



Agenda Item 3: Report of activities and deliverables of the Interop TF and Subgroups

**CHILEAN STATE ACTIVITIES FOR THE MITIGATION OF FLIGHT PLAN ERRORS
AND ASSOCIATED MESSAGES**

(Presented by Chile)

SUMMARY

This information paper presents a progress report on the implementation of methodologies for quantifying errors in flight plan messages at DGAC Chile.

References:

- Final Report SAM/IG/27 Meeting (virtual, May 31 to June 3, 2022).
- WG INTEROP/3 Meeting (Virtual, March 14 to 17, 2022).
- Meeting of the Ad-hoc group of the ATM/FPL subgroup (virtual, August 25, 2022).
- ATM/FPL Roadmap version 2.2.

1. Introduction

1.1 The State of Chile has implemented an AMHS system with CADAS-ATS aeronautical communications terminals installed in the premises of the Air Traffic Services of the country, and AMHS system in the international circuits Santiago - Buenos Aires and Santiago - Lima.

1.2 CADAS-ATS terminals (Frequentis company) have implemented semantic and syntactic analysis of messaging, color-coding messages with errors and error description. They also mark duplicate messages.

1.3 This information paper describes, on behalf of the State of Chile, the progress and status of the monitoring of FPL messages with errors and duplicates.

2. Methodology

2.1 A dedicated CADAS-ATS terminal was installed to receive all ATS messaging issued by the country's Air Traffic Services units, allowing real-time monitoring and quality control, detecting errors and their originators.

2.2 When an error is detected, the message is analyzed and a report is sent to the sender using the "case analysis" methodology. In this notification, the sender is requested to cancel the flight plan with errors and issue it correctly, which is also verified.

2.3 These "case analysis" have been sent to both the ARO Offices and the user companies of our network. These cases are analyzed on a weekly or monthly basis, the errors are detected and quantified, and an informative bulletin is sent to them with the respective suggestions for eliminating the errors.

2.4 Cases of misdirected messages have also been detected, causing multiplicity or lack of flight plans in ATS units. For these cases, the switching of the received messages is investigated, the sender and the routing are analyzed. The detected errors are communicated to the IATA focal points informed by the ICAO Regional Office; these focal points deal with the situation with the companies on a case-by-case basis.

3. Results

3.1 As regards domestic flights treated in the first stage, errors originating in the ARO Offices and user companies have been minimized, with good results.

3.2 Message routing errors have also been overcome thanks to the important support of the IATA focal points.