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URUGUAY

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

A
AIC
NR 01
19 OCT 2017

CHANGE OF THREE LETTERS DESIGNATOR AND TELEPHONY CALLSIGN OF THE AIRLINE AMASZONAS URUGUAY

According to the request of the airline Amaszonas Uruguay to the International Civil Aviation Organization (I.C.A.O.), in order to change the three letters code and telephony designator (Callsign), these will be now as follows:

Operator: **AMASZONAS URUGUAY**
Three-letter designator: **AUZ**
Telephony designator: **URUGUAYO**

This change will be reflected in the next edition of Document 8585 "Designators of Aircraft Operating Companies" of the International Civil Aviation Organization (I.C.A.O.) .-

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05 DEC 2019

CHECK LIST OF PUBLICATIONS

Below is a list of in force publications at 05 DEC 2019:

Circulars Series "A"

<i>NR</i>	<i>Date</i>	<i>Subject</i>
15/16	02 DEC 2016	Implementation of the Flow Management Unit (FMU)
01/17	01 OCT 2017	Three Letters Designator and Telephony Callsign of the Airline Amazonas Uruguay
01/19	05 DEC 2019	Check list of Publications

AIRAC AIP/SUP

<i>NR</i>	<i>Date</i>	<i>Subject</i>
		Nil

AIRAC AIP/AMDT

<i>NR</i>	<i>Effective date</i>	<i>Subject</i>
06	05 DEC 2019	AIRAC Amendment

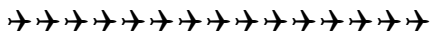
AIP SUPPLEMENTS

<i>NR</i>	<i>Effective date</i>	<i>Subject</i>
		Nil

AIP AMDT

<i>NR</i>	<i>Date</i>	<i>Subject</i>
56	01 DEC 2018	Amendment

Replace AIC A01 of 01 DEC 2018



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AIC
Circular NR 01
13 NOV 2020

IMPLEMENTATION OF THE FLOW MANAGEMENT UNIT (FMU)

1. PURPOSE

This Aeronautical Information Circular (AIC) aims to report progress in the organization of the Flow Management Unit Service of Air Traffic for SUEO FIR, having determined the implementation of the Flow Management Unit (FMU) in charge of Air Traffic Division under the Directorate of the Circulación Aérea Office.

This Circular does not harm the performance of other dissemination and planning activities such as the preparation of Supplements or Amendments to the AIP or the issuance of specific regulations related to the implementation of the Air Traffic Service Control Flow.

2. BACKGROUND

In the RAAC / 13 (Colombia, December 2013) meeting, the Civil Aviation Authorities of the South American Region (SAM) was agreed by the Bogota Declaration to achieve the goal of having at least one FMU or FMP in the ACC for 2016, on the other hand the thirteenth meeting of the SAM implementation Group Regional Project RLA/06/901 (SAM/IG/13) held in Lima, Peru in April 2014, refers to the implementation of Air Traffic Flow Management and collaborative decision making.

In the SAM Region a growth of flow of air operations between 6 and 8% annually is estimated and considered that demand increasing affects States with consequences such as flight delays, loss of users, air traffic control units overloads, among others, so you should implement management units needed to mitigate the imbalance between demand and capacity.

3. GENERAL

The main objectives of ATFM are to increase the operational safety of ATM system ensuring the delivery of safe traffic densities and minimizing the increases in traffic and ensure safe flows, orderly and expeditious of the flights in all phases of the operation.

It is based on the principles of optimization of available capacity, maximize operational benefits, fostering collaboration recognizing that airspace and its use is a common resource for all users taking into account the needs of aviation and defense, among others.

Operational and implementation of Uruguay ATFM concept is based on a simple service set to their environment and requirements where an early implementation of ATFM ensure an optimum air traffic flow towards some areas or through them during periods when demand exceeds or it is expected to exceed the available capacity of the ATC system.

4. AIM AND FUNCTIONS OF THE FMU

The aim of the management is primarily:

- Control, balance and maintain flow traffic within the areas of responsibility;
- Implementation of measures of air traffic management when demand exceeds or is expected to exceed capacity, as appropriate implementation, strategic, pre-tactical or tactical;
- Creation and dissemination of ADP (Uruguay, adjusting to the needs of service will send the ATFM plan by regional teleconference once a week on Mondays, or in case of occurrence of a particular situation as soon as possible);
- Gather information for both analysis and for dissemination as appropriate, as well as the complete documentation of all ATFM measures implemented if necessary;
- Check the ATM system continually making adjustments when necessary;
- Collaborate and encourage the application of a transparent CDM process which ensures the interaction between different participants to achieve multilateral decision-making with a common goal.

5. FMU INFORMATION

The area of responsibility of the FMU Uruguay includes the airspace defined by the limits of the SUEO FIR as are defined in AIP Uruguay ENR 2.1-1.

The operating room of the FMU Uruguay will be in the Montevideo Control Centre and will be operational 24 hours.

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