

SUPPLEMENT

AIP URUGUAY

Telephone: 598 2604 0408 ext.
5101, 5203
Telefax: 598 2604 0067
AFTN: SUMUYNYX
e-mail: aispub@dinacia.gub.uy

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

AIP/SUP
NR S 003
14 MAY 2026

NEW INSTRUMENT APPROACH PROCEDURES SUMU ILS V RWY 25 and LOC V RWY 25, ILS W RWY 25 CAT II and III

- The following Instrument Approach Procedures for Carrasco International Airport shall come into effect on **14 MAY 2026**:
 - ILS V RWY 25
 - LOC V RWY 25
 - ILS W RWY 25 CAT II and III
- The following Instrument Approach Procedures **are discontinued**:
 - ILS or LOC ONLY Y RWY 25 (AIP, pages AD 2.9-41, 2.9-42)
 - ILS Z RWY 25 (AIP, pages AD 2.9-45, 2.9-46)
- New information to be considered as a result of these changes:

Reference	Item	Value
RWY 07	COORD THR RWY 07	345031.64S 0560212.97W
	ELEV THR RWY 07	18 M / 59 FT
	COORD RWY END 07	345038.39S 0560224.06W
	ELEV RWY END RWY 07	16 M / 52 FT
RWY 25	COORD THR RWY 25	344939.54S 0560047.45W
	ELEV THR RWY 25	32 M / 105 FT
	COORD RWY END RWY 25	344936.67S 0560042.74W
	ELEV RWY END RWY 25	33 M / 108 FT
ILS Cat IIIB	ILS LLZ FREQ	111.9 MHZ
	ILS LLZ	345043.32S 0560232.16W
	ILS GS FREQ	331.1 MHZ
	ILS GS	344944.03S 0560102.84W
	DME 25 ID	56X
	DME 25	344944.03S 0560102.84W

4. AIP pages that are affected by these changes:

AD 2.9-6, AD 2.9-11, AD 2.9-27, AD 2.9-28, AD 2.9-29, AD 2.9-30, AD 2.9-31, AD 2.9-37, AD 2.9-50, AD 2.9-53, AD 2.9-54, AD 2.9-56, AD 2.9-57, AD 2.9-58.

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

***Remember to register the inclusion of AIRAC amendment on page GEN 0.3-1
Record of AIP Supplements***

Replace AIP SUP S02/2026

→→→→→→→→→

- X) It is prohibited entry into and movement through the taxiways and runways to all vehicles not equipped with a transmitter / receiver with control tower frequency. The responsible of the units must be instructed in the use of such equipment as well as the terms and phrases used in aerodrome control. In case of communications failure responsible for the vehicle shall comply with the control tower signals according to the following:

- Steady **GREEN** light: "authorized to move"
- Steady **RED** light: "stop the march"
- A series of **RED** flashes: "circulate away from the transit zone of Aircraft"
- A series of **WHITE** flashes: "return to the starting point of his vehicle"

It will be an indication of prohibition to enter to taxiways and runways, the lighting of the lights, demarcation of any of the runways, and taxiways.

- XI) It is prohibited the movement of vehicles on the taxiway that connects the Southwest platform with the South platform.

3. Taxiing to and from parking spaces

☛ Any civilian or military aircraft parked and "engines off" that are available to leave this AD, must communicate with "Carrasco Tower" 118.1 MHz (primary frequency) or 121.8 MHz (secondary frequency), in order to obtain information from MET conditions, RWY in use (in case the ATIS is inoperative) approval of FPL, SID, SSR code and scheduled DLY for engine start. Aerodrome Control (Carrasco Tower) does not provide start or reverse clearances, taxi control on the apron, or apron steering services, nor does it issue any type of clearance on Taxiway Golf or other apron areas.

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

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

CONTROL, COORDINATION AND SUPERVISION OF THE PLATFORM

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

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

4. Procedures for the operation of 747-8 aircraft

4.1 747-8F Landing:

Landing on Runway 07: clear at TWY E, then TWY B to TWY D, then back taxi on Runway 25, clear at TWY C to TWY G to Aircraft Stand 12.

Landing on Runway 25: 180° turn at runway and then back taxi on Runway 07, clear at TWY C to TWY G to Aircraft Stand 12.

4.2 747-8 (intercontinental) Landing:

Landing on Runway 07: clear at TWY E, then TWY B to TWY D, to Aircraft Stand 32 to 35, as assigned.

Landing on Runway 25: 180° turn at runway and then back taxi on Runway 07, clear at TWY D to Aircraft Stand 32 to 35, as assigned.

4.3 747-8F Take off:

Take off on Runway 07: from Aircraft Stand, follow TWY G to TWY C, then back taxi Runway 25 to runway end, then perform 180° turn for take off.

Take off on Runway 25: from Aircraft Stand, follow TWY G to TWY C, then back taxi Runway 07, clear at TWY D to TWY E to TWY B, then hold short of Runway 25 for take off.

4.4 747-8 (intercontinental) Take off:

Take off on Runway 07: from Aircraft Stand, follow TWY D, then back taxi Runway 25 to runway end, then perform 180° turn for take off.

Take off on Runway 25: from Aircraft Stand, follow TWY D to TWY B, then hold short of Runway 25 for take off.

4.5 Parking:

For 747-8F: Aircraft Stand 12 in Commercial Apron II.

For 747-8 (intercontinental): Aircraft Stands 32 to 35 in Commercial Apron I.

4.6 Remarks:

747-8F aircraft taxiing to/from Aircraft Stand 12 via TWY G will have reduced wingtip clearance of 8.3 M clearance if aircraft are parked on Aircraft Stands 9 to 11. This portion of TWY G is treated as a taxilane. Maintain taxi speed at 12 KT or less.

Airport fillets designed for A340-600.

Follow-me vehicle available con request.

5. ATC PROCEDURES FOR TAXIING IN LOW VISIBILITY

5.1 ILS OPERATIONS

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

☛ CAT II/III ILS OPERATIONS

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

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

☛ Sensitive ILS Areas

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

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

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

☛ Landing – Taxiing

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

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

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

☛ Parking in positions 9 to 12 and 26 to 35

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

☛ Take-off – Taxi to Runway 25 Threshold

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

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

- Geographic position markers (Pink Spots) published on the ICAO Aerodrome Ground Movement Chart shall be used to order and sequence aircraft on the taxiways for both arrival (1G) and departure (1B and 2B).
- The minimum value required for take-off shall be 75 M (in stable or increasing conditions). RVR threshold 25 and midpoint.
- Only take-offs from runway 25 shall be authorized.
- In reduced visibility conditions, a "Follow Me" vehicle shall be available (upon request) under the conditions established above.

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV
15 (49)

TWR 118.1 - 121.8
APRON 000.0

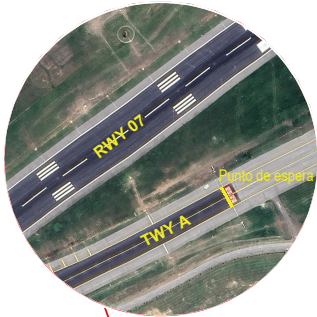
MONTEVIDEO/Intl
Carrasco "Gral.
Cesareo L. Berisso"

TAXIWAY EDGE LIGHTS
ON ALL TAXIWAYS ELEV
15 (51)

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

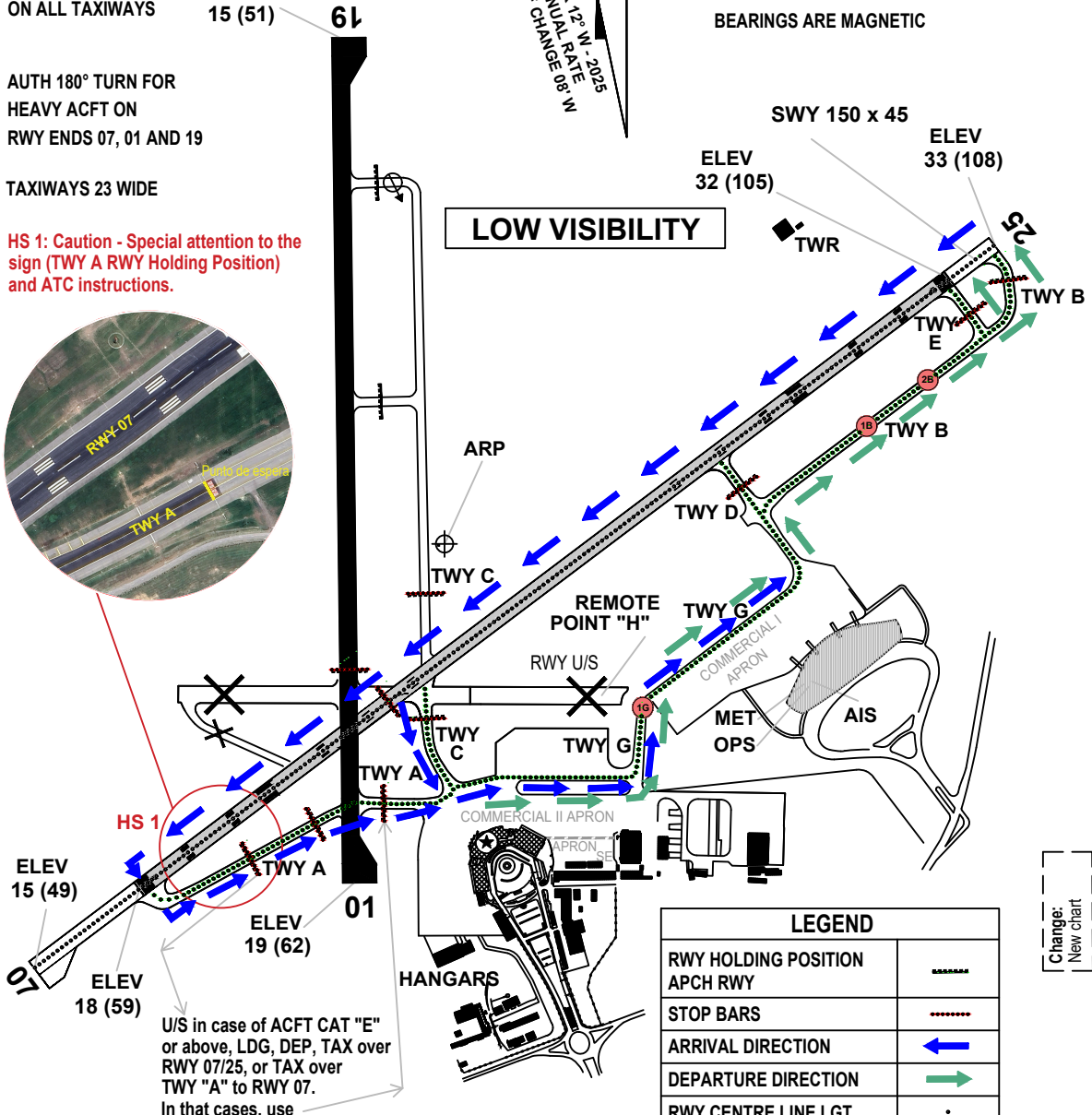
TAXIWAYS 23 WIDE

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



VAR 12° W, 2025
ANNUAL RATE
OF CHANGE 08" W

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



ELEV
15 (49)

ELEV
18 (59)

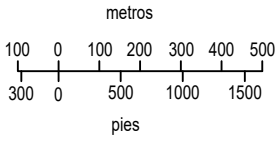
ELEV
19 (62)

ELEV
32 (105)

ELEV
33 (108)

HS 1

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



LEGEND	
RWY HOLDING POSITION	-----
APCH RWY	-----
STOP BARS
ARRIVAL DIRECTION	←
DEPARTURE DIRECTION	→
RWY CENTRE LINE LGT	•
TWY CENTRE LINE LGT	•
GEOGRAPHIC POSITION MARKERS (PINK SPOT)	
1B	344952.30S 0560056.35W
2B	344948.31S 0560049.80W
1G	345015.56S 0560119.78W

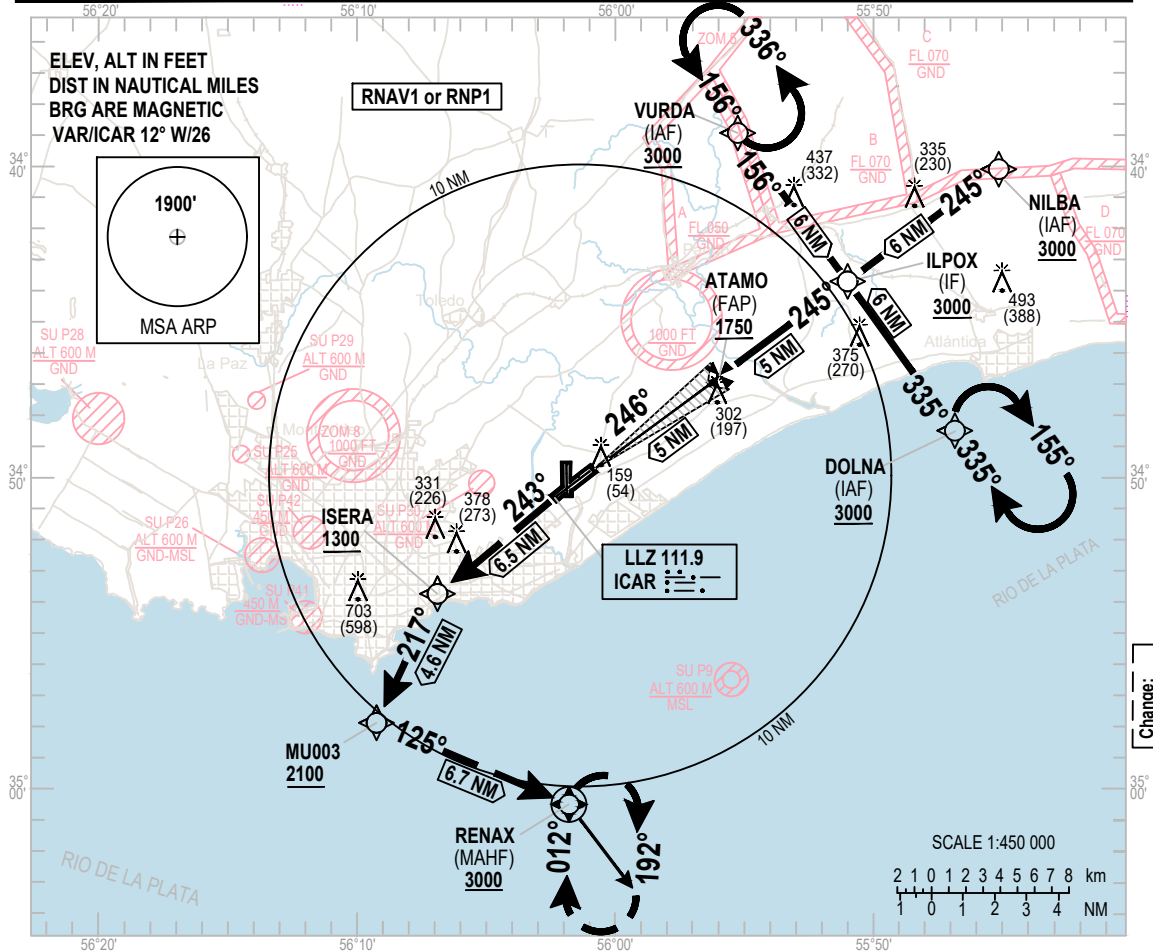
Change:
New chart

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR 118.1 - 121.8
APP 119.2 - 120.2

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



Change:
New chart

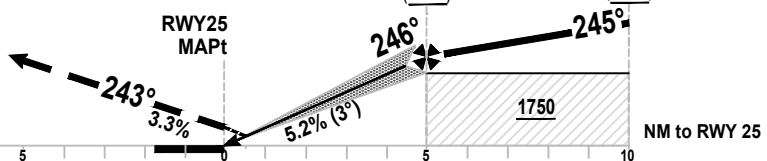
MISSED APPROACH

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

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

ILS RDH 53 **TRANSITION ALT 3000**

ELEV 105
(THR RWY 25)



OCA/H		A	B	C	D						
Straight-in Approach	ILS	305 (200)									
	VIS	RVR 750 M - 1200 M ALS INOP 800 M - 1200 M ALS INOP									
ATAMO - RWY25 (5 NM)						KT	80	100	120	140	160
Vertical speed of descent 5.2%						Feet/Min	425	531	637	743	849
NM RWY 25						5	4	3	2	1.0	
Altitud						1750	1432	1113	795	476	
Height						1645	1327	1008	690	371	

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR 118.1 - 121.8
APP 119.2 - 120.2

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

TABULAR DESCRIPTION

ILS V RWY 25											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	245(233.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	156(143.5)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	335(323.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ATAMO	-	245(233.5)	-	5.00	-	+1750	-	-3.0°	ILS
040	TF	RWY25	Yes	246(233.5)	-	5.01	-	158	-	-	ILS
050	TF	ISERA	-	243(231.4)	-	6.46	-	+1300	(-210)	-	RNAV 1
060	TF	MU003	-	216(203.9)	-	4.58	-	+2100	-	-	RNAV 1
070	TF	RENAX	Yes	125(113.3)	-	6.74	-	+3000	-	-	RNAV 1
080	HM	RENAX	Yes	012(360.0)	-	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

ILS V RWY 25	
Waypoint Identifier	Coordinates
NILBA	34°40'07.21"S 055°45'11.33"W
VURDA	34°38'52.30"S 055°55'21.80"W
DOLNA	34°48'31.70"S 055°46'41.63"W
ILPOX	34°43'42.08"S 055°51'01.97"W
ATAMO	34°46'40.92"S 055°55'54.55"W
RWY25	34°49'39.54"S 056°00'47.45"W
ICAR (LLZ)	34°50'43.32"S 056°02'32.16"W
ISERA	34°53'42.70"S 056°06'54.22"W
MU003	34°57'52.03"S 056°09'15.47"W
RENAX	35°00'32.19"S 056°01'43.22"W

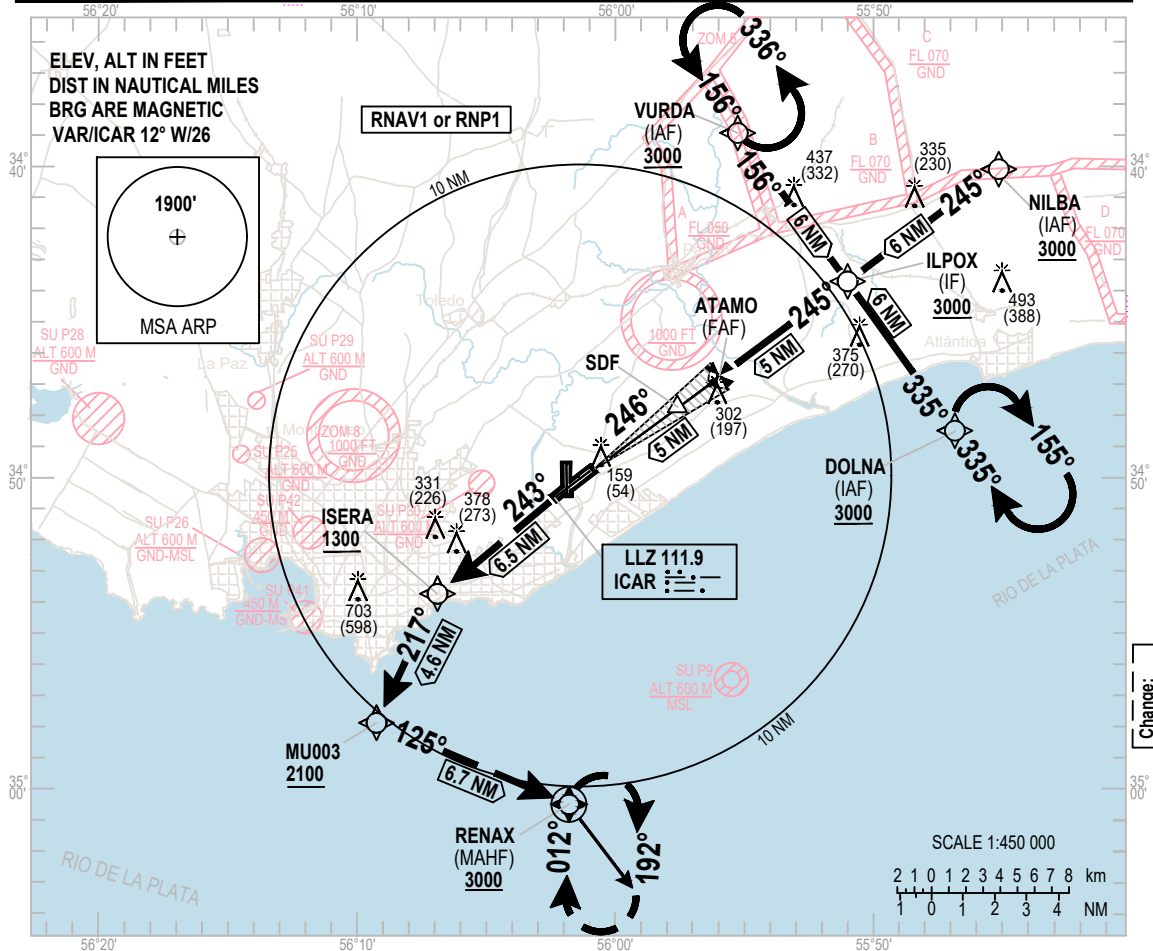
Change.
New chart

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR 118.1 - 121.8
APP 119.2 - 120.2

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

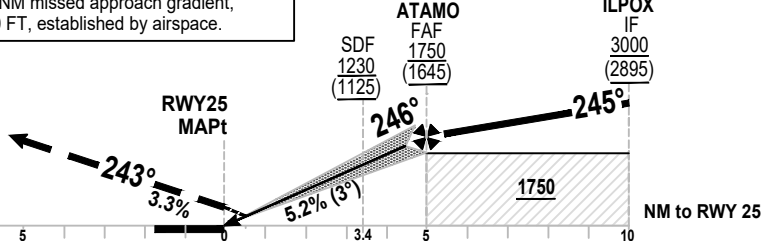


MISSED APPROACH

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

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

ILS RDH 53 **TRANSITION ALT 3000**



ELEV 105
(THR RWY 25)

		A	B	C	D			KT	80	100	120	140	160	
Straight-in Approach	OCA/H	450 (345)						Feet/Min	425	531	637	743	849	
	LOC	450 (345)												
	VIS	900 M - 1600 M ALS INOP												
						ATAMO - RWY25 (5 NM)								
						Vertical speed of descent 5.2%								
						NM RWY 25		5	4	3	2	1.0		
						Altitude		1750	1432	1113	795	476		
						Height		1645	1327	1008	690	371		

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR 118.1 - 121.8
APP 119.2 - 120.2

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

TABULAR DESCRIPTION

LOC V RWY 25											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	245(233.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	156(143.5)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	335(323.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ATAMO	-	245(233.5)	-	5.00	-	+1750	-	-3.0°	LOC
020	TF	SDF	-	245(233.5)	-	1.61	-	+1230	-	-3.0°	LOC
040	TF	RWY25	Yes	246(233.5)	-	3.39	-	158	-	-	LOC
050	TF	ISERA	-	243(231.4)	-	6.46	-	+1300	(-210)	-	RNAV 1
060	TF	MU003	-	217(205.0)	-	4.58	-	+2100	-	-	RNAV 1
070	TF	RENAX	Yes	125(113.3)	-	6.74	-	+3000	-	-	RNAV 1
080	HM	RENAX	Yes	012(360.0)	-	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

LOC V RWY 25	
Waypoint Identifier	Coordinates
NILBA	34°40'07.21"S 055°45'11.33"W
VURDA	34°38'52.30"S 055°55'21.80"W
DOLNA	34°48'31.70"S 055°46'41.63"W
ILPOX	34°43'42.08"S 055°51'01.97"W
ATAMO	34°46'40.92"S 055°55'54.55"W
RWY25	34°49'39.54"S 056°00'47.45"W
ICAR (LLZ)	34°50'43.32"S 056°02'32.16"W
ISERA	34°53'42.70"S 056°06'54.22"W
MU003	34°57'52.03"S 056°09'15.47"W
RENAX	35°00'32.19"S 056°01'43.22"W
SDF	34°47'38.54"S 055°57'29.10"W

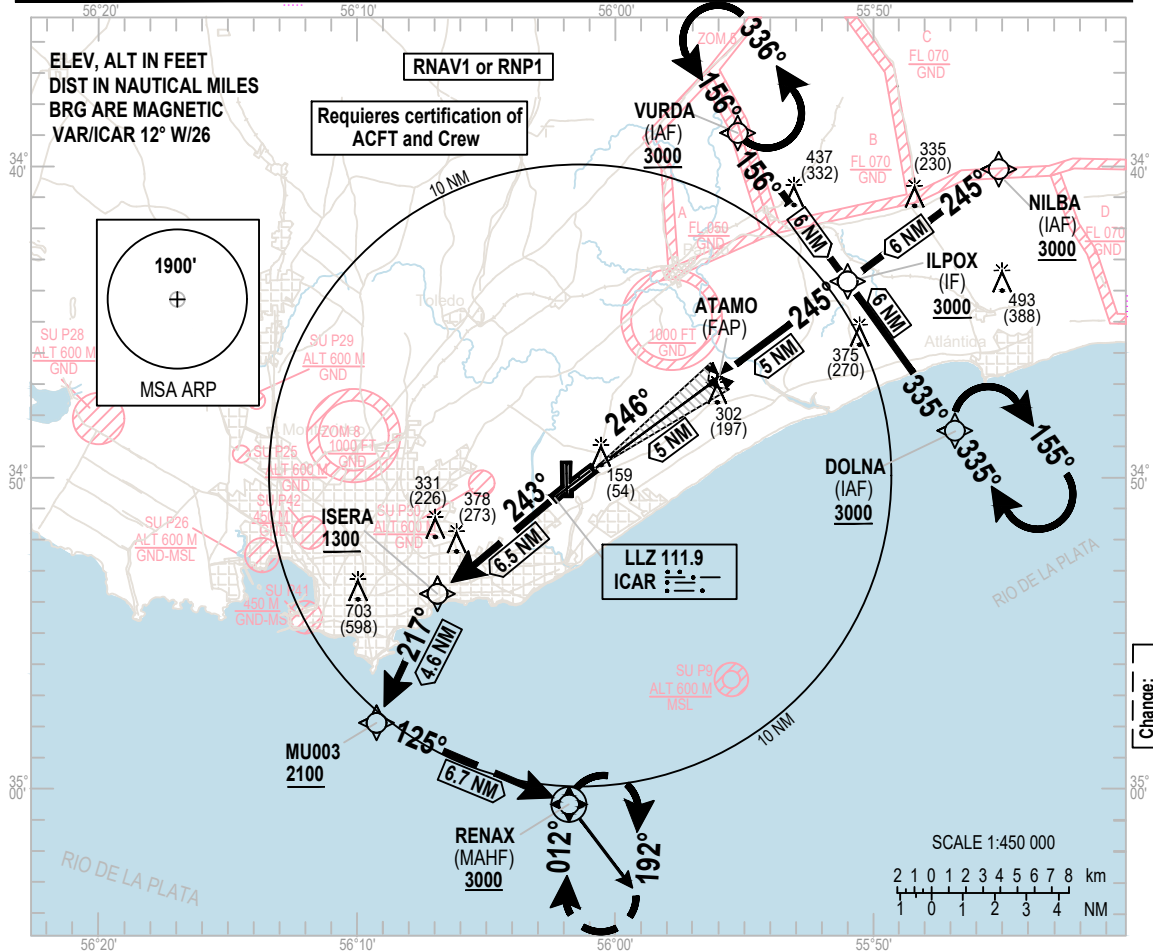
Change.
New chart

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR 118.1 - 121.8
APP 119.2 - 120.2

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



Change:
New chart

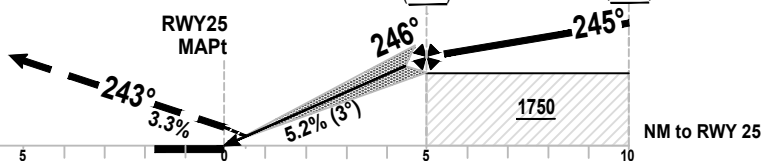
MISSED APPROACH

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

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

ILS RDH 53 **TRANSITION ALT 3000**

ATAMO FAP 1750 (1645)
ILPOX IF 3000 (2895)



ELEV 105
(THR RWY 25)

OCA/H		A	B	C	D	KT					
Straight-in Approach	CAT II		205 (100)			80	100	120	140	160	
	VIS		RVR 300 M								
	CAT III - A		155 (50)								
	VIS		RVR 175 M								
	CAT III - B		Fail passive: < 50								
VIS		RVR 125 M									
CAT III - B		Fail operational: No DH									
VIS		RVR 75 M									
ATAMO - RWY25 (5 NM)		Vertical speed of descent 5.2%		Feet/Min		425	531	637	743	849	
NM RWY 25		5	4	3	2	1.0					
Altitud		1750	1432	1113	795	476					
Height		1645	1327	1008	690	371					

INSTRUMENT
APPROACH
CHART - ICAO

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

TWR 118.1 - 121.8
APP 119.2 - 120.2

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

TABULAR DESCRIPTION

ILS W RWY 25 CAT II and III											
Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed Limit (Knots/h)	VPA/TCH	Navigation Specification
010	IF	NILBA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	245(233.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	VURDA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	156(143.5)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	DOLNA	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ILPOX	-	335(323.4)	-	6.00	-	+3000	-	-	RNAV 1
010	IF	ILPOX	-	-	-	-	-	+3000	-	-	RNAV 1
020	TF	ATAMO	-	245(233.5)	-	5.00	-	+1750	-	-3.0°	ILS
040	TF	RWY25	Yes	246(233.5)	-	5.01	-	158	-	-	ILS
050	TF	ISERA	-	243(231.4)	-	6.46	-	+1300	(-210)	-	RNAV 1
060	TF	MU003	-	216(203.9)	-	4.58	-	+2100	-	-	RNAV 1
070	TF	RENAX	Yes	125(113.3)	-	6.74	-	+3000	-	-	RNAV 1
080	HM	RENAX	Yes	012(360.0)	-	-	R	+3000	-	-	RNAV 1

WAYPOINT LIST

ILS W RWY 25 CAT II and III	
Waypoint Identifier	Coordinates
NILBA	34°40'07.21"S 055°45'11.33"W
VURDA	34°38'52.30"S 055°55'21.80"W
DOLNA	34°48'31.70"S 055°46'41.63"W
ILPOX	34°43'42.08"S 055°51'01.97"W
ATAMO	34°46'40.92"S 055°55'54.55"W
RWY25	34°49'39.54"S 056°00'47.45"W
ICAR (LLZ)	34°50'43.32"S 056°02'32.16"W
ISERA	34°53'42.70"S 056°06'54.22"W
MU003	34°57'52.03"S 056°09'15.47"W
RENAX	35°00'32.19"S 056°01'43.22"W

Change New chart