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Airport Information For SAWH

Terminal Charts For SAWH

Revision Letter For Cycle 08-2026

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Notebook

General Information

Location: USHUAIA ARG
ICAO/IATA: SAWH / USH
Lat/Long: S54° 50.60', W068° 17.73'
Elevation: 96 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 12.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1201 Z
Sunset: 2059 Z

Runway Information

Runway: 07
Length x Width: 9199 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 82 ft
Lighting: Edge, REIL
Displaced Threshold: 591 ft
Stopway: 374 ft

Runway: 25
Length x Width: 9199 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 69 ft
Lighting: Edge, REIL
Displaced Threshold: 531 ft
Stopway: 295 ft

Communication Information

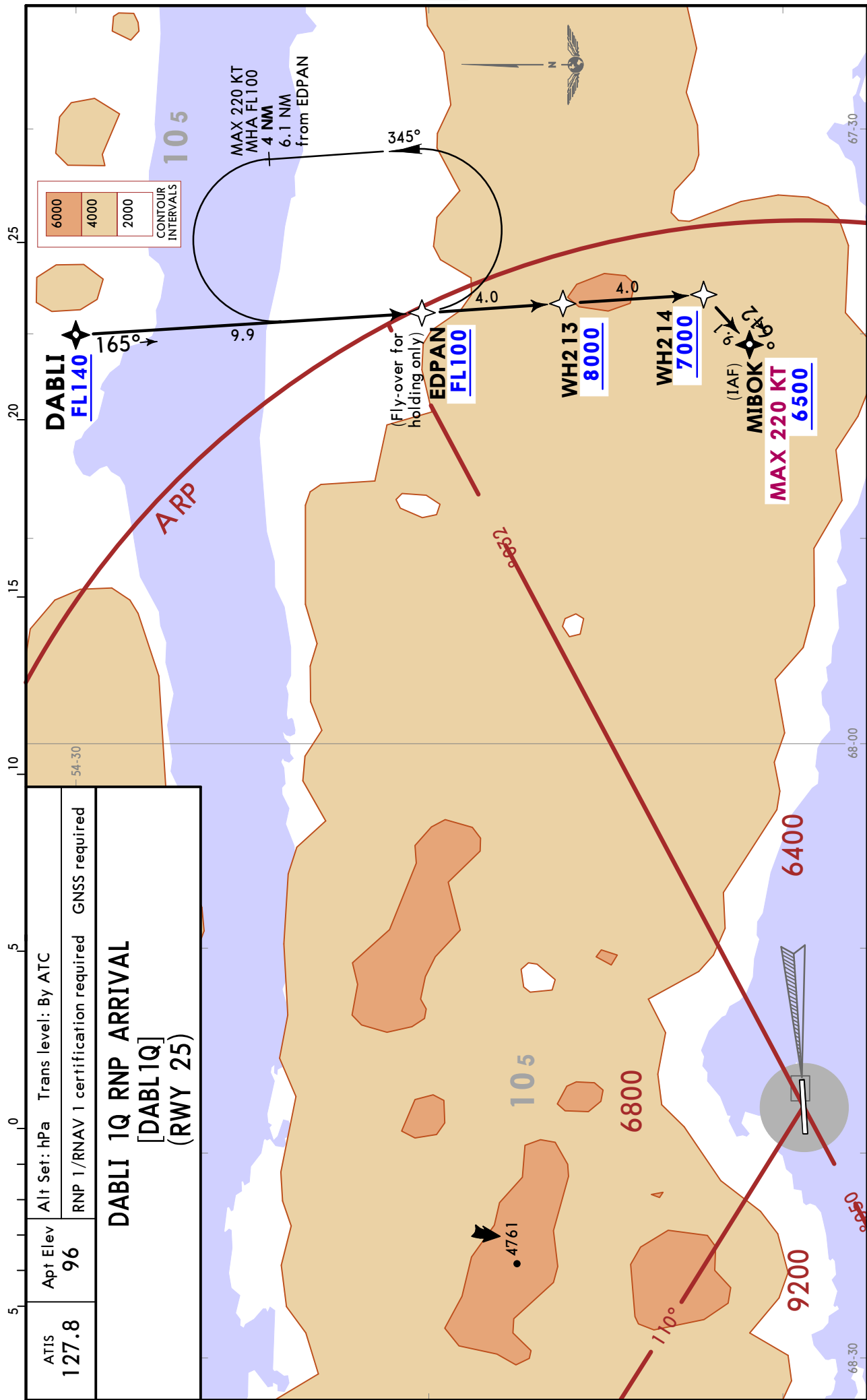
ATIS: 127.800
Ushuaia Tower: 118.100
Ushuaia Tower: 122.100 Secondary
Ushuaia Approach: 118.100
Ushuaia Approach: 122.100 Secondary

Ushuaia Terminal Control Area: 123.850

SAWH/USH
MALVINAS ARGENTINAS

JEPPesen 13 MAR 26 **10-2** Eff 19 Mar

USHUAIA, ARGENTINA
RNAV STAR



CHANGES: Holding at EDPAN.

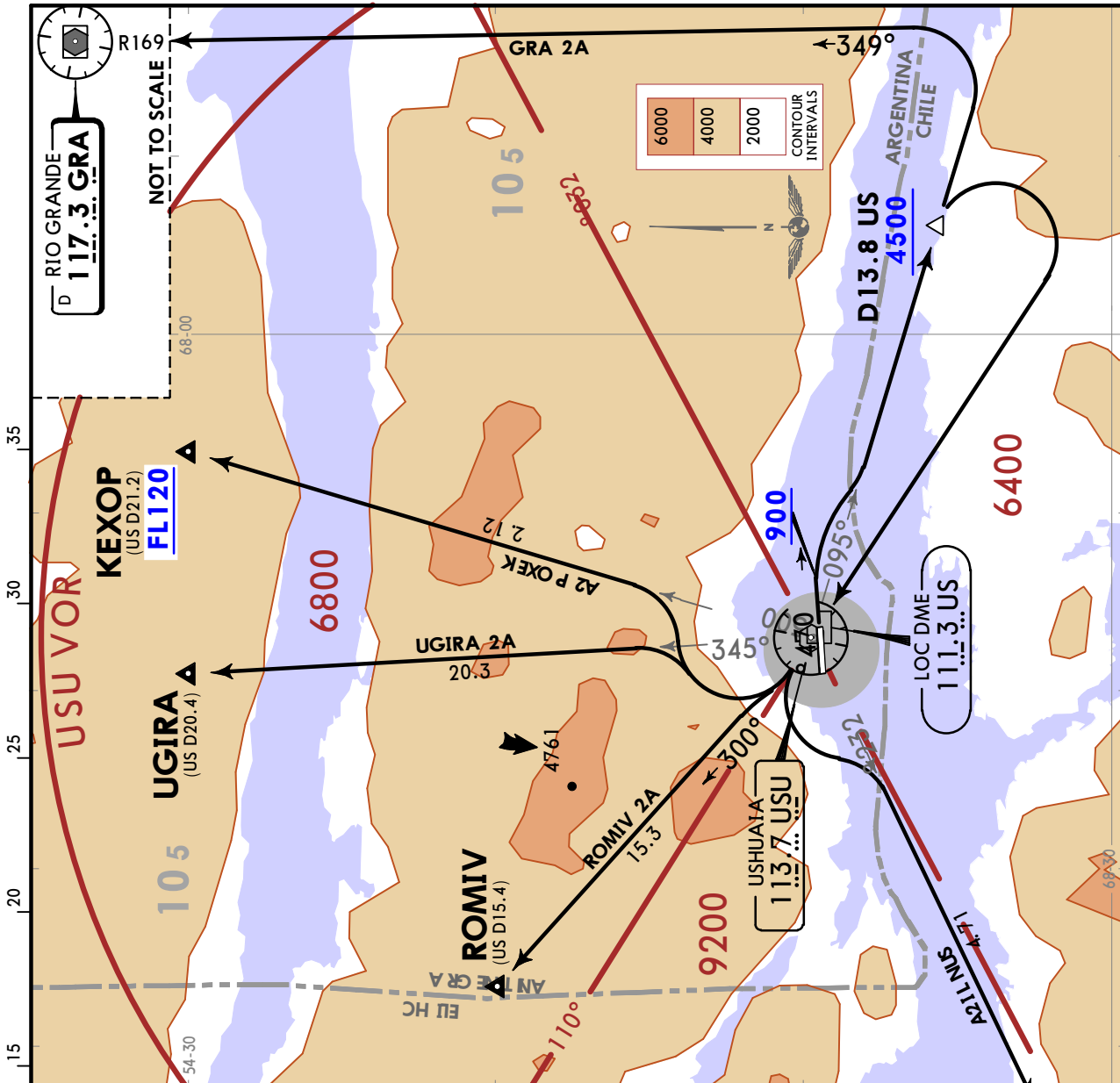
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SAWH/USH MALVINAS ARGENTINAS

13 MAR 26 10-3 Eff 19 Mar

USHUAIA, ARGENTINA

SID



Apt Elev 96	Trans alt: 8000 1. DME required. 2. Do not turn before DER.
GRA 2A [GRA2A]	
KEXOP 2A [KEXO2A]	
ROMIV 2A [ROMI2A]	
SUNLI 2A [SUNL2A]	
UGIRA 2A [UGIR2A]	
DEPARTURES (RWY 07)	
INITIAL CLIMB	
After takeoff, maintain heading 074° to 900 intercept USU R095 to D13.8 US, at or above 4500.	
SID	ROUTING
GRA 2A	At D13.8 US, turn LEFT, intercept and continue GRA R169 to GRA VOR.
KEXOP 2A	At D13.8 US, turn RIGHT direct USU VOR, turn RIGHT, intercept USU R005 to KEXOP (D21.2 US).
ROMIV 2A	At D13.8 US, turn RIGHT direct USU VOR, intercept USU R300 to ROMIV (D15.4 US).
SUNLI 2A	At D13.8 US, turn RIGHT direct USU VOR, turn LEFT, intercept USU R232 to SUNLI (D17.2 US).
UGIRA 2A	At D13.8 US, turn RIGHT direct USU VOR, turn RIGHT, intercept USU R345 to UGIRA (D20.4 US).

These SIDs require minimum climb gradients of:
5.3% to 900, then 5.2% to D13.8 US.

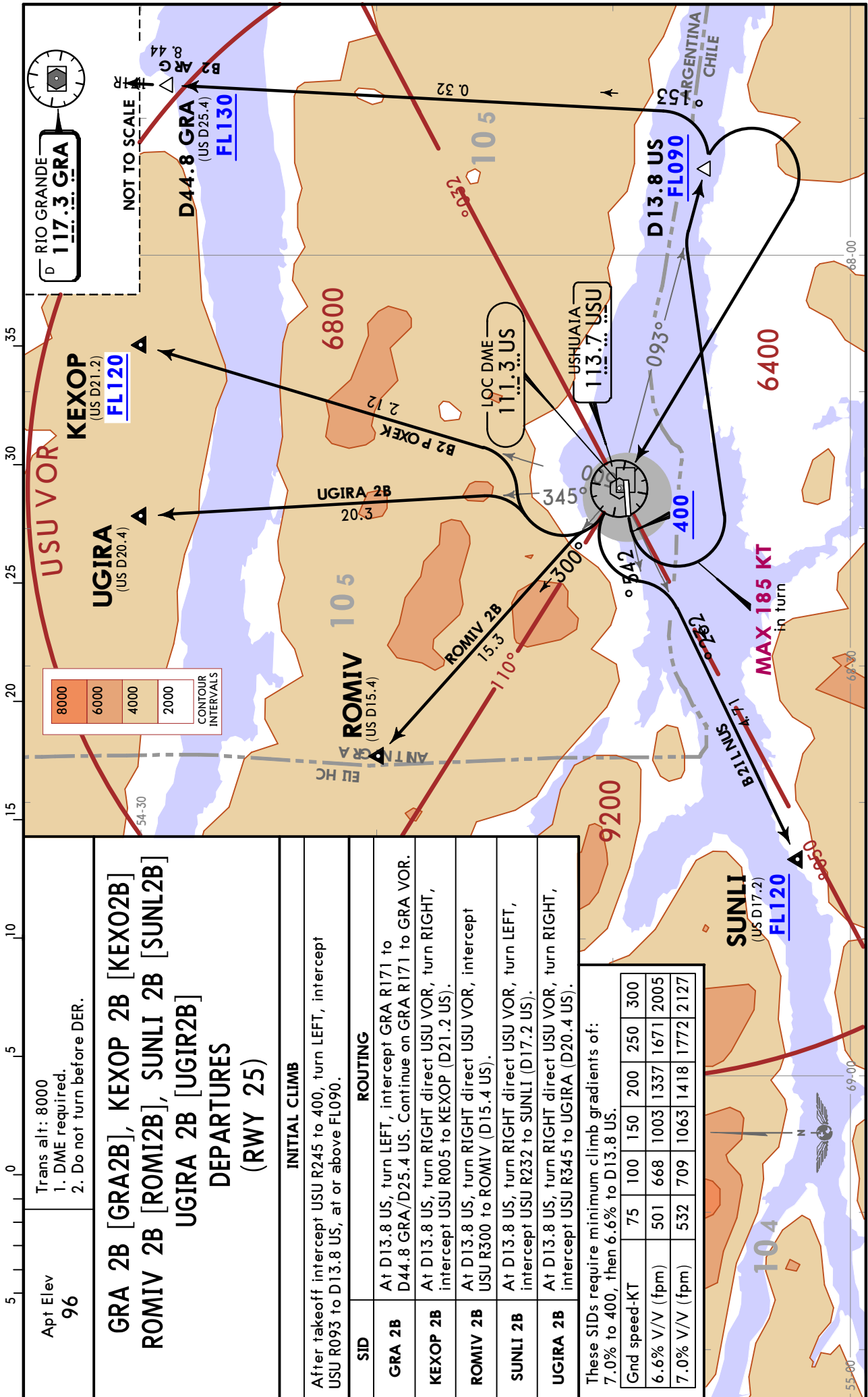
Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.3% V/V (fpm)	403	537	805	1073	1342	1610

SAWH/USH
MALVINAS ARGENTINAS

JEPPesen 13 MAR 26 **10-3A** Eff 19 Mar

USHUAIA, ARGENTINA

SID



Trans alt: 8000
1. DME required.
2. Do not turn before DER.

**GRA 2B [GRA2B], KEXOP 2B [KEXO2B]
ROMIV 2B [ROMI2B], SUNLI 2B [SUNL2B]
UGIRA 2B [UGIR2B]
DEPARTURES
(RWY 25)**

INITIAL CLIMB	
After takeoff intercept USU R245 to 400, turn LEFT, intercept USU R093 to D13.8 US, at or above FL090.	
ROUTING	
GRA 2B	At D13.8 US, turn LEFT, intercept GRA R171 to D44.8 GRA/D25.4 US. Continue on GRA R171 to GRA VOR.
KEXOP 2B	At D13.8 US, turn RIGHT direct USU VOR, turn RIGHT, intercept USU R005 to KEXOP (D21.2 US).
ROMIV 2B	At D13.8 US, turn RIGHT direct USU VOR, intercept USU R300 to ROMIV (D15.4 US).
SUNLI 2B	At D13.8 US, turn RIGHT direct USU VOR, turn LEFT, intercept USU R232 to SUNLI (D17.2 US).
UGIRA 2B	At D13.8 US, turn RIGHT direct USU VOR, turn RIGHT, intercept USU R345 to UGIRA (D20.4 US).

These SIDs require minimum climb gradients of:
7.0% to 400, then 6.6% to D13.8 US.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SAWH/USH

Apt Elev **96'**
S54 50.6 W068 17.7



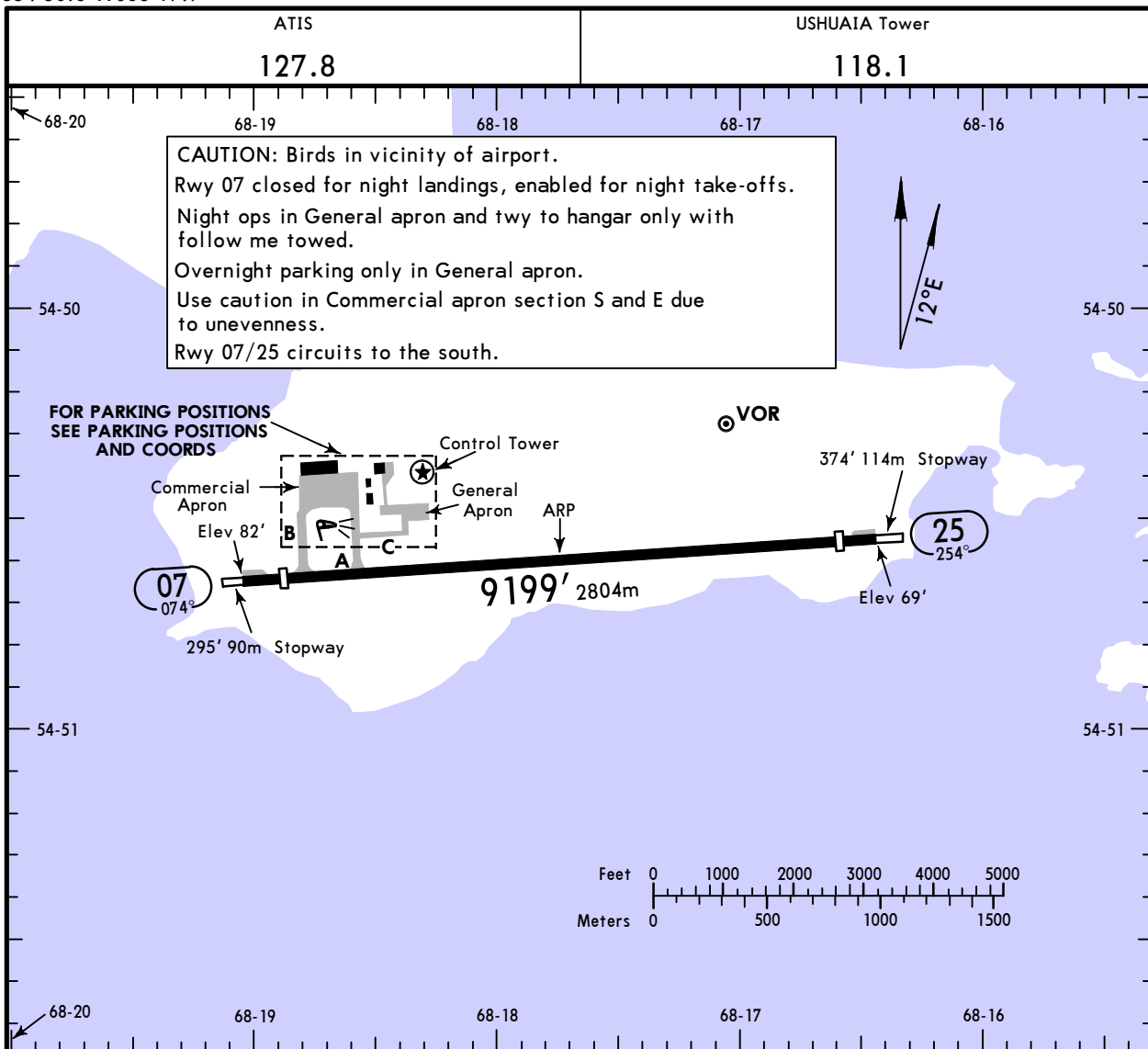
21 NOV 25

10-9

Eff 27 Nov

USHUAIA, ARGENTINA

MALVINAS ARGENTINAS

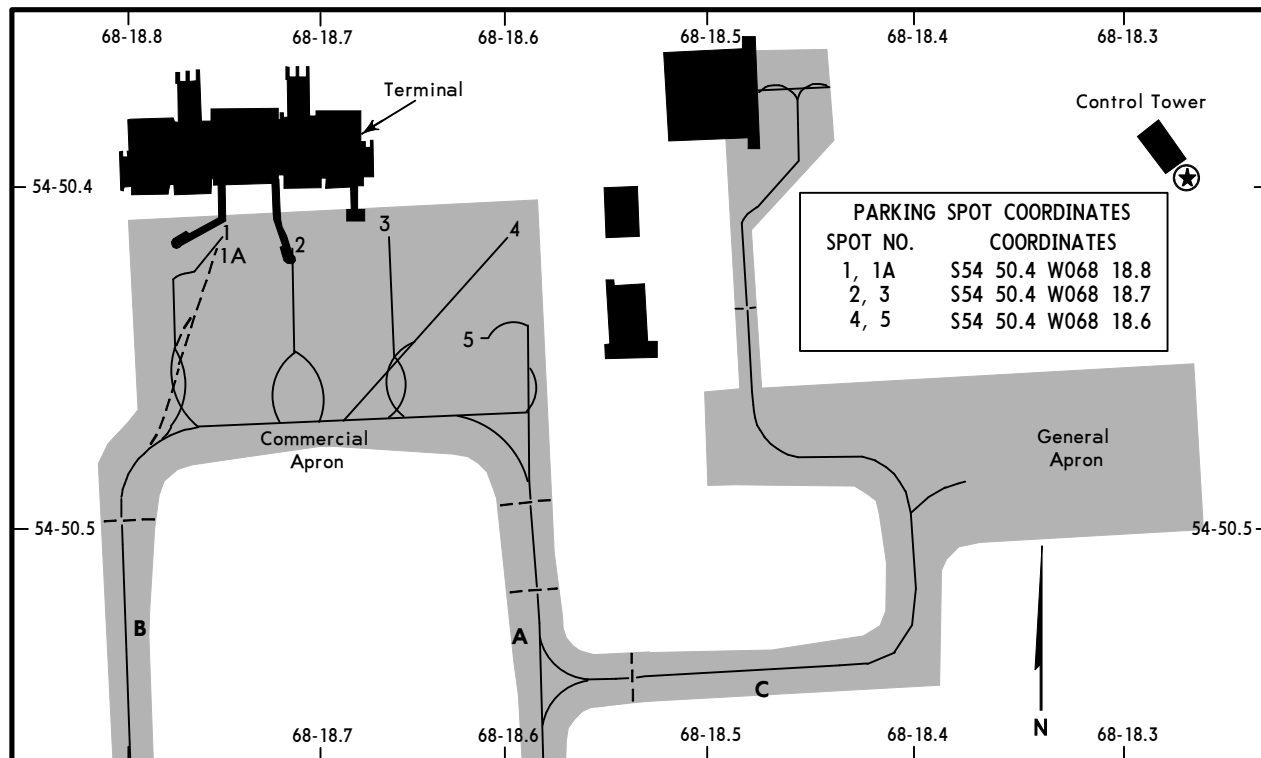


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
07	RL REIL	8609' 2624m			148' 45m
25	RL REIL 1 PAPI-L (angle 3.5°)	8668' 2642m	7824' 2385m	9573' 2918m	

1 Do not use it outside 5.5 NM on Runway Centerline.

State		TAKE-OFF						
Rwy 25								
2 Eng 1 hr Take-off Altn Apt Filed - 1 Eng inop		3 & 4 Eng 2 hr Take-off Altn Apt Filed - 1 or more Eng inop		2 Eng Take-off Altn Apt Not Filed		1 Eng		
RL & RCLM	Without RL		RL	Without RL		RL	Without RL	
	DAY	NIGHT		DAY	NIGHT		DAY	NIGHT
R/V400m	V2500m	NA	Available Landing Minimums	V2500m	NA	Available Landing Minimums	V3000m	NA
Rwy 07								
2 Eng 1 hr Take-off Altn Apt Filed - 1 Eng inop		3 & 4 Eng 2 hr Take-off Altn Apt Filed - 1 or more Eng inop		2 Eng Take-off Altn Apt Not Filed		1 Eng		
RL & RCLM	Without RL		RL	Without RL		RL	Without RL	
	DAY	NIGHT		DAY	NIGHT		DAY	NIGHT
V400m	V2500m	NA	Available Landing Minimums	V2500m	NA	Available Landing Minimums	V3000m	NA



PLATFORM MOVEMENT AND PARKING RULES

1. PLATFORM MOVEMENT

- 1.1. The movement will not start from a Platform Position without the authorization of the Ushuaia Control Tower.
- 1.2. In all cases, the taxiing axis lines and entrances to the parking stands must be followed with the nose wheel and at a normalized reduced speed, in order to preserve the adequate separation margin between aircraft.

2. PARKING STANDS

PSN	AIRCRAFT TYPE (similar or smaller wingspan)	Jetway	Remarks
1	A340, A330, B747	Yes	Similar or smaller in size
1A	B737-800W, A320, E-190, A321	Yes	Similar or smaller in size Penalizes use of PSN 1
2	A340-300, B757, B737-800W, A320, E-190	Yes	Similar or smaller in size
3	B737-800W, A320, E-190	No	Similar or smaller in size
4	A320, B737-800W, E-190	No	Similar or smaller in size
5	E-190	No	Similar or smaller in size

3. ENTRANCES

- 3.1. Code E aircraft (type A340-330, B747 or similar) that are directed to PSN 1 and 2 should preferably enter through Taxiway B for the best performance of maneuvers.
- 3.2. Aircraft heading to PSN 5 will enter preferably by Taxiway A.
- 3.3. The rest of the entries to positions may be made interchangeably by Taxiway A or B.
- 3.4. In all cases, the entry of aircraft may be carried out with its own power, unless the surface conditions require towing assistance.

4. DEPARTURES

- 4.1. The aircraft in PSN 1, 1A, 2, 3 and 4 will leave the positions with assistance.
- 4.2. Aircraft parked in PSN 5 may leave the position using autonomous maneuvers, according to instructions by Ushuaia Control Tower.

5. EXCEPTIONS

- 5.1. When the Aeronautical Authority considers necessary, it may authorize in coordination with the Air Traffic Services and the Airport Operator, the entry and parking of aircraft on the Apron that differ from those established in this provision, with the support of marshallers or other available means that guarantee safety of operations, due to congestion, adverse weather conditions and other issues.

6. PRECAUTIONS

- 6.1 When starting the taxiing maneuver, the movement of vehicles and people on the Apron and its surroundings must be carefully observed.
- 6.2 Movement of vehicles or people that are not directly affected by the services concurrent with the flight, passenger buses, restrooms and of State is not allowed on the Commercial Platform.

7. CAUTIONS

- 7.1. In the sector delimited between PSN 4 and 5 identified by red lines, it is not allowed to park or use ramp service equipment, vehicles or objects of any kind that obstruct passage since this constitutes the direct exit of the Rescue Service and Firefighting.
- 7.2. Aircraft have priority of passage regarding vehicle and pedestrian traffic; therefore, subjects that provide services in the platform must take appropriate measures to ensure that crews are fully aware of the standards and the security measures during its movement on the platform.

SAWH/USH

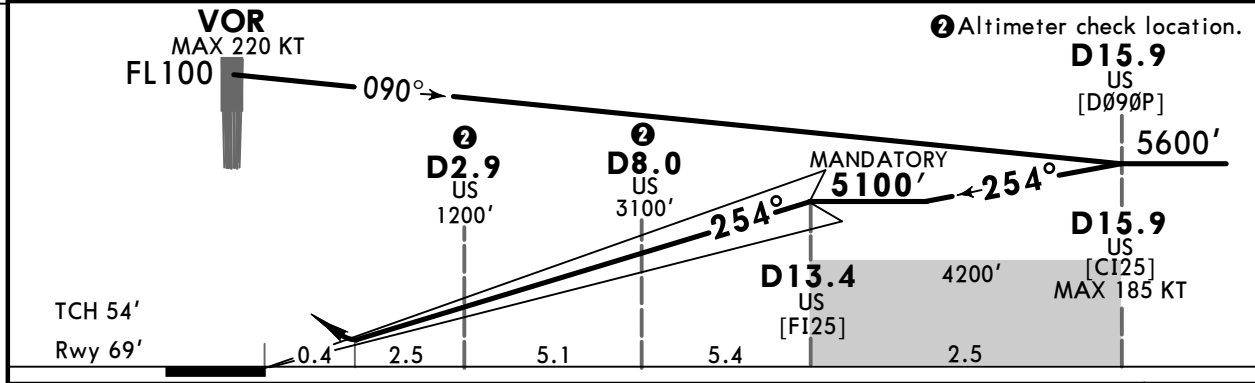
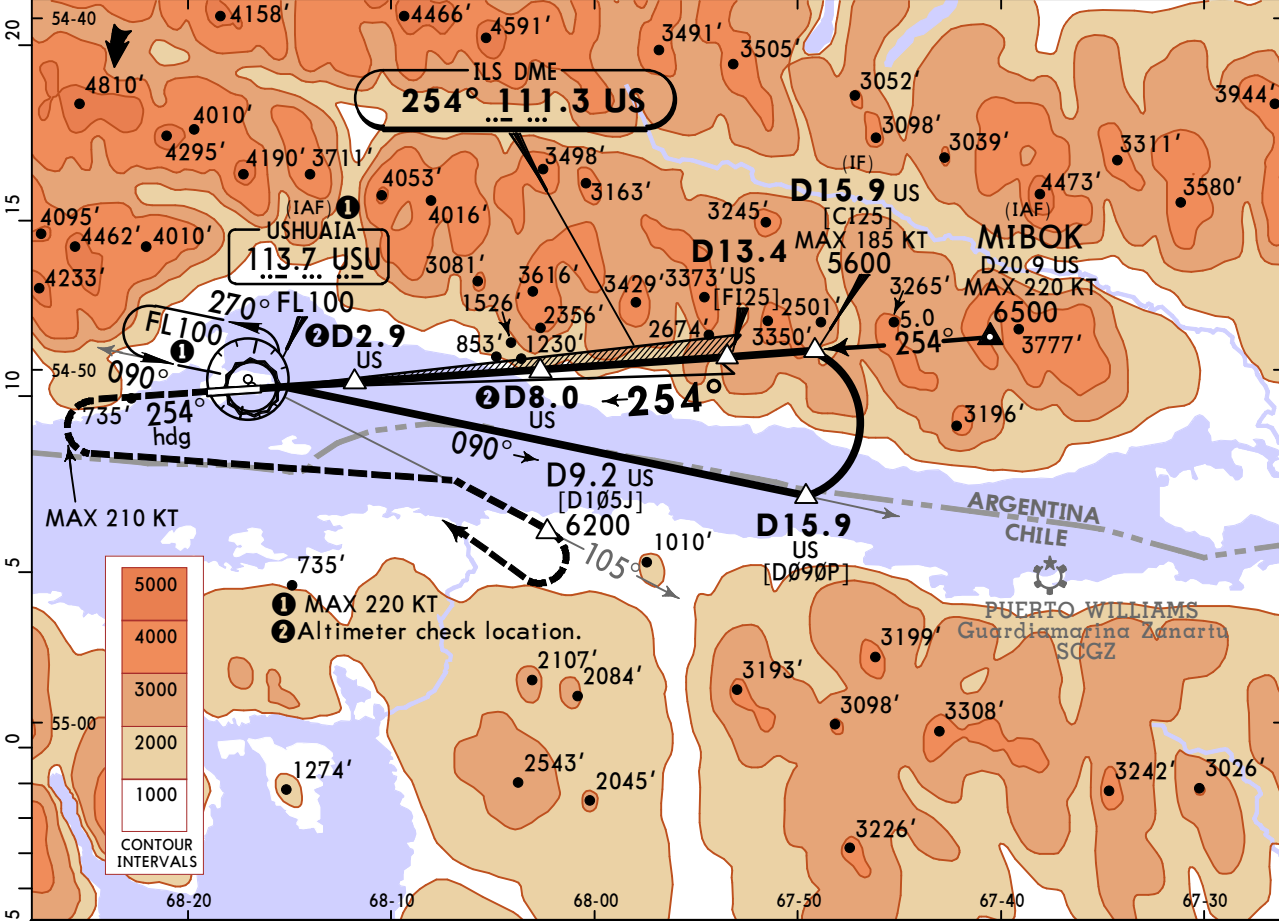
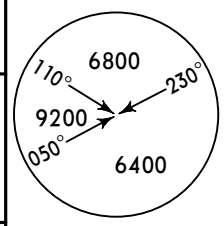
MALVINAS ARGENTINAS

JEPESEN
13 MAR 26 **(11-1)** Eff 19 Mar

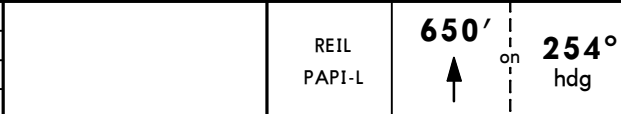
USHUAIA, ARGENTINA

ILS Y Rwy 25

ATIS 127.8		USHUAIA Approach 118.1		USHUAIA Tower 118.1	
LOC US 111.3	Final Apch Crs 254°	D13.4 US MANDATORY 5100' (5031')	ILS DME DA(H) 269' (200')	Apt Elev 96' Rwy 69'	
MISSED APCH: Climb on heading 254° until 650', turn LEFT to intercept outbound USU VOR R-105 until D9.2 US minimum 6200', turn RIGHT direct USU VOR, reaching FL100 and proceed as directed by ATC. Missed approach requires a minimum climb of 5.6% (341'/NM).					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 8000'
DME required					MSA USU VOR



Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.50°	434	557	619	743	867



PANS OPS	State STRAIGHT-IN LANDING		Circle-to-Land	
	ILS DME		Not authorized North of Rwy 07/25 Not available during night operations. Not Beyond D3.5 US. MAX 185 KT	
	DA(H) 269' (200')		Max Kts	MDA(H)
	A	R/V1200m	100	710' (641') V3000m
B		135	1060' (991') V4900m	
C		180	1160' (1091') V5000m	
D		205		

MDH based on Rwy elev.

SAWH/USH

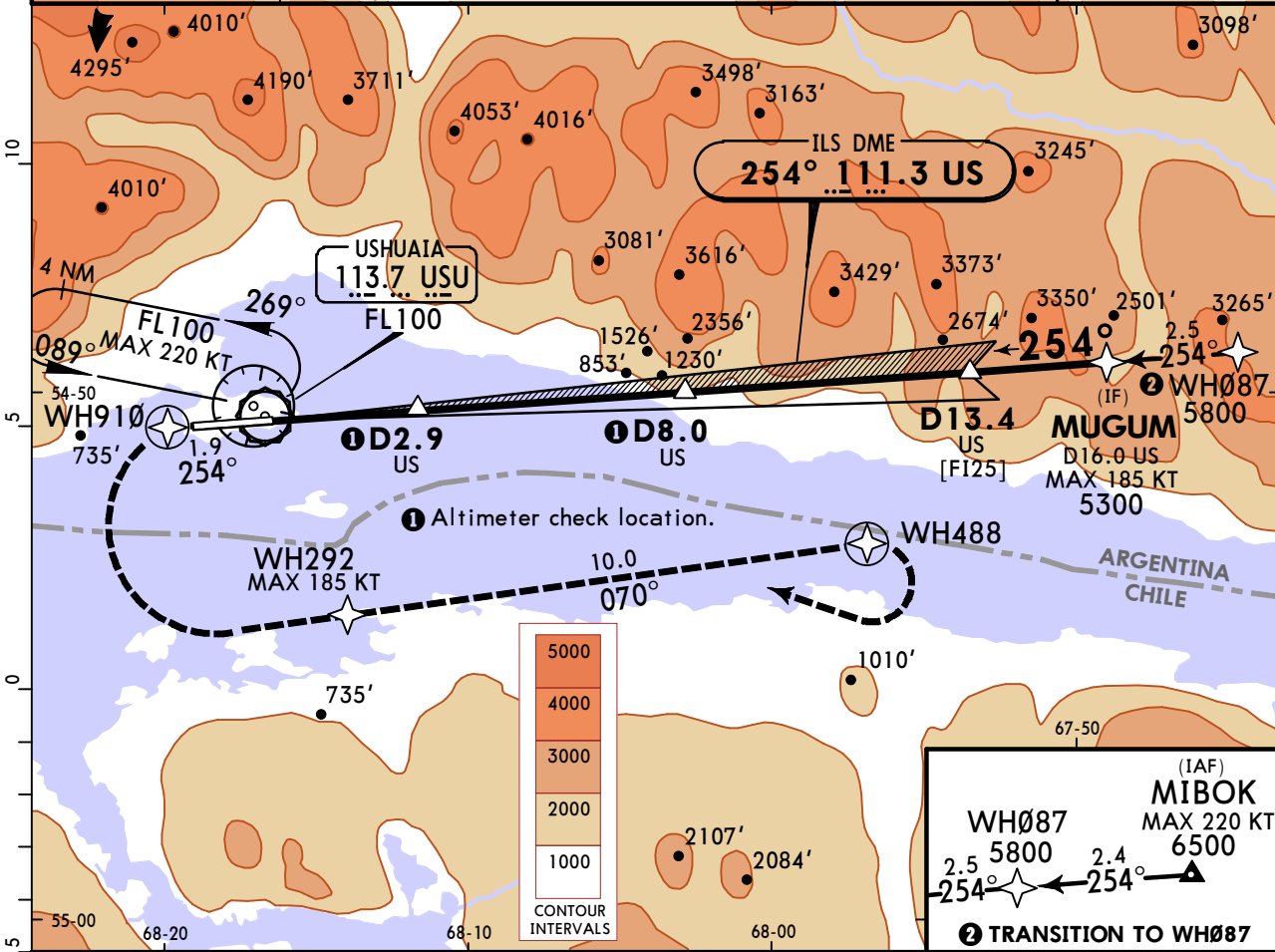
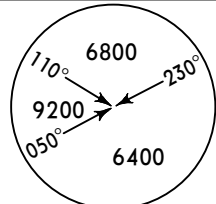
MALVINAS ARGENTINAS

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13 MAR 26 **(11-2)** Eff 19 Mar

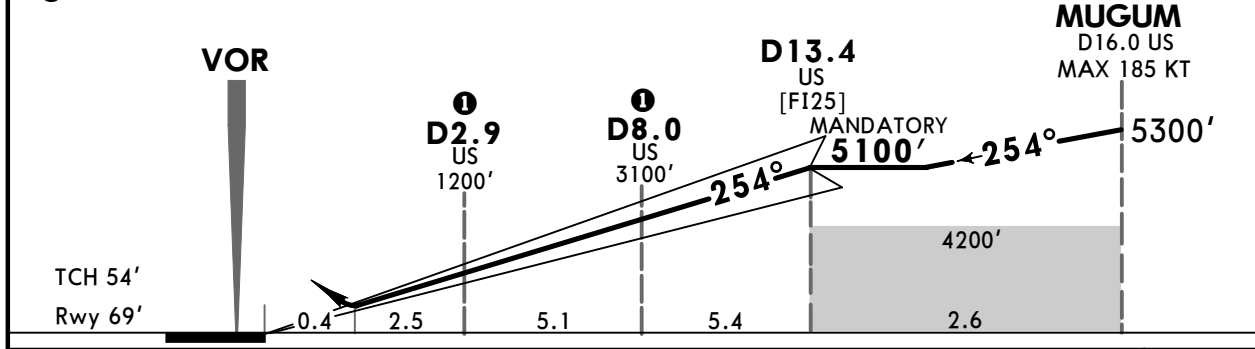
USHUAIA, ARGENTINA

ILS Z Rwy 25

ATIS 127.8		USHUAIA Approach 118.1		USHUAIA Tower 118.1	
LOC US 111.3	Final Apch Crs 254°	D13.4 US MANDATORY 5100' (5031')	ILS DME DA(H) 269' (200')	Apt Elev 96' Rwy 69'	
MISSED APCH: Climb on course 254° to WH910, turn LEFT direct WH292, continue to WH488, turn RIGHT direct USU VOR climbing to FL100, holding and proceed as directed by ATC. Missed approach requires a minimum climb of 6.6% (401'/NM).					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 8000'
RNP 1/RNAV 1 GNSS		DME required			



① Altimeter check location.



Gnd speed-KT	70	90	100	120	140	160
ILS GS	3.50°	434	557	619	743	867

REIL	↑	254°
PAPI-L	↑	course

State	STRAIGHT-IN LANDING		
	ILS DME DA(H) 269' (200')		
PANS OPS	R/V1200m		
A	100	710' (641')	V3000m
B	135	1060' (991')	V4900m
C	180	1160' (1091')	V5000m
D	205		

State	CIRCLE-TO-LAND	
	Not authorized North of Rwy 07/25 Not available during night operations. Not Beyond D3.5 US. MAX 185 KT.	
Max KT	MDA(H)	
100	710' (641')	V3000m
135	1060' (991')	V4900m
180	1160' (1091')	V5000m
205		

CHANGES: New procedure.

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SAWH/USH



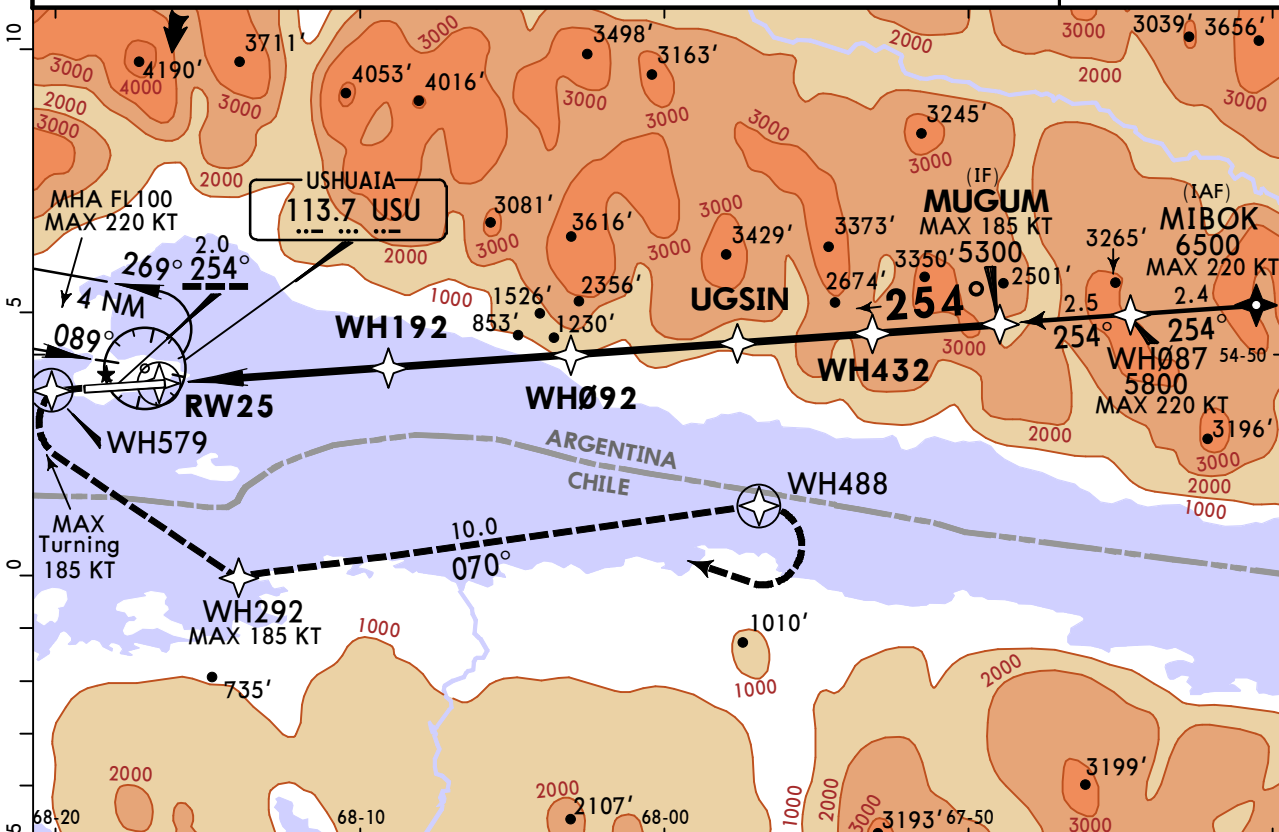
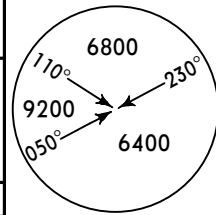
USHUAIA, ARGENTINA

MALVINAS ARGENTINAS

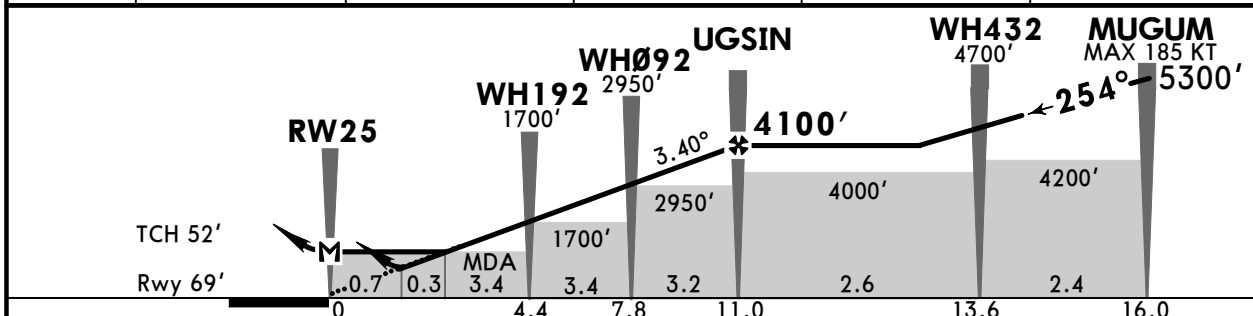
27 MAR 26 (12-1)

RNP Z Rwy 25

BRIEFING STRIP™	ATIS 127.8		USHUAIA Control 123.85		USHUAIA Tower 118.1	
	RNAV	Final Apch Crs 254°	UGSIN 4100' (4031')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 96' Rwy 69'	
	MISSED APCH: Climb on course 254° to WH579, turn LEFT direct to WH292 continue to WH488, turn RIGHT direct to USU VOR reaching FL100, holding and proceed as directed by ATC. Refer to minimums for missed approach climb gradient.					
	Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC	
	RNP Apch		For uncompensated Baro-VNAV systems not authorized below -20°C or above 23°C.			



DIST to MAP	1.0	3.0	4.0	7.0	11.0
ALTITUDE	470'	1210'	1570'	2650'	4100'



Gnd speed-KT	70	90	100	120	140	160			
Glide Path Angle 3.40°	421	541	602	722	842	963			
MAP at RW25									
FAF to MAP	11.0	9:26	7:20	6:36	5:30	4:43	4:08	PAPI-L	↑ on 254° course

State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND Not Authorized North of Rwy 07/25 Night operations are not authorized. Max 2.5 NM from THR 07. Max 185KT.	
LNAV/VNAV MACG MIN 6.4% (389'/NM) DA(H) 382' (313')	LNAV MACG MIN 6.4% (389'/NM) MDA(H) 470' (401')	LNAV/VNAV MACG MIN 5.3% (323'/NM) DA(H) 592' (523')	LNAV MACG MIN 5.3% (323'/NM) MDA(H) 710' (641')	Max KT	MDA(H)		
A		V1900m		100	710' (641')	V3000m	
B	R/V1400m		R/V2400m	135	1060' (991')	V4900m	
C		R/V1900m		180	1160' (1091')	V5000m	
D				205	1160' (1091')	V5000m	

CHANGES: None.

SAWH/USH



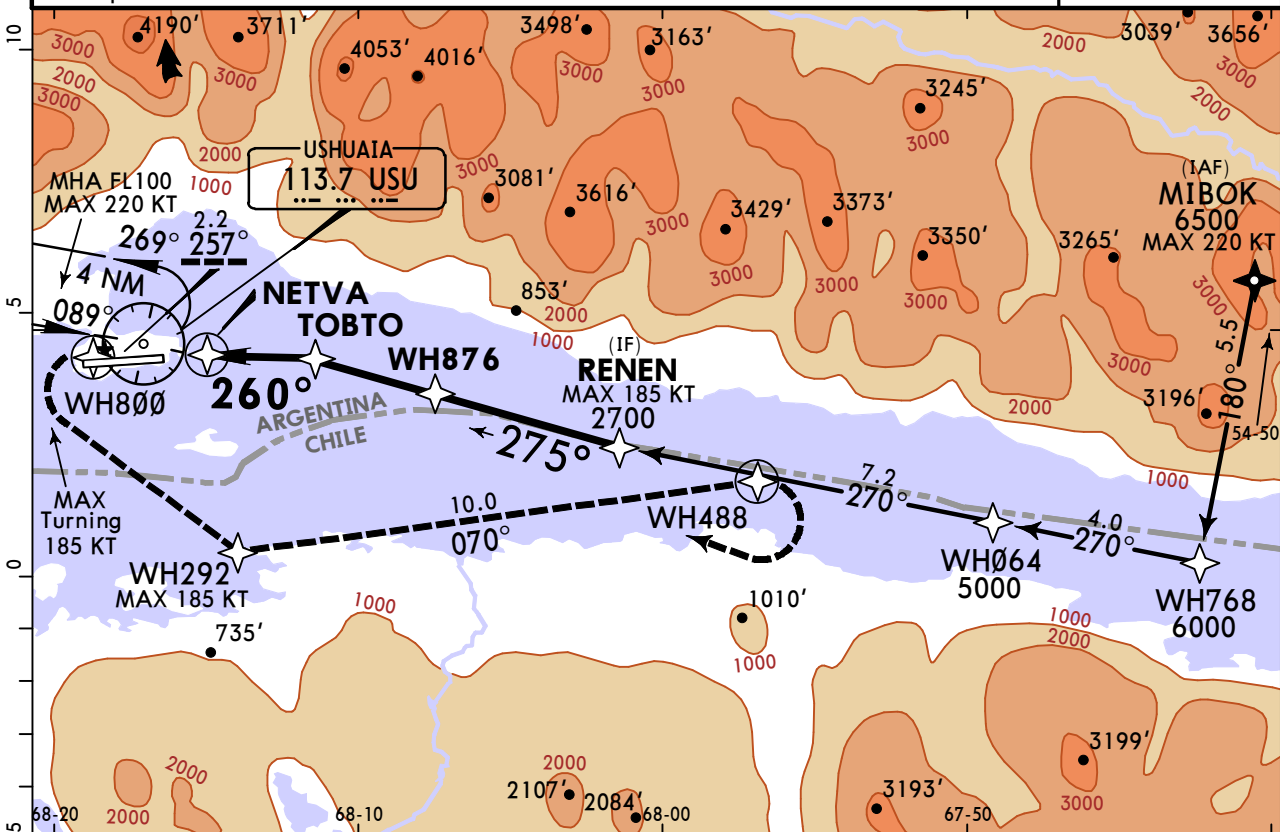
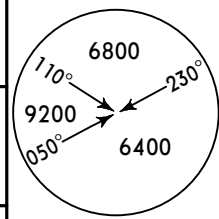
USHUAIA, ARGENTINA

MALVINAS ARGENTINAS

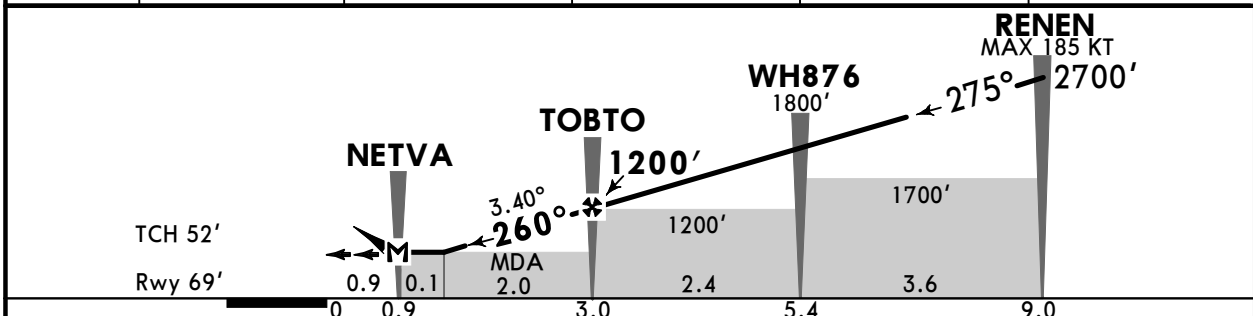
27 MAR 26 (12-2)

RNP Y Rwy 25

BRIEFING STRIP™	ATIS 127.8		USHUAIA Control 123.85		USHUAIA Tower 118.1	
	RNAV	Final Apch Crs 260°	TOBTO 1200' (1131')	LNAV MDA(H) 480' (411')	Apt Elev 96' Rwy 69'	
	MISSED APCH: Climb on course 257° to WH800, turn LEFT direct to WH292 continue until WH488, turn RIGHT direct to USU VOR reaching FL100, holding and proceed as directed by ATC. Missed apch requires a minimum climb gradient of 4.2% (256'/NM).					
	Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 8000'
RNP Apch						MSA ARP



DIST to MAP	0.1	0.5	1.0	1.5	2.1
ALTITUDE	480'	630'	810'	990'	1200'



Gnd speed-KT	70	90	100	120	140	160	PAPI-L	↑ on 257° course	WH800
Descent Angle 3.40°	421	541	602	722	842	963			
MAP at NETVA									
FAF to MAP	2.1	1:48	1:24	1:16	1:03	0:54	0:47		

PANS OPS	State STRAIGHT-IN LANDING			CIRCLE-TO-LAND			
	LNAV			Not authorized North of Rwy 07/25. Night operations are not authorized. Max 2.5 NM from THR 07. Max 185KT.			
	MDA(H) 480' (411')			Max KT	MDA(H)		
	A	V1900m			100	710' (641')	3000m
	B	R/V1900m			135	1060' (991')	4900m
C				180	1160' (1091')	5000m	
D				205	1160' (1091')	5000m	

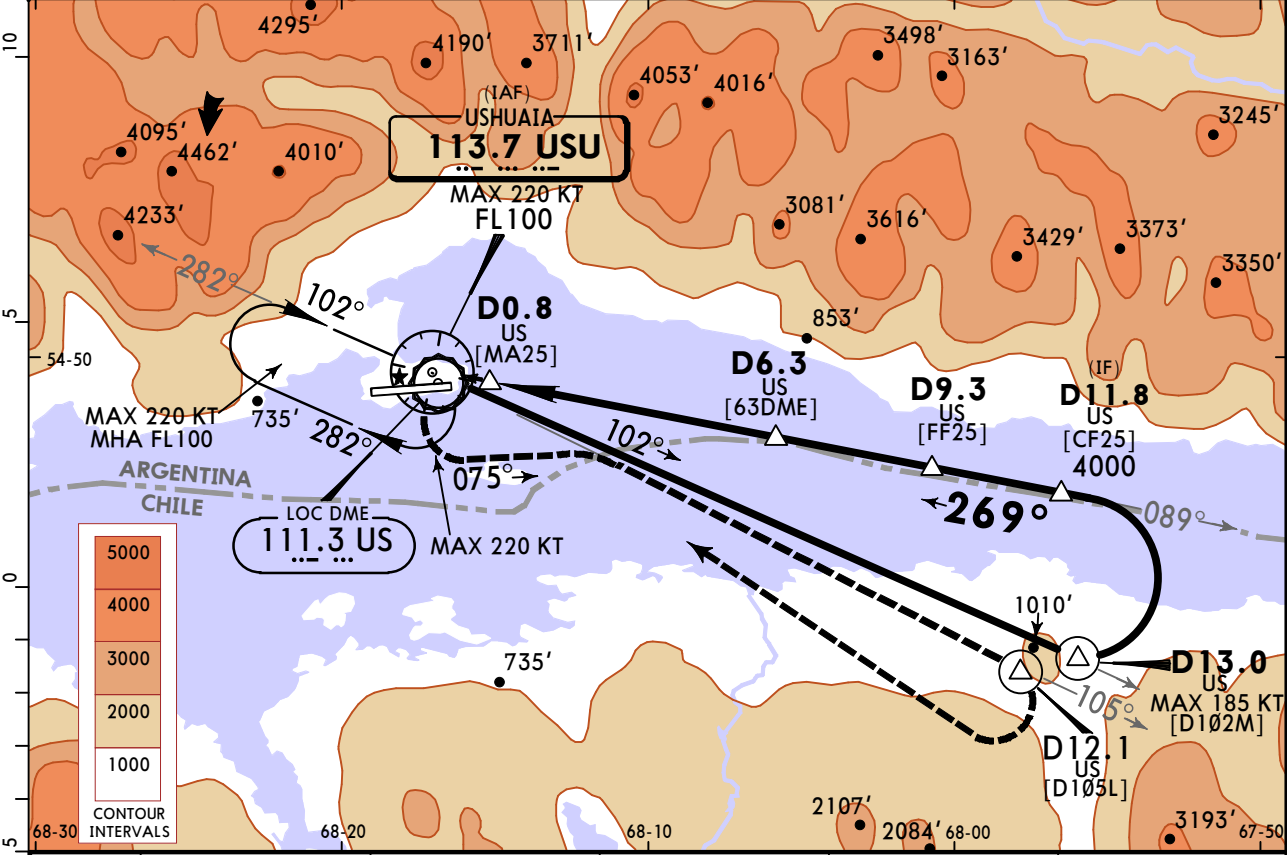
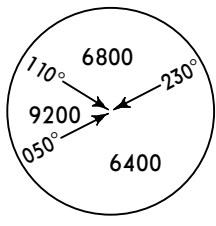
CHANGES: Missed approach climb gradient.

SAWH/USH
MALVINAS ARGENTINAS

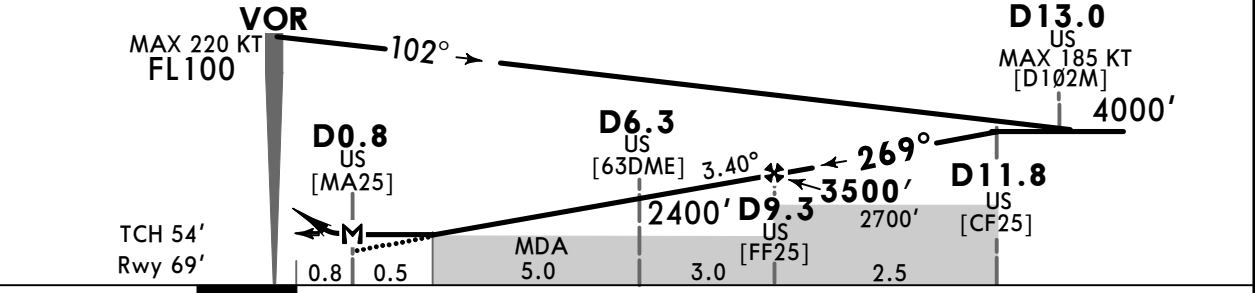
JEPPESEN
27 MAR 26 **(13-1)**

USHUAIA, ARGENTINA
VOR Rwy 25

ATIS 127.8		USHUAIA Control 123.85		USHUAIA Tower 118.1	
VOR USU 113.7	Final Apch Crs 269°	D9.3 US 3500' (3431')	MDA(H) Refer to Minimums	Apt Elev 96' Rwy 69'	
MISSED APCH: Climb and turn LEFT, intercept outbound USU VOR R-105 until D12.1 US, turn RIGHT direct USU VOR climbing to FL100, holding and proceed as directed by ATC. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 8000'
DME required.					MSA USU VOR



US DME	1.3	3.0	4.0	5.0	9.3
ALTITUDE	590'	1210'	1570'	1930'	3500'



Gnd speed-KT	70	90	100	120	140	160	REIL PAPI-L	USU 113.7 R-105	D12.1 US
Descent Angle 3.40°	421	541	602	722	842	963			
MAP at D0.8									
D9.3 to MAP	8.5	7:17	5:40	5:06	4:15	3:39			

PANS OPS	State STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	VOR DME		Not authorized North of Rwy 07/25. MACG MIN 3.7% (225'/NM) required. Night operations are not authorized. Stay within D3.5 US. (MAX 185 KT).		
	Missed apch climb gradient MIN 3.7% (225'/NM) MDA(H) 590' (521')	Missed apch climb gradient MIN 2.5% (152'/NM) MDA(H) 990' (921')	Max KT	MDA(H)	
	A	V2400m	100	710' (641')	V3000m
	B		135	1060' (991')	V4900m
C	R/V2400m	180			
D		205	1160' (1091')	V5000m	

CHANGES: Circling notes.

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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USHUAIA, (MALVINAS ARGENTINAS - SAWH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SAWH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Per SUP A 153/2025, procedure (13-1) NO.4 VOR (US) DME RWY 25 is suspended.