

**Agreement between the Directorate General of Air Transport and the Belgian Institute for postal services and telecommunications clarifying the use of radiotelephony call signs of aeronautical mobile stations.**

Date:

Version: 1.0

**I. Directorate General of Air Transport (DGAT): Summary of the regulatory framework and the competences**

**Annex 7 to the Convention on International Civil Aviation, signed at Chicago on 7 December 1944**

**Annex 10 vol. II to the Convention on International Civil Aviation, signed at Chicago on 7 December 1944**

**Royal Decree of 25 May 1999 imposing the special conditions for the admission to air traffic of ultralight aircraft**

1. **ULM and ULM/DPM registration:** Ultralight aircraft (ULM) and delta wing ultralight aircraft (DPM) are **registered with a OO nationality mark and a registration mark composed of a combination of three letters and numbers** in accordance with the conditions laid down by the Royal Decree of 25 May 1999 imposing the special conditions for the admission to air traffic of ultralight aircraft (RD ULM)<sup>1,2</sup> and in accordance with Annex 7 to the Convention on International Civil Aviation signed at Chicago on 7 December 1944 (Chicago Convention).
2. **ULM and ULM/DPM register:** A register of ULM and ULM/DPM **registered** in accordance with the prescriptions laid down in the RD ULM is kept by DGAT.<sup>3</sup>
3. **Aircraft register and aeronautical register:** A register of ultra-light aircraft **registered** in Belgium in accordance with the prescriptions of RD of 15 March 1954 regulating air navigation (RD of 1954) is kept by the Directorate General of Air Transport.<sup>4,5</sup>

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<sup>1</sup> RD ULM, Art. 16: "Every ultralight aircraft listed on the register of ultralight aircraft bears the Belgian nationality mark, i.e. the letters OO, followed by the registration mark composed of a group of three numbers or a combination of maximum three letters and numbers, determined by the Minister responsible for aeronautical administration or the General Director of aeronautical administration."

<sup>2</sup> RD ULM, Art. 10: A registration certificate is issued for every aircraft regularly listed on the ultralight aircraft register.

<sup>3</sup> RD ULM, Art. 3: A register of ultra-light aircraft is kept by the aeronautical administration.

<sup>4</sup> RD 1954, Art. 2: An aircraft register is created, i.e. the "aeronautical register".

<sup>5</sup> RD 1954, Art. 15: "Every aircraft listed on the aeronautical register bears:

1° Belgian nationality marks, i.e. the letters OO;

2° the registration mark is defined by the Minister responsible for aeronautical administration and composed of a group of three characters made of letters, numbers or a combination of letters and numbers.

The nationality mark precedes the registration mark and an horizontal line separates them."

4. **Register and registration of paramotors:** As regards paramotors, the same registration principle is laid down in the Royal Decree of 10 June 2014 laying down the special conditions imposed for the admission to air traffic of paramotors. (RD Paramotors).<sup>6</sup>
5. **Aircraft radiotelephony call sign:** As regards aircraft radiotelephony call signs, Article 5.2.1.7.2. of Annex 10, Volume II to Chicago Convention **stipulates that aircraft to which the State has not allocated a designator of the aircraft operating agency (which is the case for all ULM/DPM) use the characters corresponding to the registration marking of the aircraft.**<sup>7</sup>

## II. **Belgian Institute for postal services and telecommunications (BIPT): Summary of competences:**

1. In accordance with Article 39 of the Act of 13 June 2005 on electronic communications, BIPT is the competent authority for the granting of authorisations covering the radiocommunications stations used on board aircraft registered in Belgium<sup>8</sup>:

- a) **licences of aircraft stations** and
- b) **licences of portable stations**

## III. **Rules for assigning and using radiotelephony call signs**

In order to avoid any confusion in the matter, it has been decided that:

### Assigning call signs

1. **Aircraft stations and mobile stations linked to an aircraft** receive a radiotelephony call sign made of the OO Belgian nationality mark and either the registration marking or the aircraft registration mark.
2. **Mobile stations that are not linked to an aircraft** receive a radiotelephony call sign beginning with the letters OQ and followed by 3 letters.

### Using call signs

<sup>6</sup> Art. 16: Every paramotor listed on the register of paramotors bears a registration mark composed of the Belgian nationality mark, i.e. the letters OO, followed by the registration mark composed of a group of three characters made of letters, digits or a combination of letters and digits. The nationality mark precedes the registration mark and an horizontal line separates them

<sup>7</sup> Annex 10, vol. II, art. 5.2.1.7.2 Radiotelephony call signs for aircraft

5.2.1.7.2.1 *Complete call signs*

5.2.1.7.2.1.1 An aircraft radiotelephony call sign shall be one of the following types:

Type a) — the characters corresponding to the registration marking of the aircraft; or

Type b) — the telephony designator of the aircraft operating agency, followed by the last four characters of the registration marking of the aircraft;

Type c) — the telephony designator of the aircraft operating agency, followed by the flight identification.

<sup>8</sup> Art. 39, Act of 13 June 2005 on electronic communications:

"§ 1. A written authorisation from BIPT is needed for holding a radio communications transmitter and/or transceiver, or for installing and operating a station or a non-public radio communications network in Belgium or on board a sea-going vessel, an inland navigation vessel, an aircraft or any other bearer subject to Belgian law. This authorisation is individual and revocable.

§ 2. The King shall lay down on the advice of the Institute the general rules on the granting, suspension and revocation of authorisations referred to in §1. He can determine the cases in which these authorisations are not required.

§ 3. (The King, on the advice of) The Institute shall lay down the obligations of authorisation holders as well as the conditions to be fulfilled by the authorised radiocommunications stations and networks. <L 2006-07-20/39, Art. 95, 004; In force: 07-08-2006>

§ 4. The authorisations referred to in §1 are not required for radiocommunications stations set up and operated for military ends or public safety by services depending on the minister of National Defence, the North Atlantic Treaty Organisation or Allied forces.

§ 5. The King may impose the completion of an exam for the use of certain transmitter categories. He can delegate to the Institute the specification of the conditions and the practical organisation of these exams. "

1. When using a mobile station on board an aircraft having a registration mark, the Belgian nationality mark (OO) and the registration mark are used as call sign.
2. When using a mobile station outside of an aircraft, the assigned OQ call sign has to be used.

#### Licences

1. In order to avoid any confusion, licences for portable stations will clearly mention the following text:

“The call sign of the portable station **when used on an aircraft bearing a registration mark** is made of the Belgian nationality mark (OO) and the aircraft registration mark.”

2. The authorised combinations of portable stations which are not linked to an aircraft are the following:

<b>Countries issuing the licence for a portable station which is not linked</b>	<b>Countries issuing the restricted operator's certificate for an aircraft station</b>	<b>Aircraft registration country</b>	<b>Airspace in which the aircraft circulates</b>	<b>Authorised combination of portable stations which are not bound to an aircraft and aircraft registration?</b>
Belgium	Belgium + EU (mutual recognition)	Belgium	Belgian	Yes. Reference: RD of 25/05/1999 imposing the special conditions for the admission to air traffic of ultralight aircraft
Belgium	Belgium + EU (mutual recognition)	Foreigner with a Belgian flight authorisation for a temporary or permanent use in accordance with the RD of 16 March 2009 imposing the conditions for the admission to air traffic of certain aircraft without airworthiness certificate.	Belgian	Yes. References: RD 25/05/1999 and RD 16/03/2009.

#### Interdictions

The use of a portable station which is not bound to an aircraft and covered by an authorisation issued by a foreign administration is forbidden.

For the Directorate General of Air Transport

For the Belgian Institute for postal services and telecommunications

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Director-General

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