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Supplement No. 6 — December 21, 1951

SUBJECT: 40.31 Radio facilities.

40.31-1 Communication facilities required for domestic scheduled air carrier operational control.
40.31-2 Communication facilities required for air traffic control.

The Office of Aviation Safety announces the attached interpretations and policies concerning radio facilities. This supplement should be retained as one of a series that will be issued explaining or implementing CAR 40.

In reviewing the policies of the CAA with respect to the application of CAR 40.31, it has been found that detailed requirements have not been specified. In general, it has been the practice of the CAA to require that scheduled air carriers provide a ground-air communication system capable of handling company operational messages in addition to relaying ATC messages between appropriate air route traffic control centers and company aircraft without undue delay, and an adequate number of ground-air radio stations to insure that direct two-way radio telephone communication can be maintained at all times and at all altitudes over the entire route.

However, with the advent of scheduled, long distance, high altitude operations, often conducted hundreds of miles from the air carrier's regularly approved routes and communications stations, it has become increasingly difficult for the air route traffic control centers, through whose areas the air carrier's aircraft are operated, to contact either the aircraft in flight or the air carriers' communications stations. Consequently, delays in the relaying of position reports from the air carrier aircraft in flight, and delays in the relaying and transmission of ATC clearances intended for these aircraft have often hampered the orderly and efficient control of air traffic.

Therefore, in the interest of safety, it is imperative that the CAA establish specific requirements to insure that the air carriers, in complying with section 40.31 of the Civil Air Regulations, will provide sufficient ground-air communication stations or equivalent facilities to adequately handle ATC messages.

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The material covered by this supplement appeared in the Federal Register on November 9, 1951.

for E. S. Hensley
Director, Office of
Aviation Safety

Attachment

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40-F-1

§ 40.31 Radio facilities. Applicant shall show a two-way ground-to-aircraft radiotelephone communication system at such terminals and at such points as may be deemed necessary by the Administrator to insure satisfactory communication over the entire route under normal operating conditions. Such system shall be independent of radio facilities provided by Federal or other governmental agencies.

§40.31-1 Communication facilities required for domestic scheduled air carrier operational control. (CAA interpretations which apply to §40.31 and SR-363). A domestic scheduled air carrier shall show a communications system which includes a sufficient number of non-government ground-air radiotelephone communication stations to insure that under normal operating conditions, adequate and continuous direct communication is possible between such stations and its aircraft in flight over the entire route.

§40.31-2 Communication facilities required for air traffic control. (CAA policies which apply to §40.31 and SR-363). A domestic scheduled air carrier should show a non-government communication system capable of expeditiously handling all air traffic control messages between its aircraft and the appropriate air route traffic control centers in whose areas the aircraft are operating. This non-government communication system normally should be comprised of radiotelephone communication stations established and maintained in each air route traffic control center area through which the air carrier conducts operations. In those cases where the non-government radiotelephone communication stations are located outside an air route traffic control center area through which operations are conducted the domestic scheduled air carrier should provide adequate direct interphone facilities, restricted to the handling of air traffic control messages, between these communication stations and such air route traffic control center.

However, a domestic scheduled air carrier may use CAA radiotelephone communication service for long distance domestic scheduled air carrier operations conducted under the provisions of SR-363 in an air route traffic control center area in which a landing is not normally made. Such air carrier need not show the non-government communication system capable of expeditiously handling all air traffic control messages with operations conducted under the provision of SR-363 in that area provided the Administrator is notified of its intent to use the CAA communication service.

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