International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fourth Meeting (RASG-MID/4)
(Jeddah, Saudi Arabia, 30 March - 1 April 2015)

Agenda Item 3:   **Regional Performance Framework for Safety**

UPDATE ON CALL SIGN CONFUSION INITITIVE
UNDER MEAP interim PMO

(Presented by IATA)

SUMMARY
This paper provides an update on implementation of the Call Sign Confusion initiative
Action by the meeting is at paragraph 3.

REFERENCES
- CSC WG/1 Report
- MAEP SC/1 Report

1. INTRODUCTION

1.1   The First meeting of the MID Region ATM Enhancement Programme Steering Committee (MAEP SC/1) was successfully held from 20 to 22 January 2015. The meeting noted with appreciation that AACO, CANSO and IATA are willing to support the Interim PMO. Accordingly, the meeting agreed to the Draft Decision 1/3:

DRAFT DECISION 1/3:   MAEP INTERIM PMO

That, until the formal establishment of the MAEP PMO:

a)   the MAEP Core Team composed of IATA, AACO, CANSO, ICAO, the MAEP Board Chairperson and MAEP SC Co-Chairpersons, act as an Interim PMO; and

b)   the MAEP Core Team composed of IATA, AACO, CANSO, ICAO, the MAEP Board Chairperson and MAEP SC Co-Chairpersons, act as an Interim PMO; and

c)   IATA is designated as the Team Leader of the MAEP Core Team.

1.2   In addition the meeting agreed on a set of initial task for the MAEP interim PMO (MIPMO), which includes mainly:

- development of an initial version of the MAEP Master Plan, for presentation to the DGCA-MID/3 meeting;

- identification of additional quick-wins initiatives;

- exploration of viable options for the funding of MAEP and its projects;

- support and monitor the implementation of the call sign initiative; and

- coordination with all concerned stakeholders to initiate Phase 1 of the ARNOP project.

2.   DISCUSSION

2.1   Based on industry suggestion during the MAEP SC/1 the first project under the MIPMO was decided to be:

- ATS systems acceptance of Commercial Airline Call Signs utilizing Alpha-Numeric within the flight ID per ICAO Annex10 and ICAO DOC 4444 Pans/ATM.

2.2   Etihad volunteered to manage the project supported by IATA. The project will address the Call Sign Confusion by applying a 2 Phased project approach:

1) 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.

2) Phase two of the project will run in parallel to phase one to identify means and processes for identifying and de-conflicting current and future airline call signs within the Region.

HIGH LEVEL PROJECT PLAN	
PHASE-1 TESTING	PHASE-2 DE-CONFLICTION
Testing ATC System Capabilities-Completed 22 March, 2015	
Testing State Overflight Acceptance	Identify Current Technologies and processes utilized outside the mid region
Testing Airport Landing / Departure Approvals	
Test Utilizing Regional Carriers bulk flight plan filing	Identify suitable technology and process
Single Live Flight Test utilizing call sign with Alphanumeric	Adapt/develop and recommend ID de-confliction process
	Develop regional guidelines for flight ID de-confliction

2.3   The CSC WG/1 held in Abu Dhabi, UAE, 16-18 February 2015, followed the decisions of the MAEP SC/1 in putting the addressing of the CSC under the MAEP/MIPMO.

2.4   The MIPMO will review the results of the SCM SCS and adapt the existing project plan as necessary.

2.5   The MIPMO suggests to adopt the ATS systems acceptance of Commercial Airline Call Signs utilizing *Alpha-Numeric within the flight ID per ICAO Annex10 and ICAO DOC 4444 Pans/ATM* as DIP with the MIPMO as champion.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) note the status of the MAEP project on ATS systems acceptance of Commercial Airline Call Signs utilizing Alpha-Numeric within the flight ID per ICAO Annex10 and ICAO DOC 4444 Pans/ATM outlined in this Working Paper; and

b) adopt the project as a DIP with the MIPMO as Champion

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