

FOREWORD

GENERAL

This document contains designators for those aircraft types which are most commonly provided with air traffic service (ATS). It was originally prepared as a result of recommendations of the Rules of the Air and Air Traffic Services/Operations Divisional Meeting (May 1963) and the Third Meeting of the Air Traffic Control Automation Panel (October 1963) and was published in accordance with directives of the Council. As a result of the substantial comments received from the air traffic services units, the most common operational users of designators, the Secretariat with the assistance from Air Traffic Control The Netherlands and the European Organization for the Safety of Air Navigation (EUROCONTROL), undertook in 1996 a major revision of the document. The revision was done with the aim of ensuring that the document satisfies its original purpose and amended to accommodate the increased use of automation in ATS and in data exchange.

New editions of the document will be issued once a year and to keep the document up-to-date between the editions, amendments to the latest edition will be published as they accumulate. The information contained in this document is also made available for printing, viewing and searching in an electronic format via an on-line website database which can be accessed at www.icao.int/anb/ais/8643.

Errors, omissions, requests for additional assignments or amendments should be addressed to the Secretary General of ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

DOCUMENT STRUCTURE

PART 1: lists the common names of the aircraft manufacturers followed by the aircraft types they produce(d).

PART 2: lists the aircraft types by their type designator in an alpha-numeric order.

PART 3: lists the aircraft types by their model number and/or model name.

PART 4: lists the common names of the aircraft manufacturers followed by their full name(s).

Note 1.— Where model numbers or model names are between brackets, they refer to military model numbers or names following the manufacturer's, or vice versa.

Note 2.— An aircraft type built by more than one manufacturer (licence-built, company take-overs, company name changes, etc.) is listed under the common name of each manufacturer.

FORMULATION OF AIRCRAFT TYPE DESIGNATORS AND ADDITIONAL INFORMATION

Aircraft Type Designators

When assigning the aircraft type designator, ICAO will do that in accordance with the following basic principles:

- a) it will, in principle, assign an aircraft type designator to all aircraft heavier than micro-/ultra-light;
- b) a designator will consist of not more than four characters and will primarily be intended for use in **flight plans** and associated air traffic services **messages**;
- c) a designator will, in principle, be derived from the manufacturer's model number or model name or, from a common military type number;
- d) only one designator will be assigned per aircraft type;
- e) a designator will not be changed for licence-built aircraft, when the aircraft type is sold to or manufactured by a different company or, when the name of a manufacturing company changes or, when the aircraft type is derived or converted from another type;

- f) a different designator for a variant or subtype will only be allocated when a difference in a performance is significant for air traffic services, or when no shared designator can be assigned;
- g) if a designator has to be used for a balloon, a glider, an airship, a micro-/ultra-light aircraft, a micro-/ultra-light helicopter, or a micro-/ultra-light gyrocopter, the following designators shall be used respectively: **BALL, GLID, SHIP, ULAC, UHEL, GYRO**;

Note 1.— For the purposes of this document, micro-/ultra-light aircraft are those aircraft types with a maximum certified take-off mass of 454 kg/1 000 lb or less and a stalling speed not greater than 35 kt.

Note 2.— Micro-/ultra-light helicopters and gyrocopters are those helicopters or gyrocopters with a maximum certified take-off mass of 454 kg/1 000 lb or less.

- h) aircraft types not listed in this document shall use the designator **ZZZZ**, with a description of the type in field 18 of the ICAO flight plan;
- i) the more important "homebuilt" aircraft types will also be assigned designators, however, they will only be listed under the heading of the original designer, or under the heading of a manufacturer that produces or produced the type in series; and
- j) in order to avoid confusion, Roman numerals as part of aircraft model numbers or names will, in this document, always be replaced by Arabic numerals.

Wake Turbulence Category (WTC)

The wake turbulence category (WTC) indicator will follow the aircraft type designator and is provided on the basis of the maximum certificated take-off mass, as follows:

H (Heavy)	aircraft types of 136 000 kg (300 000 lb) or more;
M (Medium)	aircraft types less than 136 000 kg (300 000 lb) and more than 7 000 kg (15 500 lb); and
L (Light)	aircraft types of 7 000 kg (15 500 lb) or less.

Note.— Where variants of an aircraft type fall into different wake turbulence categories, both categories are listed (e.g. L/M or M/H). In these cases, it is the responsibility of the pilot or operator to enter the appropriate single character wake turbulence category indicator in Item 9 of the ICAO model flight plan form.

Description of Aircraft Type

Three characters will be used to compose the description of aircraft type:

First character:

L	landplane
S	seaplane
A	amphibian
H	helicopter
G	gyrocopter
T	tilt-wing aircraft

Note.— A floatplane, which can temporarily be converted to a landplane or vice versa, will not be listed as a seaplane or amphibian, but as a landplane.

Second character:

1, 2, 3, 4, 6, 8 or C, — number of engines

Note.— Character C is applicable to fixed-wing aircraft only and indicates that two engines are coupled to drive a single propeller system.

Third character:

P	piston engine
T	turboprop/turboshaft engine
J	jet engine
E	electric engine

Example: L2T — a landplane with two turboprop/turboshaft engines.

ACTION TO BE TAKEN BY STATES

States are requested to take appropriate action, i.e.:

- a) to advise aircraft manufacturers of the purpose of the *Aircraft Type Designators* and to request their cooperation in its development and its implementation by applying the principles on which it is based when assigning such designators;
- b) in order to keep the document up to date provide ICAO annually, if possible on an electronic file, with the following information from their aircraft registers:
 - aircraft registration;
 - manufacturer, type and model number;
 - manufacturer's serial or construction number; and
 - expiration date of the Certificate of Airworthiness or permit/authorization to fly;
- c) to request their military departments to agree to the use of a civil designator for those aircraft types which are employed in both civil and military operations.