

AD 1. AERODROMES/HELIPORTS — INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. General conditions under which aerodromes/heliports and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Administration.

In addition to the aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the country. These aerodromes/airfields are available only for private flights and are subject to permission for use by the owner. Details about these aerodromes/airfields can be obtained through the following address.

AEROCLUB CANELONES
Address: Ruta 11 KM 100
CANELONES
Telephone: 4332 4717
☛ Fax: 4332-4717

AEROCLUB CARMELO
Address: 19 de Abril 562
COLONIA
Telephone: 4542 2141 - 3189
Fax: 4542 3355

CENTRO DE AVIACIÓN
CIVIL DE FLORIDA
Cap. Corralio Lacosta
Address: Ruta 56 Km 1
FLORIDA
Telephone: 4350 2102,
4352 2322, 4352 2853

AEROCLUB MERCEDES
Address: Camino Luis Tuya
Paraje Dacá
SORIANO
Telephone: 4532 2828 / 23513

AEROCLUB PASO DE LOS TOROS
Address: Gravet s/n
TACUAREMBO
Telephone: 4664 2135

AEROCLUB SARANDI DEL YI
Address: Ruta 6 KM 42.500
DURAZNO
Telephone: 4363 9096

AEROCLUB CARLOS ANTUNEZ
Address: Rondar 451 TRINIDAD
FLORES
Telephone: 4364 2532

Landings made other than at an International aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an International aerodrome/heliport or a designated alternate aerodrome/ heliport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/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 a health certificate 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 that circumstance the contents must be destroyed either by burning or by deep burial.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

- a) a public zone comprising the part of the aerodrome open to the public; and
- b) a restricted zone comprising the rest of the aerodrome/heliport.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

Landing, parking and storage of aircraft on aerodromes/heliports under the control of the Dirección General de Infraestructura Aeronáutica

The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time in GEN 4.1. Payment will be made in accordance with the provisions set forth therein. The problems associated with the maintenance and refueling must be arranged by the owners of the aircraft with the fuel vending companies, workshops aeronautical companies, flying clubs and private companies, as the case.

In no case the Dirección General de Infraestructura Aeronáutica will be responsible for deterioration, theft or damage of any nature suffered by the aircraft during their stay at an aerodrome, and which occurs while landing or taking off, or in the parking area or hangars, or being moved. Owners should ensure the care, supervision and management of their aircrafts.

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the Civil Aviation Administration are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Civil Aviation Administration (hereinafter referred to as "CAA") in the AIP or AIC

2. Applicable ICAO documents

The Standards and Recommended Practices of Annex 14, Volumes I and II, are applied without differences.

3. Non-precision (NPA) and CAT I instrument approaches in aerodromes

3.1. No pilot may begin an instrument approach unless:

- a) the aerodrome has a meteorological reporting facility operated by an entity approved by the aviation authority concerned and
- b) the latest MET report issued by the station indicates that weather conditions are at or above the RVR minimum authorized or the visibility for the published approach that tries to execute
- c) the determining value to begin or continue a final approach is the value of RVR or visibility. In case information is received on ceiling or vertical visibility shall not be taken into account unless otherwise prescribed aviation authority

3.2. If after starting the approach and before passing over the FAF or initiating the final approach segment, the ATS report RVR or visibility values less than those published, it will execute the missed approach procedure

3.3. If after passing the FAF or initiating the final approach segment RVR conditions or visibility is below the minimum published, may continue the procedure strictly respecting the established values of DA, MDA and MAP, consistent with the Numeral 3.5 below indicated

- 3.4. For purposes of this Chapter, when the approach procedure being used provides for and requires a DA or MDA, it will apply the more restrictive of the following values:
- the published by the State for that approach procedure
 - the approved for the pilot in command
 - the established for the onboard equipment.
- 3.5. Where applicable a DA or MDA no pilot may operate an aircraft below them or continue an approach unless:
- at least one of the following visual references is distinguished:
 - approach lights system,
 - threshold lights or shapes
 - runway end indicator lights (REIL), or
 - visual indicator of glide slope (PAPI o VASIS), or
 - TDZ markings or lights, or
 - runway markings or lights and
 - the aircraft is in a stabilized approach to enable a safe landing in the TDZ
- 3.6. If at any time, below the DA or MDA the pilot lost visual reference that enables to complete the landing safely, must execute the missed approach procedure.

4. CAT II/III operations at aerodromes

Promulgation of an aerodrome as available for Category II or Category III operations means that it is suitably equipped and that procedures appropriate to such operations have been determined and are applied when relevant.

Promulgation implies that at least the following facilities are available:

ILS - certificated to relevant performance category.

Lighting - suitable for category promulgated.

RVR system - may be automatic or manned system for Category II; will be automatic system for Category III.

Special procedures and safeguards will be applied during Category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signals.

Protection of ILS signals during Category II or III operations may dictate that pre-take-off holding positions be more distant from the runway than the holding positions used in good weather. Such holding positions will be appropriately marked and will display signs conforming to the specifications in Annex 14, Volume I, on one or both sides of the taxiway; there may also be a stop bar of red lights. For aircraft taxiing off the runway

during Category III operations, exit taxiway centre line lights are colourcoded to facilitate notification of runway vacation; the colour coding ends at the boundary of the ILS critical/sensitive area. Pilots are required to make a "Runway Vacated" call on RTF when the aircraft has reached the colour code of part of the exit taxiway centre line lights, due allowance being made for aircraft size to ensure that the entire aircraft is clear of the ILS critical/sensitive area.

In actual Category II or III weather conditions, pilots will be informed by ATC of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual. Pilots who wish to carry out a practice Category II or Category III approach are to request Practice Category II (or Category III) Approach on initial contact with Approach Control. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of a resultant ILS signal disturbance.

Protection of ILS signals during Category II or III operations may dictate that pre-take-off holding positions be more distant from the runway than the holding positions used in good weather. Such holding positions will be appropriately marked and will display signs conforming to the specifications in Annex 14, Volume I, on one or both sides of the taxiway; there may also be a stop bar of red lights.

5. Friction measuring device used and friction level below which the runway is declared slippery when it is wet

When runway conditions are not normal, it will indicate that it is slick or wet using the following terms

- WET: the surface shows a change of color due to moisture;
- DAMP: the surface is soaked but there is no standing water;
- PATCHES: moisture, visible puddles of standing water
- FLOODED: there is a large area of standing water visible.

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN**1. Rescue and fire fighting services**

At aerodromes approved for scheduled and/or nonscheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services are established.

Information about whether there is service and what the extent of that service is given on the relevant page for each aerodrome.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and fire fighting services

Aerodrome category	Amount of water in litres for production of performance level A foam
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2	1 000
3	1 800
4	3 600
5	8 100
6	11 800
7	18 200
8	27 300
9	36 400
10	48 200

2. Snow plan

Due to the geographical situation of Uruguay, there are no meteorological phenomena over snow, slush or ice.

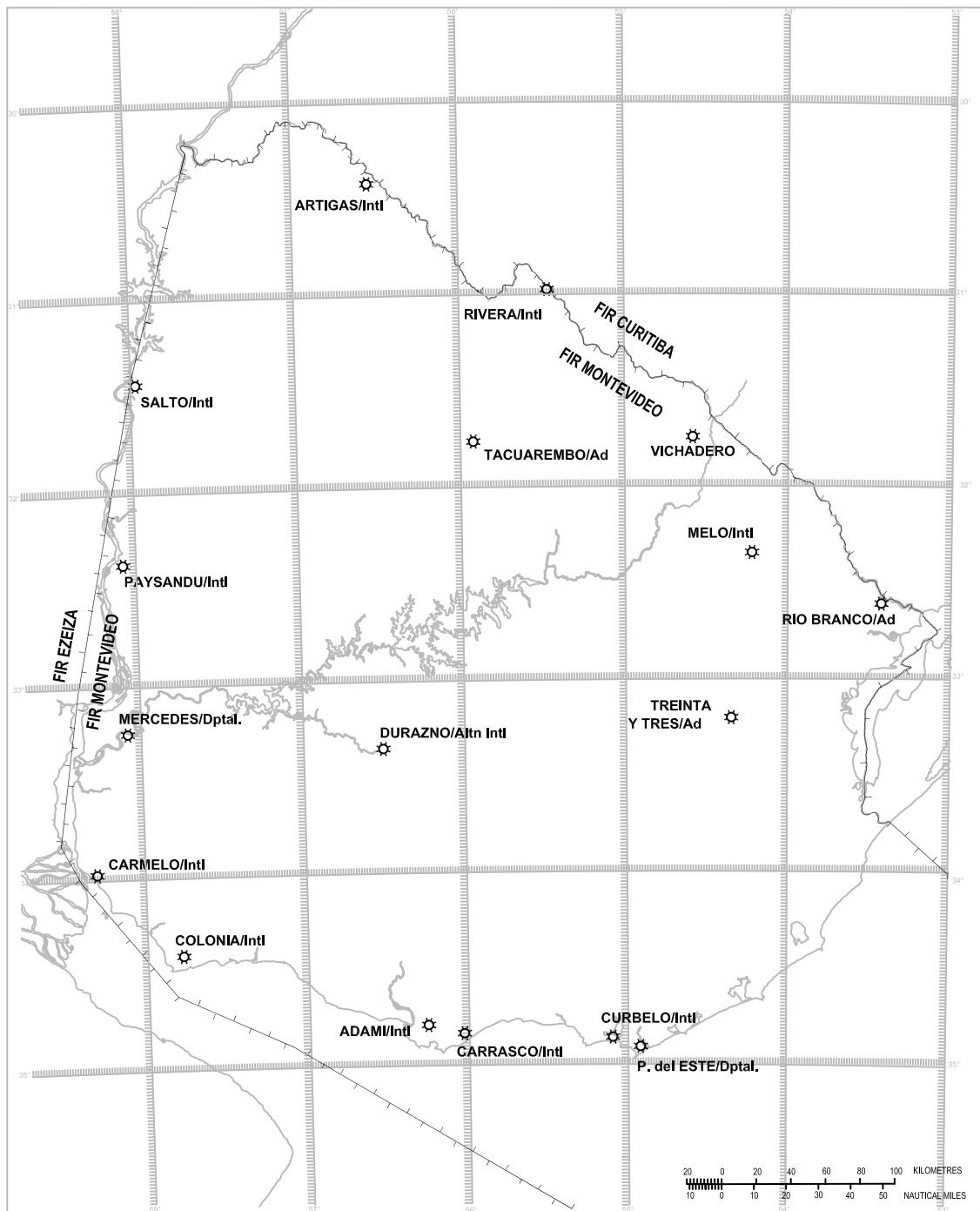
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AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International – National (INTL - NTL)	IFR - VFR	S =Scheduled NS =Non-scheduled P =Private	
1	2	3	4	5
Aerodromes				
ARTIGAS / Intl SUAG	INTL - NTL	VFR	S	AD 2.1
CARMELO / Intl SUCM *	INTL - NTL	VFR	S	AD 2.2
COLONIA / Intl Laguna de los Patos SUCA	INTL - NTL	IFR - VFR	S	AD 2.3
DURAZNO / Santa Bernardina Intl de Alternativa SUDU	INTL - NTL	IFR - VFR	S	AD 2.4
MALDONADO / Intl C/C Carlos A. Curbelo "Laguna del Sauce" SULS	INTL - NTL	IFR - VFR	S	AD 2.5
MELO / Intl de Cerro Largo SUMO	INTL - NTL	IFR - VFR	S	AD 2.6
MERCEDES /Dptal Ricardo Detomasi SUME *	NTL	VFR	S	AD 2.7
MONTEVIDEO / Ángel S. Adami SUAA	INTL - NTL	IFR - VFR	S	AD 2.8
MONTEVIDEO / Intl de Carrasco "Gral. Cesáreo L. Berisso" SUMU	INTL - NTL	IFR - VFR	S	AD 2.9
PAYSANDÚ / Intl Tydeo Larre Borges SUPU	INTL - NTL	IFR - VFR	S	AD 2.10
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.				

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International – National (INTL-NTL)	IFR - VFR	S =Scheduled NS =Non-scheduled P =Private	
1	2	3	4	5
Aerodromes				
PUNTA DEL ESTE / Dptal. "El Jagüel" SUPE	NTL	VFR	S	AD 2.11
RIO BRANCO / AD SURB *	NTL	VFR	S	AD 2.12
RIVERA / Intl Presidente General Oscar D. Gestido SURV	INTL - NTL	IFR - VFR	S	AD 2.13
SALTO / Intl Nueva Hespérides SUSO	INTL - NTL	IFR - VFR	S	AD 2.14
TACUAREMBÓ SUTB	NTL	IFR - VFR	S	AD 2.15
TREINTA Y TRES SUTR *	NTL	VFR	S	AD 2.16
☛ VICHADERO ☛ SUVO *	NTL	VFR	S	AD 2.17
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.				

AERODROMES AND HELIPORTS - INDEX CHART



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AD 1.3-1 NATIONAL AERODROMES AND HELIPORTS - INDEX

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport		Remarks
	IFR-VFR	Geographic coordinates	
1	2	4	5
ANCHORENA/Ad SUAN *	VFR	341632S/0575750W	
BOISO LANZA/Ad Mil SUBL *	VFR	344145S/0560950W	†
CHALKLING/Ad SUPC *	VFR	322248S/0580143W	
GENERAL ARTIGAS - E.M.A/Ad Mil SUGA *	VFR	344452S/0555739W	†
LA CALERA - MINAS/Ad SUCL *	VFR	341726S/0552119W	†
LA CAROLINA / Ad Mil SUCR *	VFR	325208S/0561456W	†
RESIDENCIA SUÁREZ/Heli SURS *	VFR	345131S/0561149W	☛ Restricted use
<p>* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages. † Aircraft must coordinate in advance (before taking off from the place of origin) with the Centro de Operaciones Aéreas at FAU (COA) to the phone 2222 4203 (primary) or 099 602 653 (secondary).</p>			

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AD 1.4 GROUPING OF AERODROMES/HELIPORTS

The criteria applied by Uruguay in grouping aerodromes/ heliports for the provision of information in this AIP are as follows:

1. INTERNATIONAL AERODROME

☛ According to the operations they support and the level of services provided, International Aerodromes are classified as follows:

☛ 1.1 International Airports Level I

☛ They support high frequency of domestic and international flights, regular and non-regular, with the services provided in Article 64 of the Aeronautical Code, including those of Air Traffic, provided permanently (H24).

☛ The following airports correspond to this group:

- MALDONADO / Intl C/C Carlos A. Curbelo "Laguna del Sauce" (SULS);
- MONTEVIDEO / Intl de Carrasco "Gral. Cesáreo L. Berisso" (SUMU)

☛ 1.2 International Airports Level II

☛ They support low frequency of domestic and international flights, regular and non-regular, with the services provided in Article 64 of the Aeronautical Code, including those of Air Traffic in English, provided on request (O/R).

☛ The following airports correspond to this group:

- COLONIA / Intl Laguna de los Patos (SUCA);
- DURAZNO / Santa Bernardina Intl de Alternativa (SUDU);
- MONTEVIDEO / Ángel S. Adami (SUAA);
- RIVERA / Intl Presidente General Oscar D. Gestido (SURV);
- SALTO / Intl Nueva Hespérides (SUSO)

☛ 1.3 International Airports Level III

☛ They support very low frequency of domestic and international, non-regular flights, basically from the Region, with the services provided in Article 64 of the Aeronautical Code, provided on request (O/R) and Air Traffic Services exclusively in Spanish or Aerodrome Flight Information Service (AFIS) also in Spanish.

☛ The following airports correspond to this group:

- ARTIGAS / Intl (SUAG)
- MELO / Intl de Cerro Largo (SUMO)
- PAYSANDÚ / Intl Tydeo Larre Borges (SUPU);

☛ 2. NATIONAL AERODROME

An aerodrome/heliport available only for domestic air traffic, including those military aerodromes/heliports where civil air traffic is allowed under certain conditions.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

<i>Aerodrome Name Location Indicator</i>	<i>Date of certificate</i>	<i>Validity of certificate</i>	<i>Remarks</i>
1	2	3 ¹	4
ARTIGAS / Intl SUAG	Not certified	Nil	Nil
CARMELO / Intl SUCM *	Not certified	Nil	Nil
COLONIA / Intl Laguna de los Patos SUCA	Not certified	Nil	Nil
DURAZNO / Santa Bernardina Intl de Alternativa SUDU	Not certified	Nil	Nil
MALDONADO / Intl C/C Carlos A. Curbelo "Laguna del Sauce" SULS	Not certified	Nil	Nil
MELO / Intl de Cerro Largo SUMO	Not certified	Nil	Nil
MERCEDES /Dptal Ricardo Detomasi SUME *	Not certified	Nil	Nil
MONTEVIDEO / Ángel S. Adami SUAA	Not certified	Nil	Nil
MONTEVIDEO / Intl de Carrasco "Gral. Cesáreo L. Berisso" SUMU	☛ 30 JAN 2018	☛ -	☛ Certification subject to compliance of LAR-139 and the corresponding AD Manual
PAYSANDÚ / Intl Tydeo Larre Borges SUPU	Not certified	Nil	Nil
PUNTA DEL ESTE / Dptal. "El Jagüel" SUPE	Not certified	Nil	Nil

¹ In column 3, the dash (-) indicates that the certificate does not have an end of validity, the certificate is perpetual.

* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

<i>Aerodrome Name Location Indicator</i>	<i>Date of certificate</i>	<i>Validity of certificate</i>	<i>Remarks</i>
1	2	3 ¹	4
RIO BRANCO / AD SURB *	Not certified	Nil	Nil
RIVERA / Intl Presidente General Oscar D. Gestido SURV	Not certified	Nil	Nil
SALTO / Intl Nueva Hespérides SUSO	Not certified	Nil	Nil
TACUAREMBÓ SUTB	Not certified	Nil	Nil
TREINTA Y TRES SUTR *	Not certified	Nil	Nil
☛ VICHADERO SUVO *	Not certified	Nil	Nil

¹ In column 3, the dash (-) indicates that the certificate does not have an end of validity, the certificate is perpetual.
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.