GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible service

1.1 The Aeronautical Information Service which forms part of the Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica of the República Oriental of Uruguay, ensure the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established.

1.2 ***AIS Headquarters***

Servicio de Información Aeronáutica
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones
URUGUAY
TEL: (598) 2604 0329 extension 1260 and 2601 1265
TELEFAX: (598) 2604 0067
AFS: SUMUYNYX
e-mail: aispub@dinacia.gub.uy
☛

1.3 ***International NOTAM office (NOF)***

Oficina NOTAM Internacional
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones
URUGUAY
TEL: (598) 2604 0329 extension 1260
TELEFAX: (598) 2604 0067
e-mail: aisnof@dinacia.gub.uy
☛ notam.uy@gmail.com
AFS: SUMUYOYX , SUMUYNYX (Notam database only)

The service is provided in accordance with the provisions contained in Annex 15 – *Aeronautical Information Services*.

The AIS provides H24 services.

2. Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Uruguay and for the airspace over the high seas encompassed by the MONTEVIDEO Flight Information Region.

3. Aeronautical publications

☛3.1 The aeronautical information is provided in the form of Aeronautical Information Products in a standardized presentation consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- ☛- Aeronautical charts.

☛NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS).

3.2 ***Aeronautical Information Publication (AIP)***

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essentials for air navigation.

☛The AIP Uruguay is published in 1 volume in a digital version.

☛The AIP is published with bilingual text (Spanish and English) in digital media only, for use in International and domestic operations, whether the flight is a commercial or a private one.

3.3 ***Amendment service to the AIP (AIP AMDT)***

☛Amendments to the AIP are made by means of a new digital version. Two types of AIP AMDT are produced:

- Regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (ref.: GEN 0.1-3) and identified by a light blue cover sheet, incorporates permanent changes into ☛the AIP in the dates of entry into force of the AIRAC cycles; and

- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym – AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a ☛ in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consist of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based con the calendar year. The year, indicated by two digits, is a part of the serial Lumber of the amendment, e.g. AIP AMDT 1/96; AIRAC AIP AMDT 1/96.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

☛Amendments are included directly in the appropriate place and in turn includes a listing of leaves amended

3.4 ***Supplements to the AIP (AIP SUP)***

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRACA system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based con the calendar year, i.e., AIP SUP 1/97; AIRAC AIP SUP 1/97.

AIP Supplements is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of the validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the month of December of each year.

3.5 ***NOTAM and Pre-flight Information Bulletins (PIB)***

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for MONTEVIDEO FIR and are distributed in 3 series identified by the letters A, C and D.

Series A. NOTAM that disseminates information of all the international airports of MONTEVIDEO FIR, of all the radio aids to air navigation and of those activities that are considered dangerous for Air Navigation (Shooting exercises, parachuting activity, formation flights, etc.). They are distributed internationally through the AMHS network and to the States concerned

Series C. NOTAM that disseminates the same type of information as Series A with the exception that the text is in ☛Spanish and that only national distribution is given by the AMHS network.

☛*Series D.* NOTAM that disseminates information regarding the establishment, situation or modification of any installation, service, procedure or aeronautical risk that affects the flight operations of national aerodromes and any other activity not considered important for international air operations, with the text being in Spanish and to which only national distribution is given by the AMHS network.

Pre-flight Information Bulletins (PIB), which contains a recapitulation of current NOTAM and other information of ☛urgent character for the operator/flight crews, are available on the website www.dinacia.gub.uy/ais and at Carrasco "Gral. Cesáreo L. Berisso" International Airport AIS office.

Times expressed in NOTAM and PIB are always UTC.

3.6 ***Post-flight Bulletin***

The purpose of the post-flight information is to ensure that the defects of essential facilities for the safety of flight operations and the presence of birds in or around the airport that constitute a potential hazard to aircraft operations that are observed by the pilot during the flight, promptly notify to the responsible authority for this purpose.

In most cases, the pilot notifies such defects and the presence of birds by ATS frequency.

After landing, the pilot who wants to confirm in writing any of his remarks, or who wishes to submit an initial report must do so through the form of post-flight information.

This is the form available at: the Aerodrome AIS of Carrasco Intl Airport and in the offices of operators of airlines at the airport/heliport.

The delivery of this form will be in the same box located in the Aerodrome AIS of Carrasco Intl Airport or may be sent via fax to (598) 2604 0067 or via email to aispub@dinacia.gub.uy as soon as possible.

The receiving unit shall verify that the reported information's are not on the permanent publication or in the day Notam distribution, in order to avoid overlapping of efforts to achieve a solution.

BOLETÍN POSTERIOR AL VUELO

Post-Flight Bulletin

- AIS URUGUAY -

Teléf./Teleph.: (598) 26040067, 26014852 interno 1260
Fax: (598) 26040067
AFTN: SUMUYNYX
e-mail: aispub@dinacia.gub.uy

Nacionalidad, o marca común y matrícula de la aeronave: .....
(Aircraft nationality or common mark and registration mark)

Propietario/NR de vuelo: .....
(Owner/FLT NR)

Aeródromo de salida: ..... ATD(UTC): .....
(Departure aerodrome)

Aeródromo de llegada: ..... ATA(UTC): .....
(Arrival aerodrome)

Instalación (Facility)	Lugar (Location)	Detalles del problema * (Details of inadequacy *)	Hora de observación (Time of observation)

Aves (Birds)	Lugar (Location)	Detalles (Details)	Hora de observación (Time of observation)

Fecha: .....
(Date)

Firma del piloto: .....
(Signature of pilot)

** Incluir altitud de vuelo/nivel, distancia y rumbo desde la(s) instalación(es) observadas*
(Includes flight altitude/level distance and bearing from the facility(ies) observed)

3.7 ***Aeronautical Information Circulars (AIC)***

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AIC are divided by subject and are issued in two series (A and C). AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/97; AIC C 1/97. A checklist of AIC currently in force is issued as an AIC once a year.

☛3.8 ***Checklist of valid NOTAM***

☛A checklist of valid NOTAM is issued monthly via the AFS. It contains a plain language (in English) presentation of the valid NOTAM and information about the Lumber for the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.9 ***Sale of publications***

The said publications can be obtained from the Aerodrome AIS Unit in the Carrasco "Gral. Cesáreo L. Berisso" International Airport.

Aeronautical Publications

Fares applicable in Uruguay

See GEN 4 FARE FOR SERVICE OF AERONAUTICAL INFORMATION.

Fares applicable for outside users

See GEN 4 FARE FOR SERVICE OF AERONAUTICAL INFORMATION.

3.10 ***Distribution of Publications***

Orders for publications and the annual subscription payment must include the subscriber number and must be addressed to:

Oficina AIS Aeródromo
Servicio de Información Aeronáutica
Aeropuerto Intl de Carrasco
14000 Canelones
URUGUAY

Tel.: (598) 2604 0244
Fax: (598) 2604 0244 y 2604 0067
e-mail: ☛aisinfo@dinacia.gub.uy
aisaerodromos@adinet.com.uy

Questions about the content and distribution of AIP URUGUAY, amendments, supplements, NOTAM, subscription and initial acquisition must be communicated to the above address.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will bi issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by and AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/list is issued.

I no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates

2023	☛2024	☛2025	☛2026	☛2027
26 JAN	25 JAN	23 JAN	22 JAN	27 JAN
23 FEB	22 FEB	20 FEB	19 FEB	18 FEB
23 MAR	21 MAR	20 MAR	19 MAR	18 MAR
20 APR	18 APR	17 APR	16 APR	15 APR
18 MAY	16 MAY	15 MAY	14 MAY	13 MAY
15 JUN	13 JUN	12 JUN	11 JUN	10 JUN
13 JUL	11 JUL	10 JUL	09 JUL	08 JUL
10 AUG	08 AUG	07 AUG	06 AUG	05 AUG
07 SEP	05 SEP	04 SEP	03 SEP	02 SEP
05 OCT	03 OCT	02 OCT	01 OCT	30 SEP
02 NOV	31 OCT	30 OCT	29 OCT	28 OCT
30 NOV	28 NOV	27 NOV	26 NOV	25 NOV
28 DEC	26 DEC	25 DEC	24 DEC	23 DEC

5. Pre-flight information service at aerodromes/heliports

Pre-flight information service in the Carrasco "Gral. Cesáreo L. Berisso" International Airport is available at the Operation Department, and at the Aerodrome AIS Unit; it is also available at the rest of the aerodromes of the country. The complete information of the Integrated Aeronautical Information Package is available for all users at the Aerodrome AIS Unit in the Carrasco "Gral. Cesáreo L. Berisso" International Airport.

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

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

2. Maintenance of charts

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

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

3. Purchase arrangements

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

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

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

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

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

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

4.2 General description of each series

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

- from the aircraft stand to the runway; and

- from the runway to the aircraft stand;

and helicopter movement:

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

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

- along helicopter ground and air taxiways; and

- along air transit routes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. List of aeronautical charts available

Those chart series marked by an asterisk (*) form part of the AIP:

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome/Heliport Chart – ICAO (AC)*	1:10 000	**Artigas**		20 MAY 21
		Carmelo		30 NOV 23
		Colonia/Laguna de los Patos		20 MAY 21
		Durazno/Santa Bernardina		
		03-21		☛20 FEB 25
		10-28		☛20 FEB 25
		Maldonado/Carlos A. Curbelo Laguna del Sauce		
		01-19		21 MAR 24
		08-26		21 MAR 24
		Melo/Cerro Largo		03 OCT 24
		Mercedes/Ricardo Detomasi		20 MAY 21
		Montevideo/Ángel S. Adami		20 MAY 21
		Montevideo/Carrasco Cesáreo L. Berisso		
		01-19		03 OCT 24
		07-25		03 OCT 24
		Paysandú/Tydeo Larre Borges		28 NOV 24
		Punta del Este/El Jagüel		27 JAN 22
		Río Branco		20 MAY 21
		Rivera/Oscar D. Gestido		05 SEP 24
		Salto/Nueva Hespérides		03 OCT 24
		Tacuarembó		05 OCT 23
		Treinta y Tres		12 AUG 21
		Vichadero		20 MAY 21
Aerodrome Ground Movement Chart - ICAO (AGMC)*		**Montevideo/Ángel S. Adami**		20 MAY 21
		Montevideo/Carrasco Cesáreo L. Berisso		03 OCT 24
Aircraft Parking/Docking Chart - ICAO (APC)*		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		(Aviación Comercial)		01 DEC 22
		(Aviación General)		01 DEC 22
		Montevideo/Ángel S. Adami		20 MAY 21
		Montevideo/Carrasco Cesáreo L. Berisso		06 OCT 22
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		01-19		14 JUL 22
		08-26		14 JUL 22
		Montevideo/Carrasco Cesáreo L. Berisso		
		01-19		12 AUG 21
		07-25		06 OCT 22

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Aerodrome Obstacle Chart - ICAO Type A (AOC)*		**Carmelo**		07 SEP 23
		Melo/Cerro Largo		03 OCT 24
		☛Paysandú/Tydeo Larre Borges		☛28 NOV 24
		Rivera/Oscar D. Gestido		05 SEP 24
		Salto/Nueva Hespérides		25 JAN 24
En-route Chart - ICAO (EC)*	1:2 000 000	**EC Conventional Navigation International Routes**		03 OCT 24
		EC Area Navigation Routes		03 OCT 24
		EC Conventional Navigation National Routes		03 OCT 24
Area Chart - ICAO*		**TMA Carrasco - Conventional Navigation International and National Routes**		18 APR 24
		TMA Carrasco - Area Navigation Routes		18 APR 24
		TMA Durazno - Conventional Navigation International and National Routes		21 MAR 24
		TMA Durazno - Area Navigation Routes		03 OCT 24
Standard Departure Chart - Instrument (SID) - ICAO*	1:600 000	**Maldonado/Carlos A. Curbelo**		
		Laguna del Sauce		
		Nil		
		Carrasco		
		Nil		
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:600 000	**Maldonado/Carlos A. Curbelo Laguna del Sauce**		
		Nil		
		Montevideo/Carrasco Cesáreo L. Berisso		
		Nil		
Instrument Approach Chart - ICAO (IAC)*	1:300 000	**Artigas**		
		RNAV (GNSS) 11		28 MAY 15
		Colonia/Laguna de los Patos		
		RNAV (GNSS) 13		10 DEC 15
		RNAV (GNSS) 31		10 DEC 15
		Durazno/Santa Bernardina		
		DME VOR 03		21 MAR 24
		RNAV (GNSS) 10		21 MAR 24
		RNAV (GNSS) 21		21 MAR 24
		HI VOR/DME 03		21 MAR 24
		VOR DME 03		21 MAR 24

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Instrument Approach Chart - ICAO (IAC)*	1:300 000			
		Maldonado/Carlos A. Curbelo Laguna del Sauce		
		RNP Z 01		18 APR 24
		RNP Z 08		18 APR 24
		RNP Z 19		18 APR 24
		RNP Z 26		18 APR 24
		VOR Z 01		18 APR 24
		VOR Z 08		18 APR 24
		VOR Z 19		18 APR 24
		VOR Z 26		18 APR 24
		Montevideo/Ángel S. Adami		
		NDB Z 19		06 OCT 22
		RNP Z 19		06 OCT 22
		Montevideo/Carrasco Gral. Cesáreo L. Berisso		
		ILS Y o LOC ONLY Y 19		☛05 SEP 24
		ILS Y o LOC ONLY Y 25		☛05 SEP 24
		ILS Z 19		☛05 SEP 24
		ILS Z 25		☛05 SEP 24
		RNP Z 01		05 OCT 23
		RNP Z 07		05 OCT 23
		RNP Z 19		05 OCT 23
		RNP Z 25		05 OCT 23
		VOR Z 07		05 OCT 23
		VOR Z 25		05 OCT 23
		Paysandú/Tydeo Larre Borges		
		RNAV (GNSS) 20		23 MAR 23
		Salto/Nueva Hespérides		
		RNAV (GNSS) 05		25 JAN 24

Title of Series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
Radar Minimum Altitude Chart - OACI *		**Maldonado/Carlos A. Curbelo Laguna del Sauce**		☛11 JUL 24
		Montevideo/Carrasco Gral. Cesáreo L. Berisso		☛11 JUL 24
Visual Approach Chart - ICAO (VAC)*	1:350 000	**Artigas**		28 MAY 15
		Carmelo		30 NOV 23
		Rivera/Oscar D. Gestido		30 NOV 23

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The Dirección de Circulación Aérea dependent of Dirección General de Infraestructura Aeronáutica of Uruguay, is the responsible authority for the provision o air traffic services within the area indicated under 2. below.

Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica
☛Dirección de Circulación Aérea (ATSP)
Departamento Operativo de Tránsito Aéreo
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones - URUGUAY
☛Tel: (598) 2604 0408 extension 5102 and 5155
☛Telefax: (598) 2604 0408 extension 5155
☛e-mail: smsats@dinacia.gub.uy, dca@dinacia.gub.uy
AFS: SUMUYJYX

The services are provided in accordance with the provisions contained in the following documents:

LAR 91
LAR 211
Annex 2 – *Rules of the Air*
Annex 11 – *Air Traffic Services*
Doc 4444 ATM/501 – *Procedures for Air Navigation Services – Air Traffic Management.*
Doc 8168 – *Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)*
Doc 7030 – *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Air traffic services are provided for the entire national territory, including its territorial and jurisdictional waters as well as the airspace over the high seas has been the subject of regional air navigation.

Pursuant to the values of ceiling and visibility at a given time reported for an aerodrome may have a different value to visibility reported by the ATS based on the values obtained by the supplier of Meteorological Services - INUMET (METAR, SPECI, RVR, etc.) it should be considered that the flight visibility reaching the minimums for the approach could be different. Therefore, it shall allow the pilot whoever evaluates the conditions to operate, without this presupposing conflict of credibility with those reported by the controller. In such cases, Air Traffic Services, authorize the approach and landing taking into account only the transit and known obstacles.
It is the responsibility of the pilot the observation and compliance procedures under the meteorological minimums. It is not the responsibility of the ATS the possible consequences of decisions emanating from the pilot.

Note 1: This procedure shall apply to all the Aerodromes of SUEO FIR.

Note 2: Air Traffic Services would inform about ceiling and visibility according to the official weather report from INUMET.
☛Note 3: At Carrasco Intl. Airport "Gral. Cesáreo L. Berisso" visibility for RWY 07-25 (THR 25) and RWY 01-19 (THR 19), 1 minute criteria at RVR indication will be used.

3. Types of services

The following types of air traffic services are provided:

- Air Traffic Control Service;
- Flight Information Service (FIS)
- Alerting Service
- Advisory Air Traffic Service

3.1 ***Montevideo Control Centre***

3.1.1 Under operating conditions of the entire manoeuvring area, during normal operation of communications and radar, there is a capacity in the sectors of ATC services as detailed:

ATFM calculations:
– SUMU Aerodrome Sector: 24 aircrafts per hour;
– SULS Aerodrome Sector: 13 aircrafts per hour;
– ACC Sector: 35 aircrafts per hour;
– APP Sector: 20 aircrafts per hour.

4. Coordination between the operator and ATS

Coordination between the operator and air traffic services will carried out in accordance with 2.16 of ICAO Annex 11.

5. Aerodrome in-circuit Separation

Nil.

6. Minimum flight altitude

Except when necessary for takeoff or landing, or when specifically authorized by the competent authority, IFR flights will carried out at a level not less than the minimum flight altitude established by the State whose territory overflown, or if that such minimum flight altitude has not been established:

a) to a level of at least 300 m (1000 ft) above the highest obstacle that is within a radius of 8 km with respect to the estimated position of the aircraft in flight

Note : the estimated position of the aircraft will take into account the accuracy of the navigation that can be achieved in the segment of the route in question, considering the facilities available for navigation on land and aboard aircrafts. However, when the divergence angle of the air navigation signal, combined with the distance between the navigational aids, can make an aircraft be more than 8 km to either side of the axis, increases the protection limit 18 km on each side of the axis of the route to the extent that the divergence is greater than 8 km from the axis.

7. ATS units address list

Unit name	*Postal address*	*Telephone NR*	*Telefax NR*	*Telex NR*	*AFS address*
1	2	3	4	5	6
Artigas TWR	Aeropuerto Intl de Artigas Artigas	4772 3971	4772 3971		SUAGZTZX
Colonia TWR	Aeropuerto Intl de Colonia Colonia	4522 4853	4522 2319		SUCAZTZX
Parallada TWR/APP	Santa Bernardina Aerop. Intl de Alternativa Durazno	4362 2182	4362 4927		SUDUZTZX
Curbelo TWR	Aeropuerto Intl C/C Carlos A. Curbelo "Laguna del Sauce" Ruta 93 Km 113 Maldonado	4255 9777 ☛ext. 125	☛4255 9904 ☛ ☛		SULSZTZX
Melo TWR	Aeropuerto Intl de Cerro Largo Melo	4640 2422	4640 2027		SUMOZTZX
Adami TWR	Aeropuerto Ángel S. Adami Melilla, Montevideo	2322 8035/ 43	2322 8035		SUAAZTZX
Carrasco APP	Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso" 14000 Canelones	2600 0619 2604 0408 ext. 5119			SUMUZAZX
Montevideo ACC	Ídem Carrasco APP	2600 0619 2604 0408 ext. 5119			SUEOZQZX
Carrasco TWR	Ídem Carrasco APP	2604 0408 ext. 5250	2604 0298		SUMUZTZX
Paysandú AFIS	Aeropuerto Intl Paysandú Paysandú	4722 2079	4722 2199		SUPUZTZX
Punta del Este TWR	Aeropuerto Dptal Punta del Este "El Jagüel". Maldonado	4248 1808	4248 4513		SUPEZTZX
Rivera TWR	Aeropuerto Intl de Rivera Presidente General Oscar D. Gestido. Rivera	4620 2121	4620 2121		SURVZTZX
Salto TWR	Aeropuerto Intl de Salto Salto	4732 7119	4732 7119		SUSOZTZX
Tacuarembó AFIS	Aeropuerto Dptal Tacuarembó Tacuarembó	4632 3938	4632 3938		SUTBZTZX

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GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

The responsible authority for the provision of telecommunication and navigation facility services in Uruguay is the ☛Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica. The División Telecomunicaciones is the responsible for the administration, operation and supervision of the Aeronautical Telecommunications Service Intl (fixed service, aeronautical mobile and broadcasting). The Dirección de Electrónica is responsible for the installation, maintenance and repair of equipment and communication systems and navigation and surveillance.

☛Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica (DI.N.A.C.I.A.)
División Telecomunicaciones (COM)
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones - URUGUAY
☛Tel: (598) 2604 0329 extension 1329 (AMS) - 2604 0251 extension 123 (AFS) - 107 (Principal)
☛Central Telefax AFTN-AFS/AMS: (598) 2604 0298
AFTN Dirección Telecomunicaciones: SUMUYTYX
AFTN Dirección Servicio Fijo Aeronáutico: SUMUYFYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 — Aeronautical Telecommunications
Doc 8400 — Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)
Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
Doc 7030 — Regional Supplementary Procedures
Doc 7910 — Location Indicators

2. Area of responsibility

Communication services are provided for the entire MONTEVIDEO FIR. Arrangements for such services on a ☛continuing basis should be made with the DINACIA through the Dirección de Circulación Aérea, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in Director de la División Telecomunicaciones in Carrasco and within the respective Heads of aerodrome or airport which is located telecommunications station. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the Director de Circulación Aérea or to the Heads of aerodrome, as appropriate

3. Types of service

3.1 ***Radio navigation services***

The following types of radio aids to navigation are available:

LF/MF non-directional beacon (NDB)
Instrument landing system (ILS)
VHF omnidirectional radio range (VOR)
Distance-measuring equipment (DME)

Selected radio broadcasting stations are included as additional navigational facilities. The information is limited to stations with a power of 10 kw or more. It should be noted that unserviceability of these stations will not be reported

The coordinates listed refer to the transmitting antennas with the exception of direction-finding stations, for which the coordinates of the receiving antennas are given.

According to the judgment of the direction-finding station, bearings are classified as follows:

Class A - accurate within ± 2 degrees
Class B - accurate within ± 5 degrees
Class C - accurate within ± 10 degrees

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.

3.2 ***Mobile/fixed service***

Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

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.

The messages to be transmitted over the Aeronautical Mobile Service (AMS) are accepted only if they conform to ☛the requirements of Annex 10 Volume II (AMDT 73), Chapter 5 paragraph 5.1.8 of the ICAO.

Fixed service

☛The messages to be transmitted/received over the Aeronautical Fixed Service (AFS) are accepted only if:

☛a) they satisfy the requirements of Annex 10, Vol. II (AMDT 73), Chapter 4, paragraph 4.4.1.1 “Category of ☛messages”;
☛b) not be accepted for transmission by the AFTN circuits posts General Aircraft Operating Companies (Traffic ☛Class B) including messages of airlines reservation;

c) AFTN message length shall not exceed 2100 characters. By counting the number of characters, all characters are included print and nonprint message from the beginning of the message signal (ZCZC) inclusive until the end of message signal (NNNN). The message text should not exceed 1800 characters. By counting the number of characters, all characters are included print and nonprint message from the alignment function that precedes the beginning of the text but not including, to the end of text signal exclusive. If necessary the source station may deposit the excess characters message in a separate message in the form as directed in Attachment D to Volume II of Annex 10 of ICAO.

3.3 ***Broadcasting service***

Transmission of information concerning Air Navigation, addressed to all stations and aircraft in flight. Weather information is transmitted and updated information from domestic aerodromes, to the hours plus 15 minutes at the appropriate frequencies of AMS

Long Distance Operational Control Service

Transmitted: Earth Air Service - Long Distance Operational Control (COLD): Aeronautical Communications Service Air Land needed to exercise control over the security of the aircraft allowing the exchange of messages between them during the flight and its operators.

3.4 ***Language used***: spanish, English.

3.5 ***Where detailed information can be obtained***

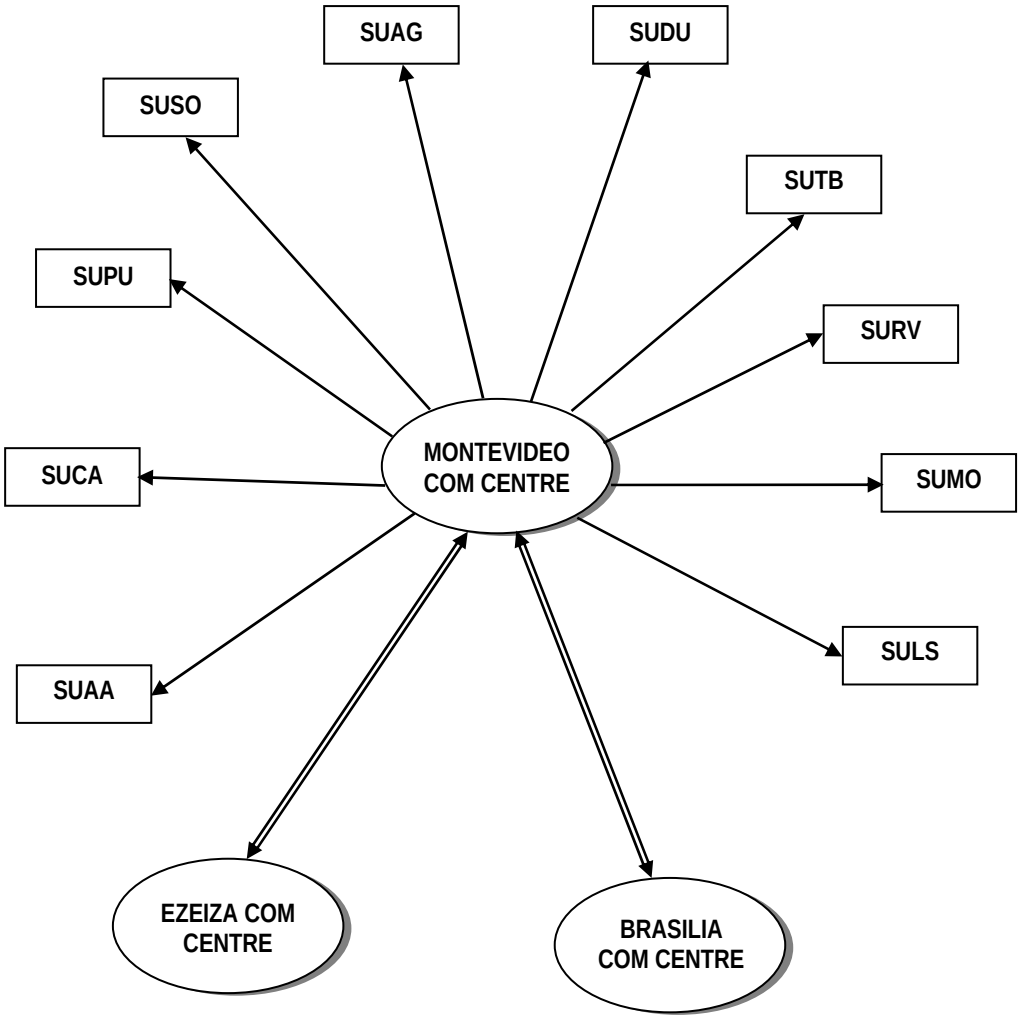
Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

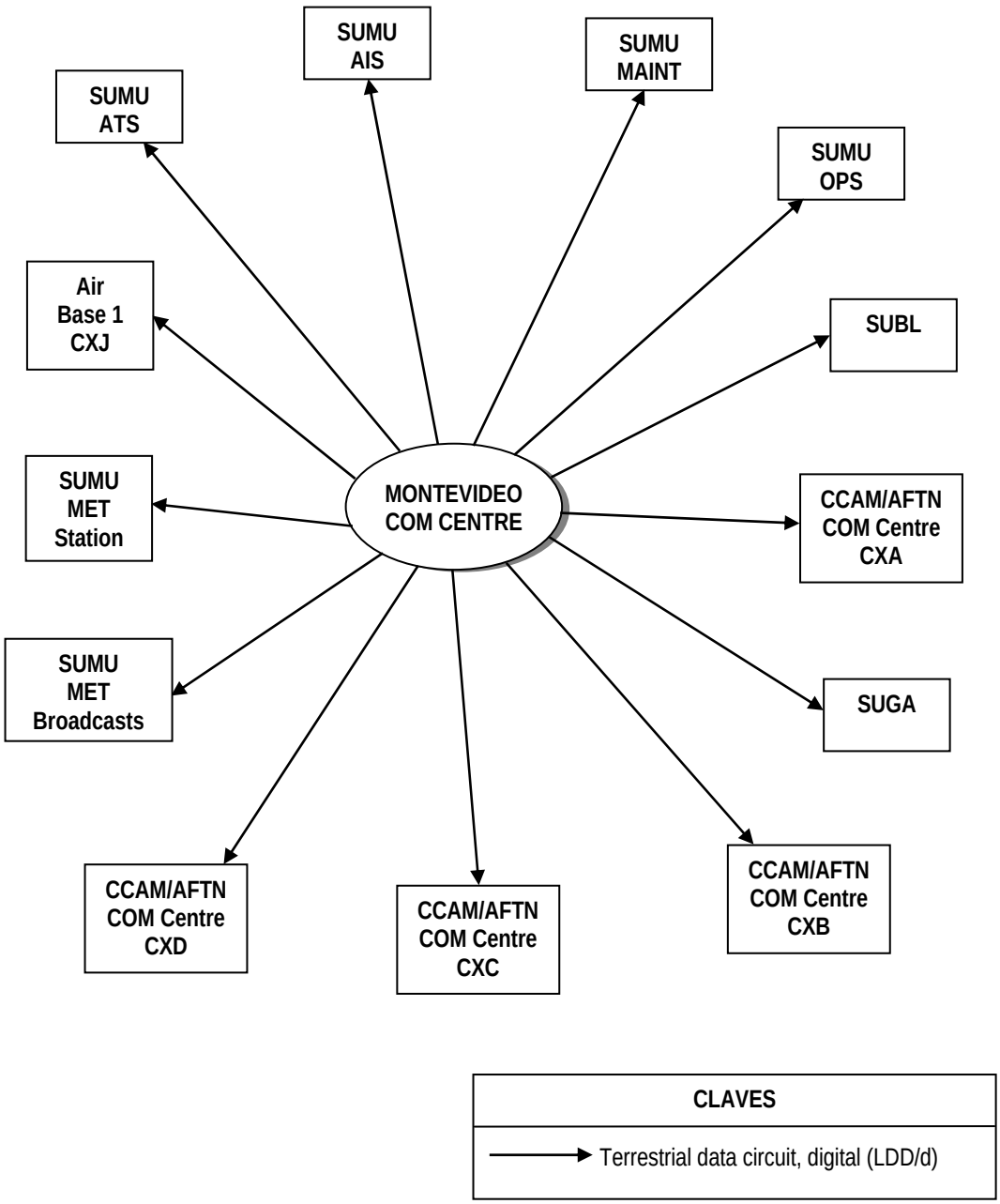
4. Requirements and conditions

The requirements of the Dirección de Servicios de Comunicaciones and the general conditions under which the ☛communication services are available for international use, will be subject to the provisions set forth in national and ☛international regulatory, ICAO Annex 10 Volume I, II, III, IV and V and the ITU (International Telecommunication ☛Union)

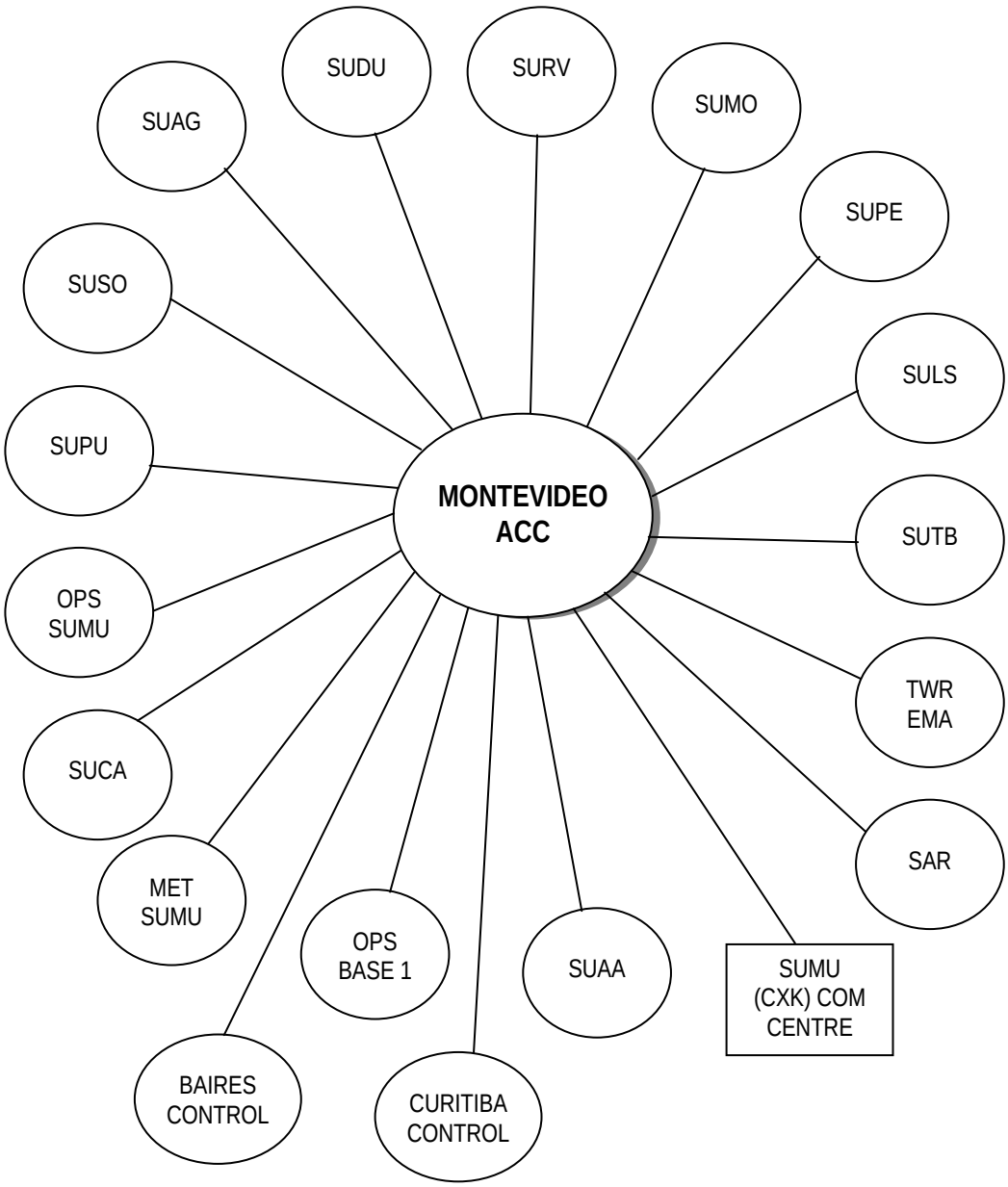
☛AERONAUTICAL FIXED SERVICES: NATIONAL NETWORK



☛AERONAUTICAL FIXED SERVICES: LOCAL NETWORK



ORAL ATS CIRCUITS: NATIONAL



GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible service

The meteorological services for civil aviation are provided by the Departamento de Meteorología Aeronáutica of the Instituto Uruguayo de Meteorología (INUMET)

Instituto Uruguayo de Meteorología
Javier Barrios Amorín 1488
11200 Montevideo URUGUAY
Telephone exchange: 1895
Presidency Secretariat: 1895 extension 106
e-mail: presidente@inumet.gub.uy

Departamento de Meteorología Aeronáutica
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
Ruta 101 s/n
14000 Ciudad de la Costa, Canelones - URUGUAY
Tel.: 2604 0154
Fax: 2604 0242
☛Predictor on duty: 2604 0299, +59891081082
☛Department head: +59899316497
AFS: SUMUYMYX, SUZZMAMX
☛e-mail: jefatura.dma@inumet.gub.uy; direccion.dsm@inumet.gub.uy

Carrasco Aeronautical Meteorological Station
Aeropuerto Intl de Carrasco “Gral. Cesáreo L. Berisso”
Ruta 101 s/n
14000 Ciudad de la Costa, Canelones - URUGUAY
Telefax.: 2604 0255
AFS: SUMUYMYX, SUZZMAMX
e-mail: carrasco@inumet.gub.uy

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 - *Meteorological Service for International Air Navigation*.
Reglamento Aeronáutico Latinoamericano (LAR203) and other documents of the República Oriental del Uruguay
Doc 7030 - *Regional Supplementary Procedures*
Annex 5 - *Units of measurement to be used in air and ground operations*
Doc 8400 - *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)*
Doc 7910 - *Location indicators*
Doc 8585 - *Designators for Aircraft Operating Agencies Aeronautical Authorities and Services*
Doc 8733 - *Air Navigation Plans – Caribbean and South American*
Doc 7488 - *Manual of the ICAO Standard Atmosphere*

Doc 8896 - *Manual of Aeronautical Meteorological Practice*
Doc 9328 - *Manual of Runway Visual Range Observing and Reporting*
Doc 9377 - *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological*
CIR 186 - *Wind gradient*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

The monitoring and weather services are provided for the FIR / UIR / MONTEVIDEO. For the FIR / UIR / MONTEVIDEO are provided services based in ICAO Annex 3 - *Meteorological Service for International Air Navigation*. For MONTEVIDEO ORIENTAL Sector surveillance is done providing services to aircrews upon request.

3. Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

Name of Station / Location indicator	*Type & frequency of observation/ automatic observing equipment*	*Types of MET reports & availability of trend forecasts*	*Observation system & site(s)*	*Hours of operation*	*Climat-ological Information*
1	2	3	4	5	6
Colonia/Colonia SUCA	☛ Hourly routine and on request / NIL	☛METAR, SPECI	☛ Anemometer in TWR, conventional and automatic MET station.	☛12 hs.	☛ Aeronautical climatological information may be requested from the Instituto Uruguayo de Meteorología (INUMET) at the address given in GEN 3.5-1
Durazno/Santa Bernardina SUDU	☛ Hourly routine and on request / NIL	☛METAR, SPECI	Conventional and automatic MET station.	☛Monday to Friday 12 hs.	
Maldonado/Cap. Curbelo SULS	☛ Hourly routine / NIL	☛METAR, SPECI	Anemometer in TWR, conventional and automatic MET station.	H24	
Montevideo/Adami SUAA	☛ Hourly routine and on request / NIL	☛METAR, SPECI	☛ Anemometer in TWR, conventional and automatic MET station.	☛12 hs.	

Table GEN 3.5.3 Meteorological observations and reports

Name of Station / Location indicator	*Type & frequency of observation/ automatic observing equipment*	*Types of MET reports & availability of trend forecasts*	*Observation system & site(s)*	*Hours of operation*	*Climat-ological Information*
1	2	3	4	5	6
Montevideo/Carrasco SUMU	Hourly routine / NIL	METAR, SPECI, TREND	Anemometer in TWR, RVR, nephobasimeter, conventional and automatic MET station (∗).	H24	Aeronautical climatological information may be requested from the Instituto Uruguayo de Meteorología (INUMET) at the address given in GEN 3.5-1
Rivera/Rivera SURV	On request, / NIL	METAR, SPECI	Automatic MET station	Not available.	
Salto/Salto SUSO	Hourly routine and on request / NIL	METAR, SPECI	Anemometer in TWR, conventional and automatic MET station.	12 hs.	

(∗) Runway Visual Range (RVR)
☛For runway 25 and / or 19, the visibility value read on the 1-minute Runway Visual Range (RVR) measuring equipment of the Air Traffic Services and the EMA shall be considered as official value, prevailing over the published value in the METAR / SPECI.
For the rest of the instrumental runways, the visibility / RVR value published in the METAR or SPECI shall be taken into account.

4. Types of services

The Oficina de Vigilancia Meteorológica (OVM), located at Carrasco Intl Airport "Gral. Cesáreo L. Berisso", performs:
- Continuous surveillance of Montevideo FIR
- Prepare and disseminate SIGMET reports (including volcanic ash)
- Information received from the VAAC of Buenos Aires (Argentina) about volcanic activity or clouds of volcanic ash to the air traffic services units

The Oficina Meteorológica de Aeródromo (OMA), located at Carrasco Intl Airport "Gral. Cesáreo L. Berisso", prepares:
- forecast for international flights
- forecast for local meteorological conditions
- forecasts for all the airports in the MONTEVIDEO FIR
- trend-type landing forecast (TREND)
- oral and user consultation
- aeronautical meteorological documents for international flights consisting of:
    - altitude winds and temperatures charts

- significant phenomena weather charts
- tabular forecast winds and temperatures aloft (from 850 to 200 hPa)

The Oficina Meteorológica de Aeródromo (OMA), located at Maldonado Captain Curbelo Intl Airport, provides:
- Aeronautical weather forecasts and other relevant meteorological information for flights, obtained from the Aerodrome Meteorological Office, Aeropuerto Intl de Carrasco (OMA – SUMU)
- Provides the aforementioned information to flight crew members or other flight operations and airport administration personnel;
- Continuous meteorological surveillance over the airport, in close communication with the OVM SUMU and the local Air Traffic and Aeronautical Information services;

The Estación Meteorológica Aeronáutica de Carrasco (EMA) located at Carrasco Intl Airport "Gral. Cesáreo L. Berisso ", prepares and supplies weather reports for national and international air operations, namely:
- Continuous surveillance of the Aerodrome and its neighborhood
- METAR reports with TREND trend
- SPECI reports with TREND trend

It has the Automatic Weather Observation System (AWOS) that continuously measures a matrix of meteorological parameters and sends the data in real time to several display terminals.
The information or transmitted variables and sensors of the AWOS system are detailed below:
- Atmospheric pressure: QNH, QFE and density altitude (digital barometer)
- Wind direction and intensity (anemometer)
- Temperature, relative humidity and dew point sensors
- Precipitation (rain gauge)
- ☛- Visibility: for runway threshold 19 and 25 at intervals of 1, 2 and 10 minutes
- ☛- Runway Visual Range (RVR) sensors located at runway threshold 19 and 25 at three intervals of 1, 2 and 10 minutes. RVR tendency: U (increasing), D (decreasing) and N (stable)
- Sky condition sensor (nephobasimeter)

Remarkably, it also exists the Operating Department II of Santa Bernardina Alternative Intl Airport, which are available the following services:
- Aeronautical meteorological forecasts and other relevant meteorological information for flights, obtained from the Aerodrome Meteorological Office, Aeropuerto Internacional de Carrasco (OMA - SUMU)
- Provides the aforementioned information to flight crew members or other flight operations and airport administration personnel;
- The meteorological surveillance continues on the aerodrome, in close communication with the OVM SUMU and the local air traffic and aeronautical information services;

5. Notification required from operators

Requests for non- scheduled flight documentation must be made at least at least:
- twelve hours before the estimated time of departure for international flights;
- three hours before the estimated time of departure for domestic flights

6. Aircraft reports

☛Aircraft that fly by international air routes shall make observations in accordance with the provisions of:

- Annex 3 (Meteorological Service for International Air Navigation– ICAO) Chapter 5.
- Latin american regulations (LAR 203) Chapter D.

Notification is required for aircraft in flight of the points listed below:

☛Routes UM792 y UN857 position MELO 322032.8S/0541319.1W
☛

7. VOLMET services

Table GEN 3.5.7 VOLMET service

Name of station	*CALL SIGN/ IDENT/ Abbreviation (EM)*	*Frequency*	*Broad-cast period*	*Hours of service*	*Aerodromes / Heliports included*	*REP, SIGMET INFO, FCST & Remarks*
1	2	3	4	5	6	7
Nil						

8. SIGMET service

Table GEN 3.5.8 SIGMET service

Name of MWO/Location indicators	*Hours*	*FIR or CTA served*	*Type of SIGMET/ validity*	*Specific SIGMET procedures*	*ATS unit served*	*Additional information*
1	2	3	4	5	6	7
SUMU	H 24	FIR / RCC	FIR/UIR / 4 HS	At subsonic cruising levels: turbulence, icing, volcanic ash, storm areas At transonic levels and supersonic cruising levels: Turbulence, cumulonimbus, hail, volcanic ash	TWR, ACC, OPS, APP, AIC, COM	NIL

8.1 *General*

INFORMATION FOR AIR TRAFFIC SERVICES AND SEARCH AND RESCUE

The meteorological office of Carrasco "Gral Cesáreo Berisso" Intl Airport and Alternative "Santa Bernardina"Intl Airport, have been designated by the National Meteorological Authority to be associated with the corresponding dependencies of the Air Traffic Services and the services Search and Rescue, for the purpose of providing updated weather information to perform their respective functions.

CRITERIA USED FOR SPECIAL WEATHER OBSERVATIONS AT THE AIRPORT OF CARRASCO "GRAL. Cesareo BERISSO" INTL

SPECI are issued whenever changes occur according to the following criteria:

a) when the mean wind direction at the surface has changed by 60° or more compared to that shown in the last report, being 20 KM / H (10 KT) or more the mean speed before or after the change

b) when the average wind speed at the surface has changed in 20 KM/H (10 KT) or more from that shown in the last report;

c) when the variation from the mean velocity of surface wind (gusts) has increased by 20 KM/H (10 KT) or more from that shown in the last report, being 30 KM / H (15 KT) or more the mean speed before or after the change;

d) when the wind changes through values of operational significance. The limit values are established by the meteorological authority in consultation with the appropriate ATS authority and operators concerned, taking into account changes in the wind that:
   1) require a modification of the runways in service;
   2) indicate that the components of tail and crosswind on the runway have changed through values representing the main limits of use for aircraft normally operating in the aerodrome;

e) when visibility is improving and changes to or passes through one or more of the following values, or when visibility is deteriorating and passes through one or more of the following values:
   1) 800, 1500 or 3000 M
   2) 5000 M, when a considerable number of flights operating on visual flight rules

f) when the runway visual range is improving and changes to or passes through one or more of the following values, or when the runway visual range is deteriorating and passes through one or more of the following values: 150, 350 , 600 or 800 M

g) when the onset, cessation or change in intensity of any of the following weather phenomena or combinations thereof:
   1) Freezing precipitation
   2) precipitation (including showers) moderate or strong
   3) dust storm
   4) sandstorm

h) when the onset or cessation of any of the following weather phenomena or combinations thereof:
1) ice crystals
2) freezing fog
3) low drifting dust, sand or snow
4) blowing dust, sand or snow
5) storm (with or without precipitation)
6) squall
7) funnel cloud (tornado or waterspout)

i) when the height of the base layer of lower clouds BKN or OVC extent is rising and changes to or passes through one or more of the following values, or when the height of the base layer of clouds low BKN or OVC extent is lowering and passes through one or more of the following values:
1) 30, 60, 150, or 300 M (100, 200, 500 or 1000 FT) and
2) 450 M (1500 FT), where significant numbers of flights are operated under visual flight rules

j) when the amount of cloud cover with a layer of cloud below 450 M (1500 FT) changes:
1) of SKC, FEW or SCT or BKN or OVC, or
2) of BKN or OVC at SKC, FEW or SCT

k) when the sky is obscured and vertical visibility is improving and changes to or passes through one or more of the following values, or when the vertical visibility is deteriorating and passes through one or more of the following values: 30, 60, 150 , or 300 M (100, 200, 500, or 1000 FT).

CRITERIA USED FOR SPECIAL WEATHER OBSERVATIONS IN URUGUAY AERODROME FIR EXCEPT OF CARRASCO "GRAL. Cesareo BERISSO" INTL AIRPORT

The criteria for making SPECI these aerodromes referred to the parameters of visibility and cloud base are:
1) the visibility is reduced to less than the following values, or otherwise grow to the same or exceeds:
a) 1500 M
b) 2000 M
c) 2500 M
d) 5000 M

2) the cloud base is reduced to less than the following values, or otherwise grow to the same or exceeds:
a) 120 M
b) 150 M
c) 180 M
d) 300 M
e) 450 M

These differences apply to all aerodromes in the FIR, except Carrasco "Gral. Cesáreo Berisso" Intl Airport. For them we rely on landing minima of the AIP.

Information on wind shear observed in the approach path and take-off, is included in the information given by TWR to aircraft arriving and departing (by agreement between ATS and MET).

GEN 3.6 SEARCH AND RESCUE

1. Responsible service

The search and rescue service in Uruguay is provided by the Air Force, as stipulated in Decree 216 of March 27, 1973. Postal and telegraphic addresses of the Air Force are as follows:

Comando General de la Fuerza Aérea
Camino Pedro de Mendoza 5553
12400 Montevideo
URUGUAY
Telex: FAU UY 906

Any request for SAR operation must be channeled through the Rescue Coordination Center: Carrasco according to national and international companies.

Centro Coordinador de Rescate - RCC
Aeropuerto Intl de Carrasco "Gral. Cesáreo Berisso"
Fuerza Aérea Uruguaya
Brigada Aérea I
14000 Canelones - Uruguay
TEL: (598) 2604 0297 - 2604 0209/16 extention 7052
Emergency line 1702
Telefax: (598) 2604 0112
Commercial Telegraphic address: AIC RCC/CARRASCO
AFS: SUMUYCYX

Sub-Centre: Durazno - Intl Alternate Airport "Santa Bernardina" Durazno

The service is provided in accordance with the provisions contained in ICAO Annex 12 - *Search and Rescue*, ICAO Annex 13 *Aircraft Accident Investigation* and Doc 7030/2 *Regional Supplementary Procedures* (Part I Item 7). Other relevant documentation is *IAMSAR Doc 9731-AN958 Manual*.

2. Area of responsibility

☛The search and rescue service is responsible for SAR operations in Montevideo FIR (see GEN 3.6-11).

3. Types of service

Details of the rescue units are shown on Table 3.6-3 - Search and Rescue Units. Furthermore, it has the support of the Ministry of Interior

and the Armed Forces, for search and rescue missions if necessary. Aeronautical, maritime and public telecommunication are also available to the search and rescue organization.
All the aircrafts are terrestrial and transport aircraft survival equipment (non droppable), consisting of rafts, emergency rations and survival kits. The aircraft are equipped to communicate at frequencies of 121.5 and 123.1 MHz and 5610/8315 KHz.

NOTES:
- The RCC Carrasco is the Point of Contact (SPOC) for SAR and Messaging Traffic Alert COSPAS / SARSAT - "Satellite Tracking System."
- Circuits of direct communications between RCC, RSC and ATS.
☛- SITFAA - CX2XA - 24 hours.

RCC CARRASCO	
Primary frequency	121.5 MHZ H-24
Primary frequency	125.5 MHZ H-24
	151.265 MHZ H-24
	5680 KHZ H-24
CXJ station frequency	3465 KHZ O/R
	5610 KHZ O/R
	8315 KHZ O/R
	13294 KHZ O/R
RCC CARRASCO	Listen permanent in: 121.5 MHZ, 5680 and 2182 KHZ, maritime channel 16 and 71, and communication with:

Central Bureau of the Chief of Police, Police Health
Firemen.
Telephone link capacity.

☛The area of responsibility of the Montevideo SRR, includes all airspace Montevideo FIR.

☛

Table 3.6.3 Search and Rescue Units

Name	*Location*	*Facilities*	*Remarks*
1	2	3	4
Fuerza Aérea Uruguaya	"Gral. Cesáreo L. Berisso" Carrasco Intl Airport	Helicopters (L) and Airplanes (SRG) (MRG) (LRG)	H24 crew
Fuerza Aérea Uruguaya	Alternative Intl Airport Santa Bernardina Durazno	Airplanes (SRG)	H24 crew O/R VHF or HF frequency
	☛Alternative Intl Airport Santa Bernardina Durazno	Helicopters (L)	H24 crew
Aviación Naval Uruguaya	C/C Carlos A. Curbelo Laguna del Sauce Maldonado Naval Base	JS-31 MRG B200T MRG HEL (L)	H24 crew
Armada Nacional	La Paloma (Rocha)	RV RB	H24 crew
	Punta del Este (Maldonado)	RB	H24 crew
	Piriápolis Port (Maldonado)	RB	H24 crew
	Buceo Port (Montevideo)	RB	H24 crew
	Montevideo Bay	RV RB	H24 crew
	Sauce Port (Colonia)	RB	H24 crew
	Colonia Port	RB	H24 crew
	Carmelo Port	RB	H24 crew

Table 3.6.3 Search and Rescue Units

Name	*Location*	*Facilities*	*Remarks*
1	2	3	4
ADES	Carmelo Port	RB	H24 crew
	Colonia Port	RB	H24 crew
	Sauce Port (Juan Lacaze)	RB	H24 crew
	Buceo Port (Montevideo)	RB	H24 crew
	Punta del Este	RB	H24 crew
			Where necessary any military or civilian aircraft with Uruguayan registration may be engaged in a SAR mission.
			Every aircraft engaged in a SAR mission not coordinate with the RCC Carrasco is breaching the Decree 380/74, be liable to the penalties.

4. SAR agreements

☛
The argentine PNN aircrafts when they are on the national territory in SAR missions although have coordinated with PNN Uruguayan nautical authority shall inform the air traffic services and comunicate to Carrasco RCC in 125.5 MHz, in order to coordinate the search area, height, traffic and weather in the area.
It will be sufficient that the request is transmitted via a flight plan message.
The instructions for the control to be exercised on entry of such aircraft and personnel will be given later, in accordance with the plan for the execution of search and rescue in the area.

5. Conditions of availability

The SAR service and facilities in Uruguay are available to the neighboring States when such services are not engaged in search and rescue operations within the Montevideo FIR, and must be requested through the Rescue Coordination Centre.

6. Procedures and signals used

Procedures and signals used by aircraft

☛The search and rescue procedures are in accordance with the provisions of the Manual Doc 9731-AN958 IAMSAR.

Communications

Being an aircraft or vessel in threatened of serious and imminent danger or need immediate assistance, you must connect your automatic emergency equipment (EPIRB) if you own and follow the procedures listed below: FREQUENCY: The first transmission of the distress message shall be made on ground-air frequency that was being used at the time. Not having received a reply on this frequency must use one of the following:

FREQUENCY	CLASS	PLACE	REMARKS
151.265	MHZ	MONTEVIDEO RCC	H-24 VHF FM
121.5	MHZ	MONTEVIDEO RCC	Intl SOS frequency
5610/8315/13294	HF ORAL	MONTEVIDEO RCC	O/R
5680	HF ORAL	MONTEVIDEO RCC	H-24 USB

DISTRESS CALL TO BE TRANSMITTED BY THE STATION IN DANGER

a) In radiotelephony:
- Mede - Mede - Mede (May-day - May-day - May-day)
- The word HERE
- Identification of the calling station (repeated three times)
- Frequency used in the transmission

b) In radio-telegraphy:
- S.O.S. - S.O.S. - S.O.S. (Transmitted in letter groups with no interval).

DISTRESS MESSAGE TO BE TRANSMITTED IMMEDIATELY AFTER THE DISTRESS CALL

- Mede (in phonology) or S.O.S. (CW).
- Type of emergency and sort of help desired
- Information of position or situation
- If feasible: time, altitude, or any information which facilitates the location or rescue.

ANSWERS TO THE DISTRESS MESSAGE

a) In radiotelephony:
- Identification of the station that sent the distress message (repeated three times).
- The word HERE
- Identification of the receiving station (three times)
- The word ROGER
- The MAYDAY distress signal
- The word OVER

b) In radiotelegraphy:
- Identification of the station that sent the distress message (repeated three times).
- The word OF
- Identification of the receiving station
- RRR group
- The S.O.S. signal
- The AR signal

OBLIGATION TO REPORT (According to Aviation Code Law 14305 art. 95; Law of Operational Security NR 18619, art. 15 and AIG RAU)

a) It is the obligation for all those people who have knowledge of any civil aviation accident or incident or the existence of remains or leftovers of an aircraft, wherever it occurs, within the jurisdiction of the Republica Oriental del Uruguay, to inform to the nearest authority, which shall be obliged to notify the Administrator and/or CIAIA
b) The owners, pilots and/or aircraft operators shall immediately notify the nearest authority, accidents or incidents or mishaps of its aircraft.
☛c) When it was an ATC accident or incident, the ATC provider shall notify the CIAIA about the event.
d) Whatever authority becomes aware of a serious civil aviation accident or incident or the existence of remains or leftovers of an aircraft shall be required to immediately report the facts to the Administrator and / or CIAIA, by the fastest available via.

PROCEDURES FOR PILOTS -IN-COMMAND OBSERVING AN ACCIDENT

The pilot shall remain in the area of the accident until a search and rescue unit comes to the site of the accident whenever the situation doesn't affect the safety of his own aeroplane and shall make all possible efforts to convey the following information:

- Determine the site of the accident
- Transmit to the ATS/RCC the following:
  a) Type of aircraft in emergency
  b) Identification and condition
  c) The position in coordinates or distance to a point
  d) Observation time in UTC
  e) Number of people seen
  f) Apparent physical condition of the survivors
- Follow the RCC instructions

PROCEDURES FOR THE PILOTS-IN-COMMAND WHEN INTERCEPTING A DISTRESS CALL

- Plot the position of the aircraft in danger, if it was given
- If possible, determine a transmission marking
- Proceed to the given position in the distress signal
- Besides the previously laid down, follow the communication regulations

PROCEDURES FOR THE PILOTS WHO HAVE AN ACCIDENT

It must give immediate and mandatory advice to the aviation authority responsible for investigating aviation accidents:

☛Comisión Investigadora de Accidentes de Aviación (C.I.A.I.A.)
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519
14002 Canelones – URUGUAY
Tel. Fax: (598) 2601 4851
Tel.: (598) 2604 0408 extensions: 5172 and 5146 (MON - FRI 11:00 to 19:00 UTC)
☛ CIAIA Mobile tel.: Director: 098 592110
☛ Investigators: 099 645663, 099 611293, 099 611290
Tel. MDN: (598) 2487 2828 (H24)
Tel. SUMU: (598) 2604 0329 extension 1364
Tel. DINACIA: (598) 2604 0408, 2601 0932 (H24)
e-mail: ciaia@mdn.gub.uy

☛ The Authority that is first present at the scene of the event, shall be responsible for notifying the competent police ☛authority (if it were not), upon arrival, it shall confirm that the C.I.A.I.A. was notified of the event, and shall proceed ☛to preserve the area of the event until the arrival of the team of Investigation of Accidents and Incidents of Civil ☛Aviation (AIG). If the Air National Police arise on-site, the custodial responsibility shall be of that authority.

Also, if due to an emergency an aircraft (either National or from Abroad) which enters or leaves Uruguayan territory and might need to land at an aerodrome with no custom service, the pilot shall have to comply with the following requirements:

a) shall have to report the landing to the nearest police authority

b) shall not go away from the aircraft until an authorization be received and shall not permit any of the other people on board to go away from the aircraft except in case of extreme necessity until the authority endorses the personal and aircraft documents
c) shall continue the flight when an authorization is given.

THE ABBREVIATION CODE PUBLISHED IN THE DOC 8400/04 OF THE ICAO SHALL BE USED DURING THE SEARCH AND RESCUE COMMUNICATION OPERATIONS

Information concerning location, callsigns, frequencies, aeronautical and DF stations timetables are published in GEN 3.6.3

SEARCH AND RESCUE SIGNALS

The search and rescue signals are the ones specified in chapter 5 of Annex 12 (5.10) and Appendix A (points 2 and 3). In pages GEN 3.6-9 there's a diagram with the mentioned signals.

When it is necessary for an aircraft to transmit information to the survivors and there is no two-way radio communication available, the information shall be transmitted whenever possible, sending a message:

a) When an emergency signal has been received and understood, the aircraft will acknowledge by the means described previously or shall make a roll motion of the wings.
b) When a land signal has been received and it has not been understood, it shall be informed by means of a direct message, but if this isn't possible, the absence of wing roll motion shall be understood as a sign of message not understood.

SIGNALS FOR BOATS ON THE WATER SURFACE

When an aircraft has to guide a boat to the site where there is an aircraft or a boat in danger, it will do it transmitting accurate directions with any possible means at their disposal. If it isn't possible to transmit these instructions, they shall be transmitted using the the procedures described below:

a) Fly in a circle around the boat on the water surface at least once.
b) Fly low crossing the current heading of the boat on the water surface, preceeding it close.
c) Follow the direction that wants to be shown to the boat.

Normally, the boat will make a heading change to show that it has received the instructions and shall comply with them.
In case the boat is unable to comply with the instructions, it shall either raise the international "N" flag or shall transmit a succession of N letters in Morse code.

SAFETY SIGNALS

The following signals used separately or jointly mean that an aircraft is about to transmit a message concerning the safety of the navigation or about to give some sort of important meteorological warning:

a) A signal transmitted by radiotelephony consists of communicating the "PAN" word.
b) A signal transmitted through radiotelegraphy or through any other method of constant signals in the TTT group.
c) A succession of pyrotechnic green lights.
d) A succession of green flashes of light produced with a signaling device.

DISTRESS SIGNALS

The following signals used separately or jointly mean that an aircraft is threatened with serious or impending danger and that immediate help is required as soon as possible

a) A signal transmitted by radiotelephony containing the "MAY-DAY" word.
b) A signal transmitted by radiotelegraphy or by any other method of making visual or sound signals consisting of the S.O.S group of the Morse code.
c) Pyrotechnic flares which give out a red light launched one by one and at short intervals.
d) A signal with two flags corresponding to the "NC" letters of the International Signal Code.
e) A red parachute flare.
f) A signal consisting of a square flag above or underneath which there is a ball or something which resembles a ball.
g) firearm shots or any other explosive signal made at intervals of one minute approximately.

Ground/air visual signal codes for use by survivors

No.	*Message*	*Code symbol*
1	Requiere assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	

Instructions for use:
1. Make signals not less than 8 ft (2.5 m).
2. Take care to lay out signals exactly as shown.
3. Provide as much colour contrast as possible between signals and background.
4. Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.

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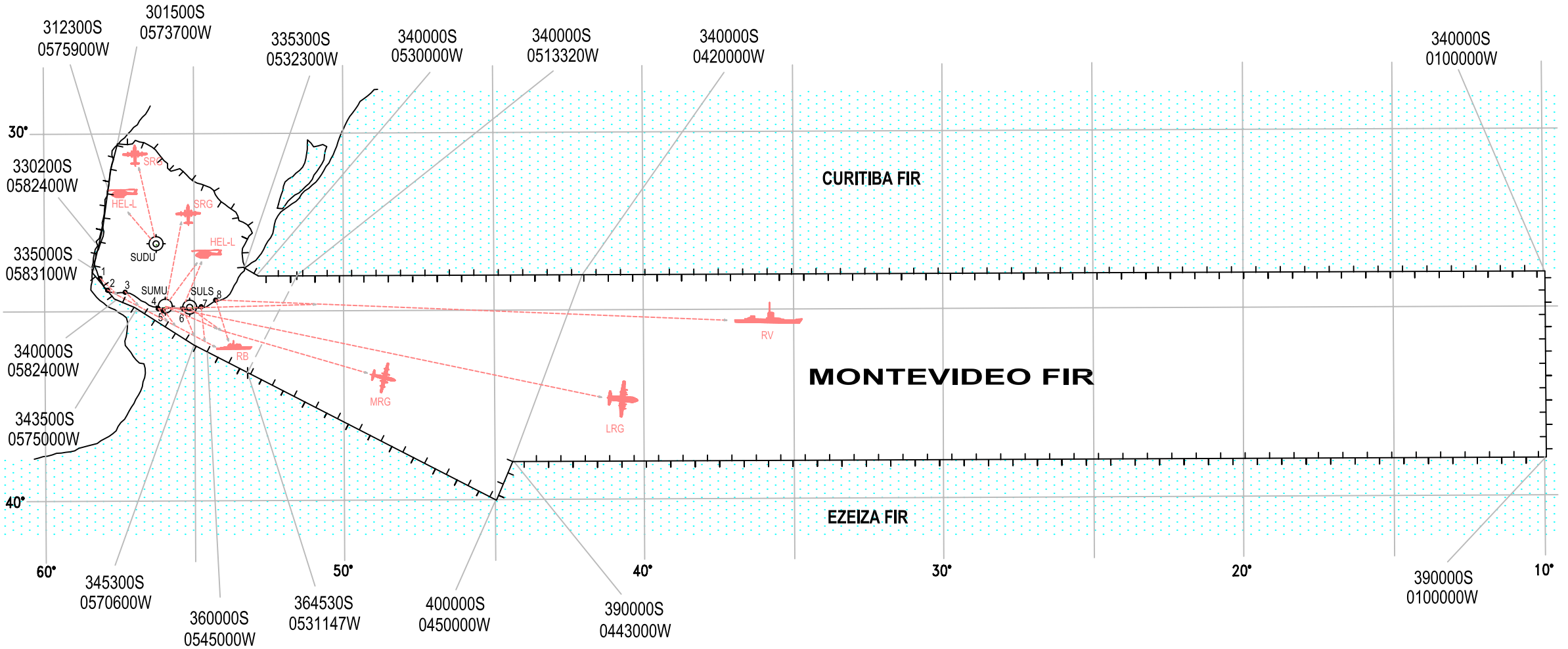
SEARCH AND RESCUE RESPONSIBILITY AREA



1 .. Port of Carmelo
2 .. Port of Colonia
3 .. Port of Sauce
4 .. Montevideo Bay
5 .. Port of Buceo
6 .. Port of Piriápolis
7 .. Punta del Este
8 .. La Paloma

CLASIFI-CATION	TYPE	RANGE OF ACTION	OBSERVATIONS
LRG	Aircraft	750 NM	02 hs 30' Search
MRG	"	400 NM	" " " "
SRG	"	150 NM	00 hs 30' "
HEL-L	Helicopter	100 NM	1 to 5 Persons per Rescue
RV	Vessel	Great Range	Oceanic
RB	"	Short Range	Coastal

Change: Included Montevideo Oriental Sector.

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GEN 3.7 SERVICE OF INSPECTORS OF COMMERCIAL AIR TRANSPORT

1. Responsible service

The service of inspectors of Commercial Air Transport which is part of the Direccion General de Aviacion Civil (General Direction of Civil Aviation) of Uruguay is that which in representation of the General Director of Civil Aviation has as its duties to supervise the compliance of the regulations and norms concerning the operation of civil aircraft, air crews and land staff.
By decree of the Poder Ejecutivo NR 18.365 of May 15, 1951 these duties were assigned to the inspectors of air traffic of the Direccion General de Aviacion Civil (General Direction of Civil Aviation) and also those conferred by the Decree 319/96 of Aug 13, 1996.

Dirección General de Aviación Civil
División Inspectoría
Aeropuerto Intl. de Carrasco "Gral. Cesáreo L. Berisso"
Avda. de las Industrias Wilson Ferreira Aldunate Nº 5519 (ex Cno. Carrasco)
C.P. 14002 Canelones - URUGUAY
Tel.: 2604 0408 extension 4062
e-mail: tac@dinacia.gub.uy

Dirección General de Aviación Civil
Departamento de Inspectores AIC
Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso"
14000 Canelones - URUGUAY
Tel.: 2604 0329 Interno 1/1364 (H24) and Cellular phone 098 373138
Telefax: 2604 0290

Dirección General de Aviación Civil
Departamento de Inspectores TAC
Aeropuerto Ángel S. Adami
C.P. 12900 Montevideo URUGUAY
Tel.:2322 8035 extension 209

Dirección General de Aviación Civil
Inspectores TAC
Aeropuerto C/C Carlos A. Curbelo - Laguna del Sauce
C.P. 20100 Maldonado URUGUAY
☛Tel.: 4255 9777 extension 157 and Telefax 4255 9007

2. Area of responsibility

The service of inspectors of Air Commercial Transport has the faculty to adopt the necessary measures to ensure the compliance of the standing aerocommercial regulations trying to avoid the damages either from the action or the omission of the aeronautical service users and providers.
To authorize the requests from the providers and operators of aeronautical services for landing, overflights, change of aircraft, charter, ferry, and ambulance flights in coordination with the rest of the departments in charge of the operations. They will also exercise permanent control over the formalities of the airlines (article 209 Aeronautical code, article 21 literal A of Decree 325/974 of Apr 26, 1974). To receive the documentation of airlines according to Decree 611/978 articles 1, 2 and 3 (GEN 1.2-3).

Give the necessary support and attention to the airline user in accordance with the standing and recommended regulations. Receive reports, complaints, and any other written documents the passenger may wish to file as well as any detection of operational irregularities made sua sponte.

Supervision and monitoring of routes, timetables and flight cancellations as well as the custody of the traffic Rights.To
☛adopt the necessary measures in case of flight incident or accident reporting such facts to the competent
☛authorities and to the Aviation Incident and Accident Investigation Commission (CIAIA).