

ANNEX 10 - V2

AERONAUTICAL
TELECOMMUNICATIONS

A = Alpha **H** = Hotel **O** = Oscar **V** = Victor
B = Bravo **I** = India **P** = Papa **W** = Whiskey
C = Charlie **J** = Juliet **Q** = Quebec **X** = X-Ray
D = Delta **K** = Kilo **R** = Romeo **Y** = Yankee
E = Echo **L** = Lima **S** = Sierra **Z** = Zulu
F = Foxtrot **M** = Mike **T** = Tango
G = Golf **N** = November **U** = Uniform

DIVISION OF SERVICE

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

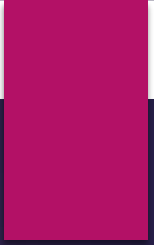
- 1) aeronautical fixed service;
- 2) aeronautical mobile service;
- 3) aeronautical radio navigation service;
- 4) aeronautical broadcasting service.

CHAPTER 1. DEFINITIONS

- **Aeronautical fixed service (AFS)**. 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 mobile service**. A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate.
- **Aeronautical fixed telecommunication network (AFTN)**. A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

Categories of messages

- a) Distress messages (priority indicator SS).
- b) Urgency messages (priority indicator DD).
- c) Flight safety messages (priority indicator FF)
- d) Meteorological messages (priority indicator GG)
- e) Flight regularity messages (priority indicator GG)
- f) Aeronautical information services (AIS) messages (GG)
- g) Aeronautical administrative messages (priority indicator KK)

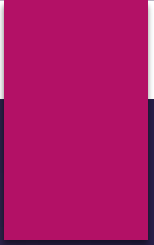


- **Aeronautical station.** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.

- **Aircraft station.** A mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft.

- **Air-ground communication.** Two-way communication between aircraft and stations or locations on the surface of the earth.
- **Air-to-ground communication.** One-way communication from aircraft to stations or locations on the surface of the earth.
- **Ground-to-air communication.** One-way communication from stations or locations on the surface of the earth to aircraft.
- **Interpilot air-to-air communication.** 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. **123.45- (TIBA: 135.175 MHZ)**

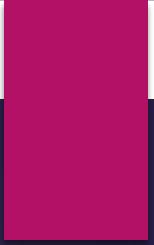
- **Blind transmission.** A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.
- **Broadcast.** A transmission of information relating to air navigation that is not addressed to a specific station or stations.



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

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

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



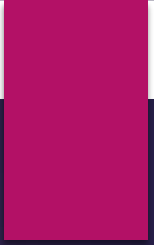
- In all communications the highest standard of discipline shall be observed at all times.

- 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 (Level 4) shall be used.

- DOC4444- CHAPTER 12
- DOC 9432







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

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

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

Type c) — the telephony designator of the aircraft operating agency, followed by the flight identification **FASTAIR 345**

Abbreviated call signs

Type a) — the first character of the registration and at least the last two characters of the call sign; **EBC**

Either the name of the aircraft manufacturer or of the aircraft model may be used in place of the first character **Cessna E-BC**

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.







Unit or service

Area control centre ...

Radar (in general)...

Approach control...

Approach control radar arrivals...

Approach control radar departures...

PRECISION APPROACH RADAR...

Aerodrome control...

Surface movement control...

Clearance delivery...

Direction-finding station...

Flight information service...

Company dispatch...

Call sign suffix

CONTROL

RADAR

APPROACH

ARRIVAL

DEPARTURE

PRECISION

TOWER

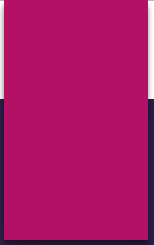
GROUND

DELIVERY

HOMER

INFORMATION

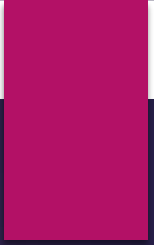
DISPATCH



When satisfactory communication has been established, and provided that it will not be confusing, the name of the location or the call sign suffix may be omitted.

RADIOTELEPHONY PROCEDURES

- . 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.
- . 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.



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.

over flat terrain at FL100: $1.23 \times (10000)^{0.5} = 123\text{NM}$

over flat terrain at FL50: $1.23 \times (5000)^{0.5} = 85\text{NM}$

For identification of VHF frequencies(118.000 - 136.975 MHz AIR TRAFFIC CONTROL OPERATIONS), the number of digits used after the decimal point are determined on the basis of the channel spacing frequencies separated by 25 or by 8.33 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.

118.025 ONE ONE EIGHT DECIMAL ZERO TWO FIVE

118.050 ONE ONE EIGHT DECIMAL ZERO FIVE ZERO

118.100 ONE ONE EIGHT DECIMAL ONE

123.000

$123.000\text{MHz} + 8.33\text{KHz} = 123.00833 \rightarrow 123.005$

$123.00833\text{MHz} + 8.33\text{KHz} = 123.01666 \rightarrow 123.010$

$123.01666\text{MHz} + 8.33\text{KHz} = 123.025$

123.000 123.025 123.050 123.075 123.100

123.005 123.030 123.055 123.080 123.105

123.010 123.035 123.060 123.085 123.110

Speech transmitting technique

should be such that the highest possible intelligibility is incorporated in each transmission.

- a) enunciate each word clearly and distinctly
- b) maintain an even rate of speech not exceeding 100 words per minute.
- 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;
- e) suspend speech temporarily if it becomes necessary to turn the head away from the microphone.

VOICE COMMUNICATION

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.

The air-ground radiotelephony communications shall be conducted in the language normally used by the **station on the ground** or in the **English language**.

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

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

Station:

IRA ONE NINE SIX MEHRABAD RADAR

Aircraft:

MEHRABAD RADAR IRA ONE NINE SIX

Station:

IRA ONE NINE SIX MEHRABAD RADAR DESCEND TO NINE
THOUSAND FEET

Aircraft (acknowledging):

DESCEND TO NINE THOUSAND FEET — IRA ONE NINE SIX

“RADIO CHECK”;

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

When it is necessary for a station in the aeronautical mobile service to make **test signals**, 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.

ACKNOWLEDGE "Let me know that you have received and understood this message."

AFFIRM "Yes."

APPROVED "Permission for proposed action granted."

BREAK "I hereby indicate the separation between portions of the message."

(To be used where there is no clear distinction between the text and other portions of the message.)

BREAK BREAK "I hereby indicate the separation between messages transmitted to different aircraft in a very busy environment."

CANCEL "Annul the previously transmitted clearance."

CHECK "Examine a system or procedure."

(Not to be used in any other context. No answer is normally expected.)

CLEARED "Authorized to proceed under the conditions specified."

CONFIRM "I request verification of: (*clearance, instruction, action, information*)."

CONTACT "Establish communications with..."

CORRECT "True" or "Accurate".

CORRECTION "An error has been made in this transmission (or message indicated). The correct version is..."

DISREGARD "Ignore."

HOW DO YOU READ "What is the readability of my transmission?"

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.”

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."

STANDBY "Wait and I will call you."

UNABLE "I cannot comply with your request, instruction, or clearance."

Note.—UNABLE is normally followed by a reason.

OUT "This exchange of transmissions is ended and no response is expected."

OVER "My transmission is ended and I expect a response from you."

WILCO (Abbreviation for "will comply".) "I understand your message and will comply with it."

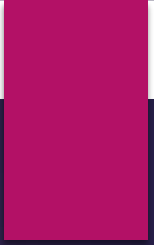
WORDS TWICE

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."

Aerodrome information including:

- 1) *runway in use*
- 2) *surface wind direction and speed; if appropriate, maximum wind speed;*
- 3) *QNH*
- 4) *temperature/dew point*
- 5) *visibility and, when applicable, runway visual range (RVR);*
- 6) *present weather;*
- 7) *cloud*



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**.

altitude transmitted as

800 eight hundred

3 400 three thousand four hundred

12 000 one two thousand

cloud height transmitted as

2 200 two thousand two hundred

4 300 four thousand three hundred

visibility transmitted as

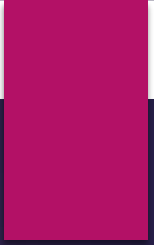
1 000 visibility one thousand

700 visibility seven hundred

runway visual range transmitted as

600 RVR six hundred

1 700 RVR one thousand seven hundred



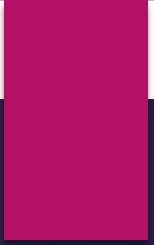
Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds, which shall be transmitted by pronouncing the digit of the whole hundred followed by the word HUNDRED.

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.

TRANSMISSION OF NUMBERS

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].

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



When transmitting time,

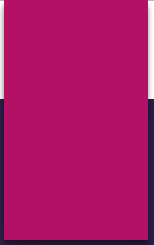
only the minutes of the hour should normally be required.
Each digit should be pronounced separately.

However, the hour should be included when any
possibility of confusion is likely to result.

PAYAM INFORMATION EPABC, REQUEST DEPARTURE INFORMATION

EPABC RUNWAY 32,
WIND 290 DEGREES 4 KNOTS,[CLOUD]
QNH 1022, TEMPERATURE MINUS 2,
DEWPOINT MINUS 3, RVR 600 METRES

RUNWAY 32, QNH 1022,



In some instances, runway visibility information is given in a METAR; this is known as Runway Visual Range (RVR.) RVR is given usually when either the horizontal visibility or the RVR, itself, is less than 1500 meters.

The RVR group starts with the letter R, and then goes on to give the runway in use, followed by the threshold visibility in meters. **R30/1100**

A **U** means that the visibility has **increased**

A **D** shows that visibility has **decreased**

ATIS: Automatic terminal information service

- a) one broadcast serving arriving aircraft; or
- b) one broadcast serving departing aircraft; or
- c) one broadcast serving both arriving and departing aircraft

Voice ATIS is usually transmitted on a **discrete VHF frequency. Voice ATIS is continuous and repetitive.**

ATIS information normally relates to a single aerodrome and the broadcast **should not last longer than 30 seconds.** It is **updated immediately any significant change occurs.** ATS is responsible for making sure that the service is available and up to date.

Each sequence of ATIS broadcasts will have a specific sequential broadcast designator letter. **On initial contact with ATC, aircraft are to acknowledge receipt of the relevant ATIS with reference to the current information designator.**

Air traffic control clearance.

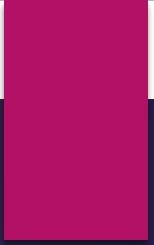
Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

For convenience, the term “air traffic control clearance” is frequently abbreviated to “**clearance**” when used in appropriate contexts.

The abbreviated term “**clearance**” may be **prefixed** by the words “taxi”, “take-off”, “departure”, “en route”, “approach” or “landing” to indicate the particular portion of flight to which the air traffic control clearance relates.

Flight crews are required to 'read back' to the air traffic controller, safety related parts of ATC clearances and instructions which are communicated by voice. The following items must always be read back:

- ATC route clearances
- Clearance relating to the use of runways (i.e. land, take off, cross, enter and back-track, hold short of)
- Runway in use; altimeter settings; SSR codes; level
- instructions; heading and speed instructions; transition levels



**PAYAM INFORMATION, EPABC
REQUEST STARTUP, INFORMATION BRAVO**

EPABC START UP APPROVED QNH 1009, INFORMATION B CORRECT

**PAYAM INFORMATION, EPABC REQUEST TAXI FOR LOCAL VFR
FLIGHT , INFORMATION BRAVO**

EPABC TAXI VIA PARRALEL TAXIWAY AND TWY A TO HOLDING
POINT RUNWAY 24

ATC CLEARANCE:

- A/C IDENTIFICATION
- CLEARANCE LIMIT (The point to which an aircraft is granted an air traffic control clearance)
- ROUTE
- LEVEL
- OTHER INSTRUCTION

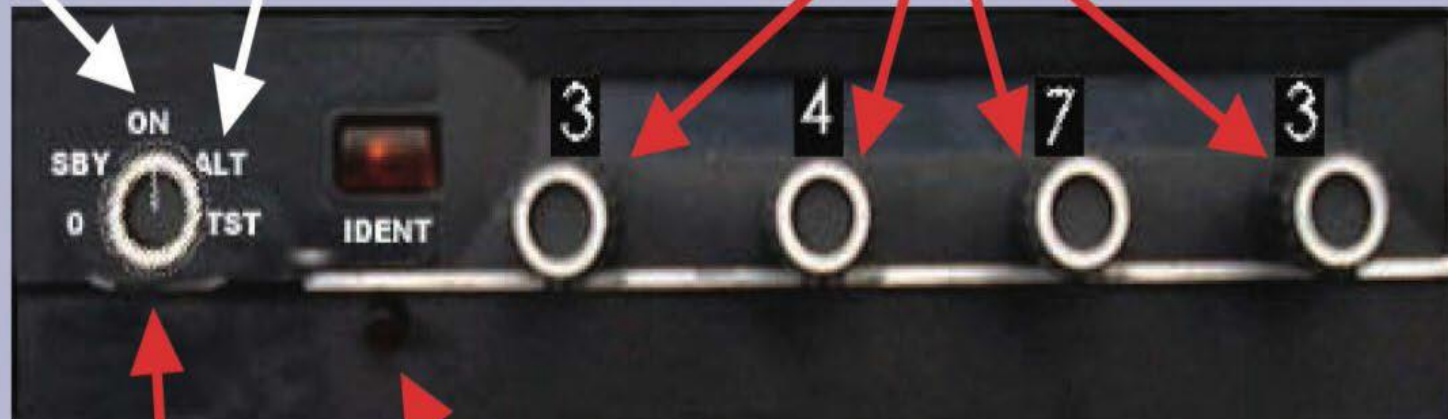
Clearance Limit

A clearance limit shall be described by specifying the name of the appropriate **significant point, or aerodrome, or controlled airspace boundary**.

Mode A

Mode A + C

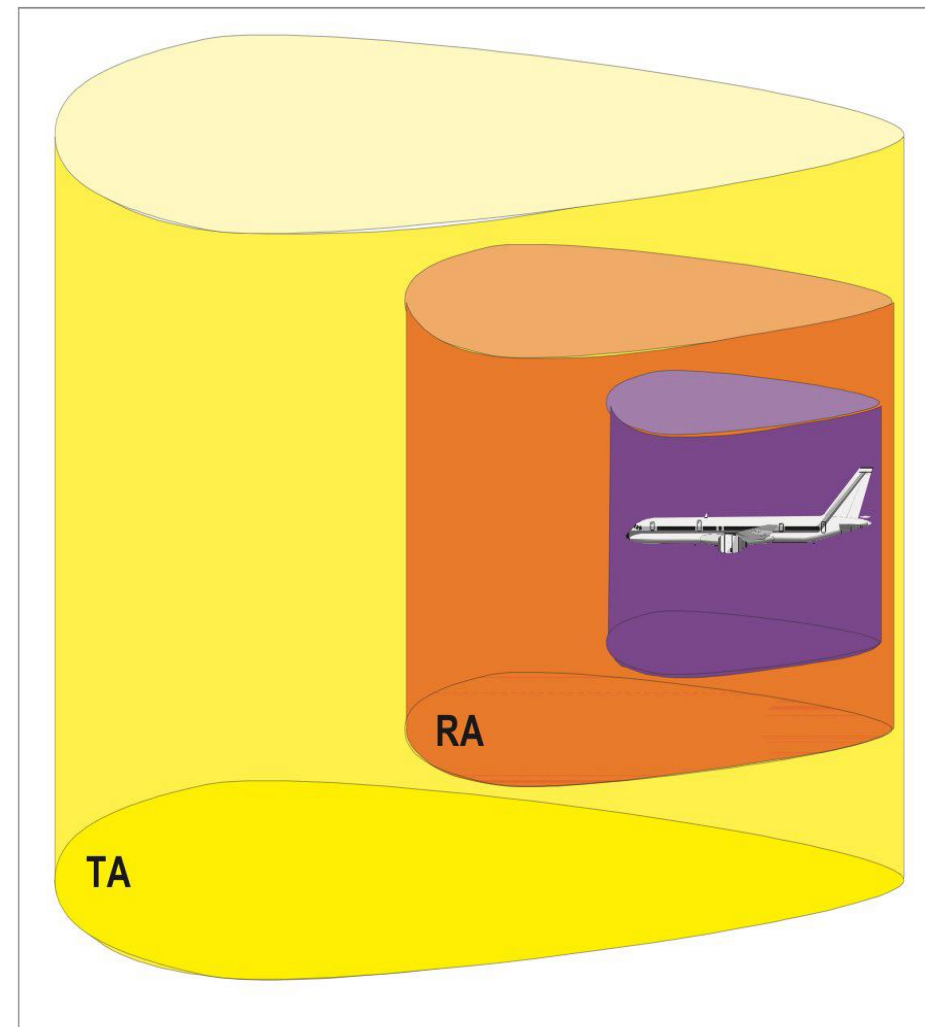
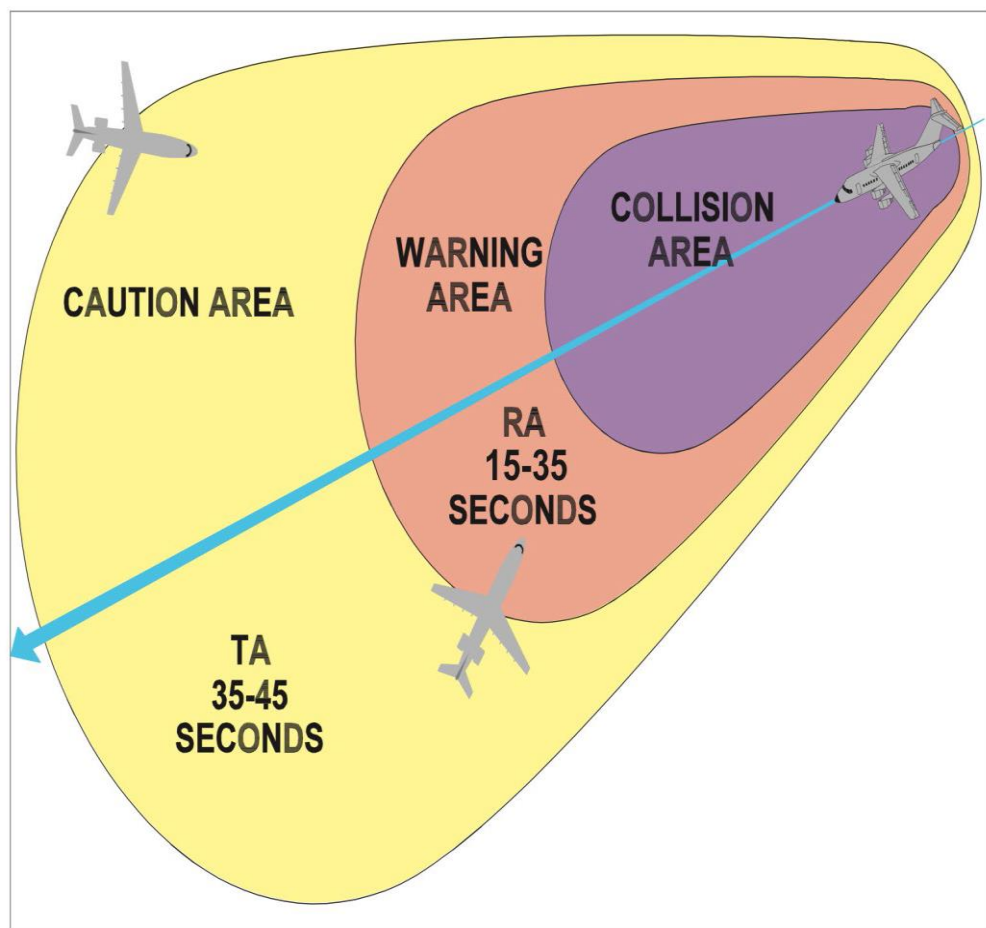
Code selectors



Function selector

Ident

This transponder is set to mode A code 3473 but is not transmitting mode C



EPABC CLEARED TO ZANJAN VIA FLIGHT
PLAN ROUTE,
FL 105 AFTER DEPARTURE FPLLOW
AZADY1(ESHTEHARD1),SQUAKE 6265

Operation on and in the vicinity of an aerodrome

Aerodrome traffic

All traffic on the maneuvering area of an aerodrome ***and all*** aircraft flying in the vicinity of an aerodrome.

Aerodrome traffic zone

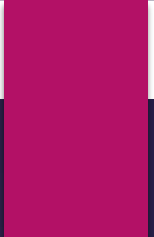
An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

AD PROCEDURES:

- a) observe other aerodrome traffic for the purpose of avoiding collision;
- b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
- c) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- d) land and take off into the wind unless

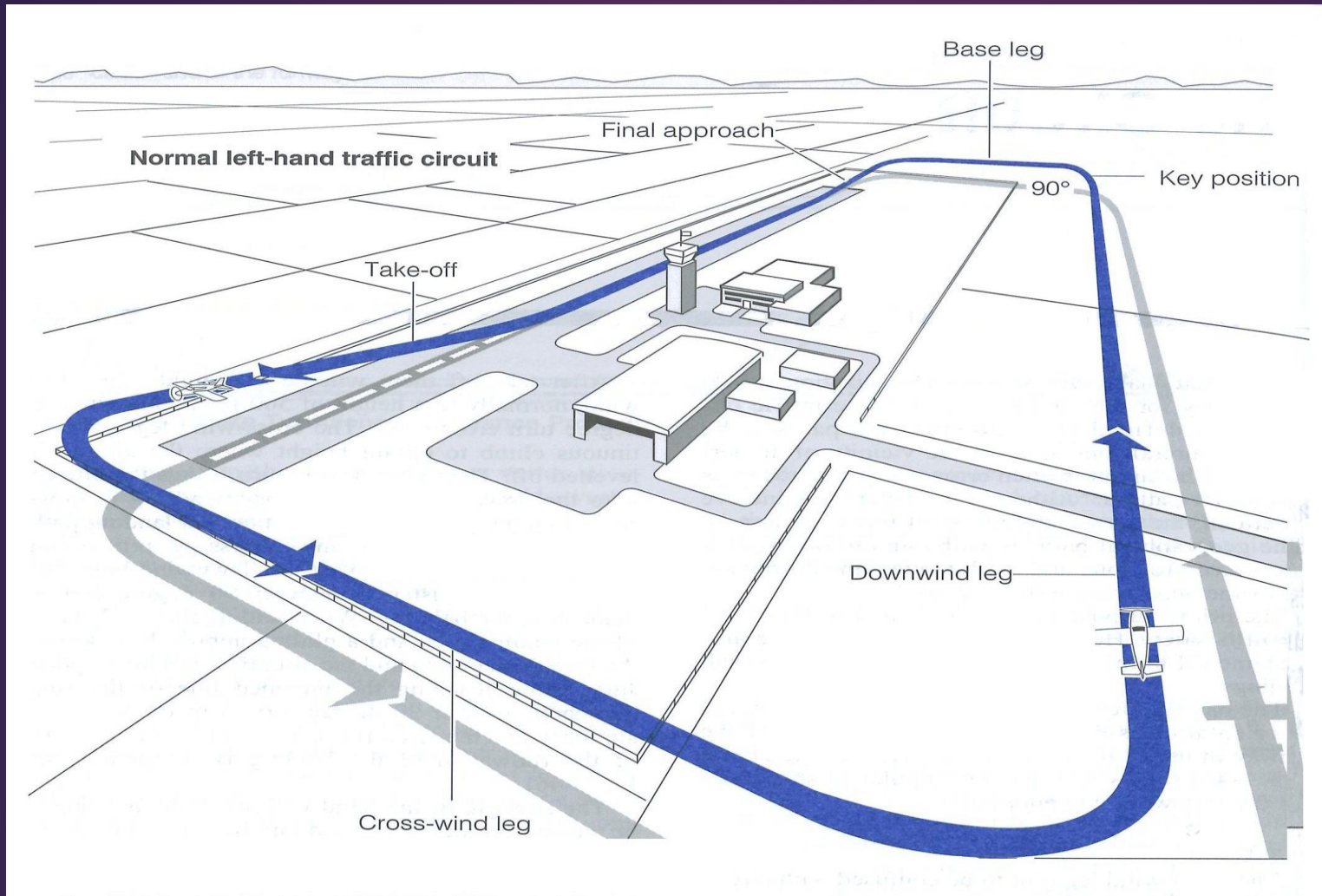
Essential Local Traffic

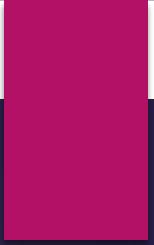
Information on essential local traffic known to the Controller, shall be also transmitted to departing and arriving aircraft. Essential local traffic consists of any aircraft, vehicle or personnel on or near the runway to be used, or traffic in the take-off, climb-out or final approach areas, which may constitute a collision hazard to a departing or arriving aircraft.



E-BC RUNWAY 06 CLEARED
FOR TAKE-OFF, WIND[],QNH[]

RUNWAY 24 CLEARED
FOR TAKE-OFF,QNH[],EPABC





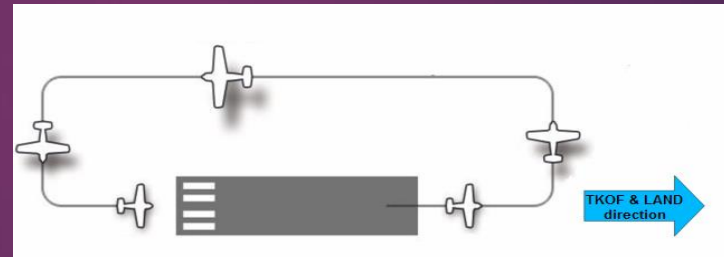
G-CD JOIN [LEFT] DOWNWIND RUNWAY 30

JOIN LEFT HAND DOWNWIND RUNWAY 30 ,G-CD

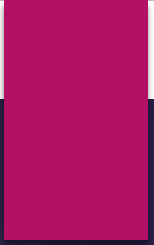
PAYAM INFORMATION G- CD, DOWNWIND

G-CD REPORT FINAL

Traffic information. Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

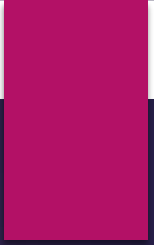


TRAFFIC IN SIGHT
LOOKING OUT
REQUEST TRAFFIC AVOIDANCE ADVISE



G-CD EXTEND DOWNWIND
NUMBER 2 FOLLOW
MD83 ON 4 MILES FINAL

G-CD ORBIT RIGHT DUE TRAFFIC ON FINAL

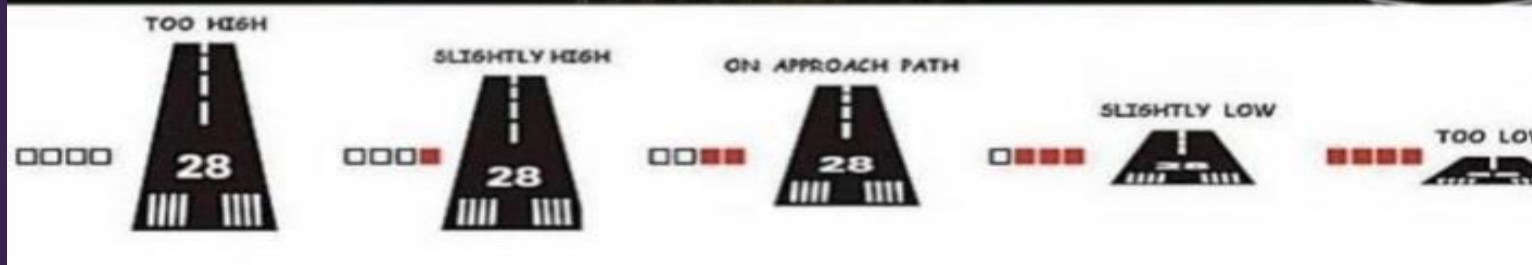


Final approach. That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified,

- a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or
- b) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which:
 - 1) a landing can be made; or
 - 2) a missed approach procedure is initiated.

PAYAM INFORMATION EPABC, POSITION FINAL RWY30 REQUEST LOW
APPROACH(LOW PASS- STOP AND GO ...- FULL STOP LANDING)

EBC,CLEARED LOW APPROACH RUNWAY 30



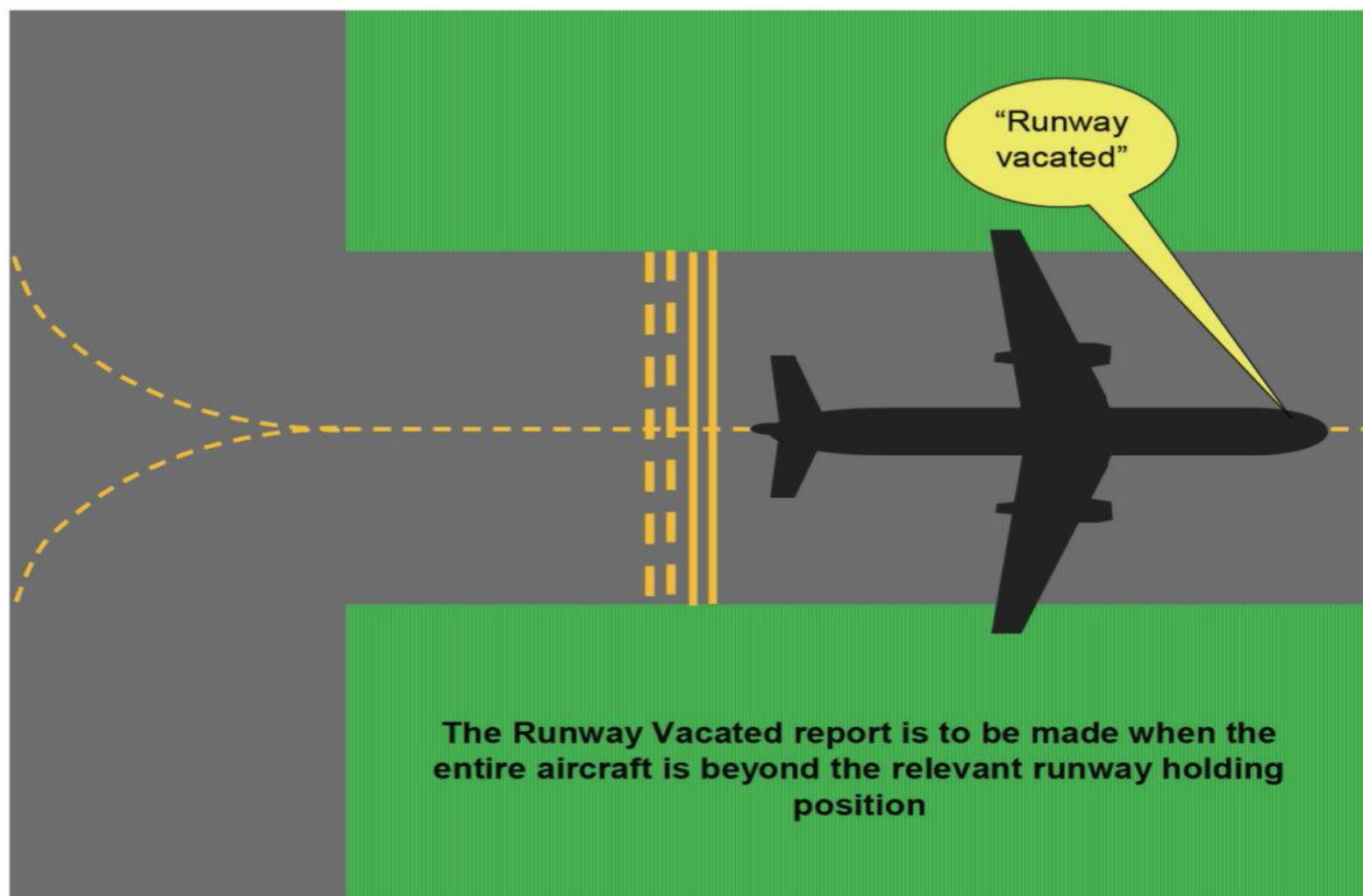
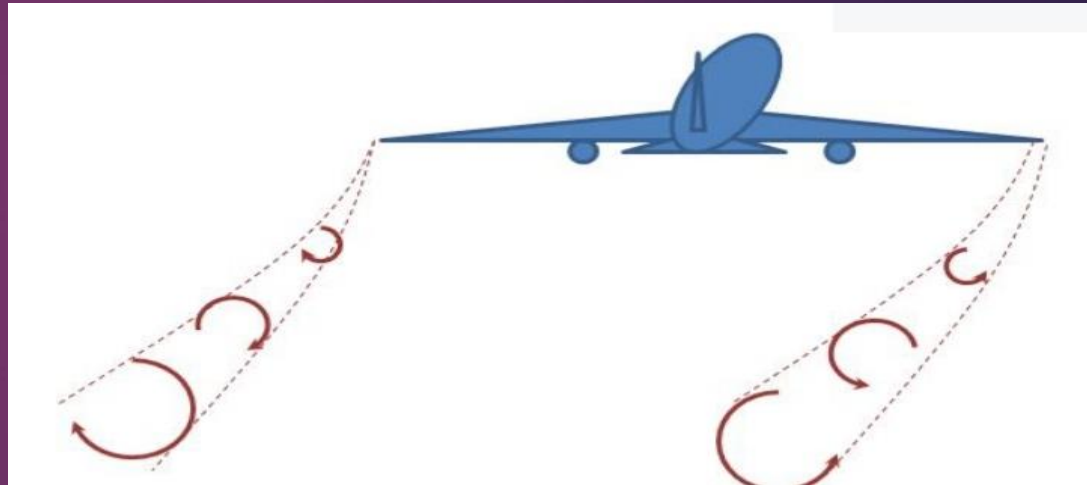


Figure 17.6 Runway vacated report

Wake turbulence:

the issuance of a clearance to a VFR flight to fly subject to maintaining own separation



Wake Turbulence Categories of Aircraft

Wake turbulence separation minima shall be based on a grouping of aircraft types into three categories according to the maximum certificated take-off mass as follows:

HEAVY (H) – all aircraft types of 136,000kg or more;

MEDIUM (M) – aircraft types less than 136,000kg but more than 7000kg; and

LIGHT (L) – aircraft types of 7000kg or less.

For aircraft in the heavy wake turbulence category the word “**Heavy**” shall be included ***immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.***

Transfer of Aircraft from One ATC Unit to Another

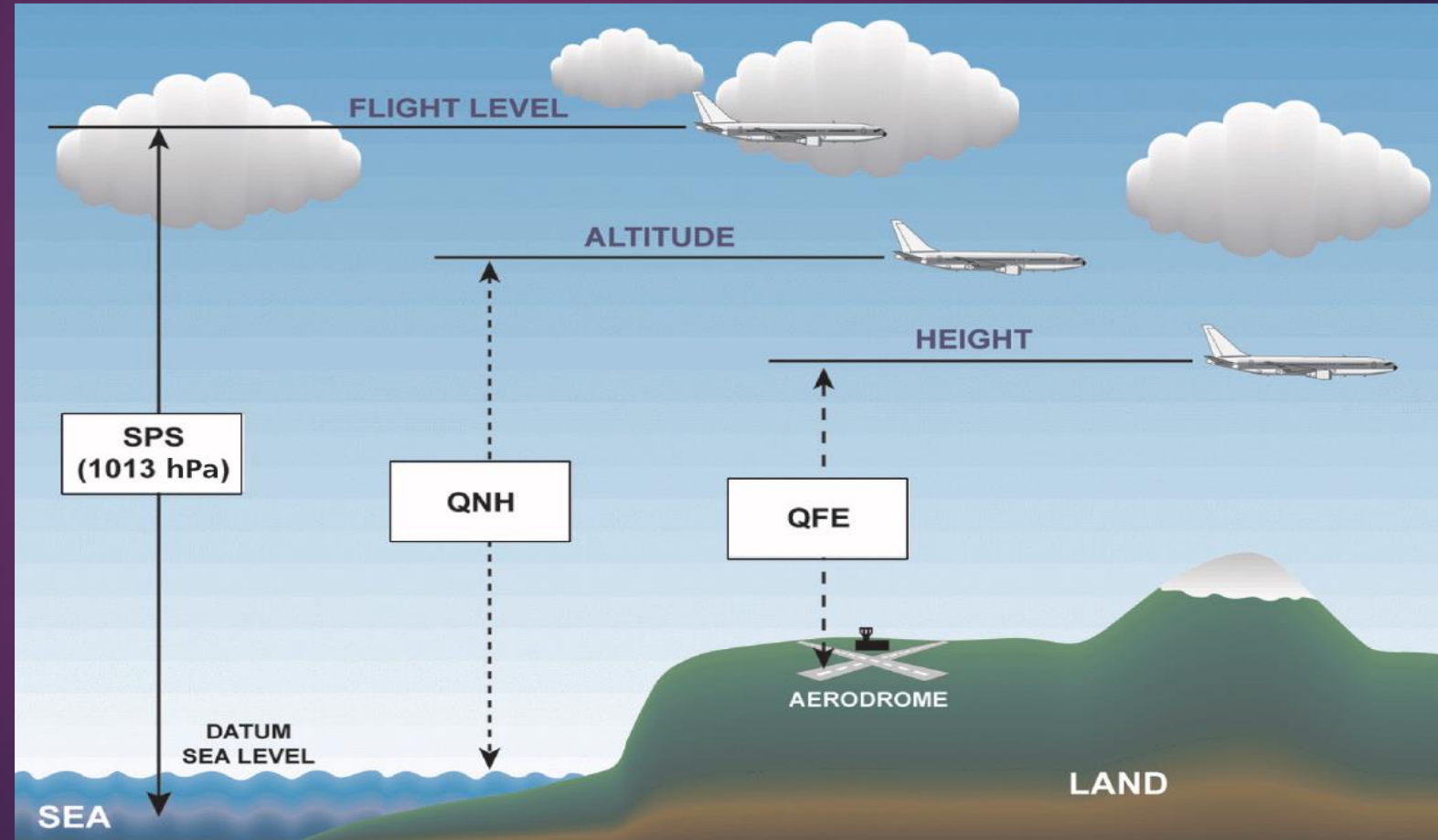
Transfer of the control of aircraft from one ATC Unit to another shall be at such a ***point, level or time*** that information and instructions can be passed to the aircraft in a timely manner.

Flight level. 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.

- a) when set to a QNH altimeter setting, will indicate altitude;
- b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;
- c) when set to a pressure of 1 013.2 hps, may be used to indicate flight levels.

Level

A generic term relating to the vertical position of an aircraft in flight and **meaning variously, height, altitude or flight level.**



PAYAM:

1 *Designation and lateral limits* Payam ATZ:
A circle, radius 3 NM centred at 354647N 0504922E (ARP).

2 *Vertical limits* 5500 FT MSL

3 *Airspace classification* G

4 *Transition altitude* 9000 FT MSL

5 *Transition level:* FL 110

These procedures are applicable for the implementation of separation in Tehran TMA,

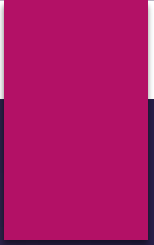
All flights shall set Mehrabad (OIII) QNH as area QNH.

Local AD QNH shall be set for arriving and departing aircraft to or from all aerodromes within Tehran TMA below 6000FT.

Position reports

Unless exempted by the appropriate ATS authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information.

Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate air traffic services unit.



On routes defined by designated significant points, position reports shall be made when over, or as soon as possible after passing, each designated compulsory reporting point. Additional reports over other points may be requested by the appropriate ATS unit.

On routes not defined by designated significant points, position reports shall be made by the aircraft as soon as possible ***after the first half hour of flight and at hourly intervals there after.*** Additional reports at shorter intervals of time may be requested by the appropriate ATS unit.

Position reports:

A/C IDENTIFICATION
POSITION
TIME
LEVEL
NEXT POS AND TIME OVER THAT
ENSURING POINT

4.12.2 Contents of Routine Air-Reports

4.12.2.1 Routine air-reports transmitted by data link, when ADS-C is not being applied, shall give information relating to such of the following elements as are necessary for compliance with 4.12.2.2:

– *Section 1 — Position Information:*

1. Aircraft identification
2. Position
3. Time
4. Flight level or altitude
5. Next position and time over
6. Ensuing significant point.

– *Section 2 — Operational Information:*

Change over point. The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

Note.— Changeover points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.

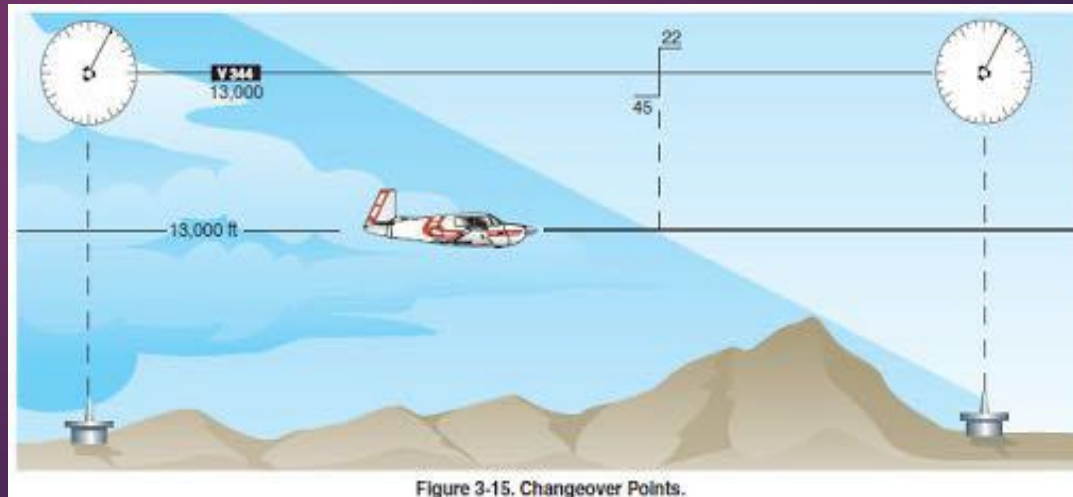


Figure 3-15. Changeover Points.

TIBA(Traffic Information Broadcasts by Aircraft):

*Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on frequency 135.175 **MHZ** for the information of pilots of other aircraft in the vicinity.

*A listening watch shall be maintained on the TIBA frequency 10 minutes before entering the designated airspace until leaving this airspace.

Traffic Information Broadcasts by Aircraft (TIBA)

Forms of Broadcast “ALL STATIONS EP-IXX FLIGHT LEVEL 85 NORTH BOUND DIRECT FROM PAYAM AIRPORT TO ZULU POSITION ESTIMATING CROSSING MIKE AT 0012 EP-IXX FLIGHT LEVEL 85 NORTH BOUND OUT”

Before a change in flight level “ ALL STATIONS (call sign) (direction) (ATS route) (or DIRECT FROM (position) TO (position)) LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (position and time) ”

TIBA Routes of Flight

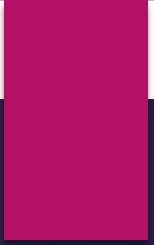
- a) Ghazvin airport, Karaj/Payam airport and vice versa
- b) Ghazvin airport, Takestan , Ziya abad ,
Abhar, Zanzan airport and vice versa

All flights should be standby on ACC, Sector 1 Frequency.

Emergency phase.

A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.





With respect to survival craft stations the following emergency / distress frequencies are provided:

VHF —121.5 MHz;

UHF —243.0 MHz;

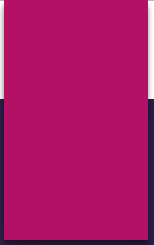
HF —500 kHz, 2182 kHz, 8364 kHz.

Radio telephony in distress:

1-mayday(3)

- 2) name of the station addressed;
- 3) identification of the aircraft;
- 4) nature of the distress condition;
- 5) intention of the person in command;
- 6) position, level and heading of the aircraft; and
- 7) any other useful information.

MAYDAY(3),PAYAM INFO, E-BC ENGINE FAILURE INTENTION (REQUEST)FULL
STOP LANDING,POSITION 10 MILES SOUTH 3500.



In addition to being preceded by the radiotelephony urgency signal PAN PAN, ***preferably spoken three*** times and each word of the group pronounced as the French word “panne” (MAY-DEE-CAL), the urgency message to be sent by an aircraft reporting an urgency condition shall:

be on the air-ground frequency in use at the time

the name of the station addressed;

the identification of the aircraft;

the nature of the urgency condition;

the intention of the person in command;

present position, level (i.e., flight level, altitude, etc., as appropriate)

and heading;

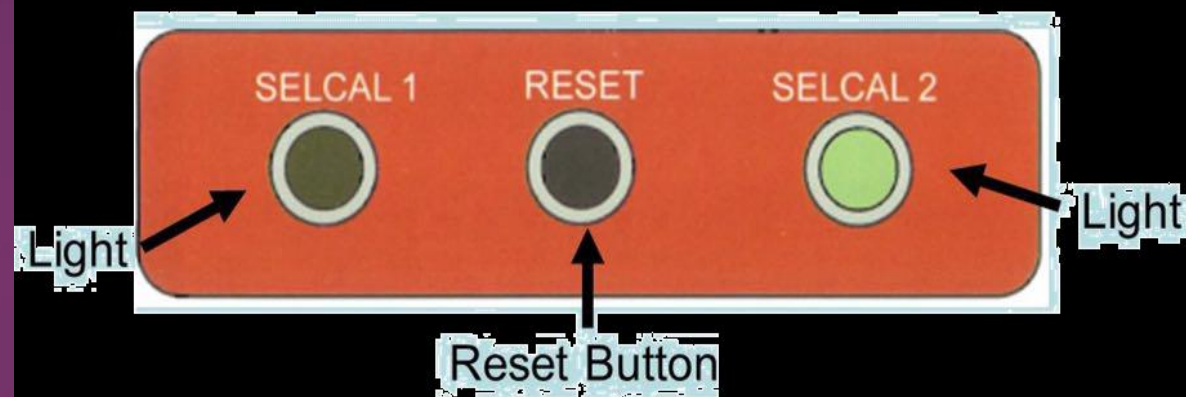
any other useful information.

TIME SYSTEM

Coordinated Universal Time (UTC) shall be used by all stations in the aeronautical telecommunication service. Midnight shall be designated as 2400 for the end of the day and 0000 for the beginning of the day.



SELCAL Control Panel



Here is the SELCAL controller located in the flight deck.

When being called, a chime will sound and a light will light, letting the crew know they are being paged.

The crew will then turn up the volume on their com radio (either HF or VHF) so they can respond to the call.

Pressing the RESET button arms the system for the next call.

- “TAKE OFF” are only used when an aircraft is cleared to take off or when cancelling a take-off clearance;
- At other times the words: “DEPARTURE” and “AIRBORNE” are used.

TRANSFER OF VHF COMMUNICATIONS

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.

.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. For aircraft in the SUPER or HEAVY wake turbulence categories the word “super” or “Heavy” shall be included, as appropriate, immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units. When the flight crew have suffixed their call sign with the word “Heavy” or “SUPER”, the controller need not include this word in the first reply to an aircraft radiotelephony call.