



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

ALPHANUMERIC CALL-SIGN PROJECT UPDATE

(Presented by IATA)

SUMMARY

This paper provides a short update on progress and focuses on Airport readiness to support Alphanumeric Callsigns (ANCS), with suggestions for States to support airports for seamless ANCS implementation.

1. INTRODUCTION

1.1 The Asia Pacific Alpha Numeric Call-Sign (ANCS) project was agreed at ATMSG/4 and endorsed at APANPIRG 27 through conclusion 27/15. Phase 2 commencement (testing) was agreed at ATMSG5 –conclusions 5-5 and 5-6 refer

1.2 IATA and Lead airline (Emirates) have been working with various states in the region to ensure the ability to accept and process ANCS in accordance with PANS – ATM App A,

1.3 IATA would like to thank the States involved so far for their co-operation in implementing ANCS.

1.4 The main challenges identified in this process are:

- The ability of airport and ATC IT systems to ingest alpha numeric formats; and
- A split between ATC call sign and commercial flight number.

1.5 This paper provides some suggestions on how ANSPs can support airports to implement ANCS.

2. DISCUSSION

2.1 When it comes to airport systems, one size does not fit all. Looking at individual airports it becomes apparent that flight numbers are used in a plethora of interfaced systems beyond the obvious, such as the arrival and departure information boards and web sites. One example of a system that wasn't immediately obvious requiring adaptation was the parking stand guide in system at Dubai airport.

2.2 The suggested course of action is to target the interface point at which the airport systems ingest the flight information. At this interface a process is required that translates an ATC alpha numeric call sign into commercial flight numbers.

2.3 The interface process could be IT 'translator application' or simply a person with a spreadsheet manually translating (most commonly at seasonal schedule submission).

2.4 Once translated, all airport downstream systems will only deal with the commercial flight number. Hence no further adaptation is required.

2.5 This information is provided to assist ANSPs to support their airports in the introduction of ANCS and in progressing the Asia Pacific Project

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.

.....