



Transmittal Note

3/9/04

AMENDMENT NO. 1
TO THE
SUPPLEMENT TO
ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS
VOLUME II
(COMMUNICATION PROCEDURES
including those with PANS status)
(Sixth Edition)

1. Amendment No. 1 to the Supplement to Annex 10, Volume II, provides additional information received from States up to 3 September 2004 with respect to all amendments up to and including Amendment 78.
 2. To incorporate this amendment:
 - a) replace existing pages (iii) through (v) with the attached replacement pages dated 3/9/04;
 - b) add country pages for New Zealand and Vanuatu dated 3/9/04; and
 - c) record the entry of this amendment on page (ii).
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30/1/04

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 30 January 2004 with respect to all amendments up to and including Amendment 78.
 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.

JANUARY 2004

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>
1	3/9/04	ICAO			

**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			

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 78, 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	23/10/03	1-2	30/1/04
France	14/11/03	1-2	30/1/04
Germany	10/10/03	1	30/1/04
New Zealand	3/9/04	1	3/9/04
Norway	23/9/03	1	30/1/04
Sweden	27/11/03	1	30/1/04
United Kingdom	27/11/03	1-2	30/1/04
Vanuatu	11/6/04	1	3/9/04

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	23/9/03	Mauritius	14/7/03
Austria	6/8/03	Mexico	8/8/03
Bahrain	9/7/03	Monaco	4/11/03
Barbados	21/5/03	Netherlands	10/9/03
Belgium	7/10/03	Philippines	16/6/03
Bolivia	1/7/03	Republic of Moldova	27/11/03
Brazil	11/6/03	Romania	27/10/03
Canada	18/10/03	Singapore	15/7/03
Chile	14/7/03	Slovakia	6/10/03
Costa Rica	20/10/03	Slovenia	14/7/03
Cuba	31/7/03	South Africa	6/8/03
Czech Republic	24/10/03	Tunisia	3/6/03
Estonia	31/10/03	Turkey	25/6/03
Greece	26/9/03	Ukraine	5/11/03
India	22/8/03	United Republic of Tanzania	3/7/03
Iran (Islamic Republic of)	25/8/03	Uzbekistan	4/7/03
Ireland	17/11/03		

3. Contracting States from which no information has been received

Afghanistan	Angola	Bahamas
Albania	Antigua and Barbuda	Bangladesh
Algeria	Armenia	Belarus
Andorra	Azerbaijan	Belize

Benin	Hungary	Paraguay
Bhutan	Iceland	Peru
Bosnia and Herzegovina	Indonesia	Poland
Botswana	Iraq	Portugal
Brunei Darussalam	Israel	Qatar
Bulgaria	Italy	Republic of Korea
Burkina Faso	Jamaica	Russian Federation
Burundi	Japan	Rwanda
Cambodia	Jordan	Saint Kitts and Nevis
Cameroon	Kazakhstan	Saint Lucia
Cape Verde	Kenya	Saint Vincent and the Grenadines
Central African Republic	Kiribati	Samoa
Chad	Kuwait	San Marino
China	Kyrgyzstan	Sao Tome and Principe
Colombia	Lao People's Democratic Republic	Saudi Arabia
Comoros	Latvia	Senegal
Congo	Lebanon	Serbia and Montenegro
Cook Islands	Lesotho	Seychelles
Côte d'Ivoire	Liberia	Sierra Leone
Croatia	Libyan Arab Jamahiriya	Solomon Islands
Cyprus	Lithuania	Somalia
Democratic People's Republic of Korea	Luxembourg	Spain
Democratic Republic of the Congo	Madagascar	Sri Lanka
Denmark	Malawi	Sudan
Djibouti	Malaysia	Suriname
Dominican Republic	Maldives	Swaziland
Ecuador	Mali	Switzerland
Egypt	Malta	Syrian Arab Republic
El Salvador	Marshall Islands	Tajikistan
Equatorial Guinea	Mauritania	Thailand
Eritrea	Micronesia (Federated States of)	The former Yugoslav Republic of Macedonia
Ethiopia	Mongolia	Togo
Fiji	Morocco	Tonga
Finland	Mozambique	Trinidad and Tobago
Gabon	Myanmar	Turkmenistan
Gambia	Namibia	Uganda
Georgia	Nauru	United Arab Emirates
Ghana	Nepal	United States
Grenada	Nicaragua	Uruguay
Guatemala	Niger	Venezuela
Guinea	Nigeria	Viet Nam
Guinea-Bissau	Oman	Yemen
Guyana	Pakistan	Zambia
Haiti	Palau	Zimbabwe
Honduras	Panama	
	Papua New Guinea	

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 1		5.2.1.7.1.2	France New Zealand
Definitions	Vanuatu		Vanuatu
Chapter 3		5.2.1.7.2.1.1	France New Zealand
3.3.6	United Kingdom		Vanuatu
3.3.6.1	United Kingdom	5.2.1.7.2.2.1	New Zealand
3.5.1.1	United Kingdom		Vanuatu
3.5.1.1.1	United Kingdom	5.2.1.7.3.2.3	United Kingdom
3.5.1.1.2	United Kingdom	5.2.1.7.3.2.6	United Kingdom
3.5.1.6	United Kingdom	5.2.1.9.2.3	United Kingdom
		5.2.1.9.2.5	Australia
		5.2.1.9.3	United Kingdom
Chapter 4		5.2.1.9.4.7	United Kingdom
4.1.2.1	Australia	5.2.2.1.1.1	New Zealand
4.4.3.1	Australia		Vanuatu
		5.2.2.1.1.4	United Kingdom
Chapter 5		5.2.2.1.3	United Kingdom
5.1.1.3	Australia	5.2.2.3.3	Australia
5.1.2	Australia	5.2.2.7.1.2	Australia
5.1.7	Australia	5.2.4.5.4	Australia
5.1.8	France	5.3.3.4.1	Australia
5.1.8.6	Australia	5.3.3.4.2	Australia
5.1.8.8	Australia		
5.2.1.3	Sweden	Chapter 7	
5.2.1.4	Germany	7.2.1.2	Australia
	Norway		
5.2.1.4.1.1	France	Chapter 8	
	United Kingdom	8.2.8.5	Australia
5.2.1.4.1.2	France	8.2.9.6.3.1	Australia
5.2.1.4.1.3	France	8.2.9.6.3.2	Australia
5.2.1.5.8	France	8.2.12.4	Australia
	United Kingdom		

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 Annex10 requirements.

CHAPTER 5

5.1.1.3* This is not specifically addressed in legislation.

5.1.2

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.

5.2.1.9.2.5** Australia does not necessarily use this term.

5.2.2.3.3* Australian practice is that the aeronautical station, not the aircraft station, would suggest an alternative frequency.

Remarks. Several alternative frequencies are available for selection.

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

5.2.4.5.4** Australia generally does not do this.

* Recommended Practice

** Procedure for Air Navigation Services

- 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 and does not have this functionality.
8.2.9.6.3.2

- 8.2.12.4 Australia’s TAAATS operating to FANS-1 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.
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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.
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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)).
 - 5.2.1.7.2.2.1 Abbreviated call signs Types a) and b) are not permitted (CAR 91.249 (a)).
 - 5.2.2.1.1.1 Not a mandatory requirement.
-

CHAPTER 5

5.2.1.4 According to said articles all numbers except for altitude, cloud height, visibility and runway visual range information shall be transmitted by pronouncing each digit separately.

Please be advised that for Norway departure is made for the above-mentioned articles. 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.
- 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.

* Recommended Practice

CHAPTER 1

Definitions

Aeronautical telecommunication service:

1. A telecommunication service provided to support the following services as they are defined in ICAO Annex 10, Volume II, Chapter 1:
 - a) an aeronautical broadcasting service;
 - b) an aeronautical fixed service;
 - c) an aeronautical mobile service;
 - d) an aeronautical radio navigation service; or
2. Any other telecommunication service provided specifically to support the Vanuatu air navigation service.

CHAPTER 5

- 5.2.1.7.1.2 Aerodrome flight information service uses FLIGHT SERVICE rather than INFORMATION or RADIO.
- 5.2.1.7.2.1.1 An aircraft radiotelephony call sign may be the last three letters of the aircraft registration marking.
- 5.2.1.7.2.2.1 Abbreviated call signs Types a) and b) are not permitted.
- 5.2.2.1.1.1 A requirement to guard 121.5 MHz is not mandatory.
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