



Network Manager
nominated by
the European Commission



EUROCONTROL Call Sign Similarity Project

Call Sign Similarity Performance Monitoring

ICAO MID Region 1st Call Sign Confusion Ad-hoc Working Group

Abu Dhabi, United Arab Emirates

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Richard Lawrence

Call Sign Similarity Project Manager

NMD/NOM/SAF

Objectives



- Provide visibility of what measures are being adopted by each of the AOs.
- Monitor and verify the performance and efficiency of the CSS Tool.
- Assist with fine-tuning of the CSS Tool parameters.



Operational and Safety Performance Monitoring – Priorities



- Priorities based on 2 conditions:

Type of report:

- *Similarity* or
- **Confusion**

- Status of AOs reporting:

- CSS Participating or
- CSS Non-Participating

- Applied Principles:

Confusion priority over *Similarity*, and Participating over Non-Participating



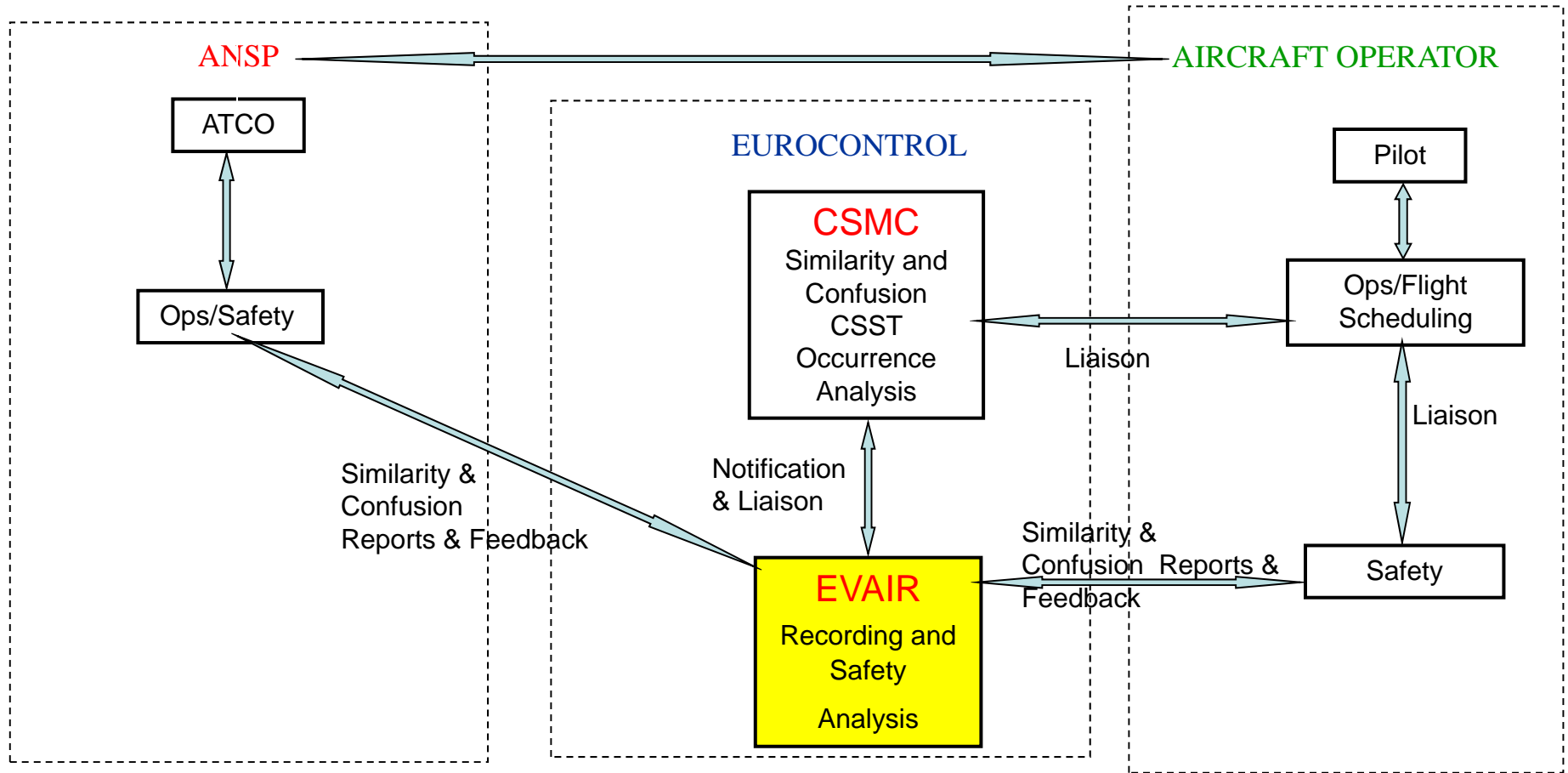
Operational and Safety Performance Monitoring Proposed Priorities



- **Priority 1:** Call sign **confusion** reports - **both** AOs participating
- **Priority 2:** Call sign **confusion** reports when one AO is participating and the other is not participating
- **Priority 3:** Call sign *similarity* reports when both AOs are participating/using the CSS Service/Tool
- **Priority 4:** Call sign *similarity* reports when one AO is participating and other is non-participating
- **Priority 5:** Call sign **confusion** reports when both AOs are non-participating (reports may be received via EVAIR).



CSS Tool - Performance Monitoring



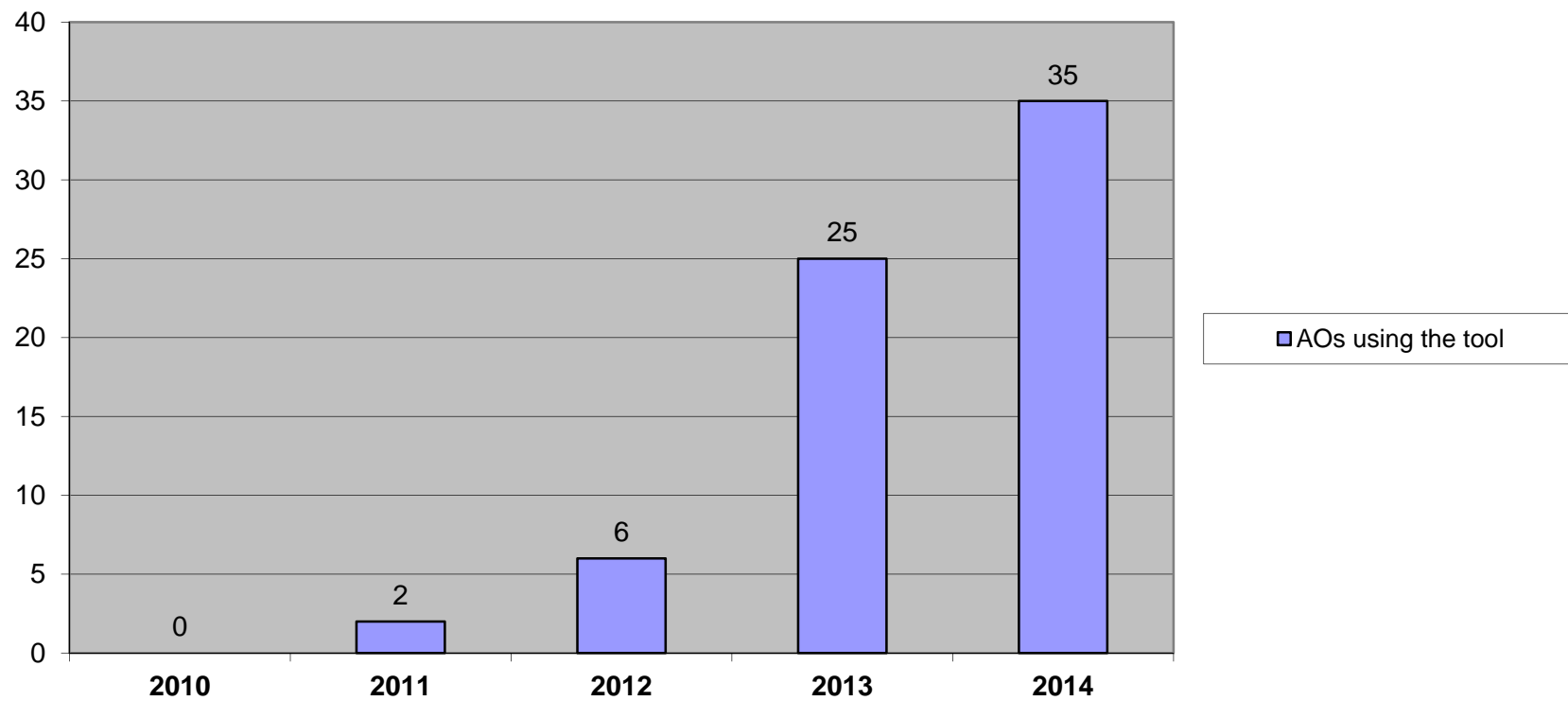
EVAIR – EUROCONTROL Voluntary ATM Incident Reporting



CSST Users



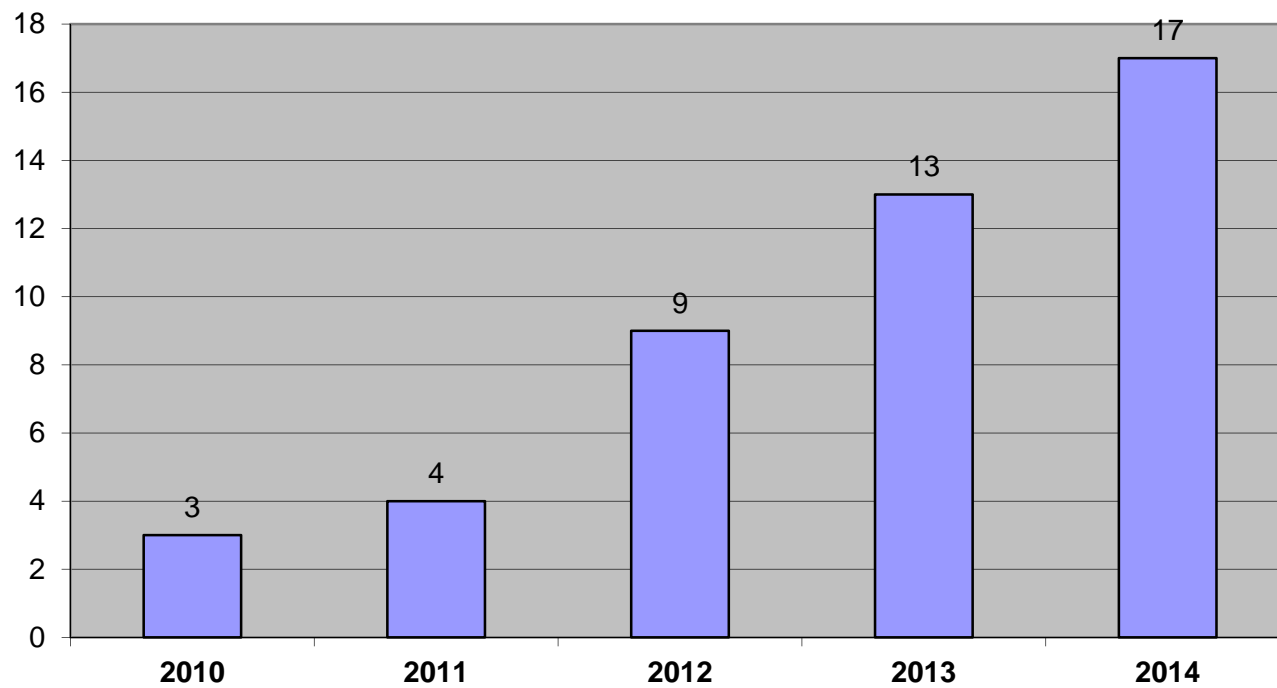
No of AOs using the CSST 2008-2014



ANSP Reporting



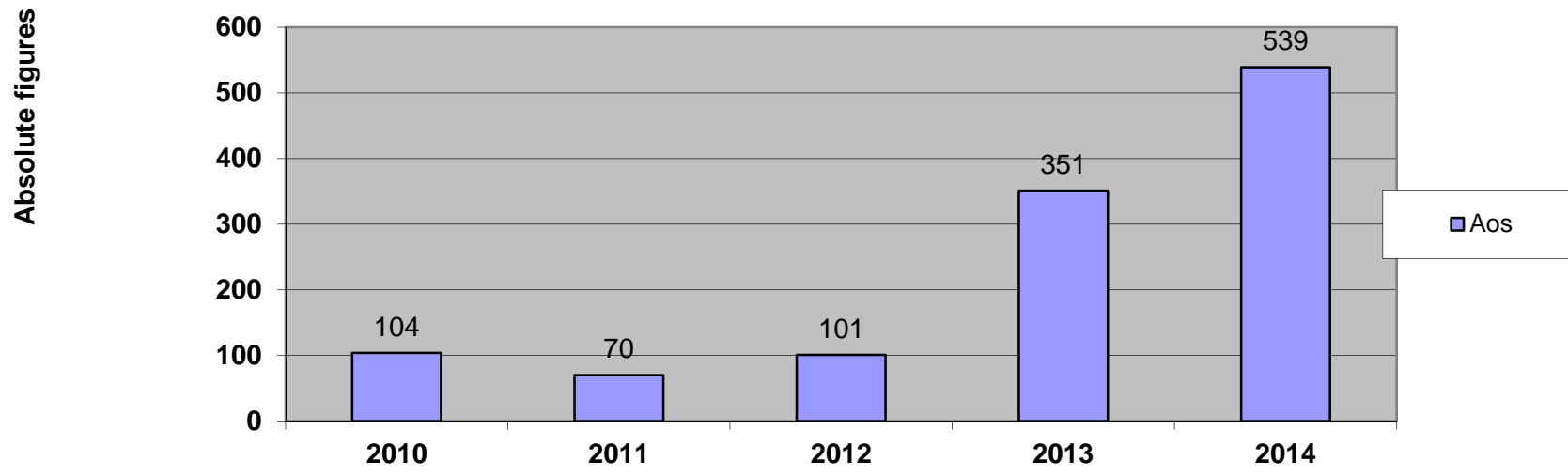
**No of ANSPs CSS/C data providers
2008-2014**



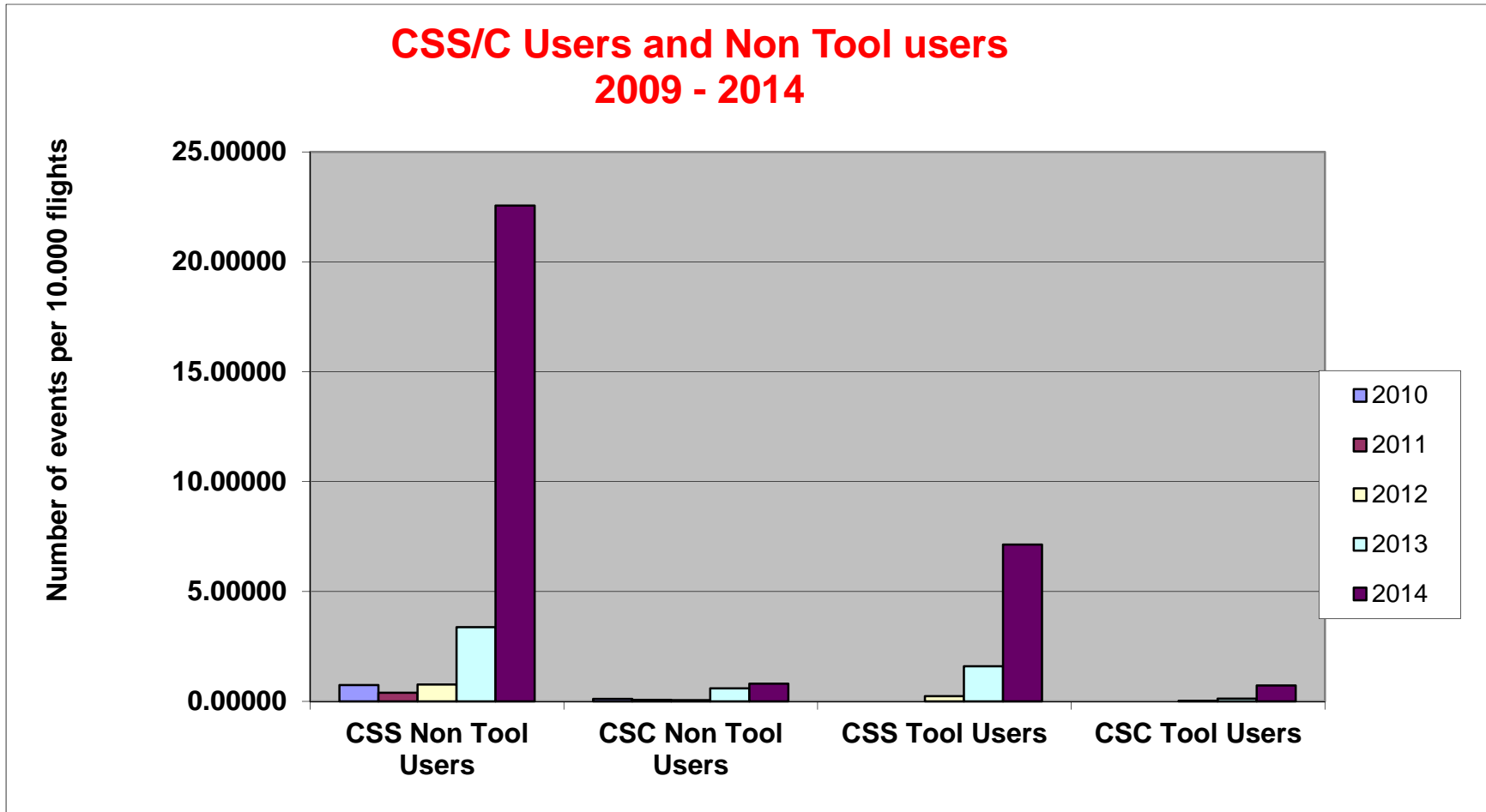
AO affected



**Number of AOs Identified by ANSPs with the CSS/C
2008 - 2014**



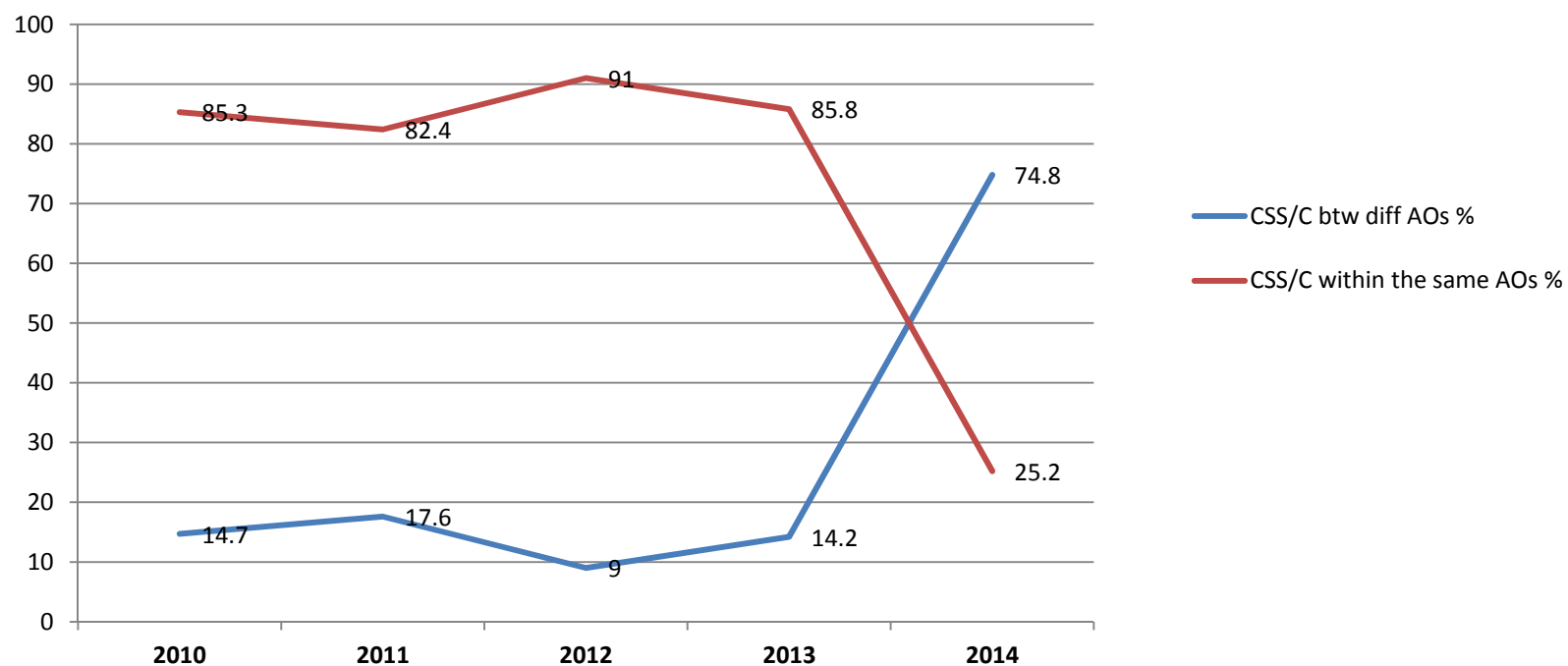
CSST User v CSST non-User



Intra – v Inter AO CSS/C



Yearly Percentage of CSS/C within the same and between different AOs
2010 - 2014



Qualitative views

- CSST – Users like it!
 - No complaints about operational safety effectiveness.

“It helps me to identifying the problems especially solving them in a quicker way.”

“I think it is good to have an opportunity to see conflicts with other AO's before every season start.”

“It's capability to analyse our current scheduled flight plan and the time it needs to perform any inquiries.”

“Automatic call sign de-conflict works well, user working sequence good and easy to use”

One participant quotes:

“I still remember the days all too clearly when this task had to be managed manually!! Therefore I think the CSST is both a much more efficient use of my time but more importantly allows me increased visibility of conflicts which allows a safer call-sign output”

Main Lessons Learnt

- Call sign *similarity* v confusion – be clear
- It's not an exact science!
 - 100% is unachievable
- It's more complex than it looks!
 - Many considerations
- Need engagement of the airlines (and ANSPs)
 - Form a regional UG?
- Alphanumerics don't solve everything
- Cannot use all of the 'Rules'
 - Solution space is limited
 - Local 'Rules' provide additional refinement
- Airlines (and Airports) need to make system changes to maintain links between the CFN and the ATC call sign
 - Start at the beginning; schedulers like similarities!

Questions?

