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SKIES

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REGIONAL FOCUS:

SAFETY SIGNIFICANCE AND IMPLEMENTATION OF ALPHANUMERIC CALL SIGNS

Wednesday 01 June 2022

07:00 – 08:45 UTC



Mr. Poh Theen Soh

Director Asia Pacific Affairs

CANSO



Mr. Shane Sumner

Regional Officer (ATM) / AIM

ICAO Asia Pacific Office



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Safety Significance and Implementation of Alphanumeric Call Signs

01 June 2022

ICAO Regional Activities on Alphanumeric Call Signs

Shane Sumner

Regional Officer Air Traffic Management/Aeronautical Information Management

ICAO Asia/Pacific Regional Office

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Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Aircraft Identification – Call Signs

Aircraft Identification in ICAO Flight Plan

Coded form of call sign

Used in air-ground communications
Used in ground-ground coordination

ICAO Doc 4444 - Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM):

***Aircraft identification.** A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft **call sign** to be used in air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communications.*

GIA898

N18HA

Private owner

flightradar24

XSP

Seletar

N/A

AIRCRAFT

Bombardier Global 5000

REGISTRATION

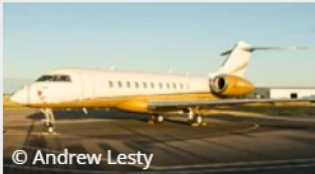
N18HA

ALTITUDE

38,050 ft

ETA

-



© Andrew Lesty

GA898 /GIA898

Garuda Indonesia (SkyTeam L...

flightradar24

CGK

Jakarta

CAN

Guangzhou

AIRCRAFT

Airbus A330-341

REGISTRATION


PK-GPF

ALTITUDE

40,000 ft

ETA

2:53 PM



© CWong



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Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Aircraft Identification – Call Signs – Alphanumeric Examples 30 May 2022

TO7020 /TVF25TT
Transavia


ORY  **TLN**
Paris Toulon

AIRCRAFT
Boeing 737-8JP


REGISTRATION
F-HUYC

ALTITUDE
37,000 ft

ETA
7:15 AM



TO4042 /TVF24JC
Transavia


NTE  **PMO**
Nantes Palermo

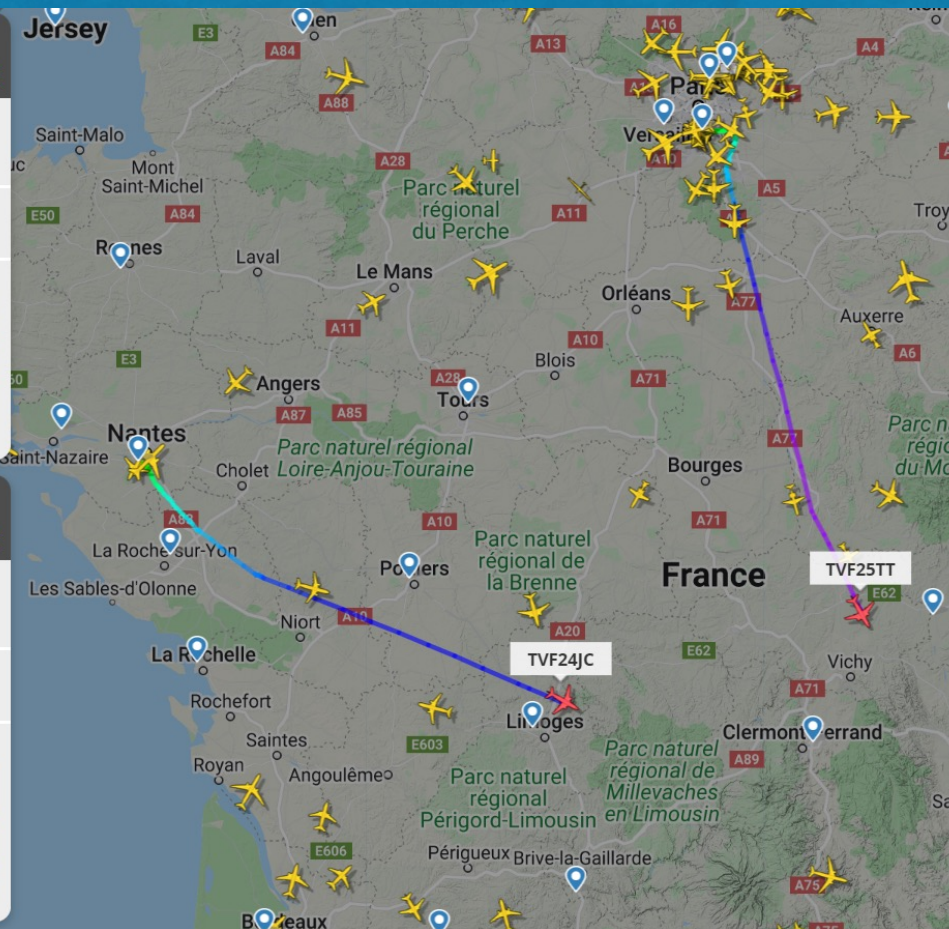
AIRCRAFT
Boeing 737-8GJ

REGISTRATION
F-GZHA

ALTITUDE
25,000 ft

ETA
8:19 AM







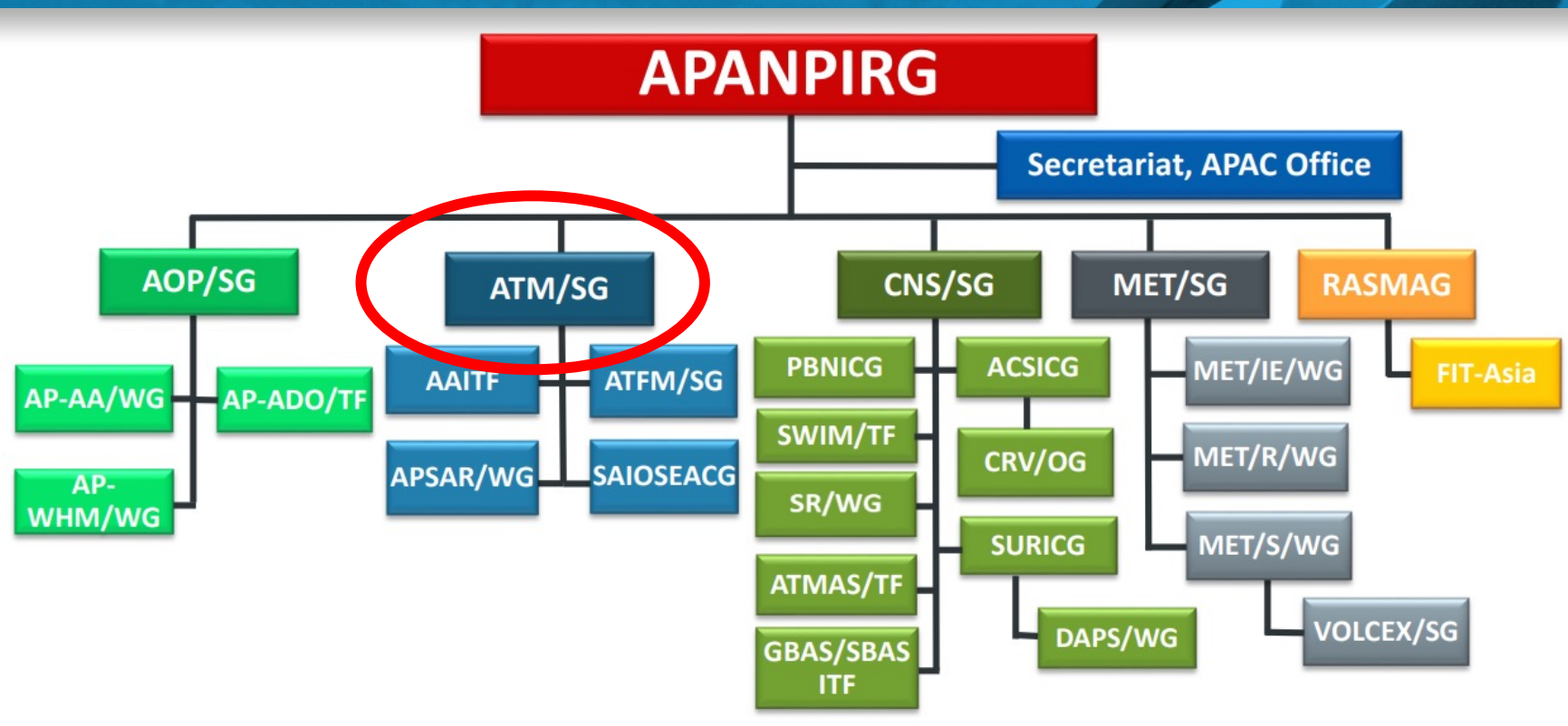
Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Air Traffic Management Sub-Group of APANPIRG

ATM/SG/4 (July 2016)

IATA Working Paper
Mitigate risk of
call sign confusion

EUR and MID Region
projects





CSST

Call sign similarity tool

We help to de-conflict or eliminate similar call signs within a single aircraft operator's (AOs) schedule prior to the start of the summer and winter season.

Log in

Access

EUROCONTROL IMPLEMENTATION

The use of similar call signs by aircraft operating in the same area, on the same radio frequency is referred to as 'call sign similarity.' The danger of an aircraft taking and acting on a clearance intended for another aircraft can lead to flight safety incidents.

The call sign similarity tool (CSST) allows aircraft operators to detect and then de-conflict similar call signs (according to a set of agreed rules) embedded within their aircraft operator schedules. This helps to reduce the incidence of call sign confusion events and improves the safety of the network.



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Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Air Traffic Management Sub-Group of APANPIRG

ATM/SG/4 (July 2016)

IATA Working Paper

APANPIRG/27 Conclusion

Conclusion APANPIRG/27/15: Use of Alphanumeric Call Signs for Scheduled Airline Operations

That, ICAO conducts a survey of Asia/Pacific States to ascertain the status of capability to accept/process alphanumeric call signs for scheduled airline operations



Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Air Traffic Management Sub-Group of APANPIRG

ATM/SG/5 (Aug 2017)

Survey results

Conclusions*

Conclusion ATMSG/5-5: State Readiness for Alphanumeric Aircraft Identification

That, States are urged to ensure that ATM and related system capability, regulations, approval processes, and published procedures are implemented to enable the use of alpha numeric aircraft identification in flight plans, in any combination of alpha and/or numeric characters, by not later than 31 December 2019.

* Commencing in 2017, Sub-Groups of APANPIRG were empowered to form technical Conclusions



Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Air Traffic Management Sub-Group of APANPIRG

ATM/SG/5 (Aug 2017)

Survey results

Conclusions*

Conclusion ATMSG/5-6: Asia Pacific Alphanumeric Call-Sign Project

That,

1. Phase Two of the Alphanumeric Call Sign project be commenced, using the project plan at **ATM/SG/5 WP/17 Attachment A** and with the participation of Australia, India, Malaysia, Maldives, Pakistan, Singapore and Sri Lanka; and
2. the results of Phase Two of the project be reported to ATM/SG/7

* Commencing in 2017, Sub-Groups of APANPIRG were empowered to form technical Conclusions



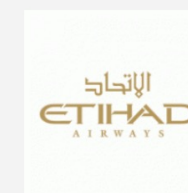
Initiation of the Asia/Pacific Alphanumeric Call Sign Project

Air Traffic Management Sub-Group of APANPIRG

Alphanumeric Call Sign Project Phase II

ICAO APAC eDocuments web-page
(ATM tab, Messages sub-section)

Version 2



PHASE TWO ASIA PACIFIC ALPHANUMERIC CALL SIGN PROJECT: 'LIMITED OVERFLIGHT ACCEPTANCE TESTING'

Callsign	Squawk	Dep Apt	Arr Apt	Alt Apt	Route	Annotations
Aircraft Type	EAL210	3401	KALB	KALB	22L	V15
CID	B752/F	110	KBOS	KFVS	fuel	
IFR/VFR	490	1	210	/V/Have charts		
Temp Alt		Cruise Alt	Scratchpad	Remarks		



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Asia/Pacific Alphanumeric Call Sign Project – Going Forward

Air Traffic Management Sub-Group of APANPIRG

Alphanumeric Call Sign Project Phase II

But then.....

Version 2



PHASE TWO
ASIA PACIFIC
ALPHANUMERIC CALL SIGN PROJECT:
'LIMITED OVERFLIGHT ACCEPTANCE TESTING'

Callsign	Squawk	Dep Apt	Arr Apt	Alt Apt	Route	Annotations
Aircraft Type	EAL210	3401	KALB	KALB	22L	V15
CID	B752/F	110	KBOS	KFVS		
IFR/VFR	490	1	210	/V/Have charts		
Temp Alt		Cruise Alt	Scratchpad	Remarks		



APANPIRG/31 (2020) Meeting Report

RASMAG/25 Outcomes *Regional Airspace Safety Monitoring Advisory Sub-Group of APANPIRG.*

3.3.25 In response to a query from ICAO, IATA clarified that its successful similar call sign initiative that had been implemented in the Middle East (MID) Region had not been able to progress in the APAC Region. One of the reasons for this was the reluctance of aerodrome operators to implement change until an automated tool was available to accommodate alphanumeric call signs.

3.3.26 Noting the grave safety risks from such occurrences, and noting the endorsement by the ATM/SG/8 and the AOP/SG/4, APANPIRG/31 agreed to the following Conclusion:

Conclusion APANPIRG/31/11: Alphanumeric Call Sign Initiative

Noting:

- 1) The extreme safety risks associated with pilot-ATC miscommunication and the number of Category D (ATC Loop Error) Large Height Deviations (LHDs);
- 2) APANPIRG Conclusion 27/15, ATM/SG Conclusions 5-5 and 5-6 regarding the Asia/Pacific Alphanumeric Call Sign (ANCS) Project; and
- 3) Alphanumeric call signs are well-established call sign confusion mitigation;

That:

Leading Air Navigation Service Providers (ANSPs) and aerodrome operators, in coordination with CANSO and ACI, are urged to consider a trial to identify and overcome any barriers for the implementation of alphanumeric call signs, with a view to developing a project for the Asia/Pacific (APAC) Region.



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Asia/Pacific Alphanumeric Call Sign Project – Going Forward

ICAO actions..

- Further data collection
- Follow-up on Conclusion APANPIRG/31/11
 - Regional Air Navigation Plan
 - Regional Aviation Safety Plan

SPECIFIC REGIONAL REQUIREMENTS



Last word....

It's not only an airspace safety matter

Call sign confusion on runways and taxiways

- Potentially severe safety consequences
- Air Traffic Management deeply embedded in airport operations



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European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU



Mr. Noel Dike

Manager Air Traffic Management
Qatar Airways

Qatar Airways

Implementation of Alphanumeric Callsigns

June 2022

Prepared by IOC ATM



معاً إلى كل مكان
Going places together





Agenda:

-  Qatar Airways Callsign Deconfliction 2016-2022
-  Current Challenges
-  Next Steps

2016



- ✈ Increased callsign events among Gulf Carriers
- ✈ Tactical callsign assignment
- ✈ De-confliction challenges between Airlines

2018 - 2021

- ✈ Increasing Complexity
- ✈ HUB deconfliction logic
- ✈ In house deconfliction tool developed
- ✈ Increase of alphanumeric capable airports
- ✈ COVID 19 impact



2021-2022

- ✈️ Eurocontrol CSST
- ✈️ Pre-season deconfliction
- ✈️ Airport co-ordination
- ✈️ Callsign Working Group
- ✈️ Monthly Checks
- ✈️ Crew feedback



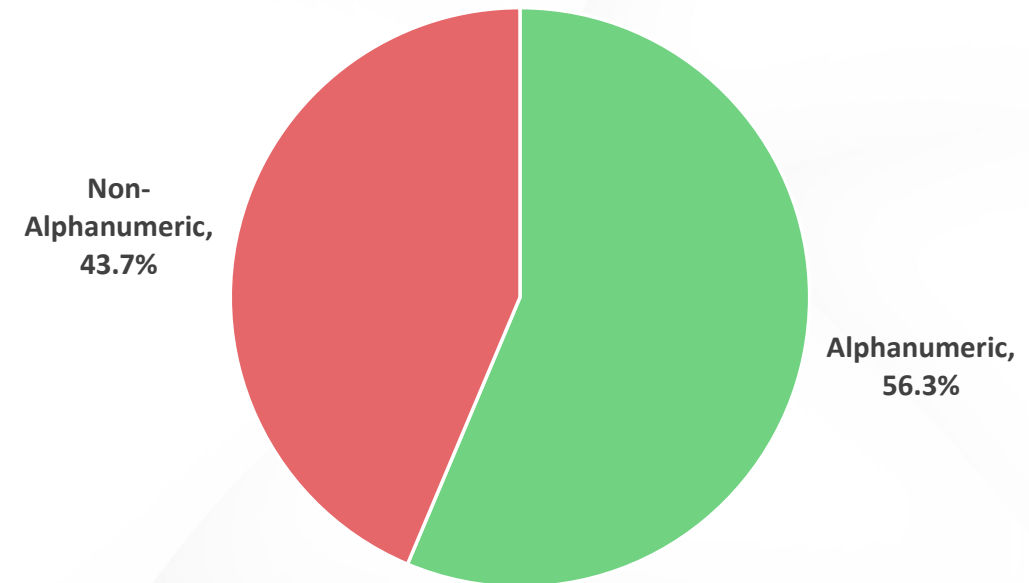
2021-2022

✈️ 380 alphanumeric for S22

✈️ No leading zeros

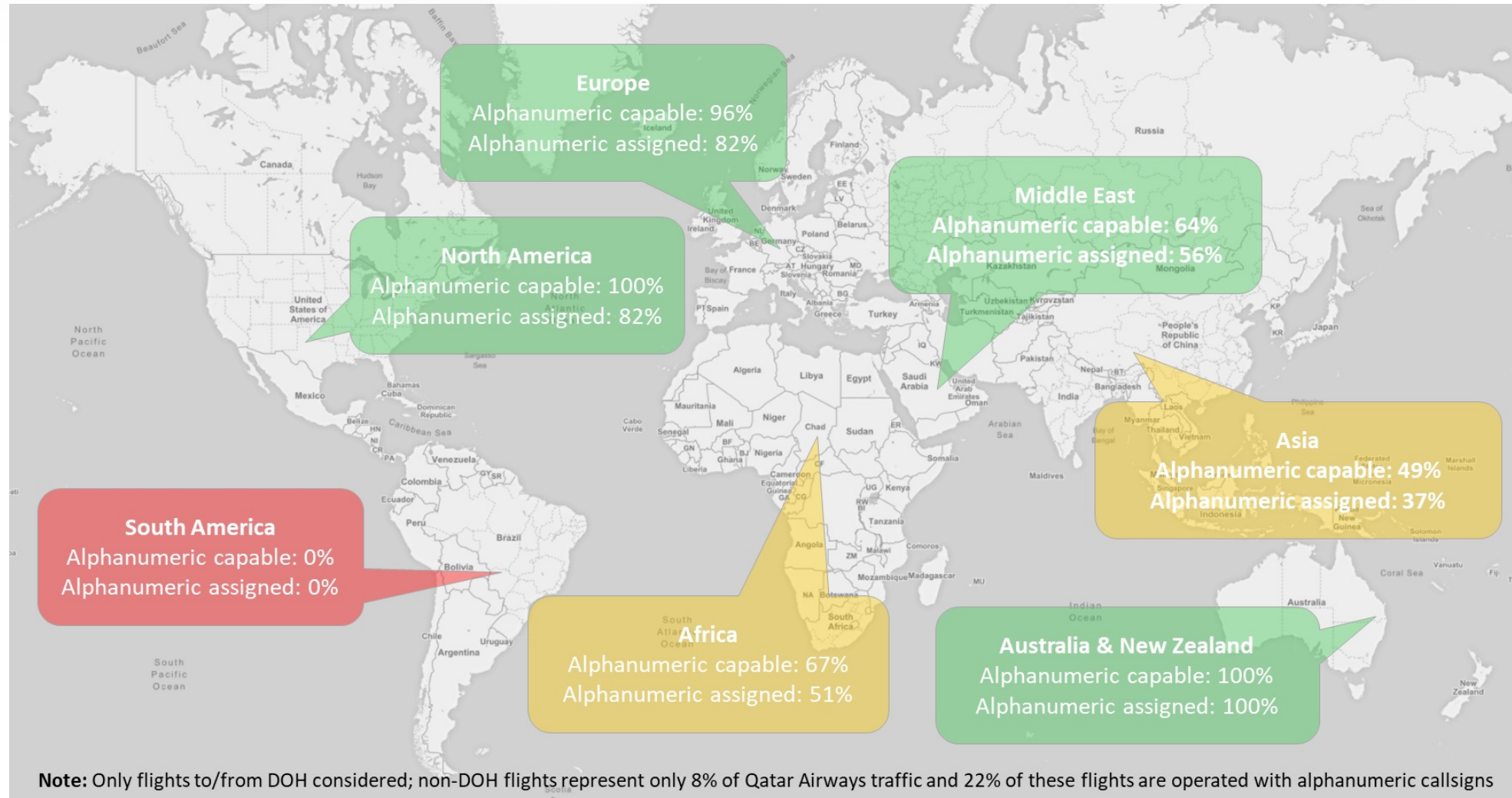
✈️ Positive Safety Trend

✈️ Simplified Phonetics



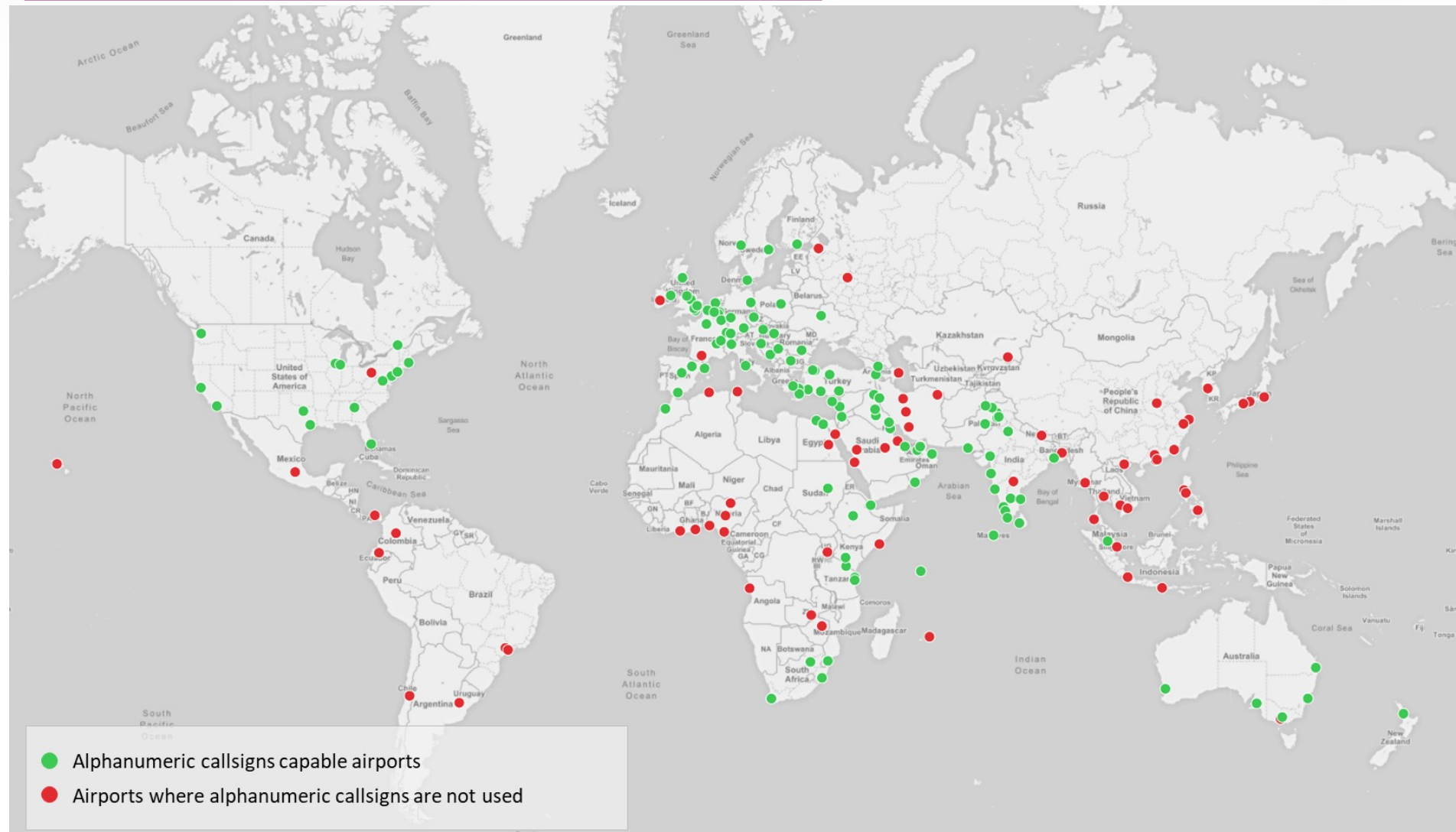


Challenges: Alphanumeric Capable Regions 2022





Challenges :Alphanumeric Capable Airports 2022



Next Steps ?



- ✈ Escalation of CCC as a safety hazard
(ATC miscommunication & callsign confusion)
- ✈ Airport acceptance of alphanumerics
- ✈ Simplification of alphanumeric assignment
- ✈ Centralised approach to deconfliction

THANK YOU





Mr. Aris Tzetitoglou

Manager Airport Operations Control Centre
Hamad International Airport, Doha

Alphanumeric Call Signs: Safety Significance and Implementation

01 June 2022



Qatar Company for
Airports Operation
and Management
MATAR

الشركة القطرية
لإدارة وتشغيل
المطارات
مطار



About MATAR

- Airport operator of 2 airports
- **Hamad International Airport (OTHH / DOH):** Hub OPS | Freighters Operations | Home base carrier Qatar Airways
- **Doha international Airport (OTBD / DIA):** Mainly GA/BA & MIL OPS | During FIFA World Cup 2022
- Both airports operated from 1 x AOCC

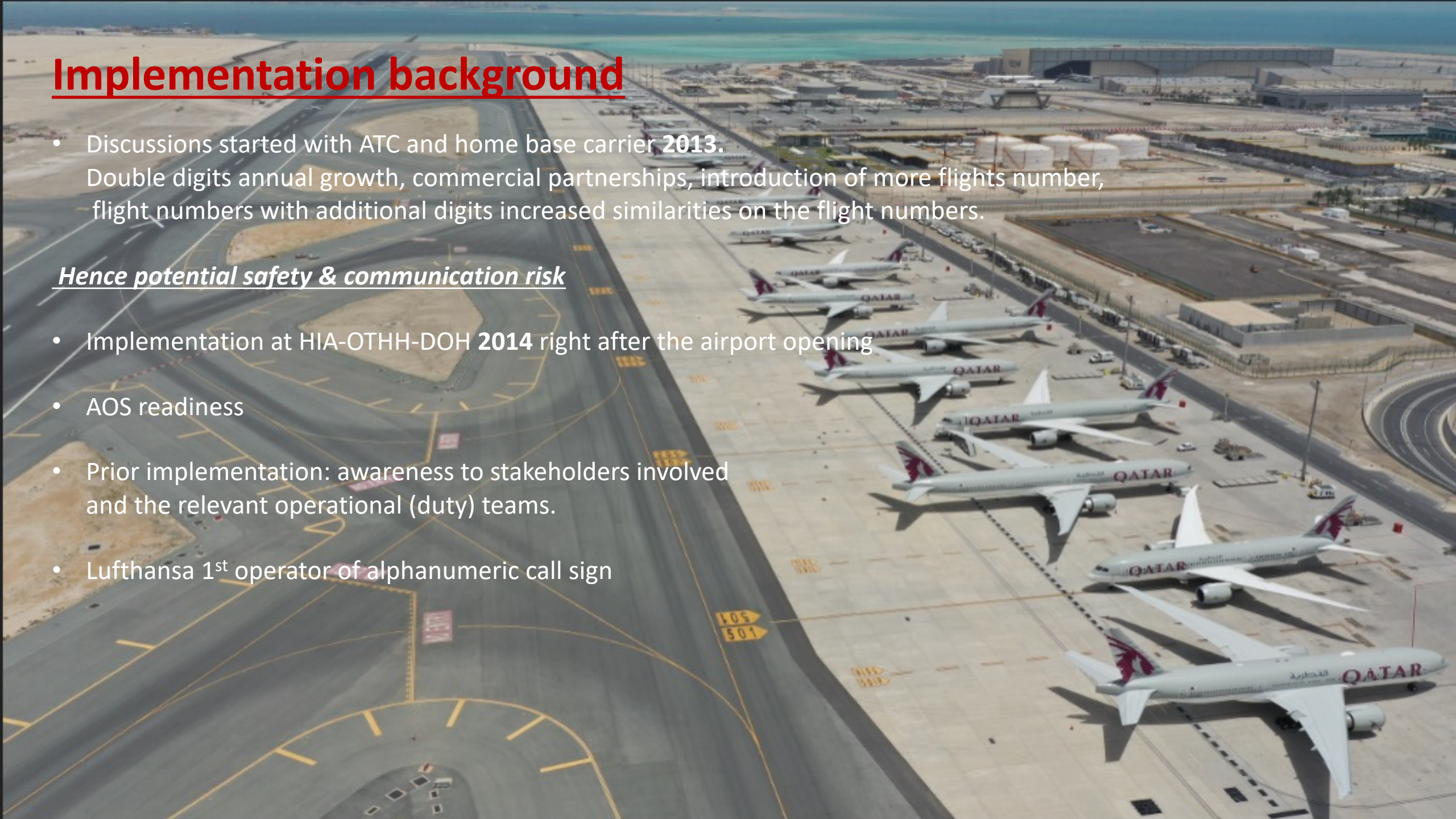


Implementation background

- Discussions started with ATC and home base carrier **2013**. Double digits annual growth, commercial partnerships, introduction of more flights number, flight numbers with additional digits increased similarities on the flight numbers.

Hence potential safety & communication risk

- Implementation at HIA-OTHH-DOH **2014** right after the airport opening
- AOS readiness
- Prior implementation: awareness to stakeholders involved and the relevant operational (duty) teams.
- Lufthansa 1st operator of alphanumeric call sign



Safety significance

1. Avoid miscommunication between ATC and flight crews.
Similarities between call signs of the same airline or similarities between more than one airline.
2. Reduce risk that may result on flights parking on wrong parking stand
3. **Communication** accuracy between AOCC and ATC via phone
4. Improve the **accuracy** of communication between Airfield OPS and ATCO during **Low Visibility**
5. Better communication between AOCC and Airfield OPS team on live flights
6. Monitoring of VHF during peak times becomes easier, hence accuracy of **information** and **response** improved



Implementation

- Can our systems support Alphanumeric call signs ? Reaching out to our vendors, interfaces.
- Involves systems testing.
- Raise Awareness to OPS teams, why are doing it ?
- Call signs accuracy in AOS:
 - 1) Airlines submit their call sign for each season
 - 2) Pre-day of OPS notifications for call sign changes
 - 3) During day of OPS changes are communicated real time
- All call signs to are available to all airport stakeholders through **information pages** and in future **ACDM** platform
- Avoid complexity of Alphanumeric call signs (**XXX1UK8E**)
- **GA / BA using Alphanumeric call signs | ACFT REG as call sign**

Thank You



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الشركة القطرية
لإدارة وتشغيل
المطارات
مطار



Ms. Itou Miho

Special Assistant to the Director, Air Traffic Control Division

JANS

IMPLEMENTATION OF MITIGATION MEASURES FOR CALL SIGN SIMILARITY IN JAPAN

A thick white wavy line that starts from the bottom left and curves upwards towards the right, crossing behind the title text.

IMPLEMENTATION OF MITIGATION MEASURES FOR CALL SIGN SIMILARITY IN JAPAN

Agenda

- Issues caused by call sign similarity and mitigation efforts
- Mitigation measures
 - ~Trial of operations~
 - ~Outcome of trials~
 - ~Official operations~
- Safety assessment
- Challenges and future plans
- Conclusion

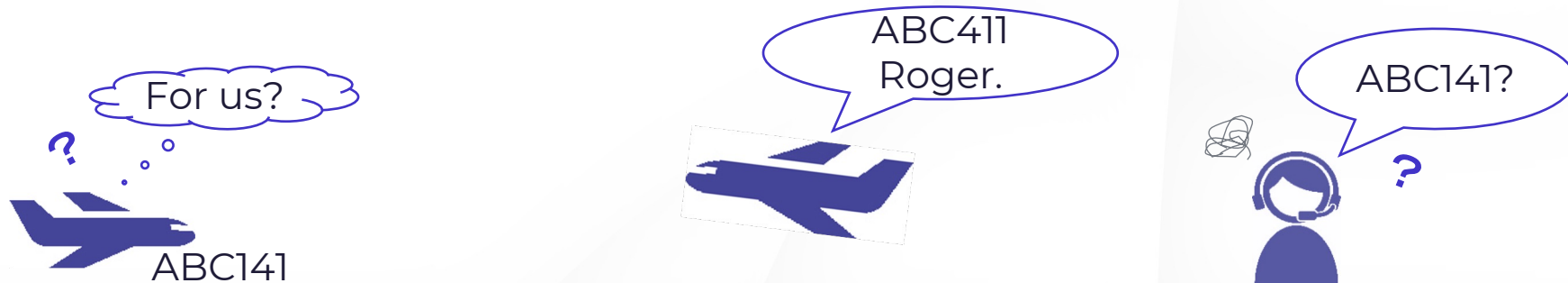
ISSUES CAUSED BY CALL SIGN SIMILARITY AND MITIGATION EFFORTS

Issues

The risk of call sign confusion caused by call sign similarity is recognized.

The issues affects both pilots and ATC.

Misunderstanding or mishearing of flight numbers occurs.



ISSUES CAUSED BY CALL SIGN SIMILARITY AND MITIGATION EFFORTS

Mitigation

Jul/2001 Mitigation measures started.

ANSP : Notify airlines of similar call-sign cases reported by ATC.

Domestic Airlines : Take action such as changing the call sign.

Aug/2009 ANSP started additional mitigation measures.

Dec/2010 A countermeasures committee was set up with stakeholders



MITIGATION MEASURES ~SYSTEM~

Countermeasure on ATC system

Ordinary

ABC123
360A
51H RJFF

Image on the radar display

When similarity
detected

→ ABC871
360A
51H RJFF

→ ABC891
250A
51H RJTT

Conditions for determining call sign similarity

1) Identical numeral portions (except for flights with a single-digit numeral portion)

AAA12 - **BBB12**
DDD456

CCC456 -

2) Three digits of the numeral portion are in the same sequence.

EEE456 - **HHH4576**

GGG756 - **GGG7564**

3) If the numeral portion has two or three digits, Two of the digits match in the same sequence, and the other unmatched digits are matched with other digits of the same call sign.

MMM12 - **NNN312**

OOO456 - **PPP645**

4) If the numeral portion is 4-digit, Two of the digits match in the same sequence, and the other unmatched digits are identical.

SSS4765 - **TTT4576**

UUU7456 - **VVV7456**

MITIGATION MEASURES ~ANSP OPERATIONS~

A. Improvement of pronunciation

① Emphasize specific digits.

(ex.) ABC871 Eight SEVEN One
ABC891 Eight NINER One

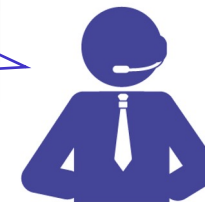


② Separate by digits.

Per annex 10II 5.1.1.1, this was performed as a response to a runway incursion by a similar call sign.

(ex.) XYZ3581 Thirty-Five / Eighty-One
XYZ3588 Thirty-Five / Eighty-Eight

XYZ35(Thirty-Five)
81(Eighty-One)



MITIGATION MEASURES ~ANSP OPERATIONS~

B. Temporary change of call sign in flight

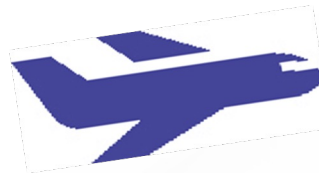
- Instruct an aircraft to change its type of call sign temporary in accordance with PANS-ATM Doc4444 15.7.6.

(ex.) ABC602→ABC602A Six Zero Two Alpha

XYZ602→XYZ602 No change



ABC602A
Roger.



XYZ602

ABC620A
Roger.



MITIGATION MEASURES ~ANSP & AIRLINES OPERATION~

C. Operation of suffix-added call sign

- ANSP designate suffix flights and inform Airlines after coordination.
- Airline submit its flight plan with an alphabet or "0" added to call sign in FPL item 7.

(ex.) ABC630→ABC630G Six Three Zero Golf
 XYZ630→XYZ630

 ABC18 →ABC018 Zero One Eight
 ABC181→ABC181

→ABC630G
360A
51H RJFF

→ XYZ630
250A
51H RJTT

ABC630G
Roger.



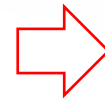
ABC630G



OUTCOME OF TRIALS

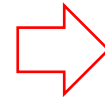
Following these trials, interviews were conducted with both airlines and ATC.

A. Improvement of pronunciation



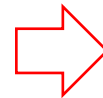
Inadequate effectiveness for both Airlines and ATC.

B. Temporary change of call-sign in flight



Effective for mishearing
Difficult to use during busy times.

C. Operation of suffix-added call sign



The most endorsed!



ATC

Pilots



Both pilots and ATC were aware of the presence of similar call signs and mistakes.

Suffixes are useful for preventing mishearing.
There is less chance of a threat being created.



Realizing the effectiveness of alphabetical addition, began suffix flight operation.

OFFICIAL OPERATIONS

How to select flights for suffix addition?

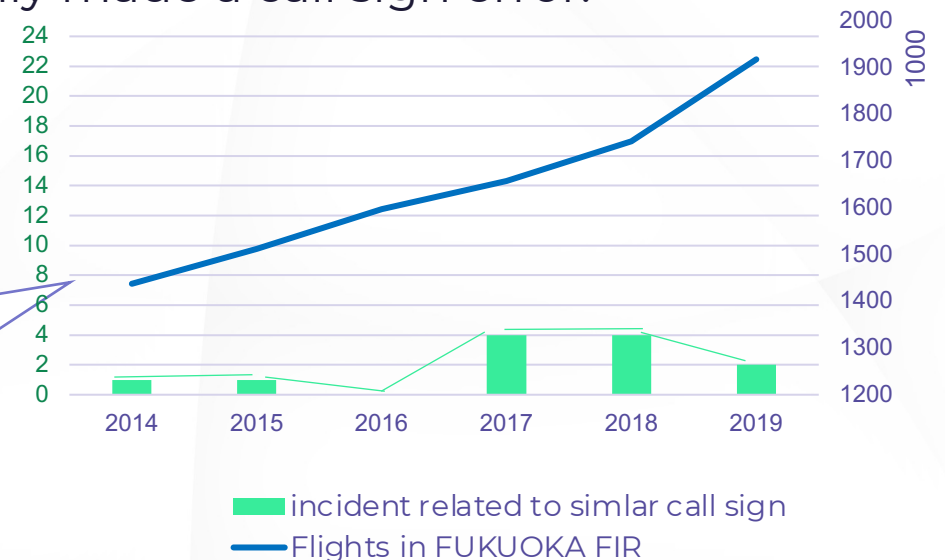
JANS started official suffix operation Feb/2012.

- Survey for similar call sign cases by ANSP at the end of March and October every year.

The criteria for this similar call sign extraction were established by the regulator.

- ANSP designate suffix flights and inform Airlines after coordination.
- Airlines submit flight plans with a suffix added to call sign as in FPL item 7.





ISSUES AND FUTURE PLAN

Issues to be addressed...

- The character limitation of FPL item 7 of the flight plan form.

ABC323 → ABC323G suffix OK



ABC3232→

No suffix!

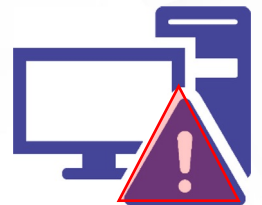
- Restricted to routes that can be designated for Suffix operations.

Airport company's system cannot accept flight plan with suffix added to call sign as in FPL item 7.

→ This operation is limited to domestic flights by Japanese airlines and between airports operated by government.

*Airports in Japan are managed by different administrators.

They are divided into direct management by the government(JCAB), by Airport companies, and by others (e.g., military).



ISSUES AND FUTURE PLAN

As a middle-term breakthrough plan for domestic airline companies.

- Survey for similar call sign cases by ANSP at the end of March and October every year. **No Change**
- ANSP designate suffix flights and inform Airlines after coordination.
No Change
- Airlines submit flight plans with suffix added to call sign as item7.
Change

Schedule flight No. ABC1234 → item 7
call sign added suffix → item 18

And The system for control read item18 and displays the call sign with suffix to the controller.

JANS is considering expanding suffix operations by this operation.

The image shows a portion of a flight plan form. A red box highlights the '7. AIRCRAFT IDENTIFICATION' field, which contains 'ABC1234'. A blue callout box points to this field with the text 'Item7 ABC1234'. Another red box highlights the '18. REMARKS' field, which contains 'RMK/SIM=ABC1234M'. A blue callout box points to this field with the text 'Item18 RMK/SIM=ABC1234M'.

*ABC1234M
250A
41M RJTT

CONCLUSION

Consideration for the future....

As JANS has demonstrated in reduction of cases related to call sign similarity.

JANS believes that using the alphabet in call signs contributes to the safety of flights.

We are looking forward to using the alphabet in the APAC region.

THANK YOU





Mr. James Williamson

Chief Executive Officer

Veovo



Joint ACI IATA CANSO Alphanumeric Callsign Webinar

James Williamson, CEO Veovo, 1st June 2022

Why are you here James?

I'm here to give the tech perspective of the how

Quick intro to Veovo and our experience with the callsign evolution

Why shift to alphanumeric callsigns may cause a technical issue

How airports we work with overcome these challenges

Recommendations and thoughts for the future

Our Vision

Veovo imagines a world where people go brilliantly.

Where queues, delays, bottlenecks and boredom are replaced by experiences that delight.

Our Mission

Enable the world's most intelligent airports and transport hubs.

Deliver technologies that enable brilliant experiences and optimised operations - through smart decisions powered by real data and joined up thinking



25

Countries

121

Airports

UK and Ireland

Edinburgh Airport

Birmingham Airport

London City Airport
Get closer.

manchester airport

London Luton Airport

ags

Bristol Airport
Amazing journeys start here

Doncaster Sheffield Airport
Robin Hood

Dublin Airport

Teesside International Airport

Newcastle International
Your Airport

PORTS OF JERSEY
YOUR ISLAND GATEWAY

Belfast International Airport

veovo

Americas

John F. Kennedy International Airport

LaGuardia Airport

Newark Liberty International Airport

New York Stewart International Airport

CVG
CINCINNATI / NORTHERN KENTUCKY INTERNATIONAL AIRPORT

AÉROPORTS DE MONTRÉAL

flykci.com
Kansas City International Airport

BRADLEY INTERNATIONAL

ORLANDO INTERNATIONAL AIRPORT | MCO

REAGAN NATIONAL

CLE
CLEVELAND HOPKINS INTERNATIONAL AIRPORT

VC Bird International Airport

CURACAO

SAN DIEGO INTERNATIONAL AIRPORT.
LET'S GO.

BUENOS AIRES EZEIZA AIRPORT

AICM
AEROPUERTO INTERNACIONAL DE LA CIUDAD DE MEXICO

NUEVOPUDAHUEL

QUIPORT

Rest of Europe

Schiphol
Amsterdam Airport

ISAVIA

brussels airport
the heart of Europe

Copenhagen Airports CPH

AVINOR

SEA

Milano Malpensa
Milano Linate

Swedavia Airports

Billund Airport

AALBORG LUFTHAVN | AIRPORT

GENÈVE AÉROPORT

FINAVIA

Mittarfagarfiit
Grønlands Lufthavn | Greenland Airports

APAC

HONG KONG INTERNATIONAL AIRPORT

Australia

Queensland Airports LIMITED

Cairns airport

BRISBANE AIRPORT AUSTRALIA

MELBOURNE AIRPORT

Perth Airport

Adelaide Airport

Sydney Airport

NZ

Auckland Airport

CHRISTCHURCH AIRPORT
bringing the world South

WELLINGTON AIRPORT

QUEENSTOWN airport

● Multi Airport to me ● Single Airport to me



Veovo Intelligent Airport Platform

Airport Operations



Manage all aircraft (Flight Manager), resources (RMS), co-ordinate partners (ACDM)

Better performance,
optimal use of assets

Revenue Management



Create flexible tariffs and discounts and accurately bill for any service

Use pricing as lever for growth, efficiency and sustainability

Guest Engagement



Make offers and communicate right person, right place right time.

Improve experiences, grow revenue

Passenger Predictability and Flow



Predict and influence when people show up and how they move, dwell and shop

Proactively & efficiently manage crowds, queues and services

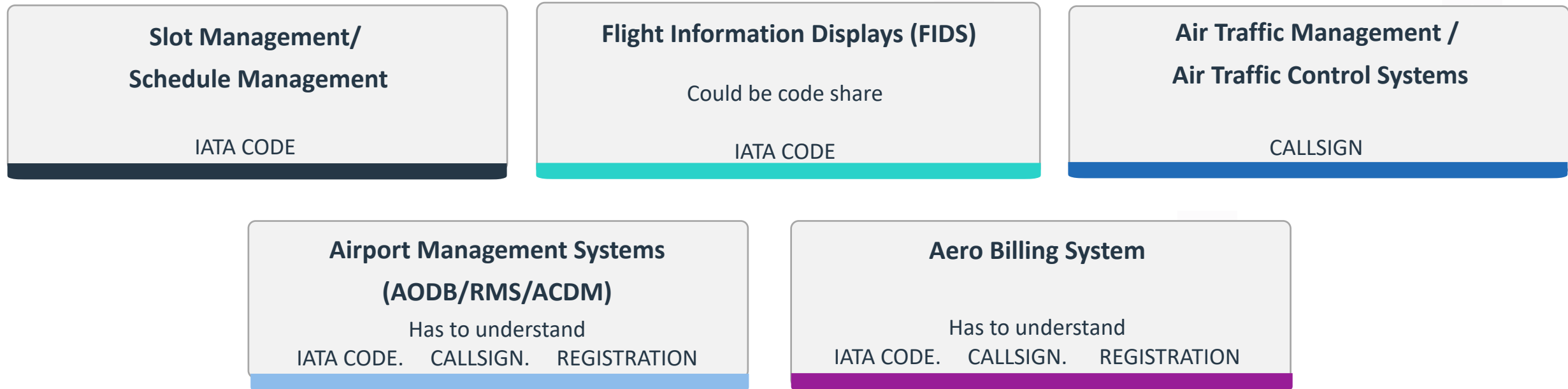
Machine learning, Forecasting, Simulation, Decision - support

Real data from across the ecosystem



Why can callsigns cause a technical challenge?

In the airport we have several key systems that interact



System suppliers have to support integration so that aircraft can be tied to callsigns and IATA codes - but often **without easy access to a “single source of truth”**



What have we traditionally done?

- **Store and link** Callsign, IATA code, Registration and Code Shares
- **Schedules** are based on IATA codes
- Our airports use **definable rules** to convert IATA codes to the expected Callsign
 - **Simple case** is IATA code replaced with ICAO code e.g. BA1234 -> BAW1234
 - But even today IATA code may have a “**one to many**” relationship with ICAO codes
 - E.g. QF1234 -> QFA1234 but QF5678 -> QFK5678 (as operated by regional subsidiary)
 - In this case we often replicate the airline callsign rules (e.g. QFA or QFK based on aircraft type)
 - And we have boundary cases (eg delayed flights) which have alternative Callsigns

But this doesn't work for callsigns where the flight number changes to alphanumeric...



So how do we now handle the shift to Alphanumeric call signs

Various integration options combined with system 'smarts'

1 If there is **no ATC or airline feed**

Look at historical call signs and create a new rule
e.g. BA1234 -> BA12EX

Manually deal with exceptions

2 Integration **with ATC feed** (e.g. FPL)

Match ATC message (with callsign) using "finger print"
E.g. Tail number, date, time, Dep airport, Arr Airport

3 A **modern AIDX feed** (from Airline or ATC) containing Callsign, IATA code and flight no.

In the future, **Eurocontrol B2B** will make the pairing available as a central source (in addition to the current Callsign Similarity tool)

The screenshot displays the Veovo system interface, specifically the 'Auxiliary data' section. The left sidebar lists various data categories, with 'ATC Callsigns' selected. The main area is divided into two panels: 'ATC Callsign rules' and 'Callsign assignments & rules'.

ATC Callsign rules

Priority	Data method	Enabled
1	Historical allocation	<input checked="" type="checkbox"/>
2	Specific callsign assignments	<input checked="" type="checkbox"/>
3	Airline callsign rules	<input checked="" type="checkbox"/>

Callsign assignments & rules

ID	AIRLINE	EXCEPTIONS	RULES
AA	American Airlines	3	2
AV	Avianca	0	0
ALV	Atraveira Air Transport co	2	0
AVX	Aviapaslauga	2	5
AZ	Atlant Sojuz Airlines	4	6
B0	Aviacom Zitotrans JSC	2	1
BAE	British Airways	6	1
BAF	British Aerospace Ltd	0	2
BB	Belgian Airforce	7	2

American Airlines Rules

PRIORITY	CRITERIA	PREFIX	NEW PREFIX	EFFECTIVE FROM	DISCONTINUE AT	ACTIONS
1	Flight identifier range: AA100 - AA400	AA	AAL	01/01/2015		EDIT
2	Flight type: Freighter	AA	AAF	01/01/2015		EDIT

Assignments

FLIGHT NUMBER	SPECIFIC CALLSIGN	EFFECTIVE FROM	DISCONTINUE AT	ACTIONS
AA3002	AAL3600	01/01/2010	01/01/2023	EDIT
AA0001	SWL4032	01/01/2010		EDIT
AA4356	SWL2000	01/01/2010		EDIT
AA200	AAL3050	01/01/2010	01/01/2022	EDIT

The interface includes a search bar and buttons for 'ADD RULE', 'ADD ASSIGNMENT', 'CANCEL', and 'SAVE'.



Recommendations and thoughts

- This is not a complex problem but can be a trickier due to legacy and lack of coordination
- The right integrations are key
- Co-operation of ANSP, Airlines and Airports makes it easier
- Regional solutions like Eurocontrol B2B can really simplify the change



THANK YOU





QUESTIONS AND ANSWERS

THANK YOU

