

During the week of 12/19/2012, the following briefing was distributed to the pilots of our nine CISP partner airlines in direct response to ATSAP reports received on this issue.

ATC Wished Pilots Knew...

What Controllers Say (Chapter 1)

Call Sign Read Back




atsap

Air Traffic Safety
Action Program

A pilot's intent to be brief and not tie-up the frequency often backfires if a call sign is not included. Examples from 1,523 recently shared ATC reports include...

"I reported the traffic to (Call sign) and he reported the aircraft in site. I told him to maintain visual separation and his response was "wilco." I asked for a call sign with the transmission and he came back and said, "(Call sign) we will not hit the traffic." The way he said it was slow and he seemed mad that I was asking for the call sign."



"(Call sign) reported both aircraft in sight and I cleared him to follow the traffic to 28L and maintain visual separation with the traffic for 28R. (Call sign) read the clearance back verbatim, so I went on to the rest of my sequence and switched him to the tower. It was a week later that I was informed that because (Call sign) didn't read back his call sign I would be hit with an error."

"(Call sign) on base leg, reported parallel traffic in sight. I issued new heading, maintain visual separation from that aircraft, and cleared for a visual approach to Runway 28R. Apparently (Call sign) read back clearance and executed visual approach, BUT did not use their call sign in responding to an ATC instruction. I was advised of this electronically detected event 1 month after occurrence."

"I was informed that because (Call sign) didn't read back his call sign I would be hit with an error."

"As a radar controller, on a daily basis I deal with pilots who do not give their call signs on frequency read backs. Because of the issues with NORDO aircraft I have tried to be diligent in verifying that it was the correct aircraft reading back the frequency."

What is CISP?

Confidential Information Sharing Program
CISP is an agreement between the ATC VSP

(ATSAP) and several air carrier VSPs, to exchange safety reports, while protecting the confidentiality of the submitters.

CISP allows pilots to view problems from a controller's prospective, and vice versa. Many reports exchanged through CISP involve the same incident, and offer a unique two-sided view of an aviation event. The ATSAP program currently

has CISP agreements with UAL, SWA, AAL, CHQ, RPA, TCF, FFT, NKS, and AWE, More are pending.

ATSAP Briefing Sheet to CISP Partner Pilots

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