

**POLICY STATEMENT 28 | ICAO LOCATION INDICATORS; 3 LETTER DESIGNATORS; TELEPHONY DESIGNATORS AND 5 LETTER SIGNIFICANT POINT NAME CODE (5LNC)**

**UNCONTROLLED DOCUMENT WHEN PRINTED**

**Effective date of Implementation:** 8 November 2016

**Rationale:**

ICAO Docs 7910 and 8585 establish ICAO policies with regard to issue and amendment of location indicators, 3 letter designators and telephony designators. Annex 11 (Air Traffic Services), Appendix 2, establishes the standards for “Designators for significant points not marked by the site of a radio navigation aid” through 5 letter significant point name codes (5LNC).

Responsibility for the day-to-day application of UK policy regarding ICAO 3 letter and telephony designators and location indicators rests with the Airspace Regulation Section of the UKCAA. Responsibility for the policy, use and allocation of 5LNC designators lies with the applicable ICAO Regional Office.

This policy statement establishes ASSI policy in line with ICAO and the policy adopted by the UK as the signatory state. (See UK AIC Y072/2015.)

**Policy Statements:**

1 *General*

Assignment of an ICAO location indicator, 3 letter designator, telephony designator or 5LNCs does not confer ownership of such a code or designator to the aerodrome or aircraft operator to which they are assigned. They are not to be considered as tradeable assets, and are to be cancelled when the requirement for their UK Overseas Territory use ends.

2 *Location indicators*

Location indicators will normally only be issued to those geographical locations connected to the Aeronautical Fixed Service (AFS) to assist in the processing of aeronautical messages. The number of codes available to the UK and Overseas Territories is finite. However, the assignment of location indicators to geographical locations other than those served by the AFS may, in exceptional circumstances, be approved.

3 *3 letter designators*

(a) 3 letter designators will normally only be issued to:

- (i) aircraft operating agencies engaged in air transport operations in accordance with a full Aircraft Operator’s Certificate (AOC) and considered to have a need for an exclusive designator;
- (ii) aircraft operating agencies engaged in aerial work operations that can demonstrate a need for an exclusive designator;
- (iii) government authorities and services providing air navigation, communication and other services for international aviation;

- (iv) organisations, other than government organisations, providing services for international civil aviation.
- (b) The assignment of 3 letter designators to aircraft operators other than those listed above may in exceptional circumstances, be approved. **3 letter designators will not under any circumstances be issued to individuals for personal use.**
- (c) These designators should reflect, to the maximum extent practicable, the name of the aircraft operating agency or its telephony designator, or the aeronautical service provided.
- (d) Designators for governmental organisations which provide aviation facilities and services will be allocated in the Y series; those providing air traffic services will be allocated in the Z series (except ZXA-ZXZ). Normally, no more than one 3 letter or telephony designator will be assigned to each aircraft operating agency, aeronautical authority or service.
- (e) To avoid confusion with AFS signals and ATC procedures the following combinations of letters will not be permitted in 3 letter designators: CZ, ZC, NN, QTA, SVC, PAN, SOS. To avoid potential AFTN routing problems, no allocation of aircraft operating agency designators will be included in the Y and Z series; no allocation of 3 letter designators will be included in the Y series and ZAA-ZIZ, ZOA-ZUZ and ZYA-ZZY groups.

#### 4 *Telephony Designators:*

- (a) Telephony designators will normally only be assigned to AOC holders. If a non-AOC holder wishes to have a designator due to exceptional circumstances, the case will be judged on its merits. **Telephony designators will not, under any circumstances, be assigned to individuals for personal use.**
- (b) Telephony designators may be used as part of the radiotelephony callsign in accordance with ICAO Radiotelephony Procedures (Annex 10, Volume 2) and should resemble, as far as possible, the name of the aircraft operating agency or its function. Ideally, there should be a correlation between the 3 letter designator, the telephony designator and the name of the aircraft operating agency or its function.
- (c) In order to reduce the length of R/T transmissions, telephony designators should be brief and comprise if possible one word of two or three syllables. It should not exceed two words. The telephony designator should be easily and phonetically pronounceable.
- (d) The use by aircraft operators of telephony designators relating to an air traffic service unit should be avoided.

#### 5. *5 Letter Significant Point Name Codes:*

- (a) 5LNCs will only be issued to:
  - (i) Government authorities;
  - (ii) Aerodrome Certificate holding organisations responsible for the applicable IFP.

- (b) Available 5LNCs for a location are managed by the ICAO International Codes and Routes Designators System (ICARD). Applicants may apply for read only access to ICARD as a public user. It is at the discretion of ASSI to allocate available codes.
  
- (c) A 5LNC is not deemed to be formally allocated until ICAO has generated a State Letter referring to the allocation.