTO PTY -05:00 N09 04.3 W079 23.0

Apt Administration 238-2998 (CGO); Fax 238-2647, 238-4725; prensa@tocumenpanama.aero. 238-2871, 238-2878. FSS 238-2604. Gen Aviation 238-2700.

03L/21R 8799' ASPHALT. PCN 74/F/C/W/U. LDA 03L 7976'. TODA 03L 9291'. TODA 21R 9193'. HIRL. HIALS 03L. ALS 21R.

Rwy 03L Right-Hand Circuit.

03R/21L 10007' CONCRETE. PCN 140/R/C/X/U. TODA 03R 10499'. TODA 21L 10499'. HIRL. HIALS 03R.

Rwy 03R Right-Hand Circuit.

ATND SKD Mon-Fri 1300-2130. Customs: H24.

CAUTION: Birds in vicinity of airport.

CAUTION: Taxiway H limited to category C aircraft from intersection of taxiway J until aircraft stand 108.

PANAMA

NOISE ABATEMENT WITHIN: The over flight is restricted below 5000' over city and until crossing the coast line.

In schedule from 0100UTC to 1100UTC over flight on the city will be not permitted (any altitude).

Aircraft cat "F" use Follow Me procedures.

Twy J limited for aircraft up to category D. Acft higher category shall use Follow Me procedure.

Twy Q limited for aircraft up to category C. Scheduled closure between 0400-1000Z daily.

F-4, Jet A.

ABN. Fire 9.

Santiago (Ruben Cantu)

273' MPSA -05:00 N08 05.1 W080 56.7
Apt Administration 501-2406, 998-4839,
998-5252; santiagoestacion@aeronautica.gob.pa.

18/36 4921' ASPHALT. AUW-13. RL. Pilot Controlled Lighting.

SR-SS O/T tune UNICOM for comercial and private flights until 0300Z. State and rescue ACFT 24 hours. ATND SKD SR-SS.

F-3, J.

Tocumen Intl see Panama City**Panama Pacifico Intl see Balboa****Rio Hato (Cap Scarlett R Martinez L Intl)**

121' MPSM RIH -05:00 N08 22.8 W080 07.8

17/35 8038' ASPHALT. PCN 44/F/C/WT. TODA 17 8530'. TODA 35 8530'. RL.

1100-0300Z ATND SKD 1100-0300Z. Customs:
1100-0300Z

Birds in vicinity of airport.

CAUTION: A highway crosses through the runway length.

Avoid flight West of airport.

Approach airport from East:

Rwy 17 Right traffic pattern.

Rwy 35 Left traffic pattern.

Depart airport:

Rwy 17 direct South or turn Left for North departure.

Rwy 35 direct North or turn right for South departure.

Reaction aircraft and turbopropeller incorporate in an altitude of 1500 ft and piston aircraft 1000 ft.

Jet A.

Fire 7.

Ruben Cantu see Santiago



Airport Directory

Airport Data - Caribbean

ARUBA

Aruba Island (Reina Beatrix Intl) Apt of Entry

62' TNCA AUA -04:00 N12 30.1 W070 00.9

Apt Administration (297) 524 2424; Fax (297) 583 4229. (297) 524 2242, (297) 582-6497, 297 588 2479, 297 588 2483; Fax (297) 523-2665 ext. 243/699, (297) 582-6497 Fax After 6 rings.; csraruba@waviation.net, info@meteo.aw, observer@meteo.aw, weather@meteo.aw. ARO (297) 528-2711.

11/29 9277' ASPH/CONC. PCN 68/F/A/W/T. TORA 11 9195'. TORA 29 9001'. LDA 11 8919'. LDA 29 8919'. TODA 11 9195'. TODA 29 9001'. ASDA 11 9195'. ASDA 29 9001'. HIRL.

Rwy 11 Right-Hand Circuit.

Rwy 11, last 82' (24m) not available for landing distance computations.

Rwy 29, last 275' (84m) not available for landing distance computations.

1100-0300Z. Military, coastguard, SAR, medevac, humanitarian, hospital and technical flights without passenger disembarkation O/T O/R 2 hrs PNR via Tel. ATND SKD 1100-0300Z. Handling Mon-Fri, 1100-2030Z. Customs: 1100-0400Z.

CAUTION: Pilots, when making a left turn out while setting course, shall maintain special attention and exercise extreme caution to avoid entering the Restricted Area 4, "VADER PIET" TNR-4, when active.

All commercial aircraft, including cargo aircraft, need prior clearance/slot times from the Aruba Airport AuthorityN.V.

Birds in vicinity of airport.

Parachuting activities in vicinity of airport.

Overflying of oil refinery and oil installations below 2500 ft is prohibited.

Noise abatement procedures: All subsonic aircraft certified, in accordance with Chapter 2 of ICAO Annex 16 Vol. I, departing RWY 11 at Reina Beatrix International Airport, shall maintain runway heading for at least 6 DME from

BEA/VOR or climb to 2500 ft. on runway heading, whichever comes first, before turning left or right on course.

US Customs Pre-clearance for General Aviation acft available daily from 1300Z-2300Z, during daylight saving time from 1300Z-2100Z. Pre-clearance service needs to be requested at least 48 hours before flight. Contact WAvgiation. VFR flights are not allowed between sunset and sunrise.

All flights (VFR or IFR) departing from Reina Beatrix International airport shall file a flight plan at the Air Traffic Service Reporting Office (ARO).

VFR flights within the Beatrix CTR shall maintain two-way radio communication with Beatrix App or Beatrix Twr and shall continuously monitor the frequency.

A clearance is required from Beatrix App or Beatrix Twr for all VFR operations in the CTR.

VFR flights shall be carried out via the published VFR routes and adhere to the approach procedures and traffic circuits as depicted, unless otherwise instructed by ATC.

VFR: built-up areas shall be Avoided as much as possible.

Approaching VFR flights shall contact Beatrix Twr/App at least 10 minutes before entering the CTR.

The VFR circuit altitude is 1500' AMSL or below.

100 octane, Jet A-1.

ABN. Fire 9.

Reina Beatrix Intl see Aruba Island

BAHAMAS

Abaco I (Leonard M Thompson Intl)	Apt of Entry 8' MYAM MHH -05:00* N26 30.6 W077 05.1 Apt Administration 242-367-5500, 242-698-4700; Fax 242-367-5500. 242-367-2675, Emergency 242-458-3360, Emergency: 242-577-2020. Ground Services 242-367-2205, 242-367-3953.	Apt Administration 242-344-2350. Ground Services 242-344-3250. 13/31 5010' ASPHALT. HIRL. SR-SS. CAUTION: Rwy surface degradation and loose gravel. CAUTION: Rwy strip/shoulders surface degradation and loose gravel. CAUTION: ponding post heavy rain on Rwy31 RESA. Fire N.
09/27 6100' ASPHALT. PCN 17/F/B/X/U. RL. SR-SS. ATND SKD 1200Z to SS. Customs: SR-SS. O/T O/R. F-4, Jet A-1. Fire 7.		
Abaco I (Moore's I) 11' MYAO -05:00 N26 19.1 W077 33.8 Apt Administration 242-366-6316, 242-367-5500.	Andros I (Clarence A Bain) 12' MYAB -05:00* N24 17.3 W077 41.1 Apt Administration 242-369-0331. Security: 242-369-0270. Ground Services On Call 242-225-9782, 242-369-0270, 242-369-0270, 242-225-9782, 242-432-3670, 242-432-3670.	
09/27 3010' SAND/TRTD. HIRL. SR-SS.	09/27 5015' BITUMEN. HIRL. Sunrise to Sunset. Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take-off or land. CAUTION: Ridges on shoulders. CAUTION: Rwy surface degradation and loose gravel. Fire N.	
Abaco I (Sandy Point) 8' MYAS YAS -05:00* N26 00.3 W077 23.7 Apt Administration 242-366-4001, 242-367-5500. 10/28 4500' ASPHALT. HIRL. SR-SS. Fire N.		
Abaco I (Treasure Cay) Apt of Entry 10' MYAT TCB -05:00* N26 44.7 W077 23.5 1-242-367-2675. Apt Manager 1-242-367-5500; Fax 1-242-367-5500. 14/32 7001' ASPHALT. PCN 35/F/B/X/U. ASDA 14 7251'. ASDA 32 7251'. MIRL. MIALS 14. SR-SS. Customs: Mon-Fri 1400-2200 UTC, Other times on request, overtime in effect. Jet A. Fire 4.	Andros I (Congo Town) Apt of Entry 20' MYAK COX -05:00 N24 09.5 W077 35.4 Apt Administration 242-369-4900. 242-369-2640, Security: 242-369-2270. 10/28 5321' ASPHALT. LDA 28 4957'. HIRL. Rwy surface degradation and loose gravel, caution advised. SR-SS. Customs: Mon-Fri 1400-2200Z. Arriving acft shall circle the aerodrome prior to landing to ensure no acft are utilizing the parallel taxiway. Edge of the parallel taxiway is 15' from the edge of runway 09/27. Parallel taxiway is not to	
Acklins I (Spring Point) 15' MYAP -05:00* N22 26.5 W073 58.2		

BAHAMAS

be utilized when other acft are conducting take-off or landing operations.

Fire N.

Andros I (San Andros) Apt of Entry

10' MYAN SAQ -05:00* N25 03.2 W078
02.9

Apt Administration 242-329-2278.
242-329-2140, Security: 242-329-4401. Ground Services 242-329-4000.

12/30 5002' BITUMEN. MIRL.

Rwy surface degradation and loose gravel, caution advised.

SR-SS. Customs.

Prior permission only. Contact Nassau ATS.

Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take-off or land.

Fire N.

Andros Town (Andros Town Intl) Apt of Entry

11' MYAF ASD -05:00* N24 41.9 W077 47.7
Apt Administration 242-368-2010. Security: 242-368-2724.

09/27 4362' ASPHALT. MIRL.

Rwy surface degradation and loose gravel, caution advised.

SR-SS. Customs: 1300-2100Z.

Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take off or land.

Due to the proximity of the parallel taxiway from the edge of RWY 09/27, taxiway is not to be utilized during takeoffs and landings. Pilots landing are to circle the airport so as to insure compliance of other departing aircraft.

Fire N.

Arthur's Town see Cat Island

Bimini I (South Bimini) Apt of Entry
8' MYBS -05:00* N25 42.0 W079 15.9

Apt Administration 242-347-3222.
242-347-3100, Security: 242-347-4111.

10/28 6400' ASPHALT. PCN 30/F/A/X/T. HIRL. HIALS 10.

SR - SS. Customs: 1400-2200Z.

Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take-off or land.

Temporary Rwy 10R/28L closed to all operations white markings installed at both ends of Rwy.

Temporary Twy Alpha, Bravo between Rwy 10L/28R and temporary Rwy 10R/28L closed high visibility barricades with flags erected.

ABN. Fire 5.

Cat Island (Arthur's Town)

18' MYCA ATC -05:00* N24 37.7 W075 40.3
Apt Administration 1-242-354-2043.

14/32 7000' PAVED. MIRL.

SR-SS.

CAUTION: when landing and takeoff on Rwy 14/32 rough and uneven surface and loose gravel.

Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take-off or land.

Fire N.

Cat Island (New Bight) Apt of Entry

13' MYCB TBI -05:00* N24 18.9 W075 27.1
Apt Administration 242-342-3031. Security: 242-342-2212, Security: 242-342-3031. Ground Services 242-342-2125.

09/27 4980' ASPHALT. RL.

SR-SS. ATND SKD Mon-Fri 1400-2200Z. Customs: 1330-2200Z.

BAHAMAS

CAUTION: rough and uneven surface on Rwy 09/27 airmen advised to exercise caution before landing and take-off.

Clarence A Bain see Andros I

Congo Town see Andros I

Deadmans Cay see Long I

Duncan Town see Ragged Island

Eleuthera (North Eleuthera) Apt of Entry
27' MYEH ELH -05:00* N25 28.5 W076 40.9
Apt Administration 242-335-1242. Security: 242-335-1208. Ground Services 242-335-1650.
07/25 6019' ASPHALT. PCN 17 F/B/X/U. MIRL. SR-SS. ATND SKD Mon-Fri 1215Z-SS. O/T O/R. Customs: 1200Z-SS. O/T O/R.

Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take-off or land.

F-3, Jet A-1.

Fire 7.

Eleuthera (Rock Sound) Apt of Entry
16' MYER RSD -05:00* N24 53.5 W076 10.7
Apt Administration 242-334-2177. Customs: 242-334-2112, Customs: 242-334-2183, Immigration: 242-334-2055, Immigration: 242-699-6176; On Call Security: 242-334-2052.
09/27 7213' ASPHALT. MIRL. SR-SS. Customs: 1200-0100Z; O/T O/R.

CAUTION: Horses crossing runway.

CAUTION: ponds on Rwy 09/27 during rain.

F-4, Jet A-1.

Fire N.

Eleuthera I (Governors Harbour) Apt of Entry
27' MYEM GHB -05:00* N25 17.0 W076 19.8

Apt Administration 242-332-2321/7. 242-332-2341, Security: 242-335-1242. Ground Services 242-322-3244.

15/33 8035' ASPHALT. PCN 30/F/B/X/U. LDA 15 7038'. MIRL. MIALS 15.

SR-SS, O/T O/R. ATND SKD SR-SS, O/T O/R. Customs: 1300-0000Z, O/T O/R.
F-4, Jet A-1.

Fire 4.

Exuma (Exuma Intl) Apt of Entry
9' MYEF GGT -05:00* N23 33.8 W075 52.7
Apt Administration 242-345-0607.

12/30 7000' ASPHALT. PCN 30/F/B/X/U. ASDA 12 7250'. ASDA 30 7250'. MIRL. MIALS.

SR-SS. ATND SKD Fueling: Sun-Mon, SR-SS. Customs: 1100 - 2100Z; O/T O/R.

Except with the prior approval of the Director of Civil Aviation, between sunset and sunrise, Civil Aircraft must not take-off or land.

F-4, Jet A.

Fire 7.

Freeport (Grand Bahama Intl) Apt of Entry
7' MYGF FPO -05:00* N26 33.5 W078 41.7
Apt Administration 242-350-4200, 242-350-4261, 242-352-6020; odelius.kevin@airportsbahamas.com. 242-727-4209, 242-727-8113, Security 242-350-4350. ARO 242-352-2205. ATS 242-352-2205. Apt Manager 242-727-4043. Ground Services 242-350-4233, 242-727-2160; On Call 242-727-4043.

06/24 10979' ASPHALT. PCN 59/F/A/W/T. ASDA 06 11179'. ASDA 24 11179'. MIRL.

1000-2200Z. O/T PPR. ATND SKD 1000-2200Z. Customs: H24. US preclearance not available.

CAUTION: Birds in the vicinity of airport.

Airmen and airline operators are advised to use extreme caution when traversing the paved maneuvering area leading to Western Air and

BAHAMAS

the General Aviation ramp due to uneven surface.

Minimum safe altitude over city is 1500 ft.

Outside of normal operation hours ATS/CFR will not be available unless prior permission is obtained via Apt Manager. Special consideration will be given to Lifeguard and Hospital Emergency Flights.

Overtime charges for aerodrome services are levied between 2201-0959Z. Flight operations outside normal hours will be at the expense of the operator.

F-3, Jet A-1.

ABN. Fire 7 1000-2200Z. O/T PPR.

Governors Harbour see Eleuthera I

Grand Bahama Intl see Freeport

Inagua see Matthew Town

Leonard M Thompson Intl see Abaco I

Long I (Deadmans Cay)

10' MYLD LGI -05:00* N23 10.7 W075 05.6

Apt Administration 337-3030. Security: 337-0999.

09/27 4042' ASPHALT. HIRL.

SR-SS.

CAUTION: ponds on Rwy 09/27 during rains.

CAUTION: Due to wildlife in vicinity of Rwy 09/27, airmen are advised to exercise caution and overfly before landing.

Loose gravel on Rwy.

Small pot holes first 1000' (305 m) of Rwy 27.

Rough surface primarily along centerline.

Vehicles crossing Rwy at random.

Wildlife in the vicinity of Rwy.

Long I (Stella Maris) Apt of Entry

7' MYLS SML -05:00* N23 35.0 W075 16.1

Apt Administration 242-337-3030, 242-338-8517. 242-338-2012. Ground Services 242-338-2006.

13/31 4019' MACADAM.

SR-SS. Customs: 1200-2400Z.

F-4, Jet A-1.

Lynden Pindling Intl see Nassau

Matthew Town (Inagua) Apt of Entry

17' MYIG IGA -05:00* N20 58.5 W073 40.0

Apt Administration 242-339-1271. 242-339-1254.

10/28 7020' ASPHALT. HIRL.

SR-SS. Customs: 1400-2230Z.

Wildlife in vicinity of Rwy 10/28.

F-4, Jet A.

Fire N.

Mayaguana

16' MYMM MYG -05:00* N22 22.8 W073 00.8

Apt Administration 339-3100. Security: 339-3666.

06/24 6700' ASPHALT. HIRL.

SR-SS.

Rescue equipment limited to fire extinguishers.

Capacity for removal of disabled aircraft, extremely limited for light aircraft only.

Fire N.

Moore's I see Abaco I

Nassau (Lynden Pindling Intl) Apt of Entry

16' MYNN NAS -05:00* N25 02.3 W077 28.0

Apt Administration 242-702-1000; Fax 242-377-0294; feedback@nas.bs, operations@nas.bs. 242-377-7178, Emergency 242-377-2040, Security 242-377-1759, Security 242-377-2001, Security 242-377-2002; Fax Security 242-377-2138. FSS 242-377-7116. Ground Services 242-357-7030, 242-377-3355,

BAHAMAS

242-377-3470, 242-702-0200, 242-809-0378,
246-231-8739, 246-417-6363; Fax
242-362-0006, 242-377-3475.

10/28 8302' ASPHALT. PCN 52/F/A/X/T. LDA
10 8017'. HIRL. ALS 10.

14/32 10925' ASPHALT. PCN 55/F/A/X/T.
HIRL.

H24. ATND SKD H24. Customs: Bahamian
Customs and Immigration Clearance: H24. US
Pre-clearance facilities 1300-2230Z daily.

No aircraft, aircraft engine, or propeller repair
should take place at parking gates used for
passenger loading/off-loading.

Aircraft engine test runs shall be conducted
only at the approximate midpoint on Taxiway I
for aircraft weighing 15,000 pounds or more.
Aircraft engine test runs for aircraft weighing
less than 15,000 pounds shall be conducted
only at other select areas at the discretion of Air
Traffic Services.

Runway 28 is used strictly for visual maneuvering.

TwyJuliet closed to all Actt exceeding Cat C
and available during daylight hrs only.

Crane, 60' (18m) AGL high, located on the
Approach end of Rwy 14, operating Mon-Sat,
0900-1500Z, 1900-2100Z.

All VFR and IFR flights operating in and thru
Nassau FIR/CTC arriving and departing MYNN
are required to file a plan with Nassau RDO
128.00 MHZ or 124.200 MHZ prior to 25 DME
from ZQA. Non compliant aircraft with the intent
to operate within Nassau CTA/FIR will not be
authorized or permitted.

ATS will only accept nonclosure plans to
MYAW and MYGD due to lack of COM.

F-4, Jet A-1.

ABN. Fire 8.

New Bight see Cat Island

New Port Nelson see Rum Cay

Ragged Island (Duncan Town)

6' MYRD DCT -05:00* N22 11.0 W075 44.0
Apt Administration 344-1508. Security:
344-1534.

13/31 3800' ASPHALT. HIRL.

SR-SS.

Fire N.

Rock Sound see Eleuthera**Rum Cay (New Port Nelson)**

9' MYRP RCY -05:00* N23 41.0 W074 50.2
Apt Administration 331-2854.

09/27 4470' ASPHALT. DASH 8-300 or Equiva-
lent, MTOW-43 estimated. RL.

SR-SS.

Only turboprop/piston aircraft recommended for
frequent, scheduled service.

Fire N.

San Andros see Andros I**San Salvador (San Salvador Intl)** Apt of
Entry

30' MYSM ZSA -05:00* N24 03.8 W074 31.4
Apt Administration 242-331-2251;
bfernander@airportsbahamas.com. Customs:
242-331-2131, Immigration: 242-331-2100.
Ground Services 242-809-9741.

10/28 8000' ASPHALT. PCN 52/F/A/X/T. ASDA
10 8200'. ASDA 28 8760'. MIRL.

Stopway distance on Rwy 10 end is limited by
pavement installation of SALS equipment for
rwy 10 operations.

SR-SS. ATND SKD O/R via Tel. Customs:
1400-2200Z. O/T O/R.

Jet A-1.

ABN. Fire 8.

Sandy Point see Abaco I**South Bimini see Bimini I**

Spring Point see Acklins I

Staniel Cay

5' MYES TYM -05:00* N24 10.1 W076 26.3

Apt Administration 242-236-2166,
242-236-4070. Security: 242-355-2042.

17/35 3030' BITUMEN. HIRL.

SR-SS.

Fire N.

Stella Maris see Long I

Treasure Cay see Abaco I

Bridgetown (Grantley Adams Intl) Apt of**Entry**

169' TBPB BGI -04:00 N13 04.5 W059 29.5
Apt Administration (246) 536-1300, (246)
536-1302; H24 (246) 536-1336; Fax (246)
536-1356, 536-1356; office@gaiainc.bb. Cus-
toms: (246) 535-8840, Immigration: (246)
535-4180; H24 (246) 535-0021, (246)
535-0022. ARO (246) 536-3611, (246)
536-3612, (246) 536-3613. ATS (246)
536-6105, (246) 536-6106, (246) 536-6510,
(246) 536-6511. Ground Services (246)
230-4816, (246) 428-1604, (246) 622-4020,
(246) 836-0933; operations@mjetfbo.com.

09/27 11017' ASPHALT. PCN 82/F/A/W/T.
TODA 09 11509'. HIRL. HIALS 09.

H24 ATND SKD 1030-0400Z. O/T O/R. Cus-
toms: H24.

Flights below 1500 over built up areas not
authorized.

Kite flying prohibited within 3 nm of airport
perimeter.

Pilots exercise caution and report any sightings
on the area.

Acft categories D, E and F are restricted from
making 180 degrees turns on Rwy.

All medium and heavy jet Acft with dual tandem
landing gear must use turning bay to execute
180 degrees turn, except B727, B737 and other
similar jet Acft.

All Acft operating in Barbados TMA should use
AFTN address for both flight plan and associ-
ated ATS messages.

F-4, Jet A-1.

ABN. Fire 9.

Grantley Adams Intl see Bridgetown

BERMUDA

Bermuda Is (L F Wade Intl) Apt of Entry
18' TXKF BDA -04:00* N32 21.8 W064 40.7

Apt Administration (441) 242-2004. (441) 444-4400, (441) 444-4444, Customs: (441) 293-2424, Customs: (441) 293-4020, Immigration: (441) 293-2542; Fax Customs: (441) 293-1418, Immigration: (441) 293-3151. Ground Services (441) 293-1333, (972) 210-5821; Fax (441) 293-8529; brian.mccormick@menziesaviation.com.

12/30 9705' ASPHALT. PCN 80/F/A/W/U. LDA 12 9127'. HIRL. ALS 12. HIALS 30. Pilot Controlled Lighting.

1100-0300Z. ATND SKD 1000-0300Z. O/T O/R. Customs: 1430-0300Z. Officer on call after hrs.

CAUTION: Is advised while taxiing, portions of taxiway not visible to tower.

PPR for aircraft registered in non-ICAO States.

PPR for all military code D, E, F and Search and Rescue Acft on mission critical operations, as parking area restrictions apply. Straight-in-parking only at all parking points on Apron I.

Expect parking on Apron III and Apron VI. Prior coordination required with Aerodrome Operations, Airport Duty Officer.

Aircraft landing on Rwy 30 will normally clear the Rwy directly onto Twy Bravo.

Aircraft landing on Rwy 12 will normally be required to clear left and use Twy A, and then contact Bermuda Ground for instructions to the Passenger Terminal Ramp Area (Apron VII).

A corporate and private handling facility is located on the North Ramp (Apron II).

The surface wind information contained in the ATIS broadcast is reported in degrees true; the current magnetic variation at Bermuda is 15°W.

Twy Foxtrot and Twy Bravo leading into apron III are limited to code C Acft.

All Acft operations at L. F. Wade International Airport (TXKF) are to comply with the environ-

mental noise standards as detailed in Chapter 3 or 4 to ICAO Annex 16.

Operation of Aircraft Auxiliary Power Unit is limited to 45 min before scheduled take-off and shutdown as soon as possible when Acft is parking on Apron IV.

There is a potential for light to moderate turbulence and/or wind shear to be encountered by Acft conducting approaches to Rwy 12 and 30, when the wind direction originates from the NE quadrant, and in excess of 15 knots at the surface. This turbulence is generally associated with nearby topography to the N.

Stand 16 allowed for Acft with Max 118' (36m) wingspan.

All Acft are prohibited from making 180 degree turns on Rwy 12/30 unless instructed to do so by Bermuda Tower.

Jet A-1.

ABN. Fire 9 1100-0300Z.

L F Wade Intl see Bermuda Is

CAYMAN IS

Cayman Brac (Charles Kirkconnell Intl) Apt of Entry

5' MWCB CYB -05:00 N19 41.2 W079 53.0

Apt Manager 345-948-1222; Fax 345-948-1583; miguel.martin@caymanairports.com.

09/27 6001' ASPHALT. PCN 44/F/A/W/T. TODA 09 6493'. TODA 27 6493'. HIRL.

1200-0000Z, O/T O/R, request must be submitted before 1500Z. ATND SKD 1200-1530Z and 1830-2330Z, O/T O/R, request must be submitted before 1500Z. Customs: Customs: Mon - Fri 1330-2130Z. Sat 1330-1730Z. Sun, Hol O/R and subject to service charge. O/T O/R with request submitted before 1500Z. Immigration: Mon - Sat 1330-2130Z. O/T O/R with request submitted before 1500Z.

Birds in vicinity of airport.

The view of Thr Rwy 09/27 from Twr is obscured due to the location of natural obstacles (trees) along North shoulder of Rwy. This hazard is mitigated through Closed Circuit TV cameras allowing flight observation in the affected areas. Acft operators should use extreme caution during taxi, take-off and landing.

Jet A-1.

ABN. Fire 4 CAT 4 1200-0000Z, O/T O/R. CAT 7 O/R.

Charles Kirkconnell Intl see Cayman Brac

Grand Cayman (Roberts Intl) Apt of Entry

8' MWCR GCM -05:00 N19 17.6 W081 21.5

Apt Administration (345) 943 7070; ciaa@caymanairports.com. 0208-564 0614, Customs: 345-649-4912, Customs: 345-649-4935, Customs: 345-649-4955, Immigration: 345-649-7163, Immigration: 345-649-7164; aocc@caymanairports.com, lonacxh@acl-uk.org.

08/26 7867' ASPHALT. PCN 84/F/C/X/T. TORA 08 7464'. TORA 26 7001'. LDA 08 6594'. LDA

26 6594'. TODA 08 8363'. TODA 26 7493'. ASDA 08 7464'. ASDA 26 7001'. HIRL. MIALS.

1200-0200Z. ATND SKD 1200-0200Z. Customs: Customs: Mon-Fri 1330-0400Z. Sat 1330-2130Z. Sun, Hol, O/T O/R and subject to service charge. Immigration: 1200-2300Z. O/T O/R subject to service charge.

Prior arrangement with Apt based service provider required for ground handling.

Only Medevacs and delayed commercial passenger flights may operate with restrictions out of hours with prior approval via e-mail.

Birds in vicinity of airport.

Aircraft shall not make final turn over George Town for landing rwy 08.

Flights below 1500 ft are prohibited.

All flights with exception of local based aviation require slot approval. For non-scheduled operators via nominated handlingagents. For commercial air transport submit to ACL during working hours Mon-Friday tel/e-mail.

VFR training flights are NOT permitted at night. F-3, Jet A-1.

ABN. Fire 7 1200-0200Z. O/T O/R. Cat 9 available on request.

Roberts Intl see Grand Cayman

CUBA

Abel Santamaria Intl see Santa Clara

Alberto Delgado see Trinidad

Antonio Maceo Intl see Santiago De Cuba

Baracoa (Gustavo Rizo)

26' MUBA BCA -05:00* N20 21.9 W074 30.4

Apt Administration (21) 64 5375; Fax (21) 64 5376; paco.guilarte@scu.ecasa.avianet.cu.

16/34 5906' CONCRETE. PCN 20/R/B/W/U. LDA 16 5741'. LDA 34 5741'. ASDA 16 6119'. ASDA 34 5971'.

Wed, Fri, Sat 1200-2000Z. Tue, Thu, Sun 1100-1800Z. O/T O/R 24 hrs PNR. ATND SKD Wed, Fri, Sat 1200-2000Z. Tue, Thu, Sun 1100-1800Z. O/T O/R 24 hrs PNR.

Jet A-1.

Fire 4.

Bayamo (Carlos Manuel de Cespedes)

203' MUBY BYM -05:00* N20 23.8 W076 37.3

Apt Administration (23) 42 7272; marcos.oro@hog.ecasa.avianet.cu.

08/26 6886' ASPHALT. PCN 20/F/B/W/U. LDA 08 6545'. LDA 26 6722'.

Mon-Fri 1200-2000Z. O/T O/R 24 hrs PNR. ATND SKD Mon-Fri 1200-2000Z. O/T O/R 24 hrs PNR.

Night operations not authorized.

Only Acft operations AN2, PZL/M18 and helicopter authorized.

Caimito (Playa Baracoa)

102' MUPB -05:00* N23 02.0 W082 34.8

Apt Administration 7 208 8318, 7 833 5423.

03/21 7562' ASPHALT. LDA 21 6824'. ASDA 03 7759'. RL.

H24.

Jet A-1.

ABN. Fire 4.

Camaguey (Ignacio Agramonte Intl) Apt of Entry

407' MUCM CMW -05:00* N21 25.2 W077 50.8

Apt Administration (32) 26 1889; leudes@cmw.ecasa.avianet.cu.

08/26 9843' CONC/ASPH. PCN 57/F/A/W/U. ASDA 08 10040'. ASDA 26 10040'. HIRL. ALS 08.

Rwy 08 weight bearing capacity, first 328'(100m) PCN 120 R/A/W/T.

Rwy 08 weightbearing capacity, last 328'(100m) PCN 120 R/A/W/T.

Rwy 26 weight bearing capacity, first 328'(100m) PCN 120 R/A/W/T.

Rwy 26 weight bearing capacity, last 328'(100m) PCN 120 R/A/W/T.

Wed-Mon: 1200-2300Z. Tue-Wed: 1200-0400Z. O/T O/R 48 hrs PNR. ATND SKD Tue, Wed, Fri, Sat, Sun, 1200-0400Z. Mon, Thu, 1200-2300Z. O/T O/R 48 hrs PNR; consult NOTAMS. Customs: Tue, Wed, Fri, Sat, Sun, 1200-0400Z. Mon, Thu, 1200-2300Z. O/T O/R 48 hrs PNR.

Birds and animal concentration in the vicinity of the airport.
Balloon activity in vicinity of airport.
Aircraft MTOW of 25 TON and more are prohibited to make 180 degree turns at any place of runway, except at the ends of runways 08/26.

Left traffic circuit, unless ATC instructs otherwise.

Jet A-1.

ABN. Fire 8.

Carlos Manuel de Cespedes see Bayamo

Cayo Coco (Jardines del Rey Intl) Apt of Entry

13' MUCC CCC -05:00* N22 27.7 W078 19.7

CUBA

- Apt Administration (33) 30 9302; mario@avi.ecasa.avianet.cu.
- 08/26** 9843' ASPHALT. PCN 57/F/B/X/T estimated. ASDA 08 10039'. ASDA 26 10039'. RL. MIALS 08.
- 1200-2359Z. O/T O/R 48 hrs PNR. For delayed flights AD open til 0500Z with previous coordination. ATND SKD 1200-2359Z. O/T O/R 48 hrs PNR. Customs: 1200-2359Z. O/T O/R 48 hrs PNR.
- Acft MTOW of 55116 lbs (25 t) and more are prohibited to make 180 Deg turns at any place of Rwy, except at the ends of Rwy 08/26.
- Birds in the vicinity of Apt.
- Jet A-1.
- ABN. Fire 9.
- Cayo Largo Del Sur (Vilo Acuna Intl)** Apt of Entry
10' MUCL CYO -05:00* N21 37.0 W081
32.7
- Apt Administration (53-45) 24 8207 / 24 8141 to 146 EXT 187 / 121; Fax (45) 24 8205, (45) 24 8207; direccion@cyo.ecasa.avianet.cu.
- 12/30** 9843' ASPHALT. PCN 70/F/C/X/U. ASDA 12 10039'. ASDA 30 10039'. MIRL. MIALS 12.
- 1200/2359Z. Domestic flights O/T O/R 24H PNR. ATND SKD 1200/2359Z. Domestic flights O/T O/R 24H PNR. Customs: 1200/2359Z.
- Aircraft more than MTOW 25 TON not authorized to make 180° turns on runway 12/30. The turns will be possible only in runway ends (apron taxiway) of Rwy 12/30.
- Left traffic circuit, unless the ATC indicates another one.
- Jet A-1.
- ABN. Fire 9.
- Cayo Las Brujas (Las Brujas)**
13' MUBR BWW -05:00* N22 37.3 W079
08.8
- Apt Administration (42) 350064; teresa@snu.ecasa.avianet.cu. 042-350-009.
- 09/27** 5906' ASPHALT. PCN 20/F/B/W/U. ASDA 09 6102'. ASDA 27 6102'. RL. Fire 4.
- Cienfuegos (Jaime Gonzalez Intl)**
102' MUCF CFG -05:00* N22 09.0 W080
24.8
- Apt Administration (432) 55 2235; Fax (432) 55 1328; laifrez@snu.ecasa.avianet.cu.
- 02/20** 7874' CONC/ASPH. PCN 108 F/C/W/T. ASDA 02 7972'. ASDA 20 7972'. MIRL.
- 1300-2130Z, O/T O/R 48 hrs PNR. ATND SKD 1300-2130Z, O/T O/R 48 hrs PNR. Customs: 1300-2130Z, O/T O/R 48 hrs PNR.
- Rwy 02 weight bearing capacity, first 262' (80 m) PCN 113/R/B/W/T.
- Rwy 20 weight bearing capacity, last 262' (80 m) PCN 113/R/B/W/T.
- Jet A-1.
- Fire 6.
- Frank Pais Intl see Holguin**
- Guantanamo (Mariana Grajales)**
56' MUGT GAO -05:00* N20 05.1 W075
09.5
- Apt Administration (21) 35 5159, (21) 35 5912; gope@scu.ecasa.avianet.cu.
- 17/35** 8025' ASPHALT. PCN 40/F/B/W/U. LDA 17 7874'. LDA 35 7182'. ASDA 17 8222'. ASDA 35 8615'.
- Tue, Fri-Sun, 1600-2000Z O/T O/R 24 hrs PNR. ATND SKD Tue, Fri-Sun, 1600-2000Z O/T O/R 24 hrs PNR.
- Authorized turn of the Acft at the end Rwy 17/35 in the concrete area. All Acft are prohibited to make 180 Deg turn in any Rwy area.
- Jet A-1.
- Fire 5.
- Gustavo Rizo see Baracoa**

CUBA

Havana (Jose Marti Intl)	Apt of Entry 210' MUHA HAV -05:00* N22 59.3 W082 24.5	H24. ATND SKD 1200-0500Z. O/T O/R 48 hr PNR. Customs: 1200-0500Z. O/T O/R 48 hr PNR.
Apt Administration (53-7)	266 4513; aijm@hav.ecasa.avianet.cu.	Birds in vicinity of the airport. Radio required.
06/24	13123' CONC/ASPH. PCN 108/F/A/W/T. TODA 24 13451'. ASDA 06 13320'. ASDA 24 13320'. HIRL. HALS 06.	Taxiway "A", "B" and "C" only for military operations.
Weight bearing capacity:	First 328' (100m) of Rwy 06 and last 328' (100m) of Rwy 24: PCN 120/R/B/W/T.	Twy "A" & "C" unserviceable for Acft heavier than 52911lb (24 tons).
H24 ATND SKD H24.	Customs: H24.	For all Acft, 180 deg turns are prohibited anywhere on Rwy 05/23. Turns will be authorized only at the end of Rwy 23 and at the end (turning bay) of Rwy 05, excluding for Acft with MTOW below 24 ton.
Birds in the vicinity of the airport.		Jet A-1.
NOISE ABATEMENT PROCEDURES		ABN. Fire 9.
The use of auxiliary power is restricted before ascending to 2000FT. The pilots will be able to omit this procedures in cases of safety.		Ignacio Agramonte Intl see Camaguey
Aircraft weighing less than 55116 lb (25 t) are authorized to make 180 Deg turns in area of Rwy 24.		Jaime Gonzalez Intl see Cienfuegos
Aircraft of any weight are authorized to make 180 Deg turns in area of Rwy 06.		Jardines del Rey Intl see Cayo Coco
F-4, Jet A-1.		Jose Marti Intl see Havana
ABN. Fire 9.		Juan G. Gomez Intl see Varadero
Hermanos Ameijeiras see Las Tunas		Las Brujas see Cayo Las Brujas
Holguin (Frank Pais Intl)	Apt of Entry 361' MUHG HOG -05:00* N20 47.1 W076 18.9	Las Tunas (Hermanos Ameijeiras) 328' MUVT VTU -05:00* N20 59.3 W076 56.1
Apt Administration (24)	474700, (24) 474701; Fax (24) 45 8687; miguelp@hog.ecasa.avianet.cu.	Apt Administration (031) 34 6874; ramon@cmw.ecasa.avianet.cu.
05/23	10623' CONC/ASPH. PCN 80/F/A/W/T. LDA 05 10295'. ASDA 05 10820'. ASDA 23 10919'. MIRL. MIALS.	05/23 5971' ASPHALT. PCN 20/F/B/W/U. LDA 05 5643'. Fire N.
Rwy 05 weight bearing capacity, first	328'(100m) PCN 120/R/B/W/T.	Manzanillo (Sierra Maestra Intl) 112' MUMZ MZO -05:00* N20 17.3 W077 05.3
Rwy 23 weightbearing capacity, last	328'(100m) PCN 120/R/B/W/T.	Apt Administration (23) 5 77460; jorge.cancino@hog.ecasa.avianet.cu.

CUBA

08/26 7874' CONC/ASPH. PCN 42/F/B/W/T. ASDA 08 8071'. ASDA 26 8071'. MIRL. MIALS 08. Rwy 18/36 closed. ABN. Fire 4.

Mon-Fri, 1300-2100Z. Night Ops 48 hrs PNR. ATND SKD Mon-Fri, 1300-2100Z. Night Ops 48 hrs PNR. Customs: Mon-Fri, 1300-2100Z. Night Ops 48 hrs PNR.

Night Ops 48 hr PNR.

Birds in vicinity of apt.

Rwy 08 weight bearing capacity, first 328'(100m) PCN 118 R/B/W/T.

Rwy 26 weightbearing capacity, last 328'(100m) PCN 118 R/B/W/T.

Jet A-1.

ABN. Fire 6.

Mariana Grajales see Guantanamo

Moa (Orestes Acosta)

16' MUMO MOA -05:00* N20 39.2 W074 55.3

Apt Administration (24) 60 7012; juan.hernandez@hog.ecasa.avianet.cu.

07/25 6102' ASPHALT. PCN 20/F/B/W/U. LDA 07 5935'. ASDA 07 6430'. ASDA 25 6309'.

Mon-Fri, 1300-2100Z. O/T O/R 24 hrs PNR.

CAUTION: 358 ft high tension line 11,647 ft (3550M) from rwy 07 on runway centerline.

Fire 4.

Nueva Gerona (Rafael Cabrera)

79' MUNG GER -05:00* N21 50.1 W082 47.0

Apt Administration 46 32 1416; Fax 46 32 4245; direccion@ger.ecasa.avianet.cu. Apt Operator Fax 46 519114, 46 519174.

05/23 8202' ASPHALT. ASDA 05 8399'. ASDA 23 8399'. RL. ALS 05.

18/36 5325' ASPHALT. ASDA 18 5587'. ASDA 36 5604'.

0950-1300Z and 2100-2359Z. O/T O/R 24H PNR.

Orestes Acosta see Moa

Playa Baracoa see Caimito

Rafael Cabrera see Nueva Gerona

Santa Clara (Abel Santamaria Intl)

338' MUSC SNU -05:00* N22 29.5 W079 56.6

Apt Administration (42) 20 1411, (42) 28 4102, (42) 28 4103; omar@snu.ecasa.avianet.cu.

08/26 9898' ASPHALT. PCN 66/F/A/W/T. TODA 08 10095'. TODA 26 10554'. ASDA 08 10095'. RL. MIALS 08.

Rwy 26 Right-Hand Circuit.

1300-0700Z. O/T O/R 24H PNR. ATND SKD

1300-0700Z. O/T O/R 24H PNR. Customs:

1300-0700Z. O/T O/R 24H PNR.

CAUTION: Helicopter flights.

Taxiways C, F, G limited to Military aircraft with MTOM til 52911 lb (24 t). TWY D, E and H closed.

Birds in vicinity of apt.

Weight Bearing Capacity: First 1312' (400m) of Rwy 08 and last 1312' (400m) of Rwy 26 PCN 90 R/C/W/T.

Jet A-1.

ABN. Fire 8.

Santiago De Cuba (Antonio Maceo Intl) Apt of Entry

249' MUCU SCU -05:00* N19 58.2 W075 50.1

Apt Administration (22) 69 11 33, (22) 69 88 41; dominico@scu.ecasa.avianet.cu.

01/19 4593' ASPHALT. PCN 20/F/A/X/T.

10/28 13130' ASPH/CONC. PCN 50 F/A/W/U. TODA 10 12933'. TODA 28 12638'. LDA 10 11949'. LDA 28 11654'. TODA 10 12933'.

CUBA

TODA 28 12638'. ASDA 10 12933'. ASDA 28 12638'. RL.

Rwy 10 weight bearing capacity, first 328'(100m) PCN 120 R/B/W/T.

Rwy 10 weightbearing capacity, last 328'(100m) PCN 120 R/B/W/T.

Rwy 28 weight bearing capacity, first 328'(100m) PCN 120 R/B/W/T.

Rwy 28 weight bearing capacity, last 328'(100m) PCN 120 R/B/W/T.

H24 ATND SKD 1200-0500Z; O/T O/R 24hr
PNR. Customs: 1200-0500Z; O/T O/R 24hr
PNR.

CAUTION: Limited visibility from Twr to Rwy 01/19.

Bird concentration in vicinity of Apt: Night activity belongs to Barn Owls flying at low altitude to the N of Rwy 10, and little Hawks that show up between 2200-2400 UTC at heights more than 131' (40m).

Traffic circuit S sector of Apt, unless ATC indicates otherwise.

Heavy Acft parked in position 1 prohibited from using Twy Bravo to access Rwy10/28.

All Acft with not more than 40 min and not less than 20 min before the arrival should inform Radio Boyeros through the frequency 126.9MHz the estimatedtime of arrival (ETA), quantity of passengers, loads, mail or some other necessary additional information for the service to lend in Apron.

All Acft are prohibited from making 180 Deg turns on Rwy 10/28 between Rwy end 10 to intersection with Rwy 01/19. Only light Acft with MTOW till 52911 lbs (24 tons) are authorized to make 180 Deg turns on Rwy 10/28 after intersection of Rwy 01/19 with Rwy end 28. Free turns will be possible only in turning areas on both Rwy ends 10/28.

Jet A-1.

ABN. Fire 8.

Sierra Maestra see Manzanillo**Trinidad (Alberto Delgado)**

125' MUTD -05:00* N21 47.3 W079 59.8

Apt Administration (41) 96393; trinidad@avi.ecasa.avianet.cu.

06/24 5909' ASPHALT. PCN 20/F/B/W/U. LDA 24 4925'. ASDA 24 6106'. RL.

Many unlighted obstacles by THR 24. Night arrivals to RWY 24 prohibited. Night departures from RWY 06 prohibited.

Fire N.

Varadero (Juan G. Gomez Intl) Apt of Entry
210' MUVR VRA -05:00* N23 02.1 W081
26.1

Apt Administration (45) 24 7015 ext 2525/2526;
Fax (45) 25 3612; secretarias@vra.ecasa.avianet.cu.

06/24 11490' CONC/ASPH. PCN 90/F/A/W/T.
TODA 06 12474'. ASDA 06 11686'. ASDA 24
11686'. HIRL. ALS 06. MIALS 24.

Rwy 08 weight bearing capacity, first 328'
(100m) PCN 120/R/A/W/T.

Rwy 26 weight bearing capacity, last 328'
(100m) PCN 120/R/A/W/T.

H24 ATND SKD H24. Fuel B-100 O/R 3 hrs
PNR. Customs: H24.

Bird concentration in the vicinity of the airport.
Traffic pattern south of aerodrome, unless directed by ATC.

Jet A-1.

ABN. Fire 9.

Vilo Acuna Intl see Cayo Largo Del Sur

DOM REP

Arroyo Barril

57' MDAB -04:00 N19 12.0 W069 26.0

11/29 3806' ASPHALT.

1230-2130Z.

Fire 3 1230-2130Z. For higher category prior permission is required.

Barahona (Maria Montez Intl)

12' MDBH BRX -04:00 N18 15.1 W071 07.2

Apt Administration (809) 524-4144; Fax (809) 524-4157.

12/30 9843' ASPHALT. HIRL.

Mon-Fri 1230-2130Z. Customs: SR-SS.

180 degree turns permitted only at runway ends for heavy aircraft.

Operations limited to VFR flight only.

F-3, Jet A-1.

ABN. Fire 3 Mon-Fri 1230-2130Z.

Batey Cacata see La Romana**Cabo Rojo**

26' MDCR CBJ -04:00 N17 55.7 W071 38.7

12/30 4593' ASPHALT.

SR-SS.

Casa De Campo Intl see La Romana**Cibao Intl see Santiago****Constanza**

3952' MDCZ COZ -04:00 N18 54.4 W070 43.3

09/27 6693' ASPHALT.

SR-SS.

Cueva De Las Maravillas (La Romana)

100' MDSP -04:00 N18 27.1 W069 10.1

11/29 3934' ASPHALT. SIWL 2.

SR-SS.

Dajabon

66' MDDJ -04:00 N19 33.8 W071 40.8

07/25 5577' GRASS.

SR-SS.

Fire U.

El Catey Intl see Samana**El Higuero Intl see Santo Domingo/El Higuero****El Portillo**

30' MDPO EPS -04:00 N19 19.0 W069 30.0

09/27 3675' ASPHALT. Rwy 09 Runway closed. Rwy 27 Runway closed.

SR-SS.

Gregorio Luperon Intl see Puerto Plata**Higuey (Punta Cana Intl)** Apt of Entry

47' MDPC PUJ -04:00 N18 34.2 W068 22.0

Apt Administration (809) 959-2376; terminal-vip@puntacana.com. (809) 959-9911. Ground Services (809) 959-0024, (809) 959-0138, (829) 745-8932; terminalfbo@puntacana.com.

08/26 10171' ASPHALT. PCN 83/F/A/X/T. TODA 08 11483'. TODA 26 11483'. HIRL. MIALS 08. MIALS 26.**09/27** 10171' ASPHALT. PCN 57/F/A/X/U. TODA 09 11155'. TODA 27 11155'. HIRL. MIALS 09.

H24. ATND SKD H24. Customs: H24.

CAUTION: First third of Rwy 09 will be considered slippery surface when wet.

Twy C closed.

Use of VIP terminal apron PPR by email.

Turns on apron greater than 90 deg must be coordinated with ATC and Apt Ops.

Rwy 09 first 2129' (649 m) PCN 63/R/B/X/U.

Rwy 27 first 394' (120 m) PCN 63/R/B/X/U.

Rwy 08 first 984' (300 m) PCN 80/R/A/W/T.

Rwy 26 first 656' (200 m) PCN63/R/B/X/U.

F-4, Jet A.

ABN. Fire 9.

DOM REP

La Romana (Batey Cacata)

312' MDBC -04:00 N18 28.8 W068 54.9

09/27 3281' GRASS.

ATND SKD SR-SS.

La Romana (Casa De Campo Intl) Apt of Entry

240' MDLR LRM -04:00 N18 27.1 W068 54.7

Apt Administration (809) 813-9000; Fax (809) 813-9012; 1era.ams@codetel.net.do, rapg.ams@codetel.net.do.

11/29 9678' CONCRETE. PCN 86/R/B/W/T. RL. MIALS 11.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 8.

La Romana see Cueva De Las Maravillas**Las Americas Intl see Santo Domingo****Los Llanos de Sabanatosa see San Pedro de Macoris****Maria Montez Intl see Barahona****Monte Cristi**

115' MDMC -04:00 N19 51.9 W071 38.7

05/23 3642' ASPHALT.

SR-SS.

Puerto Plata (Gregorio Luperon Intl) Apt of Entry

17' MDPP POP -04:00 N19 45.5 W070 34.2

Apt Administration (809) 586-0219, (809) 586-0313; Fax (809) 586-0122.

08/26 10106' ASPHALT. SIWL 75. TORA 08 10108'. TORA 26 10108'. LDA 08 10108'. LDA 26 10108'. TODA 08 10108'. TODA 26 10108'.

ASDA 08 10108'. ASDA 26 10108'. HIRL.

H24. ATND SKD H24. Customs: H24.

CAUTION: A 336 ft high ridge about 1.7NM SE from Rwy 8/26 exists extending eastward.

For heavy Acft 180 deg turns permitted on Rwy Thr only.

F-4, Jet A-1.

ABN. Fire 9 Cat 3 0230-1230Z; Cat 7 1230-0230Z; Cat 8 and Cat 9 O/R with 72 hr in advance.

Punta Cana Intl see Higuey**Samana (El Catey Intl) Apt of Entry**

12' MDCY AZS -04:00 N19 16.2 W069 44.2

Apt Administration 809-338-5888; Fax 809-338-0175.

07/25 9843' ASPHALT. PCN 66/F/A/W/T. TORA 07 9514'. LDA 07 9514'. LDA 25 9514'. TODA 07 9514'. ASDA 07 9514'. HIRL. MIALS 07.

H24. ATND SKD H24. Customs: H24.

Rwy 25 left hand traffic pattern prohibited.

For medium and heavy cat Acft 180 deg turns only permitted on Rwy Thr.

F-3, Jet A-1.

ABN. Fire 9 Cat 3 0230-1230Z; Cat 7 1230-0230Z; Cat 8 and Cat 9 O/R 72 hrs in advance.

San Isidro (San Isidro AB) Apt of Entry

112' MDSI Mil. -04:00 N18 30.2 W069 45.7

Apt Administration 809 596 6506, 809 688 3333 Ext. 2225/2226; Fax 809 598 4974; operaciones-fad@gmail.com, operaciones-fad@gmail.com.

03/21 7103' ASPHALT. PCN 90/F/A/W/T. RL.

H24. ATND SKD H24, PNR. Customs: H24, PNR.

Prior permission is required for all Acft.

F-4, Jet A-1.

ABN. Fire 5.

San Pedro de Macoris (Los Llanos de Sabanatosa)

262' MDLL -04:00 N18 35.8 W069 31.5

DOM REP

03/21 3182' ASPHALT.

ATND SKD SR-SS.

Santiago (Cibao Intl) Apt of Entry

567' MDST STI -04:00 N19 24.4 W070 36.3

Apt Administration (809) 233-8000; Fax (809) 233-8080; oper@aic.com.do.

11/29 8596' ASPHALT. PCN 54/F/C/X/T. TODA

11 8497'. LDA 11 8497'. LDA 29 8497'. TODA

11 8497'. ASDA 11 8497'. HIRL. MIALS 11.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 8.

Santo Domingo (Las Americas Intl) Apt of

Entry

60' MDSD SDQ -04:00 N18 25.8 W069 40.1

Apt Administration (809) 412-5888, (809) 947-2220, (809) 947-2224; Fax (809) 947-2425; operador@aerodom.com.

17/35 11004' ASPHALT. PCN 71/F/A/W/T.

HIRL. MIALS. Pilot Controlled Lighting.

H24. ATND SKD H24. Customs: H24.

Do not confuse San Isidro AB for Las Americas Intl.

F-4, Jet A-1.

ABN. Fire 9.

Santo Domingo/El Higuero (El Higuero Intl)

Apt of Entry

81' MDJB -04:00 N18 34.3 W069 59.1

Apt Administration (809) 412-5888; Fax (809) 947-2425. (809) 826-4003, (809) 826-4019 Ext 101, (809) 826-4019 Ext 102.

01/19 5442' ASPHALT. PCN 35/F/A/X/T. TODA

01 5640'. HIRL. MIALS.

H24. ATND SKD H24. Customs: H24.

F-3, Jet A-1.

ABN. Fire 5.

E. CARIBBEAN STATES

Anguilla

Clayton J Lloyd Intl see **The Valley**

The Valley (Clayton J Lloyd Intl) Apt of Entry
124' TQPF AXA -04:00 N18 12.3 W063 03.2
Apt Administration (264) 497-3510; Fax (264)
497-5928.

11/29 5459' ASPHALT. PCN 37/F/A/W/T.
TORA 11 4964'. TORA 29 4964'. LDA 11 4472'.
LDA 29 4472'. TODA 11 4964'. TODA 29 4964'.
ASDA 11 4964'. ASDA 29 4964'. HIRL.

Take-Off RWY 11/29 starts at paved surface.
The runway surface before the threshold has
the same bearing straight as the runway.

1045-2300Z. ATND SKD 1045-2300Z. Customs:
1045-2300Z.

PPR for Acft operations outside operational
hours.

PPR for landing aircraft toovernight.

PPR for Acft not registered in the U.K. or U.K.
overseas territories and operating for hire.

CAUTION: Numerous poles and antennas in
vicinity of aerodrome.

Flights operating in the V. C. Bird CTR in
accordance with Visual Flight Rules are restricted
to a maximum of 2000ft AMSL, except
when specifically authorized by ATC.

Visibility exempted by day.

Instrument restricted by night.

Fire Protection Cat 7 available O/R.

Jet A, Fuel: U.

ABN. Fire 5.

Antigua

St Johns (V C Bird Intl) Apt of Entry
60' TAPA ANU -04:00 N17 08.2 W061 47.6
Apt Administration (268) 484 2300/2310,
268-462-4703/4675; Fax (268) 484 2340/2346;
info@abairportauthority.com. ATS H24 (268)

462 4703; Fax (268) 462 4703. Ground Services (268) 562 4347; anu@signatureflight.com.

07/25 9967' ASPHALT. LCN 80. TORA 07
8982'. TORA 25 8326'. LDA 07 8326'. LDA 25
8982'. HIRL. HIALS 07.

Rwy 07 last 984' (300m) not available for take-off.

Rwy 25 last 1640' (500m) not available for take-off.

For departures on RWY 07, the location of the
displaced threshold RWY 25 provides T/O sur-
face obstacle protection with respect to thepub-
lic road that crosses the departure path.

For departures on RWY 25, the location of the
displaced threshold RWY 07 provides T/O sur-
face obstacle protection.

H24. ATND SKD H24. Customs: H24.

PPR for all overflight and arriving Acft entering
TAPA TMA via website, at least 6 hr in
advance. ATS shall be limited or unavailable for
flights entering TAPATMA without a confirmed
cross-border permit.

CAUTION: Turbulence on App to Rwy07 when
S or SE winds exist. Circling to land not authorized
North of Rwy 7/25. Aircraft operators must
use as little thrust as possible when taxiing from
position 8.

For arriving Acft, all engines must be shut down
prior to the deplaningof any passenger.

For departing Acft, no engine shall be started
until all passengers have boarded the Acft.

Twy G available in daylight hours only and limi-
ted to aircraft 65,000 pounds or less and wing-
span 98' (30m) or less.

All departing IFR Acft must notify Gnd 121.9
MHz 5 min before start up.

All Acft landing on Rwy 07/25 that are able to
exit at a designated Twy shall turn left unto
appropriate turn pad and follow turn pad mark-
ings clockwise to make 180 degrees turn onto
the RWY centreline.

Turn Pad Thr Rwy 27 PCN 64/F/A/X/T.

E. CARIBBEAN STATES

Turbojet Acft with B code or larger must operate on main apron with push back procedures for departure except military. Airlines and ground handlers are required to have the necessary tow bar for operation.

F-4, Jet A-1, JASU.

ABN. Fire 9.

V C Bird Intl see St Johns**British Virgin Is**

Roadtown (Terrance B Lettsome Intl) Apt of Entry

16' TUPJ EIS -04:00 N18 26.7 W064 32.5

Apt Administration (284) 394-8000. ARO tower@bviaa.com.

07/25 4646' ASPHALT. PCN 29/F/B/X/T. TORA 07 4449'. TORA 25 4154'. LDA 07 3957'. LDA 25 3957'. TODA 07 4941'. TODA 25 4350'. ASDA 07 4449'. ASDA 25 4154'. HIRL. HIALS 07.

Rwy thresholds are marked as displaced.

1030-0200Z. ATND SKD 1100-2300Z. Customs: 1100-0200Z.

CAUTION: Occasional wind shear on approach to Rwy 07 when winds are from the south or southeast.

CAUTION: Airport surrounded by high terrain. Night ops require pilot knowledge of airport hazard light and apch pattern. Contact DCA BVI for Info.

CAUTION: Existence of light to moderate turbulence on final approach to Rwy 07/25 when wind is between 090 and 180 degrees at 15 kts or greater.

No flying of single engine aircraft or VFR at night.

Pilots must be knowledgeable on the surrounding airport terrain.

Unmarked high terrain within 4 NM radius at 1263 ft. At least two day landings are required to qualify for night landing.

Rwy 07 normally used for T/O & Landing.

Birds in the vicinity of the airport.

All international flights arriving or departing TUPJ are required to have flight plan filed at least 1 hr before their proposed ETD. All flight plans shall be filed with TUPJ AIS via email.

Night VFR operations allowed following limitations: unless it is on a special VFR flight within a control zone, Acft flying at night must: establish and maintain two-way communications with ATC on the appropriate communication channel, when available. Acft must be flown in accordance with the visibility and distance from cloud minima, except the cloud ceiling shall not be less than 1500 ft and when operating inside or outside controlled airspace and at below 3000 ft AMSL or 1000 ft AGL, whichever is higher, the pilot shall maintain continuous sight of the surface. Do not fly at a height of less than 1000 ft or in the case of high terrain or in mountainous areas, at a height of less than 2000 ft, above the highest obstacle within a distance of 5 nm unless: it is necessary for Acft to do so in order to take-off or land or Acft flies at altitude not exceeding 3000 ft AMSL and remains clear of cloud and with the surface in sight and in a flight visibility of at least 2.7 nm (5 km).

Jet A-1, J.

ABN. Fire 5 CAT 5 1030-0200Z. CAT 6 O/R 24 hrs PPR.

Terrance B Lettsome Intl see Roadtown**Dominica****Canefield Intl see Roseau****Douglas Charles Intl see Roseau****Roseau (Canefield Intl)**

13' TDCF DCF -04:00 N15 20.2 W061 23.5
Apt Administration (767) 448-4009, (767) 449-3041; On Call (767) 235-2419, (767) 449-3041; Fax (767) 449-2997.

E. CARIBBEAN STATES

01/19 3126' ASPHALT. AUW-10.

Mon 1200-2100Z, Tue-Fri 1200-2000Z,
Sat/Sun/Hol PPR at or before 1930Z Fri prior
via Tel. ATND SKD Mon-Fri 1200-2000Z. Cus-
toms: Mon-Fri 1200-2000Z.

Jet A-1.

Fire 3.

Roseau (Douglas Charles Intl) Apt of Entry

90' TDPD DOM -04:00 N15 32.8 W061 18.1
Apt Administration 255-9100, 255-9180,
255-9184; Fax 445-7405, 448-6131.

09/27 5761' ASPHALT. PCN 71/F/A/X/T. LDA
09 4603'. TODA 09 8353'. HIRL. Rwy 27 Take-
off not allowed.

Take-off on Rwy 09 at night is limited to visual
meteorological conditions (VMC) only.

Landing on Rwy 09 during the day is limited to
visual meteorological conditions (VMC) only.

Landing on Rwy 27 at night is not approved
when the tailwind component exceeds 10
knots.

Landing on Rwy 27 during day and night is limi-
ted to visual meteorological conditions (VMC)
only.

1000-0200Z ATND SKD 1000-0200Z. Customs:
1000-0200Z.

Birds in vicinity of airport.

Limited IFR and night operations.

Limited VFR and night operations.

Jet A-1.

ABN. Fire 7.

Grenada

Maurice Bishop Intl see St Georges

St Georges (Maurice Bishop Intl) Apt of
Entry

45' TGPY GND -04:00 N12 00.3 W061 47.2
Apt Administration (473)444-4150/4101; Fax
(473) 444-4838.

10/28 8966' ASPHALT. PCN 50/F/A/W/T.

ASDA 10 9160'. HIRL. ALS 10.

Rwy 10/28 Right-Hand Circuit.

ATND SKD 1000-0230Z. Customs:
1000-0230Z.

Birds in vicinity of Apt.

Corporate jets required to use minimal power
taxiingto/from parking positions 6 and 7.

No VFR at night.

Acft heavier than 100,000lbs must use the turn-
ing bay.

All Acft must shut down engines for disembar-
kation/embarkation of passengers.

F-3, F-4, Jet A-1.

ABN. Fire 9.

Montserrat I

Gerald's (John A Osborne Intl)

550' TRPG -04:00 N16 47.5 W062 11.6
Apt Administration (664) 491-6218; Fax (664)
491-7688.

10/28 1955' ASPHALT. PCN 16/F/B/Y/T. TORA
10 1716'. TORA 28 1716'. LDA 10 1673'. LDA
28 1673'. TODA 10 2044'. TODA 28 2621'.
ASDA 10 1716'. ASDA 28 1716'. HIRL.
1000-2200Z. Customs.

PPR for non scheduled fixed wing Acft.

CAUTION: Wind information given by ATC will
be representative of wind conditions in the
touchdown zone of both Rwys.

Bird in vicinity of aerodrome.

Pilots are reminded of the presence of moder-
ate to severe turbulence, downdrafts and
updrafts at this facility.

All fixed-wing departures shall commence take-
off roll at Threshold 10/28.

ABN. Fire 2 CAT 3 O/R 24hr PPR.

John A Osborne Intl see Gerald's

E. CARIBBEAN STATES

Nevis Is**Charlestown (Vance Winkworth Amory Intl)**

25' TKPN NEV -04:00 N17 12.3 W062 35.4
 Apt Administration (869) 469-9040/9044; Fax (869) 469-9046/8459.

10/28 4006' ASPHALT. PCN 20/F/B/Y/T. LDA 10 3430'. LDA 28 3430'. TODA 10 4350'. HIRL. ALS 10.

1000-0100Z. O/T PPR. ATND SKD 1000-0100Z. O/T PPR. Customs: 1000-0100Z. O/T PPR.

CAUTION: Hurricane Hill, with 273' hazard lights, located 4803' West of displaced Thr Rwy 10.

CAUTION: Rapidly rising terrain South of Rwy.

CAUTION: Consult awareness terrain chart.

Rwy 28 right hand traffic used for daytime operation only.

Acft operating on apron must shutdown engines before passengers embark or disembark, except with approval from management.

No low flying over town and built up areas.

F-3, Jet A-1.

ABN. Fire 8.

Vance Winkworth Amory Intl see Charlestown

St Kitts**Bradshaw Intl see St Kitts I.****St Kitts I. (Bradshaw Intl)** Apt of Entry

168' TKPK SKB -04:00 N17 18.7 W062 43.1
 Apt Administration (869) 465-8121-3/airport division (869) 465-8472. 869-466-7228/7227, 869-465-2241; Fax 869-465-8519, 869-465-7078.

07/25 7618' ASPHALT. PCN 80/R/B/W/T. TORA 07 7617'. TORA 25 7617'. LDA 07 7378'. LDA 25 7479'. TODA 07 11426'. TODA 25 7617'. ASDA 07 7617'. ASDA 25 7617'. MIRL.

Rwy 07 Right-Hand Circuit.

1000-0100Z, O/T O/R 24hr in advance. ATND SKD 1000-0100Z, O/T O/R 24hr in advance. Customs: 1000-0100Z, O/T O/R 24hr in advance.

Rapidly rising terrain Northwest through East of aerodrome.

F-4, Jet A-1.

ABN. Fire 9.

St Lucia

Castries (George F Charles) Apt of Entry 22' TLPC SLU -04:00 N14 01.2 W060 59.6
 Apt Administration (809) 45-21156, 22052; Fax 758-454-6900.

09/27 6227' ASPHALT. PCN 8/F/B/Z/T. TORA 09 5735'. TORA 27 5735'. LDA 09 5305'. LDA 27 4724'. TODA 09 5735'. TODA 27 5735'. ASDA 09 5735'. ASDA 27 5735'. HIRL.

Rwy 27 Right-Hand Circuit.

Last 492' (150m) not available for landing.

Last 492' (150m) not available for landing.

1000-0000Z. O/T O/R PNR. ATND SKD Mon-Fri 1130-2000Z. O/T O/R with 2 hrs PNR. Customs: 1000-0000Z. O/T O/R PNR.

CAUTION: rapidly rising terrain in all quadrants from Rwy.

CAUTION: masts of variable heights may be present on approach to Rwy 09.

CAUTION: terrain in final approach area Rwy 27.

CAUTION: circling not permitted South of Rwy centerline due to high terrain. Terrain in final approach area Rwy 27. Landing Rwy 27 not permitted at night.

Birds in vicinity of airport.

Private flight operations are subject to the following conditions:

Proposed operator must agree to waive any rights to liability that SLASPA and government

E. CARIBBEAN STATES

of St. Lucia may be subject to. Indemnity Form signed by an appropriate officer of the operator shall be submitted along with details of the aircraft and must be received 24 hrs prior to proposed operation.

Private aircraft's ICAO classification must not be higher than Code 3C with wingspan not greater than 93.5 ft (28.5m).

Operator will be fully responsible for ensuring that all aircraft operational requirements are met and aircraft operational weights and performance are adequate for local conditions and available takeoff and landing distances.

Type and ICAO classification of aircraft must be specified in the information received by the officer of the airport manager on the proposed flight operations.

Flight shall be operated during the hours of daylight (sunrise to sunset) except if otherwise authorized by the appropriate authority. Flight shall be operated under conditions of no rain with visibility no less than 3.2 NM (6km).

Parking of aircraft subject to available space onramp. In circumstances when necessary aircraft shall be directed to proceed to Hewanorra Airport for parking. All overnight aircraft shall be directed to park at the Hewanorra Airport.

All airlines, ground handlers and flight crew (including general aviation operators) must notify ATC of arriving passengers or crew displaying symptoms of illness or requiring medical care.

Avgas 130L available.

Jet A-1, Fuel: U.

ABN. Fire 5.

George F Charles see Castries

Hewanorra Intl see Vieuxfort

Vieuxfort (Hewanorra Intl) Apt of Entry
14' TLPL UVF -04:00 N13 44.0 W060 57.2

Apt Administration (758) 454-6355, 452-2052;
Fax (758) 454-6900.

10/28 9003' ASPHALT. PCN 68/F/B/X/T. TORA
10 8839'. LDA 10 8839'. LDA 28 8504'. TODA
10 8839'. TODA 28 9803'. ASDA 10 8839'.
HIRL. ALS 10.

ATND SKD Fuel: Mon - Fri, 1130 - 2030Z. O/T
PNR. Handling: Mon - Sun, 1000 - 0300Z. Customs:
Mon - Sun, 1000 - 0300Z.

CAUTION: Turbulence may exist on approach
rwy 10 when winds from northeast exceed 15
kts.

CAUTION: 830' hill/tower approx 1NM South
Southwest of Rwy 28 threshold.

Rwy 10 visual maneuvering conducted oversea
South of extended centerline. Taxiways D and A
are not used unless specified by ATC.

For Arriving Aircraft: All aircraft must shut down
engines prior to the deplaning of any passenger.

For Departing Aircraft: No engine shall be started
until all passengers have boarded the aircraft.

Pilots to request start up from ATC Tower.

High terrain North and South of airport.

Birds on and in vicinity of airport.

Heavy and medium jet aircraft to push back
from terminal building prior to start up.

Twy A not available for night time operations.

All aircraft parked on apron shall establish and
maintain two way communication with tower
before activating anti-collision light.

Jet A-1.

ABN. Fire 9.

St Vincent

Argyle Intl see Kingstown

Bequia (J.F. Mitchell) Apt of Entry
15' TVSB -04:00 N12 59.3 W061 15.7

E. CARIBBEAN STATES

Apt Administration (784) 456 5555; Fax (784) 458 1989; aiainfo@svg-airport.com. ATS (784) 458 3140.

12/30 3609' ASPHALT. ASDA 12 3806'. ASDA 30 3806'. RL.

1000Z-SS. Customs: 1000Z-SS. O/T O/R 24 hrs PPR.

Beyond hours of operation, 24 hrs PPR.

For Arriving Aircraft: All aircraft must shut down engines prior to the deplaning of any passenger.

For Departing Aircraft: No engine shall be started until all passengers have boarded the aircraft.

ABN. Fire 2.

Canouan Apt of Entry

16' TVSC -04:00 N12 42.0 W061 20.7

Apt Administration (784) 456 5555; Fax (784) 458 1989; aiainfo@svg-airport.com. ATS (784) 458 8049.

13/31 5875' ASPHALT. PCN 17/F/A/W/U. LDA 13 5385'. LDA 31 5679'. RL.

1200-0000Z. O/T O/R 24 hrs PPR. Scheduled services accommodated up to 0215Z. Customs.

CAUTION: Be advised of yachts and other ships with masts of variable heights moor at the Canouan Marina located right of the Thr 13.

A strong crosswind from the north east sector is common especially between December and March.

Fire 6.

J.F. Mitchell see Bequia

Kingstown (Argyle Intl)

136' TVSA SVD -04:00 N13 09.6 W061 08.9

Apt Administration (784) 456-5555; Fax (784) 458 1989; aiainfo@svg-airport.com.

04/22 8999' ASPH/CONC. PCN 74/F/A/W/T. TORA 04 8015'. LDA 22 8015'. TODA 04 8015'.

TODA 22 13501'. ASDA 04 9196'. RL. MIALS 04.

1000-0200Z and/or 24 hrs PPR. ATND SKD

1000-0200Z and/or 24 hrs PPR. Customs:

1000-0200Z and/or 24 hrs PPR.

CAUTION: Occasional turbulence on short final to Rwy 04 between surface and 500'.

Birds in vicinity of airport.

High terrain west of RWY.

The aerodrome is situated on the south-east coast of the island with hilly terrain to the west. The terrain rises rapidly to the west through north and south-west. The Highest points within 10NM is Richmond Peak towards the north north-east of the airport and rises to 3523FT AMSL.

F-3, Jet A.

ABN. Fire 9.

Mustique (Mustique Is)

9' TVSM -04:00* N12 53.3 W061 10.8

Apt Administration (784) 488 8375; Fax (784) 488 9000.

09/27 2546' ASPHALT. PCN 5/F/D/Z/U. TORA 09 1825'. LDA 09 1611'. TODA 09 1825'. Rwy 27 Runway closed.

24hrs PPR before 1200Z. Customs: 1200-2000Z. O/T O/R 24hrs PPR before 1200Z.

Birds in vicinity of airport.

Fire 2.

Tobago Is

Robinson Intl see Scarborough

Scarborough (Robinson Intl)

38' TTCP TAB -04:00 N11 09.0 W060 49.9

Apt Administration 639-8547; Fax 639 8146. 623-6569, 625-3311-9 ext 335-8; Fax 625-3925, 625-6129. Ground Services 639-0595.

E. CARIBBEAN STATES

11/29 8999' ASPHALT. PCN 73/F/A/W/T. LDA F-4, Jet A-1.
11 8035'. TODA 11 9656'. RL. ABN. Fire 9.

Rwy 11 Right-Hand Circuit.

1000-0200Z. O/T 24h PPR. ATND SKD
0700-1600Z. O/T PNR. Customs: 1000-0200Z.

Birds in vicinity of airport.

Aerodrome Control will inform Pilots of this bird activity and estimated heights.

Circling not authorized North of Rwy 11/29.

No VFR flights permitted at night.

Jet A-1.

Fire 9.

Trinidad

Piarco Intl see Port Of Spain

Port Of Spain (Piarco Intl) Apt of Entry

58' TPPP POS -04:00 N10 35.7 W061 20.2
Apt Administration (868) 669-4101, (868)
669-4102, (868) 669-4103; Fax (868)
669-4101, (868) 669-4102, (868) 669-4103;
dmpos@tntairports.com. (868) 225-3484, (868)
225-3487, (868) 225-3488, (868) 669-4140,
(868) 669-4142, (868) 669-4149, (868)
669-4392 ext 120/121, (868) 669-4869, Customs: (868)
669-4361, Immigration: (868)
669-5895; H24 (868) 669-5874. ATC H24 (868)
669-4128. ATS H24 (868) 669-4380. Ground Services (868) 669-4250, (868) 669-4807; H24 (868) 669-2631, (868) 669-4688.

10/28 10495' ASPHALT. PCN 75/F/B/W/T.
TODA 10 11906'. HIRL. HIALS 10.

Customs.

CAUTION: Birds in vicinity of airport.

Maximum ramp weight for the General Aviation Parking Area is 26455 lb (12000 kg).

All medium and heavy jet Acft with dual tandem landing gear must use turning bay to execute 180 Deg turns on Rwy except MD80, DC9, B727, B737 and other similar jet Acft.

FRENCH ANTILLES

Guadeloupe**Baillif see Basse-Terre****Basse-Terre (Baillif)** Apt of Entry

64' TFFB BBR -04:00 N16 00.8 W061 44.5

Apt Administration 80 62 00, 81 15 85; Fax 80 91 34; info@cg971.fr. 89 59 08; Fax 90 26 07.

14/32 2018' CONCRETE. AUW-13. ASDA 32 2444'. Rwy 14 Takeoff not allowed. Rwy 32 Landing not allowed.

Customs: O/R 24H PNR.

Rwy 14 not available for take-off.

Rwy 32 not available for landing.

Possible presence of dogs on Rwy strip.

Model aircraft activity at QFU 319.

Paramotors activity in vicinity of the aerodrome.

Fire 1.

Grand Case see St Martin I**Grand-Bourg (Marie Galante)**

20' TFFM GBJ -04:00 N15 52.1 W061 16.3

Apt Administration 80 62 00, 97 90 25; Fax 80 91 34; info@cg971.fr. Customs: 89 59 08; Fax

Customs: 90 26 07; droitsdequai@comst-barth.fr.

09/27 3694' PAVED. PCN 13/F/C/W/T. LDA 27 3320'. ASDA 27 4068'.

Rwy 09 Right-Hand Circuit.

Customs: O/R 24H PNR.

Flights from abroad, Sanit-Martin, Saint-Barthelemy and Martinique, customs check compulsory at Pointe-a-Pitre, 24 HR prior notice.

Animals in the vicinity of Apt.

Parachuting (NR 9717), no specific hours, FL 165, Raizet APP 121.3 MHz.

Fire 1.

Le Raizet see Pointe-A-Pitre**Les Saintes see Terre De Haut****Marie Galante see Grand-Bourg****Pointe-A-Pitre (Le Raizet)** Apt of Entry

35' TFFR PTP -04:00 N16 15.8 W061 31.5

Apt Administration 590 21 71 71, 590 48 20 12, 690 57 92 55; Fax 590 21 14 26, 590 21 14 28, 590 48 21 00. 596 57 23 25. Gen Aviation 590 83 70 06. Ground Services 590 89 76 46, 690 35 33 84, 690 45 07 77, 690 56 98 98; Fax 590 89 76 46; gwadassistance@gmail.com, opsch@orange.fr.

12/30 10266' PAVED. PCN 54/F/B/W/T. TORA 30 10069'. LDA 12 9373'. LDA 30 9085'. TODA 12 10791'. ASDA 12 10597'. ASDA 30 10069'. HIRL.

Rwy 30 Right-Hand Circuit.

H24 ATND SKD 1000-0200Z. O/T O/R. Customs: 1000-0400Z.

Two-way radio required.

Traffic Pattern North of the runway.

Avoid overflying Baie -Mahault penitentiary.

Birds and wildlife in vicinity of airport.

Possible presence of boats sailing on Riviere Salee close to Rwy 12 threshold.

Runway 12 wooded area to the right side at 328' (100m) from Clearway and runway 30 road at end of threshold will be overflowed visually.

Runway 12 noise abatement procedure for jet and conventional aircraft in IFR. Aircraft should remain runway heading climbing to 2000' and 3.5NM from PPR VOR before turning to their destination.

Rwy 12 noise abatement procedure for long haul flights to Europe. Aircraft should remain runway heading climbing to 1000' and 3.5NM from PPR VOR before turning to the destination.

Northward takeoff noise abatement procedure in VFR. Aircraft should remain runway heading and turn left after passing the Les Abymes urban area to the north.

FRENCH ANTILLES

Southward take-off noise abatement procedure in VFR. Aircraft should remain runway heading and turn right after passing the Petit Perou neighborhood to the south.

For safety reasons, propellers must be shut down during stopovers.

Crews of E code aircraft, notably B777-300ER or A350-1000 are advised to taxi with caution on Twy D and use over-steering technique when turning.

Entry to general aviation parking area required via Twy Q.

Exit from the general aviation parking is required via Twy Q1.

Engine runups are authorized at intermediate holding point Q1 for single engine aircraft only. Other aircraft must carry out engine runups at holding point Q.

Turn around prohibited outside turn-around area for Acft above 88,185lbs (40 t).

B777-300 acft must strictly follow the Rwy half-turn axial markings on the turn-around area at threshold 12 to avoid damaging surface.

Takeoff and landing prohibited Rwy 12/30 if RVR under 2625' (800m).

TKOF and LDG RWY 12/30 are prohibited if crosswind > 25 kt on dry RWY and > 20 kt on wet RWY.

Aircraft with code > or = E limited to 5 kts on TWR R.

Taxiing and pushback of aircraft with wingspan greater than 89' (27.05m) prohibited on TWY W1 and W2.

Night landing RWY 30 prohibited if PAPI U/S.

Aerobatics activity above Rwy 12/30 from 2000 ft AMSL to 5000 ft AMSL.

Ultra light flights in Grand Cul de Sac Marin and in the TF R2 area only Max 600 ft without radio contact or transponder.

F-3, Jet A-1.

Fire 9 Level 7 0300-1700Z; Level 9 1700-0300Z or till the last scheduled flight, after 0300Z contact AD Administration.

St Barthelemy I Apt of Entry

48' TFFJ SBH -04:00 N17 54.3 W062 50.6
Apt Administration 27 65 41; Fax 27 98 50;
aeroport@comstbarth.fr. Customs: 27 68 80;
Fax Customs: 27 59 67; droitdequai@comstbarth.fr. Ground Services 27 12 35, 27 61 01,
27 72 98, 29 28 17, 29 62 79; Fax 0690 58 67
25, 0690 58 79 79 00, 0690 88 16 23, 29 15 49,
29 37 52; airassistance.caribes@orange.fr,
info@easyway-sbh.com, maxime.desouches@wanadoo.fr, ops@stbartservices.com,
rodsbh@orange.fr.

10/28 2119' CONCRETE.
AUW-13/0.9000 MPa. TODA 10 2612'. RL.
Rwy 28 Takeoff not allowed.

1100Z-SS+15. Customs: Mon-Fri 1100-2200Z.
Sat 1130-1600Z. 24 hrs PNR.

Non based Acft are subject to PPR to Apt Operator 48 hr prior to arrival by email.

PPR by Aeronautical District of Guadeloupe.

Birds in the vicinity of the airport.

Wildlife and bird hazard prevention operational daily from 1100 to last commercial flight.

Night take-offs limited to MEDEVAC, in mandatory presence of AFIS, fire fighting and rescue services.

Night landing on Rwy 10 prohibited. Night landing on Rwy 28 prohibited.

Handling advisable for commercial flights and general aviation/corporate Acft of MTOW greater than 3t.

Fire 3 1100Z-SS+15, O/T CAT 1.

St Martin I (Grand Case) Apt of Entry

23' TFFG SFG -04:00 N18 06.0 W063 02.9
Apt Administration 27 11 00, 27 11 05; sfg.contact@edeis.com. 57 23 25, 83 03 79, 87 32 18,
89 00 31; Fax 87 69 33, 90 26 07. ATS 27 10

FRENCH ANTILLES

99; Fax 27 10 94. Ground Services 88 31 38, 88 86 66; aerisco@cadisco.com, fbo-sfg@edeis.com.

12/30 3944' PAVED. PCN 19/F/C/W/T. LDA 12 3770'. LDA 30 3412'. HIRL.

Rwy 30 Right-Hand Circuit.

1100Z-SS+15 ATND SKD 1100Z-2300Z (Mon-Sat: 1100Z-2200Z; Sun and after SS: O/R). Customs: 1200Z-2300Z, 24hrs PNR.

PPR by Aeronautical District of Guadeloupe.

Rwy 12 landing prohibited after SS + 15, Rwy 30 landing and Takeoff prohibited SS+15.

Wildlife and birds in vicinity of airport.

Mandatory reporting when entering left hand base leg and last turn during RWY 12 Approach.

Parachute activity in vicinity of the aerodrome.

F-3, Jet A-1.

Fire 5 1115Z-SS+15, O/T CAT 1.

Terre De Haut (Les Saintes)

44' TFFS LSS -04:00 N15 51.9 W061 34.8

Apt Administration 0590 80 62 00, 0590 99 50 32 on AD.; Fax 0590 80 91 34; info@cg971.fr. Customs: 0590 89 59 08; Fax Customs: 0590 90 26 07.

09/27 1903' CONCRETE. AUW-13. Rwy 27 Takeoff not allowed.

Customs: O/R 24H PNR.

Possible birds and wild animals in vicinity of AD.

AD reserved for Acft with suitable performances and characteristics, as well as pilots having a good knowledge of its conditions of use and a verified experience of using the aerodrome asco-pilot under the control of a pilot instructor who certified them.

Northerlywind makes the use of the aerodrome trickier with heavy turbulence between 100'(30 m) and 300' (91 m).

Southerly wind makes the use of the aerodrome trickier with turbulence on short final and a tailwind component on a short runway.

Landing at night prohibited.

Take-off Rwy 27 prohibited.

AD reserved for radio equipped Acft.

Fire 1.

Martinique

Aime Cesaire see Martinique

Martinique (Aime Cesaire) Apt of Entry

16' TFFF FDF -04:00 N14 35.5 W060 59.8 Apt Administration 42 16 00, 42 25 24, 48 21 43; Fax 42 18 77, 48 21 40, 51 10 63, 42 17 78, 51 73 96, 57 23 25; Fax 0596 421 877, 42 17 77; pca@martinique.aeroport.fr. ATC 57 23 27. Apt Manager 696 22 59 62; operations@airportservices.fr. Ground Services 0696 265 310, 596 422 111, 596 422 200, 596 424 105, 596 424 542, 596 511 565; On Call 0696 37 63 53; cepfdf@airfrance.fr, commercial@tsantilles.com, info@mghfdf.com, jetavitationfdf@hotmail.com, jl.albrand@samsic.aero, superviseur.gpaf@wanadoo.fr.

10/28 9843' PAVED. PCN 82/F/B/W/T. LDA 28 9022'. TODA 10 10827'. TODA 28 11319'. ASDA 10 10827'. HIRL.

H24. ATND SKD 1000-0200Z (0200-1000Z, 2HR PNR). Customs: H24.

PPR required for non home based Jet aircraft (Maximum code A), for access to General Aviation Area.

Corporate Acft, non home-based helicopters and unscheduled flights are subject to PPR from the operator 72h before arrival at Apt via fax or email.

CAUTION: Birds and wildlife in the vicinity of the airport.

Engines must be shut down during stopover.

2-way radio required.

FRENCH ANTILLES

Avoid overflying the military area on south of Rwy and the 'Cite de l'air' on north of rwy.

Avoid overflying FORT DE FRANCE and DUCOS towns, SARA oil refinery and DUCOS jail (Champigny) and hospital of LA MEYNARD, establishment with distinctive marks for prohibited overflying at low altitude.

Circling north of the RWY axis is prohibited during aeronautical night. At day time, it may exceptionally be permitted, specially for training requirements, but avoid overflying the SARA oil refinery and the town of LE LAMENTIN.

Turn-around areas 10 and 28 for Acft with 131' (40m) turn radius.

Due to low safety margin on Twy B, A350 and B777 must adjust speed in the bend.

Twy Charlie strip reduced at canal crossing, due to the presence of two hydraulic structures (at Rwy exit after Charlie holding point and Charlie1). Acft must adjust their speed to taxi in this area.

Twy Lima and Delta are prohibited to Acft with wingspan greater than 92' (28 m) or main gear overall width greater than 20' (6 m).

Limitations to Twy Mike taxiing:

- only reserved for state Acft
- Acft speed limited to 5kt for code D Acft
- Prohibited to Acft with wingspan greater than 139' (42.50 m)

Requests for engine startup, pushback, towing, taxiing are compulsory on Twr Freq on all parking areas.

Aerobatic flight activity in vicinity of airport.

Parachute activity in vicinity of airport.

Occasional parachute activity over Carrere, which will be broadcast by ATIS.

Glider activity in South of island.

Model aircraft activity in vicinity of aerodrome.

F-3, Jet A-1.

Fire 9 CAT 7: 0300-1700Z; CAT 9:
1700-0300Z.

HAITI

Cap Haitien (Cap Haitien Intl) Apt of Entry 1100-0300Z. O/T O/R. ATND SKD
14' MTCH CAP -05:00* N19 44.0 W072 11.7 1100-0300Z. O/T O/R. Customs: 1100-0300Z.
Apt Administration 3457 1353. O/T O/R.

05/23 8701' CONCRETE. PCN 45/R/C/W/T.
TODA 23 9882'. ASDA 05 8898'. ASDA 23
8898'. HIRL.

Rwy 05/23 PCN 54R/C/W/T.
1200-2300Z ATND SKD 1200-2300Z. Customs:
1200-2300Z.

Runway operations are allowed for Cat C and D
aircraft.

F-3.

ABN. Fire 6.

Jacmel

167' MTJA JAK -05:00* N18 14.4 W072
31.4

01/19 3748' ASPHALT.

ATND SKD 1200-2200.

Jeremie

148' MTJE JEE -05:00* N18 40.0 W074
10.0

09/27 3937' GRAVEL. PCN 29/F/C/W/T. ASDA
09 4134'. ASDA 27 4134'.

ATND SKD 1200-2200.

Port De Paix

10' MTPX PAX -05:00* N19 56.0 W072 51.0

06/24 2099' GRASS.

ATND SKD 1200-2200Z.

Fire U.

Port-Au-Prince (Toussaint Louverture Intl)

Apt of Entry

125' MTPP PAP -05:00* N18 34.8 W072
17.6

Apt Administration (509) 3457-4598.

10/28 10039' CONCRETE. PCN 96/R/C/W/T.
TODA 10 11024'. TODA 28 11024'. HIRL.

Rwy 28 Right-Hand Circuit.

**Toussaint Louverture Intl see Port-Au-
Prince**

Birds in vicinity of airport.

All acft departing MTPP avoid overflight of fuel-
farm located southeast of the airfield.

F-3, Jet A-1.

Fire 8.

JAMAICA

Ian Fleming Intl see Ocho Rios

Ken Jones see Port Antonio, Jamaica

Kingston (Norman Manley Intl) Apt of Entry

18' MKJP KIN -05:00 N17 56.1 W076 47.2
Apt Administration 876-564-4033,
876-924-8881. ATS 876-924-8056,
876-924-8648; Fax 876-932-7126. Apt Manager 876-333-9827, 876-924-8274.

12/30 8911' ASPHALT. PCN 60/F/A/X/T. TODA 12 13366'. TODA 30 13366'. HIRL. ALS 30.

Rwy 12 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24 Customs service between 2100 and 1300 UTC will be subject to overtime charges.

Wild life in vicinity of airport.

Flight over PORT ROYAL (west of runway) below 1500ft. altitude is not permitted at any time

F-4, Jet A-1. Oxygen.

ABN. Fire 9.

Kingston (Tinson Pen)

16' MKTP -05:00 N17 59.3 W076 49.4
Apt Administration 876-937-2307. ATC 876-908-2190. Apt Manager 876 908 2192.

14/32 4327' ASPHALT. TORA 14 3602'. TORA 32 3491'. LDA 14 3491'. LDA 32 3602'. TODA 14 3602'. TODA 32 3491'. RL.

ATND SKD 1200-0000Z.

F-4.

ABN. Fire 3 1200-0000Z.

Montego Bay (Sangster Intl) Apt of Entry

4' MKJS MBJ -05:00 N18 30.2 W077 54.8
ATC (876) 619 3701, (876) 952 1051, (876) 952 3627; Fax (876) 940 0238, (876) 979 9773.
Apt Manager (876) 952 3124; Fax (876) 952 7366.

07/25 8735' ASPHALT. PCN 63/F/A/W/T. LDA 07 8504'. LDA 25 8174'. TODA 07 9720'. TODA

25 10060'. ASDA 07 8935'. ASDA 25 8873'. HIRL.

H24. ATND SKD 0530-2130Z. O/T PNR. Customs: H24.

CAUTION: Street lights resembling rwy lighting east of rwy 25.

Jet turbine Acft may only land or take-off between 1200 and 0500 UTC daily and additionally on Saturdays between 0500- 1200 UTC, unless operating late on schedule.

F-3, Jet A-1.

ABN. Fire 9.

Norman Manley Intl see Kingston

Ocho Rios (Ian Fleming Intl)

96' MKBS -05:00 N18 24.2 W076 58.1
Apt Administration 924 8009, 924 8452. 608 0743. Apt Manager 787 0169, 975 3101. Apt Operator 975-3734; ifia@aaaj.com.jm. Ground Services 844-9156, 865-4730, 999-2788.

09/27 4767' ASPHALT. PCN 42/F/B/X/T. TORA 09 4649'. TORA 27 4649'. LDA 09 4429'. LDA 27 4649'. TODA 09 4649'. TODA 27 4649'. ASDA 09 4649'. ASDA 27 4649'. MIRL.

Rwy 27 Right-Hand Circuit.

ATND SKD 1400-2200Z, O/T PNR. Customs: 1200-0000Z.

CAUTION: No ATC Services provided at Apt.

Night operations not permitted unless prior authorization is received from Apt operator.

High terrain to S of the extended Rwy centerline.

High terrain to E and W of the extended Rwy centerline.

All traffic patterns are located to N of the extended centerline.

Pilot shall maintain obstacle clearance and proceed in VMC.

CAUTION: Pilot responsible to ensure Rwy is clear and land at own discretion.

JAMAICA

Circuit height - 1500 FT AGL turbo-propellor/turbo jet; 800 FT AGL single engine piston/ light twin; 500 FT AGL rotorcraft.

F-3, Jet A-1.

ABN. Fire 4 1200-0000Z.

Port Antonio, Jamaica (Ken Jones)

14' MKKJ -05:00 N18 11.9 W076 32.1

Apt Administration 913-3926.

09/27 3425' ASPHALT. TORA 09 3127'. TORA 27 3127'. LDA 09 3127'. LDA 27 3127'. TODA 09 3127'. TODA 27 3127'. ASDA 09 3407'. ASDA 27 3127'.

Sangster Intl see Montego Bay

Tinson Pen see Kingston

NETH ANTILLES

F D Roosevelt see St Eustatius I

Flamingo Intl see Kralendijk

Hato Intl see Willemstad

Kralendijk (Flamingo Intl) Apt of Entry

24' TNCB BON -04:00 N12 07.8 W068 16.0

Apt Administration 7010050, 7013353, 7175600, 7868690; Mobile info@bonaire-airport.com; matthew@flamingoairport.com, rosa@flamingoairport.com, tico@flamingoairport.com. ARO H24 839-3552, 839-3553; Fax 869-5030; opsaime@dc-ansp.org. Apt Operator 7850477. Gen Aviation 5608625, 6906250, 7872595, 7965919, info@ahsbonaire.com; celvin.curiel@swissport.com, info@bonairejetcenter.com, jacinto@progressiveairservices.net.

10/28 10029' ASPH/CONC. PCN 72/F/C/W/T. TORA 28 9448'. LDA 10 9448'. LDA 28 9448'. TODA 10 10488'. TODA 28 9941'. ASDA 28 9448'. HIRL.

H24 ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of airport.

Pilots should exercise caution to avoid excessive jetblast or propwash while maneuvering on the main and wide body apron.

All general aviation must be handled by a ground handler. Self handling is not permitted.

Contact Curacao ACC at least 5 minutes before crossing the CTR boundary for clearance to enter the CTR.

Pilots must have obtained start-up approval from ATC before starting engines.

VFR flights shall maintain Rwy track till 2500'. Departing Acft shall leave the circuit by one of the VFR routes indicated on the chart, unless otherwise instructed.

The circuit altitude is 1500' AMSL and maximum speed within the circuit is 130 kts.

Hazardous ships must be reported to ATC on the Flamingo Twr.

Flight plan (VFR or IFR) must be filed at the automated Air Traffic Service Reporting Office (ARO) or via tel.

Jet A-1.

Fire 9.

Princess Juliana Intl see St Maarten I

St Eustatius I (F D Roosevelt) Apt of Entry

131' TNCE EUX -04:00 N17 29.8 W062 58.8
Apt Manager 318-2887; Fax 318-2887, 318-2914.

06/24 3934' ASPHALT. PCN 21/F/A/X/T. RL. 1100 to 0100Z in VMC only. ATND SKD 1100 to 0100Z in VMC only. Customs: 1100 to 0100Z in VMC only.

Acft operating on the maneuvering area of the Apt, with or without the intention to land or take-off, shall report its intentions to the Roosevelt Information.

F-3, J.

ABN. Fire 5.

St Maarten I (Princess Juliana Intl) Apt of Entry

14' TNCM SXM -04:00 N18 02.5 W063 06.5
Apt Administration 1-721-546-7542; Fax 1-721-546-7550.

10/28 7546' ASPHALT. PCN 60/F/B/X/T. TORA 28 7218'. LDA 10 7218'. LDA 28 7218'. TODA 10 7743'. TODA 28 7415'. ASDA 28 7218'. MIRL.

Rwy 10 Right-Hand Circuit.

Rwy 10: Right hand traffic pattern when Rwy 10 is in use, however left hand turn after take-off on request only by day on VMC to aircraft with maximum take-off mass of 15,432 lbs (7000kg) or less, excluding turbojet aircraft.

Rwy 28: Left hand traffic pattern when Rwy 28 is in use, however right hand turn after take-off on request only.

NETH ANTILLES

1100-0100Z. Extension for operational hours F-3, Jet A-1.
O/R. ATND SKD 1100-0100Z. Extension for ABN. Fire 9.
operational hours O/R. Fuel service: PNR 24 hr
for non scheduled flights. Customs:
1100-0100Z. Extension for operational hours
O/R.

Permission for operating times must be requested and obtained at least 4 days prior to beginning of said flight from the Airport Authority.

F-3, F-4, Jet A, Jet A-1.

ABN. Fire 9.

Willemstad (Hato Intl) Apt of Entry

36' TNCC CUR -04:00 N12 11.3 W068 57.6
9839-3360, 9839-3361; Fax 9868-2699. ARO
H24 9 839-3550 ext 552, 9 839-3550 ext 553;
Fax 9 869-5030. Apt Manager 98391000; Fax
98680017; info@curacao-airport.com.

11/29 11198' ASPH/CONC. PCN 60/F/A/W/T.
LDA 11 8458'. HIRL.

Rwy 29 Right-Hand Circuit.

1000-0200Z. Military, Coastguard, SAR, Medevac and fuel stop flights O/T O/R 30 Min PNR.
ATND SKD H24 O/R. Customs: H24.

Overflying of oil refinery installations and prohibited area below 2500 ft is prohibited.

Birds in vicinity of airport.

Left turn out mandatory for aircraft departing Rwy 11 unless ATC approval has been obtained for right turn out. Aircraft shall adhere to the noise abatement procedure.

Non-scheduled public air traffic with helicopters PPR.

For noise abatement: All aircraft heavier than 12566lb (5700KG) MTOM and all turbojet aircraft departing from RWY 11, which are cleared for a right turn out, shall maintain runway heading until FL030, then turn

right.

All flights (VFR or IFR) departing from Hato Airport shall file a flight plan at the Air Traffic Service Reporting Office.

TURKS & CAICOS IS

Bahamas**Colonel Hill see Crooked I****Crooked I (Colonel Hill)**

11' MYCI CRI -05:00* N22 44.7 W074 10.9
Apt Administration 242-344-2197. Security: 242
344 2499. Ground Services On Call 242 344
2197.

09/27 4031' ASPHALT. HIRL.

SR-SS.

CAUTION: rough and uneven surface on Rwy
09/27.

CAUTION: Twy Alpha surface degradation and
loose gravel.

CAUTION: Loose gravel on Rwy 09/27.

Fire N.

Caicos Is**Ambergris Cay**

9' MBAC -05:00* N21 18.0 W071 38.5

Apt Administration 649-941-7737.

07/25 5699' ASPHALT. PCN 32/F/C/W/T.
TORA 07 4698'. LDA 25 4698'. TODA 07 4698'.
HIRL.

Customs: O/R, 24 hrs PNR.

All arriving flights require 24 hours prior permission to land at the airfield. Email your request or call the flight information office.

Airmen are advised circling not authorized north of Rwy 07/25.

Rescue fire fighting service category 3 with upgrade available to category 4,5 and 6 subject to 24 hours PPR.

ABN. Fire 3.

North Caicos (North Caicos Intl) Apt of Entry

12' MBNC NCA -05:00* N21 55.0 W071
56.4

08/26 3606' SAND/ASPH. PCN 43/F/A/X/U.
RL.

ATND SKD SR-SS on call. Customs: SR-SS.

CAUTION: Birds in vicinity of airport.

Bird hazard: All aircraft must avoid overflying Flamingo Pond (Restricted Area MB ROO1) located approx. 1.0 mile northwest of airport unless above 2500' MSL.

Fire 2.

Providenciales I. (Providenciales Intl) Apt of Entry

28' MBPV PLS -05:00* N21 46.4 W072 16.1
Apt Operator 649-941-4724.

10/28 9199' TARMAC. PCN 59/F/B/X/T. MIRL.

NOV - MAR 1100 - 0100Z. MAR - NOV 1000 - 0000Z. ATND SKD NOV - MAR 1100 - 0100Z. MAR - NOV 1000 - 0000Z. Customs: NOV - MAR 1100 - 0100Z. MAR - NOV 1000 - 0000Z.

CAUTION: Birds in vicinity of airport.

Animals in vicinity of airport.

Parachuting at Grace Bay Restricted Area MB R002 by interfacility coordination and by NOTAM.

WARNING: Parasailing takes place on Grace Bay from sunrise to sunset up to 600 ft AMSL.

All staff, pilots, and ground crew must wear high visibility clothing while on apron.

RFFS capable of upgrading to CAT 9 with 24 hr PPR. Subject to charges.

F-4, Jet A, Jet A-1.

ABN. Fire 7.

South Caicos (South Caicos Intl)

8' MBSC XSC -05:00* N21 31.0 W071 31.7
Apt Operator 649-946-3226.

11/29 6335' ASPHALT. PCN 32/F/B/W/T.
MIRL.

ATND SKD 1200 - 2130Z, outside operational hours O/R for hospital flights only. Customs: 1200 - 2130Z.

TURKS & CAICOS IS

CAUTION: Birds in vicinity of airport.

Fire Fighting category 4 O/R with 24 hrs PNR.

Charges apply.

Fire 3.

Turks Is

Grand Turk I. (Jags McCartney Intl) Apt of
Entry

11' MBGT GDT -05:00* N21 26.7 W071
08.5

12/30 6368' ASPHALT. PCN 48/F/B/X/T. TORA
30 5876'. LDA 12 5548'. LDA 30 5876'. TODA
30 5876'. ASDA 30 5876'. HIRL.

NOV - MAR 1100 - 0100Z. MAR - NOV 1000 -
0000Z. ATND SKD NOV - MAR 1100 - 0100Z.
MAR - NOV 1000 - 0000Z. Customs:
1300-2130Z Mon-Fri, 1200-2359Z Sat, Sun and
Holidays. Outside these hours charges may
apply.

CAUTION: Birds and animals in vicinity of air-
port.

Fire Protection Category 5 & 6 24H prior
request, subject to upgrade charges.

There is no 100LL AVGAS at this location.

Jet A-1. JASU.

ABN. Fire 4.

Jags McCartney Intl see Grand Turk I.

Salt Cay

12' MBSY SLX -05:00* N21 20.1 W071 12.0

08/26 2530' SAND/ASPH.

SR-SS. On request after hours for hospital
flights only.

CAUTION: Birds in vicinity of airport.

Exercise extreme CAUTION landing/taxiing/
taking off due to loose granite chippings on rwy
surface.

Fire 2.

US CAR TERRITORIES

Puerto Rico**Aguadilla (Rafael Hernandez)**

237' TJBQ BQN -04:00 N18 29.7 W067 07.8

787-882-3556; 787-882-3515; 787-882-3576. AWOS H24 787-997-0715. Apt Manager 787-840-3151. Clearance Delivery On Call Contact SAN JUAN CERAP 787-253-8664/8665 if frequencies out of service.

08/26 11702' ASPH/CONC. S 155, PCN 23/R/B/W/T, D-235, DDT 455. LDA 08 11313'. LDA 26 11313'. ASDA 26 11313'. HIRL. Rwy 08/26 pavement has numerous cracks and ponding on the mid-portions of the runway.

ATND SKD H24. Customs.

No 180° turns on runway for large and heavy jet aircraft.

Twy F closed to all traffic indefinitely. Twy A closed between Twy C & Twy D.

Twy A between Twy B & Twy C closed to aircraft wingspan more than 118'.

Maintenance engine run prohibited between 0100-1000Z daily, except from Sat-Sun from 0100-1200Z.

Touch and go landings prohibited from 0200-1000Z daily.

F-4, Jet A-1.

ABN. Fire B.

Antonio Rivera Rodriguez see Isla De Vieques**Antonio/Nery/Juarbe Pol see Arecibo****Arecibo (Antonio/Nery/Juarbe Pol)**

21' TJAB ARE -04:00 N18 27.1 W066 40.5 Apt Manager 787-881-2072. Clearance Delivery On Call SAN JUAN Center Radar Approach Control at 787-253-8664/8665.

08/26 3964' ASPHALT. SW 22. MIRL.

ATND SKD Mon-Fri 1130-2000Z, except major holidays.

Skydiving activity.

Military helicopter operations after sunrise. ABN.

Ceiba (Jose Aponte De La Torre)

38' TJRV -04:00 N18 14.7 W065 38.6

On Call 787-863-0950. Apt Manager Mobile 787-905-0086. Clearance Delivery On Call SAN JUAN CERAP 787-253-8664/8665.

07/25 11002' ASPH/CONC. T 185, DW 185, TT 175, DT 175, DDT 338, SW 122. MIRL.

ATND SKD 1000-2230Z. Lndg Rights: Customs and Border Protection landing rights airport; 1200-2200Z daily. Call Customs and Immigration at least one hour in advance.

Iguanas occasionally on runway.

West end of Twy A closed.

Aircraft not visible from opposite end of runway.

F-3, Jet A. Oxygen.

ABN.

Eugenio Maria De Hostos see Mayaguez**Fernando Luis Ribas Dominicci see San Juan****Isla De Vieques (Antonio Rivera Rodriguez)**

Apt of Entry

49' TJVQ VQS -04:00 N18 08.1 W065 29.6 Apt Manager 787-729-8715. Clearance Delivery On Call Contact SAN JUAN CERAP 787-253-8664/8665.

09/27 4301' ASPHALT. SW 20, DW 40, T 40. LDA 09 4094'. LDA 27 3405'. MIRL.

Rwy 27 Right-Hand Circuit.

Displaced threshold marked at 207'; no threshold lights.

ATND SKD 1000-2200Z. Customs: 0600-1830.

Prior permission required for other B-III aircraft & max wingspan of 88.75'; contact Airport Manager.

Rising terrain south.

US CAR TERRITORIES

Aircraft not visible from opposite runway end.
Closed to scheduled air carrier operations with more than 9 passenger seats and unscheduled air carrier operations with more than 30 passenger seats.

ABN.

Jose Aponte De La Torre see Ceiba

Luis Munoz Marin Intl see San Juan

Mayaguez (Eugenio Maria De Hostos)

28' TJMZ MAZ -04:00 N18 15.3 W067 08.9
Apt Manager 787-832-3390. Clearance Delivery On Call SAN JUAN CERAP 787-253-8664/8667 when frequency out of service.

09/27 4998' ASPHALT. S 85, D-108, DT 170. MIRL. Pilot Controlled Lighting.

ATND SKD 0730-1600LT. Customs: H24

Birds on & in vicinity of airport.

Ultralight activity.

ABN.

Meredita see Ponce

Ponce (Mercedita) Apt of Entry

28' TJPS PSE -04:00 N18 00.5 W066 33.9
AWOS H24 787-843-0344. Apt Manager 787-729-3151. Clearance Delivery On Call Frequencies available, if unable, SAN JUAN CERAP 787-253-8664/8666.

12/30 8004' ASPHALT. PCN 42/F/B/X/T. LDA 12 5488'. LDA 30 6757'. ASDA 12 7357'. ASDA 30 7004'. HIRL. Pilot Controlled Lighting.

Rwy 12 Right-Hand Circuit.

ATND SKD H24. Customs: Mon-Fri 1200-2100Z

Jet A.

ABN. Fire A.

Rafael Hernandez see Aguadilla

San Juan (Fernando Luis Ribas Dominicci)

10' TJIG SIG -04:00 N18 27.4 W066 05.9
On Call 787-289-7978/7979, 787-729-6600. ATS On Call When tower closed SAN JUAN CERAP 787-253-8664. Apt Manager 787-729-8715.

09/27 5539' ASPHALT. S 52, DW 88, DT 160, T 88, TT 160. LDA 09 5126'. LDA 27 4299'. ASDA 09 5424'. ASDA 27 5239'. MIRL.

Rwy 27 Right-Hand Circuit.

ATND SKD 1000-2330Z. Customs: 1400-2359Z. O/T on call.

Birds on and in vicinity of airport.

346' high lighted cranes, 0.5 miles south east Rwy 09. Exercise caution using right traffic patterns for Rwy 09.

Rwy 09/27 aircraft with wingspan over 79'. Airport does not meet design standards for wing clearance.

San Juan Bay cruise ship maneuvering area. Tall vessel obstruction on final approach to Rwy 09 or departing Rwy 27.

Rwy 27 approach end, Rwy 09 departure end, tall vessels at marina.

Taxiway A4, A5 and A6 closed to aircraft with wingspan more than 49'.

Rwy 09 right traffic: Helicopters occasionally use right traffic Rwy 09 when directed by ATCT. ARFF Index A-1 equipment available 1000-2330Z.

F-4, Jet A. Oxygen.

ABN.

San Juan (Luis Munoz Marin Intl) Apt of Entry

10' TJSJ SJU -04:00 N18 26.4 W066 00.1 787-253-0979; H24 787-791-6200. Apt Manager 787-289-7240.

08/26 10400' ASPHALT. PCN 86/R/C/W/T, SW 100, DW 200, DT 350. LDA 08 9384'. LDA

US CAR TERRITORIES

26 9908'. ASDA 08 9784'. ASDA 26 10308'. HIRL. MIALS 08.	Rwy 10 Right-Hand Circuit. ATND SKD 0900-0300Z. Lndg Rights.
Rwy 08 Right-Hand Circuit.	Birds and wildlife in vicinity of airport.
10/28 8016' CONCRETE. PCN 68/R/C/W/T, DW 200, DT 350, T 200, TT 350, SW 100. HIRL. MIALS 10.	Airport surface conditions unmonitored daily 0300-1000Z.
Rwy 10 Right-Hand Circuit.	Fuel available 1100-2300Z, other times 1 hr prior permission required call Ground Services Provider.
ATND SKD H24. Lndg Rights.	F-3, Jet A-1.
Apron 12 available for general aviation aircraft only.	ABN. Fire C.
Twy J between J1 and J5(not including J5) closed to aircraft with greater than 118' wing- span.	St Thomas I/Charlotte Amalie (King) Apt of Entry 24' TIST STT -04:00 N18 20.2 W064 58.4 H24 340-776-7116. ATS On Call Contact SAN JUAN Center Radar Approach Control 787-253-8664/8665 when Tower closed. Apt Manager 340-774-5100.
Twy Sbetween Twy S2 and Twy S5 closed light- ted and barricaded.	10/28 7000' ASPHALT. TT 195, S 100, D-155, DT 195, T 155, PCN 88/F/A/W/T. LDA 10 6892'. LDA 28 3870'. ASDA 10 6892'. ASDA 28 6170'. HIRL. Pilot Controlled Lighting.
Aircraft 180 turns ontaxiways requires PPR.	Rwy 10 Right-Hand Circuit.
Twy H between Twy C and Twy H3 closed.	ATND SKD H24. Customs.
Personnel and equipment working north of Rwy 08/26 along tree area. Crane 50 ft AGL, 300 ft north of Rwy 08/26 centerline.	CAUTION: Pilots may encounter false illusory indications during NIGHT approaches to rwy 10 when using outside visual cues for vertical guid- ance.
Engine runups prohibited on gates area.	Fuel available 0700-1900LT, other times PPR call 340-777-9177, 340-772-8093, 340-715-3821.
F-4, Jet A-1, JP-4, JP-5, J, Jet A+. Oxygen.	ARFF service unavailable 2300-0600LT.
ABN. Fire D.	F-3, Jet A.

Virgin Islands**King see St Thomas I/Charlotte Amalie****Rohlsen see St Croix I****St Croix I (Rohlsen)** Apt of Entry

74' TISX STX -04:00 N17 42.1 W064 48.1
H24 340-778-8122. ATS On Call Contact SAN
JUAN Center Radar Approach Control
787-253-8664/8665 when Tower closed. Apt
Manager 340-719-6207, 340-778-1012; Fax
340-778-1033. Ground Services On Call
340-778-0090, 340-778-9177.

10/28 10004' ASPHALT. DT 300,
PCN 62/F/C/W/T, SW 100, DW 175. LDA 10
9003'. LDA 28 8998'. ASDA 10 9003'. HIRL.
MIALS 10. Pilot Controlled Lighting.

Fuel available 0700-1900LT, other times PPR
call 340-777-9177, 340-772-8093,
340-715-3821.

ARFF service unavailable 2300-0600LT.

F-3, Jet A.

ABN. Fire C.



Airport Directory

Airport Decode Listings - South America

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

A

AAO	Anaco, Venezuela
AAX	Araxa (Romeu Zema), Brazil
AEP	Buenos Aires (Jorge Newbery Aero-parque), Argentina
AFA	San Rafael (S.A. Santiago Germano), Argentina
AFL	Alta Floresta (Piloto Osvaldo Marques Dias), Brazil
AGT	Minga Guazu (Guarani Intl), Paraguay
AGV	Acarigua (Gen Oswaldo Guevara Mujica), Venezuela
AHL	Aishalton, Guyana
AIF	Assis (Marcelo Pires Halzhausen), Brazil
AJU	Aracaju (Santa Maria Intl), Brazil
ALD	Alerta, Peru
AMJ	Almenara (Cirilo Queiroz), Brazil
ANF	Antofagasta (Andres Sabella), Chile
ANS	Andahuaylas, Peru
AOL	Paso De Los Libres, Argentina
APB	Apolo, Bolivia
APQ	Arapiraca, Brazil
APS	Anapolis, Brazil
APU	Apucarana (CAPT Joao Busse), Brazil
APX	Arapongas, Brazil
APZ	Zapala, Argentina
AQA	Araraquara (Bartolomeu de Gusmao), Brazil
AQP	Arequipa (Rodriguez Ballon Intl), Peru
ARI	Arica (Chacalluta Intl), Chile

ARR

ARS	Aragarcas, Brazil
ASU	Asuncion (Silvio Pettrossi Intl), Paraguay
ATA	Anta Huaraz (Comandante German Arias Graziani), Peru
ATF	Ambato (Chachoañ), Ecuador
ATI	Artigas (Artigas Intl), Uruguay
ATM	Altamira, Brazil
AUC	Arauca (Santiago Perez), Colombia
AUX	Araguaina, Brazil
AXM	Armenia (El Eden), Colombia
AYP	Ayacucho (Col Alfredo Mendivil Duarte), Peru
B	
BAQ	Barranquilla (Ernesto Cortissoz), Colombia
BAT	Barretos (Chafei Amsei), Brazil
BAU	Bauru, Brazil
BAZ	Barcelos, Brazil
BBA	Balmaceda, Chile
BDC	Barra Do Corda, Brazil
BEF	Bluefields, Nicaragua
BEL	Belem (Val De Cans/J. C. Ribeiro Intl), Brazil
BGA	Bucaramanga (Palonegro), Colombia
BGX	Bage (Cmte Gustavo Kraemer), Brazil
BHA	San Vicente (Los Perales), Ecuador
BHI	Bahia Blanca (Comandante Espora), Argentina

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

BJO	Bermejo, Bolivia	CAF	Carauari, Brazil
BLA	Barcelona (Gen. Jose Antonio Anzoategui Intl), Venezuela	CAJ	Canaima, Venezuela
BMS	Brumado (Socrates Mariani Bittencourt), Brazil	CAM	Camiri, Bolivia
BNS	Barinas (Barinas Luisa Caceres De Arismendi), Venezuela	CAQ	Caucasia (Juan Henry White), Colombia
BNU	Blumenau, Brazil	CAU	Caruaru, Brazil
BOG	Bogota (El Dorado Intl), Colombia	CAW	Campos Dos Goytacazes (Bartolomeu Lisandro), Brazil
BPG	Barra Do Garcas, Brazil	CAY	Cayenne (Cayenne Felix Eboue), French Guiana
BPS	Porto Seguro, Brazil	CBB	Cochabamba (Jorge Wilstermann Intl), Bolivia
BQQ	Barra, Brazil	CBL	Ciudad Bolivar (Gral. Tomas De Heres), Venezuela
BRA	Barreiras (Dom Ricardo Weberberg-er), Brazil	CBS	Cabimas (Oro Negro), Venezuela
BRC	S C De Bariloche, Argentina	CCH	Chile Chico, Chile
BRM	Barquisimeto (Jacinto Lara Intl), Venezuela	CCI	Concordia (Olavo Cecco Rigon), Brazil
BSB	Brasilia (PRES Juscelino Kubitschek Intl), Brazil	CCM	Criciuma (Forquilhinha-Criciuma), Brazil
BSC	Bahia Solano (Jose Celestino Mutis), Colombia	CCP	Concepcion (Carriel Sur Intl), Chile
BSS	Balsas, Brazil	CCS	Maiquetia (Simon Bolivar Intl), Venezuela
BUN	Buenaventura (Gerardo Tobar Lopez), Colombia	CCT	Colonia Catriel, Argentina
BVB	Boa Vista (Atlas Brazil Cantanhede Intl), Brazil	CCX	Caceres, Brazil
BVH	Vilhena, Brazil	CDJ	Conceicao Do Araguaia, Brazil
BVS	Breves, Brazil	CEP	Concepcion, Bolivia
BYC	Yacuiba, Bolivia	CFB	Cabo Frio (Cabo Frio Intl), Brazil
BYO	Bonito, Brazil	CGB	Cuiaba (Marechal Rondon Intl), Brazil
C	Cascavel (Coronel Adalberto Mendes Da Silva), Brazil	CGH	Sao Paulo (Congonhas), Brazil
		CGR	Campo Grande (Campo Grande Intl), Brazil
		CHH	Chachapoyas, Peru

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

CHM	Chimbote (Tte Fap Jaime De Montreuil), Peru	CPC	San Martin De Los Andes (Aviador C. Campos), Argentina
CIJ	Cobija (Cap Av Civ Anibal Arab Fadul), Bolivia	CPG	Carmen De Patagones, Argentina
CIM	Cimitarra, Colombia	CPL	Chaparral (Gen Navas Pardo), Colombia
CIX	Chiclayo (Capt FAP J A Quinones Gonzalez INTL), Peru	CPO	Caldera (Desierto De Atacama), Chile
CIZ	Coari, Brazil	CPQ	Campinas (Amarais), Brazil
CJA	Cajamarca (Gen Armando Revoredo Iglesias), Peru	CPV	Campina Grande (PRES Joao Suassuna), Brazil
CJC	Calama (El Loa), Chile	CQA	Canarana, Brazil
CKO	Cornelio Procopio (Francisco Lacerda Junior), Brazil	CQS	Costa Marques, Brazil
CKS	Parauapebas (Carajas), Brazil	CRC	Cartago (Santa Ana), Colombia
CLN	Carolina (Brig Lysias A Rodrigues), Brazil	CRD	Comodoro Rivadavia (Gen Enrique Mosconi), Argentina
CLO	Cali (Alfonso Bonilla Aragon Intl), Colombia	CRR	Ceres, Argentina
CLV	Caldas Novas, Brazil	CSU	Santa Cruz Do Sul, Brazil
CLX	Clorinda, Argentina	CTC	Catamarca, Argentina
CLZ	Calabozo, Venezuela	CTG	Cartagena (Rafael Nunez), Colombia
CMC	Camocim, Brazil	CUC	Cucuta (Camilo Daza Intl), Colombia
CMG	Corumba (Corumba Intl), Brazil	CUE	Cuenca (Mariscal La Mar), Ecuador
CNF	Belo Horizonte (Tancredo Neves Intl), Brazil	CUM	Cumana (Mariscal Antonio Jose De Sucre), Venezuela
CNQ	Corrientes, Argentina	CUO	Caruru, Colombia
CNR	Chanaral, Chile	CUP	Carupano (Gen Jose Francisco Bermudez), Venezuela
CNT	Charata, Argentina	CUT	Cutral-Co, Argentina
COC	Concordia (Comodoro Pierrestegui), Argentina	CUZ	Cusco (Tnte FAP Alejandro Velazco Astete Intl), Peru
COG	Condoto (Mandinga), Colombia	CVE	Covenas, Colombia
COR	Cordoba (Ing Aer A L V Taravella), Argentina	CWB	Curitiba (Afonso Pena Intl), Brazil
		CXJ	Caxias Do Sul (Hugo Cantergiani), Brazil

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

CYR	Colonia (Laguna de los Patos Intl), Uruguay	EQS	Esquel (BRIG GEN Antonio Parodi), Argentina
CZE	Coro (Jose Leonardo Chirino), Venezuela	ERM	Erechim, Brazil
CZS	Cruzeiro Do Sul (Cruzeiro Do Sul-Intl), Brazil	ERN	Eirunepe, Brazil
CZU	Corozal (Las Brujas), Colombia	ESG	Mariscal Estigarribia (Prof Dr Pac Luis Maria Argana Intl), Paraguay
D		ESR	El Salvador (Ricardo Garcia Posada), Chile
DIQ	Divinopolis (Brigadeiro Antonio Cabral), Brazil	EYP	El Yopal, Colombia
DMT	Diamantino, Brazil	EZE	Buenos Aires (Ezeiza Intl/Ministro Pistarini), Argentina
DNO	Dianopolis, Brazil	F	
DOU	Dourados, Brazil	FBE	Francisco Beltrao, Brazil
DZO	Durazno (Santa Bernardina Intl), Uruguay	FEN	Fernando De Noronha, Brazil
		FFU	Futaleufu, Chile
E		FLA	Florencia (Gustavo A Paredes), Colombia
EBG	El Bagre (El Tomin), Colombia	FLB	Floriano (Cangapara), Brazil
ECI	Costa Esmeralda, Nicaragua	FLN	Florianopolis (Hercilio Luz Intl), Brazil
EHL	El Bolson, Argentina	FMA	Formosa, Argentina
EJA	Barrancabermeja (Yariguies), Colombia	FOR	Fortaleza (Pinto Martins Intl), Brazil
ELB	El Banco (El Banco Apt.), Colombia	FRC	Franca (Tenente Lund Pressoto), Brazil
ELO	Eldorado, Argentina	FTE	El Calafate, Argentina
EMX	El Maiten, Argentina	G	
ENO	Encarnacion (TNTE Ramon Amin Ayub Gonzales Intl), Paraguay	GDO	Vara de Maria (Guasdualito), Venezuela
EOH	Medellin (Olaya Herrera), Colombia	GDP	Guadalupe, Brazil
EOR	El Dorado, Venezuela	GEL	Santo Angelo, Brazil
EOZ	Elorza, Venezuela	GEO	Georgetown (Cheddi Jagan Intl), Guyana
EPA	Buenos Aires (El Palomar), Argentina		

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

GGS	Gobernador Gregores, Argentina	HTZ	Hato Corozal, Colombia
GHU	Gualeguaychu, Argentina	HUU	Huanuco (Alferez David Figueroa Fernandini), Peru
GIG	Rio De Janeiro (Galeao-Antonio Carlos Jobim Intl), Brazil	I	
GIR	Girardot (Santiago Vila), Colombia	IBE	Ibague (Perales), Colombia
GJM	Guajara-Mirim, Brazil	ICA	Icabaru, Venezuela
GNM	Guanambi (Isaac Moura Rocha), Brazil	IGB	Ingeniero Jacobacci (Ingeniero Jacobacci/Cabo FAA H.R.Bordon), Argentina
GNR	General Roca, Argentina	IGO	Chigorodo, Colombia
GPB	Guarapuava (Tancredo Thomas de Faria), Brazil	IGR	Cataratas Del Iguazu (Mayor D Carlos Eduardo Krause), Argentina
GPI	Guapi (Juan Casiano), Colombia	IGU	Foz Do Iguacu (Cataratas Intl), Brazil
GPO	General Pico, Argentina	IJU	Ijui, Brazil
GPS	Baltra I Galapagos Is (Seymour), Ecuador	IMB	Imbaimadai, Guyana
GRP	Gurupi, Brazil	IMP	Imperatriz (Prefeito Renato Moreira), Brazil
GRU	Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl), Brazil	IOS	Ilheus (Jorge Amado), Brazil
GUI	Guiria (Almirante Cristobal Colon), Venezuela	IPG	Santo Antonio Do Ica (Ipiranga), Brazil
GUJ	Guaratingueta, Brazil	IPI	Ipiales (San Luis), Colombia
GUQ	Guanare, Venezuela	IPN	Ipatinga (Usiminas), Brazil
GUZ	Guarapari, Brazil	IQQ	Iquique (Diego Aracena Intl), Chile
GVR	Governador Valadares (Cel Altino Machado), Brazil	IQT	Iquitos (Col Francisco Secada Vignetta Intl), Peru
GXQ	Coyhaique (Teniente Vidal), Chile	IRE	Irece, Brazil
GYE	Guayaquil (Jose Joaquin de Olmedo Intl), Ecuador	IRJ	La Rioja (Cap Vicente A Almonacid), Argentina
GYN	Goiania (Santa Genoveva Intl), Brazil	ITA	Itacoatiara, Brazil
H	Chos Malal, Argentina	ITB	Itaituba, Brazil
		ITP	Itaperuna, Brazil
		ITQ	Itaqui, Brazil
		IZA	Goiana (PRES Itamar Franco), Brazil

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

J			
JAE	Jaen (Fernando Belaunde Terry), Peru	LAZ	Bom Jesus Da Lapa, Brazil
JAU	Jauja (Francisco Carle), Peru	LBR	Labrea, Brazil
JCB	Joacaba (Santa Terezinha), Brazil	LCM	La Cumbre, Argentina
JCR	Jacareacanga, Brazil	LCP	Loncopue, Argentina
JDF	Juiz De Fora (Francisco De Assis), Brazil	LDB	London (Governador Jose Richa), Brazil
JDO	Juazeiro Do Norte (Orlando Bezerra De Menezes), Brazil	LDX	St-Laurent-Du-Maroni, French Guiana
JHF	Sao Roque (Sao Paulo Catarina Executive Intl), Brazil	LEC	Lencois (Horacio de Mattos), Brazil
JIA	Juina, Brazil	LET	Leticia (Alfredo Vasquez Cobo), Colombia
JJG	Jaguaruna (Regl Sul), Brazil	LFR	La Fria (Francisco J. G. Hevia), Venezuela
JJI	Juanjui, Peru	LGQ	Nueva Loja (Lago Agrio), Ecuador
JNA	Januaria, Brazil	LGR	Cochrane, Chile
JPA	Joao Pessoa (PRES Castro Pinto Intl), Brazil	LGS	Malargue (Com Ricardo Salomon), Argentina
JPR	Ji-Parana, Brazil	LHS	Las Heras (Los Perales), Argentina
JSM	Jose De San Martin, Argentina	LIM	Lima-Callao (Jorge Chavez Intl), Peru
JUJ	Jujuy (Gobernador Horacio Guzman), Argentina	LMD	Los Menucos, Argentina
JUL	Juliaca (Inca Manco Capac Intl), Peru	LOB	Los Andes (San Rafael), Chile
		LPB	La Paz (El Alto Intl), Bolivia
		LPG	La Plata, Argentina
K		LQM	Puerto Leguizamo (Caucaya), Colombia
KAR	Kamarang, Guyana	LSC	La Serena (La Florida), Chile
KAV	Kavanayen, Venezuela	LSP	Paraguana (Josefa Camejo Intl), Venezuela
KNA	Vina Del Mar, Chile	LSQ	Los Angeles (Maria Dolores), Chile
KRM	Karanambo, Guyana	LTM	Lethem, Guyana
KTO	Kato, Guyana	LTX	Latacunga (Cotopaxi Intl Alternative), Ecuador
L			
LAJ	Lages, Brazil		

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

LUB	Lumidpau, Guyana	MHW	Monteagudo (Apiaguaiki Tumpa), Bolivia
LUQ	San Luis (BRIG Mayor D Cesar Raul Ojeda), Argentina	MII	Marilia (Frank Miloye Milenkovich), Brazil
M		MJR	Miramar, Argentina
MAB	Maraba (Joao Correa Da Rocha), Brazil	MLZ	Melo (Cerro Largo Intl), Uruguay
MAO	Manaus (Eduardo Gomes Intl), Brazil	MMP	Mompos (San Bernardo), Colombia
MAR	Maracaibo (La Chinita Intl), Venezuela	MNX	Manicore, Brazil
MBZ	Maues, Brazil	MOC	Montes Claros (Mario Ribeiro), Brazil
MCJ	Maicao (Jorge Isaac), Colombia	MPN	Mount Pleasant, Falkland Is
MCP	Macapa (Alberto Alcolumbre Intl), Brazil	MQU	Mariquita (Jose Celestino Mutis), Colombia
MCS	Monte Caseros, Argentina	MRD	Merida (Alberto Carnevalli), Venezuela
MCZ	Maceio (Zumbi Dos Palmares Intl), Brazil	MRR	Macara (Jose Maria Velasco Ibarra), Ecuador
MDE	Rionegro (Jose Maria Cordova), Colombia	MTE	Monte Alegre, Brazil
MDQ	Mar Del Plata (Astor Piazzolla), Argentina	MTR	Monteria (Los Garzones), Colombia
MDX	Mercedes, Argentina	MUN	Maturin (GEN Jose Tadeo Monagas Intl), Venezuela
MDZ	Mendoza (El Plumerillo), Argentina	MVD	Montevideo (Carrasco Intl/Gen C L Berisso), Uruguay
MEA	Macae, Brazil	MVF	Mossoro (Dix Sept Rosado), Brazil
MEC	Manta (Eloy Alfaro Intl), Ecuador	MVP	Mitu (Leon Bentley), Colombia
MEU	Almeirim (Monte Dourado), Brazil	MZL	Manizales (La Nubia), Colombia
MFS	Miraflores, Colombia	N	
MGA	Managua (Augusto Cesar Sandino Intl), Nicaragua	NAI	Annai, Guyana
MGD	Magdalena, Bolivia	NAT	Sao Goncalo Do Amarante (Gov Aluizio Alves Intl), Brazil
MGF	Maringa (Silvio Name Junior), Brazil	NEC	Necochea, Argentina
MGN	Magangue (Baracoa), Colombia	NNU	Nanuque, Brazil
MHA	Mahdia, Guyana	NOK	Nova Xavantina (Xavantina), Brazil
MHC	Dalcahue (Mocopulli), Chile	NQL	Niquelandia, Brazil

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

NQN	Neuquen (Presidente Peron), Argentina	P	
NSA	Natal (Augusto Severo), Brazil	PAL	Puerto Salgar (CAPT German Ola-no), Colombia
NVA	Neiva (Benito Salas), Colombia	PAV	Paulo Afonso, Brazil
NVP	Novo Aripuana, Brazil	PBE	Puerto Berrio (Morela), Colombia
NVT	Navegantes (Ministro Victor Konder Intl), Brazil	PBL	Puerto Cabello (Gen. Bartolome Salom), Venezuela
O			
OAL	Cacoal, Brazil	PBM	Zandery (J.A. Pengel Intl), Suriname
OBI	Obidos, Brazil	PCL	Pucallpa (Cap FAP David Armando Abensur Rengifo Intl), Peru
OCC	Coca (Francisco De Orellana), Ecuador	PCR	Puerto Carreno (German Olano), Colombia
OCV	Ocana (Aguas Claras), Colombia	PCS	Picos, Brazil
OEM	Paloeemeu (Vincent Faiks), Suriname	PDA	Puerto Inirida (Cesar Gaviria Trujillo), Colombia
OES	San Antonio Oeste (Antoine De Saint Exupery), Argentina	PDP	Maldonado (Capitan Curbelo Intl), Uruguay
OLK	Fuerte Olimpo (1ro Inocencio Heribia), Paraguay	PDU	Paysandu (Tydeo Larre Borges Intl), Uruguay
OPS	Sinop (Presidente Joao Batista Fig-ueiredo), Brazil	PDZ	Pedernales (Capure Delta Amacuro), Venezuela
ORA	Oran, Argentina	PEH	Pehuajo (Comodoro P. Zanni), Argentina
ORC	Orocue, Colombia	PEI	Pereira (Matecana), Colombia
ORJ	Orinduik, Guyana	PEM	Puerto Maldonado (Padre Aldamiz), Peru
ORU	Oruro (Juan Mendoza), Bolivia	PET	Pelotas (Joao Simoes Lopes Neto Intl), Brazil
ORX	Oriximina, Brazil	PFB	Passo Fundo (Lauro Kurtz), Brazil
OTU	Remedios (Otu), Colombia	PHB	Parnaiba (Prefeito Dr. Joao Silva Filho, Intl), Brazil
OUS	Ourinhos (Jornalista Benedito Pi-mentel), Brazil	PHI	Pinheiro, Brazil
OYA	Goya, Argentina	PIN	Parintins, Brazil
OYK	Oiapoque, Brazil	PIO	Pisco, Peru
OYO	Tres Arroyos, Argentina		
OYP	St Georges De L'Oyapock, French Guiana		

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

PIU	Piura (Capt Guillermo Concha Iberico), Peru	PRQ	Presidencia Roque S. Pena, Argentina
PIV	Pirapora, Brazil	PSO	Pasto (Antonio Narino), Colombia
PJC	Pedro Juan Caballero (Prof Dr Pac Augusto Roberto Fuster Intl), Paraguay	PSS	Posadas (Liberador GEN D Jose De San M), Argentina
PLL	Manaus (Ponta Pelada), Brazil	PSW	Passos (Municipal Jose Figueiredo), Brazil
PLU	Belo Horizonte (Pampulha-Carlos Drummond De Andrade), Brazil	PSZ	Puerto Suarez (Tte. Av. Salvador Ogaya G. Intl), Bolivia
PMC	Puerto Montt (El Tepual Intl), Chile	PTM	Palmarito, Venezuela
PMG	Ponta Pora (Ponta Pora Intl), Brazil	PTO	Pato Branco (Juvenal Loureiro Cardoso), Brazil
PMQ	Perito Moreno, Argentina	PTQ	Porto De Moz, Brazil
PMV	Margarita (Chief Gen Santiago Mariño Intl), Venezuela	PTX	Pitalito (Contador), Colombia
PMW	Palmas (Brigadeiro Lysias Rodrigues), Brazil	PTZ	Shell (Rio Amazonas), Ecuador
PMY	Puerto Madryn (El Tehuelche), Argentina	PUD	Puerto Deseado, Argentina
PNB	Porto Nacional, Brazil	PUQ	Punta Arenas (Carlos Ibanez Del Campo Intl), Chile
PNG	Paranagua, Brazil	PUU	Puerto Asis (3 De Mayo), Colombia
PNT	Natales (Teniente Julio Gallardo), Chile	PUZ	Puerto Cabezas, Nicaragua
PNZ	Petrolina (Senador Nilo Coelho), Brazil	PVA	Isla Providencia (El Embrujo), Colombia
POA	Porto Alegre (Salgado Filho Intl), Brazil	PVH	Porto Velho (Governador Jorge Teixeira de Oliveira Intl), Brazil
POJ	Patos De Minas, Brazil	PVI	Paranavai (Edu Chaves), Brazil
POO	Pocos De Caldas (Embaixador Walther Moreira Salles), Brazil	PYH	Puerto Ayacucho (Cacique Aramare Natl), Venezuela
PPB	Presidente Prudente, Brazil	PZA	Paz De Ariporo, Colombia
PPN	Popayan (Guillermo Leon Valencia), Colombia	PZO	Ciudad Guayana (Gen. Manuel Carlos Piar Intl), Venezuela
PPY	Pouso Alegre, Brazil	PZS	Padre Las Casas (Maquehue), Chile
PRA	Parana (Gen Urquiza), Argentina	Q	
		QAC	Castro, Brazil

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

QAK	Barbacena (Maj Brig Doorgal Borges), Brazil	QTL	Caratinga, Brazil
QBX	Sobral, Brazil	QVB	Uniao Da Vitoria, Brazil
QCJ	Botucatu, Brazil	QVP	Avare (Avare-Arandu), Brazil
QCN	Canela, Brazil	QXD	Cachoeiro Do Itapemirim, Brazil
QCP	Currais Novos, Brazil	R	
QCR	Curitibanos (Lauro Antonio da Costa), Brazil	RAO	Ribeirao Preto (Leite Lopes), Brazil
QDB	Cachoeira Do Sul (BRIG Nero Moura), Brazil	RAV	Cravo Norte, Colombia
QDC	Dracena, Brazil	RBB	Borba, Brazil
QDF	Conselheiro Lafaiete (Das Bandeirinhas), Brazil	RBO	Robore, Bolivia
QDV	Jundiai (CMTE Rolim Adolfo Amaro), Brazil	RBQ	Rurrenabaque, Bolivia
QGC	Lencois Paulista (Mun Jose Boso), Brazil	RBR	Rio Branco (Placido de Castro Intl), Brazil
QGF	Montenegro, Brazil	RCH	Riohacha (Almirante Padilla), Colombia
QGP	Garanhuns, Brazil	RCQ	Reconquista, Argentina
QHB	Piracicaba, Brazil	RCU	Rio Cuarto (Area De Material), Argentina
QHN	Taguatinga, Brazil	RDC	Redencao, Brazil
QHV	Novo Hamburgo, Brazil	REC	Recife (Guararapes-Gilberto Freyre Intl), Brazil
QIG	Iguatu, Brazil	REL	Trelew (Almirante Zar), Argentina
QIQ	Rio Claro, Brazil	RES	Resistencia, Argentina
QIT	Itapetinga, Brazil	REY	Reyes, Bolivia
QOA	Mococa, Brazil	RGA	Rio Grande, Argentina
QOJ	Sao Borja, Brazil	RGL	Rio Gallegos (Norberto Fernandez), Argentina
QPS	Pirassununga (Campo Fontenelle), Brazil	RHD	Santiago Del Estero (Termas de Rio Hondo), Argentina
QRC	Rancagua (La Independencia), Chile	RIA	Santa Maria, Brazil
QRE	Carazinho, Brazil	RIB	Riberalta (CAPT Av Selin Zeitun Lopez), Bolivia
QRF	Bragado, Argentina	RIJ	Rioja, Peru
QRZ	Resende, Brazil		

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

RIM	Rodriguez De Mendoza (San Nicolas), Peru	SJE	San Jose Del Guaviare (Jorge E Gonzalez), Colombia
RLO	Valle del Conlara (Sta. Rosa de Conlara), Argentina	SJK	Sao Jose Dos Campos (Prof Urbano Ernesto Stumpf Intl), Brazil
ROO	Rondonopolis (Maestro Marinho Franco), Brazil	SJL	Sao Gabriel Da Cachoeira, Brazil
ROS	Rosario (Islas Malvinas), Argentina	SJP	Sao Jose Do Rio Preto (Professor Eriberto Manoel Reino), Brazil
ROY	Rio Mayo, Argentina	SJV	San Javier, Bolivia
RSA	Santa Rosa, Argentina	SLA	Salta (GEN Don Martin Miguel de Guemes), Argentina
RVD	Rio Verde (Gen Leite De Castro), Brazil	SLZ	Sao Luis (Marechal Cunha Machado Intl), Brazil
RVE	Saravena (Colonizadores), Colombia	SMB	Cerro Sombrero (Franco Bianco), Chile
RVY	Rivera (Presidente General don Oscar D. Gestido Intl), Uruguay	SMT	Sorriso (Regl de Sorriso Adolino Bedin), Brazil
RZA	Santa Cruz, Argentina	SNC	Salinas (Gen Ulpiano Paez), Ecuador
S			
SBJ	Sao Mateus, Brazil	SNF	San Felipe (Sub Teniente Nestor Arias), Venezuela
SCI	San Cristobal (Paramillo), Venezuela	SNG	San Ignacio De Velasco (CAPT Av Juan Cochamanidis Saucedo), Bolivia
SCL	Santiago (Arturo Merino Benitez Intl), Chile	SNM	San Ignacio De Moxos, Bolivia
SCY	San Cristobal, Ecuador	SNV	Santa Elena De Uairen Ntl (Santa Elena), Venezuela
SDE	Santiago Del Estero (Vcom Angel D. La Paz Aragonez), Argentina	SNZ	Rio De Janeiro (Santa Cruz), Brazil
SDU	Rio De Janeiro (Santos Dumont), Brazil	SOD	Sorocaba, Brazil
SFD	San Fernando De Apure (Las Flecheras), Venezuela	SOM	San Tome (Don Edmundo Barrios), Venezuela
SFK	Soure, Brazil	SOX	Sogamoso (Alberto Lleras Camargo), Colombia
SFN	Santa Fe (Sauce Viejo), Argentina	SQX	Sao Miguel Do Oeste (Helio Wa-sum), Brazil
SGV	Sierra Grande, Argentina	SQY	Sao Lourenco Do Sul, Brazil
SJA	San Juan De Marcona, Peru		
SJB	San Joaquin, Bolivia		

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

SRA	Santa Rosa (Luis Alberto Lehr), Brazil	TDA	Trinidad, Colombia
SRD	San Ramon, Bolivia	TDD	Trinidad (TNTE Av Jorge Henrich Arauz), Bolivia
SRJ	San Borja (Cap German Quiroga G), Bolivia	TDL	Tandil (Heroes de Malvinas), Argentina
SRZ	Santa Cruz De La Sierra (El Trompillo), Bolivia	TFF	Tefe (Prefeito Orlando Marinho), Brazil
SSA	Salvador (Dep L E Magalhaes Intl), Brazil	TGI	Tingo Maria, Peru
SSD	San Felipe (Victor Lafon), Chile	THE	Teresina (Senador Petronio Portela), Brazil
SSO	Sao Lourenco, Brazil	TIB	Tibu, Colombia
SST	Santa Teresita, Argentina	TJA	Tarija (Capt Oriel Lea Plaza Intl), Bolivia
SSZ	Guaruja (Santos), Brazil	TJL	Tres Lagoas, Brazil
STB	Santa Barbara Del Zulia (Dr Miguel A. Urdaneta F.), Venezuela	TLX	Talca (Panguilemo), Chile
STD	Santo Domingo (Mayor Buenaventura Vivas Intl AB), Venezuela	TME	Tame (Gustavo Vargas), Colombia
STM	Santarem (Maestro Wilson Fonseca Intl), Brazil	TMO	Tumeremo, Venezuela
STY	Salto (Salto Nueva Hesperides Intl), Uruguay	TMT	Oriximina (Trombetas), Brazil
SUQ	Sucua, Ecuador	TOQ	Tocopilla (Barries), Chile
SVI	San Vicente Del Caguan (Eduardo Falla Solano), Colombia	TOW	Toledo (Luiz Dalcanale Filho), Brazil
SXO	Sao Felix Do Araguaia, Brazil	TPC	Tarapoa, Ecuador
SXX	Sao Felix Do Xingu, Brazil	TPN	Tiputini, Ecuador
SYC	Leon Velarde (Shiringayoc O Hda Mejia), Peru	TPP	Tarapoto (CAP FAP Guillermo del Castillo Paredes), Peru
T		TRB	Turbo (Gonzalo Mejia), Colombia
		TRQ	Tarauaca, Brazil
TAW	Tacuarembo, Uruguay	TRU	Trujillo (Cap Carlos Martinez De Pinillos Intl), Peru
		TSC	Taisha, Ecuador
TBP	Tumbes (Pedro Canga), Peru	TTC	Taltal (Las Breas), Chile
TBT	Tabatinga (Tabatinga Intl), Brazil	TUA	Tulcan (TNTE Coronel Luis A Mantilla), Ecuador
TCQ	Tacna (Col Carlos Ciriani Santa Rosa), Peru	TUC	Tucuman (TNTE Benjamin Matienzo), Argentina

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

TUR	Tucurui, Brazil	VAH	Vallegrande (CAPT Av Vidal Villagomez), Bolivia
TUV	Tucupita, Venezuela	VCF	Valcheta, Argentina
TXF	Teixeira De Freitas, Brazil	VCH	Vichadero, Uruguay
TYL	Talara (Capitan Montes Intl), Peru	VCP	Campinas (Viracopos Intl), Brazil
TYT	Treinta Y Tres, Uruguay	VCR	Carora, Venezuela
U			
UAQ	San Juan (Domingo Faustino Sarmiento), Argentina	VDC	Vitoria Da Conquista (Glauber De Andrade Rocha), Brazil
UBA	Uberaba (Mario De Almeida Franco), Brazil	VDM	Viedma (Gobernador Castello), Argentina
UBT	Ubatuba (Estadual Gastao Madeira), Brazil	VDP	Valle De La Pascua, Venezuela
UDI	Uberlandia (Ten Cel Av Cesar Bombonato), Brazil	VDR	Villa Dolores, Argentina
UIB	Quibdo (El Carano), Colombia	VGZ	Villa Garzon (Cananguchal), Colombia
UIO	Quito (Mariscal Sucre Intl), Ecuador	VIA	Videira (Angelo Ponzoni), Brazil
ULA	San Julian (Cap. D. Jose D. Vasquez), Argentina	VIG	El Vigia (Juan Pablo Perez Alfonzo), Venezuela
ULQ	Tulua (Heriberto Gil Martinez), Colombia	VIX	Vitoria (Eurico De Aguiar Salles), Brazil
UMI	Quincemil, Peru	VLG	Villa Gesell, Argentina
UMU	Umuarama (Orlando de Carvalho), Brazil	VLM	Villamontes (Rafael Pabon), Bolivia
URG	Uruguaiana (Rubem Berta), Brazil	VLN	Valencia (Arturo Michelena Intl), Venezuela
URM	Uriman, Venezuela	VLR	Vallenar, Chile
USH	Ushuaia (Malvinas Argentinas), Argentina	VLV	Valera (Dr. Antonio Nicolas Briceno), Venezuela
UYU	Uyuni (La Joya Andina), Bolivia	VME	Villa Reynolds, Argentina
UZU	Curuzu Cuatia, Argentina	VOT	Votuporanga (Domingos Pignatari), Brazil
V			
VAG	Varginha (Maj Brigadeiro Trompowsky), Brazil	VUP	Valledupar (Alfonso Lopez Pumarejo), Colombia
		VVC	Villavicencio (Vanguardia), Colombia
		VVI	Santa Cruz (Viru Viru Intl), Bolivia

SOUTH AMERICA
IATA LOCATION IDENTIFIERS DECODE

W

WPA Puerto Aysen (Cabo Juan Roman),
Chile
WPR Porvenir (Capitan Fuentes Martinez),
Chile
WPU Puerto Williams (Guardiamarina Za-
nartu), Chile

X

XAP Chapeco (Serafin Enoss Bertaso),
Brazil
XAU Saul, French Guiana
XMS Macas (Crnl. E. Carvajal), Ecuador

Y

YAI Chillan (GEN Bernardo O'Higgins),
Chile
YMS Yurimaguas (Moises Benzaquen Re-
ngifo), Peru

Z

ZAL Valdivia (Pichoy), Chile
ZCO Freire (La Araucania), Chile
ZIC Victoria, Chile
ZOS Osorno (Canal Bajo/Carlos H Sie-
bert), Chile
ZPC Pucon, Chile
ZUD Ancud (Pupelde), Chile

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

EG	Falkland Is	SARR	Resistencia FIR	SADP	Buenos Aires (El Palomar)
EGYP	Mount Pleasant	SAVF	Comodoro Rivadavia FIR	SADQ	Quilmes
MH	FIR/UIR			SADR	Merlo
MHCC	Central American FIR/UIR	SA	Argentina	SADZ	Matanza
		SAAC	Concordia (Comodoro Pierrestegui)	SAEM	Miramar
MN	Nicaragua	SAAG	Gualeguaychu	SAEZ	Buenos Aires (Ezeiza Intl/Ministro Pistarini)
MNBL	Bluefields	SAAI	Punta Indio (Punta Indio Ns)	SAFR	Rafaela
MNBR	Los Brasiles	SAAN	Pergamino	SAFS	Sunchales (Sunchales Aeroclub)
MNBZ	Bonanza	SAAP	Parana (Gen Urquiza)	SAHC	Chos Malal
MNCE	Costa Esmeralda	SAAR	Rosario (Islas Malvinas)	SAHR	General Roca
MNCH	Chinandega	SAAV	Santa Fe (Sauce Viejo)	SAHZ	Zapala
MNLN	Leon	SABE	Buenos Aires (Jorge Newbery Aeroparque)	SAMA	General Alvear
MNMG	Managua (Augusto Cesar Sandino Intl)	SACA	Cordoba (Capitan D. Omar Dario Gellardi)	SAMM	Malargue (Com Ricardo Salomon)
MNMR	Montelimar	SACC	La Cumbre	SAMP	La Paz
MNNG	N. Guinea	SACD	Coronel Olmedo	SAMR	San Rafael (S.A. Santiago Germano)
MNOM	Isla de Ometepe (Ometepe)	SACO	Cordoba (Ing Aer A L V Taravella)	SANC	Catamarca
MNPC	Puerto Cabezas	SACT	Gobernador Gordillo (Chamical)	SANE	Santiago Del Estero (Vcom Angel D. La Paz Aragonez)
MNRT	Rosita	SADF	San Fernando (San Fernando Intl)	SANI	Tinogasta
MNSC	Rio San Juan (San Carlos)	SADJ	Mariano Moreno	SANL	La Rioja (Cap Vicente A Almonacid)
MNSI	Siuna	SADL	La Plata	SANO	Chilecito (Brig. Juan Fancudo Quiroga)
MNSN	San Juan de Nicaragua	SADM	Moron	SANR	Santiago Del Estero (Termas de Rio Hondo)
MNWP	Waspan				
MP	FIR/UIR				
MPZL	Panama FIR/UIR				
SACF	Cordoba FIR				
SAEF	Ezeiza FIR				
SAMF	Mendoza FIR				

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SANT	Tucuman (TNTE Benjamin Matienzo)	SASO	Oran	SAWG	Rio Gallegos (Norberto Fernandez)
SANU	San Juan (Domingo Faustino Sarmiento)	SAST	Tartagal (GEN E Mosconi)	SAWH	Ushuaia (Malvinas Argentinas)
SANW	Ceres	SATC	Clorinda	SAWJ	San Julian (Cap. D. Jose D. Vasquez)
SAOC	Rio Cuarto (Area De Material)	SATD	Eldorado	SAWM	Rio Mayo
SAOD	Villa Dolores	SATG	Goya	SAWP	Perito Moreno
SAOL	Laboulaye	SATO	Obera	SAWR	Gobernador Gre- gores
SAOM	Marcos Juarez	SATR	Reconquista	SAWS	Jose De San Martin
SAOR	Villa Reynolds	SATU	Curuzu Cuatia	SAWT	Ei Turbio (28 De Noviembre)
SAOS	Valle del Conlara (Sta. Rosa de Con- lara)	SAVB	Ei Bolson	SAWU	Santa Cruz
SAOU	San Luis (BRIG Mayor D Cesar Raul Ojeda)	SAVC	Comodoro Rivada- via (Gen Enrique Mosconi)	SAZA	Azul
SARC	Corrientes	SAVD	Ei Maiten	SAZB	Bahia Blanca (Co- mandante Espora)
SARE	Resistencia	SAVE	Esquel (BRIG GEN Antonio Parodi)	SAZC	Coronel Suarez (Brig D Hector Eduardo Ruiz)
SARF	Formosa	SAVN	San Antonio Oeste (Antoine De Saint Exupery)	SAZE	Pigue
SARI	Cataratas Del Iguazu (Mayor D Carlos Eduardo Krause)	SAVQ	Maquinchao	SAZF	Olavarria
SARL	Paso De Los Libres	SAVR	Alto Rio Senguerr (D.Casimiro Szlapa- lis)	SAZG	General Pico
SARM	Monte Caseros	SAVS	Sierra Grande	SAZH	Tres Arroyos
SARP	Posadas (Liberador GEN D Jose De San M)	SAVT	Trelew (Almirante Zar)	SAZI	Bolivar
SARS	Presidencia Roque S. Pena	SAVV	Viedma (Goberna- dor Castello)	SAZJ	Juarez
SASA	Salta (GEN Don Martin Miguel de Guemes)	SAVY	Puerto Madryn (Ei Tehuelche)	SAZL	Santa Teresita
SASJ	Jujuy (Gobernador Horacio Guzman)	SAWC	Ei Calafate	SAZM	Mar Del Plata (Astor Piazzolla)
		SAWD	Puerto Deseado	SAZN	Neuquen (Presi- dente Peron)
		SAWE	Rio Grande	SAZO	Necochea
				SAZP	Pehuajo (Comodoro P. Zanni)

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SAZQ	Rio Colorado	SBAR	Aracaju (Santa Maria Intl)	SBCC	Guaranta do Norte (Campo de Provas Brig. Veloso)
SAZR	Santa Rosa	SBAT	Alta Floresta (Piloto Osvaldo Marques Dias)	SBCD	Cacador
SAZS	S C De Bariloche	SBAU	Aracatuba	SBCF	Belo Horizonte (Tancredo Neves Intl)
SAZT	Tandil (Heroes de Malvinas)	SBAV	Rosana (Usina Porto Primavera)	SBCG	Campo Grande (Campo Grande Intl)
SAZV	Villa Gesell	SBAX	Araxa (Romeu Zema)	SBCH	Chapeco (Serafin Enoss Bertaso)
SAZW	Cutral-Co	SBBE	Belem (Val De Cans/J. C. Ribeiro Intl)	SBCI	Carolina (Brig Lysias A Rodrigues)
SAZX	Nueve De Julio	SBBG	Bage (Cmte Gustavo Kraemer)	SBCJ	Parauapebas (Carajas)
SAZY	San Martin De Los Andes (Aviador C. Campos)	SBBH	Belo Horizonte (Pampulha-Carlos Drummond De Andrade)	SBCN	Caldas Novas
SBCW	Curitiba FIR/UIR	SBBI	Curitiba (Bacacheri)	SBCP	Campos Dos Goytacazes (Bartolomeu Lisandro)
SBRE	Recife FIR/UIR	SBBP	Braganca Paulista (Arthur Siqueira)	SBCR	Corumba (Corumba Intl)
SB	Brazil	SBBQ	Barbacena (Maj Brig Doorgal Borges)	SBCT	Curitiba (Afonso Pe-na Intl)
SBAA	Conceicao Do Ara-guaia	SBBR	Brasilia (PRES Juscelino Kubitschek Intl)	SBCX	Caxias Do Sul (Hugo Cantergiani)
SBAC	Aracati (Canoa Quebrada Dragao Do Mar Regl)	SBBU	Bauru	SBCY	Cuiaba (Marechal Rondon Intl)
SBAE	Bauru (Bauru-Area-Iva)	SBBV	Boa Vista (Atlas Brazil Cantanhede Intl)	SBCZ	Cruzeiro Do Sul (Cruzeiro Do Sul-Intl)
SBAF	Rio De Janeiro (Campo Delio Jar-dim de Mattos)	SBBW	Barra Do Garcas	SBDB	Bonito
SBAN	Anapolis (Campo Marechal Marcio de Souza e Mello)	SBCA	Cascavel (Coronel Adalberto Mendes Da Silva)	SBDN	Presidente Prudente
SBAQ	Araraquara (Bartolo-meu de Gusmao)	SBCB	Cabo Frio (Cabo Frio Intl)	SBDO	Dourados

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SBEG	Manaus (Eduardo Gomes Intl)	SBIL	Ilheus (Jorge Amado)	SBLO	Londrina (Governador Jose Richa)
SBEK	Jacareacanga	SBIP	Ipatinga (Usiminas)	SBLP	Bom Jesus Da Lapa
SBES	Sao Pedro Da Aldeia (TNTE Jorge Henrique Moller)	SBIT	Itumbiara (Hidreletrica)	SBLS	Lagoa Santa
SBFI	Foz Do Iguacu (Cataratas Intl)	SBIZ	Imperatriz (Prefeito Renato Moreira)	SBMD	Almeirim (Monte Dourado)
SBFL	Florianopolis (Hercilio Luz Intl)	SBJA	Jaguaruna (Regl Sul)	SBME	Macae
SBFN	Fernando De Noronha	SBJC	Belem (Brigadeiro Protasio de Oliveira)	SBMG	Maringa (Silvio Name Junior)
SBFS	Campos Dos Goytacazes (Farol De Sao Tome)	SBJD	Jundiai (CMTE Rolim Adolfo Amaro)	SBMI	Marica
SBFZ	Fortaleza (Pinto Martins Intl)	SBJF	Cruz (Comandante Ariston Pessoa)	SBMK	Montes Claros (Mario Ribeiro)
SBGL	Rio De Janeiro (Galeao-Antonio Carlos Jobim Intl)	SBJH	Juiz De Fora (Francisco De Assis)	SBML	Marilia (Frank Miloye Milenkovich)
SBGM	Guajara-Mirim	SBJI	Sao Roque (Sao Paulo Catarina Executivo Intl)	SBMN	Manaus (Ponta Pelada)
SBGO	Goiania (Santa Genoveva Intl)	SBJP	Ji-Parana	SBMO	Maceio (Zumbi Dos Palmares Intl)
SBGP	Gaviao Peixoto (Embraer - Unidade Gaviao Peixoto)	SBJR	Joao Pessoa (PRES Castro Pinto Intl)	SBMR	Macapa (Alberto Alcolumbre Intl)
SBGR	Sao Paulo (Guarulhos-Gov Andre Franco Montoro Intl)	SBJU	Rio De Janeiro (Jacarepagua - Roberto Marinho)	SBMS	Manoel Ribas
SBGV	Governador Valadares (Cel Altino Machado)	SBKG	Juazeiro Do Norte (Orlando Bezerra De Menezes)	SBMT	Mossoro (Dix Sept Rosado)
SBGW	Guaratingueta	SBKP	Campina Grande (PRES Joao Suassuna)	SBMY	Sao Paulo (Campo de Marte)
SBHT	Altamira	SBLE	Campinas (Viracopos Intl)	SBNF	Manicore
SBIC	Itacoatiara	SBLJ	Lencois (Horacio de Mattos)	SBNT	Navegantes (Ministro Victor Konder Intl)
SBIH	Itaituba		Lages		Santo Angelo
					Natal (Augusto Severo)

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SBNV	Goiania (National Aviation Aerodrome)	SBPW	Sao Joao da Barra (Porto Do Acu)	SBSP	Sao Paulo (Congonhas)
SBOI	Oiapoque	SBQI	Caracarai	SBSR	Sao Jose Do Rio Preto (Professor Eriberto Manoel Reino)
SBOR	Mundo Novo (Fazenda Agro Tamar-eira)	SBQV	Vitoria Da Conquista		
SBPA	Porto Alegre (Salgado Filho Intl)	SBRB	Rio Branco (Placido de Castro Intl)	SBST	Guaruja (Santos)
SBPB	Parnaiba (Prefeito Dr. Joao Silva Filho, Intl)	SBRD	Rondonopolis (Maestro Marinho Franco)	SBSV	Salvador (Dep L E Magalhaes Intl)
SBPC	Pocos De Caldas (Embaixador Walth-er Moreira Salles)	SBRF	Recife (Guararapes-Gilberto Freyre Intl)	SBTA	Taubate (Base de Aviacao de Tau-bate)
SBPF	Passo Fundo (Lauro Kurtz)	SBRJ	Rio De Janeiro (Santos Dumont)	SBTB	Oriximina (Trombe-tas)
SBPG	Ponta Grossa (CMTE Antonio Amilton Beraldo)	SBRP	Ribeirao Preto (Leite Lopes)	SBTC	Una (Una/Comandatuba)
SBPJ	Palmas (Brigadeiro Lysias Rodrigues)	SBSC	Rio De Janeiro (Santa Cruz)	SBTD	Toledo (Luiz Dalca-nale Filho)
SBPK	Pelotas (Joao Si-moes Lopes Neto Intl)	SBSG	Sao Goncalo Do Amarante (Gov Alui-zio Alves Intl)	SBTF	Tefe (Prefeito Orlando Marinho)
SBPL	Petrolina (Senador Nilo Coelho)	SBSI	Sinop (Presidente Joao Batista Fig-ueiredo)	SBTG	Tres Lagoas
SBPO	Pato Branco (Juve-nal Loureiro Cardoso)	SBSJ	Sao Jose Dos Cam-pos (Prof Urbano Ernesto Stumpf Intl)	SBTK	Taraauaca
SBPP	Ponta Pora (Ponta Pora Intl)	SBSL	Sao Luis (Marechal Cunha Machado Intl)	SBTS	Obidos (Tirios)
SBPR	Belo Horizonte (Car-los Prates)	SBSM	Santa Maria	SBTT	Tabatinga (Tabatin-ga Intl)
SBPS	Porto Seguro	SBSN	Santarem (Maestro Wilson Fonseca Intl)	SBTU	Tucurui
SBPV	Porto Velho (Governador Jorge Teixeira de Oliveira Intl)	SBSO	Sorriso (Regl de Sorriso Adolino Be-din)	SBTV	Porto Seguro (Ter-ravista)
				SBUA	Sao Gabriel Da Ca-choeira
				SBUF	Paulo Afonso
				SBUG	Uruguiana (Rubem Berta)

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SBUL	Uberlandia (Ten Cel Av Cesar Bombonato)	SCAP	Palena (Alto Palena)	SCDI	Pichidangui
SBUR	Uberaba (Mario De Almeida Franco)	SCAR	Arica (Chacalluta Intl)	SCDK	Concepcion (El Patagual)
SBUY	Coari (Urucu)	SCAS	Puerto Aysen (Cabo Juan Roman)	SCDW	Isla Dawson (Almirante Schroeders)
SBVC	Vitoria Da Conquista (Glauber De Andrade Rocha)	SCAT	Caldera (Desierto De Atacama)	SCEG	Talagante (El Corte)
SBVG	Varginha (Maj Brigadeiro Trompowsky)	SCBA	Balmaceda	SCEL	Santiago (Arturo Merino Benitez Intl)
SBVH	Vilhena	SCBE	Tocopilla (Barriales)	SCEP	Pirque (El Principal)
SBVT	Vitoria (Eurico De Aguiar Salles)	SCBQ	Santiago (El Bosque)	SCER	Quintero
SBYS	Pirassununga (Campo Fontenelle)	SCCA	Cauquenes (El Boldo)	SCES	El Salvador (Ricardo Garcia Posada)
SBZM	Goiana (PRES Itamar Franco)	SCCB	Combarbala (Pedro Villarroel)	SCFA	Antofagasta (Andres Sabella)
SC	FIR/UIR	SCCC	Chile Chico	SCFL	Casablanca (Fundo Loma Larga)
		SCCF	Calama (El Loa)	SCFM	Porvenir (Capitan Fuentes Martinez)
SC	Chile	SCCH	Chillan (GEN Bernardo O'Higgins)	SCFN	Russfin
		SCCI	Punta Arenas (Carlos Ibanez Del Campo Intl)	SCFT	Futaleufu
SCEZ	Santiago FIR/UIR	SCCL	Caldera	SCGD	Torres Del Paine (Cerro Guido)
SCFZ	Antofagasta FIR/UIR	SCCM	Choshuenco (Molco)	SCGE	Los Angeles (Maria Dolores)
SCTZ	Puerto Montt FIR/UIR	SCCR	Tortel (Enrique Meyer S.)	SCGO	Los Confines (Angol)
SC	Chile	SCCT	Constitucion (Quivilgo)	SCGV	Caleta Chanaral De Aceituno (Punta Gaviota)
		SCCV	Curacavi	SCGZ	Puerto Williams (Guardiamarina Zanartu)
SCAC	Ancud (Pupelde)	SCCY	Coyhaique (Tiente Vidal)	SCHA	Copiapo (Chamomate)
SCAN	Los Andes (San Rafael)	SCDA	Iquique (Diego Aracena Intl)	SCHR	Cochrane
SCAO	Lolol (Fundo Palo Alto)				

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SCHT	Chaiten (Tic Toc)	SCNK	Cuncumen (Los Pe-lambres)	SCRA	Chanaral
SCHW	Hualaihue	SCNP	Illapel (Nueva Pinta-cura)	SCRC	Rio Cisnes (Villa Ta-pera)
SCIB	Isla Butachauques (Butachauques)	SCNT	Natales (Teniente Julio Gallardo)	SCRD	Valparaiso (Rodelillo)
SCIC	Curico (GEN Freire)	SCOH	Villa O'Higgins	SCRF	Laguna San Rafael
SCIE	Concepcion (Carriel Sur Intl)	SCON	Quellon	SCRG	Rancagua (La Inde-pendencia)
SCIM	Isla Mocha	SCOT	Ovalle (Santa Rosa de Tabali)	SCRL	Rapel (La Estrella)
SCIO	Villa O'Higgins (La-guna Redonda)	SCOV	Ovalle (El Tuqui)	SCRP	Rapel (Rapelhuapi)
SCJO	Osorno (Canal Bajo/ Carlos H Siebert)	SCPB	Cochamo (Puelo Bajo)	SCSB	Cerro Sombrero (Franco Bianco)
SCKD	Rio Bueno (El Car-dal)	SCPC	Pucon	SCSD	San Fernando
SCKP	Pica (Coposa)	SCPD	Colina (Peldehue)	SCSE	La Serena (La Flori-da)
SCLC	Santiago (Municipal De Vitacura)	SCPE	San Pedro De Ata-cama	SCSF	San Felipe (Victor Lafon)
SCLD	Llanada Grande	SCPF	Puerto Montt (Mar-cell Marchant)	SCSG	Algarrobo (San Ger-onimo)
SCLF	Llifen (Calcurrupe)	SCPG	Panguipulli	SCSJ	San Javier
SCLI	Llico (Torca)	SCPH	Puyuhuapi	SCSL	Salar De Atacama (El Salar)
SCLL	Vallenar	SCPM	Pichilemu	SCSN	Santo Domingo
SCLN	Linares (Mun De Li-nares)	SCPQ	Dalcahue (Mocopul-li)	SCSO	Lago Rapel (Costa del Sol)
SCLQ	La Ligua (Diego Portales)	SCPV	Puerto Varas (El Mirador)	SCSR	Segundo Corral (Segundo Corral Alto)
SCLV	Los Vilos (La Vina)	SCQI	Icalma (Lonquimay)		
SCMG	San Javier (Santa Maria De Mingre)	SCQL	Quillota (El Boco)	SCSS	San Sebastian
SCMK	Melinka	SCQP	Freire (La Arauca-nia)	SCST	Castro (Gamboa)
SCMO	Molina (Los Monos)	SCQT	Quebrada Las Ta-cas (Las Tacas)	SCSV	Peralillo (Vina Sutil)
SCMP	Melipilla	SCQY	Lonquimay (Villa Portales)	SCTB	Santiago (Eulogio Sanchez)
SCMZ	El Manzano (Marina De Rapel)			SCTC	Padre Las Casas (Maquehue)

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SCTE	Puerto Montt (El Tepual Intl)	SDAB	Olinda (Lazzuli)	SDEN	Porto Belo (Costa Esmeralda)
SCTL	Talca (Panguilemo)	SDAD	Adamantina (Everaldo Moraes Barreto)	SDEP	Presidente Epitacio (Geraldo Moacir Bordon)
SCTN	Chaiten (Nuevo Chaiten)	SDAE	Sao Pedro		
SCTO	Victoria	SDAG	Angra Dos Reis	SDET	Tiete
SCTR	Traiguen	SDAI	Americana	SDFD	Fernandopolis (Coronel Aviador Carlos Orleans Guimaraes)
SCTS	Melip Illa (Santa Teresa del Almendral)	SDAM	Campinas (Amarais)	SDFE	Guiratinga (Fazenda Pertinho do Ceu)
SCTT	Taltal (Las Breas)	SDAP	Sao Paulo (Hospital Paulistano)		
SCVD	Valdivia (Pichoy)	SDBA	Batatais	SDFX	Casa Nova
SCVH	Colina (La Victoria de Chacabuco)	SDBB	Bebedouro	SDFZ	Riachao Das Neves (Fazenda Santana)
SCVI	Villarrica	SDBK	Botucatu	SDGC	Garca
SCVK	Vichuquen (El Alamo)	SDBN	Salto De Pirapora (Associacao Recreativa Fazenda Bonanza)	SDGR	Guararapes
SCVL	Valdivia (Las Marrias)	SDBT	Porto Feliz (Haras Sao Pedro do Alto)	SDIB	Espirito Santo Do Pinhal (Irmaos Ribeiro)
SCVM	Vina Del Mar	SDBY	Bariri	SDIE	Lagoa Grande (Fazenda Lagoa)
SCVN	Vicuna (Huancara)	SDCA	Capao Bonito	SDIG	Ibitinga
SCVQ	Vichuquen (Cuatro Pantanos)	SDCD	Catanduva	SDIH	Biritiba-Mirim (Faz. Irohy)
SCVV	La Union (Los Maitenes de Villa Vieja)	SDCG	Sao Paulo De Olivencia (Senadora Eunice Micheles)	SDIM	Itanhaem
SCVZ	Lolol (Vina Santa Cruz)	SDCK	Brasilandia De Minas (Fazenda Gleba Da Barra)	SDIO	Itapolis (Aeroclube de Itapolis)
SCXA	Molina (Alupenhue)	SDCO	Sorocaba	SDIV	Ituverava
SCXB	Salamanca (Las Brujas)	SDDB	Bom Jesus Da Lapa (Ninho do Bacurau)	SDIX	Ninheira (Mgx Florestal)
SCZB	La Union (Pozo Brutto)	SDDN	Andradina	SDIY	Feira De Santana (Joao Durval Carneiro)
		SDDR	Dracena		
SD	Brazil	SDED	Ipeuna (Scoda Aeronautica)	SDJA	Itirapina (Dr. Jose Augusto de Arruda Botelho)
SDAA	Araras				

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SDJC	Jaboticabal	SDMH	Mirassol (Mirassol Apt)	SDPP	Paranapanema (Fazenda Fortaleza)
SDJI	Jacarei (Avibras II)	SDMJ	Mogi Mirim	SDPV	Presidente Venceslau
SDJO	Sao Joaquim Da Barra	SDMO	Monte Alto		
SDJV	Sao Joao Da Boa Vista (Mun Sao Joao Da Boa Vista)	SDMP	Itatinga (Fazenda Dimep)	SDPW	Piracicaba
SDKF	Curaca (Juazeiro)	SDMV	Jau (Fazenda Morro Vermelho)	SDQK	Rio Verde De Mato (Fazenda Taboca)
SDKJ	Formosa do Rio Preto	SDMY	Matao (Fazenda Cambuhy)	SDQM	Barreiras (Fazenda Santo Antonio)
SDKK	Mococa	SDNC	Dom Aquino (Fazenda Cabeceira)	SDQQ	Quata (Companhia Agricola Quata)
SDKP	Nova Andradina (Faz Pirangi)	SDNH	Novo Horizonte	SDRC	Rancharia (Fazenda Santana)
SDKX	Rosario Oeste (Fazenda Serra Azul)	SDNM	Nova Mutum (Brig. Eduardo Gomes)	SDRJ	Rio de Janeiro (Prefeitura do Rio de Janeiro)
SDLC	Lucelia	SDNO	Sao Manuel (Nelson Garofalo)		
SDLE	Rio de Contas	SDNT	Porto Nacional (Fazenda Terra Prometida)	SDRK	Rio Claro
SDLI	Campo Novo Do Parecis (Fazenda Dois Irmaos)	SDOI	Boituva (Centro Nacional De Para-Quedismo)	SDRO	Cascavel (Darinha)
SDLK	Cacule	SDOU	Ourinhos (Jornalista Benedito Pimentel)	SDRR	Aware (Aware-Arandu)
SDLL	Leme (Yolanda Penteado)	SDOV	Mozarlandia	SDRS	Resende
SDLN	Querencia (Primavera)	SDOW	Ourilandia do Norte	SDRU	Inubia Paulista (Fazenda Caramuru)
SDLP	Lencois Paulista (Mun Jose Boso)	SDPA	Mangaratiba (Fazenda Portobello)	SDSC	Sao Carlos (Mario Pereira Lopes)
SDLW	Aruana (Fazenda Colorado)	SDPD	Pindamonhangaba	SDST	Descalvado (Fazenda Santa Therezinha da Barra)
SDLX	Sao Felix Do Arau-guaia (Faz Jacareuna)	SDPE	Porto Nacional	SDTB	Atibaia
SDLY	Matao (Armando Natali)	SDPH	Sao Miguel Do Arau-guaia (Fazenda Pi-ratinha)	SDTE	Arandu (Fazenda Tapijara)
SDLZ	Campo Verde	SDPN	Penapolis	SDTF	Tatui
				SDTI	Tupi Paulista
				SDTK	Parati

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SDTP	Tupa (Jose Vicente Faria Lima)	SDXF	Alto Paraiso	SEGU	Guayaquil (Jose Joaquin de Olmedo Intl)
SDTW	Sapezal (Fazenda Miragem)	SDXJ	Costa Rica		
SDUB	Ubatuba (Estadual Gastao Madeira)	SDXY	Itinga Do Maranhao (Sitio Cajuapara)	SEGZ	Gualaquiza
SDUE	Balsa Nova (Fazenda Thalia)	SDYE	Formosa Do Rio Preto (Fazenda Sao Diego)	SEII	Isla Isabela
SDUN	Itaperuna	SDYG	Ubaira (Fazenda Rosa Do Deserto)	SEJD	Ahuano (Jumandy)
SDUQ	Paraguacu Paulista	SDYJ	Regente Feijo (Jose Martins da Silva)	SELT	Latacunga (Cotopaxi Intl Alternative)
SDVA	Vargem Grande Do Sul (Fazenda Campo Vitoria)	SDZG	Taua (Pedro Teixeira Castelo Regional Taua)	SEMA	Macara (Jose Maria Velasco Ibarra)
SDVC	Maragogi (Valda Costa)	SDZS	Urucui (Serra Branca Agricola)	SEMC	Macas (Crnl. E. Carvajal)
SDVD	Petropolis (Vila Real)	SDZU	Maraba Paulista (Fazenda Anhumas)	SEMO	Montalvo (El Carmen)
SDVE	Vera Cruz			SEMT	Manta (Eloy Alfaro Intl)
SDVG	Votuporanga (Domingos Pignatari)	SE	FIR/UIR	SENL	Nueva Loja (Lago Agrio)
SDVH	Braganca Paulista (Fazenda Vale Eldorado)	SEFG	Guayaquil FIR/UIR	SEQM	Quito (Mariscal Sucre Intl)
SDVT	Taquarussu (Fazenda Campo Verde)	SE	Ecuador	SERB	Riobamba (Chimborazo)
SDVZ	Parelhas (Kareli)	SEAG	La Troncal (Agroazuca)	SERO	Santa Rosa (Santa Rosa Regl)
SDWC	Rondonopolis (Agropastoril Bom Pastor)	SEAM	Ambato (Chachoaan)	SESA	Salinas (Gen Ulpiano Paez)
SDWJ	Campo Novo Do Parecis (Fazenda Sao Sebastiao)	SEBZ	Cumbaratza	SESC	Sucua
SDWO	Amajari (Saubá)	SECA	Catamayo (Ciudad de Catamayo)	SESD	Santo Domingo
SDXE	Jaboticabal (Jermias de Paula Martins)	SECO	Coca (Francisco De Orellana)	SESM	Shell (Rio Amazonas)
		SECU	Cuenca (Mariscal La Mar)	SEST	San Cristobal
		SEGS	Baltra I Galapagos Is (Seymour)	SESV	San Vicente (Los Perales)
				SETH	Taisha
				SETI	Tiputini

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SETR	Tarapoa	SGNB	Villa Hayes (Sargento De Aviacion Nicolo Bo)	SIEX	Santa Vitoria (Fazenda Sao Joaquim)
SETU	Tulcan (TNTE Coronel Luis A Mantilla)				
SEVL	San Pablo (Los Rios)	SGOL	Fuerte Olimpo (1ro Inocencio Herebia)	SIFQ	Flores Da Cunha (Condominio Meneaga)
		SGOV	Coroneloviedo (Cap. Pam Walter Gwynn)	SIFV	Aracruz (Primo Bitti)
SF	Falkland Is			SIGA	Paracatu (Fazenda Granja Santiago)
SFAL	Stanley	SGPJ	Pedro Juan Caballero (Prof Dr Pac Augusto Roberto Fuster Intl)	SIGI	Sao Pedro Da Aldeia (Fazenda Cardeiros)
SG	FIR/UIR			SGST	Santa Teresa
SGFA	Asuncion FIR/UIR			SIHH	Armacao Dos Buzios (Insolito Hotel)
SG	Paraguay	SH	Chile	SIII	Guaira (Dr Heraclito da Motta Luiz)
SGAS	Asuncion (Silvio Pettirossi Intl)	SHHV	ARICA (Naval heliport)	SIJY	Itajai (Campo Comandantes)
SGAY	Ayolas (Juan De Ayolas)	SI	Brazil	SIKS	Nova Bandeirantes (Fazenda Vale do Juruena)
SGBV	Bella Vista Norte (Icanimby)	SIAI	Goioere (Fazenda Esteirinha)	SIKW	Mucuri (Fazenda Vista Linda)
SGCO	Concepcion (Ten. Crl. P.A.M. Carmelo Peralta Intl)	SIAQ	Cuiaba (Bom Futuro)	SILC	Lucas Do Rio Verde (Mun Bom Futuro)
SGEN	Encarnacion (TNTE Ramon Amin Ayub Gonzales Intl)	SIBF	Pedro Leopoldo (Haras Neves)	SILE	Sirinhaem (Usina Trapiche)
SGES	Minga Guazu (Guarani Intl)	SIBU	Catole Do Rocha (Jeronimo Sergio Rosado Maia)	SILI	Bom Jesus (Fazenda Santa Clara)
SGFI	Filadelfia (Fernhein)	SIBY	Monteiro (Lourival Nunes De Farias)	SILL	Aguas de Santa Barbara (Fazenda Tabaroa)
SGIB	Hernandarias (Itaipu)	SIBZ	Itaporanga	SILO	Aruana (Fazenda Santa Luzia)
SGLP	Loma Plata	SICK	Capelinha (Dr Jucelino Jose Ribeiro)	SILS	Tangara Da Serra (Big Master)
SGME	Mariscal Estigarribia (Prof Dr Pac Luis Maria Argana Intl)	SICU	Paracatu (Ouro Branco)		
SGMZ	Itapua (Jose Maria Argana)	SIDW	Lucas Do Rio Verde (Fazenda Cortezia)		

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SILT	Santa Fe Do Sul (Fazenda Tres Irmaos)	SISK	Apore (Fazenda Cimal)	SIZX	Juara (Juara Sul)
SILU	Miranda (BRPEC Agro-Pecuaria)	SISR	Santa Izabel do Para (Fazenda Reunidas Sococo)	SJAR	Nova Crixas (Fazenda Aracatuba)
SIMC	Sertaneja (Punta Del Este)	SIVE	Porto Belo (Vokkan Vivapark)	SJAU	Araguacema
SIMF	Sebastiao Leal (Fazenda Imperial)	SIVO	Bom Jesus do Arauia (Fazenda Malu)	SJBH	Canarana (Fazenda Canaa)
SIMK	Franca (Tenente Lund Pressoto)	SIVP	Nova Crixas (Bela Manha)	SJBY	Santa Ines (Joao Silva)
SIMW	Jaraguari (Fazenda Retiro do Cervo I)	SIVQ	Quadra (Clube de Voo Aeroquadra)	SJCA	Mococa (Comandante Vittorino Bonomi)
SINH	Novo Horizonte Do Sul (Fazenda Esperanca)	SIVU	Vila Velha (Joao Monteiro)	SJCC	Correntina (Fazenda Serrana)
SIOB	Andradina (Fazenda Guanabara)	SIVY	Sao Felix Do Arauia (Faz Vale do Boi II)	SJCM	Aquiraz (Catuleve)
SIOT	Santa Rita Do Pardo (Fazenda Santa Virginia)	SIWH	Coromandel (Francisco Lazaro da Silveira)	SJCR	Brejolandia (Fazenda Rebeca)
SIPJ	Tupancireta (Aero Parque Tupa)	SIWO	Chupinguaia (Fazenda Juliana)	SJDF	Brasilandia de Minas (Fazenda Futura)
SIQE	Brasilia (Planalto Central)	SIXE	Eldorado Do Sul (Aeroclube de Eldorado do Sul)	SJDS	Eusebio (Dias Branco)
SIQJ	Chapada Dos Guimaraes (Morro do Chapeu II)	SIXU	Pedra Preta (Fazenda Bahia)	SJEG	Corumba (Estancia Esmeralda)
SIQK	Nova Odessa	SIYD	Comodoro (Fazenda Curitiba)	SJEH	Ribeirao Bonito (Clemente Verillo)
SIRI	Marau (Barra Grande)	SIYO	Montividu (Fazenda Goias Barreiro)	SJER	Acreuna (Fazenda Canada)
SIRT	Diamantino (Fazenda Guapirama)	SIZN	Damianopolis (Fazenda Lagoa Nova)	SJFA	Sao Desiderio (Franor)
SISD	Aparecida do Rio Doce (Fazenda Sao Sebastiao)	SIZQ	Botucatu (Faz. Real)	SJFG	Campo Verde (Fazenda Fartura)

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JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SJFP	Corumba (Fazenda Pensamento)	SJNK	Santa Luzia d'Oeste (Fazenda Tres Perobas)	SJTU	Campo Novo Do Parecis (Fazenda Tucano)
SJFQ	Botucatu (Fazenda Quatrimas)	SJNL	Campo Novo Do Parecis (Fazenda Reata)	SJUL	Iaras (Fazenda Rio Pardo)
SJFY	Campo Novo Do Parecis (Fazenda Flamingo)	SJNP	Novo Progresso	SJUR	Paranatinga (Fazenda Reunidas)
SJGK	Rio de Janeiro (Heli-centro Guaratiba)	SJNX	Chapadao Do Ceu (Cosmos Aviacao Agricola)	SJVA	Brasnorte (Fazenda Varnier)
SJGN	Sao Jose do Rio Claro (Fazenda Agromar)	SJOG	Ariquemes	SJVL	Guaramirim (Vale Europeu)
SJGU	Araguatins	SJOY	Palmeira (Jorge Luiz Stocco)	SJVO	Aragarcas
SJHG	Confresa	SJPR	Balsa Nova (Asas de Balsa Nova)	SJVW	Luis Eduardo Magalhaes (Fazenda Agronol)
SJHH	Serranopolis (Fazenda Poruina)	SJPV	Coruripe (Reserva Pituba)	SJVY	Itaruma (Fazenda Vitoria)
SJHO	Diamantino (Fazenda Colorado)	SJQO	Baixa Grande Do Ribeiro (Fazenda Confianca)	SJWQ	Birigui (Aeroclube de Birigui)
SJIE	Vila Velha (Residencia Oficial)			SJXD	Capitolio (Escarpas)
SJIS	Deodapolis (Fazenda Annalu)	SJRG	Rio Grande (Rio Grande Regl)	SJXI	Santa Rita do Sapucai
SJIZ	Eunapolis (Fazenda Cafenapolis)	SJRH	Campo Verde (Fazenda Galheiro)	SJXJ	Nova Alvorada Do Sul (Alimentos Dallas)
SJJD	Porto Murtinho (Fazenda Cerro Pora)	SJRK	Santana Do Ara-guaia (Agropecuaria Sao Roberto)	SJXO	Jaborandi (Grupo DH)
SJJI	Matupa (Fazenda Sao Jose)	SJRV	Nova Maringa (PCH Garganta da Jarara-ca)	SJZA	Cajazeiras (Pedro Vieira Moreira)
SJJM	Matupa (Fazenda Sao Joao)	SJST	Curitiba (Umbara Energy)	SJZL	Caracol (Fazenda Vaca Mocha)
SJJV	Campo Grande (Fazenda Primavera)	SJTB	Chapada dos Gui-maraes (Fazenda Buriti)	SJZW	Itatinga (Fazenda Regina)
SJMB	Angra Dos Reis (Fazenda Mombaca)				
SJNE	Caracarai (Wapum)	SJTS	Terra Santa		

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SK	FIR/UIR	SKCN	Cravo Norte	SKLM	Maicao (Jorge Isaac)
SKEC	Barranquilla FIR/UIR	SKCR	Caruru	SKLT	Leticia (Alfredo Vasquez Cobo)
SKED	Bogota FIR/UIR	SKCU	Caucasia (Juan Henry White)	SKMA	Madrid (Madrid Air Base)
SK	Colombia	SKCV	Covenas		
SKAD	Acandi	SKCZ	Corozal (Las Brujas)	SKMD	Medellin (Olaya Herrera)
SKAG	Aguachica (Hacaritama)	SKEB	El Bagre (El Tomin)	SKMF	Miraflores
SKAP	Apiay (CAPT Luis F Gomez Nino)	SKEJ	Barrancabermeja (Yariguies)	SKMG	Magangue (Baracoa)
SKAR	Armenia (El Eden)	SKFL	Florencia (Gustavo A Paredes)	SKMJ	Maicao (San Jose De Maicao)
SKAS	Puerto Asis (3 De Mayo)	SKFR	Quipama (Furatena)	SKML	Montelibano (El Pindo)
SKBC	El Banco (El Banco Apt.)	SKGI	Girardot (Santiago Vila)	SKMN	Mani
SKBG	Bucaramanga (Palonero)	SKGO	Cartago (Santa Ana)	SKMO	Puerto Gaitan (Morelia)
SKBO	Bogota (El Dorado Intl)	SKGP	Guapi (Juan Casiano)	SKMP	Mompos (San Bernardo)
SKBQ	Barranquilla (Ernesto Cortissoz)	SKGY	Guaymaral (Flaminius Suarez Camacho)	SKMR	Monteria (Los Garzones)
SKBS	Bahia Solano (Jose Celestino Mutis)	SKGZ	Garzon (La Jagua)	SKMU	Mitu (Leon Bentley)
SKBU	Buenaventura (Gerardo Tobar Lopez)	SKHA	Chaparral (Gen Navas Pardo)	SKMZ	Manizales (La Nubia)
SKCB	Carmen De Bolivar	SKHC	Hato Corozal	SKNA	La Macarena (El Refugio)
SKCC	Cucuta (Camilo Daza Intl)	SKIB	Ibague (Perales)	SKNC	Necocli
SKCD	Condoto (Mandinga)	SKIG	Chigorodo	SKNQ	Nuqui (Reyes Murillo)
SKCG	Cartagena (Rafael Nunez)	SKIP	Ipiales (San Luis)	SKNV	Neiva (Benito Salas)
SKCL	Cali (Alfonso Bonilla Aragon Intl)	SKLA	Malaga	SKOC	Ocana (Aguas Claras)
SKCM	Cimitarra	SKLC	Carepa (Antonio Roldan Betancourt)	SKOE	Orocue
		SKLG	Puerto Leguizamo (Caucaya)	SKOT	Remedios (Otu)

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SKPA	Paipa (Juan Jose Rondon)	SKSV	San Vicente Del Ca-guan (Eduardo Falla Solano)	SL	Bolivia
SKPB	Puerto Bolivar (Portete)	SKTB	Tibu	SLAG	Monteagudo (Apia-guaiki Tumpa)
SKPC	Puerto Carreno (German Olano)	SKTD	Trinidad	SLAL	Sucre (Alcantari)
SKPD	Puerto Inirida (Cesar Gaviria Trujillo)	SKTL	Tolu (Golfo de Morrosquillo)	SLAP	Apolo
SKPE	Pereira (Matecana)	SKTM	Tame (Gustavo Vargas)	SLAS	Ascension De Guarayos
SKPI	Pitalito (Contador)	SKTQ	Tres Esquinas (CT. Ernesto Esguerra C.)	SLBJ	Bermejo
SKPP	Popayan (Guillermo Leon Valencia)	SKTU	Turbo (Gonzalo Mejia)	SLCA	Camiri
SKPQ	Puerto Salgar (CAPT German Olano)	SKUA	Marandua (CR. Luis A. Rodriguez Meneses)	SLCB	Cochabamba (Jorge Wilstermann Intl)
SKPR	Puerto Berrio (Morelia)	SKUC	Arauca (Santiago Perez)	SLCC	Copacabana
SKPS	Pasto (Antonio Nariño)	SKUI	Quibdo (El Carano)	SLCH	Santa Cruz (Carol Marghata)
SKPV	Isla Providencia (El Embrujo)	SKUL	Tulua (Heriberto Gil Martinez)	SLCN	Charana
SKPZ	Paz De Ariporo	SKUR	Urrao	SLCO	Cobija (Cap Av Civ Anibal Arab Fadul)
SKQU	Mariquita (Jose Celestino Mutis)	SKVG	Villa Garzon (Canguchal)	SLCP	Concepcion
SKRG	Rionegro (Jose Maria Cordova)	SKVP	Valledupar (Alfonso Lopez Pumarejo)	SLET	Santa Cruz De La Sierra (El Trompillo)
SKRH	Riohacha (Almirante Padilla)	SKVV	Villavicencio (Vanguardia)	SLGM	Guayaramerin (Guayaramerin Intl)
SKSA	Saravena (Colonizadores)	SKYP	El Yopal	SLHI	Cochabamba (Chimore)
SKSF	Sta Fe De Antioquia	SL	FIR/UIR	SLJE	San Jose De Chiquitos
SKSJ	San Jose Del Guaviare (Jorge E Gonzalez)	SLLF	La Paz FIR/UIR	SLJO	San Joaquin
SKSO	Sogamoso (Alberto Lleras Camargo)			SLJV	San Javier
				SLLJ	Laja
				SLLP	La Paz (El Alto Intl)
				SLMG	Magdalena
				SLOR	Oruro (Juan Mendoza)

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SLPO	Potosi (CAPT Nicolas Rojas)	SLVM	Villamontes (Rafael Pabon)	SNAP	Janauba
SLPS	Puerto Suarez (Tte. Av. Salvador Ogaya G. Intl)	SLVR	Santa Cruz (Viru Viru Intl)	SNAR	Almenara (Cirilo Queiroz)
		SLYA	Yacuiba	SNAS	Tres Marias
SLRA	San Ramon			SNAV	Juazeiro (Agrovale)
SLRB	Robore	SM	FIR/UIR	SNAX	Assis (Marcelo Pires Halzhausen)
SLRI	Riberalta (CAPT Av Selin Zeitun Lopez)	SMPM	Paramaribo FIR/UIR	SNBA	Barretos (Chafei Amsei)
SLRQ	Rurrenabaque	SM	Suriname	SNBC	Barra Do Corda
SLRY	Reyes	SMCI	Coeroenie	SNBG	Baixo Guandu (Baixo Guandu - Aimores)
SLSA	Santa Ana del Yacuma (Prof Jose Chavez Suarez)	SMHP	Paramaribo		
		SMJP	Zandery (J.A. Pengel Intl)	SNBI	Bacabal
SLSB	San Borja (Cap German Quiroga G)	SMPA	Paloemeu (Vincent Faiks)	SNBJ	Brasnorte (Fazenda Sao Gotardo)
SLSI	San Ignacio De Velasco (CAPT Av Juan Cochamanidis Saucedo)	SMSI	Sipaliwini	SNBM	Muriae (Cristiano Ferreira Varella)
		SMTB	Tafelberg (Rudy Kappel)	SNBR	Barreiras (Dom Ricardo Weberberger)
SLSM	San Ignacio De Moxos	SMZO	Paramaribo (Zorg En Hoop)	SNBS	Balsas
SLSR	Santa Rosa del Yacuma	SM	Uruguay	SNBW	Sapezal (Fazenda Santa Luzia)
SLSV	San Ignacio de Velasco	SMDB	Soriano (Santa Maria Del Bequelo)	SNBX	Barra
				SNBZ	Paramirim
SLTI	San Matias	SN	Brazil	SNCA	Campo Belo
SLTJ	Tarija (Capt Oriel Lea Plaza Intl)	SNAB	Araripina	SNCE	Campo Do Meio
SLTR	Trinidad (TNTE Av Jorge Henrich Arauz)	SNAC	Xinguara (Fazenda Santa Rosa)	SNCP	Correia Pinto (Planalto Serrano Regl)
		SNAE	Arcoverde	SNCQ	Euclides Da Cunha (Cocorobo)
SLUY	Uyuni (La Joya Andina)	SNAG	Araguari	SNCS	Campos Sales
		SNAL	Arapiraca	SNCT	Ubaporanga (Caratinga)
SLVG	Vallegrande (CAPT Av Vidal Villagomez)	SNAM	Santo Antonio Do Amparo		

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SNCV	Campina Verde	SNFI	Tupaciguara (Fazenda Sao Jose do Paranaiba)	SNIP	Itapetinga
SNCW	Alcantara (Centro de Lancamento de Alcantara)	SNFU	Frutal	SNIT	Ibotirama
SNCX	Colatina	SNFX	Sao Felix Do Xingu	SNJB	Jacobina
SNCZ	Ponte Nova	SNGA	Guarapari	SNJH	Correntina (J H Sementes)
SNDB	Juatuba (Palacio dos Leiloes)	SNGD	Guadalupe	SNJI	Jequitai (Fazenda Fortaleza de Santa Terezinha)
SNDC	Redencao	SNGG	Bom Jesus (Bom Jesus Do Gurgueia)		
SNDG	Borba (Aldeia)	SNGI	Guanambi (Isaac Moura Rocha)	SNJK	Jequie
SNDH	Barreiras (Aba)	SNGN	Garanhuns	SNJL	Luis Eduardo Magalhaes (J Lem)
SNDR	Timon (Domingos Rego)	SNGS	Maceio (Aeroclube de Alagoas)	SNJM	Manhuacu (Elias Breder)
SNDT	Diamantina (Juscelino Kubitschek)	SNGT	Gentio De Ouro	SNJN	Januaria
SNDV	Divinopolis (Brigadeiro Antonio Cabral)	SNGV	Querencia (Faz. Tanguru)	SNJO	Joao Pessoa (Aero-clube)
SNDW	Encruzilhada (Divisa)	SNGW	Barra Do Choca (Faz. Santo Angelo)	SNJP	Joao Pinheiro
SNDY	Dores Do Indaia	SNGX	Guaxupe	SNJQ	Jequitinhonha
SNEB	Paragominas (Nagib Demachki)	SNGY	Castanhal (Salles)	SNJR	Sao Joao Del Rei (Prefeito Octavio de Almeida Neves)
SNED	Canavieiras (Socrates Rezende)	SNHS	Serra Talhada (Santa Magalhaes)	SNJV	Sao Joao Da Ponte (Fazenda Santa Monica)
SNEE	Vacaria (Vacaria Novo)	SNIB	Itaberaba		
		SNIC	Irece	SNKC	Cocos
SNEK	Sao Desiderio (Fazenda Acalanto)	SNIE	Caetite	SNKD	Conceicao Do Mato Dentro
SNEP	Ararangua (Infinity)	SNIG	Iguatu		
SNEU	Euclides Da Cunha	SNIH	Aquidauana (Fazenda Rio Negro)	SNKF	Conselheiro Lafaiete (Das Bandeirinhas)
SNFD	Angra Dos Reis (Porto Frade)	SNII	Corumba (Fazenda Joazeiro)	SNKH	Jacareacanga (Crepitua)
SNFE	Alfenas	SNIN	Pantano Grande (Nova Era)	SNKI	Cachoeiro Do Itape-mirim
		SNIO	Cipo		

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SNKK	Caico	SNNL	Nova Maringa (Fa-zenda Locks)	SNQG	Floriano (Canga-para)
SNKN	Currais Novos	SNNP	Sao Felix Do Xingu (Nilo Pecanha)	SNQU	Mucuge
SNKS	Santa Rita de Cas-sia	SNNU	Nanuque	SNQV	Curvelo
SNKU	Canudos	SNOA	BALSAS (Faz. Iraja)	SNRD	Prado
SNLF	Vila Rica (Fazenda Tres Flechas)	SNOB	Sobral	SNRM	Remanso
SNLG	Jaboticatubas (Ser-ra do Cipo)	SNOC	Morro Do Chapeu	SNRP	Rio Paranaiba
		SNOF	Ouro Fino	SNRU	Caruaru
SNLI	Abaete	SNOJ	Formosa Do Rio Preto (Fazenda Paz)	SNRV	Sapucaia (Fazenda Rio Vermelho)
SNLL	Goianapolis (Con-dominio Liberty)	SNON	Montividiu (Andre Textor)	SNRX	Riachao
SNLN	Linhares	SNOS	Passos (Municipal Jose Figueiredo)	SNRZ	Oliveira
SNLO	Sao Lourenco	SNOU	Feijo (Novo Aero-dromo de Feijo)	SNSE	Sento Se
SNLQ	Nova Crixas (Fazen-da Conforto)	SNOX	Oriximina	SNSG	Salgueiro
SNLV	Porto Uniao (Maria Magalhaes)	SNPA	Para De Minas	SNSI	Santa Maria do Suacui (Santa Maria Do Suacui)
SNMA	Monte Alegre	SNPC	Picos	SNSM	Salinopolis
SNMC	Macaubas	SNPD	Patos De Minas	SNSO	Serro
SNMH	Pirenopolis	SNPI	Piata (De Piata)	SNSS	Salinas
SNMJ	Maracas	SNPJ	Patrocincio	SNST	Souto Soares
SNMK	Jaiba (Mocambinho)	SNPO	Pompeu	SNSU	Sapezal (Fazenda Globo)
SNML	Rio Largo (Manduca Leao)	SNPU	Paraguacu	SNSW	Soure
SNMN	Minas Novas	SNPX	Pirapora	SNTF	Teixeira De Freitas
SNMR	Marau	SNPY	Sao Sebastiao Do Paraíso	SNTG	Formosa do Rio Preto (Gercino Coel-ho)
SNMU	Mucuri	SNPZ	Pedra Azul (Commander Almir Mendes de Oliveira)	SNTI	Obidos
SNMX	Sao Mateus	SNQD	Sousa	SNTO	Teofilo Otoni (Jus-celino Kubitschek)
SNMZ	Porto De Moz			SNTQ	Buritirama
SNNE	Sao Joao Nepomu-ceno (Sebastiao Carlos Leite)				

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SNTR	Piritiba	SNXB	Caxambu	SOOG	St Georges De L'Oyapock
SNTS	Patos (BRIG Firmiano Ayres)	SNXQ	Xique-Xique	SOOM	St-Laurent-Du-Maroni
SNTV	Luis Eduardo Magalhaes (Faz Timbau-ba)	SNXX	Maxaranguape	SOOR	Regina
		SNYA	Almeirim	SOOS	Saul
		SNYB	Ituiutaba		
SNUA	Santa Terezinha de Itaipu (Fazenda Paulista)	SNYE	Pinheiro	SP	FIR/UIR
		SNYI	Leopoldo De Bul-hoes (Josidith II)	SPIM	Lima FIR/UIR
SNUB	Uba	SNYT	Ituacu		
SNUC	Acu	SNYU	Iturama	SP	Peru
SNUH	Piumhi	SNYV	Moju (Fazenda So-coco)	SPAC	Ciro Alegria
SNUI	Aracuai	SNYY	Boa Esperanca (Si-tio Sao Luiz)	SPAL	Piura (Metropolitano De Piura)
SNUT	Utinga	SNZA	Pouso Alegre	SPAR	Alerta
SNVB	Valenca	SNZK	Itacarambi (Faz. Canada)	SPAS	Andoas
SNVC	Vicosa	SNZL	Ourinhos (Usina Sao Luiz)	SPAY	Atalaya
SNVD	Santa Maria Da Vi-toria	SNZN	Sete Quedas (Fa-zenda Nana Pora)	SPBC	Caballococha
SNVE	Areal (Fazenda Vale das Estrelas)	SNZR	Paracatu (Pedro Rabelo de Souza)	SPBL	Bolognesi
SNVI	Tres Coracoes (Mello Viana)	SNZW	Itubera	SPBT	Oventeni
SNVS	Breves	SO	FIR/UIR	SPCH	Tocache
SNWC	Camocim	SOOO	Cayenne FIR/UIR	SPCL	Pucallpa (Cap FAP David Armando Abensur Rengifo Intl)
SNWE	Santa Rita (Clube Estancia Ouro Verde)	SO	FIR/UIR	SPDN	Colonia Angamos
SNWP	Diamantino (Fazen-da Parecis)	SOCA	French Guiana	SPDR	Trompeteros
SNWS	Crateus	SOCA	Cayenne (Cayenne Felix Eboue)	SPEE	EI Estrecho
SNWX	Campo Grande (Faz Vista Alegre)	SOGS	Grand Santi	SPEN	Iscozasin
SNWZ	Santana Do Ara-guaia (Fazenda Santa Maria)	SOOA	Maripasoula	SPEO	Chimbote (Tte Fap Jaime De Montreuil)
		SOOC	Camopi	SPEP	Puerto Esperanza
				SPEQ	Moquegua
				SPGB	Galilea

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SPGM	Tingo Maria	SPLO	Ilo (GEN Jorge Fernandez Maldonado Solari)	SPRF	San Rafael
SPGP	Gueppi			SPRM	San Ramon (Capitan Alvarino)
SPHI	Chiclayo (Capt FAP J A Quinones Gonzalez INTL)	SPLP	Lima (Las Palmas)	SPRU	Trujillo (Cap Carlos Martinez De Pinillos Intl)
SPHO	Ayacucho (Col Alfredo Mendivil Duarte)	SPLX	Lima (Lib Mandy Metropolitan)		
SPHY	Andahuaylas	SPME	Tumbes (Pedro Canga)	SPSE	Sepahua
SPHZ	Anta Huaraz (Commandante German Arias Grazziani)	SPMF	Mazamari (Major PNP Nancy Flores Paucar)	SPST	Tarapoto (CAP FAP Guillermo del Castillo Paredes)
SPID	Teniente Bergerie	SPMS	Yurimaguas (Moises Benzaquen Rengifo)	SPTE	Teresita (San Francisco)
SPIL	Quincemil	SPNC	Huanuco (Alferez David Figueroa Fernandini)	SPTN	Tacna (Col Carlos Ciriani Santa Rosa)
SPIN	Inapari			SPTU	Puerto Maldonado (Padre Aldamiz)
SPIR	Patria	SPNM	Nuevo Mundo	SPUC	Huamachuco
SPIY	Yauri	SPNU	Manu	SPUR	Piura (Capt Guillermo Concha Iberico)
SPJA	Rioja	SPON	Orellana	SPVI	Vicco
SPJC	Lima-Callao (Jorge Chavez Intl)	SPOR	Orcopampa (Minas Buenaventura)	SPVN	Vilcashuaman
SPJE	Jaen (Fernando Belaunde Terry)	SPOV	Leon Velarde (Shiringayoc O Hda Mejia)	SPWB	Walter Braedt Segu
SPJI	Juanjui			SPWT	Las Malvinas
SPJJ	Jauja (Francisco Carle)	SPOY	Atico	SPYL	Talara (Capitan Montes Intl)
SPJL	Julianaca (Inca Manco Capac Intl)	SPPB	Puerto Breu (Tipishsa)	SPYO	Pacasmayo (Julian Palacin Fernandez)
SPJN	San Juan De Marcona	SPPH	Pampa Hermosa	SPZA	Nazca (Maria Reiche Neuman)
SPJR	Cajamarca (Gen Armando Revoredo Iglesias)	SPPN	Palmas Del Espino	SPZO	Cusco (Tnte FAP Alejandro Velazco Astete Intl)
SPKI	Kiteni	SPPY	Chachapoyas		
SPLH	Dunas (Las Dunas)	SPQN	Requena		
SPLN	Rodriguez De Mendoza (San Nicolas)	SPQT	Iquitos (Col Francisco Secada Vignetta Intl)		
		SPQU	Arequipa (Rodriguez Ballon Intl)		

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SQ	Colombia	SSBN	Porto Alegre (Belem Novo)	SSDP	Vila Bela Da SS (Faz. Fortaleza do Guapore)
SQUJ	Tablon de Tamara	SSBQ	Santa Cruz do Xingu (Faz. Brusque)	SSDS	Tapurah (Fazenda Vale)
SS	Brazil	SSBR	Bandeirantes	SSEC	Tupaciguara (Fazenda F5)
SSAB	Ibaiti (Moises Lupion)	SSBV	Bela Vista	SSEP	Sao Sepe
SSAC	Sorriso (Fazenda Nova Jerusalem)	SSBY	Miranda (Orlando Chesini Ometto)	SSEW	Erechim
SSAD	Chapadao Do Sul (Faz. Ribeirao)	SSBZ	Armacao Dos Buzios (Umberto Modiano)	SSEW	Pardinho (Sitio Limoeiro)
SSAE	Arroio Grande	SSCA	Chapadao do Sul (Fazenda Pantanal)	SSFB	Francisco Beltrao
SSAF	Santa Terezinha de Itaipu (Aeroclube De Foz Do Iguacu)	SSCB	Casa Branca (Casa Branca Mun)	SSFE	Foz Do Iguacu (Estancia Hercules)
SSAI	Iaciara (Fazenda Panama)	SSCD	Chapadao do Sul	SSFK	Corumba (Forte Coimbra)
SSAK	Cruz Alta (Carlos Ruhl)	SSCF	Campo Largo (Max Fontoura)	SSFL	Fronteiras (Joao Pereira dos Santos Filho)
SSAN	Andira	SSCI	Coxim	SSFW	Mucuge (Fazenda Progresso)
SSAP	Apucarana (CAPT Joao Busse)	SSCK	Concordia (Olavo Cecco Rigon)	SSFZ	Buritis (Fazenda Carolina)
SSAQ	Passo Fundo (Aeroclube)	SSCL	Cassilandia	SSGA	Garibaldi
SSAY	Campo Grande (Sitio Pouso do Aviador)	SSCN	Canela	SSGB	Guaratuba
SSBB	Joao Pinheiro (Fazenda Balada)	SSCP	Cornelio Procopio (Francisco Lacerda Junior)	SSGD	Jaborandi (Fazenda Porta do Ceu)
SSBC	Castilho (Fazenda Barra do Tiete)	SSCQ	Cacequi (Saica)	SSGF	Ribas Do Rio Pardo (Faz. Formosa)
SSBG	Bento Goncalves (Aeroclube de Bento Goncalves)	SSCR	Marechal Candido Rondon (Ruben Berta)	SSGG	Guarapuava (Tancredo Thomas de Faria)
SSBJ	Riachao Das Neves (Fazenda Savana)	SSCT	Cianorte (Engenheiro Gasta de Mesquita Filho)	SSGR	Santa Helena de Goias (Regl Santa Helena de Goias - Paulo Lopes)
SSBL	Blumenau	SSCV	Caravelas		
		SSDK	Igaratinga (Sao Pedro)		

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SSGW	Goioere (Manoel Ribas)	SSKM	Campo Mourao	SSOG	Arapongas
SSGY	Guaira	SSKS	Cachoeira Do Sul (BRIG Nero Moura)	SSOL	Lavras (Padre Israel (Israel Batista de Carvalho))
SSHE	Comodoro (Fazenda Nova Guapore)	SSKU	Curitibanos (Lauro Antonio da Costa)	SSOS	Osorio
SSHF	Formosa do Rio Preto (Fazenda Gerais)	SSKW	Cacoal	SSOT	Sao Romao (Fazenda Saco Da Tapera)
SSHN	Iguaracu (Recanto Das Aguias)	SSKZ	Carazinho	SSOW	Frederico (Aero-clube De Frederico Westphalen)
SSIC	Dourados (Aplic Aviacao Agricola Ltda)	SSLG	Sao Luis Gonzaga	SSPA	Cariri Do Tocantins (Fazenda Marajoara)
SSIE	Campo Grande (Teruel Ipanema Estancia)	SSLK	Itapecerica (Fazenda Tres Lagoas)	SSPI	Paranagua
SSIJ	Ijui	SSLN	Lontras (Helmut Baungartem)	SSPG	Paranavai (Edu Chaves)
SSIM	Criciuma (Forquilhinha-Criciuma)	SSLS	Ruy Barbosa	SSPL	Palmeira Das Missoes
SSIQ	Itaqui	SSMF	Barao De Melgaco (Pesqueiro Flamingo)	SSPM	Porto Murtinho
SSIR	Ibiruba	SSMJ	Maracaju	SSPN	Paranaiba
SSIY	Novo Progresso (Fazenda Tres Irmaos)	SSMR	Manoel Ribas	SSPP	Montividiu (Fazenda Estreito E Ponte De Pedra)
SSJA	Joacaba (Santa Teresinha)	SSMT	Mostardas	SSPR	Urucui (Fazenda Pratinha)
SSJI	Jardim	SSMY	Sao Miguel Do Iguaçu	SSPS	Palmas (Dimorvan Carraro)
SSJK	Julio De Castilhos	SSNB	Navirai (Ariosto Da Riva)	SSPT	Palotina (Brasilio Marques)
SSJM	Chapadao Do Sul (Faz. Julio Martins)	SSND	Sao Felix Do Araujoaia (Santa Maria)	SSPW	Costa Rica (Fazenda Sao Paulo)
SSJQ	Ribeirao Cascalheira (Faz Floresta)	SSNG	Montenegro	SSQC	Siqueira Campos
SSKG	Campo Grande (Santa Maria)	SSNH	Novo Hamburgo	SSQO	Setubinha (Fazenda Sequoia)
SSKJ	Pau dos Ferros	SSNN	Planalto da Serra (Fazenda Nova Fartura)	SSQP	Monte Santo
SSKK	Capao Da Canoa	SSNP	Nova Prata		
		SSNQ	Nioaque		
		SSOE	Sao Miguel Do Oeste (Helio Wasmus)		

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SSQR	Ribas Do Rio Pardo (Faz Primavera)	SSTJ	Trombudo Central (Walter Ewaldo Siegel)	SSYB	Santa Clara D'Oeste (Fazenda Bela Manha)
SSQT	Castro	SSUI	Santa Fe Do Ara-guaia (Fazenda Novo Horizonte)	SSYD	Nova Ponte
SSQZ	Luis Eduardo Mag-alhaes (Mimoso Do Oeste)	SSUM	Umuarama (Orlando de Carvalho)	SSYK	Buri (Faz. Manda-caia)
SSRE	Realeza	SSUR	Sao Felix Do Ara-guaia (Fazenda Rio Fontoura)	SSYW	Coxim (Fazenda Terra Forte)
SSRG	Registro (Aeroporto Estadual de Regis-tro)	SSUV	Uniao Da Vitoria	SSZD	Porto Velho (Ziron-di)
SSRK	Campo Alegre de Lourdes	SSVC	Aquidauana (Fazen-da Vazante)	SSZH	Tacuru (Fazenda Corrientes)
SSRS	Barreirinhas	SSVI	Videira (Angelo Ponzoni)	SSZL	Brasilandia (Fazen-da Corrego Azul)
SSRU	Sao Lourenco Do Sul	SSVL	Telemaco Borba	SSZQ	Bela Vista (Faz. Panorama)
SSRW	Porangaba (Faz. J Campos)	SSVN	Veranopolis	SSZR	Santa Rosa (Luis Alberto Lehr)
SSRZ	Rosario Do Sul (Da-rio Brasil Capoano De Oliveira)	SSWI	Nova Mutum (Fa-zenda Vovo Ernesto)	SSZT	Aguas De Santa Barbara (Faz. Sao Joao)
SSSA	Bela Vista (Faz. Sant'Anna do Apa)	SSWS	Cacapava Do Sul	SU	FIR/UIR
SSSB	Sao Borja	SSWT	Nioaque (Fazenda Vaticano)	SUEO	Montevideo FIR/UIR
SSSC	Santa Cruz Do Sul	SSXD	Sarandi (Tobias Bacci)	SU	Uruguay
SSSD	Soledade	SSXH	Brumado (Socrates Mariani Bittencourt)	SUAA	Montevideo (Angel S Adami Intl)
SSSG	Sao Gabriel	SSXO	Presidente Castelo Branco (Pousada das Aguias)	SUAG	Artigas (Artigas Intl)
SSSK	Codo (FC)	SSXX	Xanxere (Joao Winckler Mun)	SUCA	Colonia (Laguna de los Patos Intl)
SSSS	Sao Francisco do Sul	SSXY	Urucui (Fazenda Rainha da Serra)	SUCM	Carmelo (Carmelo Intl)
SSST	Santiago			SUDU	Durazno (Santa Bernardina Intl)
SSSZ	Sertanopolis				
SSTB	Tres Barras				
SSTE	Torres				

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SULS	Maldonado (Capitan Curbelo Intl)	SVBA	Bachaquero	SVDW	Ciudad Piar
SUME	Mercedes (Ricardo Detomaso Dptal)	SVBC	Barcelona (Gen. Jose Antonio Anzoategui Intl)	SVEB	El Guayabo (Zulia)
SUMO	Melo (Cerro Largo Intl)	SVBI	Barinas (Barinas Luisa Caceres De Arismendi)	SVEN	El Capitan
SUMU	Montevideo (Carasco Intl/Gen C L Berisso)	SVBK	Bocono	SVEZ	Elorza
SUPE	Punta Del Este (El Jaguel Dptal)	SVBL	Maracay (El Libertador AB)	SVGC	El Socorro (El Candelario)
SUPU	Paysandu (Tydeo Larre Borges Intl)	SVBM	Barquisimeto (Jacinto Lara Intl)	SVGI	Guiria (Almirante Cristobal Colon)
SURB	Rio Branco	SVBS	Boquemonte	SVGT	Guasipati
SURV	Rivera (Presidente General don Oscar D. Gestido Intl)	SVCB	Maracay (Mariscal Sucre AB)	SVGU	Guanare
SUSO	Salto (Salto Nueva Hesperides Intl)	SVCD	Ciudad Bolivar (Gral. Tomas De Heres)	SVHD	Hacienda El Calvario
SUTB	Tacuarembo	SVCF	Caicara (Caicara Del Orinoco)	SVHG	Higuerote
SUTR	Treinta Y Tres	SVCJ	San Carlos (General Ezequiel Zamora)	SVIC	Icabaru
SUVO	Vichadero	SVCL	Calabozo	SVIE	Isla De Coche (Andres Miguel Salazar Marcano)
SV	FIR/UIR	SVCN	Canaima	SVJC	Paraguana (Josefa Camejo Intl)
SVZM	Maiquetia FIR/UIR	SVCO	Carora	SVJM	San Juan De Los Morros (Guarico Mun)
SV	Venezuela	SVCP	Carupano (Gen Jose Francisco Bermudez)	SVKA	Kavanayen
SVAC	Acarigua (Gen Osvaldo Guevara Mujica)	SVCR	Coro (Jose Leonardo Chirino)	SVKG	La Gran China
SVAJ	Cacuri (Manapiare)	SVCS	Caracas (Oscar Machado Zuloaga Intl)	SVLB	La Bananera
SVAN	Anaco	SVCU	Cumana (Mariscal Antonio Jose De Sucre)	SVLE	Amazonas (La Esmeralda)
SVAO	Altagracia de Orituco	SVDP	La Divina Pastora	SVLF	La Fria (Francisco J. G. Hevia)
SVAS	Los Pijiguao (Armando Schwarck)			SVLO	La Orchila (CAPT de Navio Antonio Diaz AB)

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SVMC	Maracaibo (La Chinita Intl)	SVQU	Hato Uranon	SVVA	Valencia (Arturo Michelena Intl)
SVMD	Merida (Alberto Carnevalli)	SVRB	Cumarebo (Puerto Cumarebo)	SVVG	El Vigia (Juan Pablo Perez Alfonzo)
SVMG	Margarita (Chief Gen Santiago Mariño Intl)	SVRX	Hacienda Rio Yaza	SVVL	Valera (Dr. Antonio Nicolas Briceno)
SVMI	Maiquetia (Simon Bolivar Intl)	SVSA	San Antonio Del Tachira (Gral. Juan Vicente Gomez INTL)	SVVP	Valle De La Pascua
SVMP	Ocumare del Tuy (Metropolitano)	SVSB	Santa Barbara De Barinas	SVVQ	Venelac (Lara)
SVMT	Maturin (GEN Jose Tadeo Monagas Intl)	SVSE	Santa Elena De Uairen Ntl (Santa Elena)	SW	Brazil
		SVSN	Barinas (Sabaneta)	SWAX	Formosa Do Rio Preto (Fazenda Sassapao II)
SVMX	Morichal	SVSO	Santo Domingo (Mayor Buenaventura Vivas Intl AB)	SWBA	Buriti Alegre
SVNX	Mata de Cana	SVSP	San Felipe (Sub Teniente Nestor Arias)	SWBC	Barcelos
SVOF	Santa Barbara De Monagas	SVSR	San Fernando De Apure (Las Flecheras)	SWBE	Sao Benedito (Walfredo Salmito de Almeida)
SVOK	Oritupano	SVST	San Tome (Don Edmundo Barrios)	SWBG	Pontes E Lacerda (Andre Antonio Maggi)
SVON	Cabimas (Oro Negro)	SVSZ	Santa Barbara Del Zulia (Dr Miguel A. Urdaneta F.)	SWBH	Aquidauana (Fazenda Sao Jose Do Rancho Grande)
SVPA	Puerto Ayacucho (Cacique Aramare Natl)	SVTC	Tucupita	SWBQ	Pinheiros (Geraldo Alvino Covre)
SVPC	Puerto Cabello (Gen. Bartolome Salom)	SVTK	Yaracuy (Teteiba Chivacoa)	SWBR	Borba
SVPE	Pedernales (Capure Delta Amacuro)	SVTM	Tumeremo	SWCA	Carauari
SVPM	San Cristobal (Paramillo)	SVTR	Temblador	SWCB	Campos Belos
SVPP	Luepa	SVUM	Uriman	SWCQ	Costa Marques
SVPR	Ciudad Guayana (Gen. Manuel Carlos Piar Intl)	SVUP	Upata	SWCZ	Ceres
SVPT	Palmarito	SVUQ	Uon-Quen	SWDD	Santo Antonio do Leverger (Fazenda Colibri)
		SVUY	Bolivar (Uruyen)		

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SWDI	Paranapanema (Aeroagricola Solo)	SWIE	Jaborandi (Faz. Pla- nalto Das Emas)	SWKQ	Sao Raimundo Non- ato (Serra da Capi- vara)
SWDM	Diamantino	SWIH	Novo Sao Joaquim (Fazenda Felici- dade)	SWKT	Catalao
SWDN	Dianopolis			SWKU	Sao Gabriel Da Ca- choeira (Cucui)
SWDT	Neropolis (Dezoito)	SWII	Santo Antonio Do Ica (Ipiranga)	SWLB	Labrea
SWEA	Comodoro (Fazen- da Santiago de Compostela)	SWIN	Campo Novo Do Parecis (Faz. Ita- marati Norte)	SWLC	Rio Verde (Gen Leite De Castro)
SWEI	Eirunepe	SWIQ	Minacu	SWLR	Silvania (Fazenda Perdizes)
SWEK	Canarana	SWIT	Santa Terezinha de Itaipu (Condominio de Voo Itaipu)	SWLV	Santo Antonio De Leverger
SWEP	Sertaneja (Estancia Punta Del Este)	SWIW	Cocalzinho de Goias (Faz Pirapitinga Go)	SWLY	Andradina (Chacara Municipal)
SWFN	Manaus (Flores)	SWIY	Lagoa da Confusao (Santa Isabel do Morro)	SWME	Mineiros
SWFO	Formosa Do Rio Preto (Fazenda Santa Maria)	SWIZ	Nova Alvorada Do Sul (Faz 7 Reis)	SWML	Itaituba (Fazenda Nova Santa Rita)
SWFR	Formosa	SWJI	Baixa Grande Do Ribeiro (Fazenda Maringa)	SWMW	Maues
SWFV	Guape (Terramare)	SWJN	Juina	SWNA	Novo Aripuana
SWFX	Sao Felix Do Ara- guaia	SWJP	Japura (Bittencourt)	SWNB	Luis Eduardo Mag- alhaes
SWG I	Gurupi	SWJV	Atalaia Do Norte (Palmeiras Do Jav- ari)	SWNE	Nova Vicosa (Nel- son Saldanha)
SWG N	Araguaina	SWJW	Jatai	SWNH	Aruana
SWGO	Goianesia (Santa Cecilia)	SWJX	Gaucha do Norte (Fazenda Eldorado)	SWNI	Sao Paulo (Hosp E Maternidade Santa Marina)
SWG V	Canarana (Fazenda Cocal II)	SWKC	Caceres	SWNK	Boca Do Acre (Novo Campo)
SWG X	Fortunas De Minas (Fortunas)	SWKO	Coari	SWNN	Tapurah (Fazenda Jandaira)
SWHG	Santa Helena De Goias			SWNQ	Niquelandia
SWHP	Agua Boa (Frederi- co Carlos Muller)			SWNS	Anapolis
SWHT	Humaita			SWOB	Fonte Boa
SWIA	Jurua (Antonio Cos- ta Da Silva)				

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SWOG	Sao Jose Do Rio Claro (Fazenda Itai-pu)	SWSG	Campos de Julio (Fazenda Simarelli)	SWVC	Vila Rica
SWOL	Barra do Garcas (Fazenda Roncador)	SWST	Votorantim (Bandeiras Centro Empresarial)	SWVV	Formiga (Furnas-park Resort)
SWOZ	Campo Verde (Fazenda Santo Antonio)	SWSZ	Nova Bandeirantes (Fazenda Santa Luzia)	SWWA	Porangatu
SWPA	Nova Ubirata (Fazenda Futura)	SWTC	Brasilandia (Faz. Beatriz)	SWWM	Mantena
SWPB	Costa Marques (Forte Principe Da Beira)	SWTO	Paraiso Do Tocantins	SWWU	Uruacu
SWPG	Porto Dos Gauchos	SWTP	Santa Isabel Do Rio Negro (Santa Izabel do Rio Negro)	SWXG	Caiaponia (Fazenda Cachoeirinha)
SWPH	Barra do Garcas (Fazenda Paulo Abreu)	SWTQ	Rio Quente (Rio Quente Resorts)	SWXM	Matupa (Regional Orlando Villas Boas)
SWPI	Parintins	SWTS	Tangara da Serra	SWXN	Montividiu (Fazenda Bom Jardim)
SWPK	Pocone	SWTU	Sapezal (Faz. Tucunare)	SWXO	Sao Felix Do Xingu (Fazenda Porto Seguro)
SWPL	Chapada Dos Guimaraes (Posto Leonardo Vilas Boas)	SWTY	Taguatinga	SWXQ	Lins
SWPM	Pimenta Bueno	SWUA	Sao Miguel Do Araguaia	SWXV	Nova Xavantina (Xavantina)
SWPN	Santo Antonio do Leverger (Pesqueiro Pantanal)	SWUC	Campo Novo do Parecis (Fazenda Ouro Verde II)	SWYA	Jaciara (Fazenda Nossa Senhora Aparecida)
SWPR	Pires do Rio	SWUD	Claudio (Deputado Oswaldo Tolentino)	SWYN	Apui
SWPY	Primavera Do Leste	SWUJ	Sao Gotardo	SWYW	Alto Garcas (Fazenda Adriana)
SWPZ	Posse (Oricanga De Abreu)	SWUQ	Alto Alegre (Surucucu)	SWZX	Macaubas (Selma Nunes)
SWRL	Corumbiara (Faz. Pouso Redondo)	SWUV	Sebastiao Leal (Fazenda Progresso)	SY	FIR/UIR
SWRO	Porto Velho (Aero-clube de Rondonia)	SWUZ	Luziania (BRIG Araripe Macedo)	SYGC	Georgetown FIR/UIR
SWRZ	Nortelandia (Fazenda Arrossensal)	SWVB	Vila Bela (Vila Bela da SS. Trindade)	SY	Guyana
				SYAH	Aishalton
				SYAN	Annai
				SYAP	Apoteri

SOUTH AMERICA
JEPPESEN NAVDATA (ICAO) LOCATION IDENTIFIERS DECODE

SYAW	Awaruwaunau	SYKK	Kurukabaru Guyana (Kurukabaru)	SYLT	Lethem
SYCJ	Georgetown (Ched-di Jagan Intl)	SYKM	Kamarang	SYMD	Mahdia
SYEB	Ebini	SYKR	Karanambo	SYMP	Mountain Point Guyana (Mountain Point)
SYEC	Georgetown (Eugene F. Correia Intl)	SYKT	Kato	SYOR	Orinduik
SYIB	Imbaimadai	SYLD	Linden	SYPK	Port Kaituma
SYKA	Kaieteur	SYLP	Lumidpau	SYYS	Yakishuru



Airport Directory

Airport Data - South America

ARGENTINA

28 De Noviembre see El Turbio

Aeroclub see Curuzu Cuatia

Aeroclub see Resistencia

Aeroclub see Trelew

Almirante Zar see Trelew

Alta Gracia

1748' AGR -03:00* S31 39.0 W064 24.0

Apt Administration (03547) 423258. Clearance Delivery On Call MIAMI ARTCC 305-716-1731.

02/20 3488' DIRT.

F-3.

Alto Rio Senguerr (D.Casimiro Szlapelis)

2286' SAVR ARR -03:00 S45 00.8 W070

48.8

Apt Administration (02945) 497087.

08/26 4593' DIRT.

ATND SKD SR-SS.

Traffic circuit south of the airport is performed at an altitude of at or above 1640ft (500m) higher and at or below 6562ft (2000m) track, avoiding overflight of populated area.

Antoine De Saint Exupery see San Antonio

Oeste

Arcor see Arroyito

Area De Material see Rio Cuarto

Arroyito (Arcor)

475' ARY -03:00* S31 25.0 W063 02.0

Apt Manager (03576) 421023.

01/19 3937' DIRT.

Astor Piazzolla see Mar Del Plata

Aviador C. Campos see San Martin De Los Andes

Azul

478' SAZA -03:00 S36 50.2 W059 52.8

Apt Administration (02281) 15-414183, (02281) 422435. Apt Manager (02281) 431808.

09/27 1969' DIRT.

17/35 4593' DIRT.

Bahia Blanca (Comandante Espora)

248' SAZB BHI -03:00 S38 43.6 W062 09.2

Apt Administration (291) 4860319, (291) 4860350, (291) 4861760; ydbca@anac.gob.ar. ARO (291) 4860300. ATC (291) 4810290; Mobile (9 291) 4162082.

06/24 6496' ASPHALT. T 300, DDT 529, S 150, D-187. TODA 24 7480'. RL.

17L/35R 7907' ASPHALT. PCN 42/F/B/W/U. RL. HIALS 17L.

17R/35L 4915' ASPHALT. DDT 198, S 49, D-66, T 106.

Rwy 17R/35L limited to aircraft operations for turboprops, single engine.

H24. ATND SKD H24.

Local VFR flights will be carried outside CTR Espora, thus traffic circuits will be only usable by landing Acft.

F-3, Jet A-1.

Fire 6.

Balcarce

393' BAL -03:00 S37 54.8 W058 20.5

Apt Manager (02266) 430156.

03/21 3425' DIRT.

16/34 2625' DIRT. LDA 34 2477'.

F-3.

Batan see Mar Del Plata

Bell Ville

430' BEL -03:00* S32 39.5 W062 42.1

Apt Administration (03537) 425355.

18/36 5453' ASPHALT. PCN 9/F/CY/T. LDA 18 5315'. LDA 36 5210'.

ARGENTINA

Airport available for night operations.

F-3.

ABN.

Bella Vista

180' BTA -03:00 S28 31.6 W059 02.3

Apt Administration (03777) 451078.

17/35 3609' ASPHALT. S 24, D-31, DDW 44.

Bolivar

308' SAZI -03:00 S36 11.2 W061 04.5

Apt Administration (02314) 428631. Apt Manager 0314-7545.

02/20 3937' ASPHALT. S 40, T 57. RL.

ATND SKD 0900-2400.

F-2, Jet A-1.

Bragado

197' BRA QRF -03:00 S35 08.7 W060 28.9

Apt Administration (02342) 406701, (02342) 422441.

02/20 2736' DIRT. RL.

12/30 3281' DIRT.

Caution crop dusting aircraft operating regularly in vicinity of airport.

F-3.

Fire U.

Brig D Hector Eduardo Ruiz see Coronel Suarez**BRIG GEN Antonio Parodi see Esquel****BRIG Mayor D Cesar Raul Ojeda see San Luis****Brig. Juan Fancudo Quiroga see Chilecito****Buenos Aires (El Palomar)** Apt of Entry

59' SADP EPA -03:00 S34 36.6 W058 36.7

Apt Administration (11) 4513 3848. (11) 4317 6000 Ext. 21413, (11) 4513 3865. ARO (11) 6006 4271. Apt Operator (11) 4758 7089, (11) 4758 7963.

17/35 6923' CONCRETE. DT 276, DDT 595, S 121, DW 183. LDA 35 6266'. RL.

H24. ATND SKD H24. Customs: O/R.

General Aviation ACFT requiring night operations and overnight staying should coordinate the appropriate authorization.

PPR for entering the ATZ.

ACFT operations restricted, daily 0100-1000Z, excluding sanitary, state and military ACFT.

Jet A-1.

ABN. Fire 7.

Buenos Aires (Ezeiza Intl/Ministro Pistarini)

Apt of Entry

67' SAEZ EZE -03:00 S34 49.3 W058 32.1

Apt Administration 11 54802500; jba-seeze@aa2000.com.ar. (11) 4480 2465, (11) 54802536, 11 44802322; Fax (11) 54802597, 11 44800291. ARO 11 44800331; Fax 11 44802330. Apt Operator 11 44802348; Fax 11 44800291.

11/29 10827' ASPH/CONC. PCN 82/R/B/W/T. TODA 11 11483'. HIRL. ALS 11.

PCN 92/F/C/W/T concrete.

17/35 10187' ASPH/CONC. PCN 70/R/B/W/T. LDA 35 9203'. TODA 35 11171'. HIRL. ALS 35.

PCN 74/F/B/W/T concrete.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of airport.

Radio required.

Twy J between Twy A and Industrial Apron limited to aircraft reference Code C can roll self-propelled, aircraft reference Code D and superiors should be towed.

Jet A-1.

ABN. Fire 10.

Buenos Aires (General Pinto)

318' PNT -03:00 S34 47.1 W061 54.8

Apt Administration (02356) 420359.

01/19 3934' DIRT.

ARGENTINA

ABN.

Buenos Aires (Jorge Newbery Aeroparque)

20' SABE AEP -03:00 S34 33.6 W058 24.9

Apt Administration (11) 4514 1620, (11) 4576 5300; Fax (11) 4514 1630, (11) 4576 5300 Ext. 112, 115. (11) 4514 1612. ARO (11) 4514 1513, (11) 4514 1611. ATC (11) 4514 1628.

13/31 7710' CONCRETE. PCN 69/R/B/W/T. TORA 13 7480'. LDA 31 6473'. TODA 13 7480'. RL. HALS.

Rwy 13 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

The traffic pattern to the northeast of the runway only.

Prohibited:

Actual or simulated navigation practices, approach or IFR procedures.

Aircraft without radio equipment to link with TWR AER.

Private pilot operations.

Single engine aircraft, except helicopters.

Engine run up between 2200 and 0800LT.

Time extension to test maximum engine power from 09:00 to 11:00LT.

Helicopter operations in commercial aviation ramp.

Radio communication with TWR is required for push back or engine start up.

All operations between 0330 and 0830UTC, are subject to compliance with existing noise abatement procedures except medical flights and public aircraft.

No movement from a position on the platform shall be initiated without tower authorization.

Positions 62 and 63 shall only be used for official aircraft and/or sanitary flights.

Helicopter ops will not be allowed while another aircraft is taxiing on the apron.

Caution shall be used when starting the taxi maneuver due to the possible displacement of

other vehicles and pedestrians onapron and vicinity.

Aircraft occupying positions 39 and 66 shall be assisted and towed backwards until they can move autonomously respecting the separation margins established for each type of aircraft and with marshalling assistance.

180° turning maneuvers prohibited on Rwy 13/31 for Acft with wheelbase equal or greater than 59' (18 m), except at both ends of Rwy and turn bay pad located 5906' (1800 m) from Thr 13. Turning maneuvers at those ends must be conducted withcaution in order to keep separation distance between aircraft wheels and the pavement edge.

Turn pad located 5906' (1800 m) from threshold 13 over east marginof the Rwy for 180° turn. Available dimensions including the wheel base equal or grater than 59' (18 m): width 169' (51.5m), length 175' (53.3m). It has full turn indicator signals . ILE available.

The operations in the industrial terminal are suspended due to transfer of military aeroestat. The operations should be coordinated with the administration of Apt.

F-3, Jet A-1.

ABN. Fire 7.

Canada De Gomez

268' GOM -03:00 S32 48.5 W061 21.9

Apt Administration (03471) 422472.

01/19 3609' DIRT.

F-3.

ABN. Fire U.

Canadon Seco

295' CDS -03:00 S46 32.3 W067 33.6

Apt Administration (0297) 4856493, (0297) 6242329.

06/24 3609' ASPHALT.

10/28 3609' ASPHALT.

ARGENTINA

Due to airport being under the TMA the maximum traffic pattern altitude is 1500', except for the for aircraft that obtain permission from ATC.
F-3.

Cap Vicente A Almonacid see La Rioja**Cap. D. Jose D. Vasquez see San Julian****Capitan D. Omar Dario Gellardi see Cordoba****Capitan Sarmiento**

161' CTS -03:00 S34 09.8 W059 43.8

Apt Administration (02478) 48268.

02/20 3101' DIRT.

Carlos Casares

262' CSR -03:00 S35 37.7 W061 23.6

Apt Operator (02395) 452540.

17/35 3609' DIRT.

F-2, F-4.

Carmen De Patagones

131' PAT CPG -03:00 S40 46.7 W062 58.8

Apt Administration (02920) 15-617839.

04/22 5577' DIRT.

13/31 2625' DIRT.

Catamarca

1556' SANC CTC -03:00 S28 35.6 W065

45.1

Apt Administration (383) 4453684, (383) 4453686, (383) 4851204; ydCAT@anac.gob.ar.

02/20 9186' ASPHALT. S 101, D-132, T 209.

RL.

CAUTION: Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 5.

Cataratas Del Iguazu (Mayor D Carlos Eduardo Krause)

916' SARI IGR -03:00 S25 44.2 W054 28.4

Apt Administration 3757 420595, 3757 420997; Mobile 3757 449042, 3757 558945, 3757 673988; Fax 3757 420595. Customs: 3757 420456, Customs: 3757 420460, Immigration: 3757 15-455056, Immigration: 3757 15-632223, Immigration: 3757 422795; Mobile Customs: 3757 544185, Customs: 3757 561508; aero.iguazu@migraciones.gob.ar, agarroto@afip.gob.ar, maemontero@afip.gob.ar. Apt Operator 3757 21996; Fax 3757 422013.

13/31 10827' ASPHALT. PCN 69/F/B/W/T. TODA 13 11811'. RL.

H24. ATND SKD H24. Customs: O/R 2 hrs PNR.

CAUTION: Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 8.

Ceres

285' SANW CRR -03:00 S29 51.8 W061 52.4

Apt Administration (03491) 420154, (0491) 20113/20112; Fax (03491) 420578.

05/23 4429' DIRT.

F-2, F-4.

Chamical see Gobernador Gordillo**Charata**

318' CHA CNT -03:00 S27 13.0 W061 12.5

Apt Administration (03731) 420015, (03731) 628227.

09/27 2953' DIRT.

18/36 3937' DIRT.

F-3.

Chascomus

32' MUS -03:00 S35 32.5 W058 03.1

Apt Operator (02241) 426152, (02241) 15-676620.

04/22 3934' ASPHALT.

ARGENTINA

Chilecito (Brig. Juan Fancudo Quiroga)

3100' SANO -03:00 S29 13.4 W067 26.4
Apt Administration (03825) 672752.

17/35 6890' ASPHALT. DDW 159, S 77, D-99.
Available for night operations.
Jet A-1.

Chivilcoy

173' CHY -03:00 S34 57.7 W060 01.9
Apt Operator (02346) 432011.

03/21 3281' DIRT.

08/26 2953' DIRT.

F-3.

Choele Choei

642' OEL -03:00 S39 17.2 W065 36.6
Apt Administration (02946) 443628.

09/27 6562' ASPHALT. S 51, D-66. LDA 09
5151'.

Chos Malal

2788' SAHC HOS -03:00 S37 26.6 W070
13.4
Apt Administration (02948) 421265.
12/30 4921' ASPHALT. S 18, D-44.

Clorinda

200' SATC CLX -03:00 S25 18.0 W057 44.0
01/19 3281' DIRT. AUW-6.
ATND SKD SR-SS.

Club De Planeadores see Parana**Colon**

295' CON -03:00 S33 52.3 W061 02.8
Apt Operator (02473) 421920.
17/35 3609' DIRT.

Colonia Catriel

1026' CLT CCT -03:00 S37 55.0 W067 50.0
Apt Administration (0299) 4911370.
06/24 4265' ASPHALT. RL.

Com Ricardo Salomon see Malargue

Comandante Espora see Bahia Blanca

Comandante L Piedrabuena

78' LPB -03:00 S49 59.0 W068 57.1
Apt Operator (02962) 497825.
08/26 3937' ASPHALT.

Comodoro P. Zanni see Pehuajo

Comodoro Pierrestegui see Concordia

Comodoro Rivadavia (Gen Enrique Mosconi) Apt of Entry

185' SAVC CRD -03:00 S45 47.1 W067
27.9

Apt Administration (297) 4548084, (297)
4548093, INTL 50347, INTL 50348. (297) 454
8018, Customs: (297) 4407878, Customs: (297)
4407879, Immigration: (297) 4297097, Immigra-
tion: (297) 5383676. ARO (297) 4548084,
(297) 4549439, (297) 5374714, INTL 50356.
Ground Services (297) 4549311.

07/25 9055' CONCRETE. PCN 84/R/C/W/T.
LDA 07 6759'. ASDA 07 9646'. ASDA 25 9547'.
RL.

H24. ATND SKD H24. Customs: O/R.

CAUTION: Birds and other animals in vicinity of
airport.

Apt controlled. Actf operations without radio
equipment prohibited.

F-3, JP-1.

Fire 7.

Concordia (Comodoro Pierrestegui)

112' SAAC COC -03:00 S31 17.8 W057
59.8

Apt Administration (345) 4251001;
ydDIA@anac.gob.ar. ARO (345) 4252319.

04/22 5249' ASPHALT. S 53, D-68, T 108. RL.
1100-1900Z. ATND SKD 1100-1900Z.
Birds in vicinity of airport.

ARGENTINA

F-3, Jet A-1.

ABN. Fire 1 O/R.

Cordoba (Capitan D. Omar Dario Gellardi)

1594' SACA -03:00 S31 26.2 W064 15.4

Apt Administration (0351) 4333900/923.

16/34 4232' ASPHALT. S 24, D-40.

ATND SKD Mon - Fri, 1100-1800Z. Sat, Sun and Holidays without services.

Aerodrome restrictions: It can not be considered as alternative AD. No over night parking.

No public fuel services.

F-3, Jet A-1.

Cordoba (Ing Aer A L V Taravella)

1604' SACO COR -03:00 S31 18.6 W064

12.5

Apt Administration 0351 4750242, 0351 4750392, 0351 4753843. 0351 4753882, 9 0351 153411071; seccaerocordoba@afip.gob.ar. Apt Switchboard 0351 4756400.

01/19 10499' CONCRETE. PCN 75/R/C/W/T.

HIRL. HIALS 19.

Rwy 01 Right-Hand Circuit.

05/23 7218' ASPHALT. PCN 26/F/C/Y/U. HIRL.

Rwy 05 Right-Hand Circuit.

H24. ATND SKD H24. Customs: Customs: Mon-Fri 1000-2200Z. O/T O/R with 2 hrs PNR. Immigration: O/R.

CAUTION: Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 9.

Coronel Dorrego

393' DOR -03:00 S38 44.5 W061 15.3

Apt Administration (02921) 15-4256174, (02921) 453479.

01/19 3445' DIRT.

10/28 3445' DIRT.

F-3.

Fire U.

Coronel Olmedo

1416' SACD -03:00 S31 29.3 W064 08.5

Apt Administration (0351) 4348710.

04/22 3806' DIRT. LDA 04 3478'.

Night skydiving ops prohibited.

F-2, F-4.

Coronel Suarez (Brig D Hector Eduardo Ruiz)

767' SAZC -03:00 S37 26.8 W061 53.3

Apt Operator (02926) 430777.

17/35 4265' ASPHALT. DDT 104, S 51, D-66.

RL.

F-3.

Coronel Vidal

85' VDL -03:00 S37 28.1 W057 46.0

Apt Operator (02265) 432002.

10/28 4265' DIRT.

15/33 4265' DIRT.

Corrientes Apt of Entry

204' SARC CNQ -03:00 S27 26.7 W058 45.7

Apt Administration (0379) 4458323, (9 379) 4963405. (0379) 4458332, (9 11) 66706002. ARO (379) 4458844, (9 379) 488177. Ground Services (379) 4458337.

02/20 7382' ASPHALT. PCN 50/R/C/W/U. LDA 02 6890'. LDA 20 6890'. HIRL. ALS 20.

0900-0000Z ATND SKD 0900-0000Z. Customs: O/R.

Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 7.

Curuzu Cuatia (Aeroclub)

262' CZU -03:00 S29 46.0 W058 05.0

Apt Administration (03774) 425305.

07/25 5249' ASPHALT.

ARGENTINA

F-3.

Curuzu Cuatia

230' SATU UZU -03:00 S29 46.3 W057 59.0

Apt Operator (03374) 422184.

01/19 7054' ASPHALT. S 77, D-99, T 159.
ASDA 01 7546'. ASDA 19 7546'. RL.

ATND SKD SR-SS.

CAUTION: Starting from threshold Rwy 19 and until approximately 3937 ft (1200 M) asphalt surface is lifted and loose.

F-2, F-4.

Cutral-Co2132' SAZW CUT -03:00 S38 56.4 W069
15.9

Apt Administration (0299) 4961333.

03/21 4052' ASPHALT.**07/25** 5558' ASPHALT. D-95, S 73. LDA 07
5361'. RL.

1300-1800Z, Medical service 30 min PNR.

Jet A-1.

ARFF available upon request.

D.Casimiro Szlapelis see Alto Rio Senguerr**Daireaux**380' DRX -03:00 S36 35.0 W061 47.0
Apt Administration (02316) 454151; Fax
(02316) 452520.**04/22** 2215' DIRT.**09/27** 2756' DIRT.**17/35** 3281' DIRT.

F-3.

Fire U Available O/R.

Darregueira649' DAR -03:00 S37 42.7 W063 09.8
Apt Operator (02924) 421405.
15/33 3117' DIRT.**Dean Funes**

2259' FUN -03:00 S30 22.7 W064 22.8

Apt Administration (03521) 420020.

15/33 4593' DIRT.

Fire U.

Diamante

246' DTE -03:00 S32 00.9 W060 34.9

Apt Operator (0343) 15-6204762.

03/21 3117' DIRT.**Domingo Faustino Sarmiento see San Juan****Don Hector Biondi see Isla Verde****El Bolson**1131' SAVB EHL -03:00 S41 58.0 W071
31.1

Apt Administration (0944) 92299/92206.

18/36 4265' ASPHALT. S 50, T 66.

ATND SKD SR-SS.

El Calafate647' SAWC FTE -03:00* S50 16.8 W072
03.2Apt Administration (2902) 491937; Mobile (9
11) 38985232, 011 1538985232;
ydeca@anac.gob.ar. Mobile Customs: (9 2966)
214850, Customs: (9 2966) 649046, Immigration:
(9 2966) 540767; aarostegui-
char@afip.gob.ar, amvaldez@migra-
ciones.gob.ar, ekahlke@afip.gob.ar. ARO
(2902) 491912, (2902) 492051. Apt Operator
(2902) 491220, (2902) 491229/30.**07/25** 8366' CONCRETE. PCN 61/R/B/X/U. RL.1000-0100Z. O/T O/R. ATND SKD
1000-0100Z. O/T O/R. Customs: Customs:
Mon-Fri 0700-1900Z., Sat,Sun and holidays
coordination 24Hr prior. Other times O/R. Immig-
ration: Mon-Fri 1000-2359Z. 24Hr prior, Sat-
Sun O/R 72Hr prior.Acft operations without radio equipment prohibi-
ted.

ARGENTINA

Noise sensitive area - LosGlaciares National Park.	Esquel (BRIG GEN Antonio Parodi) 2625' SAVE EQS -03:00 S42 54.2 W071 08.1
F-3, Jet A-1.	Apt Administration (2945) 451354, (2945) 452483, (2945) 455466 Ext. 45315.
ABN. Fire 7.	05/23 7851' ASPHALT. S 110, D-163, T 254, DDT 485. RL.
El Maiten	08/26 4065' SOIL. 1100-2200Z. ATND SKD 1100-2200Z O/T O/R. Customs: O/R.
2356' SAVD EMX -03:00 S42 02.0 W071 09.0	Rwy 08/26 closed.
Apt Administration (0945) 95349/95138.	F-3, Jet A-1.
02/20 3150' DIRT.	ABN. Fire 6.
06/24 4961' DIRT.	
10/28 3478' DIRT.	
ATND SKD 1100-1700 Mon, Tues, Fri; 1000-1600 Wed; 1200-1800 Thursday.	
CAUTION: Animals in vicinity of airport.	
El Palomar see Buenos Aires	
El Plumerillo see Mendoza	
El Tehuelche see Puerto Madryn	
El Turbio (28 De Noviembre)	Esquina 127' ESN -03:00 S30 03.0 W059 32.0
895' SAWT -03:00 S51 36.5 W072 13.3	Apt Operator (03777) 461292; Fax (03777) 461953.
Apt Administration (02902) 15-26422452.	03/21 3150' DIRT.
06/24 5741' ASPHALT. PCN 29/F/C/Y/U.	AD traffic pattern: Maximum 1500 FT - AD Traffic zone : 2000 FT
14/32 3937' DIRT. LDA 14 2953'. Fire 5.	Flights operating at 2000 FT or more within the SAR 153, must request authorization prior to entry to RECONQUISTA TWR or RESISTANCE ACC.
Eldorado	F-2, F-4.
685' SATD ELO -03:00 S26 23.8 W054 34.5	
Apt Administration (03751) 421394.	
01/19 4695' DIRT.	Ezeiza Intl Ministro Pistarini see Buenos Aires
ATND SKD SR-SS.	
Esperanza	Formosa
124' EPZ -03:00 S31 28.4 W060 50.7	194' SARF FMA -03:00 S26 12.8 W058 13.7
Apt Administration (0343) 4260795.	Apt Administration (0370) 4451428; Mobile (9 370) 4220762, (9 370) 4343791. ARO (0370) 454448. Apt Operator Fax (0370) 450521.
06/24 3077' DIRT.	04/22 5905' ASPHALT. PCN 30/F/B/X/U. RL.
15/33 3133' DIRT.	21 OCT-20 MAR 0900-2400Z, 21 MAR-20 OCT 1000-2300Z ATND SKD 1000-2300Z. O/T O/R 1HR PNR. Customs: O/R 2hr in advance. Customs: Mon-Fri 1200-1800Z. Immigration: Mon-Fri 0930-1730Z.
Fire U.	CAUTION: Birds in vicinity of airport.

ARGENTINA

Helicopters to operate according to instructions 09/27 2625' DIRT.
of the ATS.

F-3, Jet A-1.

ABN. Fire 7.

Frias

1082' FRS -03:00* S28 37.7 W065 06.8

Apt Operator (03854) 423827.

13/31 4921' ASPHALT. D-49, S 40, DT 71.

Galvez

135' VEZ -03:00 S32 02.1 W061 10.7

Apt Operator (03404) 481056.

01/19 4199' DIRT.

04/22 2625' DIRT.

F-3.

**GEN Don Martin Miguel de Guemes see
Salta**

GEN E Mosconi see Tartagal

Gen Enrique Mosconi see Comodoro

Rivadavia

Gen Urquiza see Parana

General Alvear

1489' SAMA -03:00 S35 03.5 W067 41.6

Apt Operator (02625) 422661.

17/35 4921' DIRT.

General Deheza

898' GDH -03:00 S32 44.7 W063 47.8

Apt Administration (0358) 4950260; Fax (0358)
4955100.

18/36 4528' DIRT.

Fire U.

General Lamadrid

560' LAM -03:00 S37 13.6 W061 16.7

Apt Operator (02286) 420083.

01/19 3281' DIRT.

General Madariaga

22' MAD -03:00 S37 02.3 W057 08.2

Apt Operator (02267) 425582, (02267)
15-524568.

01/19 2264' DIRT.

06/24 3937' DIRT.

F-4.

General Pico

460' SAZG GPO -03:00 S35 41.8 W063
45.5

Apt Administration (2302) 436622;
ydgpi@anac.gob.ar. (2302) 433393; Mobile (9
11) 33092316. ARO (2302) 427501. ATC
(2302) 427501; Mobile (9 11) 44389239, (9
2302) 412835, (9 2302) 670423. Ground Services
(2302) 435028.

16/34 7710' ASPHALT. DDW 99, S 49, D-64.
LDA 34 6801'. RL.

ATND SKD 0900-1900Z.

F-3, Jet A-1.

Fire 1.

General Pinto see Buenos Aires**General Roca**

852' SAHR GNR -03:00 S39 00.0 W067
37.2

Apt Administration (0298) 15-4567405, (0298)
4422582.

09/27 7073' ASPHALT. S 79, D-110, T 165.

Mon - Fri, 0800-1400 LT, Sat, Sun and holidays
O/R.

Jet A-1.

General Rodriguez

91' -03:00 S34 40.8 W059 02.3

16/34 3773' DIRT.

General Viamonte (Los Toldos)

236' GNV -03:00 S34 58.6 W061 01.2

ARGENTINA

Apt Administration (02355) 15-677517.

05/23 2953' DIRT.

17/35 3478' DIRT.

Fuel for aerodrome's own use.

F-3.

ABN. Fire U.

Gobernador Castello see Viedma

Gobernador Gordillo (Chamical)

1503' SACT -03:00* S30 20.4 W066 17.6

Apt Administration (03826) 15-479605, (03826) 429606/607/608.

01/19 6726' ASPHALT. LDA 19 5414'.

ATND SKD Mon-Fri 1000-2000z, 24 hours PPR Sat-Sun.

Gobernador Gregores

1167' SAWR GGS -03:00 S48 47.0 W070

09.7

Apt Operator (02962) 491213.

09/27 4921' DIRT.

ATND SKD 1200-2100 Mon, Tues, Thurs, Fri & Sat, 1100-2100 Wed.

VFR operations must comply with the provisions of Annex ALFA.

Jet A-1.

Gobernador Horacio Guzman see Jujuy

Gonzalez Chaves

636' GVZ -03:00 S38 02.0 W060 08.0

Apt Operator (02983) 481907.

13/31 3934' DIRT.

18/36 3934' DIRT.

F-3.

Goya

128' SATG OYA -03:00 S29 06.4 W059 13.1

Apt Administration Mobile (9 3624) 390156;

ydgoy@anac.gob.ar. ARO (3482) 438120,

(362) 4436291 Ext. 32972, (362) 4436292 Ext.

32972, (362) 4436293 Ext. 32972. ATS Mobile (9 3777) 510933.

04/22 5577' ASPHALT. D-99, S 75, T 154.

1000-2200Z.

CAUTION: Birds in airport vicinity.

Fire 1 1000-2200Z.

Gualeguaychu

75' SAAG GHU -03:00 S33 00.3 W058 36.8

Apt Administration (3446) 437767; ydGUA@anac.gob.ar.

01/19 4364' ASPHALT. S 35, D-44, T 71. RL.

1100-1800Z. Customs: O/R.

Operate with caution due to rough stones on Rwy 01/19.

Rwy 01/19 limited Jet-powered Acft.

Birds in the vicinity of Apt.

Fire 1 O/R.

Heroes de Malvinas see Tandil

Huanguelen

518' HUG -03:00 S37 02.0 W061 56.0

Apt Operator (02933) 432943, (02933) 432982.

18/36 3609' DIRT.

F-2.

Ing Aer A L V Taravella see Cordoba

Ingeniero Jacobacci (Ingeniero Jacobacci/Cabo FAA H)

2927' IGB -03:00 S41 20.0 W069 34.0

07/25 6890' ASPH/CONC.

Fire U.

Isla Martin Garcia

6' MGI -03:00 S34 10.9 W058 14.8

Apt Administration (011) 15-34002412, (011) 47281825, (011) 47282816. Apt Manager (011) 15-49692264.

17/35 3953' ASPHALT.

Birds in vicinity of AD.

ARGENTINA

No touch and goes or flight training.

ABN.

Isla Verde (Don Hector Biondi)

387' IVB -03:00 S33 14.8 W062 25.0

Apt Administration (03468) 496264.

01/19 3412' DIRT.

Islas Malvinas see Rosario**Jesus Maria**

1738' JES -03:00 S30 59.2 W064 04.6

Apt Administration (03525) 421950, (03525)

466716, (03525) 467663.

18/36 3281' DIRT.

Jorge Newbery Aeroparque see Buenos Aires**Jose De San Martin**

2407' SAWS JSM -03:00 S44 02.8 W070
26.8

Apt Administration (02945) 496046, (02945)
496159.

06/24 3937' DIRT.

09/27 4921' DIRT.

ATND SKD SR-SS.

Juarez

695' SAZJ -03:00 S37 42.4 W059 47.5

Apt Administration (0292) 2240.

08/26 3379' DIRT.

18/36 3478' DIRT.

F-2, F-4.

Juarez Celman (Maj Juan Ignacio San Martin)

1623' JCM -03:00 S31 12.8 W064 09.6

Apt Administration (0351) 15-5557576; Fax
(0351) 4247525.

18/36 4429' DIRT.

F-3.

Jujuy (Gobernador Horacio Guzman) Apt of Entry

3020' SASJ JUJ -03:00 S24 23.6 W065 05.9
Apt Administration (388) 4911101, (388)
4911104.

16/34 9659' ASPHALT. PCN 50/F/B/W/U.
TODA 16 12612'. RL. HIALS 34.

1000-0000Z. ATND SKD 1000-0000Z. Customs: O/R.

CAUTION: Birds in vicinity of airport.

Apt controlled. Acft operations without radio equipment prohibited.

F-3, Jet A-1.

ABN. Fire 7.

La Cumbre

3733' SACC LCM -03:00 S31 00.3 W064
32.0

Apt Administration (03548) 15-463885, (03548)
452544.

14/32 4101' DIRT.

Birds in vicinity of airport and loose animals on rwy.

F-2.

La Paz

200' SAMP -03:00 S30 47.0 W059 36.0

01/19 1641' DIRT.

08/26 3543' DIRT.

13/31 2953' DIRT.

F-2.

La Plata

72' SADL LPG -03:00 S34 58.1 W057 53.6

Apt Administration (0221) 4860809; Fax (0221)
4861568.

02/20 4682' ASPHALT. S 55, D-73, T 119.

RWY 14/32 Asphalt inoperable, except in the section between TWY S and the intersection with RWY 02/20. Exclusive use only as a taxi-

way for daytime operations and VFR conditions.

Birds in vicinity of airport.

F-4, Jet A-1.

La Puntilla see Mendoza

La Rioja (Cap Vicente A Almonacid)

1448' SANL IRJ -03:00 S29 22.8 W066 47.7

Apt Administration (380) 4439211, (380) 4461919, (380) 4462160; ydLAR@anac.gob.ar.
Apt Operator Mobile (9 11) 54806111.

03/21 9206' ASPHALT. T 209, S 101, D-132.
RL.

1000-2359Z.

CAUTION: Birds in vicinity of airport.

Do not use autopilot within 3.9NM of LOC.

Do not use autopilot within 3.0NM of GP.

Jet A-1.

Fire 5.

Laboulaye

449' SAOL -03:00 S34 08.1 W063 21.7

Apt Administration (03385) 15-522782, (03385) 15-687620, (03385) 420984.

18/36 3937' ASPHALT. D-22, S 15. RL.

F-3, Jet A-1.

Lago Buenos Aires

1270' BAI -03:00 S46 34.6 W070 56.9

Apt Administration (02963) 432025, (02963) 432182.

10/28 3281' DIRT.

F-3.

Laprida

705' LPR -03:00 S37 32.0 W060 47.0

Apt Administration (02285) 4421300; Fax (02285) 4420478.

05/23 1969' DIRT.

17/35 3117' DIRT.

F-3.

Fire U.

Las Flores

111' FLO -03:00 S36 04.0 W059 06.0

Apt Administration (02244) 452506.

01/19 3281' DIRT.

09/27 3281' DIRT.

F-3.

Fire U.

Las Heras (Los Perales)

1398' LHP LHS -03:00 S46 11.5 W069 17.2

Apt Administration (0297) 4499000.

09/27 4816' ASPHALT. PCN 27/F/C/X/U.

Only for daylight operations.

For night operations the Argentinian regulations will be adjusted, they will be performed using VMC inside of the traffic zone of the airport and according to Instrument flight rules outside of the airport traffic pattern.

Las Lajas

2789' LLJ -03:00 S38 32.0 W070 20.1

Apt Administration (02948) 498380.

10/28 5249' ASPHALT.

Las Ovejas

3936' OVJ -03:00 S37 00.0 W070 44.1

Apt Administration (02948) 481069.

16/34 3934' ASPHALT.

Liberador GEN D Jose De San M see Posadas

Loncopue

3629' LCP LCP -03:00 S38 04.9 W070 38.6

Apt Administration (02948) 498380.

09/27 5249' ASPHALT.

Los Menucos

2571' MCO LMD -03:00 S40 49.0 W068

04.3

Apt Operator (02934) 493151.

ARGENTINA

05/23 3773' DIRT.

The traffic pattern of the AD is exclusively SE of RCL.

CAUTION: Birds in vicinity of airport.

Portion of RWY PCN is 64/F/C/W/T.

F-3, Jet A-1.

ABN. Fire 7.

Los Perales see Las Heras**Los Toldos see General Viamonte****Maj Juan Ignacio San Martin see Juarez Celman****Malargue (Com Ricardo Salomon)**4669' SAMM LGS -03:00 S35 29.6 W069
34.5Apt Administration (260) 4471265; Mobile (9 260) 4306895, (9 260) 4698175;
ydMLG@anac.gob.ar.**09/27** 5574' ASPHALT. S 24, D-33.**14/32** 8694' ASPHALT. S 165, D-207, T 368.
TORA 32 7152'. LDA 14 7152'. TODA 32 7152'.
RL.Mon-Fri 1000-2359Z, Sat-Sun 1100-1900Z, O/T
O/R. ATND SKD 1000-2359Z. Customs: O/R.

Rwy 09/27 is closed.

Jet A-1.

Fire 5.

Malvinas Argentinas see Ushuaia**Maquinchao**2913' SAVQ -03:00 S41 14.5 W068 42.5
Apt Operator (02490) 491024, (02490) 491042.**06/24** 3773' DIRT.**Mar Del Plata (Astor Piazzolla)** Apt of Entry71' SAZM MDQ -03:00 S37 56.0 W057 34.4
Apt Administration (0223) 4780744, (0223)
4783990. (0223) 478 0106, (0223) 478 3810.
ARO (0223) 478 6444.**13/31** 7218' ASPHALT. PCN 61/R/C/W/T. RL.

Rwy 13/31 PCN 64/F/C/W/T

H24. ATND SKD 0900-0100Z. O/T O/R. Customs: O/R 6hrs in advance.

Mar Del Plata (Batan)203' MDB -03:00 S38 00.7 W057 40.6
Apt Administration (0223) 4642151.**04/22** 3281' DIRT.

F-3.

Marcos Juarez360' SAOM -03:00 S32 41.7 W062 09.2
Apt Administration (03472) 15-449952, (03472)
15-543760, (03472) 15-621815, (03472)
420033.**07/25** 3937' ASPHALT. D-46, S 33. RL.

SR-SS.

F-2, F-4, Jet A-1.

Mariano Moreno104' SADJ -03:00 S34 33.6 W058 47.4
Apt Administration (2320) 44517095; Mobile (9 11) 31993283; ydено@anac.gob.ar. ARO (11)
43176000, (11) 43176000 ext 27277. ATS (11)
43176000, (11) 43176000 ext 27233/269.**16/34** 7884' ASPHALT. DDW 260, DDT 496,
DW 163, SW 126.

1100Z-SS.

CAUTION: birds and animals in vicinity of Apt.

Jet A-1.

Fire 1.

Matanza9' SADZ -03:00 S34 43.7 W058 30.0
Apt Administration (011) 46931377.**09/27** 2133' DIRT.**17/35** 3396' DIRT.

F-2, F-4.

**Mayor D Carlos Eduardo Krause see
Cataratas Del Iguazu**

ARGENTINA

Mendoza (El Plumerillo)	Apt of Entry 2310' SAME MDZ -03:00 S32 49.9 W068 47.6	18/36 5472' ASPHALT. D-123, DT 176, S 77. RL. MON - FRI 1100 to 1700Z. O/T O/R. F-2. Fire U.
Apt Administration (0261) 4487483. (0261) 4487468, Customs: (9 261) 6358848, Immigration: (9 261) 6149058. ARO Fax (0261) 4487486. Apt Operator (261) 5206000.		Monte Carlo (Montecarlo) 18/36 9301' CONCRETE. PCN 97/R/B/W/T. LDA 36 9154'. TODA 18 10285'. TODA 36 10449'. HIRL. H24 ATND SKD H24. Customs: O/R 2hr in advance via TEL. CAUTION: Birds in vicinity of airport. Obstacle in the vicinity of Apt: antenna, 184' (56m) high, impacting inner horizontal surface in 89' (27m). F-3, Jet A-1. ABN. Fire 7.
Mendoza (La Puntilla) 3091' DOP -03:00* S32 57.7 W068 52.4 Apt Operator (0261) 4963349.	04/22 3901' ASPHALT. F-2, F-4.	18/36 4068' DIRT. ATND SKD SR-SS.
Mercedes 347' RCE MDX -03:00 S29 13.3 W058 05.3 Apt Administration (0773) 20056/(0714) 21929. Clearance Delivery On Call FORT WORTH ARTCC 817-858-7584.	03/21 5906' ASPHALT. PCN 22 F/D/X/U estimated. RL. ATND SKD 1100-1700 Mon-Fri. F-2, F-4, Jet A-1.	Moron 98' SADM -03:00 S34 40.7 W058 38.6 Apt Administration Mobile (9 11) 41792087; ydmor@anac.gob.ar. ARO (11) 46279402; Mobile (9 11) 41792087. Apt Manager (11) 46292012. 02/20 7556' ASPH/CONC. S 57, D-75, T 119. 1100-SS. ATND SKD 1100-SS. CAUTION: Birds in vicinity of Apt. Heading 02 takeoffs (South to North): Acft must turn as soon as it crosses the heading Thr North, respecting the Acft operating safety standards, to avoid overflights of populated areas. Single-engine landings by header 20 (North to South): the basic and final section of traffic cir- cuit must be carried out within limits of Apt. Helipoint in Eastern Apron enabled for night operations. F-3, Jet A-1. Fire 3.
Miramar 42' SAEM MJR -03:00 S38 13.6 W057 52.2 Apt Operator (02291) 432599; Fax (02291) 432755.	04/22 2031' DIRT. 09/27 1969' DIRT.	Nanco Lauquen see Trenque Lauquen

ARGENTINA

Necochea

72' SAZO NEC -03:00 S38 29.3 W058 48.9

Apt Administration (02262) 422473.

13/31 2621' DIRT.

17/35 3609' DIRT.

18/36 4921' ASPHALT. S 51, D-66, T 104. RL.

ATND SKD 1030-1730Z.

F-2, F-4, Jet A-1.

Neuquen (Presidente Peron) Apt of Entry

891' SAZN NQN -03:00 S38 56.9 W068

09.3

ARO (299) 444 0104. Apt Manager (299) 444 0544. Apt Switchboard (299) 4440525.

09/27 8432' ASPHALT. PCN 40/F/B/W/T. ASDA 09 9108'. ASDA 27 9114'. RL.

H24. ATND SKD H24. Customs: Mon-Fri O/R 24 hrs in advance, Sat-Sun and Hol O/R 48 hrs in advance.

CAUTION: Birds and wild life animals in vicinity of airport.

Controlled airfield. Operations prohibited without contact with ATC.

F-3, Jet A-1.

ABN. Fire 7.

Nogoya

138' -03:00 S32 24.0 W059 45.0

16/34 5906' DIRT. RL.

F-2.

Fire U.

Norberto Fernandez see Rio Gallegos**Nueve De Julio**

246' SAZX -03:00 S35 24.0 W060 56.0

Apt Administration (02317) 432888.

13/31 3934' DIRT. RL.

17/35 2621' DIRT.

F-3.

Obera

1125' SATO -03:00 S27 31.3 W055 07.3

Apt Administration (03755) 423061.

17/35 5905' ASPHALT. S 29, D-35.

VFR operations must comply with the provisions of Annex ALFA.

F-2, F-4.

Olavarria (Aeroclub Olavarria)

606' OLC -03:00 S36 57.8 W060 16.6

Apt Operator (02284) 492232.

09/27 2625' DIRT.

14/32 2625' DIRT.

18/36 3281' DIRT.

Portable lights available.

Olavarria

551' SAZF -03:00 S36 53.3 W060 13.7

Apt Administration (02284) 445554.

04/22 7218' ASPHALT. DT 165, S 82, D-110. RL.

13/31 3478' DIRT.

ATND SKD SR-SS.

VFR operations must comply with the provisions of Annex Alfa.

F-3, Jet A-1.

Oran

1171' SASO ORA -03:00 S23 09.1 W064

19.7

Apt Administration (03878) 422680.

01/19 4839' ASPHALT. D-68, S 53.

ATND SKD 1000-2400.

Parana (Club De Planeadores)

151' PNA -03:00 S31 43.8 W060 13.2

Apt Administration (0343) 4261829.

01/19 3934' DIRT.

Parana (Gen Urquiza)

234' SAAP PRA -03:00 S31 47.7 W060 28.8

ARGENTINA

Apt Administration (343) 4261658, (343) 4261914; ydpar@anac.gob.ar. (343) 4261650, (343) 4364773.	Pergamino 236' SAAN -03:00 S33 55.2 W060 38.9 Apt Operator 02477 425577.
02/20 6890' ASPHALT. PCN 36/F/C/W/T. RL. 1000-2000Z. Extension O/R. ATND SKD 1000-0100Z. Customs: 1100-2000Z, prior coor- dination 72hr in advance.	04/22 3937' ASPHALT. S 51, DT 104, D-66. 13/31 2854' DIRT. F-3. Fire U.
CAUTION: Birds in vicinity of Apt.	
CAUTION: paragliders activity in vicinity of Apt Mon-Fri between 1200-1800Z.	Perito Moreno 1410' SAWP PMQ -03:00 S46 32.3 W070 58.7 Apt Administration (02963) 432274, (02963) 15-26422498.
Internationalization is required 48 hr advance via Acft operator.	10/28 5577' ASPHALT. DDW 128, S 44, DW 75. LDA 10 5380'. ATND SKD 1200-2100 Mon, Tue, Thr, Fri; 1000-1900 Wed.
Radio required.	
Traffic circuit maximum height 1500'. F-3, Jet A-1.	
ABN. Fire 5.	
Paso De Los Libres 230' SARL AOL -03:00 S29 41.3 W057 09.1 Apt Administration (3772) 422222. ARO (3772) 425528.	Pigüe 1024' SAZE -03:00 S37 36.4 W062 23.9 Apt Administration (02923) 472112.
18/36 7415' ASPHALT. PCN 30/F/B/X/U. LDA 18 6988'. LDA 36 6404'. 1230-2030Z. Customs: O/R PNR 2HR before ETA.	04/22 3642' DIRT. 18/36 4856' DIRT. Customs. VFR OPS must comply with the provisions of Annex ALFA.
CAUTION: Rwy surface deteriorating. Birds in vicinity of Apt.	F-2.
Fire 1.	
Pehuajo (Comodoro P. Zanni) 278' SAZP PEH -03:00 S35 50.4 W061 51.7 Apt Operator (02396) 472366.	Posadas (Liberador GEN D Jose De San M) 428' SARP PSS -03:00 S27 23.1 W055 58.2 Apt Administration (376) 4457413, (376) 4457414. 0376 4451999; Mobile Customs: (9 376) 4331564, Customs: (9 376) 4893693, Immigration: (9 376) 4241268, Immigration: (9 376) 4368448. ATC (376) 4451903. Apt Manager (376) 4451699.
18/36 4921' ASPHALT. D-53. ATND SKD 0900 to 0000Z. Emergency and evacuation lights 2H prior notice. RWY and TWY 18/36 restricted for cracks and loose stones in its entirety, to piston aircraft up to 125663lb (5700 KG). F-4, Jet A-1. O/R.	02/20 7388' ASPHALT. PCN 41/F/C/X/T. TODA 02 9193'. HIRL. HALS 20. Rwy 02/20 PCN 43/R/B/W/T CONC. 0900-0000Z. ATND SKD 0900-0000Z. Customs: O/R 2 hrs PPR.

ARGENTINA

CAUTION: Birds in vicinity of Apt.

Apt controlled. Acft operations without radio equipment prohibited.

F-3, Jet A-1.

ABN. Fire 7.

Presidencia Roque S. Pena

308' SARS PRQ -03:00 S26 45.2 W060
29.5

Apt Administration (03732) 420982; Fax (03732) 421610.

03/21 5906' CONCRETE. D-88, S 71.

Presidente Peron see Neuquen

Puerto Deseado

268' SAWD PUD -03:00 S47 44.1 W065
54.2

Apt Administration (0297) 4872333.

06/24 4921' ASPHALT. RL.

ATND SKD 1000-2200.

Puerto Madryn (El Tehuelche)

433' SAVY PMY -03:00 S42 45.5 W065 06.2

Apt Administration (280) 4451287, (280) 4592860; Mobile (9 280) 420006;
yddry@anac.gob.ar. Apt Operator H24 (9 11)
54806111.

06/24 8202' ASPHALT. PCN 39/F/C/W/T. RL.

Jet A-1.

Fire 5.

Punta Indio (Punta Indio Ns)

52' SAAI -03:00 S35 21.2 W057 17.4

05/23 6955' ASPHALT. RL.

07/25 4593' ASPHALT.

12/30 3937' ASPHALT. LDA 12 2957'.

ATND SKD 1000-0100.

F-4, J.

ABN.

Quilmes

7' SADQ -03:00 S34 42.3 W058 14.7

Apt Administration (011) 42242596.

17/35 3281' DIRT.

ATND SKD Monday-Friday, 1100-1700Z.

Holding pattern will be East of runway centerline 18/36, and departures and take-off will take place in a manner to avoid overfly of populated areas.

Due to noise abatement procedures take-off from runway 36, and the landing runway 18.

Caution: Birds in vicinity of airport.

Rafaela

325' SAFR -03:00 S31 16.9 W061 30.1

Apt Administration (03492) 434013.

01L/19R 3632' DIRT.

Rwy 19R Right-Hand Circuit.

01R/19L 4518' CONCRETE. S 29, D-44.

Rwy 01R Right-Hand Circuit.

06/24 3606' DIRT.

Rwy 06 Right-Hand Circuit.

ATND SKD 30 min PNR.

F-4, Jet A-1.

Fire 4 Cat 4 O/R.

Rauch

308' RAU -03:00 S36 45.0 W059 04.0

Apt Administration (0249) 15-4582601.

08/26 3117' DIRT.

18/36 3445' DIRT.

Rawson

33' -03:00 S43 18.0 W065 04.0

Apt Manager 0965-81060.

04/22 3937' DIRT. RL.

Fire U.

Reconquista

161' SATR RCQ -03:00 S29 12.6 W059

40.8

ARGENTINA

Apt Administration (11) 2823 2980, (3482) 486715, (3482) 487524, (3482) 487724, (3624) 436291 Ext. 32942, (3624) 436292 Ext. 32942, (3624) 436293 Ext. 32942; Mobile (9 3482) 500970, (9 3482) 5537547; ydrt@anac.gob.ar. (3624) 436291 Ext. 32943, (3624) 436292 Ext. 32943, (3624) 436293 Ext. 32943. ARO (3624) 436291 Ext. 32941, (3624) 436292 Ext. 32941, (3624) 436293 Ext. 32941; Mobile (9 11) 60067345. ATC (3482) 438119, (3482) 487524, (3624) 436291 Ext. 32940, (3624) 436292 Ext. 32940, (3624) 436293 Ext. 32940. Ground Services Mobile (9 261) 5451195, (9 3405) 407049, (9 3482) 414010.

02/20 4101' CONCRETE. S 97, D-146, DDT 505, DDW 220.

Rwy 02 Right-Hand Circuit.

10/28 9186' CONCRETE. DDT 505, D-146, S 97, DDW 220. RL.

Rwy 10 Right-Hand Circuit.

Mon-Fri 1000-2200Z, Sat, Sun, Hol O/R 2 hrs in advance only Health, Humanitarian and State flights via Tel. ATND SKD Mon-Fri 1000-2200Z, Sat, Sun, Hol O/R 2 hrs in advance only Health, Humanitarian and State flights via Tel.

CAUTION: Birds in vicinity of Apt.

Use caution when operating on apron due to missing guiding lines to the parking area.

F-3, Jet A-1.

ABN. Fire 5.

Resistencia (Aeroclub)

164' RES -03:00 S27 37.9 W059 10.8

Apt Administration (03722) 425370.

01/19 3839' DIRT.

F-3.

Resistencia

173' SARE RES -03:00 S27 27.0 W059 03.4

Apt Administration 0362 4442858, 0362 4446014, 362 4446009; aeroresistencia@anac.gov.ar. Customs: 362 4480201;

Mobile Customs: (9 362) 4680050, Customs: (9 362) 4727279, Customs: (9 3624) 888273, Customs: (9 3794) 349816, Immigration: (9 379) 4801093. ARO (11) 0800-7773227, (362) 4436280. Apt Switchboard (362) 4436291 Ext. 32146, (362) 4436292 Ext. 32146, (362) 4436293 Ext. 32146. Ground Services 362 4421966; Mobile (9 362) 4032005.

03/21 9088' ASPHALT. PCN 74/F/B/W/T. TODA 03 11713'. TODA 21 9810'. RL. ALS 21. H24. ATND SKD O/R. Customs: O/R 2 hr PNR. CAUTION: Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 7.

Rio Chico see Rio Gallegos

Rio Colorado

275' SAZQ -03:00 S38 59.7 W064 08.4

Apt Administration 54 0931 2712/2035.

05/23 4528' DIRT.

11/29 2231' DIRT.

F-2, F-4.

Rio Cuarto (Area De Material)

1379' SAOC RCU -03:00 S33 05.5 W064 16.2

Apt Administration (358) 4979642, (358) 4979645; ydtrc@anac.gob.ar. ARO (358) 4970883.

05/23 7431' ASPHALT. D-159, T 251, S 123. RL.

18/36 6808' ASPHALT. S 77, D-101, T 168.

Mon-Fri 0630-1200Z, 2000-0000Z, Sat 0630-1200Z, Sun 2000-0000Z. Apt condition contracted by AA2000 schedule of commercial flight, rest O/R in case of emergency. ATND SKD Mon-Fri 0700-2200Z, Sat 1300-2200Z, Sun 1400-2100Z.

CAUTION: birds in vicinity of Apt.

F-3, Jet A-1.

ABN. Fire 5.

ARGENTINA

Rio Cuarto

1424' -03:00* S33 10.0 W064 20.0

Apt Manager 0586-26297.

01L/19R 3051' ASPHALT.

01R/19L 2782' DIRT.

ATND SKD SR-SS.

0900-0300Z. ATND SKD 0900-0300Z, O/T O/R via Tel. Customs: O/R via Tel.

Caution: Birds in vicinity of airport.

Apt controlled. Acft operations without radio equipment prohibited.

Acft weighing more than 20 tons only allowed 180 deg at rwy end.

F-3, Jet A-1.

ABN. Fire 7.

Rio Gallegos (Norberto Fernandez)

61' SAWG RGL -03:00 S51 36.5 W069 18.8

Apt Administration (2966) 442340, (2966) 442344. (2966) 420205, (2966) 442486, (2966) 457390, (3482) 420024; Mobile (9 2966) 469897, (9 2966) 576356. Apt Switchboard (2966) 442044.

07/25 11644' ASPHALT. PCN 64/R/C/W/T. LDA 07 11401'. TODA 07 12595'. TODA 25 12628'. ASDA 25 12415'. RL.

H24. ATND SKD H24. Customs: O/R.

CAUTION: Birds in vicinity of airport.

CAUTION: Wild life in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 8.

Rio Gallegos (Rio Chico)

68' RGR -03:00 S51 40.1 W069 15.6

Apt Administration (02966) 424547.

03/21 4593' DIRT.

08/26 3937' DIRT.

Birds in vicinity of aerodrome.

1784' SAWM ROY -03:00 S45 42.2 W070 14.7

Apt Operator (02903) 15 26422453.

09/27 4921' DIRT.

Rio Tercero

1246' RCR -03:00* S32 10.4 W064 05.3

Apt Operator (03571) 423643.

18/36 3182' DIRT.

F-3.

Rivadavia

2162' RVD -03:00 S33 13.6 W068 28.4

Apt Administration (02623) 442989; Fax (02623) 442771.

18/36 3281' DIRT. RL.

The traffic pattern will be made exclusively to the east of rwy 18/36.

Rojas

19' RJA -03:00 S34 12.0 W060 40.0

Apt Administration (02474) 15662809.

05/23 3609' DIRT.

F-3.

Rosario (Islas Malvinas) Apt of Entry

85' SAAR ROS -03:00 S32 54.2 W060 47.1

Apt Administration (0341) 480 7481, (0341) 480 7482. (0341) 480 7481, (0341) 480 7483;

Mobile Customs: (9 341) 3394147, Customs: (9 341) 6513627, Immigration: (9 341) 5773627;

08/26 6562' ASPHALT. PCN 54/R/C/W/T.

TODA 08 7218'. TODA 26 6890'. ASDA 08

7169'. ASDA 26 6726'. RL.

ARGENTINA

Fax (0341) 451 3202. Apt Switchboard (341) 4511226, (341) 4512920, (341) 4512932, (341) 4512997.

02/20 9843' CONCRETE. PCN 62/R/B/W/U. TODA 02 10663'. TODA 20 10663'. RL.

H24. ATND SKD H24. Customs: Customs: 0800-1800Z; Immigration: H24.

CAUTION: Birds in vicinity of airport.

Twy DELTA linking South apron with TWY ALPHA 25' (7.5 M) wide surface. Daylight operations only.

Twy ECHO linking industrial with twy ALPHA. Daylight operations only.

South apron with 10 parking spots 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20 for aircraft 43' (13M) max wingspan wit autonomous entries and departures. Daylight operations only.

F-3, Jet A-1.

Fire 9.

Rosario De La Frontera

2746' FRO -03:00 S25 49.7 W064 58.1

Apt Administration (03876) 482019.

07/25 3419' DIRT.

Rufino

374' RUF -03:00 S34 17.0 W062 40.0

Apt Administration (011) 15-31310011, (02346) 15-656165.

01/19 2789' DIRT.

09/27 3970' DIRT.

S C De Bariloche

2762' SAZS BRC -03:00 S41 09.1 W071

09.5

Apt Administration (294) 4405016 ext 108. Mobile Customs: (9 261) 4571448, Customs: (9 294) 4416106, Customs: (9 294) 4572571, Customs: (9 294) 4650755, Customs: (9 294) 4699497, Immigration: (9 294) 4584212, Immigration: (9 294) 4584462; aabadie@migraciones.gov.ar, aerocandelaria@afip.gob.ar,

chermosilla@afip.gob.ar, joescalante@afip.gob.ar, mjones@migraciones.gov.ar, rcosta@afip.gob.ar, sbaroneconde@afip.gob.ar, seccionat_adbari@afip.gob.ar, seccioniadbari@afip.gob.ar, sseonane@migraciones.gov.ar, sveron@afip.gob.ar. Apt Manager (294) 4405029, (294) 4405030.

11/29 7703' ASPH/CONC. PCN 67/R/C/W/T. TODA 11 8524'. TODA 29 8524'. HIRL. HIALS 29.

H24. ATND SKD H24. Customs: O/R 24 hrs PNR via Tel or email.

CAUTION: Birds in vicinity of airport.

Para gliders and gliders in vicinity of aerodrome.

F-3, Jet A-1.

ABN. Fire 8.

S.A. Santiago Germano see San Rafael

Saavedra

1040' DRA -03:00 S37 45.0 W062 20.1

02/20 3281' DIRT.

06/24 3281' DIRT.

F-2, F-4.

Fire U.

Saladillo

147' SDL -03:00 S35 36.6 W059 49.0

Apt Administration (02344) 450410.

13/31 3281' DIRT.

18/36 3934' CONCRETE. S 35, D-55.

F-3.

Salta (GEN Don Martin Miguel de Gueme)

4089' SASA SLA -03:00 S24 51.6 W065 29.2

Apt Administration (387) 4242904, (387) 4243115, (387) 4247356, (387) 4375111, (387) 4375113; Fax (0387) 4242104. On Call (0387) 5827002.

ARGENTINA

02/20	9806' ASPHALT. PCN 57/F/A/W/T. HIRL. HIALS 02.	F-3, Jet A-1. ABN. Fire 5.
06/24	7874' ASPHALT. PCN 43/F/A/W/T. RL. H24. ATND SKD H24. Customs: O/R 2 hrs in advance. CAUTION: Birds in vicinity of airport. F-3, Jet A-1. ABN. Fire 7.	San Juan (Domingo Faustino Sarmiento) 1949' SANU UAQ -03:00 S31 34.3 W068 25.1 Apt Administration (264) 4250400; ydjua@anac.gob.ar. 18/36 8071' ASPHALT. PCN 58/F/C/X/T. RL. 1000-2359Z. CAUTION: carefully observe vehicles and per- sonnel at Apron when starting taxiing maneu- ver. Birds in vicinity of airport. Movement will not be initiated from a position in Apron without authorization from Twr. Acft must continue with thenose wheel and ad duced normalized speed at all cases. Parking stand 7 to 18limited to Acft 228 CIT II LEARJET or with maximum wing span 56' (17 m) entering from Twy A. Parking stand 17 limited to Acft G-V-global with maximum wing span 92' (28 m) entering from Twy B. F-3, Jet A-1. ABN. Fire 7.
16/34	3937' DIRT. F-3.	San Antonio Oeste (Antoine De Saint Exupery) 167' GIL -03:00 S34 28.2 W059 25.5 Apt Operator (02325) 443557. 12/30 5906' ASPHALT. D-66, S 51. ATND SKD Monday, Tuesday, Wednesday and Friday 1130-1900 UTC, Thursday 1130-2030 UTC, Saturday and Sunday no service.
05/23	5545' ASPHALT. PCN 18/F/C/X/U. LDA 23 4642'. HIRL. Rwy 23 Right-Hand Circuit. H24. ATND SKD H24. Customs: H24. Nighttime operations authorized subject to capacity, coordination 36 hours in advance via email. CAUTION: Birds and animals in vicinity of air- port.	San Fernando (San Fernando Intl) 11' SADF -03:00 S34 27.3 W058 35.5 Apt Administration (11) 4580 0264, (11) 4714 6700, (11) 4714 7858, (11) 4714 7859, (11) 4714 7860, 011-4519-9117; VUELOSNOCTURNOSSANFERNANDO@ANAC.GOB.AR. (11) 4519 9376, (11) 4580 0262. ARO (11) 4580 0261. 05/23 5545' ASPHALT. PCN 18/F/C/X/U. LDA 23 4642'. HIRL. Rwy 23 Right-Hand Circuit. H24. ATND SKD H24. Customs: H24. Nighttime operations authorized subject to capacity, coordination 36 hours in advance via email. CAUTION: Birds and animals in vicinity of air- port.
20/25	6562' CONCRETE. S 110, D-163, DT 254. LDA 07 5381'. LDA 25 4397'. ATND SKD 0900-2400.	San Julian (Cap. D. Jose D. Vasquez) 2080' -03:00 S31 36.0 W068 33.0 Apt Manager 064-240219. 18/36 5413' ASPHALT. F-2, F-4. Fire U.

ARGENTINA

VFR operations must comply with the provisions of Annex ALFA. Traffic pattern to the north of airport will be held at a minimum height 1000 FT.

San Luis (BRIG Mayor D Cesar Raul Ojeda)

2332' SAOU LUQ -03:00 S33 16.4 W066
21.4

Apt Administration (2652) 422427; H24 (11)
54806111; ydUIS@anac.gob.ar.

01/19 9695' ASPHALT. PCN 36/F/B/W/T. RL.

F-3, Jet A-1.

ABN. Fire 5.

San Martin De Los Andes (Aviador C. Campos)

2589' SAZY CPC -03:00 S40 04.5 W071
08.2

Apt Administration (2972) 428388;
ydchp@anac.gob.ar. (2972) 421696. ATS
(2972) 428398.

06/24 8205' ASPHALT. PCN 38/F/B/X/T. RL.

1200-2000Z. ATND SKD 1200-2000Z. Customs: O/R.

CAUTION: birds in vicinity of Apt.

F-3, Jet A-1.

Fire 6.

San Martin De Los Andes

2297' -03:00 S40 05.0 W071 16.0

Apt Manager 0944-7171.

04/22 3937' DIRT.

Fire U.

San Nicolas De Los Arroyos

98' SNY -03:00 S33 23.4 W060 11.7
Apt Administration (03461) 436470.

09/27 2654' DIRT.

18/36 3543' ASPHALT. D-66, S 51.
F-3.

San Pedro

88' PED -03:00 S33 42.2 W059 43.5

Apt Operator (03329) 425718.

01/19 3084' DIRT.

10/28 3084' DIRT. RL.

Portable lights available.

San Rafael (S.A. Santiago Germano)

2476' SAMR AFA -03:00 S34 35.3 W068
24.2

Apt Administration +54 260 4421693.

11/29 7719' ASPHALT. S 82, D-106, T 170. RL.
1000-2359Z.

ABN. Fire 5 1000-2359Z.

Santa Cruz

364' SAWU RZA -03:00 S50 01.1 W068
34.8

Apt Administration (0962) 98110.

07/25 6562' ASPHALT. DDW 88, S 44, D-55.
LDA 07 6234'. RL.

ATND SKD 1100-2100 Mon-Fri, closed Sat-Sun.

Santa Fe (Sauce Viejo)

59' SAAV SFN -03:00 S31 42.6 W060 48.7
Apt Administration (342) 4995061/64;

ydsvo@anac.gob.ar. Mobile Customs: (9 342)
6100257; arribosauceviejo@santafe.gov.ar,
ydSVO@anac.gob.ar. ARO (342) 4995065.
Ground Services Mobile (9 342) 4489659; com-
ercial@intercargo.com.ar.

03/21 7628' ASPHALT. PCN 53/F/C/X/T. HIRL.
HIALS 21.

1000-0100Z. ATND SKD 1000-0100Z. Customs: Customs: O/R.

CAUTION: Birds in vicinity of Apt.

Autonomous entry at standard reduced speed
to parking gate, with marshalling assistance.
Entry into parking gate as directed by Twr.

ARGENTINA

Exit from gates shall be possible in all cases by using the Acft own power, with marshalling assistance whenever necessary.

Non-regular commercial aviation and general aviation must previously coordinate positions on commercial platform for parking and/or overnight use in advance via e-mail. Except for regular commercial, humanitarian and medical flights.

F-3, Jet A-1.

ABN. Fire 6.

Santa Rosa

623' SAZR RSA -03:00 S36 35.3 W064 16.5
 Apt Administration (2954) 433814 Int. 106,
 (2954) 434490, (2954) 434690; Mobile (2954)
 511275; ydosa@anac.gob.ar. (2954) 423523.
 Ground Services Mobile (2954) 596976, (2954)
 619180.

01/19 7546' ASPHALT. PCN 46/F/B/X/T. RL.

RESA for Rwy 01: 90'x90'.

RESA for Rwy 19: 90'x90'.

Mon-Fri 1100-1500Z, 2000-0100Z, Sat-Sun
 2100-0100Z. ATND SKD Mon-Fri 1100-0100Z,
 Sat-Sun 1700-0100Z. O/R only sanitary,
 humanitarian and emergency flights via Tel.

F-3, Jet A-1.

ABN. Fire 5.

Santa Teresita

9' SAZL SST -03:00 S36 32.5 W056 43.3

Apt Administration (02246) 420346.

17/35 4921' ASPHALT. D-66, T 104, S 51. RL.

ATND SKD 1100-1700 Mon-Fri.

CAUTION: Birds in vicinity of airport. Night operations are prohibited.

F-4.

Santiago Del Estero (Termas de Rio Hondo)

920' SANR RHD -03:00 S27 29.8 W064
 56.1

Apt Administration Mobile (9 385) 4714793, (9 3858) 410768; ydTRH@anac.gob.ar. Mobile (9 3858) 427040, (9 3858) 462141. Ground Services Mobile (9 341) 3493960, (9 385) 4714793.

01/19 8202' ASPHALT. PCN 53/F/C/W/T. MIRL.

1000-2359Z. ATND SKD O/R 24 hrs in advance.

Birds in vicinity of Apt.

Operations prohibited without contact with ATC during service hours.

F-3, Jet A-1.

ABN. Fire 6 O/R - CAT 6 for commercial flights, CAT 4 for other.

Santiago Del Estero (Vcom Angel D. La Paz Aragonez)

659' SANE SDE -03:00 S27 45.9 W064 18.6
 Apt Administration (385) 4343737;
 ydSDE@anac.gob.ar. ARO (385) 4340710.

03/21 7989' ASPHALT. DT 335, S 157, D-212. RL.

1000-2359Z. ATND SKD 1000-2359Z. Customs: O/R.

CAUTION: Birds in vicinity of airport.

Movement not allowed from a position on the Apron without authorization from Twr.

Acft of type B-757-200, MD-80 or a similar size must enter the Apron from the main Twy.

When an Acft is in the PSNNR 1, movement of small-sized Acft to or from the sector 100-LL fuel may not be authorized.

F-3, Jet A-1.

Fire 6.

Sauce Viejo see Santa Fe

Sierra Grande

689' SAVS SGV -03:00 S41 35.5 W065 21.0
 Apt Administration (0934) 82015.

02/20 4593' DIRT.

ARGENTINA

ATND SKD 1100-1700 Mon-Fri, Sat-Sun and Holidays closed.

Sta. Rosa de Conlara see Valle del Conlara

Sub Aux Miguel A Cardone see Villa Canas

Sunchales (Sunchales Aeroclub)

299' SAFS -03:00 S30 57.4 W061 31.7

Apt Administration (03493) 15-456221.

11/29 6562' CONCRETE. PCN 13/R/B/W/U.

LDA 11 5807'. ALS 29.

F-3.

Tandil (Heroes de Malvinas)

576' SAZT TDL -03:00 S37 14.1 W059 13.7

Apt Administration (249) 4440043; Mobile (9 11) 65290132; yddil@anac.gob.ar.

01/19 8366' CONCRETE. DDT 540, S 123, D-157. RL.

1100-2300Z.

CAUTION: Birds in vicinity of airport.

F-3, Jet A-1.

Fire 5.

Tartagal (GEN E Mosconi)

1473' SAST -03:00 S22 37.1 W063 47.6

Apt Administration (0387) 4375112.

02/20 8202' ASPHALT. S 73, DT 134, D-90.

ATND SKD 1000-2200 UTC.

Birds in vicinity of AD.

F-3, Jet A-1.

Termas de Rio Hondo see Santiago Del Estero

TNTE Benjamin Matienzo see Tucuman

Trelew (Aeroclub)

127' TRW -03:00 S43 14.0 W065 19.0

Apt Administration (02965) 423618.

08/26 5413' ASPHALT.

Trelew (Almirante Zar)

114' SAVT REL -03:00 S43 12.6 W065 16.2

On Call Customs: 02965-474261, Immigration: 02965-421347. ARO 0280 4421009. ATS 0280 4191994. Apt Manager Mobile 0280 15 4421347, 0280 15 4591440.

07/25 8399' ASPHALT. PCN 62/R/B/X/T. RL. HIALS 25.

H24. ATND SKD H24. Customs: O/R 48 Hrs PPR.

CAUTION: Animals and birds in vicinity of airport.

Acft code C 180 Deg turns are prohibited at at thresholds sector.

For acft code C, takeoffs from rwy 25 and landings on rwy 07, access via twy Charlie only.

F-3, Jet A-1.

Fire 7.

Trenque Lauquen (Nanco Lauquen)

301' TQL -03:00 S35 58.2 W062 46.3

Apt Operator (02392) 422398; Fax (02392) 422395, (02392) 425835.

02/20 3934' ASPHALT. D-66, DT 104, S 51.

VFR OPS must comply with the provisions of Annex ALFA.

F-3.

Fire U.

Tres Arroyos

400' SAZH OYO -03:00 S38 23.1 W060 19.6

Apt Administration (02983) 15524220, (02983) 424110.

04/22 2461' DIRT.

14/32 2953' DIRT.

18/36 3934' CONCRETE. T 104, S 44, D-66.

F-2.

ARGENTINA

Tucuman (TNTE Benjamin Matienzo)

1494' SANT TUC -03:00 S26 50.3 W065
06.3

Apt Administration 0381 426 5072; Fax 0381
426 4906. ARO 0381 426 0756. Apt Operator
0381 426 0636.

02/20 11483' CONCRETE. PCN 82/R/B/W/T.
RL. HIALS 02.

H24. ATND SKD H24. Customs: O/R.

CAUTION: Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 7.

Ushuaia (Malvinas Argentinas) Apt of Entry

96' SAWH USH -03:00 S54 50.6 W068 17.7

Apt Administration (02901) 421726. (02901)
423593, Customs: (2901) 424652, Immigration:
(2901) 422334, Immigration: (2901) 437718;
Mobile Customs: (9 2901) 514422, Customs: (9
2901) 587424, Customs: (9 2901) 614560,
Immigration: (9 11) 49274943, Immigration: (9
221) 5551992, Immigration: (9 2901) 422311.
ARO (02901) 421007. ATC (02901) 423346.
ATS (02901) 423346. Apt Manager (02901)
15-617289. Ground Services (9 2901) 431631,
(9 2901) 431632, (9 2901) 566823, (9 2901)
605300, (9 2901) 607463.

07/25 9199' CONCRETE. PCN 54/R/A/W/U.
TORA 25 9573'. LDA 07 8609'. LDA 25 8668'.
TODA 07 9692'. TODA 25 10066'. ASDA 07
9573'. ASDA 25 9869'. RL.

0900-0300Z. ATND SKD 0900-0300Z. Cus-
toms: Customs MON- FRI 1000-2200Z, SAT-
SUN-HOL O/R. Immigration O/R.

CAUTION: Birds in vicinity of airport. Airport
can not be used as an alternate international
airport. Night operations restricted to RWY 25
until further notice due to obstacle Cerro
Susana not marked.

Jet A-1.

ABN. Fire 9.

Valcheta

629' VAL VCF -03:00 S40 40.9 W066 10.6
Apt Operator (02934) 493163.

09/27 3117' DIRT.

Valle del Conlara (Sta. Rosa de Conlara)

2022' SAOS RLO -03:00 S32 23.1 W065
11.1

Apt Administration (2656) 482080;
ydSRC@anac.gob.ar. ARO Mobile (9 351)
2921338. ATC Mobile (9 2656) 442939.

02/20 8366' CONCRETE. PCN 40/R/C/W/T.
HIRL.

Mon-Fri 1200-1800Z, EXC Hol. O/T O/R. ATND
SKD O/R 5 days PNR.

CAUTION: Animals in vicinity of Apt.

Jet A-1.

ABN. Fire 5 1200-1800Z.

**Vcom Angel D. La Paz Aragonez see
Santiago Del Estero****Vedia**

291' VDA -03:00 S34 29.2 W061 29.4

Apt Administration (02354) 420215.

09/27 2828' DIRT.

17/35 3314' DIRT.

F-3.

Venado Tuerto

367' VNO -03:00 S33 40.7 W061 57.3

Apt Operator (03462) 436375.

03/21 4921' ASPHALT. S 29, D-37.

Rwy lights available. Contact airport.

F-3, Jet A-1.

Vera

190' VER -03:00 S29 28.1 W060 13.5

Apt Administration H24 (03483) 421374.

03/21 3937' DIRT.

F-2.

ARGENTINA

Fire U.

Veronica

56' -03:00 S35 24.0 W057 22.0

02/20 4757' DIRT.

14/32 2625' DIRT.

F-2, F-4.

Viedma (Gobernador Castello)

20' SAVV VDM -03:00 S40 52.2 W062 59.8

Apt Administration (2920) 423884, (2920) 424416, (2920) 431191, (2920) 431977; ydvie@anac.gob.ar.

02/20 4780' ASPHALT. S 51, D-64, T 104. Rwy 02 Runway closed. Rwy 20 Runway closed.

11/29 8366' ASPHALT. T 331, S 132, D-207. RL.

0900-2359Z.

CAUTION: Birds in vicinity of airport.

Rwy 02/20 is closed.

F-3, Jet A-1.

ABN. Fire 5.

Villa Angela

246' VAN -03:00 S27 35.7 W060 40.9

Apt Operator (03735) 422063.

13/31 3937' DIRT.

Contact airport for runway lights availability.

F-2.

Fire U.

Villa Canas (Sub Aux Miguel A Cardone)

338' -03:00 S33 59.0 W061 37.0

14/32 3609' DIRT.

F-2, F-4.

Villa Del Rosario

830' VDR -03:00* S31 34.8 W063 32.3

Apt Operator (03573) 422514.

18/36 3937' DIRT. Rwy 18 Landing not allowed.

Rwy 36 Takeoff not allowed.

Maximum TPA 1500' to remain below the TMA; exceptions require a transit permit from the appropriate air traffic control.

VFR OPS must comply with the provisions of Annex BRAVO.

Fire U.

Villa Dolores

1847' SAOD VDR -03:00 S31 56.8 W065

08.8

Apt Administration (0544) 420151.

17/35 4593' ASPHALT. LDA 35 4101'.

Villa Gesell

18' SAZV VLG -03:00 S37 14.1 W057 01.7

Apt Administration (2255) 454647, (2255) 458345, (2255) 478067; ydges@anac.gob.ar.

11/29 5220' ASPHALT. S 82, T 106.

0900-2359Z.

CAUTION: Birds in vicinity of airport.

CAUTION: uneven surface on the right of Twy from APN to Rwy 11/29.

CAUTION: turns permitted on turning pads on both Rwy ends only in daytime and visual conditions.

CAUTION: Rwy 11/29 limited for jet Acft, except State, Sanitary, Humanitarian, SAR and Official flights.

CAUTION: loose stones in movement area.

Landing area lighting available upon request. Apt closed for all night operations.

Fire U O/R.

Villa Ocampo

160' VPO -03:00 S28 29.0 W059 20.0

Apt Operator (03482) 466344; Fax (03482) 466395.

18/36 4199' DIRT.

F-3, Jet A-1.

Villa Regina

934' VRG -03:00 S39 04.5 W067 04.7

ARGENTINA

Apt Operator (02941) 48541.

08/26 5906' DIRT.

17/35 3445' DIRT.

F-3.

Caution: Regular activity, gliders towed to 2000 ft. Glider general call frequency 123.00 MHz.

F-2, F-4.

Fire U.

Villa Reynolds

1591' SAOR VME -03:00 S33 43.5 W065

22.7

Apt Administration (2657) 420151, (2657)
445600; ydryd@anac.gob.ar.

06/24 7749' ASPHALT. S 143, D-176, T 298.

RL.

10/28 7864' ASPHALT. S 77, D-99, T 157.

1000-2359Z.

CAUTION: Birds in vicinity of Apt.

CAUTION: carefully observe vehicles and personnel on Apron and its vicinity when starting taxiing maneuver.

Parking stand 1 for Acft B-737-700, similar or smaller size. Parking stand 2 for parking Acft type B-737-200, similar or smaller size, penalizing Parking stand 3, 4 and 5. Parking stand 3 limited for Acft up to 52' (16 M) wingspan. Parking stand 4 and 5 for general aviation Acft: type Piper, Cessna, similar or smaller size.

Rwy 10/28 closed.

F-3, Jet A-1.

ABN. Fire U.

Zapala

3556' SAHZ APZ -03:00 S38 58.5 W070

06.8

Apt Administration (02942) 431496.

09/27 7218' ASPHALT. S 112, D-143,
DDT 229.

Zarate

85' ATE -03:00 S34 07.0 W059 04.9

Apt Administration (03487) 446111.

01/19 3937' DIRT.

09/27 4429' DIRT. LDA 27 3937'.

BOLIVIA

Alcantari see Sucre**Apiaguaiki Tumpa see Monteagudo****Apolo**4649' SLAP APB -04:00 S14 44.1 W068
24.7**18/36** 4921' ASPHALT. PCN 32/F/C/Y/U.Mon-Fri: 1200-1800Z. Sat: 1200-1600Z. Sun and
Hol: O/R with 24 hr PNR.**Ascension De Guarayos**

801' SLAS -04:00 S15 56.0 W063 09.4

17/35 4593' CLAY/GRAS.

SR-SS.

Bermejo1258' SLBJ BJO -04:00 S22 46.3 W064
18.7**01/19** 4921' ASPHALT. PCN 23/F/B/X/T.Mon-Fri: 1130-1500Z and 1730-2100Z. Sat:
1130-1700Z. Sun: O/R.**Camiri**2618' SLCA CAM -04:00 S20 00.4 W063
31.7

Apt Administration 9522000.

16/34 3839' GRAVEL.

SR-SS.

Cap Av Civ Anibal Arab Fadul see Cobija**Cap German Quiroga G see San Borja****CAPT Av Juan Cochamanidis Saucedo see
San Ignacio De Velasco****CAPT Av Selin Zeitun Lopez see Riberalta****CAPT Av Vidal Villagomez see Vallegrande****CAPT Nicolas Rojas see Potosi****Capt Oriel Lea Plaza Intl see Tarija****Charana**

13294' SLCN -04:00 S17 35.7 W069 26.0

10/28 6683' CLAY/SAND.

ATND SKD SR-SS.

Cobija (Cap Av Civ Anibal Arab Fadul)

805' SLCO CIJ -04:00 S11 02.3 W068 47.0

Apt Administration 3 8422260, 3 8423850, 3
8424473, 3 8424478.**02/20** 8530' PAVED. PCN 43/F/C/X/T.
HIRL. ALS.Mon-Fri 1300-2000Z; Sat-Sun 1730-2030Z; O/T
O/R. ATND SKD Mon-Fri 1300-2000Z; Sat-Sun
1730-2030Z; O/T O/R. Customs: Mon-Fri
1300-2000Z; Sat-Sun 1730-2030Z; O/T O/R.

Birds in vicinity of airport.

Air ambulance, international private flights,
humanitarian aid, ferry flight ops allowed O/R.

100 octane, Jet A-1.

Fire 7.

Cochabamba (Chimore)

752' SLHI -04:00 S16 58.6 W065 08.7

715568 19.

17/35 13123' PAVED. LDA 17 11988'.Mon, Tue, Thu 1100-1900Z. Wed, Fri
1600-2300Z. Sat O/R. Sun 2000-2300Z. OPS
NGT O/R.

Fire 4.

Cochabamba (Jorge Wilstermann Intl) Apt
of Entry8360' SLCB CBB -04:00 S17 25.1 W066
10.6Apt Administration 4 4120332; Fax 4 4120410.
Ground Services 4 4120353, 4 44120334;
Mobile 71729916; satcbb@sabsa.aero.**05/23** 8694' ASPHALT. PCN 56/F/C/X/T. TORA
05 4869'. TORA 23 8497'. LDA 23 7963'. HIRL.**14/32** 12467' ASPHALT. PCN 48/F/C/X/T.
TORA 14 12139'. TORA 32 11680'. LDA 14

BOLIVIA

- 12139'. LDA 32 11483'. TODA 14 12139'. **16/34** 5768' ASPHALT.
ASDA 14 12139'. HIRL. ALS 32.
- H24. ATND SKD H24. Customs: H24.
Birds in the vicinity of airport.
Local flight restrictions:
Rwy 05: Night operations are not authorized.
Daylight takeoffs should always be made with a Left turn. Piston power aircraft are not authorized for takeoff operations.
Rwy 22: Night takeoffs are not authorized, except for Schools which are flight instructions, on which
case takeoff turns should be made to the Right.
Daylight takeoffs should always be made with a Right turn, except for single engine aircraft (with a weight less than 12566 lbs ((5700 kg) MTOW). Takeoffs on runway heading and turns made to the Left are not authorized, except for single engine aircraft (with a weight less than 12566 lbs (5700 kg) MTOW).
100 octane, Jet A-1.
ABN. Fire 9 H24.
- Concepcion**
1654' SLCP CEP -04:00 S16 08.6 W062
01.5
17/35 5653' CLAY/GRVL.
SR-SS.
- Copacabana**
12599' SLCC -04:00 S16 11.5 W069 05.8
06/24 6562' ASPHALT. PCN 30/F/B/Z/T. ASDA 24 6759'.
O/R with 24 hr PNR.
Fire 1.
- El Alto Intl see La Paz**
- El Trompillo see Santa Cruz De La Sierra**
- Guayaramerin (Guayaramerin Intl)**
459' SLGM -04:00 S10 53.3 W065 22.9
Apt Administration 3 38553943, 3 38554823.
- SR-SS ATND SKD SR-SS. Customs: O/R.
Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.
100 octane, Jet A-1.
Fire 5.
- Jorge Wilstermann Intl** see Cochabamba
- Juan Mendoza** see Oruro
- La Joya Andina** see Uyuni
- La Paz (El Alto Intl)** Apt of Entry
13314' SLLP LPB -04:00 S16 30.7 W068 11.5
Apt Administration (591) 2 2157302; Fax (591) 2 2157400.
10/28 13124' CONCRETE. PCN 41/R/A/X/U.
TODA 10 13944'. TODA 28 14436'. HIRL.
H24 ATND SKD H24. Customs: H24.
Birds in vicinity of airport.
Ascent of radiosonde balloon from coordinates S 16 30 45 W 068 11 32 with 5 NM radius up to a height of 18000ft MSL between 1200-1240Z and 1600-1800Z.
F-4, Jet A-1.
ABN. Fire 7.
- Laja**
12106' SLLJ -04:00 S16 32.0 W068 18.0
08/26 4921' DIRT.
ATND SKD SR-SS.
- Magdalena**
462' SLMG MGD -04:00 S13 15.8 W064 03.6
16/34 4449' GRASS.
1000-2300Z.
- Monteagudo (Apiaguaiki Tumpa)**
3671' SLAG MHW -04:00 S19 49.3 W063 57.7

BOLIVIA

- 16/34** 6562' PAVED.
Mon-Fri, 1130-1500Z and 1730-2100Z. Sat, 1130-1700Z. Sun, O/R.
Fire 5.
- Oruro (Juan Mendoza)**
12164' SLOR ORU -04:00 S17 57.3 W067 04.5
Apt Administration 2 5278333.
- 01/19** 13123' ASPHALT. PCN 37/F/C/X/U. LDA 01 12467'. RL. Rwy 01 Takeoff not allowed. Rwy 19 Landing not allowed.
1000-2300Z. Sun, Hol and night operations O/R.
Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.
Jet A-1.
ABN. Fire 6.
- Potosi (CAPT Nicolas Rojas)**
12922' SLPO -04:00 S19 32.5 W065 43.4
- 06/24** 9213' ASPH/CONC. PCN 26/F/C/Y/U.
Mon-Fri 1130-1500Z, 1730-2100Z; Sat 1130-1700Z and Sun O/R. ATND SKD Mon-Fri 1130-1500Z, 1730-2100Z; Sat 1130-1700Z and Sun O/R.
Rwy 24: Landings on the Pati Pati Hill Sector with caution due to post obstacles and high voltage cables.
Jet A-1.
Fire 5.
- Prof Jose Chavez Suarez see Santa Ana del Yacuma**
- Puerto Suarez (Tte. Av. Salvador Ogaya G. Int)** Apt of Entry
440' SLPS PSZ -04:00 S18 58.5 W057 49.2
Apt Administration 3 9762022.
- 05/23** 6562' ASPHALT. PCN 37/F/A/X/T. TODA 05 7546'. TODA 23 8465'. ASDA 05 6759'. ASDA 23 6759'.
- 1000-2300Z. ATND SKD SR-SS. Customs: O/R.
CAUTION: RWY 23 takeoff and landings restricted to aircraft B727-200 due to uneven runway surface.
CAUTION: High terrain south of airport.
Night operations available O/R.
Concentration of birds in movement area dispersing with petards.
Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.
Category 4 fire protection available during airport hours only.
F-4, Jet A-1.
ABN. Fire 4 SR-SS.
- Rafael Pabon see Villamontes**
- Reyes**
597' SLRY REY -04:00 S14 18.2 W067 21.2
- 01/19** 4593' DIRT/GRAS. LDA 01 3281'.
Mon-Sat: 1100-2200Z. Sun and Hol: O/R with 24 hr PNR.
CAUTION: High terrain south of airport.
- Riberalta (CAPT Av Selin Zeitun Lopez)**
463' SLRI RIB -04:00 S11 00.6 W066 04.4
Apt Administration 38522350. 38522350.
- 14/32** 5705' PAVED. PCN 23/F/B/Y/U.
SR-SS. ATND SKD 1100-2200Z.
100 octane, Jet A-1.
Fire 5.
- Robore**
908' SLRB RBO -04:00 S18 19.7 W059 45.9
Apt Administration 9742129.
- 18/36** 3940' SOIL.
SR-SS.
- Rurrenabaque**
666' SLRQ RBQ -04:00 S14 25.6 W067 29.8

BOLIVIA**14/32** 4921' ASPHALT.

SR-SS.

Fire 5.

San Borja (Cap German Quiroga G)

633' SLSB SRJ -04:00 S14 51.5 W066 44.3

Apt Administration 38952585, 38952607; Fax 38952087.

01/19 5906' GRAVEL. RL.

SR-SS.

Night operations authorized for Rwy 01/19 only for takeoffs.

Fire N.

San Ignacio De Moxos528' SLSM SNM -04:00 S14 58.1 W065
37.9**15/33** 6581' GRASS.

1000-2200Z.

San Ignacio De Velasco (CAPT Av Juan Cochamanidis Sauc)1358' SLSI SNG -04:00 S16 23.1 W060
57.7

Apt Administration 9622038.

18/36 3937' CLAY/GRVL.

SR-SS.

San Ignacio de Velasco

1477' SLSV -04:00 S16 24.1 W061 02.8

18/36 9022' PAVED. PCN 31/F/C/Y/T.

SR-SS.

Fire 5.

San Javier

1749' SLJV SJV -04:00 S16 15.9 W062 28.2

Apt Administration 9635177.

01/19 4856' GRASS.

1030-2200Z.

San Joaquin

476' SLJO SJB -04:00 S13 03.9 W064 40.5

17/35 4921' DIRT.

1000-2200Z.

San Jose De Chiquitos941' SLJE -04:00 S17 49.9 W060 44.6
Apt Administration 9722226.**18/36** 3937' DIRT.

1030-2200Z.

San Matias407' SLTI -04:00 S16 20.4 W058 24.1
Apt Administration 9792145.**03/21** 6234' GRAVEL.

1030-2200Z.

San Ramon459' SLRA SRD -04:00 S13 15.9 W064 36.6
16/34 6234' SAND/CLAY.
Mon-Sun 1000-2200.**Santa Ana del Yacuma (Prof Jose Chavez Suarez)**475' SLSA -04:00 S13 45.7 W065 26.1
ATS 4842200.**15/33** 4984' CONCRETE. AUW-50.

SR-SS.

Santa Cruz (Viru Viru Intl) Apt of Entry1224' SLVR VVI -04:00 S17 38.8 W063 08.3
Apt Administration 3-3385000 Ext 3245; Fax 3 3385514; webmaster@sabsa.aero.**16/34** 11483' CONCRETE. PCN 57/R/B/X/T.
TODA 16 14272'. TODA 34 14272'. HIRL.
MIALS 16. HIALS 34.

H24. ATND SKD H24. Customs: H24.

Birds in vicinity of airport.

Jet A-1.

ABN. Fire 9.

Santa Cruz De La Sierra (El Trompillo)1372' SLET SRZ -04:00 S17 48.7 W063
10.2

BOLIVIA

Apt Administration Fax 3526600, 3529491, 3533472.

16/34 9098' ASPHALT. PCN 48/F/C/X/U. LDA 16 7165'. LDA 34 8199'. ASDA 34 9295'.

SR-SS. ATND SKD SR-SS.

F-4, Jet A-1.

Fire 5.

Santa Rosa del Yacuma

538' SLSR -04:00 S14 04.5 W066 47.2

01/19 4925' DIRT. MTOW-17.

SR-SS.

Sucre (Alcantari)

10184' SLAL -04:00 S19 14.3 W065 08.9

Apt Administration 71563199.

18/36 11811' PAVED. PCN 41/F/C/Y/U. HIRL.

SR-SS. Night OPS O/R. ATND SKD SR-SS. Night OPS O/R.

Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.

Jet A-1.

ABN. Fire 6.

Tarija (Capt Oriel Lea Plaza Intl)

6095' SLTJ TJA -04:00 S21 33.2 W064 42.2

Apt Administration 4 6643342, 4 6661672; Fax 4 6661672.

13/31 9951' PAVED. PCN 48/F/C/X/T. TORA

13 8793'. TORA 31 8793'. LDA 13 8793'. LDA 31 8793'. TODA 13 8793'. TODA 31 8793'. ASDA 13 8793'. ASDA 31 8793'. HIRL.

1000-2300Z. Night Ops O/R. ATND SKD

1000-2300Z. Night Ops O/R. Customs: O/R.

Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.

100 octane, Jet A-1.

ABN. Fire 7 1000-2300Z. Night Ops O/R.

TNTE Av Jorge Henrich Arauz see Trinidad**Trinidad (TNTE Av Jorge Henrich Arauz)**

Apt of Entry

508' SLTR TDD -04:00 S14 49.2 W064 55.1

Apt Administration 3 4620370, 3 4620566; Fax 3 4620566.

14/32 7874' ASPHALT. PCN 54/F/A/X/T. ASDA 14 8366'. HIRL.

0900-2300Z O/T O/R. ATND SKD 1100-2200Z.

Customs: Immigration on request.

CAUTION: Birds in vicinity of Rwy 14/32 and airport.

Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.

100 octane, Jet A-1.

ABN. Fire 6 0900-2300Z O/T O/R.

Tte. Av. Salvador Ogaya G. Intl see Puerto Suarez**Uyuni (La Joya Andina)**

12024' SLUY UYU -04:00 S20 26.5 W066 51.5

Apt Administration 68226882.

13/31 13123' PAVED. PCN 45/F/B/X/U. RL.

1000-1900Z. 1900-2000Z O/R. NIGHT OPS O/R.

Air ambulance, international private flights, humanitarian aid, ferry flight ops allowed O/R.

ABN. Fire 6.

Vallegrande (CAPT Av Vidal Villagomez)

6555' SLVG VAH -04:00 S18 28.9 W064 06.0

Apt Administration 39422360.

01/19 3927' DIRT.

Mon-Sat: 1130-1500Z and 1730-2100Z. Sun: 1130-1800Z.

Villamontes (Rafael Pabon)

1319' SLVM VLM -04:00 S21 15.2 W063 24.4

18/36 4918' ASPHALT. PCN 23/F/B/X/T.

BOLIVIA

Mon-Fri 1100-2000Z. Sat 1100-1800Z. Sun
O/R.

Viru Viru Intl see Santa Cruz**Yacuiba**

2121' SLYA BYC -04:00 S21 57.7 W063
39.1

Apt Administration 4 6823399.

03/21 6890' PAVED. PCN 48/F/C/X/T. TODA
21 7546'. ASDA 03 7087'. ASDA 21 7185'.

SR-SS. ATND SKD SR-SS. Customs: O/R.

Air ambulance, international private flights,
humanitarian aid, ferry flight ops allowed O/R.

Jet A-1.

Fire 5.

BRAZIL**Brazil****Abaete**

2178' SNLI -03:00 S19 09.3 W045 29.7
Apt Administration (37) 3541-4148, (37)
3541-5151.

17/35 3937' ASPHALT. AUW-13/0.6000 MPa.
SR-SS.

Landing operations prohibited, except emergency medical operations or transport of goods which is PPR with Apt administration via Tel.

Acu

364' SNUC -03:00 S05 35.7 W036 57.6

11/29 4921' ASPHALT. PCN 8/F/C/Y/U. TORA
11 4429'. TORA 29 4429'. LDA 11 4429'. LDA
29 4429'. TODA 11 4429'. TODA 29 4429'.
SR-SS.

Landing operations prohibited by ANAC.

Adamantina (Everaldo Moraes Barreto)

1394' SDAD -03:00 S21 41.8 W051 05.8

09/27 4068' ASPHALT. AUW-11/0.5000 MPa.
SR-SS.

Traffic circuit for landing on Rwy 27 only by sector S.

Rwy 09, first 66' (20 m) and last 230' (70 m) closed for landing and takeoff.

Rwy 27, first 230' (70 m) and last 66' (20 m) closed for landing and takeoff.

Aeroclube see Passo Fundo**Aeroclube de Rondonia see Porto Velho****Afonso Pena Intl see Curitiba****Agua Boa (Frederico Carlos Muller)**

1476' SWHP -04:00 S14 01.2 W052 09.1

Apt Administration (66) 3468-1662.

03/21 5338' ASPHALT. AUW-13/0.5000 MPa.
TORA 21 5125'. LDA 03 5125'. TODA 21 5125'.
RL.

For night operations prior coordination required via TEL 30 min in advance.

ABN.

Alberto Alcolumbre Intl see Macapa

Alcantara (Centro de Lancamento de Alcantara)
148' SNCW Mil. -03:00 S02 22.3 W044 23.4
Apt Administration (98) 3311-9029, (98)
3311-9200. (98) 3311-9029. Apt Manager (98)
99126-0023.

09/27 8530' ASPHALT. PCN 52/F/A/X/T. RL.

Civil Acft operations allowed, PPR via Tel.

All Acft destined to Apt must make prior contact with Apt Manager via Tel.

Operations of Acft that require categories of fire fighting higher than Cat 2 must provide prior coordination at least 5 working days in advance via Tel.

ABN. Fire 3.

Alegrete (Gaudencio Machado Ramos)

410' SSLT -03:00 S29 48.7 W055 53.6

Apt Administration aeroportoalegrete@matto-sassessoria.com.

15/33 3937' ASPHALT. PCN 6/F/B/X/T.

SR-SS.

Alenquer

102' SDWQ -03:00 S01 55.0 W054 43.4

(91) 98265-3182, (93) 99117-6893.

10/28 3281' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Apt prohibited landing operations except medical emergency with prior coordination required via Operations.

Alfenas

2884' SNFE -03:00 S21 25.9 W045 56.0

Apt Operator (35) 3292-3422.

04/22 5249' ASPHALT. PCN 8/F/C/Y/U. RL.

BRAZIL

Fixed wing Acft traffic circuit minimum height 1500' and rotary wing minimum height 600' over Apt elevation.

ABN.

Almeirim

584' SNYA -03:00 S01 28.7 W052 34.7

06/24 3937' CLAY/SAND. PCN 7/F/B/Y/U.

SR-SS.

Almeirim (Monte Dourado)

676' SBMD MEU -03:00 S00 53.4 W052
36.1

08/26 5906' ASPHALT. PCN 25/F/B/X/U. RL.

SR-SS.

ABN.

Almenara (Cirilo Queiroz)

640' SNAR AMJ -03:00 S16 09.9 W040 41.0

07/25 4593' ASPHALT. PCN 8/F/B/Y/U. RL.

Night operations prohibited.

ABN.

Alta Floresta (Piloto Osvaldo Marques Dias)

948' SBAT AFL -04:00 S09 52.0 W056 06.3

(65) 9688-7904, (65) 99801-8726; opera-
coes.sbat@socicam.com.br. ATS (66)
3521-2159, (66) 3521-3013.

04/22 8202' ASPHALT. PCN 29/F/C/X/U. RL.

1000-2200Z O/T 6hrs PNR (O/R Mon-Fri
1200-2000Z) via Tel or Email. ATND SKD
0930-2130Z.

CAUTION: Birds in vicinity of airport.

Requests for extended Floresta operating hours
should be made a minimum 24hr in advance
via Tel; coordination and confirmation of auth-
orization is mandatory.

Stay exceeding 03 hr on parking apron for non-
regulated Acft is a subject of prior coordination
minimum 24 hr in advance. It must be reques-
ted from Mon til Fri 1200-2000Z via Operations

e-mail and confirmation of authorization is man-
datory.

F-4, J.

ABN.

Altamira

368' SBHT ATM -03:00 S03 15.0 W052 15.1

On Call (93) 99182-7512, (93) 99189-9691,
(97) 99171-5445. ATS (93) 3515-1393. Ground
Services (93) 3515-7417, (93) 3593-0472.

07/25 6572' ASPHALT. PCN 36/F/A/X/T. RL.

0945-2145Z. O/T for military or aeromedical
aviation O/R 02 hr in advance via Tel. ATND
SKD Mon-Fri: 1100-1500Z, 1700-2100Z. Sat:
1100-1500Z. O/T O/R.

Birds in vicinity of airport.

Wildlife in vicinity of airport.

Requests for extended Altamira operating
hours should be made a minimum 24hr in
advance via TEL; coordination and confirmation
of authorization is mandatory.

180 degree turn for medium and large aircraft in
turn pad only THR 07/25.

J.

ABN. Fire 5 1300-1900Z.

Alto Paraiso

4413' SDXF -03:00 S14 07.1 W047 31.8

09/27 3543' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Birds in the vicinity of Apt (Rwy 09/27 approach
sector).

Traffic pattern altitude for fixed and rotary wing
aircraft minimum height of 5513' (1100').

Amarais see Campinas**Americana**

2005' SDAI -03:00 S22 45.3 W047 16.1

Apt Administration On Call (19) 3467-2368.

12/30 3609' ASPHALT. PCN 9/F/B/X/T. RL.

Rwy 30 Right-Hand Circuit.

BRAZIL

ATND SKD 1100-2100Z.

When night beacon is requested, it will be turned on 60 minutes before the arrival and 60 minutes after the departure - Tel O/R.

Observe paramotor activities in the SW sector of Apt.

F-4, J.

ABN.

Anapolis

3648' SWNS APS -03:00 S16 21.7 W048
55.7

(62) 3316-0388, (62) 99420-5146, (62)
99957-8998.

07/25 3996' ASPHALT. PCN 30/F/C/X/U. RL.

Airport beacon activation via TEL 45 min PPR.
ATND SKD 1000-0100Z.

Traffic pattern to the SE of the aerodrome only.

F-4, J.

ABN.

Anapolis (Campo Marechal Marcio de Souza)

3732' SBAN Mil. -03:00 S16 14.3 W048 58.3

(62) 3329-7703. ATS (62) 3329-7705. Ground Services (62) 3329-7354.

06L/24R 10827' ASPHALT. PCN 66/F/B/X/T.
ASDA 06L 11972'. ASDA 24R 11972'. RL.
MIALS 24R.

06R/24L 7326' ASPHALT. PCN 39/F/B/X/T.
RL.

ATND SKD AVGAS O/R; Exclusive to military use with a minimum of 12 days PNR via Tel.

Birds (Vultures) in vicinity of airport, especially near Rwy 06 sectors.

Use of this air base for civil users is by prior permission only from aeronautical authority.

F-4, J.

ABN. Fire 6.

Andira

1607' SSAN -03:00 S23 01.6 W050 13.7

09/27 3281' ASPHALT. AUW-12/0.5000 MPa.

ATND SKD SR-SS.

TFC circuit shall be carried out only by the RWY SECT "S" (urban area).

F-4, J.

Andradina

1247' SDDN -03:00 S20 55.5 W051 22.9

11/29 4921' ASPHALT. PCN 12/F/B/Y/T. RL.

ATND SKD SR-SS.

Traffic pattern to take place south of the airport, to avoid overflight of urban area.

F-4, J.

ABN.

Andre Antonio Maggi see Pontes E Lacerda**Angelo Ponzoni see Videira****Apucarana (CAPT Joao Busse)**

2625' SSAP APU -03:00 S23 36.7 W051
23.1

10/28 4593' ASPHALT. PCN 11/F/C/X/T. RL.

ABN.

Apui

197' SWYN -04:00 S07 10.3 W059 50.3

08/26 3937' ASPHALT. PCN 12/F/B/Y/U.

Landing operations of Acft with jet engines (turbojets) prohibited.

Aracaju (Santa Maria Intl) Apt of Entry

23' SBAR AJU -03:00 S10 59.1 W037 04.4

Apt Administration (79) 3212-8500; Fax (79) 3212-8540; institucional@aenabrasil.com.br. (79) 3212-8557, (81) 98139-6400; agenda-miento.sbar@aenabrasil.com.br.

12/30 7218' ASPHALT. PCN 48/F/B/X/T. MIRL.

Rwy 12 last 295' (90 m) closed for landing/take off due to RESA provision.

Rwy 30 last 295' (90 m) closed for landing/take off due to RESA provision.

BRAZIL

H24. ATND SKD H24. Customs: Federal Police: O/R with 24hr . Regional Customs: H24.

For international operations coordination via Tel or email 72 hrs PPR.

When onapproach to Rwy 12 do not confuse Rwy lights with avenue approximately 4265' (1300 m) right of runway centerline.

Engine runup in front of Twr and at any place between 0100 and 0900Z is prohibited.

Restriction to Acft classes and types: Acft without radio equipment, gliders, Acft without transponder or inoperative transponder, powered ultralights.

Restriction to air services: object launching or pulverizing, Acft pushback ops, parachute launching, acrobatic flt.

Ops and stay of GA Acft, military Acft and air taxi Acft 48 hrs PPR by telephone or email to coordinate parking.

Noise abatement for jet Acft irrespective of weight and for propeller and turboprop Acft with MTOM of or above 24251 lbs (11000Kg).

The Apt can be regularly used by any Acft compatible with RCD 4C or lower.

Transmission of flight plan and updates by radiotelephony is prohibited, exceptupdate messages that have already received authorization. Helidecks of oil and gas units are authorized to submit full plan via radiotelephony to the ATS unit responsible for the origin area of the flight in the following emergency situations: situations which might compromise the environment, situations which might seriously compromise the physical integrity of the maritime platform, situations which might seriously compromise the physical integrity of inhabitants of the maritime platform, and situations which might put at risk the open air navigation of the other vessels.

180° turnaround for Acft (wingspan for FOKKER 100, Boeing 737 or greater) at thresh-old only.

F-4, Jet A-1.

ABN. Fire 7.

Aracati (Canoa Quebrada Dragao Do Mar R)

118' SBAC -03:00 S04 34.1 W037 48.3
Apt Administration (37) 99840-0415, (88) 98112-2899. (37) 99840-0415, (88) 98112-2899; aviacaogeral.sbac@soci-cam.com.br. ATS (88) 3421-3146, (88) 98133-6659. Ground Services On Call (84) 4141-2252, (84) 98733-2513, (88) 99624-2850.

09/27 5906' ASPHALT. PCN 36/F/A/X/U. RL.
1100-2100Z. O/T O/R 1hr in advance. ATND SKD Mon-Fri, 1100-1500Z, 1600-2000Z, O/T O/R.

Apt can be regularly used by any Acft compatible with RCD 3C or below.

General aviation Acft including air taxi must coordinate with Operations 1 hours in advance via email and Tel.

Jet A-1.

ABN. Fire 5 1500-2100Z.

Aracatuba

1362' SBAU -03:00 S21 08.6 W050 25.6
(18) 3402-4182, (18) 99739-6495; fiscaisdeparto.sbau@gmail.com. ATS (18) 99813-8331. Ground Services On Call (18) 3623-1743, (18) 3624-6157, (18) 9712-1736, (18) 9754-5722.

05/23 6955' ASPHALT. PCN 26/F/A/X/T. RL.
1100-2200Z. ATND SKD 0930-2230Z; O/T O/R.

Night lighting must be activated upon prior request from Operations, minimum 02Hr in advance via Tel and confirmed by email, for emergencies and UTI Aerea Tel(18) 99739-6495.

F-4, J.

ABN. Fire 5.

Aracuai

1076' SNUI -03:00 S16 51.1 W042 02.8
08/26 3937' ASPHALT. PCN 10/F/B/Y/T.

BRAZIL

SR-SS.

OBS unmarked high tension lines, distance 1968' (600 m) to 6562' (2000 m) Thr 26, diagonal to Rwy Elev varying from 1214' (370 m) to 1348' (411 m).

Aragarcas

1060' SJVO ARS -03:00 S15 54.0 W052
14.4

Apt Administration On Call (62) 3265-4101, (62) 3265-4141, (62) 98278-5293, (66) 99229-8383; aerodromos@goinfra.go.gov.br. (62) 3265-4100. Ground Services (66) 99907-1555.

10/28 4337' ASPHALT. PCN 14/F/B/X/U.
TORA 28 3976'. LDA 10 3976'. TODA 28 3976'.
SR-SS. ATND SKD SR-SS.

Landing operations prohibited for turbojet civil Acft, except emergency medical operations or transport of goods which is PPR with Apt operations via Tel.

F-4, J.

Araguacema

679' SJAU -03:00 S08 50.3 W049 33.5
(63) 3212-4000, (63) 3218-7101, (63)
3218-7102.

12/30 4593' ASPHALT. PCN 6/F/A/Y/T.

SR-SS.

Landing operations prohibited, except emergency medical operations or transport of goods which is PPR with Apt operations via Tel.

Araguaina

771' SWGN AUX -03:00 S07 13.7 W048
14.4

Apt Administration (63) 3214-2170, (63) 3413-1633, (63) 99985-0868, (63) 99995-4767.

Apt Manager gerencia.swgn@esaero.com.br.
Ground Services (63) 3415-2433, (63) 98413-9177, (63) 99255-2155, 63 3413 1242,
63 8121 6860, 63 9981 9603.

09/27 5919' ASPHALT. PCN 44/F/C/X/U. RL.

ATND SKD 0900-2100Z.

General aviation aircraft and official aircraft parking available O/R, contact local airport operations center within 24 hours in advance by telephone or email.

Overnight parking for general aviation 3 hrs PNR by telephone.

VFR night operations on request 2100-0000Z, extended hours in case of emergency via TEL.

The airport can be used regularly by any ACFT compatible with RCD 2C or lower.

ATR72 operations require special authorization.

180 degree turns on Rwy 09/27 only on the Thr for acft with a wingspan exceeding 89 ft (27.05 m).

Flight plans not accepted by radio. File plans by internet, phone or FAX.

F-4, J.

ABN.

Araguari

3107' SNAG -03:00 S18 40.1 W048 11.4
05/23 4921' ASPHALT. PCN 14/F/A/Y/T.

SR-SS.

Departing Aircraft must contact Uberlandia Tower or Approach prior to takeoff. All landing operations except for helicopter operations are prohibited.

Presenting flight plan before takeoff is compulsory.

Traffic pattern should be performed in the Northwest sector of the airport.

Traffic pattern altitude for fixed wing aircraft is 4207' (1100').

Traffic pattern altitude for helicopters is 3707' (600').

Araguatins

410' SJGU -03:00 S05 41.1 W048 06.8
Apt Administration (63) 3212-4000.
12/30 4921' ASPHALT. PCN 8/F/B/Y/T.

BRAZIL

SR - SS.

Landing operations prohibited, except emergency medical operations or transport of goods which is PPR with Apt administration via Tel.

Arapiraca

886' SNAL APQ -03:00 S09 46.6 W036 37.8

Apt Administration 82-3530-3518.

10/28 3051' ASPHALT. PCN 13/F/B/Y/T. RL.

VFR Night operations prior permission required, coordinate on request through airport administration.

Due to obstacles near Rwy 10, traffic pattern will take place on South Sector of the airport. Takeoff on Rwy 28 for the North Sector turn above 1600'.

ABN.

Arapongas

2598' SSOG APX -03:00 S23 21.3 W051
29.4

(43) 3274-5635. Ground Services (43)
3274-5635, (43) 9625-3404.

16/34 3937' ASPHALT. PCN 6/F/B/Y/U. RL.

ATND SKD Mon-Fri 1100-2100Z; Sat 1100-1500Z. O/T O/R.

Landing operations are prohibited, excluding the need for medical emergency operations or transport of values, which must be carried out through prior coordination via Operations Tel.

F-4, J.

ABN.

Araraquara (Bartolomeu de Gusmao)

2334' SBAQ AQA -03:00 S21 48.3 W048
08.4

Apt Administration (16) 3190-0593. Ground Services (16) 3332-0157.

17/35 5906' ASPHALT. PCN 40/F/A/X/T. RL.

ATND SKD Mon-Fri 2000-0200Z; O/T O/R.

ATR 72 operations only during VMC.

F-4, J.

ABN.

Araras

2247' SDAA -03:00 S22 20.2 W047 21.5

12/30 3773' ASPHALT. PCN 21/F/B/X/T.

ATND SKD SR-SS.

Araripina

2428' SNAB -03:00 S07 35.2 W040 32.1

(81) 3184-2612, (81) 3184-2616.

13/31 4091' ASPHALT. PCN 11/F/B/Y/T.

SR-SS.

Araxa (Romeu Zema)

3278' SBAX AAX -03:00 S19 33.6 W046
57.9

(34) 3662-3710, (34) 3662-7600, (34)
99133-8897.

16/34 6234' ASPHALT. PCN 26/F/B/X/T. RL.

Aircraft requesting takeoff outside the opening hours of the AIS room of SBAX, shall present full flight plan to any accredited AIS room of the FIR or simple flight plan to the AIS room of Uberaba, or even through the internet.

Passenger loading and unloading operations by aircraft with running engines or propellers are prohibited.

Turbojet Acft operations prohibited, except in case of medical emergency operations or transportation of values carried out upon prior coordination via Operations.

Ultra light operations in vicinity of airport.

Rwy 16/34 Acft above 22046 lbs (10 tons) only 180 deg in the turning areas.

VFR and IFR night operations available only in the operating hours of the AFIS.

ABN.

Arcoverde

2126' SNAE -03:00 S08 24.5 W037 05.3

Apt Administration (87) 3822-1250, (87)
3822-3124.

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15/33 4265' ASPHALT. PCN 6/F/B/Y/U.

SR-SS.

VFR Night operations PPR coordinate on request through airport administration. Jet Acft operations prohibited.

Ariosto Da Riva see Navirai**Ariquemes**

466' SJOG -04:00 S09 52.8 W063 02.8

03/21 4285' ASPHALT. PCN 25/F/C/Y/U.

SR-SS.

Arroio Grande

161' SSAE -03:00 S32 13.7 W053 03.3

06/24 3281' CLAY/GRVL.

AUW-13/0.5000 MPa.

SR-SS.

Arthur Siqueira see Braganca Paulista**Aruana**

820' SWNH -03:00 S14 56.0 W051 02.9

06/24 4265' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Traffic circuit for rotary wing Acft should be performed at a minimum height of 1000' (305 m) over Apt.

ABN.

Assis (Marcelo Pires Halzhausen)

1850' SNAX AIF -03:00 S22 38.3 W050 27.3

12/30 5541' ASPHALT. PCN 25/F/C/Y/U. RL.

Ultralight traffic in vicinity of airport.

ABN.

Atibaia

2615' SDTB -03:00 S23 07.7 W046 34.5

(11) 4418-7800 Ext. 5510.

02/20 3468' DIRT. AUW-11/0.5000 MPa. TORA

02 2625'. TORA 20 2625'. LDA 02 2625'. LDA

20 2625'. TODA 02 2625'. TODA 20 2625'.

ASDA 02 2625'. ASDA 20 2625'.

SR-SS.

Rwy 02 first 164' (50 m) and Rwy 20 last 164' (50 m) closed due to uneven terrain.

Landing operations prohibited, except emergency medical transport or value cargo, after previous coordination with Apt Operations via Tel.

Traffic pattern must be to the East for Acft and helicopter, traffic pattern altitude 1000' AGL.

Traffic pattern must be to the West for ultralight, gyrocopter and motorized trike, traffic pattern altitude 500' AGL.

F-4.

Atlas Brazil Cantanhede Intl see Boa Vista**Augusto Severo see Natal****Avare (Avare-Arandu)**

2618' SDRR QVP -03:00 S23 05.5 W048 59.2

(14) 3333-1294, (14) 99812-0740. Ground Services (14) 3333-1294, (14) 99723-6769.

15/33 4856' ASPHALT. PCN 26/F/A/X/T. RL.

ATND SKD SR-SS, O/T O/R.

Night lighting O/R 12Hr prior via operations Tel.

F-4, J.

ABN.

Avare-Arandu see Avare**Bacabal**

69' SNBI -03:00 S04 13.7 W044 49.2

10/28 5249' ASPHALT. PCN 25/F/A/X/T.

SR-SS.

Bacacheri see Curitiba**Bage (Cmte Gustavo Kraemer)**

611' SBBG BGX -03:00 S31 23.4 W054 06.6

Apt Administration (53) 3242-7702, 0800-727-4720; ouvidoria.aeroportos@gru-

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poccr.com.br. (45) 99116-7959, (53) 3242-9055; apoc.bgx@grupocr.com.br.

06/24 4921' CONCRETE. PCN 18/R/A/Y/T. TORA 06 4626'. TORA 24 4626'. LDA 06 4626'. LDA 24 4626'. TODA 06 4626'. TODA 24 4626'. MIRL.

0700-0100Z. Customs: O/R with 24 hrs PNR.

Birds in vicinity of Apt.

Requests for International Flight must be addressed to operator of Apt administration with at least 24 hrs PNR. Information and requests via Tel or email.

Rwy 06 last 295' (90 m) closed for takeoff and landing.

Rwy 24 last 295' (90 m) closed for takeoff and landing.

Apt can be regularly used by Acft compatible with RCD 3C or below.

In Instrument Meteorological Conditions landing operations on Rwy 06/24 are prohibited for Acft with reference code 3.

For General Aviation operations prior coordination is required 2 hrs in advance via filling Yard Reservation and Acft Exemption Form via website when:1) Acft has never operated at the Apt in question managed by CCR Aeroportos,

2)Acft has international registration,

3) General Aviation Acft, which requires apron stand reservation.

APOC will send authorization to the register email. Schedule adjustments must be regularized up to 30 minutes before operation. In case of urgency coordination via email.

ABN. Fire N.

Baixo Guandu (Baixo Guandu - Aimores)

262' SNBG -03:00 S19 29.9 W041 02.5

Apt Administration (27) 3732-1838, (27) 3732-3115.

11/29 3937' ASPHALT. PCN 10/F/C/Y/U.

SR-SS.

Airport closed for landing excluding emergency medical operations or transport of goods. Prior coordination with Airport Administration required via TEL.

Baixo Guandu - Aimores see Baixo Guandu**Balsas**

948' SNBS BSS -03:00 S07 31.5 W046 03.2

15/33 3182' ASPHALT. PCN 14/F/B/Y/U.

SR-SS.

Birds in vicinity of airport.

Bandeirantes

1319' SSBR -04:00 S23 04.4 W050 25.4

16/34 4265' GRAVEL. PCN 8/F/C/Y/U.

Barbacena (Maj Brig Doorgal Borges)

3658' SBBQ QAK Mil. -03:00 S21 16.0 W043 45.6

Apt Administration (32) 3339-4035, (32) 3339-4220, (61) 3364-8037. Ground Services (32) 3339-4032, (32) 3339-4035, (32) 3339-4036.

18/36 5774' ASPHALT. PCN 14/F/A/Y/T. TODA 18 5971'. TODA 36 5971'. ASDA 18 5971'. ASDA 36 5971'. RL.

0900-2300Z. ATND SKD 0900-2300Z.

Birds in the vicinity of Apt.

Civilian aircraft may use AD SBBQ as destination or alternate only with authorization of the High School of Air Cadets (EPCAR) across the site www.epcar.aer.mil.br link authorization SBBQ, or via Tel. Brazilian Air Force Acft, military Acft from other forces and civilian Acft operating in emergency flights or vital organs transportation are also subject of previous authorization via the same link. More information via Apt Administration Tel.

Fuel services for Brazilian Air Force aircraft only. All other military Acft PPR.

Flight plan will not be accepted by Barbacena radio.

BRAZIL

Flight instruction in vicinity of Apt.

F-4, J.

ABN. Fire 2.

Barcelos

112' SWBC BAZ -04:00 S00 58.9 W062
55.2

Ground Services (92) 98429-2256, (92)
98818-4274.

09/27 4921' ASPHALT. PCN 6/F/B/Y/U.

ATND SKD SR-SS. Fuel available for military
Acft with authorization via Tel.

J.

Bariri

1617' SDBY -03:00 S22 04.1 W048 42.4

11/29 4823' DIRT. AUW-12/0.5000 MPa.

SR-SS.

Barra

1276' SNBX BQQ -03:00 S11 04.9 W043
08.8

06/24 4265' ASPHALT. PCN 10/F/B/X/U.
TORA 06 4019'. LDA 24 4019'. TODA 06 4019'.
SR-SS.

Barra Do Corda

509' SNBC BDC -03:00 S05 30.1 W045
12.9

09/27 5118' CLAY/SAND. PCN 13/F/B/Y/U.

Rwy 09 Right-Hand Circuit.

SR-SS.

Airport can be used regularly by any aircraft
compatible with RCD 2C or lower.

Minimum traffic pattern altitude for helicopters
is 600' (183 m).

Barra Do Garcas

1160' SBBW BPG -04:00 S15 51.6 W052
23.4

07/25 5243' ASPHALT. PCN 20/F/C/Y/T. RL.

ATND SKD SR-SS.

Special VMC ops for ATR72 permitted in
accordance with special procedures described
in MOPS approved by ANAC.

The airport can be used regularly by any ACFT
compatible with RCD 2C or lower.

F-4, J.

ABN. Fire N.

Barreiras (Dom Ricardo Weberberger)

2451' SNBR BRA -03:00 S12 04.7 W045
00.6

Apt Administration (71) 99663-6362. (71)
99663-6362; adm.bra@sfrancisco.net. Ground
Services (77) 98828-2555, (77) 99956-4912,
(77) 99983-5730.

08/26 5249' ASPHALT. PCN 35/F/A/X/T. RL.

1100-2100Z. ATND SKD 1100-2100Z. O/T O/R
3 hr PNR via Tel.

VFR night operations prior permission required
and on request coordination 3 hour minimum
via Tel.

PPR for general aviation Acft must be coordi-
nated at least 3 hrs in advance via Operations Tel
or email.

Activation of night lighting and Apt beacon after
sun set is subject of prior coordination minimum
03 hr in advance via Tel or email.

Apt can be used regularly by Acft compatible
with RCD 3C or lower.

J.

ABN.

Barreirinhas

13' SSRS -03:00 S02 45.4 W042 48.3

11/29 4921' ASPHALT. PCN 71/F/A/Y/T.
SR-SS.

Before entry to visual circuit pilots must estab-
lish radio contact at 123.45 MHz frequency for
coordination of traffic with the heliport located in
the vicinity of Apt.

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Barretos (Chafei Amsei)

1903' SNBA BAT -03:00 S20 35.1 W048
35.7
(17) 3323-1503, (17) 99633-3684.

08/26 5906' ASPHALT. PCN 32/F/A/X/T. RL.

ATND SKD SR-SS.

Birds in vicinity of airport.

After 0100Z, lighting is available O/R via Operations Tel.

Ultralight training in vicinity of airport.

F-4, J.

ABN.

Bartolomeu de Gusmao see Araraquara**Bartolomeu Lisandro see Campos Dos Goytacazes****Batatais**

2890' SDBA -03:00 S20 52.6 W047 35.1

13/31 3281' DIRT.

SR-SS. ATND SKD SR-SS.

F-4.

Bauru

2025' SBBU BAU -03:00 S22 20.6 W049
03.2

Apt Administration (14) 99755-4774. Ground Services (14) 3234-2424, (14) 98123-1580.

14/32 4925' ASPHALT. PCN 13/F/A/X/T. TORA
32 4596'. LDA 14 4285'. TODA 32 4596'. RL.

ATND SKD 1000-2200Z, O/T O/R.

Rwy 32, last 328' (100 m) DEP and first 640'
(195 m) Rwy 14 ARR closed due Bldg.

Flight plan and its updates can be submitted via TEL.

F-4, J.

ABN.

Bauru (Bauru-Arealva)

1961' SBAE -03:00 S22 09.5 W049 04.1

Apt Administration (14) 3500-9383. ARO (21)
2174-7510. Apt Operator (14) 3500-9388.
Ground Services On Call (14) 3277-7003, (14)
98148-7865, (16) 98105-1114.

17/35 6594' ASPHALT. PCN 42/F/A/X/T. RL.
0815-2300Z, O/T O/R minimum 48hr in advance via Apt Administration Tel. ATND SKD Mon-Fri 0730-2100Z, Sat 0730-0000, Sun 1500-2300Z, Hol O/R 1.5hr in advance via Tel.

Apt SBAE is situated on the edge of Bauru TMA. Bilateral contact should be carried out with AFIS Bauru-Arealva (SBAE) and Bauru App so that there is no interference with SBBU airport.

Lighting is activated O/R daily between 2300-0800Z, 1 hr before landing via Tel.

Flight plan and its updates should be submitted via Tel.

J.

ABN. Fire 5 1300-0100Z.

Bauru-Arealva see Bauru**Bebedouro**

1942' SDBB -03:00 S20 54.0 W048 28.4

13/31 4921' ASPHALT. PCN 15/F/A/X/T.
SR-SS.

Runways 13 and 31, first 328' (100m) not available for landing and last 328' (100m) not available for take-off.

F-4.

Bela Vista

770' SSBV -04:00 S22 04.9 W056 32.3

03/21 4265' ASPHALT. PCN 10/F/B/Y/T.
SR-SS.

Traffic pattern must take place Northwest of airport in order to avoid antenna with a height of 230' (70 m).

Belem (Brigadeiro Protasio de Oliveira)

52' SBJC -03:00 S01 24.9 W048 27.5

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16/34 3629' ASPHALT. PCN 34/F/C/X/U.

ATND SKD SR-SS.

Birds in vicinity of airport.

Do not confuse SBBE airport beacon with SBJC.

Motorized ultralight operating daily Sunrise-Sunset.

F-4.

Belem (Val De Cans/J. C. Ribeiro Intl) Apt of Entry

56' SBBE BEL -03:00 S01 23.1 W048 28.7

Apt Administration (91) 3210-6000; Fax (91) 3257-1577; adaerobe@infraero.gov.br. ARO (91) 3075-6513, (91) 3210-6382.

02/20 6004' ASPHALT. PCN 50/F/A/X/T. MIRL.

Rwy 20 Right-Hand Circuit.

06/24 9186' ASPHALT. PCN 65/F/A/X/T. TORA 06 8891'. TORA 24 8891'. LDA 06 8891'. LDA 24 8891'. ASDA 06 8891'. ASDA 24 8891'. HIRL. HIALS 06.

Rwy 24 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of Apt.

CAUTION: Do not confuse the nautical beacon with the Apt beacon.

CAUTION: Lack of visibility from Twr to small aircraft ground operations in the south sector of Apt and part of the parking ramp in front of the passenger station.

CAUTION: Lack of visibility from Twr to north sector of the airport.

Jet aircraft are prohibited from executing maneuvers turned with the tail pointing to Apt building.

Restriction to classes and types of Acft: Acft without radio equipment, gilders, Acft without transponder or fault in this equipment.

Restriction of air services: launching of objects or spraying, Acft trailer, launch of parachutes, acrobatic flight.

Apt can be regularly used by any Acft compatible with RCD 4E or lower.

In Instrument Flight Weather Conditions (IMC) operations of Acft classified as reference code 3 and 4 on Rwy 02/20 are prohibited.

In Instrument Flight Weather Conditions (IMC) operations of Acft classified as reference code 3 and 4 on Twy Delta are prohibited, during operation for landing or taking off on Rwy 06/24.

Obstacle in the vicinity of Apt: tower, 305' (93 m) violating conical surface of basic plan of Apt protection zone.

Obstacle in the vicinity of Apt: tower, 236' (72 m) violating internal horizontal surface of basic plan of Apt protection zone.

Rwy 06/24 and Rwy 02/20 do not make turns outside the turning area unless authorized and avoid turning on aircraft axis.

Filing flight plans and updates via Tel, Mon-Fri: 0900-1600Z, excluding holidays.

Prohibited presentation of flight plans and its updates via telephone directly to ATC for Acft departing SBBE.

Rwy 02/20 preferential use for turboprop and piston Acft.

Rwy 06/24 preferential use for jet Acft.

Engine run up prohibited at the parking area in front of the Twr, AD AIS unit Belem MET Office.

Day and night helicopter operations.

F-4, Jet A-1.

ABN. Fire 7.

Belem Novo see Porto Alegre

Belo Horizonte (Pampulha-Carlos Drummond De An)

2589' SBBH PLU -03:00 S19 51.1 W043 57.0

Apt Administration (31) 3490-2001; Fax (31) 3490-2155. apoc.plu@grupocr.com.br. ARO (31) 3490-2134. ATS (31) 3490-2142. Apt Man-

BRAZIL

ager sbbh@infraero.gov.br. Ground Services
(31) 3441-3477, (31) 3491-3263, (31)
3491-4878, (31) 3494-6517, (31) 7811-9145,
(31) 98522-2093, (31) 98713-3063, (31)
98950-3979, (31) 99178-6111, (31)
99335-2991.

13/31 7756' ASPHALT. PCN 44/F/B/X/T. MIRL.
H24. ATND SKD Petrobras - daily 0730-0100Z,
O/T O/R.; Shell, Jet - daily 0800-0200Z, O/T
O/R.

For General Aviation operations prior coordination
is required 2 hrs in advance via by filling
Yard Reservation and Acft Exemption Form via
website when:

- 1) Acft has never operated at the Apt in question managed by CCR Aeroportos,
- 2) Acft has international registration,
- 3) General Aviation Acft, which requires apron stand reservation.

APOC will send authorization to the register email. Schedule adjustments must be regularized up to 30 minutes before operation. In case of urgency coordination via email.

Bird concentrations in the vicinity of the Apt.
Ramps 1 and 2 not available for overnight to Acft related to flight training.

Only scheduled domestic passenger flights are allowed the maximum time of 40 min in the parking areas.

Twy at the edge of Apron 2 limited to Acft with maximum wingspan of 49 ft (15m).

Landing operations are prohibited for Acft with reference code 3 or 4 in Instrument Meteorological Conditions (IMC).

Operations of Acft with RCD number of AD 3 or 4 are allowed only in Visual Meteorological Conditions (VMC) according to Operational Safety Equivalent Level (NESO).

Apt can be used regularly by any Acft compatible with RCD 4C or lower.

Traffic Pattern:

Cat A, B Aircraft 3700' (1111')
Cat C Aircraft 4000' (1411')
Helicopters 3300' (711')
Filing of simplified flight plan over radio prohibited.

Flight plans for Acft departing from with the CTR or TMA should present flightplan before departure to either SBBH or SBCF AIS rooms. AFIL flight plans shall not be accepted by APP-Belo Horizonte. Acft with VFR PLN operating from AD without ATS unit and not intending to enter controlled airspace or ZIDA do not need to submit PLN, if they do not intend to use warning and flight information services.

Flight plans and its updates are accepted via Tel.

Acft engine start only on push-back when reaching the taxiway.

F-4, Jet A-1.

ABN. Fire 5 0900-0300Z.

Belo Horizonte (Tancredo Neves Intl) Apt of Entry

2721' SBCF CNF -03:00 S19 37.5 W043 58.3

Apt Administration (31) 3689-6800; contato@bh-airport.com.br. (31) 4009-5150, (31) 9970-3461; apoc@bh-airport.com.br, slot@bhairstrip.com.br. ARO (21) 2174-7500, (21) 2174-7510, 0800-282-6612.

16/34 11811' ASPHALT. PCN 75/F/B/W/T.
TODA 16 12795'. TODA 34 16404'. MIRL.
HIALS 16.

Rwy 16 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

CAUTION: Do not confuse Apt with Lagoa Santa Apt (SBLS) to the right when on approach to Rwy 34.

General Aviation Aircraft that will operate in SBCF as destination Apt, must request prior landing authorization via electronic form on Apt

BRAZIL

Website 1 hour in advance. For more information contact APOC via email.

Non-Regular Airline Companies that will operate in SBCF must send a Slot request in SMA IATA format via email, at least 48 hrs before the date of its operation. To request a slot with a time equal to or less than 48 hrs, the message requesting a slot in the SMA IATA format must be sent to APOC email. The approval of the Non-Regular Aircraft Restoration Request will be sent via the Slot approval message in the SMA IATA format. In case of doubt, contact the Airport Operations Center (APOC) by email.

Birds in vicinity of Apt.

Apt restriction to Acft classes and types: Acft w/o radio equipment, gliders, Acft w/o transponder or failure of transponder, powered ultralights and experimental Acft flights.

Air services restriction: object launching or pulverizing, Acft pushback ops, parachute launching, acrobatic flt.

The AD can be used regularly by any compatible Acft with RCD 4E or lower.

Non Radio equipped aircraft operation prohibited.

IFR training flights, TGL, ANAC check and other FLT that may interfere with arrival and departure procedures at the AD are prohibited
MON TIL FRI 0000-0059Z, 0900-1500Z, 1800-2359Z, SAT 0000-0300Z, 0900-1500Z, SUN 0000-0059Z, 2100-2359Z . During other hours, such OPS are allowed only with prior authorization from the respective ATS unit.

Twy Foxtrot (between Twy Alfa and Apron 1) allowed for Acft with Max 118' (36 m) wingspan.

Flight plans and notifications accepted via Tel.

For Acft with wingspan less than or equal to 49' (14.99 m) only with a piston engine, it is allowed to exit parking positions 216 to 225, even with the adjacent position occupied with a 180 degree turn to the left of the pilot's sight.

Acft must have the ability to exit the parking position via lead-out.

For Acft with a wingspan of 49' (15 m) and less than 56' (17 m) with a piston engine only, it is allowed to leave the parking position 216 to 224 with a 180 degree turn to the left of the pilot's sight, mandatorily with the free adjacent position. Acft must have the ability to exit the parking position via lead-out.

For Acft with a wingspan of 56' (17 m) or more, with a piston or jet engine, the use of a tractor-push-back is mandatory to exit any parking position.

All models of Acft with jet engine, it is mandatory to use push-back to exit any parking position.

For Acft model CESSNA 208 - Caravan, it is allowed to leave the parking position 216 to 225 with a turn to the left even with the adjacent position occupied. Acft must have the ability to exit the parking position via lead-out.

180° turns by aircraft type Fokker 100, Boeing 737, or greater, only on THR.

Twy Fox 2 (between Twy Alfa and Apron 1) Acft with max wingspan of 118' (36 m) are allowed.

Jet A-1.

ABN. Fire 9.

Blumenau

59' SSBL BNU -03:00 S26 50.0 W049 05.6

18/36 3543' ASPHALT. PCN 17/F/C/Y/U.

SR-SS.

Be alert for Acft and gliders flight training in vicinity of airport.

Fixed and rotary wing Acft should perform traffic circuit at 1500' MSL only by sector E of Apt due to obstacle.

Boa Vista (Atlas Brazil Cantanhede Intl) Apt of Entry

276' SBBV BVB -04:00 N02 50.5 W060 41.5

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Apt Administration (95) 3198-0119; institucional@vinci-airports.com.br. (95) 3198-0119; apoc.plu@grupocr.com.br, cco.boavista@vinci-airports.com.br. ARO (92) 3652-5489, (95) 3194-1143. Ground Services (95) 98123-0111; eduardo@pioneerobr.com.br.

08/26 8858' ASPHALT. PCN 38/F/A/X/T. MIRL. MIALS 08.

H24. ATND SKD H24. Customs: Mon-Fri 1200-1600Z, 1800-2200Z. Except Holidays.

Night VFR Ops authorized only for Acft taking off and landing at SBBV.

General Aviation Aircraft will request prior authorization 2 hrs in advance via electronic form on Apt Website. If Airport Operations Center (APOC) will request any correction, information should be updated maximum 30 min before operation, otherwise request will be canceled. For more information contact APOC via email.

Turnaround of 180 Deg is not necessary for Acft at thresholds due to work in progress to build Twy for Acft rolling.

Traffic circuit S sector unserviceable for rotor wing Acft.

Jet fuel on the ramp H24 for civilian Acft and SR-SS for military Acft. Other times O/R.

Flight plan and its updates can be filled by Tel. Minimum altitudes in traffic circuit are

- for propeller Acft: 1300',
- for jetAcft: 1800',
- for Helicopters: 1100'.

F-4, J.

ABN. Fire 6.

Boca Do Acre (Novo Campo)

394' SWNK -05:00 S08 50.1 W067 18.7

Apt Administration (68) 3211-1007.

18/36 5249' ASPHALT. PCN 19/F/C/Y/U. 1200-2000Z O/T O/R.

Landing operations prohibited.

Bom Jesus (Bom Jesus Do Gurgueia)

1109' SNGG -03:00 S09 03.6 W044 22.1

16/34 3937' ASPHALT. PCN 9/F/C/Y/U. SR-SS.

Bom Jesus Da Lapa

1453' SBLP LAZ -03:00 S13 15.7 W043 24.4

18/36 3973' ASPHALT. PCN 9/F/C/Y/U. TORA 18 3484'. TORA 36 3645'. LDA 18 3645'. LDA 36 3484'. TODA 18 3484'. TODA 36 3645'. SR-SS.

Rwy 18, first 328' (100 m) not available for landing and the last 489' (149 m) not available for take-off.

Rwy 36, first 489' (149m) not available for landing and the last 328' (100 m) not available for take-off.

Bom Jesus Do Gurgueia see Bom Jesus

Bonito

1096' SBDB BYO -04:00 S21 14.8 W056 27.1

Apt Administration (67) 1030-2030, (67) 3255-3222, (67) 99221-4453; fiscaldeparto.sbdb@gmail.com, supervisao.sbdb@seinfra.ms.gov.br. (67) 3255-1264, (67) 3255-4666. ATS (67) 3255-1264. Ground Services (67) 9971-6797.

18/36 6562' ASPHALT. PCN 48/F/A/X/T. RL.

Rwy 36 Right-Hand Circuit.

General aviation parking must be coordinated via Tel or email with Apt admin 24hrs PNR.

Birds in vicinity of Apt and in the movement area.

Apt can be regularly used by any Acft compatible with RCD 3C or lower.

Traffic circuits shall be performed to the East of the Apt.

F-4, J.

ABN. Fire 5 O/R via Tel.

BRAZIL

Borba	Fax (61) 3214-6580; cco@inframerica.aero.
295' SWBR RBB -04:00 S04 24.5 W059 35.9	ARO (21) 2101-6680, (21) 2174-7500, (21) 2174-7510, 0800-282-6612.
12/30 3937' ASPHALT. PCN 8/F/C/Y/U. SR-SS.	11L/29R 10499' ASPHALT. PCN 76/F/B/X/T. TORA 11L 10007'. LDA 11L 10007'. LDA 29R 10007'. ASDA 11L 10007'. RL. HIALS. Rwy 29R Right-Hand Circuit.
Botucatu	11R/29L 10827' ASPHALT. PCN 68/F/B/W/T. TORA 11R 10335'. LDA 11R 10335'. LDA 29L 10335'. ASDA 11R 10335'. RL. HIALS. H24. ATND SKD H24. Customs: H24. CAUTION: Birds in vicinity of Apt.
3012' SDBK QCJ -03:00 S22 56.2 W048 28.0	CAUTION: Operate with caution due to limited visibility from Twr to Twy LIMA 2, LIMA 3, LIMA 7, LIMA 8, TANGO, KILO between LIMA 4 and HOTEL, KILO between LIMA 7 and UNIFORM, ROMEO between LIMA 2 and LIMA 4, ROMEO between LIMA 7 and UNIFORM, HOTEL between GOLF and NOVEMBER, HOTEL between PAPA and BRAVO, QUEBEC between positions 55 to 66. General aviation parking at apron 02 and 03 PPR to Operational Control Center via email, for more info via tel. Use of towbar is mandatory to exit. Max time on the ground: 4 hrs for Intl flights and 3 hrs for domestic flights. General aviation ANVs including Air Taxi and airline companies performing charter flights must coordinate operations in advance with Operational Control Center via email or tel to inform about duration of stay and required handling services in accordance to minimum deadlines: Acft code A and B 6 hrs PNR, Codes C, D and E 24 hrs PNR. Authorizations only granted after confirmation from contracted handling company. Use of tow bar to leave the position is mandatory. Performance of any other activities must be confirmed by Operational Control Center via email or via tel. Only Acft that can maintain final approach speed of 120 kts can operate between periods 1100-1400Z, 2100-0000Z.
Apt Administration (14) 3811-1538. Ground Services On Call (14) 3811-1538.	
01/19 4921' ASPHALT. PCN 40/F/A/X/T. RL. ATND SKD 1000-2000Z O/T O/R. F-4, Jet A-1. ABN.	
Braganca Paulista (Arthur Siqueira)	
2930' SBBP -03:00 S22 58.7 W046 32.2	
Apt Administration (11) 4034-7610. ATS (11) 4034-7612.	
16/34 3937' ASPHALT. PCN 16/F/B/X/T. RL. Rwy 34 Right-Hand Circuit.	
1100-2100Z. O/T O/R. ATND SKD Mon-Fri 1000-2200Z; Sat-Sun 1000-2100Z.	
Compulsory entry to the traffic circuit through the BOCAINA and GUARIPOCABA gates. INSTRUCAO and FERNAO DIAS gates only for exit.	
Training flights should use the traffic circuit in east sector.	
Minimum altitudes in the traffic circuit: 4000' for airplanes Cat A, B, C, 3600' for helicopters.	
F-4, J. ABN.	
Brasilia (PRES Juscelino Kubitschek Intl)	
Apt of Entry	
3498' SBBR BSB -03:00 S15 52.3 W047 55.1	
Apt Administration (61) 3214-6041, (61) 3214-6069, (61) 3214-6076, (61) 3214-6585;	

BRAZIL

Twy LIMA 4, LIMA 5, LIMA 6, LIMA 8 and Romeo between LIMA 3 and LIMA 7 maximum wingspan 118' (36 m).

PNR for general aviation Acft.

Preferential parking for general aviation small Acft of up to 12,566.33lbs (5,700kg) at apron 02. When full, parking at apron 01 or apron 03 may be allowed.

General aviation Acft destined to apron 02 must use Twy at apron 02 (Positions 52 to 61). During the night period, operate with caution due to lighted apron. However, without markings.

Acft B767, EA-30, DC-10, MD-11, B747, B707 and B727, for entrance to and exit from apron, use Twy JULIET.

Twy QQ, day and night operations are responsibility of the Acft operator.

Acft with wingspan above 66' (20 m), destined to General Aviation Hangars, access by Twy QUEBEC QUEBEC authorized, only towed and completely parked at the interior of the hangar. INFRAMERICA inspector attendance is mandatory.

Before entering Twy Quebec from Twy Quebec Quebec it is mandatory to contact Twr INFO AIRCRAFT positioning. Taxi of Acft with wingspan of up to 66' (20 m) is allowed.

NOISE ABATEMENT PROCEDURES:

Noise abatement for jet Acft irrespective of weight and for propeller and turboprop Acft with MTOM of or above 24,251lbs (11,000kg).

Departure operations from Rwy 11L will be authorized only for Acft that comply with noise limits requirements established, except when Rwy 11R is unavailable for departure operations. The pilot in command of Acft that do not comply with the mentioned noise limits shall inform the BRASILIA-CLEARANCE, 15 minutes prior of the EOBT.

The departure operation that do not comply with the noise limits will be subject to the arrival flow in Rwy 11R.

Use of the Rwy system during the night period:

Between 0100-0900Z, when the Rwy system in use is 11R/11L, departure operations will be carried out from Rwy 11R, except when this Rwy is unavailable.

Engine runups should take place with coordination on Twy Tango between Twr and INFRAMERICA.

Two way radio required.

Acft engine runups should preferably occur on Twy T under Brasilia Twr coordination with INFRAMERICA.

Prohibited local flight within traffic pattern, IFR procedures training, touch & go landings and other types of training that interfere with the movement of the AD, 0800-1500Z and 2100-0100Z.

Parking operations according to the following: Apron 06 parking for general aviation and exec Acft up to 12 tons and a wingspan of 52' (16m).

Apron 04 destined for Acft up to 25 tons.

Acft destined to apron 06 must use apron 05 Twy operates reflective markings.

Acft destined to gen aviation hangars using Twy QQ must contact Twr. Acft with wingspan above 66' (20m) must be towed and completely parked inside hangars.

Frontal way to the hangars between Twy Quebec and patio 06 isn't a homologated Twy, operations during day & night are responsibility of the operator.

Parking of small Acft on apron 01 is forbidden from 1330-1530LT (1630-1830Z) and 1930-2130LT (1630-1830Z).

Fixed wing aircraft that need to turn engine in slow running to check the equipment and calibrate the compass must do it at Kilo Twy and Mike Twy intersection, without restrictions to

BRAZIL

the schedule, in coordination with Brasilia Twr and SBBR administration.

Rotating wing Acft must make previous contact with SBBR administration and Brasilia Twr for engine check and test.

AFIL flight plans will not be accepted Brasilia APP. Acft with VFR PLN operating from airport and not intending to enter controlled airspace or ZIDA do not need to submit PLN if they do not intend to use warning and flight information services.

Departure noise abatement procedures in effect for Acft not meeting Stage 3 and 4 requirements.

Only not noisy Acft authorized for Rwy 11L take-off. Noisy Acft must contact Traffic Brasilia 15min before estimated off-block time. Acft exceeding noiselimits will be subjected to APP stream to Rwy 11R, between 0100-0900 when Rwy 11L and 11R are in use for take-off operations excluding when Rwy 11R is unavailable.

Acft must submit flight plan before taking off if within the TMA or CTR boundary.

Acft must file flight plan to any AIS office before entering TMA or CTR Brasilia before departure or file a simple flight plan to Brasilia AIS office.

F-4, Jet A-1.

ABN. Fire 9.

Brasilio Marques see Palotina**Breves**

98' SNVS BVS -03:00 S01 38.2 W050 26.6

07/25 5249' ASPHALT. PCN 27/F/B/X/T.

SR-SS.

AD will not accept Flight Plan via ACC-AMAZONICO for ACFT from /to SNVS. Mandatory submission of Flight Plan before take-off from/to SNVS via internet (SEE AIC 09/2016), by telephone, or at any (ROTAER or AIP-BRAZIL) credited office situated in the AMAZONICA FIR, or even personally at any AIS office.

BRIG Araripe Macedo see Luzania

BRIG Firmino Ayres see Patos

Brig Lysias A Rodrigues see Carolina

BRIG Nero Moura see Cachoeira Do Sul

Brig. Eduardo Gomes see Nova Mutum

Brigadeiro Antonio Cabral see Divinopolis

Brigadeiro Lysias Rodrigues see Palmas

Brigadeiro Protasio de Oliveira see Belem

Buriti Alegre

2847' SWBA -03:00 S18 07.5 W049 02.6

16/34 3937' GRAVEL. PCN 8/F/C/Y/U.

Buritirama

1637' SNTQ -03:00 S10 43.3 W043 39.2

11/29 3661' ASPHALT. AUW-13/0.5000 MPa. SR-SS.

Cabo Frio (Cabo Frio Intl)

23' SBCB CFB -03:00 S22 55.2 W042 04.3
Apt Administration (22) 2647-9500, (22)
2647-9531, (22) 2647-9540, (22) 2647-9567;
Fax (22) 2647-9528. (22) 2647-2399, (22)
2647-9512, (22) 2647-9555, Customs: (22)
2647-9514, Customs: (22) 2647-9543, Cus-
toms: (22) 2647-9548, Immigration: (22)
2647-9536; epta@cabofrioairport.com.br,
opr@cabofrioairport.com.br. ARO (22)
2648-4487. ATS (22) 2647-9512, (22)
2647-9555. Ground Services (22) 2647-9512,
(22) 2647-9533, (22) 2647-9557.

10/28 8366' ASPHALT. PCN 76/F/C/X/T. TORA
10 8071'. TORA 28 8071'. LDA 10 7776'. LDA
28 7776'. ASDA 10 8071'. ASDA 28 8071'.
MIRL.

0900-2100Z. O/T O/R via Tel. ATND SKD
0900-2100Z. O/T O/R via Tel. Customs.

Birds in vicinity of airport.

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Airport authorized for international air traffic, International flight requests must be sent to the Civil Aviation Department. For international flights landings and take offs should be reported minimum 24 hours in advance via Tel.

180 Deg turn prohibited for medium and large aircraft, except in the turn around areas of the thresholds.

F-4, Jet A-1.

ABN. Fire 7.

Cacador

3376' SBCD -03:00 S26 47.4 W050 56.4

(49) 3563-6316, (49) 99163-2626. Ground Services (49) 99921-5213.

02/20 5331' ASPHALT. PCN 25/F/A/X/T. RL.

ATND SKD Mon-Fri, 1100-1500Z, 1700-2100Z. O/T O/R.

F-4, J.

ABN.

Cacapava Do Sul

1365' SSWS -03:00 S30 33.0 W053 27.5

09/27 3281' SOIL. AUW-10/0.5000 MPa.

SR - SS.

Cacequi (Saica)

285' SSCQ Mil. -03:00 S29 54.0 W054 56.7

02/20 4921' ASPHALT. PCN 35/F/C/Y/T. RL.

PPR for all operations from base commander.

ABN.

Caceres

495' SWKC CCX -04:00 S16 02.6 W057
37.8

17/35 6070' ASPHALT. PCN 30/F/A/X/T. Rwy 17 Takeoff not allowed. Rwy 35 Landing not allowed.

ATND SKD 0930-2000Z.

Rwy 17/35 closed to Acft of performance and dimensions greater than ATR 72.

Traffic pattern to the West of the AD.

Flight plans must be presented in person, via telephone or fax to accredited AIS office in Amazonica FIR.

F-4, J.

Cachoeira Do Sul (BRIG Nero Moura)

253' SSKS QDB -03:00 S30 00.1 W052 56.4

12/30 3346' ASPHALT. PCN 10/F/B/Y/T.

SR-SS.

Cachoeiro Do Itapemirim

256' SNKI QXD -03:00 S20 50.1 W041 11.2

Apt Administration (28) 98804-2970, (28) 99926-3266, (28) 3155-5420, (28) 99927-2356.

06/24 3937' ASPHALT. PCN 14/F/C/Y/T. RL.

ACFT operations between SS/SR PPR before 1800Z via tel.

ABN.

Cacoal

817' SSKW OAL -04:00 S11 29.7 W061
27.0

ATS (69) 3441-0390, (69) 3441-4630, (69) 3441-4641, (69) 99242-7490.

17/35 6890' ASPHALT. PCN 31/F/A/X/T. RL.

F-4, J.

ABN.

Cacule

2172' SDLK -03:00 S14 28.9 W042 15.9

13/31 3937' ASPHALT. PCN 8/F/B/Y/U.

SR-SS.

Landing of fixed-wing (turbojet) ACFTs prohibited.

Caetite

3202' SNIE -03:00 S14 00.7 W042 29.6

09/27 4478' ASPHALT. PCN 12/F/C/Y/U.

SR-SS.

Landing operations prohibited.

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Caico

597' SNKK -03:00 S06 26.3 W037 04.7
(84) 98863-0645.

14/32 3215' ASPHALT. PCN 12/F/B/Y/U.

SR-SS.

Landing operations prohibited except for medical emergency or transport of values upon prior coordination with the Apt operator via tel.

Cajazeiras (Pedro Vieira Moreira)

1099' SJZA -03:00 S06 53.0 W038 36.9
Apt Administration (83) 99136-0365, (83)
99378-3671.

12/30 5249' ASPHALT. PCN 26/F/B/X/T. RL.

SS-SR, O/T O/R.

Landing operations prohibited for Acft with jet engine.

ABN.

Caldas Novas

2307' SBCN CLV -03:00 S17 43.5 W048
36.6

(64) 3454-1126; bruna.souza@socicam.com.br.
ATS (64) 3454-6802, (64) 99910-7684. Ground Services (64) 3453-2671.

09/27 6447' ASPHALT. PCN 35/F/A/X/T. RL.

1000-2100Z, O/T O/R 2 hrs in advance via Tel or email. ATND SKD 1000-2100Z.

Loading and unloading of passengers prohibited while engines are in operation.

To prevent damage to Rwy, authorization must be received by medium and large aircraft in order to perform 180 degree turns on the Rwy.

Flight plans will not be accepted by RDO CALDAS.

Compulsory visual references with Serra de Caldas (azimuth 268, distance 4NM from Thr 09) for Rwy 09 landing and Rwy 07 takeoff operations.

F-4, J.

ABN. Fire 5 1300-1900Z.

Camocim

46' SNWC CMC -03:00 S02 53.7 W040 51.5
(85) 3108-1090, (85) 98439-6493.

14/32 3937' ASPHALT. PCN 14/F/B/Y/U. RL.

Activation of night lighting and/or operational coordination must be requested 03 HR in advance via Tel.

ABN.

Campina Grande (PRES Joao Suassuna)

1647' SBKG CPV -03:00 S07 16.1 W035
53.7

(81) 98194-3699, (83) 3332- 9012; fiscalopera-
cao.sbkg@aenabrasil.com.br, irodri-
gues@aenabrasil.com.br. ATS (83) 3332-9026.
Ground Services (71) 99670-9061, (83)
3331-2583, (83) 98882-9839.

15/33 5249' ASPHALT. PCN 50/F/A/X/T. RL.

Birds in vicinity of airport.

Ramp limited to 11 Acft max. Category E available. General Aviation Acft with extended loading and unloading times will need prior authorization by telephone.

General aviation landing and takeoff operations 24 PPR with airport operations via Tel or email.

Mandatory turn around of medium and large Acft in Thr 15/33 areas.

F-4, J.

ABN. Fire 5.

Campina Verde

1804' SNCV -03:00 S19 32.3 W049 29.7

14/32 3281' DIRT. PCN 8/F/C/Y/U.

SR-SS.

Campinas (Amarais)

2008' SDAM CPQ -03:00 S22 51.5 W047
06.5

(19) 3746-7550.

16/34 5413' ASPHALT. PCN 25/F/A/X/T. TORA
16 4429'. TORA 34 4921'. LDA 16 4921'. LDA
34 4429'. TODA 16 4429'. TODA 34 4921'. RL.

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SR-SS, O/T O/R via Tel.

Rwy 34 closed at the first 1312' (400M) for landing and Rwy 16 the last 1312' (400 m) for takeoff due to obstacle at APP for Rwy 34.

Minimum altitude in the traffic circuit for Acft Cat A, B, C: 3300' and for helicopters: 2700'.

Observe operation of ultralight and gyrocopters in SW sector of Apt, authorized to perform helicopter circuit.

Flight training in the vicinity of the Apt.

Training flights are possible daily 1000-2000Z and are limited to 4 touch and go landings per Acft. Outside this hours, prior coordination is required via Operations Tel.

F-4, J.

ABN.

Campinas (Viracopos Intl) Apt of Entry

2170' SBKP VCP -03:00 S23 00.4 W047
08.1

Apt Administration (19) 3725-5000, (19) 3725-5001, (19) 3725-5375; Fax (19) 3725-5003, (19) 3725-5362, (19) 3725-5377; marcelo.mota@viracopos.com. (19) 3795-7686; operacoes.coa@viracopos.com. ARO (19) 3725-5049, (19) 3725-5050, (19) 3725-6620.

15/33 10630' ASPHALT. PCN 56/F/B/X/T. TORA 15 10335'. LDA 15 10335'. LDA 33 10335'. TODA 15 11122'. TODA 33 11122'. ASDA 15 10335'. HIRL. MIALS 15.

H24. ATND SKD H24. Customs: Mon-Fri 1100-2000Z, except on holidays. Other times, PPR 24hr.

CAUTION: Bird concentrations in the vicinity of the airport.

Caution due to possibility of unmanned hot air balloons occurring mainly in May, June, July and August.

Animals in the vicinity of Rwy mainly during SS-SR.

Noise abatement procedure for aircraft causing a noise level above that allowed are those that

do not comply with the limits included in the Chapter 3, Annex 16, ICAO, and also those included in the AIP MAP.

Acft landing on Rwy 33 are prohibited from entering Twy A.

Restriction to Acft classes and types: Acft w/o radio equipment, gliders, Acft w/o transponder or transponder inop, ultralights.

Restriction to air services: throwing objects or spraying, Acft pushback operations, parachute launching, acrobatic flight.

GA Acft operations only with authorization. Use of tow bar mandatory with max stay of 3 hrs. Contact operations via Tel or email.

The airport can be used regularly by any compatible Acfts with category 4E or lower. B 747-8 operations are permitted.

Acft engine start on ramp 2 only in center of Taxiway and from positions 1 and 2.

GA Acft operations on Intl flights only with 1 hrs PNR.

Training flights prohibited daily 0800-1300Z, 1400-1800Z and 1900-0200Z.

Aircraft departing SBKP are forbidden to file a Simple Flight Plan via radio.

Prohibited presenting flight plans via radio telephony.

Flight training is subject to coordination and prior authorization from AIS via Tel. Coordination and authorization for IFR flight training must be made by the APP Sao Paulo Tel: (11)2112-3421 and (11) 2112-3422.

Training flight is prohibited daily 0800-1300Z, 1400-1800Z, 1900-0200Z.

Pilot shall contact Clearance Delivery or perform Request for Departure Clearance Downlink to request Departure Clearance no more than 15 minutes prior to EOBT.

In weather conditions with tail wind component not greater than 6 knots, Rwy 15 will be preferred Rwy. Such Rwy will normally be used in

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preference to the Rwy 33, provided that the Rwy surface is dry.

When the Rwy 15 is in use with tail wind component, pilots requesting authorization to use the Rwy 33 must consider that their arrival or take-off may be delayed.

Pilots shall adjust landings and take-off to ensure Minimum Runway Occupancy Time.

Mandatory use of push-back system at aprons exits, exceptions will be handled with AD.

Jet A-1.

ABN. Fire 10.

Campo Belo

3182' SNCA -03:00 S20 53.5 W045 20.1

10/28 4659' ASPHALT. PCN 25/F/A/X/T.

SR-SS.

Campo de Marte see Sao Paulo**Campo de Provas Brig. Veloso see Guaranta do Norte****Campo Delio Jardim de Mattos see Rio De Janeiro****Campo Do Meio**

2559' SNCE -03:00 S21 06.4 W045 48.3

10/28 3281' CLAY. PCN 8/F/C/Y/U.

SR-SS.

Campo Fontenelle see Pirassununga**Campo Grande (Campo Grande Intl) Apt of Entry**

1834' SBCG CGR -04:00 S20 28.2 W054
40.2

Apt Administration (67) 3368-6000, (67) 3368-6029, (67) 3368-6035; Fax (67) 3368-6116. (41) 3251-5462, (67) 3314-7521, (67) 3368- 3188, (67) 3368-3187. ARO (21) 2174-7510, (67) 3368-3363, (67) 3368-6041.

06/24 8530' ASPHALT. PCN 48/F/B/X/T. HIRL. MIALS 06.

H24 ATND SKD H24. Customs: Mon-Fri 1000-2200Z.

Caution: Birds in vicinity of airport.

Prior authorization required for General Civil Aviation available parking at least 2 hours before landing by airport administration via telephone.

Taxiing of aircraft E-130(Hercules) on civilian ramp only with prior coordination with the AD.

The following Acft/Operations are restricted: Acft without radio equipment, gliders, Acft without transponder or failure of this equipment, flight of powered ultralights, object launching or spraying, Acft pushback operations, parachute jumping, acrobatic flight.

AD can be regularly used by any Acft compatible with RCD 4C or lower.

Prohibited transmission of Flight Plan via tel to Twr from Acft departing SBCG,except Acft expected in the AD emergency plan.

Flight plan or notification shall not be received by Campo Grande App when Acft is taking off from AD located in Campo Grande TMA. They must be submitted to the Campo Grande AIS office by Tel.

VFR Acft taking off Rwy 06 are prohibited from turning right before crossing Rwy 24.

Minimum altitudes in traffic circuit for Acft CAT A, B, C: 2900', for Acft CAT D, E: 3400', for peel-off: 3400', for helicopters: 2400'.

F-4, Jet A-1.

ABN. Fire 7.

Campo Grande (Santa Maria)

2028' SSKG -04:00 S20 30.3 W054 31.5

On Call (67) 3318-5544, (67) 99224-0473, (67) 99885-5892.

06/24 4921' ASPHALT. AUW-12/0.5000 MPa. RL.

Traffic pattern should take place in the NW sector of Apt due to traffic from nearby Apt.

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Night lighting is available O/R minimum 1 hr in advance via Operations Tel.

Minimum altitudes in traffic circuit for Acft CAT A, B, C: 3000'; for helicopters: 2800'.

F-4.

ABN.

Campo Grande (Teruel Ipanema Estancia)

1732' SSIE -04:00 S20 36.2 W054 35.7

06/24 4921' ASPHALT. AUW-13/0.5000 MPa.

ATND SKD SR-SS.

Minimum altitudes in traffic circuit for Acft CAT A, B: 2800'; for Acft CAT C: 2900'; for helicopters: 2300'.

F-4, J.

Campo Marechal Marcio de Souza e Mello see Anapolis**Campo Mourao**

1883' SSKM -03:00 S24 00.1 W052 21.4

(44) 3525-7073.

02/20 4495' ASPHALT. PCN 14/F/C/Y/U. RL.

Rwy 20 first 591' (180 m) closed for landing, Rwy 02 last 591' (180 m) closed for take off.

Acft destined for Apt must coordinate 1 hr in advance via Operations.

Lighting is available minimum 60 min in advance via Operations Tel.

Traffic circuit should be proceeded at 600' due to obstacles.

ABN.

Campo Nossa Senhora De Fatima see Canoas**Campo Novo Do Parecis (Gelindo Stefanuto)**

1946' SI68 -04:00 S13 43.9 W057 53.5

02/20 5249' ASPHALT. PCN 13/F/C/Y/T.

SR - SS.

Landing operations for jet Acft prohibited.

Campos Belos

2264' SWCB -03:00 S13 00.4 W046 42.6

18/36 3937' ASPHALT. AUW-6/0.5000 MPa. SR-SS.

Campos Dos Goytacazes (Bartolomeu Lisandro)

57' SBCP CAW -03:00 S21 42.1 W041 18.5

Apt Administration (22) 2726-6400; Fax (22) 2733-1531; sbcp@infraero.gov.br. (22) 2726-6427, (22) 2733-5016, (22) 2733-5022, (22) 2735-4010 Ext 200, (22) 2735-4010 Ext 206.

07/25 5066' ASPHALT. PCN 29/F/A/X/T. MIRL.

0915-0200Z. ATND SKD 0900-2330Z.

Birds in the vicinity of airport.

Maximum period of stay for general aviation aircraft is 1 hour.

After 2100Z, general aviation Acft and not regular should inquire about apron capacity in advance with Apt operations center, via Tel.

TwyAlpha operational only first 1050' (320 m) from Thr 07.

F-4, Jet A-1.

ABN. Fire 3 0900-2100Z.

Campos Sales

2018' SNCS -03:00 S07 03.1 W040 21.5

(85) 3108-1091, (85) 98439-6641.

11/29 3937' ASPHALT. PCN 17/F/A/X/T. RL.

Activation of night lighting and/or operational coordination must be requested 03 HR in advance via Tel.

ABN.

Canavieiras (Socrates Rezende)

20' SNED -03:00 S15 40.0 W038 57.3

On Call (71) 3115-2369, (71) 98791-7009.

14/32 4396' ASPHALT. AUW-13/0.5000 MPa.

SR - SS.

BRAZIL

Landing operations prohibited, except emergency medical transport or value cargo, after previous coordination with Apt Operations via Tel.

Canela

2746' SSCN QCN -03:00 S29 22.2 W050
49.9

(54) 3278-1106, (54) 99270-0699. ATS (51)
3371-4011. Ground Services (54) 3282-1332,
(54) 99672-7891.

06/24 4134' ASPHALT. PCN 21/F/B/Y/T. RL.

ATND SKD 1130-2100Z.

Compulsory contact App Porto Alegre 120.00 MHz or 119.00 MHz before take-off for entry into Controlled Airspace. If contact is not possible, establish communication via Tel.

Night operations available O/R between 1130-2000Z via Tel. The pilot must inform airport operations of estimated arrival/departure time.

F-4, J.

ABN.

Cangapara see Floriano**Canoa Quebrada Dragao Do Mar Regl see****Aracati****Canoas (Campo Nossa Senhora De Fatima)**

26' SBCO Mil. -03:00 S29 56.7 W051 08.6
ATS (51) 3462-5104, (51) 3462-5392, (51)
3462-5394, (51) 3462-5397.

13/31 9026' ASPHALT. PCN 46/F/C/X/U.
ASDA 13 10174'. ASDA 31 10174'. RL. MIALS
13.

Rwy 31 Right-Hand Circuit.

Use of this air base by civil users is by prior permission only from the aeronautical authority.

Birds in vicinity of airport.

Twy Charlie closed due to asphalt degradation.

Rwy 13/31 stopways are equipped with barriers for jet aircraft which are actionable by the Tower

and have operating limits that allow for aircraft up to 34,987 lbs (15,870 Kg) and speeds up to 190 knots, or aircraft up to 56218 lbs (25,500 Kg) with a speed up to 135 knots.

Minimum altitudes in traffic circuit are: for jet Acft 1500', for propeller Acft 1100', for helicopters 600'.

J.

ABN. Fire 6.

Capao Bonito

2342' SDCA -03:00 S24 02.0 W048 21.4
(15) 3542-1507, (15) 3543-9913, (15)
99702-2333.

16/34 3527' ASPHALT. PCN 10/F/C/Y/U.
SR-SS.

Landing operations are prohibited, excluding emergency medical operations and transport of goods. Prior coordination required via Tel.

CAPT Joao Busse see Apucarana**Caracarai**

184' SBQI Mil. -04:00 N01 50.6 W061 07.3
04/22 8202' ASPHALT. PCN 36/F/A/X/T.
SR-SS.

Carajas see Parauapebas**Caratinga**

2067' QTL -03:00 S19 43.5 W042 06.6
01/19 3543' ASPHALT. AUW-11.
Rwy 19 Right-Hand Circuit.
ATND SKD SR-SS.

Caratinga see Ubaporanga**Carauari**

354' SWCA CAF -04:00 S04 52.3 W066
53.8
04/22 5463' ASPHALT. PCN 12/F/C/Y/T.
SR-SS. ATND SKD 1000-2200Z.
Birds in vicinity of airport.

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F-4, J.	Birds in the vicinity of Apt.
Caravelas	Casa Branca (Casa Branca Mun)
37' SSCV -03:00 S17 39.0 W039 15.3	2336' SSCB -03:00 S21 47.3 W047 03.3
06/24 5020' ASPHALT. PCN 32/F/C/X/U.	09/27 3786' SOIL. AUW-13/0.5000 MPa.
18/36 3773' ASPHALT. PCN 32/F/C/X/U.	SR-SS.
SR-SS.	Landing operations prohibited for turbojet civil Acft.
Carazinho	Casa Nova
1936' SSKZ QRE -03:00 S28 19.3 W052	1329' SDFX -03:00 S09 09.4 W040 56.2
49.0	(71) 98791-7009, (81) 3184-2612, (81) 3184-2616.
Apt Administration (54) 3331-2921, (54) 98434-7871; aerocarazinho@hotmail.com.	12/30 3704' ASPHALT. PCN 10/F/B/Y/U.
11/29 5118' ASPHALT. PCN 12/F/B/Y/T. RL.	SR-SS.
ATND SKD SR-SS.	Landing operations prohibited for fixed wing Acft, except for medical emergency or transport of values, which must be carried out by prior coordination via Apt Operations Tel.
Parking for general aviation Acft with prior authorization from Apt Administration via Tel or email.	
Night lighting O/R minimum 24 hr in advance via Apt Administration Tel or email.	
Flight training in vicinity of Apt.	
F-4.	
ABN.	
Carolina (Brig Lysias A Rodrigues)	Cascavel (Coronel Adalberto Mendes Da Si)
564' SBCI CLN -03:00 S07 19.2 W047 27.5	2490' SBCA CAC -03:00 S25 00.1 W053
Ground Services (99) 3531-2302.	30.1
11/29 5906' ASPHALT. PCN 18/F/C/Y/U. LDA 29 5381'. TODA 11 5676'. RL.	(45) 3228-2418. Ground Services (45) 3228-2662.
ATND SKD Mon-Sat, 1000-2000Z. O/T O/R.	15/33 5810' ASPHALT. PCN 48/F/B/X/T. RL.
Birds in vicinity of airport.	ATND SKD 1100-2100Z, O/R via TEL during office hours.
F-4, J.	Caution: Birds and animals in vicinity of Apt.
ABN.	Observed ultralight operations in N and NE sectors of Apt, approximately 4.5NM, heading 015 Deg.
Caruaru	Rwy 15/33 authorize 180 Deg turn for EMBRAER (E190) type Acft or larger only in Thr area.
1890' SNRU CAU -03:00 S08 17.1 W036 00.6	Traffic circuit authorized only in SW sector of Apt.
13/31 5906' ASPHALT. PCN 30/F/A/X/U.	F-4, J.
SR-SS.	ABN. Fire 5.
Rwy 31 first 367' (112m) closed due to obstacle.	Cassilandia
	1578' SSCL -04:00 S19 08.8 W051 40.6

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Apt Administration (67) 98123-0766, (67) **09/27** 4921' ASPHALT. PCN 8/F/C/X/U. RL. 99938-9301.

SS-SR O/R via Tel between 1100-2000Z.

13/31 3547' ASPHALT. PCN 10/F/B/Y/T.

ABN.

Rwy 13 Right-Hand Circuit.

SR-SS.

Traffic pattern should be performed in the southwest sector of the airport.

Castro

3314' SSQT QAC -03:00 S24 48.4 W049 57.6

05/23 4659' DIRT. AUW-6/0.5000 MPa.

SR-SS.

Rwy 05 last 656' (200m) not available for departure and rwy 23 first 656' (200m) not available for landing due to obstacles.

Catalao

2631' SWKT -03:00 S18 13.0 W047 54.0

(64) 99901-1994. Ground Services (64) 3411-6057, (64) 9956-4653, (64) 9984-7142.

17/35 4987' ASPHALT. AUW-13/0.5000 MPa. RL.

ATND SKD 1030-2030Z. O/T O/R.

Landing operations of civil Acft with jet engines (turbojets) prohibited.

F-4, J.

ABN.

Cataratas Intl see Foz Do Iguacu**Catole Do Rocha (Jeronimo Sergio Rosado Maia)**

892' SIBU -03:00 S06 21.7 W037 45.3

(83) 99339-3532.

11/29 3281' ASPHALT. PCN 10/F/B/Y/U.

SR-SS.

Caxambu

2838' SNXB -03:00 S21 55.0 W044 58.2

On Call (35) 3341-7378, (35) 3341-9034, (35) 99949-0342, (35) 99986-7935.

Caxias Do Sul (Hugo Cantergiani)

2474' SBCX CXJ -03:00 S29 11.7 W051 11.4

(54) 3213-5915.

15/33 5479' ASPHALT. PCN 45/F/A/X/T. RL.

Birds in the vicinity of threshold Rwy 15. J.

ABN. Fire 5 1430-0000Z.

Cel Altino Machado see Governador Valadares**Centro de Lancamento de Alcantara see Alcantara****Ceres**

1962' SWCZ -03:00 S15 20.7 W049 36.3

(62) 3265-4101, (62) 3265-4141.

15/33 3937' ASPHALT. Rwy 15 Landing not allowed. Rwy 33 Takeoff not allowed.

Landing operations prohibited, excluding emergency medical operations or transport of goods PPR with Apt Operations via Tel.

Chafei Amsei see Barretos**Chapadao do Sul**

2680' SSCD -04:00 S18 50.3 W052 29.3

05/23 6562' ASPHALT. PCN 30/F/C/X/T. RL. ABN.

Chapeco (Serafin Enoss Bertaso)

2154' SBCH XAP -03:00 S27 08.0 W052 39.7

(49) 3324-6638. Ground Services (49) 3322-2294, (49) 98404-7084.

11/29 6768' ASPHALT. PCN 45/F/B/X/T. RL.

ATND SKD Mon-Fri 1000-2200Z, O/T O/R via Tel.

BRAZIL

Prohibited presentation of the Flight Plan via radiotelephony.	10/28 5249' ASPHALT. PCN 29/F/C/X/U. Flight plans are not accepted by radio. File plans on the internet, phone or byFAX. J.
F-4, J.	Colatina
ABN. Fire 6.	502' SNCX -03:00 S19 29.2 W040 34.8 Apt Administration (27) 99877-4110, (27) 99898-2656; aeroportocolatina@gmail.com.
Cianorte (Engenheiro Gastao de Mesquita) 1768' SSCT -03:00 S23 41.5 W052 38.5 04/22 3937' ASPHALT. AUW-13/0.6000 MPa. RL. ABN.	14/32 4265' ASPHALT. PCN 8/F/B/Y/T. RL. VFR NIGHT operations PPR and coordination Mon-Fri 1100-2000Z. Minimum ALT of traffic: 1500' AGL. ABN.
Cipo 732' SNIO -03:00 S11 07.5 W038 29.2 13/31 5118' ASPHALT. PCN 4/F/B/Y/U. TORA 13 4954'. TORA 31 4954'. LDA 13 4954'. LDA 31 4954'. TODA 13 4954'. TODA 31 4954'. ASDA 13 4954'. ASDA 31 4954'. SR-SS.	Comandante Ariston Pessoa see Cruz Commander Almir Mendes de Oliveira see Pedra Azul
Cirilo Queiroz see Almenara	Conceicao Do Araguaia 653' SBAA CDJ -03:00 S08 20.9 W049 18.2 08/26 5906' ASPHALT. PCN 47/F/C/X/U. ASDA 08 6115'. ASDA 26 5971'. RL. Birds in vicinity of airport. Rwy 08/26 landing operations for fixed wing turbojet civil Acft are prohibited. ABN. Fire N.
Claudio (Deputado Oswaldo Tolentino) 2690' SWUD -03:00 S20 26.7 W044 48.8 Apt Administration (37) 3381-4800. 12/30 3281' ASPHALT. PCN 15/F/B/Y/T. Landing operations of Acft with jet engine on Rwy 30 prohibited. Requests and info via Tel during business hours of the City Hall of Claudio. Traffic pattern must be to the South of the Apt due to natural and artificial obstacles.	Conceicao Do Mato Dentro 2192' SNKD -03:00 S19 01.1 W043 26.1 16/34 3150' ASPHALT. PCN 8/F/B/X/T. SR-SS. Rwy 16/34 closed for landing.
CMTE Antonio Amilton Beraldo see Ponta Grossa	Concordia (Olavo Cecco Rigon) 2464' SSCK CCI -03:00 S27 10.8 W052 03.1 Apt Administration (49) 99108-3422. 15/33 4856' ASPHALT. PCN 12/F/B/Y/U. RL. SR-2000 OT O/R via telephone. ABN.
Cmte Gustavo Kraemer see Bage	
CMTE Rolim Adolfo Amaro see Jundiai	
Coari 144' SWKO CIZ -04:00 S04 08.0 W063 07.9 Ground Services (97) 99155-1252.	

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Congonhas see Sao Paulo

Cornelio Procopio (Francisco Lacerda Junior)

1860' SSCP CKO -03:00 S23 09.1 W050
36.1

06/24 4593' ASPHALT. PCN 8/F/C/Y/U. Rwy 06 Takeoff not allowed. Rwy 24 Landing not allowed.

Landing on Rwy 24 and takeoff from Rwy 06 prohibited.

Coronel Adalberto Mendes Da Silva see Cascavel

Coronel Aviador Carlos Orleans Guimaraes see Fernandopolis

Correia Pinto (Planalto Serrano Regl)

2887' SNCP -03:00 S27 38.0 W050 21.5
cco@infracea.com.br. ATS (49) 3243-6704,
(61) 99929-8484.

09/27 5912' ASPHALT. PCN 57/F/B/X/T. TORA 27 5617'. LDA 09 5617'. LDA 27 5617'. ASDA 27 5617'. RL.

Night operations 24 hr PPR via email.

First 295' (90 m) of Rwy 09 is closed for landing and the last 295' (90 m) of Rwy 27 is closed for landing and takeoff. Rwy 27 landing operations prohibited for turbojet civil Acft.

AD can be regularly used by any Acft compatible with RCD 3C or below.

Training, aerobatics, aerial demonstrations or any other aerosport activities, published by NOTAM or in AIP in the FIZ region, must be temporarily suspended when SNCP operating IFR take-off and landing.

Landing and take-off operations at SNCP and SBLJ aerodromes when EPTA Correia Pinto is out of working hours must be carried out on the coordination frequency (FCA) 131.10MHz.

Night beacon available 30 minutes before landing and 30 minutes after take-off.

The flight plan authorizations and traffic coordination leaving and arriving at the SNCP and SBLJ airfields will be carried out by Radio Correia Pinto with the corresponding Sector of the ACC-CW.

ABN.

Corumba (Corumba Intl) Apt of Entry

463' SBCR CMG -04:00 S19 00.7 W057

40.3

Apt Administration (67) 3231-6455, (67) 3232-3023; Fax (67) 3231-5352; adaerocr@infraero.gov.br, sbcrprorroga-cao@infraero.gov.br. (67) 3231-5842, (67) 3234-6600, (67) 3234-6611. Ground Services (67) 3232-5615.

09/27 4921' ASPHALT. PCN 71/F/C/X/T. MIRL.

Rwy 27 Right-Hand Circuit.

1100-2100Z. ATND SKD 1100-2100Z. O/T O/R via Tel with minimum 1hr in advance and maximum service until 2300Z. Customs: Mon-Fri 1200-1500Z, 1700-2100Z.

Birds in vicinity of airport.

First 525' (160 m) of Rwy 09 closed.

AD available for operations with 24 hr PPR via email.

Refer to VAC for traffic pattern entry and exit.

Traffic Pattern altitude 1061'(600') helicopters north of airport only; 1761'(1300') fixed wing aircraft.

F-4, Jet A-1.

ABN. Fire 5 1100-2300Z.

Corumba (Forte Coimbra)

279' SSFK Mil. -04:00 S19 54.4 W057 46.8

Apt Operator (67) 231-2861.

04/22 3346' GRAVEL. AUW-12/0.5000 MPa.

SR-SS.

Civil aircraft operations only with previous authorization from the 18th frontier infantry brigade commander via tel.

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Traffic circuit only sector SE, with up to 1010' (308m), due to obst.

Costa Marques

554' SWCQ CQS -04:00 S12 25.3 W064
15.1
(69) 3216-5903.

01/19 4905' ASPHALT. PCN 8/F/B/X/T.

Landing operations of civil Acft with jet engines (turbojets) prohibited.

Costa Marques (Forte Principe Da Beira)

591' SWPB Mil. -04:00 S12 25.1 W064 25.1

17/35 4921' GRASS. PCN 8/F/C/Y/U.

SR-SS.

Costa Rica

2421' SDXJ -04:00 S18 29.5 W053 10.1

09/27 4265' ASPHALT. PCN 10/F/B/Y/T. LDA
27 3829'.
SR-SS.

Coxim

965' SSCI -04:00 S18 28.9 W054 42.9

02/20 4265' ASPHALT. PCN 13/F/A/X/T.

SR-SS.

Traffic circuit for helicopters restricted to E sector of Apt.

Crateus

1043' SNWS -03:00 S05 12.7 W040 42.2

(85) 3108-1087, (85) 98439-6590.

08/26 4921' ASPHALT. PCN 12/F/C/Y/U. RL.

Activation of the night beacon and/or operational coordination must be requested 03 HR in advance via Operations Tel.

ABN.

Criciuma (Forquilhinha-Criciuma)

92' SSIM CCM -03:00 S28 43.5 W049 25.3

Apt Administration (48) 3442-2097, (48) 98404-6239, (61) 3081-8484, (61) 99990-8484.
cco@infracea.com.br. Ground Services (48)

3437-7452, (48) 99612-7920, (48) 99627-7529;
mota@cruzeiroaviation.com.br, saldemir@cruzeiroaviation.com.br.

09/27 4882' ASPHALT. PCN 22/F/C/X/U.
ASDA 09 5013'. ASDA 27 5013'. RL.

ATND SKD 1100-2030Z, O/T O/R 1hr in advance.

Birds in vicinity of airport.

Night operations on request with 24 hr PNR via email.

Night lighting available 30 minutes before landing and 30 minutes after take-off.

F-4, J.

ABN.

Cristiano Ferreira Varella see Muriae**Cruz (Comandante Ariston Pessoa)**

89' SBJE -03:00 S02 54.4 W040 21.5

Apt Operator 85-2181-6215, 85-2181-6277,
88-98817-3228. Ground Services
(84)99831-0443, (88) 3660-1626, (88)
98143-3368.

08/26 7218' ASPHALT. PCN 62/F/B/W/T.
ASDA 08 7415'. ASDA 26 7415'. RL.

ATND SKD 0800-1200Z, 1300-1700Z O/T O/R.

Aircraft operations outside of normal Apt hrs, must contact Apt with a minimum 1 hr prior to Apt closing via Tel.

The AD can be used regularly by any Acft compatible with RCD 4D or lower.

Flight plan will not be accepted by Jericoacoara Radio.

J.

ABN. Fire 7 1500-2100Z.

Cruzeiro Do Sul (Cruzeiro Do Sul-Intl) Apt of Entry

636' SBCZ CZS -05:00 S07 36.0 W072 46.2

Apt Administration (68) 3311-1914, (68)
3311-1925, (68) 3311-1929; Fax (68)

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3322-3530; institucional@vinci-airports.com.br.
ATS (68) 3311-1928, (68) 3311-1939.

10/28 7874' ASPHALT. PCN 32/F/A/X/T. MIRL.
Sun, Wed, Fri 0300-0615Z, 1100-2300Z. Mon,
Tue, Thu, Sat 1100-2300Z. ATND SKD Mon &
Thu 0100-0700Z 1200-2359Z; Sun, Tue, Wed,
Fri, Sat 1200-2359Z. Customs: O/R with 10
days PNR.

Bird concentrations in the vicinity of the airport.
08 positions available for overnight Acft with
wingspan up to 39' (12 m).

For parking of aircraft with a wingspan greater
than 39' (12 m) 3 hr PPR with Airport Opera-
tions.

For noise abatement procedures, aircraft caus-
ing a noise level above the allowed limit are-
those which do not comply with the limits includ-
ed in Chapter 3 of ICAO Annex 16, and also
those included in the MAP Manual.

Occasionally engine run-ups, when necessary,
are allowed at the following places: remote
positions located in the parking area for general
aviation aircraft.

Apt limited to domestic flights.

Rwy 10/28 180 Deg turn around outside turn-
around area prohibited for Acft with wingspan
greater than 66' (20 m).

F-4, Jet A-1.

ABN. Fire 5.

Cuiaba (Marechal Rondon Intl) Apt of Entry
617' SBCY CGB -04:00 S15 39.0 W056
07.0

Apt Administration (65) 3614-2500; Fax (65)
3614-2575. (65) 3614-2549, (65) 3614-2570,
(65) 3682-0355, (65) 99804-3793. Ground
Services (65) 3682-1995.

17/35 7546' ASPHALT. PCN 56/F/B/X/T. RL.

H24. ATND SKD H24. Customs: O/R.

AD Avbl only Intl Ops of cargo after previous
authorization and coordination with local airport

administration at least 48 hr before landing or
takeoff.

Nonscheduled Acft Dest to the general aviation
apron, and planned to remain longer than the
time for embarking/disembarking procedures
must require authorization 2 hr in advance
before landing to the airport Operation Center
by telephone.

Bird activity in vicinity of the airport.

AD closed for Intl Ops with Pax.

Overflight and transit Auth issuing for civil for-
eign Acft on private non -commercial flights
services Mon-Fri: 1230-2230Z.

Twy Foxtrot available for daytime operations.

Acft removal capacity, with a maximum wing-
span of 55' (16.8 M) and 15432 lb (7000 kg)
under the responsibility of Apt Operations. 24 hr
activation via Tel.

180 Deg Turn-Around of medium and large air-
craft not permitted in Rwy 17/35, turns authorized
only at Thr.

Filing of abbreviated flight plan via radioteleph-
ony is prohibited, except Acft prescribed in
operational agreements with ATC units of the
location.

F-4, Jet A-1.

ABN. Fire 7.

Curaca (Juazeiro)

1286' SDKF -03:00 S09 09.3 W040 05.5

18/36 4265' ASPHALT. PCN 12/F/B/Y/U.

SR-SS.

Curitiba (Afonso Pena Intl) Apt of Entry
2989' SBCT CWB -03:00 S25 31.9 W049
10.6

Apt Administration (41) 3381-1190, (41)
3381-1478, (41) 3381-1515, (41) 99213-7192;
Fax (41) 3381-1127; afonso_peña@infraero.gov.br, apoc.cwb@gru-
pocr.com.br. (41) 3381-1196. ARO (41)
3251-5820, (41) 3381-1195, (41) 3381-1198.

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ATS (41) 3383-8092. Ground Services (41)8829-8148, (41)9965-1594.

11/29 5899' ASPHALT. PCN 33/F/A/X/T. HIRL.

15/33 7277' ASPHALT. PCN 42/F/A/X/T. HIRL. HIALS 15.

H24. ATND SKD 0700-0400Z O/T O/R. Customs: H24.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3) General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When necessary, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email.

Training flights subject to prior coordination at least 1Hr in advance via approach control tel.

Birds in vicinity of Apt.

Transmission of simplified PLN to TWR by radio telephony is prohibited.

Special Operations Authorizations: operations of the Boeing 747-8F aircraft are permitted, in accordance with special procedures described in the MOPS approved by ANAC.

RWY 15/33 turns outside the turn around bay prohibited for aircraft with wingspan above 118 ft (36 m).

The airport can be regularly used by aircraft compatible with RCD 4E or lower.

Prohibited local flights in the traffic circuit, IFR procedure training, touch and go or other types of training that interfere with the movement of the Apt, Mon-Fri 1100-1500Z and 1900-2200Z. O/T must be authorized by APP Curitiba in coordination with Twr Curitiba.

Following services are restricted: Launching of objects, agriculture operations, aircraft towing, parachuting, acrobatic flight.

Following aircraft are restricted: Aircraft without radio equipment, gliders, aircraft without or malfunctioning transponder, motorized ultralights.

Unmanned hot air balloons in vicinity of airport especially in April, May, June and July.

Flight plan and its updates can be filed via Tel.

Minimum altitude in traffic circuit for jet Acft: 4500', for propeller Acft: 4000', helicopters: 3600'.

In order to optimize the airfield traffic flow, the preferential use of Rwy will be as follows: for Rwy 11 take-off Cat A, B and C Acft and Cat A, B Acft landings, for Rwy 15 Cat C and higher landings and take-offs, for Rwy 29 take-off of turboprop Acft, for Rwy 33 Cat C and higher landings and take-offs.

Compulsory use of push back for aircraft with wingspan above 79' (24 m). Operator responsible for arranging push back.

Jet A-1.

ABN. Fire 9.

Curitiba (Bacacheri)

3059' SBBI -03:00 S25 24.2 W049 14.0
Apt Administration (41) 3256-1441, (41) 3256-1712, (41) 9 9246 3470; apoc.bfh@grupocrcc.com.br.

18/36 4560' ASPHALT. PCN 21/F/B/X/T. TORA 36 3576'. LDA 18 3576'. TODA 36 3576'. RL.

1000-0100Z. O/T O/R minimum 2 hrs in advance via Apt Administration. ATND SKD During hours of scheduled operations 1000Z-SS.

For General Aviation operations prior coordination is required 2 hrs in advance via filling Yard Reservation and Acft Exemption Form via website when:

1) Acft has never operated at the Apt in question managed by CCR Aeroportos,

BRAZIL

- 2) Acft has international registration,
 3) General Aviation Acft, which requires apron stand reservation.

APOC will send authorization to the register email. Schedule adjustments must be regularized up to 30 minutes before operation. In case of urgency coordination via Tel or email.

Rwy 18 first 984' (300 m) closed for landing and Rwy 36 last 984' (300 m) closed for takeoff.

Prohibited aircraft weighing more than 10000 Lb (5.0 T) on Twy ALFA.

Bird concentration in the movement area of aerodrome.

Arrivals on Rwy 36 or departures from Rwy 18 limited due the hippodrome located in S sector.

Attention to the possibility of unmanned hot air balloons in the vicinity of the airport June, July, August, September and October.

Minimum altitudes in traffic circuit: for jet Acft 4500' in E sector only, for propeller Acft in E sector 4100' (Acft Cat A, B, C), for propeller Acft in W sector 4000' (Acft Cat A), helicopters 3700' in all sectors.

F-4, J.

ABN. Fire 5 1000-0100Z.

Curitibanos (Lauro Antonio da Costa)

3209' SSKU QCR -03:00 S27 17.2 W050 36.2

Ground Services (49) 99921-5011.

11/29 4593' ASPHALT. PCN 22/F/A/Y/T. RL.

ATND SKD 1100-2100Z.

F-4, J.

ABN.

Currais Novos

1204' SNKN QCP -03:00 S06 16.8 W036 32.4

10/28 3412' CLAY/SAND. PCN 6/F/B/Y/U.

SR-SS.

Landing operations prohibited by ANAC.

Curvelo

2205' SNQV -03:00 S18 45.0 W044 27.5
09/27 3937' ASPHALT. AUW-11/0.5000 MPa.
 TORA 09 3609'. LDA 27 3609'. TODA 09 3609'.
 SR-SS.

Dario Brasil Capoano De Oliveira see Rosario Do Sul**Dep L E Magalhaes Intl see Salvador****Deputado Oswaldo Tolentino see Claudio****Diamantina (Juscelino Kubitschek)**

4449' SNDT -03:00 S18 13.9 W043 39.0
 Apt Administration (38) 99826-2183.

03/21 5577' ASPHALT. PCN 14/F/B/X/T. TORA 21 5282'. LDA 03 5282'. TODA 21 5282'. RL.

Aircraft operation between 2100-1100UTC only with previous authorization 1hr minimum before landing- takeoff contact airport.

ABN.

Diamantino

1539' SWDM DMT -04:00 S14 22.6 W056 24.0

17/35 5348' ASPHALT. PCN 13/F/C/Y/U.
 TORA 17 4544'. LDA 35 4544'. TODA 17 4544'.
 Rwy 35 displaced threshold 804' (245m).

Dianopolis

2395' SWDN DNO -03:00 S11 35.7 W046 50.9

(63) 3212-4000.

10/28 4921' ASPHALT. PCN 12/F/B/X/T.
 SR-SS.

Landing operations prohibited, excluding emergency medical operations and the transport of goods with PPR with airport operator via Tel.

Dimorvan Carraro see Palmas

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Divinopolis (Brigadeiro Antonio Cabral)	09/27 4921' ASPHALT. PCN 14/F/A/X/T. RL.
2608' SNDV DIQ -03:00 S20 10.9 W044 52.2	Traffic Pattern to the South of the aerodrome only. ABN.
(31) 98547-4040, (37) 3215-8823, (61) 99636-1087. Ground Services (37) 99816-5616, (37) 99871-8355.	Edu Chaves see Paranaivai
17/35 5052' ASPHALT. PCN 20/F/B/X/T. RL. Aircraft with 81' (24.57m) wingspan or greater must enter or exit the Rwy only by Twy via THR 17 access. Night operations require compulsory contact via Operations. F-4. ABN.	Eduardo Gomes Intl see Manaus
Divisa see Encruzilhada	Eirunepe
Dix Sept Rosado see Mossoro	400' SWEI ERN -05:00 S06 38.2 W069 53.0 Ground Services (92) 98429-2256, (92) 98818-4274.
Dom Ricardo Weberberger see Barreiras	16/34 7546' ASPHALT. PCN 30/F/C/X/U. SR-SS. Rwy 34: last 66' (20m) closed for landing and take off due to RESA provision.
Domingos Pignatari see Votuporanga	Apt can be regularly used by Acft compatible with RCD 2C. Acft ATR 72 authorized for special operations on Apt. Fuel available for military Acft with authorization via Tel.
Dourados	J.
1503' SBDO DOU -04:00 S22 12.0 W054 55.5	Elias Breder see Manhuacu
(67) 3411-7936. ATS (67) 3411-7124. Ground Services (67) 3427-1230.	Embaixador Walther Moreira Salles see Pocos De Caldas
06/24 6398' ASPHALT. PCN 28/F/B/X/T. RL. Aerodrome closed until 1 NOV 2022 due to construction works. 12 hr PPR via Tel for general aviation and military Acft parking. Aircraft operations without radio equipment prohibited daily 1330Z - SR.	Encruzilhada (Divisa) 2710' SNDW -03:00 S15 31.2 W040 52.3 Apt Administration (71) 3115-2166, (71) 3115-2369. 08/26 3937' ASPHALT. AUW-6/0.5000 MPa. SR-SS. APT closed for landing, excluding necessity of emergency medical operations and transport of goods. Prior coordination with APT required via TEL.
Ramp 1 is limited to Acft with a maximum wing-span of 117' (35.8 m). F-4, J. ABN. Fire 5.	Engenheiro Gastao de Mesquita Filho see Cianorte
Dracena	
1220' SDDR QDC -03:00 S21 27.6 W051 36.4	

BRAZIL

Erechim

2497' SSER ERM -03:00 S27 39.8 W052

16.3

14/32 4199' ASPHALT. PCN 11/F/B/X/U. RL.

Due to obstacles, ultralight training, gliders in vicinity of airport. The mandatory traffic circuit is via South West sector of airport.

Ultralight and glider operations in vicinity of airport.

ABN.

Estadual Gastaõ Madeira see Ubatuba**Euclides Da Cunha**

1516' SNEU -03:00 S10 31.6 W039 01.9

18/36 3937' ASPHALT. PCN 10/F/C/Y/U.

SR-SS.

Landing operations are prohibited unless approved by ANAC.

Eurico De Aguiar Salles see Vitoria**Everaldo Moraes Barreto see Adamantina****Feira De Santana (Joao Durval Carneiro)**

781' SDIY -03:00 S12 12.0 W038 54.4

On Call (75) 3625-1667; operacoes@afsair-port.com.br. Ground Services On Call (71) 98549-9414, (71) 98845-9536, (75) 98818-6686, (75) 99291-9290.

13/31 4921' ASPHALT. PCN 30/F/A/X/T. RL.

ATND SKD 1100-2000Z O/R.

Night operations available O/R daily 1100-2000Z via Operations Tel or email.

F-4, J.

ABN. Fire 5.

Fernando De Noronha

190' SBFN FEN -02:00 S03 51.3 W032 25.7

(81) 2129 8367, (81) 98162-0421, (81)

99870-9806, protocolo.cindacta3@fab.mil.br.

ARO (81) 3182-9611, (81) 98177-2776. Ground

Services sdoc.cindacta3@fab.mil.br.

12/30 6053' ASPHALT. PCN 30/F/C/X/U. RL.

Rwy 12 Right-Hand Circuit.

ATND SKD Only for military aircraft 1000-2000Z with 72 hrs PNR.

Minimum 48 hours PPR for civil and private aircraft operations outside the operating hours. Request should be send to Cindacta 3, during administrative hours, via e-mail and Tel.

Birds in vicinity of the airport.

Due to airport operations crews should be aware of possible spatial disorientation occurrences.

Obstacle in the vicinity of Apt: lighted tower, 503.05' (153.33 m) high, violating Basic Protection Zone.

Reaction engine Acft operations prohibited, except in case of medical emergency operations or transportation of values carried out upon prior coordination with the Apt operator via tel.

Traffic holding pattern should be performed South sector of the airport, fixed wing aircraft minimum altitude at 1300', helicopters minimum altitude 900'.

Private or charter flights must request and obtain authorization from the archipelago's general administration and register in item 18 of the flight plan via Tel. Minimum altitudes in the traffic circuit for: Acft cat A,B,C: 1600', Acft cat D: 1700', Helicopters: 1100'.

J.

ABN. Fire 6.

Fernandopolis (Coronel Aviador Carlos Orleans)

1637' SDFD -03:00 S20 16.6 W050 12.8

08/26 3281' ASPHALT. PCN 16/F/A/X/T.

SR-SS. ATND SKD SR-SS.

F-4.

Floriano (Cangapara)

689' SNQG FLB -03:00 S06 50.8 W043 04.7

BRAZIL

16/34 5906' ASPHALT. PCN 6/F/C/Y/U. RL.
ABN.

Florianopolis (Hercilio Luz Intl) Apt of Entry
17' SBFL FLN -03:00 S27 40.2 W048 33.1
Apt Administration (48) 3331-4000; cco@floripa-airport.com. (48) 3012-4434, (48) 3331-4012, (48) 3331-4095; cca@floripa-airport.com. ARO (21) 2174-7510, (48) 3229-5039, (48) 3235-2732. Ground Services (48) 3235-1060, (48) 99143-1983, (48) 99811-9847; On Call (48) 3236-0048, (48) 3236-1464, (48) 98408-7156, (48) 98494-0641, (48) 99612-5139, (48) 99695-5209, (48) 99818-0246, (48) 99959-4532.

03/21 4331' CONCRETE. PCN 26/R/B/X/T.
TORA 03 3871'. LDA 03 3871'. LDA 21 3871'.
ASDA 03 3871'. MIRL.

Rwy 21 Right-Hand Circuit.

14/32 7874' ASPHALT. PCN 78/F/A/X/T. HIRL.
HIALS 14.

Rwy 32 Right-Hand Circuit.

H24. ATND SKD Shell - during operating hr 0100-0800Z, subject to a 20 min delay if prior notice is not given via Tel. Petrobras - 0900-0100 O/T O/R 2 hr in advance via Tel. Customs: H24.

Caution: birds in vicinity of airport.

Patio 1 Twy Y2 speed restricted to 8kts for Acft C.

All operations of General Aviation Acft are subject of compulsory prior authorization 24 hours in advance to the Operations Coordination Center (CCO) via e-mail. For questions contact Operations.

General aviation aircraft with wingspans smaller than 49' (15 m) shall be guided by marshals to the parking area for small aircraft.

ACN/PCN balance, jet blast, and wingspan and length, for aircraft with wingspan equal or larger than 118' (36 m), restrict aircraft's use of certain taxiways when using their own power. Twr will

coordinate with AD administration the operations with larger aircraft.

Ops for B757-200 Acft allowed according to special procedures described in the MOPS.

Restrictions for Acft without radio or transponder, gliders, powered ultralights, parachute or object launching, acrobatic flight and Acft pushback ops.

Restrictions to runway 14/32 and 03/21 operations during night hours are not applicable to military aircraft provided that crew declare that they are familiar with the area and aware of the existence of the elevation around the aerodrome, as determined by the criteria and responsibility of the air unit commander.

The AD can be regularly used by any Acft compatible with RCD 4C or lower.

It is forbidden to file an abbreviated flight plan.

For additional information, flight plan, receipt of flight plans and messages update contact via Tel.

F-4, Jet A-1.

ABN. Fire 7.

Fonte Boa

207' SWOB -04:00 S02 32.0 W066 04.0
Apt Administration (92) 99150-6468.

18/36 4167' ASPHALT. PCN 6/F/C/Y/U.

Prohibited landing operations on RWY 18/36, excluding medical emergency operations and transport of goods. Prior coordination with airport operator must be performed via TEL.

Formosa

3186' SWFR -03:00 S15 33.4 W047 20.7

05/23 4593' ASPHALT. AUW-13/0.5000 MPa.

Arrival aircraft should utilize the coordination frequency prior to entry into the traffic circuit.

Glider operations present in the vicinity of the airport.

Use caution in the maneuvering area due to the movement of vehicles.

BRAZIL

The minimum traffic circuit altitude for Cat A, B, and C aircraft is 4400'.

The minimum traffic circuit altitude for helicopters is 3900'.

Formosa do Rio Preto

1732' SDKJ -03:00 S11 01.3 W045 11.2

14/32 4055' ASPHALT. PCN 10/F/B/Y/U. TORA 32 3399'. LDA 14 3399'. TODA 32 3399'. SR-SS.

Forquilhinha-Criciuma see Criciuma

Fortaleza (Pinto Martins Intl) Apt of Entry
83' SBFZ FOR -03:00 S03 46.5 W038 31.9
Apt Administration (85) 3392-1030, (85) 3392-1037, ARFF: (85) 3392- 1057, ARFF: (85) 3392-1017, ARFF: (85) 98155-6739, ARFF: (85) 98172-2866; apocfor@fraport-brasil.com. (85) 3392-1002, (85) 3392-1085, (85) 3392-1323, (85) 98155-6739; apocfor@fraport-brasil.com, dutyofficer_for@fraport-brasil.com, faturamentofor@fraport-brasil.com, invoicing-for@fraport-brasil.com.

13/31 9039' ASPHALT. PCN 66/F/A/X/T. HIRL. H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in the vicinity of the Apt.

General aviation Acft prior registration mandatory via Tel/e-mail regardless of length of stay.

Jet or turbo-propeller Acft with wingspan greater than 79' (24 m) prohibited from maneuvering with Acft tail towards passenger terminals and general aviation buildings.

Medium and large Acft, leaving the general aviation terminal to enter or cross runway, are prohibited to use Taxiway E.

Jet and turboprop Acft with wingspan greater than 79' (24 m) are required to push back from Apron 2 and 3.

Engine run-up in front of the tower and at any place between 2200-0600Z is prohibited.

Engine run-up at the parking apron of the general aviation terminal (TAG), in front of TWR

and passenger terminal facilities, cargo terminal (TECA), in front of the terminal, and the TPS-1, in front of the passenger terminal is prohibited.

Taxiing operations are prohibited between Thr 13 and Twy Echo for Acft with wingspan above 118 ft (36m).

Radio and transponder required.

Restrictions for Acft without radio equipment, gliders, ultralights, object launching or pulverizing, Acft pushback operations parachute launching, and acrobatic flight.

Twy Juliet first 984' (300m) from Thr 13 not available for Acft with wingspan above 108ft (33m) (B727-200), whenever position 3A is being used by Acft with wingspan above 161ft (49m) (B767-200). Access from/to Thr 13 must be through Twy Echo.

The non-based General Civil Aviation and Military Acft must make prior coordination with the APOC/FOR via e-mails, for patio use, overnight and support, minimum 2 hrs in advance origin/destination information. Further information by Tel.

Acft causing a noise level above that allowed are those that do not comply with the requirements established in the BRAVO and CHARLIE letters of item 36.103 of the Brazilian Aviacao Civil (RBAC 36), equivalent to chapters 3 and 4, respectively, of Annex 16 Volume 1 of the International Civil Aviation Convention restrictions for DEP: procedures for departure should be conformed estimated in SID.

Procedure of noise abatement for Acft causing a noise level above that allowed will (according to AIP Brazil AD 2.21) perform the equipment specific noise abatement process or maintain V2 + 10KT 882FT or V2 + 10KTE and V2 + 20KT at 882FT.

The Apt can be used regularly by any Acft compatible with RCD 4E or lower.

Operations prohibited on Twy Juliet between Thr 13 and Twy Echo for Acft with wingspan 118' (36M) and above.

BRAZIL

General aviation Acft obligatory prior registration via website, regardless of length of stay. Contact for questions via Tel. or e-mail.

Flight Plan and its update can be filed by TEL.

Transmitting PLN and its update by radiotelephony is prohibited.

Military AIS Flight Plan and its update can be filed by TEL, Monday-Thursday 1100-1430, 1600-2000, Friday 1100-1500, excluding Holidays.

For ARFF operations contact the Emergency response coordinator via Tel.

F-4, J.

ABN. Fire 9.

Forte Coimbra see Corumba**Forte Principe Da Beira see Costa Marques**

Foz Do Iguacu (Cataratas Intl) Apt of Entry
787' SBFI IGU -03:00 S25 36.0 W054 29.1
Apt Administration 0800-727-4720; Fax (45) 3521-4264; ouvidoria.aeroportos@grupoccr.com.br. apoc.imp@grupoccr.com.br, slot.ccr@grupoccr.com.br. ARO (45) 3529-6645. Ground Services 45 3251-4283, 45 3521-4281, 45 35214229, 45 3523-7010, 45 98808-0322, 45 99139-5387, 45 99631-9233, 45 999070021.

15/33 7201' ASPHALT. PCN 51/F/B/X/T. TORA 15 6906'. TORA 33 6873'. LDA 15 6906'. LDA 33 6873'. TODA 15 9826'. TODA 33 9826'. ASDA 15 6906'. ASDA 33 6873'. MIRL.

Rwy 33 Right-Hand Circuit.

H24. ATND SKD AIR BP: Mon/Tue-Fri/Sat 0400-0100Z, Sat/Sun/Hol 0500-1500Z. O/T O/R 2hrs in advance via Tel. PETROBRAS 0300-2100Z. SHELL Mon-Sat 0130-1700, Sun 0400-1700, O/T O/R 2hrs in advance via Tel. Customs: Customs: Mon-Fri 1100-2000Z exc Hol. Acft national registration H24. Regular Intl flights O/R via email. Immigration: H24.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3) General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When necessary, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email. Apt may be regularly used by any Acft which is compatible with RCD 4C or lower.

Simultaneous use of Rwy 15/33 by Acft with RCD 3 and 4 and the parallel Twy located in the apron by any Acft is permitted only under VMC.

Simultaneous use of Ldg/Tkof Rwy by Acft with RCD 3 and 4 and of the holding positions to the Rwy established on Twy A, B, C by any Acft is prohibited under IMC.

Flight plans and updates can be filed via Tel/fax.

Max IAS in the traffic pattern 160 kts.

180 degree turnaround is authorized for Acft with wingspan equal or greater than 20m (66ft) only in turnaround areas.

100 octane, Jet A-1.

ABN. Fire 7.

Franca (Tenente Lund Pressoto)

3291' SIMK FRC -03:00 S20 35.4 W047 22.9
Apt Administration (16) 3600-0711. Mobile (16) 99610-0069.

05/23 6562' ASPHALT. PCN 26/F/B/X/T. RL.

Rwy 23, first 1230' (375m) not available due to obstacle.

Rwy 05, first 295' (90m) not available due to obstacle.

BRAZIL

ATND SKD By Operational Requirements.

Night lighting O/R via Operations Tel.

F-4.

ABN.

Francisco Beltrao

2113' SSFB FBE -03:00 S26 03.5 W053
03.8

Apt Administration (46) 3524-9835, (46)
99926-9787. Ground Services (46)
99972-2843.

07/25 4560' ASPHALT. PCN 11/F/C/Y/U. RL.

Contact Apt Administration via Tel 20 min
before landing to activate Apt beacon.

Traffic circuit of rotary wing Acft shall be carried
out only in S sector of Apt.

Training flights in vicinity of Apt.

F-4, J.

ABN.

Francisco De Assis see Juiz De Fora**Francisco Lacerda Junior see Cornelio
Procopio****Frank Miloye Milenkovich see Marilia****Frederico Carlos Muller see Agua Boa****Fronteiras (Joao Pereira dos Santos Filho)**

1470' SSFL -03:00 S07 06.0 W040 37.7

Apt Operator (86) 3454-1224, (86) 3454-1631,
(86) 3454-1632, (86) 3454-1658.

11/29 6234' ASPHALT. PCN 7/F/A/Y/T. TORA
11 5643'. TORA 29 5512'. LDA 11 5512'. LDA

29 5643'. TODA 11 5643'. TODA 29 5512'. RL.
APT closed for landing, excluding operations of

medical emergency and value transport. Prior
coordination required via TEL.

ABN.

Frutal

1801' SNFU -03:00 S20 00.3 W048 57.5

Apt Manager 551-1808.

07/25 4331' ASPHALT. PCN 15/F/C/Y/T.

SR-SS.

Coordination on the free frequency (123.45
MHz) is mandatory for Acft before landings,
takeoffs and entering the traffic circuit at this
Apt.

Rwy 07 last 902'(275 m) closed for takeoff and
Rwy 25 first 902' (275 m) closed for landing.

Observe the traffic of ultralights, trikes and
gyrocopters near Apt.

**Galeao-Antonio Carlos Jobim Intl see Rio
De Janeiro****Garanhuns**

2490' SNGN QGP -03:00 S08 50.1 W036
28.3

(87) 3762-1771, (87) 3762-9442.

16/34 4131' ASPHALT. PCN 6/F/C/Y/T. RL.

SR-SS.

Activation of airport beacon for landing and
take-off 1 hour PNR, via Tel.

Landing operations from SS-SR prohibited,
excluding emergency medical operations
ortransport of goods PPR with Apt Operations
via Tel.

ABN.

Garca

2178' SDGC -03:00 S22 11.0 W049 39.4

01/19 3281' DIRT. PCN 8/F/C/Y/U. Rwy 01
Landing not allowed. Rwy 19 Takeoff not
allowed.

Landing Rwy 01 prohibited and Takeoff Rwy 19
prohibited.

Traffic pattern N of Apt, Min Hgt of 1000'.

Garibaldi

2231' SSGA -03:00 S29 16.1 W051 31.9

15/33 3937' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

BRAZIL

Gaudencio Machado Ramos see Alegrete

Gelindo Stefanuto see Campo Novo Do Parecis

Gen Leite De Castro see Rio Verde

Geraldo Moacir Bordon see Presidente Epitacio

Glauber De Andrade Rocha see Vitoria Da Conquista

Goiana (PRES Itamar Franco)

1352' SBZM IZA -03:00 S21 30.8 W043
10.4

ATS (32) 3274-6213, (32) 3274-6222,
(32)8457-5555. Ground Services (32)
99918-5570, (32) 99921-2229, (32)
99950-1396.

08/26 8284' ASPHALT. PCN 66/F/B/X/T. RL.

ATND SKD Mon-Fri 1100-2200Z, Sat
1200-1500Z, Sun 1800-2200Z O/T O/R.

Rwy 08 not available for Acft landing with performance and dimensions type ATR 72 or higher under IFR.

Flight plan not accepted by Radio.

Traffic circuit pattern altitude: 1200'.

Rwy 26 not available for Acft take-off performance and dimensions type ATR 72 or higher.

AD can be regularly used by RCD 4D.

Operation of Acft type RCD D letter are limited to those with outer width between landing gear wheels (OMGWS) of a Max of 36' (11.05 m).

J.

ABN. Fire 5 Mon-Fri 1100-2300Z, Sat
1100-1500Z, Sun 1400-2300Z.

Goiania (National Aviation Aerodrome)

2733' SBNV -03:00 S16 37.5 W049 21.0

Ground Services (62) 3101-7291, (62)
99347-7034, (62) 99996-7766, (62)
99998-0801.

14/32 3609' ASPHALT. PCN 8/F/B/Y/T. TORA
32 2953'. LDA 14 2953'. TODA 32 2953'.

Rwy 14 Right-Hand Circuit.

SR-SS. ATND SKD 1000-2100Z.

Caution due to Acft evolving in the Aguias de Trindade Apt located at 3.2 NM NWof SBNV, without contact with radio navigation.

Turns to N, NE and E sectors of Apt are prohibited.

Be aware to bird concentration in the vicinity of Apt.

Operations of landing and take off prohibited outside of AFIS hours.

Forbidden to check engines and access Twy and Rwy outside the radio operating hours.

Simple Flight Plan and update messages of Aircraft taking off from SBNV must besubmitted to the Goiania or Annapolis AIS.

Minimum altitudes in traffic circuit for Acft Cat A, B: 3800', helicopters 3400'.

F-4, J.

Goiania (Santa Genoveva Intl)

2453' SBGO GYN -03:00 S16 37.9 W049
13.3

(62) 99607-2256; apoc.urg@grupocr.com.br.

14/32 7500' ASPHALT. PCN 67/F/B/X/T. MIRL.

Rwy 32 not to be confused with Twy Juliet on a right side of Acft trajectory onfinal approach.

PPR for filing SBGO as an alternate Apt.

PPR from ATS for IFR training flights, touch and go landings and ANAC flight checks or other flights that interfere with departure and arrival procedures.

Training flights prohibited Mon-Fri 1130-1430Z. Other days and times training can be carried out with the authorization of Twr.

For General Aviation operations prior coordination is required 2 hrs in advance via by filling Yard Reservation and Acft Exemption Form via website when:

BRAZIL

1) Acft has never operated at the Apt in question managed by CCR Aeropostos,

2) Acft has international registration,

3) General Aviation Acft, which requires apron stand reservation.

APOC will send authorization to the register email. Schedule adjustments must be regularized up to 30 minutes before operation. In case of urgency coordination via email.

CAUTION: on final approach to Rwy 32, not to mistake it by the Twy Juliet, on the right of the path.

The following Acft/Operations are restricted: Acft without radio equipment, gliders, Acft without transponder or failure of this equipment, flight of powered ultralights, object launching or spraying, Acft pushback operations, parachute jumping, acrobatic flight.

Apt can be used regularly by any aircraft compatible with RCD 4C or lower. International operations 6 hrs PPR with Apt operator.

Assistance in the removal of small Acft is subject of coordination with Operations service of Apt, 24 hrin advance via Tel.

Occasional alternate of Brasilia - DF, with PCN 42/F/B/X/T.

Prohibited presentation of flight plans by radio-telephony.

Flight plans can be submitted via Tel.

AFIL flight plans will not be accepted Anapolis APP. Aircraft with VFR PLN operating from airport and not intending to enter controlled airspace or ZIDA do not need to submit PLN if they do not intend to use warning and flight information services.

Minimum altitudes in traffic circuit for Acft CAT A, B: 3500', for Acft CAT C: 3700', for Acft CAT D, E: 4200', for helicopters: 3200'.

Acft parked in front of the Twr must push back before the engines are activated. Boeing, Airbus, Fokker 100 and DC 10, parked in front

of Twr and PAX terminal, can only be made with the tow bar (push-back).

F-4, J.

ABN. Fire 7.

Goioere (Manoel Ribas)

1611' SSGW -03:00 S24 13.2 W053 02.6

05/23 3278' ASPHALT. PCN 8/F/B/Y/U. TORA 23 2621'. LDA 05 2621'. TODA 23 2621'.

Gov Aluizio Alves Intl see Sao Goncalo Do Amarante**Governador Jorge Teixeira de Oliveira Intl see Porto Velho****Governador Jose Richa see Londrina****Governador Valadares (Cel Altino Machado)**

563' SBGV GVR -03:00 S18 53.8 W041 59.2

Apt Administration (33) 3277-1067, (33) 98426-4192. (33) 3277-1067. ATS (33) 3277-1067. Ground Services (31) 98663-1001, (33) 3277-5304.

07/25 5581' ASPHALT. PCN 31/F/B/X/T. RL.

Rwy 25 Right-Hand Circuit.

Mon-Fri 1000-2200Z exc HOL O/T O/R ATND SKD Mon-Fri 1000-2200Z exc HOL O/T O/R.

Bird concentration in vicinity of threshold Rwy 07.

Night lighting operations hours: Mon-Fri SS-2200Z, exc HOL. Other times on request via phone (til 2000Z). Rwy 07 first 659' (201m) closed for landing.

Rwy 25 last 659' (201m) closed for take-off.

ATR 72 operations allowed only in Visual Flight Weather Conditions (VMC).

Aircraft can be used regularly by any aircraft compatible with RCD 2C or lower.

Rwy 07/25 180 Deg turn authorized only at Thr.

F-4, J.

ABN.

BRAZIL

Guadalupe

564' SNGD GDP -03:00 S06 46.9 W043

34.9

15/33 5249' SAND/CLAY. PCN 9/F/C/X/U.

SR-SS.

Guaira

889' SSGY -03:00 S24 04.8 W054 11.3

08/26 4265' ASPHALT. PCN 13/F/C/Y/U.

SR-SS.

Guajara-Mirim

479' SBGM GJM -04:00 S10 47.3 W065

16.9

ATS (69) 3541-1693, (92) 3652-5608.

17/35 5889' ASPHALT. PCN 30/F/C/X/U. RL.

Rwy 35 Right-Hand Circuit.

Night operations and turbojets Acft operations prohibited.

Obstacle in the vicinity of Apt: tower, 646' (197 m) high, not lighted, violating the inner horizontal surface of Apt protection zone basic plane.

ABN.

Guanambi (Isaac Moura Rocha)

1814' SNGI GNM -03:00 S14 12.5 W042

44.8

Apt Administration cco@infracea.com.br.
Ground Services (77) 99920-7324.**14/32** 5577' ASPHALT. PCN 18/F/A/Y/T. RL.

ATND SKD O/R via Tel.

Prior coordination required 24 hours in advance via e-mail for landing aircraft.

Airport can be used regularly by any aircraft compatible with RCD 2C or lower.

ATR 72 Acft operations in IMC are prohibited.

Traffic pattern must be to the South West of the Airport.

F-4, J.

ABN.

Guaranta do Norte (Campo de Provas Brig.**Veloso)**

1777' SBCC Mil. -03:00 S09 20.0 W054

57.9

ARO (61) 3364 8590. Ground Services (61) 3364-8895; diretor.cpbv@gmail.com.

12/30 8527' ASPHALT. PCN 44/F/C/X/U. RL.ATND SKD Fuel Services for Military Acft only.
Non-military acft, 48 hrs PPR.

Prior permission required for civil acft operations.

Overflight of areas SBR-618, SBR-619 AND SBR-620 prohibited.

Overflight of AD must be at a minimum of FL065 due to area SBR-608 activated permanently.

On RWY 10/28 Prohibited 180° turn for aircraft with 66' (20m) wingspan or grater out of turn bay area.

Kerosene only available for Brazilian air force aircraft, other military aircraft PPR 48 hrs minimum.

J.

ABN. Fire 5.

Guarapari

30' SNGA GUZ -03:00 S20 38.8 W040 29.5

Ground Services (27) 3262-7123.

06/24 3570' ASPHALT. PCN 13/F/C/X/T. TORA 06 3373'. LDA 24 3373'. TODA 06 3373'. RL.

ATND SKD 1100-2200Z. O/T O/R.

Threshold displaced 525ft (160M) Rwy24 landing, Rwy06 takeoff due to obstacle.

Traffic circuit only on the Northwest sector of Apt.

F-4, J.

ABN.

Guarapuava (Tancredo Thomas de Faria)

3494' SSGG GPB -03:00 S25 23.3 W051

31.4

BRAZIL

Apt Administration (42) 99133-8937. On Call (42) 3305-1011, (42) 99155-9443. ATS On Call (42) 3305-1011, (42) 98805-6525. Ground Services (41) 99274-1393, (42) 99141-2121.

08/26 4478' ASPHALT. PCN 23/F/C/X/T. RL.

Mon-Sat 1100-2100Z. ATND SKD Mon-Fri 1100-1500Z, 1600-2100Z. Sat, Sun and Hol O/R. Prior coordination via Tel.

Prior notice required for Acft positioning on apron and for pushback equipment.

Parking for general aviation Acfts requires prior coordination minimum 4hr in advance via Tel.

Extension and/or anticipation of lighting and other Apt facilities are subject of prior request minimum 4hr in advance before the end of Apt opening hours. The request should be submitted via Operations Tel.

Special Operations Authorizations: ATR72

Apron 1 limited for Acft with maximum wing-span of 92' (28m).

Apron 2 limited for Acft with maximum wing-span of 39' (12m).

Birds in the vicinity of Apt.

Apt can regularly used by any Acft compliant with reference code 2C or lower.

Traffic circuit minimum height: fixed wing Acft 1200' and rotorcraft 600'.

F-4, J.

ABN.

Guararapes-Gilberto Freyre Intl see Recife**Guaratingueta**

1761' SBGW GUJ -03:00 S22 47.5 W045
12.3

ARO (12) 2131-7531. Apt Operator (12) 3600-0496, (12) 99748-6566.

02/20 5089' ASPHALT. PCN 15/F/C/Y/U. RL.

Rwy 20 Right-Hand Circuit.

ATND SKD 0900-2200Z, O/T O/R.

CAUTION: Birds in vicinity of airport.

The use of the Military Apron by Civilian Acft is only permitted with the authorization of the commander at least 2 business days in advance. More information at: www.eear.aer.mil.br.

Movement of Acft to civil apron, during night, can be carried out only by towing.

Observed obstacle (tower) on the Azm 336 Deg 722' (220 m) from Thr 02, with elevation 1828'(557 m).

Submitting flight plan and its updates can be sent via Tel.

Minimum altitudes in traffic circuit for Acft CAT A, B: 2800'; for Acft CAT C: 3100'; for helicopters: 2300'.

Engine run-ups prohibited in front of tower.

Acfts on instruction flights in vicinity of AD.

J.

ABN. Fire 3.

Guaratuba

49' SSGB -03:00 S25 52.8 W048 36.7

02/20 3281' ASPHALT. AUW-6/0.5000 MPa. TORA 02 2740'. LDA 20 2740'. TODA 02 2740'. SR-SS.

First 541' (165 m) of Rwy 20 closed for landing and the last 541' (165 m) of Rwy 02 closed for takeoff.

Guaruja (Santos)

13' SBST SSZ -03:00 S23 55.7 W046 18.0
Apt Administration (13) 3341-7113 R: 202/203.

17/35 4560' ASPHALT. PCN 32/F/C/X/U. RL.

Rwy 17 Right-Hand Circuit.

0900-2300Z. ATND SKD 0900-2100Z.

Use of this air base by civil users is by prior permission only from the aeronautical authority, via tel, a minimum of 48 hrs prior notice is required.

CAUTION: Operate with caution on the helicopter parking apron due to people and vehicles.

BRAZIL

Birds in vicinity of Apt.

SR-SS.

Compulsory traffic sector West for Acft.

Landing operations prohibited for jet engine Acft, except for medical emergency or transport of values, which must be carried out by prior coordination via AptOperations Tel.

Minimum altitudes in traffic circuit:for Acft Cat A,B,C 1500', helicopters 1000'.

F-4, Jet A-1.

ABN. Fire 3.

**Guarulhos-Gov Andre Franco Montoro Intl
see Sao Paulo**

Guaxupe

2785' SNGX -03:00 S21 19.6 W046 43.8

(35) 3559-1085; Mobile (35) 98722-9538.

12/30 4921' ASPHALT. PCN 19/F/A/Y/T. RL.

ABN.

Gurupi

1148' SWGI GRP -03:00 S11 44.4 W049

08.0

(63) 98433-2750, (63) 98483-1406, (63)
99252-4554, (63) 99940-8587.

12/30 5676' ASPHALT. PCN 10/F/B/X/T. RL.

F-4, J.

ABN.

Helio Wasum see Sao Miguel Do Oeste

Helmut Baungartem see Lontras

Hercilio Luz Intl see Florianopolis

Horacio de Mattos see Lencois

Horizontina (Walter Bundchen)

1017' SSHZ -03:00 S27 38.3 W054 20.3

15/33 3445' ASPHALT. PCN 6/F/C/Y/U.

SR-SS.

Hugo Cantergiani see Caxias Do Sul

Humaita

230' SWHT -03:00 S07 32.0 W063 03.0

(97) 98113-6960.

14/32 4987' ASPHALT. PCN 7/F/B/Y/U.

SR-SS.

Landing operations prohibited for jet engine Acft, except for medical emergency or transport of values, which must be carried out by prior coordination via AptOperations Tel.

Ibaiti (Moises Lupion)

1968' SSAB -03:00 S23 45.8 W050 15.9

On Call (43) 3546-7450, (43) 99915-9175, 43)
99175-0473.

05/23 3937' ASPHALT. AUW-13/0.5000 MPa.

SR - SS.

Landing operations prohibited, except emergency medical operations or transport of goods, which is PPR with Apt operations via Tel.

Ibitinga

1778' SDIG -03:00 S21 44.8 W048 51.3

(16) 99700-4300.

13/31 3937' ASPHALT. AUW-12/0.5000 MPa.

SR-SS.

Reaction engine Acft operations prohibited, except in case of medical emergency operations or transportation of values carried out upon prior coordination with the Apt operator via tel.

Ibotirama

1384' SNIT -03:00 S12 10.1 W043 13.3

16/34 3937' ASPHALT. PCN 6/F/C/Y/U. TORA
16 3609'. LDA 34 3609'. TODA 16 3609'.

SR-SS.

Landing operations prohibited for fixed wing Acft with jet engine (turbojet).

Iguatu

699' SNIG QIG -03:00 S06 20.9 W039 17.9

On Call (85) 3108-1078, (85) 98439-6650.

16/34 4626' ASPHALT. PCN 16/F/C/Y/U. RL.

Activation of night lighting and/or operational coordination available on request 3 hr in advance via Operation Tel.

Bird concentration in vicinity of Thr of Rwy 16.

BRAZIL

ABN.

Ijui

1197' SSIJ IJU -03:00 S28 22.1 W053 50.8

18/36 4199' ASPHALT. PCN 8/F/C/Y/U. RL.

Aircraft and glider training in vicinity of airport.

ABN.

Ilheus (Jorge Amado)

14' SBIL IOS -03:00 S14 48.9 W039 02.0

Apt Administration (71) 99718-0865, (73) 3234-4006; fiscal.sbil@socicam.com.br. ATS (73) 99144-3418, (73) 99964-9225. Ground Services (73) 3231-8571, (73) 3634-1314.

11/29 5174' ASPHALT. PCN 50/F/B/X/T. TORA 11 4813'. LDA 29 4813'. TODA 11 4813'. ASDA 11 5371'. RL.

0900-0100Z. O/T with Mim 24 hr PNR. ATND SKD 0900-2200Z. O/T O/R.

CAUTION: During operations on Thr 29 due to intense vehicle movements at a distance of 328' (100 m) on the extension of Rwy centerline.

Rwy 29: First 361' (110m) not available for landing, Rwy 11: Last 361' (110m) not available for take-off due to obstacle.

Birds in vicinity of Apt.

General aviation and air taxi Acft PPR. Compulsory contact by tel at least 48 hr in advance of the expected arrival time, parking coordination purposes. Subject to availability of patiopositions.

Traffic circuit for helicopters should be performed in North sector at altitude minimum 1969' (600m) above Apt elevation.

F-4, J.

ABN. Fire 6 1100-2100Z. O/T O/R with 24 hrs PNR for Acft above 60 seats.

Imperatriz (Prefeito Renato Moreira)

430' SBIZ IMP -03:00 S05 31.8 W047 27.5

Apt Administration (99) 3524-4666, (99) 99122-1786. apoc.imp@grupocr.com.br. ATS On Call (61) 98118-3491, (99) 3524-4993, (99) 98151-6176. Ground Services (99) 3525-4313, (99) 3528-4312, (99) 99149-4852, (99) 99150-6905.

07/25 5899' ASPHALT. PCN 50/F/A/X/T. RL. 0300-2100Z. ATND SKD 0800-0200Z. O/T O/R.

For General Aviation operations prior coordination is required 2 hrs in advance via filling Yard Reservation and Acft Exemption Form via website when:

- 1) Acft has never operated at the Apt in question managed by CCR Aeroportos,
- 2) Acft has international registration,
- 3) General Aviation Acft, which requires apron stand reservation.

APOC will send authorization to the register email. Schedule adjustments must be regularized up to 30 minutes before operation. In case of urgency coordination via email.

Birds in the vicinity of the airport.

The 3.33 percent gradient for the approach surface should be considered for the purpose of adapting the contingency procedure.

TPA 1030' (600') helicopter.

AFIS Imperatriz anticipation or extension available O/R via Tel minimum 24 hours in advance. Compulsory coordination and confirmation by authorities, except in the following cases: air traffic security, state security, saving human life, regular and non-scheduled air traffic Acft (excluding extra flights).

F-4, J.

ABN. Fire 5.

Ipatinga (Usiminas)

786' SBIP IPN -03:00 S19 28.2 W042 29.3
(31) 3825-6060; aeropostos-bip@infraero.gov.br. ATS On Call (31)

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3825-6060, (31) 9585-7279. Ground Services
(31) 3092-4709, (31) 98333-3006.

05/23 6578' ASPHALT. PCN 33/F/B/X/T. RL.
0800-0200Z.

For aeromedical transport and transport of organs prior coordination required via Tel or email.

Prior coordination required via Tel or email for general civil aviation parking.

Acft turns only on Thr.

Access for general civil aviation crew and passengers is done through the access control to the security restricted area, through AVSEC inspection.

Night lighting available from sunset until Apt closing with no prior coordination needed.

F-4, J.

Ipiraú

433' SNIU -03:00 S14 10.4 W039 41.0

On Call (71) 3115-2166, (71) 3115-2369.

15/33 4265' ASPHALT. PCN 6/F/C/Z/U.

SR-SS.

Civil aircraft operation, only with prior permission from the department of transportation.

Landing operations prohibited for fixed wing Acft, as determined by ANAC, except emergency after previous coordination with Apt Operations via Tel.

Ipiranga see Santo Antonio Do Ica**Irece**

2572' SNIC IRE -03:00 S11 20.4 W041 50.8

Apt Operator (71) 3377-2451, (74) 3641-5131, (74) 3641-7010.

11/29 4593' ASPHALT. AUW-13/0.5000 MPa.
RL.

SR-SS; O/T O/R via TEL.

ABN.

Isaac Moura Rocha see Guanambi**Itaberaba**

928' SNIU -03:00 S12 30.0 W040 16.2

14/32 3937' ASPHALT. PCN 8/F/C/Y/U. TORA 14 3707'. TORA 32 3773'. LDA 14 3773'. LDA 32 3707'. TODA 14 3707'. TODA 32 3773'. SR - SS.

Itacoatiara

141' SBIC ITA -04:00 S03 07.6 W058 28.9

(22) 99985-4151.

14/32 4970' ASPHALT. PCN 8/F/C/Y/U.

Caution: bird strike hazard on Rwy 14/32 (vultures).

Airport prohibits operations of fixed wing aircraft, except for medical emergency operations under prior coordination via Tel.

Itaituba

102' SBIH ITB -03:00 S04 14.5 W056 00.0

ATS (93) 3518-3640, (93) 3518-3641. Ground Services (93) 3518-0487, (93) 98114-0579, (93) 99119-9327, (93) 99219-8488, (93) 99228-4209.

06/24 5577' ASPHALT. PCN 26/F/B/X/T. RL.

ATND SKD 1000-2200Z. O/T O/R.

Birds in vicinity of airport, observe vultures NE/E.

Requests for extended AFIS Itaituba operating hours should be made a minimum 24hr in advance via Tel; coordination and confirmation of authorization is mandatory.

F-4, J.

ABN. Fire 3.

Itanhaém

13' SDIM -03:00 S24 09.9 W046 47.1

Apt Administration (13) 4040-4081. Ground Services (12) 99652-7771.

15/33 4429' ASPHALT. PCN 31/F/C/X/T. RL.

SR-SS, O/T via TEL. ATND SKD 1100-2100Z, O/T O/R via TEL.

CAUTION: trees in vicinity of Thr (Rwy 15/33).

BRAZIL

Birds in vicinity of Apt.

F-4, J.

ABN.

Itaperuna

361' SDUN ITP -03:00* S21 13.1 W041 52.5

06/24 3937' ASPHALT. PCN 13/F/A/X/T.

SR-SS.

Itapetinga

886' SNIP QIT -03:00 S15 14.7 W040 16.6

(71) 98791-7009.

11/29 4593' ASPHALT. PCN 8/F/C/Y/U. TORA
11 3822'. TORA 29 3822'. LDA 11 3822'. LDA
29 3822'. TODA 11 3822'. TODA 29 3822'.
ASDA 11 3822'. ASDA 29 3822'.

SR-SS.

Jet Acft operations prohibited, except medical
emergency operations or transport of values
carried out by prior coordination with Apt Operations
via Tel.

Itaporanga

957' SIBZ -03:00 S07 18.7 W038 06.8

(83) 99197-6561.

14/32 3284' ASPHALT. PCN 8/F/B/Y/U. TORA
14 3281'. TORA 32 3281'. LDA 14 3281'. LDA
32 3281'. TODA 14 3281'. TODA 32 3281'.
ASDA 14 3281'. ASDA 32 3281'.

SR-SS.

Traffic circuit should be performed only by
south sector of Apt.

Itaqui

276' SSIQ ITQ -03:00 S29 10.3 W056 32.3

(55) 3432-1100 Ext. 241, (55) 3432-1100 Ext.
242, (55) 3433-2730. Ground Services (55)
3433-2255.

15/33 3169' GRASS.

SR-SS. ATND SKD Mon-Sat; 1100-2100Z; O/T
O/R via TEL.

Traffic pattern must only be run to the northeast
of the airport.

Landing operations prohibited, excluding emergency
medical operations or transport of goods
PPR with Apt Operations via Tel.

F-4.

Ituiutaba

1985' SNYB -03:00 S19 00.1 W049 29.2

03/21 5906' ASPHALT. PCN 8/F/B/X/U.

SR-SS ATND SKD SR-SS.

F-4, J.

Iturama

1558' SNYU -03:00 S19 43.0 W050 13.2

18/36 5085' ASPHALT. PCN 10/F/A/Y/T. RL.

ABN.

Ituverava

2044' SDIV -03:00 S20 22.5 W047 46.1

17/35 4429' ASPHALT. PCN 13/F/B/Y/T. TORA
17 4167'. TORA 35 3543'. LDA 17 3543'. LDA
35 4167'. TODA 17 4167'. TODA 35 3543'.

SR-SS.

Jaboticabal

2018' SDJC -03:00 S21 13.8 W048 17.1

07/25 3150' DIRT. AUW-12/0.5000 MPa.

SR-SS. ATND SKD SR-SS.

F-4.

Jacareacanga

324' SBEK JCR -03:00 S06 14.1 W057 46.5

08/26 5249' ASPHALT. AUW-13/0.5000 MPa.

Landing operations prohibited for civil Acft with
jet engine (turbojet).

Jaguaruna (RegI Sul)

115' SBJA JJG -03:00 S28 40.5 W049 03.6

ATS On Call (48) 3624-8801. Ground Services
On Call (48) 3624-8832, (48) 98829-8830, (48)
99135-1154, (48) 99694-7258.

BRAZIL

05/23 8199' ASPHALT. PCN 57/F/A/X/T. TODA

05 9183'. TODA 23 9183'. RL.

Rwy 05 Right-Hand Circuit.

ATND SKD 1100-2100Z, O/T O/R.

Birds in vicinity of airport.

J.

ABN. Fire 5.

Jaiba (Mocambinho)

1476' SNMK -03:00 S15 05.6 W043 58.7

11/29 5023' ASPHALT. PCN 14/F/A/Y/T.

SR-SS.

Landing operations prohibited by ANAC.

Janauba

1745' SNAP -03:00 S15 43.9 W043 19.4

On Call (38) 3821-4009, (38) 99139-4414.

10/28 4921' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Landing operations prohibited, except for medical emergencies or the transport of values, which require prior coordination with Apt Operator via Tel.

Januaria

1575' SNJN JNA -03:00 S15 28.5 W044

23.2

08/26 3937' ASPHALT. PCN 10/F/B/Y/U.

SR-SS.

Jardim

1053' SSJI -04:00 S21 29.6 W056 09.1

18/36 3117' ASPHALT. PCN 8/F/B/X/T.

SR-SS. ATND SKD SR-SS.

Landing operations prohibited as determined by ANAC.

Minimum altitude for traffic circuit for helicopters: 600ft.

Training flights in vicinity of AD.

F-4.

Jatai

2529' SWJW -03:00 S17 49.8 W051 46.5

On Call (64) 3632-8899.

13/31 4921' ASPHALT. PCN 10/F/B/X/U. RL.

F-4, J.

ABN.

Jequie

646' SNJK -03:00 S13 52.7 W040 04.3

14/32 3937' ASPHALT. PCN 8/F/C/Y/U. TORA
32 3691'. LDA 14 3691'. TODA 32 3691'.

Jequitinhonha

768' SNJQ -03:00 S16 26.5 W041 02.2

10/28 3707' ASPHALT. PCN 6/F/C/Z/U.

SR-SS.

**Jeronimo Sergio Rosado Maia see Catole
Do Rocha****Ji-Parana**

597' SBJI JPR -04:00 S10 52.2 W061 50.8

Apt Administration (69) 3424-4973, (69) 3424-8873, (69) 99931-6881. Ground Services
On Call (69) 9975-3648, (69) 9986-5654, (69) 9986-6362.

03/21 5906' ASPHALT. PCN 30/F/C/X/U. RL.

ATND SKD 1100-2200Z, O/T O/R with 3hr
PPR.

The night operations should be requested from the Apt Administration until 2200Z via Tel.

Apt can be used regularly by any Acft compatible with the 3C reference code or lower.

F-4, J.

ABN. Fire 5.

Joacaba (Santa Terezinha)

2546' SSJA JCB -03:00 S27 10.4 W051
33.1

Apt Operator (49) 3522-1692.

15/33 4134' ASPHALT. PCN 10/F/C/Y/U. RL.

BRAZIL

Night operations on request; prior permission via TEL.
F-4.

ABN.

Joao Correa Da Rocha see Maraba

Joao Durval Carneiro see Feira De Santana

**Joao Pereira dos Santos Filho see
Fronteiras**

Joao Pessoa (PRES Castro Pinto Intl) Apt of Entry
217' SBJP JPA -03:00 S07 08.9 W034 57.0
Apt Administration (83) 3041-4200, (83)
3041-4201; Fax (83) 3041-4215; adaer-
osbjp.cnrf@infraero.gov.br. ARO (83)
3232-4672. Ground Services On Call (83)
3232-2265, (83) 9305-8023.

16/34 8251' ASPHALT. PCN 52/F/B/X/T. TORA
16 7956'. TORA 34 7956'. LDA 16 7956'. LDA
34 7956'. ASDA 16 7956'. ASDA 34 7956'.
MIRL.

H24. ATND SKD 0800-2000Z. O/T O/R. Customs: H24.

Restriction to Acft classes and types: Acft without radio equipment, gliders and Acft without radio belonging to the flying club, Acft without transponder or with failure in this equipment.

Restriction to air services: object launching agricultural spraying, Acft towing operation, parachute launching, acrobatic flights, aerial advertising on banners towed by Acft.

Apron 1 and 2 not available in hours 0100-0800Z for night stay for general, military and cargo Acft.

Apt can be regularly used by any Acft compatible with RCD 4C or lower.

Flight plan and its updates can be submitted via tel.

Engine run up in front of the Twr and at any place between 2200-0600Z is prohibited.

F-4, Jet A-1.
ABN. Fire 7.

Joao Pinheiro

2989' SNJP -03:00 S17 47.2 W046 07.2
06/24 4265' ASPHALT. AUW-13/0.5000 MPa.
SR-SS.

Joao Silva see Santa Ines

Joao Simoes Lopes Neto Intl see Pelotas

Joao Winckler Mun see Xanxere

Jorge Amado see Ilheus

Jornalista Benedito Pimentel see Ourinhos

Jose Vicente Faria Lima see Tupa

Juara (Juara Sul)

991' SIZX -04:00 S11 17.8 W057 32.9
11/29 3937' GRAVEL.
SR-SS.

Juara Sul see Juara

Juazeiro see Curaca

Juazeiro Do Norte (Orlando Bezerra De Menezes)

1342' SBJU JDO -03:00 S07 13.1 W039
16.2
Apt Administration (88) 3311-6510. (81) 98191
4154, (88) 3311 6510; fiscalopera-
cao.sbju@aenabrasil.com.br. ATS (88)
3511-5385. Ground Services (88) 3511-5385.
13/31 6365' ASPHALT. PCN 45/F/A/X/T. RL.

Birds in vicinity of airport.

Ramp 2 limited to a maximum of 6 aircraft for a maximum of 3 hours subject to the authorization of AD Admin. RON not permitted without authorization.

Landing and take off operations of General Aviation Acft are subject of compulsory prior

BRAZIL

authorization 24 hours in advance to the Airport Operations Center (COA) via Tel or e-mail.

F-4, J.

ABN. Fire 6.

Juina

1083' SWJN JIA -04:00 S11 25.2 W058 42.6

17/35 5085' ASPHALT. AUW-12/0.5000 MPa.

SR-SS.

Juiz De Fora (Francisco De Assis)

2989' SBJF JDF -03:00 S21 47.6 W043 23.1

Apt Administration (61) 99648-0458, (61)

99800-2165. Ground Services (32)

98427-5867, (32) 98857-5477, (32)

99912-9999, (32) 99942-8222.

03/21 5036' ASPHALT. PCN 32/F/A/Y/T. RL.

0900-2300Z, extensions O/R until 1500Z via Apt administration. ATND SKD 1100-2100Z. O/T

O/R 2HR PNR.

Birds in vicinity of airport.

Landing operations for Rwy 21 and take off operations for Rwy 03 prohibited.

Acft departing SBJF prohibited presentation of flight plan via radiotelephony.

Aircraft and gliders training flights in vicinity of airport.

Tower 138' (42 m) 6864' (2092 m) from threshold of Rwy 21, in CL alignment.

F-4, J.

ABN.

Julio De Castilhos

1634' SSJK -03:00 S29 09.2 W053 44.6

3271-2021, 3271-9600 Ext 224.

12/30 3904' GRASS. PCN 8/F/C/Y/U.

SR-SS.

Landing operations prohibited, excluding emergency medical operations and transport of values. For these operations, prior coordination via Tel is required.

Jundiai (CMTE Rolim Adolfo Amaro)

2470' SBJD QDV -03:00 S23 10.9 W046

56.6

Apt Administration (11) 4585-9730, (11) 4585-9732. (11) 4585-9730.

18/36 4593' ASPHALT. PCN 21/F/A/X/T. RL.

1000-2200Z.

Birds in vicinity of airport.

Lighting (beacon) will remain on until 2145Z. After this hours O/R.

Prohibited departure from Rwy 18 and approach Rwy 36, during the night, due to non signalized natural obstruction.

Missed Apch to Rwy 18 must be accomplished with left turn from the Thr 18.

Aircraft operation without radio is prohibited.

Submitting flight plan and its updates via radio is prohibited.

The minimum traffic circuit altitude for Acft Cat A, B: 3800', for Acft Cat C: 4100', for helicopters: 3300'.

F-4, J.

ABN.

Juscelino Kubitschek see Diamantina**Juscelino Kubitschek see Teofilo Otoni****Juvenal Loureiro Cardoso see Pato Branco****Labrea**

243' SWLB LBR -05:00 S07 16.7 W064 46.2

18/36 3937' ASPHALT. PCN 8/F/C/Y/T. Rwy 18 Takeoff not allowed. Rwy 36 Landing not allowed.

SR-SS. ATND SKD SR-SS.

Rwy 36 closed for landing and Rwy 18 closed for takeoff due to concentration of birds in vicinity of airport.

Flight plans are not accepted by radio. Flight plan must be filed before take off via internet, phone or by FAX.

BRAZIL

F-4.

Lages

3064' SBLJ LAJ -03:00 S27 46.9 W050 16.9
aeroporto.desenvolvimento@lages.sc.gov.br.
Ground Services On Call (49) 9 9110-5492;
aeropostolages@landin.com.br.

17/35 5026' ASPHALT. PCN 17/F/C/Y/U.
TORA 35 4731'. LDA 35 4731'. ASDA 35 4731'.
RL.

ATND SKD Mon-Fri 1100-1500Z, 1700-1900Z;
Sat-Sun, Hol O/R via Tel or email.

Night operations on request coordinate via
Operations email.

Airport can be used regularly by any aircraft
compatible with RCD 2C or lower.

Simultaneous landing and take-off operations
with SNCP prohibited if SNCP operating IFR.

Landing and take-off prohibited when start of
IRF procedure (SID/IAC) is reported to SNCP
even when SNCP is VFR.

Training and touch and go-around flights pro-
hibited when SNCP is IFR or conducting IFR
landing or take-off operations (SID/IAC) to
SNCP, even when SNCP is VFR.

Training, aerobatics, aerial demonstrations or
any other aeroport activities, published by
NOTAM or in AIP in the FIZ region, must be
temporarily suspended when SNCP operating
IFR take-off and landing.

Non propelled ultralight traffic in vicinity of air-
port.

F-4, J.

ABN.

Lagoa Santa

2795' SBLS Mil. -03:00 S19 39.7 W043 53.9

13/31 6037' ASPHALT. PCN 26/F/C/X/T. RL.

Rwy 31 Right-Hand Circuit.

Use of this airport by civil users is by prior per-
mission only from the aeronautical authority.

Aircraft without radio are prohibited from oper-
ating at this airport.

Aircraft destined for SBLS under VFR plan
must establish contact with Belo Horizonte
Control upon entering Belo Horizonte TMA.

Submitting flights plans via radiotelephone is
authorized.

F-4, J.

ABN. Fire 3.

Lauro Antonio da Costa see Curitibanos**Lauro Kurtz see Passo Fundo****Lavras (Padre Israel (Israel Batista d)**

3146' SSOL -03:00 S21 14.4 W044 57.8
On Call (35) 3826-9027.

05/23 4921' ASPHALT. PCN 12/F/C/Y/T. RL.

Night time operations O/R via Tel between
1000-0100Z. Pilot should inform about estimated
time of landing/departure.

ABN.

Leite Lopes see Ribeirao Preto**Leme (Yolanda Penteado)**

2057' SDLL -03:00 S22 13.5 W047 22.8

09/27 4370' ASPHALT. PCN 7/F/B/X/U. TORA
09 4003'. TORA 27 3812'. LDA 09 3812'. LDA
27 4003'. TODA 09 4003'. TODA 27 3812'.
SR-SS.

Movement of ultralight vehicles in the traffic pat-
tern.

Landing and takeoff operations must be coordi-
nated with Academia Approach.

Lencois (Horacio de Mattos)

1660' SBLE LEC -03:00 S12 28.9 W041
16.6

Fax (75) 3625-8100. Ground Services On Call
(75) 3625-8100, (75) 3625-8697.

14/32 6831' ASPHALT. PCN 44/R/A/W/T. RL.

BRAZIL

SS-SR O/T O/R. ATND SKD Mon-Fri,
1130-1500Z, 1600-2100Z. Sun 1500-1800Z.
O/T O/R.

F-4, J.

ABN.

Lencois Paulista (Mun Jose Bosco)

2037' SDLP QGC -03:00 S22 34.7 W048
46.5

Apt Administration (14) 3269-9324; zlavia-
cao@zilor.com.br. Ground Services (14)
99672-3327.

07/25 4147' ASPHALT. PCN 13/F/C/Y/T. RL.

ATND SKD 1100-2100Z. O/T O/R.

Approval for night operation must be requested
2 days PNR on weekdays and between the
hours of 1100-2000Z (1000-1900Z Brazilian
summer schedule) via email, and confirmed via
telephone.

Helicopter traffic circuit South sector of the AD.

F-4.

ABN.

Linhares

138' SNLN -03:00* S19 21.3 W040 04.3

On Call (27) 3372-6815, (27) 98115-0393.
Ground Services (27) 99946-0094; ads@marli-
navigation.com.br.

06/24 6102' ASPHALT. PCN 37/F/A/X/T. RL.

Helicopter traffic circuit should be carried out in
NW sector of AD.

Night operations are subject of prior coordina-
tion 60 min in advance via Operations TEL as it
is required to activate lighting.

ABN.

Lins

1574' SWXQ -03:00 S21 39.8 W049 43.9

14/32 5577' ASPHALT. PCN 30/F/B/X/T. RL.

F-4.

ABN.

Londrina (Governador Jose Richa)

1867' SBLO LDB -03:00 S23 19.8 W051
08.2

Apt Administration apoc ldb@grupocr.com.br.
(43) 3337-5576. Ground Services (43)
3027-9105, (43) 3325 7435, (43) 3326 1334.

13/31 6890' ASPHALT. PCN 43/F/B/X/T esti-
mated. TORA 13 6594'. TORA 31 5791'. LDA
13 5495'. LDA 31 5791'. TODA 31 5791'. ASDA
13 6594'. ASDA 31 5791'. RL.

ATND SKD Petrobras: Mon-Fri 0700-0200Z,
Sat-Sun 0700-2300, O/T O/R. Shell: Mon-Sun
0740-2350, O/T O/R.

General aviation Acft operations O/R 2 hr in
advance by filling the Apron Reservation Form
via website, Exemption for general aviation Acft
when (1) Acft has never operated in the AD in
question under the management of CCR Apts;
(2) Acft is internationally registered and (3)
General aviation Acft that requires apron reser-
vation. The Airport Operations Center (APOC)
will send the authorization to registered email.
When necessary, adjustments to the schedule,
these must be regularized within 30 minutes
before operations otherwise the request will be
canceled. In case of urgency contact via email.
Birds in vicinity of aerodrome.

Access to general aviation hangars is not a
Twy. Day and night operations at the risk of the
aircraft operator.

Mandatory contact on Twr frequency for ground
operations due to low visibility from tower to
hangar.

General aviation: Due to the convergence of
horizontal signaling, prohibited simultaneous
movement of Acft. Operate with caution and
under authorization of ATC for arrival or departure.

Prohibited engine runup on apron and hangars.
Engine runup only on Twy D with coordination
of patio supervision and ATC.

BRAZIL

The AD can be regularly used by any Acft compatible with RCD 4C or lower.

Simultaneous push-back operations are prohibited when IMC conditions exist during takeoff operations.

Simultaneous push-back operations are prohibited when aircraft with a reference code of 3 or 4 operate at Twy E during landing operations.

Simultaneous aircraft operations are prohibited at Twy E when aircraft with a reference code of "C" are taxiing to/from the hangars.

Aircraft transporting sick passengers who need access to the ramp must coordinate with Airport Administration in advance via Tel.

Rotary wingaircraft are not authorized with direct access to use Ramp 1 or the General aviation business yard.

Concentration of kites present in the vicinity of the airport especially on Saturday, Sunday and HOL.

Rwy 13/31 180 Deg turns authorized for aircraft above 88185 lbs (40 t) at the Rwy Thld only.

AIS will not accept flight plan and updates via Londrina Twr by radiotelephone.

TPA 600' (2469') Helicopter; 1200' (3069') Fixed Wing.

F-4, J.

ABN. Fire 7.

Lontras (Helmut Baungartem)

1096' SSLN -03:00 S27 09.6 W049 32.6
jaision.souza@riodosul.sc.gov.br.

07/25 3533' ASPHALT. PCN 10/F/C/Y/U. RL.
ATND SKD 1100-2100Z.

Traffic circuit restricted to SE sector of Apt.

Night lighting is available O/R with 24 Hr prior coordination via email.

Helicopter traffic circuit minimum height 1000'.

F-4.

ABN.

Lourival Nunes De Farias see Monteiro**Lucas Do Rio Verde (Mun Bom Futuro)**

1358' SILC -04:00 S13 02.3 W055 57.0
(65) 99613-8703. Ground Services Fax (65)
99613-8703, (66) 99974-4558.

08/26 5676' ASPHALT. AUW-13/0.5000 MPa.
RL.

Night lighting available O/R by Tel with operations, minimum 60 minutes PNR.

F-4.

ABN.

Lucelia

1476' SDLC -03:00 S21 45.0 W051 01.1

09/27 3386' GRASS. AUW-12/0.6000 MPa.
SR-SS.

F-4.

Luis Alberto Lehr see Santa Rosa**Luiz Dalcanale Filho see Toledo****Luziania (BRIG Araripe Macedo)**

3268' SWUZ -03:00 S16 15.7 W047 58.1

11/29 3937' ASPHALT. PCN 8/F/C/Y/U.

Gliders and ultralights in instruction flight in vicinity of airport.

F-4.

Macae

8' SBME MEA -03:00 S22 20.6 W041 45.8

(22) 2762-0950, (22) 2763-5733; On Call (27)
98183-5091. Ground Services (21)
97021-1546, (22) 2759-0805, (22) 2762-1602,
(22) 2791-2525, (22) 98102-3697, (22)
99869-7999.

06/24 3937' ASPHALT. PCN 19/F/C/W/T. RL.

ATND SKD BR AVIATION 0900-2100Z, SHELL
0900-0100Z, AIR BP 0800-2150Z.

CAUTION: Street lights parallel to runway may be confused as runway lights.

BRAZIL

General aviation Acft authentication required 24hr prior through website, for information contact via Tel.

In case of the Acft operations non based on SBME between 2200-1000Z, prior contact with Apt Operations.

Birds in vicinity of airport.

Acft with wingspan of 49' (15 m) or greater prohibited from taxiing on yellow line between Twy B and position 01.

Acft with wingspan of 79' (24 m) or greater prohibited from taxiing on yellow line between Twy A and position 32.

ATR 72 operations allowed only in Visual Meteorological Conditions.

Flight Plan and update by radiotelephony prohibited.

Traffic circuit of Acft Cat A, B, C should be performed at minimum altitude 1500'.

Trainings flights allowed after permission and coordination from Tower Macae.

Touch and go training flight and ANAC CHECK only with prior coordination via Operations.

J.

ABN. Fire 5 1000-2300Z.

Macapa (Alberto Alcolumbre Intl) Apt of Entry

56' SBMQ MCP -03:00 N00 03.0 W051 04.2
Apt Administration (96) 3223-1057, (96) 3223-2323; Fax (96) 3223-1207. (96) 3223-5799, (96) 3225-8324; On Call (96) 3198-2203; protocolosbmq@infraero.gov.br, tarifadores_sbmq@infraero.gov.br. Ground Services (93) 99164-0669, (96) 3222-5234.

08/26 6890' ASPHALT. PCN 48/F/C/X/T. MIRL.

Rwy 26 Right-Hand Circuit.

H24. ATND SKD 0900-2100Z O/T O/R via Tel. Customs: 1100-2000Z, O/T O/R via Tel.

Birds on and in the vicinity of the airport.

180 degree turns permitted only on turn pads at the runway ends and between taxiway B and Rwy 08 end for Airbus, Boeing 737 or larger aircraft.

Traffic pattern by N sector of airport only.

Minimum traffic pattern altitude 1100' Acft cat A, B, C; 1600' Acft cat D, E; 1000' Helicopter.

F-3, F-4, Jet A-1.

ABN. Fire 6.

Macaubas

2103' SNMC -03:00 S13 01.5 W042 40.3

12/30 4324' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Landing operations are prohibited (as determined by ANAC).

Maceio (Zumbi Dos Palmares Intl) Apt of Entry

388' SBMO MCZ -03:00 S09 30.6 W035 47.5

Apt Administration (82) 3036-5200; Fax (82) 3036-5264; institucional@aenabrasil.com.br. (82) 3036-5261; coa.sbm@aebrasil.com.br. ARO (82) 3322-3000.

12/30 8537' ASPHALT. PCN 46/F/A/X/T. TORA 12 8241'. TORA 30 8241'. LDA 12 8241'. LDA 30 7874'. ASDA 12 8241'. ASDA 30 8241'. MIRL.

H24. ATND SKD H24. Customs: O/R, 24hrs PNR.

Birds in vicinity of Apt.

Be careful not to confuse RWY 14/32 with the AlagoasAeroclube, located at SE, at 7NM (13Km).

Restriction to classes and types of Acft without radio, gliders, Acft without transponder or transponder failure, and ultralight aircraft.

Restriction on air services; launching of objects or spraying, aircraft towing, launch of parachutes, and acrobatic flights.

BRAZIL

For noise abatement procedures, aircraft causing a noise level above that allowed are those that do not comply with the limits included in the Chapter 3, Annex 16, ICAO, and also those included in the AIP MAP.

The exit procedures must be according to the prescribed at the SID included at the location.

Apt can be regularly used by Acft compatible with reference code 4E or lower.

Rwy 12 and Rwy 30 last 295'(90 m) closed to landing and take-off.

Flight plan and its updates can be submitted via Tel.

180 Deg turnaround for Acft wingspan FOKKER 100, BOEING 737, or greater, at Thr only.

F-4, Jet A-1.

ABN. Fire 7.

Maestro Marinho Franco see Rondonopolis

Maestro Wilson Fonseca Intl see Santarem

Maj Brig Doorgal Borges see Barbacena

Maj Brigadeiro Trompowsky see Varginha

Manaus (Eduardo Gomes Intl) Apt of Entry
264' SBEG MAO -04:00 S03 02.5 W060
03.0

Apt Administration (92) 3652-1210; Fax (92) 3652-1366; institutional@vinci-airports.com.br.
H24 (92) 3652 5375, (92) 3652-5374. ATS (92) 3652-5955, (92) 3652-5960, (92) 3652-5965.

11/29 8858' ASPHALT. PCN 71/F/C/X/T. HIRL.
ALS 11.

H24 ATND SKD H24. Customs: H24.

Ops for B747-8F Acft are allowed according to special procedures described in MOPS.

The following Acft/Operations are restricted:
Acft without radio equipment, gliders, Acft without transponder or failure of this equipment, flight of powered ultralights, object launching or

spraying, Acft pushback operations, parachute jumping, acrobatic flight.

Birds in the vicinity of APT.

APT can be used regularly by ACFTs compatible with RCD 4E or below.

The circuit is calculated for the following maximum speed: Eduardo Gomes 160 kts.

AFIL plans will not be accepted by Manaus APP from aircraft bound for or crossing Manaus TMA/CTR and its projections. The corresponding plans must be filed before take-off via website, in person at any AIS Room, or via tel.

Jet A-1.

ABN. Fire 9.

Manaus (Ponta Pelada)

257' SBMN PLL Mil. -04:00 S03 08.7 W059
59.1

(92) 3652-5898, (92) 3652-5908. Ground Services (92) 3629-3074.

09/27 6699' ASPHALT. PCN 45/F/B/X/T. TORA
27 6535'. LDA 27 6535'. TODA 27 6535'. ASDA
09 7126'. ASDA 27 6634'. RL.

Rwy 27 Right-Hand Circuit.

ATND SKD 0900-2200Z, O/T O/R.

Apt not available for civil Acft planning to use it as alternative Apt. Landing operations are authorized only in case of aeronautical emergency.

Birds in vicinity of Apt.

Rwy 27 first 164' (50 m) closed for takeoff and landing.

Twy access Rwy 27 to military apron cleared for C205 or C105 Acft.

Acft taxiing between SCOAM and hangars should operate with a high level of caution due to poor visibility of the Twr in this area.

TPA 1257' (1000') Fighter Jet; 1757' (1500') Conventional.

J.

ABN. Fire 6.

BRAZIL**Manhuacu (Elias Breder)**

2720' SNJM -03:00 S20 15.6 W042 11.0

02/20 3839' ASPHALT. PCN 14/F/B/X/T.

SR-SS.

ations in advance must be made 48 hours before operation through airport.

F-4, J.

ABN. Fire 6.

Manicore174' SBMY MNX -04:00 S05 48.7 W061
16.7

ATS (97) 3385-1554, (97) 3385-1642. Ground Services (92) 98429-2256, (92) 98818-4274.

05/23 4150' ASPHALT. PCN 12/F/C/Y/U.

ATND SKD SR-SS. Fuel available for military Acft with authorization via Tel.

Concentration of birds (vultures) upwind of Rwy 05 and along both sides Rwy 05/23.

J.

Manoel Ribas

2822' SBMR -03:00 S24 31.7 W051 38.8

17/35 3937' ASPHALT. PCN 12/F/C/Y/U.

ATND SKD SR-SS.

Manoel Ribas

2907' SSMR -03:00 S24 31.8 W051 39.1

ARO (43) 435-1223 ext.233.

17/35 3937' ASPHALT. PCN 12/F/C/Y/U.

SR-SS.

Manoel Ribas see Goioere**Maraba (Joao Correa Da Rocha)**358' SBMA MAB -03:00 S05 22.1 W049
08.3

Apt Administration (94) 3324-2130. (94) 3324-1383. Ground Services (94) 3324-1349, (94) 3324-4718, (94) 99257-1341.

07/25 6562' ASPHALT. PCN 40/F/C/X/U. RL.ATND SKD Petrobras: H24; Shell: 0600-2200Z.
O/T O/R via Tel.

Birds in vicinity of airport.

Operations of aircraft with a wingspan greater than 131' (40 m) PPR by CTC with airport oper-

Maracas

3156' SNMJ -03:00 S13 23.2 W040 28.0

07/25 4265' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Landing operations are prohibited for fixed wing Acft.

Marcelo Pires Halzhausen see Assis**Marechal Candido Rondon (Ruben Berta)**

1381' SSCR -03:00 S24 30.8 W054 03.3

01/19 4593' ASPHALT. PCN 10/F/C/Y/U.

SR-SS.

Marechal Cunha Machado Intl see Sao Luis**Marechal Rondon Intl see Cuiaba****Marica**

5' SBMI -03:00 S22 55.1 W042 49.7

Apt Administration (21) 97144-7967; aerodromedemarica@codemar-sa.com.br. Apt Operator (21) 3995-3076, (21) 3995-3081, (21) 99709-7589. Ground Services (21) 96737-1512.

09/27 3904' ASPHALT. PCN 13/F/A/X/T. RL.

ATND SKD 0900-0100Z O/T O/R 3 hrs PNR via Tel.

Regular passenger flights prohibited.

Birds in the vicinity of the airport.

Non-based Acft shall coordinate their operations minimum 3 hours in advance via Tel or email with Apt Administration; Commercial MON TIL FRI 1100-2000Z.

Rwy 09 first 853' (260m) closed for landing and last 262' (80m) closed for take off.

Rwy 27 first 262' (80m) closed for landing and last 853' (260m) closed for take off.

BRAZIL

Engine check allowed only at holding point.

Traffic pattern in northern sector only. Traffic pattern altitude for Category H aircraft 605' (600'), CAT A and B aircraft 1305' (1300').

J.

ABN. Fire 3 0900-2100Z.

Marilia (Frank Miloye Milenkovich)

2134' SBML MII -03:00 S22 11.7 W049 55.6

Apt Administration (14) 3333-1293.

03/21 5577' ASPHALT. PCN 35/F/B/X/T. RL.

Night lighting activated O/R via Airport Administration tel.

Traffic circuit should be performed only SE of airport to avoid obstruction (buildings and antennas).

Traffic circuit for helicopters should be performed NE of airport.

F-4, J.

ABN. Fire N.

Maringa (Silvio Name Junior)

1801' SBMG MGF -03:00 S23 28.8 W052

00.7

On Call (44) 3366-3833. Ground Services (44) 3266-6666, (44) 9972-5028.

10/28 7808' ASPHALT. PCN 45/F/A/X/T. RL.

0730-0400Z O/T O/R 2 hr PPR via Tel. ATND SKD 0900-0000Z.

Birds in the vicinity of the Apt.

Apt can be regularly used by Acft with RDC 4D or lower.

Apt enabled for international cargo traffic. International cargo flights requests should be submitted to ANAC.

F-4, J.

ABN. Fire 7.

Mario De Almeida Franco see Uberaba**Mario Pereira Lopes see Sao Carlos****Mario Ribeiro see Montes Claros****Matupa (Regional Orlando Villas Boas)**

886' SWXM -04:00 S10 10.2 W054 57.2

02/20 6096' ASPHALT. AUW-13/0.5000 MPa.

Maues

69' SWMW MBZ -04:00 S03 22.3 W057
43.5

01/19 3937' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Maxaranguape

305' SNXX Mil. -03:00 S05 22.9 W035 31.8

16/34 7218' ASPHALT. PCN 29/F/A/Y/T.

SR-SS.

Mello Viana see Tres Coracoes**Minacu**

1401' SWIQ -03:00 S13 33.0 W048 12.0

Apt Administration (062) 3379- 3066, (062) 9965-0238. Ground Services (62) 3379-3066, (62) 8436-3858.

05/23 4183' ASPHALT. PCN 7/F/C/Y/U. RL.

ATND SKD 1200-0000Z. O/T O/R.

Minimum traffic pattern altitude for fixed wing aircraft is 2801' (1400').

F-4.

ABN.

Mineiros

2766' SWME -03:00 S17 33.1 W052 33.4

01/19 3281' ASPHALT. PCN 8/F/C/Y/U.

ATND SKD SR-SS.

Traffic circuit height is 600' (183m) and W sector for rotor wing Acft.

Traffic circuit W sector for fixed wing Acft.

F-4.

Ministro Victor Konder Intl see Navegantes

BRAZIL

Mirassol (Mirassol Apt)

1916' SDMH -03:00 S20 48.4 W049 29.2

06/24 3281' DIRT. PCN 8/F/C/Y/U.

SR-SS.

Landing operations prohibited as determined by ANAC.

Mocambinho see Jaiba**Mococa**

2116' SDKK QOA -03:00 S21 29.2 W047 02.0

(19) 3666-5565, (19) 3666-5567.

04/22 3281' DIRT. PCN 8/F/C/Y/U.

SR-SS.

Landing operations prohibited, excluding emergency medical operations and the transport of goods with PPR with airport operator via Tel.

Mogi Mirim

2280' SDMJ -03:00 S22 24.6 W046 54.3

12/30 4921' DIRT. AUW-12/0.5000 MPa.

SR-SS.

Traffic pattern altitude for fixed wing aircraft and helicopters 1000'.

Moises Lupion see Ibaiti**Monte Alegre**

325' SNMA MTE -03:00 S01 59.8 W054 04.3

10/28 4675' ASPHALT. PCN 9/F/C/Y/U.

SR-SS.

Birds in vicinity of airport.

Monte Dourado see Almeirim**Monte Santo**

1453' SSQP -03:00 S10 27.9 W039 17.2

17/35 3281' SAND/CLAY.
AUW-13/0.5000 MPa.

SR-SS.

Monteiro (Lourival Nunes De Farias)

2041' SIBY -03:00 S07 52.7 W037 08.2

(83) 98638-9512, (83) 98827-9860, (83) 99167-7776.

14/32 3740' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Landing operations are prohibited, except for medical emergencies or transportation of valuables, which must be carried out after prior coordination with Operations via Tel.

Montenegro

79' SSNG QGF -03:00 S29 43.2 W051 29.3

Apt Operator (51) 3632-2659.

13/31 3018' GRASS.

SR-SS.

Night beacon available Mon-Fri 1100-2000Z. via tel.

Helipad operations VFR day and night.

Be observant for ultralight and flight training in proximity to aerodrome.

Traffic circuit should be performed only in Southwest sector of AD.

Trees and buildings from 16 FT (5 M) to 49 FT (15 M) on final to Rwy 13. Trees, buildings and hill from 29 FT (9 M) to 640 FT (195 M) on final to Rwy 31.

Montes Claros (Mario Ribeiro)

2192' SBMK MOC -03:00 S16 42.4 W043 49.3

12/30 6890' ASPHALT. PCN 34/F/B/X/T. TORA 12 6594'. TORA 30 6594'. LDA 12 6594'. LDA 30 6594'. ASDA 12 6594'. ASDA 30 6594'. RL.

ATND SKD 0800-0400Z.

Be alert for bird strike hazard in the final approach Rwy 12.

Rwy 12 last 295'(90 m) closed for landing and takeoff.

Rwy 30 last 295' (90 m) closed for landing and takeoff.

BRAZIL

Push-back and taxi operations are prohibited during landing and take-off for Acft with reference code 3 or 4 in Instrument Meteorological Conditions (IMC).

Apt can be regularly used by any aircraft compliant with the 4C reference code or lower.

Flight plan accepted via radiotelephone.

F-4, J.

ABN. Fire 6.

Morrinhos

2634' SJ4Y -03:00 S17 45.7 W049 07.3

05/23 3724' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Landing operations of jet Acft are prohibited.

Traffic circuit for fixed and rotary wing Acft should be performed at a minimum height of 1000' (305 m) over Apt.

Morro Do Chapeu

3609' SNOC -03:00 S11 32.1 W041 10.8

15/33 3281' GRAVEL. PCN 7/F/C/Y/U.

ATND SKD SR-SS.

Mossoro (Dix Sept Rosado)

75' SBMS MVF -03:00 S05 11.7 W037 21.7

cco@infracea.com.br. ATS (84) 3316-5956, (84) 3316-6396; mossoro.dnb.sbms@navbrasil.gov.br. Ground Services (84) 4103-1843, (84) 99602-3960, (84) 99956-0099.

05/23 6234' ASPHALT. PCN 31/F/B/X/T. RL.

SR-2100Z. ATND SKD Mon-Fri 1100-1500Z, 1600-2000Z. Sat, Sun, Hol O/R via Tel.

Night operations on request with 24 hr PNR via email.

Birds in vicinity of Apt.

Twy (access to parking ramp nr 2) closed for night operations.

The Apt may be regularly used by any Acft compatible with the 2C or lower reference code.

ATR 72 Acft operations under Visual Weather Conditions (VMC) are permitted according to special procedures described in MOPS.

Jet A-1.

ABN.

Mostardas

59' SSMT -03:00 S31 06.2 W050 54.7

05/23 3199' ASPHALT. AUW-13/0.6000 MPa.

SR-SS.

Rwy 05/23 prohibited landing operations.

Mozarlandia

1076' SDOV -03:00 S14 44.7 W050 34.2

(62) 3265-4101, (62) 3265-4141.

17/35 4921' ASPHALT. PCN 20/F/B/Y/T.

SR-SS.

Landing operations prohibited, excluding emergency medical operations or transport of goods PPR with Apt Operations via Tel.

Mucuge

3461' SNQU -03:00 S13 01.9 W041 26.7

Apt Operator (71) 3115-2166, (71) 3115-2369.

07/25 4593' ASPHALT. PCN 6/F/C/Z/U. TORA 07 4265'. LDA 25 4265'. TODA 07 4265'.

SR-SS.

APT closed for landing, excluding emergency medical operations and transport of goods. PPR with APT required via TEL.

Mun Bom Futuro see Lucas Do Rio Verde**Mun Jose Boso see Lencois Paulista****Municipal Jose Figueiredo see Passos****Muriae (Cristiano Ferreira Varella)**

886' SNBM -03:00 S21 07.6 W042 23.7

12/30 3740' ASPHALT. PCN 12/F/B/Y/T.

SR-SS.

Traffic Pattern to the South of the aerodrome only.

BRAZIL**Nagib Demachki see Paragominas****Nanuque**

656' SNNU NNU -03:00 S17 49.4 W040

19.8

11/29 4003' ASPHALT. PCN 13/F/C/Y/U.

SR-SS.

Natal (Augusto Severo)

171' SBNT NSA Mil. -03:00 S05 54.5 W035

14.9

Apt Administration (84) 3087-1214, (84) 9189-0494. (84) 3644-7634, (84) 3644-7639, (84)3644-7171, (84)98177-1616; oop.bant@fab.mil.br. ATS Fax (84) 3644-7234. Ground Services (84) 98155-2092.

12/30 5988' ASPHALT. PCN 40/F/A/X/T. RL.**16L/34R** 8530' ASPHALT. PCN 37/F/A/X/T. ASDA 16L 8727'. ASDA 34R 8743'. MIRL.

Rwy 34R Right-Hand Circuit.

16R/34L 5479' ASPHALT. PCN 40/F/A/X/T. RL.

Rwy 16R Right-Hand Circuit.

For overnight operations contact with operations officer, with 72 hrs PNR via Tel and email.

Direct approach to apron 1 not authorized for rotary wing aircraft .

Birds in vicinity of Apt.

Rwy 16L and 16R, simultaneous approach, landing and take off operations.

Engine run-up in the DELTA area is prohibited.

Observed obstacle, group of antennas, with elevation 189' (58 m), distance 4226' (1288m), azimuth 336 Deg, from Thr 34R.

Filling flight plans and updates via tel, daily 0900-2100Z.

Filing a flight plan by radio is prohibited.

Minimum altitudes in traffic circuit for jet Acft: 1700'; for propeller Acft: 1200'; for helicopters: 700'.

Military aircraft with intended destination of Natal contact Ops on frequency 122.500 MHz.

Flight training in vicinity of AD.

F-4, J.

ABN. Fire 6.

National Aviation Aerodrome see Goiania**Navegantes (Ministro Victor Konder Intl)**

Apt of Entry

18' SBNF NVT -03:00 S26 52.7 W048 39.0

Apt Administration (47) 3324-9200; Fax (47) 3342-9224. (47) 3342-9205, (47) 3342-9211, (47) 3342-9243; apoc.nvt@grupocr.com.br, coa.tps.sbnf@infraero.gov.br. ARO (47) 3342-9242. Ground Services On Call (47) 3342-9205, (47) 3342-9211.

07/25 5581' ASPHALT. PCN 33/F/A/X/T. TORA

07 5285'. TORA 25 5285'. LDA 07 5285'. LDA 25 5285'. ASDA 07 5285'. ASDA 25 5285'. MIRL.

0800-0245Z. ATND SKD 0900-0300Z, O/T O/R. Customs: O/R, 24 hrs PNR.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3) General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When necessary, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email. Apron parking PPR by phone.

Noise Abatement Procedure: Aircraft in positions 2,3 and 4 must use air starter unit, ground power unit and low pressure unit. Aircraft which require the use of this equipment O/R by phone at least 30 min prior to landing.

Birds in vicinity of Rwy 07/25 and Thr 07.

BRAZIL

Aircraft approaching RWY 07 must look for vessels crossing Itajai - Acu River, around 3281' (1000m) from the threshold.

Apt may be regularly used by any Acft which is compatible with RCD 4C or lower.

Prohibited simultaneous operation of Acft on the Twy of the Acft parking apron with landing and take off operations of reference code 3 or 4 Acft on Rwy 07/25 in IMC.

Prohibited simultaneous push-back operation with landing and take off operations of reference code 3 or 4 Acft on Rwy 07/25 in IMC.

Service referring to immigration and customs formalities for International flights, except for scheduled and charterflights previously authorized by ANAC, must be requested in advance of 48 hrs by sending general declaration GENDEC via email. Changes in schedules and delays must be reported 4 hrs in advance, or else the request will be canceled.

Flight plans and updates accepted via TEL.

Turnaround of 180° of Acft type Fokker 100, Boeing 737, or greater, only on Thr.

F-4, Jet A-1.

ABN. Fire 7 0845-0245Z.

Navirai (Ariosto Da Riva)

1332' SSNB -04:00 S23 02.0 W054 10.7

10/28 4587' ASPHALT. PCN 10/F/B/Y/T. TORA 28 3930'. LDA 10 3930'. TODA 28 3930'.

SR-SS.

Nelson Garofalo see Sao Manuel**Nioaque**

984' SSNQ -04:00 S21 11.1 W055 49.8

Apt Administration (64) 3461-4000, (64) 3461-4005.

18/36 3937' GRASS. AUW-12/0.5000 MPa.

SR-SS.

APT closed for landing excluding emergency medical flights. Prior coordination with APT administration required via TEL.

Niquelandia

2756' SWNQ NQL -03:00 S14 26.2 W048 29.5

On Call (62) 3265-4101, (62) 3265-4141; aerodromos@goinfra.go.gov.br.

02/20 4852' ASPHALT. PCN 8/F/C/Y/U.

Traffic circuit for fixed and rotary wing Acft should be performed at a minimumheight of 1500' AGL.

Landing operations prohibited, excluding emergency medical operations or transport of goods PPR with Apt Operations via Tel or email.

Nova Mutum (Brig. Eduardo Gomes)

1411' SDNM -04:00 S13 49.3 W056 02.3

05/23 5056' ASPHALT. PCN 18/F/B/Y/U.

SR-SS.

Nova Prata

2264' SSNP -03:00 S28 48.1 W051 36.2

13/31 3281' GRAVEL. PCN 5/F/B/Y/U.

SR-SS.

Nova Xavantina (Xavantina)

1037' SWXV NOK -04:00 S14 41.9 W052 20.8

03/21 4888' GRAVEL. PCN 10/F/C/Y/U.

F-4.

ABN.

Novo Campo see Boca Do Acre**Novo Horizonte**

1526' SDNH -03:00 S21 29.9 W049 14.1

13/31 3281' GRAVEL. AUW-13/0.5000 MPa.

SR-SS.

Traffic circuit should be processed in SW sector due to obstacle (tower). Toweris 1722' (525m)

BRAZIL

high and it is located 8530' (2600m) from Thr 13 on azimuth 348deg.

Obidos

328' SNTI OBI -03:00 S01 52.1 W055 30.9
10/28 4987' ASPHALT. PCN 9/F/C/Y/U.
 SR-SS.

Obidos (Tirios)

1129' SBTS Mil. -03:00 N02 13.5 W055 56.5
 Apt Administration (91) 3182 9354, (91) 99164 3403. ATS (92) 3652-5352, (92) 3652-5603. Ground Services (91) 99100-7309.
10/28 6562' ASPHALT. PCN 33/F/A/X/T. ASDA 10 6759'. ASDA 28 6759'. RL.

ATND SKD SR-SS, Fuel only available to Military aircraft. O/R 5 working days PNR.
 For civil Acft operation at least 5 working days PNR from Base Aerea de Belem (BABE).

Animals in vicinity of Apt.

Observe Rwy 10/28 for people crossing.

J.

Oiapoque

53' SBOI OYK -03:00 N03 51.7 W051 47.8
 ATS (92) 3652-5488, (92) 3652-5628; civa.az.cindacta4@fab.mil.br. Ground Services (91) 99100-7309.

03/21 4921' ASPHALT. PCN 10/F/B/Y/U. RL.

Rwy 03 Right-Hand Circuit.

ATND SKD Exclusive use for military Acft, SR-SS O/R at least 5 days in advance via TEL.

Traffic arriving via Rwy 03, must perform right turn in the traffic pattern. Traffic arriving Rwy 21, must perform left turn in the traffic pattern.

Traffic taking-off from Rwy 03, must execute right turn. Traffic taking-off from Rwy 21, must execute left turn.

Traffic pattern must not go beyond the bank of Oiapoque River.

J.

ABN.

Olavo Cecco Rigon see Concordia**Oliveira**

3222' SNRZ -03:00 S20 42.9 W044 51.9
03/21 3871' ASPHALT. AUW-13/0.5000 MPa.
 RL.
 ABN.

Oricanga De Abreu see Posse**Oriximiná**

262' SNOX ORX -03:00 S01 42.8 W055 50.1
 Apt Operator (93) 99216-7926.
17/35 5249' ASPHALT. PCN 27/F/B/X/U.
 SR-SS.

Prior authorization required for landing and parking O/R via Tel minimum 24 h in advance.

Oriximiná (Trombetas)

168' SBTB TMT -03:00 S01 29.4 W056 23.8
 (93) 3549-7172, (93) 99122-7508; operacoes.sbtb@mrn.com.br.

09/27 5249' ASPHALT. PCN 26/F/A/X/T. RL.

O/R 24hrs in advance by telephone/e-mail.

Birds in vicinity of airport.

ABN. Fire 5 Tue, Thr: 1100-1400Z, 1900-2200Z; Sun: 1100-1300Z, 1900-2100Z.

Orlando Bezerra De Menezes see Juazeiro Do Norte**Orlando de Carvalho see Umuarama****Osorio**

56' SSOS -03:00 S29 54.1 W050 14.9
11/29 3117' CLAY/GRVL.
 AUW-13/0.5000 MPa.
 SR-SS.

Ourilandia do Norte

751' SDOW -03:00 S06 45.7 W051 03.0
14/32 3937' ASPHALT. PCN 11/F/B/Y/T. RL.

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Landing operations prohibited for fixed wing turbojet Acft.

Birds in the vicinity of the airport.

ABN.

Ourinhos (Jornalista Benedito Pimentel)

1516' SDOU OUS -03:00 S22 58.4 W049 54.7

Apt Administration (14) 3322-1277.

16/34 4921' ASPHALT. PCN 15/F/B/X/T. RL.

Below 1000' (305 m) avoid overflying fuel tanks located 1.8 NM (3330 m) from Thr 34 and 722' (220 m) left of LCL overrun.

ABN.

Ouro Fino

2818' SNOF -03:00 S22 17.8 W046 23.6

06/24 3543' GRASS. AUW-6/0.5000 MPa.

SR-SS.

Traffic circuit altitude at 1500' AGL for fixed wing and rotary wing Acft.

Padre Israel (Israel Batista de Carvalho) see Lavras**Palmas (Brigadeiro Lysias Rodrigues)**

774' SBPJ PMW -03:00 S10 17.4 W048 21.5

Apt Administration (63) 3219-3700, (63) 3219-3820, (63) 3219-3824; Fax (63) 3219-3726; adaeropj@infraero.gov.br. apoc.pmw@groupocr.com.br.

14/32 8202' ASPHALT. PCN 48/F/B/X/T. TORA 14 8104'. TORA 32 8104'. LDA 14 8104'. LDA 32 8104'. ASDA 14 8104'. ASDA 32 8104'. MIRL.

H24. ATND SKD H24.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3)

General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When requested by APOC, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email.

Engine run-ups prohibited after 0300Z.

Birds in the vicinity of AD.

Apt can be regularly used by Acft compatible with RCD 4C or lower.

Presentation of the flight plan via radiotelephony from the GND to the ATS units is prohibited.

MIN TPA 1800' Acft cat A, B, C; 2300' Acft cat D, E; 1300' Helicopter.

F-4, Jet A-1.

ABN. Fire 6.

Palmas (Dimorvan Carraro)

3609' SSPS -03:00 S26 28.3 W051 58.5

03/21 3445' ASPHALT. PCN 19/F/C/Y/U.

SR-SS.

Palmeira Das Missões

2083' SSPL -03:00 S27 54.1 W053 19.7

05/23 3281' ASPHALT. PCN 4/F/A/Y/T.

SR-SS.

F-4.

Palotina (Brasílio Marques) Apt of Entry

1224' SSPT -03:00 S24 20.6 W053 49.7

03/21 3609' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Overflight in the NW sector of Apt is prohibited.

Compulsory prior coordination between Acft and service 123.450 MHz.

**Pampulha-Carlos Drummond De Andrade
see Belo Horizonte**

BRAZIL

Para De Minas

2753' SNPA -03:00 S19 50.5 W044 36.0

Ground Services (37) 99184-0024.

12/30 4134' ASPHALT. PCN 8/F/B/Y/U. TORA
12 3937'. TORA 30 3937'. LDA 12 3937'. LDA
30 3937'. TODA 12 3937'. TODA 30 3937'.

SR-SS. ATND SKD Mon-Fri 1100-2100Z.

Birds in vicinity of airport.

Parking available for general aviation aircraft
not to exceed 48 hours and only with PPR from
airport administration.

Aircraft, gliders and ultralight flight instruction
near the Aerodrome.

F-4.

Paracatu (Pedro Rabelo de Souza)

2395' SNZR -03:00 S17 14.6 W046 52.9

Apt Administration (38) 3671-7214, (61)
3081-8484, (61)99990-8484.

11/29 4921' ASPHALT. PCN 11/F/C/Y/T.

SR-SS.

Training flights in vicinity of Apt.

Paragominas (Nagib Demachki)

443' SNEB -03:00 S03 01.2 W047 19.0

09/27 4757' ASPHALT. PCN 30/F/C/X/T.

Paraguacu Paulista

1594' SDUQ -03:00 S22 25.6 W050 36.4

(18) 3361-9100, (18) 3361-9105.

05/23 3934' DIRT.

SR-SS.

AD closed for landing, excluding operations of
medical emergency and value transportation.

Prior coordination required in these cases via
TEL.

Paraíso Do Tocantins

1158' SWTO -03:00 S10 10.4 W048 56.0

10/28 3937' ASPHALT. PCN 20/F/C/X/U.

SR-SS.

Paramirim

2096' SNBZ -03:00 S13 29.4 W042 13.7

Apt Administration (71) 3115 - 2369, (71)
3115-2166.

18/36 3868' GRAVEL. AUW-13/0.5000 MPa.
SR-SS.

APT closed for landing excluding emergency
medical flights or transport of goods. Prior coordi-
nation with APT administration required via
TEL.

Compulsory traffic pattern altitude 1500FT
through AD west sector.

Paranagua

35' SSPG PNG -03:00 S25 32.4 W048 31.9

Ground Services (41) 3425-0359, (41)
9820-0808, (41) 9828-1998.

06/24 4157' ASPHALT. PCN 16/F/C/Y/U.

SR-SS. ATND SKD SR-SS.

F-4, J.

Paranaiba

1450' SSPN -04:00 S19 39.1 W051 12.0

(67) 3669-0000, (67) 98112-5058.

14/32 4331' ASPHALT. PCN 12/F/A/Y/T.

SR-SS.

Traffic pattern must be in NE sector of AD only
to avoid overflying antennas.

Landing operations prohibited for turbojet civil
Acft.

Landing operations prohibited, except for medi-
cal emergency, transport of values, which must
be carried out through prior coordination with
Apt Operator via Tel.

Paranavai (Edu Chaves)

1555' SSPI PVI -03:00 S23 05.4 W052 29.3

Apt Administration (44) 3423-3434, (44)
99143-7621. Ground Services (44) 3422-0605,
(44) 98431-2502.

13/31 4921' ASPHALT. PCN 13/F/C/Y/U. RL.

BRAZIL

ATND SKD 1100-2100Z. O/T O/R. Jet-A1: AIS room(Rotaer or AIP-Brazil) located in the Mon-Fri 1100-2100Z, Sat-Sun, Hol 1100-1500Z, O/R. FIR Amazonica, or personally in any room AIS. ABN. Fire 5.

Landing operations prohibited for turbojet civil aircraft, excluding emergency medical operations or transport of goods which is PPR with Apt administration via Tel.

Night operations prohibited, excluding emergency medical operations or transport of goods which is PPR with Apt administration via Tel.

F-4, Jet A-1.

Parauapebas (Carajas)

2064' SBCJ CKS -03:00 S06 06.9 W050 00.1

ATS (94) 3327-1215. Ground Services (94) 3328-1310, (94) 3346-2890, (94) 9664-0619.

10/28 6562' ASPHALT. PCN 41/F/B/X/T. RL.

ATND SKD Mon-Fri 1100 - 2030Z; Sat 1100 - 1900Z O/T O/R with 1.5 hr PNR.

Birds and animals in vicinity of airport.

Requests for extended Carajas operating hours should be made a minimum 24hr in advance via TEL; coordination and confirmation of authorization is mandatory.

J.

ABN. Fire 5 1015-2130Z.

Parintins

85' SWPI PIN -04:00 S02 40.2 W056 46.3

Apt Administration On Call (92) 3533-4885.

06/24 5906' ASPHALT. PCN 33/F/B/X/T. RL.

Birds in vicinity of airport.

Rwy 24 closed for Ldg and Rwy 06 closed for Tkofdue to controlled landfill near Thr 24. Daily 0930-2220Z.

AD will not be accepted flight plan by Amazonica ACC for aircraft from/to SWPI. Compulsory presentation of the corresponding PLN before takeoff from/to SWPI via the internet (see AIC 09/2016), by telephone or fax to any accredited

Parnaiba (Prefeito Dr. Joao Silva Filho,)

23' SBPB PHB -03:00 S02 53.6 W041 43.8 Apt Administration (86) 3315-3300; fiscal@aerophb.com. Ground Services (86) 9921-0231.

10/28 8202' ASPHALT. PCN 52/F/B/X/T. TORA 28 7677'. LDA 10 7677'. LDA 28 7677'. TODA 28 7677'. ASDA 28 7677'. RL.

1000-2200Z. ATND SKD 1100-2100Z. O/T O/R.

Ramp limited to general aviation and military Acft, 24 hr prior permission required via Tel.

AD enabled for Pax Intl traffic. Authorization requests for the operation of Intl flights will be made by interested parties with the National Civil Aviation Agency (ANAC), after the administration of the Parnaiba AP make available the relevant operations and administrative infrastructures for your service.

Birds concentrations, notably vultures, in vicinity of airport.

Parking for general aviation Acft available only upon local Apt administration authorization 13 Hrs before landing via email and Tel.

AD traffic pattern for fixed wing Acft should be performed only to the South sector of the AD and for rotary wing Acft only to the North sector of the AD.

F-4, J.

ABN. Fire 5 1500-2100Z.

Passo Fundo (Aerooclube)

1969' SSAQ -03:00 S28 15.0 W052 31.0

15/33 3543' GRASS. AUW-13/0.5000 MPa.

17/35 3084' GRASS. AUW-13/0.5000 MPa. SR-SS. ATND SKD SR-SS.

F-4.

BRAZIL

Passo Fundo (Lauro Kurtz)

2380' SBPF PFB -03:00 S28 14.6 W052
19.7

Apt Administration (41) 99155-9242, (41)
99977-2313; aocristovam@infraero.gov.br,
waldecy_rodrigues@infraero.gov.br. (54)
3313-6566, (68) 99977-2313. ATS (54)
3317-2648. Ground Services (54) 3198-3371,
(54) 9118-2419.

09/27 5512' ASPHALT. PCN 36/F/B/W/T. RL.

ATND SKD Mon-Fri 1030-2230Z; Sat
1030-2030Z; Sun/Hol 1100-1430Z, 1600-2000Z
O/T O/R.

Birds in vicinity of Apt.

Parking of General Aviation Acft under local Apt
Administration. Authorization via Tel or email.

Activation of night lighting available on request
minimum 24 hrs in advance before landing via
Operation Tel or email.

Night operations with prior coordination via Tel
or email.

Night lighting activated O/R minimum 24 hrs in
advance via Tel or email.

F-4, J.

ABN. Fire 5.

Passos (Municipal Jose Figueiredo)

2697' SNOS PSW -03:00 S20 44.0 W046
39.6

14/32 4921' ASPHALT. PCN 19/F/A/Y/T. RL.

ABN.

Pato Branco (Juvenal Loureiro Cardoso)

2700' SBPO PTO -03:00 S26 13.0 W052
41.7

(46) 3223-5495, (46) 3902-1313. Ground Services On Call (46) 3225-2513, (46) 99912-8941, (46) 99972-0615, (46) 99972-3648.

07/25 5318' ASPHALT. PCN 50/F/A/X/T. TORA
07 4826'. TORA 25 4826'. LDA 07 4334'. LDA
25 4334'. ASDA 07 4826'. ASDA 25 4826'. RL.

ATND SKD Mon-Fri 1100-1500Z and
1630-2100Z O/T O/R. Sat/Sun/Hol O/R via Tel.
Apt can be used regularly by Acft compatible
with RCD 2C or lower.

Operations of Acft ATR 72 are allowed in VMC.
F-4, J.
ABN.

Patos (BRIG Firmino Ayres)

869' SNTS -03:00 S07 02.3 W037 15.4
Apt Operator (83) 98746-6860, (83)
99813-3487.

12/30 5249' ASPHALT. PCN 6/F/C/Y/U. RL.

SS-SR O/T O/R via Tel.

ABN.

Patos De Minas

2792' SNPĐ POJ -03:00 S18 40.3 W046
29.5

Apt Administration On Call 34-38229717. (34)
3822-9717, (34) 99694-7315.

09/27 5577' ASPHALT. PCN 39/F/A/Y/T. RL.

SS-SR, O/T O/R.

To schedule lighting activation, it is required to
provide coordination via Operations tel 2 hours
in advance before landing.

Flooded areas and birds in vicinity of Apt.

ABN.

Patrocínio

3233' SNPJ -03:00 S18 54.5 W046 59.0

05/23 3937' ASPHALT. PCN 14/F/B/Y/T.

Rwy 05 Right-Hand Circuit.

SR-SS.

Execute the traffic circuit SE from the AD.

Paulo Afonso

884' SBUF PAV -03:00 S09 24.1 W038 15.1
Ground Services On Call (75) 3281-6637, (75)
9173-8214, (75) 9907-7623.

14/32 5906' ASPHALT. PCN 35/F/C/X/U. RL.

BRAZIL

ATND SKD Mon-Fri: 1030-1430Z, 1630-2030Z.
O/T O/R.

F-4, J.
ABN.

Pedra Azul (Commander Almir Mendes de Oliv)

2782' SNPZ -03:00 S16 03.7 W041 10.3
10/28 3278' DIRT. AUW-13/0.5000 MPa.
SR-SS.

Pedro Rabelo de Souza see Paracatu**Pedro Teixeira Castelo Regional Taua see Taua****Pedro Vieira Moreira see Cajazeiras****Pelotas (Joao Simoes Lopes Neto Intl) Apt of Entry**

59' SBPK PET -03:00 S31 43.0 W052 19.9
Apt Administration (53)3223-1227; On Call (11)
94101-3905; Fax (53) 3223-1877, (53)
3223-3733; sbpk@grupoccr.com.br. (53)
3223-3733, (53) 99711-7318; apoc.pet@gru-
pocr.com.br. Ground Services (53) 3011-7965,
(53) 99106-5928, (53) 99128-6698.

06/24 6496' CONCRETE. PCN 35/R/B/W/T.
MIRL.

15/33 4035' DIRT. AUW-13/0.6000 MPa.

1000-2359. O/T O/R 2 Hr in advance via Tel or
email. ATND SKD 1000-2200Z, O/T O/R. Cus-
toms: O/R with 24hr PNR.

Prior authorization is mandatory for the conces-
sionaire's general aviation Acft, 2 hr before the
operation, by filling in the Apron Reservation
Form via website, Exemption for general aviation
Acft when (1) Acft has never operated in the AD in
question under the management of CCR Apts;
(2) Acft is internationally registered and (3)
General aviation Acft that requires apron reser-
vation. The Airport Operations Center (APOC)
will send the authorization to registered email.
When requested by APOC, adjustments to the
schedule, these must be regularized within 30
minutes before operations otherwise the

adjustments to the schedule, these must be
regularized within 30 minutes before operations
otherwise the request will be canceled. In case
of urgency contact via email.

Birds in vicinity of Apt.

Services concerning international flights must
be contacted in advance with 24 hr PNR.

J.

ABN. Fire 5 1000-2200Z.

Penapolis

1371' SDPN -03:00 S21 24.6 W050 01.9
(17) 997159284, (18) 99715-9284.

15/33 4921' ASPHALT. PCN 27/F/A/X/T. RL.

Acft and ultralight training flights in vicinity of
apt.

F-4.

ABN.

Petrolina (Senador Nilo Coelho) Apt of Entry

1263' SBPL PNZ -03:00 S09 22.0 W040
33.8

Apt Administration (87) 3867-9617.
apoc.pnz@grupoccr.com.br. Ground Services
(87) 3863-5428, (87) 99922-2821.

13/31 10663' ASPHALT. PCN 80/F/C/X/T.
TORA 31 9055'. LDA 13 9055'. TODA 31 9055'.
RL.

Customs.

General aviation Acft operations O/R 2 hr in
advance by filling the Apron Reservation Form
via website, Exemption for general aviation Acft
when (1) Acft has never operated in the AD in
question under the management of CCR Apts;
(2) Acft is internationally registered and (3)
General aviation Acft that requires apron reser-
vation. The Airport Operations Center (APOC)
will send the authorization to registered email.
When requested by APOC, adjustments to the
schedule, these must be regularized within 30
minutes before operations otherwise the

BRAZIL

request will be canceled. In case of urgency contact via email.

International operations are subject to ANAC's prior authorization.

Birds in vicinity of AD.

Taxiway Charlie and Bravo restricted for taxing aircraft with wingspan equal to or greater than 118' (36m).

The following Acft/Operations are restricted: Acft without radio equipment, gliders, Acft without transponder or failure of this equipment, flight of powered ultralights, object launching or spraying, Acft pushback operations, parachute jumping, acrobatic flight.

Boeing aircraft operations 747-8 are permitted in accordance with special procedures described in the MOPS approved by ANAC.

AD can be regularly used by any Acft compatible with RCD 4E or below.

Aircraft that do not qualify as an international cargo flight must have at least one crew member capable of conducting bilateral communications in Portuguese.

J.

ABN. Fire 6 Fire Cat 5 0800-2000Z; Fire Cat 6 O/T, if there is a need for Fire Cat 6 in period 0800-2000Z O/R 6hr in advance via Tel.

Picos

1099' SNPC PCS -03:00 S07 03.7 W041
31.5

14/32 5384' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Maneuvering yard for general aviation aircraft only Monday- Thursday 0900-1000Z 1600-1700Z due to small apron.

Piloto Osvaldo Marques Dias see Alta Floresta**Pimenta Bueno**

682' SWPM -04:00 S11 38.5 W061 10.9

Apt Administration On Call (69) 3451-5899, (69) 999344978.

04/22 4265' ASPHALT. PCN 12/F/C/Y/U. RL. ABN. Fire 5.

Pinheiro

66' SNYE PHI -03:00 S02 28.6 W045 06.3

09/27 5709' ASPHALT. PCN 29/F/C/X/T.

SR-SS.

Operations prohibited for turbojet Acft.

Pinto Martins Intl see Fortaleza**Piracicaba**

1917' SDPW QHB -03:00 S22 42.6 W047
37.2

Apt Administration (19) 34347401.

17/35 3937' ASPHALT. PCN 21/F/A/X/T. RL.

Birds in vicinity of airport.

Visual approach chart required for local traffic.

Possible presence of wild animals observed in vicinity of RWY 17/35.

F-4, J.

ABN.

Pirapora

1808' SNPX PIV -03:00 S17 18.8 W044
51.5

(38) 3740-6100, (38) 99966-2566.

10/28 4856' ASPHALT. PCN 10/F/B/Y/U.

SR-SS.

Traffic pattern Northwest of AD.

Landing operations prohibited, except for medical emergencies or transport of values, which must be carried out through prior coordination via Tel.

Traffic circuit for rotary wings and fixed wings Acft should be performed 1200' above Apt elevation.

BRAZIL

Pirassununga (Campo Fontenelle)

1976' SBYS QPS Mil. -03:00 S21

59.1 W047 20.6

(19) 3565-7470, (19) 3565-7472. ARO (19)
3565-7473.**02C/20C** 6916' ASPHALT. PCN 31/F/A/X/T.
RL.**02L/20R** 6916' ASPHALT. PCN 10/F/C/Y/U.
RL.**02R/20L** 6240' ASPHALT. PCN 10/F/C/Y/U.ATND SKD After 2200Z O/R 2hrs PNR. Only
for Acft of the Brazilian Air Force.

Birds in the vicinity of Apt.

Civilian aircraft destined for SBYS or using
SBYS as alternate must obtain prior permission
from Academia Command.Under VFR conditions, aircraft not familiar to
the training are prohibited from executing
instrument approaches and departures, during
the training or while glider flights are taking
place.Avoid downhill area in the taxi closest to the
hangars due to possible propeller contact with
ground.Use caution while operating on Twy Charlie,
near Thr 20C, due to lack of visibility from Twr.Observe avenue lighting, Dist 1312' (400 m)
from RCL, on the right side of Rwy 02C.Gliders operations in the W and E sectors of
the aerodrome, traffic pattern GND- FL100, SR-
SS, Sat, Sun and Hol. Under Academia Twr
coordination.Acft under instruction in the W and E sectors of
the AD.Traffic circuit and entering SDPY(Aeroclube de
Pirassununga) must be execute only through
sector W with compulsory altitude of 1000' (305
m).Altitudes in traffic circuit Acft Cat A, B, C: 3000'
Cat D, E: 3500'.

Flight plan filing and updating accepted via Tel.

RFFS for Rwy 02R/20L: military CAT 1.

F-4, J.

ABN. Fire 6.

Pirenopolis

2572' SNMH -03:00 S15 50.9 W048 59.0

15/33 4245' ASPHALT. PCN 18/F/A/Y/T.

SR-SS.

Traffic circuit for fixed and rotary wing aircraft
only in Southwest sector of AD with a minimum
height of 1500' (457 m) above the airport.

ABN.

Pires do Rio

2562' SWPR -03:00 S17 19.1 W048 20.1

Apt Administration (64) 3461-4000, (64)
3461-4005.**10/28** 3543' ASPHALT. PCN 8/F/C/Y/U.**Piritiba**

1919' SNTR -03:00 S11 44.3 W040 34.2

10/28 4026' ASPHALT. PCN 8/F/B/Y/U.

SR-SS.

Piumhi

2464' SNUH -03:00 S20 26.3 W045 59.5

07/25 3766' ASPHALT. PCN 14/F/A/Y/T.

SR-SS.

Placido de Castro Intl see Rio Branco**Planalto Serrano Regl see Correia Pinto****Pocone**

614' SWPK -04:00 S16 16.3 W056 39.1

01/19 3773' GRAVEL. AUW-13/0.5000 MPa.
SR-SS.**Pocos De Caldas (Embaixador Walther
Moreira Sal)**4138' SBPC POO -03:00 S21 50.3 W046
34.0**09/27** 4970' ASPHALT. PCN 14/F/C/Y/U.

BRAZIL

After takeoff, SBPC will accept only a Simple Flight Plan by radio. Changes from a Simple Flight Plan to a Full Flight Plan with a destination change will not be accepted by radio.

ABN.

Pompeu

2313' SNPO -03:00 S19 12.2 W045 01.4

15/33 3937' DIRT. AUW-11/0.5000 MPa.

SR-SS.

Ponta Grossa (CMTE Antonio Amilton Beraldo)

2589' SBPG -03:00 S25 11.1 W050 08.6

(42) 3220-1000, (42) 3901-1544, (42)
99957-9017. ATS (42) 3220-1119, (42)
3222-4168, (42) 4141-1644.

08/26 4692' ASPHALT. PCN 33/F/C/X/U.
TORA 26 4199'. LDA 08 4199'. LDA 26 4199'.
ASDA 26 4199'. RL.

Parking of general aviation aircraft on request
PPR and coordination with airport operations 4
hours in advance contact airport operations
MON-FRI 1100-2100Z and every day 1000
-0000Z.

If equipment is required for pushback, coordination
with operations is the responsibility of the
aircraft operator. Limited to aircraft with a maxi-
mum wingspan of 94' (28.8 m).

ATR 72 special operations are permitted
according to special authorization described in
the MOPS and approved by ANAC.

Apt can be regularly used by Acft compatible
with RCD 2C or lower.

ATR 72 operations allowed only in Visual Flight
Weather Conditions (VMC).

Aircraft rotation with a span equal or above 89
feet (27M) only in threshold.

Helicopter traffic circuit should be performed in
North sector of Apt.

ABN.

Ponta Pelada see Manaus

Ponta Pora (Ponta Pora Intl) Apt of Entry
2156' SBPP PMG -04:00 S22 33.0 W055
42.2

Apt Administration (67) 3433-3798; Fax (67)
3433-5244. (67) 3433-2364. FSS (41)
3381-1195.

04/22 6562' ASPHALT. PCN 40/F/C/Y/T. TORA
04 6266'. TORA 22 5381'. LDA 04 5085'. LDA
22 6266'. TODA 22 5381'. ASDA 04 6266'.
ASDA 22 6266'. MIRL.

Rwy 04 Right-Hand Circuit.

1115-2200Z. ATND SKD 1115-2200Z. Cus-
toms: Customs: Mon-Fri 1130-1530Z,
1730-2130Z, except hol. Immigration: Mon-Fri
1100-1500Z, 1700-2100Z.

Landing operations on Rwy 04/22 are prohibi-
ted for Acft with reference code 3 in Instrument
Meteorological Conditions (IMC).

Apt can be regularly used by Acftcompatible
with RCD 3C or below.

Violation of transition surface of basic airport
protection zone plan during the stay of the fol-
lowing aircraft on apron 1: A320, B738, E195,
AT72 and E120.

F-4, Jet A-1.

ABN.

Ponte Nova

1877' SNCZ -03:00 S20 24.2 W042 55.0
(31) 3819-5454.

07/25 3478' ASPHALT. PCN 11/F/C/Y/T.
SR-SS.

Apt closed for landing, excluding emergency
medical operations and transport of goods. PPR
with Apt administration via Tel.

Pontes E Lacerda (Andre Antonio Maggi)

810' SWBG -04:00 S15 11.6 W059 23.1

On Call (65) 3266-2534.

01/19 4921' ASPHALT. PCN 8/F/B/Y/T.
SR-SS.

BRAZIL

Landing operations prohibited, except emergency medical transport or value cargo, after previous coordination with Apt Operations via Tel.

Porangatu

1201' SWWA -03:00 S13 24.3 W049 09.4
(62) 99932-3278. Ground Services (62)
98301-3236.

14/32 4921' ASPHALT. AUW-13/0.5000 MPa.
RL.

Night lighting available O/R by Tel with operations, minimum 45 minutes PNR.

F-4, J.
ABN.

Porto Alegre (Belem Novo)

16' SSBN -03:00 S30 11.3 W051 10.9

09/27 3094' ASPHALT.

SR - SS. ATND SKD SR - SS.

Restricted to Acfts belonging to the Aeroclube of Rio Grande do Sul.

Rwy 27 first 525' (160 m) closed for landing and Rwy 09 last 525' (160 m) closed for takeoff.

Birds in vicinity of Apt.

Traffic Circuit for helicopter restricted to sector N of Apt, minimum height 700' (213m).

Traffic Circuit for Acft restricted to sector N of Apt, minimum height 1100' (335m).

Acft and gliders (instruction flights) in vicinity of AD.

Obstruction (antenna) in vicinity of Thr 27 - Dist 1.2 NM (2.2 km), Azm 175, Elev 361' (110m).

F-4.

Porto Alegre (Salgado Filho Intl) Apt of Entry

30' SBPA POA -03:00 S29 59.7 W051 10.3
Apt Administration (51) 3358-2000. (51)
3358-2239; apoc.poa@fraport-brasil.com. ARO
(51) 3371-1481, (51) 3371-1530.

11/29 10499' ASPHALT. PCN 72/F/B/X/T.
HIRL. HIALS 11.

H24. ATND SKD H24. Customs: H24.

CAUTION: No visibility from Twr to Twy HOTEL.

Acft shall exercise caution on approach to Rwy 11, be advised there are parallel street lights 0.5 NM (900 M) to the right of the Rwy.

Acft shall exercise caution on final approach to Rwy 29, be advised similar looking Rwy at Canoas Apt to the right of the path.

Birds in vicinity of Apt.

Parking available for General Aviation only when authorized by the Local Airport Operations Center with 48HR PNR.

Apron 2 limited to Acft with wingspan less than 118' (36m).

Engine runups prohibited after 0300Z.

Twy LIMA closed between twy KILO and twy GOLF due to glide slope antenna protection area.

Reservations for aircraft with wingspan larger than 52' (16m) for main aprons 1 and 2 will only be accepted with confirmation of use of Pushback, Towbar and Operator, since there is exit from parking position by own means.

Apt can be regularly used by Acft compatible with RCD 4E or lower.

Twy Papa 1 and Papa 3 limited to a maximum speed limit of 8 knots.

General aviation operations permitted only with prior authorization from operations via Tel or email; use of tow bar is mandatory for operation.

Submission of simple flight plan to Twr is prohibited via Tel.

Flight Plan and its updates can be filled by Tel.
Jet A-1.

ABN. Fire 9.

BRAZIL**Porto Alegre do Norte**

712' SDH2 -04:00 S10 55.1 W051 36.5

12/30 5249' ASPHALT. AUW-13/0.5000 MPa.
SR-SS.

Landing operations prohibited for turbojet civil
Acft.

Porto De Moz

52' SNMZ PTQ -03:00 S01 44.5 W052 14.1

05/23 4167' ASPHALT. AUW-13/0.5000 MPa.
SR-SS.

Landing operations prohibited for fixed wing
Acft with jet engine (turbojet).

Porto Dos Gauchos

1312' SWPG -04:00 S11 31.0 W057 20.0

(66) 3526-1320, (66) 3526-2000.

01/19 4921' DIRT. PCN 13/F/C/Y/U.

SR-SS.

AD closed for landing, excluding operations of
medical emergency and transport of values.
Prior coordination requested in such cases via
TEL.

Porto Murtinho

266' SSPM -04:00 S21 42.8 W057 52.7

18/36 4265' ASPHALT. PCN 15/F/B/X/T.

SR-SS. ATND SKD SR-SS.

F-4.

Porto Nacional

869' SDPE PNB -03:00 S10 43.0 W048 24.0

05/23 5577' ASPHALT. PCN 27/F/B/X/T.

SR-SS.

Flight plan and updates must be presented to
Palmas AIS room via Tel.

ABN.

Porto Seguro

169' SBPS BPS -03:00 S16 26.3 W039 04.7

Apt Administration (73) 3288-1880, (73)
3288-3113, (73) 3288-3644 (charging); Fax

(73) 3288-1880; brcoa.bps@sinart.com.br, gerencia.bps@sinart.com,
supervisao.bps@sinart.com.br. (11) 2124-3783, (11) 99373-0278, (73) 3288-3431, (73) 98118-0753,
info@framfor.net. ARO (73) 3288-3853. Ground Services (73) 3268-1759, (73) 3288-1635, (73)
8822-8019, (73) 8831-2883.

10/28 6562' ASPHALT. PCN 55/F/B/X/T. TORA
10 6332'. TORA 28 6135'. LDA 10 5906'. LDA
28 5906'. ASDA 10 6332'. ASDA 28 6135'.
MIRL.

H24. ATND SKD H24. Customs: 1 hr PNR for
Intl flts.

CAUTION: Tower visibility of operations on Twy
Bravo restricted.

Birds on and in the vicinity of the airport.

Twy Bravo limited to Acft maximum wingspan
79' (24 m).

Apron 2 limited to Acft maximum wingspan 79'
(24 m).

PPR required for General Aviation use of parking
area 1 and 2. Call 73-3288-1880 ext 207 or
209.

Apron 01 closed for general aviation aircraft
and helicopters due to regular aviation aircraft
parking Sat 0000Z to Mon 0900Z.

Taxi available until the turn area.

AD licensed for passengers international traffic.
Demands for international flights shall be directed to ANAC.

Aerodrome reference code is 4C.

Operations of Acft with AD 3 and 4 reference
code are allowed during VMC, according to the
Equivalent Level of Operational Safety by
ANAC.

Operations of Acft with AD 3 and 4 reference
code for Rwy 10 are allowed during IMC, if
PAPI on Rwy 10 is available, Max limit of wind
abeam component for landing 12 kt, aircraft in
stabilized approach at altitude 1500' (457 m)
and landing operations performed by the pilot-in-command.

BRAZIL

Aircrafts considered noisy are those, that do not comply with the limits established by ICAO in Chapter 3 of Annex 16, neither to what establishes AIP MAP. Restrictions: Departure procedures according to provisions of the Standard Instrument Departure Charts - SID of the locality.

Mim MET for Acft Ops requiring basic Rwy length greater than 3937' (1200 m) inclusive: 1500' (457 m) ceiling and visibility 16404' (5000 m).

On Apron 2 up to 05 parking stands available for general aviation Acft under the coordination of the Apt administration via Tel or email.

On Apron 2 up to 15 parking stands available for general aviation Acft under the coordination and reservation Operation company via Tel or email.

Apron 1 General Aviation: authorized stay max 30 min.

Rwy 10/28 prohibited 180 Deg turns of aircraft above 55116 lbs (25 t).

Flight Plan and updates can be submitted via TEL.

Prohibited submission of abbreviated Flight Plan and updates by radio telephony to ACFT DEP.

Flight plan will not be accepted by App Porto Seguro.

F-4, Jet A-1.

ABN. Fire 7 0930-2130Z.

Porto Velho (Aeroclube de Rondonia)

371' SWRO -04:00 S08 47.6 W063 51.5

01/19 4265' DIRT. PCN 8/F/C/Y/U.

SR-SS. ATND SKD SR-SS.

Aircraft are required to contact Puerto Velho Approach prior to takeoff.

Compulsory presentation flight plans and its updates to the Porto Velho AIS.

Compulsory presentation flight plans and its updates via internet, Tel or fax to any accredi-

ted AIS room located in the FIR Amazon region, or personally to any AIS room.

Visual approach chart for inbound and outbound traffic circuit.

F-4.

Porto Velho (Governador Jorge Teixeira de O) Apt of Entry

295' SBPV PVH -04:00 S08 42.8 W063 54.2 Apt Administration (69) 3025-7453; institucional@vinci-airports.com.br. ARO (69) 3211-9952.

01/19 7874' ASPHALT. PCN 41/F/B/X/T. MIRL.

H24 ATND SKD H24.

Birds in vicinity of Apt.

Do not confuse Rwy with Av. Lauro Sodre in its alignment, distance 984' (300 m) from Thr 01, with 39' (12 m) hgt light poles.

Engine check prohibited near the apron.

International operations are restricted to public air services related to alternating flights, scheduled public flights or charter, with flight plans that consider the Apt as an option or alternating.

The inclusion of the referred Apt in the Flight Plan as an alternate Apt is subject to the air operator's adherence to the Operational Plan for receiving alternating international flights presented by the Apt operator.

Prohibited PVC and PVS presentation and their updates by radiotelephony.

Flight plan and its updates can be submitted via Tel.

Acft and ultralight training flights in vicinity of Apt.

Military Acft with destination to the yard should make contact with Operations.

Minimum altitudes in the traffic circuit for Acft Cat A, B, C: 1300', Cat D, E: 1800', helicopters: 900'.

F-4, J.

BRAZIL

ABN. Fire 7.

Posse (Oricanga De Abreu)

2759' SWPZ -03:00 S14 07.1 W046 20.7

Apt Operator 61 9971-9624.

10/28 4921' ASPHALT. PCN 18/F/B/Y/T. RL.

ABN.

Pouso Alegre

2904' SNZA PPY -03:00 S22 17.3 W045

55.2

Apt Administration (35) 3423-9665.

01/19 4199' ASPHALT. PCN 14/F/A/Y/T. RL.

SR-SS.

Aircraft conducting flight training, ultralight activity and touch and go landings in the proximity of airport.

Rotary wing Acft traffic circuit minimum height 600' only by sector E over Apt elevation.

ABN.

Prado

89' SNRD -03:00 S17 17.8 W039 16.3

11/29 3825' ASPHALT. PCN 8/F/C/Y/U. TORA

11 3094'. TORA 29 3684'. LDA 11 3684'. LDA

29 3094'. TODA 11 3094'. TODA 29 3684'.

Prefeito Dr. Joao Silva Filho, Intl see Parnaiba**Prefeito Octavio de Almeida Neves see Sao Joao Del Rei****Prefeito Orlando Marinho see Tefe****Prefeito Renato Moreira see Imperatriz****PRES Castro Pinto Intl see Joao Pessoa****PRES Itamar Franco see Goiana****PRES Joao Suassuna see Campina Grande****PRES Juscelino Kubitschek Intl see Brasilia****Presidente Epitacio (Geraldo Moacir Bordon)**

974' SDEP -03:00 S21 46.5 W052 08.6

Apt Administration 18 33119590.

06/24 4413' ASPHALT. PCN 8/F/C/Y/U. TORA 06 3914'. TORA 24 3829'. LDA 06 3829'. LDA 24 3914'. TODA 06 3914'. TODA 24 3829'.

SR-SS.

Presidente Joao Batista Figueiredo see Sinop**Presidente Prudente**

1483' SBDN PPB -03:00 S22 10.7 W051 25.1

Ground Services On Call (18) 3222-8377, (18) 3223-1300, (18) 98189-0304, (18) 99797-0247.

12/30 6890' ASPHALT. PCN 38/F/A/X/T. TORA 30 6594'. LDA 12 6594'. LDA 30 6594'. TODA 30 6594'. ASDA 30 6594'. RL.

ATND SKD 1000-2200Z. O/T O/R.

Concentration of birds (vultures) in vicinity of the AD.

Rwy 12 first 295' (90m) closed for landing.

Rwy 30 last 295' (90m) closed for landing and takeoff.

Submitting flight plan and its updates via radio is prohibited.

F-4, J.

ABN. Fire 7.

Presidente Venceslau

1460' SDPV -03:00 S21 53.6 W051 53.1

14/32 3937' DIRT. AUW-13/0.5000 MPa.

SR-SS.

Primavera Do Leste

2149' SWPY -04:00 S15 33.7 W054 19.8

01/19 4364' ASPHALT. TORA 19 3707'. LDA 01 3707'. TODA 19 3707'.

SR-SS.

BRAZIL

AFIL will not be accepted by ACC Amazônica for Acft intended from / to SWPY. Corresponding flight plan must be submitted in person or by Tel or fax to any accredited AIS Room (Rotaer or AIP-Brasil) located in the Amazon FIR.

F-4.

Prof Urbano Ernesto Stumpf Intl see Sao Jose Dos Campos

Professor Eriberto Manoel Reino see Sao Jose Do Rio Preto

Quirinópolis

1923' SJQN -03:00 S18 26.8 W050 24.5
Apt Administration (62) 3265-4101; aerodromos@goinfra.go.gov.br. (64) 984115-0575, (64) 99653-4281.

13/31 4921' ASPHALT. PCN 10/F/C/Y/T. RL.
Night lighting must be requested via Operations Tel by Acft at least 45 minutes in advance of the estimated time for use.

ABN.

Quixada

738' SNQX -03:00 S04 58.7 W038 59.3
(85) 3108-1086, (85) 98439-6662.

14/32 3937' ASPHALT. PCN 17/F/A/X/T.

SR-SS.

Operational coordination must be requested 03 HR in advance via Tel.

Landing operations prohibited for turbojet civil Acft.

Realeza

1644' SSRE -03:00 S25 48.1 W053 30.8
Apt Operator (46) 3543-4525, (46) 988174254, (46) 99912-3935, (46) 999262339.

06/24 3937' ASPHALT. PCN 6/F/B/Y/T.

Mon-Fri, excluding Hol, 1100-2000Z O/R via Tel.

Recife (Guararapes-Gilberto Freyre Int) Apt of Entry

33' SBRF REC -03:00 S08 07.6 W034 55.4
Apt Administration (81) 3322-4366; Fax (81) 3322-4091; adaeror@infraero.gov.br. (81) 2129-8217, (81) 3322-4658, (81) 3322-4998, planejamento.sbrf@aenabrasil.com.br; On Call (81) 2129-8093, (81) 2129-8094.

18/36 9865' ASPHALT. PCN 72/F/B/X/T. TORA 18 9570'. TORA 36 9570'. LDA 18 9570'. LDA 36 9570'. ASDA 18 9570'. ASDA 36 9570'. HIRL. ALS 18.

Rwy 18 last 295' (90m) closed for landing and take off.

Rwy 36 last 295' (90m) closed for landing and take off.

H24. ATND SKD H24. Customs: H24.

CAUTION: Restricted visual contact with Recife ATCT on Delta Twy.

General Aviation Acft must apply for authorization 24 hr in advance Airport Operations Center (COA). PPR via Operations Tel and email.

Special operations authorizations: Boeing 747-8F.

Birds in vicinity of Apt.

Twys G and K for aircraft traffic operations to traffic with wingspan up to 118' (36m).

Twys N and O for aircraft operations to traffic with wingspan up to 49' (15m).

Twys N and P for aircraft operations to traffic with wingspan up to 49' (15m).

Twy Alfa, Hotel, India ad Oscar withdrawn.

Prohibited simultaneous operations of Acft with wingspan equal to or above 118' (36m) on take-off and landing Rwy 18/36 and on Twy Mike, Delta, Kilo, during IMC.

Ops involving two or more Acft with wingspan equal or greater than 171' (52m) cannot use Twy MIKE and Rwy 18/36 simultaneously.

Twys DELTA, ECHO, FOXTROT, GOLF and JULIET closed for civil Acft.

BRAZIL

The following Acft/Operations are restricted:
Acft without radio equipment, gliders, Acft without transponder or failure of this equipment, flight of powered ultralights, object launching or spraying, Acft pushback operations, parachute jumping, acrobatic flight.

Apt noise abatement procedure changed to: aircraft causing a noise level above that allowed are those that do not comply with the requirements established in the BRAVO and CHARILE letters of item 36.103 of the Brazilian Aviacao Civil (RBAC 36), equivalent to chapters 3 and 4, respectively, of Annex 16 Volume 1 of the International Civil Aviation Convention restrictions for DEP: procedures for departure should be conformed estimated in SID.

Apt can be used regularly by any compatible Acft with RCD 4E or lower.

Apron Mil parking operations with caution due to pavement cleaning up Mon 1930-2000Z.

Delta Twy within the area comprised between Hangar 1/6 GAV and the new embarkation unit can office (National Air Mail) operate with caution due to restricted visual contact with Recife TWR/GNDC.

Hangar Apron (entrance and exit) operate with caution due to vehicle and equipment crossing.

Jet and turboprop Acft are prohibited from turning tails towards buildings in the MIL apron.

On Apron 1 only two positions are available for Acftcategory B for max 4 hr stay. Prohibited overnight without authorization. PPR via Operations Tel.

Rwy 18 and Rwy 36 last 295' (90 m) closed to landing and take-off.

Turnaround of 180 Deg for Acft of Fokker 100, Boeing 737 or greater Acft at Thronly.

Submission of flight plan and updates are prohibited via radiotelephony.

Traffic circuit for VFR approach procedures for helicopters should be carried out in NW sector at minimum height of 800'.

100 octane, Jet A-1.

ABN. Fire 9.

Redencao

679' SNDC RDC -03:00 S08 01.9 W049
58.8

06/24 4429' ASPHALT. PCN 7/F/C/Y/T.

SR-SS. ATND SKD 0900-2000Z.

AD will not accept flight plan by Amazonico ACC for aircraft from/to SNDC. It is mandatory to file the corresponding flight plan before take-off from/to SNDC via internet, telephone, fax, or any other AIS dependency located within the Amazonica or Ainda FIR, or in person at any AIS office.

F-4.

Regional Orlando Villas Boas see Matupa**Registro (Aeroporto Estadual de Registro)**

82' SSRG -03:00 S24 31.9 W047 50.4
(13) 2191-3906, (13) 99751-4389.

**11/29 4921' ASPHALT. PCN 30/F/B/X/T. TORA
11 4298'. TORA 29 4593'. LDA 11 4593'. LDA
29 4298'. TODA 11 4298'. TODA 29 4593'.**

Rwy 11 Right-Hand Circuit.

SR-SS.

Prior coordination 12 Hr in advance for Sat, Sun and Hol via Tel.

Traffic pattern south of airport to avoid traffic at EPPCO Heliport, SIFP.

Regl de Sorriso Adolino see Sorriso**Regl Sul see Jaguaruna****Remanso**

1332' SNRM -03:00 S09 34.8 W042 06.9
(71) 98791-7009.

11/29 4462' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Landing operations prohibited for fixed wing Acft with jet engine.

BRAZIL**Resende**

1319' SDRS QRZ -03:00 S22 28.7 W044
28.9

Apt Administration (24) 3354-2757. Ground Services (24) 3355-4907, (24) 97404-6347, (24) 98865-8124.

08/26 4265' ASPHALT. PCN 13/F/C/Y/U.

SR-SS. ATND SKD 1000-2100Z, O/T O/R via Tel.

People occasionally in transit on the Rwy.

Prohibited landing operations, excluding emergency medical flights or transport of goods. Coordination for such flights via Tel.

J.

Fire 3.

Ribeirao Preto (Leite Lopes)

1805' SBRP RAO -03:00 S21 08.2 W047
46.6

Apt Administration (16) 3190-0595, (16) 3600-8066; Fax (16) 3626-3440; emerson.belarmino@redevoa.com.br. gilberto.lago@redevoa.com.br. ARO (16) 3615-8605, (16) 3626-6771. Ground Services On Call (16) 3626-2041, (16) 3996-6545, (16) 97403-9117, (16) 98105-1116, (16) 98819-3427, (16) 99700-7176, (19) 97402-7986.

18/36 6890' ASPHALT. PCN 54/F/A/X/T. TORA 18 6562'. TORA 36 6234'. LDA 18 6234'. LDA 36 6562'. TODA 18 6562'. TODA 36 6234'. HIRL.

H24. ATND SKD AIR BP: daily 0930-2220Z O/R, O/T via Tel. BR AVIATION: Mon-Fri 0930-2230Z, Sat, Sun 1000-2100Z, O/T via Tel. SHELL Aviation, only JET A-1: Mon-Fri 0900-0100Z, Sat, Sun 1100-2100Z, O/T via Tel. Customs: O/R.

Apt authorized for international air traffic, International flight requests must be sent to the Civil Aviation Department.

Birds in vicinity of Apt.

Flight plan and its updates can be updated via Tel.

Turnaround of 180 Deg for Acft of FOKKER 100, BOEING 737, or greater Acft, at Thr only.

Traffic pattern altitude for propeller Acft: 2800', for jet Acft: 3300', for helicopters: 2500'. Apt enabled for international cargo flights.

Training flights in vicinity of Apt, TGL on Apt.

Compulsory use of push back for Acft above 20865 lbs (14 T) to leave parking at apron 1.

F-4, Jet A-1.

ABN. Fire 6 H24.

Rio Branco (Placido de Castro Intl) Apt of Entry

633' SBRB RBR -05:00 S09 52.1 W067 53.9
Apt Administration (68) 3211-1003, (68) 3211-1004; Fax (68) 3211-1034, (68) 3229-5534. ARO Fax (68) 3211-1041.

06/24 7080' ASPHALT. PCN 78/F/D/X/T. MIRL. MIALS 06.

H24. ATND SKD H24. Customs: Customs O/R. Immigration daily 1200-1700Z and 2200-0230Z. For international operations contact Apt administrator 72h in advance.

Birds in vicinity of airport.

The use of push back for Acft above 44092lbs (20t) to the exit from parking is mandatory.

General aviation aircraft shall be guided by marshaller to the parking area for small aircraft.

State service OPS 24 hr PPR.

Flight Plan and its update can be filed via Tel/ fax.

Medium and large size Acft shall execute a 180 Deg turn only at the threshold turn area.

F-4, J.

ABN. Fire 6.

Rio Claro

1968' SDRK QIQ -03:00 S22 25.9 W047
33.7

BRAZIL

03/21 3435' DIRT. AUW-12/0.5000 MPa. TORA 03 2953'. TORA 21 2953'. LDA 03 2953'. LDA 21 2953'. TODA 03 2953'. TODA 21 2953'. ASDA 03 2953'. ASDA 21 2953'.

Traffic pattern circuit should be performed in the eastern sector of the Apt at minimum altitude of 3469' (1500') for fixed wing Acft.

Acft and gliders flighttraining in vicinity of Apt.

Rio De Janeiro (Campo Delio Jardim de Mattos)

112' SBAF Mil. -03:00 S22 52.5 W043 23.1
(21) 2157-2279, (21) 2157-2311, (21) 2174-7228, (21) 99978-3346.

08/26 6565' CONCRETE. PCN 14/R/C/Y/T. RL. 0900-0200Z; O/R after hours servicing PPR minimum 24 hours in advance, phone Operations during open hours. ATND SKD Mon-Fri: 0900-0200Z. Sat-Sun and Hol: 1100-2000Z. O/T O/R 24 hr PNR.

Prior permission required for civilian operations to airport from Afonsos base commander.

Birds in the vicinity of the airport.

The use of the military ramp requires previous coordination with SCOAM-Air Force, call 21-2157-2311 or OOP at 21-2157-2279.

Jet fuel is for exclusive use of military aircraft.

Kites in vicinity of Rwy 26 and traffic pattern in JAN, FEB, JUL, and DEC.

J.

ABN. Fire 5.

Rio De Janeiro (Galeao-Antonio Carlos Jobim In) Apt of Entry

28' SBGL GIG -03:00 S22 48.6 W043 15.0
Apt Administration (21) 3398-5050; Fax (21) 3398-4292. (21) 3383-3155, (21) 3398-1502, (21) 3398-1503, (21) 3398-1504, (21) 3398-3057, (21) 3398-3615; Fax (21) 2101-6417, (21) 3398-4371; coa@rioga-leao.com. ATS (21) 3398-3016, (21) 3398-4565. FSS (21) 3398-4738.

10/28 13123' CONCRETE. PCN 78/R/A/W/T. HIRL. HALS 10. HALS 28.

Rwy 28 Right-Hand Circuit.

15/33 10433' ASPHALT. PCN 73/F/B/X/T. TORA 15 10039'. TORA 33 10007'. LDA 15 9613'. LDA 33 9613'. ASDA 15 10039'. ASDA 33 10007'. HIRL. ALS 15.

Rwy 15 Right-Hand Circuit.

In the approach to Rwy 15, do not mistake the lighting of Duque de Caxias Refinery with the Rwy lights, both in the same direction, north of the AD.

H24. ATND SKD H24. Customs: H24.

Birds in vicinity of the airport.

Do not mistake Duque de Caxias refinery lights for Rwy 15. Flight over refinery below 1000 ft is prohibited.

Taxiway Bravo and November cleared for occasional landing/departure.

In times of high traffic density, aircraft are required to accomplish landing and take-off with the least amount of time occupying the runway.

Apron 1 restricted to Acft with maximum wing-span of 118' (36m).

Ops for B747-8 and Airbus A380 acft are allowed according to special procs described in MOPS approved by ANAC.

Restriction to Acft classes and types: Acft w/o radio eqpt, gliders, Acft w/o transponder or inop transponder, powered ultralights.

Restriction to air services: object launching or pulverizing, Acft pushback ops, parachute launching, acrobatic flt.

Twy Y1, Y2,Y3 and Y4 exclusive for Acft with Max wingspan of 118' (36 m).

Aprons 1, 2 and3 (entrance and exit) Opr caution due to crossing of vehicles and equipment.

At least 1 hr PNR for parking for rotary wing aircraft of general aviation. Maximum stay on ground 02 hours, except with COA authorization and when in the maneuvering area.

BRAZIL

At least 4 hr PNR for parking for fixed wing aircraft of general aviation. Maximum stay on ground 02 hours, except with COA authorization and when in the maneuvering area.

Apron 1,2 and 5 the use of fork is mandatory for aircraft with wingspan greater than 79' (24 m).

Engine run-up is prohibited at the parking area of the Military AIS Reporting Office of Galeao Air Base.

Apron 1 is intended to be used by Acft: international flights; executive commercial domestic flights; government flights; air taxi; exceptional situations; helicopter flights with passengers.

Apron 5 is intended for Acft: domestic general aviation; commercial flights in maintenance or extended stay purposes; military transport; helicopters; flights diverted from other airports for technical or meteorological reasons (other than those provided for the apron 1).

AD can be regularly used by any Acft compatible with RCD 4E or lower.

J. Oxygen.

ABN. Fire 10.

Rio De Janeiro (Santa Cruz)

10' SBSC SNZ Mil. -03:00 S22 56.0 W043 43.2

(21) 2101-6725, (21) 3078-0372, (21) 3078-0374, (21) 3078-0643. ARO (21) 3078-0321. Ground Services (21) 3078-0372, (21) 3078-0687.

05/23 8986' ASPHALT. PCN 32/F/B/X/T. ASDA 05 10138'. ASDA 23 10135'. RL.

ATND SKD H24.

CAUTION: Land with caution, due to the existence of barriers for F-5 Acft retention positioned between the stop zones and the Thr of Rwy 05/23.

Civil Acft operations only with prior authorization from ALA 12 commander.

See visual approach chart for entry and departure circuit traffic pattern.

Animals in the vicinity of Rwy 05/23.

Rwy 05 prohibited nighttime operations (departures, landing touch and go landings) and daytime operations for fixed wing Acft except: emergency, transport and energy, telepresence remotely operated vehicle, search and rescue, airspace defense, military operations and rotating wings. Other Acft can use Rwy 05 only with authorization from the Commander of BASC by contacting 121.15 MHZ or via Operations Tel.

Rwy 23 prohibited nighttime operations (departures, landing touch and go landings) for fixed wing Acft except: emergency, transport and energy, telepresence remotely operated vehicle, search and rescue, airspace defense, military operations and rotating wings. Other Acft can use Rwy 23 only with authorization from the Commander of BASC by contacting 121.15 MHZ or via Operations Tel.

Acft class F operations on Rwy 05 only with prior authorization via tel.

Due to fauna risk Rwy 23 preferred for departure and landing operations.

Acft performing departure/landing should inform airport operations of estimated departure/landing time no later than 15 minutes minimum in advance for Rwy inspection. Failure to comply may result in rush request or flight delays.

Flight plan and its updates can be filed by Tel. The filing of a flight notification by radiotelephony not authorized.

Minimum altitudes in traffic circuit for Acft CAT A, B, C: 1100'; for Acft CAT D, E: 1600'; for peel-off: 1600'; for helicopters: 600'.

J. Oxygen.

ABN. Fire 6.

Rio De Janeiro (Santos Dumont)

10' SBRJ SDU -03:00 S22 54.6 W043 09.7 Apt Administration (21) 3814-7070; Fax (21) 2533-2218. On Call (21) 3814-7278, (21) 3814-7279; Fax aviacao-

BRAZIL

eral.sbrj@infraero.gov.br. ARO (21) 3398-4738. Ground Services (21) 2262-0013, (21) 3814-7301, (21) 3814-7437, (21) 3814-7781.

02L/20R 4134' ASPHALT. PCN 39/F/B/X/T. TORA 02L 3642'. TORA 20R 3839'. LDA 02L 3642'. LDA 20R 3839'. ASDA 02L 3642'. ASDA 20R 3839'. HIRL.

02R/20L 4341' ASPHALT. PCN 65/F/A/W/T. HIRL.

0900-0200Z for landing and take-off Commercial Aviation Acft - Group 1. ATND SKD H24.

CAUTION: Birds in the vicinity of Rwy 02/20.

PPR for general aviation Acft and air taxi must be coordinated with operations via telephone 3 hrs minimum before landing.

Ramp GEIV exclusive for fixed wing military Acft with maximum wingspan of up to 66' (20m) and length up to 69' (21m). Use of ramp GEIV 24hr prior notice. Acft should contact TACTICA IV (india victor), freq 123.50, informing the highest authority on board and necessary ground support. Entry into apron is not permitted without two-way contact with tactical station.

Acft approaching Rwy 02L and 02R should observe the crossing of vehicles between the Naval school and ramp parking area.

Apron DECEA 1 (previously military apron 3) limited to use by military Acft, PPR via Tel: (21) 98554-4227.

Parking on apron and overnight stay restricted for Acft with weight over 12566 lbs (5700 kg).

Airport administration PPR.

If the pilot is not familiar with Apt, request follow me car on twr or ground.

Training and cargo (except those engaged exclusively in the transportation of valuable) flights prohibited.

Ramp A reserved for boarding with a maximum time of one hr.

Primary training, elementary piloting and basic training flights are prohibited.

VMC departures for southbound aircraft shall be executed via Barra (entrance to Guanabara Bay).

Landing and take-off operations of Acft of Commercial Aviation Group 1, according to Apt Capacity Declaration published by ANAC, are possible daily 0900-0200Z.

Non-scheduled domestic passenger (charter) flights shall only be authorized on Sat, Sun and Hols or out of busier hrs, at the aeronautical authority's discretion.

Rio de Janeiro twr shall not provide aircraft information for take-off times. Instructions concerning the frequency of the next unit to be contacted after take-off and, if necessary complementary instructions shall be given together with the take-off clearance.

Due to operational restrictions PPR for use of military apron.

No submitting Flight Plan via radio.

F-4, J.

ABN. Fire 7.

Rio Grande (Rio Grande Regl)

26' SJRG -03:00 S32 05.0 W052 10.0
Apt Administration (53) 3230-1316, (53) 98117-4923; aero.rgrande@selt.rs.gov.br.

06/24 6234' ASPHALT. PCN 11/F/B/Y/T. RL.

Apt parking available for general aviation and authorized only by Apt Administration via Tel and email.

No Air Traffic and Telecommunication Service Station available. Contact with Apt Administration via Tel.

Night lighting is activated O/R min 24 hrs in advance before landing by Apt administration via Tel and email.

ABN.

Rio Grande Regl see Rio Grande

Rio Paranaiba

3757' SNRP -03:00 S19 12.7 W046 14.4

BRAZIL

16/34 3281' DIRT. AUW-9/0.5000 MPa.
SR-SS.

Prohibited 180 Deg turns on Rwy 02/20 for medium and large Acft.

Rio Verde (Gen Leite De Castro)

2479' SWLC RVD -03:00 S17 50.1 W050
57.4
Apt Administration (64) 3620-2125, (64)
99284-4781. Ground Services (64) 3622-5428,
(64) 9279-3646.

Flight plans filed in the air will not be accepted by Amazonian ACC for aircraft departing from or arriving at SBRD. Flight plans must be presented in person, or via Tel to any accredited AIS room located in the Amazon FIR.

F-4, J.

ABN.

04/22 4921' ASPHALT. PCN 19/F/C/Y/U.
TORA 04 4774'. LDA 04 4774'. LDA 22 4757'.
ASDA 04 4774'. RL.

ATR 72 operations require special authorization.

The airport can be regularly be used by any aircraft RCD 2C or lower.

Agricultural Acft operations in the vicinity of Apt. Activation of beacon via Tel with 30 Min PNR.

F-4, J.

ABN.

Romeu Zema see Araxa**Rondonopolis (Maestro Marinho Franco)**

1467' SBRD ROO -04:00 S16 35.3 W054
43.3

(65) 99954-4472, (66) 3411-5134; aeroporto.sbrd@socicam.com.br. Ground Services On Call (66) 3421-6811, (66) 99988-2262.

02/20 6070' ASPHALT. PCN 35/F/C/X/T. RL.
1000-2200Z. ATND SKD 1000-2200Z O/T O/R
via Tel 2 hrs PNR.

Night lighting available O/R by Tel or email with operations, minimum 2 hr PNR.

Birds in vicinity of AD.

There may only be one simultaneous operation for aircraft with a wingspan up to 66' (20 m) on the taxiway to access hanger A or B, in order to preserve the RWY lane of RWY 02/20.

AD can be regularly used by anyAcft compatible with RCD 3C or lower.

Rosana (Usina Porto Primavera)

1067' SBAV -04:00 S22 31.6 W052 58.3
Apt Manager 0182-84-1144.

08/26 4921' ASPHALT. PCN 32/F/C/X/U.
TODA 08 5905'. TODA 26 5905'. ASDA 08
5118'. ASDA 26 5118'.

F-4, J.

Fire U.

Rosario Do Sul (Dario Brasil Capoano De Olivei)

335' SSRZ -03:00 S30 16.6 W054 55.5

10/28 3281' CLAY/GRVL.
AUW-13/0.5000 MPa.
SR-SS.

Rubem Berta see Uruguaiana**Ruben Berta see Marechal Candido Rondon****Saica see Cacequi****Salgado Filho Intl see Porto Alegre****Salgueiro**

1539' SNSG -03:00 S08 02.8 W039 08.0
(81) 3184-2612, (81) 3184-2615, (81)
3184-4526.

17/35 4265' ASPHALT. PCN 6/F/B/Y/U.
SR-SS.

Landing operations prohibited, excluding emergency medical operations and the transport of goods with PPR with airport operator via Tel.

Only authorized Acft Cat A, B, C, H.

BRAZIL

Traffic circuit for helicopter only by North/North-east sector from Apt.

Minimum altitudes in the traffic circuit for airplanes: Cat A 2800', Cat B 2900', Cat C 3100' and helicopters 2800'.

Salinas

2503' SNSS -03:00 S16 12.5 W042 19.3

18/36 4856' ASPHALT. PCN 8/F/B/Y/T.

SR-SS.

Salinopolis

118' SNSM -03:00 S00 41.8 W047 20.2

09/27 5249' ASPHALT. AUW-13/0.5000 MPa.

Landing operations prohibited for jet Acft.

Salvador (Dep L E Magalhaes Intl) Apt of Entry

66' SBSV SSA -03:00 S12 54.5 W038 19.3

Apt Administration (71) 3204-1155, (71)

3204-1178, (71) 3204-1186, (71) 3204-1269;

cco@salvador-airport.com.br, contrato@salvador-airport.com.br. (81) 2129-8093, (81)

2129-8094. ARO (71) 3204-1339, (71)

3204-1349.

10/28 9852' ASPHALT. PCN 73/F/A/W/T.

TORA 10 9459'. TORA 28 9459'. LDA 10 9065'.

LDA 28 9065'. TODA 10 10837'. ASDA 10

9459'. ASDA 28 9459'. HIRL.

17/35 4980' ASPHALT. PCN 41/F/B/X/T. HIRL.

Rwy 35 Right-Hand Circuit.

H24. ATND SKD H24. Customs: H24.

Check permitted on Twy Golf 0600-2200Z and

Rwy 17/35 H24. PPR via Apt Administration

Tel.

6 hrs PNR for General Aviation Acft via email with ETA/ETD or Origin/Destination.

Birds in vicinity of Apt.

TWY "D" limited to aircraft with 118' (36 m) max wingspan.

Aircraft causing a noise level above that allowed are those that do not comply with the

requirements established in the Bravo and Charlie letters of item 36.103 of the Brazilian Aviation Civil (RCAB 36), equivalent to chapters 3 and 4, respectively, of Annex 16 Volume 1 of the international civil aviation convention restrictions for DEP: procedures for departure should be conformed estimated in SID.

Restrictions to classes and types of Acft: Acft without radio, gliders, Acft without transponders, or radio failure.

Restriction on air services: launching of objects or spraying, Acft trailers, parachute launching, and acrobatic flights.

TWY "L" limited to aircraft with 118' (36 m) max wingspan.

TWY L between APRON 1 Twy M withdrawn due to expansion work at the passenger terminal.

Prohibited presentation of PLN and its update message by radiotelephony.

Engine run-up prohibited in front of tower and between 2200Z and 0600Z.

TWY J2 maximum speed 08 KT.

Flight Plan and updates can be filed by Tel.

Turnaround of 180° for aircraft of Fokker 100, Boeing 737, or greater aircraft at threshold only.

Radio and transponder required.

Observed antenna 39' (12 m) height, 394' (120 m) away from shaft of Rwy 10, 1312' (400 m) left side from Thr.

Rwy 17/35 available for operations occasionally with PCN 44/F/C/X/U.

F-4, Jet A-1.

ABN. Fire 9.

Santa Cruz see Rio De Janeiro**Santa Cruz Do Sul**

653' SSSC CSU -03:00 S29 41.0 W052 24.7

08/26 3871' ASPHALT. PCN 8/F/C/Y/U.

SR-SS. ATND SKD SR-SS.

Only Acft cat A, B are authorized.

BRAZIL

Acft, gliders and ultralights conducting flight training in vicinity of Apt. F-4.

Santa Genoveva Intl see Goiania**Santa Helena De Goias**

1591' SWHG -03:00 S17 53.0 W050 34.0

14/32 3281' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Santa Ines (Joao Silva)

69' SJBY -03:00 S03 39.3 W045 20.7

06/24 4921' ASPHALT. PCN 10/F/C/Y/T.

SR-SS.

Rwy 06 landing operations prohibited.

Santa Isabel Do Rio Negro (Santa Izabel do Rio Negro)

141' SWTP -04:00 S00 22.7 W064 59.6

Apt Administration (97) 99163-0862.

09/27 3937' ASPHALT. PCN 8/F/C/Y/U. ASDA 09 4134'. ASDA 27 4134'.

1000-1400Z, After 1800Z O/R via TEL.

Santa Magalhaes see Serra Talhada**Santa Maria**

289' SBSM RIA -03:00 S29 42.6 W053 41.5

Apt Administration 3220-3630, 3921-7288, 9147-2323, 9646-8776, 98164-4641, 9944-8441; aeroportosm@gmail.com. On Call 3220-3335, 3220-3336. ARO 3220-3481. Ground Services 3226-4366.

02/20 4938' ASPHALT. PCN 10/F/C/Y/U. RL.

Rwy 02/20 Only used for Arriving and Departing Military Aircraft.

11/29 8839' CONCRETE. PCN 20/R/B/X/T. ASDA 11 9035'. ASDA 29 9035'. RL. HIALS 11.

Touch Point of PAR Rwy 29 and PAPI Rwy 29 not coincident.

0900-0300Z. O/T O/R 12hr in advance via Operations Tel. ATND SKD Mon - Fri

0030-0130Z and 1000-2200Z. Sat and Hol 1030-1930Z, Sun 0030-0130Z and 1030-1930Z. Other times O/R 24h PN.

Civil aircraft planing to stay on ground more than 2 hours or over night only O/R 48 hrs PNR.

Civil Acft operations submitted through prior authorization to Apt administrator, 1100-2000Z via Tel.

Military Acft operations submitted through prior authorization to Operations, 1200-0259Z via Tel.

Touch-and-Go Landing operations submitted through prior authorization to Operations via Tel.

Taxiing of aircraft at or greater than ACN 14 (Hercules) is prohibited between Rwy 11/29and taxiway on Rwy 02/20.

Engine run up prohibited on the ramp. Only allowed in the run up area and the threshold.

Rwy 11/29 night operations for all Acft only in South sector.

PCN for the 1st 984' (300 m), RWY 11: 19/R/B/X/T.

Flight plan and its updates can be submitted via TEL.

J.

ABN. Fire 6.

Santa Maria see Campo Grande**Santa Maria Da Vitoria**

1526' SNVD -03:00 S13 24.3 W044 13.4

10/28 3937' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Santa Maria Intl see Aracaju**Santa Rita do Sapucai**

2894' SJXI -03:00 S22 16.4 W045 38.4

Apt Administration (35) 98402-2330, (35) 9847-8244, (35) 9982-0509.

16/34 3281' DIRT. AUW-13/0.5000 MPa.

BRAZIL

SR-SS.

ABN. Fire 6.

Santa Rosa (Luis Alberto Lehr)

1014' SSZR SRA -03:00 S27 54.5 W054
 31.3

Apt Administration (55) 3512-5877.

07/25 3937' ASPHALT. PCN 8/F/A/Y/T. RL.

ABN.

Santa Terezinha see Joacaba**Santarem (Maestro Wilson Fonseca Intl)**

197' SBSN STM -03:00 S02 25.5 W054 47.1
 Apt Administration (93) 3522-4328, (93)
 3523-1021, (93) 3523-1990, (93) 3523-2834;
 Fax (93) 3523-2127. Ground Services (93)
 3522-2033, (93) 3523-5533, (93) 9651-5041,
 (93) 99212-4602, (93) 9952-7540, (93)
 9975-1347; Fax (93) 3523-0093.

10/28 7874' ASPHALT. PCN 48/F/A/W/T.
 TORA 10 7579'. TORA 28 7579'. LDA 10 7579'.
 LDA 28 7579'. ASDA 10 7579'. ASDA 28 7579'.
 MIRL.

H24. ATND SKD Petrobras - H24; Shell -
 0901-2059Z, O/T O/R via Tel.

Birds in vicinity of Apt.

Apt can be regularly used by Acft compliant with reference code 4C or lower.

Operations prohibited on Rwy 28 for civil Acft with jet engine (turbojet).

International operations restricted to public air services related to alternate flights, regular public or charter flights with flight plans with SBSN as alternate Apt.

Including SBSN as alternate Apt is subjected to the airline operator joining the Operational Plan to receive alternate international flights presented by Apt operator.

180 degree turns for aircraft with wingspan Airbus, Boeing 737, or bigger at threshold only.

Filing flight plan by radio to Twr prohibited.

F-4, Jet A-1.

Santiago

1460' SSST -03:00 S29 12.9 W054 50.5

17/35 4396' CLAY/GRVL. PCN 8/F/C/Y/U.
 SR-SS. ATND SKD SR-SS.

F-4.

Santo Angelo1056' SBNM GEL -03:00 S28 16.9 W054
 10.1Apt Administration (11) 91664-6260,
 3313-6617. 3312-9779. ATS (55) 3312-9779,
 99999-8190; pdallaporta@hotmail.com.**12/30** 5331' ASPHALT. PCN 35/F/A/X/T. TORA
 30 5036'. LDA 30 5036'. ASDA 30 5036'. RL.

Parking of General Aviation Acft under local Apt Administration. Authorization via Tel or email.

AD can be used regularly by Acft with RCD 2C or lower.

Operations of Acft ATR 72 are allowed, according to special procedures described in the MOPS approved by ANAC.

Rwy 30 landing operations prohibited for turbojet civil Acft.

Operations authorized for Acft Boeing 737-800 compliant with 3C code. Acft with 3C reference code allowed for one movement at a time at Apt.

Operations in IMC for Acft with 3C category must be suspended when the main parking position is in use.

Flight training in vicinity of Apt.

ABN. Fire 5 1100-2300Z.

Santo Antonio Do Amparo

3599' SNAM -03:00 S20 54.7 W044 53.7

18/36 5315' ASPHALT. PCN 7/F/A/Y/T. RL.
 ABN.**Santo Antonio Do Ica (Ipiranga)**

221' SWII IPG -04:00 S02 56.4 W069 41.6

BRAZIL

(92) 98484-6476, (92) 99170-7840.

01/19 4921' CONCRETE. PCN 13/R/C/W/U.

Landing operations are prohibited excluding operations due to the need of medical emergency possible with previous coordination with Apt operations via Tel.

Santos see Guaruja

Santos Dumont see Rio De Janeiro

Sao Benedito (Walfrido Salmito de Almeida)

2900' SWBE -03:00 S04 02.6 W040 53.6

(85) 3108-1085, (85) 98439-6589.

10/28 4921' ASPHALT. PCN 12/F/B/Y/T. RL.

Activation of night lighting and/or operational coordination must be requested 03 HR in advance via Tel.

ABN.

Sao Borja

262' SSSB QOJ -03:00 S28 39.3 W056 02.1

3431-4130, 99698-3002.

07/25 4921' ASPHALT. PCN 17/F/C/Y/U.

14/32 2297' GRASS. AUW-13/0.5000 MPa.

SR-SS.

Reaction engine Acft operations prohibited, except in case of medical emergency operations or transportation of values, which should be carried out upon prior coordination with the Apt operator via tel.

Flight training in vicinity of Apt.

F-4.

Sao Carlos (Mario Pereira Lopes) Apt of Entry

2648' SDSC -03:00 S21 52.6 W047 54.2

Apt Administration (15) 3500-9394. Apt Operator On Call (16) 99735-8198. Ground Services On Call (16) 3378-3300, (16) 99768-1942, (19) 99231-5169.

02/20 5315' ASPHALT. PCN 47/F/A/X/T. RL.

ATND SKD Mon-Sat 1100-2300Z, O/T O/R via Tel. Customs.

International air traffic permitted O/R and with PNR.

International operations are restricted to private air services intended for the entry or exit or to the provision of maintenance and repair services. International operations are prohibited for public air services, regular or non-scheduled cargo / mail package and regular or non-scheduled passenger transport.

Night lighting O/R via Tel.

J.

ABN.

Sao Felix Do Araguaia

650' SWFX SXO -04:00 S11 37.9 W050 41.3

(66) 98447-6221, (66) 99233-6577.

12/30 4757' ASPHALT. PCN 19/F/A/X/T.

ATND SKD SR-SS.

Reaction engine Acft operations prohibited, except in case of medical emergency operations or transportation of values carried out upon prior coordination with the Apt operator via tel.

F-4, J.

Fire U.

Sao Felix Do Xingu

600' SNFX SXX -03:00 S06 38.5 W051 57.1

14/32 5249' ASPHALT. PCN 45/F/C/X/U.

SR-SS.

Sao Gabriel

476' SSSG -03:00 S30 20.7 W054 16.1

04/22 3281' CLAY/GRVL. PCN 8/F/C/Y/U.

SR-SS.

F-4.

Sao Gabriel Da Cachoeira

251' SBUA SJL -04:00 S00 08.9 W066 59.1

ATS (92) 3652-5345, (97) 3471-1493.

BRAZIL

05/23 8530' ASPHALT. PCN 47/F/C/X/U.

SR-SS. ATND SKD 1100-2100Z. O/T O/R.

ATR 72 operations only during VMC.

Only one Acft with reference code "C" is allowed at a time on Apt.

Landing operations of ATR 72 and ERJ 190 Acft are allowed on Thr 05 only.

Animal hazard exists.

Apt can be used regularly by any Acftcompliant with RCD 2C or lower.

J.

Fire 5.

Sao Goncalo Do Amarante (Gov Aluizio Alves Intl) Apt of Entry

273' SBSG NAT -03:00 S05 46.1 W035 22.0

Apt Administration (84) 3343-6060; Mobile 59290-900. (84) 3343-6090, (84) 3343-6482; atendimento.natal@inframericana.aero. ARO (84) 3343-6426, (84) 3343-6581.

12/30 9843' ASPHALT. PCN 70/F/A/X/T. MIRL. HIALS 12.

H24. ATND SKD H24. Customs: H24.

PPR for general aviation Acft by phone. Acft with wingspan 79' (24 m) 24 hr prior notice. Acft with wingspan 115' (35 m) 36 hr prior notice.

The following Acft/Operations are restricted: Acft without radio equipment, gliders, Acft without transponder or failure of this equipment, flight of powered ultralights, object launching or spraying, Acft pushback operations, parachute jumping, acrobatic flight.

The AD may be regularly used by any Acft compatible with RCD 4E or lower.

Flight plan and updates accepted by phone/fax.

Minimum altitudes in the traffic circuit for: Jet Acft: 1800', propeller Acft: 1300', Helicopters: 800'.

Jet A-1.

ABN. Fire 9.

Sao Joao Da Boa Vista (Mun Sao Joao Da Boa Vista)

2501' SDJV -03:00 S22 01.0 W046 50.4

04/22 4101' ASPHALT. PCN 20/F/B/Y/T. RL. Rwy 04 Right-Hand Circuit.

Traffic circuit only to the SE of the Apt. ABN.

Sao Joao Del Rei (Prefeito Octavio de Almeida Ne)

3100' SNJR -03:00 S21 05.1 W044 13.5

Apt Operator On Call (32) 3373-2207, (32) 9969-8214.

08/26 4593' ASPHALT. PCN 16/F/B/Y/T. RL. SR-SS O/T O/R.

ABN.

Sao Joaquim Da Barra

2133' SDJO -03:00 S20 35.6 W047 50.5

14/32 4508' ASPHALT. PCN 27/F/A/X/T. TORA 14 4331'. TORA 32 3907'. LDA 14 3907'. LDA 32 4331'. TODA 14 4331'. TODA 32 3907'. SR-SS.

Only authorized Acft cat A, B, C.

Traffic pattern and altitude for fixed wing and rotary aircraft should be conducted in the NE of the AD with a minimum height of 3136' (1000').

Sao Jose Do Rio Preto (Professor Eriberto Manoel Rein)

1785' SBSR SJP -03:00 S20 49.0 W049 24.3

(17) 3302-4834. ATS (31) 3689-2532. Ground Services (17) 3222-2319, (17) 97400-2484, (17) 97400-2501, (17) 99125-9326, (17) 99723-5117.

07/25 5381' ASPHALT. PCN 35/F/B/X/T. RL.

ATND SKD 0700-0100Z. O/T O/R.

CAUTION: Bird concentrations in the vicinity of airport.

BRAZIL

Private, executive and non-regular Acft must use stand Nr 2 for parking and overnight. To use stand Nr 1 PPR with Apt operations via Tel.

F-4, J.

ABN. Fire 6.

Acft with wingspan greater than 148' (45m), will not be able to back track at Rwy 16/34 beyond turning area, located on displaced Thr 34 due to restrictions - slope at the end of Rwy, obstacles and Embraer facilities, which affects safety zone on Twy at sector of Thr 34.

Jet engine run-up prohibited in parking area in front of CTA authorities boarding room.

Flight plan and its updates by Tel and fax. It is prohibited to submit flight plans via radio.

Be alert model Acft in SW sector near flying club Sao Jose dos Campos.

Training flight in Apt will be subjected to wait when test flights, departure and landing operations of commercial transport Acft are in progress.

Training flights are subject to holding due to transport traffic.

Training flights of Acft and ultralights in vicinity of Apt.

F-4, J.

ABN. Fire 5 1000-0100Z.

Sao Lourenco

2871' SNLO SSO -03:00 S22 05.5 W045 02.7

05/23 3510' ASPHALT. PCN 14/F/B/X/T.

SR-SS.

Sao Lourenco Do Sul

89' SSRU SQY -03:00 S31 23.1 W052 01.9

03/21 3461' CLAY/GRVL.
AUW-13/0.5000 MPa.
SR-SS.

Sao Luis (Marechal Cunha Machado Intl)

Apt of Entry

177' SBSL SLZ -03:00 S02 35.2 W044 14.2
Apt Administration (98) 3217-6100; Fax (98) 3245-4457. (98) 3217-6101, (98) 4009-4328;
apoc.slz@grupocr.com.br.

06/24 7825' ASPHALT. PCN 52/F/B/X/T. HIRL.

2123' SBSJ SJK -03:00 S23 13.7 W045 52.3
Apt Administration (12) 3946-3000, (12) 3946-3003; Fax (012) 341-2227. (12) 3946-3000 ext. 2010, (12) 3946-3012, (12) 3946-3021, (12) 3947-3399, (12) 3947-4017; operacoes@sjkairport.com, sbsj_operacoes@infraero.gov.br.

16/34 8780' ASPHALT. PCN 71/F/A/X/T. ASDA 16 9846'. HIRL. MIALS 16.

Rwy 16/34 arresting gear is equipped with drop cable only. Usable only for Acft with hook.

H24. ATND SKD 0900-0100Z. Customs.

CAUTION: Acft operating between the apron for general aviation and Thr 34 are not visible from Twr

CAUTION: possible unmanned hot-air balloons in vicinity of Apt occurring mainly in May, June, July and August.

CAUTION: Rwy 16/34 operate with caution due to Acft retaining barrier positioned over asphalt near Thr 34(displaced), applicable to propeller Acft.

Apt enabled to cargo international flights. Operations are subjected to previous ANAC authorization.

General Aviation parking Apron 2 PPR from Airport Ops Center 3 hr prior of intended landing. Birds in vicinity of Apt.

Mandatory push back operation in ramp 2 for aircraft with wingspan greater than 66' (20 m).

Acft must do engine run-ups at Thr 34, daily 0300-0730Z when the run-up area is closed and with prior coordination with Apt operator.

BRAZIL

09/27 4803' ASPHALT. PCN 39/F/B/X/T. TORA 27 4541'. LDA 09 4541'. TODA 27 4541'. MIRL. H24. ATND SKD H24. Customs: O/R.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3) General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When requested by APOC, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email.

Birds in vicinity of Apt.

Acft parked or moving on the general aviation apron in the vicinities of Maranhao Flying Club or the CLA hangar will be out of the visual contact of the controlTwr, due to obstruction created by the covering of the passenger terminal and the embarkation corridor number 1.

Engine runs up are prohibited on the parking positions in front of the AIS unit.

Acft will not operate without 2 way radio contact with the Twr.

Rwy 06/24 slippery when wet.

Apt can be used regularly by Acft compatible with RCD 4D or lower.

Rwy 06/24 can be used regularly by Acft compatible with Reference Code 4D.

Rwy 09/27 can be used regularly by Acft compatible with Reference Code 4C.

Flight plan and updates prohibited by radio; authorized by Tel.

Rwy 06/24 180degrees turns authorized for Acft greater than 94' (28.7 m) wingspan only at the Thr.

Acft of 12566 lbs (5700 kg) or more shall execute 180 degree turns only on the concrete part of the Rwy's.

F-4, J.

ABN. Fire 7.

Sao Luis Gonzaga

656' SSLG -03:00 S28 22.6 W055 02.2

06/24 3937' SAND. PCN 8/F/C/Y/U.

SR-SS.

Sao Manuel (Nelson Garofalo)

2408' SDNO -03:00 S22 41.8 W048 34.6

Apt Operator (14) 3500-8869, (14) 99645-4245.

14/32 3281' ASPHALT. PCN 13/F/C/Y/U. TORA 14 3068'. LDA 32 3068'. TODA 14 3068'. RL.

Gyrocopters activity in vicinity of Apt.

Traffic pattern North of the Apt.

Night lighting is activated at least 24 hrs in advance via Tel.

ABN.

Sao Mateus

98' SNMX SBJ -03:00 S18 43.3 W039 50.0

08/26 4429' ASPHALT. PCN 8/F/C/Y/U. RL.

ABN.

Sao Miguel Do Araguaia

1260' SWUA -03:00 S13 20.0 W050 12.3

08/26 4921' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Sao Miguel Do Iguacu

951' SSMY -03:00 S25 23.6 W054 16.1

02/20 3281' ASPHALT. AUW-12/0.5000 MPa.

SR-SS.

Flight in the vicinity of aerodrome, only through agreement and coordination with FOZ approach.

Not applicable as an alternate airport.

BRAZIL

Aerodrome restricted to the Federal Police. Aircraft operations at the aerodrome only with prior clearance. Contact operations telephone (45) 3565-3347 or (61) 2024-8787.

Sao Miguel Do Oeste (Helio Wasum)

2182' SSOE SQX -03:00 S26 46.9 W053
30.2

17/35 4134' ASPHALT. PCN 11/F/A/Y/T. RL.

Aircraft and gliders conducting flight instruction around the aerodrome.

F-4.

ABN.

Sao Paulo (Campo de Marte)

2371' SBMT -03:00 S23 30.4 W046 38.0

(11) 2223-3710, (11) 2223-3729, (11)
2223-3782. ATC (11) 2112-3450, (11)
2112-3451, (11) 5531-7602.

12/30 5249' ASPHALT. PCN 16/F/C/Y/U.
TORA 12 4757'. TORA 30 4265'. LDA 12 4265'.
LDA 30 4757'. TODA 12 4757'. TODA 30 4265'.
RL.

Rwy 12 Right-Hand Circuit.

0900-0200Z. ATND SKD 0900-0200Z.

Birds in vicinity of the airport.

Rwy 12 closed first 984' (300 m) for landing and Rwy 30 on last 984' (300 m) for departure due to obstructions on approach Rwy 12.

Rwy 12/30 approved for VFR operations with the following minimums: 1500' ceiling and 2.7 NM (5 KM) visibility for landing and circle to land.

Parking and overnight parking PPR 1 hr in advance with airport operations via Tel.

Aerodrome is available for night operations. Takeoff Rwy 12 and landing Rwy 30. Except helicopter operations.

Unmanned weather balloons in the south sector of airport's vicinity.

Kite activity in vicinity of Rwy 12 and Rwy 30 thresholds, and in the traffic pattern primarily Sat, Sun and Holidays.

Minimum altitude in traffic circuit for Acft CatA, B: 3600', for Acft Cat C: 3700', helicopters" 3300'.

F-4, J.

ABN. Fire 3 0900-0200Z.

Sao Paulo (Congonhas)

2631' SBSP CGH -03:00 S23 37.6 W046
39.4

Apt Administration (11) 5090-9000, (11)
5090-9120, (11) 5531-7718. (11) 2112-3461,
11 5090-9178, 11 5090-9182; Mobile 11
98453-4644. ARO (11) 2112-3450.

17L/35R 4905' ASPHALT. PCN 38/F/B/X/U.
TORA 17L 4413'. TORA 35R 4413'. LDA 17L
3921'. LDA 35R 3921'. TODA 17L 4413'. TODA
35R 4413'. ASDA 17L 4413'. ASDA 35R 4413'.
HIRL.

17R/35L 6365' ASPHALT. PCN 50/F/B/X/T.
TORA 17R 5873'. TORA 35L 5873'. LDA 17R
5446'. LDA 35L 5446'. ASDA 17R 5873'. ASDA
35L 5873'. HIRL. HIALS 17R.

System EMAS for Rwy 35L: 236' (72 m) x 148'
(45 m).

0900-0200Z, with at least 40 Min PNR. ATND
SKD 0800-0200Z.

Not usable as alternate airport.

Service state flights (foreign or domestic) require prior notification to the administration and from the ANAC for aerodrome availability on international landing and takeoff operations, at least 24 hours(including weekends and national holidays).

Possible down drafts near threshold Rwy 17L/R.

AOE by prior request. Airport should be used as an international airport only by general aviation and non-scheduled commercial aviation

BRAZIL

classified as such by ICAO, and excluding cargo flights.

Taxiway OSCAR limited to aircraft operations with 79' (24m) maximum wingspan.

Caution due to possibility of unmanned hot-air balloons occurring mainly in May, June, July and August.

In order to allow prompt aircraft departure near closing time of the aerodrome, landing for aircraft that have not yet reached the basic aid for the approach procedure may be suspended until 0145Z.

Arriving or departing aircraft via SID and/ or STAR RNAV 5 procedures, are exclusively for approved aircraft RNAV 1 or RNP 1.

Acft operations shall be prohibited between 0900-1000Z and 0100-0200Z when their noise levels are not in accordance with those specified in the subparts 'C' and 'F' of the Regulamento Brasileiro de Homologacao Aeronautica -(RBAC 36), which corresponds to Chapters 3, 5 and 10 of Annex 16/volume 1 to the ICAO Convention and its further amendments and updates.

The parking stands are available for scheduled domestic flights only for 40 minutes Max.

Extreme caution should be exercised on taxiway for access to threshold of runway 17R; idling power to the minimum is compulsory for taxi between the first turn after position nr 2 and critical position nr 3. See diagram at the AIS Reporting Office.

Acft subject to air traffic schedule (RECORD) shall observe, when landing and departing, the traffic sequence established by the ATS unit.

Acft flights are authorized only when they can use both Rwy for Dep and Ldg, except when the Acft are engaged in scheduled passenger domestic flights.

Operation of fixed-wing Acft will only be allowed with two pilots, excepting TPP CAT Acft, once operated by an airline pilot (PLA).

The non-scheduled domestic passenger flights (charter) shall be Auth during Sat, Sun and Hol only or out of busier hours at the aeronautical authority's discretion.

The activation of APU or GPU of an Acft, during the hours of use of the airport, shall be allowed only within the areas established by the AD administration.

Conventional Acft Ops are prohibited Btn 1000-1300Z and 2100-0000Z, Exc Sat, Sun and Hol.

Visual Flight Plans of fixed wing Acft Dest to or coming from such AD are prohibited.

Maintenance and air taxi new airlines operational headquarters are prohibited.

The following flights are prohibited:

- Training flights;
- Cargo flights, Exc flights reserved for bank supplies;
- Engine run-ups of any type of Acft Btn 0100/1000 UTC;
- The use of the airport as an alternate.

Landing operations on Rwy 35R prohibited for Acft with code 3 and 4in IMC.

TWY S speed restriction of 15 kts due to the narrow width and proximity of mobile obstacles on the parallel service lane.

Acft Cat A prohibited landing operations and take-off on Rwy 17R/35L except military and medevac.

Acft CatA prohibited landing operations and take-off on Rwy 17L/35R from Mon/Tue til Fri/Sat 1000-1300Z and 2200-0000Z except medevac and military.

J.

ABN. Fire 7.

Sao Paulo (Guarulhos-Gov Andre Franco

Mon) Apt of Entry

2461' SBGR GRU -03:00 S23 26.1 W046
28.4

BRAZIL

Apt Administration (11) 2412-3144, (11) 2445-4844; dutymanager@gru.com.br. (11) 2445-2179, (11) 2445-3205, (11) 2465-2040; Fax (11) 2445-2938; cma1gr@infraero.gov.br. ARO (11) 2445-2629. ATS 11 2445-2452; Fax 11 2445-2484; tagrgerencia@infraero.gov.br. Gen Aviation (11) 2445-2446, (11) 2445-3185, (11) 2445-3212, (11) 2445-3915, (11) 2445-4313, (11) 2445-4438; ag.coa@gru.com.br. Ground Services (11) 2445-4366, (11) 5582- 8639, (11) 98757-5206.

10L/28R 12139' ASPHALT. PCN 77/F/B/W/T. LDA 10L 11844'. LDA 28R 11942'. ASDA 10L 12336'. ASDA 28R 12336'. HIRL. HIALS 10L. HIALS 28R.

RESA for Rwy 10L: 787' (240 m).

RESA for Rwy 28R: 787' (240 m).

10R/28L 9843' ASPHALT. PCN 77/F/B/W/T. TODA 10R 10827'. ASDA 10R 10039'. ASDA 28L 10039'. HIRL. HIALSALS 10R. HIALS 28L.

RESA for Rwy 10R: 787' (240 m).

RESA for Rwy 28L: 787' (240 m).

H24. ATND SKD H24. Customs: H24.

Apt reference code is 4E. Special authorization for Boeing 747-8 and Airbus A380, with specific procedure described in the Airport Manual Operation - MOPS, approved by ANAC.

Birds in vicinity of AD.

Kite concentration at ATZ, especially during Jan, Feb, Jul, and Dec, ground /1500' above ground level.

Pilots are cautioned as to the possibility of unmanned hot-air balloons occurring mainly in May, June, July and August.

Military aircraft destined to Sao Paulo Air Base (apron 13) must be in contact with Guarulhos Ops (Freq 122.50) 0800-0000Z in order to coordinate ground support Gnd. Out of the mentioned hours, the support is conditioned to previous request by telephone +55 (11) 2465-2040 and TF3 (922) 313. Parking of general aviation Acft only at Apron 12 and under operational

controlcenter. Authorization by telephone or email. The use of towbar is compulsory and max stay 2 hrs.

Twy Sierra, Tango and Uniform closed for aircraft dimensionsabove B-707. Taxi by their own means.

Aircraft shall adjust Tkof and/or Ldg for minimum time on runway in use.

Twy Alfa between Twy Golf and ramp 1 closed to Acft with wingspan greater than 213' (65 m).

Cargo flights and nonscheduled passenger flights shall be authorized only 0300-0900Z (with capacity of parking position capacity for 12 positions) and 1500-2100Z (with parking position capacity for 2 positions).

SBGR airport must not be used as destination change or alternate, for primary planned flight for SBSP or SBKP, due to apron capacity, except for military aircraft.

Postal flights authorized only 0230-0900Z with stay no longer than 2 hours.

Stay restriction limited to 3 hours for extra flights, nonscheduled passenger and cargo.

Aircraft cat Alfa, Bravo and Charlie must be prepared to take-off on runway 10L from intersection taxiway Hotel when required. 11155' (3400 m) available.

Aircraft cat Alfa, Bravo and Charlie must be prepared to take-off on runway 28R from intersection taxiway Papa when required. 11352' (3460 m) available.

Aircraft must be prepared to take-off without stopping onrunway.

General aviation Acft (including Air Taxi) shall coordinate in advanceits operations by phone or email:

- 1) Acft with up to 79' (24 m) wingspan 6 hr in advance.
- 2) Acft with up to 213' (65 m) wingspan 24 hr in advance.
- 3) Max time on the ground, flying international 3 hr and flying domestic 2 hr

BRAZIL

Mandatory toinform:

a) Airport accredited handling company in charge of Acft.

b) Resources available for aircraft removal, in case of accident/incident. The use of towbar is mandatory.

Plan accepted via telephone.

Operations VFR day/night available only for helicopter, Brazilian military Acft and Acft not certified for RNAV1, which makes impossible to use IAP/SID RNAV procedures.

Prohibited VFR flight plans of fixed wing aircraft to/from this AD, except for Brazilian military Acft.

Prohibited helicopter overfly over Sao Paulo Air Base.

Restrictions for Acft without radio, gliders, Acft without transponder or with transponder failure, ultralight Acft, objects launching or agricultural spraying, Acft towing, skydiving, acrobatic flights.

Twy Victor available for Acft maximum span 213' (65m).

Landing and Take-off OPS prohibited between 0930-1300Z and 2200-0200Z for turbopropAcft, piston Acft. Excludes Mil Acft, Acft conducting Medivac operations, and those operating according to Brazilian Civil Aviation Regulation (RBAC) 121 and 129.

Flight training is prohibited except for Mil Acft based in Sao Paulo Air Base and Acft conducting training for ILS CAT II operations through coordinated and authorized control entities of Sao Paulo.

Submitting flightplan and its updates via radio-telephony is prohibited.

In weather conditions with tail wind component not greater than 6 knots, the preferred runway system will be 10R/10L. Such a system will normally be used in preference to the 28L/28R runway system, provided that the runway surface is dry.

When the runway system in use is 10R/10L with tail wind component, pilots requesting authorization to use the 28L/28R system must consider that their arrival or takeoff may be delayed.

In order to optimize aerodrome air traffic flow, runways are operated as follow:

- Rwy 10R/28L preferential use for landing.
- Rwy 10L/28R preferential use for take-off.

J.

ABN. Fire 10.

Sao Paulo Catarina Executivo Intl see Sao Roque**Sao Paulo De Olivencia (Senadora Eunice Micheleles)**

335' SDCG -05:00 S03 28.1 W068 55.3

04/22 3937' CONCRETE. PCN 6/R/B/Y/T. SR-SS.

Landing operations prohibited for turbojets.

Sao Pedro

1857' SDAE -03:00 S22 35.0 W047 53.8

(19) 3841-9252.

14/32 3281' DIRT. AUW-12/0.5000 MPa.

SR-SS ATND SKD SR-SS.

Landing operations prohibited, except in case of medical emergency operations or transportation of values carried out upon prior coordination with the Apt operator via tel.

F-4.

Sao Pedro Da Aldeia (TNTE Jorge Henrique Moller)

61' SBES Mil. -03:00 S22 49.0 W042 05.5

Apt Administration (22) 2621-4096. (22) 2621-1060, (22) 2621-4271, (22) 2621-4274. ARO (22) 2621-4260.

07/25 7881' CONCRETE. PCN 30/R/C/X/U. ASDA 07 8209'. ASDA 25 8209'. RL.

BRAZIL

OPR between SS and SR only if requested until 1900Z.

Civil use by prior permission only.

Birds in vicinity of the airport.

The AD can be used regularly by Acft with the RCD 2C.

Attention for Ldg mirror measuring 8' (2.3 m) of Hgt located to the left side in the distance of 951' (290 m) of the Thr 07/25 and at a distance of 62' (19 m) from the main Rwy axis.

Attention for Emerg stop device for Acft provided with pickup hook. It consists of three steel cables arranged transversely on the main Rwy in each Thr as specified below:

1) Main unit - steel cable with 0.1' (3.5 cm) diameter, 0.2' (5 cm) Rwy Alt, located at 1772' (540 m) from Rwy Thr.

2) Emergency device - steel cables with 0.1' (3.0 cm) diameter, 0.2' (5 cm) from Rwy, located at 689' (210 m) from the Rwy Thr.

Night operations available for military aircraft on request daily through the Flight Protection System network or via telephone.

Military Acft with SBES Apt for landing destination must contact via ARO Briefing Office before departure to coordinate landing.

AIS will not accept flight plan via Aldeia App/Twr from Acft taking off from ATS situated within the lateral limits of Aldeia ATZ/CTR.

Gnd SBES accepts Simplified Flight Plan by radiotelephony only from Acft of the Brazilian Navy Tkof SBES

Requests should be forwarded to the AIS room, by telephone or by the SISCEAB communications network

J.

ABN. Fire 3.

Sao Raimundo Nonato (Serra da Capivara)

1361' SWKQ -03:00 S09 05.0 W042 38.7

Apt Administration (89) 98105 9378.

16/34 5413' ASPHALT. PCN 34/F/B/X/T. RL.

Sao Roque (Sao Paulo Catarina Executivo I)
Apt of Entry

2549' SBJH JHF -03:00 S23 25.6 W047 09.9

Apt Administration (11) 4130-4870. On Call (11) 93458-6674; ops@spaec.com.br. ATS (11) 4130-4874, (11) 93447-0820. Ground Services On Call (11) 4130-4870, (11) 93439-9231; concierge@spaec.com.br.

12/30 8104' ASPHALT. PCN 30/F/B/X/T. TORA 12 7539'. TORA 30 7536'. LDA 12 6972'. LDA 30 6972'. ASDA 12 7539'. ASDA 30 7536'. MIRL.

ATND SKD O/R via Tel. Customs: O/R 48 hr PNR via tel or e-mail.

Touch and go landing operations are prohibited.

Activation of engines without beacon presence is prohibited.

For engine check prior permission required via tel.

J.

ABN. Fire 5.

Sao Sebastiao Do Paraizo

3117' SNPY -03:00 S20 56.9 W046 59.0
Apt Operator (35) 3531-8181.

05/23 5249' ASPHALT. PCN 8/F/C/Y/U. RL.

Night lighting activation O/R at least 02 Hr before landing via Tel.

ABN.

Sao Sepe

502' SSEP -03:00 S30 10.9 W053 34.8

14/32 3740' CLAY/GRVL.
AUW-13/0.6000 MPa.

SR-SS. ATND SKD SR-SS.

F-4.

Senador Nilo Coelho see Petrolina

BRAZIL**Senador Petronio Portella see Teresina****Senadora Eunice Micheles see Sao Paulo
De Olivencia****Sento Se**

1306' SNSE -03:00 S09 45.4 W041 51.3

15/31 3921' GRAVEL. PCN 10/F/B/Y/U.

SR-SS.

Serafin Enoss Bertaso see Chapeco**Serra da Capivara see Sao Raimundo
Nonato****Serra Talhada (Santa Magalhaes)**

1542' SNHS -03:00 S08 03.7 W038 19.7

13/31 5906' ASPHALT. PCN 31/F/B/Y/T. TORA

13 5564'. TORA 31 5568'. LDA 13 5568'. LDA

31 5564'. TODA 13 5564'. TODA 31 5568'. RL.

ABN.

Serro

2428' SNSO -03:00 S18 36.7 W043 25.4

02/20 3018' ASPHALT.

SR-SS.

Sertanopolis

1184' SSSZ -03:00 S23 03.7 W051 00.8

10/28 3281' GRASS. AUW-13/0.5000 MPa.

SR-SS.

Rwy 10 closed for landing and Rwy 28 closed for takeoff.

Silvio Name Junior see Maringa**Sinop (Presidente Joao Batista Figuei)**1227' SBSI OPS -04:00 S11 53.1 W055
35.2Apt Administration 3511-1945, 3531-3426,
9985-1109, 9994-8431; H24 (66) 9994-8556.
(65) 99679-3712, (66) 3531-3426, (66)
99994-8556; operacoes.sbsi@socicam.com.br.**03/21** 5348' ASPHALT. PCN 36/F/A/X/T. RL.

1000-2200Z, O/T O/R 4hr in advance. The request should occur between 1200-2000Z via email or Tel. ATND SKD SR-SS.

Night operations PPR via tel.

Stay longer than 03 Hr in the Parking Yard by non-regular aviation Acft PPR minimum 24 Hr in advance before landing via Operations, to be requested from Mon-Fri 1200-2000Z by email, confirmation of the request is mandatory.

As aircraft enter the apron observe instructions for parking positions.

Flightplans are not accepted by radio. File plans on the internet, by tel or fax, or personally to any accredited location (ROTAER or AIP-Brasil).

Authorization to perform 180 degree turns only on Thr 03 and 21.

F-4, J.

ABN. Fire 5.

Siqueira Campos

2313' SSQC -03:00 S23 40.5 W049 49.1

(43) 3571-1122.

10/28 3937' ASPHALT. AUW-13/0.6000 MPa.
SR-SS.

Landing operations prohibited, except emergency medical operations or transport of goods which is PPR with Apt Ops via Tel.

Sobral210' SNOB QBX -03:00 S03 40.7 W040
20.2

(85) 3108-1077, (85) 98439-6512.

10/28 3389' ASPHALT. PCN 8/F/C/Y/U. RL.

Birds in vicinity of Thr 10 and Thr 28.

ABN.

Socrates Rezende see Canavieiras**Soledade**

2208' SSSD -03:00 S28 51.8 W052 32.4

17/35 3934' GRASS. AUW-13/1.0000 MPa.

BRAZIL

SR-SS.

Sorocaba

2083' SDCO SOD -03:00 S23 28.7 W047
29.4

Apt Administration (15) 3500-7756.

01/19 5348' ASPHALT. PCN 36/F/B/X/T. TORA
01 5020'. TORA 19 5184'. LDA 01 5184'. LDA
19 5020'. TODA 01 5020'. TODA 19 5184'. RL.

Special VFR take-off/landing operations prohibited.

Night lights hours of service are 0915-0145Z;
O/T O/R via Tel.

Minimum altitude in traffic circuit for Acft CAT A,
B: 3100', Acft CAT C: 3600'; for helicopters:
2700'.

F-4, J.

ABN.

Sorriso (Regi de Sorriso Adolino Bedin)

1266' SBSO SMT -04:00 S12 28.4 W055
40.1

On Call (45) 99990-2546, (66) 3545-8360, (66)
99718-5361; sbsogeral@infraero.gov.br. ATS

On Call (62) 98307-1009, (66) 3545-8352;
epta.sbso@gmail.com.

05/23 5577' ASPHALT. PCN 31/F/B/X/T. RL.

First 328' (100 m) closed for landing.

Last 328' (100 m) closed for takeoff and landing.

After sunset night lighting available on request
via phone or email, minimum 1 hr in advance.

Anticipation or extension of AFIS operation
hours is available O/R via Tel or email minimum
24hr in advance. Compulsory coordination and
confirmation by Apt Administration, except the
following cases: air traffic security, state securi-
ty, saving human life, Acft traffic regular and
non-scheduled air (excluding extra flights).

Apt can be regularly used by any Acft compati-
ble with RCD 3C or lower.

Landing operations on Thr 23 prohibited for jet
engine (turbojet) civil Acft.

Simultaneous operations between Fermap II,
Fermap (SNQB), Vo Amantino (SISS), Santa
Anastacia I (SSQI) airfields are prohibited.

F-4, J.

ABN. Fire 5.

Soure

43' SNSW SFK -03:00 S00 41.9 W048 31.2

06/24 3609' ASPHALT. AUW-13/0.5000 MPa.

SR-SS.

Fixed wings operations are prohibited on RWY
06/24, excluding medical emergency flights and
transport of goods (prior coordination with the
aerodrome operator in these cases needed).

Sousa

745' SNQD -03:00 S06 47.1 W038 14.0

(83) 99173-5560.

15/33 3947' ASPHALT. PCN 13/F/A/Y/U.
TORA 33 3527'. LDA 15 3527'. TODA 33 3527'.

SR-SS.

Souto Soares

2677' SNST -03:00 S12 05.8 W041 38.4

17/35 3937' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

Tabatinga (Tabatinga Intl) Apt of Entry

263' SBTT TBT -05:00 S04 15.0 W069 56.3

Apt Administration (97) 3412-1106, (97)
3412-1164, (97) 3412-1165, institucio-
nal@vinvi-airports.com.br. (97) 3412-3310.
ATS (97) 3412-2900, (97) 3412-3010.

12/30 7054' ASPHALT. PCN 34/F/A/X/T. ASDA
12 7300'. ASDA 30 7300'. MIRL.

1100-2300Z. ATND SKD 1100-2300Z. Cus-
toms: Scheduled flight hours and O/R, 24 hrs
PNR.

CAUTION: Pedestrians crossing the runway.

BRAZIL

CAUTION: Lateral lights located 29'(8.8 m) from Rwy edges during night operations.

Birds in vicinity of airport. Requests for extended AFIS operating hours should be made a minimum 24hr in advance via Tel; coordination and confirmation of authorization is mandatory.

J.

ABN. Fire 5 1300-2200Z.

Taguatinga

1958' SWTY QHN -03:00 S12 26.0 W046
24.0

(63) 99966-0679.

05/23 3937' GRAVEL. PCN 8/F/C/Y/U.

Landing operations prohibited, except due to medical emergency needs with prior coordination via Tel.

Tancredo Neves Intl see Belo Horizonte**Tancredo Thomas de Faria see Guarapuava****Tangara da Serra**

1473' SWTS -04:00 S14 39.7 W057 26.6
(65) 98468-0599, (65) 98472-4183; Aeroporto@tangaradaserra.mt.gov.br. Ground Services (65) 3339-1450 ext 320, (65) 99968-2264.

18/36 4921' ASPHALT. PCN 12/F/B/X/T.

ATND SKD 1000-2100Z.

Coordinated landing operations are required 2 Hr before the end of admin hours. Coordination can be established via operations email or via Tel.

Flight plans for Acft to and from SWTS will not be accepted by Amazon ACC. Flight plans must be presented in person or by telephone/fax to any accredited AIS Room located in Amazon FIR.

F-4, J.

Taraauaca

646' SBTK TRQ -05:00 S08 09.3 W070 47.0
14/32 3707' ASPHALT.

Birds in vicinity of airport.

Tatui

2083' SDTF -03:00 S23 19.9 W047 52.8

14/32 4265' ASPHALT. PCN 28/F/B/X/T.
SR-SS.

Ultralight traffic in vicinity of AD.

Taua (Pedro Teixeira Castelo Regiona)

1457' SDZG -03:00 S05 56.0 W040 17.8
(85) 3108-1084, (85) 98439-6639.

09/27 3937' ASPHALT. PCN 7/F/C/Y/U. RL.

Activation of night lighting and/or operational coordination must be requested 03 HR in advance via Tel.

ABN.

Taubate (Base de Aviacao de Taubate)

1902' SBTA Mil. -03:00 S23 02.3 W045 30.9
Apt Administration (12) 2123-7437. ARO (12) 2123-7110. ATS (12) 2123-7437. Ground Services (12) 2123-7437.

08/26 4921' ASPHALT. PCN 42/F/B/X/T. TORA 26 3609'. LDA 08 3609'. ASDA 26 3609'. RL.

ATND SKD Mon-Fri 0900-2100Z. O/T O/R 24 hrs PNR.

PPR minimum 2 business days for aircraft not based at the airport.

Civil aircraft not based at Base de Aviacao de Taubate (SBTA) are subject to supervision of loading and unloading of persons and cargo.

Flight plan and its updates accepted via Tel.

Ultralight and gyrocopters use the helicopter traffic pattern.

For VMC operations near the airport, refer to the VAC for published obstacle information.

J.

ABN. Fire 5.

Tefe (Prefeito Orlando Marinho)

186' SBTF TFF -04:00 S03 22.8 W064 43.5

BRAZIL

(92) 3652-5374, (92) 3652-5375. ATS (97) 3343-9504, (97) 3343-9546. Apt Manager 092-943-2436.

15/33 7218' ASPHALT. PCN 29/F/C/X/U. TODA 15 9515'. TODA 33 8530'. RL.

ATND SKD 1000-2200Z, O/T O/R.

Birds in vicinity of apt.

Requests for extended Tefe operating hours should be made a minimum 24hr in advance via TEL; coordination and confirmation of authorization is mandatory.

Landing operations prohibited on Rwy 15/33 for Acft with reference code 3 and 4 in IMC.

Jet A-1.

ABN. Fire 5.

Teixeira De Freitas

344' SNTF TXF -03:00 S17 31.5 W039 40.1

(71) 99670-9061; admsntf@sfrancisco.net. Ground Services On Call (73) 99903-6387.

11/29 4790' ASPHALT. PCN 31/F/A/X/T. RL.

1000-2100Z, O/T O/R 6hr in advance via Operations Tel or email. ATND SKD 1100-2000Z O/R 03 hr in advance via Tel.

Prior permission required for VFR night operations. Coordinate O/R via Tel 4 hr in advance.

Landing and parking operations are subjects of prior request via Operations Tel or email.

F-4, J.

ABN.

Telemaco Borba

2612' SSVL -03:00 S24 19.0 W050 39.1

02/20 5906' ASPHALT. PCN 24/F/B/X/T.

SR-SS.

**Ten Cel Av Cesar Bombonato see
Uberlandia**

Tenente Lund Pressoto see Franca

Teofilo Otoni (Juscelino Kubitschek)

1575' SNTO -03:00 S17 53.4 W041 30.9

Apt Administration (33) 98823-9320, (33) 98828-0534, (33) 99912-0142.

11/29 3904' ASPHALT. PCN 10/F/B/Y/U. RL. ABN.

Teresina (Senador Petronio Portella)

220' SBTE THE -03:00 S05 03.6 W042 49.5
Apt Administration (86) 3133-6211; apoc.the@grupocr.com.br.

02/20 7218' ASPHALT. PCN 46/F/A/X/T. TORA 20 6923'. LDA 20 6923'. ASDA 20 6923'. RL.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3) General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When requested by APOC, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email.

Parking for General Aviation and military PPR via Airport Administration via email or Tel.

Do not confuse Rwy 02/20 with Apt Timon/ Domingos Rgnl. Rwy 02/20 in vicinity.

Birds in vicinity of AD.

Aircraft with wingspan greater than 79' (24m) entering or exiting the position 01 of the parking area, must use Twy Alpha.

Aircraft coming out of the PSN 02 and 03 of the parking area, must use Twy Alpha.

Acft with wingspan of 79' (24m) or more prohibited operating on Rwy 02/20 while any Acft is on Twy Charlie or Acft parking area during IMC.

Simultaneous operation restricted for Acft classified with reference code 3 or 4 on Rwy 02/20

BRAZIL

with any Acft on Twy Charlie and Acft parking area during IMC.

AD can be regularly used by any Acft compatible with RCD 4C or lower.

Rwy 02/20: 180 degree turn for aircraft greater than 49' (15m) wingspan authorized at Rwy Thr only.

Compulsory submission of PVS and its updates to the C-AIS RE or to the Sala AIS de Teresina.

F-4, J.

ABN. Fire 5 1000-2200Z. O/T Cat 6 operations. Cat 6 O/R 06 hr in advance via Tel in period 1000-2200Z.

Terra Santa

82' SJTS -03:00 S02 04.4 W056 29.3

93 3538-1149, 93 99182-3643.

12/30 3281' CLAY/SAND. AUW-13/0.5000 MPa.

SR-SS.

Pilots operating at the airport must monitor local frequency and coordinate with other traffic in the vicinity of the airport. Simultaneous operations between SJTS and the adjacent AD are prohibited.

Landing operations prohibited, excluding emergency medical operations or transport of goods PPR with Apt Operations via Tel.

Teruel Ipanema Estancia see Campo Grande**Tirios see Obidos****TNT E Jorge Henrique Moller see Sao Pedro Da Aldeia****Toledo (Luiz Dalcanale Filho)**

1842' SBTD TOW -03:00 S24 41.1 W053 41.8

Apt Administration (45) 3196-2474, (45) 3196-2475, (45) 3196-2477, (45) 9 9141 4758, (45) 99973-6837. (45) 3196-2478. ATS (45) 3196-2477. Ground Services Mobile (44) 9 9171 7653, (45) 9 9973 4958.

02/20 5479' ASPHALT. PCN 33/F/C/X/U. TORA 02 5282'. TORA 20 5217'. LDA 02 5020'. LDA 20 5020'. ASDA 02 5282'. ASDA 20 5217'. RL.

ATND SKD Mon-Fri 1000-2000Z. O/T O/R via Tel.

Aircraft with a wingspan greater than 66' (20 m) prohibited from entering courtyard via Twy A, observe horizontal sings at the Apt.

Operations of ATR-72 prohibited if other Acft are occupying parking positions in the main courtyard.

Operations of ATR-72 are allowed in VMC.

Acft operations with RCD 1 or 2 only in VMC when ATR-72 is occupying main patio.

Acft prohibited from standby positions while ATR-72 is operating on the Rwy.

AD can be regularly used by any Acft compatible with RCD 2C or lower.

F-4, J.

ABN.

Torres

30' SSTB -03:00 S29 24.9 W049 48.6

Apt Administration (51) 99577-6147; aero.torres@selt.rs.gov.br.

06/24 4944' ASPHALT. PCN 32/F/B/X/T. RL.

Parking for civil general aviation with authorization from local Apt administration via Tel or email.

Night lighting activation O/R minimum 24 hr in advance via Apt administration.

Traffic circuit for fixed wing Acft should be performed at a minimum height of 1100'.

Traffic pattern only through S sector.

ABN.

Tres Barras

2559' SSTB -03:00 S26 08.0 W050 18.6

03/21 4495' ASPHALT. AUW-11/0.5000 MPa. SR-SS.

BRAZIL**Tres Coracoes (Mello Viana)**

3203' SNVI -03:00 S21 47.3 W045 16.1

04/22 4265' ASPHALT. PCN 10/F/B/Y/T. RL.

ABN.

SR-SS. ATND SKD SR-SS.

F-4.

ABN.

Tres Lagoas1060' SBTG TJL -04:00 S20 45.1 W051
40.8Apt Administration (67) 98467-9048, (67)
98469-6616, (67) 99138-9545. (67) 3929-1875,
(67) 8467-9048. Ground Services (67)
3522-3523, (67) 99823-9543.**07/25** 6562' ASPHALT. PCN 33/F/B/X/T. TORA

25 5020'. LDA 07 5020'. TODA 25 5020'. RL.

MON-FRI 1100-2200Z; O/T O/R. ATND SKD
1130-2130Z. O/T O/R with 6 hrs PNR.Medium and large acft prohibited from making
180 deg turns.

F-4, Jet A.

ABN.

Uba

1115' SNUB -03:00 S21 07.2 W042 53.0

16/34 4626' ASPHALT. PCN 8/F/C/Y/U.

SR-SS.

If crosswind is greater than 12 KT, approach
must be discontinued with a turn to the left,
when approaching to Thr 16 and to the right,
when approaching to Thr34, climbing at least to
traffic loop altitude.Rotary wing aircraft must perform the traffic cir-
cuit at a minimum height of 1500' (4921 m).**Tres Marias**

2579' SNAS -03:00 S18 13.5 W045 11.4

06/24 4921' ASPHALT. PCN 24/F/C/X/U.

SR-SS.

CAUTION: Gravel loose on Rwy.

Traffic circuit for rotary wings Acft height Mim
600' (183 m) elevation AD.**Ubaporanga (Caratinga)**

1965' SNCT -03:00 S19 43.5 W042 06.7

02/20 3543' ASPHALT. AUW-11/0.5000 MPa.

SR-SS.

Traffic pattern to take place West of the airport.

Trombetas see Oriximina**Tucurui**

830' SBTU TUR -03:00 S03 46.6 W049 43.2

02/20 6562' ASPHALT. PCN 33/F/C/X/U. RL.Concentration of birds (vultures) in vicinity of
airport. Especially in approach area Rwy 20.

ABN.

Ubatuba (Estadual Gastao Madeira)

10' SDUB UBT -03:00 S23 26.5 W045 04.6

Apt Administration (12) 3834-1460.

09/27 3084' ASPHALT. PCN 8/F/C/Y/U.

SR-SS. ATND SKD SR-SS.

Birds in vicinity of Apt.

Acft parking on the general aviation ramp PPR
via Tel.

F-4, J.

Tupa (Jose Vicente Faria Lima)

1804' SDTP -03:00 S21 53.4 W050 30.3

(14) 3512-0703, (14) 99744-8805.

06/24 4921' ASPHALT. PCN 33/F/B/X/T. RL.**Uberaba (Mario De Almeida Franco)**2654' SBUR UBA -03:00 S19 45.9 W047
58.0Ground Services (34) 3336-1677, (34)
99971-1013.**17/35** 5771' ASPHALT. PCN 32/F/A/X/T. RL.

ATND SKD 0800-0100Z. O/T O/R.

Birds in vicinity of AD.

BRAZIL

Do not confuse avenue lighting, Nene Sabino, to the left of the Rwy 17 with the beacon.

AFIL will not be accepted by Uberaba App/Twr. VFR Acft operating from AD without ATS and which does not plan to enter controlled airspace or ZIDA are exempt from filing PLN, since they do not intend to use flight information and alert services.

F-4, J.

ABN.

Uberlandia (Ten Cel Av Cesar Bombonato)

3094' SBUL UDI -03:00 S18 53.0 W048 13.5

Apt Administration (34) 3233-5403. ARO (31) 3490-2134.

04/22 6890' ASPHALT. PCN 43/F/A/X/T. RL.

3 hr PPR for general aviation parking, via Tel with Airport Administration.

Access to North Ramp width 31' (9.4m) under the responsibility of aircraft operator.

Taxiway Bravo closed daily for departing Acft above 35274 lbs (16t) due to possible jet blast on Acft parked in the ramp daily 0830-1100Z. .

Birds in vicinity of AD.

General Aviation parking for Acft with wingspan up to 59' (18 m).

In IMC push-back operations on Apron 1, taxing on Apron 1 and on North taxiway are prohibited, as long as there are landing or take-off operations of Acft classified with reference code number 3 or 4.

Apt can be regularly used by Acft compatible with RCD 4C or lower.

AFIL will not be accepted by App/Twr Uberlandia.

VFR Acft operating from AD without ATS and which does not plan to enter controlled airspace or ZIDA are exempt from filing PLN, since they do not intend to use flight information and alert services.

Rwy 04/22 180 degree turns on Rwy restricted to Rwy threshold for aircraft with wingspans 81' (24.57 m) or greater.

Flight plan and its updates can be submitted via Tel.

Minimum altitudes in the traffic circuit for: Acft cat A,B,C: 4100', Acft cat D: 4600', Helicopters: 3600'.

F-4, J.

ABN. Fire 7.

Umuarama (Orlando de Carvalho)

1552' SSUM UMU -03:00 S23 47.9 W053 18.8

(44) 3906-1121; cco@infracaea.com.br. Apt Operator (44) 3906-1121, (61) 3081-8484, (61) 99990-8484. Ground Services On Call (44) 9 8838-1751, (44) 9 9118-4241; aeropostoumuarama@hotmail.com, thiagofaleiriosfp@gmail.com.

04/22 4692' ASPHALT. PCN 19/F/C/Y/T. TORA 04 4495'. LDA 04 4495'. LDA 22 4495'. TODA 04 4495'. ASDA 04 4495'. RL.

ATND SKD Mon-Fri 1100-2100Z, O/T O/R.

Night operations O/R 12 hr in advance via email.

Activation of night lighting O/R 12 hr in advance via email. When requested, it will be on 30 min before landing and 30 minutes after takeoff.

General aviation Acft with greater than 79' (24 m) wingspan operations require compulsory coordination in advance minimum 4 hrs via Operations Tel or email.

Apt can be regularly used by any compatible Acft with code 2C or lower.

Special operations authorization required for ATR-72 Acft in visual meteorological conditions.

F-4, J.

ABN.

Una (Una/Comandatuba)

23' SBTC -03:00 S15 21.2 W038 59.8

BRAZIL

(73) 3686-1562, (73) 3686-1563, (73) SR-SS.
3686-1565. ATS (73) 3686-1122, (73) Traffic circuit for fixed wings and helicopters
3686-1562.

02/20 6562' ASPHALT. PCN 40/F/C/X/T. TORA 02 6348'. TORA 20 6230'. LDA 02 6017'. LDA 20 6017'. TODA 02 6348'. TODA 20 6230'. ASDA 02 6348'. ASDA 20 6230'. RL.

1500-2000Z, O/T O/R via tel at least 06hr before desired operation.

Prior notice to proceed Acft operation at Apt must occur Thu-Mon between 1500-2000Z. Coordination and confirmation of Apt Authority is compulsory.

Acft expecting stay longer than 1 hr must request prior authorization of Apr Operator via Tel, minimum 3 hr before closing Apt.

Night lighting available on request after SS, minimum 1hr in advance via tel.

Mandatory push-back at apron's exits excepts-mall Acft.

F-4, J.

ABN. Fire 5.

Una/Comandatuba see Una**Unai**

1968' SNUN -03:00 S16 21.2 W046 55.6

17/35 3888' ASPHALT. PCN 10/F/C/X/U.

SR-SS.

Uniao Da Vitoria

2467' SSUV QVB -03:00 S26 13.9 W051 04.1

16/34 3281' ASPHALT. PCN 14/F/C/Y/U.

SR-SS.

The aerodrome traffic circuit shall be realized at 1500'.

Minimum height for traffic circuit is 1300'.

Uruacu

1706' SWWU -03:00 S14 32.7 W049 05.5

18/36 4724' ASPHALT. AUW-13/0.5000 MPa.

Uruguaiana (Rubem Berta)

256' SBUG URG -03:00 S29 47.0 W057 02.2

Apt Administration 3413-1314; Fax 3413-1434. On Call 3413-1314; apoc.urg@grupocr.com.br. ARO 3413-1498. Ground Services 3413-4807, 9999-0298.

09/27 4921' ASPHALT. PCN 18/F/C/Y/T. MIRL. 1000-2200Z. ATND SKD 1000-2200Z, O/T O/R. Customs: O/R.

General aviation Acft operations O/R 2 hr in advance by filling the Apron Reservation Form via website, Exemption for general aviation Acft when (1) Acft has never operated in the AD in question under the management of CCR Apts; (2) Acft is internationally registered and (3) General aviation Acft that requires apron reservation. The Airport Operations Center (APOC) will send the authorization to registered email. When necessary, adjustments to the schedule, these must be regularized within 30 minutes before operations otherwise the request will be canceled. In case of urgency contact via email.

Agricultural aircraft in vicinity of AD.

Flight plan and its updates accepted via Tel.

Jet A-1.

ABN. Fire 3 1000-2200Z. O/T O/R via Operations Tel minimum 06 hr in advance.

Usiminas see Ipatinga**Usina Porto Primavera see Rosana****Vacaria (Vacaria Novo)**

2999' SNEE -03:00 S28 25.9 W051 01.4

11/29 6627' ASPHALT. PCN 32/F/A/X/T.

SR-SS.

Vacaria Novo see Vacaria

BRAZIL

Val De Cans/J. C. Ribeiro Intl see Belem**Valencia**

16' SNVB -03:00 S13 17.8 W038 59.5
 Apt Administration (75) 98853-0160, (75)
 98858-7006.

04/22 5906' ASPHALT. PCN 55/F/B/X/T. RL.

ATND SKD Mon-Sat 1100-1920Z.

Night operations 2100-0900Z O/R (during business hours) call Apt Admin 24 PNR. Aircraft departing with destination to TMA/CTR - Salvador are required to: submit a flight plan and any updates to AIS Salvador; contact Salvador Approach before taxi; inform of actual time of takeoff upon first contact with Salvador Approach .

F-4, J.

ABN.

Varginha (Maj Brigadeiro Trompowsky)

3025' SBVG VAG -03:00 S21 35.3 W045
 28.4
 (32) 9119-0089, (32) 99119-0089, (35)
 9944-1064. ARO (35) 3212-1514. ATS (32)
 99119-0089. Ground Services (035)
 99104-6166, (035)99722-4698.

04/22 6890' ASPHALT. PCN 26/F/A/Y/T. TORA

04 5413'. LDA 22 5413'. TODA 04 5413'. RL.

ATND SKD Mon-Fri 1200-2100Z, Sat 1200-1500Z. O/T O/R with minimum 2 hr in advance.

Night lighting O/R: Sat-Sun and Hol at least 48 hr in advance. O/T at least 1 hr in advance via Tel.

F-4, J.

ABN. Fire 3 1030-2230Z.

Vera Cruz

2100' SDVE -03:00 S22 13.8 W049 49.0
15/33 3117' ASPHALT. AUW-12/0.5000 MPa.
 SR-SS. ATND SKD SR-SS.

Veranopolis

2218' SSVN -03:00 S28 56.1 W051 34.1
10/28 3281' SAND/CLAY. AUW-8/0.5000 MPa.
 SR-SS. ATND SKD SR-SS.
 F-4.

Videira (Angelo Ponzoni)

2756' SSVI VIA -03:00 S27 00.0 W051 08.5
 Apt Administration (49) 98873-2185. Ground Services (49) 3566-0670, (49) 99921-4972.

10/28 4593' ASPHALT. PCN 11/F/A/Y/T.

ATND SKD 1100-2100Z, O/T O/R.

Birds in vicinity of aerodrome.

For helicopters landing operations are prohibited on Thr 28 and take-off on Thr 10.

Helicopter traffic circuit restricted to South sector of AD.

F-4, J.

Vila Bela (Vila Bela da SS. Trindade)

886' SWVB -04:00 S15 00.9 W059 58.0
01/19 3937' SOIL. PCN 8/F/C/Y/U.
 SR-SS.

Vila Rica

833' SWVC -04:00 S09 58.9 W051 08.4
07/25 4429' DIRT. AUW-9/0.5000 MPa.
 SR-SS.

Vilhena

2018' SBVH BVH -04:00 S12 41.6 W060
 05.8
 (69) 3322-7273, (69) 99390-8553, 69 3322
 5845; aeroportosbvh@aucontecnologia.com.
 ATS (92) 3652-5488, (92) 3652-5628;
 civa.az.cindacta4@fab.mil.br. Ground Services
 69 3321-2871, 69 8112-0876; ravid@pioneer-
 obr.com.br.

03/21 8530' ASPHALT. PCN 30/F/A/X/T. RL.

1100-2300Z. ATND SKD 1100-2300Z. Extension O/R at least 1 hr prior to the termination of service via email and Tel.

BRAZIL

Birds in the vicinity of airport.

F-4, J.

ABN.

Viracopos Intl see Campinas**Vitoria (Eurico De Aguiar Salles)**

34' SBVT VIX -03:00 S20 15.5 W040 17.2

Apt Administration (27) 3235-6300, (27) 3235-6320; Fax (27) 3327-8879; sbvt@infraero.gov.br. (27) 3235-6309, (27) 3235-6339, (81) 2129-8093, (81) 2129-8094; coa.vix@zurichairportbrasil.com. ARO (27) 3235-6340. FSS Fax (27) 3235-6367. Ground Services (27) 3327-0338, (27) 3327-5642, (27) 9961-6319.

02/20 6752' ASPHALT. PCN 86/F/B/X/T. MIRL.

06/24 5741' ASPHALT. PCN 45/F/B/X/T. MIRL.

Rwy 06 Right-Hand Circuit.

H24. ATND SKD 0900-0300Z. Customs: Mon-Fri 1200-1500Z and 1700-2000Z. O/T 72 hr PNR.

General aviation Acft is compulsory to prior authorization with 24 hr in advance to the Apt Coordination Center (CCA) via website regardless of length of stay. For questions, contact via Tel or email.

Apt enabled for load international traffic. Operations are subject to prior authorization from ANAC.

Birds in vicinity of the Apt.

Restrictions for Acft w/o radio equipment, gliders, Acft without transponder or transponder failure, object launching or pulverizing, Acft push-back operations, parachute launching and acrobatic flights.

Apt operations involving two or more Acft with wingspan equal or higher than 118' (36 m) can not use Twy Alfa and Rwy 06/24 simultaneously.

Apt can be regularly used by Acft compatible with RCD 4D or lower.

Touch and go operations for instruction flights prohibited on Rwy 02/20.

Acft B767-300W operations authorized for the transport of cargo or mail (the transport of passengers is prohibited) on the Rwy system of landing and takeoff on Rwy 06/24.

180-degree turns on Rwy 06/24 prohibited for aircraft over 26455 lb (12 tons) except at the turnaround area of Thr 24 due to pavement disintegration.

Filing and updating of flight plans by radio is prohibited.

Engine run-up before the push-back and until the Acft exceeds the red line is not allowed.

Engine run-up is not allowed between 2300-1000Z.

Flight training in the vicinity of Apt.

Marked high voltage towers, 197' (60 m) height, 9580' (2920 m) of Thr 24, crossing Rwy axis extension, between Carapina and Porto Tubarao locations.

F-4, Jet A-1.

ABN. Fire 7.

Vitoria Da Conquista (Glauber De Andrade Rocha)

2940' SBVC VDC -03:00 S14 54.5 W040 54.9

Apt Operator (77) 3424-0546, (77) 3424-1470. Ground Services Fax (77) 98125-3003, (77) 99193-4588.

15/33 6890' ASPHALT. PCN 44/F/B/X/T. RL. 1100-2100Z.

General aviation and compulsory taxi contact 3 hr in advance with Arrival, via Tel. Parking coordination subject to availability of apron positions.

Apt can be used regularly by Acft compatible with RCD 4C or lower.

180 degree turns authorized only at Thr 15/33. J.

BRAZIL

- Fire 5.
- Vitoria Da Conquista**
- 3001' SBQV -03:00 S14 51.8 W040 51.8
Apt Administration (77) 3424-0546, (77)
99932-8643. (77) 3424-7130. Ground Services
(77) 3424-4038.
15/33 5823' ASPHALT. PCN 10/F/C/Y/U. RL.
Rwy 15 Right-Hand Circuit.
0830-0215Z. ATND SKD 1000-2100Z. O/T
O/R.
Birds in vicinity of airport, on final for Rwy 15
and 33.
Acft turns only on Rwy Thresholds.
Parking for General Aviation acft 2 hrs PPR.
F-4, Fuel: U.
ABN. Fire 5.
- Votuporanga (Domingos Pignatari)**
- 1676' SDVG VOT -03:00 S20 27.4 W050
00.1
Apt Administration (17) 3421-4039. Apt Manager
(18) 99714-6427. Apt Operator (18)
33119587. Ground Services On Call (17)
3043-9383.
05/23 4921' ASPHALT. PCN 26/F/B/X/T. RL.
1000-2200Z. O/T O/R. ATND SKD SR-SS. O/T
O/R.
Traffic pattern shall be executed exclusively by
Northwest sector of Apt.
F-4.
ABN.
- Walfredo Salmito de Almeida see Sao
Benedito**
- Walter Bundchen see Horizontina**
- Xanxere (Joao Winckler Mun)**
- 2986' SSXX -03:00 S26 52.5 W052 22.4
18/36 3770' ASPHALT. PCN 8/F/A/Y/T. RL.
ABN.
- Xavantina see Nova Xavantina**
- Xique-Xique**
- 1401' SNXQ -03:00 S10 50.0 W042 41.0
On Call (71) 98791-7009.
13/31 4659' ASPHALT. PCN 8/F/C/Y/U. TORA
13 4429'. TORA 31 4446'. LDA 13 4446'. LDA
31 4429'. TODA 13 4429'. TODA 31 4446'.
Landing operations prohibited, except emergency medical operations or transport of goods, which is PPR with Apt operations via Tel.
- Yolanda Penteado see Leme**
- Zumbi Dos Palmares Intl see Maceio**
- Paraguay**
- Bella Vista Norte (Icanimby)**
- 695' SGVB -04:00* S22 07.3 W056 21.5
Apt Administration 38 226273.
N/S 3609' GRAVEL.
SR - SS.
- Icanimby see Bella Vista Norte**

CHILE

Chile**Almirante Schroeders see Isla Dawson****Ancud (Pupelde)**375' SCAC ZUD -04:00* S41 54.2 W073
47.817/35 3281' CONCRETE. AUW-32.
SR-SS.**Andres Sabella see Antofagasta****Antofagasta (Andres Sabella)** Apt of Entry
455' SCFA ANF -04:00* S23 26.7 W070
26.7

Apt Administration 223307805; ap.antofagasta@dgac.gob.cl. 223307926. ARO Fax 223307821, 55 2225022; aro.antofagasta@dgac.gob.cl. ATC 223307810. Apt Operator 223307831; Mobile 991581722. Ground Services 55 222-3797; Mobile 9 68190748.

01/19 9186' ASPHALT. PCN 76/F/A/X/T. HIRL.
Rwy 19 Right-Hand Circuit.

RESA dimensions: length 689' (210 m), width 328' (100 m).

RESA dimensions: length 295' (90 m), width 328' (100 m).

H24. ATND SKD H24. Customs: Customs: Mon-Fri 1200-2118Z O/R 2hrs PPR. Sat-Sun, Hol O/R 2hrs PPR. Immigration: Mon-Thu 1215-2200Z O/R 2hrs PPR. Fri 1215-2100Z O/R 2hrs PPR. Sat-Sun, Hol O/R.

Caution: Birds in vicinity of AD.

Prohibited to tow aircraft simultaneously from adjacent parking spots in commercial platform.

For safety reasons and noise pollution, designated place for engine test and threatened Acft is located at the south end of Twy Alpha at coordinates:

232716,26 S 0702641,77 W

232717,83 S 0702641,95 W

232718,68 S 0702640,75 W

232718,80 S 0702639,15 W

232716,62 S 0702638,84 W

Available PPR, instruction Gnd control and/or Twr.

Small ACFT apron restricted to aircraft 15 Tons or less.

AVGAS 100LL available by fuel truck, coordination via TEL.

F-3, Jet A-1.

ABN. Fire 7 H24.

Arica (Chacalluta Intl) Apt of Entry166' SCAR ARI -04:00* S18 20.9 W070 20.3
Apt Administration 58 228 1100; aro.arica@dgac.gob.cl. On Call Immigration 58-2570961. ARO 58 2281109. Apt Operator ad.arica@dgac.gob.cl. Ground Services 58 2222836, 58 2290329, 951499862; angelo.acosta.autonomo@esmax.cl, ari@copecaviation.com.**02/20** 7119' ASPHALT. PCN 40/F/A/X/T. TODA 02 7513'. TODA 20 8432'. HIRL.(North plat form restricted to AUW S 12 (5.5).
H24. ATND SKD H24. Customs: Customs: H24. Immigration: O/R via TEL.

CAUTION: Birds in vicinity of Apt and on South of Thr 02.

CAUTION: laser activity in the vicinity of Apt.
Acft being towed from the main apron, must start engine in taxiway ALFA oriented to runway 02/20 according to destination.

The pilot in command of all flights departing from Chacalluta (SCAR) AP, having submitted his flight plan via IFIS, shall communicate via tel or email, before takeoff with flight services ARO/AIS to coordinate and receive relevant NOTAM information regarding his route and destination.

AD will not have simultaneous loading of Jet A1.

F-3, Jet A-1.

CHILE

ABN. Fire 7 H24.

Arturo Merino Benitez Intl see Santiago**Balmaceda**

1719' SCBA BBA -04:00* S45 55.0 W071
41.2

Apt Administration (67) 2272126. Mobile
961736057. ARO 672272104; aro.balma-
ceda@dgac.gob.cl. Ground Services 67
2272145, 9-40210174.

09/27 8205' ASPHALT. PCN 47/R/B/X/T.
TODA 27 9190'. RL.

SR-SS. ATND SKD Mon - Sun 1300 - 2200Z,
O/T O/R via Tel 2hr in advance. Customs: O/R.
CAUTION: Hill 46' (14m) height at 1017' (310m)
from threshold Rwy 27 Rwy centerline.

CAUTION: Fence, SW THR 09 edge, 6' (1.8m)
in height. Additionally, a portion of fence 4'
(1.3m) in height with 1in (0.35cm) high safety
edge. Non frangible and clearly signalized.

CAUTION: Rwy unevenness at 3609' (1100 m)
Thr 27 and 656' (200 m) Twy Alfa intersection.

The 180 degree turns on the runway for aircraft
with more than 12566lbs (5700kg) may only be
made on the runway threshold.

Non-itinerant aircraft must coordinate parking 1
hours in advance with the ARO, due to platform
restrictions.

Due to current conditions and parking availability,
it is not possible for aircraft to overnight in
Apt.

Twy B available to daytime only and prior coordination
required 24 hrs in advance, excluding military aircraft according to ATC authorization.

Towed departure limited for parking spot 4
while parking spot 3 is occupied.

Towed departure limited for parking spot 1
while parking spot 2 is occupied.

All medical, state and humanitarian aid operations
should be coordinated outside times of service App, Twr, SSEI, Meteorological and

ARO 3 hrs in advance with South Zone supervisor via Tel.

Avgas 100/130 available at stand 3, use of
boarding bridge required, instructions available
on ground control.

ARFF service unable to remove disabled Acft.
F-4, Jet A-1.

ABN. Fire 7 1300-2200Z.

Barriales see Tocopilla**Cabo Juan Roman see Puerto Aysen****Calama (El Loa)**

7631' SCCF CJC -04:00* S22 30.0 W068
54.2

ARO 953087107; Mobile 984178475; aro.cal-
ama@dgac.gob.cl. Ground Services Mobile
09-52096341, 9-68335112, 9-69067570,
9-96586041.

10/28 9974' ASPHALT. PCN 49/F/A/W/T.
TODA 10 10761'. TODA 28 10761'. HIALS 28.
Rwy 28 Right-Hand Circuit.

H24. ATND SKD Mon-Sun 0900-2359Z. O/T
O/R, 2 hr PNR.

CAUTION: On TWY B intersection with TWY A
due to sloping terrain.

CAUTION: dueto laser pointing lights during the
approach procedure between GND and 11500'
Above Ground Level. For instructions contact
TWR or GNDC.

CAUTION: Rwy markings damaged by rubber
between point VISA 28 and Twy E.

CAUTION: two ditches 7' (2 m) width, 3' (1 m)
depth, 384' (117 m) North of Rwy center line
and 492' (150 m)South of Rwy center line.

CAUTION: movement area exceed the level of
land by electric chamber covers.

CAUTION: signal edge of Rwy strip demarca-
ted by wooden breakable stakes with 230' (70
m) spacing 328' (100 m) North of Rwy center
line.

CHILE

CAUTION: two towers 303' (92.5 m) high, located 6.8 NM (12.6 km) and 10.8 NM (20 km) West from Thr 10.

CAUTION: wind mast 533' (162.5 m) high, located 8.6 NM(16 km) West from AD.

Commercial aircraft towing and engine start must be between TWYs Bravo and Charlie with East or West orientation with prior coordination.

48 hours PPR for Non-scheduled flights. excludes air ambulance, medivac, police operations.

Commercial apron parking spot 1 for aircraft B767 or smaller, commercial apron parking spots 2, 3, 4, 5, 6, for aircraft A321 or smaller.

Acft larger than B737 scheduled for more than 3 hours or for maintenance must be parked in spot 6.

Commercial Acft engine run up area on Twy Bravo facing north, prior coordination with area supervisor required.

Commercial apron parking spots 1, 2, 3, 4, 5, 6 self propelled entry and towed departure must use communicate with apron aircraft type, B737 or greater, for aircraft with a smaller wing type self propelled departure available as long as the continuous parking spots are not being utilized by other aircraft and are coordinated with the area supervisor.

Parking 1, 2, 3 have Jet bridge.

Commercial apron not available for overnight, with exception of ambulance, MEDVAC and police air operations.

Engines may be started to the East of the commercial apron.

Acft in the parking area must taxi with minimal power.

On General Aviation apron, there is maximum capacity of 2 Acft. Both Acft combined should have wingspan equal 66' (20m) or less. Due to wind weather, the positioning must be planned according to departure time and published TAF.

Due to lack of lighting on General Aviation apron, only 1 Acft can be parked there (except ambulance, state and sanitary flights).

Acft that requires parking at General Aviation Apron must follow signalman's instructions.

Jet A-1.

ABN. Fire 7 H24.

Caldera

180' SCCL -04:00* S27 04.7 W070 47.7

ARO (52) 2523605; Mobile 961745281.

11/29 3934' ASPHALT. AUW-13.

SR-SS.

CAUTION: Uneven terrain 5' (1.6m), to each side East of THR 11. Cracks on Rwy 11/29 located 1804' (550m) from THR 29, 5' (1.5 m) from RCL, on the distance of 164' (50m). Strip Rwy 11/29 due to trench 7' (2m) depth to North of Rwy at 1969' (600m) from THR 29.

CAUTION: People and animals may be present on Rwy 11/29.

Runway restricted to single wheel aircraft up to 12500lbs (5670kg).

All aircraft takeoff, landing, and overflying must report to Atacama TWR freq 118.3.

All aircraft performing departure from AD Caldera (SCCL) to AD Desierto de Atacama (SCAT) should present flight plan via TEL.

Caldera (Desierto De Atacama)

670' SCAT CPO -04:00* S27 15.7 W070 46.7

Apt Administration (52) 2523600, (52) 2523603; Fax (52) 2523604; ad.atacama@dgac.gob.cl. ARO (52) 2523605; Mobile 961745281; Fax (52) 2523605; aro.atacama@dgac.gob.cl. ATC 88510426; Mobile 961740952, 992890119. Apt Manager Mobile 961740903. Ground Services Mobile 993425913.

17/35 7218' ASPHALT. PCN 48/F/A/W/T. TODA 17 7415'. TODA 35 7546'. HIRL. HIALS 17.

CHILE

SR-SS. ATND SKD 100LL: Mon-Fri 1130-2130Z, Sat-Sun 1230-2100Z, O/T O/R 2,5 hrs in advance via Tel. JP1: Mon-Fri 1130-2200Z, Sat-Sun 1230-2100Z, O/T O/R 2,5 hrs in advance via Tel.

CAUTION: Rwy 17/35 due to electrical boxes located East of the runway, 6"(15cm)in height above the ground.

CAUTION: Drainage ditch 7' (2m) deep, 243'(74m)from eastern side of RCL.

CAUTION: Antenna 151' (46m) high, located East of the Apt.

Engine runup with higher power on TWY CHARLIE upon coordination with ATC.

100LL grade fuel simultaneous supply not available.

JP1 grade fuel simultaneous supply not available.

F-3, JP-1.

ABN. Fire 7 Mon-Fri 0000-0130Z, 1230-2359Z. Sat 0000-0130, 1230-2330Z. Sun 1300-2359Z.

Canal Bajo/Carlos H Siebert see Osorno

Capitan Fuentes Martinez see Porvenir

Carlos Ibanez Del Campo Intl see Punta Arenas

Carriel Sur Intl see Concepcion

Cerro Guido see Torres Del Paine

Cerro Sombrero (Franco Bianco)

104' SCSB SMB -04:00* S52 44.0 W069 20.2

01/19 3937' SOIL. AUW-73.

07/25 4921' SOIL. AUW-73.

SR-SS.

Chacalluta Intl see Arica

Chaiten (Nuevo Chaiten)

27' SCTN -04:00* S42 46.9 W072 50.1

Apt Administration Mobile 958738513. ATC 652486393; Mobile 940418511. Apt Manager 940418513. Apt Operator aro.nuevo-chaiten@dgac.gob.cl.

01/19 3937' ASPHALT. PCN 20/F/A/W/T. RL.

SR-SS.

For gate opening prior coordination required 2 hr in advance via Cellular or airport manager numbers.

ABN.

Chamonate see Copiapo

Chanaral

98' SCRA CNR -04:00* S26 19.9 W070 36.4

10/28 4019' ASPHALT. AUW-49.

SR-SS.

CAUTION: Possible runway incursion by persons and animals.

Chile Chico

1070' SCCC CCH -04:00* S46 35.0 W071 41.2

Apt Administration (67) 2411284; Mobile (99) 7890673; ad.chilchico@dgac..gob.cl. On Call 971084196. ARO aro.chilechico@dgac.gob.cl.

12/30 3937' ASPHALT. AUW-44.

The first 164' (50 m) of Rwy 30 is concrete, the remainder is asphalt.

SR-SS.

CAUTION: drainage 56' (17 m) from RWY, 3' (1 m) wide and 1' (0.3 m) deep.

Evening civil twilight time is reduced by 30 minutes.

Portable solar lighting system is operated remotely by DGAC personnel. Prior coordination via Tel is required. It is mandatory to have service extension authorized.

Chillan (GEN Bernardo O'Higgins)

499' SCCH YAI -04:00* S36 35.0 W072 01.9

CHILE

Apt Administration 224392456, 422221655, 422228305. ARO 224392456; aro.chilian@dgac.gob.cl. Ground Services 977094035.

04/22 5741' ASPHALT. PCN 54/F/D/X/T. RL.

SR-SS. ATND SKD Jet A1: 1400Z-SS.

CAUTION: Power line 33' (10 m) high, located 492' (150 m) East of Thr 04 approach path and 295' (90 m) East of Rwy center line.

CAUTION: Trees located on the Rwy 04 approach path, at maximum tolerance limits for PAPI approach.

CAUTION: Unmarked drainage ditch 3' (80 cm) wide, 3' (1 m) deep, located North of commercial apron.

CAUTION: In movement area, deep ditches 262' (80 m) along the side of Rwy center line.

CAUTION: Channel 16' (5 m) wide, 26' (8 m) deep, located 656' (200 m) from Thr 22.

CAUTION: Construction 16' (5 m) high, located 945' (288 m) from Thr 04, without signals.

CAUTION: Power line 33' (10 m) high, located 591' (180 m) West of Rwy safety strip.

Run-up area to the South of Thr 04 and North of Thr 22, outside the Rwy, without signs.

F-3, Jet A-1.

ABN.

Cochrane

643' SCHR LGR -04:00* S47 14.6 W072
35.3

Apt Administration Fax (67) 522121; aro.cochrane@dgac.gob.cl. Mobile 977055195, 977087442, 997890612. ATS Fax (67)2522121.

07/25 3445' ASPH/CONC. AUW-51.

SR-SS.

CAUTION: Dirt mounds 5' (1.5m) height at 59' (18m) from NW side of Rwy edge.

CAUTION: Thr 25 dirt mound 2' (0.6m) height, 328' (100m) along the side and 59' (18m) from of RWY edge.

CAUTION: Ridge 98' (30m) height at 328' (100m) from Thr07.

CAUTION: 150' Antenna at 1312' (400m) South of Twr.

CAUTION: Emergency runway edge lights Rwy 18/36 not frangible, 10' (3m) from runway edge, constitute obstacles.

Emergency not frangible lights available only for MEDEVAC or natural catastrophes decreed by the government. Operating system remotely controlled by DGAC personnel, prior coordination required via Tel. Mandatory to have an authorized service extension

Opening gates, on Sat-Sun and Hol, subject of coordination 4 hr in advance via Tel. It is mandatory to have service extension authorized.

Colina (La Victoria de Chacabuco)

2139' SCVH -04:00* S33 03.0 W070 42.5
Apt Administration Mobile 987651894; pcook@cua.cl.

03/21 3281' ASPHALT. AUW-13.

SR-SS. ATND SKD Mon-Sat 1300Z-SS.

CAUTION: helicopter maneuvers restricted only Rwy 21 Thr. Coordinate instructional maneuvers via telephone 87651894.

CAUTION: Transit circuits avoid flight over populated areas of Colorado located at 1.4 NM south-southwest of aerodrome.

CAUTION: marked 39' (12 m) tall power pole located 978' (298 m) to WSW from Rwy 03 Thr interferes with transition surface.

CAUTION: marked 39' (12 m) tall power pole located 417' (127 m) to SE from Rwy 03 Thr interferes with transition surface.

CAUTION: unmarked 39' (12 m) tall pole located 207' (63 m) to SE from Rwy03 Thr interferes with transition surface.

CAUTION: ground depression of 10' (3 m) located 197' (60 m) away from Rwy edge, approximately in NW sector from Rwy 21 Thr.

CHILE

CAUTION: obstacle, high-voltage power line with unmarked cables 0.5 NM (1 km) to N from Rwy 21 Thr.

CAUTION: high-voltage power line 39' (12 m) height, located 1686' (514 m) N from Rwy 21 Thr.

CAUTION: ground depression of 23' (7 m) located on W side from Thr 21, 62' (19 m) away from RCL, 394' (120 m) length to the S.

CAUTION: unmarked 39' (12 m) tall power poles located 1296' (395 m) to S from Thr 03.

CAUTION: Rwy 03/21 possible incursion of people and animals.

F-3.

Colina (Peldehue)

2198' SCPD -04:00* S33 07.0 W070 41.0
ARO 224363873, 224363874.

14/32 4921' ASPHALT. PCN 29/F/C/Y/U. RL.
SR-SS.

CAUTION: automatic weather station nephelometer and visibilimeter unserviceable.

ABN.

Concepcion (Carriel Sur Intl) Apt of Entry

26' SCIE CCP -04:00* S36 46.3 W073 03.7
Apt Administration 413835000; Fax 413835008.
413835006. ARO 24392743, 413835007; Fax
413835041; aro.carrielsur@dgac.gob.cl.
Ground Services 412480015, 965635950.

02/20 8530' ASPHALT. PCN 49/F/B/W/T.
TODA 02 9318'. TODA 20 8727'. ASDA 02
8727'. HIRL. HALS 02.

H24. ATND SKD Jet A-1 Sun-Fri 1200-2359Z
and 0000-0030Z Sat 1200-2359Z AVGAS Sun-
Mon 1200-End of civil twilight. O/T O/R 2 hours
PNR. Customs: O/R with 48 hr PPR.

CAUTION: Birds in the vicinity of airport.

CAUTION: Wildlife dispersion devices in central
floes: gas cannons, static visual scaring devi-
ces with variable sites subject to weather.
These devices are complemented by pyrotech-

nic ammunition and hunting, laser beams, emit-
ting agonistic sounds and wildlife mitigation
vehicle in area maneuvers.

CAUTION: Trees affect surface transition from
Twy Golf, apron Sierra and twy Charlie.

Rwy 02/20, 180° turn not authorized on Rwy for
medium or heavy category Acft.

Flight plan can be submitted via FAX. Verifica-
tion of reception and acceptance of submitted
flight plan is required.

F-3, Jet A-1.

ABN. Fire 7 H24.

Copiapo (Chamonde)

954' SCHA -04:00* S27 17.8 W070 24.8

981561841. Apt Operator (52) 2523605.

10/28 4836' ASPHALT. PCN 44/F/A/Y/T.
SR-SS.

CAUTION: Trees 98' (30 m) tall N from Thr 27.

CAUTION: Tree 46' (14 m) tall located 689'
(210 m) SW from Thr 09.

CAUTION: Electrical pole 20' (6 m) height located
984' (300 m) W from Thr 09 without mark-
ing.

CAUTION: Trench 2' (0.5 m) depth, 2297' (700
m) long at 33' (10 m) S of Thr 27.

CAUTION: People, vehicles and animals may
be on Rwy surface.

CAUTION: Trees in approach and transition of
Rwy 10/28.

Emergency lights available on Apt only for
MEDEVAC or natural catastrophes. Prior coordi-
nation is required via A/G frequency 122.800
MHz or Operations tel.

Solar Rwy light system, operated remote by
Gnd control or air activation freq 122.800 MHz,
consultation operational light status via Tel.

Coyhaique (Teniente Vidal)

1020' SCCY GXQ -04:00* S45 35.6 W072
06.3

CHILE

Apt Administration (67) 2231292; Fax (67) 235003; afis.ttevidal@dgac.gob.cl. Mobile 961736057. ATS 957082670, 961740691. Ground Services 987390959.

03/21 5072' ASPH/CONC. PCN 30/F/B/X/T. TODA 03 5171'. TODA 21 5171'. HIRL.

SR-SS. ATND SKD O/R via Tel 1hr in advance. Customs.

CAUTION: Rwy 03/21 both sides of rwy soften during periods of rain and/or snow.

CAUTION: Three windmill towers 3.8 nm (7 km) North of airport 230' (70 m) high, 492' (150 m) apart with rotating blades.

CAUTION: MET pole 32' (10 m) height with obstruction lights located 984' (300 m) from THR 21 and 230' (70 m) West of RCL.

CAUTION: Perimeter fence 8' (2.5 m) high before Thr 03.

CAUTION: Perimeter fence 312' (95 m) outside threshold Rwy 03 which interferes with Approach and Departure zone.

Ramp weight restricted to 46517 lbs (21100 kg).

All Acft that require extension of service for medevac, state and humanitarian flights must coordinate 2 hrs before departure time from flight plan, with South zone manager via Tel.

F-3, JP-1.

ABN. Fire N.

Dalcahue (Mocopulli)

528' SCPQ MHC -04:00* S42 20.4 W073 42.9

Apt Administration (065) 2772770. SECURITY (65) 277 2770 (EXT 5208). ARO (065) 277 2770 (EXT 5206), 652772773; Mobile 961735265. ATC (065) 277 2770 (EXT 5204).

Apt Manager (065) 277 2770 (EXT 5201); Mobile 991581864.

17/35 6562' ASPHALT. PCN 109/F/D/X/T. RL.

SR-SS.

CAUTION: Birds in vicinity of Apt.

CAUTION: Acft Turning in ramp must do with minimum power.

CAUTION: approach Rwy 35, due to birds concentration at 3,1 NM SW of the Apt.

CAUTION: Rwy 35 due to water drainage canal on both sides of the Rwy edge at 174' (53 m), width 4' (116 cm), depth 2' (65 cm).

CAUTION: Rainwater channel parallel to Rwy, East side within Rwy Strip, located 328' (100m) from end of Thr 17 and 246' (75m) from Thr Rwy 35.

CAUTION: Trees on both sides of Rwy affect transition to surface.

Overnight Acft PNR.

A321, A320, A319 and B737Acft are prohibited using self-propelled push-back.

Due to capacity limitations in the terminal building, commercial flights require a minimum of 90 minutes between arrivals for A320, A321 or similar type aircraft between arrivals of commercial passenger flights, regular and non-regular bound for Apt Mocopulli.

Operations on Apron must be coordinated due to limitations, in case of both Parking 1 and Parking 2 occupied with Acft A318, A320, A321.

Apron limited, due to the little capacity in the Apron, Acft are prohibited to overnight, except expressly authorization from the Apt Authority.

ABN. Fire 7 Mon-Sun 1230-2100Z.

Desierto De Atacama see Caldera**Diego Aracena Intl see Iquique****El Bosque see Santiago****El Loa see Calama****El Salvador (Ricardo Garcia Posada)**

5240' SCES ESR -04:00* S26 18.5 W069 45.1

Apt Manager (052) 22472631; ad.salvador@dgac.cl.

CHILE

09/27 7546' ASPHALT. PCN 26/F/A/X/T. TODA 09 7743'. TODA 27 8399'. ASDA 27 8202'.

SR-SS.

CAUTION: parking apron is limited to maximum 2 medium weight Acft.

Due to 3.15percent Rwy slope, Acft with MTOW greater than 5700 kg (12566 lb), must perform arrival for Rwy 09 and departure from Rwy 27.

Acft B-732-200 land on Rwy 09 and depart on Rwy 27.

F-4.

Fire 5.

EI Tepual Intl see Puerto Montt

EI Tuqui see Ovalle

Eulogio Sanchez see Santiago

Franco Bianco see Cerro Sombrero

Freire (La Araucania)

321' SCQP ZCO -04:00* S38 55.5 W072 39.1

45 2554927. ARO 45 2554926. Ground Services 990813877; zco@copecaviation.com.

01/19 8005' ASPHALT. PCN 50/F/C/X/T. TODA 01 8202'. TODA 19 8202'. RL. HIALS 01.

SR-SS. ATND SKD Commercial Jet A1 and General Jet A1, 100LL: 1230-0100Z. Coordination required 30 min before scheduled time of departure via Tel or email.

CAUTION: lights of laser pointers observed during Rwy 19 Approach at night.

CAUTION: trees, 10' (3 m) high, affecting transition surface, located 1804' (550 m) from Rwy edge on South West side.

CAUTION: lack of edge lights or light towers on apron.

CAUTION: group of trees located 787' (240 m) West from Rwy 01/19 edge exceed surface of transition by 13' (4 m).

CAUTION: group of trees located 656' (200 m) West from Rwy 01/19 edge exceed surface of transition by 11' (3.5 m).

Birds activity in vicinity of airport.

Ramp and Parking available to aircraft B-767 and smaller. Aircraft with greater wingspan require prior coordination required, subject to availability.

Apt restricted for maximum 2 operations simultaneous or in less then 30 minutes due to limited capacity of buildings.

Flight plan services available daily between 1145-2345Z.

F-4, Jet A-1.

Fire 7 1240-0100Z.

Futaleufu

1148' SCFT FFU -04:00* S43 11.1 W071 51.0

Apt Administration 652486288; Mobile 961733470; Fax 652486287; aro.futaleufu@dgac.gob.cl. Apt Manager Mobile 988377894.

09/27 3110' ASPHALT. PCN 27/F/A/Y/T.

SR-SS.

CAUTION: Arriving and departing traffic, people and animals in the vicinity of the runway.

CAUTION: 59' (18M) lit antenna systems 123' (37.5M) to the south of runway.

CAUTION: 394' (120M) long 30FT (9M) high ridge 69' (21M) N of Rwy 09threshold affects sfc transition.

CAUTION: A 20' (6M) high, 69' (21M) long ridge 295' (90M) S of threshold Rwy 09 affects sfc transition.

CAUTION: Trees average 47' (14.3M) high 128-272' (39-83M) to the S of Rwy 09 affect approach.

CAUTION: Trees 61' (18.5M) high 154' (47M) N of Rwy 09 affect surface transition.

CHILE

CAUTION: illuminated mast, 33' (10m) high, affecting transition Sfc. It is located 115' (35m) N from RCL and 13' (4m) from Thr 09.

CAUTION: when accessing Rwy 09/27, asphalt damage between apron and Rwy, depth of 5-7 cm (0.79 inch - 2.76 inch), length 82' (25 m), width 2' (0.6m).

CAUTION: RWY 09/27 surface partially softened (North sector).

CAUTION: 2 masts, 33' (10m) high, in the vicinity of Rwy 27 affecting approach surface. Main mast is located 166' (50.7m) S from Rwy center line and 194' (59.2m) from Rwy 27 threshold. Second mast is located 166' (50.7m) S from Rwy center line and 161' (49.2m) from Rwy 27 threshold.

CAUTION: mast 3' (10m) high, in the vicinity of Rwy 09 affecting approach surface. Mast is located in N sector: 115' (35m) N from Rwy center line and 85' (26m) from Rwy 09 threshold.

CAUTION: mast 11' (3.5 m) located 131' (40 m) to the South of runway center line and 322' (100 m) from Thr 27 affecting the surface transition.

CAUTION: mast 11' (3.5 m) located 114' (35 m) to the North of runway center line and 322' (100 m) from Thr 09 affecting the surface transition.

CAUTION: Fixed, not frangible, emergency lights are available for ambulance flight operations or natural catastrophes decreed by the government. Operating system remotely controlled by DGAC personnel. Prior coordination required with airport administration 2 hours PNR via tel. Mandatory to have an authorized service extension.

Airport with fence and closed access outside time of operations. Coordinate gates and terminal opening 2 hrs PNR.

Overnight parking for all Acft should be coordinated before flight via tel during Apt hours of service or via mobile during and outside Apt hours of service.

Engine runup 1476FT (450M) from rwy 27.

GEN Bernardo O'Higgins see Chillan

Guardiamarina Zanartu see Puerto Williams

Iquique (Diego Aracena Intl) Apt of Entry
156' SCDA IQQ -04:00* S20 32.1 W070
10.9

Apt Administration 57 2461200; ad.iquique@dgac.gob.cl. Customs: 572400290, Customs: 572400383, Immigration: 572438006, Immigration: 572438007 ext 2470; H24 Immigration: 942072560; aeropuerto.iqq@investigaciones.cl. Apt Operator 57 2421991; Mobile 9 322 83109; informacionesdiegoaracena@aport.cl. Ground Services Mobile 52050085, 958267025; Fax 57 2415585; igg@copecaviation.com.

01/19 10991' ASPHALT. PCN 53/F/A/W/T. TODA 01 11188'. HIRL. HIALS 19.

H24. ATND SKD H24. Customs: Immigration: During scheduled international flights, other users at O/T O/R 3hrs PNR. Customs: H24.

CAUTION: Due to Rwy 01/19 knolls and depressions; For instructions contact tower.

CAUTION: Rocks and uneven ground on Twy A, C, D.

CAUTION on Twy A at intersection of Twy D due to uneven ground and deformations which affect longitudinal slope. Contact Ground for instructions.

CAUTION on Twy A in west side section of main apron due to ground hard, unevenness and depressions of approximately 7 ft (2m) depth, almost all extension of apron longitude; risk situation in pushback procedures. Contact Ground for instructions.

CAUTION due to signalized obstacle 3' (1 m) located 23' (7 m) before Rwy 01 threshold and 82' (25 m) on both sides of Rwy centerline.

CHILE

CAUTION due to signalized obstacle 1' (0.3 m) located at 25' (7.5 m) Rwy Edge on both sides and 1115' (340 m) from Thr 01.

CAUTION: Between 2-5 NM North of Thr 19 possible laser pointer glare.

CAUTION: Birds in vicinity of airport.

CAUTION: Ultralight activity in vicinity of Apt.

Parking #1 and #6 on principal apron limited for aircraft B763 or bigger. Coordinate entry with supervisor movement area.

Minor and larger Acft engine check on Twy Alfa, 984' (300 m) north of intersection with Twy Delta in coordination with control tower.

Prohibited 180 degree turn on RWY 01/19 to all aircraft over 12566 Lb (5700 KG) MTOW. Aircraft over this weight must make 180 degree turn over THR.

Due to congestion in the main apron, the use of parking lots in main apron by non itinerant public transportation flights and other irregular commercial flights must coordinate with ARO by phone. Exceptions: medical, humanitarian and search and rescue flights.

All Acft that requires using the common apron should coordinate parking with Airport Concessionary society via tel or email.

Request ATC approval for intersection take-off.

During the day, the traffic pattern is left and right for both Rwy. At night, Rwy 19 is a right pattern and Rwy 01 is a left pattern.

Aerial fishing prospecting work between 500' and 2000' entering the area within 15 NM of SCDA will have to notify Iquique Twr and maintain listening watch and inform position. Outside the 15 NM radius will have to maintain listening watch on Iquique Radio.

Tower doesn't have line of sight to verify the execution of parking instructions on the following ramps: Main or Commercial Aviation Ramp (South of Tower) and Cargo Refueling Ramp South of the Tower. General Aviation Ramp to

the North of the Tower Contact Tower and Ground for instructions.

F-3, Jet A-1.

ABN. Fire 7 H24.

Isla Dawson (Almirante Schroeders)

160' SCDW Mil. -04:00* S53 36.1 W070 28.6

Apt Administration 612205409.

04/22 3937' ASPHALT. AUW-13.

12/30 4905' ASPHALT. AUW-13.

SR-SS.

CAUTION: RWY 04/22 and RWY 12/30 with no marking.

Isla Mocha

20' SCIM -04:00* S38 23.1 W073 52.1

18/36 2625' TURF.

SR-SS.

CAUTION: Presence of animals, pedestrians, riders and vehicles, especially on weekends.

CAUTION: Rwy edge not useable, long undergrowth and uneven terrain full length.

Operations from/to Apt must be coordinated with ARO Temuco in accordance with DAN 91 or via IFIS.

La Araucania see Freire**La Florida see La Serena****La Independencia see Rancagua****La Playa see Laraquete****La Serena (La Florida)**

481' SCSE LSC -04:00* S29 55.0 W071 12.0

ARO aro.serena@dgac.gob.cl. ATS (51) 272744. Apt Manager (51) 2272652, (51) 2272662; Fax (51) 2272674. Apt Operator 512270353, 944018563; informaciones.lsc@reddeaeropuertos.cl, supervisor.lsc@reddeaeropuertos.cl. Ground Services

CHILE

(51) 2272641, (51) 2272721; Mobile 995338160. Unscheduled Acft operating outside the AD must send position reports on 129.4 MHz and contact Santiago Radio 129.1 MHz.

12/30 6358' ASPHALT. PCN 46/F/A/X/T. RL.

SR-SS ATND SKD Jet A-1: Mon-Fri 1230-0030Z, Sat/Sun/Hol 1430-0030Z. AVGAS 100LL: Mon-Sun/Hol 1200-2100Z.

CAUTION: Birds in vicinity of Apt.

CAUTION: LGT OBST towers 67' (20.4m) height, in parking 4 and parking five affecting transition surface RWY 12/30. Instructions: La Serena TWR.

CAUTION: Hill with antennas with a height of 1,972' (601m) located 1.78NM (3.3 km) Southwest of the Apt.

CAUTION: Mobile obstacles with a height of 10' (3 m) located 148' (45 m) East of Thr 30.

CAUTION: Secondary gates available due to possible mobile obstacles to the east of taxiway B 400'(122 m) South of the Rwy.

CAUTION: Tree with a height of (15 m) on the North side of Rwy 30 affecting Rwy 12/30 surface transition.

CAUTION: Secondary gates without lighting towers.

CAUTION: High voltage towers, beacons and power lines 230' (70 m) 3.3NM (6.2 km) east of Thr 30 and crossing the Elqui River.

CAUTION: RPAS flt day and night up to 400' within the TMA of La Serena except on the approach and takeoff of the AD. Instructions La Serena App or La Serena Twr.

CAUTION: Possible glow of portable laser pointers during approach and departure procedures.

Max power engine run ups at intersection of Rwy and Twy Bravo.

Taxiway Alpha width is 23' (7 m) and limited to aircraft less than 12566 lbs (5,700 kg).

Ramp limited to aircraft less than 12566 lbs (5,700kg) after fueling.

Unscheduled Acft operating outside the AD must send position reports on 129.4 MHz and contact Santiago Radio 129.1 MHz.

Acft BAE146 B737, A319, A320, A321, A19N, A20N to leave parking and turning must use minimal power.

All Acft that requires use of a commercial Apron and/or fuel service must be coordinated prior take-off with SCSE Apt via tel or email.

AVGAS JET A1 available on main ramp.

All training flights and VFR practices in TMA La Serena should be coordinated with control La Serena 1hr in advance via TEL.

VFR Acft operating over 5000' in sector Serena from Punta Colorado Hasta Ovalle, Debera must contact Serena Approximation or alternatively Serena Tower to receive information on possible IFR transit.

La Serena Gnd freq 121.9 MHz works with emergency equipment and limited coverage altn La Serena Twr 129.4 MHz.

F-3, Jet A-1.

ABN. Fire 7 Mon-Sat 0000-0120Z, 1240-2359Z. Sun 0000-0020Z, 1240-2359Z.

La Victoria De Chacabuco see Santiago

La Victoria de Chacabuco see Colina

Laraquete (La Playa)

25' -04:00* S37 12.6 W073 13.5

05/23 3609' GRAVEL.

ATND SKD SR-SS.

Fire U.

Las Breas see Taltal

Las Marias see Valdivia

Llanada Grande

1000' SCLD -04:00* S41 52.0 W071 56.1
(65) 2765269.

14/32 3642' ASPHALT. PCN 12/F/C/Y/T.

CHILE

SR-SS.

CAUTION: Animals in vicinity of Apt.

CAUTION: Large trees on both ends of runway, affects transition to approaches/ departures.

CAUTION: Runway uneven on along edges.

CAUTION: Crack 16 inches (40 cm) deep and 10' (3 m) long located 3' (1 m) west of Rwy 32 threshold.

CAUTION: Fence 6' (1.8m) high and 180' (55m) from the threshold of Rwy 14/32, affects approach and departure.

CAUTION: Slope onboth sides Rwy.

CAUTION: Softened Rwy strip.

CAUTION: Ditch drainage 5' (1.50m) depth and 7' (2 m) width at 167' (51 m) RCL, along both sides of Rwy.

CAUTION: Trench drain 3' (1 m) depth and 492' (150 m) width at 210' (64 m) Thr 14.

CAUTION: Power lines 20' (6 m) height along Thr 14, left side at 213' (65 m) RCL.

On Apt portable, undeployed, frangible emergency lights are available only forMEDEVAC or catastrophes natural. Prior coordination is required 2hr in advance via Operations Tel.

Lonquimay (Villa Portales)

3182' SCQY -04:00* S38 26.9 W071 21.4

Apt Administration (45) 2554926. (45) 2658740, 992272917; Mobile 939552181, 971681987.

09/27 3084' ASPHALT. AUW-13. TORA 27 2313'. LDA 09 2313'. TODA 27 2313'. ASDA 27 2313'.

SR-SS.

CAUTION: masts 182' (55 m) tall AGL, 3385' (1032 m) MSL, 2723' (830 m) from Rwy09 Thr 131' (40 m) north of Rwy axis extension.

CAUTION: perimeter fence to the east of Rwy 27 Thr located 197' (60 m) away, height exceeds approach / departure surface.

CAUTION: perimeter fence, row of trees and electric posts to the west of Rwy 09 Thr height exceeds approach / departure.

CAUTION: public lighting posts 13' (4 m) tall, located 246' (75 m) west of Rwy 09 Thr affect approach / take-off surface.

CAUTION: tree 43' (13 m) high, located 269' (82 m) south of Rwy 09/27 affects transition surface.

CAUTION: tree 92' (28 m) high, located 486'(148 m) south of Rwy 09/27 affects transition surface.

CAUTION: trees 89' (27 m) high, located 1312' (400 m) west of Thr 09 affect approach surface.

CAUTION:trees 51' (15.5 m) high, located 295' (90 m) south of Rwy 09/27 affect transition surface.

CAUTION: tree 75' (23 m) high, located 558' (170 m) west of Thr 09 affects approach surface.

CAUTION: trees 56' (17 m) high, located 246' (75 m) north of Thr 09/27 affect transition surface.

CAUTION: trees 108' (33 m) high, located 525' (160 m) north of Rwy 09/27 affect transition surface.

CAUTION: electric station 32' (10 m) high, located 148' (45 m) north of Rwy 09/27 affects transition surface.

CAUTION: antenna 144' (44 m) high, located 2625' (800 m) west of Thr 09 affects approach to Rwy 09 / take-off Rwy 27 surface.

CAUTION: tree 44' (13.5 m) high, located 269' (82 m) south of Rwy 09/27 affects transition surface.

Thr 09 moved 771' (235 m) due to trees, antenna and electrical posts, affects approach and take-off transition.

All Operations must be coordinated with ARO Temuco in its service hour via Administration, 1 hr before departure.

CHILE

For assistance in accessing documents / enclosures and opening gates for aeromedical evacuations or natural catastrophe prior coordination is required with Operations via Tel.

In case of natural catastrophe prior coordination is required via Tel.

For health care, aeromedical evacuations must be coordinated via Operations Tel.

Los Angeles (Maria Dolores)

374' SCGE LSQ -04:00* S37 24.1 W072
25.5

Apt Administration (43) 2321412. ARO
aro.mdolores@dgac.gob.cl. Apt Operator
ad.losangeles@dgac.gob.cl. Ground Services
Mobile 09-8480388.

18/36 5577' ASPHALT. PCN 34/F/A/X/T. MIRL.
SR-SS.

CAUTION: Trees approximately 820' (250m) from Rwy 36 approach surface, slope average of 4 percent.

CAUTION: due to works of obstacle installation, 16 wind turbines, 705' (215 m) high, located 3.5 NM (6.5 km) from Apt in SW sector.

For Acft superior to 22,046 lbs (10,000 kg), turns 180 deg only on Thr.

Acft with after hrs FPL, shall activate / cancel with Santiago Radio or other unit and report position on freq 126.7 MHZ, and make standard traffic pattern for Rwy in use.

F-4.

ABN.

Maquehue see Padre Las Casas

Marcel Marchant see Puerto Montt

Maria Dolores see Los Angeles

Mocopulli see Dalcahue

Municipal De Vitacura see Santiago

Natales (Teniente Julio Gallardo)

218' SCNT PNT -04:00 S51 40.2 W072 31.7
Apt Administration (61) 2411980;
ad.natales@dgac.gob.cl. ARO 61-2745548;
aro.natales@dgac.gob.cl. Ground Services
9-35985721, 9-95412041; Mobile 9-41747326;
aviacion@transpetrol.cl, contacto@transpetrol.cl,
erincon@transpetrol.cl, operaciones.pnt@transpetrol.cl.

10/28 5906' ASPHALT. PCN 57/F/D/X/T. TORA
28 6562'. TODA 28 6562'. ASDA 10 6562'.
ASDA 28 6562'.

SR-SS. ATND SKD 1100-2330Z, O/T O/R. JP1:
For non-regular Acft flight O/R 12 hr in advance
via Tel or email.

CAUTION: Birds in vicinity of airport.

CAUTION: High terrain on Rwy 28 approach.

CAUTION: Houses before thresholds Rwy
10/28.

CAUTION: Cameras 49' (15M) along the north
edge of RWY 10/28 , between THR 28 and
TWY sticking out of the ground 1"-2" .

CAUTION: Antenna W/O light 246' (75m) 1.2
nm (2.3Km) SE of runway 28 Thr.

CAUTION: Power line Southeast of the airport
on the right side of threshold 10 approximately
492' (150 m) from Rwy center line at a height of
30' (9 m) affecting surface transition.

CAUTION: Landing on Rwy 28 at night without
PAPI not authorized.

Engine runup at max power on twy hold area,
contact 127.7 MHz Natales INFO.

Passenger terminal limited to 1 regular flight
Acft type A320/A20Nor similar with minimum
1.5 hr interval between arrivals, due to limitations
inPAX boarding and disembarkation services.

Parking limited to regular flights with Acft A320,
other non-regular aircraft O/R according to
available capacity 78hrs PPR with ARO
Natales.

CHILE

Jet A-1 fuel loading in ramp is prohibited to Acft by their own means, because there is a concessioned service for the sale of that product.

Jet A-1, JP-1.

ABN. Fire 5 Mon-Thu 1130-2030Z, Fri 1130-1930Z, Sat-Sun, Hol O/R. CAT 5 available for regular flights, O/R for non-schedule flights.

Nuevo Chaiten see Chaiten

Osorno (Canal Bajo/Carlos H Siebert)

187' SCJO ZOS -04:00* S40 36.7 W073
03.6

Apt Administration aro.osorno@dgac.cl. Mobile 961736057. ARO (2)24392865, (64)2232529; On Call 652483677. Aeroclub 65-2232319, 998019161, 998693783.

15/33 6398' ASPHALT. PCN 40/F/C/W/T.

HIRL.

SR-SS.

CAUTION: Birds in vicinity of airport.

CAUTION: Bushes 8' (2.5 m) height West of SFC transition.

CAUTION: trees 62' (19 m) height 984' (300 m) WNW of Thr 15.

CAUTION: Rwy due to trench 3' (1 m) width, 10' (3 m) long, 3' (1 m) depth 13' (4 m) East from Thr 33.

CAUTION: Perimeter fence of 7' (2.20 m) height, marked, 182' (55.7 m) NW of Thr 15.

CAUTION: Tree 59' (18 m) height, West of Thr 33 at 525' (160 m) from RCL.

CAUTION: Unlighted electrical posts 820' (250 m) southeast of Rwy 33 Thr, 33' (10 m) tall.

CAUTION: Acft must make wide turns on thresholds, turns around the vertical axis is prohibited of the Acft in these areas. Only in cases of emergency or suitably qualified, the maneuver will be directed by TWR.

CAUTION: Trees growing in transition West Rwy 15/33.

CAUTION: Trees at 1476' (450 m) SE from PAPI Rwy 33 violate flush allowable limiting SFC OBST.

CAUTION: Slippery runway in wet conditions. Between 1969' (600 m) and 2789' (850 m) from Thr 33 and 16' (5 m) of the runway center line, NE side (VALUE MU = 0.20).

CAUTION: cranes, 33' (10 m) high, located 2113' (644 m) from Thr 15 in Northsector, affecting transition surface.

Parking spots Nr. 1 & Nr. 2 only for commercial Acft with large wingspan. Coordination required 12 hours prior via ARO.

For Acft admission to APN prior coordination required 2 hr before Dep via tel. Flight plan can be submitted via tel.

Parking of Acft on Osorno Air Club access Twy is prohibited.

Passenger terminal limited to Acft type A320, A321 or similar with minimum 45 min interval between passenger arrivals, regular and non-regular with destination to Apt Canal Bajo.

Rwy 15G/33G available for Glider operations, located West of Rwy 15/33, 2566x62 ft, grass surface.

All Acft that require extension of services for flights MEDAVAC, state and humanitarian, 2 hr PPR before departure time via Operations Tel.

Turns authorized only within the turn around pads.

F-4.

ABN. Fire 7 1200-2300Z.

Ovalle (El Tuqui)

1139' SCOV -04:00* S30 33.6 W071 10.6
ARO aro.serena@dgac.gob.cl. Apt Operator 512272652, 512272662. Ground Services On Call 532662000; presidencia@ovalleaereo.cl.

04/22 3773' ASPHALT. AUW-33. HIRL.

SR-SS. ATND SKD Mon-Sun 1300-2200Z 12 hrs PPR via Tel or email.

CHILE

CAUTION: Drainage canal 5' (1.5 m) wide and 3' (0.8 m) deep, 105' (32 m) east of Rwy 22 Thr.

CAUTION: People and vehicles on runways.

CAUTION: High tension line 39' (12 m) height, parallel to Rwy 04/24 RCL.

CAUTION: Cement boards 1' (0.20 m) x 1' (0.20 m), 0.3' (0.10 m) height on strip Rwy 04/22.

CAUTION: metal structure 20' (6 m) high, located 105' (32 m) W from THR 04.

CAUTION: obstruction 39' (12 m) high, located parallel to RCL RWY 04/22, not lighted, impacting transition surface.

CAUTION: Ravine located 85' (26 m) West of runway center line and 98' (30 m) from Thr 22 with a depth of 66' (20 m), length of 377' (115 m) and width of 1804' (550 m).

CAUTION: ultra light motorized Acft evolutions in a radius of 10 NM centered at Apt, up to 4000' (1219 m) AGL.

CAUTION: non-frangible lights on Rwy 04/22.

Rwy edge lighting is restricted for emergency operations.

Rwy solar edge lights operates on freq 122.800 MHz with the following intensity: 3 clicks low, 5 clicks medium and 7 clicks high.

F-4, Jet A-1.

Padre Las Casas (Maquehue)

301' SCTC PZS Mil. -04:00* S38
46.0 W072 38.2
ATS 0229760960.

06L/24R 5577' ASPHALT. PCN 35/F/A/X/T.
HIRL.

06R/24L 1969' GRASS. AUW-4.

SR-SS. ATND SKD SR-SS.

CAUTION: Hills located along approach surface 2NM and 4NM to the East of the Rwy 24 Thr. Obstacle on Thr Rwy 06L & 24R.

CAUTION: Eventual paragliding activity on Sat, Sun, holiday days at 4 NM North of the Apt, in sector NW Cerro Nielol and Cerro Maria Luisa 384258S 72353W; GND/1000FT. Instructions Maquehue Twr.

CAUTION: Birds at the Apt and in its vicinity.

CAUTION: Cranes and signalized buildings 197' (60 m) tall in Temuco 384424.33S 723541.73W. Radio of 1640' (500 m) radius located 13123' (4000 m) and 1535' (468 m) southeast of SHSS heliport.

CAUTION: house 10' (3 m) high, located 207' (63 m) West from front end of strip and 817' (249 m) West from Thr 06 affects approach surface.

Any Civil air operations must be authorized by third air brigade, phone number: 65 2580051 or 65 2580052.

Acft causing medium wake must apply minimal engine power when taxiing from the ramp to the Rwy.

Acft must enter and exit the Rwy expeditiously.

Commercial ramp limited to 3 parking spaces.

Jet A-1.

ABN.

Panguilemo see Talca

Peldehue see Colina

Pichoy see Valdivia

Porvenir (Capitan Fuentes Martinez)

104' SCFM WPR -04:00* S53 15.2 W070 19.1
Apt Administration (61) 2745500; Fax (61) 2745501; ad.porvenir@dgac.gob.cl. ARO Mobile 09-1581768. ATC (61) 2745502, (61) 2745504.

03/21 3150' ASPHALT. AUW-44.

09/27 8202' ASPHALT. PCN 12/F/C/Y/U. HIRL. SR-SS.

CAUTION: guanacos in the vicinity of Apt.

CHILE

CAUTION: birds movement area and in the vicinity of Apt.

CAUTION: Rwy 03/21 and 09/27 softened surface.

CAUTION: natural obstacle (hill) 131' (40 m) high, located to NE from Thr 27, affecting App surface.

Maximum power engine test area is located in turns zone of Thr 27.

ABN. Fire 1.

Pucon

879' SCPC ZPC -04:00* S39 17.5 W071
55.2

992272917, 998788914; Mobile 939552181.
ARO (45) 2554926.

10/28 5577' ASPHALT. PCN 30/F/A/X/T. TORA
10 4052'. TORA 28 4911'. LDA 10 4911'. LDA
28 4052'. TODA 10 4052'. TODA 28 4911'.

Rwy 28 Right-Hand Circuit.

SR-SS.

CAUTION: Ultralight vehicles without communication in the area.

CAUTION: Obstacles in vicinity of Apt, Cat B and C aircraft must operate in VMC visual 2.7 Nm, ceiling 2500 ft.

CAUTION: Asphalt ramp restricted to 1 Acft type B737 and up to 4 minor Acft to E side of ramp. Rest of Acft park in sector SW of hangars, access via asphalt Twy parallel to Rwy.

CAUTION: Trees 26-30' (8-9 m) height, 492'(150 m) from Thr Rwy 10.

CAUTION: Concentration of birds in the movement area.

CAUTION: People crossing Rwy.

CAUTION: Row trees average 82' (25 m) height, at 344' (105 m) S side from RCL, through the extension of the Rwy, affects transition surface.

CAUTION: Unmarked power lines 30' (9 m) height, at 328' (100 m) S side from RCL, through its extension, affects transition surface.

CAUTION: Obstacle fuel tank Jet A1 24' (7.2 m) width x 12' (3.6 m) length and 11' (3.4 m) height, located 98' (30 m) W from Twy Alpha and 15' (4.5 m) S from apron.

CAUTION: row trees, 33' (10 m) high, located 361' (110 m) from Thr 10 in W sector. It affects approximation surface.

CAUTION: group of trees, 85' (26 m) high, located 1640' (500 m) from Thr 28 in E sector. It affects approximation surface.

CAUTION: group of trees, 89' (27 m) high, located 2297' (700 m) from Thr 28 in E sector. It affects approximation surface.

CAUTION: group of trees, 79' (24 m) high, located 1476' (450 m) from Thr 28 in E sector. It affects approximation surface.

CAUTION: row of trees, 52' (16 m) high, located in NE sector of Rwy strip. It affects transition surface.

CAUTION: post, 34' (10.5 m) high, located in S sector of Route 199. It affects transition surface.

CAUTION: row of trees, 33' (10 m) high, located in S sector of Route 199. It affects transition surface.

All Operations must be coordinated with ARO Temuco in its hours of service via Tel 01 HR before DEP.

For medical assistance and aeromedical evacuations, coordination must be made via Operations Tel.

In case of natural catastrophes prior coordination required via Operations Tel.

Due to obstacles in the vicinity of Apt, for Acft category B and C, VMC operations allowed only with visibility greater than 3 NM (5 km) and ceiling higher than 2500' (762 m).

Puerto Aysen (Cabo Juan Roman)

32' SCAS WPA -04:00* S45 23.9 W072 40.2

CHILE

Apt Administration (67) 2332599; Mobile 991581775; aro.aysen@dgac.gob.cl. Apt Operator Mobile 961739293.

07/25 4265' ASPHALT. PCN 25/F/A/Y/U. HIRL. SR-SS.

CAUTION: Trees 82' (25m) high located 492 (150m) to SW of threshold 07. Affects approach/takeoff and surface transition.

CAUTION: Drainage ditch 3281' (1000m) long 2' (.5m) deep located 61' (18.5m) to NW of threshold 25.

CAUTION: Rwy 25, non-frangible electrical box, right side 39' (12m) from edge of threshold 25.

CAUTION: Rwy 07, perimeter fence without signal, height 7' (2.2m), 344' (105m) west threshold 07, affects approach/takeoff.

CAUTION: Intersection of apron and Twy A may have water accumulate during periods of high rainfall.

CAUTION: crane 105' (32m) high and crane 95' (29m) high are located 2953' (900m) from Apt in Nsector.

CAUTION: ditches and drainage works at 16' (5 m) Twy Alpha, Bravo and Charlie edges.

Apt gates opening must be coordinated on Saturdays, Sundays and holidays 4 hrs in advance via Tel for medical flights and 24 hrs in advance for other type.

F-2, F-4.

Puerto Montt (El Tepual Intl) Apt of Entry

294' SCTE PMC -04:00* S41 26.3 W073 05.6

Apt Administration 652486258. 65 2236316, 65 2363164, 65 2775237, 65 486 361 (EXT 6361), 65 486 366 (EXT 6366), 65-2-236316, 65-2-252763; Mobile 942075147, 942075148, 976688032; aespinoza@aduana.cl, aojeda@investigaciones.cl, polint.pmo@investigaciones.cl, tramitespmontt@aduana.cl, zppmontt@aduana.cl. ARO 65 2486221;

aro.eltepual@dgac.gob.cl. Apt Manager 65 486 201 (EXT 6201).

17/35 8694' CONCRETE. PCN 54/R/B/W/T. TODA 17 8891'. TODA 35 8891'. HIRL. HIALS 35.

H24. ATND SKD O/R Mon-Sat 1230-2230Z, Sun/Hol 1230-2200Z. Customs: O/R, 24 hrs PNR.

CAUTION: Airport not available as night alternate.

CAUTION: trees in the vicinity of Rwy, affecting approach surface for Rwy 35, average obstruction height is 39' (12m).

CAUTION: obstacles in Approach surface of Thr 17, interfering 2% slope:

- trees, 46' (14 m) high, located 843' (257 m) from Thr 17,
- trees, 62' (19 m) high, located 984' (300 m) from Thr 17,
- trees, 75' (23 m) high, located 1145' (349 m) from Thr 17,
- trees, 72' (22 m) high, located 1401' (427 m) from Thr 17,
- trees, 69' (21 m) high, located 1558' (475 m) from Thr 17,
- trees, 36' (11 m) high, located 1145' (349 m) from Thr 17,
- trees, 46' (14 m) high, located 1558' (340 m) from Thr 17.

Birds in vicinity of airport.

Due to limited general aviation parking on south apron, for aircraft spending the night, prior coordination with ground control 24 HRs before arrival required.

F-4, Jet A-1.

ABN. Fire 7 H24.

Puerto Montt (Marcel Marchant)

367' SCPF +04:00* S41 27.5 W072 55.1

CHILE

Apt Administration Mobile 961734275; ad.scpf@dgac.gob.cl. ARO 652486296; Mobile 961745048. Apt Manager 652252182.

01/19 3281' ASPH/CONC.

THR 01 first 466' (142m) asphalt, next 1969' (600m) concrete, last 846' (258m) asphalt.

SR-SS. ATND SKD SR-SS.

CAUTION: Pedestrians and animals entering vicinity of THR 01.

CAUTION: Unlighted power and TV lines 656' (200m) affect transition surface.

CAUTION: 394' (120m) before THR 19, uneven surface due to ditch 16' (5m) wide by 16' (5m) deep.

CAUTION: Cranes 131 ft (40m) tall approx 2625 ft (800m) N of THR 19.

CAUTION: Fueling will not be conducted during moderate to severe rain due to the risk involved.

CAUTION: power line 26' (8 m) high, not lighted, located 640' (195 m) from THR19.

CAUTION: television cables approximately (10 m) high, located 656' (200 m) North THR 19, affects transition surface.

CAUTION: long power line, 39' (12 m) high, located on east side and 230' (70 m) from RWY center line, affects transition surface.

Caution: High voltage cable marked, in sector of Canal Tenglo, 312' (95 m) above sea level.

RWY, TWY and fuel pit are for public use. Ramp and parking restricted to air club aircraft and transit aircraft with previous coordination.

Foreign aircraft after fueling 100/130 and JP1 park on east side of TWR.

Prohibited to board and deplane passengers in fueling area AVGAS and JP1.

Preferred traffic patterns: RWY 01 Right hand traffic, RWY 19 Left hand traffic.

Aerial Taxiing prohibited on twy A btn twy B and twy C. Helicopters use Rwy 01/19. For instructions, please contact Paloma Info.

TWY Alfa, TWY Delta (North side) and APN of Hangar 3 are designated for maintaining engines tests.

The loading of aircraft and helicopters is prohibited unless authorized by the administration of the Puerto Montt Air Club.

Helicopter autorotation procedures are prohibited.

VFR training at the aerodrome.

Acf and vehicles must contact Palmo Info on 127.3 MHz prior to entering twy, apron or fuel pit.

F-4, JP-1.

Puerto Williams (Guardiamarina Zanartu)

88' SCGZ WPU -04:00* S54 55.9 W067 37.6

Apt Administration 612745513. ARO 612745514; aro.williams.@dgac.gob.cl. ATC 612745511, 612745512; Ad.williams@dgac.gob.cl. Apt Operator 612745416.

08/26 4724' ASPHALT. PCN 33/F/A/X/T. HIRL. SR-SS.

CAUTION: Depression in land at 3084' (940 m) right side of Thr 08 and at 95' (29 m) of Thr 26, on East of Rwy centerline.

CAUTION: Depression in land 23' (7 m) before Thr 08 and 13' (4 m) before Thr 26.

CAUTION: Shed 131' (40 m) South of Thr 26. Max 90' (27 m) height AMSL and 42' (12.75 m) height AGL.

CAUTION: Antenna with day and night signaling, 33' (10 m) height, 262' (80 m) South of Rwy centerline and 66' (20 m) West of Thr 26.

CAUTION: Birds in vicinity of Apt.

CAUTION: Softening and unevenness on Rwy strip.

CAUTION: Antenna 443' (135 m) height, white, with day / night signaling, 0.3 NM (1 km) of Thr 26.

CAUTION: Possible vessels without lighting masts on final approach of Thr 26.

CHILE

Ramp unmarked. No parking guidance provided, entering or exiting.

Engine Test Areas: Thr 08 and Thr 26, subject to conditions of air traffic.

WDI located 689' (210 m) from THR 05, WDI located 505' (154 m) on Southwest side of Thr 26 and 171' (52 m) on West side of Twy axis.

ABN. Fire 5 ARFF CAT 5 O/R with 10 days prior notice and within AD HRS.

Punta Arenas (Carlos Ibanez Del Campo Intl)

Apt of Entry

139' SCCI PUQ -04:00* S53 00.2 W070
51.2

Apt Administration 64-2745401; Fax 61-2214623; ap.pta.arenas@dgac.gob.cl, oirspptaarenas@dgac.gob.cl. 61-2745423, 61-2745464. ARO 61-2745417, 61-2745421; Fax 61-27455462; aro.arenas@dgac.gob.cl. ATC 61-2745429. Apt Manager On Call 61-2745405.

01/19 5502' CONCRETE. PCN 40 F/A/W/T. TODA 01 5699'. TODA 19 5699'. HIRL.

RMK: Runway 01/19 use caution due to runway surface deteriorating from THR Rwy 19 to 1148' from THR Rwy 19 and at the intersection with TWY Charlie.

07/25 9154' CONC/ASPH. PCN 75/R/B/W/T. TODA 07 10138'. TODA 25 9350'. ASDA 07 9941'. ASDA 25 9350'. HIRL. HALS 25.

12/30 7874' CONC/ASPH. PCN 40 F/A/W/T. TODA 12 8071'. TODA 30 8071'. HIRL.

13 3937' CONCRETE. PCN 40/F/A/W/T. RL.

26 8366' CONC/ASPH. PCN 75/R/B/W/T. RL.

H24. ATND SKD H24. Customs: Customs: Mon-Fri 1130-2300Z, Sat-Sun 1100-2300Z, Mon-Sun 0300-1100Z O/R. Immigration: H24 O/R for Intl flights. Other PNR.

CAUTION: Trees, 13' (4 m) high, affecting 2 percent slope of approach surface of Rwy 19.

CAUTION: Trees, 13' (4 m) high, affecting 2 percent slope of approach surface of Rwy 07.

CAUTION: obstacle for RWY 01/19, electric line posts 34' (10.5 m) high located 984' (300 m) NNE of THR 19.

CAUTION: obstacle, 4.6' (1.4 m) high, located 230' (70 m) from RWY 07 centerline in NE sector of THR 07.

CAUTION: obstacle, signaled, 3' (1 m) high, located 184' (56 m) before THR 07 and 85' (26 m) to RWY extension.

CAUTION: obstacle, signaled, 3' (1 m) high, located 181' (55 m) before THR 12 and 75' (23 m) to RWY extension.

CAUTION: three electricity poles, 26' (8 m) high, not signalized, located 1526' (465 m) from THR 30,in sector SSW, interfere APCH / DEP surface.

CAUTION: electrical cameras located 1' (0.20 m) above ground level, in south sector of the RWY 07/25.

CAUTION: hangars and terraces located 587' (179 m) from THR 30.

CAUTION: natural obstacles impacting APP/DEP surface and surpassing it, details as follow:

- tree located 397' (121 m) from THR 12,
- tree located 696' (212 m) from THR 12,
- set of trees located 984' (300 m) from THR 12.

CAUTION: trees 13' (4 m) high located 328'(100 m) from THR 19, in N sector, impacting APP/DEP surface.

CAUTION: water basin, not signalized, located 2828' (862 m) to THR 01 in SW sector, impacting APP/DEP surface.

CAUTION: terrain and bushes located 509' (155 m) to THR 25 in SE sector, impacting APP/DEP surface and surpassing it.

CAUTION: three aeronautical antennas located 2175' (663 m) THR 01 in SW sector, impacting transition surface.

CAUTION: three electricity poles, 13' (4 m) high, not signalized, located 1526' (465 m) from

CHILE

THR 30, in sector SSW, interfere APCH / DEP surface.

CAUTION: three wind turbines 410' (125 m) high, located 3 NM (6.1 km) from Thr 19, in N sector. Instructions via Twr or Gnd.

CAUTION: column no 1 180' (55 m) in coordinates 525636 S 704833 W, column no 2 213' (65m) in coordinates 525636 S 704834 W, sector Planta Metanex, lighted day and night.

CAUTION: land depression 13' (4 m) deep, on the right side of Rwy 07 between initial 328' (100 m) and 656' (200 m).

CAUTION: wind farm in sector Cabo Negro, three wind turbines located 2.6 NM (4.8 km) North from Thr 19, 243' (74 m) high, marked with white and red stripes on blades and flashing lights.

Birds in vicinity of airport.

The following aircraft must be brought to the hold short line for departure: B787, B462, RJ1H, B737, B767, DC8, IL76, K35E, A318, A319, A320 and A321. Other aircraft should coordinate with ramp supervisor.

Parking positions 6A and 6B not available when Acft B787 parked on bridge nr 1, for instructions contact Puntas Arenas Ground Control.

Apron limited, entry and exit of crew, passengers and cargo from Acft that must be parked outside apron, should be carried out in vehicles of external companies, previously coordinated and charged.

F-4, Jet A-1.

ABN. Fire 7 H24.

Pupelde see Ancud

Puyuhuapi

45' SCPH -04:00* S44 23.0 W072 35.6

18/36 3379' ASPH/TRTD. AUW-44.

SR-SS.

CAUTION: Strip reduced to a width of 98' (30 m) due to mounds of earth, pools of water,

ground depressions, 12" (30 cm) height wooden stakes, concrete gutters, grass and tall weeds.

CAUTION: Rwy 11/29 trees on both sides of Rwy and 82' (25m) from the Rwy edge, with a height of 66' (20 m).

CAUTION: Pothole 6' (1.8 m) deep 108' (33 m) prior to Thr 36.

CAUTION: Trees with a height of 39' (12 m) located on the left side of Thr 18 affecting the surface transition.

CAUTION: Trees with a height of 52' (16 m) located 295' (90 m) Southeast and Southwest of Thr 36 affecting the approach and departure surface.

CAUTION: Trees with a height of 39' (12 m) located 276' (84 m) prior to Thr 36 affecting the approach and departure surface.

CAUTION: Trees with a height of 46' (14 m) located 95' (29m) from the edge of Rwy on both sides of the Rwy affecting the approach and departure surface.

CAUTION: Wildlife in vicinity of airport.

Quellon

42' SCON -04:00* S43 08.1 W073 38.1
ARO 223307821, 223307822, 652486293,
aro.antofagasta@dgac.gob.cl; Mobile 9
61735294; Fax 552225022.

04/22 3937' ASPHALT. PCN 15/F/C/Y/T. RL.

SR-SS.

CAUTION: Birds in the vicinity.

CAUTION: First 656' (200m) Runway 22 not visible from Tower. Operation in this zone is at user's discretion.

CAUTION: 394' (120m) North on runway center line, moving obstacles on public road.

CAUTION: Boat 164' (50m) from threshold 04, height of 49' (15m), affecting departure and arrival.

CHILE

CAUTION: Electric post 105' (32m) North Northwest of threshold 22, height of 39' (12m), affecting surface transition area.

CAUTION: Antenna due Southwest of threshold 04 394' (120m), height 49' (15m).

CAUTION: 2 earth mounds located 82' (25m) from RWY 22 edge, 492' (150m) from threshold, 7' (2m) in height.

CAUTION: Trees located 272' (83m) from RWY edge, 56' (17m) height.

CAUTION: Trees located 338' (103m) from RWY edge, 69' (21m) height.

CAUTION: houses 21' (6.5m) high, on the hill 341' (104m) from RCL, in central sector of AD.

CAUTION: Trees located 427' (130m) from THR 04, 16' (5m) height, affecting departure and arrival.

Quintero

12' SCER Mil. -04:00* S32 47.4 W071 31.3
(032) 223293319. ARO (032) 2269442. ATC (032) 2269444.

02/20 3937' CONCRETE. D-100, S 49.

Mon-Fri 1200-2100Z. Sat, Sun, Hol W/O ATTN.

CAUTION: Birds in vicinity of the airport.

CAUTION: RWY 02/20 poor surface conditions at 984' (300m) from THR 20 and 3' (1m) to the east of the RWY axis.

CAUTION: Six power line towers approximately 82' (25m) high, located 2nm (3.7km) East of Thr 20. Obstacles without day / night signals.

Fire 1.

Rancagua (La Independencia)

1610' SCRG QRC -04:00* S34 10.4 W070 46.5

Apt Administration (2) 24363133; Mobile 991581866. ARO 226682750, 226682751; Mobile 976200399. ATS 222955233. Aeroclub 56 9 8771 8117.

03/21 5259' ASPHALT. AUW-50. RL.

Mon-Sun/Hol: 1230Z-SS. ATND SKD Mon-Sun/ Hol: 1230Z-SS.

CAUTION: from SS-1230Z due to Opr Acft of Chilean army.

CAUTION: Animals in the vicinity of Rwy 03/21.

CAUTION: trees, 26-39' (8-12 m) high, located 246' (75m) W of and along RWY 03/21.

CAUTION: trees, 26-33' (8-10 m) high, located 246' (75 m) E of and along RWY 03/21.

CAUTION: trees and shrubs, 16-33' (5-10 m) high, located 197' (60 m) N of Thr 21.

CAUTION: fuel pit, 5' (1.5 m) high, located 49' (15 m) W from Rwy and 3478' (1060 m) from Thr 21.

ARO not for use by civil Acft Coordinate flight plan via IFIS or via tel Rancagua Twr.

AVGAS 100/130 and Jet A1 available PNR with Aeroclub.

CAUTION: building, 26' (8 m) high, located 131' (40 m) W from RWY and 3100' (945 m) from Thr 21.

CAUTION: power line, located in the fueling area, 33' (10m) high, going down to 3' (1 m) at the edge of Twy B.

CAUTION: helicopters are required to be towed into the fueling area with their engines shut off.

CAUTION: hills 3' (0.9 m) height on both North and South sides of Twy A.

CAUTION: All aircraft before start-up must contact Twr or Ground Control when passing the Apt vertically.

For parking and overnight prior coordination required with Club Aereo de Rancagua via tel.

CONAF platform limited to the exclusive use of CONAF located West of Thr 21 with measurements 79' (24 m) width, 358' (109 m) length with South access to track 138' (42 m) long, 26' (8 m) width and total resistance of 16,094 lbs (7,300 kg).

F-4, Jet A-1.

Ricardo Garcia Posada see El Salvador

CHILE

San Felipe (Victor Lafon)

2162' SCSF SSD -04:00* S32 44.7 W070
42.3

Apt Administration 224363719, 224363720;
zonal.central@dgac.gob.cl. H24 971513644.

16/34 3346' ASPHALT. AUW-17.

Rwy 16 Right-Hand Circuit.

SR-SS.

CAUTION: Trees between 46' (14m) and 98'
(30m) tall, E side of Rwy, affecting Rwy end visibility.

CAUTION: First 984' (300m) of Rwy 15, E side,
is an irrigation ditch.

CAUTION: 148' (45m) antenna on S side of Rwy.

CAUTION: Rwy has sloping terrain.

CAUTION: First one-third of Rwy 33, right side,
does not have stripdue to dirt mounds.

CAUTION: Trees 98' (30m) high in transition surface, rightside of Rwy 33.

CAUTION: People and animals on the Rwy.

CAUTION: Irrigation ditch 1.6' (50cm) deep at 197' (60m) from Thr 15 crossing perpendicular to the North of the strip.

CAUTION: Trees 984' (300m) North of Thr 15.

CAUTION: Trees 49' (15m) height on strip Rwy 15 NE sector.

CAUTION: Trees between 66' (20m) and 98'
(30m) tall located in approach Thr 33, affecting approach surface.

CAUTION: Poles and power lines without signaling located at 167' (51m) East of RCL.

For operational coordination contact required via Operation Tel.

F-4.

San Pedro De Atacama

7960' SCPE -04:00* S22 55.3 W068 09.5

14/32 6562' ASPHALT. PCN 25F/A/X/T.

SR-SS.

CAUTION: Rwy 14/32 by fixed recessed bases for Rwy edge lighting and Wing Bar on Thr 14 and Thr 32, 0.1' (30 cm) height.

CAUTION: Mound of soil 5' (1.4 m) height, located between 157' (48 m) and 354' (108 m) NE from Thr 14, affects Rwy 14surface approach.

San Sebastian

50' SCSS -04:00* S53 18.9 W068 39.5

08/26 3609' GRAVEL. AUW-12.

SR-SS.

CAUTION: Due to possible animal entry in the vicinity of Apt.

Santiago (Arturo Merino Benitez Intl) Apt of Entry

1555' SCEL SCL -04:00* S33 23.7 W070
47.6

Apt Administration 2 24363233; Fax 26019529;
operaciones_amb@dgac.gob. cl. Customs 9 998895778, Immigration 2 29955221; Mobile 9 966294443; itinerarios@dgac.gob.cl, movimientos.ops@nuevopudahuel.cl, operaciones@nuevopudahuel.cl, planificacionops@nuevopudahuel.cl. ARO 2 24363227, 2 24363524, 2 24363584; H24 982391251; Mobile 977338267; Fax 2 26019366.

17L/35R 12303' ASPHALT. PCN 63/F/B/W/T.
LDA 35R 10499'. HIRL. HALS 17L. ALS 35R.

Rwy 17L Right-Hand Circuit.

17R/35L 12467' ASPHALT. PCN 115/F/D/W/T.
HIRL. HALS 17R.

H24. Customs: O/R 2HR PNR.

CAUTION: Twy ZULU1 between Twy PAPA and ramp Whisky only allows code CHARLIE aircraft.

CAUTION: Airhorns to scare birds Rwy 17/35.

CAUTION: laser activity inthe vicinity of Apt. Laser hand pointers glare during approach and takeoff procedures between GND and 10000'.

CHILE

CAUTION: parking 11, 12, 14 entry at minimum power only, if not available then towing required.

CAUTION: parking 21 is divided in new parking 21B available only for ACFT narrow body critical Acft A321, without safegate. Old version of parking 21 only for wide body Acft with safegate critical Acft B787-900. Both versions with fuel pit.

For better allocation, all non-scheduled cargo flights and other special passenger or cargo flights must be coordinated 72 hrs in advance and agreed on schedule with Apt operations via email.

Due to Acft congestion, PPR for all non regular, specials and/or charter flights of passengers intended to be performed to/from SCEL, must request its schedule with at least 72 HR before via email.

72 hr PPR/PPR for non-scheduled cargo flights between 2300-0600LT.

Every non-scheduled international operation to Apt must previously coordinate handling service and indicate that, in the corresponding request of entering and overflight on Chile, or in the flight plan form.

Apt prohibited to gliders and ultralights ops due to traffic congestion.

Birds in vicinity of airport.

SMR Radar available for movement guidance of aircraft and vehicles in aircraft marshaling area.

Noise mitigation to arrival ops only, Rwy 17R. Winter 0200 to 0359Z. Summer 0100 to 0259Z. Aircraft type A320 or less without the use of reverse.

Twy PAPA not available between Twy UNIFORM and Twy ROMEO.

IFR training approved only when visibility and ceiling permits VFR OPS. Twy PAPA closed between Twy ZULU 1 and ZULU 2 while Acft is parked. Instructions: Santiago Gnd Control.

Acft in parking without boarding bridge must not unboarding passengers if transfer buses are not ready to transfer passengers to terminal building.

All flight plans sent through AFTN/AMHS network departing from SCEL Apt must be sent only to SCELZPZX address.

Jet A-1.

ABN. Fire 9.

Santiago (El Bosque)

1844' SCBQ Mil. -04:00* S33 33.6 W070 41.1

Apt Administration 229761164; Fax 229761165; ea.operbase@fach.mil.cl. 229760705. ATS 229761162.

03/21 6024' CONCRETE. PCN 32/R/B/W/T. RL.

Mon-Thu 1130-2030Z, Fri 1130-1930Z.

CAUTION: Birds in vicinity of airport.

Caution: Building 171' (52m) in height, 0.30NM SE from threshold rwy 03. Affects approach.

Non-military aircraft PNR.

Apt operational for small Acft. Other Acft require previous permission via Operation Tel.

ABN. Fire 5 Mon-Thu 1130-2030Z, Fri 1130-1930Z Cat 5. Sat-Sun Cat 1.

Santiago (Eulogio Sanchez)

2129' SCTB -04:00 S33 27.4 W070 32.8
Apt Administration 223530201, 223530222, 223530223; Mobile (9) 92995927. 223530202. ARO 223716817, 223716818, 224392151. Apt Operator aro.tobalaba@dgac.gob.cl, authorizations@aerodromotobalaba.cl.

01/19 3471' ASPHALT. AUW-13. LDA 01 3169'. LDA 19 3169'. MIRL. Rwy 01 Takeoff not allowed.

Mon-Fri 1230Z-SS. Sat, Sun, Hol 1300Z-SS. ATND SKD 1200Z-30 min before end of civil twilight.

CHILE

CAUTION: Twy Alpha, Foxtrot, Echo, Bravo, Delta and Whiskey loose pavement.

CAUTION: Parking on sector north of Twr, exercise caution due to uneven surface. CAUTION: Twy Foxtrot, Twy Golf, Twy Whiskey, Twy Lima due to trees along the side.

CAUTION: on Rwy 01/19 strip due to loose elements.

CAUTION: Vertical structure (static Acft monument), 27' (8.3m) high, located at 732' (223m) NW Thr 19, within 66' (20m) radius.

CAUTION: Mast 33' (10 m) high, located 367' (112 m) South from Touchdown Zone Rwy 19 and 200' (61 m) West from Rwy centerline.

Acft which land in the AD, may only operate exclusively in public areas (Rwy 19/01, Twy A, Twy B, Twy C, Twy D and Twy K). Private areas only for Acft authorized from the owners, Club Aereo de Santiago or Club Aereo Personal de Carabineros. Prior request required for any other Acft to enter the private areas of the AD (hangars, aeronautical maintenance center), 48 hrs in advance via email and authorization by the Apt administration. Instructions: Tosalaba Twr and/or Ground Control.

Birds in vicinity of airport.

Operations outside of established schedule, must be coordinated and approved by the aerodrome administration and by the DGAC.

Maneuvering area Rwy 19/01 and Twy Alpha, Twy Bravo, Twy Charlie, Twy Delta and Twy Kilo.

Blast fence for takeoff on the North, 10'x 66' (3 m x 20 m) height without night signaling.

Takeoff from intersections taxiway Kilo is authorized only for police aircraft, military operations, medical evacuations or emergency or any other situation determined by the Air Traffic Control request to Tosalaba Tower.

RWY 01 departures prohibited.

Rwy 19 departure prohibited for multi-engine aircraft with a tailwind present.

Rwy 19 departure restricted for single-engine aircraft with a maximum tail wind of 5 knots.

Boarding and deplaning of passengers is prohibited in the parking area in front of the ARO building and in the fueling area.

Twy Alpha east side, between Twy Charlie and Delta, aircraft parking prohibited. Coordinate with administration AD parking in the SEC.

Tower limited visibility to Twy Delta and South of Twy Alfa.

Crossing Twy A prohibited except for police, military and medical aircraft.

Acft in transit requiring to submit FPL must coordinate previously with Santiago Air Club via Operations Tel.

Clearance for pattern traffic only for aircraft on VFR approach track.

The trialing of banners or other elements is forbidden from and to aerodrome.

Instruction activities are prohibited to all commercial companies, which can only perform 02 operations daily (a Departure and an Arrival by aircraft).

Private basic instruction activities are prohibited carried out by instructors that exercised this activity in form independent.

It is forbidden touch and departure maneuvers, the first flight only, practices of transit circuits, emerged simulated and maneuvers about the field (except Authorization DGAC Express)

HELICOPTER OPERATIONS:

Helicopter operations at Rwy 19.

Observation points in taxiways Bravo and Delta.

Use of observation point in taxiway Bravo and Delta only for authorized helicopters.

Communications prior to takeoffs on Ground Control, once transferred to Tosalaba Tower, air taxi instructions will be given.

No self-propelled helicopter taxi on private areas of the aerodrome.

CHILE

Helicopter fueling must be requested at the helicopter parking spots, or must tow the aircraft to the fueling pits.

Prohibited landing of helicopters on fueling pits.

F-4, Jet A-1.

ABN.

Santiago (La Victoria De Chacabuco)

2100' -04:00* S33 03.0 W070 43.0

02/20 3183' DIRT.

ATND SKD SR-SS.

Fire U.

Santiago (Municipal De Vitacura)

2250' SCLC -04:00* S33 22.8 W070 34.9

Apt Manager (2) 22420836; Mobile 993375452;
Fax (2) 2188171; club@planeadores.cl.

08/26 1804' ASPHALT.

Mon-Fri: 1200Z - SS. Sat/Sun/Hol: 1230Z - SS.

CAUTION: Antenna 98' (30 m) high 656' (200 m) WSW THR 08.

CAUTION: Trees 98' (30 m) high located 279' (85 m) N from the edge of Rwy 08/26.

Overflying the aerodrome at lower than 3500' (1067 m) is prohibited except during takeoff and landing.

For noise abatement, missed approaches will be made on the active runway and begin turn to enter the traffic pattern at 3500' (1067 m).

Aircraft with high levels of noise pollution (Cessna 206 or Cessna 210) must apply power changes consistent with the procedure.

Sun 1700-1800Z take-offs are prohibited by administration, exceptions for military, police and medical flights.

Take-off on Rwy 08 is prohibited except due to wind conditions.

Landing and take-off, low passes, missed approach, simulated emergencies, low flights and approaches other than those established in the Operating Procedures for Aircraft in the AD are prohibited.

Aircraft based and not based on AD may only land if SCLC is the final destination, and with previous presentation of flight plan.

F-4.

Fire U.

Talca (Panguilemo)

375' SCTL TLX -04:00* S35 22.7 W071 36.1

Apt Administration (71) 2233266. Apt Operator 956470641. Ground Services On Call 9 5647 0641.

03/21 3675' ASPHALT. AUW-27. RL.

SR-SS. ATND SKD 0900-2000Z, O/T O/R via Tel.

CAUTION: Loose gravel on Rwy edges.

CAUTION: Holding points to access Rwy are 98' (30 m) west of Rwy centerline.

CAUTION: Trees 79' (24 m) 492' (150 m) north of Thr 21.

CAUTION: Obstacles (Buildings) 20' (6 m) high and 138' (42 m) east of Thr 03.

CAUTION: Row of trees 33' (10 m) high and 534' (163 m) south of approach end of Thr 03.

CAUTION: Construction affecting transition surface at THR03 20' (6 m) average height, parallel RWY left side, at 195' (59.5 m) RCL and at 787' (240 m) THR 03.

CAUTION: Ditch 4' (1.3 m) width, 3' (0.9 m) depth at 279' (85 m) at THR 21, behind perimeter fence.

CAUTION: Marked perimeter fence 6' (1.8 m) height at 190' (58 m) THR 03.

Arriving Acft at Apt must register in the operations office of Club Aereo de Talca.

For night operations prior coordination of lights activation is required at least 12hr in advance via Apt Tel.

F-3, JP-1.

Taltal (Las Breas)

2580' SCTT TTC -04:00* S25 33.8 W070 22.6

CHILE

15/33 4035' ASPHALT. AUW-13.
SR-SS.

Teniente Julio Gallardo see Natales

Teniente Vidal see Coyhaique

Tocopilla (Barries)

3527' SCBE TOQ -04:00* S22 08.4 W070
03.7

14/32 5361' ASPHALT. PCN 91/F/A/Y/T.
SR-SS.

Torres Del Paine (Cerro Guido)

397' SCGD -04:00* S50 58.2 W072 25.2

07/25 3839' DIRT.

SR-SS.

CAUTION: animals in vicinity of Apt.

Valdivia (Las Marias)

13' SCVL -04:00* S39 47.7 W073 14.5

Apt Administration (63) 2216273. (63) 2216273,
965972903. Apt Manager Mobile 982172022.

18/36 3773' CONC/ASPH. AUW-53.

SR-SS.

CAUTION: Birds in vicinity of airport.

CAUTION: Electrical power lines 21' (6.3 m)
high and 525' (160 m) from the Thr 36 affect
approach surface.

CAUTION: Tree line near Thr 36 affects
approach surface with a 11 percent slope.

CAUTION: Trees 394' (120 m) from Thr 18 with
11.9 percent slope above grade.

CAUTION: Perimeter fence and bushes
exceeding 3.3 percent slope in the extension of
strip Rwy 18.

CAUTION: Trees 13' (4 m) height, approxi-
mately 172' (52.5 m) alongside West of Rwy.

CAUTION: Radio controlled and model aircraft
activities 984 ft (300 m) East of airport with
maximum of 3 aircraft at or below 148 ft (45 m)
height on frequency 72 MHz and pulse code

modulation between 0000-0100Z and
1200-2359Z.

CAUTION: Antenna 1247' (380 m) West of Rwy
centerline, with a height of 5' (1.5 m) affects
transition surface.

CAUTION: Obstacle on Rwy 18/36 strip, light-
ing of Rwy/Twy exceeding 2' (0.6 m) AGL.

CAUTION: Signal post affecting approach sur-
face of Rwy 36.

Prohibited to land or park helicopters on
"Prado" sector, (In front of Air Club).

Report position and intentions for departure,
arrival and circuit operations on Las Marias
TIBA (Traffic Information Broadcast by Aircraft)
118.2 MHz; other operations contact Valdivia
(SCVD) Tower 118.3 MHz. When Pichoy Air-
port (SCVD) closed, report position and inten-
tions on Valdivia (SCVD) Tower 118.3 MHz.

Parking in front of terminal and hangar build-
ings available for through traffic only.

Particular aircraft with intentions of parking at
airport overnight, should coordinate with Air
Club Valdivia. Contact airport administration.

Solar lights operates with the following inten-
sity: 3 clicks low, 5 clicks medium and 7 clicks
high. Prior coordination to activate lights is
required via radio (frequency: 122.8 MHz) or
Operations Tel.

ABN, Solar emergency Rwy edgelights, Twy,
Rwy orientation sign, point of stop activated by
clicks via frequency 122.8 MHz.

F-4.

ABN.

Valdivia (Pichoy)

59' SCVD ZAL -04:00* S39 39.0 W073 05.2
Apt Administration (63) 2314302; Fax (63)
2314316; aro.pichoy@dgac.gob.cl. ARO (63)
2314306, (63) 2314307. Ground Services 9
7501 3157, 9 9399 3126.

CHILE

- 17/35** 6890' ASPHALT. PCN 57/F/C/W/T. TODA 17 7087'. TODA 35 7087'. HIRL. HIALS 35.
CAUTION: Trees 30' (9 m) high, located 984' (300 m) N from Thr 17.
CAUTION: Trees 59' (18 m) high, located 591' (180 m) NNW from Thr 17.
CAUTION: Trees 59' (18 m) high, located 1312' (400 m) SSE from Thr 35.
CAUTION: Trees 98' (30 m) high, located 705' (215 m) from Rwy and parallel to RCL.
CAUTION: Aircraft with weight greater than 12566lbs (5,700kg), prohibited to do 180° turns on its own axis on apron. For instructions contact Valdivia Ground Control.
CAUTION: RWY strip with irregular surface.
CAUTION: Drainage ditch 5' (1.5 m) deep, located 394' (120 m) W from Thr 17.
CAUTION: Concrete structure 16x7' (5x2 m), 6" (15 cm) high, located at RESA Thr 17.
CAUTION: Air horns and scarecrows located around the Thrs, Rwy's and twy zones. Shot-guns in use and activated 1 hr prior to scheduled commercial traffic and then removed.
CAUTION: Trees 66' (20 m) high, located West from Rwy 17 and 394' (120 m) from Rwy strip with 17 percent slope affecting transition surface.
CAUTION: Trees 20' (6 m) high, located East from Rwy 35 and 197' (60 m) from Rwy strip with 10 percent slope affecting approach surface.
CAUTION: Trees and shrubs 11' (3.4 m) high, located East from Rwy 35 and 62'(19 m) from Rwy strip with 18 percent slope affecting transition surface
CAUTION: Trees 8' (2.4 m) high, located East from Rwy 35 and 197' (60 m) from Rwy strip with 4 percent slope affecting approach surface.
- CAUTION: Tree 72' (22 m) high, located 755' (230 m) Southeast from Thr 17 with 18 percent slope affecting transition surface.
CAUTION: Weeds and trees 14' (4.2 m) high, located Southeast from Thr 35 and 240' (73 m) from Rwy strip with 5.58 percent slope affecting approach surface.
Birds in vicinity of airport.
Aerodrome limited to two simultaneous air carrier operations with a minimum of 30 minutes between operations, due to limited terminal building capacity.
Interval of 45 min is set between commercial flights itinerants due to capacity of terminal building and to mitigate passenger congestion. Exempts for Acft with capacity less or equal to 19 passengers.
Fueling with simultaneous operations is only allowed in Parking 1 and 2; Parking 2 prohibited for ACFT type B737.
Jet A-1.
ABN. Fire 7 1300-2200Z.
- Vallenar**
1758' SCLL VLR -04:00* S28 35.8 W070 45.3
512617554, 989028212, 993452764. ARO Mobile 961752166.
10/28 4518' ASPHALT. PCN 25/F/A/X/U.
SR-SS.
CAUTION: antenna 138' (42 m) high at 2.7 NM, NNE of Vallenar.
CAUTION: Rwy 10/28 possible people or animals transit.
Apt operate without auxiliary power.
Emergency lighting available on Apt only for medevac or natural catastrophes decreed by the Government. Prior notice required to consult the operational status of the lighting system with Club Aero de Vallenar via Operations Tel.

Victor Lafon see San Felipe

CHILE

Victoria

1150' SCTO ZIC -04:00* S38 14.7 W072
20.9

452456410, 939552181, 958140185,
961737783, 971418031, 992272917; Mobile
991581741. ARO (45) 2554926.

01/19 3478' ASPH/CONC. PCN 9/F/B/Z/T.

SR-SS.

All operations must be coordinated with ARO Temuco in its service hour via Tel, other times coordination must be provided via Operations Tel 1 hr before departure.

For health care, aeromedical service or natural catastrophe evacuations decreed by the government coordination with the Head of the Sanitary Department via Tel.

For Apt operations in case of natural catastrophes decreed by the government coordination required via Tel.

For assistance with access to the premises and opening of gates in aero-medical or natural catastrophe evacuations, prior coordination via Tel, 1 hr in advance to the scheduled time of Departure.

Villa O'Higgins

899' SCOH -04:00* S48 28.1 W072 33.8

On Call 939234071.

16/34 4265' ASPHALT. PCN 19/F/A/Y/T.

SR-SS.

CAUTION: 262' (80 m) hill, 3609' (1100 m) north of Rwy 16 threshold.

CAUTION on RWY 16/34 due to fence in a poor condition, the presence of people and animals may be apparent.

CAUTION: Trees 37' (11.3 m) tall, 564' (172 m) from Thr 16 which affects the approach surface.

CAUTION: Trees 71' (21.5 m) tall, 157' (48 m) West from the Rwy edge which affects the transition surface.

CAUTION: Rwy 16/34 is equipped with fixed emergency lights which are only available for

MEDEVAC or natural disasters and must be requested via Tel for operation of lighting.

Villa Portales see Lonquimay**Vina Del Mar**

461' SCVM KNA -04:00* S32 57.0 W071
28.7

Apt Administration Mobile 961752059. ARO 224392746; H24 (32) 2572290; Mobile 961750277; aro.vina@dgac.gob.cl. Apt Operator 32 2522291, 32 2522317, 32 2572319, 32 2572356.

05/23 5741' ASPHALT. PCN 30/F/B/X/T. TODA 05 5938'. TODA 23 5938'. RL.
H24.

CAUTION: Birds in the vicinity of the airport.

CAUTION: Ultralight and paraglider activity in vicinity of airport.

CAUTION: Twy Juliet without lights, airport does not have follow me, except for Medevac Actf.

CAUTION: Commercial apron without lights, airport does not have follow me, except for Medevac Actf.

Commercial Aviation ramp availability is for 4 aircraft max. Coordinate 2 hr PPR before parking.

Twy Echo/Foxtrot and military apron lighting only available between sunset-sunrise due to the operating of solar lighting system.

Fire fighting flights have priority over others, except high congestion in control zone from December to March. Delays are expected.

ABN. Fire 5.

Isla De Pascua

Isla De Pascua (Mataveri Intl) Apt of Entry
227' SCIP IPC -06:00* S27 09.9 W109 25.3
Apt Administration (56) (32) 2100237; Fax (56) (32) 2100245; ap.pascua@dgac.gob.cl. ARO aro.mataveri@dgac.gob.cl. ATS On Call Sat:

CHILE

00881652418475. Ground Services puna- ABN. Fire 9 Mon-Fri 1500-2300Z, Sat-Sun
vai949@gmail.com. 1700-2130Z.

10/28 10827' ASPHALT. PCN 65/F/C/W/T. **Mataveri Intl see Isla De Pascua**
HIRL.

11 8202' ASPHALT. PCN 65/F/C/W/T. RL.

Mon-Fri 1500-2300, Sat-Sun 1700-2130Z.
ATND SKD Mon-Fri 1500-2300Z, Sat-Sun
1700-2130Z. Customs: O/R.

CAUTION: Birds in vicinity of Apt and Rwy edges.

CAUTION: Laser and pointer glare during approach procedure between ground and 6000' (1829 m).

CAUTION: Obstacle Rwy 10/28 located at 7382' (2.250 m) Thr 28 and 394' (120 m) N from Rwy centerline, by Montes de Piedra.

CAUTION: Trees 98' (30m) 656'(200m) N of Rwy, and 108'(33m) 492'(150m) S of Rwy.

180° turns at Thr 10 and Thr 28 only for Acft of medium wake category or higher.

Fuel not available for itinerant Acft.

Takeoff from Rwy 10 permitted via taxiway B for Acft weighing less than 26455 Lbs (12000 kg), Acft with a weight greater than 26455lbs (12000kg) should takeoff from the Thr.

Takeoff from Rwy 10/28 at intersection of Rwy 10 and Twy Bravo is prohibited to aircraft heavier than 26455lbs (12000kg), remaining distance of Rwy is 8038' (2450m). Also, take off from Rwy 10/28 at intersection of Rwy 10 and Twy Charlie is prohibited to aircraft heavier than 26455lbs (12000kg), remaining distance of Rwy is 8497' (2590m).

Towing preferred for pushback from stand 1 and 2 for medium and higher wake category Acft up to Twy CHARLIE or followed by PascuaControl. Coordinate with Platform Supervisor in accordance to local procedures.

Fueling services and payment method require coordination 48hr before by email. AVGAS O/R.

F-4, Jet A-1.

COLOMBIA

3 De Mayo see Puerto Asis**Acandi**

50' SKAD -05:00 N08 29.8 W077 16.4

17/35 3937' GRAVEL. AUW-24.

1100-2300.

Aguachica (Hacaritama)

554' SKAG -05:00 N08 14.8 W073 34.8

12/30 3937' ASPHALT. PCN 35/F/B/X/T. TODA

12 4921'. TODA 30 5085'. ASDA 12 4134'.

ASDA 30 4134'.

1100-2300.

Aguas Claras see Ocana**Alberto Lleras Camargo see Sogamoso****Alfonso Bonilla Aragon Intl see Cali****Alfonso Lopez Pumarejo see Valledupar****Alfredo Vasquez Cobo see Leticia****Almirante Padilla see Riohacha****Antonio Narino see Pasto****Antonio Roldan Betancourt see Carepa****Apiay (CAPT Luis F Gomez Nino)**

1235' SKAP Mil. -05:00 N04 04.6 W073 33.8

Apt Administration 60 (8) 6616412 ext. 1433, 60 (8) 6616412 ext. 1434, 60 (8) 6616412 ext. 1466, 60 (8) 6616412 ext. 1485.

10/28 8222' ASPHALT. PCN 54/R/B/W/T. RL.

ALS 28.

H24. ATND SKD H24.

F-4, Jet A-1.

ABN. Fire 7.

Arauca (Santiago Perez)

423' SKUC AUC -05:00 N07 04.1 W070 44.2

Apt Administration 60 (7) 8852297. ARO 60 (7) 8857450. ATC 60 (7) 8853343.

11/29 6890' CONC/ASPH. PCN 81/F/B/X/T. RL.

Rwy 11 Right-Hand Circuit.

1100-0200Z. ATND SKD 1100-0200Z.

CAUTION: obstacles, antennas and trees, located 98' (30 m) from Rwy 11 threshold.

CAUTION: Tower visibility reduced to 1969' (600 m) due to presence of trees.

CAUTION: potholes present on Rwy 11/29 between Twy C and Twy D.

CAUTION: antenna 302' (92 m) high in vicinity of Apt.

CAUTION: potholes present on Rwy 11/29 between Twy C and Twy B.

Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 5.

Armenia (El Eden)

3976' SKAR AXM -05:00 N04 27.1 W075 46.0

Apt Administration 7473473, 7479400. ARO 7479302. ATC 7479322.

02/20 7612' ASPHALT. PCN 50/F/B/X/T. TODA 20 8202'. ASDA 20 8005'. MIRL.

0000-0430Z and 1030-2359Z. ATND SKD 0000-0430Z and 1030-2359Z. Customs: 0000-0430Z and 1030-2359Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Visibility from Control Tower reduced to Rwy 02 due to high trees.

Parking in the fueling area is prohibited, Acft must move once refueling is complete.

Jet A-1.

ABN. Fire 6.

Bahia Solano (Jose Celestino Mutis)

79' SKBS BSC -05:00 N06 12.2 W077 23.7 ATC 60 (4) 6827039.

18/36 3937' ASPHALT. PCN 10/F/B/X/U. 1100-2300Z. ATND SKD 1100-2300Z.

COLOMBIA

CAUTION: possible presence of personnel, livestock and vehicles on Rwy 18/36.

CAUTION: Control Twr visibility reduced by weeds and polarized glass.

CAUTION: Trees in vicinity of Thr 18.

CAUTION: Control Twr without visibility between Twy B and Thr 18 and without visibility to Thr 36.

CAUTION: weed on Rwy 18/36 strip.

CAUTION: potholes between Twy A and Twy B on Rwy 18/36.

Daily between 1300-1400Z and 1800-1900Z, Apt limited and operating as not controlled.

F-4, Jet A-1.

Baracoa see Magangue

Barranca De Upia

940' -05:00 N04 34.0 W072 58.0

16/34 3215' GRASS. S 27.

SR-SS.

Barrancabermeja (Yarigüies)

414' SKEJ EJA -05:00 N07 01.4 W073 48.4

ARO 6204417. ATC 6204492. Apt Operator Fax 6204493.

04/22 5272' ASPHALT. PCN 62/F/C/X/T. TORA 04 5600'. TORA 22 5764'. TODA 04 5906'. TODA 22 6027'. ASDA 04 5600'. ASDA 22 5764'. MIRL.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in the vicinity.

CAUTION: Tall trees 60' (18 m) height, 98' (30m) from Thr 22. Exercise caution on approach and take-off.

Apron limited for non-regular aviation, parking positions and overnight must be coordinated in advance with Apt Operations East Control Center.

Apron limited for non-regular aviation between 1330-2030Z, loading and unloading operations

must be coordinated in advance with Apt Operations East Control Center.

F-4, Jet A-1.

ABN. Fire 6.

Barranquilla (Ernesto Cortissoz) Apt of Entry

95' SKBQ BAQ -05:00 N10 53.4 W074 46.8

Apt Administration 3348052, 3348057, 3348060, 3348066, 3348069, 3348114, 3348130, 3348190; cecoa@aeropuerto-baq.com. ATC 3348315. ATS 3348443. Ground Services 3348192 Ext.101-155; satecsa@hotmail.com.

05/23 9846' ASPHALT. PCN 62/R/B/X/T. HIRL. HALS 05.

H24. ATND SKD H24. Customs: H24.

Caution: Daily ascent of free balloon above apt ground to unlimited.

Twy A3 and A4 simultaneous operations for aircraft category C or lower. Twy 3 restricted when category D aircraft on A4.

Acft entering or exiting Twy B3 must be towed during Night or IMC.

F-4, Jet A-1.

ABN. Fire 7.

Benito Salas see Neiva

Bogota (El Dorado Intl) Apt of Entry

8358' SKBO BOG -05:00 N04 42.1 W074 08.8

Apt Administration 60 (1) 4251000. ARO 60 (1) 4251000 ext 2253, 60 (1) 4251000 ext 2791. ATC 60 (1) 4251000 ext 2734.

14L/32R 12467' ASPHALT. PCN 104/F/D/W/T. TODA 14L 12959'. TODA 32R 12959'. HIRL. ALS 14L.

Rwy 32R Right-Hand Circuit.

14R/32L 12467' ASPHALT. PCN 119/F/C/W/T. TODA 14R 13451'. TODA 32L 13451'. ASDA

COLOMBIA

- 14R 12664'. ASDA 32L 12664'. HIRL. ALS 14R.
- Rwy 14R Right-Hand Circuit.
- H24. ATND SKD H24. Customs: H24.
- CAUTION: Antena located at N04 51 36 W074 15 72 without illumination.
- CAUTION: Birds in airport vicinity.
- CAUTION: Tower reduced visibility to aircraft parking positions 82-87 and 101-107.
- CAUTION: Control tower located at N04 42 21.83 W074 09 08.41, 282' (86 m) height.
- Between 0500-0959 Rwy 14L and Rwy 14R used for arrivals and Rwy 32R and Rwy 32L for departures.
- Between 1000-1159 Rwy 14L and 14R used for arrivals and departures.
- Between 0301-0459 Rwy 14R used for arrivals. Aircraft with noise quota count (QC) classification equal to or higher than 4 are not allowed to take off from Rwy 14L and Rwy 14R.
- Piston engine aircraft operations are prohibited. In order to raise acceptable levels of safety, aircraft carrying dangerous goods under Class 1 waiver approval, explosives, in any of its divisions, shall use only Rwy 32L for take off maneuvers or Rwy 32R when Rwy 32L is closed.
- Airbus A340-600 using international dock must be towed over Twy B.
- The use of Twy P between Twy K and Twy G is prohibited for category E aircraft.
- The use of reverse thrust on Twy's or aprons is prohibited. The use of reverse thrust is allowed only during the landing and deceleration process on the Rwy for those aircraft for which it is operatively mandatory.
- Unless, there is a restriction on Rwy length availability, aircraft will not be allowed to take off from any Rwy intersection between 0401-1059Z.
- Flight training prohibited.
- Fixed wing aircraft VFR flights are prohibited. Engine run-up and start-up in General Aviation hangars and aprons is prohibited without prior authorizations from the Ground Control units.
- Jet A-1.
- ABN. Fire 10.
- Bucaramanga (Palonegro)**
- 3901' SKBG BGA -05:00 N07 07.6 W073 11.1
- Apt Administration 60 (7) 6569151, 60 (7) 6569400. ARO 60 (7) 6569473. ATC 60 (7) 6569427.
- 17/35** 7795' ASPHALT. PCN 60/F/C/W/T. TORA 17 7388'. TORA 35 7303'. LDA 17 6896'. LDA 35 6896'. TODA 17 7881'. ASDA 17 7388'. ASDA 35 7303'. HIRL.
- Rwy 17/35 contaminated with rubber. Exercise caution.
- 1030-0430Z. ATND SKD 1030-0430Z. Customs: 1030-0430Z.
- CAUTION: Birds in vicinity of airport.
- Aircraft with AUW greater than 12787 lbs (5800 kg) should turn 180 Deg only at end of threshold 17 and 35 in order to avoid damage to PAPI lights.
- F-4, Jet A-1.
- ABN. Fire 6.
- Buenaventura (Gerardo Tobar Lopez)**
- 48' SKBU BUN -05:00 N03 49.2 W076 59.4
- Apt Administration 60 (2) 2434919. ATC 60 317 538 7826.
- 09/27** 3937' ASPHALT. PCN 72/F/B/X/T. RL. 1100-2300Z. ATND SKD 1100-2300Z.
- Use caution on ramp due to proximity of the passenger terminal and control tower.
- CAUTION: High trees at approach end of Rwy 09.
- CAUTION: Reduced visibility of Thr 27 and Rwy 09/27 from tower due to trees.

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CAUTION: People and animals in Rwy 09/27 area.

CAUTION: Birds in vicinity of airport.

Jet A-1.

Fire 4.

Cali (Alfonso Bonilla Aragon Intl) Apt of Entry

3162' SKCL CLO -05:00 N03 32.6 W076 22.9

Apt Administration 2800111; Fax 2800111. ARO 6663240. ATC 4185110.

02/20 9843' ASPHALT. PCN 83/F/B/W/T. TODA 02 10171'. TODA 20 10171'. HIRL. HIALS 02.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of Apt.

CAUTION: paragliders activity in vicinity of Apt. Thr Rwy 02, 180 degree turn prohibited.

Engine runups and testing prohibited without ATS coordination to determine location on parallel Twy or holding point on Rwy 20.

Apron limited, turning more than 90 degree is not authorized to Acft.

Position parking L1 and L2, Acft towing from position nr 3, must be done with nose to North and taxi via Twy Romeo.

Jet A-1.

ABN. Fire 8.

Cali (Marco Fidel Suarez AB)

3165' -05:00 N03 27.6 W076 30.0

06/24 6233' ASPHALT. RL.

F-2.

Fire U.

Camilo Daza Intl see Cucuta

Cananguchal see Villa Garzon

CAPT German Olano see Puerto Salgar

CAPT Luis F Gomez Nino see Apiai

Carepa (Antonio Roldan Betancourt)

52' SKLC -05:00 N07 48.7 W076 43.0

Apt Administration 60 (4) 8296433; Mobile 3206888596; cecoasklc@airplan.aero, insplasklc@airplan.aero.

15/33 6444' ASPHALT. PCN 47/F/C/X/T. TODA 15 6936'. TODA 33 6640'. RL.

Mon-Fri 1030-0200Z, Sat-Sun 1030-2300Z. ATND SKD 1100-2359Z.

CAUTION: Trees, 100' (30 m) height tall, 100' (30 m) from Rwy 33 threshold.

CAUTION: Birds in vicinity of Apt.

CATUTION: Spraying works are being carried out on runway strips 24 hours, exercise caution for the presence of machinery and personnel working.

Any Acft that does not have an approved regular schedule must coordinate prior to Tkof from the Apt of origin parking and / or overnight at the Apt, otherwise a max of 2 hr of stay at the Apt will be allowed and then transfer the Acft to another Apt. The coordination requires sending a request with the following information via email: type of Acft, registration, ARR time, DEP time, contact name of the person in charge of the ground care to the arrival at the airport, contact phone number.

In case the Acft once parked on the ramp of the Apt must be relocated, the request must be completed in a max time of 1 hour. If this requirement is not met, sanctions will be applied per Colombia Aeronautical Regulations (RAC).

In the parking positions, the APU can only turn on previous coordination with the Ramp inspector for a maximum time of 10 minutes.

Jet A-1.

Fire 4.

Carmen De Bolivar

590' SKCB -05:00 N09 41.0 W075 07.6

03/21 4922' CLAY.

COLOMBIA

1100-2300.

Cartagena (Rafael Nunez) Apt of Entry

7' SKCG CTG -05:00 N10 26.5 W075 30.8

Apt Administration 60 (5) 6569203, 605 6931357; Mobile 3157334499; airportctg@sacsa.com.co, cecoa@sacsa.com.co. ARO 3153413225, 60 (5) 6564991. ATC 60 (5) 6662083.

01/19 7940' ASPHALT. PCN 82/F/B/W/T. TORA 19 7841'. LDA 01 7841'. LDA 19 7841'. TODA 01 8333'. ASDA 19 7841'. HIRL.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of airport.

CAUTION: Limited visibility from Twr to Thr 01 and Thr 19 due to trees.

CAUTION: Stopping on the fire station exit area prohibited. Speed up the taxiing maneuver with caution when side step.

CAUTION: Category B Acft roll with caution when making lateral passage sector West position 10 and/or presidential spot with positions occupied.

CAUTION: Taxi with caution when side stepping the presidential spot with occupied position.

CAUTION: Request ATC to leave the current position above the safety zone with precaution until Rwy position 01 or 19, as appropriate.

Noise abatement procedures:

No use of Ground Power Unit (GPU) for turbine start in parking positions 1 to 11.

AD limited - not available for training flights, daily 1600-1900Z.

Aerodrome is limited, landing and immediate takeoff is not authorized, daily 1600-1900Z.

Entry of turbine or jet Acft to the EANCA prohibited.

F-4, Jet A-1.

ABN. Fire 7 Mon, Wed, Fri: 0000-0015Z; Tue, Thr, Sat: 2100-2359Z; Sun: 0000-0015Z, 2100-2359Z.

Cartago (Santa Ana)

2981' SKGO CRC -05:00 N04 45.5 W075 57.4

Apt Administration 2118971. ATC 2119244.

01/19 6644' CONC/ASPH. PCN 58/F/B/X/T. TORA 19 6841'. TODA 01 6841'. TODA 19 7628'. RL.

1100-2300Z. ATND SKD Mon-Fri, 1300-2200Z. Sat, 1300-1800Z.

CAUTION: Birds in vicinity of airport. Gliders present from ground to 8000ft AMSL. Limited visibility from Twr to sector between Twy A and Thr 01 due to trees.

CAUTION: Rwy 01/19 limited, foreign objects detected.

F-4.

ABN. Fire N.

Caruru

647' SKCR CUO -05:00 N01 00.8 W071 17.8

11/29 3281' SAND/CLAY. AUW-27.

1100-2300.

Caucaya see Puerto Leguizamo

Cesar Gaviria Trujillo see Puerto Inirida

Chaparral (Gen Navas Pardo)

2729' SKHA CPL -05:00 N03 43.4 W075 27.9

09/27 3937' ASPHALT. PCN 11/F/B/X/U.

Chigorodo

113' SKIG IGO -05:00 N07 40.6 W076 41.0

16/34 3464' TARMAC.

ATND SKD SR/SS.

Fire U.

Cimitarra

528' SKCM CIM -05:00 N06 22.0 W073 58.2

16/34 4920' TARMAC.

SR-SS.

COLOMBIA

Colonizadores see Saravena**Condoto (Mandinga)**

166' SKCD COG -05:00 N05 04.3 W076

40.6

09/27 3772' ASPHALT.

SR-SS.

Contador see Pitalito**Corozal (Las Brujas)**

565' SKCZ CZU -05:00 N09 20.0 W075 17.1

Apt Administration 60 (5) 2840767; Fax

2840495. ARO 3176465224. ATC 3175387835.

Apt Operator (5) 2499735; Mobile 3206888595;

insplaskcz@airplan.aero, opercecoaskcz@airplan.aero.

03/21 4741' ASPHALT. PCN 42/F/C/X/T. TORA

03 5233'. TORA 21 5413'. TODA 03 5233'.

TODA 21 5413'. ASDA 03 5413'. ASDA 21

5413'. MIRL.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in vicinity of airport.

CAUTION: machinery and personnel working on runway strips, due to spraying works.

No helicopter spot or parking positions.

Aircraft can not be parked outside the demarcated positions.

The taxiway platform is designed for aircraft with wingspans of 118' (36 m) max.

The minimum clear distance between aircraft category "C" is 15' (4.5 m).

The minimum clear distance between aircraft category "B" is 10' (3 m).

Unscheduled Acft PPR for parking or overnight. Otherwise maximum 2 hrs stay allowed.

VMC operations only for 26247' (8000 m) and 1500' ceiling.

In the parking positions, the APU can only be used for a maximum of 10 minutes after coordination with the platform inspector.

Parking on the position of fuel supply is not allowed, after tanking is finished.

If aircraft on the platform must be relocated, request must be met within 1hr.

Rwy 21 is limited only to takeoff operations and Rwy 03 is limited only to landing operations.

Jet A-1.

ABN. Fire 5.

Covenas

197' SKCV CVE -05:00 N09 24.1 W075 41.5

Apt Operator 095-2880334.

06/24 4226' ASPHALT. MTOW-24.

SR-SS.

Cravo Norte

339' SKCN RAV -05:00 N06 19.0 W070 12.7

05/23 3681' ASPHALT.

SR-SS.

Cucuta (Camilo Daza Intl) Apt of Entry

1089' SKCC CUC -05:00 N07 55.6 W072 30.7

Apt Administration 60 (7) 5874885. ARO 60 (7) 5875099. ATC 60 (7) 5875098.

03/21 6316' ASPHALT. PCN 76/F/D/X/T. TODA 03 6808'. TODA 21 6808'. HIRL.**16/34** 7362' ASPHALT. PCN 89/F/D/X/T. TORA 16 7756'. TODA 16 8248'. TODA 34 7854'. ASDA 16 7756'. ASDA 34 7559'. HIRL. ALS 16. 1000-0500Z. ATND SKD H24. Customs: 1000-0500Z.

CAUTION: Birds in vicinity of Apt.

Acft prohibited to perform ground run-ups while located in the parking stands.

Cat C Acft must make 180 turn over 16/34 and 03/21 Rwy Thr due to maintenance of the asphalt layer.

Due to safety reasons and environmental restrictions, Acft operating at SKCC must be

COLOMBIA

towed off from and to the apron, to the location determined by the Apt Inspector.

Turbo-prop Acft must line up in the northeast side of the main apron.

It is prohibited to perform run-ups in the parking stands of the boarding docks.

F-4, Jet A-1.

ABN. Fire 6.

Eduardo Falla Solano see San Vicente Del Caguan

El Bagre (El Tomin)

177' SKEB EBG -05:00 N07 35.7 W074 48.5

01/19 3878' ASPHALT. PCN 8/F/C/W/U. TODA 01 4364'.

1100-2300.

El Banco (El Banco Apt.)

110' SKBC ELB -05:00 N09 02.7 W073 58.4

11/29 4019' CONCRETE.

SR-SS.

El Carano see Quibdo

El Dorado Intl see Bogota

El Eden see Armenia

El Embrujo see Isla Providencia

El Pindo see Montelibano

El Refugio see La Macarena

El Tomin see El Bagre

El Yopal

1027' SKYP EYP -05:00 N05 19.1 W072 23.0

ARO 318 6084571. ATC 317 5171165.

05/23 7365' ASPHALT. PCN 50/F/B/X/T. TORA 05 7562'. TODA 05 8087'. TODA 23 7661'. ASDA 05 7562'. MIRL.

1100-0200Z. ATND SKD 1100-0200Z.

CAUTION: due to grass in the vicinity of Rwy. Birds in vicinity of airport.

Taxiway Alfa limited to military operations.

F-4, Jet A-1.

ABN. Fire 6.

Ernesto Cortissoz see Barranquilla

Flaminio Suarez Camacho see Guaymaral

Florencia (Gustavo A Paredes)

792' SKFL FLA -05:00 N01 35.4 W075 33.9 ATC 2962703.

12/30 4921' ASPHALT. PCN 35/F/D/X/T. TORA 12 4593'. TORA 30 4724'. LDA 12 4396'. LDA 30 4396'. TODA 12 4593'. TODA 30 4724'. ASDA 12 4593'. ASDA 30 4724'. MIRL.

Mon: 0000-0200Z, 1300-2359Z; Tue-Fri: 0000-0300Z, 1300-2359Z; Sat: 0000-0300Z, 1500-2359Z; Sun: 1400-2359Z. ATND SKD Mon: 0000-0200Z, 1300-2359Z; Tue-Fri: 0000-0300Z, 1300-2359Z; Sat: 0000-0300Z, 1500-2359Z; Sun: 1400-2359Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Tall trees on approach Rwy 30.

Acft parking at positions 1, 2, 3, 4 must enter with only one engine and be towed for departure. In the event no towing is available, departure with one engine only.

Jet A-1.

ABN. Fire 5.

Furatena see Quipama

Garzon (La Jagua)

2622' SKGZ -05:00 N02 10.0 W075 40.0 **05/23** 3412' TURF.

1100-2300.

Gen Navas Pardo see Chaparral

Gerardo Tobar Lopez see Buenaventura

German Olano see Puerto Carreno

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Girardot (Santiago Vila)

902' SKGI GIR -05:00 N04 16.5 W074 47.8

Apt Administration 2402619. ATC 2402618.

02/20 5249' ASPHALT. PCN 20.12/F/C/X/T.
RL.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Rwy 02/20 limited, the presence of potholes at TDZ.

CAUTION: Apron limited due to pothole presence at Twy B.A.D limited for training flights between 1100-2300Z.

Sports aviation only Sat, Sun and Hol:
1100-2300Z.

F-4, Jet A-1.

ABN. Fire 3.

Golfo de Morrosquillo see Tolu**Gonzalo Mejia see Turbo****Guapi (Juan Casiano)**

20' SKGP GPI -05:00 N02 34.2 W077 53.9

Apt Administration 8400188. ATC 5387832.

02/20 4265' PAVED. PCN 12.1/F/C/X/T. LDA
02 4255'. LDA 20 4255'. RL.

1100-2300Z.

CAUTION: Heavy equipment and personnel on RWY.

CAUTION: Birds in the vicinity of Apt.

CAUTION: Tall trees 1969' (600 m) along final approach to Thr 20.

Fire 4.

Guaymaral (Flaminio Suarez Camacho)

8389' SKGY -05:00 N04 48.7 W074 03.9

Apt Administration 60 (1) 2962913; Fax
6763662. ARO 60 (1) 2962743. ATC 60 (1)
2962987.

11/29 5643' ASPHALT. PCN 20/F/B/X/T.

Rwy 11/29 Right-Hand Circuit.

1100-2300Z.

CAUTION: potholes present on parallel Twy A between Twy C and A29.

CAUTION: potholes present on parallel Twy A between Twy C and Twy B.

CAUTION: Stripe with slope from Rwy 11/29.

Bird concentrations on and in the vicinity of the airport.

Fix wing and rotary aircraft located at Parking Stand N control area between national police hanger and Energize company must be towed with engines off.

Engine start or parking maneuvers of aircraft in fuel supply area not authorized, must only be used to this end. Aircraft must be removed as soon as fueling is completed. Aircraft must be towed to and from Parking Stand N and Twy A8, between national police hanger and Energize company control area, with engines off.

Limited Apt for helicopter circulation, prior coordination with Flaminio Suarez Camacho control Twr required, helicopter operations restricted at night on the security strip.

Flight training in vicinity of airport.

Paragliders in vicinity of airport.

F-4, Jet A-1.

Fire 3.

Guillermo Leon Valencia see Popayan**Gustavo A Paredes see Florencia****Gustavo Rojas Pinilla see San Andres****Gustavo Vargas see Tame****Hacaritama see Aguachica****Hato Corozal**

820' SKHC HTZ -05:00 N06 09.2 W071 45.7

06/24 3609' CLAY.

SR-SS.

CAUTION: Barriers.

Type: post

COLOMBIA

Height: (18m) 59'. 843' MSL. 0.4nm W of runway 06.	CAUTION: due to high grass on Rwy 08/26 strip.
Coordinates: N06 09 02.6 W071 46 04.7	Birds in vicinity of airport.
Type: Post	Unevenness in Rwy strip 08/26.
Height: (18m) 59'. 843' MSL 0.4nm W of runway 06.	Jet A-1.
Coordinates: N06 09 02.8 W071 46 01.7	ABN. Fire 3.
Type: Post	Isla Providencia (El Embrujo)
Height: (18m) 59'. 843' MSL 0.4nm W of runway 06	16' SKPV PVA -05:00 N13 21.4 W081 21.5 ATC 60 (8) 5148176.
Coordinates: N06 09 05.2 W071 46 01.9	17/35 4232' ASPHALT. PCN 18.6/F/C/X/T. 1100-2300Z.
Type: Post	CAUTION: Visibility from control tower to Rwy 17/35 reduced by tall trees.
Height: (18m) 59'. 843' MSL 0.4nm W of runway 06	CAUTION: Birds in vicinity of airport.
Coordinates: N06 09 05 W071 46 04.9	CAUTION: Rwy 17/35 limited due to presence of animals.
Heriberto Gil Martinez see Tulua	180° turns allowed only on Rwy thresholds in order to avoid deterioration of the surface with the pivoting of the tires.
Ibagué (Perales)	Fire 4.
3055' SKIB IBE -05:00 N04 25.3 W075 08.0	Jorge E Gonzalez see San Jose Del Guaviare
Apt Administration 2856000. ARO 2677794.	Jose Celestino Mutis see Bahia Solano
ATC 2685602.	Jose Celestino Mutis see Mariquita
14/32 5906' ASPHALT. PCN 58/F/D/X/T. TORA 14 5610'. TORA 32 5430'. LDA 14 5135'. LDA 32 5135'. TODA 14 6102'. TODA 32 5922'. ASDA 14 5610'. ASDA 32 5430'. HIRL. 0000-0200Z, 1030-2359Z. ATND SKD 1100-1800Z. O/T O/R.	Jose Maria Cordova see Rionegro
CAUTION: Birds in vicinity of airport.	Juan Casiano see Guapi
F-4, Jet A-1.	Juan Jose Rondon see Paipa
ABN. Fire 6.	La Florida see Tumaco
Ipiales (San Luis)	La Jagua see Garzon
9765' SKIP IPI -05:00 N00 51.7 W077 40.1	La Macarena (El Refugio)
Apt Administration 60 (2) 7739590. ATC 60 3175387828.	777' SKNA -05:00 N02 10.4 W073 47.2
08/26 8202' ASPHALT. PCN 51/F/B/X/T. TODA 08 8694'. TODA 26 9186'. RL. 1100-2300Z. ATND SKD Mon, 1400-2200Z; Tue-Fri, Sun, 1300-2100Z; Sat not avbl.	Apt Administration 60 (1) 3159870. Apt Operator Mobile 3212321371.
	17/35 5187' ASPHALT. RL.
	SR-SS. ATND SKD H24.

COLOMBIA

CAUTION: Rwy 17/35 limited, the presence of potholes.

Birds and livestock in vicinity of airport.

Ramp use limited to aircraft with previous approval from tower and parking availability

After sunset only military aircraft with night vision equipment and previous coordination with CCOFA for air traffic control.

Colombian military will not provide any services after sunset. Any aircraft parking in the grass area will do under own responsibility.

Jet A-1.

La Nubia see **Manizales**

Las Brujas see **Corozal**

Leon Bentley see **Mitu**

Leticia (Alfredo Vasquez Cobo) Apt of Entry

270' SKLT LET -05:00 S04 11.5 W069 56.5

Apt Administration 60 (8) 5928133. ARO 60 (8) 5926579. ATC 60 (8) 5924562.

03/21 6890' ASPHALT. PCN 43.83/F/B/X/T.

TORA 03 6594'. TORA 21 6594'. LDA 03 6594'.

TODA 03 6594'. ASDA 03 6594'. HIRL.

H24. ATND SKD Day service, O/T O/R. Customs: Customs: 1100-0300Z. Immigration: Mon-Fri, 1200-2300Z, Sat-Sun, 1200-2100Z and 0000-0300Z, Hol, 1300-2100Z.

CAUTION: Birds in vicinity of Apt.

CAUTION: potholes present on first 492' (150 m) of Twy A.

CAUTION: Reduced visibility from Twr to the front of Rwy 21, dueto trees.

Circling to the east restricted due to obstacles.

Jet A-1.

ABN. Fire 5.

Los Garzones see **Monteria**

Madrid (Madrid Air Base)

8355' SKMA -05:00 N04 43.7 W074 16.5

06/24 6070' ASPHALT.

1100-2300.

F-3.

Magangue (Baracoa)

195' SKMG MGN -05:00 N09 17.1 W074 50.8

11/29 4626' ASPHALT.

Maicao (San Jose De Maicao)

160' SKMJ -05:00 N11 23.0 W072 14.0

07/25 5394' ASPHALT.

Days.

Malaga

7237' SKLA -05:00 N06 42.4 W072 43.8

16/34 3280' ASPHALT.

SR-SS.

Manaure

15' -05:00 N11 47.0 W072 25.0

06/24 4370' TARMAC.

ATND SKD SR-SS.

Fire U.

Mandinga see **Condoto**

Mani

600' SKMN -05:00 N04 50.0 W072 16.0

04/22 3937' GRAVEL. AUW-24.

SR-SS.

Manizales (La Nubia)

6860' SKMZ MZL -05:00 N05 01.8 W075 27.9

Apt Administration 60 (1) 740090.

10/28 4593' ASPHALT. PCN 20/F/C/X/T. MIRL. Rwy 10 Takeoff not allowed. Rwy 28 Landing not allowed.

RWY 10/28 work in progress take extra precaution.

RWY 10/28 rubber contamination, extra precaution.

COLOMBIA

SR-SS. ATND SKD 1030-2330Z.

CAUTION: Birds in vicinity of Aerodrome.

CAUTION: Antennas in vicinity of AD.CAUTION: Presence of paragliders in sector CHIPRE.

Rwy 28 available for take-off only and Rwy 10 available for landing only due to the presence of obstacles.

Aircraft over 44092 lbs (20000 kg) prohibited from using Rwy 10/28.

Jet A-1.

Fire 5.

Marandua (CR. Luis A. Rodriguez Meneses)

337' SKUA Mil. -05:00 N05 31.7 W068 40.6
ATC 60 (1) 2660546 Ext 1436. Apt Manager 60
(1) 2660546 Ext 1431; GAORI.GRUCA-TORRE1@FAC.MIL.CO.

03/21 4462' GRAVEL. PCN 8/F/D/W/T.

07/25 6020' ASPHALT. PCN 59/F/D/W/T.
TORA 07 5823'. LDA 07 5823'. LDA 25 5823'.
TODA 07 7694'. ASDA 07 5823'. RL.

H24 ATND SKD H24.

CAUTION: Rwy Thr 25 first 1673' (510 m) uneven.

CAUTION: Wildlife in vicinity of Apt.

CAUTION: Presence of trees in the safety zone on the right and left bank of Rwy 07.

F-3, Jet A-1.

ABN. Fire 5.

Marco Fidel Suarez AB see Cali**Mariquita (Jose Celestino Mutis)**

1531' SKQU MQU -05:00 N05 12.8 W074
53.0

Apt Administration 60 (8) 2522097. ATC 60 (8)
2524300.

01/19 5873' ASPHALT. PCN 140/F/A/X/T.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in the vicinity of the Apt.

CAUTION: Reduced visibility from tower to Rwy 19 and Twy Whiskey from Rwy 01/19, due to high trees.

CAUTION: Reduced visibility from tower to Rwy 01/19 due to trees.

CAUTION: Rwy 01/19 limited, potholes present at first 2625' (800 m) from Thr 01.

CAUTION: Rwy 01/19 limited, potholes present at first 984' (300 m) from Thr 01.

F-4, Jet A-1.

Fire 3.

Matecana see Pereira**Medellin (Olaya Herrera)**

4922' SKMD EOH -05:00 N06 13.2 W075
35.4

Apt Administration 60 (4) 3656100. ARO (601)
4251000 Ext: 6669, (601) 4251000 Ext: 6680;
Mobile 3106488038. ATS 60 (4) 2557174.

02/20 8202' ASPHALT. PCN 54/F/C/X/T. TORA
02 7054'. LDA 02 5906'. LDA 20 5906'. TODA
02 7710'. ASDA 02 7054'. MIRL. Rwy 20 Take-off not allowed.

SR-SS. ATND SKD 1030-2330Z. Customs: O/R.

CAUTION: Work in progress on Rwy 02/20.

CAUTION: Birds in vicinity of airport.

CAUTION: Presence of balloons and kites in the vicinity of the airport.

CAUTION: Reduced visibility from Twr to Thr 02/20 on right side between Twy B and Twy C, due to trees.

CAUTION: Due to potholes between Twy E and apron.

Due to the presence of trees that obstruct visibility, the ATS unit is not responsible for the control of Twy Alfa between Twy Bravo and Twy Charlie. Crews must exercise caution.

F-4, Jet A-1.

ABN. Fire 5.

COLOMBIA

Miraflores

730' SKMF MFS -05:00 N01 21.0 W071
56.7

02/20 4331' TARMAC. MTOW-27. ASDA 02
4528'. ASDA 20 4528'.

SR-SS.

Mitu (Leon Bentley)

557' SKMU MVP -05:00 N01 15.2 W070
14.0

Apt Administration 60 (8) 5642061. ATC 60 (8)
5642300.

02/20 5755' ASPHALT. PCN 31.5/F/B/X/T. RL.
1100-2300Z.

CAUTION: Concentration of birds in vicinity of
airport.

CAUTION: Control tower without visibility to
Rwy 02 due to trees.

CAUTION: Presence of people and livestock on
Rwy.

F-4, Jet A-1.

Fire 5.

Mompox (San Bernardo)

72' SKMP MMP -05:00 N09 15.5 W074 26.3

02/20 4265' ASPHALT. PCN 14/F/C/Y/T. TORA
02 4104'. TORA 20 4101'. LDA 02 3940'. LDA

20 3940'. TODA 02 4104'. TODA 20 4101'.
ASDA 02 4104'. ASDA 20 4101'.

Montelibano (El Pindo)

157' SKML -05:00 N07 58.3 W075 26.0

18/36 3478' ASPHALT. AUW-27.

Monteria (Los Garzones)

41' SKMR MTR -05:00 N08 49.4 W075 49.5
60 (4) 7911476; Mobile 3206888593;
cecoaskmr@airplan.aero. ARO 60 (4) 7860051.
ATC 60 (4) 7860066. Apt Operator Mobile
3104557539; insplaskmr@airplan.aero,
sms2@airplan.com.

14/32 7539' ASPHALT. PCN 47/F/C/X/T. TORA
32 7100'. LDA 14 7100'. LDA 32 7100'. MIRL.
HIALS 32.

1030-0400Z. ATND SKD H24.

CAUTION: Birds in vicinity of Apt.

CAUTION: Limited tower, reduced visibility
towards Rwy Thr 32, basic section AD circuit
Rwy 14 due to trees.

CAUTION: Machinery and personnel working
on runway strips due to spray works.

In the parking positions, the APU can only be
used for a maximum of 10 minutes after coordi-
nation with the platform inspector.

Twy on apron is designed for Acft with a maxi-
mum wingspan of 118' (36 m).

Unscheduled Acft that do not have approved
regular operating schedule at Apt must coordi-
nate minimum 12 hr in advance for parking via
Tel or email.

If Acft on the platform must be relocated,
request must be met within 1hr.

The 180 degrees turn on Rwy must be carried
out on the turning platforms.

F-4, Jet A-1.

ABN. Fire 7.

Morela see Puerto Berrio**Morelia see Puerto Gaitan****Necocli**

60' SKNC -05:00 N08 27.0 W076 47.0

16/34 2733' GRAVEL.

ATND SKD SR/SS.

Neiva (Benito Salas)

1482' SKNV NVA -05:00 N02 57.0 W075
17.6

Apt Administration 60 (8) 8743963. ARO 60 (8)
8757050. ATC 60 (8) 8757049.

02/20 5538' ASPHALT. PCN 34/F/B/X/T. TODA
02 6194'. TODA 20 5735'. ASDA 02 5915'.
ASDA 20 5735'. MIRL.

COLOMBIA

Tue-Sat: 0000-0300Z, 1100-2359Z, Mon, Sun, Hol: 0000-0200Z, 1100-2359Z. ATND SKD	CAUTION: Antenna 279' (85 m), 5692' (1735 m) from Thr 05.
Tue-Sat 0000-0300Z, 1100-2359Z; Mon, Sun, Hol 0000-0200Z, 1100-2359Z.	Fire 4.
CAUTION: Concentration of birds in vicinity of airport.	Palonegro see Bucaramanga
F-4, Jet A-1.	Pasto (Antonio Narino)
ABN. Fire 6.	5951' SKPS PSO -05:00 N01 23.8 W077 17.5 Apt Administration 60 (2) 7328191. ATC 317 517118. 02/20 7136' ASPHALT. PCN 43/F/C/X/T. TORA 02 7283'. TORA 20 7303'. TODA 02 7776'. TODA 20 7795'. ASDA 02 7303'. ASDA 20 7283'. MIRL. ALS. 1100-2300Z. ATND SKD 1100-2300Z.
Nuqui (Reyes Murillo) 13' SKNQ -05:00 N05 42.6 W077 15.7 05/23 3937' ASPHALT. PCN 15.32/F/C/X/T.	CAUTION: Birds in vicinity of airport. Jet A-1. ABN. Fire 6.
Ocana (Aguas Claras) 3839' SKOC OCV -05:00 N08 18.9 W073 21.5 Apt Administration 5611003, 60 (7) 5611003. ATC 60 (7) 5611006. 01/19 3937' ASPHALT. AUW-42. TORA 19 3757'. LDA 01 3757'. LDA 19 3757'. TODA 19 3757'. ASDA 19 3757'. 1100-2300Z. CAUTION: Rwy 01 presence of weeds and grit. CAUTION: Rwy 19 presence of weeds and grit. ABN.	Paz De Ariporo 878' SKPZ PZA -05:00 N05 52.6 W071 53.2 04/22 4986' TARMAC. SR-SS. Perales see Ibagué
Olaya Herrera see Medellin	Pereira (Matecana) Apt of Entry
Orocue 550' SKOE ORC -05:00 N04 47.5 W071 21.4 04/22 4856' MACADAM. S 48. 1100-2300.	4418' SKPE PEI -05:00 N04 48.8 W075 44.4 Apt Administration 60 (6) 3142765 - Ext.253, 607 3497220 Ext. 1111; Mobile 3144018322, 3223763828; cecoa@opam.com.co. Fax 60 (6) - 3142762. ARO 318 3307370, 60 (6) 3142641, 60 (6) 3142642. ATC 60 (6) 3142765 - Ext.223. 08/26 6296' ASPHALT. PCN 50/F/B/X/T. TORA 08 6693'. TORA 26 6837'. TODA 08 7234'. TODA 26 7493'. ASDA 08 6693'. ASDA 26 7051'. HIRL. ALS 08.
Otu see Remedios	Threshold surface uneven after 67' (20m); use caution.
Paipa (Juan Jose Rondon) 8174' SKPA -05:00 N05 45.9 W073 06.3 Apt Operator 60(4) 7850493. 05/23 5249' ASPHALT. PCN 17/F/D/X/T. TORA 23 5052'. LDA 05 5052'. LDA 23 5052'. TODA 23 5052'. ASDA 23 5052'.	

COLOMBIA

0000-0500Z, 1000-2359Z. ATND SKD 01/19 4790' ASPHALT. AUW-73. TORA 01
0000-0500Z, 1000-2359Z. Customs: 5039'. TODA 01 5367'. ASDA 01 5118'. RL.
0000-0500Z, 1000-2359Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Exercise caution TMA PEI, Aoftin-tending to leave training areas within the TMA to proceed to SKGO. It must notify intentions more than 5 minutes in advance in order to coordinate between ATS units and organize the operation of the transit in the circuit.

Rwy 08/26 not available for training between 2300-1100Z.

F-4, Jet A-1.

ABN. Fire 7.

Pitalito (Contador)

4221' SKPI PTX -05:00 N01 51.5 W076 05.2

07/25 4921' ASPHALT. PCN 17/F/B/X/U.
TODA 25 5577'.
SR-SS.

Popayan (Guillermo Leon Valencia)

5687' SKPP PPN -05:00 N02 27.3 W076
36.6

Apt Administration 60 (2) 8237319. ATC 60 (2)
8237705. Apt Operator 3178689518.

08/26 6266' ASPHALT. PCN 32/F/B/X/T. TORA
26 6070'. LDA 08 6070'. LDA 26 6070'. TODA
26 6070'. ASDA 26 6070'. MIRL.

1100-2359Z. ATND SKD 1100-2359Z.

CAUTION: Birds in vicinity of aerodrome.

CAUTION: Reduced visibility from Twr at first 1969' (600m) of Rwy 26 due to trees.

It is prohibited for helicopters to overfly or cross over fuel storage tanks.

Jet A-1.

ABN. Fire 6.

Puerto Asis (3 De Mayo)

815' SKAS PUU -05:00 N00 30.3 W076 30.0
Apt Administration 4227193. ATC 4227549.

01/19 4790' ASPHALT. AUW-73. TORA 01
5039'. TODA 01 5367'. ASDA 01 5118'. RL.

Mon 1300-2359Z, Tue-Sat 1300-0200Z, Sun
0000-0100Z, 1100-2300Z. ATND SKD Mon
1300-2359Z, Tue-Sat 1300-0200Z, Sun
0000-0100Z, 1100-2300Z.

CAUTION: Birds in immediate vicinity of Apt.

CAUTION: work in progress on Rwy 01/19.
Control tower limited, signal lamp out of service.

Jet A-1.

Fire 5.

Puerto Berrio (Morela)

445' SKPR PBE -05:00 N06 27.6 W074 24.6
18/36 4232' TARMAC. PCN 13/F/C/X/T.
SR-SS.

Puerto Carreno (German Olano)

177' SKPC PCR -05:00 N06 11.1 W067
29.6

ATC 317 5387794.

07/25 5906' ASPHALT. PCN 35.95/F/B/X/T.
RL.

Caution: Rwy 07/25 pavement in poor condition between taxiway A and Taxiway B.

1100-2300Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Presence of trees in takeoff track for Rwy 07.

CAUTION: High voltage power line on left side of Rwy 25, between coordinates 06 11 16 N 067 29 06 W and 06 11 22 N 067 29 02 W, 52' (16 m) height, approximate distance 525' (160 m) from Rwy 25 threshold, exercise caution.

F-4, Jet A-1.

ABN. Fire 4.

Puerto Gaitan (Morelia)

648' SKMO -05:00* N03 46.0 W071 27.4
18/36 4331' PAVED. PCN 77/F/B/Y/T.

COLOMBIA

Puerto Inirida (Cesar Gaviria Trujillo)

325' SKPD PDA -05:00 N03 51.3 W067 54.4
18/36 6726' ASPHALT. PCN 39/F/B/X/T. TORA
18 6332'. LDA 18 6332'. LDA 36 6332'. ASDA
18 6529'.
1100-2300Z. ATND SKD 1100-2300Z.
CAUTION: Birds in vicinity of Apt.
CAUTION: due to grass in the vicinity of Apt.
CAUTION: due to presence of animals in the vicinity of Apt.
F-4, Jet A-1.

Puerto Leguizamo (Caucaya)

626' SKLG LQM -05:00 S00 10.9 W074 46.3
12/30 3934' ASPHALT.

Puerto Salgar (CAPT German Olano)

569' SKPQ PAL Mil. -05:00 N05 29.0 W074 39.4
Apt Administration 60 (1) 8398364.
01/19 9964' ASPHALT. PCN 42/F/C/W/T. RL.
ALS 19.
Thr 01 1249' (380.61 m) PCN: 69/R/B/W/T
Thr 19 1806' (550.32 m) PCN: 69/R/B/W/T
H24. ATND SKD H24.
Birds in vicinity of AD.

Before arrival 24 hrs PNR Air Base.

Overflights of aircraft (civil and military) 10 minutes PNR DINAV- Overflights,
except Aircraft STS Emergency, ambulance, state, O / P.

F-4, Jet A-1.

ABN. Fire 7.

Quibdo (El Carano)

204' SKUI UIB -05:00 N05 41.4 W076 38.5
Apt Administration 60 (4) 6711537. ARO 60 (4)
6713323. ATC 60 (4) 6719048.
13/31 5906' ASPHALT. PCN 47/F/C/X/T. TORA
13 4593'. LDA 31 4593'. TODA 13 4921'. TODA
31 6398'. MIRL.

Mon-Fri, Sun: 1100-2359Z. Sat: 0000-0100Z and 1100-2359Z. ATND SKD 1100 - 2300Z.

CAUTION: Birds in vicinity of airport

CAUTION: Pedestrians crossing the RWY.

CAUTION: Obstacle at 432' (131.7m) from RWY center line 13/31, height 32' (10 m).

CAUTION: Antenna 262' (80m) height , located 656' (200m) right side of runway threshold 31.

CAUTION: Machinery and personnel on runway strips due to spray works.

Limited Apron, the operation of civil aviation is restricted, not regular, military. All aircraft whose destination is this aerodrome must coordinate previous availability of parking positions. Unscheduled Acft PPR for a parking or overnight in the Apt. Otherwise can stay at Apt up to 2 hours.

If aircraft on the platform must be relocated, request must be met within 1hr.

In the parking positions, the APU can only be used for a maximum of 10 minutes after coordination with the platform inspector.

Rotary aircraft not authorized for landing and parking on runway 13/31.

F-4, Jet A-1.

ABN. Fire 4.

Quipama (Furatena)

3850' SKFR -05:00* N05 31.6 W074 11.2
16/34 2822' GRAVEL.
ATND SKD SR/SS.

Rafael Nunez see Cartagena**Remedios (Otu)**

2000' SKOT OTU -05:00 N07 00.6 W074 42.9
17/35 3123' GRAVEL. AUW-12.
SR-SS.

Reyes Murillo see Nuqui

COLOMBIA

Riohacha (Almirante Padilla)

50' SKRH RCH -05:00 N11 31.6 W072 55.6
Apt Administration 60 (5) 7281122, 60 (5)
7283299. ATC 60 (5) 7273855.

10/28 6234' ASPHALT. PCN 96/F/B/X/T. MIRL.
1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in the vicinity of airport.

CAUTION: limited visibility from Twr due to
trees.

CAUTION: first 1969' (600 m) Rwy 10 with sur-
face uneven.

CAUTION: Rwy 10/28 work in progress.

Jet A-1.

ABN. Fire 5.

Rionegro (Jose Maria Cordova) Apt of Entry
7025' SKRG MDE -05:00 N06 09.9 W075
25.4

Apt Administration 60 (4) 4025110, 60
3505848467; insplaskrg@airplan.aero, operce-
coaskrg@airplan.aero. ARO 60 (4) 2874030,
60 (4) 2874034. ATC 60 (4) 2874045.

01/19 11286' CONC/ASPH. PCN 130/F/C/W/T.
TODA 19 11942'. HIRL. HIALS 01.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of Rwy 01/19; exer-
cise caution during Tkof and Ldg. CAUTION:
Rwy 01/19 presence of pothole first 115' (35 m)
from Thr 19, exercise caution.

CAUTION: Works on Rwy 24 hours a day,
exercise caution due to the presence of person-
nel and equipment working.

At holding position for Rwy 19, Acft are reques-
ted to apply the minimum thrust when entering
runway to avoid damage due to jet blast.

At parking positions the APU may only be
switched on for a maximum of 10 minutes after
prior coordination with the platform inspector.

Balloon operations within area centered on N06
09 52.06 W075 25 22.80, radius 50NM, Gnd to
340,000' - caution advised.

F-4, Jet A-1.

ABN. Fire 8.

San Andres (Gustavo Rojas Pinilla)

18' SKSP ADZ -05:00 N12 35.0 W081 42.7
ARO 60 (8) 5127317. ATC 60 (8) 5127316, 60
(8)5125386. Apt Operator 60 (8) 5123415, 60
(8) 5129123.

06/24 7792' ASPHALT. PCN 98/F/A/W/T. HIRL.

CAUTION: Pavement RWY 06 deteriorating.
H24 ATND SKD 1200-0800Z. Customs:
1200-0800Z.

CAUTION: presence of foreign objects on Twy
B and platforms.

CAUTION: birds invicinity of Apt.

CAUTION: reduced visibility from TWR to sec-
tors East, Northeast, Rwy 06/24 and Thr 24 due
to trees.

Daily between 0000-0200Z and 1200-2359Z
apron limited, except military operations, maxi-
mum stay on ground for Acft on national flight
60 min and for Acft on international flight 90
min.

Daily between 0000-1100Z, 1500-1930Z and
2300-2359Z, Apt limited, landing for cargo
flights not authorized, except military opera-
tions,

F-4, Jet A-1.

Fire 7.

San Bernardo see Mompos**San Jose Del Guaviare (Jorge E Gonzalez)**

613' SKSJ SJE -05:00 N02 34.8 W072 38.4
ATC 317537795.

01/19 4656' ASPHALT. PCN 15/F/B/X/U.
TODA 01 5118'.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Water tower on Rwy 01 approach,
azimuth 154 Deg.

COLOMBIA

CAUTION: Tall Trees located at 984' (300 m) Thr 19.

CAUTION: High voltage mast. Located at 11407' (3477 m) Rwy 19, in coordinates 02 37 01 N 072 38 09 W, 243' (74 m) height.

F-4, Jet A-1.

Fire 4.

San Luis see Ipiales**San Vicente Del Caguan (Eduardo Falla Solano)**

879' SKSV SVI -05:00 N02 09.1 W074 46.0
Apt Administration 60 (8) 4646264. ATC 60 (8)
4646265.

14/32 4528' ASPHALT. PCN 38.8/F/D/X/T.
TODA 14 5249'. TODA 32 4921'. ASDA 14
4724'. RL.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Limited visibility from Twr for first 1148' (350 m) of Rwy 14/32 and sector South, West, Southwest due to high hangar ceiling and tall trees.

F-4, Jet A-1.

Santa Ana see Cartago

Santa Marta (Simon Bolivar Intl) Apt of Entry
22' SKSM SMR -05:00 N11 07.2 W074 13.8
Apt Administration 315 6966455, 60 (5)
4381368; SKSMZPZX@aerocivil.gov.co. ARO
(601)4251000 Ext.7605, (601)4251000 Ext.
7618. ATC 60 (5) 4381369.

01/19 5577' ASPHALT. PCN 69/F/A/X/T. TORA
01 5807'. TODA 01 5807'. TODA 19 5807'.
ASDA 01 5807'. HIRL.

1100-0500Z. O/T O/R. ATND SKD
1100-0500Z. O/T O/R. Customs: 1100-0500Z.
O/T O/R.

CAUTION: Cars and Pedestrians in landing area and taxiways.

CAUTION: Birds invicinity of airport.

CAUTION: Recurring helicopter training on Rwy 01/19.

Access to parking stand 1 and 2 via taxiway A only, complying with current and standard taxi regulations, nose to the west of the ramp (Perpendicular to Terminal building).

Aircraft located on parking stand 1 and 2 can taxi out via Twy B, only when parking stand 3 is not in use.

Arrival and departure from parking stand3, exclusively via Twy B.

Rules on noise abatement and protection. For safety reasons and to avoid the high noise level of the aircraft, towing procedures are established:

1. All jet aircraft must be towed from its parking position to the site determined by the control tower.

Mast 60' (18 m) height. Exercise caution on final approach and take-off.

F-4, Jet A-1.

ABN. Fire 6.

Santiago Perez see Arauca**Santiago Vila see Girardot****Saravena (Colonizadores)**

672' SKSA RVE -05:00 N06 57.0 W071 51.4
Apt Administration 60 (2) 8891016. ATC 60 (2)
8891016.

16/34 3937' PAVED. PCN 86/F/A/X/T. LDA 16
2625'.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: Birds in vicinity of Apt.

Sand present on RWY 16/34.

Sand present on apron.

Jet A-1.

Simon Bolivar Intl see Santa Marta

COLOMBIA

Sogamoso (Alberto Lleras Camargo)
 8196' SKSO SOX -05:00 N05 40.5 W072
 58.2
05/23 6158' ASPHALT. PCN 18/F/D/Y/T.
 SR-SS.

Sta Fe De Antioquia
 1540' SKSF -05:00 N06 30.3 W075 49.9
18/36 2625' ASPHALT.

Tablon de Tamara
 1650' SQUJ -05:00 N05 43.6 W072 06.0
01/19 4321' GRASS.

Tame (Gustavo Vargas)
 1241' SKTM TME -05:00 N06 27.1 W071
 45.6
 Apt Administration 60 (7) 8886060; Fax
 8886068. ATC 60 (7) 8886292.

07/25 6562' ASPHALT. AUW-73. RL.
 1100-2300Z.

CAUTION: Birds in vicinity of Airport.
 Exercise caution in first 1640 ft (500 m) of Rwy
 07 for moving personnel.

Jet A-1.

ABN.

Tibu
 169' SKTB TIB -05:00 N08 37.9 W072 43.8
09/27 4921' ASPHALT.

CAUTION: Airfield with military operations.
 Acft bound for this Apt required ECOPETROL
 authorization mim 48 hr in advance.
 Acft from or to this Apt must contact 122.9
 MHz, announcements for uncontrolled aero-
 dromes.

Tolu (Golfo de Morrosquillo)
 31' SKTL -05:00 N09 30.6 W075 35.2
 Apt Administration 288 53 26; Fax 288 53 26.
17/35 4429' ASPHALT. PCN 18.5F/B/X/T. RL.
 CAUTION: Birds in vicinity of airport.

CAUTION: Presence of trees, 49' (15 m) height
 at 705' (215 m) from Thr 34.
 CAUTION: Electric towers, 41' (12.5 m) height
 at 482' (147 m) from Thr 34.
 Fire 3.

Tres Esquinas (CT. Ernesto Esguerra C.)
 650' SKTQ -05:00 N00 44.8 W075 14.0
 Apt Administration 60 (8) 4304107;
 cacom6gruco.torre@fac.mil.co,
 oia.cacom6@fac.mil.co.

07/25 6234' ASPHALT. PCN 46/R/B/W/T. RL.
 H24. ATND SKD H24.

F-4, Jet A-1.
 ABN. Fire 5.

Tres Esquinas see CT. Ernesto Esguerra C.

Trinidad
 650' SKTD TDA -05:00 N05 25.8 W071 39.5
05/23 3609' TARMAC. AUW-26.
 SR-SS.

Tulua (Heriberto Gil Martinez)
 3132' SKUL ULQ -05:00 N04 05.7 W076
 13.4
 Apt Administration 60 (1) 3159800 Ext 3818, 60
 (2) 2248477.

02/20 3930' PAVED.
 1100-2300Z. ATND SKD 1100-2300Z.
 CAUTION: Control Tower visibility to Rwy 02
 reduced by tall trees. Exercise caution.
 CAUTION: Military and civil aviation in training,
 exercise caution.
 F-3, Jet A-1.

Tumaco (La Florida)
 20' SKCO TCO -05:00 N01 48.9 W078 45.0
 Apt Administration 60 (2) 7276537. ATC 60 (2)
 7270487.
06/24 5249' ASPHALT. PCN 23/F/A/X/T. MIRL.
 1100-2300Z. ATND SKD 1100-2300Z.

COLOMBIA

CAUTION: Personnel on Rwy 06/24 threshold.

17/35 4872' ASPHALT. PCN 38/F/C/X/T. TODA

CAUTION: Birds in the vicinity of the airport.

17 5856'.

CAUTION: animals presence on Rwy 06/24.

Tower visibility reduced towards threshold Rwy 24 by presence of high tress.

Jet A-1.

Fire 4.

Turbo (Gonzalo Mejia)

7' SKTU TRB -05:00 N08 04.5 W076 44.5

16/34 3293' TARMAC.

SR-SS.

Urrao

5773' SKUR -05:00* N06 20.0 W076 10.0

14/32 2625' GRAVEL. PCN 6/F/A/X/T.

ATND SKD 1100-2300 UTC.

Valledupar (Alfonso Lopez Pumarejo)

485' SKVP VUP -05:00 N10 26.1 W073 15.0

Apt Administration 60 (5) 5716861, 60 (5) 5823232, 60 (5) 5824616. 60 (5) 5729469. ARO 60 (5) 5716106. ATC 60 (5) 5821264.

02/20 6890' ASPHALT. PCN 68/F/B/X/T. MIRL.

1030-0400Z ATND SKD 1030-0400Z.

CAUTION: Birds in the vicinity of the airport.

CAUTION: Tower visibility reduced in sector Echo.

CAUTION: Presence of kites in the vicinity of the airport.

CAUTION: obstacles on approach and departure.

CAUTION: limited visibility from Twr to Thr 02 due to trees.

F-4, Jet A-1.

ABN. Fire 6.

Vanguardia see Villavicencio**Villa Garzon (Cananguchal)**

1240' SKVG VGZ -05:00 N00 58.9 W076

36.2

Villavicencio (Vanguardia)

1381' SKVV VVC -05:00 N04 10.1 W073
36.9

Apt Administration 60 (8) 6648511. ARO 60 (8) 6648134. ATC 60 (8) 6648237. ATS 60 (8) 6648545. Apt Operator 60 (8) 6648545.

05/23 6365' ASPHALT. PCN 43/F/B/X/T. TORA 05 6562'. TODA 05 6775'. ASDA 05 6562'. MIRL.

1100-2300Z. ATND SKD 1100-2300Z.

CAUTION: due to grass in the vicinity of Rwy.

CAUTION: concentration of bird in vicinity of Rwy.

CAUTION: Rwy 05/23 without banks and ramps with a safety zone.

CAUTION: potholes on Rwy 05/23.

Aerodrome available for night operations, prior authorization required from the Directorate of Air Navigation Services.

F-4, Jet A-1.

ABN. Fire 6.

Yarigues see Barrancabermeja

ECUADOR

Agroazucar see La Troncal	Fire 6 SR-SS.
Ahuano (Jumandy) 1235' SEJD -05:00 S01 03.6 W077 34.8 Apt Administration 6 2999134. 2 2947400 ext 3100. 09/27 8202' PAVED. PCN 72/F/D/W/T. TODA 09 9186'. HIRL. SR-SS. Birds in vicinity of airport. ABN. Fire 5 SR-SS.	Chachoaan see Ambato Chimborazo see Riobamba Ciudad de Catamayo see Catamayo Coca (Francisco De Orellana) 834' SECO OCC -05:00 S00 27.5 W076 59.4 Apt Administration 6 2883518. 2 2947400 ext 3515. 16/34 7546' ASPHALT. PCN 39/F/C/Y/T. TODA 16 7874'. TODA 34 7874'. HIRL. HIALS 16. SR-SS. CAUTION: Birds in vicinity of Airport. Prohibited 180 Deg turns on Rwy. ABN. Fire 6 SR-SS.
Ambato (Chachoaan) 8501' SEAM ATF -05:00 S01 12.7 W078 34.5 Apt Administration 3 2498271, 3 2498304. 3 2498189, 3 2498236. 01/19 6306' ASPHALT. S 30, D-38. SR-SS. Obstruction located at 2953 ft from Rwy 01. Fire N.	Coronel Carlos Concha Torres see Tachina Cotopaxi Intl Alternative see Latacunga Crnl. E. Carvajal see Macas Cuenca (Mariscal La Mar) 8306' SECU CUE -05:00 S02 53.4 W078 59.1 Apt Administration 7 2862095, 7 2867120; Fax 7 2862095 ext 160; info@corpac.ec. 2 2947400 ext 1315. 06/24 6227' PAVED. PCN 35/F/C/X/U. HIRL. ALS 24. Mon-Sun 1100-0300Z. ATND SKD Mon-Sun 1100-0230Z. Customs: Immigration: Mon-Fri 1300-2130Z. Jet A-1. ABN. Fire 6 Mon-Sun 1100-0230Z.
Baltra I Galapagos Is (Seymour) 207' SEGS GPS -06:00 S00 27.2 W090 15.9 Apt Administration 5 2534004. 2 2947400 ext 2610. 14/32 7874' PAVED. PCN 65/F/D/X/U. ASDA 14 8268'. ASDA 32 8202'. HIRL. HIALS 14. SR-SS. CAUTION: Bird concentration in the vicinity of Rwy 14 approach and Rwy 14/32. Contact tower control for instructions. Fire 6.	Cumbaratza 2871' SEBZ -05:00 S04 01.1 W078 53.2 05/23 4659' PAVED. PCN 14/F/D/Y/U. SR-SS. ATND SKD SR-SS. Jet A-1.

ECUADOR

El Carmen see Montalvo**Eloy Alfaro Intl see Manta****Francisco De Orellana see Coca****Gen Ulpiano Paez see Salinas****Gualaquiza**

2631' SEGZ -05:00 S03 25.4 W078 33.5

16/34 6578' ASPHALT. D-208, DT 308, S 145.
SR-SS.**Guayaquil (Jose Joaquin de Olmedo Intl)**

Apt of Entry

18' SEGU GYE -05:00 S02 09.5 W079 53.0

Apt Administration 4 2169000; Fax 4 2169100;
direcciongye@tagsa.aero. 4 2925145.**03/21** 8806' PAVED. PCN 87/F/C/W/T. TORA
21 9154'. LDA 03 8465'. LDA 21 8356'. TODA
21 9154'. ASDA 21 9439'. HIRL.

H24 ATND SKD H24. Customs: H24.

Birds in vicinity of airport.

F-3, Jet A-1.

ABN. Fire 9 H24.

Isla Isabela

36' SEII -06:00 S00 56.6 W090 57.2

Apt Administration 5 2529111; Fax 5 2529111.

17/35 4921' ASPHALT. PCN 31/F/A/X/T. ASDA
17 5118'. ASDA 35 5128'.
Fire 1.**Jose Joaquin de Olmedo Intl see Guayaquil****Jose Maria Velasco Ibarra see Macara****Jumandy see Ahuano****La Troncal (Agroazucar)**

154' SEAG -05:00 S02 26.4 W079 21.3

14/32 3280' GRVL/TRTD. AUW-15.

SR-SS.

Lago Agrio see Nueva Loja**Latacunga (Cotopaxi Intl Alternative)** Apt of
Entry9206' SELT LTX -05:00 S00 54.4 W078
36.9Apt Administration 3 2385473; arpto.coto-
paxi@aviacioncivil.gob.ec. 2 2947400 ext.
1215.**01/19** 11946' PAVED. PCN 76/F/A/W/T. LDA
19 10499'. TODA 19 12930'. HIRL. ALS 19.
H24. ATND SKD H24. Customs: H24.CAUTION: 148 ft (45 m) antenna erected 4900
m/2.7 nm from thrs rwy 18, coords S00 50 36/
W078 36 07.

Jet A-1.

ABN. Fire 8 H24.

Los Perales see San Vicente**Macara (Jose Maria Velasco Ibarra)**1508' SEMA MRR -05:00 S04 22.7 W079
56.5

Apt Administration 593 7 694093.

01/19 3412' ASPHALT. SIWL 15.

ATND SKD SR-SS.

Macas (Crnl. E. Carvajal)3451' SEMC XMS -05:00 S02 17.9 W078
07.2

Apt Administration 7 2700258.

02/20 8202' PAVED. S 95, D-112, DT 170.
SR-SS. ATND SKD Mon-Fri, 1300-2130Z.

180 Deg turns on Rwy 02/20 prohibited.

It is extremely prohibited to perform right traffic
circuit for RWY 20 and left traffic circuit for
RWY 02, excepting overflights.

Birds in vicinity of airport.

Jet A-1.

Fire 5.

Manta (Eloy Alfaro Intl) Apt of Entry

48' SEMT MEC -05:00 S00 56.7 W080 40.7

ECUADOR

Apt Administration 2 2947400 ext. 2335;
arpto.manta@aviacioncivil.gob.ec. 2 2947400
ext. 2315.

06/24 9390' PAVED. PCN 71/F/C/W/T. TODA
06 10345'. TODA 24 9852'. ASDA 06 10345'.
ASDA 24 9852'. HIRL. ALS 24.

H24. ATND SKD H24. Customs: H24.

CAUTION: Bird hazard.

Jet A-1.

Fire 6.

Mariscal La Mar see Cuenca**Mariscal Sucre Intl see Quito****Montalvo (El Carmen)**

1001' SEMO -05:00 S02 04.0 W076 58.6

08/26 4856' ASPHALT. S 35, D-61, DT 75.
SR-SS.

Uneven surface on Rwy 08/26.

Nueva Loja (Lago Agrio)

983' SENL LGQ -05:00 N00 05.5 W076 52.2

Apt Administration 6 2830442; Fax 6 2830442.
2 2947400 ext 3415.

06/24 7566' PAVED. PCN 50/F/C/X/T. HIRL.
SR-SS.

CAUTION: Birds in vicinity of airport.

180 degree turns on runway prohibited.

ABN. Fire 6 SR-SS.

Quito (Mariscal Sucre Intl) Apt of Entry

7910' SEQM UIO -05:00 S00 07.4 W078
21.3

Apt Administration 2 3954200, 3954300. 2
2947400 Ext 1021, 2 2947400 Ext 1022.

18/36 13445' PAVED. PCN 76/F/B/W/T. HIRL.

H24 ATND SKD H24. Customs: H24.

Birds in vicinity of airport.

Jet A-1.

ABN. Fire 9.

Rio Amazonas see Shell**Riobamba (Chimborazo)**

9150' SERB -05:00 S01 39.2 W078 39.4
Apt Administration 3 2947400 ext. 1700. 3
2947400 ext. 1720.

06/24 5249' PAVED. SIWL 30, DW 38.

Mon-Fri 1300-2130Z EXC Hol; O/T O/R PPR.

Fire N.

Salinas (Gen Ulpiano Paez)

18' SESA SNC -05:00 S02 12.3 W080 59.1
Apt Administration 4 2770672; Fax 4 2770672.
2 2947400 ext 2220.

08/26 3501' PAVED. PCN 40/F/C/X/U. TODA
26 4157'.

13/31 7976' PAVED. PCN 40/F/C/X/U. TODA
13 9124'. ASDA 13 8632'. HIRL. HALS 31.

1100-0300Z. ATND SKD 1100-0300Z.

Takeoff Rwy 26 authorized only for aircraft with
MAX takeoff weight of 12566 Lb(5700 KG).

F-3, Jet A-1.

ABN. Fire 6 1100-0300Z.

San Cristobal

63' SEST SCY -06:00 S00 54.6 W089 37.0
Apt Administration 5 2520350. 2 2947400 ext.
2815.

17/35 6037' PAVED. PCN 58/F/D/Y/T. TODA
17 6529'. TODA 35 6332'.

SR-SS.

Birds in vicinity of airport.

Fire 6 SR-SS.

San Vicente (Los Perales)

10' SESV BHA -05:00 S00 36.5 W080 24.2
Apt Administration 2 2947400, 2 2947490 ext
2501.

15/33 6755' PAVED. PCN 17/F/C/Y/U. LDA 33
5771'. ASDA 15 7067'.

SR-SS.

ECUADOR

Fire 1 Mon-Fri 1300-2130Z EXC Hol.

Santa Rosa (Santa Rosa Regl)

23' SERO -05:00 S03 26.2 W079 59.0
Apt Administration 7 3903460. 2 2947400 ext 2435.

07/25 8104' PAVED. PCN 60/F/D/Y/U. TODA 07 8760'. TODA 25 9088'. HIRL.

09/27 2999' ASPHALT. TODA 09 3327'. TODA 27 3327'.

1100-0200Z. ATND SKD 1100-0200Z.

Birds on and in the vicinity of the airport. Contact tower for instructions.

Airport rescue and fire fighting equipment available on Rwy 07/25 only.

Jet A-1.

ABN. Fire 6 1100-0200Z.

Santo Domingo

1640' SESD -05:00 S00 14.9 W079 12.5

11/29 3448' ASPH/BITU. SIWL 11.

SR-SS.

Heli and ultralight operations authorized on Rwy. Ultralight Acft arrival on first 820' (250m) of Rwy 11 and Departure on Rwy 29.

Seymour see Baltra I Galapagos Is**Shell (Rio Amazonas)**

3464' SESM PTZ -05:00 S01 30.3 W078 03.7

Apt Administration 3 2795229, 3 2795244. 2 2947400 ext 3215.

12/30 4879' PAVED. PCN 31/F/D/Y/U. TODA 12 5535'. TODA 30 5535'.

SR-SS. ATND SKD SR-SS.

Birds in vicinity of airport.

Jet A-1.

Fire 5 SR-SS.

Sucua

2700' SESC SUQ -05:00 S02 28.3 W078 10.2

17/35 3281' GRAVEL. SIWL 10.
SR-SS.

CAUTION: people trespassing on Rwy.
Rwy closed to air operations for not meeting minimum security conditions.

Tachina (Coronel Carlos Concha Torres)

32' SETN ESM -05:00 N00 58.7 W079 37.6

Apt Administration 6 2991641, 6 2991642. 2 2947400 ext 1415.

01/19 8373' PAVED. PCN 52/F/D/W/T. HIRL.
SR-SS ATND SKD SR-SS.

Birds in vicinity of AD.

180 degree turns prohibited on runway.

Jet A-1.

ABN. Fire 6 SR-SS.

Taisha

1499' SETH TSC -05:00 S02 22.8 W077 30.2

17/35 3609' GRAVEL.

Potholes in the Rwy.

ATND SKD SR-SS.

Tiputini

1001' SETI TPN -05:00 S00 47.2 W075 31.1

08/26 3018' DIRT.

ATND SKD SR-SS.

TNTE Coronel Luis A Mantilla see Tulcan**Tulcan (TNTE Coronel Luis A Mantilla)**

9647' SETU TUA -05:00 N00 48.6 W077 42.5

Apt Administration 6 2980555; Fax 6 2242102. 2 947400 Ext. 1615.

06/24 7884' PAVED. PCN 41/F/A/Y/T.

Mon-Fri 1300-2130Z.

Do not mistake for El Rosal-Tcnel Mantilla Apt.

Fire 5 Mon-Fri 1300-2130Z.

Mount Pleasant

233' EGYP MPN Mil. -04:00* S51
49.4 W058 26.8

Apt Administration MIL: 94130 5444; Fax CIV:
75444; BFSAI-AIROPSWG-FOSC-ASO-
GROUP@MOD.UK.

05/23 5003' ASPH/CONC. PCN 37/F/C/W/T,
LCG IV. TODA 05 5046'. TODA 23 5607'.
ASDA 05 5078'. ASDA 23 5591'. HIRL. ALS.

Rwy 05 Right-Hand Circuit.

10/28 8494' ASPH/CONC. LCG II,
PCN 90/F/C/W/T. TODA 10 9839'. TODA 28
9934'. ASDA 10 9085'. ASDA 28 9081'.
HIRL. ALS.

Rwy 10 Right-Hand Circuit.

By operational requirements, normal hrs of Ops
1100-2300Z. PPR at least 14 days prior to visit.

Customs: By operational requirements.

Jet A-1, Jet A-1+, JP-5. JASU.

Fire 8.

FRENCH GUIANA

Camopi

228' SOOC -03:00 N03 10.4 W052 20.1

Apt Administration 594 28 20 20, 594 30 06 00, 694 38 15 67; Fax 594 30 91 20. 594 35 35 35; Fax 594 35 60 89. Apt Manager 694 38 15 67, 694 40 45 49; aerodrome.camopi@ctguyana.fr. Apt Operator 594 35 93 02.

11/29 3281' PAVED. PCN 14/R/C/W/T.

Non home based Acft are subject to PPR to Apt manager 48 hr before arrival at aerodrome by Tel or e-mail.

Apt reserved for radio equipped Acft.

Apt used by a public airliner providing domestic lines for Guiana.

Taxiing prohibited excepton Rwy and Twy.

Avoid overflying BRAZIL.

Fire 2 CAT 2: Mon-Fri 1130-1445Z, 1630-1850Z. Sat: O/R 48 hrs PPR. Sun: 1630-1750Z. CAT 1: O/T.

Cayenne (Cayenne Felix Eboue) Apt of Entry

26' SOCA CAY -03:00 N04 49.2 W052 21.7

Apt Administration 0594 29 96 00, 0594 29 97 00; Fax 0594-29-97-03. 0594 35 35 36, 0594 35 98 66, 0596 57 23 25, 843 407 97 19; ba367-gaa-divol.trait.fct@intradef.gouv.fr.

08/26 10515' PAVED. PCN 69/F/C/W/T. TODA 08 11171'. HIRL. ALS 08.

Rwy 08 Right-Hand Circuit.

H24 ATND SKD 0900-2359Z, O/T standby duty excluding prior information. Customs: Customs: 1300-0200Z. Possible extension for scheduled flights. Police/Immigration: H24.

From 0000-1000Z PPR PN 48 hr by fax for all Acft departing or arriving. This rule does not apply to medical flights, state flights and flights including Cayenne Felix Eboue as an alternate AD.

Permission requested for engine start up IFR and VFR flights.

Taxiway E is not available for aircraft with wing-span greater than 213' (65 m). Four engine Acft: taxiing with outer engines shut down.

Special attention is required on taxiway M. The width is between 68' (20.8 m) and 69'(21.1 m), instead of the 75' (23 m) required.

NOISE ABATEMENT PROCEDURES: Avoid overflying the town of MATOURY.

Use of Rwy (all types of ACFT): except for operational reasons, from 2300 to 0900 UTC, in light traffic and calm wind conditions, Rwy 08 is preferential for LDG and Rwy 26 for TKOF.

VFR TKOF on Rwy 08/26, follow Rwy axis until crossing the end of Rwy, except on TWR clearance.

Grass strip reserved for training of home based helicopter in Guiana.

Traffic circuit: south of Rwy only.

Apt not available except emergency due to staff shortage 0100-1100Z.

Wildlife strike hazard: service provided at each Acft movement on AD. Twy A is not available for Acft with wheel span greater than 15' (4.5 m).

Taxiing mandatory via Twy C for code F Acft.

Twy C, width 98' (30 m), available for Acft category E and F with restriction.

U circuit forbidden north of Rwy.

Parachute and aerobatic activity in vicinity of airport.

Night VFR aeroplane is restricted.

Military parking place reserved to state flights with a 72hr PPR (3 business days) - coordinated with the military flights supervision of Airbase 367.

F-3, Jet A-1.

Fire 9 CAT 9: 1600-0200Z. CAT 7: Mon-Sat 0930-1600. CAT 5: 0200-0930Z; Sun 0930-1600Z.

Cayenne Felix Eboue see Cayenne

FRENCH GUIANA

Grand Santi

187' SOGS -03:00 N04 17.0 W054 22.8

Apt Administration 0694 38 15 67, 0694 96 65
22, 28 20 20, 30 06 00; Fax 30 91 20; aero-
drome.grand-santi@ctguyane.fr.

09/27 3281' PAVED. PCN 9/R/C/W/T.

Possible vehicles and people on the movement
area.

Fire 2 Mon-Wed 1200-2000Z; Tue, Thu, Sat
1200-1600Z; Fri 1200-2100Z; Sun 1600-2000Z.

Maripasoula

376' SOOA -03:00* N03 39.4 W054 02.2

Apt Administration 0694 38 15 67, 0694 95 07
19, 0694 95 65 24, 28 20 20, 30 06 00; Fax 30
91 20; aerodrome.maripasoula@ctguyane.fr.
35 35 35; Fax 35 60 89. Apt Operator 0694 28
52 72, 0694 95 65 24.

07/25 3930' CONCRETE. PCN 12/R/D/W/T.

Rwy 07 Right-Hand Circuit.

Wildlife strike hazard - random (only provided
for commercial flights PN 24hr to AD operator).

Avoid overflying Suriname.

Crosswind limitations: 20 kt on dryrwy, 10 kt on
wet rwy.

Aircraft parking behind RFSS building access
road prohibited.

Taxiing prohibited except on Rwy and Twy.

Not home based ACFT are subject to PPR to
AD operator 48HR before arrival at aerodrome
by TEL or email.

Fire 4 CAT 4: Mon, Wed, Fri 1130-2130Z; Tue,
Thu, Sat 1130-2100Z; Sun 1230-2130Z. CAT 1:
O/T.

Saul

740' SOOS XAU -03:00 N03 36.9 W053
12.2

Apt Administration 0694 38 15 67, 0694 95 94
26, 28 20 20, 30 06 00; Fax 30 91 20; aero-
drome.saul@ctguyane.fr. 35 35 35; Fax 35 60
89.

04/22 3747' GRAVEL. AUW-18. Rwy 04 Take-
off not allowed. Rwy 22 Landing not allowed.

Aerodrome reserved:

- Beforehand, only for pilots having really used
the AD under a pilot instructor monitoring who
qualified them able to use it.

- For ACFT providing domestic flights in
Guiana.

- For ACFT providing determined flying activi-
ties in Guiana.

- For ACFT based in Guiana.

- Except for other ACFT or pilots granted by
head of AVA.

For any commercial flight from or to this aero-
drome with an aircraft for which a terrain aware-
ness and warning system (TAWS) is required
(CAT.IDE.A.150 of regulation (EU) No
965/2012 laying down technical requirements and

administrative procedures related to air operations),
this system has to be in working order and used in accordance with the manufacturer's instructions.

Take-off Rwy 04 prohibited.

Landing Rwy 22 prohibited.

Taxiing prohibited except on RWY and TWY.

Parking of non home-based aircraft is subject to
PPR from AD operator 48 hours before arrival
at aerodrome via TEL or email.

Fire 2 Level 2: Mon, Wed 1130-1400Z,
1730-2000Z; Tue, Thu 1130-1400Z,
1830-2100Z; Fri 1130-1800Z; Sun 1700-1900Z.
Level 1 outside these scheduled hrs.

St Georges De L'Oyapock

29' SOOG OYP -03:00 N03 53.6 W051 48.3

Apt Administration 28 20 20, 30 06 00; Fax 30
91 20.

04/22 3937' PAVED. AUW-11. TODA 04 4416'.
TODA 22 4416'.

Rwy 22 Right-Hand Circuit.

FRENCH GUIANA

Fire 1.

St-Laurent-Du-Maroni Apt of Entry

20' SOOM LDX -03:00 N05 29.1 W054 02.0

Apt Administration 0694 38 15 67, 0694 98 66
24, 28 20 20, 30 06 00, 30 91 20; aero-
drome.saintlaurent@ctguyane.fr. 35 35 35; Fax
35 60 89. Apt Manager 06 94 98 66 24, 20 40
63; aerodrome.saintlaurent@ctguyane.fr.

04/22 3281' PAVED. PCN 19/F/C/W/T.

Customs.

Fire 2 CAT 2: Mon, Wed, Fri 1315-1515Z,
1615-1815Z; Tue, Thu, Sat 1315-1515Z, Sun
1615-1815Z. O/T O/R 48 hrs PPR via Tel or
email.

GUYANA**Aishalton**

591' SYAH AHL -03:00* N02 28.4 W059
19.3

06/24 3002' GRAS/ASPH. AUW-60.

ATND SKD SR-SS.

Annai

304' SYAN NAI -03:00* N03 57.5 W059 07.5

06/24 3199' GRASS. AUW-60.

ATND SKD SR-SS.

Apoteri

305' SYAP -03:00* N04 00.9 W058 36.2

06/24 3845' GRASS. AUW-12.

ATND SKD SR-SS.

Awaruwaunau

801' SYAW -03:00* N02 38.9 W059 11.7

09/27 3002' GRASS. AUW-12.

ATND SKD SR-SS.

Cheddi Jagan Intl see Georgetown**Ebini**

151' SYEB -03:00* N05 34.1 W057 46.7

09/27 5000' BITU/SAND. AUW-12.

ATND SKD SR-SS.

Eugene F. Correia Intl see Georgetown**Georgetown (Cheddi Jagan Intl)** Apt of Entry

96' SYCJ GEO -03:00* N06 29.9 W058 15.3

Apt Administration 261-2281, 600-7022; Fax 261-2039, 261-2243, 261-2244; ado@cjairport-gy.com, rghir@cjairport-gy.com. akell-man@cjairport-gy.com.

06/24 11025' ASPHALT. PCN 66/F/A/X/T. RL.

11/29 5002' CONCRETE.

H24 ATND SKD H24, PNR. Customs: H24.

Rwy 11/29 available for domestic operations only.

When a B767 is parked on temporary stand located Southwest of Position 4 on the interna-

tional apron, Twy A between the apron and Twy C shall be closed to all other Acft. Movement of Acft to and from the Apron shall be via Twy B.

Taxiway Hotel closed between taxiway Golf and GDF access strip.

Taxiway Golf closed.

F-4, Jet A-1.

ABN. Fire 8 H24.

Georgetown (Eugene F. Correia Intl) Apt of Entry

2' SYEC -03:00 N06 48.4 W058 06.5

Apt Administration (592) 222-4132; Fax (592) 222-4132; ogleairport@gol.net.gy.

07/25 4201' CONCRETE. PCN 14/R/B/X/T. TODA 07 4716'. TODA 25 4716'. ASDA 07 4398'. ASDA 25 4398'.

TWR 1000-0200Z. 0200-1000Z 2hr PNR.

ATND SKD 0900-0200Z. Customs: 0900-0200Z VFR after Sunset arrivals may be approved for flights which are occasioned by urgent and unforeseen circumstances.

F-3, Jet A-1.

ABN. Fire 5.

Imbaimadai

1650' SYIB IMB -03:00* N05 42.3 W060

17.9

06/24 3999' LATE/GRVL. AUW-46.

ATND SKD SR-SS.

Kamarang

1601' SYKM KAR -03:00* N05 51.8 W060

37.0

07/25 3999' SLD. AUW-46.

ATND SKD SR-SS.

Karanambo

302' SYKR KRM -03:00* N03 45.1 W059
18.6

07/25 4501' CLAY/GRAS. AUW-46.

ATND SKD SR-SS.

GUYANA

Kato 03/21 3501' SAND/CLAY. AUW-12.

2230' SYKT KTO -03:00* N04 39.1 W059 ATND SKD SR-SS.

49.7

07/25 3999' SLD. AUW-46.

ATND SKD SR-SS.

Kurukabaru Guyana (Kurukabaru)

3199' SYKK -03:00* N04 42.8 W059 54.7

05/23 3501' CLAY. AUW-12.

ATND SKD SR-SS.

Lethem

351' SYLT LTM -03:00* N03 22.1 W059

47.8

07/25 6201' BITU/SLD. AUW-115.

ATND SKD SR-SS. Customs: SR-SS.

Linden

180' SYLD -03:00* N05 58.0 W058 16.2

10/28 4400' BITUMEN. AUW-46.

ATND SKD SR-SS.

Lumidpau

551' SYLP LUB -03:00* N02 23.7 W059

26.4

12/30 3999' CLAY/GRAS. AUW-46.

ATND SKD SR-SS.

Mahdia

276' SYMD MHA -03:00* N05 16.6 W059

09.1

17/35 3501' GRAS/GRVL. AUW-12.

ATND SKD SR-SS.

Mountain Point Guyana (Mountain Point)

400' SYMP -03:00* N03 00.0 W059 38.0

08/26 3999' GRASS. AUW-12.

ATND SKD SR-SS.

Orinduik

1801' SYOR ORJ -03:00* N04 43.6 W060

02.0

PARAGUAY

Asuncion (Silvio Pettirossi Intl) Apt of Entry 03/21 6070' ASPHALT. MTOW-13. RL.
 290' SGAS ASU -04:00* S25 14.5 W057 O/R. Customs: O/R
 31.0

Apt Administration 21 645 600 RA, 21 645 601,
 21 645 602, 21 645 603, 21 645 604, 21 645
 605; Fax 21 646 098.

02/20 10997' ASPHALT. PCN 55/F/C/W/U.
 HIALS 20.

H24. ATND SKD H24. Customs: H24.

F-4, Jet A-1.

ABN. Fire 8.

Ayolas (Juan De Ayolas)

223' SGAY -04:00* S27 22.2 W056 51.2
 Apt Administration 072 222 206.

02/20 6070' ASPHALT.

SR-SS.

Bahia Negra

344' -04:00* S20 13.0 W058 10.0

18/36 3281' DIRT.

ATND SKD SUNISE TO SUNSET.

Boqueron see Colonia Neuland

Caazapa (Don Eduardo Schaerer Vera Y Ar)

125' SGCZ -04:00* S26 10.1 W056 21.5

Apt Administration 542 232820.

01/19 4921' ASPHALT. AUW-13.

SR - SS.

Cap Pam Walter Gwynn see Coronel Oviedo

Colonia Neuland (Boqueron)

463' SGNE -04:00* S22 40.0 W060 07.0

Apt Administration 091345, 226059.

N/S 4035' DIRT.

SR - SS.

Concepcion (Ten. Crl. P.A.M. Carmelo Peral)

249' SGCO -04:00* S23 26.4 W057 25.8

Apt Administration (595-0331) 242905.

03/21 6070' ASPHALT. MTOW-13. RL.
 O/R. Customs: O/R

Coronel Oviedo (Cap Pam Walter Gwynn)

141' SG OV -04:00* S25 31.0 W056 24.4
 Apt Administration 521 201 490.

03/21 4921' ASPHALT. AUW-13.
 SR-SS.

Don Eduardo Schaerer Vera Y Aragon see Caazapa

Encarnacion (TNTE Ramon Amin Ayub Gonzales)

653' SGEN ENO -04:00* S27 13.3 W055
 50.1

Apt Administration 595 - 021-338-0018; Fax
 595 - 021-338-0011.

02/20 6562' ASPHALT. PCN 50/F/B/X/T. MIRL.

H24. ATND SKD H24. Customs: O/R

Departures from Rwy 20 must be to the West
 sector under coordination with SARP.

Entry into the traffic pattern only from the East.

F-4, Jet A-1.

Fire 2 CAT 5 available O/R.

Filadelfia (Pista Chaco Central Filadelfia)

460' SGFI -04:00* S22 21.7 W060 03.3

Apt Administration 49 132135.

01/19 3934' ASPHALT.

SR-SS.

Guarani

849' -04:00* S25 27.2 W054 51.6

05/23 11155' ASPHALT. PCN 66/F/C/X/T.

ATND SKD H24.

Guarani Intl see Minga Guazu

Hernandarias (Itaipu)

745' SGIB -04:00* S25 24.5 W054 37.2

Apt Administration 061-5998801.

PARAGUAY

03/21 4987' ASPHALT. RL. 1000-0400Z. O/T O/R. Night aircraft operations are not allowed. No commercial, scheduled or cargo aircraft permitted at any time.	05/23 11119' ASPHALT. PCN 66/F/C/X/T. RL. ALS 23. H24. ATND SKD H24. Customs: H24. F-4, Jet A-1. ABN. Fire 7.
Itaipu Intl see Hernandarias	Pedro Juan Caballero (Prof Dr Pac Augusto Roberto Fu)
Itapua (Jose Maria Argana) 876' SGMZ -04:00* S26 50.4 W055 19.7 16/34 3609' GRASS. SR-SS.	1851' SGJP PJC -04:00 S22 38.5 W055 49.9 Apt Administration (595-0336) 272366. 03/21 5906' ASPHALT. PCN 61/F/B/X/T. RL. H24 ATND SKD O/R. Customs: O/R. Entry into the traffic pattern only from the West. Departures for Rwy 03/21 must be only of the West sector.
Jose Maria Argana see Itapua	F-4. ABN. Fire 6.
Juan De Ayolas see Ayolas	
Loma Plata 70' SGLP -04:00* S22 21.6 W059 50.3 Apt Administration 021 293 301. 986 219 102. N/S 5906' DIRT. ATND SKD SR-SS. Airport available for nighttime VFR operations, PNR via Tel. F-4. ABN.	Pista Chaco Central Filadelfia see Filadelfia Pozo Colorado 400' -04:00* S23 26.5 W058 51.2 18/36 3773' DIRT. ATND SKD SR-SS. Fire U.
Mariscal Estigarribia (Prof Dr Pac Luis Maria Argana) 554' SGME ESG -04:00* S22 01.8 W060 37.4 Apt Manager 0494-247220; Fax 595-21645600. 01/19 11493' CONCRETE. RL. H24 AFIS. ATND SKD O/R. Customs: O/R. 24h PNR. ABN.	Prof Dr Pac Augusto Roberto Fuster Intl see Pedro Juan Caballero Prof Dr Pac Luis Maria Argana Intl see Mariscal Estigarribia Santa Teresa 582' SGST Mil. -04:00* S22 37.4 W056 38.1 Apt Administration 449755. 02/20 5906' ASPHALT. RL. SR-SS.
Minga Guazu (Guarani Intl) 846' SGES AGT -04:00* S25 27.3 W054 50.5 Apt Administration 61 5973000, 61 5973102; Fax 61 5973129. 061 5973600. ATC 061 5973128.	Sargento De Aviacion Nicolo Bo see Villa Hayes Silvio Pettirossi Intl see Asuncion

PARAGUAY

Ten. Crl. P.A.M. Carmelo Peralta Intl see
Concepcion

TNTE Ramon Amin Ayub Gonzales Intl see
Encarnacion

Villa Hayes (Sargento De Aviacion Nicolo
Bo)

216' SGNB -04:00* S25 09.3 W057 33.6

01/19 3215' GRAVEL.

SR-SS.

PERU

Alerta	344834; Mobile seg.aqp@aap.com.pe.	942174403;
800' SPAR ALD -05:00 S11 41.0 W069 20.0		
08/26 4003' CLAY.	10/28 9777' ASPHALT. PCN 39/F/B/X/T. LDA 28 8301'. ASDA 10 9974'. ASDA 28 9974'. RL. HIALS 10.	
Days.		
Alferez David Figueroa Fernandini see Huanuco	1100-0300Z. ATND SKD 1130-0230Z and O/R. Customs: 1100-0300Z.	
Andahuaylas	Non-scheduled operators, civil or military should coordinate their flight plans 24 hours in advance with the airfield administrator.	
11706' SPHY ANS -05:00 S13 42.5 W073 21.1	Jet A-1.	
03/21 8202' ASPHALT. PCN 28/F/C/X/T.	ABN. Fire 7.	
1100 - 2300Z.		
Take off from Rwy 21 and landing on Rwy 03 available O/R 24hr in advance.		
Fire 6.		
Andoas	Atalaya	
728' SPAS -05:00 S02 47.8 W076 28.0	1900' SPAY -05:00 S10 43.7 W073 46.0	
12/30 6749' ASPHALT. PCN 27/F/D/X/T. ALS 12.	04/22 4921' ASPHALT. PCN 27/F/A/X/T.	
SR-SS.	1300-2100Z.	
F-4, Jet A-1.	Birds in vicinity of airport.	
Fire 6.	Take Off Rwy 04 Landing Rwy 22.	
Anta Huaraz (Comandante German Arias Grazzi)	Due to no visual for the landing and takeoff area for Rwy 04 and Rwy 22, pilots must exercise caution when landing and taking off.	
9097' SPHZ ATA -05:00 S09 20.8 W077 35.9	Flight information service only, only daytime operations and in visual conditions.	
16/34 10007' ASPHALT. PCN 20/F/C/Y/T. Rwy 16 Takeoff not allowed.	Fire 3 1300-2100Z.	
Mon - Sat, 1300-2100Z and O/R.		
Daytime VFR operations only.	Atico	
Take-off Rwy 34.	40' SPOY -05:00 S16 14.0 W073 36.4	
Fire 5 Mon - Sat, 1300-2100Z and O/R.	12/30 3937' GRAVEL.	
Arequipa (Rodriguez Ballon Intl)	SR-SS.	
8400' SPQU AQP -05:00 S16 20.4 W071 34.2	Fire C.	
Apt Administration (054) 443459 - (054) 443464; Fax (054) 443460; atencional-cliente@aap.com.pe. Apt Manager (054)	Ayacucho (Col Alfredo Mendivil Duarte)	
	8999' SPHO AYP -05:00 S13 09.3 W074 12.3	
	Apt Administration aptcoordinacionesfpl@aap.com.pe.	
	02/20 9186' ASPHALT. PCN 52/F/B/X/T.	
	1100-2300Z.	
	VFR only.	

PERU

Non-scheduled operators, civil or military flights, should coordinate flight plans 24 hours before ETD with the airport administration via email.

All Acft arriving Ayacucho airport will continue taxiing to the end of the RWY to make a 180° and vacate RWY.

F-4, Jet A-1.

Fire 5.

Bolognesi

630' SPBL -05:00 S10 01.8 W073 56.6

09/27 3609' DIRT/GRVL. AUW-13.

Fire 1.

Caballococha

328' SPBC -05:00 S03 56.0 W070 30.0

12/30 5906' ASPHALT.

SR-SS.

Cajamarca (Gen Armando Revoredo**Iglesias)**

8848' SPJR CJA -05:00 S07 08.4 W078

29.4

16/34 8202' ASPHALT. PCN 44/F/C/X/T. Rwy 16 Landing not allowed. Rwy 34 Takeoff not allowed.

1100-2300Z.

Twr without visibility for first 984' (300 m) of Rwy 34 basic section and final section due to trees, located 2297' (700 m) NW from Thr Rwy 34. Caution while landing and take off.

Night operations prohibited.

Turn on Rwy to the landing prohibited for medium Acft. Avoid asphalt layer deterioration.

Aircraft should taxi to the end of the runway and follow instructions from the Control Tower.

Apron 3 fully withdrawn.

Fire 7.

Cap Carlos Martinez De Pinillos Intl see Trujillo

Cap FAP David Armando Abensur Rengifo Intl see Pucallpa

CAP FAP Guillermo del Castillo Paredes see Tarapoto

Capitan Alvarino see San Ramon

Capitan Montes Intl see Talara

Capt FAP J A Quinones Gonzalez INTL see Chiclayo

Capt Guillermo Concha Iberico see Piura

Chachapoyas

8333' SPPY CHH -05:00 S06 12.1 W077 51.4

13/31 6496' ASPHALT. PCN 23/F/C/X/T.

Mon-Sat 1300-2100Z.

Fire 5.

Chiclayo (Capt FAP J A Quinones Gonzalez)

Apt of Entry

97' SPHI CIX -05:00 S06 47.2 W079 49.7

Apt Administration (074) 236016, (074) 236040; aeropuerto.dechiclayo@adp.com.pe. ATC (074) 229059, (074) 273667. Apt Manager Mobile 979088333; katia.eles-puru@adp.com.pe.

01/19 8202' ASPHALT. PCN 43/F/C/X/T. ASDA 01 8399'. ASDA 19 8399'. HIRL. ALS 19.

H24. ATND SKD 1200 - 0300Z, O/R. Customs: H24.

Birds in vicinity of airport.

Restriction for taxing on apron with two aircraft B737 or heavier, to Alfa or Bravo1 taxiway, due to collision risk.

Aircraft landing Rwy 19 must taxi to the end of Rwy continue to taxiway D (east side) until the intersection of taxiway C or D, to cross the primary runway and then to the platform via the taxiway A or B-1. Pilots must coordinate with the control tower.

PERU

180 deg. turns are prohibited on Rwy 19 to avoid damage to Rwy asphalt, coordinate turn around with tower control.

Jet A-1.

ABN. Fire 8.

Chimbote (Tte Fap Jaime De Montreuil)

69' SPEO CHM -05:00 S09 09.0 W078 31.4

01/19 5906' ASPHALT. PCN 21/F/A/Y/U.

Mon - Sat, 1300 - 2100Z and O/R.

Flight information service only, daytime and visual operations.

Pilots must exercise caution due to birds observed in the vicinity of Rwy 01.

Fire 5.

Ciro Alegria

590' SPAC -05:00 S04 36.4 W077 56.4

02/20 5249' ASPHALT. PCN 37/F/C/Y/T.

SR - SS.

Col Alfredo Mendivil Duarte see Ayacucho**Col Carlos Ciriani Santa Rosa see Tacna****Col Francisco Secada Vignetta Intl see Iquitos****Comandante German Arias Grazziani see Anta Huaraz****Cusco (Tnte FAP Alejandro Velasco Ast)**

10860' SPZO CUZ -05:00 S13 32.1 W071

56.3

Apt Administration (084) 222601; Fax (084) 222601. Security (084) 222611, Security 978470399, Security gipinto@corpac.gob.pe.

10/28 11155' ASPHALT. PCN 45/F/C/X/T. ASDA 10 11352'. HIALS 28. Rwy 10 Landing not allowed. Rwy 28 Takeoff not allowed.

1100 - 2300Z. ATND SKD 1100-2200Z. Customs: Customs: 1000-2300Z. Immigration: 1200-1700Z. O/T O/R.

In order to avoid traffic congestion non-scheduled flights are not allowed between 1000Z-1730Z. State emergency, search and rescue, humanitarian, hospital emergency, medevac and flights based from SPZO are excluded.

Btn 1000-0300Z new Cusco night time flights available only for RNP approved operators.

Jet A-1.

Fire 7.

El Estrecho

433' SPEE -05:00 S02 27.1 W072 40.1

13/31 3937' ASPHALT. PCN 14/F/C/Y/T.

SR-SS.

Only daytime operations and in VMC.

Fernando Belaunde Terry see Jaen**Francisco Carle see Jauja****Galilea**

597' SPGB -05:00 S04 01.9 W077 45.0

17/35 4921' ASPHALT. PCN 25/F/C/X/T.

SR - SS.

Gen Armando Revoredo Iglesias see Cajamarca**GEN Jorge Fernandez Maldonado Solari see Ilo****Gueppi**

680' SPGP -05:00 S00 07.1 W075 14.9

05/23 4265' ASPHALT. PCN 29/F/C/Y/T.

SR-SS.

Huamachuco

10367' SPUC -05:00 S07 40.0 W078 05.0

10/28 3609' ASPHALT.

SR-SS.

PERU

Huanuco (Alferez David Figueroa Fernand)	Birds in vicinity of the airport.
6070' SPNC HUU -05:00 S09 52.7 W076 12.3	Apt capacity for overnight parking reduced to Acft A-B. For other Acft category coordination with Apt required.
07/25 8202' ASPHALT. PCN 34/F/C/X/T. 1400-2200Z. Fire 5 1400-2200Z.	Push-back required from stand 1,2,3,4,7 and 9. Jet A-1. ABN. Fire 8.
Ilo (GEN Jorge Fernandez Maldonado)	Iscozasin
72' SPLO -05:00 S17 41.7 W071 20.6 Apt Administration 49-5021, 978470281; Fax 49-5021; jreategui@corpac.gob.pe.	900' SPEN -05:00 S10 11.0 W075 09.0 09/27 3937' TURF. SR-SS.
12/30 8202' ASPHALT. PCN 49/F/B/X/T. Mon-Sat: 1300-2100Z and O/R. Elevated terrain East of Apt. Circulate through South sector. Acft will use minimum power when entering, exiting or maneuvering on apron. Circulating East of Apt prohibited. Instructional flights in vicinity of Apt. Only Acft with two-way communications allowed. Fire 5 Mon-Sat: 1300-2100Z.	Jaen (Fernando Belaunde Terry) 2477' SPJE JAE -05:00 S05 35.5 W078 46.3 16/34 7874' ASPHALT. PCN 54/F/D/X/T. Mon-Sat 1300-2100Z. O/T O/R. Flight information service only, daytime operations only and in visual conditions. Fire 5.
Inapari	Jauja (Francisco Carle)
800' SPIN -05:00 S10 58.8 W069 33.7 15/33 3937' CONC/SLD. PCN 13/F/B/X/T. SR-SS. Daytime VFR only.	11034' SPJJ JAU -05:00 S11 47.0 W075 28.4 13/31 9219' ASPHALT. PCN 46/F/C/W/T. 1100-2300Z. Pilots use caution when landing and when taking off. 180° turns after landing on Rwy31 allowed only on Rwy turnaround pad in order to avoid surface deterioration. Fire 5.
Inca Manco Capac Intl see Juliaca	Jorge Chavez Intl see Lima-Callao
Iquitos (Col Francisco Secada Vignetta) Apt of Entry	Juanjui
306' SPQT IQT -05:00 S03 47.1 W073 18.5 Apt Administration 065-228151, 065-228444; aeropuerto.deiquitos@adp.com.pe. ATC 065-260196, 065-260532, 065-260533. 06/24 8202' CONCRETE. PCN 52/R/B/W/T. HIRL. ALS 06. H24. ATND SKD H24. Customs: H24. CAUTION: Rubber contamination on Rwy 06.	1148' SPJI JJI -05:00 S07 10.2 W076 43.7 03/21 6562' UNPAVED. PCN 14/F/C/X/T. Mon-Sat: 1300-2100Z. Take off Rwy 03. Landing Rwy 21. Fire 1.

PERU

Julia (Inca Manco Capac Intl) Apt of Entry Days.

12552' SPJL JUL -05:00 S15 28.0 W070
09.5

Apt Administration 328226; jb.jul@aap.com.pe,
julcoordinacionespl@aap.com.pe. ATC
321821, 32897. Apt Operator Mobile
941831956.

12/30 13780' ASPHALT. PCN 46/F/C/X/T.
ASDA 12 13976'. ASDA 30 13976'. RL.

1200-0000Z. ATND SKD 1200-0000Z. Customs: Customs: 1200-0000Z. Immigration O/R.

24 hr PNR for non -scheduled flights.

CAUTION: Birds in vicinity of AD.

180 Deg turn only on Rwy turning area.

ABN. Fire 7.

Julian Palacin Fernandez see Pacasmayo

Kiteni

2589' SPKI -05:00 S12 38.9 W073 02.2

07/25 3346' GRAVEL.

ATND SKD Sunrise-Sunset.

Landing and take-off not permitted when helicopters are parked in parking spots 1, 2, 3 and 4.

Daytime operations are only permitted in VMC conditions.

Fire 3.

Las Malvinas

1253' SPWT -05:00 S11 51.3 W072 56.4

17/35 5413' GRAVEL. PCN 29/F/D/X/T. RL.

ATND SKD SR-SS.

CAUTION: Chimney located 2952' (900 m) from the right side of approach to Rwy 17.

Only daytime operations and in visual conditions.

Fire 6.

Leon Velarde (Shiringayoc O Hda Mejia)

750' SPOV SYC -05:00 S11 54.0 W069 10.0

01/19 3019' TURF.

Lima-Callao (Jorge Chavez Intl) Apt of Entry Days.

113' SPJC LIM -05:00 S12 01.3 W077 07.2

Apt Administration (511) 5173100-3387, (511) 5173100-3467, 5173561; dutyoffice@lima-airport.com, supervisoresdeprogramacion@lima-airport.com. Ground Services 056-542119; On Call 968921061; lorihuela@petroperu.com.pe.

16L/34R 11509' CONCRETE. PCN 74/R/A/X/T.
LDA 34R 9531'. ASDA 16L 11706'. ASDA 34R 11706'. RL. ALS 16L.

16R/34L 11417' ASPHALT. PCN 82/F/A/X/T.
LDA 16R 9285'. RL. ALS 16R.

H24. ATND SKD H24. Customs: H24.

CAUTION: Birds in vicinity of Apt.

CAUTION: Observe obstacles in Southern sector of Apt.

CAUTION: Antenna 450' (137 m) high, located 2.2 NM (4100 m) from Thr34R.

CAUTION: Building 283' (86 m) high, located 0.8 NM (1480 m) from Thr 34R.

CAUTION: Approaching and landing on Rwy 34R/34L prohibited except emergency flights, humanitarian and special missions.

CAUTION: Due to hangar building 656' (200 m) north from the intersection of taxiway ALFA and BRAVO, obstruction of visibility exist from the control tower between 1804' (550 m) and 2297' (700 m) from ALFA taxiway and south access to Air Group no 8 of the Peruvian Air Force.

Daily between 1320Z and 1520Z, and 0030Z and 0330Z, in order to avoid traffic congestion, non scheduled flight arrivals are not allowed to SPJC. Non scheduled flight status arrivals emergency, SAR, humanitarian, hospital, Air Ambulance are excluded.

"FOLLOW ME" Vehicle assistance can be requested to TWR. When general aviation aircraft are not familiar with the aerodrome, they will always be guided by the "FOLLOW ME" vehicle.

PERU

VFR / IFR departures shall communicate with TWR for ATC authorization before towing / taxiing.

Departing Acft must obtain authorization to start the engines, be towed and instructions on taxiing from platformon 121.900 MHz frequency.

Maximum 2 hr stay on the international ramp. Loading, unloading, and fueling must take place during this timeframe.

Maximum 2 hr stay on civil aviation aprons for all General Aviation flights, national and international. Passenger boarding/disembarking, refueling, aircraft cleaning and ground handling activities shall be included in this period. After 2 hours aircraft must be relocated to another apron, parking area or hangar or shall be flown to a convenient alternate airport.

All technical stops of commercial and general aviation flights are prohibited.

Hours of operation for general aviation flights, national and international, must be accomplished from 0500-0930Z and 1800-2359Z.

Unscheduled flights (Cargo, General Aviation or Military), operators should coordinate flight plan 48 hours before ETA with Airport Administration via e-mail, modification of hours will be requested in order to facilitate operations at Aptif necessary.

Flight training with ATS authorization only.

Helicopter must maintain radio communication depending on stage of flight via frequency: Twr 118.1MHz, Ground Control 121.9 MHz and Clearance Delivery 118.5 MHz.

Except when weather conditions at SPJC Apt require the execution of LVP the following restrictions apply: takeoffs between 1100-0500Z for Acft leaving for the north will preferably takeoff from Rwy 34R, takeoffs between 0500-1100Z Acft will takeoff from Rwy 34R, except when tailwind component on this Rwy is greater than 5 kts and itis necessary to takeoff from Rwy 16L.

F-3, Jet A-1.

ABN. Fire 9.

Major PNP Nancy Flores Paucar see Mazamari

Manu

1010' SPNU -05:00 S12 17.4 W070 53.4
03/21 4560' GRAVEL. ASDA 03 4740'. ASDA 21 4740'.

SR-SS.

Maria Reiche Neuman see Nazca

Mazamari (Major PNP Nancy Flores Paucar)

2180' SPMF -05:00 S11 19.5 W074 32.1

15/33 5774' ASPHALT. PCN 34/F/C/Y/T.

Mon-Sat 1300-2300Z.

CAUTION when landing and taking off. Due to platform capacity and military ops helicopters stationed on both side of strip in the first 492 ft (150m) of Rwy 3398 ft (30m) from rwy edges. Contact AFIS. Due to location of AFIS unit there isno visual of the landing area for the first 1640 ft (500m) of Rwy 15 and platform thr. Antenna 82 ft (25m) high 197 ft (60m) from Rwy 33 thr 295 ft (90m) to the right.

CAUTION: Energized cement posts from 26 ft (8m) high 246 ft (75m) fromRwy 15 thr.

Flight Service only, daytime and visual conditons.

Fire 5.

Minas Buenaventura see Orcopampa

Moises Benzaquen Rengifo see Yurimaguas

Moquegua

4696' SPEQ -05:00 S17 10.8 W070 55.9

06/24 5512' ASPHALT. PCN 13/F/C/Y/T.

Aerodrome only available for daytime operations under Visual Flight Rules (VFR).

Fire 5 1300-2100Z.

PERU

Nazca (Maria Reiche Neuman)

1813' SPZA -05:00 S14 51.2 W074 57.7
Apt Administration 056-522801; lgamboa@cor-
pac.gob.pe.

07/25 3281' ASPHALT. PCN 9/F/A/Y/T.

APAPI rwy 25 not visible farther than 1nm due
to ascending terrain.

1100-2300.

F-3, Jet A-1.

Fire 4 1100-2300.

Nuevo Mundo

1066' SPNM -05:00 S11 32.5 W073 08.5

01/19 5905' GRAVEL. PCN 29/F/A/Y/T.

SR-SS.

Takeoffs from the Nuevo Mundo aerodrome to
Lima will take place a maximum of 50minutes
before sunset from the Jauja aerodrome
(SPJJ).

No services for Air Traffic services, Meteorological,
AIS, FIS, daytime hours of operation only.

Fire 5.

Orcopampa (Minas Buenaventura)

12322' SPOR -05:00 S15 18.9 W072 21.1

03/21 6496' DIRT/TRTD.

SR-SS.

Fire 2.

Orellana

355' SPON -05:00 S06 53.8 W075 09.2

18/36 3281' TURF.

SR-SS.

Weight Bear Capacity (Rwy 18/36): Light air-
craft.

Oventeni

3337' SPBT -05:00 S10 45.2 W074 13.3

01/19 3281' GRASS. AUW-13.

Daytime operation and under visual conditions
only

Pacasmayo (Julian Palacin Fernandez)

72' SPYO -05:00 S07 25.0 W079 34.2
18/36 3281' PAVED. AUW-13.
SR-SS.

Padre Aldamiz see Puerto Maldonado**Palmas Del Espino**

1667' SPPN -05:00 S08 20.6 W076 29.4
18/36 5676' GRVL/GRAS.

SR-SS.

F-4.

Fire 1.

Patria

2224' SPIR -05:00 S12 58.0 W071 25.7

14/32 3280' GRVL/DIRT.

SR-SS.

Only daytime operations and in visual condi-
tions.

Pedro Canga see Tumbes**Pisco**

40' SPSO PIO -05:00 S13 44.7 W076 13.2
Apt Manager 5133800 int. 55303; Mobile
956660797; ricardo.velez@adp.com.pe. Apt
Operator 5133800; aero-
puerto.depisco@adp.com.pe.

04/22 9908' ASPHALT. PCN 50/R/B/W/T.
ASDA 04 10236'. ASDA 22 10531'. HIRL.
HIALS 22.

Rwy 04/22 PCN 51/F/A/X/T

H24. ATND SKD 1200-0400 and O/R. Cus-
toms: O/R.

CAUTION: bird hazard in the vicinity of Rwy 22.
All ACFT shall contact Pisco ATC 10 minutes
prior to taxi/off block time in order to obtain ATC
clearance, aerodrome information, departure
sequence, and possible delays.

VFR flights authorized during sunrise-sunset,
inside the Pisco ATZ.

PERU

F-3, Jet A-1.

ABN. Fire 7.

Piura (Capt Guillermo Concha Iberico)

116' SPUR PIU -05:00 S05 12.3 W080 37.0

01/19 8202' ASPHALT. PCN 40/F/B/X/T. MIRL.

1200-0200Z, O/T O/R. ATND SKD

1200-0200Z, O/T O/R.

Due to trees located in NW sector of Rwy 01, there is no visibility from Twr to first 492' (150 m) of landing and take off area of Rwy 01. Pilots must exercise caution.

Pilots must exercise caution due to obstacle, 98' (30 m) high, located 4396' (1340 m) from Thr Rwy 19.

Birds in the vicinity of Apt.

Overnight is not available due to apron capacity.

Turns are prohibited on Rwy after landing.

Acft returning to end of Rwy 19, continue on Twy C up to intersection of Twy B to return to Rwy.

Jet A-1.

ABN. Fire 7 1200-0200Z, O/T O/R.

Pucallpa (Cap FAP David Armando

Abensur) Apt of Entry

516' SPCL PCL -05:00 S08 22.7 W074 34.5

Apt Administration (061) 577329; Fax (061) 594782; aeropuerto.dePucallpa@adp.com.pe.

02/20 9186' ASPHALT. PCN 46/F/C/X/T. ASDA 02 9383'. ASDA 20 9383'. HIRL. HALS 02.

H24. ATND SKD 1200-0600Z. O/T O/R. Customs: 1200-0600Z.

CAUTION: Bird Hazard runway 02/20

CAUTION: Lights on highway 1.5 NM Southwest of final approach course may be mistaken for Rwy 02.

F-3, Jet A-1.

ABN. Fire 7.

Puerto Breu (Tipishsa)

660' SPPB -05:00 S09 32.5 W072 45.3

01/19 3281' CLAY/GRAS.

SR-SS.

Puerto Esperanza

725' SPEP -05:00 S09 46.2 W070 42.5

07/25 5906' ASPHALT. PCN 23/F/C/Y/T.

SR-SS.

Puerto Maldonado (Padre Aldamiz) Apt of Entry

659' SPTU PEM -05:00 S12 36.8 W069 13.7

Apt Administration pemcoordinacionesppl@aap.com.pe. Apt Manager 084-571533.

01/19 11483' CONCRETE. PCN 69/R/C/X/T. RL.

1100-2300Z O/R. ATND SKD 1100-2300Z and O/R. Customs.

CAUTION: Bird Hazard runway 01/19

Operators of non-scheduled flights, civilian or military, must coordinate their flight plans 24 hr before its ETD with the management of the airport.

Jet A-1.

Fire 7 1100-2300Z and O/R.

Quincemil

2050' SPIL UMI -05:00 S13 16.0 W070 41.0

06/24 5905' GRAVEL.

1400-2000 Clsd Sun.

Requena

394' SPQN -05:00 S05 04.7 W073 51.4

16/34 3281' ASPHALT.

SR-SS.

Daytime VFR only.

Rioja

2707' SPJA RIJ -05:00 S06 04.1 W077 09.6

16/34 6168' ASPHALT. PCN 16/F/C/Y/U.

PERU

Daytime and visual operations only, AFIS service is not provided.

High tension tower located 509' (155 m) from RCL right side of Rwy 16.

Metal tower 164' (50m) high located West of the Apt.

Obstacle located left side of Rwy 34, 1083' (330 m) from RCL.

Rodriguez Ballon Intl see Arequipa**Rodriguez De Mendoza (San Nicolas)**

5085' SPLN RIM -05:00 S06 23.5 W077 30.1

10/28 5906' ASPHALT. PCN 16/F/C/Y/U. Rwy 10 Landing not allowed. Rwy 28 Takeoff not allowed.

SR-SS.

San Francisco see Teresita**San Juan De Marcona**

144' SPJN SJA -05:00 S15 21.0 W075 09.0

15/33 6562' ASPHALT. PCN 21/F/A/Y/U. RL.

SR-SS.

San Nicolas see Rodriguez De Mendoza**San Ramon (Capitan Alvarino)**

2600' SPRM -05:00 S11 06.5 W075 20.0

01/19 3281' TREATED.

SR-SS.

Sepahua

1000' SPSE -05:00 S11 08.5 W073 02.0

09/27 5906' GRAVEL. AUW-59.

SR-SS.

Only daytime operations and in visual conditions.

Shiringayoc O Hda Mejia see Leon Velarde

Tacna (Col Carlos Ciriani Santa Rosa) Apt of Entry

1538' SPTN TCQ -05:00 S18 03.2 W070 16.5

Apt Administration (052) 314503; Fax (052) 314672; evela@corpac.gob.pe. Apt Manager (052) 570072; Mobile 969598457; jb.tcq@aap.com.pe.

02/20 8202' ASPHALT. PCN 39/F/A/X/T. TODA 02 8904'. TODA 20 8924'. ASDA 02 8399'. ASDA 20 8399'. RL. ALS 02.

1100-0300Z and O/R. ATND SKD Mon - Sat, 1000-0200Z and O/R. Sun O/R. Customs: O/R.

For non-scheduled flights civil or military, operators must coordinate flight plans 24 hours before estimated time of departure with airport administration viae-mail, TCQCOORDINACIONESFPL AT AAP.COM.PE

Jet A-1.

ABN. Fire 7.

Talara (Capitan Montes Intl) Apt of Entry

282' SPYL TYL -05:00 S04 34.6 W081 15.2
Apt Administration (073) 385510; Fax (073) 385070; aeropuerto.detalara@adp.com.pe.

17/35 8071' ASPHALT. PCN 39/F/C/X/T. ASDA 17 8268'. ASDA 35 8268'.

Rwy 17 Right-Hand Circuit.

1300-2100Z. ATND SKD 1300-2100Z, and O/R. Customs: O/R.

Caution: Birds in vicinity of airport.

Circling prohibited East of the airfield.

F-4, Jet A-1.

ABN. Fire 7.

Tarapoto (CAP FAP Guillermo del Castillo)

868' SPST TPP -05:00 S06 30.5 W076 22.4
ATS 042-521053, 042-527042.

17/35 8530' ASPHALT. PCN 41/R/B/X/T. LDA 17 7382'. HIRL. HIALS 35.

PERU

1200-2359Z O/T O/R. ATND SKD 1200-2359Z
O/T O/R.

CAUTION: New terminal limits visibility from Tower to parking positions 2, 3, 4, 5 and apron.

CAUTION: Birds in vicinity of Apt: daily concentrations of birds in the vicinity of Rwy 17/35.

CAUTION: Reduced visibility from Twr to first 2297' (700 m) from Rwy 33 due to trees and work in progress. Pilots take caution during landing or take-off.

Mandatory push-back towing from parking stand 01.

Flights from AD without ATS: coordinate flight plan and take-off time via tel. 180° turn required on Rwy 35 turning platforms at 6234' (1900 m) and 8530' (2600 m) for medium and heavy Acft.

Jet A-1.

ABN. Fire 7.

Teniente Bergerie

384' SPID -05:00 S03 44.5 W073 15.6

13/31 4790' CONCRETE.

SR-SS.

Land Rwy 13, takeoff Rwy 31.

F-4, Jet A-1.

Fire 2.

Teresita (San Francisco)

2500' SPTE -05:00 S12 32.0 W073 48.0

12/30 3937' DIRT.

SR-SS.

Tingo Maria

2146' SPGM TGI -05:00 S09 17.4 W076 00.3

01/19 6890' GRAVEL. PCN 14/F/D/X/U. TORA 01 5906'. TORA 19 5906'. LDA 01 5906'. LDA 19 5906'. TODA 01 5906'. TODA 19 6102'. ASDA 01 5906'. ASDA 19 6102'.

Mon - Sat, 1300 - 2100Z.

CAUTION: Birds in vicinity of airport. Pilots take caution during landings and take-offs, contact Tower.

Flight information service only, daytime and visual operations only.

Take-off Rwy 01 unrestricted.

Landing Rwy 19 visual.

First 984' (300m) Rwy 19 no available.

Fire 5.

Tipishsa see Puerto Breu

Tnte FAP Alejandro Velazco Astete Intl see Cusco

Tocache

1631' SPCH -05:00 S08 11.7 W076 31.7

09/27 6332' CLAY. PCN 10/F/C/Y/T.

SR-SS.

Trujillo (Cap Carlos Martinez De Pinillo)

128' SPRU TRU -05:00 S08 04.9 W079 06.5
Apt Administration (044) 464131, (044) 464324;
Fax (044) 464224; aeropuerto.detru-
jillo@adp.com.pe. Apt Manager Mobile
949627935.

02/20 9843' ASPHALT. PCN 52/F/B/X/T. LDA
20 7874'. ASDA 02 10040'. ASDA 20 10040'.
RL. ALS 02.

H24. ATND SKD 1200 - 0200Z. O/T O/R. Customs: 1300 - 0200Z

Caution: High terrain to the North and East of airport. Obstruction of 246 ft altitude coordinates; S080434/W0790657 with obstruction lights.

Caution: Birds in Vicinity of Airport.

In order to avoid the deterioration of the asphalt layer, turning on RWY is NOT allowed. After landing the acft will taxi to the first RWY turning bay available and vacate the active RWY.

F-3, Jet A-1.

ABN. Fire 7.

PERU

Tte Fap Jaime De Montreuil see Chimbote**Tumbes (Pedro Canga)**

115' SPME TBP -05:00 S03 33.1 W080 22.9

14/32 8202' ASPHALT. PCN 45/F/C/X/T. RL.

1500-0300Z.

CAUTION: Bird hazard on Rwy 14/32.

Aircraft landing must perform 180 turns on the turning pads at the end of the Rwy 14/32 to avoid wearing down the asphalt top.

For night operations, request 3 hours prior notice.

ABN. Fire 7 1500-0300Z.

Vicco

13461' SPVI -05:00 S10 50.9 W076 14.8

17/35 6365' DIRT.

SR-SS.

Only daytime operations and in visual conditions.

Vilcashuaman

11965' SPVN -05:00 S13 40.7 W073 55.6

13/31 5085' ASPH/BITU.

SR - SS.

Yauri

12795' SPIY -05:00 S14 48.4 W071 25.9

18/36 8202' ASPHALT.

SR-SS.

Only daytime operations and in visual conditions.

Yurimaguas (Moises Benzaquen Rengifo)

587' SPMS YMS -05:00 S05 53.6 W076 07.1

09/27 5906' ASPHALT. PCN 20/F/C/Y/U.

1200-2300Z.

CAUTION: Birds in vicinity of airport.

CAUTION: Antennas on both sides of the RWY 27.

CAUTION: Due to high obstacles on the East side of the apt, Landing on Rwy 27 and Take-off Rwy 09 are not permitted. Church Tower 131' (40 m) aprox 1969' (600 m) East of Rwy 27. Obstacle 8' (2.5 m) high, located 179' (54.5m) left side of RCL 09. A gasoline station at 1378' (420m) of Rwy 09 and 231' (70.5m) left side of RCL 09. AVGAS station at 36' (11m) ECHO side of the platform.

Flight information service, only operates during day hours and visual conditions.

Landing Rwy 09. Take off Rwy 27.

Fuel: U.

Fire 5.

SURINAME**Coeroenie**

482' SMCI -03:00 N03 22.0 W057 20.0

10/28 4035' SAND/CLAY. AUW-13. ASDA 10
4199'. ASDA 28 4199'.

SR-SS.

J.A. Pengel Intl see Zandery**Paloemeu (Vincent Faiks)**558' SMPA OEM -03:00 N03 21.0 W055
27.0**07/25** 3773' SAND/CLAY. AUW-13. ASDA 07
3937'. ASDA 25 3937'.

SR-SS.

Rudy Kappel see Tafelberg**Sipaliwini**

745' SMSI -03:00 N02 02.0 W056 08.0

09/27 3281' SAND. AUW-13. ASDA 09 3445'.
ASDA 27 3445'.

SR-SS.

Tafelberg (Rudy Kappel)

1115' SMTB -03:00 N03 47.0 W056 09.0

10/28 3773' SAND. AUW-13. ASDA 10 3904'.
ASDA 28 3970'.

SR-SS.

Vincent Faiks see Paloemeu**Zandery (J.A. Pengel Intl)** Apt of Entry

59' SMJP PBM -03:00 N05 27.1 W055 12.0

Apt Administration 325200, 325221, 325252,
401348, 8650495; info@japi-airport.com.**11/29** 11417' ASPHALT. PCN 84/F/B/W/T.
TODA 11 14698'. TODA 29 14698'. ASDA 11
11614'. ASDA 29 11565'. RL.H24 ATND SKD 0900Z-0200Z, O/T call out.
Customs: H24.

180 degrees turn of aircraft on the runway surface restricted, aircraft with a maximum take off weight of 66139 lb (30.000kg) and above shall proceed to Twy D or Twy E for a 180° turn.

All code D Acft with wingspan greater than 148'
(45m), code E and code F Acft coming from

Psn 5 or 6 that taxi to Rwy 11 via Twy Alpha must use one of the following routes for Dep when a code E or F type Acft is parked on parking Psn 4 or 4A and when part of the Acft penetrates the red apron safety line marking: (1)

Twy Charlie, left on Rwy 11, proceed to Twy Delta and Echo for a full length Rwy 29 Dep. (2) Twy Charlie intersection take off Rwy 11: TORA=9154' (2790m), TODA=9154' (2790m), ASDA= 9350'(2850m). Twy Charlie, right on Rwy 29, proceed to Twy Bravo and then left on Twy Alpha for a full length Rwy 11 Dep.

Jet A-1.

ABN. Fire 9.

URUGUAY

Angel S Adami Intl see Montevideo

F-4, Jet A-1.

Artigas (Artigas Intl) Apt of Entry

ABN. Fire N.

410' SUAG ATI -03:00* S30 23.9 W056 30.6
 Apt Administration 4772 3971; Fax 4772 3971;
 suag@dinacia.gub.uy.

05/23 1969' GRASS.

Durazno (Santa Bernardina Intl) Apt of Entry
 305' SUDU DZO -03:00* S33 21.4 W056
 29.8

11/29 4183' BITUMEN. AUW-13. RL.

Apt Administration 4362-2182, 4362-2449; Fax
 4362-4927; sudu@dinacia.gub.uy. On Call
 4262-2182.

Mon-Fri, 1100-2300UTC, except holidays.
 ATND SKD Mon-Fri 1100-1900Z, Sat, Sun and
 HOL O/R. Customs: Mon-Fri 1100-1900Z, Sat,
 Sun and HOL O/R.

VMC operations limited to daytime only.

03/21 7477' ASPH/CONC. PCN 21/F/B/W/T.
 RL. HIALS 03. MIALS 21.

F-4, JP-1.

10/28 4764' ASPH/CONC. RL.

ABN.

Mon-Fri 1100-1700Z, Hol and O/T O/R 24hr in
 advance via Tel. ATND SKD Mon-Fri
 1100-1700Z, Hol and O/T O/R 24hr in advance
 via Tel. Customs: O/R.

Capitan Curbelo Intl see Maldonado

Twy A, B, and C limited 44093 lb (20 tonnes).

Carlos Antunez Castellanos see Trinidad

F-4, Jet A-1.

Carmelo (Carmelo Intl)

Fire 6 1000-2200Z, O/T O/R.

36' SUCM -03:00* S33 58.0 W058 19.5

El Jaguel Dptal see Punta Del Este

Apt Administration 4542 9255; operaciones-
 suca@dinacia.gub.uy.

Fray Bentos

17/35 3478' GRASS.

121' -03:00* S33 10.0 W058 15.0

Customs: Mon-Sun 1130Z to 30 minutes after
 SS and Mon-Thu O/R.

05/23 2001' TURF.

Fire N.

18/36 3411' TURF.

**Carrasco Intl/Gen C L Berisso see
Montevideo**

ATND SKD SR-SS.

Cerro Largo Intl see Melo

F-2.

Colonia (Laguna de los Patos Intl) Apt of
Entry

Fire U.

66' SUCA CYR -03:00* S34 27.1 W057 46.0
 Apt Administration 4522 2319, 4522 2501, 4522
 4853; Fax 4522 2319; suca@dinacia.gub.uy.
 operacionessuca@dinacia.gub.uy.

Gen Artigas see Montevideo

13/31 4495' BITU/TRTD. PCN 10/F/B/W/U.

Laguna de los Patos Intl see Colonia

1000-2200Z. ATND SKD 1100-2000Z. Cus-
 toms: O/R.

Maldonado (Capitan Curbelo Intl) Apt of
 Entry

95' SULS PDP -03:00* S34 51.4 W055 05.9
 Apt Administration 4255 9777 - 4255 9387 -
 4255 9388; Fax 4255 9389. Apt Manager
 caisa@puntadeleste.aero.

01/19 5249' CONC/ASPH. PCN 43/F/A/X/T.
 RL. ALS 19.

URUGUAY

08/26 6998' CONC/ASPH. PCN 46/F/B/X/T. RL. MIALS 08.	01/19 4101' CONCRETE. PCN 12/R/C/W/T. RL.
H24. ATND SKD H24. Customs: H24.	Rwy 19 Right-Hand Circuit.
CAUTION: Birds in vicinity of Apt.	1000-2200Z. ATND SKD 1000-2130Z. Customs: 0800-2200Z.
Limited operation to MTOM 373,463 lbs (169,400kg) for B787 Acft.	Authorize VFR operations only. IFR operations coordinate Carrasco frequency 119.2 / 123.2 MHz.
Operation without passengers or cargo for B787 Acft.	F-4.
180degrees turn at the ends head turn area for B787 Acft.	ABN. Fire 4.
Exit and entry by Twy Dfollowing the instructions of the Platform Management Service for B787 Acft.	Montevideo (Carrasco Intl/Gen C L Berisso) Apt of Entry
F-4, Jet A-1.	105' SUMU MVD -03:00* S34 50.0 W056 01.7
ABN. Fire 7.	Apt Administration 2 604 0329; Fax 0 99673888, 2 604 0332, 5982 604 0332; Operaciones@aeropuertodecarrasco.com.uy. 2604 0299, 2604 0329 Ext 1235.
Melo (Cerro Largo Intl) Apt of Entry 364' SUMO MLZ -03:00* S32 20.5 W054 13.3	01/19 7382' CONCRETE. PCN 55/F/C/W/T. MIALS 19.
Apt Administration 4640 2422; Fax 4640 2027. Apt Manager sumo@dinacia.gub.uy.	07/25 10499' CONC/ASPH. PCN 88/F/C/W/U. TORA 07 10007'. LDA 07 8858'. LDA 25 10007'. RL. MIALS 25.
07/25 4961' BITU/TRTD. PCN 10/F/D/Z/T. Mon-Fri, 1100-2300Z. ATND SKD Mon-Fri 1100-1900Z; Sat, Sun, HOL and O/T O/R. Customs: O/R.	H24. Customs.
Airport available for VMC operations.	180-degree turns on the runways are not authorized for heavy aircraft except atthe turn pads on rwy 07/25 and at the thresholds of runways 07/25 and 01/19.
F-4, JP-1.	Twy D NA to aircraft heavier than 12,566lbs (5700kg) MTOW.
Mercedes (Ricardo Detomasi Dptal) 72' SUME -03:00* S33 14.9 W058 04.4	Aircraft stand 04, 10, 11, 32, 33, 34 and 35 limited to aircraft up to 213' (65M) wingspan. Push backis required for departure.
Apt Administration 4532 2638, 4532 2828, 4532 3513; Fax 4532 2638; sume@dinacia.gub.uy.	Aircraft stand 31 limited to aircraft up to 171' (52M) wingspan. Push back is required for departure.
08/26 3675' GRASS.	Aircraft stand 18 and 19 limited to aircraft up to 52' (15.9M) wingspan. Self-propelled departure.
16/34 4052' GRASS.	Aircraft stand 13, 14 and 15 limited to aircraft up to 93' (28.48M) wingspan. Self-propelled departure.
ATND SKD SR-SS.	
Montevideo (Angel S Adami Intl) Apt of Entry 174' SUAA -03:00* S34 47.3 W056 15.9	
Apt Administration 598-2322-8035/8043; Fax 598-2322-8035. Apt Manager suaa@dina-cia.gub.uy.	

URUGUAY

Aircraft stand 09 limited to aircraft up to 156' (47.57M) wingspan. Push back is required for departure.

Aircraft stand 27, 28, 29 and 30 limited to aircraft up to 118' (36M) wingspan. Self-propelled departure, but may require Push back.

Aircraft stand 26, 32A, 32B, 33A, 33B, 34A, 34B, 35A and 35B limited to aircraft up to 118' (36M) wingspan. Push back is required for departure.

CAUTION: Birds in vicinity of airport.

Noise Abatement Procedures:

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 Acft flying over the city of Montevideo shall maintain 3000ft (900m) up to 10NM DME arc, proceeding then to descend to land except for emergency, traffic reasons, weather or the Acft is conducting a published instrument procedure torunway 07.

Aircraft stand 07 and 08 limited to aircraft up to 118' (36M) wingspan. Self-propelled departure.

Aircraft stand 12 limited to aircraft up to 213' (65M) wingspan. Push back is required for departure with caution due to jet blast with moving vehicle when RWY 01, 07 or 19 active.

Aircraft stand 06 limited to aircraft up to 79' (24M) wingspan. Self-propelled departure.

Aircraft stand 05 limited to aircraft up to 79' (24M) wingspan. Self-propelled departure.

F-4, Jet A-1.

ABN. Fire 9.

Montevideo (Gen Artigas)

82' -03:00* S34 44.9 W055 57.5

18/36 3600' ASPHALT.

F-2.

Paysandu (Tydeo Larre Borges Intl) Apt of Entry

177' SUPU PDU -03:00* S32 21.8 W058 04.0

Apt Administration 4722 2199; Fax 4722 2079; supu@dinacia.gub.uy.

02/20 4921' ASPH/CONC. PCN 31/F/B/X/T. MIALS 20.

10/28 2953' BITU/TRTD. AUW-13. TORA 28 3248'. TODA 10 3248'. TODA 28 3248'. ASDA 10 3281'. ASDA 28 3248'.

MON-FRI 1000 - 2200Z. SAR, humanitarian, sanitary, State and O/T O/R. Customs: O/R.

CAUTION: Loose stones on Rwy 10/28.

CAUTION: Stone powder on Rwy 02/20.

F-2, F-4.

ABN. Fire U.

Presidente General don Oscar D. Gestido Intl see Rivera

Punta Del Este (El Jaguel Dptal)

66' SUPE -03:00* S34 54.8 W054 55.1
Apt Administration 4248-4513; Fax 4248-4513.
Apt Manager supe@dinacia.gub.uy.

02/20 2756' ASPH/CONC. TORA 20 1870'. LDA 02 1870'. TODA 20 1870'. RL.

1100Z-SS. ATND SKD 1100Z-SS.

CAUTION: caution is advised on final approach to Rwy 02 and climb on takeoff from Rwy 20 for the presence of natural obstacles (trees) in the vicinity of Thr 02.

Parachute activities in vicinity of Apt.

Apt licensed for use for Acft MTOWup to 12566lbs (5,700 kg).

F-4, Jet A-1.

ABN.

Ricardo Detomasi Dptal see Mercedes

URUGUAY

Rivera (Presidente General don Oscar D)

Apt of Entry

712' SURV RVY -03:00* S30 58.2 W055
28.4

Apt Administration 4622 1921-4623 2644; Fax 4622 4921. Apt Manager surv@dinacia.gub.uy.

05/23 6004' BITU/TRTD. PCN 32/F/B/X/T. RL.

Mon to Fri 1000-2200Z, exc HOL. ATND SKD MON to FRI 1000-2200Z. SAT 1300-2100Z (Prior Permission Required). Customs: O/R.

CAUTION: Birds in vicinity of RWY sunrise - sunset.

100 octane, JP-1.

ABN. Fire 4.

Rocha

69' -03:00* S34 29.0 W054 16.0

06/24 3280' TURF.**09/27** 2952' TURF.

ATND SKD SR-SS.

Fire U.

Salto (Salto Nueva Hesperides Intl) Apt of Entry141' SUSO STY -03:00* S31 26.1 W057
59.0

Apt Administration 4732 7119; Fax 4732 7119; suso@dinacia.gub.uy. 4732 2310, 4733 4888.

05/23 5210' ASPH/CONC. PCN 26/R/C/X/T. RL. MIALS 05.**13/31** 2461' GRASS.

Mon-Sun, 1000 to 2200Z. ATND SKD Mon-Fri, 1100 to 2100Z other times O/R. Customs: O/R.

F-4, JP-1.

ABN. Fire U.

Santa Bernardina Intl see Durazno**Tacuarembo**440' SUTB TAW -03:00* S31 45.0 W055
55.4Apt Administration 4632 3938; Fax 4630 2016.
Apt Manager sutb@dinacia.gub.uy.**10/28** 3806' BITU/TRTD. AUW-13. RL.

Mon-Fri 1000-2200Z, other times O/R. ATND SKD Mon-Fri 1100-2100Z, other times O/R.

CAUTION: Gravel could be encountered on rwy surface.

AD operations limited to aircraft not exceeding MTOW12566 lbs (5700kg) with conventional engines.

F-4.

ABN. Fire U.

Treinta Y Tres203' SUTR TYT -03:00* S33 11.7 W054
20.8

Apt Administration 4452 3471; Fax 4452 3471; sutr@dinacia.gub.uy.

01/19 3510' GRASS.**10/28** 1969' GRASS.

ATND SKD Mon-Fri 0800-1600 LT.

Trinidad (Carlos Antunez Castellanos)

423' -03:00* S33 29.0 W056 53.0

05/23 3214' TURF.**09/27** 2050' TURF.**18/36** 1804' TURF.

ATND SKD SR-SS.

Fire U.

Tydeo Larre Borges Intl see Paysandu**Vichadero**488' SUVO VCH -03:00* S31 44.3 W054
35.3

Apt Operator (0) 91486743.

05/23 3219' GRASS.

ABN. Fire N.

VENEZUELA

Acarigua (Gen Oswaldo Guevara Mujica)	15/33 9843' ASPHALT. PCN 87/F/D/Y/T. RL. 743' SVAC AGV -04:00 N09 33.2 W069 14.2 Apt Administration 58 0255 664326.	MIALS 15. H24 ATND SKD H24. Customs: Immigration:H24. Customs PNR. Birds and Animals in vicinity of airport. RWY 33 VFR Ops only. MAX TO Wt 485017lbs (220000kg). MAX LDG Wt 418878lbs (190000kg). RWY 02/20 Hrs of Ops SR-SS. F-4, Jet A-1. ABN. Fire 7.
11/29 5906' ASPHALT. PCN 47/F/C/Y/T. RL. ALS 11. SR-SS. ATND SKD Mon-Fri 1130-1600Z/ 1800-2050Z, Sat 1130-1550Z, Sun 1200-1600Z.	CAUTION: Birds in vicinity of airport. F-4, JP-1. ABN.	
Alberto Carnevalli see Merida		Barinas (Barinas Luisa Caceres De Arism)
Almirante Cristobal Colon see Guiria		615' SVBI BNS -04:00 N08 36.9 W070 12.8 Apt Administration 58 0273 5332063.
Amazonas (La Esmeralda)	380' SVLE Mil. -04:00 N03 10.3 W065 32.4	04/22 3937' ASPHALT. PCN 45 F/C/W/T. 13/31 6562' ASPHALT. PCN 45/F/C/W/T. LDA 13 5578'. ALS 31.
14/32 7526' ASPHALT. SR-SS. ABN.		SR-0130Z. ATND SKD 1100-0200Z (Jet A1). 1100-0000Z (AVGAS). CAUTION: People crossing runway 12/30. CAUTION: Birds in the vicinity of the airport. CAUTION: Trees and building obstruct vis to apch RWY 12 and R side THR30. Concrete reservoir 200 ft high, 2625 ft from THR 30, unlighted. F-4, Jet A-1. ABN. Fire 6.
Anaco	735' SVAN AAO -04:00 N09 25.8 W064 28.2	
10/28 3888' ASPHALT. ATND SKD SR-SS. CAUTION: Birds in vicinity of airport.		Barinas (Sabaneta) 463' SVSN -04:00 N08 44.6 W069 54.8 07/25 3675' ASPHALT. ATND SKD SR-SS.
Andres Miguel Salazar Marcano see Isla De Coche		Barquisimeto (Jacinto Lara Intl) Apt of Entry 2044' SVBM BRM -04:00 N10 02.5 W069 21.6 Apt Administration 2514423667, 2514432699; On Call 0251-4425590; Fax 02514423667. 09/27 7808' ASPHALT. PCN 50/F/B/Y/T. HIRL.
Arturo Michelena Intl see Valencia		
Barcelona (Gen. Jose Antonio Anzoategui I) Apt of Entry 30' SVBC BLA -04:00 N10 06.7 W064 41.5 Apt Administration 58 281 2752035 / 58 281 2751745. 58 281 2774558. 02/20 9186' ASPHALT. PCN 87 F/D/Y/T. ASDA 02 10171'. RL.		

VENEZUELA

0900-0400Z. O/T O/R 30 min PPR. ATND SKD ABN.

1030-0230Z. O/T O/R 30 min PPR. Customs:

0930-0430Z. O/T O/R 30 min PPR.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 7.

Bocono

5187' SVBK -04:00 N09 15.9 W070 13.8

04/22 4200' ASPHALT.

Caution: Due to presence of animals and people crossing.

ATND SKD SR-SS.

Fire U.

Cabimas (Oro Negro)

171' SVON CBS -04:00 N10 19.8 W071 19.3

06/24 6562' ASPHALT. PCN 4/F/B/W/T.

ATND SKD SR-SS.

F-4.

Fire U.

Cacique Aramare Natl see Puerto Ayacucho**Caicara (Caicara Del Orinoco)**

141' SVCD -04:00 N07 37.0 W066 10.0

11/29 4921' ASPHALT.

ATND SKD 1100-2030Z.

F-4, Jet A-1.

Calabozo

358' SVCL CLZ -04:00 N08 55.5 W067 25.0

Apt Administration 02468712437.

09/27 4790' ASPHALT.

SR-SS. ATND SKD 1130-2100Z.

Birds in vicinity of airport.

CAUTION: People crossing runway.

CAUTION: Ditchalong security zone of RWY 09/27.

F-4.

Canaima

1339' SVCN CAJ -04:00 N06 13.9 W062

51.3

18/36 6890' ASPHALT. PCN 35/F/B/W/T.

SR-SS.

ABN.

CAPT de Navio Antonio Diaz AB see La Orchila**Capure Delta Amacuro Natl see Pedernales****Caracas (Oscar Machado Zuloaga Intl) Apt of Entry**

2142' SVCS -04:00 N10 17.2 W066 49.0

Apt Administration 0239 2241245, 0239 2256347; Fax 0239 2240675.

10/28 6562' ASPHALT. PCN 19/F/B/Y/U. RL. ALS 10.

1000-0200Z. Customs: PPR.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN.

Carora

1496' SVCO VCR -04:00 N10 10.5 W070 03.9

10/28 5052' ASPHALT. PCN 26/F/A/W/T.

Caution: people crossing

ATND SKD SR-SS.

Carupano (Gen Jose Francisco Bermudez)

85' SVCP CUP -04:00 N10 39.6 W063 15.7

17/35 6562' ASPHALT. LDA 35 6660'. ASDA 35 6660'.

SR-SS.

CAUTION: People and livestock crossing rwy.

ABN. Fire N.

Chief Gen Santiago Marino Intl see Margarita

VENEZUELA

Ciudad Bolivar (Gral. Tomas De Heres)

164' SVCB CBL -04:00 N08 07.3 W063 32.2
 Apt Administration 02869519937, 9518881.

07/25 4892' ASPHALT. PCN 31/F/A/W/T. RL.
 SR-SS. PPR after 2200Z. ATND SKD
 1100-2200Z.

F-4, Jet A-1.

ABN.

Apt Administration 293-4146932.

08/26 10171' ASPHALT. PCN 37/F/C/W/T. RL.
 ALS 08.

SR-SS. O/T O/R. ATND SKD AVGAS:
 1030-2230Z. O/T O/R PNR. JET A1:
 1030-0230Z. O/T O/R PNR.

F-4, Jet A-1.

ABN. Fire 7.

Ciudad Guayana (Gen. Manuel Carlos Piar

Intl) Apt of Entry

473' SVPR PZO -04:00 N08 17.3 W062 45.6
 Apt Administration 58 0286-9511348, 58
 0286-9513697, 58 0286-9513697/9511348.

08/26 6726' ASPHALT. PCN 44 F/A/W/T. RL.
 ALS 08.

ATND SKD 1100-0030Z. Customs:
 0930-0400Z.

CAUTION: Birds and animals in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 7.

Don Edmundo Barrios see San Tome

Dr Miguel A. Urdaneta F. see Santa Barbara
Del Zulia

Dr. Antonio Nicolas Briceno see Valera

El Dorado

318' SVED EOR -04:00 N06 42.9 W061
 38.3

08/26 3937' ASPHALT.
 ATND SKD SR-SS.

El Guayabo (Zulia)

72' SVEB -04:00 N08 40.6 W072 20.1

09/27 3281' ASPHALT.

ATND SKD SR-SS.

Fire U.

El Libertador AB see Maracay**El Vigia (Juan Pablo Perez Alfonzo)**

251' SVVG VIG -04:00 N08 37.4 W071 40.5
 Apt Administration 275 8818709.

09/27 9022' ASPHALT. PCN 65/F/A/W/U. RL.
 SR-0100Z. ATND SKD Mon-Fri 1130-1530Z,
 1800-2200Z.

CAUTION: Birds in vicinity of airport.

F-4, Jet A-1.

ABN. Fire 7.

Elorza

295' SVEZ EOZ -04:00 N07 03.5 W069 29.8

08/26 3937' ASPHALT. PCN 22/F/C/W/T.

Coro (Jose Leonardo Chirino)

52' SVCR CZE -04:00 N11 24.9 W069 40.9
 Apt Administration 58 268 2524966; Fax (0268)
 2517745.

09/27 6759' ASPHALT. PCN 74/F/C/W/T. LDA
 27 6430'. HIRL. ALS 09.

SR-SS.

CAUTION: Animals in vicinity of airport.

ABN. Fire 6.

Cumana (Mariscal Antonio Jose De Sucre)

30' SVCU CUM -04:00 N10 26.9 W064 07.9

VENEZUELA

ATND SKD SR-SS.	CAUTION: RWY 04 uneven first 1312 ft (400 m) beyond THR 04.
Gen Jose Francisco Bermudez see Carupano	ABN.
GEN Jose Tadeo Monagas Intl see Maturin	Hacienda El Calvario 262' SVHD -04:00 N09 54.0 W072 33.0
Gen Oswaldo Guevara Mujica see Acarigua	12/30 3084' ASPHALT.
Gen. Bartolome Salom see Puerto Cabello	ATND SKD SR-SS.
Gen. Jose Antonio Anzoategui Intl see Barcelona	Hacienda Rio Yaza 492' SVRX -04:00 N09 51.0 W072 33.0 13/31 3806' ASPHALT.
Gen. Manuel Carlos Piar Intl see Ciudad Guayana	ATND SKD SR-SS.
General Ezequiel Zamora see San Carlos	Higuerote 12' SVHG -04:00 N10 27.7 W066 05.6 Apt Administration 0239 2256555, 2348086193. 08/26 3937' ASPHALT. PCN 38/F/D/W/T.
Gral. Juan Vicente Gomez INTL see San Antonio Del Tachira	SR-SS. ATND SKD 1200-2000Z. ABN.
Gral. Tomas De Heres see Ciudad Bolivar	Icabaru 1631' SVIC ICA -04:00 N04 20.2 W061 44.3 11/29 3937' GRAVEL.
Guanare 531' SVGU GUQ -04:00 N09 01.6 W069 45.3 Apt Administration 02572516870. 05/23 5906' ASPHALT. PCN 33/F/D/W/T. TORA 23 4758'. LDA 23 4758'. TODA 23 4758'. ASDA 23 4758'. RL. 12/30 1969' GRAVEL. SR-SS.	ATND SKD SR-SS.
Guarico Mun see San Juan De Los Morros	Isla De Coche (Andres Miguel Salazar Marcano) 10' SVIE -04:00 N10 47.7 W063 58.9 09/27 3937' ASPHALT.
Guasipati 951' SVGT -04:00 N07 28.7 W061 54.4 05/23 4921' GRAVEL. SR-SS.	ATND SKD SR-SS.
Guiria (Almirante Cristobal Colon) 69' SVGI GUI -04:00 N10 34.4 W062 18.7 05/23 6562' ASPHALT. PCN 53/F/C/X/T. SR-SS.	Jacinto Lara Intl see Barquisimeto Jose Leonardo Chirino see Coro Josefa Camejo Intl see Paraguana Juan Pablo Perez Alfonzo see El Vigia La Chinita Intl see Maracaibo La Divina Pastora 2582' SVDP -04:00 N04 43.8 W060 57.9

VENEZUELA

08/26 4921' GRASS.

ATND SKD SR-SS.

La Esmeralda see Amazonas**La Fria (Francisco J. G. Hevia)**

322' SVLF LFR -04:00 N08 14.3 W072 16.2

Apt Administration 02775416845.

01/19 6644' ASPHALT. PCN 42 F/A/X/T. RL.

ALS 19.

SR-SS.

CAUTION: Animal hazard.

VFR overflights of this Apt and its surrounding areas must report position to La Fria Twr.

ABN.

La Orchila (CAPT de Navio Antonio Diaz AB)

7' SVLO Mil. -04:00 N11 48.5 W066 10.7

08/26 10499' ASPHALT. PCN 24 F/A/Y/T.

ATND SKD SR-SS.

Lara see Venelac**Las Flecheras see San Fernando De Apure****Luepa**

4252' SVPP -04:00 N05 47.5 W061 26.4

09/27 4921' ASPHALT.

ATND SKD SR-SS.

Fire U.

Maiquetia (Simon Bolivar Intl) Apt of Entry

234' SVMI CCS -04:00 N10 36.1 W066 59.5

Apt Administration 212 3031351.

09/27 9465' CONC/ASPH. PCN 84/F/B/W/T.

RL. Rwy 09 Landing not allowed. Rwy 27 Take-off not allowed.

10L/28R 11483' CONC/ASPH.

PCN 150/F/B/X/T. RL. ALS 10L.

10R/28L 8825' ASPHALT. PCN 79/F/B/X/T.

LDA 10R 8202'. LDA 28L 8202'. RL.

H24. ATND SKD H24. Customs: H24.

CAUTION: while taxiing on TWY J between TWY K and Y limited to aircraft with WT MAX 66139LBS (30000KG) due to cracking asphalt layer.

CAUTION: while taxiing on TWY J between TWY L and M due to cracking asphalt layer.

CAUTION: taxing OPS of cargo aircraft arriving and leaving must be carried out over RWY 09 and guided to parking with coordination with ground control.

CAUTION: while taxiing on TWY C due to cracking asphalt layer.

CAUTION: crack on concrete and asphalt layer in the first third of THR 10 approximately 984 ft (300m).

CAUTION: birds dispersed by use of fireworks over adjacent airspace. Coordinate with ATS.

CAUTION: max takeoff weight RWY 09/27 176370LBS (80000KG).

CAUTION: with aircraft parking on South side of twy axis.

CAUTION: Work in progress, men and equipment in the movement area.

CAUTION: grass cutting work in progress in security zone of RWY 10/28 and 09/27.

Birds in vicinity of airport.

Customs are by prior permission.

Rwy 28: AUW 734139 lbs (333t) first 984ft (300m).

F-4, Jet A-1.

ABN. Fire 9.

Maracaibo (La Chinita Intl) Apt of Entry

240' SVMC MAR -04:00 N10 33.5 W071 43.7

Apt Administration 02617337448.

03L/21R 9843' CONC/ASPH. TODA 03L 11319'. ASDA 03L 10827'. HIRL. ALS 03L.

03R/21L 8202' CONC/ASPH. RL.

H24 ATND SKD H24. Customs: H24.

CTN: Birds in vicinity of airport.

VENEZUELA

RWY 02R/20L is for emergency use only.

F-4, Jet A-1.

ABN. Fire 7.

Maracay (El Libertador AB)

1421' SVBL Mil. -04:00 N10 11.0 W067 33.4

09/27 9760' ASPHALT. PCN 46/R/C/W/T. ALS 09.

1000-2200Z (SS-SR O/R).

PPR from VAF.

Concentrations of birds about airport.

F-5, Jet A-1.

Maracay (Mariscal Sucre AB)

1339' SVBS -04:00 N10 15.0 W067 39.2

06/24 4593' ASPHALT. ALS 24.

11/29 7087' ASPHALT. ALS 11.

1000-2200Z. SS-SR: O/R.

F-7, F-4, Jet A-1.

ABN.

Margarita (Chief Gen Santiago Marino Intl)

Apt of Entry

74' SVMG PMV -04:00 N10 54.7 W063 58.0

Apt Administration 295 2691144, 295 9053746; Fax 295 4005000.

09/27 9843' ASPHALT. PCN 57F/A/W/T. RL. ALS 09.

ATND SKD H24. Customs: H24.

Birds in vicinity of airport.

The commercial aviation platform is limited to a maximum of 1 hour for general aviation aircraft.

F-4, Jet A-1.

ABN. Fire 9.

Mariscal Antonio Jose De Sucre see Cumana**Mariscal Sucre AB see Maracay****Maturin (GEN Jose Tadeo Monagas Intl)**

Apt of Entry

213' SVMT MUN -04:00 N09 44.9 W063 09.2

Apt Administration 02129053746.

06/24 6890' ASPHALT. PCN 31 F/C/X/T. RL. ALS 06.

1000-0400Z. Customs: PPR.

Birds in vicinity of airport.

F-7, F-4, Jet A-1.

ABN.

Mayor Buenaventura Vivas Intl AB see Santo Domingo**Merida (Alberto Carnevalli)**

5010' SVMD MRD -04:00 N08 34.9 W071 09.7

Apt Administration 0274 2622583.

07/25 5331' ASPH/CONC. PCN 43 F/A/W/T. Rwy 07 Takeoff not allowed. Rwy 25 Landing not allowed.

15 min before SR-SS.

ABN. Fire 5.

Oritupano

485' SVOK -04:00 N09 03.7 W063 26.7

08/26 3281' ASPHALT.

ATND SKD SR-SS.

Fire U.

Oro Negro see Cabimas**Oscar Machado Zuloaga Intl see Caracas****Palmarito**

348' SVPT PTM -04:00 N07 34.0 W070 11.0

05/23 3937' ASPH/TRTD.

ATND SKD SR-SS.

Paraguana (Josefa Camejo Intl) Apt of Entry

92' SVJC LSP -04:00 N11 46.9 W070 09.0

Apt Administration Mobile 412 6409324.

VENEZUELA

09/27	9186' CONC/ASPH. PCN 58/F/A/W/T. HIRL. ALS 09.	Apt Administration 02767716255. 17/35 6070' ASPHALT. PCN 40/F/C/Y/T.
1000-0230Z.	ATND SKD 1030-0300Z. Customs: 1030-0230Z.	SR-SS ATND SKD SR-SS. Customs: SR-SS. CAUTION: Birds in vicinity of airport.
Birds in the vicinity of the airport.		Fuel: U.
Through operations assistance may be requested from the "FOLLOW ME" vehicle. General aviation Acft will always be guided by the "FOLLOW ME" vehicle.		ABN. Fire 7.
F-4, Jet A-1.		
ABN. Fire 7.		
Paramillo see San Cristobal		
Pedernales (Capure Delta Amacuro)		San Carlos (General Ezequiel Zamora)
7' SVPE PDZ -04:00 N09 58.7 W062 13.9		499' SVCJ -04:00 N09 38.8 W068 34.5
09/27 4167' ASPHALT.		15/33 6562' ASPHALT. PCN 12 F/B/W/T. LDA 15 5577'.
SR-SS.		ATND SKD SR-SS.
Birds in vicinity of the airport.		F-4.
Puerto Ayacucho (Cacique Aramare Natl)		San Cristobal (Paramillo)
236' SVPA PYH -04:00 N05 37.2 W067 36.4		3280' SVPM SCI -04:00 N07 48.1 W072 12.0
04/22 8268' ASPHALT. PCN 26/F/A/W/T. ALS 04.		Apt Administration 02763468111, 02763468505.
SR-SS. ATND SKD 1215-2145Z.		02/20 3314' ASPHALT. PCN 12/F/B/W/T.
F-4, Jet A-1.		SR-SS.
ABN.		CAUTION due to presence of people and animals.
Puerto Cabello (Gen. Bartolome Salom) Apt of Entry		San Felipe (Sub Teniente Nestor Arias)
30' SVPC PBL -04:00 N10 28.8 W068 04.4		748' SVSP SNF -04:00 N10 16.7 W068 45.3
Apt Administration 0242-3642859.		05/23 4921' ASPHALT. PCN 7 F/C/W/T.
11/29 6939' ASPHALT. PCN 50/F/D/W/T.		ATND SKD SR-SS.
SR-SS. ATND SKD SR-SS.		CAUTION due to presence of animals.
CAUTION: Birds and animals in vicinity of airport.		
Jet A-1.		San Fernando De Apure (Las Flecheras)
ABN. Fire 4.		157' SVSR SFD -04:00 N07 53.0 W067 26.6
San Antonio Del Tachira (Gral. Juan Vicente Gomez INTL) Apt of Entry		12/30 6430' ASPHALT. PCN 33/F/D/W/T.
1317' SVSA -04:00 N07 50.4 W072 26.4		SR-SS. ATND SKD Mon-Fri 1100-1600Z, 1800-2130Z. O/T PPR.
		Concentration of birds in vicinity of airport.
		Constant crossing of people and animals on Rwy.
		TWY to RWY 30 closed.
		F-4, JP-1.
		ABN.

VENEZUELA

San Juan De Los Morros (Guarico Mun)

1490' SVJM -04:00 N09 54.4 W067 22.8

06/24 4429' ASPHALT.

ATND SKD SR-SS.

CAUTION: PJE over airport SR-SS. Animal hazard.

San Tome (Don Edmundo Barrios)866' SVST SOM -04:00 N08 56.7 W064
09.0

Apt Administration 0283-2302889.

08/26 6299' ASPHALT. PCN 36 F/C/X/T. ALS
08.

SR-SS.

ABN. Fire 6.

Santa Barbara De Monagas

804' SVOF -04:00 N09 42.1 W063 37.5

10/28 3609' ASPHALT. AUW-13.

ATND SKD SR-SS.

**Santa Barbara Del Zulia (Dr Miguel A.
Urdaneta F.)**

16' SVSZ STB -04:00 N08 58.4 W071 56.6

01/19 8809' ASPHALT. PCN 33 F/C/W/T. LDA
19 8569'. RL.

SR-SS.

Airport located inside a restricted area
SVR-2513, GND to FL030.

ABN.

Santa Elena see Santa Elena De Uairen Ntl**Santa Elena De Uairen Ntl (Santa Elena)**2949' SVSE SNV -04:00 N04 33.3 W061
08.7

Apt Administration Mobile 0289 - 416-0051.

11/29 5413' ASPHALT.

SR-SS. ATND SKD SR-SS.

OBS Apch 29: Mountain 2NM (4Km) from
center line Apch. Trees Right side of Rwy.OBSApch 11: Trees on apch and left side of Rwy.
Mountain on the right side.

F-4, Jet A-1.

ABN.

**Santo Domingo (Mayor Buenaventura Vivas
Intl) Apt of Entry**1083' SVSO STD -04:00 N07 33.9 W072
02.1

Apt Administration 0276-3435121.

12/30 9908' ASPHALT. PCN 100 F/C/W/T. RL.
ALS 30. Rwy 12 Landing not allowed.SR-SS. ATND SKD Only for military Acft. Cus-
toms: Mon 1130-2030Z.

CATUTION: Undulations along RWY 12/30.

Fuel JET A-1 and 100/130 for military aircraft
only.

ABN. Fire 7.

Simon Bolivar Intl see Maiquetia**Sub Teniente Nestor Arias see San Felipe****Tucupita**

16' SVTC TUV -04:00 N09 05.3 W062 05.6

08/26 5577' ASPHALT. PCN 65/F/C/X/T.

ATND SKD SR-SS.

Tumeremo581' SVTM TMO -04:00 N07 14.9 W061
31.7**08/26** 9842' ASPHALT.

ATND SKD SR-SS.

Uon-Quen

2822' SVUQ -04:00 N04 59.0 W061 43.8

16/34 4101' GRASS.

ATND SKD SR-SS.

Upata

1057' SVUP -04:00 N07 58.7 W062 19.7

07/25 3609' GRAVEL.**12/30** 3609' ASPHALT.

VENEZUELA

ATND SKD SR-SS.

Fire U.

Uriman

1148' SVUM URM -04:00 N05 20.0 W062
46.0

12/30 3937' SAND. AUW-4.

ATND SKD SR-SS.

Valencia (Arturo Michelena Intl) Apt of Entry
1417' SVVA VLN -04:00 N10 09.0 W067
55.4

Apt Administration 241 513-9902; Fax 241
834-7960; aeropto@telcel.net.ve.

10/28 9843' ASPHALT. PCN 103/F/D/W/T. RL.
ALS 10.

0900-0400Z. ATND SKD 0900-0400Z. Cus-
toms: 0930-0430Z.

Birds in vicinity of airport.

Overflight forbidden of Fort Paramacay facilities
located north of Valencia city.

Widebody Acft in taxi operations for Rwy 10
must use turn apron for Rwy at N end of Thr 10.

Fueling: Mon-Fri: 1200-2000 UTC

F-4, Jet A-1.

ABN. Fire 8.

Valera (Dr. Antonio Nicolas Briceno)

1946' SVVL VLV -04:00 N09 20.4 W070
35.0

Apt Administration 02712440763.

03/21 6562' ASPHALT. PCN 45/F/B/W/T. ALS
21.

SR-SS.

CAUTION: People, birds and animals in vicinity
of airport.

F-4.

ABN.

Valle De La Pascua

604' SVVP VDP -04:00 N09 13.3 W065 59.6

08/26 4922' ASPHALT. PCN 6 F/D/W/T.

SR-SS. ATND SKD Mon-Fri 1100-1530Z and
1700-2030Z, other times PPR.

CTN: People and animals in vicinity of airport.

PERM CTN: Shooting in movementarea due a
presence of birds.

F-4, Jet A-1.

Vara de Maria (Guasdualito)

427' SVGD GDO -04:00 N07 12.6 W070
45.4

06/24 3904' ASPHALT. PCN 44/F/C/W/T.

Venelac (Lara)

1969' SVVQ -04:00 N10 14.5 W070 30.1

13/31 4987' ASPHALT.

ATND SKD SR-SS.

Fire U.

Zulia see El Guayabo