



THE UNITED REPUBLIC OF TANZANIA

CHAPTER 80

THE CIVIL AVIATION ACT

CIVIL AVIATION (COMMUNICATION PROCEDURES)
REGULATIONS

[SUBSIDIARY]

REVISED EDITION OF 2026

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Dodoma,
31st July, 2026

HAMZA S. JOHARI,
Attorney General

CHAPTER 80

THE CIVIL AVIATION ACT

CIVIL AVIATION (COMMUNICATION PROCEDURES) REGULATIONS

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CHAPTER 80

THE CIVIL AVIATION ACT,

REGULATIONS

(Made under section 5)

CIVIL AVIATION (COMMUNICATION PROCEDURES) REGULATIONS

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[DPG]

GNs. Nos.
63 of 2017
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PART I PRELIMINARY

Citation

1. These Regulations may be cited as the Civil Aviation (Communication Procedures) Regulations, 2017.

Interpretation GN. No. 44 of 2026 reg. 2

2. In these Regulations unless the context requires otherwise-

“aerodrome control radio station” means a station providing radio communication between an aerodrome control tower and aircraft or mobile aeronautical stations;

“aeronautical broadcasting service” means a broadcasting service intended for the transmission of information relating to air navigation;

“aeronautical fixed circuit” means a circuit forming part of the Aeronautical Fixed Service (AFS);

“Aeronautical Fixed Service (AFS)” means a telecommunication service between specified fixed points provided primarily for the safety of air

- navigation and for the regular, efficient and economical operation of air services;
- “aeronautical fixed station” means a station in the aeronautical fixed service;
- “aeronautical fixed telecommunication network (AFTN)” means 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 fixed telecommunication network circuit” means a circuit forming part of the aeronautical fixed telecommunication network (AFTN);
- “aeronautical mobile (R)* service (RR S1.33)” means an aeronautical mobile service reserved for communications relating to safety and regularity of flight, primarily along national or international civil air routes;
- “aeronautical mobile service (RR S1.32)” means a mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies;
- “aeronautical mobile-satellite (R)* service (RR S1.36)” means an aeronautical mobile-satellite service reserved for communications relating to safety and regularity of flights, primarily along national or international civil air routes;
- “aeronautical mobile-satellite service (RR S1.35)” means a mobile satellite service in which mobile earth stations are located on board an aircraft; survival craft stations and emergency position-indicating radio beacon stations may also participate in this service;
- “aeronautical radio navigation service (RR S1.46)” means a radio navigation service intended for the benefit and for the safe operation of an aircraft;

- “aeronautical station (RR S1.81)” means a land station in the aeronautical mobile service and in certain cases, an aeronautical station may be located, for example, on board ship or on a platform at sea;
- “aeronautical telecommunication agency” means an agency responsible for operating a station in the aeronautical telecommunication service;
- “aeronautical telecommunication log” means a record of the activities of an aeronautical telecommunication station;
- “aeronautical telecommunication service” means a telecommunication service provided for any aeronautical purpose;
- “aeronautical telecommunication station” means a station in the aeronautical telecommunication service;
- “AFTN communication centre)” means 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)” means an AFTN station to which messages or digital data are addressed for processing for delivery to the addressee;
- “AFTN origin station)” means an AFTN station where messages or digital data are accepted for transmission over the AFTN;
- “AFTN station)” means a station forming part of the aeronautical fixed telecommunication network AFTN and operating as such under the authority or control of a State;
- “air Navigation services facility” means any facility used, available for use, or designed for use in aid of navigation of aircraft, including airports, landing fields, any structures, mechanisms, lights, beacons, marks, communicating systems, or other instruments or devices used or useful as an aid to the safe taking off, navigation, and landing of aircraft and any combination of such facilities;
- “air navigation Services Provider (ANSP)” means an independent entity established for the purpose of operating and managing air navigation services and

- empowered to manage and use the revenues it generated to cover its costs;
- “aircraft operating agency” means the person, organization or enterprise engaged in, or offering to engage in, an aircraft operation;
- “aircraft station (RR S1.83)” means a mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft;
- “air-ground communication” means a two-way communication between aircraft and stations or locations on the surface of the earth;
- “air-ground control radio station” means an aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area;
- “AIRMET information” means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof;
- air navigation services” means air traffic services, communication, navigation and surveillance, and aeronautical information services;
- “air-report” means a report from an aircraft in flight prepared in conformity with requirements for position, and operational or meteorological reporting;
- “air-to-ground communication” means a one-way communication from aircraft to stations or locations on the surface of the earth;
- “altitude” means 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” means an aeronautical fixed service AFS telephone circuit, for direct exchange of information between air traffic services ATS

- units;
- Cap. 80 “Authority” means the Tanzania Civil Aviation Authority established under the Act;
- “automatic relay installation” means a teletypewriter installation where automatic equipment is used to transfer messages from incoming to outgoing circuits;
- “automatic telecommunication log” means a record of the activities of an aeronautical telecommunication station recorded by electrical or mechanical means;
- “bearing or radio bearing” means the angle between the apparent direction of a definite source of emission of electro-magnetic waves and a reference direction, as determined at a radio direction-finding station;
- “blind transmission” means 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” means a transmission of information relating to air navigation that is not addressed to a specific station or stations;
- “communication centre” means an aeronautical fixed station which relays or retransmits telecommunication traffic from or to a number of other aeronautical fixed stations directly connected to it;
- “CPDLC message set” means a list of standard message elements and free text message elements;
- “fully automatic relay installation” means a teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting up of the connections required to effect the appropriate retransmissions is carried out automatically, as well as all other normal operations of relay, thus obviating the need for operator intervention, except for supervisory purposes;
- “CNS” means communication, navigation, surveillance;

- “Controller-Pilot Data Link Communications (CPDLC)” means a communication between controller and pilot, using data link for ATC communications;
- “current data authority” means 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;
- “downstream data authority” means a designated ground system, different from the current data authority, through which the pilot can contact an appropriate ATC unit for the purposes of receiving a downstream clearance;
- “duplex” means a method in which telecommunication between two stations can take place in both directions simultaneously;
- “flight level” means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;
- “free text message element” means a message element used to convey information not conforming to any standardized message element in the CPDLC message set;
- “frequency channel” means a continuous portion of the frequency spectrum appropriate for a transmission utilizing a specified class of emission;
- “ground-to-air communication” means a one-way communication from stations or locations on the surface of the earth to aircraft;
- “height” means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;
- “human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;
- “international telecommunication service” means 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;
- “International Telegraph Alphabet No. 2” means the message format in ITA-2;
- “International Alphabet No. 5” means message format in IA-5;
- “interpilot air-to-air communication” means a two-way communication on the designated air-to-air channel to enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems;
- “location indicator” means a four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station;
- “logon address” means a specified code used for data link logon to an ATS unit;
- “message field” means an assigned area of a message containing specified elements of data;
- “meteorological operational channel” means a channel of the AFS, for the exchange of aeronautical meteorological information;
- “meteorological operational telecommunication network” means an integrated system of meteorological operational channels, as part of the AFS, for the exchange of aeronautical meteorological information between the aeronautical fixed stations within the network;
- “mobile surface station” means a station in the aeronautical telecommunication service, other than an aircraft station, intended to be used while in motion or during halts at unspecified points;
- “network station” means an aeronautical station forming part of a radiotelephony network;
- “next data authority” means the ground system so designated by the current data authority through which an onward transfer of communications and control can take place;
- “non-network communications” means radiotelephony

- communications conducted by a station of the aeronautical mobile service, other than those conducted as part of a radiotelephony network;
- “NOTAM” means 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;
- “operational control communications” means 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;
- “pre-formatted free text message element” means a free text message element that is stored within the aircraft system or ground system for selection;
- “pre-formatted free text message element” means a free text message element that is stored within the aircraft system or ground system for selection;
- “primary frequency” means the radiotelephony frequency assigned to an aircraft as a first choice for air-ground communication in a radiotelephony network;
- “radio direction finding (RR S1.12)” means a radio determination using the reception of radio waves for the purpose of determining the direction of a station or object;
- “radio direction-finding station (RR S1.91)” means a radio determination station using radio direction finding;
- “radiotelephony network” means 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;
- “read-back” means 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 reception;
- “regular station” means a station selected from those forming an enroute air-ground radiotelephony network to communicate with or to intercept communications from aircraft in normal conditions;
- “route segment” means a route or portion of route usually flown without an intermediate stop;
- “routing Directory” means a list in a communication centre indicating for each addressee the outgoing circuit to be used;
- “secondary frequency” means the radiotelephony frequency assigned to an aircraft as a second choice for air-ground communication in a radiotelephony network;
- “semi-automatic relay installation” means a teletypewriter installation where interpretation of the relaying responsibility in respect of an incoming message and the resultant setting up of the connections required to effect the appropriate retransmissions require the intervention of an operator but where all other normal operations of relay are carried out automatically;
- “SIGMET information” Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified enroute weather phenomena which may affect the safety of aircraft operation;
- “simplex” means a method in which telecommunication between two stations takes place in one direction at a time;
- “SNOWTAM” means 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;
- “standard message element” means a part of a message defined in the PANS-ATM (Doc 4444) in terms of

- display format, intended use and attributes;
- “telecommunication (RR S1.3)” means any transmission, emission, or reception of signs, signals, writing, images and sounds or intelligence of any nature by wire, radio, optical or other electromagnetic systems;
- “teletypewriter tape” means a tape on which signals are recorded in the 5-unit Start-Stop code by completely severed perforations (Chad Type) or by partially severed perforations (Chadless Type) for transmission over teletypewriter circuits;
- “torn-tape relay installation” means a teletypewriter installation where messages are received and relayed in teletypewriter tape form and where all operations of relay are performed as the result of operator intervention; and
- “tributary station” means an aeronautical fixed station that may * route receive or transmit messages and/or digital data but which does not relay except for the purpose of serving similar stations connected through it to a communication centre.

Application

3. These Regulations shall apply to persons providing Communication, Navigation and Surveillance services within designated air spaces and at aerodromes.

PART II GENERAL REQUIREMENTS

Requirements
for CNS
Facilities

4. The minimum requirements for installation, commissioning, operation and maintenance of the CNS facilities shall conform to these Regulations.

Certification of
CNSPGN No.
61 of 2017

5. A person who wishes to provide CNS service or operate a facility to support an air traffic service shall have an ANSP certificate issued in accordance with the Civil Aviation (Certification of Air Navigation Services Provider) Regulations.

Approval
requirement

6.-(1) A person shall not provide communication,

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navigation and surveillance systems or operate communication, navigation and surveillance facility or facilities in the designated airspace and aerodromes unless the system or facility has been approved by the Authority.

(2) Subject to subregulation (1), a person shall notify the Authority not less 30 days before commencement of the process.

(3) The Authority shall approve installation, use, decommissioning, upgrading or relocation of all the communication, navigation and surveillance facility or facilities in the designated airspace and aerodromes.

Inspections and
audits
GN. No.
374 of 2023
reg. 3

7.-(1) The authority shall carry out safety inspections and audits on CNS facilities, documents and records of the CNS facilities to determine compliance in accordance with these Regulations.

(2) An inspector of the authority shall have unrestricted access to facilities, installations, records and documents of the service provider for the purposes of determining compliance with these Regulations.

(3) The Authority shall forward to the ANSP the inspection and audit report, for consideration and implementation by the ANSP.

(4) Upon receipt of the report under subregulation (2), the ANSP shall consider the report and submit to the Authority, a corrective action plan for addressing the deficiencies within the time stipulated in such report and implement the plan proposed by the Authority.

(5) The ANSP who fails to implement the plan within the time prescribed in the report commits an offence.

Sitting and
installation

8.-(1) The ANSP shall determine the site for installation of a new facility based on operational requirements, construction aspects and maintainability.

(2) The facility in subregulation (1) shall be installed by maintenance personnel who are fully qualified in air navigation facilities and who have knowledge of the operations, testing, and maintenance of the CNS facilities.

Commissioning
requirement

9.-(1) A CNS facility shall be confirmed during commissioning and subsequent maintenance that the facility achieves and continues to meet the standard operating parameters and applicable figures recorded.

(2) The ANSP shall-

- (a) establish procedures to ensure that each new facility is commissioned to meet the specifications for that facility and is in compliance with these Regulations;
- (b) ensure that the system performance of the new facility has been validated by all necessary tests; and
- (c) ensure that procedures include documentation of tests conducted on the facility prior to the commissioning, including those that test the compliance of the facility with the applicable standards and any flight check required in compliance with these Regulations.

Availability and
reliability
GN. No.
374 of 2023
reg. 4

10.-(1) The ANSP shall be responsible for the provision of communication, navigation and surveillance services and facilities to ensure availability of telecommunication information and data necessary for the safe, regular and efficient operation of air navigation.

(2) The functional specification of the ANSPs telecommunication services shall include values and characteristics as follows:

- (a) availability;
- (b) reliability;
- (c) accuracy;
- (d) integrity;
- (e) mean time between failure (MTBF); and
- (f) mean time to repair (MTTF).

(3) The values and characteristics prescribed in subregulation (2) shall be derived and measured from the-

- (a) configuration of each service; or
- (b) known performance of each service.

(4) The ANSP shall prescribe in the operations manual the method used to calculate values and characteristics.

(5) The values and characteristics of a radio navigation service shall be given for the type of navigation aid facility that forms part of the service.

Test equipment

11.-(1) A CNS provider shall-

- (a) ensure that appropriate tools and test equipment are available for personnel to maintain the operation of equipment;
- (b) establish a procedure to control, calibrate, and maintain all the equipment required; and
- (c) use documented procedures to control, calibrate and maintain test equipment.

(2) The maintenance plan or the operating and maintenance instructions for each facility shall specify the test equipment requirements for all levels of operation and maintenance undertaken.

Record keeping

12. A CNS provider shall establish procedures to identify, collect, index, store, maintain, and dispose records covering-

- (a) the performance and maintenance history of each facility;
- (b) the establishment of the periodic test programmes for each facility;
- (c) each item of test equipment required for the measurement of critical performance parameters;
- (d) each reported or detected facility malfunction;
- (e) each internal quality assurance review; and
- (f) each person who is authorised to place facilities into operational service.

Documentation
GN. No.
374 of 2023
reg. 5

13.-(1) ANSP shall maintain documents which are necessary for the provision, operation and maintenance of the facility, including-

- (a) copies of relevant equipment manual, technical standards, practices, instructions, maintenance procedures and site log books;
- (b) records of occurrences and actions relating to operation, maintenance, modification, failure,

- faults, removal from and restoration to service;
- (c) procedure for the control of documentation;
- (d) records of malfunction and safety incident reports;
- (e) records of internal audit reports; and
- (f) records of investigation into serious incidents.

(2) Subject to subregulation (1), the ANSP shall establish the procedure for authorisation and amendment of documents to ensure that they are constantly updated.

Periodic
inspection and
testing

14.-(1) A CNS provider shall establish a procedure for the periodic inspection and testing of communication, navigation and surveillance systems so as to ensure that each facility meets the applicable operational requirements and performance specifications.

- (2) The periodic inspection shall include-
- (a) security of the facility and site;
 - (b) adherence to the approved maintenance programme;
 - (c) upkeep of the equipment, building, site and site services; and
 - (d) adequacy of facility records and documentation.

Flight
inspection

15. A CNS provider shall ensure that the radio navigation aids prescribed by the Authority are available for use by aircraft engaged in air navigation and are subjected to periodic ground and flight inspection.

Operation and
maintenance
plan

16.-(1) A CNS provider shall establish an operation and maintenance plan that meets the safety requirements stipulated in these Regulations.

(2) The operation and maintenance plan in subregulation (1) shall provide for the timely and appropriate detection and warning of system failures and degradations.

Training
requirements for
CNS Personnel

17. A CNS Provider shall-

- (a) ensure that all its personnel possess the skills and competencies required in the provision of

the Communication Navigation and Surveillance Services;

- (b) develop a training policy and programme for the organisation;
- (c) maintain individual training records and plan for each of its staff; and
- (d) conduct periodic review of the training Plan.

CNS personnel
requirements

18. A CNS provider shall-

- (a) employ sufficient number of competent personnel to perform the installation, operation and maintenance of communication, navigation and surveillance system in the designated airspace and aerodromes as prescribed by the Authority;
- (b) provide in the MANSOPS an analysis of the personnel required to perform the communication navigation and surveillance services for each facility taking into account the duties and workload required;
- (c) not perform a function related to the installation, operation or maintenance of any communication, navigation and a surveillance system unless-
 - (i) that person has successfully completed training in the performance of that function;
 - (ii) a CNS provider is satisfied that the technical person is competent in performing that function; and
 - (iii) that person has been certified as prescribed by the Authority.

Proficiency
certification
program

19. The Authority shall develop a proficiency certification program of personnel who are engaged in the installation, operation and maintenance of communication, navigation and surveillance systems used in the designated airspace and aerodrome.

Installation,

20. A CNS provider shall establish a procedure to

operation and maintenance of CNS systems	ensure that the communication, navigation and surveillance systems- (a) are operated, maintained, available and reliable in accordance with the requirements prescribed by the Authority; (b) are designed to meet the applicable operational specification for that facility; (c) are installed and commissioned as prescribed by the Authority; and (d) conform to the applicable system characteristics and specification as prescribed in these regulations
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PART III

ADMINISTRATIVE PROVISIONS RELATING TO THE INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE

Division of service	21. The International Aeronautical Telecommunication Service shall be divided into the following parts: (a) aeronautical fixed service; (b) aeronautical mobile service; (c) aeronautical radio navigation service; (d) aeronautical broadcasting service.
Telecommunication access	22. All Aeronautical Telecommunication Stations, including end systems and intermediate systems of the Aeronautical Telecommunication Network, shall be protected from unauthorized direct or remote access.
Hours of service	23.-(1) The Authority shall give notification- (a) 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; (b) 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 Administrations concerned.

(2) The changes in subregulation (1) shall also be promulgated in a NOTAM.

(3) Where 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 requested as soon as possible after the need for change is known.

(4) The station or aircraft operating agency requesting for the change in sub regulation (3) shall be informed of the result of its request as soon as possible.

Supervision

24.-(1) The United Republic shall designate the authority responsible for-

- (a) ensuring that the international aeronautical telecommunication service is conducted in accordance with these Regulations; and
- (b) exchanging information regarding the performance of systems of communication, radio navigation, operation and maintenance or unusual transmission phenomena.

(2) Occasional infringement of the Procedures contained herein, when not serious, shall be dealt with by direct communication between the parties immediately interested either by correspondence or by personal contact.

(3) Where a station commits serious or repeated infringements, representations relating to them shall be made to the Authority by the authority, to which the station belongs, which detects them.

Superfluous transmissions

25. The Authority shall ensure that there is no wilful transmission of unnecessary or anonymous signals, messages or data by any station within United Republic.

Interference

26. The Air Navigation Service Provider shall ensure that all precautions, such as the choice of frequency and of time and the reduction or if possible, the suppression of radiation are taken to avoid any harmful

interference during tests and experiments in any station and any resulting interference are eliminated as soon as possible.

PART IV
GENERAL PROCEDURES FOR THE INTERNATIONAL
AERONAUTICAL TELECOMMUNICATION SERVICE

Extensions of
service and
closing down of
stations

27.-(1) Stations of the international aeronautical telecommunication service shall extend their normal hours of service as required by the Authority to provide for traffic necessary for flight operation.

(2) A station shall, where an extension of service is not required-

- (a) notify its intention of closing down to all other stations with which it is in direct communication to confirm to the extension and advise the time of re-opening, where it is not within its normal hours of service;
- (b) notify its intention of closing down to the control station, if any, or to all stations in the network where it is working regularly in a network on a common circuit; and
- (c) continue watch for two minutes and may then close down if the station has received no call during this period.

(3) Stations, engaged in, or expected to become engaged in distress, urgency, unlawful interference, or interception traffic, other than continuous hours of operation, shall extend their normal hours of service to provide the required support to those communications.

Acceptance of
messages

28.-(1) The ANSP shall accept for transmission only messages coming within the categories specified in regulation 39.

(2) The responsibility for determining the acceptability of a message shall rest with the station where the message is filed for transmission.

(3) The ANSP of any station through which a message is relayed, shall make representations at a later

date to the ANSP in control of the accepting station regarding any message which is considered unacceptable.

(4) 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 ANSP concerned.

(5) Acceptance of a single message of a message intended for two or more addressees, whether at the same station or at different stations, shall be permitted subject to the provisions prescribed in the First Schedule.

(6) Messages handled for aircraft operating agencies shall be accepted only when handed to the telecommunication station in the form specified in these Regulations and by an authorized representative of that agency, or when received from that agency over an authorized circuit.

Transmission
and delivery of
messages

29.-(1) A message in regulation 28 shall be transmitted, relayed and delivered in accordance with the priority classification and without discrimination or undue delay.

(2) A single office for each aircraft operating agency shall be designated by agreement between the ANSP and the aircraft operating agency concerned for each station of the ANSP from which messages are delivered to one or more aircraft operating agencies.

(3) Stations of the International Aeronautical Telecommunication Service shall be responsible for delivery of messages to the addressee located within the boundaries of the aerodrome served by that station and beyond those boundaries only to the addressee, as may be agreed by special arrangements with the Administrations concerned.

(4) The Authority shall prescribe a form of written record or other permanent means of delivering messages.

(5) Messages-

(a) 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 specified in First Schedule, prior to transmission on the Aeronautical Fixed Telecommunication Network;
- (b) originated in the aeronautical mobile service by an aircraft in flight and which require transmission over the aeronautical fixed service, other than on aeronautical fixed telecommunication network circuits, shall be reprocessed by the aeronautical telecommunication station into the format prescribed in First Schedule except where, subject to subregulation (3), 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; and
 - (c) without a specific address containing-
 - (i) meteorological information received from an aircraft in flight shall be forwarded without delay to the meteorological office associated with the point of reception; and
 - (ii) air traffic services information from aircraft in flight shall be forwarded without delay to the air traffic services unit associated with the communication station receiving the message.

Time systems

30.-(1) The universal co-ordinated time shall be used by all stations in the aeronautical telecommunication service.

(2) The Stations in subregulation (1) shall designate midnight as 2400 for the end of the day and 0000 for the beginning of the day.

(3) 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 universal co-

ordinated time.

Record of
communications

31.-(1) A station of the aeronautical telecommunication shall maintain a telecommunication log except an aircraft station when using radiotelephony in direct communication with an aeronautical station.

(2) Aeronautical stations shall record messages at the time of their receipt, except that, where 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 earliest opportunity.

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

(4) 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 entries of the operators.

(5) Superfluous marks or notations shall not be made in the log and all entries shall be complete, clear, correct and intelligible.

(6) In written logs, any necessary correction in the log shall be-

- (a) made only by the person making the initial entry;
- (b) accomplished by drawing or typing a single line through the incorrect entry, initialling same, recording the time and date of correction; and
- (c) made on the next line after the last entry.

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

(8) The following information shall be entered in

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 being maintained on each frequency;
- (g) 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 except at intermediate mechanical relay stations where the provisions of this paragraph need not be complied with, a record of each communication, test transmission, or attempted communication showing text of communication, time communication completed, station communicated with, and frequency used;
- (h) all distress communications and action;
- (i) a brief description of communication conditions and difficulties, including harmful interference;
- (j) a brief description of interruption to communications due to equipment failure or other troubles, giving the duration of the interruption and action taken; and
- (k) such additional information as may be considered by the operator to be of value as a part of the record of the operations of the station.

Establishment
of
radiocommunications

32. All stations shall-

- (a) answer calls directed to them by other stations in the aeronautical telecommunication service and shall exchange communications on request; and
- (b) radiate the minimum power necessary to ensure a satisfactory service.

Use of
abbreviations
and codes

33.-(1) The International aeronautical telecommunication service shall use abbreviations and codes whenever they are appropriate to shorten or facilitate communication.

(2) The originator shall, where required by the aeronautical telecommunication service accepting the message for transmission, make available to that station a decode for the abbreviations and codes used where abbreviations and codes other than those approved by the Authority are contained in the text of messages.

Cancellation of
messages

34. The Telecommunication Station shall cancel messages where the message originator authorises it.

PART V AERONAUTICAL FIXED SERVICE (AFS)

Systems and
applications
used in
aeronautical
fixed service

35. The aeronautical fixed service shall comprise the following systems and applications in the International aeronautical telecommunication service:

- (a) air traffic services direct speech circuits and networks;
- (b) meteorological operational circuits, networks and broadcast systems;
- (c) the aeronautical fixed telecommunications network;
- (d) the common ICAO data interchange network;
- (e) the air traffic services message handling services; and
- (f) the inter-centre communications.

Material
permitted in
aeronautical
fixed services
messages

36. The material permitted in Aeronautical Fixed Services messages shall be as specified in the First Schedule.

ATS direct
speech circuits
GN No.
67 of 2017

37. The ATS direct speech communications shall be as specified in the Civil Aviation (Air Traffic Services) Regulations.

Meteorological
operational
channels and
meteorological
operational
telecommunicati
on networks
GN. No.
44 of 2026
reg. 3

38. Meteorological operational channel procedures and meteorological operational communication network or ATS message handling services procedures shall be compatible with aeronautical fixed telecommunications network procedures.

Categories of
messages
GN. No.
44 of 2026
reg. 4

39.-(1) Subject to regulations 28 and 29, the following categories of message shall be handled by the Aeronautical Fixed Telecommunication Network-

- (a) distress messages, priority indicator SS, 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;
- (b) urgency messages, priority indicator DD, shall comprise messages concerning the safety of a ship, aircraft or other vehicles or of some person on board or within sight;
- (c) flight safety messages, priority indicator FF, shall comprise of-
 - (i) movement and control messages;
 - (ii) messages originated by an aircraft operating agency of immediate concern to aircraft in flight or preparing to depart; or
 - (iii) meteorological messages restricted to SIGMET and AIRMET information, special air-reports, volcanic ash, tropical cyclone and space weather advisory information, and amended forecasts;
- (d) meteorological messages, priority indicator GG, shall comprise of-
 - (i) messages concerning forecasts; or
 - (ii) messages concerning observations and reports;
- (e) flight regularity messages, priority indicator

- GG, shall comprise of:
- (i) aircraft load messages required for weight and balance computation;
 - (ii) messages concerning changes in aircraft operating schedules;
 - (iii) messages concerning aircraft servicing;
 - (iv) messages concerning changes in collective requirements for passengers, crew and cargo covered by deviation from normal operating schedules;
 - (v) messages concerning non-routine landings;
 - (vi) messages concerning pre-flight arrangements for air navigation services and operational servicing for non-scheduled aircraft operations, e.g. overflight clearance requests;
 - (vii) messages originated by aircraft operating agencies reporting an aircraft arrival or departure; or
 - (viii) messages concerning parts and materials urgently required for the operation of aircraft;
- (f) aeronautical information services messages, priority indicator GG, shall comprises messages concerning NOTAMs;
- (g) aeronautical administrative messages, priority indicator KK, shall comprise of-
- (i) messages regarding the operation or maintenance of facilities provided for the safety or regularity of aircraft operations;
 - (ii) messages concerning the functioning of aeronautical telecommunication services; or
 - (iii) messages exchanged between civil aviation authorities relating to aeronautical services; and
- (h) service messages, priority indicator as appropriate, 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.

Service
messages

40.-(1) Service messages shall be prepared in the format specified in regulation 56.

(2) In applying the provisions of First Schedule, to service messages addressed to an aeronautical fixed station identified only by a location indicator, the indicator shall be immediately followed by the ICAO three-letter designator YFY, followed by an appropriate 8th letter.

(3) Service messages shall be assigned the appropriate priority indicator.

Order of priority

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

- (a) transmission priority 1 shall comprise of message with priority indicator SS;
- (b) transmission priority 2 shall comprise of message with priority indicator DD and FF;
- (c) transmission priority 3 shall comprise of message with priority indicator GG and KK.

Same priority
messages

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

Routing of
messages and
supervision of
message traffic

43. Where an aeronautical fixed telecommunication networks is used, the routing of messages and supervision of message traffic shall be as specified in the Second Schedule.

Failure of
communications

44. Where an aeronautical fixed telecommunication networks is used and there exists a communication failure, the requirements contained in the Fourth Schedule shall apply.

Long term
retention of
aeronautical
fixed
telecommunication
networks
traffic records

45.-(1) Aeronautical fixed telecommunication network origin station shall retain all copies of transmitted messages in their entirety for a period of at least 30 days.

(2) Aeronautical fixed telecommunication networks destination stations shall retain a record containing the information necessary to identify all messages received and the action taken thereon for a period of at least 30 days.

(3) All aeronautical telecommunication networks communication centres shall retain a record containing the information necessary to identify all messages relayed or retransmitted and the action taken, for a period of at least 30 days.

Short term
retention of
aeronautical
fixed
telecommunication
networks
traffic records

46.-(1) Aeronautical fixed telecommunication networks communication centres shall retain a copy of all messages, in their entirety, retransmitted or relayed by that communication centre, for a period of at least one hour, except as provided in subregulation (2).

(2) Where acknowledgement is made between aeronautical fixed telecommunication networks communication centres, a relay centre 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.

Test procedures
on aeronautical
fixed
telecommunication
networks
channels

47. Test messages transmitted on aeronautical fixed telecommunication networks channels shall, for the purpose of testing and repairing lines, comprise of the following:

- (a) the start-of-message signal;
- (b) the procedure signal QJH;
- (c) the originator indicator;
- (d) three page-copy lines of the sequence of characters in international telegraph alphabet No. 2 or international alphabet No. 5; and
- (e) the end-of-message signal.

Message format
– international

48. All messages of international telegraph

telegraph alphabet No.2	alphabet No.2 other than those prescribed in regulations 47 and First Schedule, shall comprise of the components specified in First Schedule.
Characters of aeronautical fixed telecommunicati on networks messages	49. Aeronautical fixed telecommunication networks messages entered by the aeronautical fixed telecommunication networks origin station shall not exceed 2 100 characters in length.
Stripped address	50. An aeronautical fixed telecommunication network communication centre shall omit, from the address, all the addressee indicators not required when applying the provisions of the First Schedule for- (a) an onward transmission by the aeronautical fixed telecommunication network communication centre to which the message is transmitted; (b) local delivery to the addressee by the aeronautical fixed telecommunication network destination station; or (c) an onward transmission or local delivery by the aggregate of stations on a multi-point circuit.
Correction of errors during message origination in cases where message is flowing into aeronautical fixed telecommunicati on networks during preparation	51.-(1) Messages flowing into the aeronautical fixed telecommunication network during preparation shall not be terminated with an end-of-message signal if they contain known uncorrected errors. (2) The unfinished message shall be cancelled by sending the sequence $\downarrow \Leftarrow QTA \rightarrow QTA \downarrow \Leftarrow$ followed by a complete ending where an error is made in any part of the message which precedes the text. (3) Errors made in the text and noticed immediately shall be corrected by making the error sign ($\rightarrow E \rightarrow E \rightarrow E \rightarrow$), transmitting the last correct word or group and then continuing with the message. (4) The station shall- (a) comply with the provisions of First Schedule where errors are made in the text and not noticed until later in the origination process; and

- (b) take the action described in subregulation (2) where it becomes obvious, during the origination of the text, that the message is to be cancelled.

Predetermined
distribution
system for
aeronautical
fixed
telecommunication
network
messages

52.-(1) The system in subregulation (2) shall be used where it has been agreed between the administrations concerned to make use of a predetermined distribution system for aeronautical fixed telecommunication network messages.

(2) The predetermined distribution addressee indicator shall be constructed as follows:

- (a) the first two letters of the location indicator of the communications centre of the State which has agreed to implement the system and which receives messages over a circuit for which it has a predetermined routing responsibility;
- (b) for the third and fourth letters, the letters ZZ, indicating a requirement for special distribution;
- (c) for the fifth, sixth and seventh letters;
 - (i) the fifth, sixth and seventh letters taken from the series A to Z and denoting the national or international distribution list(s) to be used by the receiving aeronautical fixed telecommunication network centre;
 - (ii) "N" and "S", as the fifth letter, are reserved for NOTAM and SNOWTAM respectively;
- (d) for the eighth letter Either the filler letter "X" or a letter taken from the series A to Z to further define the national and international distribution list to be used by the receiving aeronautical fixed telecommunication network centre.

(3) The predetermined distribution addressee indicator shall be used whenever possible on aeronautical fixed telecommunication network messages between States which have agreed to make use of the

predetermined distribution system.

(4) The aeronautical fixed telecommunication network messages carrying predetermined distribution addressee indicator allocated by the State receiving the message shall be routed to the addressees listed on the associated list of addressee indicators in subregulation (5).

(5) States shall send their list of selected predetermined distribution addressee indicator together with the associated lists of addressee indicators to-

- (a) the States from which they receive aeronautical fixed telecommunication network messages for predetermined distribution, to assure correct routing; and
- (b) the States which originate aeronautical fixed telecommunication network messages for predetermined distribution to facilitate the treatment of requests for retransmission and to assist originators in using the predetermined distribution addressee indicator correctly.

(6) The list of addressee indicators associated with a predetermined distribution addressee indicator shall include-

- (a) addressee indicators for national distribution;
- (b) addressee indicators for international distribution;
- (c) predetermined distribution addressee indicators for international distribution; or
- (d) any combination of (a), (b) and (c).

Message
format-
International
Alphabet No. 5
(IA-5)

53. All messages of international telegraph alphabet No. 5 shall comply with the format specified in the First Schedule.

Action taken on
mutilated
messages in
International
Telegraph
Alphabet No.5
detected in
computerized
AFTN relay

54. The action taken on mutilated messages in international telegraph alphabet No.5 detected in computerized aeronautical fixed telecommunication network relay stations shall be as specified in First Schedule.

stations

Transfer of
Aeronautical
Fixed
Telecommunication
Networks
messages over
code and byte
independent
circuits and
networks.

55. Where aeronautical fixed telecommunication network messages are transferred across code and byte independent circuits and networks of the AFS, the following shall apply:

- (a) the message shall start with an alignment function followed by the address except as provided in paragraph (c) the heading line of the message shall be omitted;
- (b) the message shall end with a complete ending;
- (c) entry centres shall be permitted to insert additional data preceding the first alignment function and following the ending of the message for the purposes of technical supervision; and
- (d) where the provisions of paragraph (c) are applied, the data added shall not include either carriage return or line feed characters or any of the combinations listed in the First Schedule.

Air Traffic
Services
Message
Handling
Services
(ATSMHS).

56. The air traffic services message handling service application shall be used to exchange air traffic services messages between users over the aeronautical fixed telecommunication network internet in accordance to the Fourth Schedule.

Inter-Centre
Communications
GN. No.
44 of 2026
reg. 5

57. The Inter-Centre Communications applications set shall be used to exchange air traffic services messages between air traffic services units over the aeronautical fixed telecommunication network internet.

PART VI AERONAUTICAL MOBILE SERVICE-VOICE COMMUNICATIONS

General
procedures for
aeronautical
Mobile Service-
Voice
Communications

58.-(1) The highest standard of discipline shall be observed in all aeronautical mobile service voice communications at all times.

(2) The Authority standardized phraseology shall be used in all situations for which it has been specified

and when standardized phraseology cannot serve an intended transmission, plain language shall be used.

(3) The transmission of messages, other than those specified in regulation 59 on aeronautical mobile frequencies where the aeronautical fixed services are able to serve the intended purpose, shall be avoided.

(4) In all communications, the consequences of human performance which affect the accurate reception and comprehension of messages shall be taken into consideration.

(5) Where it is necessary for an aircraft station to send signals for testing or adjustment which are liable to interfere with the working of a neighbouring aeronautical station, the consent of the station shall be obtained before such signals are sent and such transmissions shall be kept to a minimum.

(6) Where 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 in radiotelephony, followed by the radio call sign of the station transmitting the test signals and such transmissions shall be kept to a minimum.

(7) The responsibility of establishing communication shall rest with the station having traffic to transmit except as otherwise provided.

(8) After a call has been made to the aeronautical station, a period of at least 10 seconds shall elapse before a second call is made.

(9) When an aeronautical station is called simultaneously by several aircraft stations, the aeronautical station shall decide the order in which aircraft shall communicate.

(10) 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.

(11) Where the communications in subregulation (10) take place on an Air Traffic Service frequency, prior

permission of the Aeronautical Station shall be obtained and such requests for permission are not required for brief exchanges.

Categories of messages

59. The categories of messages handled by the aeronautical mobile service and the order of priority in the establishment of communications and the transmission of messages shall be in accordance with table 1.1 Fifth Schedule.

Communications related to direction finding

60. Communications relating to direction finding shall be handled in accordance with these Regulations.

Composition of flight safety messages

61. Flight safety messages shall comprise of the following:

- (a) movement and control messages;
- (b) messages originated by an aircraft operating agency or by an aircraft, of immediate concern to an aircraft in flight;
- (c) meteorological advice of immediate concern to an aircraft in flight or about to depart; or
- (d) other messages concerning aircraft in-flight or about to depart.

Composition of meteorological messages.

62. Meteorological messages shall comprise meteorological information to or from aircraft, other than those specified in regulation 61.

Composition of flight regularity messages

63. Flight regularity messages shall comprise the following:

- (a) messages regarding the operation or maintenance of facilities essential for the safety or regularity of aircraft operation;
- (b) messages concerning the servicing of aircraft;
- (c) instructions to aircraft operating agency representatives concerning changes in requirements for passengers and crew caused by unavoidable deviations from normal operating schedules;
- (d) messages concerning non-routine landings to

- be made by the aircraft;
- (e) messages concerning aircraft parts and materials urgently required; or
 - (f) messages concerning changes in aircraft operating schedules.

Handling of
flight regularity
messages.

64. Air traffic services units using direct pilot controller communication channels shall only be required to handle flight regularity messages,

Provided that this can be achieved without interference with their primary role and no other channels are available for the handling of such messages.

Handling of
same priority
messages

65. Messages having the same priority shall be transmitted in the order in which they are received for transmission.

Composition of
inter-pilot air-to
air
communication

66.-(1) Inter-pilot air-to-air communication shall comprise of messages related to any matter affecting safety and regularity of flight.

(2) The category and priority of the messages in subregulation (1) shall be determined on the basis of their content in accordance with regulation 59.

Cancellation of
messages

67.-(1) The station transmitting the message shall instruct the receiving station to disregard the incomplete transmission, where a message has not been completely transmitted upon receipt of instructions to cancel.

(2) Where 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 shall be cancelled.

(3) The transmissions in subregulation (1) and (3) shall be effected in radiotelephony by use of an appropriate phrase.

(4) The station cancelling a transmission shall be responsible for any further action required to be taken.

Radiotelephony
procedures

68. The radiotelephony procedures for aeronautical

GN. No. 44 of 2026 reg. 6 mobile service voice communication shall be as specified in the Sixth Schedule.

Distress and urgency radiotelephony communication procedures GN. No. 44 of 2026 reg. 6 69. Distress and urgency radiotelephony communication procedures for aeronautical mobile service - Voice communication shall be as specified in the Sixth Schedule.

Communication s related to acts of unlawful interference 70. The station addressed by an aircraft being subjected to an act of unlawful interference or the first station acknowledging a call from such an aircraft, shall render all possible assistance, including notification of appropriate ATS units and any other station, agency or person in a position to facilitate the flight.

PART VII AERONAUTICAL RADIO NAVIGATION SERVICE

Composition of aeronautical radio navigation service 71.-(1) The aeronautical radio navigation service shall comprise of all types and systems of radio navigation aids in the international aeronautical service.

(2) An aeronautical radio navigation aid which is not in continuous operation shall, where practicable, be put into operation upon receipt of a request from an aircraft, any controlling authority on the ground or an authorized representative of an aircraft operating agency.

(3) The request in subregulation (2) shall be made to the aeronautical station concerned on the airground frequency normally in use.

(4) The local aeronautical information service unit shall be furnished 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 Civil Aviation (Aeronautical Information Service) Regulations.

Aeronautical radio navigation 72.-(1) A Direction-Finding station working alone shall, upon request, provide the following:

service direction
finding

- (a) true bearing of the aircraft, using the appropriate phrase;
- (b) true heading to be steered by the aircraft, with no wind, to head for the direction - finding station using the appropriate phrase;
- (c) magnetic bearing of the aircraft, using the appropriate phrase;
- (d) magnetic heading to be steered by the aircraft with no wind to make for the station, using the appropriate phrase.

(2) Where direction-finding stations work as a network to determine the position of an aircraft, the bearings taken by each station shall be sent immediately to the station controlling the direction-finding network to enable the position of the aircraft to be determined.

(3) The station controlling the network specified in subregulation (2) shall, on request, give the aircraft its position in-

- (a) relation to a point of reference or in latitude and longitude, using the appropriate phrase;
- (b) the true bearing of the aircraft in relation to the direction-finding station or other specified point, using the appropriate phrase and its distance from the direction-finding station or point, using the appropriate phrase; or
- (c) the magnetic heading to steer with no wind, to make for the direction-finding station or other specified point and its distance from the direction-finding station or point, using the appropriate phrases.

(4) Aircraft stations shall-

- (a) normally make requests for bearings, courses or positions, to the aeronautical station responsible or to the station controlling the direction-finding network; and
- (b) aeronautical station or the direction-finding control station on the listening frequency and specify the type of service that is desired using the appropriate phrase.

(5) The direction-finding station, originally called

by the aircraft station, shall where necessary:

- (a) request transmission for direction-finding service; and
- (b) indicate the frequency to be used by the aircraft station, the number of times the transmission shall be repeated, the duration of the transmission required or any special transmission requirement, as soon as the direction-finding station or group of stations are ready.

(6) An aircraft station which requests a bearing shall end the transmission by repeating its call sign in radiotelephony.

(7) An aircraft shall give a longer transmission for two periods of approximately ten seconds, or alternatively provide such other signals as may be requested by the direction-finding station if the transmission specified in subregulation (6) is too short for the direction-finding station to obtain a bearing.

(8) The direction-finding station shall-

- (a) request the aircraft station to repeat a transmission if not satisfied with its observation; and
- (b) advise the aircraft station when a heading or bearing has been requested in the following form:
 - (i) the appropriate phrase;
 - (ii) bearing or heading in degrees in relation to the Direction-Finding station, sent as three figures;
 - (iii) class of bearing; and
 - (iv) time of observation, if necessary.

(9) 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 when a position has been requested:

- (a) the appropriate phrase;
- (b) the position;
- (c) class of position; and

(d) time of observation.

(10) The aircraft station shall repeat back the message for confirmation or correction as soon as the aircraft station has received the bearing, heading or position.

(11) Where 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.

(12) Subject to subregulation (11), an aerodrome shall be given in preference to other places.

(13) Where a large city or town is used as a reference place as specified in subregulation (11), the bearing or heading, and the distance given shall be measured from its centre.

(14) Where the position is expressed in latitude and longitude, groups of figures for degrees and minutes shall-

(a) be used followed by the letter N or S for latitude and the letter E or W for longitude, respectively; or

(b) use the words NORTH, SOUTH, EAST or WEST in radiotelephony.

(15) The direction-finding station estimates of the accuracy of 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 (5 NM);

Class B — accurate within 37 km (20 NM);

Class C — accurate within 92 km (50 NM);

Class D — accuracy less than Class C.

(16) 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.

PART VIII AERONAUTICAL BROADCASTING SERVICE

Broadcast
material

73. An originator shall prepare a text of broadcast material in the form desired for transmission.

Frequencies and
schedules

74.-(1) The broadcast station shall make broadcasts on specified frequencies at specified times and the schedules and frequencies of all broadcasts and publicise them in appropriate the documents.

(2) Where the broadcast station makes a change in frequencies or times the change shall-

(a) be publicized by NOTAM at least two weeks in advance of the change; and

(b) be announced on all regular broadcasts for 48 hours preceding the change and be transmitted once at the beginning and once at the end of each broadcast where practicable.

(3) Scheduled broadcasts, other than sequential collective type broadcasts, shall be started at the scheduled time by the general call.

(4) A short notice shall be transmitted at the scheduled time advising recipients to “stand by” and stating the approximate number of minutes of delay if a broadcast is to be delayed.

(5) The broadcast shall not be started until the end of the standby period as defined in subregulation(4).

(6) 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 where broadcasts are conducted on a time allotment basis.

(7) In sequential collective type broadcasts each station shall be ready to commence its broadcasts at the designated time and if for any reason a 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.

Interruption of
service

75.-(1) A broadcast shall be made by another station, where possible, in the event of interruption of service at the station responsible for broadcast, until normal service is resumed.

(2) Where the broadcast in subregulation (1) 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.

Radiotelephone
broadcast
procedures
GN. No.
44 of 2026
reg. 6

76. The Aeronautical Broadcasting service shall comply with radiotelephone broadcast procedures specified in the Sixth Schedule.

PART IX AERONAUTICAL MOBILE SERVICE-DATA LINK COMMUNICATIONS

Composition
of data link
messages
GN. No.
44 of 2026
reg. 7

77. The composition of data link messages for aeronautical mobile service-data link communication shall be as specified in the Seventh Schedule.

Display of data
link messages

78.-(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.

(2) The English language messages shall be displayed as a minimum whenever textual presentation is required.

Controller Pilot
data link
communication
procedures
GN. No.

79. The controller pilot data link communication procedures in aeronautical mobile service-data link communication shall be as specified in Seventh Schedule.

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PART X EXEMPTIONS

Requirements
for application
for exemption

80.-(1) A person may apply to the Authority for an exemption from any provision of these Regulations.

(2) Unless in case of emergency, a person requiring exemption from any provision of these Regulations shall make an application to the Authority at least sixty days prior to the proposed effective date, giving the following information:

- (a) name and contact address including electronic mail and fax if any;
- (b) telephone number;
- (c) a citation of the specific requirement from which the applicant seeks exemption;
- (d) justification for the exemption;
- (e) a description of the type of operations to be conducted under the proposed exemption;
- (f) the proposed duration of the exemption;
- (g) an explanation of how the exemption would be in the public interest;
- (h) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;
- (i) A safety risk assessment carried out in respect of the exemption applied for;
- (j) if the applicant handles international operations and seeks to operate under the proposed exemption, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of ICAO; and
- (k) any other information that the Authority may require.

(3) Where the applicant seeks emergency processing of an application for exemption, the application shall contain supporting facts and reasons for not filing the

application within the time specified in subregulation (2) and satisfactory reason for deeming the application an emergency.

(4) The Authority may in writing, refuse an application made under subregulation (3), where in the opinion of the Authority, the reasons given for emergency processing are not satisfactory.

(5) The application for exemption shall be accompanied by fee prescribed by the Authority.

Review and
publication

81.-(1) The Authority shall review the application for exemption made under regulation 80 for accuracy and compliance and if the application is satisfactory, the Authority shall publish a detailed summary of the application for comments, within a prescribed time, in either-

- (a) aeronautical information circular; or
- (b) a daily newspaper with national circulation.

(2) Where application requirements have not been fully complied with, the Authority shall request the applicant in writing, to comply prior to publication or making a decision under subregulation (3).

(3) Where the request is for emergency relief, the Authority shall publish the decision as soon as possible after processing the application.

Evaluation of
request

82.-(1) Where the application requirements have been satisfied, the Authority shall conduct an evaluation of the request to include-

- (a) determination of whether an exemption would be in the public interest;
- (b) a determination, after a technical evaluation of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;

- (c) a determination of whether a grant of the exemption would contravene these Regulations; and
- (d) a recommendation based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

(2) The Authority shall notify the applicant in writing, of the decision to grant or deny the request and publish a detailed summary of its evaluation and decision.

(3) The summary referred to in subregulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) Where the exemption affects a significant population of the aviation community of the United Republic the Authority shall publish the summary in aeronautical information circular.

PART XI GENERAL PROVISIONS

Drug and alcohol
testing and
reporting

83.-(1) A person who performs any function prescribed by these Regulations directly or by contract under the provisions of these Regulations may be tested for drug or alcohol usage.

(2) A person who-

- (a) refuses to be tested for the percentage of the presence of alcohol in the blood; or
- (b) refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when so requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority, shall,

be denied any license, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year from the date of that refusal or have their license, certificate, rating, qualification, or authorisation

issued under these Regulations suspended or revoked.

(3) A person who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, shall-

- (a) be denied any license, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year after the date of conviction; or
- (b) have their license, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

Change of name

84.-(1) A holder of a certificate issued under these Regulations may apply to the Authority for-

- (a) a replacement of the certificate if lost or destroyed;
- (b) a change of name on the certificate; or
- (c) an endorsement on the certificate.

(2) For the purposes of subregulation (1), the holder of a certificate shall submit to the Authority-

- (a) the original certificate or a copy thereof in case of loss; and
- (b) a court order, or other legal document verifying the name change.

(3) The Authority shall return to the holder of a certificate, with the appropriate changes applied for, if any, the documents in subregulation (2) and, where necessary, retain copies thereof.

Change of
address

85.-(1) A holder of a certificate issued under these Regulations shall notify the Authority of any change in the physical and mailing address within fourteen days of such change.

(2) A person who does not notify the Authority of the change in the physical and mailing address within the time frame specified in subregulation (1) shall not exercise the privileges of the certificate.

Replacement of documents

86. A person may apply to the Authority, in the prescribed form for a replacement of the documents issued under these Regulations where the documents are lost or destroyed.

Use and retention of documents and records

87.-(1) A person shall not-

- (a) use any certificate or exemption issued or required by or under these Regulations which has been forged, altered, cancelled, or suspended, or to which he is not entitled;
- (b) forge or alter any certificate or exemption issued or required by or under these Regulations;
- (c) lend any certificate or exemption issued or required by or under these Regulations to any other person;
- (d) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate or exemption; or
- (e) mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or wilfully omit to make a material entry in such record.

(2) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(3) A person shall not issue any certificate or exemption under these Regulations unless he-

- (a) is authorised to do so by the Authority; or
- (b) has satisfied himself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

Reports of violation

88.-(1) A person who knows of a violation of the Act, or any Regulations, rules, or orders issued there under, shall report it to the Authority.

(2) The Authority may determine the nature and type of investigation or enforcement action that need to be taken.

Failure to
comply with
direction

89. A person who fails to comply with any direction given to him by the Authority or by any authorised person under any provision of these Regulations commits an offence.

Aeronautical
fees

90.-(1) The Authority shall notify, in writing, the fees to be charged in connection with the issue, renewal or variation of any certificate, test, inspection or investigation required by, or for the purpose of these Regulations any orders, notices or proclamations made there under.

(2) An applicant for anything under these Regulations shall, before the application is accepted, be required to pay the fee so chargeable for the respective application.

(3) Where a payment has been made in terms of subregulation (2) and the applicant decides to withdraw the application the Authority shall not refund the payment made.

Appeals

91. Where a person is aggrieved by any order made under these Regulations the person may, within twenty-one days of such order being made, appeal against the order to a court of law with competent jurisdiction.

PART XII OFFENCES AND PENALTIES

Penalties

92.-(1) A person who contravenes any provision of these Regulations, orders, notices or proclamations made there under shall, upon conviction, be liable to a fine not exceeding one million shillings or to imprisonment for a term not more than six months or both, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(2) Where it is proved that an act or omission of any person, which would otherwise have been a

contravention by that person of a provision of these Regulations, orders, notices or proclamations made there under was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

General
penalty

93. A person who contravenes any provision of these Regulations for which no penalty has been provided, commits an offence and-

- (a) shall, on conviction be liable to a fine of the sum equivalent in Tanzanian shillings of five hundred United States dollars; and
- (b) may, on conviction have his certificate, approval, authorisation, exemption or such other document revoked or suspended.

FIRST SCHEDULE

(Made under regulations 28, 29, 36, 48 and 54)

1.1 MATERIAL PERMITTED IN AFS MESSAGES

Note. - The provisions contained in 1.1.1 do not apply to ATS voice communications.

1.1.1 The following characters are allowed in text messages:

Letters: ABCDEFGHIJKLMNOPQRSTUVWXYZ

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

Other signs:- (hyphen)

? (question mark)

: (colon)

((open bracket)

) (close bracket)

. (full stop, period, or decimal point)

, (comma)

' (apostrophe)

= (double hyphen or equal sign)

/ (oblique)

+ (plus sign)

Characters other than those listed above shall not be used in messages unless absolutely necessary for understanding of the text. When used, they shall be spelled out in full.

1.1.2 For the exchange of messages over the teletypewriter circuits, the following characters of International Alphabet No. 5 (IA-5) shall be permitted:

— characters 0/1 to 0/3, 0/7 — in the priority alarm 0/10, 0/11 — in the ending sequence,

0/13;

— characters 2/0, 2/7 to 2/9, 2/11 to 2/15;

— characters 3/0 to 3/10, 3/13, 3/15;

— characters 4/1 to 4/15;
— characters 5/0 to 5/10;
and — character 7/15.

1.1.3 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 figure or figures shall be written and preceded by the word ROMAN.

1.1.4 Messages using IA-5 shall not contain:

- 1) character 0/1 (SOH) other than the one in the heading as prescribed in the third schedule
- 2) character 0/2 (STX) other than the one in the origin line as prescribed in the third schedule
- 3) character 0/3 (ETX) other than the one in the ending as prescribed in the third schedule
- 4) any uninterrupted sequence of characters 5/10, 4/3, 5/10, 4/3 in this order (ZCZC);
- 5) any uninterrupted sequence of characters 2/11, 3/10, 2/11, 3/10 in this order (+:+:);
- 6) any uninterrupted sequence of four times character 4/14 (NNNN); and 7) any uninterrupted sequence of four times character 2/12 (,,,,).

1.1.5 The text of messages shall be drafted in plain language or in abbreviations and codes, as prescribed in Regulations 33. The originator shall avoid the use of plain language when reduction in the length of the text by appropriate abbreviations and codes is practicable. Words and phrases which are not essential, such as expressions of politeness, shall not be used.

1.1.6 If the originator of a message wishes alignment functions [$\leq$] to be transmitted at specific places in the text part of such message, the sequence [$\leq$] shall be written on each of those places.

SECOND SCHEDULE

(Made under regulations 43)

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1.1 ROUTING OF MESSAGES

1.1.1 All communications shall be routed by the most expeditious route available to effect delivery to the addressee.

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

1.1.2.1 Diversion routing shall 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.

Service message notification of the diversion requirement shall be provided where no bilateral or multilateral prearranged agreements exist.

1.1.3 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 filed, 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 delayed 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 traffic 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.

1.2 Supervision of message traffic

1.2.1 *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.

1.2.1.1 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 that may have been transmitted with such missing number(s). The text of this service message shall comprise the signal QTA, the procedure signal MIS followed by one or more missing transmission.

Note.— The following examples illustrate application of the above-mentioned procedure. In example 2) the hyphen (-) separator is understood to mean “through” in plain language.

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↓<≡

1.2.1.1.1 When the provisions of 1.2.1.1 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 those 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.

1.2.1.2 When the receiving station detects that a message has a channel sequence number less than that expected, it shall 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↓<≡

1.2.1.2.1 When the provisions of 1.2.1.2 are applied, the station receiving the out-of-sequence message shall synchronize such that the next expected channelsequence number is the last received channel-sequence number plus one. The previous station shall check its outgoing channel-sequence numbers and, if necessary, correct the sequence.

1.2.2 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.

1.2.2.1 When the receiving station detects that a message has been misrouted to it, it shall either:

- 1) send a service message to the previous station rejecting receipt of the misrouted message; or
- 2) itself assume responsibility for transmission of the message to all addressee indicators.

Note.— The procedure of 1) is preferable at stations using “torn-tape” relay methods or a semi-automatic relay technique with continuous tape. The procedure of 2) may be preferred at stations using fully automatic relay methods or a semi-automatic relay technique without continuous tape.

1.2.2.2 When the provisions of 1.2.2.1 are applied, the text of the service message shall comprise the abbreviation SVC, the signal QTA, the procedure signal MSR

followed by the transmission identification and of the misrouted message and the end-of-text signal.

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

SVC→QTA→MSR→ABC↑123↓<≡

1.2.2.3 When, as a result of the provisions of 1.2.2.2, a sending station is notified 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.

1.2.3 When a circuit becomes interrupted and alternative facilities exist, the last channel-sequence numbers sent and received shall be exchanged between the stations concerned. Such exchanges shall take the form of complete service messages 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.

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

SVC→LR→ABC↑123↓→LS→BAC↑321↓<≡

1.3 Failure of communications

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

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

1.3.2.1 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.

1.3.2.2 Where a radio circuit fails due to signal fadeout or adverse propagation conditions, a receiving watch shall be maintained on the regular fixed service frequency normally in use. In order to re-establish contact on this frequency as soon as possible there shall be transmitted:

- a) the procedure signal DE;
- b) the identification of the transmitting station transmitted three times;
- c) the alignment function [$\leq$];
- d) the letters RY repeated without separation for three lines of page copy;
- e) the alignment function [$\leq$];
- f) end-of-message signal (NNNN). The foregoing sequence shall be repeated as required.

1.3.2.3 A station experiencing a circuit or equipment failure shall promptly notify other stations with which it is in direct communication if the failure will affect traffic routing by those stations. Restoration to normal shall also be notified to the same stations.

1.3.3 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 messages 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.

Note.— The following examples illustrate application of the above-mentioned procedures:

a) to request a diversion:

SVC→QSP→RQ→C→K→BG→BI↓ $\leq$

b) to accept a diversion:

SVC→QSP→C→K→BG→BI↓ $\leq$

c) to refuse a diversion:

SVC→QSP→NO→C→K→BG→BI↓ $\leq$

d) to cancel a diversion:

SVC→QSP→CNL→C→K→BG→BI↓ $\leq$

THIRD SCHEDULE

(Made under regulation 53)

1.0 MESSAGE FORMAT — INTERNATIONAL ALPHABET NO. 5 (IA-5)

1.1 When it has been agreed between the Administrations concerned to use International Alphabet No. 5 (IA-5) the format described in 1.1 through 1.3 shall be used. All messages, other than those prescribed in regulation 47 and 1.1.5 shall comprise the components specified in 1.1.1 to 1.1.6 inclusive.

Note 1.— An illustration of the IA-5 message format is given in Figure 1-1.

Note 2.— In the subsequent standards relative to message format the following symbols have been used in making reference to the functions assigned to certain signals in IA-5.

Symbol Signification

< CARRIAGE RETURN (character position
0/13) ≡ LINE FEED (character position 0/10)
→ SPACE (character position 2/0).

1.1.1 Heading

1.1.1.1 The heading shall comprise:

- a) start-of-heading (SOH) character 0/1;
- b) transmission identification comprising:
 - 1) circuit or link identification;
 - 2) channel-sequence number;
- c) additional service information (if necessary) comprising:
 - 1) one SPACE;
 - 2) no more than 10 characters.

1.1.1.1.1 On point-to-point circuits or links, the identification shall consist of three letters selected and assigned by the transmitting station; the first letter identifying the transmitting, the second letter the receiving end of the circuit, and the third letter the channel. Where only one channel exists, the letter A shall be assigned. Where more than one channel between stations is provided, the channels shall be identified as A, B,

C, etc., in respective order. On multipoint channels, the identification shall consist of three letters selected and assigned by the circuit control or master station.

1.1.1.1.2 Except as provided in 1.1.1.3 three-digit channel-sequence numbers from 001 to 000 (representing 1 000) shall be assigned sequentially by telecommunication stations to all messages transmitted directly from one station to another. A separate series of these numbers shall be assigned for each channel and a new series shall be started daily at 0000 hours.

1.1.1.1.3 The expansion of the channel-sequence number to preclude duplication of the same numbers during the 24-hour period shall be permitted subject to agreement between the Authorities responsible for the operation of the circuit.

1.1.1.1.4 The transmission identification shall be sent over the circuit in the following sequence:

- a) transmitting-terminal letter;
- b) receiving-terminal letter;
- c) channel-identification letter;
- d) channel-sequence number.

1.1.1.1.5 Additional service information shall be permitted to be inserted following the transmission identification subject to agreement between the Authorities responsible for the operation of the circuit. Such additional service information shall be preceded by a SPACE (→) followed by not more than 10 characters inserted into the heading of message immediately following the last digit of the channel-sequence number and shall not contain any alignment functions. When no such additional service information is added the information in 1.1.1.4 shall be followed immediately by that of 1.1.2.

1.1.2 Address

1.1.2.1 The address shall comprise:

- a) alignment function [$\leq$];
- b) priority indicator;
- c) addressee indicator(s);
- d) alignment function [$\leq$].

1.1.2.1.1 The priority indicator shall consist of the appropriate two-letter group assigned by the originator in accordance with the following:

Message part		Component of the message part	Elements of the component	Teletypewriter character
T H E H E A D I N G	HEADING LINE (see 4.4.15.1.1)	Start-of-Heading Character	One Character (0/1)	SOH
		Transmission Identification	a) Transmitting-terminal letter b) Receiving-terminal letter c) Channel-identification letter d) Channel-sequence number (Example: NRA062)	
		(If necessary) Additional Service Indication	a) One SPACE b) No more than the remainder of the line (Example: 270930)	→
	ADDRESS (see 4.4.15.2.1)	Alignment Function	One CARRIAGE RETURN, one LINE FEED	<■
		Priority Indicator	The relevant 2-letter group	--
		Addressee Indicator(s)	One SPACE An 8-letter group } given in sequence for each addressee (Example: EGLLZRZX→EGLLYKYY→EGLLACAD)	
		Alignment Function(s)	One CARRIAGE RETURN, one LINE FEED	<■
	ORIGIN (see 4.4.15.2.2)	Filing Time	6-digit date-time group specifying when the message was filed for transmission	
		Originator Indicator	a) One SPACE b) 8-letter group identifying the message originator	→.....
		Priority Alarm (used only in teletypewriter operation for Distress Messages)	Five characters (0/7)(BEL)	
		Optional Heading Information	a) One SPACE b) Additional data not to exceed the remainder of the line. See 4.4.15.2.2.6.	
		Alignment Function	One CARRIAGE RETURN, one LINE FEED	<■
		Start-of-Text Character	One character (0/2)	STX
TEXT (see 4.4.15.3)	Beginning of the Text	Specific identification of Addressee(s) (if necessary) with each followed by one CARRIAGE RETURN, one LINE FEED (if necessary) The English word FROM (if necessary)(see 4.4.15.3.5) Specific identification of Originator (if necessary) The English word STOP followed by one CARRIAGE RETURN, one LINE FEED (if necessary) (see 4.4.15.3.5) and/or Originator's reference (if used)		
	Message Text	Message Text with one CARRIAGE RETURN, one LINE FEED at the end of each printed line of the Text except for the last one (see 4.4.15.3.6)		
	Confirmation (if necessary)	a) One CARRIAGE RETURN, one LINE FEED b) The abbreviation CFM followed by the portion of the Text being confirmed.		
	Correction (if necessary)	a) One CARRIAGE RETURN, one LINE FEED b) The abbreviation COR followed by the correction of an error made in the preceding Text.		
ENDING (see 4.4.15.3.12.1)	Alignment Function	One CARRIAGE RETURN, one LINE FEED	<■	
	Page-feed Sequence	One character (0/1)	VT	
	End-of-Text character	One character (0/3)	ETX	

Figure 1-1. Message format International Alphabet No. 5 (IA-5)

Priority indicator Message category

SS distress messages

DD urgency messages

FF flight safety messages

GG meteorological messages

GG flight regularity messages

GG aeronautical information services messages

KK aeronautical administrative messages)as appropriate service messages

1.1.2.1.2 The order of priority shall be the same as specified in regulation 41.

1.1.2.1.3 An addressee indicator, which shall be immediately preceded by a SPACE, except when it is the first address indicator of the second or third line of addresses, 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.

1.1.2.1.3.1 Where a message is to be addressed to an organization that has not been allocated an ICAO three-letter designator of the type prescribed in 1.1.2.1.3 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). The name of the addressee organization shall then be included in the first item in the text of the message. The eighth position letter following the ICAO three-letter designator YYY or YXY shall be the filler letter X.

1.1.2.1.3.2 Where a message is to be addressed 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. The identification of the aircraft shall then be included in the first item of the text of the message. The eighth position letter following the ICAO three-letter designator ZZZ shall be the filler letter X.

1.1.2.1.4 The complete address shall be restricted to three lines of page-printing copy, and, except as provided in 1.2, a separate addressee indicator shall be used for each addressee whether at the same or different locations.

1.1.2.1.5 The completion of the addressee indicator group(s) in the address of a message shall be immediately followed by the alignment function.

1.1.2.1.6 Where messages are offered in page-copy form for transmission and contain more addressee indicators than can be accommodated on three lines of a page copy, such messages shall be converted, before transmission, into two or more messages, each of which shall conform to the provisions of 1.1.2.1.5. During such conversion, the addressee indicators shall, in so far as practicable, be positioned in the sequence which will ensure that the minimum number of retransmissions will be required at subsequent communication centres.

1.1.2.2 *Origin*

The origin shall comprise:

- a) filing time;
- b) originator indicator;
- c) priority alarm (when necessary);
- d) optional heading information;

- e) alignment function [$\leq$];
- f) start-of-text character, character 0/2 (STX).

1.1.2.2.1 The filing time shall comprise the 6-digit date-time group indicating the date and time of filing the message for transmission.

1.1.2.2.2 The originator indicator, which shall be immediately preceded by a SPACE, shall comprise:

- (a) the four-letter location indicator of the place at which the message is originated;
- (b) the three-letter designator identifying the organization/ function (aeronautical authority, service or aircraft operating agency) which originated the message;
- (c) 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.

1.1.2.2.3 Where a message is originated by an organization that has not been allocated an ICAO three-letter designator of the type prescribed in 1.2.2.2, the location indicator of the place at which the message is originated shall be followed immediately by the ICAO three-letter designator YYY followed by the filler letter X (or the ICAO three-letter designator YXY followed by the filler letter X in the case of a military service or organization). The name of the organization (or military service) shall then be included in the first item in the text of the message.

1.1.2.2.3.1 Messages relayed over the AFTN that have been originated in other networks shall use a valid AFTN originator indicator that has been agreed for use by the relay or gateway function linking the AFTN with the external network.

1.1.2.2.4 Where a message originated by an aircraft in flight requires handling on the AFTN for part of its routing before delivery, the originator indicator shall comprise the location indicator of the aeronautical station responsible for transferring the message to the AFTN, followed immediately by the ICAO three-letter designator ZZZ followed by the filler letter X. The identification of the aircraft shall then be included in the first item in the text of the message.

1.1.2.2.5 The priority alarm shall be used only for distress messages. When used it shall consist of five successive BEL (0/7) characters.

Note.— Use of the priority alarm will actuate a bell (attention) signal at the receiving teletypewriter station, other than at those fully automatic stations which may provide a similar alarm on receipt of priority indicator SS, thereby alerting supervisory personnel at relay centres and operators at tributary stations, so that immediate attention may be given to the message.

1.1.2.2.6 The inclusion of optional data in the origin line shall be permitted provided a total of 69 characters is not exceeded and subject to agreement between the Administrations concerned. The presence of the optional data field shall be indicated by one occurrence of the SPACE character immediately preceding optional data.

1.1.2.2.6.1 When additional addressing information in a message needs to be exchanged between source and destination addresses, it shall be conveyed in the optional data field (ODF), using the following specific format:

- a) characters one and full stop (1.) to indicate the parameter code for the additional address function;
- b) three modifier characters, followed by an equal sign (=) and the assigned 8-character ICAO address; and
- c) the character hyphen (-) to terminate the additional address parameter field.

1.13.2.2.6.1.1 When a separate address for service messages or inquiries is different from the originator indicator, the modifier SVC shall be used.

1.1.2.2.7 The origin line shall be concluded by an alignment function [$\leq$] and the start-of-text (STX) (0/2) character.

1.1.3 Text

1.1.3.1 The text of messages shall be drafted in accordance with 1.1.1 and shall consist of all data between STX and ETX.

Note.— When message texts do not require conversion to the ITA-2 code and format and do not conflict with ICAO message types or formats in PANS-ATM (Doc 4444), Administrations may make full use of the characters available in International Alphabet No. 5 (IA-5).

1.1.3.2 When an originator's reference is used, it shall appear at the beginning of the text, except as provided in 1.1.3.3 and 1.1.3.4.

1.1.3.3 When the ICAO three-letter designators YXY, YYY or ZZZ comprise the second element of the addressee indicator and it, therefore, becomes necessary to identify in the text the specific addressee of the message, such identification group shall precede the originator's reference (if used) and become the first item of the text.

1.1.3.4 When the ICAO three-letter designators YXY, YYY or ZZZ comprise the second element of the originator indicator and it thus becomes necessary to identify in the text the name of the organization (or military service) or the aircraft which

originated the message, such identification shall be inserted in the first item of the text of the message.

1.1.3.5 When applying the provisions of 1.1.3.3 and 1.1.3.4 to messages where the ICAO three-letter designator(s) YXY, YYY, ZZZ refer to two or more different organizations (or military services), the sequence of further identification in the text shall correspond to the complete sequence used in the address and originator indicator of the message. In such instance, each addressee identification shall be followed immediately by an alignment function. The name of the (YXY, YYY or ZZZ) organization originating the message shall then be preceded with "FROM". "STOP" followed by an alignment function shall then be included in the text at the end of this identification and preceding the remainder of text.

1.1.3.6 An alignment function shall be transmitted at the end of each printed line of the text. When it is desired to confirm a portion of the text of a message in teletypewriter operation, such confirmation shall be separated from the last text group by an alignment function [$\Leftarrow$], and shall be indicated by the abbreviation CFM followed by the portion being confirmed.

1.1.3.7 Where messages are prepared off-line, e.g. by preparation of a paper tape, errors in the text shall be corrected by backspacing and replacing the character in error by character DEL (7/15).

1.1.3.8 Corrections to textual errors made in on-line operations shall be corrected by inserting $\rightarrow E \rightarrow E \rightarrow E \rightarrow$ following the error, then retyping the last correct word (or group).

1.1.3.9 When it is not discovered until later in the origination process that an error has been made in the text, the correction shall be separated from the last text group, or confirmation, if any, by an alignment function [$\Leftarrow$]. This shall be followed by the abbreviation COR and the correction.

1.1.3.10 Stations shall make all indicated corrections on the page-copy prior to local delivery or a transfer to a manually operated circuit.

1.1.3.11 The text of messages entered by the AFTN origin station shall not exceed 1 800 characters in length. AFTN messages exceeding 1 800 characters shall be entered by the AFTN origin station in the form of separate messages. Guidance material for forming separate messages from a single long message is given in Attachment B to Volume II. When messages or data are transmitted only on medium or high speed circuits the text may be increased to a length that exceeds 1 800 characters as long as

performance characteristics of the network or link are not diminished and subject to agreement between the Administrations concerned.

Note.— The character count includes all printing and nonprinting characters in the text from, but not including, the start-of-text signal to, but not including, the first alignment function of the ending.

1.1.3.12 Ending

1.1.3.12.1 The ending of a message shall comprise the following in the order stated:

- (a) an alignment [$\leq$] function following the last line of text;
- (b) page-feed character, character 0/11 (VT);
- (c) end-of-text character 0/3 (ETX).

1.1.3.12.1.1 Station terminal equipment (page printers) on the International Alphabet Number 5 (IA-5) shall be provided with a capability to generate sufficient line feed functions for local station use upon the reception of a VERTICAL TAB character (0/11).

1.1.3.12.1.2 .When the message does not transit ITA-2 portions of the AFTN, or where Administrations have made provisions to add automatically the second carriage return before transmission to an ITA-2 circuit, one carriage return in the alignment function and end-of-line function shall be permitted subject to agreement between the Administrations concerned.

1.1.3.12.1.3 Messages entered by the AFTN origin station shall not exceed 2100 characters in length.

Note.— The character count includes all printing and nonprinting characters in the message from and including the start-of-heading character (SOH) to and including the end-of-text character.

1.1.4 *Channel-check transmissions.* In the case where continuous control of channel condition is not provided the following periodic transmissions shall be sent on teletypewriter circuits:

- (1) heading line ; S
- (2) alignment function T; X
- (3) the procedure signal CH; E
- (4) alignment function T. X

The receiving station shall then check the transmission identification of this incoming transmission to ensure its correct sequence in respect of all messages received over that incoming channel.

Note.— Application of this procedure provides some measure of assurance that channel continuity is maintained; however, a continuously controlled channel is much more preferable in that data integrity can also be improved.

1.1.4.1 Where a circuit is unoccupied and uncontrolled, the transmission identified in 1.1.5 shall be sent at H + 00, H + 20, H + 40.

1.1.5 The receipt of distress messages (priority indicator SS,) shall be individually acknowledged by the AFTN destination station by sending a service message to the AFTN origin station. Such acknowledgement of receipt shall take the format of a complete message addressed to the AFTN origin station, shall be assigned priority indicator SS and the associated priority alarm, and shall have a text comprising:

- 1) the procedure signal R;
- 2) the origin line without priority alarm, or optional heading information of the message being acknowledged; 3) the ending.

Note.— The following example illustrates the application of the 1.6 procedures:

Heading

<≡ SS → LECBZRZX <≡

121322 → EGLLYFYX (Priority Alarm) <≡ S

TR → 121319 → LECBZRZX <≡ X

Ending

1.2 Action taken on mutilated messages in IA-5 detected in computerized AFTN relay stations

1.2.1 On channels employing continuous control the mutilation detection and subsequent recovery shall be a function of the link control procedures and shall not require the subsequent sending of service or CHECK TEXT NEW ENDING ADDED messages.

1.2.2 On channels not employing continuous control the relay station shall employ the following procedures:

1.2.2.1 If, during the reception of a message a relay station detects that the message has been mutilated at some point ahead of the end-of-text character, it shall:

- 1) cancel the onward routing responsibility for the message;
- 2) send a service message to the transmitting station requesting a retransmission.

Note.— The following example illustrates a typical text of a service message in which the foregoing procedure has been applied in respect of a mutilated message:

SVC→QTA→RPT→ABC 123 (ending)

1.2.2.2 When the provisions of 1.2.2.1 are applied, the station receiving the service message shall reassume responsibility for the referenced message with a new (i.e. correct in sequence) transmission identification. If that station is not in possession of an un mutilated copy of the original message, it shall send a message to the originator as identified by the originator indicator in the origin of the mutilated message, requesting repetition of the incorrectly received message.

Note.— The following example illustrates a typical text of a service message in which the foregoing procedure has been applied in respect of a mutilated message having as its origin “141335 CYULACAX”:

SVC→QTA→RPT→141335→CYULACAX (ending)

1.2.3 If, after transmission of the text material of a message, a relay station can detect that there is no complete end-of-text character, but has no practical means of discovering whether the irregularity has affected only the end-of-text character, or whether it has also caused part of the original text to have been lost, it shall insert into the channel the following:

- 1) <≡CHECK≡TEXT≡NEW→ENDING→ADDED
- 2) its own station identification;
- 3) (ending)

1.3 Transfer of AFTN messages over code and byte independent circuits and networks.

When AFTN messages are transferred across code and byte independent circuits and networks of the AFS, the following shall apply.

1.3.1 Except as provided in 1.3.3 the heading line of the message shall be omitted. The message shall start with an alignment function followed by the address.

1.3.2 The message shall end with a complete ending.

1.3.3 For the purposes of technical supervision, entry centres shall be permitted to insert additional data preceding the first alignment function and/or following the ending of the message.

1.3.3.1 When the provisions of 1.3.3 are applied, the data added shall not include either carriage return or line feed characters or any of the combinations listed in

1.1.3

FOURTH SCHEDULE

(Made under regulation 44)

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1.4 ATS MESSAGE HANDLING SERVICES (ATSMHS)
AND INTER-CENTRE COMMUNICATIONS (ICC)

1.5 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.

Note 1. 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 interfaces to the ATS message service.

Note 2. The detailed specification of the ATS message handling service application is included in the Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN) (Doc 9705), Sub-volume III.

Note 3. 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 Electro technical Commission) 10021 and ITU-T (International Telecommunication Union Telecommunication Standardization Sector) X.400 and complemented by the additional requirements specified in the Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN) (Doc 9705). The two sets of documents, the ISO/IECMOTIS (Message-Oriented Text Interchange System) International Standards and the ITU-T X.400 Series of Recommendations (1988 or later) are, in principle, aligned with each other. However, there are a small number of differences. In the above- mentioned document, reference is made

to the relevant ISO International Standards and International Standardized Profiles (ISP), where applicable. Where necessary, e.g. for reasons of interworking or to point out differences, reference is also made to the relevant X.400 Recommendations.

Note 4. The following types of ATN end systems performing ATS message handling services are defined in the Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN) (Doc 9705), Sub-volume III:

- 1) an ATS message server;
- 2) an ATS message user agent;
- 3) an AFTN/AMHS gateway (aeronautical fixed telecommunication network/ATS message handling system); and
- 4) a CIDIN/AMHS gateway (common ICAO data interchange network/ATS message handling system).

Connections may be established over the internet communications service between any pair constituted of these ATN end systems (see Table 4-1).

1.6 Inter-Centre Communications (ICC)

The inter-centre communications (ICC) applications set shall be used to exchange ATS messages between air traffic services units over the ATN/IPS.

Note 1. 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;

**Table 4-1. Communications between ATN end systems implementing
ATS message handling services**

ATN End System 1	ATN End System 2
ATS Message Server	ATS Message Server
ATS Message Server	AFTN/AMHS Gateway
ATS Message Server	CIDIN/AMHS Gateway
ATS Message Server	ATS Message User Agent
AFTN/AMHS Gateway	AFTN/AMHS Gateway
CIDIN/AMHS Gateway	CIDIN/AMHS Gateway
CIDIN/AMHS Gateway	AFTN/AMHS Gateway

- d) flight planning;
- e) airspace management; and
- f) air traffic flow management.

Note 2. The first of the applications developed for the ICC set is the ATS interfacility data communication (AIDC).

Note 3. 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 communications authority.

Note 4. The detailed specification of the AIDC application is included in the Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN) (Doc 9705), Sub-volume III.

Note 5. The AIDC application is strictly an ATC application for exchanging tactical control information between ATS units. It does not support the exchange of information with other offices or facilities.

Note 6. The AIDC application supports the following operational services:

- a) flight notification;
- b) flight coordination;

- c) transfer of executive control;
- d) transfer of communications; and
- e) transfer of general information (flight-related data or free text messages, i.e. unstructured).

FIFTH SCHEDULE

(Made under regulation 59)

CATEGORIES OF MESSAGES IN AERONAUTICAL MOBILE SERVICE VOICE COMMUNICATIONS

Table 1.1: Categories of Messages

	Message Category and order of priority	Radio telephony signal
(a)	Distress call, distress messages and distress traffic	MAYDAY
(b)	Urgency messages, including messages preceded by the medical transports signals	PAN, PAN or PAN, PAN MEDICAL
(c)	Communications relating to direction finding	-
(d)	Flight safety messages	-
(e)	Meteorological messages	-
(f)	Flight regulatory messages	-

SIXTH SCHEDULE

(Made under regulations 68, 69 and 76)

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AERONAUTICAL MOBILE SERVICE VOICE COMMUNICATIONS

1.1 GENERAL

Note 1.— 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 2.— 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).

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

1.1.1.1 ICAO standardized phraseology shall be used in all situations for which it has been specified. Only when standardized phraseology cannot serve an intended transmission, plain language shall be used.

Note.— Detailed language proficiency requirements as prescribed under the Civil Aviation (Air traffic services) Regulations.

1.1.1.2 The transmission of messages, other than those specified in 1.1.8, on aeronautical mobile frequencies when the aeronautical fixed services are able to serve the intended purpose, shall be avoided.

1.1.1.3 Recommendation.— In all communications, the consequences of human performance which could affect the accurate reception and comprehension of messages should be taken into consideration.

Note.— Guidance material on human performance can be found in the Human Factors Training Manual (Doc 9683).

1.1.2 Where it is necessary for an aircraft station to send signals for testing or adjustment which are liable to interfere with the working of a neighbouring aeronautical station, the consent of the station shall be obtained before such signals are sent. Such transmissions shall be kept to a minimum.

1.1.3 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.

1.1.4 Except as otherwise provided, the responsibility of establishing communication shall rest with the station having traffic to transmit.

Note.— In certain cases when SELCAL is used the procedures respecting the establishment of communications are contained in 1.2.4.

1.1.5 Recommendation.— 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. This should eliminate unnecessary transmissions while the aeronautical station is getting ready to reply to the initial call.

1.1.6 When an aeronautical station is called simultaneously by several aircraft stations, the aeronautical station shall decide the order in which aircraft shall communicate.

1.1.7 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 communications take place on an ATS frequency, prior permission of the aeronautical station shall be obtained. Such requests for permission are not required for brief exchanges.

1.1.8 Categories of messages

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

Message category and 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) Communications 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 contents of the NOTAM and its importance to the aircraft concerned.

1.1.8.1 Distress messages and distress traffic shall be handled in accordance with the provisions of 1.3.

1.1.8.2 Urgency messages and urgency traffic, including messages preceded by the medical transports signal, shall be handled in accordance with the provisions of 1.3.

Note.— The term “medical transports” is defined in the 1949 Geneva Conventions and Additional Protocols (see also RR S33 Section III) and refers to “any means of transportation by land, water, or air, whether military or civilian, permanent or temporary, assigned exclusively to medical transportation and under the control of a competent authority of a Party to the conflict”.

1.1.8.3 Communications relating to direction finding shall be handled in accordance with Seventh Schedule of these Regulations

1.1.8.4 Flight safety messages shall comprise the following:

- (i) movement and control messages [see the PANS-ATM (Doc 4444)];
- (ii) messages originated by an aircraft operating agency or by an aircraft, of immediate concern to an aircraft in flight;
- (iii) meteorological advice of immediate concern to an aircraft in flight or about to depart (individually communicated or for broadcast);
- (iv) other messages concerning aircraft in flight or about to depart.

1.1.8.5 Meteorological messages shall comprise meteorological information to or from aircraft, other than those in 1.1.8.4, 3).

1.1.8.5 Flight regularity messages shall comprise the following:

- (i) messages regarding the operation or maintenance of facilities essential for the safety or regularity of aircraft operation;
- (ii) messages concerning the servicing of aircraft;
- (iii) instructions to aircraft operating agency representatives concerning changes in requirements for passengers and crew caused by unavoidable deviations from normal operating schedules. Individual requirements of passengers or crew shall not be admissible in this type of message;
- (iv) messages concerning non-routine landings to be made

- by the aircraft;
- (v) messages concerning aircraft parts and materials urgently required; and
- (vi) messages concerning changes in aircraft operating schedules.

1.1.8.6.1 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.

Note.— The messages at 1.1.8.4, 2) and 1.1.8.6, 1) to 6) typify some of the operational control communications

1.1.8.7 Recommendation— Messages having the same priority should, in general, be transmitted in the order in which they are received for transmission.

1.1.8.8 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 1.1.8.

1.1.9 Cancellation of messages

1.1.9.1 Incomplete transmissions. 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 be effected in radiotelephony by use of an appropriate phrase.

1.1.9.2 COMPLETE TRANSMISSIONS

Recommendation.— 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.

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

1.2 RADIOTELEPHONY PROCEDURES

Note.— When Selective Calling (SELCAL) equipment is used, certain of the following procedures are superseded by those contained in 1.2.4.

1.2.1

General

1.2.1.1 PANS.— When a controller or pilot communicates via voice, the response should be via voice. Except as prescribed under Seventh Schedule when a controller or pilot communicates via CPDLC, the response should be via CPDLC.

1.2.1.2 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.

Note 1— The language normally used by the station on the ground may not necessarily be the language of the State in which it is located. A common language may be agreed upon regionally as a requirement for stations on the ground in that region.

Note 2— The level of language proficiency required for aeronautical radiotelephony communications is specified in Civil Aviation (Air Traffic Services) Regulations

1.2.1.2.2 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.

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

1.2.1.3 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 1-1 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 5.2.1.3 is also prescribed for use in the Maritime Mobile Service (ITU Radio Regulations, Appendix S14)

Letter	Word	Approximate pronunciation	
		International Phonetic Convention	Latin alphabet representation
A	Alfa	'ælfə	<u>AL</u> FAH
B	Bravo	'brɑ:'vɒ	<u>BRAH</u> VOH
C	Charlie	'tʃɑ:li or 'ʃɑ:li	<u>CHAR</u> LEE or <u>SHAR</u> LEE
D	Delta	'delta	<u>DELL</u> TAH
E	Echo	'eko	<u>ECK</u> OH
F	Foxtrot	'fɒkstrɒt	<u>FOKS</u> TROT
G	Golf	gɒlf	GOLF
H	Hotel	ho:'tel	HO <u>TELL</u>
I	India	'indi-ə	<u>IN</u> DEE AH
J	Juliett	'dʒu:li-'et	<u>JEU</u> LEE <u>ETT</u>
K	Kilo	'ki:lɒ	<u>KEY</u> LOH
L	Lima	'li:mə	<u>LEE</u> MAH
M	Mike	maɪk	MIKE
N	November	no'vembə	NO <u>VEM</u> BER
O	Oscar	'ɒska	<u>OSS</u> CAH
P	Papa	pə'pɑ	PAH <u>PAH</u>
Q	Quebec	ke'bek	KEH <u>BECK</u>
R	Romeo	'ro:mi-ɒ	<u>ROW</u> ME OH
S	Sierra	si'era	SEE <u>AIR</u> RAH
T	Tango	'tæŋɡɒ	<u>TANG</u> GO
U	Uniform	'ju:nɪfɔ:m or 'u:nɪfɔ:m	<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM
V	Victor	'vɪktə	<u>VIK</u> TAH
W	Whiskey	'wɪski	<u>WISS</u> KEY
X	X-ray	'eks'reɪ	<u>ECKS</u> RAY
Y	Yankee	'jæŋki	<u>YANG</u> KEY
Z	Zulu	'zu:lʊ:	<u>ZOO</u> LOO

Note.— In the approximate representation using the Latin alphabet, syllables to be emphasized are underlined.

Figure 1-1. The Radiotelephony Spelling Alphabet (see 1.2.1.3)

1.2.1.4 TRANSMISSION OF NUMBERS IN RADIOTELEPHONY

1.2.1.4.5 TRANSMISSION OF NUMBERS

1.2.1.4.1.1 All numbers, except as prescribed in 1.2.1.4.1.2 to 1.2.1.4.1.6, shall be transmitted by pronouncing each digit separately.

Note.— 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
<i>wind direction and speed transmitted as</i>	
200 degrees 70 knots seven zero knots	wind two zero zero degrees
160 degrees 18 knots one eight knots gusting three zero knots gusting 30 knots	wind one six zero degrees
runway	transmitted as
27	runway two seven
30	runway three zero

1.2.1.4.1.2 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 the application of this procedure (see 1.2.1.4.3.1 for pronunciation).

flight levels

transmitte

d as

FL 180 flight

level one eight zero

FL 200 flight level two hundred

1.2.1.4.1.3 The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting

of 1000 hPa which shall be transmitted as ONE THOUSAND.

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

altimeter setting	transmitted as
1009	QNH one zero zero nine
1000	QNH one thousand
993	QNH nine nine three

1.2.1.4.1.4 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 1.2.1.4.3.1 for pronunciation).

transponder codes	transmitted as
2400	squawk two four zero zero
1000	squawk one thousand
2000	squawk two thousand

1.2.1.4.1.5 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 thousands 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 1.2.1.4.3.1 for pronunciation).

altitude	transmitted as
800	eight hundred
3 400	three thousand four hundred

12 000	one two thousand
<i>cloud height</i>	<i>transmitted as</i>
2 200	two thousand two hundred
4 300	four thousand three hundred
<i>visibility</i>	<i>transmitted as</i>
1 000	visibility one thousand
700	visibility seven hundred
<i>runway visual range</i>	<i>transmitted as</i>
600 RVR	six hundred
1 700 RVR hundred	one thousand seven hundred

1.2.1.4.1.6 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].

1.2.1.4.1.7 Numbers containing a decimal point shall be transmitted as prescribed in 1.2.1.4.1.1, with the decimal point in appropriate sequence being indicated by the word DECIMAL.

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

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

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 8.33 kHz).

Note 3.— The channelling/frequency pairing relationship for 8.33 kHz and 25 kHz is found in Table 2-1 (bis),

1.2.1.4.1.8 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 1.2.1.2.2:

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

1.2.1.4.5 VERIFICATION OF NUMBERS

1.2.1.4.2.1 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.

1.2.1.4.5 PRONUNCIATION OF NUMBERS

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

Numeral or numeral element
Pronunciation

0	ZE-RO
1	WUN
2	TOO
3	TREE
4	FOW-er
5	FIFE
6	SIX
7	SEV-en
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.

1.2.1.5 TRANSMITTING TECHNIQUE

1.2.1.5.5 PANS.— Each written message should be read prior to commencement of transmission in order to eliminate unnecessary delays in communications.

1.2.1.5.5 Transmissions shall be conducted concisely in a normal conversational tone.

1.2.1.5.5 PANS.— Speech transmitting technique should be such that the highest possible intelligibility is incorporated in each transmission. Fulfilment of this aim requires that air crew and ground personnel should:

- (a) enunciate each word clearly and distinctly;
- (b) 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 numerals makes them easier to understand;
- (c) maintain the speaking volume at a constant level;
- (d) 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 not used; and
- (e) suspend speech temporarily if it becomes necessary to turn the head away from the microphone.

1.2.1.5.5 Recommendation.— Speech transmitting technique should be adapted to the prevailing communications conditions.

1.2.1.5.5 PANS.— 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 which constitute the exceptions mentioned in

1.2.1.5.5 are specifically identified in the abbreviation encode sections of the PANS-ABC (Doc 8400).

1.2.1.5.6 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.

1.2.1.5.7 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.

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

<i>Phrase</i>	<i>Meaning</i>
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.)
<i>Phrase</i>	<i>Meaning</i>
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 5.2.1.8.4.)
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". MONITOR	"Listen out on (frequency)."
NEGATIVE "No" or	"Permission not granted" or "That is not correct" or "Not capable".
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 BACK	"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 thereof."
REPORT	"Pass me the following information..."
REQUEST	"I should like to know..." or "I wish to obtain..."
ROGER	"I have received all of your last transmission"

Note.— Under no circumstances to be used in reply to a question requiring "READ BACK" or a direct answer in the affirmative (AFFIRM) or negative (NEGATIVE).

SAY AGAIN	"Repeat all, or the following \part, of your last transmission."
SPEAK SLOWER	"Reduce your rate of speech."

Note.— For normal rate of speech, see 1.2.1.5.3 b).

<i>Phrase</i>	<i>Meaning</i>
STANDBY	“Wait and I will call you.”

Note.— The caller would normally re-establish contact if the delay is lengthy.
STANDBY is not an approval or denial.

UNABLE	“I cannot comply with your request, instruction, or clearance.”
--------	---

Note.— *UNABLE* is normally followed by a reason.

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.

1.2.1.6 COMPOSITION OF MESSAGES

1.2.1.6.5 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 1.2.1.7.3);
- (b) text (see 1.2.1.6.2.1.1).

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

1.2.1.6.5 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 1.3.7.1) shall be composed as follows:

1.2.1.6.2.1 When originated in an aircraft:

- (i) call (see 5.2.1.7.3);
- (ii) the word FOR;
- (iii) the name of the organization addressed;
- (iv) the name of the station of destination;
- (v) the text.

1.2.1.6.2.1.1 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 illustrates the application of this procedure:

(call) BOSTON RADIO SWISSAIR ONE TWO
EIGHT

(address) FOR SWISSAIR BOSTON

(text) NUMBER ONE ENGINE CHANGE REQUIRED

1.2.1.6.2.2 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.

1.2.1.6.2.2.1 When the provisions of 1.2.1.6.2.2 are applied, the aeronautical mobile service message transmission shall comprise:

- (a). the text [incorporating any corrections (COR) contained in the AFTN message];
- (b). the word FROM;
- (c). the name of the originating organization and its

location (taken from the origin section of the AFTN message).

1.2.1.6.2.2.2 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.

Note.— The abbreviations which constitute the exceptions mentioned in 1.2.1.6.2.2.2 are specifically identified in the abbreviations encode sections of the PANS-ABC (Doc 8400).

1.2.1.7 CALLING

1.2.1.7.5 RADIOTELEPHONY CALL SIGNS FOR AERONAUTICAL STATIONS

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

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

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

1.2.1.7.1.2 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.

<i>Unit/service available</i>	<i>Call sign suffix</i>
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	INFORMATION
clearance delivery	DELIVERY
apron control	APRON
company dispatch	DISPATCH
aeronautical station	RADIO

1.2.1.7.5 RADIOTELEPHONY CALL SIGNS FOR AIRCRAFT

12.1.7.2.1 Full call signs

1.2.1.7.2.1.1 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 to the Type a) call sign (see Table 1-2).

Note 2.— The telephony designators referred to in Types 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).

1.2.1.7.2.2 Abbreviated call signs

1.2.1.7.2.2.1 The aircraft radiotelephony call signs shown in 1.2.1.7.2.1.1, with the exception of Type c), may be abbreviated in the circumstances prescribed in 1.2.1.7.3.3.1. Abbreviated call signs shall be in the following form:

Type a) — the first character of the registration and at least the last 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 or of the aircraft model may be used in place of the first character in Type a).

Table 1-2. Examples of full call signs and abbreviated call signs (see 1.2.1.7.2.1 and 1.2.1.7.2.2)

		Type a)		Type b)	Type c)
Full call sign	N 57826	*CESSNA FABCD	*CITATION FABCD	VARIG PVMA	SCANDINAVIAN 937
Abbreviated call sign	N26 or N826	CESSNA CD or CESSNA BCD	CITATION CD or CITATION BCD	VARIG MA or VARIG VMA	(no abbreviated form)

* Examples illustrate the application of Note 1 to 5.2.1.7.2.1.1.

1.2.1.7.3 RADIOTELEPHONY PROCEDURES

1.2.1.7.3.1 An aircraft shall not change the type of its radiotelephony call sign during flight, except temporarily on the instruction of an air traffic control unit in the interests of safety.

1.2.1.7.3.1.1 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.

1.2.1.7.3.2 Establishment of radiotelephony communications

1.2.1.7.3.2.1 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 1-2.

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

	Type a)	Type b)	Type c)
Designation of the station called	NEW YORK RADIO	NEW YORK RADIO	NEW YORK RADIO
Designation of the station calling	GABCD**	SPEEDBIRD ABCD**	AEROFLOT 321**

* In certain cases where the call is initiated by the aeronautical station, the call may be effected by transmission of coded tone signals.

** 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.

1.2.1.7.3.2.2 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.

1.2.1.7.3.2.3 The reply to the above calls shall be in accordance with Table 1-3. The use of the calling aeronautical station's call sign followed by the answering aeronautical station's call sign shall be considered the invitation to proceed with transmission by the station calling.

Table 1-3. Radiotelephony reply procedure (see 1.2.1.7.3.2.3)

	Type a)	Type b)	Type c)
Designation of the station called	GABCD*	SPEEDBIRD ABCD*	AEROFLOT 321*
Designation of the answering station	NEW YORK RADIO	NEW YORK RADIO	NEW YORK RADIO

* 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.

1.2.1.7.3.2.4 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

1.2.1.7.3.2.5 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.

1.2.1.7.3.2.6 Interpilot 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.

1.2.1.7.3.2.6.1 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 calling procedure.

CLIPPER 123—SABENA 901—INTERPILOT — DO YOU
READ

or

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

1.2.1.7.3.3 Subsequent radiotelephony communications

1.2.1.7.3.3.1 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.

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

1.2.1.7.3.3.3 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.

1.2.1.7.3.3.4 Indication of transmitting channel

1.2.7.3.3.4.1 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.

1.2.7.3.3.4.2 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 — ONE EIGHT EIGHT

1.2.7.3.3.4.3 PANS.— Except as specified in 1.2.1.7.3.4.4, all six digits of the numerical designator 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.

Note 1— The following examples illustrate the application of the procedure in 1.2.1.7.3.4.3:

Channel	Transmitted as	Radio management panel setting for communication equipment with	
		8.33/ 25kHz (5 digits)	25kHz (6 digits)
118.000	ONE ONE EIGHT DECIMAL ZERO	118.000	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	118.00	118.100

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 Annex 10, Volume V, Table 4-1 (bis).

1.2.7.3.3.4.4 PANS.— In airspace where all VHF voice communications channels are separated by 25 kHz or more and the use of six digits as in 1.2.1.7.3.4.3 is not substantiated by the 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 sixth digits being zeros, in which case only the first four digits should be used.

Note 1.— 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

Note 2.— Caution must be exercised with respect to the indication of transmitting channels in VHF radiotelephony communications when five digits of the numerical designator are used in airspace where aircraft are also operated with channel separation capabilities of 8.33/25 kHz. On aircraft installations with a channel separation capability of 8.33 kHz and more, it is possible to select six digits on the radio management panel. It should therefore be ensured that the fifth and sixth digits are set to 25 kHz channels (see Note 1).

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

1.2.1.8 TEST PROCEDURES

1.2.1.8.5 PANS.— The form of test transmissions should be as follows:

- (a) the identification of the station being called;
- (b) the aircraft identification;
- (c) the words “RADIO CHECK”;
- (d) the frequency being used.

1.2.1.8.5 PANS.— The reply to a test transmission should be as follows:

- (a) the identification of the aircraft;
- (b) the identification of the aeronautical station replying;
- (c) information regarding the readability of the aircraft transmission.

1.2.1.8.5 PANS.— The test transmission and reply thereto should be recorded at the aeronautical station.

1.2.1.8.5 PANS.— When the tests are made, the following readability scale should be used:

Readability Scale

- 1 Unreadable
- 2 Readable now and then
- 3 Readable but with difficulty
- 4 Readable
- 5 Perfectly readable

1.2.1.9 EXCHANGE OF COMMUNICATIONS

1.2.1.9.5 Communications shall be concise and unambiguous, using standard phraseology whenever available.

1.2.1.9.1.1 Recommendation.— Abbreviated procedures should only be used after initial contact has been established and where no confusion is likely to arise.

1.2.1.9.1.2 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.

1.2.1.9.2.1 When transmitted by an aircraft station, the acknowledgement of receipt of a message shall comprise the call sign of that aircraft.

1.2.1.9.2.2 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.

Note 1.— Air traffic control clearances, instructions and information requiring readback are specified in the PANS-ATM (Doc 4444).

Note 2.— The following example illustrates the application of this procedure: (ATC clearance by network station to an aircraft)

Station:

TWA NINE SIX THREE MADRID

Aircraft:

MADRID TWA NINE SIX THREE

Station:

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

Aircraft (acknowledging):

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

Station (denoting accuracy of readback):

MADRID

1.2.1.9.2.3 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 considered 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.

1.2.1.9.2.3.1 PANS.— An aeronautical station should acknowledge position reports and other flight progress reports 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.

1.2.1.9.2.4 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.

1.2.1.9.2.5 PANS.— If both position report and other information such as weather reports are received in the same message, the information should be acknowledged with the words such as “WEATHER RECEIVED” 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.

1.2.1.9.3 End of conversation. A radiotelephone conversation shall be terminated by the receiving station using its own call sign.

1.2.1.9.4 CORRECTIONS AND REPETITIONS

1.2.1.9.4.1 When an error has been made in transmission, the word “CORRECTION” shall be spoken, the last correct group or phrase repeated, and then the correct version transmitted.

1.2.1.9.4.2 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.

1.2.1.9.4.3 Recommendation.— When an operator transmitting a message considers that reception is likely to be difficult, he should transmit the important elements of the message twice.

1.2.1.9.4.4 If the receiving operator is in doubt as to the correctness of the message received, he shall request repetition either in full or in part.

1.2.1.9.4.5 If repetition of an entire message is required, the words “SAY AGAIN” shall be spoken. If repetition of a portion of a message is required, 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)”.

1.2.1.9.4.6 Recommendation.— Specific items should be requested, as appropriate, such as “SAY AGAIN ALTIMETER”, “SAY AGAIN WIND”.

1.2.1.9.4.7 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.

1.2.1.9.5 “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”.

1.2.2 Establishment and assurance of communications

1.2.2.1 COMMUNICATIONS WATCH/HOURS OF SERVICE

1.2.2.1.1 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.

1.2.2.1.1.1 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.

1.2.2.1.1.2 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.

1.2.2.1.1.3 Recommendation.— Aircraft on flights other than those specified in 5.2.2.1.1.1 and 1.2.2.1.1.2 should guard the emergency frequency 121.5 MHz to the extent possible.

1.2.2.1.1.4 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.

1.2.2.1.2 Aeronautical stations shall maintain watch as required by the appropriate Authority.

1.2.2.1.3 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 Annex 10, Volume V, 4.1.3.1.1 for provisions related to the utilization of 121.5 MHz at aeronautical stations

1.2.2.1.4 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 it is expected that operation will be resumed. When operation is resumed, other stations concerned shall be so informed.

1.2.2.1.4.1 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.

1.2.2.1.5 Recommendation.— 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.

1.2.2.2 PRINCIPLES OF NETWORK OPERATION (HF COMMUNICATIONS)

1.2.2.2.1 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.

1.2.2.2.2 PANS.— When the network comprises 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 States 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 centres or area control centres and, in some cases, additional suitably located stations required to complete the communication coverage or for intercept purposes.

Note 3.— In selecting the regular stations, account will be taken of the propagation characteristics of the frequencies used.

1.2.2.2.3 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.

1.2.2.2.4 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;
- c. be responsible for the action required in case of failure of communications (see 1.2.2.7.2).

1.2.2.2.5 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 centre or area control centre in whose area 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 airground communication can be effected thereby.

1.2.2.3 FREQUENCIES TO BE USED

1.2.2.3.1 Aircraft stations shall operate on the appropriate radio frequencies.

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

1.2.2.3.3 PANS.— In network operation, the initial designation of primary and secondary frequencies should be made by the network station 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.

1.2.2.3.2 Recommendation.— 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.

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

1.2.2.3.4 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 cooperation 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.

1.2.2.4 ESTABLISHMENT OF COMMUNICATIONS

1.2.2.4.1 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.

1.2.2.4.2 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.

1.2.2.4.3 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.

1.2.2.4.3.1 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.

1.2.2.4.4 PANS.— The provisions of 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 suspected.

1.2.2.5 TRANSFER OF HF COMMUNICATIONS

1.2.2.5.1 PANS.— An aircraft station 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.

1.2.2.5.2 PANS.— In the case of transfer from one network to another, the transfer should preferably 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 station, 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.

1.2.2.5.3 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 station concerned that communications watch has been established on the new frequency.

1.2.2.5.4 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.

1.2.2.5.5 PANS.— When entering a new network, an aircraft station should transmit the time over the last checkpoint, or of its last reported position, to the appropriate regular station.

1.2.2.5.6 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 services unit concerned)

- b) after landing:

Aircraft: LANDED . . . (location) . . . (time)

1.2.2.6 TRANSFER OF VHF COMMUNICATIONS

1.2.2.6.1 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 takes place.

1.2.2.6.2 When establishing initial contact on, or when leaving, a VHF frequency, an aircraft station shall transmit such information as may be prescribed by the appropriate Authority.

1.2.2.7 VOICE COMMUNICATIONS FAILURE

1.2.2.7.1 AIR-GROUND

1.2.2.7.1.1 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 the 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.

1.2.2.7.1.2 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.

1.2.2.7.1.2.1 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.

1.2.2.7.1.3 Receiver failure

1.2.2.7.1.3.1 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 TO 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.

1.2.2.7.1.3.2 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.

1.2.2.7.1.3.3 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 Annex 2 to the Convention.

1.2.2.7.2 GROUND-TO-AIR

1.2.2.7.2.1 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:

- a) request other aeronautical stations to render assistance by calling the aircraft and relaying traffic, if necessary;
- b) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.

1.2.2.7.2.2 The provisions of 1.2.2.7.2.1 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.

1.2.2.7.2.3 Recommendation.— If the attempts specified in 1.2.2.7.2.1 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.

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

1.2.2.7.3 Notification of communications 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.

1.2.3 HF message handling

1.2.3.1 GENERAL

1.2.3.1.1 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 the 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.

1.2.3.1.2 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.

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

1.2.3.1.2.2 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.

1.2.3.1.2.3 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.

1.2.3.1.2.3.1 PANS.— If, in abnormal circumstances, forwarding is necessary using the air-ground channels, the provisions of 5.2.2.3.4 should be observed.

1.2.3.1.2.4 PANS.— When such forwarding is done over the aeronautical fixed telecommunication network, the messages should be addressed to the network station(s) concerned.

1.2.3.1.2.5 PANS.— The station(s) to which the messages 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.

1.2.3.1.2.6 The aeronautical station receiving an air-report or a message containing meteorological information transmitted by an aircraft in flight shall forward the message without delay:

- 1) to the air traffic services unit and meteorological offices associated with the station;
- 2) to the aircraft operating agency concerned or its representative when that agency has made a specific request to receive such messages.

1.2.3.1.3 PANS.— The provisions of 5.2.3.1.2 should also be applied, if practicable, in non-network operation.

1.2.3.1.4 Recommendation.— 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.

1.2.3.1.4.1 Recommendation.— If the aeronautical station to which the message is addressed is unable to dispose of the message in accordance with 1.2.3.1.4, the station of origin should be advised.

1.2.3.1.4.2 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.

1.2.3.2 TRANSMISSION OF ATS MESSAGES TO AIRCRAFT

1.2.3.2.1 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.

1.2.3.2.2 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.

1.2.3.2.3 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.

1.2.3.3 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:
 - (i) call sign of the calling station;
 - (ii) text of the message;
 - (iii) call sign of the station called or the receiving station, followed by the appropriate abbreviation to indicate “Received”, “Readback”, or “No reply heard”;
 - (iv) call sign of station(s) acknowledging intercept followed by appropriate abbreviation to indicate “Received”;
 - (v) designation of frequency used;

- (vi) time in UTC of the communication;
- (vii) missing parts of the message text should be indicated by typing the three periods (space. space. space. space) or three letters M (space M space M space M space);
- (viii) correction of typing errors should be made by keyboard manipulation (space E space E space E space), 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.

1.2.4 SELCAL procedures

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.

1.2.4.1 GENERAL

1.2.4.1.1 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.

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

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

1.2.4.2 NOTIFICATION TO AERONAUTICAL STATIONS OF AIRCRAFT SELCAL CODES

1.2.4.2.1 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.

1.2.4.2.2 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 or flights.

1.2.4.2.3 PANS.— 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).

1.2.4.3 PRE-FLIGHT CHECK

1.2.4.3.1 PANS.— The aircraft station should contact the appropriate aeronautical station and request a pre-flight SELCAL check and, if necessary, give its SELCAL code.

1.2.4.3.2 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.

1.2.4.3.3 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.

1.2.4.4 ESTABLISHMENT OF COMMUNICATIONS

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

1.2.4.5 EN-ROUTE PROCEDURES

1.2.4.5.1 PANS.— Aircraft stations should ensure that the appropriate aeronautical station(s) are aware that SELCAL watch is being established or maintained.

1.2.4.5.2 PANS.— When so prescribed on the basis of regional air navigation agreements, calls for scheduled reports from aircraft may be initiated by an aeronautical station by means of SELCAL.

1.2.4.5.3 PANS.— Once SELCAL watch has been established by a particular aircraft station, aeronautical stations should employ SELCAL whenever they require to call aircraft.

1.2.4.5.4 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.

1.2.4.5.5 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 SELCAL installation, and that voice calling is necessary.

1.2.4.5.6 PANS.— All stations should be advised when the SELCAL installation is again functioning normally.

1.2.4.6 SELCAL CODE ASSIGNMENT TO AIRCRAFT

1.2.4.6.1 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.

Note.— The use of aircraft radio call signs, consisting of the airline abbreviation followed by the flight service number, is increasing among aircraft operators throughout the world. The SELCAL equipment in aircraft should, therefore, be of a type which permits a particular code being associated with a particular flight number, i.e. equipment which is capable of adjustment in code combinations. At this stage, however, many aircraft still carry SELCAL equipment of the single code type, and it will not be possible for aircraft with such equipment to satisfy the principle set out above. This should not militate against use of the flight number type of radio call sign by an aircraft so equipped if it wishes to apply this type of call sign, but it is essential when a single code airborne equipment is used in conjunction with a flight number type radio call sign that the ground stations be advised in connection with each flight of the SELCAL code available in the aircraft.

1.3 DISTRESS AND URGENCY RADIOTELEPHONY

COMMUNICATION PROCEDURES

1.3.1 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 S30.9 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.

1.3.1.1 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 of being 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.

1.3.1.2 The radiotelephony distress signal MAYDAY and the radiotelephony urgency signal PAN PAN shall be used at the commencement of the first distress and urgency communication respectively.

1.3.1.2.1 At the commencement of any subsequent communication in distress and urgency traffic, it shall be permissible to use the radiotelephony distress and urgency signals.

1.3.1.3 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.

1.3.1.4 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 become aware that it has not been acknowledged by the station addressed.

1.3.1.5 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.

1.3.1.6 In cases 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.

1.3.2 Radiotelephony distress communications

1.3.2.1 ACTION BY THE AIRCRAFT IN DISTRESS

1.3.2.1.1 In addition to being preceded by the radiotelephony distress signal MAYDAY (see 1.3.1.2), 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, if possible, in the following order:
 - (i) name of the station addressed (time and circumstances permitting);
 - (ii) the identification of the aircraft;
 - (iii) the nature of the distress condition;
 - (iv) intention of the person in command;
 - (v) 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.*

1.3.1.2 ACTION BY THE STATION ADDRESSED OR FIRST STATION

ACKNOWLEDGING THE DISTRESS MESSAGE

1.3.1.2.1 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
 - (a) transfer is made;
 - (b) take immediate action to ensure that all necessary
information is made available, as soon as possible, to:
 - (i) the ATS unit concerned;
 - (ii) the aircraft operating agency concerned, or its
representative, in accordance with pre-
established arrangements;

*Note.— The requirement to inform the aircraft operating agency
concerned 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) warn other stations, as appropriate, in order to
prevent the transfer of traffic to the frequency of the
distress communication.

1.3.1.3 IMPOSITION OF SILENCE

1.3.1.3.1 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.

1.3.1.3.2 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.

1.3.1.4 ACTION BY ALL OTHER STATIONS

1.3.1.4.1 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.

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

1.3.1.5 TERMINATION OF DISTRESS COMMUNICATIONS

AND OF SILENCE

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

1.3.1.5.2 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:

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

1.3.1.5.3 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

1.3.2.5.1 , it is authorized to do so by the appropriate Authority.

1.3.2 Radiotelephony urgency communications

1.3.2.1 ACTION BY THE AIRCRAFT REPORTING AN URGENCY CONDITION

EXCEPT AS INDICATED IN 1.3.3.4

1.3.2.1.1 In addition to being preceded by the radiotelephony urgency signal PAN PAN (see 1.3.1.2), 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:
 - (i) the name of the station addressed;
 - (ii) the identification of the aircraft;
 - (iii) the nature of the urgency condition;
 - (iv) the intention of the person in command;
 - (v) present position, level (i.e. flight level, altitude, etc., as appropriate) and heading;
 - (vi) any other useful information.

Note 1.— The foregoing provisions of 1.3.3.1.1 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 communicating with the aircraft or in whose area of responsibility the aircraft is operating.

1.3.2.2 ACTION BY THE STATION ADDRESSED OR FIRST STATION ACKNOWLEDGING THE URGENCY MESSAGE

1.3.2.2.1 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:
 - (i) the ATS unit concerned;
 - (ii) the aircraft operating agency concerned, or its representative, in accordance with pre-established arrangements;

Note.— The requirement to inform the aircraft operating agency concerned 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.

1.3.2.3 ACTION BY ALL OTHER STATIONS

1.3.2.3.1 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.

1.3.2.4 ACTION BY AN AIRCRAFT USED FOR MEDICAL TRANSPORTS

1.3.2.4.1 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.

1.3.2.4.2 For the purpose of announcing and identifying aircraft used for medical transports, a transmission of the radiotelephony urgency signal PAN PAN, preferably 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, pronounced 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 transports;
- (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.

1.3.2.5 ACTION BY THE STATION ADDRESSED OR BY OTHER STATIONS

RECEIVING A MEDICAL TRANSPORTS MESSAGE

1.3.3.5.1 The provisions of 1.3.3.2 and 1.3.3.3 shall apply as appropriate to stations receiving a medical transports message.

1.4 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 a call from 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 to facilitate the flight.

1.4.1 AERONAUTICAL RADIO NAVIGATION

SERVICE GENERAL

1.4.1.1 The aeronautical radio navigation service shall comprise all types and systems of radio navigation aids in the international aeronautical service.

1.4.1.2 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 authorized representative of an aircraft operating agency.

1.4.1.1.3 Recommendation.— Requests from aircraft should be made to the aeronautical station concerned on the airground frequency normally in use.

1.4.1.1.4 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 Annex 15.

1.4.2 .4 DIRECTION FINDING

Introductory Notes

- i. Direction-finding stations work either singly or in groups of two or more stations under the direction of a main direction-finding station.
- ii. A direction-finding station working alone can only determine the direction of an aircraft in relation to itself

1.4.2.1 Recommendation.— A direction-finding station working alone should give the following, as requested:

- (i) true bearing of the aircraft, using the appropriate phrase;

- (ii) true heading to be steered by the aircraft, with no wind, to head for the direction-finding station using the appropriate phrase;
- (iii) magnetic bearing of the aircraft, using the appropriate phrase
- (iv) magnetic heading to be steered by the aircraft with no wind to make for the station, using the appropriate phrase.

1.4.2.2 Recommendation.— 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.

1.4.2.3 Recommendation.— The station controlling the network should, on request, give the aircraft its position in one of the following ways:

- (i) position in relation to a point of reference or in latitude and longitude, using the appropriate phrase;
- (ii) true bearing of the aircraft in relation to the direction-finding station or other specified point, using the appropriate phrase, and its distance from the direction-finding station or point, using the appropriate phrase;
- (iii) magnetic heading to steer with no wind, to make for the direction-finding station or other specified point using the appropriate phrase, and its distance from the direction-finding station or point, using the appropriate phrase.

1.4.2.4 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.

1.4.2.5 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 desired by the use of the appropriate phrase.

1.4.2.6 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.

1.4.2.7 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 a 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.

1.4.2.8 When a direction-finding station is not satisfied with its observation, it shall request the aircraft station to repeat the transmission.

1.4.2.9 When a heading or bearing has been requested, the direction-finding station shall advise the aircraft station in the following form:

- (i) the appropriate phrase;
- (ii) bearing or heading in degrees in relation to the direction-finding station, sent as three figures;
- (iii) class of bearing;
- (iv) time of observation, if necessary.

1.4.2.10 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:

- (i) the appropriate phrase;
- (ii) the position;
- (iii) class of position;
- (iv) time of observation.

1.4.2.11 As soon as the aircraft station has received the bearing, heading or position, it shall repeat back the message for confirmation or correction.

1.4.2.12 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.

1.4.2.13 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 or W for longitude, respectively. In radiotelephony, the words NORTH, SOUTH, EAST or WEST shall be used.

1.4.2.14 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 (5 NM);

Class B — accurate within 37 km (20 NM);

Class C — accurate within 92 km (50 NM);

Class D — accuracy less than Class C.

1.4.2.15 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.

1.4.3. AERONAUTICAL BROADCASTING SERVICE

1.4.3.1 GENERAL

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

1.4.3.1.3 Frequencies and schedules

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

1.4.3.1.5 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 at least two weeks in advance of the change.

1.4.3.1.6 Scheduled broadcasts (other than sequential collective type broadcasts), 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 stating the approximate number of minutes of delay.

1.4.3.1.7 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.

1.4.3.1.8 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.

1.4.3.1.9 In sequential collective type broadcasts each station shall be ready to commence its broadcasts at the designated time. If for any reason a 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.

1.4.3.1.10 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.

SEVENTH SCHEDULE

(Made under regulations 77 and 79)

AERONAUTICAL MOBILE SERVICE — DATA LINK COMMUNICATIONS

GN. No.
44 of 2026

reg 10

1. General

Note 1.-While the provisions of this Schedule are based primarily on the use of controller-pilot data link communications, the provisions of paragraph 2 would apply to other data link applications, where applicable, including Data link—flight information services (e.g. D-ATIS, DVOLMET, 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.

2. Data link initiation capability (DLIC)

- (i). 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.
- (ii). The logon address associated with an ATS unit shall be published in Aeronautical Information Publications in accordance with Civil Aviation (Aeronautical Information Services) Regulations 2019

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

- (iii). 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, where able to correlate it with a flight plan, shall establish a connection with the aircraft.
- (iv). The ground system initially contacted 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.
- (v). 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 shall receive the indication.

- (vi). The ATS unit shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, 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 where so:
 - (i). 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
 - (ii). 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
 - (iii). arrange for the re-initiation of the data link.
- (vii). The aircraft operator shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, as a minimum, that the pilot:
 - (i). 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
 - (ii). verify the correct address of the ATS unit; then
 - (iii). re-initiate data link.

3. Composition of data link messages

- (a). The text of messages shall be composed in standard message format (e.g. controller-pilot data link communications message set), in plain language or in abbreviations and codes. Plain language shall be avoided when the length of the text can be reduced by using appropriate abbreviations and codes. Nonessential words and phrases, such as expressions of politeness, shall not be used.
- (b). The following characters are allowed in the composition of messages:

Letters: ABCDEFGHIJKLMNOPQRSTUVWXYZ (upper case only)

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

Other signs:

- (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.

Characters other than those listed above shall not be used in messages.

- (c). Roman numerals shall not be employed. Where the originator of a message wishes the addressee to be informed that Roman figures are intended, the Arabic figure or figures shall be written and preceded by the word ROMAN.

4. Display of data link messages

- (a). 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.
- (b). Whenever textual presentation is required, the English language shall be displayed as a minimum.

5. Controller-Pilot Data Link Communications procedures

- (a). In all communications the highest standard of discipline shall be observed at all times.
- (b). Consequences of human performance, which could affect the accurate reception and comprehension of messages, shall be taken into consideration when composing a message.
- (c). Ground and airborne systems shall provide controllers and pilots with the capability to review and validate any operational messages they send.
- (d). Ground and airborne systems shall provide controllers and pilots with the

capability to review, validate and when applicable, acknowledge any operational messages they receive.

- (e). 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.
- (f). The pilot shall be provided with the capability to respond to messages, to request clearances and information, to report information, and to declare or cancel an emergency.
- (g). The pilot and the controller shall be provided with the capability to exchange messages which include standard message elements, free text message elements or a combination of both.
- (h). Unless specified by the appropriate ATS authority, voice read-back of controller-pilot data link communications messages shall not be required.
- (i). Establishment of controller-pilot data link communications

- (i). The controller and the pilot shall be informed when controller-pilot data link communications has been successfully established.

- (ii). Controller-pilot data link communications shall be established in sufficient time to ensure that the aircraft is communicating with the appropriate ATC unit.

- (iii). The controller and pilot shall be informed when controller-pilot data link communications is available for operational use, at initial establishment, as well as on resumption of controller-pilot data link communications after a failure.

- (iv). The pilot shall be able to identify the air traffic unit providing the air traffic control service at any time while the service is being provided.

- (v). When the airborne system detects that controller-pilot data link communications is available for operational use, it shall send the controller-pilot data link communications downlink message element CURRENT DATA AUTHORITY.

6. Airborne-initiated controller-pilot data link communications

- (a). When an ATC unit receives an unexpected request for controller-pilot data link communications from an aircraft, the circumstances leading to the request shall be obtained from the aircraft to determine further action.
- (b). When the ATC unit rejects a request for controller-pilot data link communications, it shall provide the pilot with the reason for the rejection using an appropriate controller-pilot data link communications message.

7. ATC unit-initiated controller-pilot data link communications

- (a). An ATC unit shall only establish controller-pilot data link communications with an aircraft where the aircraft has no controller-pilot data link communications link established, or when authorized by the ATC unit currently having

controller-pilot data link communications established with the aircraft.

- (b). When a request for controller-pilot data link communications is controller-pilot data link communications rejected by an aircraft, the reason for the rejection shall be provided using controller-pilot data link communications 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 controller-pilot data link communications shall be permitted.

8. Exchange of operational controller-pilot data link communications messages

- (a). Controllers and pilots shall construct controller-pilot data link communications messages using standard message elements, free text message elements or a combination of both.
 - (i). When controller-pilot data link communications is being used, and the intent of the message is included in the controller-pilot data link communications message set contained in the PANS-ATM, the associated standard message elements shall be used.
 - (ii). Except as provided by sub-paragraph (14), when a controller or pilot communicates via controller-pilot data link communications, the response shall be via controller-pilot data link communications. When a controller or pilot communicates via voice, the response shall be via voice.
 - (iii). Whenever a correction to a message sent via controller-pilot data link communications 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.

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

Note.— It is possible that, at the time the voice communicated clarification is transmitted, the controller-pilot data link communications message being referred to has not yet reached the recipient, or has reached the recipient but has not been acted upon, or has reached the recipient and has been acted upon.

- (v). When referring to and identifying the controller-pilot data link communications message to be disregarded, caution shall be exercised in its phrasing so as to avoid any ambiguity with the issuance of the

accompanying corrected clearance, instruction, information or request.

Note.— For example, where SAS445, maintaining FL290, had been instructed via controller-pilot data link communications to climb to FL350, and the controller needs to correct the clearance utilizing voice communications, the following phrase might be used:

SAS445 DISREGARD
CONTROLLER-PILOT DATA LINK
COMMUNICATIONS CLIMB
CLEARANCE MESSAGE, BREAK,
CLIMB TO FL310.

- (vi). Where a controller-pilot data link communications message that requires an operational response is subsequently negotiated via voice, an appropriate controller-pilot data link communications message closure response shall be sent to ensure proper synchronization of the controller-pilot data link communications 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.
- (b). The composition of a controller-pilot data link communications message shall not exceed five message elements, only two of which may contain the route clearance variable. The use of long messages or messages with multiple clearance elements, multiple clearance request elements or messages with a combination of clearances and information shall be avoided where possible.
- (c). controller-pilot data link communications ground systems and airborne systems shall be capable of using the controller-pilot data link communications message alert attributes in order to draw attention to higher priority messages.

Note.— Message attributes dictate certain message handling requirements for the controller-pilot data link communications user receiving a message. Each controller-pilot data link communications 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.

- (i). The alert attribute shall delineate the type of alerting required upon message receipt. Alert types are presented in Table 6-1
- (ii). The response attribute shall delineate valid responses for a given message element. Response types are presented in Table 6-2 for uplink messages and Table 6-3 for downlink messages.
- (iii). When a multi-element message requires 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.

- (iv). 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.

- (v). 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.
- (vi). 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, where appropriate, include a reason and/or information on when a clearance may be expected.

Table 6-1 Alert Attribute (Uplink and Downlink)

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

Table 6-2. Response Attribute (Uplink)

<i>Type</i>	<i>Response required</i>	<i>Valid responses</i>	<i>Precedence</i>
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, LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	3
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 6-3 Response Attribute (Downlink)

Type	Response Required	Valid Responses	Precedence
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Y	Yes	Any controller-pilot data link communications uplink message, LOGICAL ACKNOWLEDGEMENT (only where required)	1
N	No, unless logical acknowledgement required	LOGICAL ACKNOWLEDGEMENT (only where required),	2
		MESSAGE NOT SUPPORTED BY THIS ATC UNIT, ERROR	

Note.— A separate controller-pilot data link communications message (or messages) may subsequently be transmitted to respond to those elements that can be accommodated.

- (vii). 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 shall be a single uplink message.

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

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.

- (viii). When a controller-pilot data link communications 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 FL410

could be responded to with

SQUAWKING 5525
WE CAN ACCEPT FL410 AT 1636Z

(j). When a ground or airborne system generates the controller-pilot data link communications message ERROR, the reason for the error shall be included in the message.

(k). The appropriate ATS authority shall select those message elements contained in PANS-ATM 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 up-linking the message element MESSAGE NOT SUPPORTED BY THIS ATC UNIT.

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

(i). Only the uplink messages appropriate to a particular control sector's operations shall be provided to the controller.

Note.— The controller-pilot data link communications message set contained in PANS-ATM was developed to encompass different air traffic management environments.

(ii). Information concerning controller-pilot data link communications message element subsets, shall be published in the Aeronautical Information Publications (AIPs).

(iii). When controller-pilot data link communications is transferred, the transfer of voice communications and controller-pilot data link communications shall commence concurrently.

(i). When an aircraft is transferred from an ATC unit where controller-pilot data link communications is available to an ATC unit where controller-pilot data link communications is not available, controller-pilot data link communications termination shall commence concurrent with the transfer of voice communications.

(j). When a transfer of controller-pilot data link communications 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 controller-pilot data link communications shall be informed.

(i). Where the controller needs to transfer the aircraft without replying to any downlink message(s) outstanding, the system shall have the capability to automatically send the appropriate closure response message(s). In such cases, the contents of any automatically

sent closure response message(s) shall be promulgated in local instructions.

- (ii). 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.
- (iii). The controller shall revert to voice communications to clarify any ambiguity associated with the message(s) outstanding.
- (k). When a transfer of controller-pilot data link communications 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, where necessary, letters of agreement.
- (l). ATC units utilizing a controller-pilot data link communications message contained in the PANS-ATM shall display the associated text pertaining to that message as presented in the PANS-ATM.
- (m). The use of free text messages by controllers or pilots, shall 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 messages is intended to reduce the possibility of misinterpretation and ambiguity.

- (n). When the controller-pilot data link communications message set contained in the Civil Aviation (Air Traffic Services) Regulations 2019 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 Aeronautical Information Publications.
- (o). Free text message elements shall be stored for selection within the aircraft or ground system to facilitate their use.
- (p). When a controller-pilot data link communications emergency message is received, the controller shall acknowledge receipt of the message by the most efficient means available.
- (q). When responding via controller-pilot data link communications to all other emergency or urgency messages, uplink message ROGER shall be used.
- (r). When a controller-pilot data link communications 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.

Note 1.— Action to be taken in the event of a data link initiation failure is covered in sub-paragraph 2 (4).

Note 2.— Action to be taken in the event of the failure of a single controller-pilot data link communications message is covered in sub-paragraphs 9 (5) and (6).

- (s). A controller-pilot data link communications failure shall be detected in a timely manner.
- (t). The controller and pilot shall be alerted to a failure of controller-pilot data link communications as soon as a failure has been detected.
- (u). When a controller or pilot is alerted that controller-pilot data link communications has failed, and the controller or pilot needs to communicate prior to controller-pilot data link communications being restored, the controller or pilot shall revert to voice, where possible, and preface the information with the phrase:

CPDLC FAILURE.

- (v). Controllers having a requirement to transmit information concerning a complete controller-pilot data link communications ground system failure to all stations likely to intercept shall 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.

- (w). When controller-pilot data link communications fails and communications revert to voice, all controller-pilot data link communications messages outstanding shall be considered not delivered and the entire dialogue involving the messages outstanding shall be recommenced by voice.
- (x). When controller-pilot data link communications fails but is restored prior to a need to revert to voice communications, all messages outstanding shall be considered not delivered and the entire dialogue involving the messages outstanding shall be recommenced via controller-pilot data link communications.

9. INTENTIONAL SHUTDOWN OF CONTROLLER-PILOT DATA LINK COMMUNICATIONS

- (a). When a system shutdown of the communications network or the controller-pilot data link communications ground system is planned, a Notice to Airmen shall be published to inform all affected parties of the shutdown period and where

necessary, the details of the voice communication frequencies to be used.

- (b). Aircraft currently in communication with the ATC unit shall be informed by voice or controller-pilot data link communications of any imminent loss of controller-pilot data link communications service.
- (c). The controller and pilot shall be provided with the capability to abort controller-pilot data link communications.

CONTROLLER-PILOT DATA LINK
COMMUNICATIONS
MESSAGE FAILURE;

- (d). When a controller or pilot is alerted that a single controller-pilot data link communications message has failed, the controller or pilot shall take one of the following actions, as appropriate:
 - (i). via voice, confirm the actions that shall be undertaken with respect to the related dialogue, prefacing the information with the phrase:
 - (ii). via controller-pilot data link communications, reissue the controller-pilot data link communications message that failed.
- (e). When a controller requires all stations or a specific flight to avoid sending controller-pilot data link communications 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, controller-pilot data link communications remains available for the pilot to, where necessary, respond to messages, report information, and declare and cancel an emergency.

- (f). The resumption of the normal use of controller-pilot data link communications shall be advised by using the following phrase:

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

- (g). Where the testing of CP controller-pilot data link communications DLC with an aircraft could affect the air traffic services being provided to the aircraft, coordination shall be effected prior to such testing.
- (h). The appropriate ATS authority shall determine whether an ATC unit supports downstream clearance delivery service.
- (i). Downstream clearance delivery service shall only be initiated by the airborne system. The initiation shall indicate that this communication is only to receive a downstream clearance.

- (j). When an ATC unit rejects a request for downstream clearance delivery service, it shall provide the pilot with the reason for the rejection using the controller-pilot data link communications message SERVICE UNAVAILABLE.
 - (k). The controller and pilot shall be informed when downstream clearance delivery service is available for operational communication.
 - (l). The controller and pilot shall be informed of the failure of downstream clearance delivery service.
 - (m). The controller-pilot data link communications message elements that are permitted for downstream clearance delivery service shall be established by regional air navigation agreement.
 - (n). A clearance request issued as a downstream clearance request shall be clearly identifiable as such to the controller.
 - (o). A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.
 - (p). Termination of downstream clearance delivery service shall only be initiated by the airborne system.
 - (q). Downstream clearance delivery service with an ATC unit shall be terminated whenever the downstream data authority becomes the current data authority.
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