

# 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](mailto: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.

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**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.

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**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?