



1/3/05

Transmittal Note

SUPPLEMENT TO

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS

VOLUME II

(COMMUNICATION PROCEDURES

including those with PANS status)

(Sixth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 10, Volume II, and includes differences notified by Contracting States up to 1 March 2005 with respect to all amendments up to and including Amendment 79.
 2. This Supplement should be inserted at the end of Annex 10, Volume II (Sixth Edition). Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.
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**SUPPLEMENT TO
ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**

**Volume II
(Communication Procedures
including those with PANS status)**

(Sixth Edition)

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 10, Volume II, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

MARCH 2005

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

**AMENDMENTS TO ANNEX 10, VOLUME II, ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE SIXTH EDITION ISSUED JULY 2001**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
77	not applicable to Volume II				
78	5/3/03	27/11/03			
79	not applicable to Volume II				

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 10, Volume II (Sixth Edition) up to and including Amendment 79, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Australia	28/10/04	1-2	1/3/05
France	18/10/04	1-2	1/3/05
Germany	19/7/04	1	1/3/05
Sweden	25/10/04	1	1/3/05
United Kingdom	21/10/04	1-2	1/3/05

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Argentina	3/9/04	Marshall Islands	14/6/04
Austria	8/7/04	Mexico	10/9/04
Bahrain	5/7/04	Netherlands	30/7/04
Barbados	5/5/04	Norway	30/6/04
Belarus	22/10/04	Oman	9/6/04
Belgium	5/11/04	Pakistan	16/10/04
Brazil	28/6/04	Republic of Korea	25/10/04
Canada	18/10/04	Republic of Moldova	10/9/04
China	30/11/04	Romania	25/10/04
China (Hong Kong SAR)	17/11/04	Saudi Arabia	4/7/04
Cuba	16/12/04	Seychelles	15/10/04
Denmark	23/6/04	Singapore	22/9/04
Dominican Republic	7/7/04	Slovakia	26/10/04
Estonia	7/10/04	South Africa	10/8/04
Gambia	2/7/04	Switzerland	19/7/04
Greece	12/7/04	Thailand	18/6/04
Guatemala	9/7/04	Tunisia	15/6/04
Guyana	13/5/04	Turkey	9/7/04
Iran (Islamic Republic of)	21/6/04	United Arab Emirates	18/5/04
Ireland	22/10/04	United Republic of Tanzania	2/4/04
Latvia	14/6/04	Uruguay	24/9/04
Lithuania	12/5/04	Uzbekistan	7/10/04
Malaysia	10/7/04		

3. Contracting States from which no information has been received

Afghanistan	Georgia	Palau
Albania	Ghana	Panama
Algeria	Grenada	Papua New Guinea
Andorra	Guinea	Paraguay
Angola	Guinea-Bissau	Peru
Antigua and Barbuda	Haiti	Philippines
Armenia	Honduras	Poland
Azerbaijan	Hungary	Portugal
Bahamas	Iceland	Qatar
Bangladesh	India	Russian Federation
Belize	Indonesia	Rwanda
Benin	Iraq	Saint Kitts and Nevis
Bhutan	Israel	Saint Lucia
Bolivia	Italy	Saint Vincent and the Grenadines
Bosnia and Herzegovina	Jamaica	Samoa
Botswana	Japan	San Marino
Brunei Darussalam	Jordan	Sao Tome and Principe
Bulgaria	Kazakhstan	Senegal
Burkina Faso	Kenya	Serbia and Montenegro
Burundi	Kiribati	Sierra Leone
Cambodia	Kuwait	Slovenia
Cameroon	Kyrgyzstan	Solomon Islands
Cape Verde	Lao People's Democratic Republic	Somalia
Central African Republic	Lebanon	Spain
Chad	Lesotho	Sri Lanka
Chile	Liberia	Sudan
Colombia	Libyan Arab Jamahiriya	Suriname
Comoros	Luxembourg	Swaziland
Congo	Madagascar	Syrian Arab Republic
Cook Islands	Malawi	Tajikistan
Costa Rica	Maldives	The former Yugoslav Republic of Macedonia
Côte d'Ivoire	Mali	Togo
Croatia	Malta	Tonga
Cyprus	Mauritania	Trinidad and Tobago
Czech Republic	Mauritius	Turkmenistan
Democratic People's Republic of Korea	Micronesia (Federated States of)	Uganda
Democratic Republic of the Congo	Monaco	Ukraine
Djibouti	Mongolia	United States
Ecuador	Morocco	Vanuatu
Egypt	Mozambique	Venezuela
El Salvador	Myanmar	Viet Nam
Equatorial Guinea	Namibia	Yemen
Eritrea	Nauru	Zambia
Ethiopia	Nepal	Zimbabwe
Fiji	New Zealand	
Finland	Nicaragua	
Gabon	Niger	
	Nigeria	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Chapter 3		5.2.1.7.3.2.1	Australia
3.3.6	United Kingdom	5.2.1.7.3.2.3	United Kingdom
3.3.6.1	United Kingdom	5.2.1.7.3.2.6	United Kingdom
3.5.1.1	United Kingdom	5.2.1.9.2.3	United Kingdom
3.5.1.1.1	United Kingdom	5.2.1.9.3	United Kingdom
3.5.1.1.2	United Kingdom	5.2.1.9.4.7	United Kingdom
3.5.1.6	United Kingdom	5.2.2.1.1.1	Australia
		5.2.2.1.1.2	Australia
		5.2.2.1.1.4	United Kingdom
Chapter 4		5.2.2.1.3	United Kingdom
4.1.2.1	Australia	5.2.2.4.1	Australia
4.4.3.1	Australia	5.2.2.5.3	Australia
		5.2.2.7.1.1	Australia
Chapter 5		5.2.2.7.1.2	Australia
5.1.2	Australia	5.3.2.5.1	Australia
5.1.7	Australia	5.3.2.5.2	Australia
5.1.8	France	5.3.2.5.3	Australia
5.1.8.6	Australia	5.3.3.4.1	Australia
5.1.8.8	Australia	5.3.3.4.2	Australia
5.2.1.3	Sweden		
5.2.1.4	Germany	Chapter 6	
5.2.1.4.1.1	Australia	6.2	Germany
	France		
	United Kingdom	Chapter 7	
5.2.1.4.1.2	France	7.2.1.2	Australia
5.2.1.4.1.3	France		
5.2.1.5.8	France	Chapter 8	
	United Kingdom	8.2.8.5	Australia
5.2.1.6.2.1	Australia	8.2.9.6.3.1	Australia
5.2.1.7	Germany	8.2.9.6.3.2	Australia
5.2.1.7.1.2	France	8.2.12.4	Australia
5.2.1.7.2.1.1	France		

CHAPTER 4

4.1.2.1 Australia also uses

Curly bracket	{ }
Square bracket	[]
Exclamation	!
At / to	@
Hash	#
Dollar sign	\$
Per cent	%
Accent	^
Ampersand	&
Asterisk	*

Remarks. The AFTN switch accepts these characters and passes the message on. TAAATS and Intelligent AFTN Terminals (IAT) will not allow these characters to be input into the AFTN switch. NAIPS terminals allow these characters but the NAIPS system removes these characters from the message before passing the message through to the AFTN switch.

4.4.3.1 The switch recreates the heading of a message and in so doing utilizes [<<°] instead of [<°]. This has no operational impact and is carried over from previous Annex 10 requirements.

CHAPTER 5

5.1.2 This is not specifically addressed in legislation.

5.1.7

Remarks. Australian practice generally complies.

5.1.8.6 These Standards are not specifically addressed in legislation.

5.1.8.8

Remarks. Australian practice does comply. The Australian AIP specifies similar types of messages to ICAO's Flight Regularity Messages as part of the Unicom.

5.2.1.4.1.1 Flight number call signs are transmitted using Group Form.

5.2.1.6.2.1

5.2.1.7.3.2.1 *Remarks.* GEN 3.4 Paragraph 4.16 — Flight Number Call Signs — Using Group Form refers.

5.2.2.1.1.1 These Standards are not specifically addressed in legislation.

5.2.2.1.1.2

Remarks. Australian practice generally complies.

5.2.2.4.1 This is not specifically addressed in legislation.

5.2.2.5.3

5.2.2.7.1.1 *Remarks.* Australian practice generally complies.

5.2.2.7.1.2 Australia does not require the transmission of the message twice.

5.3.2.5.1 This is not specifically addressed in legislation.

5.3.2.5.2

5.3.2.5.3 *Remarks.* Australian practice generally complies.

5.3.3.4.1 For civilian medical flights, Australia has adopted the following flight categories for the purpose of
5.3.3.4.2 defining the priority which ATC must give to such flights in airspace or at aerodromes having high
traffic movements — MERCY flights; MED 1 flights; MED 2 flights; HOSPITAL flights.

Remarks. Australian practice generally complies, although the word MEDICAL is not used as per the
Annex Standard.

CHAPTER 7

7.2.1.2 Australia does not have any specification on rate of speech.

Remarks. Whilst not specifically stated, Australia generally complies with radiotelephone procedures.

CHAPTER 8

8.2.8.5 “CURRENT DATA AUTHORITY” is not included in the Downlink System Management Messages.

8.2.9.6.3.1 Australia is operating FANS-1; CPDLC does not have this functionality.

8.2.9.6.3.2

8.2.12.4 Australia is operating FANS-1/A; CPDLC does not provide this functionality.

CHAPTER 5

5.1.8 The order of priority of the messages transmitted by the aeronautical mobile service is the following:

- distress messages
- urgency messages
- air traffic control messages
- flight information messages
- messages between aircraft operators and pilots.

Reasons. For the French Administration, direction-finding messages are included in the category of air traffic control messages.

5.2.1.4.1.1 In French, the number “1” is pronounced as “unite”.

In French and English, when the time code is used, the numbers 10, 11 and 12 are spoken as in everyday life.

Instead of “niveau de vol/flight level”, it is possible to use the shortened form “niveau/level”.

5.2.1.4.1.2 In French and English, this rule applies to the transmission of all numbers, whatever element is transmitted, and it is not restricted to altitude, cloud height, visibility and RVR.

5.2.1.4.1.3 In French, the word “decimal” may be omitted if there is no ambiguity.

5.2.1.5.8 In French and English, when the expression “AUTORISÉ/CLEARED” is used in aerodrome traffic, it is used only for take-off, landing, touchdown and the option (in student pilot instruction, it is the clearance leaving the pilot the choice of the manoeuvre to be made: go-around, touchdown or complete landing).

When it is a clearance other than for take-off or landing, the expression “APPROUVÉ/APPROVED” is used.

“break/break” is not used.

“réautorisé/recleared” is not used.

“je demande/request” is replaced by “demandons/requesting”.

“impossible/unable” is not used.

“attendez/stand by” has been replaced by “stand by/stand by”.

In English “say” is used instead of “report” when “report” is used in the sense of “give me the following information”. This only concerns the English expression.

In English, “pass your message” is used instead of “go ahead”. “Pass your message” is preferred to “go ahead” which may mean literally “go straight on”.

5.2.1.7.1.2 On the following contacts, the name of the location and/or the suffix may be omitted.

On first contact, the call sign suffix may be omitted, unless it is the suffix “INFORMATION”. The suffix “prévol/pre-flight” is used instead of “délivrance/delivery”. The suffix “RADAR” is not used. The suffixes “CLUB/CLUB” are used by stations used by flying clubs.

5.2.1.7.2.1.1 The Type b) call sign uses the aircraft operator’s call sign followed by the complete registration marking.

CHAPTER 5

5.2.1.4 In the following cases, numbers are not transmitted by pronouncing each digit separately:

- 1) messages containing traffic information, e.g. transmission of direction — eleven o'clock;
- 2) instruction to fly a complete circle — make a three sixty.
- 3) Flight identifications containing identical numbers may be transmitted as “DOUBLE (number)” or “TRIPLE (number)” provided it does not cause confusion.

Deviating from the item stated, when applying the procedure, the following applies: The initial call is limited to the call sign of the aeronautical station and the aircraft call sign.

5.2.1.7 Calling — Radiotelephony procedures

The provisions of Annex 10, Volume II, 5.2.1.7 are not applied for Diagonal Staggered Approaches with reduced Minimum Radar Separation (MRS) on Final Approach at Frankfurt Main Airport. Deviating from the item stated, when applying the procedure, the following applies: The initial call is limited to the aircraft call sign.

The provisions of Annex 10, Volume II, 5.2.1.7 are not applied to “High Intensity RWY Operation” (HIRO) at Frankfurt Main Airport.

CHAPTER 6

6.2 Direction-finding stations are not used for surveillance purposes.

CHAPTER 5

5.2.1.3 Not applied.

CHAPTER 3

- 3.3.6 The United Kingdom complies only at ATC units and recommends compliance at certain AFIS units.
- 3.3.6.1* The United Kingdom has no requirement to record telephone system calls although they are recorded at many ATC units. The only aeronautical stations with speaker systems which are required to record messages are ATC units.
- 3.5.1.1 The United Kingdom complies only at ATC units and recommends compliance at certain AFIS units.
- 3.5.1.1.1* The United Kingdom complies only at ATC units and recommends compliance at certain AFIS units.
- 3.5.1.1.2* Aircraft logs are not required by the United Kingdom.
- 3.5.1.6 The United Kingdom has some requirements applicable to certain aeronautical stations.

CHAPTER 5

- 5.2.1.4.1.1 One exception. Flight levels ending in hundreds are transmitted as “HUNDRED” e.g., “FLIGHT LEVEL ONE HUNDRED” in order to differentiate from flight level one one zero.
- Remarks.* On safety grounds in order to reduce “level busts” where it was found that pilots were confusing one zero zero with one one zero.
- 5.2.1.5.8 CONTACT shall have the meaning “Establish communications with ... (your details have been passed)”.
- Remarks.* Shortens a pilot’s first call on the next ATS unit/frequency as he/she knows he/she does not have to pass full details.
- Additional word — FREECALL shall have the meaning “Call (unit) ... (your details have not been passed)”. Mainly used by military ATC.
- Remarks.* Informs the pilot he/she will have to pass full details to the next ATS unit/frequency on first contact.
- GO AHEAD not used. Different phrase — PASS YOUR MESSAGE used instead.
- Remarks.* GO AHEAD not used on safety grounds in order to reduce runway incursions where it was found that some pilots/drivers confused GO AHEAD with PROCEED.
- Additional phrase — PASS YOUR MESSAGE shall have the meaning “Proceed with your message”.
- Remarks.* See GO AHEAD.
- RECLEARED not used.

* Recommended Practice

Remarks. RECLEARED not used on safety grounds. Direction of movement implied in CLIMB and DESCEND acts as a check in some circumstances when the pilot has received a call that was not directed at him/her.

5.2.1.7.3.2.3 Under certain circumstances the answering ground station may omit its call sign.

Remarks. It has been shown that omitting the ground station call sign may improve safety standards at busy ATC units.

5.2.1.7.3.2.6 Air-to-air communications on frequency 123.45 MHz are not permitted.

Remarks. Frequency 123.45 MHz is assigned for discrete ATC purposes within the UK.

5.2.1.9.2.3 This method of acknowledging receipt is not used in the UK.

Remarks. The UK uses procedures in accordance with the examples in ICAO Doc 9432 (1990), paragraphs 2.8.1.6 and 3.3.2 which are different to those described in this Annex.

5.2.1.9.3 This method of ending conversations is not used in the UK.

Remarks. Standard word OUT is used if necessary although not normally used in VHF communications.

5.2.1.9.4.7 If an aircraft readback of a clearance or instruction is incorrect, the controller shall transmit the word NEGATIVE followed by the correct version.

Remarks. The phrase I SAY AGAIN is considered superfluous in this case.

5.2.2.1.1.4 Not applicable.

Remarks. Air-to-air communications on the air-to-air communications channel frequency 123.45 MHz are not permitted in the UK. See 5.2.1.7.3.2.6.

5.2.2.1.3 Not applied in the UK.

Remarks. VHF emergency channel frequency 121.5 MHz is not routinely monitored at civil aerodromes, however, it is monitored 24 hrs at Area Control Centres and covers most of the UK above 3 000' amsl.