



CIVIL AVIATION ADVISORY PUBLICATION

CAAP 47

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CALL SIGN

GUIDANCE INFORMATION REGARDING THE SELECTION OF THREE LETTER AND RADIO TELEPHONY DESIGNATIONS AND USE OF CALL SIGN WITHIN YEMEN AIR OPERATOR

1. PURPOSE

Radio telephony communication plays important role in aviation safety, the more traffic, the brief phraseology required to maintain non congested communications.

As per ICAO doc 8585 recommendations, state should review periodically all designator and associated information. Current annual review, CAMA Flight Operations found that many operator does not inline with ICAO Standard and recommended practice particularly on radio telephony designations, therefore to make a safer sky and less congested communications, operator are urged to review this guidelines for their initial application of radio telephony and recommend to change their existing radio telephony call sign which may lead to communication congestions or ambiguity.

2. LEGISLATION

2.1. Regulations

There is no regulations with regards to call sign assignment however as per ICAO standard and recommended practice, this guidance is being used as a primary guide in establishing three letter designation and radio telephony assignment within this documents.

2.2. CAAP compliance

This CAAP document amplifies ICAO doc 8585 on how to comply with communications phraseology, the requirements as stated in this document is not supplemented in any other documents. However should any other higher regulations or law exist, the higher will take the preceding.

3. STATUS OF THIS CAAP

This existing status of CAAP is Initial issue valid from 15 October 2010

4. APPLICABILITY

This publication is applicable to: Air operator, organisation that involve in aviation operations, and government organisations (including military).

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6. Rules for registration or change of designator

It is responsibility of CAMA as an ICAO member state to coordinate the three letter designation and radio telephony call sign. The operator should review the conflicting data and submit the proposed three letter and radio telephony to Yemen CAMA, Flight Operations Department.

This document contains guidelines for aircraft operating agencies associated with international aviation with the following details:

6.1. Three-letter designators applicability

The three letter designation is intended for use on the international aeronautical telecommunications service. It may be used following the Location Indicator as the fifth, sixth and seventh letters of Addressee Indicators followed by the filler letter "X", or by a letter representing a department or division within the organization addressed (see also annex 10)

Three letter designator may be used by Yemen operator, Yemen government and ground handling agent services (Flight Operations related) see **CAAP 46 on Ground Handling Agent**

The three-letter designator may also be used in the aircraft identification as used in the Flight Plan and associated messages (see PANS-ATM, Doc 4444).

6.1.1 Selecting Three letter

- a) A three-letter designator should reflect to the maximum extent practicable, the name of the aircraft operating agency or its telephony designator, or the aeronautical service for which it is requested.
- b) Designators for governmental organizations which provide civil aviation facilities and services are allocated only in the Y series.
- c) Designators for governmental organizations which provide air traffic services are allocated only in the Z series (except ZXA to ZXZ).
- d) The following designators are reserved for national allocation by CAMA to national authorities and services and will not be used for other assignments by ICAO. The State may select and use any of these without referring the matter to ICAO: YEY, YGY, YHY, YIY, YJY, YKY, YQY, YRY, YUY, YVY and ZXA to ZXZ groups.

6.2.1 Use of three letter

The following three-letter designators when appearing in the Shortened Address, the Address and/or in the Origin parts of an AFTN message, must be complemented with further identification of the aircraft operating agency, aeronautical authority or service concerned, in the beginning of the Text part of the message

YXY - Military Service or organization

YYY - Aircraft operating agencies and organizations not allocated a three-letter ICAO designator on an exclusive basis

ZZZ -Aircraft in flight.

6.3.1 Restrictions of three letter

In the registration of three-letter designators the following restrictions will apply:

- (a). to avoid conflict with the AFTN Start-of-Message Signal, combinations with CZ or ZC will not be used;
- (b). to avoid conflict with the AFTN End-of-Message Signal, combinations with NN will not be used;
- (c). PAN and SOS will not be assigned;
- (d). to avoid confusion with communications service codes, the following three-letter combinations should not be used:
- (e). QTA and SVC;
- (f). to avoid potential AFTN routing problems:

- i) no further allocation of aircraft operating agency designators will be included in the Y and Z series; and
- ii) no further allocation of any designators will be included in the Y series and **ZAA** to ZIZ, ZOA to ZUZ and ZYA to ZZY groups.

6.2. Radio Telephony designators

6.1.2 Call sign

Telephony designators for aircraft operating agencies may be used as part of the aircraft radiotelephony call sign followed by the flight identification in radiotelephony communications, in accordance with the ICAO Radiotelephony Procedures (Annex 10, Volume 11, 5.2.1.7.2 refers). Example: "Airoryx 305".

6.2.2 Call sign general rules

- (a). the telephony designator should resemble the name of the aircraft operating agency or its function and be distinct and dissimilar from any other telephony designators in Doc 8585. Ideally it should reflect correlation between the three-letter designator, the telephony designator and the name of the aircraft operating agency or its function (examples: FRP - FREEPORT- Freeport International Airlines); however, other similar replacement may be used if no available meaningful words,
- (b). In order to reduce the length of transmission the telephony designator should be brief, comprising if possible one word of two or three syllables. It should not exceed two words and should not exceed four syllables if the applicant cannot find meaningful three syllables.
- (c). Three letter designators may not be used in phonetic form as telephony designators. However, telephony designators that is too long (such as KLM or TWA) may be retained, provided that an acceptable alphabetic representation is used (example: KAY-ELL-EMM); similarly the radio telephony designation which would lead ambiguity with other call sign shall be avoided, such as VOR, NDB etc, example: JAYCEE radio telephony should be avoided as it may conflict with JC Locator / NDB. Some Cities that are being used as radio telephony should not be used as a radio call sign as well.
- (d). -the telephony designator should be easily and phonetically pronounceable in English.

6.3.2 Conflicting call sign

Any air operator, AFTN, ATC or aviation organisation that involve in communications may recommend to CAMA to proposed changes if the call sign is either: difficult to pronounce, too long, similarity found or may contribute with safety of the flight.

For example: Cargofax encounter another similar call sign eg cargoflight, the operator shall immediately notify CAMA that the callsign may create ambiguity, and may request changes or propose changes to other appropriate callsign to ICAO through CAMA.

The following word should be avoided in assigning call sign : Taxi, Fly, Climb, lower, higher, any Number or similar word that is used as a communication in air traffic services that may affect the ambiguous.

6.4.2 Flight Number Assignment

CAMA recommend the following flight number assignment

- a) Flight numbers should be kept as short as possible, ideally two number, and limited to three figures;
- b) Flight numbers should be selected bearing in mind the flight numbers already in use by other operating agencies in the intended control environments; and
- c) When practicable flight numbers that ending in a zero or five should be avoided.

6.3. Use of Call sign or Radio Telephony designators within Yemen Operator

The Radio Telephony designators or a call sign is not transferable between one state member to another state member as it may have further implication on safety such as traffic arrangement, separations, interpretations or establishment of visual contact (logo vs call sign confusion). Additionally there will also be security impact particularly on other member state. Therefore the use of call sign shall be regulated by Yemen CAMA

6.1.3 Use of Yemen operator callsign

The Yemen air operator (Yemen AOC Holder) may use another Yemen (Yemen AOC Holder) to cover AOG or short notice requirement on replacement aircraft as one off (this shall not exceed 5 days), for periodic / frequent use of call sign, the these operator shall request to YEMENCAMA no objections using call sign within 5 days of the commencement of the operations. The Flight operations Inspector will review the contract agreement between these operator including type of lease (Wet Damp or Dry) as well as insurance coverage. Upon satisfactory on document review, CAMA Flight Operations Inspector will prepare Letter of No Objections.

6.2.3 Use of Yemen operator call sign on Foreign Aircraft

The AOC and Operations Specifications is the Legal document that is issued by Civil Aviation Authority for Commercial Air Transportations business which is also member of ICAO. The Operations Specifications describes the Area of operations, Type of Aircraft, Operational / Navigation authorization (e.g. Low Visibility, RVSM, MNPS, etc), etc and Wet leased aircraft listed in CAAP 47

the AOC. This authorized the Foreign Operator to use Yemen AOC Call sign for foreign registered aircraft, for other lease longer than 5 days, prior approval required. There may be a case where the arriving aircraft enter Yemen Airspace with Foreign call sign (e.g. flight bound from USA may use their call sign or N (November registered) call sign, and during departure, carrying Yemen Operator / lessor, the lessee may use Yemen Operator call sign.

Unless it is specified in the Operations Specifications or Authorized by CAMA Flight Operations, no Operator shall use any other call sign from other state member without CAMA approval unless in accordance with CAROPS 1 / 3.165 par d.

Applicable Reference to be considered (deleted):

Information Bulletin IB 0408 / 2001 Aircraft Operations (Air Operators) Certificate & Maintenance **The above bulletin / information** with regards to Operator Radio telephony call sign is superseded by this Advisory Publication however does not preclude foreign operator to have C A M A Authorization to be based in Yemen.

6.4. List of Radio Telephony Designation

CAMA will issue list of Radio telephony Designation through www.camayemen.com flight operations notices.