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U R U G U A Y

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

AIRAC AIP AMDT
NR **01**
19 FEB 2026

The entries with an indicator (☛) at the margin indicates changes in the paragraph

EFFECTIVE DATE: 16 APR 2026 - 00:01 UTC

THIS AMDT MUST NOT BE INSERTED INTO THE AIP BEFORE THE EFFECTIVE DATE. HOWEVER, IT IS SUGGESTED TO STUDY ITS CONTENT BEFORE THAT DATE.

INSERT AND/OR DESTROY THE FOLLOWING PAGES:

DESTROY	*INSERT*
GEN	***GEN***
0.4-1 ..... 19 FEB 2026	0.4-1 ..... 16 APR 2026
0.4-2 ..... 19 FEB 2026	0.4-2 ..... 16 APR 2026
0.4-3 ..... 19 FEB 2026	0.4-3 ..... 16 APR 2026
0.4-4 ..... 19 FEB 2026	0.4-4 ..... 16 APR 2026
0.4-5 ..... 19 FEB 2026	0.4-5 ..... 16 APR 2026
0.4-6 ..... 19 FEB 2026	0.4-6 ..... 19 FEB 2026
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1.1-2 ..... 12 AUG 2021	1.1-2 ..... 16 APR 2026
1.7-1 ..... 05 SEP 2024	1.7-1 ..... 16 APR 2026
1.7-2 ..... 18 JUL 2019	1.7-2 ..... 18 JUL 2019
3.3-1 ..... 08 SEP 2022	3.3-1 ..... 16 APR 2026
3.3-2 ..... 06 OCT 2022	3.3-2 ..... 16 APR 2026
3.3-3 ..... 20 FEB 2025	3.3-3 ..... 16 APR 2026
	3.3-4 ..... 16 APR 2026
3.6-7 ..... 18 JUL 2019	3.6-7 ..... 16 APR 2026
3.6-8 ..... 18 JUL 2019	3.6-8 ..... 18 JUL 2019
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1.2-1 ..... 05 SEP 2024	1.2-1 ..... 16 APR 2026
1.2-2 ..... 11 AUG 2022	1.2-2 ..... 11 AUG 2022
1.10-5 ..... 05 OCT 2023	1.10-5 ..... 16 APR 2026
1.10-6 ..... 05 OCT 2023	1.10-6 ..... 05 OCT 2023
1.14-1 ..... 01 JUN 1997	1.14-1 ..... 01 JUN 1997
1.14-2 ..... 08 SEP 2022	1.14-2 ..... 16 APR 2026
4.1-1 ..... 19 FEB 2026	4.1-1 ..... 16 APR 2026

DESTROY	*INSERT*
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2.4-4 ..... 17 APR 2025	2.4-4 ..... 17 APR 2025
2.4-7 ..... 10 JUL 2025	2.4-7 ..... 10 JUL 2025
2.4-8 ..... 13 JUN 2024	2.4-8 ..... 16 APR 2026
2.5-9 ..... 20 MAR 2025	2.5-9 ..... 16 APR 2026
2.5-10 ..... 01 DEC 2022	2.5-10 ..... 01 DEC 2022
2.9-11 ..... 19 FEB 2026	2.9-11 ..... 16 APR 2026
2.9-12 ..... 01 AUG 2018	2.9-12 ..... 01 AUG 2018

AIRAC AIP/SUP included in this AMDT:
Nil.

AIC included in this AMDT:
Nil.

AIP Supplements included in this AMDT:
Nil.

NOTAM included in this AMDT:
Nil.

Remember to record the inclusion of the amendment on page GEN 0.2-1 Record of AIP Amendments

✈✈✈✈✈✈✈✈✈✈✈✈

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1		**GEN 2**		**GEN 3**	
GENERAL (GEN)					
		2.1-1	07 SEP 2023	3.1-1	11 JUL 2024
0.1-1	21 APR 2022	2.1-2	07 SEP 2023	3.1-2	07 SEP 2023
0.1-2	21 APR 2022	2.1-3	07 SEP 2023	3.1-3	07 SEP 2023
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0.1-4	27 JAN 2022	2.2-2	02 JAN 2017	3.1-5	02 JAN 2017
0.2-1	13 JUN 2024	2.2-3	20 MAR 2025	3.1-6	07 SEP 2023
0.3-1	01 JUN 1997	2.2-4	12 AUG 2021	3.1-7	11 JUL 2024
☛0.4-1	16 APR 2026	2.2-5	02 JAN 2017	3.1-8	07 SEP 2023
☛0.4-2	16 APR 2026	2.2-6	03 OCT 2024	3.2-1	11 JUL 2024
☛0.4-3	16 APR 2026	2.2-7	28 MAR 2019	3.2-2	25 JAN 2024
☛0.4-4	16 APR 2026	2.2-8	02 JAN 2017	3.2-3	18 JUL 2019
☛0.4-5	16 APR 2026	2.2-9	02 JAN 2017	3.2-4	25 JAN 2024
0.4-6	19 FEB 2026	2.2-10	30 OCT 2025	3.2-5	22 JAN 2026
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0.6-2	01 DEC 2006	2.2-13	02 JAN 2017	3.2-8	19 FEB 2026
0.6-3	01 APR 2005	2.2-14	22 JAN 2026	☛3.3-1	16 APR 2026
		2.2-15	02 JAN 2017	☛3.3-2	16 APR 2026
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		2.3-2	01 DEC 2005	☛3.3-4	16 APR 2026
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☛1.1-2	16 APR 2026	2.3-4	01 DEC 2005	3.4-2	01 DEC 2001
1.1-3	01 DEC 2010	2.3-5	01 APR 2017	3.4-3	01 AUG 2002
1.2-1	21 APR 2022	2.3-6	05 NOV 2020	3.4-4	01 DEC 2009
1.2-2	21 APR 2022	2.3-7	03 OCT 2024	3.4-5	01 DEC 2009
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1.2-6	20 MAY 2021	2.4-3	01 DEC 2004	3.5-3	15 MAY 2025
1.2-7	04 NOV 2021	2.4-4	01 DEC 2002	3.5-4	25 DEC 2025
1.3-1	01 AUG 2016	2.4-5	01 DEC 2002	3.5-5	25 DEC 2025
1.3-2	01 DEC 2001	2.5-1	21 MAR 2024	3.5-6	25 DEC 2025
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1.4-3	21 APR 2022	2.6-1	01 JUN 1997	3.5-9	05 DEC 2019
1.5-1	01 DEC 2018	2.6-2	01 JUN 1997	3.5-10	05 DEC 2019
1.6-1	03 NOV 2022	2.7-1	18 APR 2024	3.6-1	01 APR 2011
☛1.7-1	16 APR 2026	2.7-2	18 APR 2024	3.6-2	01 DEC 2008
1.7-2	18 JUL 2019	2.7-3	18 APR 2024	3.6-3	01 DEC 2008
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1.7-4	23 MAY 2019	2.7-5	18 APR 2024	3.6-5	01 DEC 2008
				3.6-6	12 AUG 2021

Page	Date
☛3.6-7	16 APR 2026
3.6-8	18 JUL 2019
3.6-9	28 MAY 2015
3.6-11	01 DEC 2008
3.7-1	20 FEB 2025
3.7-2	01 DEC 2014
GEN 4	
4.1-1	01 APR 2006
4.1-2	01 DEC 2004
4.1-3	01 DEC 2004
4.1-4	02 JAN 2017
4.1-5	02 JAN 2017
4.1-6	02 JAN 2017
4.1-7	02 JAN 2017
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4.1-13	02 JAN 2017
4.1-14	02 JAN 2017
4.1-15	02 JAN 2017
4.1-16	02 JAN 2017
4.1-17	19 FEB 2026
4.1-18	19 FEB 2026
4.1-19	19 FEB 2026
4.1-20	19 FEB 2026
4.1-21	19 FEB 2026
4.1-22	19 FEB 2026
PART 2	
EN - ROUTE (ENR)	
0.6-1	03 NOV 2022
0.6-2	04 NOV 2021
ENR 1	
1.1-1	23 MAR 2023
1.1-2	25 JAN 2024
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☛1.2-1	16 APR 2026
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1.3-1	25 JAN 2024
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1.4-2	05 SEP 2024
1.4-3	04 NOV 2021
1.5-1	01 AUG 2016
1.5-2	01 DEC 2004
1.6-1	21 APR 2022
1.6-2	28 JAN 2021
1.6-3	01 AUG 2009
1.6-4	21 APR 2022
1.7-1	01 AUG 2005
1.7-2	01 DEC 2010
1.7-3	27 NOV 2025
1.7-4	01 APR 2002
1.7-5	01 AUG 2005
1.8-1	05 DEC 2019
1.9-1	01 AUG 2005
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1.17-11	03 NOV 2022
ENR 2	
2.1-1	01 APR 2009
2.1-2	17 APR 2025
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2.1-4	26 MAR 2020
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2.2-1	05 SEP 2024
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2.2-3	19 FEB 2026
2.2-4	10 JUL 2025
2.2-5	03 OCT 2024
2.2-6	30 OCT 2025
2.2-7	17 APR 2025
ENR 3	
3.1-1	10 JUL 2025
3.1-2	10 JUL 2025
3.1-3	10 JUL 2025
3.1-4	10 JUL 2025

Page	Date
3.1-5	10 JUL 2025
3.1-6	10 JUL 2025
3.1-7	10 JUL 2025
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3.1-15	10 JUL 2025
3.1-16	10 JUL 2025
3.1-17	10 JUL 2025
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3.2-2	10 JUL 2025
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3.2-8	10 JUL 2025
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3.2-15	10 JUL 2025
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3.2-17	25 DEC 2025
3.2-18	25 DEC 2025
3.2-19	04 NOV 2021
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3.3-2	04 NOV 2021
3.3-3	10 JUL 2025
3.3-4	27 NOV 2025
3.3-5	27 NOV 2025
3.3-6	10 JUL 2025
3.3-7	17 APR 2025
3.3-8	22 JAN 2026
3.3-9	22 JAN 2026
3.4-1	04 NOV 2021
ENR 4	
☛4.1-1	16 APR 2026
4.2-1	18 APR 2024
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4.2-3	30 NOV 2023
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4.2-6	01 AUG 2003
4.2-7	01 APR 2012
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4.3-2	03 OCT 2024
4.3-3	06 OCT 2022
4.3-4	27 NOV 2025
4.3-5	27 NOV 2025
4.3-6	27 NOV 2025
4.3-7	27 NOV 2025
4.3-8	27 NOV 2025
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4.4-2	01 DEC 2014
ENR 5	
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5.1-2	18 APR 2024
5.1-3	21 APR 2022
5.1-4	21 APR 2022
5.1-5	21 APR 2022
5.2-1	11 AUG 2022
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5.2-3	05 SEP 2024
5.3-1	05 DEC 2019
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5.5-1	05 DEC 2019
5.5-2	28 JAN 2021
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5.5-4	25 DEC 2025
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5.6-2	01 MAR 1999
5.6-3	01 AUG 1998
ENR 6	
6.1-1	19 FEB 2026
6.1-2	19 FEB 2026
6.1-3	19 FEB 2026
6.1-4	27 NOV 2025
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6.2-3	05 OCT 2023
6.2-5	18 APR 2024
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6.4	05 OCT 2023
6.5	01 JUN 1997
6.6	25 DEC 2025
6.7	21 MAR 2024
6.8	02 JAN 2017
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PART 3 AERODROMES (AD)	
0.6-1	01 APR 2012
0.6-2	01 APR 2012
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0.6-4	01 DEC 2004
0.6-5	01 DEC 2008
0.6-6	01 AUG 2007
0.6-7	01 APR 2012
0.6-8	01 DEC 2004
0.6-9	01 DEC 2004
0.6-10	02 JAN 2017
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1.1-5	01 DEC 2005
1.2-1	01 JUN 1997
1.3-1	05 OCT 2023
1.3-2	27 NOV 2025
1.3-3	01 APR 2018
1.3-5	05 NOV 2020
1.4-1	05 NOV 2020
1.5-1	30 NOV 2023
1.5-2	02 JAN 2017

Page	Date	Page	Date	Page	Date
AD 2		☛2.4-3	16 APR 2026	2.5-34	20 MAR 2025
		2.4-4	17 APR 2025	2.5-35	20 MAR 2025
2.1-1	10 JUL 2025	2.4-5	20 MAY 2021	2.5-36	20 MAR 2025
2.1-2	01 AUG 2015	2.4-6	02 JAN 2017	2.5-37	20 MAR 2025
2.1-3	18 JUL 2019	2.4-7	10 JUL 2025	2.5-38	20 MAR 2025
2.1-4	17 APR 2025	☛2.4-8	16 APR 2026	2.5-39	20 MAR 2025
2.1-5	20 MAY 2021	2.4-9	01 AUG 2007	2.5-40	20 MAR 2025
2.1-6	18 JUL 2019	2.4-10	01 DEC 2001	2.5-41	20 MAR 2025
2.1-7	17 APR 2025	2.4-11	19 FEB 2026	2.5-42	20 MAR 2025
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2.1-13	28 MAY 2015	2.4-19	21 MAR 2024	2.6-4	17 APR 2025
2.1-15	10 JUL 2025	2.4-21	21 MAR 2024	2.6-5	27 NOV 2025
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2.2-2	07 SEP 2023	2.4-25	21 MAR 2024	2.6-7	03 OCT 2024
2.2-3	27 NOV 2025	2.5-1	10 JUL 2025	2.6-8	05 OCT 2023
2.2-4	17 APR 2025	2.5-2	21 APR 2022	2.6-9	03 OCT 2024
2.2-5	27 NOV 2025	2.5-3	27 NOV 2025	2.6-10	03 OCT 2024
2.2-6	07 SEP 2023	2.5-4	21 APR 2022	2.6-11	19 FEB 2026
2.2-7	18 JUL 2019	2.5-5	17 APR 2025	2.6-12	03 OCT 2024
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2.2-11	07 SEP 2023	☛2.5-9	16 APR 2026	2.7-2	01 JUN 1997
2.2-12	19 FEB 2026	2.5-10	01 DEC 2022	2.7-3	01 JUN 1997
2.2-13	07 SEP 2023	2.5-11	05 SEP 2024	2.7-4	17 APR 2025
2.2-15	27 NOV 2025	2.5-12	30 NOV 2023	2.7-5	20 MAY 2021
2.2-17	10 JUL 2025	2.5-13	19 FEB 2026	2.7-6	01 DEC 2004
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2.3-5	30 OCT 2025	2.5-19	27 NOV 2025	2.8-1	10 JUL 2025
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2.3-9	23 MAY 2019	2.5-27	20 MAR 2025	2.8-5	30 OCT 2025
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2.4-2	20 FEB 2025	2.5-33	20 MAR 2025	2.8-11	22 JAN 2026

Page	Date	Page	Date	Page	Date
2.8-13	30 OCT 2025	2.9-44	06 OCT 2022	2.12-2	01 AUG 2009
2.8-15	30 OCT 2025	2.9-45	05 SEP 2024	2.12-3	01 AUG 2009
2.8-17	22 JAN 2026	2.9-46	23 MAR 2023	2.12-4	01 DEC 2002
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2.9-4	27 NOV 2025	2.9-53	05 OCT 2023	2.12-13	10 JUL 2025
2.9-5	27 NOV 2025	2.9-54	29 DEC 2022	2.13-1	27 NOV 2025
2.9-6	04 SEP 2025	2.9-55	05 OCT 2023	2.13-2	30 NOV 2023
2.9-7	27 NOV 2025	2.9-56	06 OCT 2022	2.13-3	27 NOV 2025
2.9-8	27 NOV 2025	2.9-57	05 OCT 2023	2.13-4	17 APR 2025
2.9-9	21 APR 2022	2.9-58	06 OCT 2022	2.13-5	27 NOV 2025
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2.9-18	06 OCT 2022	2.10-7	17 APR 2025	2.13-15	27 NOV 2025
2.9-19	06 OCT 2022	2.10-8	28 NOV 2024	2.13-17	27 NOV 2025
2.9-20	29 DEC 2022	2.10-9	20 MAR 2025	2.13-19	27 NOV 2025
2.9-21	05 SEP 2024	2.10-10	19 FEB 2026	2.13-20	27 NOV 2025
2.9-22	03 NOV 2022	2.10-11	19 FEB 2026	2.13-21	27 NOV 2025
2.9-23	28 JAN 2021	2.10-13	27 NOV 2025	2.13-22	27 NOV 2025
2.9-24	19 FEB 2026	2.10-15	10 JUL 2025	2.13-23	19 FEB 2026
2.9-25	19 FEB 2026	2.11-1	07 AUG 2025	2.14-1	10 JUL 2025
2.9-26	06 OCT 2022	2.11-2	28 MAY 2015	2.14-2	03 OCT 2024
2.9-27	04 SEP 2025	2.11-3	27 JAN 2022	2.14-3	27 NOV 2025
2.9-28	04 SEP 2025	2.11-4	17 APR 2025	2.14-4	17 APR 2025
2.9-29	04 SEP 2025	2.11-5	27 JAN 2022	2.14-5	27 NOV 2025
2.9-30	04 SEP 2025	2.11-6	27 JAN 2022	2.14-6	03 OCT 2024
2.9-31	10 JUL 2025	2.11-7	01 AUG 2010	2.14-7	17 APR 2025
2.9-33	10 JUL 2025	2.11-8	01 AUG 2001	2.14-8	05 OCT 2023
2.9-35	10 JUL 2025	2.11-9	07 AUG 2025	2.14-9	25 JAN 2024
2.9-37	10 JUL 2025	2.11-10	07 AUG 2025	2.14-10	25 JAN 2024
2.9-39	05 SEP 2024	2.11-11	07 AUG 2025	2.14-11	19 FEB 2026
2.9-40	06 OCT 2022	2.11-12	10 JUL 2025	2.14-12	19 FEB 2026
2.9-41	05 SEP 2024	2.11-13	10 JUL 2025	2.14-13	25 JAN 2024
2.9-42	06 OCT 2022	2.11-15	10 JUL 2025	2.14-15	27 NOV 2025
2.9-43	05 SEP 2024	2.12-1	10 JUL 2025	2.14-17	10 JUL 2025

Page	Date	Page	Date	Page	Date
2.14-19	25 JAN 2024				
2.15-1	10 JUL 2025				
2.15-2	26 MAR 2020				
2.15-3	05 NOV 1998				
2.15-4	17 APR 2025				
2.15-5	20 MAY 2021				
2.15-6	05 NOV 1998				
2.15-7	17 APR 2025				
2.15-8	05 OCT 2023				
2.15-9	05 OCT 2023				
2.15-10	05 OCT 2023				
2.15-11	10 JUL 2025				
2.16-1	10 JUL 2025				
2.16-2	01 AUG 2009				
2.16-3	01 AUG 2009				
2.16-4	17 APR 2025				
2.16-5	12 AUG 2021				
2.16-6	01 AUG 2007				
2.16-7	01 AUG 2007				
2.16-8	01 AUG 2007				
2.16-9	10 JUL 2025				
2.16-11	10 JUL 2025				
2.16-13	10 JUL 2025				
2.17-1	10 JUL 2025				
2.17-2	02 JAN 2017				
2.17-3	02 JAN 2017				
2.17-4	20 MAY 2021				
2.17-5	01 DEC 2017				
2.17-6	18 JUL 2019				
2.17-7	02 JAN 2017				
2.17-8	10 JUL 2025				
2.17-9	10 JUL 2025				
2.17-11	10 JUL 2025				
AD 3					
3.1-1	01 JUN 1997				

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

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: SUMUYMYX, SUZZMAMX
☛e-mail: aeronautica.direccion@inumet.gub.uy

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)

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)

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)

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

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

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**
☛Junta Investigadora de Accidentes e Incidentes de Aviación Civil (JIAIAC)
☛Gerardo Grasso 2593 (Ministerio de Defensa Nacional) 11600 Montevideo – 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: jiaiac@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

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.

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. ☛International nocturnal VFR flights shall not be authorized, except FPL Z with DEP AD outside Carrasco TMA and VFR limit within Montevideo FIR.

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.

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

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Chap. 4 Aerodrome Obstacle Chart - ICAO Type B
Currently these plans are not published but are under construction

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
☛Aeropuerto Intl de Carrasco "Gral. Cesáreo L. Berisso" 14000 Canelones - URUGUAY
Dirección de Circulación Aérea (ATSP)
☛Phone: (598) 2604 0408 extension 5102
☛e-mail: dca@dinacia.gub.uy
☛Dirección de Tránsito Aéreo
☛ Phone: (598) 2604 0408 extension 5105
☛e-mail: dta@dinacia.gub.uy
☛Departamento Operativo de Tránsito Aéreo
☛ Phone: (598) 2604 0408 extension 5111
☛e-mail: dota@dinacia.gub.uy
☛Departamento Técnico de Tránsito Aéreo
☛e-mail: dtta@dinacia.gub.uy
☛Oficina SMS
☛e-mail: smsats@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

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:

☛Junta Investigadora de Accidentes e Incidentes de Aviación Civil (JIAIAC)
☛Gerardo Grasso 2593 (Ministerio de Defensa Nacional) 11600 Montevideo – URUGUAY
☛
Tel.: (598) 2604 0408 extension: 5146 (MON - FRI 11:00 to 19:00 UTC)
☛JIAIAC 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: jiaiac@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 JIAIAC 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.

ENR 1.2 VISUAL FLIGHT RULES

VFR flights are conducted in a way that simultaneously and continuously the aircraft fly in poor visibility and distance from clouds equal to or exceeding those specified in the table below. VFR flights will operate from 30 MIN before sunrise until 30 MIN after sunset. Night VFR flights are authorized while they fulfil with LAR 91 and 135.

VFR flights shall not be made:

a) above FL 200
b) at transonic and supersonic speeds
c) on the sea more than 20 NM (37 km) of coastline, for over an hour
d) on clouds, fog and other weather formations when they obstruct more than 4 eighth of Earth's surface, seen from the aircraft in flight.

Special VFR flights shall not be authorized:

a) when the visibility is less than 1500 M and the cloud ceiling is less than 800 FT;
b) in the case of training and/or instruction flights;

Special VFR flights shall:

a) are not apply in “G” Airspace;
b) shall only be authorized during daylight hours.

☛International night VFR flights shall not be authorized, except FPL Z with DEP AD outside Carrasco TMA and VFR limit within Montevideo FIR.

Table of visibility and distance from clouds for VFR flights

Airspace class	C F	G
		At or below 900 M AMSL, or at 300 M above ground, whichever is greater.
Distance from cloud	1 500 M horizontally 300 M vertically	1 500 M horizontally Clear of cloud and in sight of the surface.
Flight visibility	8 KM to 3 050 M (FL 100) AMSL or above 5 KM below 3 050 M (FL 100) AMSL	5 KM
REMARKS: airspaces B, D and E not applicable.		

The helicopter flights assigned to fire fighting, health, search and rescue and natural catastrophes, due to their characteristics, may eventually separate partially or totally from the minimums of VFR flights. These operations must be conducted without hazard to persons and property on the surface, manoeuvring at a speed that gives adequate opportunity to observe the traffic or any obstacle, with enough time to avoid a collision.

Note: All aircraft below flight level FL 100, maintain airspeed less than 250 KT; unless otherwise authorized by ATC or DINACIA.

1. Coordination between air traffic control services and military flights

1.1 Military flight subject to standard
It is all flight of a military aircraft operating in accordance with current regulations of the Circulación Aérea Regulations.

1.2 Military Flight Operations (VMO)
It is all flight of a military aircraft, in accordance with an Operational Mission, that need to withdraw, in whole or in part from the current flight rules.
The Air Operations Centre (COA) is the agency responsible for determining which the VMO are. When military aircraft set aside from the current flight rules and instructions of the ATC, the COA and the pilot in command shall be solely responsible for the operation.
It can be controlled by the ATC or the COA, after coordination between the two centres.

2. Responsibility delimitations

2.1 ATC shall be responsible of:
Release portions of airspace to be used by flights in Military Flight Operations (VMO).

2.2 The FAU operator shall be responsible of:
Keep within the confines of assigned airspace.

3. Coordination between Air Traffic Control Services and police flights

3.1 Administrative police flight missions
It is every flight performed by a public aircraft of the National Police which by its characteristics does not require any special separation from the general rules applicable in aeronautical matters.

3.2 Operational Police Flight Missions
It is every flight performed by a public aircraft of the National Police carrying out operational police functions, which by their characteristics must necessarily separate from the general rules applicable in aeronautical matters.

3.3 The flight plan must establish an express text indicating that it is an operational Police Flight. The coordinations shall be made through the Air Operations Centre of the Uruguayan Air Force (COA)

4. Delimitation of responsibilities

Responsibility for all facts and events of any nature that occur during the performance of Operational Police Flights including those affecting the aircraft used, their crew and surface personnel, shall be the sole responsibility of the Ministry of Interior, who shall appreciate the need and scope of public action.

3.1.2 The permanent cancellations will be reported as described in paragraph 3.1.1 but with a minimum of SEVEN (7) days.

3.1.3 The Lists of Repetitive Flight Plan must be submitted in the manner prescribed by ICAO in Doc 4444 ATM/501, Appendix 2 Paragraph 6.7 and 8. Dates should be indicated in terms of days, month and year (dd, mm, yy).

3.1.4 RPL lists must have the full name, address and telephone number of responsible.

3.1.5 RPL lists must be numbered consecutively.

4 Acceptance Control

4.1 The agencies designated to receive RPL lists, shall inform the operator by the most appropriate media, the receipt and acceptance of their RPL lists or modifications thereof.

4.2 The operator shall ensure the acceptance of his RPL list, by all involved agencies, designated by the State before the effective date of the RPL of the list.

4.3 The operator normally continues to submit the Flight Plans (FPL) still fulfilled the proposed effective date to receive confirmation of acceptance from its list of RPL by the agencies appointed by the State.

4.4 The RPL centres or agencies designated for receipt of the lists shall inform each other, via AFTN or fax or email of acceptance from the RPL list and its amendments.

4.5 In order to complement paragraphs 3 and 4 the States shall present indicative of the recipients of messages.

FOR URUGUAY
AFTN: SUMUZBZX ACC MVD and or SUMUZRZX for RPL Centre.
☛
Telephone (00598) 2604 0251 extension 5111
☛E-mail dtta@dinacia.gub.uy

FOR ARGENTINA (ACCORDING TO THE FIR)
AFTN:

SAEZZRZX (Ezeiza ACC)	Informative: SABAYRYX
SAMEZRZX (Mendoza ACC)	Informative: SABAYRYX
SACOZRZX (Còrdoba ACC)	Informative: SABAYRYX
SAREZRZX (Resistencia ACC)	Informative: SABAYRYX
SAVCZRZX (Com. Rivadavia ACC)	Informative: SABAYRYX

Telefax:
Ezeiza ACC (5411) 4480 2203-2265
Mendoza ACC (54261) 4487486-4410900/0910 extension 24337
Córdoba ACC (54351) 4335350/ 4756450
Resistencia ACC (543722) 440939 or 436291/92/93
Com. Rivadavia ACC (54297) 4548375

FOR BRAZIL
Telephone 55-212101-6409 55-212101-6449
E-mail cpvr@cgna.gov.br

FOR PARAGUAY
Telefax GNNA 595-21-205365
E- mail rplparaguay@dinac.gov.py atm_gna@dinac.gov.py

4.6 The RPL Centres or ATS units so designated by the signatory countries of this Agreement shall inform operators with the ACCEPTANCE or NOT ACCEPTANCE of RPL submitted.

4.7 The RPL lists approved by the States shall be sent to other States for approval at intervals of 4 months a year. And the changes (up to 20% of total) will be made according to AIRAC calendar.

4.8 In the lists NOT use the term UFN, it being necessary to place final date of validity.

5 Messages for Air Traffic Services

5.1 The exchange of ATS messages related to the development of each flight covered by this Agreement and the application of additional procedures to those set forth shall be made in accordance with the principles contained in DOC 4444 ICAO ATM/501.

5.2 Also taken into account:

5.2.1 Delay messages (DLA) will be transmitted when the delay in the scheduled time of departure exceed thirty (30) minutes.

5.2.2 Message of Flight Plan Cancellation (CNL) will be transmitted when cancelling a flight on a given day. This message shall be sent the day of the flight cancellation.

5.2.3 Change Message (CHG) shall be transmitted when there are changes of a temporary nature, on any given day in a RPL.

NOTE: For the messages mentioned above it shall use as the primary coordination channel the AFTN network and as secondary the ATS oral Circuit.

ENR 1.14 AIR TRAFFIC INCIDENTS

1. Definitions of air traffic incidents

1.1 "Air traffic incident" is used to mean a serious occurrence related to the provision of Air Traffic Services, such as:

a) aircraft proximity (AIRPROX);
b) serious difficulties resulting in a hazard to aircraft caused, for example, by:

1) procedure failures;
2) non-compliance with prescribed procedures; or
3) failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX

Aircraft proximity: A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

- *Risk of collision*. The risk classification of aircraft proximity in which serious risk of collision has existed.

- *Safety not assured*. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

- *No risk of collision*. The risk classification of aircraft proximity in which no risk of collision has existed.

- *Risk not determined*. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

Type	*Designation*
Air traffic incident	Incident
As a) above	AIRPROX (aircraft proximity)
As b) 1) and 2) above	Procedure
As b) 3) above	Facility

2. Using the Air Traffic Incident Report Form (See model on pages ENR 1.14-3 to 1.14-7)

The Air Traffic Incident Report Form is intended for use:

a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note 1.- The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

Note 2.- The Air Traffic Incident Report Form will be required and delivered in Operations and/or Aerodrome Air Traffic Services offices where the first landing occurs or, at any ATS unit (including in-flight procedures).

Note 3.- All forms must be sent to:

1.- Dirección General de Aviación Civil e Infraestructura Aeronáutica
Av. de las Industrias Wilson Ferreira Aldunate (ex Camino Carrasco) 5519
14002 Canelones – URUGUAY
☛Phone.: (598) 2604 0408 interno 5102 y 5111
☛
☛e-mail: smsats@dinacia.gub.uy, dca@dinacia.gub.uy, dota@dinacia.gub.uy, or

2 .- Inspectores de Dirección General de Aviación Civil
Aeropuerto Internacional de Carrasco
Phone 2604 0329 ext. 1364

3. Reporting procedures (including in-flight procedures)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the fact to be ascertained immediately;

b) as promptly as possible after landing, submit a completed Air Traffic Incident Report Form

1) for confirming a report of an incident made initially as in a) to made if it had not been possible, to report it by radio;

2) to report an incident that does not require an immediate report exactly when occurs.

3.2 An initial report made by radio should contain the following information:

a) aircraft identification;

b) type of incident for example aircraft proximity;

c) the incident; 1. a) and b); 2. a), b), c), d), u); 3. a), b), c), i); 4. a), b);

d) miscellaneous: 1. e),

3.3 The confirmation of a major incident report made by radio or the initial report of any other incident must be provided to the Operations and/or Aerodrome Air Traffic Services offices where the incident occurs.

4. Purpose of reporting and handling of he form

4.1 The aim of notification is to promote the safety of the aircraft and the improvement of the services involved and affected services.

ENR 4. RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS -EN-ROUTE

Name of Station (VOR/VAR)	*ID*	*FREQ (CH)*	*Hours of Operation*	*Coordinates*	*ELEV DME antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME CARRASCO ☛(12ºW)	CRR	116.9 MHZ (CH 116X)	H24	344957.8S 0560130.5W	30 M	Coverage 100 NM
VOR/DME DURAZNO ☛(12ºW)	DUR	117.5 MHZ (CH 122X)	H24	332122.5S 0562945.8W	90 M	Coverage 100 NM
VOR/DME CURBELO ☛(12ºW)	LDS	117.6 MHZ (CH 123X)	H24	345129.9S 0550530.2W	30 M	Coverage 100 NM

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SUDU AD 2.4-7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	Nil

SUDU AD 2.4-8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strength*	Surface: asphalt concrete - concrete Strength: 21/F/B/W/U Commercial Apron: Surface: asphalt concrete Strength: 12/F/B/Y/U
2	*Taxiway width, surface and strength*	Width: Taxiways “A”, “B”, “C” and “D” 23 M; “E” 10.5 M Surface: asphalt concrete Strength: Taxiways “A”, “B” and “C” limited to 20 tons; “E” 12/F/B/Y/U
3	*Altimeter checkpoint location and elevation*	Superior apron (332129S/0563030W) 82 M
4	*VOR checkpoints*	Nil
5	*INS checkpoints*	Nil
6	*Remarks*	Nil

SUDU AD 2.4-9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands*	Commercial Apron: aircraft stands identification signs. TWY "E": centre line signs. Visual docking guidance system: Nil
2	*RWY and TWY markings and LGT*	RWY: Markings: designation, centre line, THR and runway side stripe marking, 10/28 holding position (65 M of 03/21 centre line) TWY: Markings: designation of centre line ☛ LGT: TWY edge lights in TWY A, B, C, D and E.
3	*Stop bars*	Nil
4	*Remarks*	Nil

SUDU AD 2.4-10 AERODROME OBSTACLES

In approach/TKOF areas			*In circling area and at AD*		*Remarks*
1			2		3
RWY/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Obstacle type Elevation Markings/LGT*	*Coordinates*	Nil
a	b	c	a	b	
21/APCH	Trees 30 M	No data AVBL	Trees 20 M	No data AVBL	

SUDU AD 2.4-11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	☛SUDU
2	*Hours of service* *MET Office outside hours*	☛H24 ☛O/R
3	*Office responsible for TAF preparation* *Periods of validity*	☛OMA SUMU ☛O/R
4	*Trend forecast* *Interval of issuance*	☛Nil
5	*Briefing/consultation provided*	☛O/R
6	*Flight documentation* *Language(s) used*	☛O/R
7	*Charts and other information available for briefing or consultation*	☛O/R
8	*Supplementary equipment available for providing information*	☛Nil
9	*ATS units provided with information*	DURAZNO TWR, OPS
10	*Additional information (limitation of service, etc.)*	☛OMA SUMU

SUDU AD 2.4-15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: Nil / IBN: Nil
2	*LDI location and LGT* *Anemometer location and LGT*	WDI: 294 M SE THR 10 lighted Anemometer: 400 M of THR RWY 21
3	*TWY edge and centre line lighting*	Edge: all the TWY Centre: Nil
4	*Secondary power supply/switch-over time*	Secondary power supply: 200 KW generator. Switch-over time: 10 SEC
5	*Remarks*	Nil

SUDU AD 2.4-16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO*	Nil
2	*TLOF and/or FATO elevation M/FT*	Nil
3	*TLOF and FATO area dimensions, surface, strength, marking*	Nil
4	*True and MAG BRG FATO*	Nil
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	Nil

SUDU AD 2.4-17 ATS AIRSPACE

1	*Designation and lateral limits*	DURAZNO TMA Circle, radius 30 NM centred at 332122.5S 0562945.8W DURAZNO CTR Arc, radius 5 NM centred at 332122.5S 0562945.8W (ARP)
2	*Vertical limits*	TMA: GND up to FL 195 CTR: GND up to 900 M
3	*Airspace classification*	☛From MON to FRI from 10:00 to 22:00 UTC: “C”; others: “G”.
4	*ATS unit call sign* *Language(s)*	Durazno Tower Spanish, English (O/R)
5	*Transition altitude*	900 M
6	*Remarks*	MIL AD and INTL ALTN

SUDU AD 2.4-18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
APP		120.4 MHZ	H24	Nil
TWR	Durazno Tower	120.4 MHZ 126.2 MHZ	H24	Nil

SUDU AD 2.4-19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME ☛(12ºW/2025)	DUR CH 122 X	117.5 MHZ	H24	332122.5S 0562945.8W	90 M/295 FT	Nil
LLZ RWY 21 ILS CAT I	IDUR	109.9 MHZ	H24	332218.6S 0563021.1W	Nil	Nil
GS 21			H24	332113.3S 0562942.5W	Nil	Nil
DME 21			H24	332113.4S 0562942.2W	Nil	Nil

SULS AD 2.5-17 ATS AIRSPACE

1	*Designation and lateral limits*	C. CURBELO CTR CTR arc, radius 10 NM centred at 345129.9S 0550530.2W C. CURBELO ATZ Circle, radius 10 NM centred at 345129.9S 0550530.2W
2	*Vertical limits*	CTR: SFC up to FL 035 ATZ: SFC up to 750 M
3	*Airspace classification*	C
4	*ATS unit call sign* *Language(s)*	Capitán Curbelo Tower Spanish, english
5	*Transition altitude*	900 M
6	*Remarks*	DF on FREQ 118.3, 122.1, 121.5

SULS AD 2.5-18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Cap. Curbelo Tower	118.3 MHZ 122.1 MHZ	H24	Nil
CLRD	Curbelo clearance	122.1 MHZ 118.3 MHZ	H24	Nil
ATIS	Curbelo ATIS	132.1 MHZ	H24	English only
G/A/G		122.1 MHZ	H24	Nil

SULS AD 2.5-19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME ☛(12ºW/2025)	LDS CH 123 X	117.6 MHZ	H24	345129.9S 0550530.2W	030 M/098 FT	Nil

SULS AD 2.5-20 LOCAL TRAFFIC REGULATIONS

☛1. Procedures for the operations of B787 aircraft

☛1.1 Limitations
Limited operation to MTOM 169400 KG.
Runway Specifications 08/26: 46/F/B/X/T.
Operation without passengers/cargo.

Landing and Takeoff by RWY 08 or 26
180° turn at the ends head turn area
Exit and entry by TWY D following the instructions of the Platform Management Service

Parking in aircraft stands 2, 3, and extended overnight aircraft stand (W from Commercial platform to E)

Remarks:

- aircraft stand 2 overrides the use of aircraft stands 1,3, 5W and 5E.
- aircraft stand 3 overrides the use of aircraft stands 2,4, 5W and 5E
- special spend-the-night aircraft stand overrides the use of aircraft stand 1.5W and 5E.

SULS AD 2.5-21 NOISE ABATEMENT PROCEDURES

All day and night takeoffs, shall apply the noise abatement procedures, specific to each aircraft.

In the takeoff runway 08, the right turns can not be made before reaching 1500 FT (450 M) of altitude.

SUMU AD 2.9-19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME ☛(12ºW/2025)	CRR CH 116 X	116.9 MHZ	H24	344957.8S 0560130.5W	30 M/98 FT	Nil
ILS/LLZ Cat I	ICAR	109.9 MHZ	H24	345043.29S 0560232.12W	Nil	Nil
ILS GS			H24	344943.98S 0560102.83W	Nil	Touch point glide path (GP) located 394 m after the threshold of runway 25
DME 25			H24	345043.29S 0560232.12W	Nil	Nil
ILS/LLZ Cat I	IMVD	111.1 MHZ	H24	345041.64S 0560150.52W	Nil	Nil
ILS GS			H24	344928.49S 0560155.02W	Nil	Nil
DME 19			H24	345041.64S 0560150.52W	20 M/66 FT	Nil

SUMU AD 2.9-20 LOCAL TRAFFIC REGULATIONS

1. Delimitation and Jurisdiction Areas of "General Cesáreo L. Berisso" Carrasco Intl Airport

For the purposes of applying the rules governing the movement of people and vehicles in the "Cesáreo L. Berisso" Carrasco International Airport, it is divided into three areas:

a) A **public area** comprised by those parts of the airport open to the public and where only in exceptional cases, the Aeronautic Authority may partly or fully limit the use of it.
b) A **restricted area** comprised by the rest of the civil airport under the jurisdiction of the Aeronautic Authority.
c) A **military area** comprised by those parts of the airport occupied by Brigada Aérea I and Brigada de Mantenimiento y Abastecimiento and facilities that is under military jurisdiction.

2. Movement of people and vehicles

2.1 We fully implemented AD 1.1-1. The entry and stay of individuals and vehicles in the restricted area is the responsibility of the Policía Aérea Nacional.

a) **Public Area**
People and vehicles access the Public Area of Carrasco International Airport, except when the Aeronautic Authority determines otherwise.
In any Public Area will comply with existing vehicular traffic rules, posted speed limits and parking will be made in specific areas for this purposes.

b) **Restricted Area**

I) In all cases and without exception the aircraft take precedence over people and land vehicles.
II) Where necessary the transit of persons in the Restricted Area, these have priority over the terrestrial vehicles.
III) The maximum speed is 25 KM. per hour except in emergency cases affected with it.
IV) Drivers of vehicles moving in any Restricted Area Carrasco International Airport must hold suitable driver license for the vehicle they drive and the Entry Permission issued by the competent Aviation Authority.
V) Drivers must comply with the signalling within the restricted area and are subject at all times comply with the requirements of the Aviation Authority and airport operators.
VI) Accidents within the Restricted Area must be brought to the attention of the Departamento de Operaciones of Carrasco International Airport immediately after the fact.
VII) No trains with more than 5 luggage cars or 6 container cars can be towed.
VIII) The loading and unloading of passengers carried by bus and by the use of fingers. In all cases disembarking take precedence over the boarding.
IX) Vehicles circulating within the restricted area must have reglamentary lights and headlights right rotary during the 24 hours.