



*International Civil Aviation Organization*

**Middle East Air Navigation Planning and  
Implementation Regional Group**

**Fifteenth Meeting (MIDANPIRG/15)  
(Bahrain, 8 - 11 June 2015)**

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**Agenda Item 4.1: Update from and Coordination with the RASG-MID**

**CALL SIGN CONFUSION INITIATIVE**

*(Presented by MAEP Interim Project Management Office)*

**SUMMARY**

This paper presents a progress report on the MID Region ATM Enhancement Programme (MAEP) Initiative related to call sign confusion, presented by IATA on behalf of the MAEP Interim Project Management Office (MAEP IPMO).

Action by the meeting is at paragraph 3.

**REFERENCES**

- ICAO STATE LETTER Ref.: AN 6/34-14/332
- MAEP SC/1 REPORT
- MSG/4 Report
- RASG-MID/4 Report

**1. INTRODUCTION**

1.1 The use of similar call signs by aircraft operating in the same area and on the same radio frequency has potential to flight safety incidents, also known as “call-sign conflicts” or “call-sign confusion”. The danger of an aircraft taking and acting on a clearance intended for another aircraft due to call sign confusion is a common occurrence

1.2 During the CNS SG/6 meeting Tehran, Iran, 9 – 11 September 2014, it was highlighted that, in order to reduce the level of operational call sign confusion events, and therefore improve levels of safety, several Airline operators have changed their philosophy of only using a numeric (commercial) call-sign (e.g. UAE503) to that of applying an ‘alpha-numeric’ call sign(e.g. UAE59CG). This is now common practice in the European Region.

1.3 ICAO issued States’ survey AN 6/34-14/332 tasking States to provide information as it relates to acceptance of alpha numeric commercial flight identification numbers to include ATC systems and regulatory approvals.

1.4 The MAEP SC/1 meeting held Dubai, UAE, 20- 22 January 2015) Draft Decision 1/3 formed the IPMO until the formal establishment of the MAEP PMO:

- The Core Team composed of IATA, AACO, CANSO, ICAO, the MAEP Board Chairperson and MAEP SC Co-Chairpersons, and will act as an Interim PMO with IATA designated as the Team Leader of the Core Team.
- The IPMO identified call sign confusion would be a suitable project to present possible solutions for the region with the project manager reporting the PMO.

1.5 The RASG-MID/4 meeting held Jeddah, Saudi Arabia, 30 March - 1 April 2015, noted that call sign similarity refers to two (or more) aircraft operating in the same area, on the same frequency with similar Call Signs. Call sign similarity could lead to Call Sign Confusion, which might jeopardize safety. Many of the actions identified by the CSC WG/1 meeting have been completed or actioned by the MAEP IPMO with two (2) Draft DIPs addressing long-term actions. Accordingly, the meeting agreed that concerned stakeholders continue to work on the subject and a progress report should be presented to the MIDANPIRG/15 meeting and tasked the RSC to consider if it would be necessary to endorse DIP(s) addressing the remaining actions related to call sign confusion and similarity, including the mid and long term actions.

## 2. DISCUSSION

2.1 This paper would like to update the meeting on the progress of the project.

2.1.1 To address the call sign confusion initiative the MEAP IPMO will utilize a 2 phased project approach. The project manager during this project will be Etihad Airways with the support of IATA. This was also presented the RASG-MID/4 Jeddah, Saudi Arabia, 30 March - 1 April 2015

- Phase one of the project will address regional Air Traffic Management systems to include Air Traffic Control , State Overflight Approval and Aerodrome landing/departure permissions and there acceptance on the use of alpha-numeric within a commercial flight plan i.e.(UAE20AA) utilizing flight plan testing.
- Phase two of the project will run in parallel to phase one as to identify means and processes for identifying and de-conflicting current and future airline call signs within the region.

2.2 Project status:

PHASE-1 TESTING	ACTION	PHASE-2 DE-CONFLICTION	ACTION
Testing ATC System Capabilities	Completed 22 March, 2015		
Testing State Overflight Acceptance	Completed April 2015	Identify Current Technologies and processes utilized outside the mid region	Eurocontrol visit to receive demonstration on CSST tool, Completed April 2015
Testing Airport Landing / Departure Approvals	June (Intermediate Report July)		
Test Utilizing Regional Carriers bulk flight plan filing	July	Identify suitable technology and process	July (Intermediate Report)
Single Live Flight Test utilizing call sign with Alphanumeric	July-September (TBD) (Final Report)	Adapt/develop and recommend ID de-confliction process	September (Final Report)

PHASE-1 TESTING	ACTION	PHASE-2 DE-CONFLICTION	ACTION
		Develop regional guidelines for flight ID de-confliction	2016 (TBD)

## 2.3 Results to date

## TEST FLIGHT PLAN 2 WITH ALPHA NUMERIC CALL SIGN ROUTE MAP

**OOMM OEJD OYSC HHAA HSSS HECC OJAC OSTT OLBB ORBB OIIX OKAC OBBB  
OMAE**

(FPL-ETD42DW-IS

-B77L/H-SDE2E3FGHIJ5M1RWCY/SB1D1

-OMAA0800

-N0479F370 DCT MCT/N0482F380 DCT SYN DCT PSD/N0477F390 DCT

LUDAN/N0475F380 DCT KAD/N0456F360 DCT ORER/N0445F350 DCT OTHH DCT

-OMAA0826 OMAL

-PBN/A1B1D1L1O1S2T1 DOF/150316 REG/XXXXX EET/OOMM0010 OEJD0053

OOMM0123 OYSC0128 OEJD0245 HHAA0326 HSSS0334 HECC0403 OEJD0417

OJAC0504 OSTT0524 OLBB0533 OSTT0545 ORBB0614 OIIX0647 ORBB0656

OIIX0657 ORBB0700 OIIX0714 ORBB0716 OIIX0718 ORBB0722 OKAC0726

OB BB0736 OM AE0813 SEL/CJDQ OPR/ETD RMK/TCAS EQUIPPED DUMMY FLIGHT

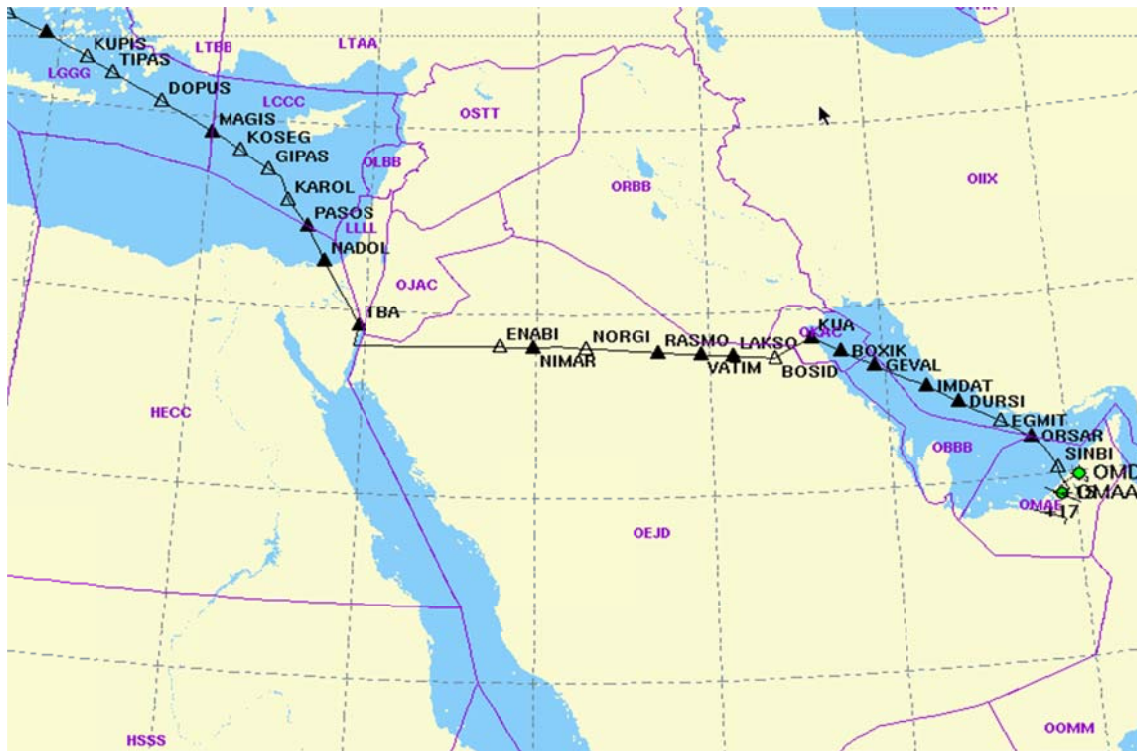
PLAN ONLY NO AIRCRAFT)



## TEST FLIGHT PLAN 2 WITH ALPHA NUMERIC CALL SIGN ROUTE MAP

**HECC/OEJN/OKAC/OBBK/OIIX/OOMM**

(FPL-ETD42DW-IS  
 -B77W/H-SDE2E3FGHIJ5M1RWXY/SB1D1  
 -EIDW0820  
 -N0482F350 PESIT5A PESIT DCT BAKUR UN546 STU UP2 NIGIT UL18 MID  
 UL612 RESMI UM728 KISTO UQ160 MEDAL UM729 PNZ UM603 SOR UM736 CRN  
 UM601 EKTOS/N0467F370 UM601 MIL UN134 ASPIS UG183 PASOS UL550  
 BOSID B417 KUA B416 AMBIK UB416 KUVER B416 IMDAT R784 ORSAR G666  
 TANGA  
 -OMAA0655 OMDW  
 -PBN/A1B1C1D1L1O1S2T1 DOF/150130 REG/A6ETA EET/EISN0010 EGTT0013  
 LFFF0043 LIRR0154 LIBB0232 LIRR0242 LGGG0250 LCCC0356 HECC0421  
 OEJD0449 OKAC0556 OBBB0608 OIIX0613 OMAE0639 SEL/GRLP OPR/ETD  
 RMK/TCAS EQUIPPED)



2.4 Next steps

2.4.1 Aerodrome acceptance testing will address challenges associated with the flights tactical ATC call sign vs the commercial flight number used to identify flights within the airport technical environment.

2.4.2 This testing phase could require the assistance of the state through formal notification to aerodromes that the testing will be conducted and require airports to work with the project manager to accomplish testing.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to urge States to:

- a) continue their support to the call sign confusion initiative; and
- b) take the necessary measure to ensure that their international aerodromes authorities actively participate in the next test.

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