*International Civil Aviation Organization*

**Communication Navigation and Surveillance Sub-Group (CNS SG)**

**Sixth Meeting**
***(Tehran, Iran, 09 - 11September 2014)***

**Agenda Item 5: Performance Framework for CNS Implementation in the MID Region**

# UAE ACC CALLSIGN CONFUSION TOOL

*(Presented by United Arab Emirates)*

**SUMMARY**

The purpose of this working paper is to present the technical solution that will be implemented by UAE to reduce the safety risks associated with Callsign Confusion without causing any impact on FPL and/or billing information.

Action by the meeting is at paragraph 3.

## 1. INTRODUCTION

1.1 The use of similar Callsigns by aircraft operating in the same area and especially on the same RTF frequency often gives rise to potential and actual flight safety incidents. The most common effects caused by Callsign Confusion are Loss of separation, level bust, AIRPROX and even mid-air collisions.

1.2 Callsign Confusion as a safety risk was identified and addressed under RASG and should remain as an outstanding issue until Member States, ICAO and IATA come up with an ultimate solution to resolve the risks associated with it.

1.3 The risk of an aircraft receiving and acting on a clearance or instruction intended for another aircraft due to Callsign Confusion is on the rise. This issue is severe where there are hub operations of more than one carrier.

1.4 As traffic levels increase and route preferences also increase, airlines and ATS providers need to work collaboratively to ensure that safety significant events associated to Callsign Confusion are minimized.

## 2. DISCUSSION

2.1 The role of minimizing safety implications related to Callsign Confusion does not rest solely with one ANSP or with one airline. System wide collaboration is required from all stakeholders to firstly understand the issues and then work in harmony to formulate the agreed solutions.

2.2 Work has already taken place over the years by various nations creating solutions such as Eurocontrol's Callsign Similarity Tool and the implementation of Alpha Numeric Callsigns.

2.3 The UAE recognizes the safety implications associated with Callsign Confusion and has worked on various activities to address some of these issues. These activities will focus on current traffic levels whilst also future proofing solutions to cater for the predicted growth within its airspace.

i. **PRISMA 13 RTCS** – RTCS is a new field introduced in the PRISMA system, next to the Callsign field, designed to assign alternative Callsigns to track label. This Callsign will then be communicated to the concerned aircraft as per standard ICAO phraseology according to DOC 4444. This will be implemented without affecting the billing data which is derived from the air traffic movement data.

ii. **Example**: UAE1 and UAE11 are on the same frequency. The Air Traffic Controller decided to change UAE1 Callsign to UAE1XY. To accomplish this, the Callsign UAE1XY will be entered into the RTCS field of UAE1 in PRISMA and the track label will be automatically changed to UAE1XY. This will then be communicated to the aircraft using standard ICAO phraseology in Doc 4444.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the technical solution that will be implemented by U.A.E;

b) consider Callsign Confusion as an area for development to reduce ATCO/Pilot errors which may be associated with that; and

c) consider the creation of a Regional Callsign Confusion Task Force established to create regional solutions to accommodate predicted future traffic demand and continue the work on this subject under RASG.

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