



Agenda Item 5: Operational implementation of new ATM automated systems and integration of the existing systems

**FOLLOW-UP OF ACTIONS TO MITIGATE ERRORS
AND THE DUPLICITY /MULTIPLICITY OF FLIGHT PLANS IN THE SAM REGION**

(Prepared by Uruguay)

SUMMARY

This working paper presents actions taken by the State of Uruguay to mitigate errors/multiplicity in flight plans.

References:

- Report of SAM/IG/19 - Lima, Peru, 22 – 26 may 2017
- AIP Uruguay AMDT 04 15 August 2019

1 Background

1.1 In consideration of CONCLUSION 19/02 of SAM/IG/19, which specifies the need for error reduction/duplication in FPLs, Uruguay took action in this regard.

1.2 Firstly, the AMHS system was checked, in order to verify that it works within specifications, discarding it as the source of both errors and duplication.

2 Advances

2.1 Uruguay has taken a number of steps to mitigate the errors/duplication of the flight plans detailed below.

2.2 Last August, the Uruguayan AIP was amended to report on the "Procedures for the Filing of an FPL", in order to avoid duplication. Both ARO Offices and the Aeronautical Telecommunications Station (CXK) are the only ones enabled to receive Flight Plans as specified by AIP URUGUAY ENR 1.10-1.

2.3 AAC developed an Advisory Circular (CA) in order to help ensure the flow of air traffic in an effective and homogeneous way across the limits of FIRs, seeking to ensure the correct transmission of flight plans and associated messages in a harmonized, efficient and consistent manner.

2.4 The ANSP, together with the CAA, tracked FPLs, finding some duplicate messages, mainly those of TAM, AAL, COPA and TACA among others, although companies meet the requirement to file the FPLs at ARO offices, they simultaneously present other FPLs directly to the ACC/TWR from a remote address.

2.5 Although the ARO office contacted representatives of those companies, in order to reduce the number of errors/duplicity, unfortunately this action did not have the expected results.

2.6 This procedure of unifying the routing of FPLs from large dispatch centres is the trend worldwide, as an example we found on the web, the company EuroFPL that offers the planning, filing and management of FPLs among other services.

3. Conclusion

3.1 After working on finding duplicities solutions, as most of the errors have been solved, we discussed the possibility of blocking in ACC's and TWR's AIRCOM 2100 addresses at DEPs of the main airfields in the country, in order to eliminate duplication of FPLs, since despite contact with airlines sending duplicate FPLs, no collaboration has been achieved.

4 Suggested actions

4.1 We request IATA to collaborate, inviting its partners to use the addresses reported in the Uruguayan AIP, in order to avoid the multiplicity of FPLs.

4.2 The meeting is invited to analyze the information provided in this Working Paper.
