

## GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

### GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitations of international air navigation are as follows:

**1. Dirección Nacional de Aviación Civil  
e Infraestructura Aeronáutica (DINACIA)**

Av. de las Industrias Wilson Ferreira Aldunate  
(ex Camino Carrasco) 5519  
14002 Canelones - URUGUAY  
Tel.: 2604 0408 ext. 4002  
Fax: 2604 0408 ext. 4053  
e-mail: [dinacia@adinet.com.uy](mailto:dinacia@adinet.com.uy)

**5. Health**

Ministerio de Salud Pública  
División Epidemiología  
18 de Julio 1892 piso 4  
11200 Montevideo - URUGUAY  
Tel.: 2400 0101 (in A.I.C. 2604 0341 or  
2604 0329 extension 1270)

**2. Meteorology**

Oficina Meteorológica  
☛ Dirección Gral. de Infraestructura Aeronáutica  
Aeropuerto Intl de Carrasco "Gral. Cesáreo  
L. Berisso"  
☛ Ruta 101, 14000 Ciudad de la Costa,  
Canelones - URUGUAY  
☛ Tel.: 2604 0329/ 2604 0154;  
☛ Predictor de turno: 2604 0299  
Fax: 2604 0242  
AFS: SUMUYYMYX, SUZZMAMX  
☛ e-mail: [aeronautica.direccion@inamet.gub.uy](mailto:aeronautica.direccion@inamet.gub.uy)

**6. Airport Rules**

Dirección Gral. de Infraestructura Aeronáutica  
Av. de las Industrias Wilson Ferreira Aldunate  
(ex Camino Carrasco) 5519  
14002 Canelones – URUGUAY  
Telegraph: COM DGIA Montevideo  
Tel.: 2604 0310 – 2604 0074 – 2604 0352  
Fax: 2604 0064

**3. Custom**

Dirección Nacional de Aduanas  
25 de Agosto 1825 s/n y Yacaré  
11000 Montevideo - URUGUAY  
Tel: 2915 0007 (en AIC 2604 0263,  
2604 0221 ext. 1267)

**7. Airport Services**

Candysur - SATA  
Aeropuerto Intl. de Carrasco  
14000 Canelones - URUGUAY  
Tel.: 2604 0375  
Fax: 2604 0374

**4. Immigration**

Dirección General de Migración  
Misiones 1513  
11000 Montevideo - URUGUAY  
Tel: 2916 1419 – 2916 0471 – 2916 1094  
(in AIC 26040322 or 26040329 ext. 1365  
and 2604 0161)

**8. Animal Health Service**

Colonia 892 piso 3  
11100 Montevideo - URUGUAY  
Tel.: 2908 0028 (in A.I.C. 2604 0320)

**9. Dirección General de Infraestructura Aeronáutica (DGIA)**

Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519  
14002 Canelones – URUGUAY  
Telegraph: COM DGIA Montevideo  
Tel.: 2604 0025; 2604 0408 Ext. 4400/4401  
Fax: 2604 0064  
e-mail: ddgia@adinet.com.uy

**10. Phytosanitary Service – Vegetal Health Service**

Millán 4703  
12900 Montevideo - URUGUAY  
Tel.: 2309 7924 – 2309 4442 (in A.I.C. 2604 0329 extension 1347) 2604 0069

**11. Aircraft accident investigation**

☛ Comisión Investigadora de Accidentes e Incidentes de Aviación  
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519  
14002 Canelones – URUGUAY  
☛ Tel. Fax: (598) 2601 4851 (MON - FRI 11:00 to 19:00 UTC)  
☛ Cell Phone: (598) 098 592 110 (H24)  
☛ Cell Phone: (598) 099 611 293 (H24)  
☛ Cell Phone: (598) 099 611 290 (H24)  
☛ Cell Phone: (598) 099 645 663 (H24)  
☛ Tel.: (598) 2604 0408 extensions: 5146 (MON - FRI 11:00 to 19:00 UTC)  
☛ Tel. DINACIA: (598) 2604 0408 (H24)  
e-mail: ciaia@mdn.gub.uy

**12. Servicio de Inspectores de Transporte Aéreo Comercial**

Dirección General de Aviación Civil  
Dirección Transporte Aéreo Comercial  
Jefatura de Inspectores  
14002 Canelones - URUGUAY  
Tel.: 2604 0408 extensions 4042/4043  
Tel./Fax: 2604 0424  
Hours: MON - FRI 11:00 to 19:00 UTC  
Tel. SUMU: Fax 2604 0290 (H24) and 2604 0329 extension 1-1364  
Tel. SULS: Fax 4255 9007 (H24); and 4255 9777 extension 157  
Tel. SUAA: Operations 2322 8035 (Hours from 11:00 to 23:00 UTC)

**13. Dirección General de Aviación Civil (DGAC)**

Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519  
14002 Canelones – URUGUAY  
Tel.: 2604 0408 ext. 4035  
Fax: 2604 0427  
e-mail: dgacuru@adinet.com.uy

**14. Air Force Uruguay**

Comando Aéreo de Operaciones  
Centro de Operaciones Aéreas (COA)  
Mendoza 5553  
12300 Montevideo - URUGUAY  
☎Tel.: 2222 4203; 2222 4400 (extension 1408, 1409)  
☎Fax: 2227 3625  
Cell phone: 099602653  
AFS: SUBLWYX, SUBLXYX  
e-mail: [coafau@fau.gub.uy](mailto:coafau@fau.gub.uy)  
[coafau@adinet.com.uy](mailto:coafau@adinet.com.uy)

**15. AVSEC National Direction**

Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519  
14002 Canelones – Uruguay  
**AVSEC National Direction (Aviation security against unlawful interference acts)**  
☎Tel.: 2604 0408 Principal: extension 4475  
Secretary: extension 4476  
Fax: extension 4477  
e-mail: [avsec@adinet.com.uy](mailto:avsec@adinet.com.uy)  
☎**AVSEC Sub-Principal and Inspector Offices**  
☎Tel.: 2604 0408 Sub-Principal: extension 4003  
Inspector Office: extension 4058  
Fax: extension 4058  
e-mail: [pypavsec@adinet.com.uy](mailto:pypavsec@adinet.com.uy)

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## GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

### 1. General

1.1 International flights into, from or over Uruguayan territory shall be subject to the current Uruguayan regulations relating to civil aviation. These regulations correspond in all essentials with the following regulations:

- 1) Código Aeronáutico (Aeronautical Code) - Act 14,305 dated November 29th, 1974
- 2) Digesto Aeronáutico de la República Oriental del Uruguay - Collection of Acts and Decrees approved by the Executive, from the years 1942 to 1980 inclusive.
- 3) Decree: 160/013 dated May 24th, 2013 and AIG RAU Regulations for Research Accidentes and Incidents of Civil Aviation, approved by DINACIA resolution 657-2010 with the attributes delegated by the Executive Branch.
- 4) Decree: 114/77 dated 01 MAR 1977  
78/78 dated 08 FEB 1978  
7/80 dated 23 FEB 1980  
22/81 dated 20 JAN 1981  
454/82 dated 01 JAN 1982  
(all modify the maximum amount of the Fine under Title XVI, Article 193 of Act 14,305, dated 29 NOV 1974 - Aeronautical Code-)
- 5) Decree NR 611/78, dated 03 NOV 1978: Documentation system is established for international airlines
- 6) Decree NR 420/003 as modified by Decree NR 317/003
- 7) Decree NR 636/81, dated 22 DEC 1981: Title XIII Article 181 of the Aeronautical Code (liability amounts) is updated.
- 8) Decree NR 261/994, dated 07 JUN 1994: Compulsory Sworn Statement from arriving passengers.
- 9) Decree NR 363/94, dated 16 AUG 1994: Safety Regulations - Code offenses and penalties for the International Airports of the República Oriental del Uruguay.
- 10) Law 19889, dated 09 JUL 2020: Reglamentación sobre Protección de la Soberanía del Espacio Aéreo Nacional (Regulations on the Protection of the Sovereignty of the National Airspace), articles 112 to 117.

1.2 Aircraft flying into or leaving the territory of Uruguay shall make their first landing or final departure at an International aerodrome/heliport (see AIP URUGUAY, sections AD 1.3, AD 2 and AD 3).

### **1.3 Provisions applicable to landing, parking or shelter aircraft at aerodromes depending from the Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica.**

1.3.1 The parking area of aerodromes is under the jurisdiction of the Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica which is carried out through the Dirección de aeropuertos (Operations office) or through the administration of the aerodrome.

1.3.2 The fares and landing rights as well as parking and shelter of aircraft are published in the GEN 4 section of AIP URUGUAY. The payment will be made in accordance with the regulations of such section.

1.3.3 The problems related to maintenance and refuelling must be agreed by the owners of aircraft with refuelling companies, workshops aeronautical companies, flying clubs and private companies, as appropriate.

1.3.4 Under no circumstances the Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica will be responsible for deterioration, theft, damage of any kind during the stay of the aircraft in an aerodrome whether during landing, take off, parking area, hangars or it is being towed. The owners will have to safeguard and watch over their aircraft at all times.

#### **1.4 *Landing at non-international airports (with custom office) either as a destination or as an alternate airport***

1.4.1 If in case of an emergency, an aircraft leaving or coming to Uruguay, either national or from abroad, and has to land at a non-international airport or anywhere else, the pilot in command will have to comply with the following:

- a) the pilot will have to report his/her landing immediately to the nearest Police Station;
- b) the pilot or any other person aboard must not move away from the aircraft until authorization to do so is given, except in case of extreme necessity or until after the authority has checked the documentation of the people and aircraft;
- c) the pilot will be able to proceed with his/her flight when authorization to do so is given.
- d) goods, baggage or mail from the aircraft must be removed except in case of extreme necessity.

#### **1.5 *Traffic of people and vehicles at aerodromes***

##### **1.5.1 Zone limits**

1.5.1.1 An aerodrome building is divided into two areas:

- a) a public area open to the general public
- b) a restricted area which comprises the rest of the building.

##### **1.5.2 Movement of people**

1.5.2.1 Access to the restricted area will be authorized only according to the special regulations of the aerodrome

1.5.2.2 Customs inspection, Police, Operations, Health unit and other offices assigned to traffic in transit, are normally only accessible to passengers, staff of public authorities and airlines and staff carrying out their duties in such areas.

1.5.2.3 The movement of people who have access to the restricted areas of the aerodrome is subject to the conditions and regulations of air traffic and special requirements established by the administration of the aerodrome.

##### **1.5.3 Movement of vehicles**

1.5.3.1 The movement of vehicles in the restricted areas is limited to the vehicles driven or used by people who hold a special permit or have an official card of access.

1.5.3.2 The drivers of the vehicles, whatever type of vehicle it is, and which get around within the limits of the aerodrome, must respect the direction of the traffic and speed limits stated, and comply with the requirements of the authority of the aerodrome.

1.5.3.3 Drivers must know the system of signals used by the control tower and will limit all their movements to what such authority indicates. The instructions are given via VHF/FM, for vehicles equipped with a radio.

The Control Tower has a gun flares. The code employed is as follows:

- a) Steady GREEN light "Authorized to circulate"
- b) Steady red light: "Shut off"
- c) A series of RED flashes: "Circulate separated of the aircraft transit zones," which is to say that upon receipt of this signal must immediately leave the transit area of aircraft (runways, taxiways and access to the apron), and
- d) A series of WHITE flashes, "Return to the starting point of the vehicle."

Subject to strict compliance of the above, it shall be denial of access to runways and taxiway, the switch on of the demarcation lights of any of the runways.

## 2. Scheduled flights

2.1 For regular international scheduled flights operated by foreign airlines into or in transit across Uruguay, must be met to the established in Article 115 of the Aeronautical Code República Oriental del Uruguay (International Air Services, by Foreign Companies), that reads as follows:

- 1) Foreign companies may perform international air transportation services in accordance with international conventions signed by the Republic and prior grant of permission to the Executive. To this end the Executive will require:
  - a) to establish an agent in the Republic
  - b) that constitutes home to all legal purposes in the Republic,
  - c) expressly submit to the national jurisdiction.
- 2) when dealing with international public transport services, the grant or authorization is granted to include at least the same obligations as those imposed on domestic companies providing similar services.

### 2.2 Documentary requirements for clearance of aircraft

Decree 611/978 - Establishing a system of documentation for international airlines:

Art. 1) The international air transport companies, on arrival or departure airport, any of its aircraft, must submit the following documents:

- a) General declaration,
- b) Cargo Manifest, and
- c) Boarding-landing card for each passenger arriving or leaving the country.

Art. 2) The documents referred to in the preceding article shall be made according to the formats and records of the forms attached to Annex 9 of the International Civil Aviation Convention on Facilitation of International Air Transport and its amendments.

Art. 3) The documents referred to in Article 1, shall be delivered to:

- The Dirección General de Aviación Civil:
  - a) A copy of the General Declaration, and
  - b) a Cargo Manifest.
- The Dirección General de Infraestructura Aeronáutica:
  - a) A copy of the General Declaration, and
  - b) A Cargo Manifest.

- The National Customs:
  - a) Two copies of the General Declaration, and
  - b) Three Cargo Manifest.
- The Department of Migration:
  - a) A copy of the General Declaration, specifying the number of passengers embarking or disembarking,
  - b) The Boarding-landing cards.
- Health Service:
  - a) A copy of the General Declaration, and
  - b) A Cargo Manifest.

Art. 4°) REPEALED BY DECREE NR 376/980 DATED JULY 8, 1980.

Art. 5°) In connection with the use of the documents required for entry or departure of aircraft, visas are not required, nor taken any class rights.

Art. 6°) The National Directorate of Migration shall deliver the Police Authority outstanding on-site copy of the embarkation and disembarkation cards, also making available to the authorities referred to in this Decree, which require it, the list or lists that are made as resulting from the embarkation or disembarkation cards.

### 3. Non-scheduled flights

#### 3.1 Procedures

3.1.1 If an aircraft operator intends to carry out a flight or series of flights within the territory and territorial waters of Uruguay, in order to land or take on passengers, cargo or mail, must obtain permission, at the Dirección General de Aviación Civil.

3.1.2 The regular service is not considered "accidental" when flights are made a matter involving imminent, temporary and sporadic. In this capacity the companies concerned may carry out, previously authorized by the Dirección General de Aviación Civil del Uruguay (who shall take into account the national interest) those flights without limitation does not require that the company is authorized to operate in the Republic.

3.1.3 Applications for performing non-scheduled "accidental" shall be forwarded to the Dirección General de Aviación Civil of Uruguay by correspondence or telegraph, in the latter case, response and at least pay in advance at least 24 hours Uruguayan air space entry, may be less in cases of urgency duly substantiated. This should include the following data:

- type, registration number and nationality of the aircraft,
- name and surname of the owner and crews,
- postal and telegraph, telex and telephone number of owner or operator,
- licensing of flight personnel,
- flying object,
- number of passengers,
- point of departure and destination,
- date and approximate time of entry to the Uruguayan airspace and landing,
- route to follow,
- aerodrome of scale,
- frequency and communication features of your radio station,
- in case of load carried, shall specify the nature and characteristics of it.

Note: *The authorization granted will expire 15 days granted in cases that had not been used.*



3.1.4 When the company concerned wishes to be authorized to operate in the Republic as non regular airline charter, must meet the requirements of the Dirección General de Aviación Civil, then go to study of the Comisión Nacional de Política Aeronáutica, constitutes by Decree 343/75 dated April 22<sup>nd</sup>, 1975, and then get approval from the Executive. In the case of foreign companies, applications must be accompanied by the official record that the country of origin of the aircraft or the registration, has authorized the transaction for which the permit is processed.

*Note: Air Taxi services are not covered by previous rules. According to Article 116 of the Aviation Code, the Executive will regulate the air taxi companies' conditions of service and set their rates (Dec. 269/78 of May 16<sup>th</sup>, 1978).*

## ✈️4. Overflights

### ✈️4.1 Regular overflights

✈️4.1.1 Companies must submit their request sufficiently in advance of the required operation, attaching a note in which it shall be stated: nature of the proposed service, day of operation, type of aircraft to be used, air navigation route, approximate time of entry to the national territory and approximate time of departure, the contracting and validity of the precept insurance, the power or mandate granted in favor of the representative and, where appropriate, the document duly legalized and apostilled and / or translated - if applicable - constitution of domicile in the Republic, express submission to national jurisdiction and register the precept insurance in the National Aircraft Registry.

✈️4.1.2 Companies that do not comply with the established requirements may not fly over national airspace. DINACIA's Commercial Air Transport Directorate must notify said circumstance to the Air Circulation Directorate, so that the aforementioned operations are not authorized, as well as the impossibility of flying over Uruguayan airspace is communicated to the aircraft.

### ✈️4.2 No Regular overflights

✈️4.2.1 If an operator wishes to perform an overflight of the Uruguayan territory or have need for a technical scale in a custom airport, must obtain a permit, by the Dirección General de Aviación Civil. This authorization can be handled by correspondence or Telegraph, the latter with paid reply, providing the information required in paragraph 3.1.3. The application must be filed in time for the flight, and should be addressed to the following address:

Postal address: Dirección General de Aviación Civil del Uruguay  
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519  
14002 Canelones – URUGUAY

Telegraphic address: AEROCIVIL - MONTEVIDEO

In case you have to make an emergency landing without authorization, the pilot in command must notify the fact of arrival to the aerodrome Chief and justify in writing to the Dirección General de Aviación Civil of the same reason.

### ✈️4.3 Accidental non-regular overflights

✈️4.3.1 Requests for accidental non-regular overflights of commercial operations must be sent to DINACIA's Commercial Air Transport Directorate, sufficiently in advance of the required operation and on business days and hours by fax to the number +598 26040424 and / or to the mail [dtacuru@dinacia.gub.uy](mailto:dtacuru@dinacia.gub.uy) and on non-working days or hours to the number +598 26040290 and / or to the mails [dtacuru@dinacia.gub.uy](mailto:dtacuru@dinacia.gub.uy) and [aicinspectorestac@dinacia.gub.uy](mailto:aicinspectorestac@dinacia.gub.uy); These offices shall evaluate and respond to requests within a period of no more than 48 hours after receipt.

☛4.3.2 Non-working days and hours are understood to be all those hours or days in which the administrative offices of DINACIA do not operate.

☛4.3.3 Requests for overflights of non-regular commercial services subject to a certain periodicity, as well as overflights of regular commercial services, will be sent to the Dirección de Transporte Aéreo Comercial of DINACIA by fax to the number +598 26040424 and / or to email [dtacuru@dinacia.gub.uy](mailto:dtacuru@dinacia.gub.uy)

☛4.3.4 The companies must prove together with the request the following points, by virtue of the different categories of overflights they intend to perform:

☛4.3.4.1 Accidental non-scheduled commercial service overflights

☛For this type of services, companies must submit their request, sufficiently in advance of the required operation, attaching a note stating: nature of the proposed service, day of operation, type of aircraft to be used, air route, time of approximate entry into the national territory and approximate time of departure, as well as the contracting and validity of mandatory insurance.

☛4.3.4.2 Overflights of non-regular commercial services subject to a certain periodicity

☛For this type of services, companies must submit their request, sufficiently in advance of the required operation, attaching a note stating: nature of the proposed service, day of operation, type of aircraft to be used, air route, time of approximate entry into the national territory and approximate time of departure, the contracting and validity of the precept insurance, the designation of the person who will represent the company before the National Aeronautical Authority, establishment of domicile in the Republic and express submission to the national jurisdiction.

☛4.3.5 Companies that do not comply with the established requirements may not fly over national airspace. DINACIA's Dirección de Transporte Aéreo Comercial must notify said circumstance to the Dirección de Circulación Aérea, in order for them to authorize the aforementioned operations, as well as inform the aircraft of the impossibility of flying over Uruguayan airspace.

☛4.4 Requirements regarding documentation for the clearance of aircraft

☛4.4.1 The documentation required will be identical to that required for scheduled flights.

## ☛5. Health Measures

☛5.1 **Public health measures applied to aircrafts**

☛5.1.1 It applies health checks on aircraft in order to verify the absence of clinical signs or symptoms or sources of pollution that pose a risk to public health.

☛5.1.2 Sanidad Aérea shall check aircraft to maintain disinsectisation measures, requesting the declaration of the method used, and the validity.

☛5.1.3 Additional measures may be applied when the aircraft comes from affected areas according to WHO.

## ☛6. Private flights

☛6.1 **Advance notification of arrival**

☛6.1.1 All foreign private aircraft whose state registration is a member of the International Civil Aviation Organization (ICAO) and is not engaged in conduct commercial air transport or aerial work in general, can land on or overflight the territory of the Republic of Uruguay prior to send to the initiation of the flight a notice of arrival flight or overflight with the data specified in 6.1.2 or otherwise been included in the transmitted portion of the flight plan, the data included in 6.1.2 b).

6.1.2 The aircraft belonging to foreign states with license that are not members of the International Civil Aviation Organization (ICAO) and not engaged to perform services for commercial air transport or aerial work in general shall send a notice to the entrance in good time to ensure that the Dirección General de Aviación Civil receives it. The notice shall contain the following requirements:

- a) registration and nationality of the aircraft,
- b) Name, postal and telegraph address, telex and telephone number of owner or operator,
- c) name of the crew and passengers,
- d) object of the flight,
- e) origin aerodrome, route and point of entry to the proposed FIR, aerodrome of income if arrival or destination if overflight,
- f) date and approximate time of entry into the FIR and arrival.

6.1.3 In accordance with the provisions of ICAO Doc 7030, any aircraft wishing to enter Uruguayan territory shall submit a flight plan to the relevant air traffic control, which shall forward the flight plan to the MONTEVIDEO Area Control Centre.

6.1.4 Foreign aircrafts of tourism and sports will be considered in transit if they do not stay more than 365 (three hundred and sixty five) days in the country.

## 6.2 Documentary requirements for clearance of aircraft

- 6.2.1
- a) the aircraft: Registration certificate, airworthiness certificate and operating limitations, book of aircraft and engines, daily log.
  - b) the crew: License for the role on board of the holder.
  - c) passengers: Passport with appropriate visa, except in cases where there are special agreements or arrangements for the admission of passengers with other documents.
  - d) With respect to the boarding/disembarking Cards, General Declaration, etc., the requirements are identical to regular flights.

## 6.3 Public health measures applied to aircrafts

6.3.1 The public health measures will be identical to those required for regular flights.

6.3.2 The Health Declaration should be presented.

6.3.3 Aerodrome Sanidad Aérea office has Health Declarations forms and recommendations about disinsectisation methodologies.

## 7. Military flights and/or foreign State

The overflight permission and / or landing (PSA) is the authorization issued by the State for public aircraft of another State overflying or landing in Uruguay. Applications must be submitted to the Estado Mayor of the Uruguayan Air Force (Liaison Officer - Tel: (598) 2222 8113 from 08:00 to 17:00 local time) with 48 hours in advance using Form FA NR 116.

The Air Operations Centre (COA) is the agency responsible for granting authorizations for PSA to foreign state aircraft for conducting flights within the Uruguayan airspace.

The number of PSA must be inserted in box 18 of the Flight Plan form and can be requested by the ATS.

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## GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

### 1. Customs requirements

1.1 We inspect all the baggage, except those who come through diplomatic channels.

1.2 During the stay of any aircraft in Carrasco "General Cesareo L. Berisso" Intl Airport, it must be guarded by officials of the Department of Airports of the National Directorate of Customs.

### 2. Immigration requirements

2.1 After landing, passengers must be submitted to the authorities for the purpose of complying with the formalities for entering the country, with the exception of transit passengers, provided that their stay in the relevant airport does not exceed 24 hours.

2.2 A person who enters Uruguay, for immigration purposes must have: a valid passport and immigration visa, issuing the latter in Uruguay consulates abroad. Temporary visitors must have a valid passport, with the exception of nationals of Argentina, Brazil, Chile and Paraguay, which can enter the country with Identity Card. Not require entry visas for temporary visitors from the following countries: Albania (only PDipOfSer), Germany, Argentina, Austria, Bahamas, Barbados, Belgium, Belize, Bolivia, Brazil, Bulgaria (only PDipOfSer), Canada (PCOM only) Chile, China (only PDipOfSer), Colombia, South Korea (only PDipOfSer), Costa Rica, Croatia, Denmark, Ecuador, El Salvador, Egypt (only PDipOfSer), Slovenia, Spain, United States (only PCOM), Finland, France, Greece, Guatemala, Guyana (only PDipOfSer), Holland, Honduras, Hungary, India (PDipOfSer only), Ireland (only PCOM), Iceland, Israel, Italy, Jamaica, Japan, Liechtenstein (PCOM only), Lithuania, Luxembourg, Malaysia, Malta (PCOM only), Morocco (only PDipOfSer), Mexico, Nicaragua, Norway, New Zealand, Panama, Paraguay, Peru, Poland, Portugal, United Kingdom, Czech Republic, Dominican Republic (PCOM only), Romania (only PDipOfSer) Russia (only PDipOfSer), Seychelles (PCOM only), South Africa (only PCOM), Sweden, Switzerland, Trinidad and Tobago, Turkey, Venezuela.

PDipOfSer = Diplomatic, Official and Service Passports.

PCOM = Common Passport.

In the text detailed above when the country's name appears alone, it means you do not need visa to both PCOM and PDipOfSer.

Citizens of countries not included in this list are subject to the requirement of consular visa to both PDipOfSer and PCOM.

Laissez Passer European Community, OEA Presidents and UN Laissez Passer, do not need visa.

The ICAO E/D standard card is required to all countries.

2.3As regards the members of the flight crew for regular services to retain their licenses when embarking and disembarking, remain at the airport where the aircraft has a scale or within the city limits adjacent to it, and leaving the same aircraft or on the next scheduled flight from Uruguay, accepted his crew license or certificate in lieu of a passport or visa for temporary admission to the Republica O. del Uruguay. This provision does not apply if the crew had entered the country by other means, then having to meet the same requirements as a common passenger. If the crew leaves as a passenger, the company must make the relevant application in advance and in writing, to the Immigration authorities.

2. For leaving it is required to the embarking passengers, the same formalities that are required to entry the country.

### **3. Public health requirements**

It does not require passengers to disembark the presentation of vaccination certificate, except when coming directly from an area infected with cholera, yellow fever or smallpox.

## GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

### 1. Customs requirements concerning cargo and other articles

1.1 All goods to be imported must be accompanied by a cargo manifest, and have an Air Waybill and the Import Permit. Upon payment of royalties and presentation of permits issued, goods will be delivered to the recipient.

1.2 The export of goods is authorized by the authorities if there is documentation handled by a customs broker.

1.3 Upon receipt of goods for air transport, the carrier shall require the consignor the "air waybill". If the document is issued by the carrier, at the request of the consignor, shall, unless the contrary that the carrier has acted on behalf of the consignor.

1.4 Upon request, brought before the National Customs Directorate (Central Building) may be exported without the presentation of shipping permission: commodities such as samples, film developing, family gifts and products to analyze.

### ☛ 2. Provision on General Declarations and Cargo Manifests

☛ 2.1 General Declarations and / or Cargo Manifests must be presented in all international aeronautical operations in and out of the country that operate at the International Airports of the República Oriental del Uruguay, regardless of whether they are private or commercial operations.

☛ 2.2 The General Declarations must be prepared and completed in accordance with the model that emerges from the aforementioned Annex 9 and each Cargo Manifest must contain, among the other aspects to be completed, the description of the type of merchandise being transported.

☛ 2.3 The documentation shall be presented for its intervention before the dependencies of the Dirección Nacional de Migración, Dirección Nacional de Aduanas and before the corresponding income offices of each Airport.

☛ 2.4 Once the General Declarations and / or Cargo Manifests have been intervened, as established, the aeronautical operator must retransmit the information to the following organizations and / or dependencies electronically:

- ☛ l) Carrasco International Airport "Gral. Cesáreo L. Berisso":
  - ☛ a) TAC Inspectors: [aicinspectorestac@dinacia.gub.uy](mailto:aicinspectorestac@dinacia.gub.uy)
  - ☛ b) Migrations: [dnm-carrasco@minterior.gub.uy](mailto:dnm-carrasco@minterior.gub.uy)
  - ☛ c) Customs: [unidaddecontroldeequipaje@aduanas.gub.uy](mailto:unidaddecontroldeequipaje@aduanas.gub.uy)
  - ☛ d) Operations: [opssumu@dinacia.gub.uy](mailto:opssumu@dinacia.gub.uy)
  - ☛ e) Inspection: [dg-fiscal@dinacia.gub.uy](mailto:dg-fiscal@dinacia.gub.uy)
  - ☛ f) Public Health: [sanidadaerea@msp.gub.uy](mailto:sanidadaerea@msp.gub.uy)
  - ☛ g) Puertas del Sur: [operations@aeropuertodecarrasco.com.uy](mailto:operations@aeropuertodecarrasco.com.uy)

☛ II) Laguna del Sauce International Airport “C / C Carlos A Curbelo”.

- ☛ a) TAC Inspectors: tacsuls@dinacia.gub.uy
- ☛ b) Migrations: dnm-laguna@minterior.gub.uy
- ☛ c) Customs: cdossantos@aduanas.gub.uy
- ☛ d) Operations: operaciones.suls@dinacia.gub.uy
- ☛ e) Inspection: dg-fiscal@dinacia.gub.uy
- ☛ f) Public Health: sanidadaerea@misp.gub.uy
- ☛ g) CAISA: caisa@puntadeleste.aero

☛ III) Melilla International Airport “Angel S. Adami”.

- ☛ a) TAC Inspectors: tacadami@dinacia.gub.uy
- ☛ b) Migrations: dnm-melilla@minterior.gub.uy
- ☛ c) Customs: unidaddedecontroldeequipaje@aduanas.gub.uy
- ☛ d) Operations: operaiones.suaa@dinacia.gub.uy
- ☛ e) Inspection: dg-fiscal@dinacia.gub.uy
- ☛ f) Public Health: sanidadaerea@misp.gub.uy

☛ IV) Other International Airports.

- ☛ At the other international airports, those responsible for each aeronautical operation must remit via
- ☛ electronic or paper the information referred to above to the offices and dependencies concerned in each
- ☛ airport in accordance with the facilities that each terminal has.

☛ 2.5 Without prejudice to the obligation of each operator to present the General Declarations and / or Cargo Manifests upon entering and leaving the country, the operations carried out internally between Airports, Aerodromes or duly authorized spaces will be documented by means of the corresponding “Guide of Transit” issued by the Operations Department of each terminal.

☛ 2.6 The airlines must keep the Cargo Declarations and / or Manifests on file for a period of two (2) years and if they are required by the Aeronautical Authority, they will have a period of 24 hours to deliver them with the corresponding data and duly intervened.

☛ 2.7 The Dirección General de Aviación Civil shall keep a registry of Fixed Base Operators (FBO) in which those natural or legal persons who prove that they meet the general requirements for the exercise of commerce, as well as moral, legal, economic and technical suitability for the performance of the activity.

☛ 2.8 The suitability shall be considered accredited through the approval of the Training Course for FBO that shall be projected and implemented by the Dirección General de Aviación Civil with the cooperation of the interested parties.

☛ 2.9 Give a period of 180 days from the date of this Resolution so that the persons who to date have an antiquity equal to or greater than one year in the performance of the activity, are registered in the Registry of Fixed Base Operators (FBO) being able to prove their suitability through any type of test.

☛ 2.10 The Dirección General de Aviación Civil may suspend or cancel the registration and / or authorization of those FBOs that have lost their technical or moral suitability for the performance of their activity or have incurred in aeronautical administrative fault in the terms of the provisions of the current RAU SAN.



☛2.11 The General Declarations, Cargo Manifests and other referred documentation must be presented with the aforementioned interventions within a period of 24 hours from the time of operation performed.

☛2.12 Failure to comply with the obligations established above shall make the aeronautical operator liable to the aeronautical administrative fault commission in accordance with the norms contained in the Uruguayan Aeronautical Regulations (RAU SAN). The representatives, FBO and other operators acting on behalf of the operator (s), shall be jointly and severally liable for compliance with the obligations established in 2.

### ☛3. Requirements relating to animal and plant quarantine

☛3.1 All animals and animal products entering the country must be accompanied by a certificate issued by the origin Official Ministry or the appropriate office and approved by the Uruguayan Consul accredited there. This certificate must be submitted at the time of landing and when requested.

☛3.2. In the case of the importation of dogs, when accompanied by the "pedigree", this too shall come stamped by the Consul of Uruguay.

☛3.3 All animals or animal products when exported must be inspected by the Health Directorate who granted the authorization. The permit for the export of cats and dogs must be handled within 10 days prior to shipment, presenting an official certificate or private.

☛3.4 For dogs and cats require rabies vaccine whose duration shall not exceed 1 year or less than 15 days after application.

☛3.5 Any plant or part thereof that is imported into the country, or it is exported, in whatever form, shall:

a) be submitted to his office for inspection by the Plant Health,

b) must be accompanied by phytosanitary certificate obtained at the place of origin and legalized by the Uruguayan Consul accredited there. (For Argentina consular visa is deleted).

☛3.6 For vacuum-packed vegetables do not apply these requirements and must pass the same only by Customs.

☛3.7 It is forbidden the entry of all types of birds to our country, if this happens should re-embark to the place of origin, otherwise these services are authorized to proceed to slaughter them.

☛3.8 The animal products and subproducts (sausages, etc.), who enter with the passengers' baggage will be confiscated by the Service, styling the relevant Act and proceeding to denaturation in the presence of the person concerned.

☛3.9 The passenger must submit to their arrival, the Affidavit required, according to Decree 261/94 from 07 JUN 1994.

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## GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

### 1. General

Aircraft flying in Uruguay must comply with the provisions of the *Rules of Civil Aviation of the República Oriental del Uruguay*, and the standards and recommended practices of ICAO.

To certified operators will be required copy of the AOC (Air Operators Certificate) on board the aircraft, according to the LAR (Reglamento Aeronáutico Latinoamericano – Latin American Regulations) 121 and 135.

### 2. Special equipment to be carried

It will require the mandatory use of SSR transponder in Modes A and C throughout the airspace of the Montevideo FIR, except operating in "G" airspace below 2500 FT.

### 3. Optional equipment

Aircrafts that fly throughout Montevideo FIR and were equipped with Mode S transponder must set the aircraft identification and activate it.

This setting shall correspond exactly to the Aircraft Identification specified in Item 7 of the ICAO Flight Plan, or, if no flight plan has been filed, to the aircraft registration.

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**GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND  
INTERNATIONAL AGREEMENTS/CONVENTIONS**

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Uruguay. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from the Aeronautical Information Service. (Their address can be found on page GEN 3.1-1.)

The domestic and international flights to, from or over Uruguayan territory comply with the following regulations in Uruguay: LAR, RAU, Aviation Code, Aviation Digest, Decrees, ICAO Annexes and Documents.

**☛1. Operational agreements between Uruguay, Brasil y Argentina.**

<b>Countries</b>	<b>Date in force</b>
☛Uruguay - Brasil	☛03 NOV 2022
☛Uruguay - Argentina	☛03 NOV 2022

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## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

☛ 1. ANNEX 1 – PERSONNEL LICENSING (TWELFTH EDITION): Amendment 175 (DINACIA Resolution NR 376-2018)

☛ Chap. 2 Licences and Ratings for Pilots

☛ 2.6.1.3 Skill

☛ The skill demonstration test must be performed on aircraft of the appropriate category, which may or may not require a co-pilot in accordance with the provisions of the Aeronautical Authority for the case.

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2. ANNEX 2 – RULES OF THE AIR (TENTH EDITION): Amendment 41 (DINACIA Resolution NR 16/009)

Chap. 3 General Rules

3.3.1.2 Flight plan must be submitted in all cases except for VFR flights in space G.

3.3.5.4 When the pilot presents a flight plan within national boundaries, know before starting it, than any of the procedures in this Schedule for giving notice of arrival (ARR) is practicable, shall place on record that inability scoring in the box 18 of the flight plan form, the following: ARR/NIL.

Note: Entries ARR/NIL, held in box 18 of the Flight Plan form avoid to be activated unnecessarily the alerting services, search and rescue.

3.6.2.2.1 Not applicable.

3.6.3.1.1 Not applicable.

Cap. 4 Visual Flight Rules

4.3 VFR flights shall operate from 30 minutes before the sunrise until 30 minutes after the sunset. Nocturnal VFR flights are authorized if they meet the requirements of the LAR 91 and 135.

4.4 c) on the sea more than 20 NM (37 km) of coastline, for over an hour,  
d) over clouds, fog and other weather formations when they obstruct the continuous visual reference with the ground.

4.5 a) VFR levels are used only up to FL 195.

PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT (PANS-ATM Doc. 4444 ATM/501) Fifteenth Edition 2007 – Amendment 2

CHAPTER 4 General Provisions for Air Traffic Services

4.3.2.1.1. literal c) does not apply

4.4.2.1.3 In the event of a delay of 60 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

4.10.4.6. Not provided QFE altimeter setting.

CHAPTER 5 Separation Methods and Minima

5.4.2.2.2.1 Not applicable at the time of the transfer of responsibilities, when flights will cross international borders. Instead apply the procedures set out in Agreement signed with Ezeiza, Resistencia and Curitiba, ACC's.

5.4.2.3.3.1 Not applicable at the time of the transfer of responsibilities, when flights will cross international borders.

CHAPTER 9 Flight Information Service and Alerting Service

9.2.2.1 By regional agreement the period is three minutes.

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REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030) (FOURTH EDITION)  
See differences in ENR 1.8-1.

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3. ANNEX 3 – METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION (DECIMOQUINTA EDICIÓN): Amendment 74 (DINACIA Resolution NR 19/009)

Appendix 3

4.3.4 Averaging

a) 10 minutes for local routine and special reports and for visual presentations of runway visual range at the offices of Air Traffic Services.

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4. ANNEX 4 – AERONAUTICAL CHARTS (TENTH EDITION): Amendment 60

Chap. 4 Aerodrome Obstacle Chart - ICAO Type B

Currently these plans are not published but are under construction



Chap. 16 World Aeronautical Chart – ICAO 1:1 000 000

Currently publishes the chart with nationwide coverage on a single sheet but not with the coverage defined in Appendix 5 where Uruguay corresponds to the chart 3434.

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5. ANNEX 5 – UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS  
(FOURTH EDITION): Amendment 15 (Executive Decree 335/988)

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6. ANNEX 6 – OPERATION OF AIRCRAFT  
(PART I EIGHTH EDITION): Amendment 30 (DINACIA Resolution NR 056/007).  
(PART II SEVENTH EDITION): Amendment 27 (DINACIA Resolution NR 18/009).  
(PART III SIXTH EDITION): Amendment 11 (DINACIA Resolution NR 023/007)

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7. ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS (FIFTH EDITION):  
Amendment 5 (DINACIA Resolution NR 162/006).

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8. ANNEX 8 – AIRWORTHINESS OF AIRCRAFT (TENTH EDITION): Amendment 100 (DINACIA Resolution NR 161/006)

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9. ANNEX 9 - FACILITATION, (DUODÉCIMA EDICIÓN): Amendment 20 (DINACIA Resolution NR 217/007)

2.9 Not applicable (Resolution NR 42/005).

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10. ANNEX 10 – AERONAUTICAL TELECOMUNICATIONS,  
(VOLUME I SIXTH EDITION): Amendment 80 (DINACIA Resolution NR 003/006)  
(VOLUME II SIXTH EDITION): Amendment 80 (DINACIA Resolution NR 003/006)  
(VOLUME III FISRT EDITION): Amendment 80 (DINACIA Resolution NR 003/006)  
(VOLUME IV FOURTH EDITION): Amendment 77 (DINACIA Resolution NR 003/006)  
(VOLUME V SECOND EDITION): Amendment 77 (DINACIA Resolution NR 003/006)

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11. ANNEX 11 – AIR TRAFFIC SERVICES (THIRTEENTH EDITION JUL 2001) Amendment 46 (DINACIA Resolution NR 060/2009)

Chap. 3 Air Traffic Control Service

3.3.5 c) Not applicable in the Uruguayan airspace, there are no agreements with neighbouring countries to implement

3.6.1.3.1 c) Does not apply to aircraft on arrival

3.10 Not available surface movement radar (SMR)

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12. ANNEX 12 – SEARCH AND RESCUE (EIGHTH EDITION): Amendment 17 (DINACIA Resolution NR 065/006)

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13. ANNEX 13 – AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (NINTH EDITION):  
Amendment 11 (DINACIA Resolution NR 449/006)

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14. ANNEXO 14 - AERODROMES (VOLUME I FIFTH EDITION, VOLUME II THIRD EDITION)  
Volume I: Amendment 9 (DINACIA Resolution NR 451/009)  
  
Volume II: Amendment 3 (DINACIA Resolution NR 067/006)

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15. ANNEX 15 – AERONAUTICAL INFORMATION SERVICES (SIXTEENTH EDITION): Amendment 40

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16. ANNEX 16 – ENVIRONMENTAL PROTECTION (VOLUME I FIFTH EDITION, VOLUME II  
THIRD EDITION)  
Volume I: Amendment 9 (DINACIA Resolution NR 015/009)  
Volume II: Amendment 6 (DINACIA Resolution NR 015/009)

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17. ANNEX 17 - SECURITY (OCTAVA EDICIÓN): Amendment 11 (DINACIA Resolution NR 241/006)

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18. ANNEX 18 – THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR  
(THIRD EDITION): Amendment 9 (DINACIA Resolution NR 062/010)

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