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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: IDENTIFICATION OF CIVIL AIRCRAFT IN RADIO COMMUNICATIONS

1. PURPOSE. This Advisory Circular outlines an important change in the Federal Communications Commission (FCC) Rules for the Aviation Services concerning the methods of identifying aircraft in radio transmissions.
 2. SCOPE. The FCC amendment covers all types of stations in the aviation service; however, the significant change explained herein applies to the identification of civil nongovernmental aircraft of United States registry, operating in the airspace of the U.S. This includes general aviation, commercial operators and air carriers, flight test and training operations, aircraft used for military charter, etc.
 3. CITATION. The FCC rule change referred to above was published in the Federal Register, July 6, 1968, (Volume 33, No. 131). It is identified as TITLE 47 - TELECOMMUNICATION, Part 87 - Aviation Services, Docket No. 17430-FCC 68-664, "Requirements for Aircraft Identification in Radio Communications," Report and Order. The amended Section is 87.115 - Station Identification. The effective date is August 9, 1968.
 4. BACKGROUND. Present FCC rules provide for a variety of methods by which an aircraft radio station can be identified in radio communications (air/ground call-sign). In order to standardize aircraft identification procedures and assist air traffic controllers to properly identify aircraft and correlate the identity used in flight plans with the received air/ground call-sign, the FCC has established one basic method and one regulated alternative for use by all U.S. civil aircraft. (Foreign aircraft operating in the U.S. may still utilize the existing ICAO identification procedures.)
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Initiated by: AT-410

5. NEW PROCEDURES.

- a. The basic method of identification is the use of the characters corresponding to the registration marking ("N" number) of the aircraft preceded by the type of the aircraft.

EXAMPLES: TRI-PACER 12345
CESSNA 1234 TANGO

Abbreviated calls may be used only when initiated by the ground station and will consist of the type followed by the last three characters of the tail ("N") number.

- b. The alternative method consists of the radiotelephony designator of the aircraft operating agency followed by the flight identification number. EXAMPLE: GALAXY FOURTEEN. No abbreviations are permitted.

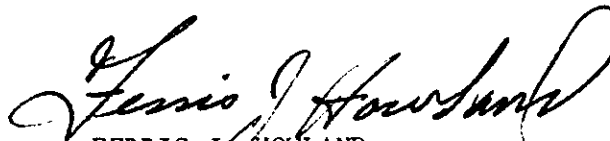
The "radiotelephony designators" referred to must be assigned and authorized by the Federal Aviation Administration. The flight identification number is the "trip number" assigned by the Company.

6. FAA AUTHORIZATIONS.

- a. The Air Traffic Service, FAA has established a system for assigning air/ground call-signs to qualified operators for use in the U.S. airspace system. Advisory Circular AC-120-26 dated January 25, 1968, explains the criteria, ground rules, and application procedures.
- b. Publication of authorized radiotelephony designators is made in the FAA Contractions Handbook, 7340.1, Section F. ICAO assignments contained in ICAO DOC. 8585 (air carriers) have been given blanket authorization and are included in "Contractions." All other civil operators and pilots are required by the new FCC regulation to use the basic identification procedure (type/tail number).

The FAA Contractions Handbook (7340.1) is available from the Government Printing Office, Superintendent of Documents, Washington, D.C. 20402.

7. GENERAL. This information is advisory only. Proper application of the amended FCC rule will be monitored by the field offices of that agency.



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