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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 8 February 2007 with respect to all amendments up to and including Amendment 80.
 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.

FEBRUARY 2007

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>
77	not applicable to Volume II	
78	5/3/03	27/11/03
79	not applicable to Volume II	
80	25/2/05	24/11/05

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>

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 80, 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	20/10/05	1–2	8/2/07
France	14/11/05	1–2	8/2/07
Germany	20/10/05	1	8/2/07
India	6/10/06	1	8/2/07
New Zealand	27/11/05	1	8/2/07
Norway	19/8/05	1	8/2/07
Sweden	24/10/05	1	8/2/07
United Kingdom	28/4/06	1–2	8/2/07

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	14/11/05	Romania	20/10/05
Austria	14/6/05	Saudi Arabia	24/8/05
Azerbaijan	26/8/05	Singapore	5/7/05
Belgium	27/10/05	Slovakia	4/11/05
Bolivia	2/6/05	Slovenia	30/6/05
Canada	24/10/05	South Africa	13/5/05
Chile	14/10/05	Switzerland	29/7/05
China	13/6/05	The former Yugoslav Republic of Macedonia	4/7/05
China (Hong Kong SAR)	24/10/05	Tunisia	18/7/05
Denmark	22/6/05	Turkey	5/7/05
Gambia	8/6/05	United Arab Emirates	24/5/05
Greece	5/10/05	United States	30/6/05
Iran (Islamic Republic of)	30/7/05	Uruguay	4/4/06
Ireland	24/10/05	Uzbekistan	11/10/05
Lithuania	16/8/05	Venezuela	12/7/05
Malaysia	16/6/05		
Republic of Moldova	12/9/05		

3. Contracting States from which no information has been received

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

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		5.2.1.4.1.3	France
3.3.6	United Kingdom	5.2.1.5.8	France
3.3.6.1	United Kingdom		United Kingdom
3.5.1.1	United Kingdom	5.2.1.6.2.1	Australia
3.5.1.1.1	United Kingdom	5.2.1.7	Germany
3.5.1.1.2	United Kingdom	5.2.1.7.1.2	France
3.5.1.6	United Kingdom		New Zealand
			United Kingdom
		5.2.1.7.2.1.1	France
Chapter 4			New Zealand
4.1.2.1	Australia		United Kingdom
4.4.3.1	Australia	5.2.1.7.2.2	New Zealand
4.4.7.1	India	5.2.1.7.2.2.1	United Kingdom
4.4.9.3.4	India	5.2.1.7.3.2.1	Australia
4.4.9.3.4.1	India	5.2.1.7.3.2.3	United Kingdom
4.4.9.3.5	India	5.2.1.7.3.2.6	United Kingdom
4.4.10.1.4.1.2	India	5.2.1.7.3.4.4	France
4.4.10.1.4.1.3	India	5.2.1.9.2.3	United Kingdom
4.4.10.1.4.2	India	5.2.1.9.3	United Kingdom
4.4.10.1.4.2.1	India	5.2.1.9.4.7	United Kingdom
4.4.10.1.5	India	5.2.2.1.1.1	Australia
4.4.12.1	India		New Zealand
4.4.12.2	India	5.2.2.1.1.2	Australia
4.4.12.3	India	5.2.2.1.3	United Kingdom
4.4.12.4	India	5.2.2.4.1	Australia
4.4.12.5	India	5.2.2.5.3	Australia
4.4.12.6	India	5.2.2.7.1.1	Australia
		5.2.2.7.1.2	Australia
Chapter 5		5.3.2.5.1	Australia
5.1.2	Australia	5.3.2.5.2	Australia
5.1.7	Australia	5.3.2.5.3	Australia
5.1.8	France	5.3.3.4.1	Australia
	United Kingdom		United Kingdom
5.1.8.1	United Kingdom	5.3.3.4.2	Australia
5.1.8.2	United Kingdom		United Kingdom
5.1.8.6	Australia	5.3.3.5.1	United Kingdom
5.1.8.8	Australia		
5.2.1.2.2	India	Chapter 6	
5.2.1.3	Sweden	6.2	Germany
5.2.1.4	Germany		New Zealand
	Norway	6.2.1	India
5.2.1.4.1.1	Australia		United Kingdom
	France	6.2.2	India
	United Kingdom	6.2.2.1	India
5.2.1.4.1.2	France	6.2.3	India

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
6.2.4	India	Chapter 7	
6.2.5	India	7.2.1.2	Australia
6.2.5.1	India		
6.2.6	India	Chapter 8	
6.2.7	India	8.2.8.5	Australia
6.2.8	India	8.2.9.6.3.1	Australia
6.2.9	India	8.2.9.6.3.2	Australia
6.2.10	India	8.2.12.4	Australia
6.2.11	India		
6.2.12	India		
6.2.13	India		

CHAPTER 4

4.1.2.1 Australia also uses (paragraph 6.8.3.27 of the Australian Manual of Air Traffic Standards (MATS))

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.

Remarks. Australian practice generally complies. Australian practice is governed by the requirements of the Radiocommunications Act, which is administered by the Australian Communications Authority.

5.1.7 This is not specifically addressed in legislation.

Remarks. Australian practice 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 service.

5.2.1.4.1.1 Flight number call signs are transmitted using Group Form.

Remarks. GEN 3.4, paragraph 4.16 — Flight Number Call Signs — Using Group Form refers.

5.2.1.6.2.1 This standard is not specifically addressed in legislation.

Remarks. As per 5.2.2.5.3. These are not specifically addressed in legislation. Australian practice generally complies.

- 5.2.1.7.3.2.1 Flight number call signs are transmitted using Group Form.
- 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
- 5.2.2.4.1 *Remarks.* Australian practice generally complies.
- 5.2.2.5.3
- 5.2.2.7.1.1
- 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.
- Remarks.* Australian practice generally complies.
- 5.3.2.5.2 This is not specifically addressed in legislation for aircraft stations.
- 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/A; CPDLC does not have this functionality.
- 8.2.9.6.3.2
- 8.2.12.4

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.
- 5.2.1.7.3.4.4 This provision is not used in France.
-

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 4

- 4.4.7.1* Tape feed system is not used.
- 4.4.9.3.4 Radio teletypewriter circuits not in use.
4.4.9.3.4.1
4.4.9.3.5
- 4.4.10.1.4.1.2 Torn tape system not in use.
4.4.10.1.4.1.3
4.4.10.1.4.2
4.4.10.1.4.2.1
4.4.10.1.5
- 4.4.12.1 Torn tape system not in use.
4.4.12.2
4.4.12.3
4.4.12.4
4.4.12.5
4.4.12.6

CHAPTER 5

- 5.2.1.2.2 Not applicable.

CHAPTER 6

- 6.2.1* Direction finding station not provided.
6.2.2*
6.2.2.1*
6.2.3
6.2.4
6.2.5
6.2.5.1
6.2.6
6.2.7
6.2.8
6.2.9
6.2.10
6.2.11
6.2.12
6.2.13

* Recommended Practice

CHAPTER 5

- 5.2.1.7.1.2 Aerodrome flight information service units use FLIGHT SERVICE rather than INFORMATION or RADIO (CAR 172.105 (a) (3) (ii)).
- 5.2.1.7.2.1.1 An aircraft radiotelephony call sign may be the last three letters of the aircraft registration marking (CAR 91.249 (a) (3)).
- 5.2.1.7.2.2 Abbreviated call signs type (a) and (b) are not permitted (CAR 91.249 (a)).
- 5.2.2.1.1.1 Not a mandatory requirement.

CHAPTER 6

- 6.2 VDF is available at selected control towers. It operates on a tower frequency and indicates the magnetic bearing of the transmitter from the tower. Controllers may use VDF to assist in sighting aircraft in the vicinity of the aerodrome.

VDF can be used in an emergency on request to provide navigational assistance; however, the equipment is not calibrated and acceptance of given information is at the pilot's discretion.

CHAPTER 5

5.2.1.4

All numbers used in the transmission which contain whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds and 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 thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

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. (See paragraph 3.5.1.1 above.)
- 3.5.1.6 The United Kingdom has some requirements applicable to certain aeronautical stations, e.g. ATC units are required to maintain certain logs.

CHAPTER 5

- 5.1.8 All stated except PAN PAN MEDICAL not used in the United Kingdom — covered by PAN PAN messages.
- 5.1.8.1 PAN PAN MEDICAL not used in the United Kingdom.
- 5.1.8.2
- 5.2.1.4.1.1 One exception. On safety grounds in order to reduce “level busts”, 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.
- 5.2.1.5.8 The phrase GO AHEAD (ICAO) is not used in the United Kingdom. In the United Kingdom the additional term PASS YOUR MESSAGE is used. RECLEARED (ICAO) is not used in the United Kingdom.
- Remarks. GO AHEAD is not used on safety grounds (e.g. to reduce runway incursions) where some pilots/drivers might confuse GO AHEAD with PROCEED. In the case of RECLEARED, the direction of vertical movement, provided by CLIMB and DESCEND, acts as a check in some circumstances when a pilot misinterprets a call not directed at him/her.
- 5.2.1.7.1.2 Approach control radar arrivals = DIRECTOR/ARRIVAL (when approved) precision approach radar = TALKDOWNHOMER not used in United Kingdom ground movement planning = DELIVERY.
- 5.2.1.7.2.1.1 Type (b) in the United Kingdom is the telephony designator of the aircraft operating agency, followed by the full registration marking of the aircraft.

* Recommended Practice

- 5.2.1.7.2.2.1 In the United Kingdom, the name of either the aircraft manufacturer or the name of the aircraft model or the name of the aircraft category (e.g. helicopter or gyrocopter) may be used as a prefix to the call sign.

Remarks: To aide recognition by the ground station and/or other aircraft that the aircraft transmitting is of a particular category and may manoeuvre differently or require special handling.

- 5.2.1.7.3.2.3 “PASS YOUR MESSAGE” used instead of “GO AHEAD”.

Remarks. GO AHEAD is not used on safety grounds (e.g. to reduce runway incursions) where some pilots/drivers might confuse GO AHEAD with PROCEED.

- 5.2.1.7.3.2.6 This frequency is assigned for discrete ATC purposes within the United Kingdom. Air-to-air communications on this frequency are not permitted.

- 5.2.1.9.2.3 The following method of acknowledging receipt is not used in the United Kingdom. “The call sign of the aircraft followed if necessary by call sign of the aeronautical station” (ICAO). (CALL SIGN) ROGER is used in the United Kingdom.

Remarks. The United Kingdom 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 United Kingdom.

In the United Kingdom, the word OUT is used to indicate that the transmission has ended and no response is expected.

- 5.2.1.9.4.7 In the United Kingdom, 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.

- 5.2.2.1.3 VHF emergency channel frequency 121.5 MHz is not routinely monitored at civil aerodromes; however, it is monitored 24 hours at area control centres and covers most of the United Kingdom above 3 000 ft above mean sea level.

- 5.3.3.4.1 PAN PAN MEDICAL not used in the United Kingdom.

5.3.3.4.2

- 5.3.3.5.1 *Remarks:* Ambulance/medical flights where the safety of life is involved are treated as urgency flights and are given flight Category A but do not use the PAN MEDICAL prefix.

CHAPTER 6

- 6.2.1 2)* “True heading to be steered by the aircraft, with no wind, to head for the direction-finding station” not usually provided in the United Kingdom.

* Recommended Practice