



SCAA

**DOC N°: S 10 - Sub II**

**SUDAN CIVIL AVIATION REGULATIONS (SUCARS)  
SUCAR Part 10 - Sub II Aeronautical Telecommunications  
Second Edition , April 2021**

Issued and Published under the Authority of the Director General

SUDAN CIVIL AVIATION AUTHORITY  
THE REPUBLIC OF SUDAN

(April 2021)





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THE REPUBLIC OF SUDAN  
April 2021

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## INTRODUCTION – AUTHORITY TO PUBLISH

SUCAR Part 10 Sub II – Aeronautical Telecommunications Second Edition, August, 2021 has been promulgated pursuant to Article 22 of the Sudan Civil Aviation Act, 2018 and issued by the Board of Directors of Civil Aviation. The SUCAR has been published under my Authority on the advice of the Board of Directors of Civil Aviation as is required by the Sudan Civil Aviation Act.

The Standards contained in this document including the associated Advisory Circulars, Directives, Operational Policies, Orders, or Sudan Civil Aviation Safety Publications, fully comply with the Standards and Recommended Practices (SARPs) contained in Annex 10 – Aeronautical Telecommunications to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (Chicago Convention) and personnel licensing and training documents issued by ICAO.

SUCAR Part 10, Subpart II, contains comprehensive requirements for the Aeronautical fixed service (AFS); Aeronautical mobile service; Aeronautical radio navigation service and Aeronautical broadcasting service This Second Edition of SUCAR Part 10, Subpart II, repeals and supersedes the First Edition of the Document published in January 2011.

The Director General of the SCAA has been delegated to issue, revise and amend Advisory Circulars, Directives, Operational Policies, Orders, relevant Procedures Manuals, Guidance Material, etc., related to and referred in this SUCAR. The Director General of the SCAA shall inform the Board of Directors of Civil Aviation, in writing, on the Advisory Circulars, Directives, Operational Policies, Orders, Procedures Manuals, Guidance Material, etc., that he may have issued, revised or amended under this authority and are enforceable under the Act.

Any Amendment in this SUCAR it Forms an integral of it.



Lieutenant General  
Yassin Ibrahim Yassin Abdel-Hadi  
Minister of Defence





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## ABBREVIATIONS

ACC	Area control centre
AD	Aerodrome
ADR	Address
ADS-B	Automatic dependent surveillance — broadcast
ADS-C	Automatic dependent surveillance — contract
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
AID	Accident Investigation Directorate
AIDC	ATS interfacility data communication
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
AIS	Aeronautical information services
ALT	Altitude
AMHS	Air traffic service (ATS) message handling system
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Automatic message switching system
ANN	Annex to the Convention on International Civil Aviation
ANRD	Air Navigation Regulatory Directorate
ARR	Arrival.
ATC	Air traffic control
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATOS	Aeronautical Telecommunication Operations Services
ATS	Air traffic services
ATSMHS	ATS message handling service
CAA	Civil aviation authority or civil aviation administration
CAI	Civil Aviation Inspector
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions Cumulonimbus (CB)
CIDIN	Common ICAO data interchange network
CNL	Cancel
CNS	Communications, navigation and surveillance
COM	Communications
CPDLC	Controller-pilot data link communication
D-ATIS	Data link automatic terminal information service
DEP	Departure
DLA	Delay
DLIC	Data link initiation capability
DGCA	Director General of Civil Aviation
D-VOLMET	Data link VOLMET
ELT	Emergency locator transmitter
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service



FM	From
GODL	Global operational data link
ICC	Inter-centre communication
IFR	Instrument flight rules
MET	Meteorological or meteorology
METAR	Aerodrome routine meteorological report
MSL	Mean sea level
NOTAM	Notice to Airmen
OPMET	Operational meteorological (information)
ORG	Origin
PANS	Procedures for air navigation services
PBCS	Performance-based communication and surveillance
PBN	Performance-based navigation
PBS	Performance-based surveillance
PROB	Probability
RCC	Rescue coordination centre
RNAV	Area navigation
RWY	Runway
RVR	Runway visual range
SAR	Search and rescue
SARPS	Standards & Recommended Practices
SCAA	Sudan Civil Aviation
SCAI	Senior Civil Aviation Inspector
SCT	Scattered
SMS	Safety Management System
SSP	State Safety Program
NSP	National Safety Program
SPECI	Aerodrome special meteorological report
TAF	Terminal aerodrome forecast
TXT	Text
VFR	Visual flight rules
VIS	Visibility
VMC	Visual meteorological conditions
VOLMET	Meteorological information for aircraft in flight
WS	Wind shear
WX	Weather





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## FOREWORD

### 1. **Legal background**

- 1.1 Pursuant to Article 22 of the Civil Aviation Act, 2018 regarding the empowerment of the Board of Directors of Civil Aviation to issue and amend Sudan Civil Aviation Regulations (SUCAR) for acceptance and consent by the Competent Minister, SUCARs are issued to ensure full compliance with the Annexes to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (Chicago Convention) to which the Republic of Sudan is a Party. The Chicago Convention, through its Annexes, establishes the minimum Standards and Recommended Practices (SARPs) to ensure the safety and security of global air navigation activities and environmental protection. Sudan Civil Aviation Regulations provide an appropriate and comprehensive framework for the definition and implementation of common technical requirements and administrative procedures in the field of civil aviation. Where not covered by the specific SUCARs, ICAO Annex SARPs as well as the technical information in related technical publications and guidance material form a complimentary regulatory material for implementation in Sudan, as may be applicable, and thus are considered an enforceable regulatory requirements in the areas that they address but are not addressed by the relevant SUCAR, Operational Directive or Safety Notice. Such Standards and Recommended Practices considered essential for implementation should be included in the relevant SUCAR as soon as practicable and in any case during the next amendment of the SUCAR.
- 1.2 An aircraft, other than an aircraft registered in the Republic of Sudan, shall not fly over or land in the territories of the Republic of Sudan except under an authorization granted by the Sudan Civil Aviation Authority (SCAA) on behalf of the Government of the Republic of Sudan.
- 1.3 An aircraft other than an aircraft registered in the Republic of Sudan shall not take on-board or discharge any passengers or cargo at any location within the territories of the Republic of Sudan, being passengers or cargo carried or to be carried for hire or reward, without the permission of the SCAA granted for the aircraft in accordance with any conditions and limitations to which such permission may be subjected.
- 1.4 An aircraft shall not fly over or land in the territory of the Republic of Sudan unless it is registered in:
- a) The Republic of Sudan; or
  - b) An ICAO Contracting State; or
  - c) Any other State where there is an agreement/arrangement between the Republic of Sudan and that State making provisions for over-flight or landing in the territory of the Republic of Sudan.
- 1.5 In accordance with the provisions of SUCAR Part 7 – Aircraft Nationality and Registration, an aircraft registered in the Republic of Sudan shall comply with all applicable regulations contained in the Sudan Civil Aviation Regulations.

- 1.6 In accordance with the provisions of SUCAR Part 7 – Aircraft Nationality and Registration, an aircraft registered in the Republic of Sudan shall comply with the Sudan Civil Aviation Regulations.
  - 1.7 An aircraft registered in the Republic of Sudan should comply with the regulations of other States where it may be operating or overflying.
  - 1.8 Sudan SCAA accepts the codes of the Type Certification Authority of the State of Manufacturer and/or Design, for the purpose of issuing or Revalidation of Airworthiness Certificates, Airworthiness Directives (ADs), Minimum Equipment List (MEL), and all other related issues in that respect. The Sudan Civil Aviation Authority may impose additional requirements.
  - 1.9 Any difference that may exist between SUCAR requirements and corresponding ICAO Annex SARPs shall be reported to ICAO in line with the requirements of Article 38 of the Convention. Significant differences shall be published in the National Aeronautical Information Publications (AIP). The procedure for amending the SUCARs and filing of differences with ICAO are contained in the “Rule Making Manual, Fourth Edition, 2018 and is summarized in paragraph 4 below.
  - 1.10 An effort has been made for SUCAR requirements to be fully compliant with corresponding ICAO Annex provisions; however, where an aviation activity for which a SUCAR regulation has not been promulgated is undertaken in the Sudan, the relevant Annex provisions shall be applicable until it is addressed in an amendment of the SUCAR (see also paragraph 1.1 above).
  - 1.11 Provisions promulgated in the SUCARs shall be applicable within six months after the date that they have been signed by the Competent Minister and published following promulgation by the Board of Directors.
- 2. Layout of the SUCAR document**
- 2.1 Sudan civil aviation regulations (SUCARs)**
- 2.1.1** The Republic of Sudan has promulgated or in the process of promulgating operating regulations that would fully comply with corresponding Standards contained in the Annexes to the *Convention on International Civil Aviation*. List of SUCARs promulgated in Sudan is contained in the Table below. The list shall be amended periodically to reflect the status of SUCAR implementation.
- 2.1.2** SUCARs, as may be applicable, are supported by various Guidance Materials, Procedures Manuals and Inspectors Handbooks designed to enable the SCAA to effectively and efficiently meet its safety oversight obligations as well as to provide the Inspectorate staff with a complete set of regulatory and supporting materials.
- 2.1.3** Together, the SUCARs and relevant guidance materials, procedures and handbooks form the required by the SCAA to regulate and supervise civil aviation activity in Sudan and of Sudanese registered aircraft operating outside of Sudan.

2.1.4 List of Sudan Civil Aviation Regulations is presented in the Table below which shall be amended as required from time-to-time to ensure its currency. Each Part of SUCAR, but not necessarily all, is composed of:

- a) An introduction;
- b) Text;
- c) Definitions;
- d) Notes;
- e) Tables and figures;
- f) Appendices; and
- g) Attachments.

No.	SUCAR Part No.	Title/Name	Edition/Year
1.	SUCAR Part 1	Personnel Licensing	2 <sup>nd</sup> Edition/2017
2.	SUCAR Part 2	Rules of the Air	2 <sup>nd</sup> Edition/2021
3.	SUCAR Part 3	Meteorological Services	1 <sup>st</sup> Edition/2011
4.	SUCAR Part 4	Aeronautical Charts	1 <sup>st</sup> Edition/2011
5.	SUCAR Part 5	Units of Measurement	Under Development
6.	SUCAR Part 6 – Subpart I	Operations of Aircraft – Commercial Air Transport, aero planes	3 <sup>rd</sup> Edition/2017
7.	SUCAR Part 6 – Subpart II	Operations of Aircraft – General Aviation	2 <sup>nd</sup> Edition/2021
8.	SUCAR Part 6 – Subpart III	Operations of Aircraft – Commercial Helicopter Operations	1 <sup>st</sup> Edition/2021
9.	SUCAR Part 6 – Subpart VI	Aerial Work	1 <sup>st</sup> Edition/2021
10.	SUCAR Part 7	Aircraft Nationality and Registration Marks	1 <sup>st</sup> Edition/2017
11.	SUCAR Part 8	Airworthiness of Aircraft	1 <sup>st</sup> Edition/2017
12.	SUCAR Part 9	Facilitation	1 <sup>st</sup> Edition/2017
13.	SUCAR Part 10	Aeronautical Telecommunications	1 <sup>st</sup> Edition/2011
	SUCAR Part 10 Subpart II	Aeronautical Telecommunications	1 <sup>st</sup> Edition/2021
14.	SUCAR Part 11	Air Traffic Services	1 <sup>st</sup> Edition/2016
15.	SUCAR Part 12	Search and Rescue	1 <sup>st</sup> Edition/2011
16.	SUCAR Part 13	Aircraft Accident and Incident Investigations	1 <sup>st</sup> Edition/2011
17.	SUCAR Part 14 – Subpart I	Aerodromes – Aerodrome Design and Operations	3 <sup>rd</sup> Edition/2021
18.	SUCAR Part 14 – Subpart II	Heliports	3 <sup>rd</sup> Edition/2021
19.	SUCAR Part 15	Aeronautical Information Services	2 <sup>nd</sup> Edition/2021
20.	SUCAR Part 16 – Subpart I	Environmental Protection – Aircraft Noise	Under Development

No.	SUCAR Part No.	Title/Name	Edition/Year
21.	SUCAR Part 16 – Subpart II	Environmental Protection – Aircraft Engine Emissions	Under Development
22.	SUCAR Part 17	Aviation Security	2 <sup>nd</sup> Edition/2021
23.	SUCAR Part 18	The Safe Transport of Dangerous Goods	1 <sup>st</sup> Edition/2011
24.	SUCAR Part 19	Aviation Safety Management	2 <sup>nd</sup> Edition/2018

### 3. Rules of construction

3.1 In the Parts of these Regulations, unless the context requires otherwise:

- a) Words importing the singular include the plural
- b) Words importing the plural include the singular, and
- c) Words importing the masculine gender include the feminine.
- d) “Shall” is used in an imperative sense.
- e) “May/should” is used in a permissive sense to state authority or permission to do the act prescribed, and the words “no person may....” Or “a person may not .....” means that no person is required, authorized or permitted to do the act prescribed,.
- f) The word “Includes” means includes but is not limited to.
- g) The word “Show” and its derivatives in these regulations have the exact intent as shown in the dictionary.

### 4. Amendment Rationale and Procedures

The existing Sudan Civil Aviation Regulations will from time-to-time be amended to reflect the latest updates of ICAO Standards and Recommended Practices (SARPs); it will also be amended to reflect the latest up-to-date aviation safety related matters detected by the Civil Aviation Authority, the aviation industry service providers or operators, individuals and authorization holders; amendment may also be generated to ensure safety standardization and to accommodate new initiatives or technologies. Detailed information on the rule making process is contained in the “Rule Making Manual”, Fourth Edition, 2018.

### 5. Article 83bis

Sudan has ratified Article 83bis of Convention on International Civil Aviation respecting the delegation of responsibilities in instances where aero plane are leased, chartered, or interchanged in particular without crew, with any ICAO member State that had ratified this article.

### 6. Status of SUCAR components

SUCAR is normally made up of the following component parts, not all of which however are found in every SUCAR; they have the status indicated.

### 7. Requirements

This SUCAR is for the entity providing Aeronautical fixed service (AFS); Aeronautical mobile service; Aeronautical radio navigation service and Aeronautical broadcasting service.

**Standard**

Any specification or physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which the holder of an Air Operator Certificate issued by the Sudan DGCA will conform to.

**Appendices and Attachments**

Comprising material grouped separately for convenience but forming part of the Standards.

**Definition**

Of terms used in the standards which are not self-explanatory in that they do have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard in which the term is used, since a change in the meaning of the term would affect the specification.

**Table and Figures**

Which add to or illustrate a Standard which is referred to therein, form part of the associated Standard and have the same status.

**References**

This Sub Part is based on ICAO Standards and Recommended Practices and its guidance materials

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## APPLICABILITY

The objectives of the international aeronautical telecommunication service are to ensure the telecommunications and radio aids to air navigation necessary for the safety, regularity and efficiency of international air navigation.

Aeronautical telecommunication service means:

A telecommunication service provided to support the following services as defined in SUCAR 10, Subpart II, Chapter (2);

- 1) Aeronautical fixed service (AFS);
  - ❖ The aeronautical fixed service shall comprise the following systems and applications that are used for ground-ground (i.e. point-to-point and/or point-to-multipoint) communications in international aeronautical telecommunication service:
    - a) ATS direct speech circuits and networks;
    - b) Meteorological operational circuits, networks and broadcast systems;
    - c) The aeronautical fixed telecommunication network (AFTN);
    - d) The common ICAO data interchange network (CIDIN);
    - e) The air traffic service (ATS) message handling services (AMHS);  
AND
    - f) The inter-centre communication (ICC).
  
- 2) Aeronautical mobile service;
  - ❖ Aeronautical mobile service is The ground elements of the following types of communication systems for the aeronautical mobile service ( as the service defined in SUCAR 10, Subpart II, Chapter 5; HF air-ground communication; VHF air-ground communication; and selective calling system (SELCAL); air-ground data interchange.
  
- 3) Aeronautical radio navigation service;
  - ❖ Aeronautical radio navigation service is the aeronautical radio navigation service shall comprise all types and systems of radio navigation aids in the international aeronautical service.  
An aeronautical radio navigation aid which is not in continuous operation shall, if practicable, be put into operation on receipt of a request from an aircraft, any controlling authority on the ground, or an authority representative of an aircraft operating agency.  
Requests from aircraft should be made to the aeronautical station concerned on the air-ground frequency normally in used.  
Arrangements shall be made for the local aeronautical information service unit to receive without delay essential information about changes in the operational status of non-visual aids as required for pre-flight briefing and dissemination in accordance with the provisions of SUCAR 15.
  
- 4) Aeronautical broadcasting service.
  - ❖ Aeronautical broadcasting service is The types of communication systems for aeronautical broadcast meteorological information for aircraft in flight (VOLMET); and automatic terminal information service (ATIS)



## CHAPTER 1 – DEFINITIONS

**Note 1- Regulations contained in this Subpart to SUCAR 10, fully comply with the provisions contained in ICAO Annex 10, Volume II to the Convention on International Civil Aviation Organization either through adapted/adopted regulations (Chapter 2, for example) or adopted SARPs (Chapter 3 to Chapter 8, including relevant Appendices and Attachments, as applicable).**

**Note 2- Definitions provided in Annex 10, Volume 2---Communication Procedures, are adapted as Chapter 1, to Volume 2 of this SUCAR and should be used as the appropriate reference for terms and words used in this Subpart.**

### 1.1 Services

**Aeronautical broadcasting service.** A broadcasting service intended for the transmission of Information relating to air navigation.

**Aeronautical fixed service (AFS).** A telecommunication service between specified fixed points Provided primarily for the safety of air navigation and for regular, efficient and economical operation of air services.

**Aeronautical Fixed Telecommunication Network (AFTN).** A worldwide system of aeronautical Fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages And/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

**Aeronautical mobile service.** A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position- indication radio beacon stations may also participate in this service on designated distress and emergency frequencies.

**Aeronautical telecommunication service.** A telecommunication service provided for any aeronautical purpose

**International telecommunication service.** A telecommunication service between offices or Stations of different States, or between mobile stations which are not in the same State, or are subject different States.

### 1.2 STATIONS

**Aerodrome control radio station.** A station providing radiocommunication between an aerodrome Control tower and aircraft or mobile aeronautical station.

**Aeronautical fixed station.** A station in the aeronautical fixed service.

**Aeronautical station.** A land station in the aeronautical mobile service. In certain instances, an Aeronautical station may be located, for example, on board ship or on a platform at sea.

**Aeronautical telecommunication station.** A station in the aeronautical telecommunication service.

**AFTN communication centre.** An AFTN station whose primary function is the relay or retransmission of AFTN traffic from (or to) a number of other AFTN stations connected to it.

**AFTN destination station.** An AFTN station to which messages and/or digital data are addressed for Processing for delivery to the addressee.

**AFTN origin station.** An AFTN station where messages and/or digital data are accepted

for Transmission over the AFTN.

**AFTN Station.** A station forming part of the aeronautical fixed telecommunication network (AFTN) and operating as such under the authority or control of a State.

**Air-ground control radio station.** An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in given area.

**Communication centre.** An aeronautical fixed station which relays or retransmits telecommunication Traffic from (or to) a number of other aeronautical fixed stations directly connected to it.

### 1.3 COMMUNICATION METHODS

**Air-ground communication.** Two-way communication between aircraft and stations or locations on the surface of the earth.

**Air-to-ground communication.** One-way communication from aircraft to stations or locations on the surface of the earth.

**Blind transmission.** A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.

**Broadcast.** A transmission of information relating to air navigation that is not addressed to a specific Station or stations.

**Ground-to-air communication.** One-way communication from stations or locations on the surface of The earth to aircraft.

**Non-network communications.** Radiotelephony communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network.

**Readback.** A procedure whereby the receiving station repeats a received message or an appropriate Part thereof back to the transmitting station so as to obtain confirmation of correct traffic.

### 1.4 AGENCIES

**Aeronautical telecommunication agency.** An agency responsible for operating a station or stations in the aeronautical telecommunication service.

**Aircraft operating agency.** A person, organization or enterprise engaged in, or offering to be engaged in, an aircraft operation.

### 1.5 FREQUENCIES

**Primary frequency.** The radiotelephony frequency assigned to an aircraft as first choice for air-ground Communication in a radiotelephony network.

**Secondary frequency.** The radiotelephony frequency assigned to an aircraft as second choice for Air-ground in a radiotelephony network.

### 1.6 DATA LINK COMMUNICATIONS

**Controller-pilot data link communications (CPDLC).** A means of communication between controller And pilot using data link for ATC communications.

**CPDLC message.** Information exchanged between an airborne system and its ground counterpart. A CPDLC message consists of a single element or a combination of



message elements Conveyed in a single transmission by the initiator.

**CPDLC message set.** A list of standard message elements and free text message elements.

**Current data authority.** The designated ground system through which a CPDLC dialogue between a pilot and a controller currently responsible for the flight is permitted to take place.

**Free text message element.** Part of a message that does not conform to any standard message element in the PANS-ATM (Doc 4444).

**Logon address.** A specified code used for data link logon to an ATS unit.

**Next data authority.** The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.

**Standard message element.** Part of a message defined in the PANS-ATM (Doc 4444) in terms of Display format, intended use and attributes.

## 1.7 MISCELLANEOUS

**Aeronautical fixed circuit.** A circuit forming part of the aeronautical fixed service (AFS).

**Aeronautical fixed telecommunication network circuit.** A circuit forming part of the aeronautical Fixed telecommunication network (AFTN).

**Aeronautical telecommunication log.** A record of the activities of an aeronautical telecommunication .

**Air-report.** A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.

**Altitude.** The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

**ATS direct speech circuit.** An aeronautical fixed service (AFS) telephone circuit, for direct exchange of information between air traffic services (ATS) units.

**Flight level.** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure Intervals.

**Height.** The vertical distance of a level, a point or an object considered as a point, measured from a specific datum.

**Human performance.** Human capabilities and limitations which have an impact on the safety and Efficiency of aeronautical operations.

**Location indicator.** A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.

**Meteorological operational channel.** A channel of the aeronautical fixed service (AFS), for the Exchange of aeronautical meteorological information.

**Meteorological operational telecommunication network.** An integrated system of meteorological operational channels, as part of the aeronautical fixed service (AFS), for the exchange of aeronautical meteorological information between the aeronautical fixed stations within the network.

**NOTAM.** A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard the timely knowledge of which is essential to personnel concerned with flight operations.

**SNOWTAM.** A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and



ice on the movement area, by means of a specific format.

**Route segment.** A route or portion of route usually flown without an intermediate stop.

**Route Directory.** A list in a communication centre indicating for each addressee the outgoing circuit to be used.

## CHAPTER 2 – ADMINISTRATIVE PROVISIONS RELATING TO THE INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE

### 2.1 DIVISION OF SERVICE

The international aeronautical telecommunication service shall be divided into four parts:

- 5) Aeronautical fixed service;
- 6) Aeronautical mobile service;
- 7) Aeronautical radio navigation service;
- 8) Aeronautical broadcasting service.

### 2.2 TELECOMMUNICATION --- ACCESS

All aeronautical telecommunication stations, including end systems and intermediate systems of the aeronautical telecommunication network (ATN), shall be protected from unauthorized direct or remote access.

### 2.3 HOURS OF SERVICE

**2.3.1** Sudan Civil Aviation Authority shall give notification of the normal hours of service of stations and offices of the international aeronautical telecommunication service under its control to the aeronautical telecommunication agencies designated to receive this information by other Administrations concerned.

**2.3.2** Whenever necessary and applicable, and shall give notification of any change in the normal hours of service, before such a change is effected, to the aeronautical telecommunication agencies designated to receive this information by other Administration concerned. Such changes shall also, whenever necessary, be promulgated in NOTAM.

**2.3.3** If a station of the international aeronautical telecommunication service, or an aircraft operating agency, requests a change in the hours of service of another station, such change shall be requests as soon as possible after the need for change is known. The station or aircraft operating agency requesting the change shall be informed of the result of its request as soon as possible.

### 2.4 SUPERVISION

**2.4.1** The Republic of Sudan has designated the Sudan Civil Aviation authority as responsible for ensuring that the international aeronautical telecommunication service is conducted in accordance with the Procedures in this SUCAR and corresponding ICAO Annex.

**2.4.2** Occasional infringements of the Procedures contained herein, when not serious, shall be dealt with by direct communication between the Sudan Civil Aviation Authority (SCAA) and the parties immediately interested either by correspondence or by personal contact.

**2.4.3** When station commits serious or repeated infringements, representations relating to them shall be made to the authority designated in 2.4.1 of the State to which the station belongs by the authority which detects them.

**2.4.4** The Air Navigation Services Directorate of the SCAA shall exchange information regarding the performance of systems of communication, radio navigation, operation and maintenance, unusual transmission phenomena, etc.

### 2.5 Superfluous transmissions

The Republic of Sudan shall ensure that there is no willful transmission of unnecessary or anonymous signals, messages or data by any station within that State.

### 2.6 INTERFERENCE

Before authorizing tests and experiments in any station, each Administration, In



order to avoid harmful interference, shall prescribe the taking of all possible precautions, such as the choice of frequency and of time, and the reduction or, if possible, the suppression of radiation. Any harmful interference resulting from tests and experiments shall be eliminated as soon as possible.

## CHAPTER 3 – GENERAL PROCEDURES FOR THE INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE

### 3.1 GENERAL

The procedures outlined in this chapter are general in character and shall be applied where appropriate to other chapters contained in this subpart.

**Note.----Detailed procedures, with special application to the service concerned, are contained in chapters 4, 5, 6, 7 and 8.**

### 3.2 EXTENSIONS OF SERVICE AND CLOSING DOWN OF STATIONS

- 3.2.1 Stations of the international aeronautical telecommunication service shall extend their normal hours of service as required to provide traffic necessary for flight operation.
- 3.2.2 Before closing down, a station shall notify its intention to all other stations with which it is in direct communication, confirm that an extension of service is not required and advise the time of re-opening if other than its normal hours of service.
- 3.2.3 When it is working regularly in a network on a common circuit, a station shall notify its intention of closing down either to the control station, if any, or to all stations in the network. It shall continue watch for two minutes and may then close down if it has received no call during this period.
- 3.2.4 Stations with other than continuous hours of operation, engaged in, or expected to become engaged in distress, urgency, unlawful interference, or interception traffic, shall extend their normal hours of service to provide the required support to those communications.

### 3.3 ACCEPTANCE, TRANSMISSION AND DELIVERY OF MESSAGES

- 3.3.1 Only those messages coming within the categories specified in 4.4.1.1 shall be accepted for transmission by the aeronautical telecommunication service.
  - 3.3.1.1 The responsibility for determining the acceptability of a message shall rest with the station where the message is filed for transmission.
  - 3.3.1.2 Once a message is deemed acceptable, it shall be transmitted, relayed and (or) delivered in accordance with the priority classification and without discrimination or undue delay.
  - 3.3.1.3 The authority in control of any station through which a message is relayed, should make representations at a later date to the authority in control of the accepting station regarding any message which is considered unacceptable.
- 3.3.2 Only messages for stations forming part of the aeronautical telecommunication service shall be accepted for transmission, except where special arrangements have been made with the telecommunication authority concerned.
  - 3.3.2.1 Acceptance as a single message of a message intended for two or more addresses, whether at the same station or at different stations, shall be permitted subject, however, to the provisions prescribed in 4.4.3.1.2.3.
- 3.3.3 Messages handled for aircraft operating agency shall accepted only when handed in to the telecommunication station I the form prescribed herein and by authorized representative of that agency, or when received from that agency over an authorized circuit.
- 3.3.4 For each station of the aeronautical telecommunication service from which messages are delivered to one or more aircraft operating agencies, a single office for each aircraft operating agency shall be designated by agreement between the aeronautical telecommunication agency and the aircraft operating agency concerned.
- 3.3.5 Stations of international aeronautical telecommunication service shall be responsible for delivery of messages to addressee(s) located within the



- boundaries of the aerodrome(s) served by that station and beyond those boundaries only to such addressee(s) as may be agreed by special arrangements with the Administration concerned.
- 3.3.6** Messages shall be delivered in the form of a written record, or other permanent means as prescribed by authorities.
- 3.3.6.1 In case where telephone or loudspeaker systems are used without recording facilities for the delivery of messages, a written copy should be provided, as confirmation of delivery, as soon as possible.
- 3.3.7** Messages originated in the aeronautical mobile service by an aircraft in flight and which require transmission over the aeronautical fixed telecommunication network to effect delivery, shall be reprocessed by the aeronautical telecommunication station into the message format prescribed in 4.4.2 prior to transmission on the AFTN.
- 3.3.7.1 Messages originated in the aeronautical mobile service by an aircraft in flight and which require transmission over the aeronautical fixed service, other than on AFTN circuits, shall also be reprocessed by the aeronautical telecommunication station into the format prescribed in 4.4.2 except where, subject to the provisions of 3.3.5, prior and other arrangements have been made between the aeronautical telecommunication agency and the aircraft operating agency concerned for predetermined distribution of messages from aircraft.
- 3.3.7.2 Messages (including air-reports) without specific address containing meteorological information received from aircraft in flight shall be forwarded without delay to the meteorological office associated with the point of reception.
- 3.3.7.3 Messages (including) air-reports) without specific address containing air traffic service information received from aircraft in flight shall be forwarded without delay to the air traffic services unit associated with the communication station receiving the message.
- 3.3.7.4 When recording the text of air-reports in AIREP form, the data conventions approved by ICAO for this purpose shall be used wherever possible.
- Note.---** *Provisions relating to the composition, including data conventions, of air-reports and to the order and form in which the elements of such reports are transmitted by the aircraft stations and recorded and retransmitted by the aeronautical stations, are contained in the PANS-ATM (Doc 4444).*
- 3.3.7.5 When air-report in AIREP form are to be retransmitted by telegraphy (including teletypewriting), the text transmitted shall be as recorded in compliance with 3.3.7.4.

### **3.4 TIME SYSTEM**

- 3.4.1** Coordinated Universal Time (UTC) shall be used by all stations in the aeronautical telecommunication service. Midnight shall be designated as 2400 for the end of the day and 0000 for the beginning of the day.
- 3.4.2** A date-time group shall consist of six figures, the first two figures representing the date of the month and the last four figures the hours and minutes in UTC.

### **3.5 RECORD OF COMMUNICATIONS**

#### **3.5.1 General**

- 3.5.1.1 A telecommunication log, written or automatic, shall be maintained in each station of the aeronautical telecommunication service except that an aircraft station, when using radiotelephony in direct communication with an aeronautical station, need not maintain a telecommunication log.

**Note. --- The telecommunication log will serve as a protection, should the operator's watch activities be investigated. It**

3.5.5.1.1.1 Aeronautical stations should record messages at the time of their receipt, except that, if during an emergency the continued manual recording would result in delays in communication, the recording of messages may be temporarily interrupted and completed at the earlier opportunity.

In the case of radiotelephony operation it would be desirable if voice recording were provided for use during interruption in manual recording.

3.5.5.1.1.2 When a record is maintained in an aircraft station, either in radiotelephone log or elsewhere, concerning distress communications, harmful interference, or interruption to communications, such a record should be associated with information concerning the time and the position, and altitude of the aircraft.

3.5.1.2 In written logs, entries shall be made only by operators on duty except that other persons having knowledge of facts pertinent to the entries may certify in the log the accuracy of operators' entries.

3.5.1.3 All entries shall be complete, clear, correct and intelligible. Superfluous marks or notations shall not be made in log.

3.5.1.4 In written logs, any necessary correction in the log shall be made only by the person making the initial entry. The correction shall be accomplished by drawing or typing a single line through the incorrect entry, initialing same recording the time and date of correction. The correct entry shall be made on the text line after the last entry.

3.5.1.5 Telecommunication logs, written or automatic, shall be retained for a period of at least thirty days. When logs are pertinent to inquiries or investigations they shall be retained for longer periods until it is evident that will be no longer required.

3.5.1.6 The following information shall be entered in the written logs:

- a) the name of the agency operating the station;
- b) the identification of the station;
- c) the date;
- d) the time of opening and closing the station;
- e) the signature of each operator, with the time the operator assumes and relinquishes a watch;
- f) the frequencies being guarded and type of watch (continuous or scheduled) being maintained on each frequency;
- g) except at intermediate mechanical relay stations where the provisions of this paragraph need not be complied with, a record of each communication, text transmission, or attempted communication showing text of communication, time communication completed, station(s) communicated with, and frequency used. The text of the communication may be omitted from the log when copies of the messages handled are available and form part of the log.
- h) all distress communications and action hereon;
- i) a brief description of communication conditions and difficulties, including harmful interference, such entries should include, whenever practicable, the time at watch interference was experienced, the character, radio frequency and identification of the interfering signal;
- j) a brief description of interruption to communications due to equipment failure or other troubles, giving the duration of the interruption and action taken;
- k) such additional information as may be considered by the operator to be of value as a part of the record of the station's operations.

### 3.6 ESTABLISHMENT OF RADIOCOMMUNICATION

3.6.1 All stations shall answer calls directed to them by other stations in the aeronautical telecommunication service and shall exchange communications on request.



**3.6.2** All stations radiate the minimum power necessary to ensure a satisfactory service.

### **3.7 USE OF ABBREVIATIONS AND CODES**

**3.7.1** Abbreviations and codes shall be used in the international aeronautical telecommunication service whenever they are appropriate and their use will shorten or otherwise facilitate communication.

**3.7.1.1** Where abbreviations and codes other than those approved by ICAO are contained in the text of messages, the originator shall, if so required by the aeronautical telecommunication station accepting the message for transmission, make available to that station a decode for the abbreviation and codes used.

**Note.---** *The use of ICAO approved abbreviations and codes wherever appropriate, for example, those contained in the PANS – ABC (Doc 8400) obviates the need for application of the provisions of 3.7.1.1.*

### **3.8 CANCELLATION OF MESSAGES**

Messages shall be cancelled by a telecommunication station only when cancellation is authorized by the message originator.



## CHAPTER 4 – AERONAUTICAL FIXED SERVICE (AFS)

### 4.1 General

4.1.1 The aeronautical fixed service shall comprise the following systems and applications that are used for ground-ground (i.e. point-to-point and/or point-to-multipoint) communications in international aeronautical telecommunication service:

- g) ATS direct speech circuits and networks;
- h) Meteorological operational circuits, networks and broadcast systems;
- i) The aeronautical fixed telecommunication network (AFTN);
- j) The common ICAO data interchange network (CIDIN);
- k) The air traffic service (ATS) message handling services (AMHS); AND
- l) The inter-centre communication (ICC).

### 4.2 ATS DIRECT SPEECH CIRCUITS

**Note.—Provisions relating to ATS direct speech communications are contained in Chapter 6 of Annex 11.**

### 4.3 METEOROLOGICAL OPERATIONAL CHANNELS AND METEOROLOGICAL OPERATIONAL TELECOMMUNICATION NETWORKS

Meteorological operational channel procedures and meteorological operational communication network procedures shall be compatible with aeronautical fixed telecommunication network (AFTN) procedures.

**Note.— Information exchanged over the meteorological operational channels can also be exchanged over aeronautical fixed telecommunication network .**

### 4.4 AERONAUTICAL FIXED TELECOMMUNICATION NETWORK

#### 4.4.1 General

4.4.1.1 Categories of messages subject to the provisions of 3.3, the following categories of messages shall be handled by the aeronautical fixed telecommunication network:

- a) distress messages;
- b) urgency messages;
- c) flight safety messages;
- d) meteorological messages;
- e) flight regulatory messages;
- f) aeronautical information services (AIS) messages;
- g) aeronautical administrative messages;
- h) service messages

4.4.1.1.1 Distress messages (priority indicator SS). This category shall comprise those messages sent by mobile stations reporting that they are threatened by grave and imminent danger and all other messages relative to the immediate assistance required by the mobile station in distress.

4.4.1.1.2 Urgency messages (priority indicator DD). This category shall comprise messages concerning the safety of a ship, aircraft or other vehicles, or of some person on board or within sight.

4.4.1.1.3 Flight safety messages (priority indicator FF) shall comprise:

- a) movement and control messages as defined in the PANS-OPS (Doc 4444), chapter 11;
- b) messages originated by an aircraft operating agency of immediate concern to aircraft in flight or to depart;
- c) meteorological messages restricted to SIGMET information, special air-reports, AIRMET messages, volcanic ash and tropical cyclone advisory

information and amended forecasts.

4.4.1.1.4 Meteorological messages (priority indicator GG) shall comprise:

- a) messages concerning forecasts, e.g. terminal aerodrome forecasts (TAFs), area and route forecasts;
- b) messages concerning observations and reports, e.g. METAR, SPECI.

4.4.1.1.5 Flight regularity messages (priority indicator GG) shall comprise:

- a) aircraft load messages required for weight and balance computation;
- b) messages concerning changes in aircraft operating schedules;
- c) messages concerning aircraft servicing;
- d) messages concerning changes in collective requirements for passengers, crew and cargo covered by deviation from normal operating schedules;
- e) messages concerning non-routine landings;
- f) messages concerning pre-flight arrangements for air navigation services and operational servicing for non-scheduled aircraft operations, e.g. overflight clearance requests;
- g) messages originated by aircraft operating agencies reporting an aircraft arrival or departure;
- h) messages concerning parts and materials urgently required for the operation of aircraft.

4.4.1.1.6 Aeronautical Information Services (AIS) messages (priority indicator GG) shall comprise:

- a) messages concerning NOTAMS;
- b) messages concerning SNOWTAMs.

4.4.1.1.7 Aeronautical administrative messages (priority indicator KK) shall comprise:

- c) messages regarding the operation or maintenance of facilities provided for the safety or regularity of aircraft operations;
- d) messages concerning the functioning of aeronautical telecommunication services;
- e) messages exchanged between civil aviation authorities relating to aeronautical services.

4.4.1.1.8 messages requesting information shall take the same priority indicator as the category of message being requested except where a high priority is warranted for flight safety.

4.4.1.1.9 Service messages (priority indicator as appropriate). This category shall comprise messages originated by aeronautical fixed stations to obtain information or verification concerning other messages which appear to have been transmitted incorrectly by the aeronautical fixed service, confirming channel-sequence numbers, etc.

4.4.1.1.9.1 Service messages shall be assigned the appropriate priority indicator.

4.4.1.1.9.2 When service messages refer to messages previously transmitted, the priority indicator Assigned should be that used for the message(s) to which they refer.

4.4.1.1.9.3 Service messages correcting errors in transmission shall be addressed to all addressees that will have received the incorrect transmission.

4.4.1.1.9.4 A reply to a service message shall be addressed to the station which originated the initial Service message.

4.4.1.1.9.5 The text of all service messages should be as concise as possible.

4.4.1.1.9.6 A service message, other than one acknowledging receipt of SS messages, shall be further identified by the use of the abbreviation SVC as the first item in the text

4.4.1.1.9.7 When a service message refers to a message previously handled, reference to

4.4.1.1.9.8 the previous message shall be made by use of the appropriate transmission identification or the filing time the originator indicator group identifying the reference message.



#### 4.4.1.2 ORDER OF PRIORITY

4.4.1.2.1 The order of priority for the transmission of messages in the aeronautical telecommunication network shall be as follows:

Transmission priority	Priority indicator
1	SS
2	DD FF
3	GG KK

4.4.1.2.2 Messages having the same priority indicator should be transmitted in the order in which they are received for transmission.

#### 4.4.1.3 ROUTING OF MESSAGES

4.4.1.3.1 All communications shall be routed by the most expeditious route available to affect delivery to the addressee.

4.4.1.3.2 Predetermined diversion routing arrangements shall be made, when necessary, to expedite the movement communication traffic. Each communication centre shall have the appropriate diversion routing lists, agreed to by the Administration(s) operating the communication centre affected and shall use them when necessary.

4.4.1.3.2.1 Diversion routing should be initiated:

1- in a fully automatic communication centre:

- a) Immediately after detection of the circuit outage, when the traffic is to be diverted via a fully automatic communication centre
- b) Within a 10 minute period after detection of the circuit outage, when the traffic is to be diverted via a non-fully automatic communication centre.

2- In a non-fully automatic communication centre within a 10 minute period after detection of the circuit outage.

4.4.1.3.3 As soon as it is apparent that it will be impossible to dispose of traffic over the aeronautical Fixed service within a reasonable period, and when the traffic is held at the station where it was Field, the originator shall be consulted regarding further action to be taken, unless:

- a) Otherwise agreed between the station concerned and the originator; or
- b) Arrangements exist whereby delay traffic is automatically diverted to commercial telecommunication services without reference to the originator.

**Note.---** The expression "reasonable period" means a period of time such that it seems probable that the will not be delivered to the addressee within any fixed transit period applicable to the category of traffic concerned, or, alternatively, any predetermined period agreed between originators and the telecommunication station concerned.

#### 4.4.1.4 SUPERVISION OF MESSAGE TRAFFIC

4.4.1.4.1 Continuity of message traffic. The receiving station shall check the transmission identification of incoming transmissions to ensure the correct sequence of channel-sequence numbers of all messages received over that channel.

4.4.1.4.1.1 When the receiving station detects that one or more channel-sequence numbers are missing, it shall send a complete service message to the previous station rejecting receipt of any message have been transmitted with such missing number(s). The text of this message shall comprise the signal QTA, the procedure signal MIS followed by one or more missing transmission identification and the end-of-text signal.

**Note.---** *The following examples illustrate application service message procedure mentioned above:*

- 1) *when one channel-sequence number is missing:*  
SVC→QTA →MIS →ABC↑123
- 2) *when several channel-sequence numbers are missing:*  
SVC→QTA→MIS→ABC↑123-126↓

- 4.4.1.4.1.1.1 When the provisions of 4.4.1.4.1.1 are applied, the station notified of the missing message(s) condition by the service message shall reassume its responsibility for transmission of the message (or messages) that it had previously transmitted with the transmission identification concerned, and shall retransmit that message (or messages) with a new (correct in sequence) transmission identification. The receiving station shall synchronize such that the next expected channel-sequence number is the last received channel-sequence number plus one.
- 4.4.1.4.1.2 When the receiving station detects that a message has a channel sequence number less than that expected, it should advise the previous station using a service message with a text comprising:
- 1) the abbreviation SVC;
  - 2) the procedure signal LR followed by the transmission identification of the received message;
  - 3) the procedure signal EXP followed by the transmission identification expected;
  - 4) the end-of text signal.

**Note.---** *The following example illustrates application of the above- mentioned procedure:*

SVC→LR→ABC↑123→↓EXP→ABC↑135↓

- 4.4.1.4.1.2.1 When the provisions of 4.4.1.4.1.2. are applied, the station receiving the out-of-sequence message should synchronize such that the next expected channel-sequence number is the last received channel-sequence number plus one. The previous station should check its outgoing channel-sequence numbers and, if necessary, correct the sequence.

#### 4.4.1.4.2 MISROUTED MESSAGES

**Note.---** *A message is considered to have been misrouted when it contains no relaying instructions, expressed or implied, on which the receiving station can take action.*

- 4.4.1.4.2.1 When the receiving station detects that a message has been misrouted to it, it shall either:
- 1) send a service message (see 4.4.1.1.9) to the previous station rejecting receipt of the Misrouted message; or
  - 2) itself assume responsibility for transmission of the message to all addressee indicators.
- 4.4.1.4.2.2 The text of service message shall comprise the abbreviation SVC, the signal QTA, the procedure signal MSR followed by the transmission identification, example:  
SVC→QTA→MSR→ABC↑123↓
- 4.4.1.4.2.3 a sending station notify of the misrouted message condition by service message, it shall reassume its responsibility for the message and shall retransmit as necessary on the correct outgoing channel or channels.
- 4.4.1.4.3 When a circuit becomes interrupted and alternative facilities exist, the last

channel-sequence numbers sent and received shall be exchanged between the stations concerned and shall take the form of complete service message with the text comprising the abbreviation SVC, the procedure signals LR and LS followed by the transmission identifications of the relevant messages and the end-of-text signal, example:

SVC→LR→ABC↑123→LS→ABC↑321↓

#### 4.4.1.5 **FAILURE OF COMMUNICATIONS**

4.4.1.5.1 Should communication on any fixed service circuit fail, the station concerned shall attempt to re-established contact as soon as possible.

4.4.1.5.2 If contact cannot be re-established within a reasonable period on the normal fixed service circuit, an appropriate alternative circuit should be used. If possible, attempts should be made to establish communication on any authorized fixed service circuit available.

4.4.1.5.2.1 If these attempts fail, use of any available air-ground frequency shall be permitted only as an exceptional and temporary measure when no interference to aircraft in flight is ensured.

4.4.1.5.3 Where diverted traffic will not be accepted automatically or where a predetermined diversion routing has not been agreed, a temporary diversion routing shall be established by the exchange of service messages. The text of such service message shall comprise:

- 1) the abbreviation SVC;
- 2) the procedure signal QSP;
- 3) if required, the procedure signal RQ, NO, or CNL to request, refuse or cancel a diversion;
- 4) identification of the routing areas, States, territories, locations, or stations for which the diversion applies;
- 5) the end-of-text signal; example:
  - a) to request a diversion:  
SVC→QSP→RQ→C→K→BG→BI↓
  - b) to accept a diversion:  
SVC→QSP→C→K→BG→BI↓
  - c) to refuse a diversion:  
SVC→QSP→NO→C→K→BG→BI↓
  - d) to cancel a diversion:  
SVC→QSP→CNL→C→K→BG→BI↓

#### 4.4.1.6 **LONG-TERM RETENTION OF AFTN TRAFFIC RECORDS**

4.4.1.6.1 Copies of all messages, in their entirety, transmitted by an AFTN origin station shall be retained for a period of at least 30 days.

**Note.—The AFTN origin stations, although responsible for ensuring that AFTN traffic is recorded, is not necessarily the unit where the records are made and retained. By local agreement the State concerned may be permit the originators to perform those functions.**

4.4.1.6.2 AFTN destination stations shall retain, for a period of at least 30 days, a record containing the information necessary to identify all messages received and the action taken thereon, and may be obtained by recording the heading, address, and origin parts of messages.

4.4.1.6.3 AFTN communication centers should retain, for a period of at least 30 days, a record containing the information necessary to identify all messages relayed or retransmitted and the action taken thereon, and may be obtained by recording the heading, address and origin parts of messages.



#### 4.4.1.7 **SHORT-TERM RETENTION OF RECORDS**

4.4.1.7.1 AFTN communication centers shall retain, for a period of at least one hour, a copy of all messages, in their entirety, retransmitted or relayed by that communication center.

4.4.1.7.2 In case where acknowledgement is made between AFTN communication centers, a relay center shall be considered as having no further responsibility for retransmission or repetition of a message for which it has received positive acknowledgement, and it may be deleted from its records.

#### 4.4.2 **Message format**

4.4.2.1 **Heading**, shall comprise:

- a) start-of-message signal, the characters ZCZC;
- b) transmission identification comprising:
  - 1) circuit identification;
  - 2) channel-sequence number.
- c) additional service information (if necessary) comprising:
  - 3) one SPACE;
  - 4) no more than ten characters;
- d) spacing signal.

4.4.2.2 Address, shall comprise:

- a) priority indicator;
- b) addressee indicator(s).  
the priority indicator shall consist of the appropriate two-letter group assigned by the originator in accordance with the following:
 

1) Message category	Priority indicator
2) distress messages.....	SS
3) urgency messages.....	DD
4) flight safety messages.....	FF
5) meteorological messages.....	GG
6) flight regularity messages.....	GG
7) aeronautical information services messages.....	GG
8) aeronautical administrative messages.....	KK
9) service messages.....	(as appropriate)

An address indicator shall comprise:

- a) the four-letter location indicator of the place of destination;
- b) the three-letter designator identifying the organization/function (aeronautical authority, service or aircraft operating agency) addressed.
- c) an additional letter, which shall represent a department, division or process within the organization/function addressed. The letter X shall be used to complete the address when explicit identification is not required.

The four-letter location indicators are listed in Doc 7910--- Location Indicator.

The three-letter designators are listed in Doc 8585—Designators for Aircrafts Operating Agencies, Aeronautical Authorities and Service.

4.4.2.2.1 Where a message is to be addresses to an organization that has not been allocated an ICAO three-letter designator; the location indicator of the place of destination shall be followed by the ICAO three-letter designator YYY (or the ICAO three-letter designator YXY in the case of a military service or organization)

4.4.2.2.2 Where a message is to be to an aircraft in flight and, therefore, requires handling over the AFTN for part of its routing before retransmission over the aeronautical mobile service, the location indicator of the aeronautical station which is to relay the message to the aircraft shall be followed by the ICAO three-letter designator ZZZ.

**Note.—The following examples illustrates the application of the standards in 4.4.2.2.1 and 4.4.2.2.2:**

**4.4.3 address indicators:**

<b>LGATZTZX</b>	<b>aerodrome control tower (ZTZ) at LGAT</b>
<b>LGATYMYF</b>	<b>section (F) of the Meteorological Office (YMY) at LGAT</b>
<b>LGATKLMN</b>	<b>department (N) of the aircraft operating agency KLM (KLM) at LGAT</b>
<b>LGATYYYYX</b>	<b>the aircraft operating agency whose name appears in the beginning of the Message text and whose office location is served by LGAT</b>
<b>LGATZZZX</b>	<b>the aeronautical station (LGAT) is required to relay this message in the aeronautical mobile service to the aircraft whose identification appears in beginning of the message text.</b>

**1) YYYICAO three-letter designator:**

**Example of message addressed to aircraft GABCD via aeronautical station NZAA from area control centre at NZAA.**

**(address) GGNCRGYYYYX**  
**(origin) 311521 PHNLYYYYX**  
**(text) AIR PENGUIN FLIGHT 801 CANCELLED**

**2) ZZZICAO three-letter designator:**

**Example of a message addressed to an aircraft GABCD via aeronautical station NZAA from Area control centre at NZZC.**

**(Address) FF NZAAZZZX**  
**(Origin) 031451 NZZCZQZX**  
**(Text) GABCD CLR DES 5000FT HK NDB**

**4.4.4 The Origin shall consist of the following:**

- a) filing time; shall comprise:
  - the 6-digit date-time group including the date and time of filing the message for transmission.
- b) originator indicator, shall comprise:
  - 1) the four-letter location indicator of the place at which the message is originated.
  - 2) the three-letter designator identifying the organization/function (aeronautical authority, service or aircraft operating agency) which originated the message.
  - 3) an additional letter which shall represent a department, division or process within the organization/function of the originator. The letter X shall be used to complete the address when explicit identification is not required.

**4.4.5 Text, shall comprise all characters which are allowed in the text messages such as:**

Letters: ABCDEFGHIJKLMNOPQRSTUVWXYZ

Figures: 1 2 3 4 5 6 7 8 9 0

Other signs: - (hyphen)

? (question mark)

: (colon)

( (open brackets)

) (close brackets)

. (full stop, period, or decimal point)

, (comma)

' (apostrophe)

= (double hyphen or equal sign)



- / (oblique)  
+ (plus sign)
- 4.4.6 Ending, shall comprise:
- the page-feed sequence consisting of 7 LINE FEEDS {= = = = =};
  - the end-of-message signal, consisting of the letter N , appearing FOUR times in undivided sequence.

**Note.—the following illustrates the procedures mentioned above:**

**(Heading)** \*ZCZC LPA183  
**(Address)** GG LGGGZRZX LGATKLMW  
**(Origin)** 201838 EGLLKLMW  
**(Text)** As required  
**(Ending)** (Page feed)  
 NNNN\*\*

#### 4.5 COMMON ICAO DATA INTERCHANGE NETWORK (CIDIN)

The common ICAO data interchange network (CIDIN), comprise application entities and communication services for ground-ground message exchange, and makes use of protocols based on the international Telegraph and Telephone Consultative Committee (CCITT) X.25 Recommendation to provide code and byte-independent communication facilities.

The principal goals of the CIDIN are to improve the AFTN and to support large message transmission and more demanding applications, such as operational meteorological information (OPMET), between two or multiple ground systems.

#### 4.6 ATS MESSAGE HANDLING SERVICES (ATSMHS)

The ATS message service of the ATS (air traffic services) message handling service (ATSMHS) application shall be used to exchange ATS messages between users over the aeronautical telecommunication network (ATN) internet.

The ATS message service comprised in the ATS message handling service application aims at providing generic message services over the ATN internet communication service (ICS). It may, in turn, be used as a communication system by user-applications communicating over the ATN. This may be achieved, for example, by means of application programme interface to the ATS message service.

The detailed specification of the ATS message handling service application is included in the Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols (Doc 9880), Part 2

The ATS message service is provided by the implementation over the ATN internet communication service of the message handling systems specified in ISO/IEC (International Organization for Standardization/ International Electrotechnical Commission) 10021 and ITU-T (International Telecommunication Union – Telecommunication Standardization Sector) X.400 and completed by additional requirements specified in the Doc 9880.

**Note 4.—The following type of ATN end systems performing ATS message handling services are detailed in the Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols (Doc 9880), Part 2.**

- an ATS message server;
- an ATS message user agent;
- an AFTN/AMHS gateway (aeronautical fixed telecommunication network/ATS message handling system).

**Connections may be established over the internet communications service**





**between any pair constituted of these ATN end system as follows:  
Communications between ATN end systems implementing  
ATS message handling services**

<b>ATN End System 1</b>	<b>ATN End System 2</b>
<b>ATS Message Server</b>	<b>ATS Message Server</b>
<b>ATS Message Server</b>	<b>AFTN/AMHS Gateway</b>
<b>ATS Message Server</b>	<b>ATS Message User Agent</b>
<b>AFTN/AMHS Gateway</b>	<b>AFTN/AMHS Gateway</b>

#### 4.7 INTER-CENTRE COMMUNICATIONS (ICC)

The inter-centre communications (ICC) application set shall be used to exchange ATS messages between air traffic service users over the ATN internet.

The ICC applications set enables the exchange of information in support of the following operational services:

- a) flight notification;
- b) flight coordination;
- c) transfer of control and communications
- d) flight planning;
- e) airspace management;

The first of the applications developed for the ICC set is the ATS interfacility data communication (AIDC).

The AIDC application exchanges information between ATS units (ATSUs) for support of critical air traffic control (ATC) functions, such as notification of flights approaching a flight information region (FIR) boundary, coordination of boundary conditions and transfer of control and communication authority.

## CHAPTER 5 - AERONAUTICAL MOBILE SERVICE- VOICE COMMUNICATIONS

### 5.1 GENERAL

The communication procedures applicable to the aeronautical mobile service, as appropriate, shall apply to the aeronautical mobile satellite service. Guidance material for the implementation of the aeronautical mobile satellite service is contained in the manual on the Aeronautical Mobile Satellite (Route) Service (Doc 9925). Additional guidance for satellite voice communications (SATVOICE) is contained in the Satellite Voice Operations Manual (Doc 10038) and the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).

- 5.1.1 In communications the highest standard of discipline shall be observed at all times.
  - 5.1.1.1 ICAO standardized phraseology shall be used in all situations for which it has been specified. Only standardized phraseology cannot serve an intended transmission, plain language shall be used.

Detailed language proficiency requirements appear in Appendix 1 to SUCAR 1.
  - 5.1.1.2 The transmission of messages, other than those specified in 5.1.8, on aeronautical mobile frequencies when the aeronautical fixed services are able to serve the intended purpose, shall be avoided.
  - 5.1.1.3 In all communications, the consequences of human performance which could affect the accurate reception and comprehension of messages should be taken into consideration.

Guidance material on human performance can be found in the Human Factors Training Manual (Doc 9683).
- 5.1.2 An aircraft station shall send signals or adjustment which is liable to interfere with the working of a neighboring aeronautical station; the consent of the station shall be obtained before such signals are sent. Such transmissions shall be kept to a minimum.
- 5.1.3 When it is necessary for a station in the aeronautical mobile service to make test signals, either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, such signals shall not continue for more than 10 seconds and shall be composed of spoken numerals (ONE, TWO, THREE, etc.) in radiotelephony, followed by the radio call sign of the station transmitting the test signals. Such transmissions shall be kept to a minimum.
- 5.1.4 Except as otherwise provided, the responsibility of establishing communication shall rest with the station having traffic to transmit.

In certain cases when SELCAL is used the procedures respecting the establishment of communication are contained in 5.2.4.
- 5.1.5 After a call has been made to the aeronautical station, a period of at least 10 seconds should elapse before a second call is made.
- 5.1.6 When an aeronautical station is called simultaneously by several aircraft stations, the aeronautical station shall decide the order in which aircraft shall communicate.
- 5.1.7 In communications between aircraft stations, the duration of communication shall be controlled by the aircraft station which is receiving, subject to the intervention of an aeronautical station. If such Communication take place on an ATS frequency, prior permission of the aeronautical station shall be obtained. Such requests for permission are not required for brief exchange.

### 5.1.8 Categories of messages

The categories of messages handled by the aeronautical mobile service and order of priority in the establishment of communication and the transmission of messages shall be in accordance with following table:

Message category	order of priority signal	Radiotelephony signal
a) Distress calls, distress messages and distress traffic		MAYDAY
b) Urgency messages, including messages preceded by the Medical transports signal		PAN, PAN or PAN, PAN MEDICAL
c) Communication relating to direction finding		--
d) Flight safety messages		--
e) Meteorological messages		--
f) Flight regularity messages		--

**Note 1.- Messages concerning acts of unlawful interference constitute a case of exceptional circumstances which may preclude the use of recognized communication procedures used to determine message category and priority.**

**Note 2.- A NOTAM may qualify for any of the categories or priorities c) to f) inclusive. The decision as to which priority, will depend on the NOTAM and its importance to the aircraft concerned.**

- 5.1.8.1 Distress messages and distress traffic shall be handled in accordance with the provisions of 5.3.
- 5.1.8.2 Urgency messages and urgency traffic, including messages preceded by the medical transports signal, shall be handled in accordance with the provisions of 5.3.
- 5.1.8.3 Air traffic services units using direct pilot-controller communication channels shall only be required to handle flight regularity messages provided this can be achieved without interference with their primary role and no other channels are available for the handling of such messages.
- 5.1.8.4 Messages having the same priority should, in general, be transmitted in the order in which they are received for transmission.
- 5.1.8.5 Interpilot air-to-air communication shall comprise messages related to any matter affecting safety and regularity of flight. The category and priority of these messages shall be determined on the basis of their content in accordance with 5.1.8.

### 5.1.9 Cancellation of messages

- 5.1.9.1 Incomplete transmission. If a message has not been completely transmitted when instructions to cancel are received, the station transmitting the message shall instruct the receiving station to disregard the incomplete transmission. This shall effected in radiotelephony by use of an appropriate phrase.

#### 5.1.9.2 COMPLETE TRANSMISSIONS

When a completed message transmission is being held pending correction and the receiving station is to be informed to take no forwarding action, or when delivery or onward relay cannot be accomplished, transmission should be cancelled. This should be effected in radiotelephony by the use of an appropriate phrase.

- 5.1.9.3 The station cancelling a transmission shall be responsible for any further action required.

## 5.2 RADIOTELEPHONY PROCEDURES

When Selective Calling ( SELCAL) equipment is used, certain of the following procedures are superseded by those contained in 5.2.4.

## 5.2.1 General

5.2.1.1 When a controller communicates via voice, the response should be via voice. Except as provided by 8.2.12.1, when a controller or pilot communicates via CPDLC, the response should be via CPDLC.

### 5.2.1.2 LANGUAGE TO BE USED

5.2.1.2.1 The air-ground radiotelephony communications shall be conducted in the language normally used by the station on the ground or in the English language. The language normally used by the station on the ground may not necessarily be the language of the station in which it is located. A common language may be agreed upon regionally as requirements for stations on the ground in that region.

The level of language proficiency required for aeronautical radiotelephony communications is specified in the Appendix 1 to SUCAR 1.

5.2.1.2.2 The English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services.

5.2.1.2.3 The language available at a given station on the ground shall form part of the Aeronautical Information Publications and other published aeronautical information concerning such facilities.

5.2.1.3 Word spelling in radiotelephony. When proper names, service abbreviations and words of which the spelling is doubtful are spelled out in radiotelephony, the alphabet in Figure 5-1 shall be used.

**Note 1.- The pronunciation of the words in the alphabet as well as numbers may vary according to the language habits of the speakers. In order to eliminate wide variations in pronunciation, posters illustrating the desired pronunciation are available from ICAO.**

**Note 2.- The spelling Alphabet specified in 5.2.1.2.3 is also prescribed for use in the Maritime Mobile Service (ITU Radio Regulations, Appendix S14)**

Letter	Word	International Phonetic Convention	Appropriate Pronunciation
A	Alfa	ælfɑ	AL FAH
B	Bravo	'brɑːvo	BRAH VOH
C	Charlie	'tʃɑːli or 'ʃɑːli	CHAR LEE
D	Delta	'delta	DELL TAH
E	Echo	'eko	ECK OH
F	Foxtrot	'fɒkstrot	FOKS TROT
G	Golf	gʌlf	golf
H	Hotel	ho:'tel	HO TELL
I			
I	India	'indi:ɑ	IN DEE AH
J	Juliett	'dʒu:li.ət	JEW LEE ETT
k	kilo	'ki:lo	KEY LOH
L	Lima	'li:ma	LEE MAH



M	Mike	maik	KIKE
N	November	no'vembe	NO VEM BER
O	Oscar	'ɔska	OSS CAH
P	Papa	pə'pɑ	PAH PAH
Q	Quebec	kə'bek	KEH BECK
R	Romeo	'ro:mi.o	ROW ME OH
S	Sierra	si'ərə	SEE AIR RAH
T	Tango	'tæŋgo	TANG GO
U	Uniform	'ju:nifɔ:rm	YOU NEE FORM OR OO NEE FORM
V	Victor	'viktɑ	VIK TAH
W	Whisky	'wiski	WISS KEY
X	X-ray	'eks'rei	ECKS RAY
Y	Yankee	'jæŋki	YANG KEY
Z	Zulu	'zu:lu:	ZOO LOO
In the approximate representation using the Latin alphabets, syllables to be emphasized are underlined.			

The pronunciation of the words in the alphabet may vary according to the language habits of the speakers. In order to eliminate wide variations in pronunciation, posters illustrating the desired pronunciation are available from ICAO.

**Note 2.--- The spelling Alphabet specified in 5.2.1.2.3 is also prescribed for use in the Maritime Mobile Service (ITU Radio Regulations, Appendix S14).**

Figure 5-1. The Radiotelephony Spelling Alphabet (see 5.2.1.3)

5.2.1.4 TRANSMISSION OF NUMBERS IN RADIOTELEPHONY

5.2.1.4.1 TRANSMISSION OF NUMBERS

5.2.1.4.1.1 All numbers, except as prescribed in 5.2.1.4.1.2 to 5.2.1.4.1.6, shall be transmitted by pronunciation each digit separately.

The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation):

Aircraft call signs	transmitted as
CCA 238	Air China two three eight
OAL 242	Olympic two four two
Headings	transmitted as
100 degrees	heading one zero zero
080 degrees	heading zero eight zero
wind direction and speed	transmitted as
200 degrees 70 knots	wind two zero zero degrees seven zero knots
160 degrees 18 knots	wind one six zero degrees one eight knots gusting three zero knots
gusting 30 knots	
runway	transmitted as
27	runway two seven
30	runway three zero

5.2.1.4.1.2 Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds, which shall be transmitted by pronouncing the digit of the whole hundred followed by the word HUNDRED.

**Note.—The following examples illustrate application of this procedure (see 5.2.1.4.3.1 for pronunciation).**

<b>flight levels</b>	<b>transmitted as</b>
<b>FL 180</b>	<b>flight level one eight zero</b>
<b>FL 200</b>	<b>flight level two hundred</b>

5.2.1.4.1.3 The altimeter setting shall be transmitted by pronouncing each digit separately except for the of a setting of 1 000 hPa which shall be transmitted ONE HUNDRED.

**Note.— The following examples illustrates the application of this procedure (see 5.2.1.4.3.1 for pronunciation).**

<b>altimeter setting</b>	<b>transmitted as</b>
<b>1009</b>	<b>QNH one zero zero nine</b>
<b>1000</b>	<b>QNH one thousand</b>
<b>993</b>	<b>QNH nine nine three</b>

5.2.1.4.1.4 All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word THOUSAND.

**Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).**

<b>transponder codes</b>	<b>transmitted as</b>
<b>2400</b>	<b>squawk two four zero zero</b>
<b>1000</b>	<b>squawk one thousand</b>
<b>2000</b>	<b>squawk two thousand</b>

5.2.1.4.1.5 All numbers used in the transmission of altitude, cloud height, visibility and runway visual range (RVR) information, which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousand followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

**Note.—The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).**

<b>altitude</b>	<b>transmitted as</b>
<b>800</b>	<b>eight hundred</b>
<b>3 400</b>	<b>three thousand four hundred</b>
<b>12 000</b>	<b>one two thousand</b>
<b>cloud height</b>	<b>transmitted as</b>
<b>2 200</b>	<b>two thousand two hundred</b>
<b>4 300</b>	<b>four thousand three hundred</b>
<b>visibility</b>	<b>transmitted as</b>
<b>1 000</b>	<b>visibility one thousand</b>
<b>700</b>	<b>visibility seven hundred</b>

**runway visual range**  
**600**  
**1 700**

**transmitted as**  
**RVR six hundred**  
**RVR one thousand seven hundred**

5.2.1.4.1.6 When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the double digits as TEN, ELEVEN, or TWELVE {O'CLOCK}.

5.2.1.4.1.7 Numbers containing a decimal point shall be transmitted as prescribed in 5.2.1.4.1.1, with the decimal point in appropriate sequence being indicated by the word DECIMAL.

**Note 1.— The following examples illustrate the application of this procedure:**

<b>Number</b>	<b>Transmitted as</b>
<b>100.3</b>	<b>ONE ZERO ZERO DECIMAL THREE</b>
<b>38 143.9</b>	<b>THREE EIGHT ONE FOUR THREE DECIMAL NINE</b>

**Note 2. – For identification of VHF frequencies, the number of digits used after the decimal point are determined on the basis of the channel spacing (5.2.1.7.3.4.3 refers to frequencies separated by 25 KHz, 5.2.1.7.3.4.4 refers to frequencies separated by 8.33kHz).**

**Note 3. – The channeling/frequency pairing relationship for 8.33 kHz and 25 kHz is found Table 4-1 (bis), Volume v.**

5.2.1.4.1.8 PANS--- When transmitting time, only the minutes of the hour should normally be required. Each digit should be pronounced separately. However, the hour should be included when any possibility of confusion is likely to result.

**Note. – The following example illustrates the application of this procedure when applying the provisions of 5.2.1.2.2:**

<b>Time</b>	<b>Statement</b>
<b>0920 (9:20 A.M.)</b>	<b>TOO ZE-RO</b>
	<b>or ZE-RO NIN-er TOO ZE-RO</b>
<b>1643 (4:43 P.M.)</b>	<b>FOW-er TREE</b>
	<b>or WUN SIX FOW-er TREE</b>

#### 5.2.1.4.2 VERIFICATION OF NUMBERS

5.2.1.4.2.1 When it is desired to verify the accurate reception of numbers, the person transmitting the message shall request the person receiving the message to read back the numbers.

#### 5.2.1.4.3 PRONUNCIATION OF NUMBERS

5.2.1.4.3.1 When the language used for communication is English, numbers shall be transmitted using the following pronunciation:

Numerical or numerical element	Pronunciation
0	ZE-RO
1	WUN
2	TOO
3	TREE
4	FOW-er
5	FIFE
6	SIX
7	SEVEN

8	AIT
9	NIN-er
Decimal	DAY-SEE-MAL
Hundred	HUN-dred
Thousand	TOU-SAND

**Note.—The syllables printed in capital letters in the above list are to be stressed; for example, the two syllables in ZE-RO are given equal emphasis, whereas the first syllable of FOW-er is given primary emphasis.**

#### 5.2.1.5 TRANSMITTING TECHNIQUE

- 5.2.1.5.1 PANS--- Each written message should be read prior to commencement of transmission in order to eliminate unnecessary delays in communications.
- 5.2.1.5.2 Transmissions shall be conducted concisely in a normal conversational tone (see appendix 1 to SUCAR 1)
- 5.2.1.5.3 PANS.--- Speech transmitting technique should be such that the highest possible intelligibility is incorporated in each transmission. Fulfillment of this aim requires that air crew and ground personnel should:
- enunciate each word clearly and distinctly;
  - maintain an even rate of speech not exceeding 100 words per minute. When a message is transmitted to an aircraft and its contents need to be recorded the speaking rate should be at a slower rate to allow for the writing process. A slight pause preceding and following numerical makes them easier to understand.
  - maintain the speaking volume at a constant level.
  - be familiar with the microphone operating techniques particularly in relation to the maintenance of a constant distance from the microphone if a modulator with a constant level is used.
  - suspend speech temporarily if becomes necessary to turn the head away from the microphone.
- 5.2.1.5.4 Speech transmitting technique should be adapted to the prevailing communications conditions.
- 5.2.1.5.5 Messages accepted for transmission should be transmitted in plain language or ICAO phraseologies without altering the sense of the message in any way. Approved ICAO abbreviations contained in the text of the message to be transmitted to aircraft should normally be converted into the unabbreviated words or phrases which these abbreviations represent in the language used, except for those which, owing to frequent and common practice, are generally understood by aeronautical personnel.

**Note.—The abbreviations are specifically identified in the PANS-ABC (Doc 8400).**

- 5.2.1.5.6 PANS—To expedite communication, the use of phonetic spelling should be dispensed with, if there is no risk of this affecting correct reception and intelligibility of the message.
- 5.2.1.5.7 PANS.—The transmission of long messages should be interrupted momentarily from time to time to permit the transmitting operator to confirm that the frequency in use is clear and, if necessary, to permit the receiving operator to request repetition of parts not received.



5.2.1.5.8 The following words and phrases shall be used in radiotelephony communications as appropriate and shall have the meaning ascribed herein:

Phrase	Meaning
ACKNOWLEDGE	"Let me know that you have received and understood this message"
AFFIRM	"Yes"
APPROVED	"Permission for proposed action granted"
BREAK	"I hereby indicate the separation between portions of the message". (To be used where there is no clear distinction between the text and other portions of the message.)
BREAK BREAK	"I hereby indicate the separation between messages transmitted to Different aircraft in a very busy environment"
CANCEL	"Annul the previously transmitted clearance."
CHECK	"Examine a system or procedure." (Not to be used in any other context. No answer is normally expected.)
CLEARED	"Authorized to proceed under the conditions specified."
CONFIRM	"I request verification of⊕clearance, instruction, action, information).
CONTACT	"Establish communications with...."
CORRECT	"True" or "Accurate".
CORRECTION	"An error has been made in this transmission (or message indicated). The Correct version is....."
DISREGARD	"Ignore."
HOW DO YOU READ	"What is the readability of my transmission?" (see 5.2.1.8.8.)
I SAY AGAIN	"I repeat for clarity or emphasis."
MAINTAIN	"Continue in accordance with the condition(s) specified" or in its literal Sense, e.g. "Maintain VFR".
Phrase	Meaning
MONITOR	"Listen out on (frequency)."
OVER	"My transmission is ended, and I expect a response from You." Note.—Not normally used in VHF or satellite voice Communications.
OUT	"This exchange of transmissions is ended and no response is expected." Note.—Not normally used in VHF or satellite voice Communications
READ	"Repeat all, or the specified part, of this message back to me exactly as received."
RECLEARED	"A change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereto."
REPORT	"Pass me the following information."
REQUEST	"I should like to know..." or "I wish to know."
ROGER	"I have received all of your last transmission." Note.—Under no circumstances to be used in reply to question requiring " READ BACK" or a direct in the

SAY AGAIN	affirmative (AFFIRM) or negative (NEGATIVE). "Repeat all, or the following part, of your last transmission."
SPEAK SLOWER	"Reduce your rate of speech." (see 5.2.1.5.3 b)."
STANDBY	"Wait and I will call you." Note.—The caller would normally re-establish contact if the delay is lengthy. STANDBY is not an approved or denial.
UNABLE	"I cannot comply with your request, instruction, or clearance.
WILCO	(Abbreviation for "will comply.") "I understand your message and Will comply with it."
WORDS TWICE	A) As a request: "Communication is difficult, please send every word, or group of words twice." B) As information: "Since communication is difficult, every word or group of words, in this message will be sent twice"

#### 5.2.1.6 COMPOSITION OF MESSAGES

5.2.1.6.1 Messages handled entirely by the aeronautical mobile service shall comprise the following parts in the order stated:

- a) call indicating the addressee and the originator (see 5.2.1.7.3);
- b) text (see 5.2.1.6.2.1.1).

**Note.—The following examples illustrate the application procedure:**

**(call) NEW YORK RADIO SWISSAIR ONE ONE ZERO**

**(text) REQUEST SELCAL CHECK**

**Or**

**(call) SWISSAIR ONE ONE ZERO NEW YORK RADIO**

**(text) CONTACT SAN JUAN ON FIVE SIX**

5.2.1.6.2 Messages requiring handling by the AFTN for part of their routing and similarly messages which are not handled in accordance with predetermined distribution arrangements (see 3.3.7.1) shall be composed as follows:

5.2.1.6.2.1 When originated in an aircraft:

- a) call (see 5.2.1.7.3);
- b) the word for;
- c) the name of the organization addressed;
- d) the name of the station of destination;
- e) text.

5.2.1.6.2.1.1 The text shall be as short as practicable to convey the necessary information; full use shall be made of ICAO phraseologies.

**Note.—The following example illustrate the application of this procedure:**

**(call) BOSTON RADIO SWISSAIR ONE TWO EIGHT**

**(address) FOR SWISSAIR BOSTON**

**(text) NUMBER ONE ENGINE CHANGE REQUIRED**

5.2.1.6.2.1.2 When addressed to an aircraft. When a message, prepared in accordance with 4.4.2, is retransmitted by an aeronautical station to an aircraft in flight, the heading and address of the AFTN message format shall be omitted during the retransmission on the aeronautical mobile service.

5.2.1.6.2.1.2.1 When the provision of 5.2.1.6.2.2 is applied, the aeronautical mobile service message transmission shall comprise:

- a) the text {incorporated any corrections (COR) contained in the AFTN message};
- b) the word FROM;
- c) the name of the origination organization and its location (taken from the origin section of the AFTN message).

5.2.1.6.2.1.2.2 PANS.--- When the text of a message to be transmitted by an aeronautical station to an aircraft in flight contains approved ICAO abbreviations, these abbreviations should normally be converted during the transmission of the message into the unabbreviated words or phrases which the abbreviations represent in the language used, except for those which, owing to frequent or common practice, are generally understood by aeronautical personnel.

### 5.2.1.7 CALLING

#### 5.2.1.7.1 RADIOTELEPHONY CALL SIGNS FOR AERONAUTICAL STATIONS

**Note.—The following formation of call signs as specified in ITU Radio Regulations S19 Section III and Section VII.**

5.2.1.7.1.1 Aeronautical stations in the aeronautical mobile service shall be identified by:

- a) the name of the location; and
- b) the unit or service available.

5.2.1.7.1.2 The unit or service shall be identified in accordance with the table below except that the name of the location or the unit/service may be omitted provided satisfactory communication has been established.

Unit/service available	Call sign suffix
area control centre	CONTROL
approach control	APPROACH
approach control radar arrivals	ARRIVAL
approach control radar departures	DEPARTURE
aerodrome control	TOWER
surface movement control	GROUND
radar (in general)	RADAR
precision approach radar	PRECISION
direction-finding station	HOMER
flight information service	IFORMATION
clearance delivery	DELIVERY
apron control	APRON
company dispatch	DISPATCH
aeronautical station	RADIO

#### 5.2.1.7.2 RADIOTELEPHONY CALL SIGNS FOR AIRCRAFT

##### 5.2.1.7.2.1 Full 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.

**Note 1.—The name of the aircraft manufacturer or of the aircraft model may be used as a radiotelephony prefix the Type a) call sign (Table 5-1).**

**Note 2.--- The telephony designators referred to in Type b) and c) are contained in Doc 8585 --- Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.**

**Note 3.—Any of the foregoing call signs may be inserted in field 7 of the ICAO flight plan as the aircraft identification. Instructions on the completion of the flight plan form are contained in the PANS-ATM (Doc 4444).**

#### 5.2.1.7.2.2 Abbreviated call signs

- 5.2.1.7.2.2.1 The aircraft radiotelephony call signs shown in 5.2.1.7.2.1.1, with the exception of Type c), may be abbreviated in the circumstances prescribed in 5.2.1.7.3.3.1. Abbreviated call signs shall be in the following for:
- Type a) – the first character of the registration and at least the two characters of the call sign;
  - Type b) – the telephony designator of the aircraft operating agency, followed by at least the last two characters of the call sign;
  - Type c) – no abbreviated form.

**Note.--- Either the name of the aircraft manufacturer of the aircraft model may be used in place of the first character in Type a).**

Table 5-1. Examples of full call signs and abbreviated call signs  
(see 5.2.1.7.2.1 and 5.2.1.7.2.2)

Type c)	Type a)	Type b)
Full call signs N 57826 SCANDINAVIAN	*CESSNA FABCD	*CITATION FABCD
937		PVMA
Abbreviated (no abbreviated form) call sign	N26 CD or CESSAN BCD	CESSNA CITATION CD or CITATION BCD
		MA or VARIG VMA
*Example illustrate the application of Note 1 to 5.2.1.7.2.1.1.		

#### 5.2.1.7.2.3 RADIOTELEPHONY PROCEDURES

- 5.2.1.7.2.3.1 An aircraft shall no change the type of its radiotelephony call sign during flight, except temporarily on the instruction of an air traffic control unit in the interest of safety.
- 5.2.1.7.2.3.1.1 Except for reasons of safety, no transmission shall be directed to an aircraft during take-off, during the last part of the final approach, or during the landing roll.
- 5.2.1.7.2.3.2 Establishment of radiotelephony communications
- 5.2.1.7.2.3.2.1 Full radiotelephony call signs shall always be used when establishing communication. The calling procedure of an aircraft establishing communication shall be in accordance with Table 5-2.

Table 5-2 Radiotelephony calling procedure\* (see 5.2.1.7.3.2.1)

Type a)	Type b)	Type c)
Destination of the NEW YORK RADIO station called	NEW YORK RADIO	NEW YORK RADIO
Destination of the AEROFLOT 321** Station calling	GABCD**	SPEEDBID ABCD**
<p>* In certain cases where the call is initiated by the aeronautical station, the call may be effected by transmission of coded tone signals</p> <p>** With the exception of the telephony designators and the type of aircraft, each character in the call sign shall be spoken separately. When individual letters are spelled out, the radiotelephony spelling alphabet prescribed in 5.2.1.3 shall be used. Numbers are to be spoken in accordance with 5.2.1.4.</p>		

5.2.1.7.2.3.2.2 PANS.--- Stations having a requirement to transmit information to all stations likely to intercept should preface such transmission by the general call ALL STATIONS, followed by the identification of the calling station.

**Note.--- No reply is expected to such general calls unless individual stations are subsequently called to acknowledge receipt.**

5.2.1.7.2.3.2.3 The reply to the above calls shall be in accordance with Table 5-3. The use of the calling aeronautical station's call sign followed by the answering aeronautical stations' call sign shall be considered the invitation to proceed with transmission by the station calling

	Type a)	Type b)	Type c)
Destination of the RADIO station called	NEW YORK RADIO	NEW YORK RADIO	NEW YORK
Destination of the 321** Station calling	GABCD**	SPEEDBID ABCD**	AEROFLOT
<p>* In certain cases where the call is initiated by the aeronautical station, the call may be effected by transmission of coded tone signals</p> <p>** With the exception of the telephony designators and the type of aircraft, each character in the call sign shall be spoken separately. When individual letters are spelled out, the radiotelephony spelling alphabet prescribed in 5.2.1.3 shall be used. Numbers are to be spoken in accordance with 5.2.1.4.</p>			

5.2.1.7.2.3.2.4 PANS.--- When a station is called but is uncertain of the identification of the calling station, it should reply by transmitting the following:  
STATION CALLING ... (station called) SAY AGAIN YOUR CALL SIGN

**Note.—The following example illustrates the application of this procedure:  
(CAIRO station replying)**

**STATION CALLING CAIRO (pause) SAY AGAIN YOUR CALL SIGN**

5.2.1.7.2.3.2.5 Communications shall commence with a call and a reply when it is desired to establish contact, except that, when it is certain that the station called will receive the call, the calling station may transmit the message, without waiting for a reply from the station called.

5.2.1.7.2.3.2.6 Inter-pilot air-to-air communication shall be established on the air-to-air channel 123.45 MHz by either a directed call to a specific aircraft station or a general call, taking into account conditions pertaining to use of this channel

**Note.—For conditions on use of air-to-air channels see SUCAR 10, Volume V, 4.1.3.2.1, also Volume II, 5.2.2.1.1.4.**

5.2.1.7.2.3.2.6.1 PANS.---- As the aircraft may be guarding more than one frequency, the initial call should include the distinctive channel identification "INTERPILOT".

**Note.--- The following examples illustrate the application of this procedure:**

**Clipper 123 - SABENA 901 - INTERPILOT - DO YOU READ**

**Or**

**ANY AIRCRAFT VICINITY OF 30 NORTH 160EAST - JAPANAIR 401 - INTERPILOT -OVER**

5.2.1.7.3.3 Subsequent radiotelephony communications

5.2.1.7.3.3.1 Abbreviated radiotelephony call signs, as prescribed in 5.2.1.7.2.2, shall be used only after satisfactory communication has been established and provided that no confusion is likely to arise. An aircraft station shall use its abbreviated call sign only after it has been addressed in this manner by the aeronautical station.

5.2.1.7.3.3.2 After contact has been established, continuous two-way communication shall be permitted without further identification or call until termination of contact.

5.2.1.7.3.3.3 In order to avoid any possible confusion, when issuing ATC clearances and reading back such clearances, controllers and pilots shall always add the call sign of the aircraft to which the clearance applies.

5.2.1.7.3.3.4 Indication of transmitting channel

5.2.1.7.3.3.4.1 PANS.--- As the aeronautical station operator generally guards more than one frequency, the call should be followed by an indication of the frequency used, unless other suitable means of identifying the frequency are known to exist.

5.2.1.7.3.3.4.2 PANS.—when no confusion is likely to arise, only the first two digits of the high frequency (in kHz) need be used to identify the transmitting channel.

**Note.--- The following example illustrates the application of this procedure:**

**(PAA 325 calling Kingston on 8 871 kHz)**

**KINGSTON CLIPPER THREE TWO FIVE--- ON EIGHT EIGHT**

5.2.1.7.3.3.4.3 PANS.--- Except as specified in 5.2.1.7.3.4.4, all six digits of the numerical designators should be used to identify the transmitting channel in VHF radiotelephony communications, except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits should be used. The following examples illustrate the application of this procedure in 5.2.1.7.3.4.3:

Channel	Transmitted as
---------	----------------

118.000	ONE ONE EIGHT DECIMAL ZERO
118.005	ONE ONE EIGHT DECIMAL ZERO ZERO FIVE
118.010	ONE ONE EIGHT DECIMAL ZERO ONE ZERO
118.025	ONE ONE EIGHT DECIMAL ZERO TWO FIVE
118.050	ONE ONE EIGHT DECIMAL ZERO FIVE ZERO
118.100	ONE ONE EIGHT DECIMAL ONE

**Note 2.—Caution must be exercised with respect to the indication of transmitting channels in VHF radiotelephony communications, when all six digits of the numerical designator are used in airspace where communication channels are separated by 25 kHz, because on aircraft installations with a channel separation capability of 25 kHz or more, it is only possible to select the first five digits of the numerical designator on the radio management panel.**

**Note 3. – The numerical designator corresponds to the channel identification in SUCAR 10, Volume v, Table 4-1 (bis).**

- 5.2.1.7.3.4.4 PANS. – In airspace where all VHF voice communications channels are separated by 25 kHz or more and the use of six digits as in 5.2.1.7.3.4.3 is not substantiated by operational requirement determined by the appropriate authorities, the first five digits of the numerical designator should be used, except in the case of both the fifth and six digits being zeros, in which case only the first four digits should be used.
- The following examples illustrate the application of the procedure in 5.2.1.7.3.4.4 and the associated settings of the aircraft radio management panel for communication equipment with channel separation capabilities of 25 kHz and 8.33/25 kHz:

Channel	Transmitted as	Radio management panel setting for communication equipment with	
		25 kHz (5 digits)	8.33/ 25 kHz (6 digits)
118.000	ONE ONE EIGHT DECIMAL ZERO	118.00	118.000
118.025	ONE ONE EIGHT DECIMAL ZERO TWO	118.02	118.025
118.050	ONE ONE EIGHT DECIMAL ZERO FIVE	118.05	118.050
118.075	ONE ONE EIGHT DECIMAL ZERO SEVEN	118.07	118.075
118.100	ONE ONE EIGHT DECIMAL ONE	118.10	118.100

**radio management panel. It should therefore be ensured that the fifth and sixth digits are set to 25 kHz (see Note 1).**

**Note 3. – The numerical designator corresponds to the channel identification in SUCAR 10, Volume V, Table 4-1 (bis).**

### 5.2.1.8 TEST PROCEDURES

- 5.2.1.8.1 PANS. – The form of test transmission should be as follows:
- the identification of the station being called;
  - the aircraft identification;
  - the words “RADIO CHECK”;
  - the frequency being used.
- 5.2.1.8.2 PANS. – The to a test transmission should be as follows:
- the identification of aircraft;
  - the identification of the aeronautical station replying;
  - information regarding the readability of the aircraft transmission.
- 5.2.1.8.3 PANS. – The test transmission and reply thereto should be recorded at the aeronautical stations
- 5.2.1.8.4 PANS. – When the tests are made, the following readability scale should be used.
- Readability Scale
- Unreadable
  - Readable now and then
  - Readable but with difficulty
  - Readable
  - Perfectly readable

### 5.2.1.9 EXCHANE OF COMMUNICATIONS

- 5.2.1.9.1 Communications shall be concise and unambiguous, using standard phraseology whenever available.
- 5.2.1.9.1.1 Abbreviated procedures should only be used after initial contact has been established and where no confusion is likely to arise.
- 5.2.1.9.1.2 Acknowledgement of receipt: The receiving operator shall make certain that the message has been received correctly before acknowledging receipt.

**Note. – Acknowledgement of receipt is not to be confused with acknowledgement of intercept in radiotelephony network operations.**

- 5.2.1.9.1.2.1 When transmitted by an aircraft station, the acknowledgement of receipt of a message shall comprise the call sign of that aircraft.
- 5.2.1.9.1.2.2 PANS.—An aircraft station should acknowledge receipt of important air traffic control messages or parts thereof by reading them back and terminating the readback by its radio call sign.  
Air traffic control clearances, instructions and information requiring readback are specified in the PANS-ATM (Doc 4444).

The following example illustrates the application of this procedure:  
(ATC clearance by network station to an aircraft)

Station:

TWA NINE SIX THREE MADRID

Aircraft:

MADRD TWA NINE SIX THREE

Station:

TWA NINE SIX THREE MADRID ---- ATC CLEARS TWA NINE SIX THREE  
TO DESCEND TO NINE  
THOUSAND FEET

Aircraft (acknowledgement):

CLEARED TO DESCEND TO NINE THOUSAND FEET --- TWA NINE SIX  
THREE

Station (denoting accuracy of readback)

MADRID



- 5.2.1.9.1.2.3 When acknowledgement of receipt is transmitted by an aeronautical station:
- a) to an aircraft station: it shall comprise the call sign of the aircraft, followed if necessary by the call sign of the Aeronautical station;
  - b) to another aeronautical station: it shall comprise the call sign of the aeronautical station that is acknowledging Receipt.
- 5.2.1.9.1.2.3.1 PANS. --- An aeronautical station should acknowledge position reports and other flight progress by reading back the report and terminating the readback by its call sign, except that the readback procedure may be suspended temporarily whenever it will alleviate congestion on the communication channel.
- 5.2.1.9.1.2.4 PANS.--- It is permissible for verification for the receiving station to read back the message as an additional acknowledgement of receipt. In such instances, the station to which the information is read back should acknowledge the correctness of readback by transmitting its call sign.
- 5.2.1.9.1.2.5 PANS. – If both position report and other information --- such as weather reports---are received in the same message, the information should be acknowledged with words such as “EWATHER RRECEIVED” after the position report has been read back, except when intercept of the information is required by other network stations. Other messages should be acknowledged the aeronautical station transmitting its call sign. Only.
- 5.2.1.9.1.3 End of conversation. A radiotelephony conversation shall be terminated by the receiving station using its own call sign.
- 5.2.1.9.1.4 CORRECTION AND REPETITIONS
- 5.2.1.9.1.4.1 When an error has been made in transmission, the word “CORECTION” shall be spoken, the last correct group or phrase repeated, and then the correct version transmitted.
- 5.2.1.9.1.4.2 If a correction can best be made by repeating the entire message, the operator shall use the phrase “CORRECTION, I SAY AGAIN” before transmitting the message a second time.
- 5.2.1.9.1.4.3 When an operator transmitted a message considers that repetition is likely to be difficult, he should transmit the important elements of the message twice.
- 5.2.1.9.1.4.4 If the receiving operator is in doubt as to the correctness of the message received, he shall repeat either in full or in part.
- 5.2.1.9.1.4.5 If repetition of an entire message is required, the words “SAY AGAIN” shall be spoken. If repetition of a portion of a message is require, the operator shall state: “SAY AGAIN ALL BEFORE....(first word satisfactorily received)”; or “SAY AGAIN ... (word before missing portion) TO... (word after missing portion)”; or “SAY AGAIN ALL AFTER....(last word satisfactorily received)’.
- 5.2.1.9.1.4.6 Specific items should be requested, as appropriate, such as “SAY AGAIN ALTIMETER”, SAY AGAIN WIND”.
- 5.2.1.9.1.4.7 If, in checking the correctness of a readback, an operator notices incorrect items, he shall transmit the words “NEGATIVE I SAY AGAIN” at the conclusion of the readback followed by the correct version of the items concerned.
- 5.2.1.9.1.5 “OPERATIONS NORMAL” REPORTS PANS.--- When “operations normal” reports are transmitted by aircraft, they should consist of the prescribed call followed by the words “ OPERATIONS NORMAL”.

## 5.2.2 Establishment and assurance of communications

### 5.2.2.1 COMMUNICATIONS WATCH/HOURS OF SERVICE

- 5.2.2.1.1 During flight, aircraft stations shall maintain watch as required by the appropriate Authority and shall not cease watch, except for reasons of safety, without informing the aeronautical station(s) concerned.

- 5.2.2.1.1.1 Aircraft on long over-water flights, or on flights over designated areas over which the carriage of an emergency locator transmitter (ELT) is required, shall continuously guard the VHF emergency frequency 121.5 MHz, except for those periods when aircraft are carrying out communications on other VHF channels or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two channels.
- 5.2.2.1.1.2 Aircraft shall continuously guard the VHF emergency frequency 121.5 MHz in areas or over routes where the possibility of interception of aircraft or other hazardous situations exist, and a requirement has been established by the appropriate Authority.
- 5.2.2.1.1.3 Aircraft on flights other than those specifies in 5.2.2.1.1.1 and 5.2.2.1.1.2 should guard the emergency frequency 121.5 MHz to the extent possible.
- 5.2.2.1.1.4 The user of the air-to-air VHF communications channel shall ensure that adequate watch is maintained on designated ATS frequencies, the frequency of the aeronautical emergency channel, and any other mandatory watch frequencies.
- 5.2.2.1.2 Aeronautical stations shall maintain watch as required by the appropriate Authority.
- 5.2.2.1.3 Aeronautical stations shall maintain a continuous listening watch on VHF emergency channel 121.5 MHz during the hours of service of the units at which it is installed.

**Note.--- See SUCAR 10, Volume V, 4.1.3.1.1 for provisions related to the utilization of 121.5 MHz at aeronautical stations.**

- 5.2.2.1.4 When it is necessary for an aircraft station or aeronautical station to suspend operation for any reason, it shall, if possible, so inform other stations concerned, giving the time at which is expected that operation will be resumed. When operation is resumed, other stations concerned shall be so informed.
- 5.2.2.1.4.1 When it is necessary to suspend operation beyond the time specified in the original notice, a revised time of resumption of operation shall, if possible, be transmitted at or near the time first specified.
- 5.2.2.1.5 When two or more ATS frequencies are being used by a controller, consideration should be given to providing facilities to allow ATS and aircraft transmissions on any of the frequencies to be simultaneously retransmitted on the other frequencies in use thus permitting aircraft stations within range to hear all transmissions to and from the controller.

#### **5.2.2.2 PRINCIPLES OF NETWORK OPERATION (HF COMMUNICATIONS)**

- 5.2.2.2.1 PANS.--- The aeronautical stations of a radiotelephony network should assist each other in accordance with the following network principles, in order to provide the air-ground communication service required of the network by aircraft flying on the air routes for which the network is responsible.
- 5.2.2.2.2 PANS.—When the network comprise a large number of stations, network communications for flights on any individual route segment should be provided by selected stations, termed “regular stations” for that segment.

**Note 1.--- The selection of stations to act as regular stations for a particular route segment will, where necessary, be undertaken by regional or local agreement, after consultation, if necessary, between the State responsible for the network.**

**Note 2.--- In principle, the regular stations will be those serving the locations immediately concerned with flights on that route segment, i.e, points of take-off and landing, appropriate flight information centers or area control centers and, in some cases, additional suitably located stations required to complete the communication**

**coverage or for intercept purposes.**

***In selecting the regular stations, account will be taken of the propagation characteristics of the frequencies used.***

5.2.2.2.3 PANS.—In areas or on routes where radio conditions, length of flights or distance between aeronautical stations require additional measures to ensure continuity of air-ground communication throughout the route segment, the regular stations should share between them a responsibility of primary guard whereby each station will provide the primary guard for that portion of the flight during which the messages from the aircraft can be handled most effectively by that station.

5.2.2.2.4 PANS.—During its tenure of primary guard, each regular station should, among other things:

- a) be responsible for designating suitable primary and secondary frequencies for its communications with the aircraft;
- b) receive all position reports and handle other messages from and to the aircraft essential to the safe conduct of the flight;
- a) be responsible for the action required in case of failure of communication (see 5.2.2.7.2).

5.2.2.2.5 PANS.—The transfer of primary guard from one station to the next will normally take place at the time of the traversing of flight information region or control area boundaries, this guard being provided at any time, as far as possible, by the station serving the flight information center or area control center in whose the aircraft is flying.

However, where communication conditions so demand, a station may be required to retain primary guard beyond such geographical boundaries or release its guard before the aircraft reaches the boundary, if appreciable improvement in air-ground communication can be effected thereby.

**5.2.2.3 FREQUENCIES TO BE USED**

5.2.2.3.1 Aircraft stations shall operate on the appropriate radio frequencies.

5.2.2.3.1.1 The air-ground control radio station shall designate the frequency(ies) to be used under normal Conditions by aircraft stations operating under its control.

5.2.2.3.1.2 PANS.—In network operation, the initial designation of primary and secondary frequencies should be made by the network operation with which the aircraft makes pre-flight check or its initial contact after take-off. This station should also ensure that other network stations are advised, as required, of the frequency(ies) designated.

5.2.2.3.2 An aeronautical station, when designating frequencies in accordance with 5.2.2.3.1.1 or 5.2.2.3.1.2, should take into account the appropriate propagation data and distance over which communications are required.

5.2.2.3.3 If a frequency designated by an aeronautical station proves to be unsuitable, the aircraft station should suggest an alternative frequency.

5.2.2.3.4 PANS.—When, notwithstanding the provisions of 5.1.1, air-ground frequencies are used for the exchange between network stations of messages essential for coordination and coordination between the stations, such communication should, so far as possible, be effected over network frequencies not being used at that time for the bulk of the air-ground traffic. In all cases, the communication with aircraft stations should take priority over the inter-ground station communications.

**5.2.2.4 ESTABLISHMENT OF COMMUNICATIONS**

5.2.2.4.1 Aircraft stations shall, if possible, communicate directly with the air-ground control radio station appropriate to the area in which the aircraft are flying. If unable to do so, aircraft stations shall use any relay means available and

- appropriate to transmit messages to the air-ground control radio station.
- 5.2.2.4.2 When normal communications from an aeronautical station to an aircraft station cannot be established, the aeronautical station shall use any relay means available and appropriate to transmit messages to the aircraft station. If these efforts fail, the originator shall be advised in accordance with procedures prescribed by the appropriate Authority.
- 5.2.2.4.3 PANS.—When, in network operation, communication between an aircraft station and a regular station has not been established after calls on the primary and secondary frequencies, aid should be rendered by one of the other regular stations for that flight, either by calling the attention of the station first called or, in the case of a call made by an aircraft station, by answering the call and taking the traffic.
- 5.2.2.4.3.1 PANS.—Other stations of the network should render assistance by taking similar action only if attempts to establish communications by the regular stations have proved unsuccessful.
- 5.2.2.4.4 PANS.—The provisions 5.2.2.4.3 and 5.2.2.4.3.1 should also be applied:
- a) on request of the air traffic services unit concerned;
  - b) when an expected communication from an aircraft has not been received within a time period such that the occurrence of a communication failure is expected.

**Note.— A specific time period may be prescribed by the appropriate ATS Authority.**

#### 5.2.2.5 TRANSFER OF HF COMMUNICATIONS

- 5.2.2.5.1 PANS.—An aircraft stations should be advised by the appropriate aeronautical station to transfer from one radio frequency or network to another. In the absence of such advice, the aircraft station should notify the appropriate aeronautical station before such transfer takes place.
- 5.2.2.5.2 PANS.—In the case of transfer from one network to another, the transfer should preferable take place while the aircraft is in communication with a station operating in both networks to ensure continuity of communications. If, however, the change of network must take place concurrently with the transfer of communication to another network stations. The transfer should be coordinated by the two network stations prior to advising or authorizing the frequency change. The aircraft should also be advised of the primary and secondary frequencies to be used after the transfer.
- 5.2.2.5.3 An aircraft station which has transferred communications watch from one radio frequency to another shall, when so required by the appropriate ATS Authority, inform the aeronautical stations concerned that communications watch has been established on the new frequency.
- 5.2.2.5.4 PANS.—When entering a network after take-off, an aircraft station should transmit its take-off time or time over the last check-point, to the appropriate regular station.
- 5.2.2.5.5 PANS.—When entering a new network, an aircraft station should transmit the time over the last check-point, or of its last reported position, to the appropriate regular station,
- 5.2.2.5.6 PANS.—Before leaving the network, an aircraft station should in all cases advise the appropriate regular station of its intention to do so by transmitting one of the following phrases, as appropriate:
- a) when transferring to a pilot-to-controller channel:  
Aircraft: CHANGING TO.... (air traffic unit concerned)
  - b) after landing:  
Aircraft: LANDING.....(location).....(time).

#### 5.2.2.6 TRANSFER OF VFH COMMUNICATIONS

- 5.2.2.6.1 An aircraft shall be advised by the appropriate aeronautical station to transfer from one radio frequency to another in accordance with agreed procedures. In the absence of such advice, the aircraft station shall notify the appropriate aeronautical station before such a transfer take place.
- 5.2.2.6.2 When establishing initial contact on, or when leaving, a VHF frequency, an aircraft station shall transmit such information s may be prescribed by the appropriate Authority

### 5.2.2.7 VOICE COMMUNICATION FAILURE

#### 5.2.2.7.1 AIR-GROUND

- 5.2.2.7.1.1 When an aircraft station fails to establish contact with the appropriate aeronautical station on the designated channel, it shall attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route. If these attempts fail, the aircraft station shall attempt to establish communication with the appropriate aeronautical station, other aeronautical stations or other aircraft using all available means and advise the aeronautical station that contact on he assigned channel could not be established. In addition,an aircraft operating within a network shall monitor the appropriate VHF channel for calls from nearby aircraft.\_
- 5.2.2.7.1.2 If the attempts specified under 5.2.2.7.1.1 fail, the aircraft station shall transmit its message twice on the designated channel(s), preceded by the phrase "TRANSMITTING BLIND" and, if necessary, include the addressee(s) for which the message is intended.
- 5.2.2.7.1.2.1 PANS.—In network operation, a message which is transmitted blind should be transmitted twice on both primary and secondary channels. Before changing channel, the aircraft station should announce the channel to which it is changing.
- 5.2.2.7.1.3 Receiver failure
- 5.2.2.7.1.3.1 When an aircraft station is unable to establish communication due to receiver failure, it shall transmit reports at the scheduled times, or positions, on the channel in use, preceded by the phrase "TRANSMITTING BLIND DUE TH RECEIVER FAILURE". The aircraft station shall transmit the intended message, following this by a complete repetition. During this procedure, the aircraft shall also advise the time of its next intended transmission.
- 5.2.2.7.1.3.2 An aircraft which is provided with air traffic control or advisory service shall, in addition to complying with 5.2.2.7.1.3.1, transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight of the aircraft.
- 5.2.2.7.1.3.3 When an aircraft is unable to establish communication due to airborne equipment failure it shall, when so equipped, select the appropriate SSR code to indicate radio failure.

**Note.—General rules which are applicable in the event of communications failure are contained in SUCAR 2 to the convention.**

#### 5.2.2.7.2 GROUND-TO-AIR

- 5.2.2.7.2.1 When an aeronautical station has been unable to establish contact with an aircraft station after calls on the frequencies on which the aircraft is believed to be listening, it shall:
- request other aeronautical station to render assistance by calling the aircraft and relaying traffic, if necessary;
  - request aircraft on the route to attempt to establish communication with the aircraft and relaying traffic, if necessary.
- 5.2.2.7.2.2 The provisions of 5.2.2.7.2.1 shall also be applied:

- a) on request of the air traffic services unit concerned.
- b) when an expected communication from an aircraft has not been received within a time period such that the occurrence of a communication failure is suspected.

**Note.—A specific time period may be prescribed by the appropriate ATS Authority.**

5.2.2.7.2.3 If the attempts specified in 5.2.2.7.2.1 fail, the aeronautical station should transmit messages addressed to the aircraft, other than messages containing air traffic control clearances, by blind transmission on the frequency(ies) on which the aircraft is believed to be listening.

5.2.2.7.2.4 Blind transmission of air traffic control clearances shall not be made to aircraft, except at the specific request of the originator.

5.2.2.7.3 Notification of communication failure. The air-ground control radio station shall notify the appropriate air traffic services unit and the aircraft operating agency, as soon as possible, of any failure in air-ground communication.

### 5.2.3 HF message handling

#### 5.2.3.1 GENERAL

5.2.3.1.1 PANS.— When operating within a network, an aircraft station should, in principle, whenever communications conditions so permit, transmit its messages to the stations of the network from which they can be most readily delivered to their ultimate destinations. In particular, aircraft reports required by air traffic services should be transmitted to the network station serving the flight information centre or area control centre in whose area of aircraft is flying. Conversely, messages to aircraft in flight should, whenever possible, be transmitted directly to the aircraft by the network station serving the location of the originator.

**Note.—Exceptionally, An aircraft may need to communicate with an aeronautical station outside the network appropriate to its particular route segment. This is permissible, provided it can be done without interrupting the continuous watch with the communication network appropriate to the route segment, when such watch is required by the appropriate ATS Authority, and provided it does not cause undue interference with the operation of other aeronautical stations.**

5.2.3.1.2 PANS.—Messages passed from an aircraft to a network station should, whenever possible, be intercepted and acknowledged by other stations of the network, which serve locations where the information is also required.

**Note 1.—Determination of the arrangements for dissemination of air-ground messages without address will be a matter for multilateral or local agreement.**

**Note 2.—In principle, the number of stations required to intercept are to be kept to a minimum consistent with the operational requirement.**

5.2.3.1.2.1 PANS.—Acknowledgement of intercept should be made immediately after the acknowledgement of receipt by the station to which the message was passed.

5.2.3.1.2.2 PANS.—Acknowledgement of an intercept message should be made by transmitting the radio call sign of the station having intercepted the message, followed by the word ROGER, if desired, and the call sign of the station having transmitted the message.

5.2.3.1.2.3 PANS.—In the absence of acknowledgement of intercept within one minute, the station accepting the message from the aircraft should forward it, normally over the aeronautical fixed service, to the station(s) which have failed to acknowledge intercept.

- 5.2.3.1.2.3.1 PANS.—If, in abnormal circumstances, forwarding is necessary using the air-ground channels, the provisions of 5.2.2.3.4 should be observed.
- 5.2.3.1.2.4 PANS.-- When such forwarding is done over the aeronautical fixed telecommunication network, the messages should be addressed to the network station(s) concerned.
- 5.2.3.1.2.5 PANS.—The station(s) to which the message have been forwarded should carry out local distribution of them in the same way as if they had been received directly from the aircraft over the air-ground channel.
- 5.2.3.1.2.6 The aeronautical station receiving an air-ground or a message containing meteorological information transmitted by an aircraft in flight shall forward the message without delay.
- a) to the air traffic service unit and meteorological offices associated with station
  - b) to the aircraft operating agency concerned or its representative when that agency has made a specific request to receive such messages.
- 5.2.3.1.3 PANS.-- The provisions of 5.2.3.1.2 should also be applied, if possible, in non-network operation.
- 5.2.3.1.4 When a message addressed to an aircraft in flight is received by the aeronautical station included in the address, and when that station is not able to establish communication with the aircraft to which the message is addressed, the message should be forwarded to those aeronautical stations on the route which may be able to establish communication with the aircraft.

**Note.—This does not preclude the transmission by the forwarding aeronautical station, of the original message to the aircraft addressed, if the forwarding station is later able to communicate with that aircraft.**

- 5.2.3.1.4.1 If the aeronautical station to which the message is addressed is unable to dispose of the message in accordance with 5.2.3.1.4, the station of origin should be advised.
- 5.2.3.1.4.2 The aeronautical station forwarding the message shall amend the address thereof, by substituting for its own location indicator the location indicator of the aeronautical station to which the message is being forwarded.

### **5.2.3.2 TRANSMISSION OF ATS MESSAGES TO AIRCRAFT**

- 5.2.3.2.1 PANS.—If it is not possible to deliver an ATS message to the aircraft within the time specified by ATS, the aeronautical station should notify the originator. Thereafter, it should take no further action with respect to this message unless specifically instructed by ATS.
- 5.2.3.2.2 PANS.—If delivery of an ATS message is uncertain because of inability to secure an acknowledgement, the aeronautical station should assume that the message has not been received by the aircraft and should advise the originator immediately that, although the message has been transmitted, it has not been acknowledged.
- 5.2.3.2.3 PANS.—The aeronautical station, having received the message from ATS, should not delegate to another station the responsibility for delivery of the message to the aircraft. However, in case of communication difficulties, other stations should assist, when requested, in relaying the message to the aircraft. In this case, the station having received the message from ATS should obtain without delay definite assurance that the aircraft has correctly acknowledged the message.

### **5.2.3.3 RECORDING OF AIR-GROUND COMMUNICATIONS ON TELETYPEWRITER**

- 5.2.3.3.1 PANS.—When recording on teletypewriter, the following procedure should be used:
- a) each line should begin at the left margin;

- b) a new line should be used for each transmission;
- c) each communication should contain some or all of the following items in the order shown:
  - 1) call sign of the calling station;
  - 2) text of the message;
  - 3) call sign of the station called or receiving station, followed by the appropriate abbreviation to indicate "Received", "Readback", or "No reply heard".
  - 4) call sign of station(s) acknowledging intercept followed by appropriate abbreviation to indicate "Received";
  - 5) designation of frequency used.
  - 6) time in UTC of the communication.
- d) missing parts of the message text should be indicated by typing the three periods (space . space . space) or three letters M (space M space M space M);
- e) correction of typing errors should be made by keyboard manipulation (space E space E space E), followed by the correct information. Errors detected after the completion of the entry should be corrected after the last entry, using the abbreviation COR, followed by the correct information.

#### 5.2.4 SELCAL procedure

**Note.—The procedures contained in 5.2.4 are applicable when SELCAL is used and replace certain of the procedures related to calling contained in 5.2.1**

##### 5.2.4.1 GENERAL

5.2.4.1.1 PANS.—With the selective calling system known as SELCAL, the voice calling is replaced by the transmission of coded tones to the aircraft over the radiotelephony channels. A single selective call consists of a combination of four pre-selected audio tones whose transmission requires approximately 2 seconds. The tones are generated in the aeronautical station coder and are received by a decoder connected to the audio output of the airborne receiver. Receipt of the assigned tone code (SELCAL code) activates a cockpit call system in the form of light and/or chime signals.

**Note.—Due to the limited number of SELCAL codes, similar code assignments to multiple aircraft may be expected. Therefore, the use of correct radiotelephony (RTF) procedures contained in this chapter is emphasized when establishing communications via SELCAL.**

5.2.4.1.2 PANS.—SELCAL should be utilized by suitably equipped stations for ground-to-air selective calling on the en-route HF and VHF radio channels.

5.2.4.1.3 PANS.—On aircraft equipped with SELCAL, the pilot is still able to keep a conventional listening watch if required.

##### 5.2.4.2 NOTIFICATION TO AERONAUTICAL STATIONS OF AIRCRAFT SELCAL codes

5.2.4.2.1 PANS.—It is the responsibility of the aircraft operating agency and the aircraft to ensure that all aeronautical stations, with which the aircraft would normally communicate during a particular flight, know the SELCAL code associated with its radiotelephony call sign.

5.2.4.2.2 PANS.—When practicable, the aircraft operating agency should disseminate to all aeronautical stations concerned, at regular intervals, a list of SELCAL codes assigned to its aircraft in flights.

5.2.4.2.3 PAN.—The aircraft should:

- a) include the SELCAL code in the flight plan submitted to the appropriate air



- traffic services unit; and
- b) ensure that the HF aeronautical station has the correct SELCAL code information by establishing communications temporarily with the HF aeronautical station while still within VHF coverage.

**Note.—Provisions regarding completion of the flight plan are set forth in the PANS-ATM (Doc 4444)**

#### **5.2.4.3 PRE-FLIGHT CHECK**

- 5.2.4.3.1 PANS.—The aircraft station should contact the appropriate aeronautical station and request a pre-flight SELCAL check and, if necessary, give its SELCAL code.
- 5.2.4.3.2 PANS.—When primary and secondary frequencies are assigned, a SELCAL check should normally be made first on the secondary frequency and then on the primary frequency. The aircraft station would then be ready for continued communication on the primary frequency.
- 5.2.4.3.3 PANS.—Should the pre-flight check reveal that either the ground or airborne SELCAL installation is inoperative, the aircraft should maintain a continuous listening watch on its subsequent flight until SELCAL again becomes available.

#### **5.2.4.4 ESTABLISHMENT OF COMMUNICATIONS**

- 5.2.4.4.1 PANS.—When an aeronautical station initiates a call by SELCAL, the aircraft replies with its radio call sign, followed by the phrase “GO AHEAD”

#### **5.2.4.5 EN-ROUTE PROCEDURES**

- 5.2.4.5.1 PANS.—Aircraft stations should ensure that the appropriate aeronautical station(s) are aware that SELCAL watch is being established or maintained.
- 5.2.4.5.2 PANS.—When so prescribed on the basis of regional air navigation agreements, call for scheduled reports from aircraft may be initiated by an aeronautical station by means of SELCAL.
- 5.2.4.5.3 PANS.—Once SELCAL watch has been established by a particular aircraft station, aeronautical stations should employ SELCAL whenever they required to call aircraft.
- 5.2.4.5.4 PANS.—In the event the SELCAL signal remains unanswered after two calls on the primary frequency and two calls on the secondary frequency, the aeronautical station should revert to voice calling.
- 5.2.4.5.5 PANS.—Stations in a network should keep each other immediately advised when malfunctioning occurs in a SELCAL installation on the ground or in the air. Likewise, the aircraft should ensure that the aeronautical stations concerned with its flight are immediately made aware of any malfunctioning of its installation, and that voice calling is necessary.
- 5.2.4.5.6 5.2.4.5.6 PANS.—All stations should be advised when the SELCAL installation is again functioning normally.

#### **5.2.4.6 SELCAL code ASSIGNMENT TO AIRCRAFT**

- 5.2.4.6.1 PANS.—In principle, the SELCAL code in the aircraft should be associated with the radiotelephony call sign, i.e, where the flight number (service number) is employed in the radio call sign, the SELCAL code in the aircraft should be listed against the flight number. In all other cases, the SELCAL code in the aircraft should be listed against the aircraft registration.

### **5.3 DISTRESS AND URGENCY RADIOTELEPHONY COMMUNICATION PROCEDURES**

#### **5.3.1 General**

**Note.—The distress and urgency procedures contained in 5.3 relate to the use of radiotelephony. The provisions of Article S30 and Appendix S13 of the ITU Radio**

**Regulations are generally applicable, except that S0.9 permits other procedures to be employed where special arrangements between governments exist, and are also applicable to radiotelephony communications between aircraft stations and stations in the maritime mobile service.**

- 5.3.1.1 Distress and urgency traffic shall comprise all radiotelephony messages relative to the distress and urgency conditions respectively. Distress and urgency conditions are defined as:
- a) Distress: a condition concerning threatened by serious and/or imminent danger and of requiring immediate assistance.
  - b) Urgency: a condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance.
- 5.3.1.2 The radiotelephony distress signal MAYDAY and the radiotelephony urgency signal PAN PAN shall be used at the communication of the first distress and urgency communication respectively.
- 5.3.1.2.1 At the commencement of any subsequent communication in distress and urgency traffic, it shall be permissible to use the radiotelephony distress and urgency signals.
- 5.3.1.3 The originator of messages addressed to an aircraft in distress or urgency condition shall restrict to the minimum the number and volume and content of such messages as required by the condition.
- 5.3.1.4 If no acknowledgement of the distress or urgency message is made by the station addressed by the aircraft, other stations shall render assistance, as prescribed in 5.3.2.2 and 5.3.3.2 respectively.

**Note.--“Other stations” is intended to refer to any other station which has received the distress or urgency message and has been become aware that it has not been acknowledged by the station addressed.**

- 5.3.1.5 Distress and urgency traffic shall normally be maintained on the frequency on which such traffic was initiated until it is considered that better assistance can be provided by transferring that traffic to another frequency.

**Note.—121.5 MHz or alternative available VHF or HF frequencies may be used as appropriate.**

- 5.3.1.6 In case of distress and urgency communications, in general, the transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

## **5.3.2 Radiotelephony distress communications**

### **5.3.2.1 ACTION BY THE AIRCRAFT IN DISTRESS**

- 5.3.2.1.1 In addition to being preceded by the radiotelephony distress signal MAYDAY , preferably spoken three times, the distress message to be sent by an aircraft in distress shall:
- a) be on the air-ground frequency in use at the time;
  - b) consist of as many as possible of the following elements spoken distinctly and, in the following order:
    - 1) name of the station addressed (time and circumstances permitting);
    - 2) the identification of the aircraft;
    - 3) the nature of the distress condition;
    - 4) intention of the person in command;
    - 5) present position, level (i.e. flight level, altitude, etc., as appropriate ) and heading.

**Note 1.—The foregoing provisions may be supplemented by the following measures:**

- a) the distress message of an aircraft in distress being made on the emergency frequency 121.5 MHz or another aeronautical mobile frequency, if considered necessary or desirable. Not all aeronautical stations maintain a continuous guard on the emergency frequency;
- b) the distress message of an aircraft in distress being broadcast, if time and circumstances make this course preferable;
- c) the aircraft transmitting on the maritime mobile service radiotelephony calling frequencies;
- d) the aircraft using any means at its disposal to attract attention and make known its conditions (including the activation of the appropriate SSR mode and code);
- e) any station taking any means at its disposal to assist an aircraft in distress;
- f) any variation on the elements listed under 5.3.2.1.1 b), when the transmitting station is not itself in distress, provided that such circumstance is clearly stated in the distress message.

**Note 2.—The station addressed will normally be that station communicating with the aircraft or in whose area of responsibility the aircraft is operating.**

### 5.3.2.2 ACTION BY THE STATION ADDRESSED OR FIRST STATION ACKNOWLEDGING THE DISTRESS MESSAGE

5.3.2.2.1 The station addressed by aircraft in distress, or first station acknowledging the distress message, shall:

- a) immediately acknowledge the distress message;
- b) take control of the communications or specifically and clearly transfer that responsibility, advising the aircraft if a transfer is made;
- c) take immediate action to ensure that all necessary information is made available, as soon as possible; to:
  - 1) the ATS unit concerned;
  - 2) the aircraft operating agency concerned, or its representative, in accordance with pre-established Arrangements;

**Note.—The requirement to inform the aircraft operating agency does not have priority over any other action which involves the safety of the flight in distress, or of any other flight in the area, or which might affect the progress of expected flights in the area.**

- d) warn other stations, as appropriate, in order to prevent the transfer of traffic to the frequency of the distress communication.

### 5.3.2.3 IMPOSITION OF SILENCE

5.3.2.3.1 The station in distress, or the station in control of distress traffic, shall be permitted to impose silence, either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions “to all stations”, or to one station only, according to circumstances. In either case, it shall use:

- STOP TRANSMITTING;
- the radiotelephony distress signal MAYDAY.

5.3.2.3.2 The use of the signals specified in 5.3.2.3.1 shall be reserved for the aircraft station in distress and for the station controlling the distress traffic.

### 5.3.2.4 ACTION BY ALL OTHER STATIONS

5.3.2.4.1 The distress communications have absolute priority over all other communications, and a station aware of them shall not transmit on the

frequency concerned unless:

- a) the distress is cancelled or the distress traffic is terminated;
- b) all distress traffic has been transferred to other frequencies;
- c) the station controlling communications gives permission;
- d) it has itself to render assistance.

5.3.2.4.2 Any station which has acknowledge of distress traffic, and which cannot itself assist the station in distress, it shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.

### 5.3.2.5 TERMINATION OF DISTRESS COMMUNICATIONS SILENCE

5.3.2.5.1 When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition.

5.3.2.5.2 When the station which has controlled the distress communication traffic becomes aware that the distress condition is ended, it shall take immediate action to ensure that this information is made available, as soon as possible, to:

- a) the ATS unit concerned;
- b) the aircraft operating agency concerned, or its representative, in accordance with pre-established arrangements.

5.3.2.5.3 The distress communication and silence conditions shall be terminated by transmitting a message, including the words "DISTRESS TRAFFIC ENDED", on the frequency or frequencies being used for the distress traffic. This message shall be originated only by the station controlling the communications when, after the reception of the message prescribed in 5.3.2.5.1, it is authorized to do so by the appropriate Authority.

### 5.3.3 Radiotelephony urgency communications

5.3.3.1 ACTION BY THE AIRCRAFT REPORTING AND URGENCY CONDITION EXCEPT AS INDICATED IN 5.3.3.4

5.3.3.1.1 In addition to being preceded by the radiotelephony urgency signal PAN PAN (see 5.3.1.2), preferably spoken three times and each word of the group pronounced as the French word 'panne', the urgency message to be sent by an aircraft reporting an urgency condition shall:

- a) be on the air-ground frequency in use at the time;
- b) consist of as many as required of the following elements spoken distinctly and, if possible, in the following order:
  - 1) the name of the station addressed;
  - 2) the identification of the aircraft;
  - 3) the nature of the urgency condition;
  - 4) the intention of the person in command;
  - 5) present position, level (i.e. flight level, altitude, etc. as appropriate) and heading;
  - 6) any other useful information

**Note 1.—The foregoing provisions of 5.3.3.1.1 are not intended to prevent an aircraft broadcasting an urgency message, if time and circumstances make this course preferable.**

**Note 2.— The station addressed will normally be that station communication with the aircraft or in whose area of responsibility the aircraft is operating.**

5.3.3.2 ACTION BY THE STATION ADDRESSED OR FIRST STATION ACKNOWLEDGING THE URGENCY MESSAG

5.3.3.2.1 The station addressed by an aircraft reporting an urgency condition, or first station acknowledging the urgency message, shall:

- a) acknowledge the urgency message;
- b) take immediate action to ensure that all necessary information is made available, as soon as possible to:

- 1) the ATS unit concerned;
- 2) the aircraft operating agency concerned, or its representative, in accordance with pre-established arrangements.

**Note.-- The requirement to inform the aircraft operating agency does not have priority over any other action which involves the safety of the flight in distress, or of any other flight in the area, or which might affect the progress of expected flights in the area.**

**c) if necessary, exercise control of communications.**

### **5.3.3.3 ACTION BY ALL STATIONS**

5.3.3.3.1 The urgency communications have priority over all other communications, except distress, and all stations shall take care not to interfere with the transmission of urgency traffic.

### **5.3.3.4 ACTION BY AN AIRCRAFT USED FOR MEDICAL TRANSPORTS**

5.3.3.4.1 The use of the signal described in 5.3.3.4.2 shall indicate that the message which follows concerns a protected medical transport pursuant to the 1949 Geneva Conventions and Additional Protocols

5.3.3.4.2 For the purpose of announcing and identifying aircraft used for medical transports, a transmission of the radiotelephony urgency signal PAN PAN, preferable spoken three times, and each word of the group pronounced as the French word "panne", shall be followed by the radiotelephony signal for medical transports MAY-DEE-CAL, pronounce as in the French "medical". The use of the signals described above indicates that the message which follows concerns a protected medical transport. The message shall convey the following data:

- a) the call sign or other recognized means of identification of the medical transports;
- b) position of the medical transport;
- c) number and type of medical transports;
- d) intended route;
- e) estimated time en route and of departure and arrival, as appropriate; and
- f) any other information such as flight altitude, radio frequencies guarded, languages used, and secondary surveillance radar modes and codes.

### **5.3.3.5 ACTION BY THE STATION ADDRESSED OR BY OTHER STATIONS RECEIVING A MEDICAL TRANSPORTS MESSAGE**

5.3.3.5.1 The provisions of 5.3.3.2 and 5.3.3.3 shall apply as appropriate to stations receiving a medical transports message.

## **5.4 COMMUNICATIONS RELATED TO ACTS OF UNLAWFUL INTERFERENCE**

The station addressed by an aircraft being subjected to an act of unlawful interference, or first station acknowledging such aircraft shall render all possible assistance, including notification of appropriate ATS units as well as any other station, agency or person in a position of facilitate the flight.

## CHAPTER 6 - AERONAUTICAL RADIO NAVIGATION SERVICE

### GENERAL

- 6.1.1 The aeronautical radio navigation service shall comprise all types and systems of radio navigation aids in the international aeronautical service.
- 6.1.2 An aeronautical radio navigation aid which is not in continuous operation shall, if practicable, be put into operation on receipt of a request from an aircraft, any controlling authority on the ground, or an authority representative of an aircraft operating agency.
- 6.1.2.1 Requests from aircraft should be made to the aeronautical station concerned on the air-ground frequency normally in used.
- 6.1.3 Arrangements shall be made for the local aeronautical information service unit to receive without delay essential information about changes in the operational status of non-visual aids as required for pre-flight briefing and dissemination in accordance with the provisions of SUCAR 15.

### DIRECTION FINDING

#### Introductory Notes

- 1) Direction-finding stations work either singly or in groups of two or more stations under the direction of a main direction-finding station.
  - 2) A direction-finding station working alone can only determine the direction of an aircraft in relation to itself.
- 6.3.1 A direction-finding station working alone should give the following, as requested:
- 1) true bearing of the aircraft, using the appropriate phase;
  - 2) true heading to be steered by the aircraft, with no wind, to head for the direction-finding Station using the appropriate phase;
  - 3) magnetic bearing of the aircraft, using the appropriate phase,
  - 4) magnetic bearing to be steered by the aircraft with no wind to make for the station, using the appropriate phase.
- 6.3.2 When direction-finding stations work as a network to determine the position of an aircraft, the bearings taken by each station should be sent immediately to the station controlling the direction-finding network to enable the position of the aircraft to be determined.
- 6.3.2.1 The station controlling the network should, on request, give the aircraft its position in one of the following ways:
- 1) position in relation to a point of reference or in latitude and longitude, using the appropriate Phase;
  - 2) true bearing of the aircraft in relation to the direction-finding station or other specified point, using the appropriate phase, and its distance from the direction-finding station or point, using the appropriate phase;
  - 3) magnetic heading to steer with no wind, to make for the direction-finding station or other specified point using the appropriate phase, and its distance from the direction-finding station or point, using the appropriate phase.
- 6.3.3 Aircraft stations shall normally make requests for bearings, courses or positions, to the aeronautical station responsible, or to the station controlling the direction-finding network.
- 6.3.4 To request a bearing, heading or position, the aircraft station shall call the aeronautical station or the direction-finding control station on the listening frequency. The aircraft shall then specify the type of service that is directed by the use of the appropriate phase.
- 6.3.5 As soon as the direction-finding station or group of stations is ready, the station originally called by the aircraft station shall where necessary request transmission for direction-finding service, and, if necessary, indicate the frequency to be used by the aircraft station, the number of times the transmission should be repeated,

- the duration of the transmission required or any special transmission requirement.
- 6.3.5.1 In radiotelephony, an aircraft station which requests a bearing shall end the transmission by repeating its call sign. If the transmission has been too short for the direction-finding station to obtain a bearing, the aircraft shall give longer transmission for two periods of approximately ten seconds, or alternatively provide such other signals as may be requested by the direction-finding station.

**Note.—Certain types of VHF/DF stations require the provision of a modulated signal (voice transmission) in order to take a bearing.**

- 6.3.6 When a direction-finding station is not satisfied with its observation, it shall request the aircraft station to repeat the transmission.
- 6.3.7 When a heading or bearing has been requested, the direction-finding station shall advise the aircraft station in the following form:
- 1) the appropriate phase;
  - 2) bearing or heading in degrees in relation to the direction-finding station, sent as three figures;
  - 3) class of bearing;
  - 4) time of observation, if necessary.
- 6.3.8 When a position has been requested, the direction-finding control station, after plotting all simultaneous observations, shall determine the observed position of the aircraft and shall advise the aircraft station in the following form:
- 1) the appropriate phase;
  - 2) station, sent as three figures;
  - 3) class of bearing;
  - 4) time of observation.
- 6.3.9 As soon as the aircraft station has received the bearing, or position, it shall repeat back the message for confirmation or correction.
- 6.3.10 When positions are given by bearing or heading and distance from a known point other than the station making the report, the reference point shall be an aerodrome, prominent town or geographic feature. An aerodrome shall be given in preference to other places. When a large city or town is used as a reference place, the bearing or heading, and the distance given shall be measured from its centre.
- 6.3.11 When the position is expressed in latitude and longitude, groups of figures for degrees and minutes shall be used followed by the letter N or S for latitude and the letter E and W for longitude, respectively. In radiotelephony, the words NORTH, SOUTH, EAST or WEST shall be used.
- 6.3.12 According to the estimate by the direction-finding station of the accuracy of the observations, bearings and positions shall be classified as follows Bearings:
- Class A ---- accurate within plus or minus 2 degrees;
  - Class B ---- accurate within plus or minus 5 degrees;
  - Class C ---- accurate within plus or minus 10 degrees;
  - Class D ---- accuracy less than Class C.
- Positions:
- Class A ---- accurate within 9.3 km (5NM);
  - Class B ---- accurate within 37 km (20 NM);
  - Class C ---- accurate within 92 km (50 NM);
  - Class D ---- accuracy less than Class C.
- 6.3.13 Direction-finding stations shall have authority to refuse to give bearings, heading or positions when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.



## CHAPTER 7 - AERONAUTICAL BROADCASTIN SERVICE

### 7.1 GENERAL

#### 7.1.1 Broadcast material

The text of broadcast material shall be prepared by the originator in the form desired for transmission.

#### 7.1.2 Frequencies and schedules

7.1.2.1 Broadcasts shall be made on specified frequencies and at specified times.

7.1.2.2 Schedules and frequencies of all broadcasts shall be publicized in appropriate documents. Any change in frequencies or times shall be publicized by NOTAM at least two weeks in advance of the change. Additionally, any such change shall, if practicable, be announced on all regular broadcasts for 48 hours preceding the change and shall be transmitted once at the beginning and once at the end of each broadcast.

**Note.---** *This does not prevent an emergency change of frequency when required in circumstances which do not permit the promulgation of a NOTAM as least two weeks in advance of the change.*

7.1.2.3 Scheduled broadcasts (other than sequential collective type broadcast); shall be started at the scheduled time by the general call. If a broadcast must be delayed, a short notice shall be transmitted at the scheduled time advising recipients to "stand by" and starting the approximate number of minutes of delay.

7.1.2.3.1 After definite advice has been given to stand by for a certain period, the broadcast shall not be started until the end of the standby period.

7.1.2.4 Where broadcasts are conducted on a time-allotment basis, transmission shall be terminated by each station promptly at the end of the allotted time period whether or not transmission of all material has been completed.

7.1.2.4.1 In sequential collective type broadcasts each station shall be ready to commence its broadcasts at the designated time. If for any reason station does not commence its broadcast at the designated time, the station immediately following in sequence shall wait and then commence its broadcast at its own designated time.

#### 7.1.3 Interruption of service

In the event of interruption of service at the station responsible for a broadcast, the broadcast shall, if possible, be made by another station until normal service is resumed. If this is not possible, and the broadcast is of the type intended for interception by fixed stations, the stations which are required to copy the broadcasts shall continue to listen on the specified frequencies until normal service is resumed.

### 7.2 RADIOTELEPHONY BROADCAST PROCEDURES

#### 7.2.1 Broadcast technique

7.2.1.1 Transmissions by radiotelephony shall be as natural, short and concise as practicable consistent with clarity.

7.2.1.2 Rate of speech on radiotelephony broadcasts shall not exceed 100 words per minute.

#### 7.2.2 Preamble of the general call

The preamble of each radiotelephony broadcast shall consist of the general call, station name, and optionally the time of broadcast (UTC).

**Note.---** *The following example illustrates the application of this procedure:*

<i>(general call)</i>	<b>ALL STATIONS</b>
<i>(the words THIS IS)</i>	<b>THIS IS</b>
<i>(station name)</i>	<b>NEW YORK RADIO</b>
<i>(time of broadcast)</i>	<b>TIME, ZERO ZERO FOUR FIVE</b>



## CHAPTER 8 - AERONAUTICAL MOBILE SERVICE - DATA LINK COMMUNICATIONS

### 8.1 GENERAL

**Note 1.**--- While the provisions of chapter 8 are based primarily on the use of controller-pilot data link communications (CPDLC), the provisions of 8.1 would apply to other data link applications, where applicable, including surveillance- contract (ADS-C) and data link-flight information services (e.g. D-ATIS,D-VOLMET, ETC.)

**Note 2.**—For the purposes of these provisions, the communication procedures applicable to the aeronautical mobile service, as appropriate, also apply to the aeronautical mobile satellite service.

**Note 3.**--- Guidance material relating to CPDLC, ADS-C and related data link initiation capability (DLIC) can be found in the Global Operational Data Link (GODL) Manual (Doc 10037).

#### 8.1.1 Data link initiation capability (DLIC)

##### 8.1.1.1 GENERAL

8.1.1.1.1 PANS.—Before entering an airspace where data link applications are used by the ATS unit, data link communications shall be initiated between the aircraft and the ATS unit in order to register the aircraft and, when necessary, allow the start of a data link application. This shall be initiated by the aircraft, either automatically or by the pilot, or by the ATS unit on address forwarding.

8.1.1.1.2 PANS.--- The logon address associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with the SUCAR 15.

**Note 1.**—A given FIR may have multiple logon addresses; and more than one FIR may share the same logon address.

**Note 2.**—Detailed specifications concerning aeronautical information publications presentation and contents are contained in the Procedures for Air Navigation Services --- Aeronautical Information Management (PANS-ATM, Doc 10066).

##### 8.1.1.2 AIRCRAFT INITIATION

PANS.--- On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, the ATS unit shall accept the request and, if able to correlate it with a flight plan, shall established a connection with the aircraft.

##### 8.1.1.3 ATS UNIT FORWARDING

PANS.—The ground system initially connected by the aircraft shall provide to the next ATS unit any relevant updated aircraft information in sufficient time to permit the establishment of data link communications.

##### 8.1.1.4 FAILURE

8.1.1.4.1 PANS.—In the case of a data link initiation failure, the data link system shall provide an indication of the failure to the appropriate ATS unit(s). The data link system shall also provide an indication of the failure to the flight crew when a data link initiation failure results from a logon initiated by the flight crew.

**Note.**—When the aircraft's logon request results from responding to a contact request by a transferring ATS unit, then both ATS units will receive the indication.

8.1.1.4.2 PANS.--- The ATS unit shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall indicate, as a minimum verifying that the aircraft is initiating a data link request with the appropriate

ATS unit (i.e. the aircraft is approaching or within the ATS unit's control area); and if so:

- a) when a flight plan is available, verify that the aircraft identification, aircraft registration, or aircraft address and other details contained in the data link initiation request correspond with details in the flight plan, and where differences are detected verify the correct information and then make the necessary changes; or
- b) when a flight plan is not available, create a flight plan with sufficient information in the flight data processing system, to achieve a successful data link initiation; then
- c) Arrange for the re-initiation of data link.

8.1.1.4.3 PANS.—The aircraft operator shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, s minimum, that the pilot:

- a) verify the correctness and consistency of the flight plan information available in the FMS or equipment from which data link is initiated and where differences are detected make the necessary changes; and
- c) verify the correct address of the ATS unit; then
- d) re-initiate data link.

### 8.1.2 Composition of data link messages

8.1.2.1 The text of messages shall be composed in standard message format (e.g. CPDLC message set), in plain language or in abbreviations and codes, as prescribed in 3.7. Plain language shall be avoided when the length of the text can be reduced by using appropriate abbreviations and codes. Non-essential words and phrases, such as expressions of politeness, shall not be used.

8.1.2.2 The following characters are allowed in the composition of messages:

Letters: ABCDEFGHIJKLMNOPQRSTUVWXYZ

(upper case only)

Figures: 1 2 3 4 5 6 7 9 0

Others: - (hyphen)

? (question mark)

: (colon)

( (open bracket)

) (close bracket)

. (full stop, period, or decimal point)

, (comma)

' (apostrophe)

= (double hyphen or equal sign)

/ (oblique)

+ (plus sign)

and the space character.

8.1.2.3 Roman numerals shall not be employed. If the originator of a message wishes the addressee to be informed that Roman figures are intended, the Arabic figures shall be written and preceded by the word ROMAN.

### 8.1.3 Display of data link messages

8.1.3.1 Ground and airborne systems shall allow for messages to be appropriately displayed, printed when required, and stored in a manner that permits timely and convenient retrieval should such action be necessary.

8.1.3.2 Whenever textual presentation is required, the English language shall be displayed as a minimum.

## 8.2 CPDLC PROCEDURES

**Note.**--- The CPDLC message set referred to in this section can be found in the PANS-ATM, Appendix 5.

**8.2.1** In all communications the highest standard of discipline shall be observed at all times.

**8.2.1.1** Consequences of human performance, which could affect the accurate reception and comprehension of messages, should be taken into consideration when composing a message.

**Note.-- Guidance material on human performance can be found in the Human Factors Training Manual( Doc 9683) and Human Factors Guidance for Air Traffic Management (ATM) Systems (Doc 9758).**

**8.2.2** Ground and airborne systems shall provide controllers and pilots with the capability to review and validate any operational messages they send.

**8.2.3** Ground and airborne systems shall provide controllers and pilots with the capability to review, validate and when applicable, acknowledge any operational messages they receive.

**8.2.4** The controller shall be provided with the capability to respond to messages, including emergencies, to issue clearances, instructions and advisories, and to request and provide information, as appropriate.

**8.2.5** The pilot shall be provided with capability to respond to messages, to request clearances and information, to report information, and to declare or cancel an emergency.

**8.2.6** The pilot and the controller shall be provided with the capability to exchange messages which include standard message elements, free text elements or a combination of both.

**8.2.7** Unless specified by the appropriate ATS Authority, voice read-back CPDLC messages shall not be required.

#### **8.2.8 Establishment of CPDLC**

**8.2.8.1** The controller and the pilot shall be informed when CPDLC has been successfully established.

**8.2.8.2** PANS.—CPDLC shall be established in sufficient time to ensure that the aircraft is communicating with the appropriate ATC unit.

**8.2.8.3** The controller and pilot shall be informed when CPDLC is available for operational use, at initial establishment, as well as on resumption of CPDLC after a failure.

**8.2.8.4** The pilot shall be able to identify the air traffic control unit providing the air traffic control service at any time while the service is being provided.

**8.2.8.5** When the airborne system detects that CPDLC is available for operational use, it shall send the CPDLC downlink message element CURRENT DATA AUTHORITY.

#### **8.2.8.6 AIRBORNE-INITIATED CPDLC**

**8.2.8.6.1** PANS.—When an ATC unit receives an unexpected request for CPDLC from an aircraft, the circumstances leading to the request shall be obtained from the aircraft determine further action.

**8.2.8.6.2** PANS.—When the ATC unit rejects a request for CPDLC, it shall provide the pilot with the reason for the rejection using an appropriate CPDLC message.

#### **8.2.8.7 ATC UNIT-INITIATION CPDLC**

**8.2.8.7.1** An ATC unit shall only establish CPDLC with an aircraft if the aircraft has no CPDLC link established, or when authorized by the ATC unit currently having CPDLC established with the aircraft.

**8.2.8.7.2** When a request for CPDLC is rejected by an aircraft, the reason for the rejection shall be provided using CPDLC downlink message element NOT CURRENT DATA AUTHORITY or message element NOT AUTHORIZED NEXT DATA AUTHORITY, as appropriate. Local procedures shall dictate whether the reason for rejection is presented to the controller. No other reasons for airborne rejection

of ATC unit-initiation of CPDLC shall be permitted.

## 8.2.9 Exchange of operational CPDLC messages

8.2.9.1 Controllers and pilots shall construct CPDLC messages using standard message elements, free text message elements or combination of both.

8.2.9.1.1 PANS.—When CPDLC is being used, and the intent of the message is included in the CPDLC message set contained in the PANS-ATM, Appendix 5, the associated standard message elements shall be used.

8.2.9.1.2 PANS.—Except as provided by 8.2.12.1, when a controller or pilot communicates via CPDLC, the response should be via CPDLC. When a controller or pilot communicate via voice, the response should be via voice.

8.2.9.1.3 PANS.—Whenever a correction to a message sent via CPDLC is deemed necessary or the contents of a message needs to be clarified, the controller or pilot shall use the most appropriate means available for issuing the correct details or for providing clarification.

**Note.—The following procedures may be applied by the controller, in terms of correcting clearances, instructions or information, or by a pilot, in terms of correcting a reply to an uplink message or correcting previously advised requests or information.**

8.2.9.1.3.1 PANS.—When voice communications are used to correct a CPDLC message for which no operational response has yet been received, the controller's or pilot's transmission shall be prefaced by the phrase: "DISREGARD CPDLC (message type) MESSAGE BREAK"---followed by the correct clearance, instructions, information or request.

**Note.—It is possible that, at the time the voice communicated clarification is transmitted, the CPDLC message being referred to has not yet reached the recipient, or has reached the recipient but has but been acted upon, or has reached the recipient and has been acted upon.**

8.2.9.1.3.2 PANS.—When referring to and identifying the CPDLC message to be disregarded, caution should be exercised in its phrasing so as to avoid any ambiguity with issuance of the accompanying corrected clearance, instruction, information or request.

**Note.—For example, if SAS445, maintaining FL290, had been instructed via CPDLC to climb to FL350, and the controller needs to correct the clearance utilizing voice communications, the following phrase might be used: SAS445 DISREGARD CPDLC CLIM CLEARANCE MESSAGE, BREAK, CLIMB FL310.**

8.2.9.1.3.3 PANS.—If a CPDLC message that requires an operational response is subsequently negotiated via voice, an appropriate CPDLC message closure response shall be sent to ensure proper synchronization of the CPDLC dialogue. This could be achieved either by explicitly instructing the recipient of the message via voice to close the dialogue or by allowing the system to automatically close the dialogue.

8.2.9.2 The composition of a CPDLC message shall not exceed five message elements, only two of which may contain the route clearance variable.

8.2.9.2.1 PANS.—The use of long messages or messages with multiple clearance elements, multiple clearance request elements or messages with a combination of clearances and information should be avoided where possible.

**Note.—Guidance material on the development of local operating procedures and CPDLC good operating technique can be found in the Human Factors Guidances for**

**Air Traffic Management (ATM) Systems (Doc 9758).**

**8.2.9.3** CPDLC ground systems and airborne systems shall be capable of using the CPDLC message alert attributes in order to draw attention to higher priority messages.

**Note.—***Messages attributes dictate certain message handling requirements for the CPDLC user receiving a message. Each CPDLC message has two attributes: alert and response attributes. When a message contains multiple message elements, the highest precedence message element attribute type becomes the attribute type for the entire message.*

**8.2.9.3.1** The alert attribute shall delineate the type of alerting required upon message receipt. Alert types are presented in Table 8-1.

**8.2.9.3.2** The response attribute shall delineate valid responses for a given message element. Response types are presented in Table 8-2 for uplink messages and Table 8-3 for downlink messages.

Table 8-1. Alert Attribute (Uplink and Downlink)

Type	Description	Precedence
H	High	1
M	Medium	2
L	Low	3
N	No alerting required	4

Table 8-2. Response Attribute (Uplink)

Type	Responses required	Valid responses	Precedence
W/U	Yes	WILCO, UNABLE, STANDBY, NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY, LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	1
A/N	Yes	AFFIRM, NEGATIVE, STANDBY, NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY, LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	2
R	Yes	ROGER, UNABLE, STANDBY, NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY,	3

		LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	
Y	Yes	Any CPDLC downlink message, LOGICAL ACKNOWLEDGEMENT (only if required)	4
N	No, unless logical acknowledgement required	LOGICAL ACKNOWLEDGEMENT (only if required), NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY, ERROR	5

Table 8-3. Response Attribute (Downlink)

Type	Response required	Valid responses	Precedence
Y	Yes	Any CPDLC uplink message, LOGICAL ACKNOWLEDGEMENT (only if required)	1
N	No, unless acknowledgement required	LOGICAL ACKNOWLEDGEMENT (only if required), MESSAGE NOT SUPPORTED BY THIS ATC UNIT, ERROR	2

Sudan Civil Aviation Authority  
Telecommunications

Aeronautical

**8.2.9.3.2.1 PANS.**—When a multi-element message require a response, the response shall apply to all message elements.

**Note.**—*For example, a multi-element message containing CLIMB TO FL310 MAINTAIN MACH.84, a WILCO response applies to, and indicates compliance with, both elements of the message.*

**8.2.9.3.2.2 PANS.**—When a single message element clearance or any part of a multi-element clearance message cannot be complied with, the pilot shall send an UNABLE response for the whole message.

**8.2.9.3.2.3 PANS.**—The controller shall respond with an UNABLE message that applies to all elements of the request when no element(s) of a single or multi-element clearance request can be approved. The current clearance(s) shall not be restated.

**8.2.9.3.2.4 PANS.**—When a multi-element clearance request can only be partially accommodated, the controller shall respond with an UNABLE message applying to all the message elements of the request and, if appropriate, include a reason and/or information on when a clearance may be expected.

**Note.**—*A separate CPDLC message (or messages) may subsequently be transmitted to respond to those elements that can be accommodated.*

**8.2.9.3.2.5 PANS.**—When all elements of a single or multi-element clearance request can be accommodated, the controller shall respond with clearances corresponding to each element of the request. This response should be a single uplink message.



**Note.—For example, while messages containing multi-element clearance request are to be avoided, a multi-element downlink message containing the indicated message element.**

**REQUEST CLEARANCE YQM YYG YYT YQX TRACK X EINN EDDF  
REQUEST CLIMB TO FL350  
REQUEST MACH 0.84  
Could be responded to with  
CLEARED YQM YYG YYT YQX TRACK X EINN EDDF  
CLIMB TO FL350  
REPORT MAINTAINING  
CROSS YYG AT OR AFTER 1150  
NO SPEED RESTRICTION**

**8.2.9.3.2.6 PANS.—**When a CPDLC message contains more than one message element and the response attribute for the message is Y, when utilized, the single response message shall contain the corresponding number of replies in the same order.

**Note.—For example, a multi-element uplink message containing  
CONFIRM SQUAWK  
WHEN CAN YOU ACCEPT F410  
Could be responded to with  
SQUAWKING 5525**

**8.2.9.4** When a ground or airborne system generates the CPDLC message ERROR, the reason for the error shall be included in the message.

**8.2.9.5** The appropriate ATS Authority select those message elements contained in the PANS-ATM, Appendix 5 that support operations in their airspace. Should an ATS Authority choose to select a subset of the message elements, and a received message does not belong to this subset, the ATC unit shall respond by unlinking the message element MESSAGE NOT SUPPORTED BY THIS ATC UNIT.

**Note.—Further processing of the received message is not required.**

**8.2.9.5.1** Only the uplink messages appropriate to a particular control sector's operations should be provided to the controller.

**Note.—The CPDLC message set contained in the PANS-ATM, Appendix 5 was developed to encompass different air traffic management environment.**

**8.2.9.5.2** Information concerning CPDLC message elements subset utilized shall be published in the Aeronautical Information Publications (AIPs).

**8.2.9.6** TRANSFER OF CPDLC

**Note.—Details on CPDLC transfer can be found in the Manual of Air Traffic Services Data Link Applications (Doc 9694).**

**8.2.9.6.1** PANS.—When CPDLC is transferred, the transfer of voice communications and CPDLC shall commence concurrently.

**8.2.9.6.2** PANS.—When an aircraft is transferred from an ATC unit where CPDLC is available to an ATC unit where CPDLC is not available, CPDLC termination shall commence concurrent with the transfer of voice communications.

**8.2.9.6.3** When a transfer of CPDLC results in a change of data authority, and there are still messages for which the closure response has not been received (i.e. messages outstanding), the controller transferring the CPDLC shall be informed.

- 8.2.9.6.3.1** If the controller needs to transfer the aircraft without replying to any downlink message(s) containing, the system shall have the capability to automatically sent the appropriate closure response message(s). In such case, the contents of any automatically sent closure response message(s) shall be promulgated in local instructions.
- 8.2.9.6.3.2** When the controller decides to transfer the aircraft without receiving pilot responses to any uplink message(s) outstanding, the ground system shall have the capability to automatically end the dialogue for each message prior to the transfer.
- 8.2.9.6.3.2.1** PANS.—The controller should revert to voice communications to clarify any ambiguity associated with the message(s) outstanding.
- 8.2.9.6.4** When a transfer of CPDLC does not result in a change of data authority, and there are still messages outstanding, these messages shall either be forwarded to the appropriate controller or shall be closed in accordance with local instructions and, if necessary, letters of agreement.

### 8.2.10 Display of CPDLC messages

Air Traffic Control (ATC) units utilizing a CPDLC message contained in the PANS-ATM should display the associated text pertaining to that message as presented in the PANS-ATM, Appendix 5.

### 8.2.11 Free text message elements

- 8.2.11.1** PANS.—The use of free text message elements by controllers or pilots should be avoided.

**Note.--** *Whilst it is recognized that non-routine and emergency situations may necessitate the use of free text, particularly when voice communication has failed, the avoidance of utilizing free text message is intended to reduce the possibility of misinterpretation and ambiguity.*

- 8.2.11.2** When the CPDLC message set contained in the PANS-ATM (Doc 4444) does not provide for specific circumstances, the appropriate ATS Authority may determine that it is acceptable to use free text message elements. In such cases, the appropriate ATS Authority, in consultation with operators and other ATS authorities that may be concerned, shall define display format, intended use and attributes for each free text message element and publish them with relevant procedures in the AIPs.
- 8.2.11.3** PANS.—Free text message elements should be stored for selection within the aircraft or ground system to facilitate their use.
- 8.2.12** Emergencies, hazards and equipment failure procedures
- 8.2.12.1** PANS.—When A CPDLC message is received, the controller shall acknowledge receipt of the message by the most efficient means available.
- 8.2.12.2** PANS.—When responding via CPDLC to all other emergency or urgent messages, uplink message ROGER shall be used.
- 8.2.12.3** When a CPDLC message requires a logical acknowledgement and/or an operational response, and such a response is not received, the pilot or controller, as appropriate, shall be alerted.
- 8.2.12.4** Failure of CPDLC

**Note 1.—***Action to be taken in the event of a data link initiation failure is converted in 8.1.1.4.*

**Note 2.—***Action to be taken in the event of the failure of a single CPDLC message is converted in 8.2.12.6.*

- 8.2.12.4.1** A CPDLC Failure should be detected in a timely manner.





- 8.2.12.4.2 The controller and pilot shall be alerted to a failure of CPDLC as soon as a failure has been detected.
- 8.2.12.4.3 PANS.—When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot revert to voice, if possible, and preface the information with the phrase:

#### CPDLC FAILURE.

- 8.2.12.4.4 PANS.—Controllers having requirements to transmit information concerning a complete CPDLC ground system failure to all stations likely to intercept should preface such a transmission by the general call ALL STATIONS CPDLC FAILURE, followed by the identification of the calling station.

**Note.—No reply is expected to such general calls unless individual stations are subsequently called to acknowledge receipt.**

- 8.2.12.4.5 PANS.—When CPDLC fails and communications revert to voice, all CPDLC messages outstanding should be considered not delivered and the entire dialogue involving the messages outstanding should be recommenced by voice.
- 8.2.12.4.6 PANS.—When CPDLC fails but is restored prior to a need to revert to voice communications, all messages outstanding should be considered not delivered and the entire dialogue involving the messages outstanding should be recommenced via CPDLC.
- 8.2.12.5 INTENTIONAL SHUTDOWN of CPDLC
- 8.2.12.5.1 When a system shutdown of the communications network or the CPDLC ground system is planned, a NOTAM shall be published to inform all affected parties of the shutdown period and if necessary, the details of the voice communication frequencies to be used.
- 8.2.12.5.2 Aircraft currently in communication with ATC unit shall be informed by voice or CPDLC of any imminent loss of CPDLC service.
- 8.2.12.5.3 The controller and pilot shall be provided with capability to abort CPDLC.
- 8.2.12.6 FAILURE OF A SINGLE CPDLC MESSAGE
- PANS.—When a controller or pilot is alerted that a single CPDLC message has failed, the controller or pilot shall take one of the following actions, as appropriate:
- via voice, confirm the actions that will be undertaken with respect to the related dialogue, prefacing the information with the phrase:  
  
CPDLC MESSAGE FAILURE
  - via CPDLC, reissue the CPDLC message that failed.
- 8.2.12.7 DISCONTINUATION OF THE USE OF CPDLC REQUESTS
- 8.2.12.7.1 PANS.—When a controller requires all stations or a specific flight to avoid sending CPDLC requests for a limited period of time, the following phrase shall be used:  
(call sign) or ALL STATIONS) STOP SENDING CPDLC REQUESTS[ UNTIL ADVISED] (reason).

**Note.—Under these circumstances, CPDLC remains available for the pilot to, if necessary, respond to messages, report information, and declare and cancel an emergency.**

- 8.2.12.7.2 PANS.—The resumption of the normal use of CPDLC shall be advised but



using the following phrase:

(call sign) or ALL STATIONS ) RESUME NORMAL CPDLC OPERATIONS

- 8.2.13 Where the testing of CPDLC with an aircraft could affect the air traffic services being provided to the aircraft, coordination shall be effected prior to such testing.

## Attachment A

### LIST OF SPECIALIZED COM TERMS AND THEIR DEFINITIONS RELATED TO AERONAUTICAL TELECOMMUNICATIONS PLANNING

1. For general use
  - ❖ Aeronautical telecommunication agency. An agency responsible for operating a station or stations in the aeronautical telecommunication service.
  - ❖ Aeronautical telecommunication service. A telecommunication service provided for any aeronautical purpose
  - ❖ Aeronautical telecommunication station. A station in the aeronautical telecommunication service.
  - ❖ Aircraft operating agency. A person, organization or enterprise engaged in, or offering to engage in, an aircraft operation.
  - ❖ Double channel simplex. Simplex using two frequency channels, one in each direction.
  - ❖ This method was sometimes referred to as cross-band.
  - ❖ Duplex. A method in which telecommunication between two stations can take place in both directions simultaneously.
  - ❖ Frequency channel. A continuous portion of the frequency spectrum appropriate for transmission utilizing a specific class of emission (see ITU Regulations, Article S2 and Appendix S1).
  - ❖ International telecommunication service. A telecommunication service between offices or stations of different States, or between mobile stations which are not in the same State, or are subject to different States.
  
2. For use in aeronautical fixed service planning
  - ❖ AFTN entry-exit points. Centers through which AFTN traffic entering and leaving an ICAO Air Navigation Region should flow.
  - ❖ AFTN group. Three or more radio stations in the aeronautical fixed telecommunication network exchanging communications on the same radio frequency.
  - ❖ Channel. A single means of direct fixed service communication between two points.
  - ❖ Circuit. A communication system which includes all the direct AFTN channels between two points.
  - ❖ Communication center. An aeronautical fixed station which relays or retransmits telecommunication Traffic from (or to) a number of other aeronautical fixed stations directly connected to it.
  - ❖ Incoming circuit responsibility list. A list, for each incoming circuit of a communication center, of the Location indicators for which relay responsibilities are to be accepted in respect of messages arriving On that circuit.
  - ❖ Location indicator. A four-letter code group formulated in accordance with rules prescribed by ICAO and Assigned to the location of an aeronautical fixed station.
  - ❖ Relay time. The relay time of a COM center is the elapsed time between the instant that a message has Been completely received at that center and the instant that it has been completely retransmitted on an Outgoing circuit.
  - ❖ Route (AFTN). The path followed by a particular channel of a circuit.
  - ❖ Routing (AFTN). The chosen itinerary to be followed by messages on the AFTN between acceptance and delivery.
  - ❖ Routing Directory. A list in a communication centre indicating for each addressee the outgoing circuit to be used.
  - ❖ Routing list. A list in a communication centre indicating for each addressee the outgoing circuit to be Used.



- ❖ Transit time. The elapsed time between the instant of filing a message with an AFTN station for transmission on the network, and the instant that it is made available to the addressee.
- ❖ Tributary station. An aeronautical fixed station that may receive or transmit messages and/or digital

**data but which does not relay except for the purpose for serving similar stations connected through it to a communication centre.**

- ❖ \*Aerodrome control radio station. A station providing radiocommunication between an aerodrome control tower and aircraft or mobile aeronautical stations.
- ❖ \*General purpose system (GP). Air-ground radiotelephony facilities providing for all categories of traffic Listed in 5.1.8.

**Note.—In this system communication is normally indirect, i.e. exchanged through the intermediary of a third person.**

- ❖ Non-network communications. Radiotelephony communications conducted by a station of the Aeronautical mobile service, other than those conducted as part of a radiotelephony network.
- ❖ Operational control communications. Communications required for the exercise of authority over the Initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and The regularity and efficiency of a flight.

**Note.—Such communications are normally required for the exchange of messages between aircraft Operating agencies.**

- ❖ \*Pilot-controller system. Air-ground radiotelephony facilities implemented primarily to provide a means of direct communication between pilots and controllers.
- ❖ Primary means of communication. The means of communication to be adopted normally by aircraft and ground stations as a first choice where alternative means of communication exist.
- ❖ Radiotelephony network. A group of radiotelephony aeronautical stations which operate on and guard frequencies from the same family and which support each other in a defined manner to ensure maximum dependability of air-ground communications and dissemination of air-ground traffic.
- ❖ Regular station. A station selected from those forming an en-route air-ground radiotelephony network to communicate with or to intercept communications from aircraft in normal conditions.



## Attachment B - GUIDANCE MATERIAL FOR THE TRANSMISSION OF LONG MESSAGES ON THE AFTN

### 1. Introduction

The requirement for the transmission of separate messages over the AFTN when a text exceeding 1 800 characters is encountered is detailed in 4.4.5.7 and 4.4.15.3.11. When messages have to be divided into two or more parts, the following procedure should be applied.

### 2. Procedure

Each message part should carry the same address and origin with the separate of each part indicated on the last line of a text as follows:

(End of first message)		// END PART 01//
(End of second message)		// END PART 02//
	...etc...	
(End of last message)		// END PART XX/XX//

**Note.—The following example illustrates the application of the above procedure, for a three-part message part sequence information is included in the text character count.**

#### a) First message:

(Address)	GG EGLLYMYX
(Origin)	102030 KWBCYMYX
(Text)	text

// END PART 01//

(Ending) NNNN

#### b) Second message:

(Address)	GG EGLLYMYX
(Origin)	102030 KWBCYMYX
(Text)	text continued
	//END PART 02//

(Ending) NNNN

#### c) Third and last message:

(Address)	GG EGLLYMYX
(Origin)	102030 KWBCYMYX
(Text)	remainder of text
	// END PART 03//

(Ending) NNNN

---- END ----



