



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

Order  
JO 7610.12

Effective Date:  
June 6, 2018

**SUBJ:** Assignment and Authorization of Call Sign Designators and Associated Telephonies

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**1. Purpose of This Order.** The procedures in this Order explain the Federal Aviation Administration (FAA) Air Traffic Organization (ATO) process for assignment of call sign designators and associated telephonies; and describe the requirements for authorization of their use domestically within the National Airspace System (NAS) and internationally in accordance with International Civil Aviation Organization (ICAO) policies. FAA ATO assignment and authorization of call signs is an air traffic management (ATM) security measure for aircraft identification that is fundamental to the security and safety of the NAS. FAA ATO must ensure that every call sign is properly authorized, clearly related to the type of operation permitted, and is used within the NAS in accordance with its authorization.

**2. Audience.** This Order applies to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; all associated air traffic control facilities; and anyone using ATO directives.

**3. Where Can I Find This Order?** This Order is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).

**4. Explanation of Policy Change.** This Order is now the FAA ATO source document for the assignment process and authorization of use policies for U.S. registered aircraft using ICAO three letter designators (3LD), U.S. special call sign designators, local call signs, and associated telephonies. In conjunction with the publication of this Order, Chapter 16, Section 2, *Assignment of Call Sign Designators and Associated Telephonies*, will be removed from FAA Order JO 7610.4, *Special Operations*; and paragraph 4-4-2, *Use of Aircraft Call Signs*, from FAA Order JO 7210.3, *Facility Operation and Administration*, will be modified to provide a pointer reference to this Order. The publication of this Order makes all these processes and policies available to the public, as viewing access of FAA Order JO 7610.4 is restricted due to its "For Official Use Only" classification. The changes that will be effective in this Order include:

- a. Removal of references to FAA Order 7110.67, *Air Traffic Management Security Services for Special Activities*;
- b. Removal of flight schools from eligibility for requesting U.S. special call signs;
- c. Addition of new procedures regarding call sign requests for civil aircraft flights contracted through the Department of Defense (DOD) and call sign requests by U.S. Army National Guard/Reserve units;

- d. Addition of a new procedure for FAA ATO to advise civil ICAO 3LD applicants of the ICAO fees;
- e. Addition of a new paragraph regarding FAA ATO call sign record keeping responsibilities;
- f. Clarification that 3<sup>rd</sup> party use of an ICAO 3LD/telephony can only be approved for flight servicing companies and charitable organizations;
- g. Addition of a new paragraph regarding modifications to ICAO 3LD/Telephony or company name/address;
- h. Addition of new guidance to notify ATO Aeronautical Information Services (AIS) of aircraft identification problems directly involving FAA authorized ICAO 3LDs, U.S. special call signs, and/or associated telephonies;
- i. General edits and clarifications of the assignment processes for ICAO 3LDs and U.S. special call signs for better understanding.

In support of this Order, Advisory Circular 120-26, *Assignment of Aircraft Call Sign Designators and Associated Telephonies*, will be updated to reflect any changes.

## **5. General.**

**a.** This Order contains policy and procedures for FAA ATO and aircraft operators regarding assignment and authorization for use of call sign designators and associated telephonies for U.S. registered civil aircraft, certain U.S. governmental aircraft, and certain U.S. military aircraft. Aircraft operated by commercial companies, government agencies, and private organizations may need call signs and telephonies for operations within the air traffic control (ATC) system.

**b.** The three types of call sign designators and telephonies authorized for use by FAA ATO and described in this section are as follows:

- (1) ICAO three letter designator (3LD) and associated telephony;
- (2) U.S. special call sign designator and associated telephony; and
- (3) Local call sign designator and associated telephony.

### ***NOTE-***

*After January 1, 2020, FAA authorization for ICAO 3LD, U.S. special, or local call signs will be contingent on aircraft being equipped with an ADS-B transponder with a pilot changeable call sign feature that the pilot can access on the flight deck. More information is available at FAA website [https://www.faa.gov/nextgen/equipadsb/installation/call\\_sign/](https://www.faa.gov/nextgen/equipadsb/installation/call_sign/).*

**c.** Listings of U.S. authorized and foreign registered ICAO 3LDs, certain U.S. special call sign designators, and associated telephonies are contained in Chapter 3 of FAA Order JO 7340.2, *Contractions*.

## **6. FAA ATO Responsibilities.**

### **a. ATO System Operations Security is responsible for the following:**

- (1) Ensuring that use of FAA authorized call signs is compliant with FAA security policies;
- (2) Assignment and authorization of ICAO 3LDs and associated telephonies for governmental aircraft operators (federal, state, local, tribal, and law enforcement aircraft);
- (3) Assignment and authorization of all U.S. special call signs and associated telephonies;
- (4) Issuance of security agreements that authorize third party use of FAA authorized ICAO 3LDs and associated telephonies;
- (5) Ensuring ICAO Document 8585 modifications are forwarded to ATO AIS;
- (6) Ensuring the listings of authorized U.S. special call sign designators/telephonies are updated with ATO Mission Support Services for publication in FAA Order JO 7340.2.
- (7) Authorization to revise, reassign, rescind, or cancel the assignment or authorization of any FAA authorized ICAO 3LD, U.S. special call sign designator and/or associated telephony;
- (8) Conducting periodic audits to validate use of FAA authorized call signs (ICAO 3LDs and U.S. special).

### **b. ATO Aeronautical Information Services (AIS) is responsible for the following:**

- (1) Assignment and authorization of ICAO 3LDs and associated telephonies for civil aircraft operators;
- (2) Ensuring applicants are informed of the ICAO fees for obtaining or modifying a civil ICAO 3LD and associated telephony;
- (3) Ensuring all requests for civil ICAO 3LDs and associated telephonies are coordinated and validated with ATO System Operations Security for compliance with FAA security policies;
- (4) Ensuring call sign-related GENOTs are assigned an FAA Notice number, coordinated with the Washington Operations Center Complex (WOCC) for dissemination, and published on the FAA Orders and Notices website;
- (5) Ensuring the listings of ICAO 3LDs and associated telephonies authorized for use by U.S. registered aircraft are updated in FAA Order JO 7340.2;
- (6) Ensuring inquiries received on [callsigns@faa.gov](mailto:callsigns@faa.gov) involving aircraft identification issues or concerns are disseminated to the appropriate ATO offices, as necessary;
- (7) Authorization to revise, reassign, rescind, or cancel the assignment or authorization of any FAA authorized civil ICAO 3LD and/or associated telephony.

**7. FAA ATO Call Sign Record Keeping.** In the interest of safety and security of the NAS, FAA ATO must maintain updated contact and organizational/company information of U.S. civil and governmental aircraft operators assigned authorized ICAO 3LDs, U.S. special call signs, and local call signs. Specifically, this information includes aircraft operator point of contact, organizational/company name and address, authorization of use agreement, and other documentation pertinent to the assignment and authorization of the call sign. FAA ATO offices and facilities are responsible as follows:

**a.** ATO System Operations Security maintains information concerning governmental aircraft operators assigned an authorized ICAO 3LD.

**b.** ATO System Operations Security maintains information concerning aircraft operators assigned an authorized U.S. special call sign.

**c.** ATO Aeronautical Information Services (AIS) maintains information concerning civil aircraft operators assigned an authorized ICAO 3LD.

**d.** Local ATC facilities maintain information concerning aircraft operators assigned a local call sign.

**8. Policy For ICAO 3LDs And Associated Telephonies.**

**a.** ICAO 3LDs and associated telephonies are registered with and approved by ICAO, but aircraft operators must receive authorization from FAA ATO prior to use. ICAO 3LDs and associated telephonies are assigned in accordance with applicable policy and provisions set forth and specified in the following:

(1) FAA instructions, including those in the aircraft operator's FAA operating certificate;

(2) FAA instructions and security agreements;

(3) FAA Advisory Circular 120-26, *Assignment of Aircraft Call Signs and Associated Telephonies*.

**b.** ICAO 3LDs and associated telephonies may be assigned to:

(1) Scheduled Title 14 Code of Federal Regulations (CFR) part 121 and part 135 aircraft operators.

**NOTE-**

**1.** *Part 121 aircraft operators are governed by 14 CFR, specifically, 14 CFR 121 "Operating Requirements: Domestic, Flag, and Supplemental Operations."*

**2.** *Part 135 aircraft operators are governed by 14 CFR, specifically, 14 CFR 135 "Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft."*

(2) Chartered aircraft operators under any part of 14 CFR engaged in commercial international flight operations; or

(3) Other entities, such as corporations, flight schools, flight servicing companies, government agencies, and charitable organizations.

c. Third party use of an FAA authorized ICAO 3LD and associated telephony, assigned to a flight servicing company or charitable organization, may be approved via security agreement with ATO System Operations Security for aircraft operations within the NAS.

d. U.S. Aircraft operators may require use of their ICAO 3LD and associated telephony by another aircraft operator (that operates under 14 CFR part 121, part 129, or as otherwise approved by ATO System Operations Security) for services contracted, such as a wet lease, dry lease, or charter.

**NOTE-**

*AJR-2 approval authority for the use of a call sign does not constitute approval for any regulatory requirement of Department of Transportation (DOT) and/or Department of Homeland Security (DHS).*

e. ATO conducts periodic audits to identify ICAO 3LDs/telephonies that are assigned to U.S. aircraft operators and registered with ICAO, but are no longer in use. Lack of use for three years or more may result in the assignment or authorization of an ICAO 3LD/telephony to be revised, reassigned, rescinded, or cancelled.

**9. Assignment Process For ICAO 3LDs And Associated Telephonies.**

a. Applicants must submit requests (including modifications) for ICAO 3LDs and associated telephonies to FAA ATO as follows:

(1) Civil aircraft operators submit the request to ATO AIS via email ([callsigns@faa.gov](mailto:callsigns@faa.gov));

(2) Governmental aircraft operators (Federal, state, local, tribal, and law enforcement aircraft) submit the request to ATO System Operations Security via email ([9-ATOR-HQ-IFOS@faa.gov](mailto:9-ATOR-HQ-IFOS@faa.gov))

b. Applicants must submit the following information to the appropriate ATO office (listed above) for validation that the request meets FAA requirements:

(1) Name and address of the aircraft operator or organization;

(2) Type of aircraft operation or service provided by the company or organization;

(3) Identification of the 14 CFR part under which aircraft operations are to be conducted and, if applicable, a copy of the aircraft operator's FAA operating certificate;

(4) **(Civil applicants only)** Provide a copy of the aircraft operator's monthly published or projected flight schedule, including routes or areas of operation;

(5) (Optional) Provide a list of 5 preferred ICAO 3LDs and associated telephonies, listed in their desired order.

**NOTE-**

*FAA ATO will give full consideration to the applicant's preferred list before assigning an ICAO 3LD/telephony. However, the applicant may be assigned an alternate ICAO 3LD/telephony for reasons of safety and security of the NAS (including conflict with duplicate call signs, similar sounding call signs, and military call signs).*

**c. (Civil applicants only)** ATO AIS will process civil ICAO 3LD/telephony requests as follows:

(1) ATO AIS will advise the civil applicant of the ICAO 3LD purchase fee (<https://www4.icao.int/3LD/Home/Fees>) and request the applicant consent to the fee prior to processing the ICAO 3LD request.

**NOTE-**

*ICAO charges civil applicants a significant fee to purchase a Personal Identification Number (PIN), which is used to register a proposed ICAO 3LD/telephony or modify an existing ICAO 3LD/telephony. Civil applicants should not purchase a PIN on the ICAO 3LD web site until instructed by ATO AIS, otherwise the applicant risks forfeiture of the PIN fee.*

(2) If the civil applicant consents to the ICAO fee, ATO AIS will process the initial FAA request requirements (in 9.b above) for validation. If the civil applicant does not consent to the ICAO fee, ATO AIS will archive the request as inactive.

(3) If the initial FAA request requirements are met, ATO AIS must coordinate the request with ATO System Operations Security to further validate that use of the proposed call sign is compliant with FAA security policies.

(4) If the request is unable to be validated, ATO AIS will provide an explanation to the civil applicant.

(5) If the request for an ICAO 3LD/telephony is validated, ATO AIS will assign the civil applicant an appropriate ICAO 3LD/telephony and direct the applicant to the ICAO 3LD web site (<http://www.icao.int/3LD>) to purchase a PIN for registration of the new ICAO 3LD/telephony.

(a) If ICAO approves the ICAO 3LD/telephony request, ATO AIS will issue a letter of authorization to notify the civil applicant of the effective date when the assigned ICAO 3LD/telephony is authorized for use.

**NOTE-**

*ICAO approval does not authorize the use of an ICAO 3LD/telephony. ICAO approval only registers the ICAO 3LD/telephony with ICAO. Only FAA ATO can provide the authorization for a U.S. operator to use an ICAO 3LD and associated telephony.*

(b) If ICAO disapproves the ICAO 3LD/telephony request, ATO AIS will assign a different ICAO 3LD/telephony for the civil applicant to register on the ICAO web site.

**d. (Governmental applicants only)** ATO System Operations Security will process governmental ICAO 3LD/telephony requests as follows:

(1) If the applicant's initial FAA request requirements (as described in subparagraph 9.b above) are validated, ATO System Operations Security will further review the request to validate that use of the proposed call sign is compliant with FAA security policies.

(2) If the request is unable to be validated, ATO System Operations Security will provide an explanation to the governmental applicant.

(3) If both the initial FAA request requirements and FAA security policies of the proposed call sign are validated, the governmental applicant will be assigned an appropriate ICAO 3LD/telephony.

(4) ATO System Operations Security will register the assigned ICAO 3LD/telephony directly on the ICAO 3LD web site.

**NOTE-**

*Governmental applicants are exempt from the ICAO 3LD fee and should not attempt to access the ICAO 3LD web site.*

(5) ATO System Operations Security will issue a letter of authorization to notify the governmental applicant of the effective date when the ICAO 3LD/telephony is authorized for use.

**10. Modifications to ICAO 3LD/Telephony or Company Information.**

**a.** Civil aircraft operators requesting to modify an existing ICAO 3LD/telephony or company name/address must submit an explanation of change to ATO AIS via email ([callsigns@faa.gov](mailto:callsigns@faa.gov)).

**NOTE-**

*ICAO charges a fee for modifications to an existing civil ICAO 3LD/telephony. (See paragraph 9.c)*

**b.** Governmental aircraft operators requesting to modify an existing ICAO 3LD/telephony or company name/address must submit an explanation of change to ATO System Operations Security via email ([9-ATOR-HQ-IFOS@faa.gov](mailto:9-ATOR-HQ-IFOS@faa.gov)).

**11. Policy For U.S. Special Call Signs.**

U.S. special call sign designators and associated telephonies may be assigned and authorized by FAA ATO for certain flight operations, normally of a short or limited duration, to enable special handling by ATC. ATO System Operations Security determines if U.S. special call sign designators and associated telephonies are operationally appropriate for use in the NAS.

**a.** Examples of situations in which FAA ATO may authorize a U.S. special call sign designator/telephony include:

(1) Governmental aircraft operations (federal, state, local, tribal, and law enforcement);

(2) Civil aircraft supporting governmental activities (non-DOD), including law enforcement (the contracting governmental agency must request the U.S. special call sign);

(3) Civil aircraft supporting emergencies or disasters;

(4) Civil aircraft that require special handling for security or test purposes;

(5) Commemorative flights; or

(6) Civil aircraft participating in activities or events that ATO System Operations Security determines as appropriate for reasons of safety and security of the NAS;

**b.** U.S. special call signs are not authorized for the following:

(1) Civil aircraft flights contracted through the DOD. Call sign requests for these tactical flights must be submitted through the DOD or the aircraft operator may request an ICAO 3LD and associated telephony (as described in paragraph 9).

(2) U.S. Army National Guard/Reserve. Call sign requests must be submitted via the U.S. Army Aeronautical Services Agency email (usarmy.belvoir.tradoc.list.usaasaops@mail.mil).

(3) Flight schools. Nationally recognized part 61 and/or part 141 flight schools seeking an FAA authorized call sign for flight operations may request an ICAO 3LD and associated telephony (as described in paragraph 9).

**NOTE-**

**1.** *Due to FAA ATO policy changes, flight school requests for U.S. special call signs are no longer accepted.*

**2.** *Flight schools assigned an existing U.S. special call sign are not immediately affected by the policy changes described in NOTE 1. However, these policy changes may be imposed by FAA ATO at a future date.*

**c.** U.S. special call signs are meant for flight operations of a short or limited duration (in accordance with 47 CFR 87.107, *Station Identification*), however flight operations may be considered for longer duration if deemed appropriate by ATO System Operations Security for reasons of safety and security of the NAS.

**d.** U.S. special call sign designators can be used for filing flight plans and may be issued for a designated area of operation corresponding to the duration of an event or circumstances requiring special handling.

**e.** U.S. special call sign designators are comprised of four to five letters. The U.S. special call sign designator combined with the flight number serves as the aircraft identification for the ATC system; must not exceed 7 total characters; and is used instead of the aircraft registration number for ATC security and operational purposes.

**f.** The U.S. special call sign designator, when pronounced, is normally the telephony unless a unique telephony is assigned by ATO System Operations Security.

**g.** Pilots are required to use standard identification procedures (i.e., aircraft registration number) when operating outside of their U.S. special call sign authorization.



## 12. Assignment Process For U.S. Special Call Signs.

**a.** Aircraft operators must make requests for U.S. special call sign designators and associated telephonies to ATO System Operations Security via email ([9-ATOR-HQ-IFOS@faa.gov](mailto:9-ATOR-HQ-IFOS@faa.gov)).

**b.** Aircraft operators must submit the following information for validation that the request meets FAA requirements:

- (1) Name and address of the aircraft operator or organization;
- (2) Type, purpose, and description of flight, operation, or event;
- (3) Aircraft type and number of aircraft participating;
- (4) Routes or areas of flight, operation, or event; and
- (5) Duration of flight, operation, or event.

**c.** If ATO System Operations Security determines the request does not meet FAA requirements or FAA security policies, an explanation will be provided to the applicant.

**d.** ATO System Operations Security will approve, administer final assignment, and issue a letter of authorization to notify the applicant when the U.S. special call sign designator and associated telephony is authorized for use.

## 13. Policy For Local Call Signs.

Local call sign/telephony designators are authorized for use only for local flight operations as specified in a letter of agreement (LOA) between the local air traffic control (ATC) facility(ies) and the requesting aircraft operator. LOAs concerning the use of aircraft call signs by local flight operators must conform with the following standards:

**a.** Local call signs must not be assigned a three-letter designator to ensure they do not conflict with ICAO 3LDs. Local call signs may be assigned 2, 4, 5, and 6 letter call sign designators.

**b.** Local call sign/telephony designators must not conflict with call signs and/or telephonies in use by military aircraft and other aircraft that operate in the local area.

**c.** Local call signs are only used for communications and operations with ATC facilities that are signatories on the LOA.

**d.** Local call signs are not used in filing flight plans outside the local area designated in the LOA.

### **NOTE—**

**1.** *Aircraft operators (for example, aircraft manufacturers and law enforcement) that require IFR flight operations outside the designated local area, may qualify for a U.S. special call sign designator/telephony (as described in paragraph 12).*

**2.** *Flight schools and other aircraft operators that do not qualify for a U.S. special call sign may request an ICAO 3LD and associated telephony (as described in paragraph 9).*

#### 14. Assignment Process For Local Call Signs.

- a. Aircraft operators must submit requests for local call sign designators and associated telephonies to the appropriate local FAA ATC facility.
- b. The local ATC facility will provide the applicant with the FAA requirements for requesting local call sign designators and associated telephonies.
- c. Local call signs are authorized for use through an LOA between the ATC facility(ies) and the aircraft operator.

#### 15. Use of Authorized Call Signs (ICAO 3LD, U.S. Special, and Local).

**a. Aircraft Identification.** The proper use of authorized call signs and telephonies is essential to ensuring the safety and security of the NAS by providing distinct aircraft identification for ATC. The authorized call sign designator, together with a flight number (see subparagraph 15.b below for more details), serves as the aircraft identification for the ATC system and is used instead of the aircraft registration number for ATC security and operational purposes. ATC identifies each of these aircraft within the NAS as follows:

(1) When the call sign designator is combined with a flight number to make up the aircraft identification; and

(2) When the telephony, in conjunction with the flight number, is used as the aircraft identification for radio communications with ATC.

**b. Use of Authorized Call Sign Designators.** To ensure proper aircraft identification for ATC, authorized call signs must meet certain requirements for use in the NAS.

(1) FAA authorized call signs must incorporate the following characteristics:

(a) The combination of call sign designator and flight number must not exceed 7 alpha-numeric characters;

(b) To avoid similar or same call sign confusion, the call sign designator letters must immediately be followed in sequence only by the numerals of the flight number;

(c) No additional letters of the alphabet are permitted after the call sign designator (except in (2) below);

**NOTE-**

1. *Examples of acceptable call sign designators with flight number are: MDSTR1, TORAI72, ABX91, and SWA2604.*

2. *Examples of unacceptable call sign designators with flight number are: TORAI720, NEWS42G, BKA16CH, and LBQ17523.*

(2) For operational purposes, scheduled aircraft operators (as defined in subparagraph 8.b(1)) may use a letter as the final character of the aircraft identification as long as it is preceded by a numeral (i.e., AAL351A);

(3) Pilots are required to use standard identification procedures (i.e., aircraft registration number) when not using their authorized call sign designator or when operating outside of the provisions of their call sign authorization.

(4) Use of ICAO 3LDs for international telecommunications services, including the Aeronautical Fixed Telecommunications Network (AFTN), must be in accordance with ICAO Document Annex 10, *Aeronautical Telecommunications*.

**NOTE-**

*The AFTN system is an integrated, international system of aeronautical communications networks that uses ICAO 3LDs for identification, communication, and billing purposes. The AFTN system provides the exchange of messages and flight plans between aeronautical and fixed stations within the network.*

**c. Use of Telephonies.** Telephonies are used for aircraft identification purposes, instead of phonetically pronouncing the call sign designator, to expedite radio communication with ATC. To ensure proper aircraft identification for ATC, authorized telephonies must meet the following requirements for use in the NAS:

(1) To avoid confusion of similar sounding call signs, the telephony must be distinct and dissimilar from other telephonies listed in FAA Order JO 7340.2. The telephony should also incorporate the following characteristics:

(a) Ideally, the telephony should reflect a correlation between the call sign designator and the name of the aircraft operating agency or its function.

(b) To reduce potential for miscommunication with ATC, the telephony should be easy to pronounce in English, comprised of one or two words, and consist of two or three syllables.

(2) An ICAO 3LD must not be used in phonetic form as the telephony. However, existing telephonies which violate this rule will remain in effect (e.g., UPS).

(3) The aircraft operator must include a new or changed telephony in the “Remarks” section of their flight plans for at least 60 days following the effective date of the new telephony.

**d. ATC Responsibilities.** In accordance with FAA Order JO 7110.65, the abbreviation of FAA authorized call signs is not permitted; and similar-sounding call signs must be reported.

**NOTE-**

*An abbreviated U.S. special or local call sign entered into the ATC system may create a conflict with other FAA authorized call signs, in particular, ICAO three-letter designators (3LD). For example, abbreviating an authorized five-letter call sign designator to a three-letter version could create a conflict if the abbreviated version of the five-letter call sign designator matches an ICAO 3LD.*

**REFERENCE-**

*FAA Order 7110.65, Air Traffic Control, paragraph 2-4-9.a, Abbreviated Transmissions*

*FAA Order 7110.65, Air Traffic Control, paragraph 2-4-15.b, Emphasis for Clarity*

**16. Resolution of Aircraft Identification Issues or Concerns.**

**a.** Notify ATO AIS via email ([callsigns@faa.gov](mailto:callsigns@faa.gov)) of aircraft identification issues or concerns directly involving FAA authorized ICAO 3LDs, U.S. Special call signs, and/or associated telephonies.

**NOTE-**

*ATC reporting of aircraft identification problems involving safety issues is addressed in FAA Order JO 7210.3, Facility Operation and Administration, and FAA Order JO 7200.20A, Voluntary Safety Reporting Programs.*

**b.** Aircraft operators may report occurrences of aircraft identification problems, such as similar-sounding or duplicate call signs, to the ATC facility where the occurrence took place.

**17. Effective Date and Publication.** FAA facilities are normally notified of the effective dates when ICAO 3LDs, certain U.S. special call signs, and associated telephonies are authorized for use via GENOTs and the FAA Orders and Notices website. The authorizing ATO office must ensure these call signs are published in FAA Order JO 7340.2, Contractions.

**18. Distribution.** This Order is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center; and Flight Standards Services.

**19. Background.** In 2015, ICAO changed the approval process for requesting and obtaining ICAO three letter designators and associated telephonies. These changes accelerated a review of all published ATO procedures for assignment and authorization of call signs and associated telephonies, including U.S. special call signs and local call signs. These changes were originally published in FAA Order JO 7610.4, but ATO System Operations Security determined it was more advantageous to have the procedures published in a stand-alone Order and readily available to ATC facilities and the public.

**20. Related Documents.**

Title 47 Code of Federal Regulations (CFR) part 87.107, Station Identification

FAA Advisory Circular 120-26, *Assignment of Aircraft Call Signs and Associated Telephonies*

FAA Order JO 7340.2, *Contractions*

FAA Order JO 7110.65, *Air Traffic Control*

FAA Order JO 7210.3, *Facility Operation and Administration*

ICAO Document 8585, *Designators for Aircraft Operating Agencies, Aeronautical Authorities, and Services*

ICAO Document Annex 10, *Aeronautical Telecommunications*

FAA Order 8900.1, *Flight Standards Information Management System*, Volume 5, Chapter 12



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