

ALL CLEAR?



VIDEO SCENARIOS COMMENTARY

Scenario 1 - CALL-SIGN CONFUSION

These notes accompany scenario 1 of the ALL CLEAR? video clips.

The notes start with a **short summary** of the key events. You may also wish to download the full transcripts.

The Q&A examples are included to use as an optional discussion guide: the answers given are not necessarily the only ones.

TIPS and **learning points** are also included. We hope you find these resources useful and welcome your comments. Please send any feedback to: allclear@eurocontrol.int



SCENARIO 1 – CALL-SIGN CONFUSION

- 2 aircraft are approaching the same airport.
- Both have similar call-signs.
“**B Jet 3158**” and “**B Jet 3518**”
- ATCO gives clearance “*stop climb at 5000ft*” to A Jet 1582, a conflicting departure.
- ATCO gives clearance “*stop descend at 6000ft*” to **B Jet 3158**,
- The clearance is read back by **B Jet 3518**.

Q: What could the controller do when two aircraft with similar call-signs are on the same frequency?

A: He could inform all aircraft on frequency.

Any potential call-sign conflict should be notified by the person who first notices it.

Q: What may have contributed to the ATCO not detecting the wrong aircraft reading back the clearance?

A: He was busy discussing with the Tower controller an airspace infringement by a VFR flight.

Emphasise the importance of the read-back/hear-back loop, and especially, the need for effective LISTENING otherwise errors will not be detected.

Q: What may have contributed to the infringement?

A: The pilot did not use a map.

Q: When the ATCO detected **B Jet 3158** probably not levelling out at 6000ft, he asked "confirm maintaining 6000ft". What may have been a better instruction?

A: **B Jet 3158** stop descent 6000ft and/or an avoiding turn, depending on the situation preceded by "avoiding action".

If it is serious, sound serious!

Q: **B Jet 3158** receives TCAS warning "adjust vertical speed adjust". What should the pilots do?

A: Decrease climb/descend rate.

Q: What is your opinion on the ATCO using the working method "wait and see"?

Q: What are your comments on the working situation on the **B Jet 3158** flight deck?