

Argentina and Uruguay Schedule

A series of 282 national and international flights in Argentina and Uruguay area for DC-3 Airways. Included are international routes to destinations in Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Perú, Venezuela, Senegal, Germany, Italy, Spain, Switzerland and Falkland Islands (UK). Also included are some routes in code sharing with Fuerza Aerea Argentina, Uruguay and Armada Argentina.

Some routes are quite long and only suitable for the DC-3 because of extreme short Rwy Lengths.

Special precaution must be taken when crossing the Andes and like in the reality, alternative routes are provided for non-pressurized planes like the DC-3. Crossing the Andes is usually performed in the early morning (same in Bolivia, Chile and Perú). Don't attempt to try after afternoon; weather, wind and visibility can be make your flight very dangerous. Several planes were lost under this conditions in the area and never found.

Antarctic operations were usually operated by specialized units of Fuerza Aerea Argentina and Armada Argentina with C-47s equipped with JATOS and skis (and of course all auxiliary equipment for extreme cold weather operations).

Argentina is a large country with a very diverse topography. You can find all types of landscape including mountains, tropical forest in the north, desert conditions (Pampa), lakes, Fjords and glaciers, etc. Consider this topographic situation in your flight.

Transatlantic flights are well suited for Astronomical Navigation (Sextant). Flights are also tasked to be flown at night and you can be tasked to perform a night landing in a small Rwy without lights.

Weather can also be a challenge in some flights, especially in winter and in flights to Australia destinations.

But that is our work as pilots. Flight services are operated by DC-3/C-47 and several International Flights with DC-4. I have also included AFCAD files for most of the airports with reworked parking positions, taxiways, aprons, markings, etc. Also many airports had parking positions reserved under DCA code. Make a backup of your original files before utilizing this set.

A little historic background

Early air services over Argentina were operated by Aeropostale, Air France and Panagra in the 1930s. In 1940 LADE (Lineas Aereas del Estado) was founded with military personnel. Its main destinations were the south of the country and initial equipment was mainly Junkers 52 and two ex Air France Dewoitine D-338s. DC-3s were operated from 1947 utilizing the planes of the

Fuerza Aerea Argentina fleet. By 1946 ZONDA (Zona Oeste y Norte de Argentina) was founded and the initial times were not so easy for the Airline.

The US embargo of Argentina after the end of WWII (Argentina never declared war to the Axis countries) was a serious obstacle for the acquisition of air material. Finally, vía Canada, a series of C-47s were purchased by the mid of 1946 and assigned to regular service. By January 1947 a regular service flew between Buenos Aires and Mendoza with stops at San Luis y Rio Cuarto. Later that year, the line was lengthened to Santiago de Chile. DC-3 LV-ADD was lost on 30th July 1947. Together with ZONDA, other operators like FAMA, ALFA y AEROPOSTA ARGENTINA were founded in the latter 1940s, all utilizing several DC-3s.

By 1947 Fuerza Aerea Argentina was established and the service took in charge an initial batch of 16 C-47s for the transport of airborne paratroopers units. In 1949, FAMA, ALFA, ZONDA and AEROPOSTA were combined into only one Airline: Aerolíneas Argentinas. The DC-3s were operated by Aerolíneas Argentinas from 1949 to 1968. Then, that type was transferred to the Fuerza Aerea Argentina and finally retired in 1990. The C-47s were gradually substituted with F-27s, C-130s, and some national transport types built in FAM Cordoba.

C-47s of Fuerza Aerea Argentina and Armada Argentina had operated several services to the South Pole and Antarctic bases, usually equipped with JATOS and skies. Armada Argentina's last flight with a DC-3 was operated the 28th July 1979 with a flight to Ushuaia. Today this plane, 5-T-22 "Cabo Hornos," is preserved in this place. Other DC-3s were also operated by Aerotransportes Litoral Argentino and Servicios Aereos Rio Negro.

In Uruguay DC-3 (or C-47s) services were started in 1946 with the acquisition by the Fuerza Aerea Uruguay of the first two C-47s (507 and 508). The FAU had operated 21 C-47's between 1946 and July 27th of 1988, the date of the last flight of the FAU-514. Two C-47s were lost by accident, FAU-522 on Jun.29th 1967 and FAU-511 on Feb.10th 1978.

The National company PLUNA (Primeras Líneas Uruguayas de Navegación Area) had also operated ten DC-3s between 1949 and 1971; one plane (CX-AGE) was lost in an accident on Oct. 9th 1962. By 1971 all DC-3s of PLUNA were transferred to Fuerza Aerea Uruguay (5 planes) to be operated with the TAMU (Transporte Aereo Militar Uruguayo). One plane (CX-AGD) was taken in reserve for replacement parts. Also from this date, all domestic destinations in Uruguay of PLUNA were taken in charge by the TAMU service.

Today three DC-3s are preserved in Uruguay: one PLUNA DC-3 (CX-BDB) in the Museo Aeronáutico and two C-47s (FAU-510 and FAU-514) in the Base Aerea No.1 at Montevideo Carrasco.

ARGENTINA DESTINATIONS

Alto Rio Senguerr-D.Casimiro Szlapelis	SAVR	Parking 1
Bahia Blanca-Comandante Espora NAS	SAZB	Gate 2
Buenos Aires-Aeroparque Jorge Newbery	SABE	Gates 6 and 8

Buenos Aires-Ezeiza Intl Ministro Pistarini	SAEZ	Gates 15 and 16
Catamarca	SANC	Parking 4
Cataratas Del Iguazu-Mayor D Carlos Eduardo Krause	SARI	Gate 2
Comodoro Rivadavia-Gen Enrique Mosconi Intl	SAVC	Gate 2
Cordoba-Ing Aeronautico Ambrosio Lv Taravela	SACO	Gates 4 and 5
El Calafate	SAWC	Parking 1
El Turbio-28 De Noviembre	SAWT	Parking 3
Esquel	SAVE	Parking 2
Formosa	SARF	Gate 3
General Pico	SAZG	Parking 1
Gobernador Gregores	SAWR	Parking 1
Gualeguaychu	SAAG	Parking 5
Jujuy-Gobernador Horacio Guzman	SASJ	Gate 2
Junin	SAAJ	Parking 3
La Rioja-Capitán V. Almandos Almonacid	SANL	Parking 2
Laboulaye	SAOL	Parking 1
Mar Del Plata-Brigadier Gen.Bartolome de la Colina	SAZM	Gates 2 and 3
Marcos Juarez	SAOM	Parking 1
Mendoza-El Plumerillo	SAME	Gates 3 and 4
Monte Caseros	SARM	Parking 1
Neuquen-Presidente Perón	SAZN	Gate 4
Paraná-Gen.Urquiza	SAAP	Parking 2
Perito Moreno	SAWP	Parking 2
Posadas-Liberador Gral D Jose De San Martin	SARP	Parking 3
Puerto Deseado	SAWD	Parking 1
Reconquista	SATR	Parking 1
Resistencia	SARE	Gate 3
Rio Cuarto-Area de Material	SAOC	Parking 3
Rio Gallegos-Norberto Fernandez	SAWG	Gate 1
Rio Grande	SAWE	Parking 2
Rosario	SAAR	Gate 3
Salta-Gral M M De Guemes	SASA	Parking 2
San Carlos de Bariloche	SAZS	Gate 3
San Juan	SANU	Parking 2
San Julian-Cap. D. Jose D. Vasquez	SAWJ	Parking 1
San Luis	SAOU	Parking 1
San Martin De Los Andes-Aviador Carlos Campos	SAZY	Parking 1
San Rafael	SAMR	Parking 3
Santa Rosa	SAZR	Parking 2
Santiago Del Estero	SANE	Parking 1
Tandil	SAZT	Parking 1
Trelew-Almirante Zar	SAVT	Parking 2
Tucuman-Benjamin Matienzo	SANT	Gate 3
Ushuaia-Ushuaia Intl Islas Malvinas	SAWH	Gate 3
Viedma-Gobernador Castello	SAVV	Parking 2

INTERNATIONAL DESTINATIONS

Asunción-Silvio Pettirossi Intl.	SGAS (Paraguay)	Gate 5
Barcelona El Prat	LEBL (Spain)	Gates 80 and 81
Bogota El Dorado Intl	SKBO (Colombia)	Gate 13
Colonia-Laguna De Los Patos Intl.	SUCA (Uruguay)	Parking 1
Dakar-Leopold Sedar Senghor	GOOY (Senegal)	Gates 5 and 6
Frankfurt/Main	EDDF (Germany)	Gate 2
Geneva Cointrin	LSGG (Switzerland)	Gate 12
Guayaquil-Simon Bolivar Intl.	SEGU (Ecuador)	Gate 5
La Serena-La Florida	SCSE (Chile)	Parking 1
La Paz-El Alto J.F.Kennedy	SLLP (Bolivia)	Gate 5
Lima-Jorge Chavez Intl.	SPIM (Perú)	Gate 1
Madrid-Barajas	LEMD (Spain)	Parking 53 and 54
Maiquetía Simon Bolivar Intl	SVMI (Venezuela)	Gates 14 and 15
Montevideo Carrasco-Gral C.L.Berisso	SUMU (Uruguay)	E Parking 5 and 6
Natal-Augusto Severo Intl	SBNT (Brazil)	Gate 5
Porto Alegre-Salgado Filho Intl	SBPA (Brazil)	Gates 4 and 5
Quito-Mariscal Sucre Intl	SEQU (Ecuador)	Gate 4
Punta del Este-Cap.Curbelo Intl.	SULS (Uruguay)	Gate 1 and 2
Rio de Janeiro Galeao Antonio Carlos Jobim	SBGL (Brazil)	Gate 46 and 47
Rome-Fiumicino	LIRF (Italy)	Gate N 6
Santiago de Chile A.M.Benitez	SCEL (Chile)	Gate 15 and 16
Santiago de Chile Los Cerrillos	SCTI (Chile)(Alternative to SCEL)	Gates 7,8
Sao Paulo-Congonhas Intl	SBSP (Brazil)	Gates 12 and 13
Stanley-Falkland Islands	SFAL (UK)	Parking 1

CODE SHARING WITH ARMADA ARGENTINA

ARMADA ARGENTINA(Code ARA)

Bahia Blanca-Comandante Espora NAS	SAZB	Parking 1, 2 and 3
Base Marambio-Antártida	SAWB	Parking 1 and 2
Buenos Aires-Ezeiza Intl Ministro Pistarini	SAEZ	Parking 5 and 6
Punta Indio NAS	SAAI	Parking 5 and 6
Rio Grande	SAWE	Parking 1
Trelew-Almirante Zar	SAVT	Parking 3
Ushuaia-Ushuaia Intl Islas Malvinas	SAWH	Parking 1

CODE SHARING WITH FUERZA AEREA ARGENTINA

FUERZA AEREA ARGENTINA(Code FAG)

Base Marambio-Antártida	SAWB	Parking 1, 2 and 3
Buenos Aires-Aeroparque Jorge Newberry	SABE	Parking 5 and 6

Comodoro Rivadavia-Gen Enrique Mosconi Intl	SAVC	Parking 1
Cordoba-Area de Material	SACA	Parking 3
Cordoba-Escuela de Aviación Military	SACE	Parking 6
El Palomar	SADP	Parking 1 to 3
Mar Del Plata-Brigadier Gen.Bartolome de la Colina	SAZM	Parking 10
Mariano Moreno-Jose C.Paz	SADJ	Parking 5 and 6
Mendoza-El Plumerillo	SAME	Parking 21, 22 and 23
Moron	SADM	Parking 1 and 2
Paraná-Gen.Urquiza	SAAP	Parking 9
Quilmes-Area de Material	SADQ	Parking 1 and 2
Reconquista	SATR	Parking 2
Rio Cuarto-Area de Material	SAOC	Parking 8, 9 and 10
Rio Gallegos-Norberto Fernandez	SAWG	Parking 1
Tandil	SAZT	Parking 2
Ushuaia-Ushuaia Intl Islas Malvinas	SAWH	Parking 1
Villa Reynolds	SAOR	Parking 7 and 8

CODE SHARING WITH FUERZA AEREA URUGUAYA(TAMU)

FUERZA AEREA URUGUAYA(Code FAU)

Artigas Intl.	SUAG	Parking 1
Colonia-Laguna De Los Patos Intl	SUCA	Parking 1
Durazno- Santa Bernardina Intl	SUDU	Parking 1 and 2
Melo-Cerro Largo Intl	SUMO	Parking 4
Maldonado-Capitan Curbelo Intl	SULS	Parking 4 and 8
Montevideo Carrasco-Gral C.L.Berisso	SUMUE	Parking 5 and 6
Paysandu-Tydeo Larre Borges Intl	SUPU	Parking 1
Rivera Intl	SURV	Parking 1 and 2
Salto Nueva Hesperides	SUSO	Parking 1 and 2
Tacuarembó	SUTB	Parking 1
Treinta Y Tres	SUTR	Parking 1 and 2
Vichadero	SUVO	Parking 1 and 2

FUERZA AEREA ARGENTINA, ARMADA ARGENTINA and FUERZA AEREA URUGUAYA

Several repaints of the MAAM DC-3/C-47 by Damian Radice and by myself in the colours of Fuerza Aerea Argentina,Uruguay and Armada Argentina are available to download. As an interesting alternative you can fly some of the destinations with these planes.

Some notes about the Flight Plans

Like my other series of routes (Venezuela, Brazil, French Polynesia) all these flights are IFR and

reproduce the "Modern" way of flying, making full utilization of the actual NavAids data base. I mean with the word "Modern," a pre-GPS time, sometimes between the latter 1950s and the 1960s. A world of dial instruments, electric valves, transistors, hydraulic fluids, sparks, etc. Reproduced in the FPs are many of the STARs and SIDs published by Jeppesen for the departing and arriving airports. Of course, the limitations of the old planes utilized by DC-3 Airways don't allow some procedures in relation with fixed speeds and altitudes.

The FPs make full utilization of low Altitude Airways and OACI flying rules:

Routes between 1° to 179° FL impair (for example 7000ft)

Routes between 180° to 359° FL pair (For example 8000ft)

Standard landing patterns are utilized in non-ATC space.

If you fly under VATSIM or IVAO declare in the remarks of the FP the identification of your plane as DC-3 (or DC-4) and don't hesitate to transmit to the ATC the limitations of your plane.

For VATSIM or IVAO the following numbers were utilized:

DC-3 TAS speed to insert in FP at 8000 or 10.000ft: 160 kts (150 Kts at 4000-6000ft)

DC-4 TAS speed to insert in FP at 8000 or 10.000ft: 220 kts (210 kts at 4000-6000ft)

Transponder Codes:

VFR: 1200

If you fly without ATC (IFR): 2000

Radio problems: 7600

Emergency aboard: 7700

Not radio and emergency: 7700

Fuel consumptions in cruise speed in the FP are standards for each type: 93 to 105 gals per hour for the DC-3 and 205 to 240 gals per hour for the DC-4. Also climb rates are standard under the parameters of each type.

All the flights were tested with default FS2004 mesh, I can't guarantee the routes over mountain area with extra add-on meshes in relation with the fixed altitude of the FP.

If you flight with add-on meshes of the Andes, follow the FP altitudes but double your precaution, especially with limited visibility (IMC).

If you fly under FSpassengers and to accomplish some flights over the Andes temporarily out of the maximum cruise altitude of 10.000ft we must modify the FSpassenger payload model, uncheck the option "This aircraft isn't pressurized" in the editor.

If you fly this route with more of 10.000ft of altitude with the option checked you have certainly pressure problems in the cabin and the negative results in your flight.

Also don't forget to:

-Beacon ON before start engine

-Fasten seat belts lights turned ON after doors closed

- Taxi lights ON in entry at taxiway.
 - Landing lights, strobes lights (if you have) and transponder turned ON after crossing the holding point line and entry in active Rwy.
 - Landing lights, strobes lights turned OFF after passing 10.000ft.
 - Music turned OFF before crossing holding point line and entry in active Rwy.
 - Fasten seat belts lights turned OFF after 6000-7000ft.
 - Consider the Altitude of your flight to allow the start of service in cabin especially over mountain area.
- If you have an emergency (loss of one engine, gear problem, etc) don't hesitate to declare emergency, change transponder to 7700, abort your flight and find a near alternate airport. If you fly under VATSIM, transmit your intentions in 122.80 or active ATC FREQ.

MAIN HUBS

SABE Jorge Newbery Aeroparque (Buenos Aires)

S34* 33.5333'

W58* 24.9833'

VAR 5°W

Altitude 18 ft

Both Rwy's utilized for take off and landing

NAVAIDS

VOR FDO 114.40 (DME High Altitude Class-Range 195nm)

VOR PAL 115.20 (DME High Altitude Class-Range 195nm)

VOR EZE 116.50 (DME High Altitude Class-Range 195nm)

VOR ENO 112.90 (DME High Altitude Class-Range 195nm)

VOR PTA 113.70 (High Altitude Class-Range 195nm)

NDB OP 260.0 (Class MH-Range 37.5nm)

NDB P 280.0 (Class MH-Range 37.5nm)

NDB L 315.0 (Class MH-Range 37.5nm)

COMM FREQUENCIES

ATIS 127.600

Ground 121.900

Tower 118.300-119.500

Arrival 118.300-119.500

Rwy 13-31 6890 x 131 ft

Threshold Rwy 31 6473 ft

Concrete-Edge Lights Medium

Rwy 13-Approach System MALSF-REILS-PAPI 4 2.8°-ILS AE 109.50(DME) 124°

Rwy 31-REILS-VASI 2 2.8°

Fuel

Jet and Avgas

JEPPESSEN CHARTS

Rwy 13 STARS

Rwy 13 DEPARTURES

Rwy 31 DEPARTURES

Rwy 13/31 DEPARTURES EL PALOMAR 2

Rwy 13 ILS DME No.1

Rwy 13 LCTR ILS No.4

Rwy 13 VOR DME ILS No.2

Rwy 13 LOCATORS No.3

Rwy 13 LCTRS No.5

SAEZ (Ezeiza Intl Ministro Pistarini) (Buenos Aires)

S34* 49.3333'

W58* 32.1500'

VAR 5°W

Altitude 66 ft

Rwy 11/29

Rwy 11 for STARTS

Both Rwy for SID

Rwy 17/35

Rwy 35 for STARTS

Both Rwy for SID

NAVAIDS

VOR FDO 114.40 (DME High Altitude Class-Range 195nm)

VOR PAL 115.20 (DME High Altitude Class-Range 195nm)

VOR EZE 116.50 (DME High Altitude Class-Range 195nm)
VOR ENO 112.90 (DME High Altitude Class-Range 195nm)
VOR PTA 113.70 (High Altitude Class-Range 195nm)
NDB A 237.5(Class MH-Range 37.5nm)
NDB C 305.0 (Class MH-Range 37.5nm)
NDB OA 270.0 (Class MH-Range 37.5nm)
NDB OC 330.0 (Class MH-Range 37.5nm)

COMM FREQUENCIES

ATIS 127.800
Ground 121.700
Tower 119.100-119.900
Arrival 119.900-124.100-125.600
BAIRES CTR ARR 123.900-124.900-125.300-125.900

Rwy 11-29 10827 x 262 ft
Rwy 17-35 9203 x 148 ft

RWY 11-29

Asphalt-Edge Lights High-Center Lights High-Red End Centerline lights
Rwy 11-Approach System ALSF-2-Touchdown lights-Green End lights
ILS PC 110.10 (DME) 102°
Rwy 29-Approach System none-PAPI 4 2.9°

RWY 17-35

Asphalt-Edge Lights High-Center Lights High-Red End Centerline lights
Rwy 17-Approach System none
Rwy 35-Approach System ALSF-2-Touchdown lights-Green End lights
PAPI 4 3.8° -ILS EZ 108.70(LOC+GP) 344°

Fuel

Jet and Avgas

JEPPESEN CHARTS

Rwy 11 STARS
Rwy 11 SID
Rwy 35 STARS
Rwy 29 SID
Rwy 17 SID

Rwy 35 SID
Rwy 11 VOR DME ILS No.1
Rwy 11 VOR DME ILS No.2
Rwy 11 LCTR ILS DME No.3
Rwy 11 VOR DME ILS No.5 CAT II
Rwy 11 VOR DME ILS No.6 CAT II
Rwy 11 LCTR ILS DME No.7 CAT II
Rwy 11 VOR DME LCTRS No.4
Rwy 35 VOR DME ILS No.8
Rwy 35 VOR DME ILS No.9
Rwy 35 LCTR ILS DME No.10(11-6)
Rwy 35 LCTR ILS No.10(11-6)

SUMU (Carrasco Intl Gen, Cesareo Berisso) (Montevideo)

S34* 50.2667'
W56* 01.8167'

VAR 6.6°W

Altitude 105 ft

Rwy 06/24

Both Rwy's for departure and arrival

Rwy 01/19

Both Rwy's for departure and arrival

Rwy 10/28

Only day operations

NAVAIDS

VOR CRR	116.90 (DME High Altitude Class-Range 195nm)
NDB AR	260.0 (Class MH-Range 37.5nm)
NDB CA	280.0 (Class MH-Range 37.5nm)
NDB CRO	305.0 (Class H-Range 75nm)
NDB CAR	380.0 (Class H-Range 75nm)
NDB BC	298.0 (Class MH-Range 37.5nm)
NDB ASI	395.0 (Class H-Range 75nm)

COMM FREQUENCIES

Tower	118.100-121.800
Arrival	119.200-123.200-120.200
Montevideo CTR	126.300

Rwy 06-24	8858 x 148 ft
Rwy 01-19	5741 x 148 ft
Rwy 10-28	5717 x 148 ft

RWY 06-24

Concrete-Edge Lights High-Center Lights High-Red End Centerline lights
Rwy 06-Approach System none-PAPI 4 3°
Rwy 24-Approach System MALS-Touchdown lights-Green End lights-
ILS ICAR 109.90(DME) 233.5°

RWY 01-19

Concrete-Edge Lights Medium
Rwy 01-Approach System none-REILS-PAPI 4 3°
Rwy 19-Approach System none-PAPI 4 3°

RWY 10-28

Concrete-not lights -Day operations only

Fuel

Jet and Avgas

JEPPESEN CHARTS

ILS Rwy 24	(11-1)
DME ILS Rwy 24	(11-2)
HI ILS Rwy 24	(11-3)
VOR Rwy 24	(13-1)
NDB Rwy 24	(16-2)
VOR DME Rwy 06	(13-2)
VOR DME Rwy 19	(13-3)
NDB Rwy 19	(16-1)
Rwy 01 Departures	(10-3)
Rwy 06 Departures	(10-3A)
Rwy 19 Departures	(10-3B)
Rwy 24 Departures	(10--3C)

* Rwy 01/19 was lengthened from 2004 to 7382ft and now has ILS

(IMVD 111.10 for Rwy 19)

Happy flights!!!

ENJOY

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DCA116