

STATES OF JERSEY



DRAFT AIR NAVIGATION (RULES OF THE AIR) (AMENDMENT) (JERSEY) REGULATIONS 201-

Lodged au Greffe on 5th November 2018
by the Minister for External Relations

STATES GREFFE



Jersey

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REPORT

Introduction

The Standardised European Rules of the Air (“SERA”), were first introduced in the European Union by Commission Implementing Regulation (EU) 923/2012, and apply to every aircraft operating in European Union (EU) airspace.

SERA applies to every aircraft operating in EU airspace, regardless of type or state of registration. Following extensive consultation by Ports of Jersey and the Director of Civil Aviation with the aviation community, these rules were given effect in Jersey. The majority of the Island’s airspace sits within the Functional Airspace Block Europe Central (“FABEC”) and so it is important for aviation safety that a common set of rules is followed. The rules were implemented in Jersey by the [Air Navigation \(Rules of the Air\) \(Jersey\) Regulations 2017](#) to ensure the continued free flow of air traffic to and from the Island.

SERA replaced most, but not all, of the Jersey Rules of the Air. These were technical changes, some of which were significant, but most had minimal or no impact. Nevertheless pilots, air traffic controllers, aerodrome operators, and anyone else involved in the operation of aircraft, must be aware of the rules which govern their respective operations.

Amendments to the Standardised European Rules of the Air

Amendments have been made to the original rules by Council Implementing Regulation (EU) 2016/1185, which update and complete the common rules of the air and operational provisions regarding services and procedures in air navigation. These amendments (SERA Part C), need to be reflected in Jersey’s legislation in order to retain common rules of the air with neighbouring jurisdictions.

Amendments to Jersey legislation required

In order that Jersey can reflect these changes, the [Air Navigation \(Rules of the Air\) \(Jersey\) Regulations 2017](#) require amending. The Legislative Drafting Office has therefore drafted the Air Navigation (Rules of the Air) (Amendment) (Jersey) Regulations 201-, which would enact the required changes.

Financial and manpower implications

There are no financial or manpower implications for the States arising from the adoption of these draft Regulations.

Explanatory Note

These Regulations amend the Jersey Rules of the Air 2017 set out in the Air Navigation (Rules of the Air) (Jersey) Regulations 2017 to incorporate the amendments made to the Single European Rules of the Air (SERA) by the Commission Implementing Regulation (EU) 2016/1185 of 20 July 2016 amending Implementing Regulation (EU) No 923/2012 as regards the update and completion of the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) and repealing Regulation (EC) No 730/2006, (OJ L 196 21.7.2016, p. 3).



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Made [date to be inserted]
Coming into force [date to be inserted]

THE STATES, in pursuance of Article 46 of the Air Navigation (Jersey) Law 2014¹, have made the following Regulations –

1 Interpretation

In these Regulations “principal Rules” means the Jersey Rules of the Air 2017 set out in the Air Navigation (Rules of the Air) (Jersey) Regulations 2017².

2 Rule 25 (Water operations (SERA.3230)) amended

In Rule 25 of the principal Rules, after paragraph (5) there is inserted the following paragraph –

“(6) At night or during any other period specified by the competent authority, all aircraft on the water shall display lights as required by the Convention on the International Regulations for Preventing Collisions at Sea 1972, unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.”.

3 Rule 30 (Completion of a flight plan (SERA.4010)) amended

In Rule 30(2) of the principal Rules, for the words “the information specified in Rule 29(1)(l), (m), (n) and (o)” there are substituted the words “on all other items”.

4 Rule 32 (Closing a flight plan (SERA.4020)) amended

In Rule 32(5) of the principal Rules, for the words “immediately prior to landing, the aircraft shall,” there are substituted the words “the aircraft shall, immediately prior to landing.”.

5 Rule 35 (Special VFR in control zones (SERA.5010)) amended

In Rule 35(2)(c) of the principal Rules –

- (a) for the words “within the control zone or aerodrome traffic circuit” there are substituted the words “within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit”;
- (b) the word “not” where it appears in clauses (i) and (ii) is deleted.

6 Rule 36 (Instrument Flight Rules (IFR) – Rules applicable to all IFR Flights (SERA.5015)) amended

In Rule 36 of the principal Rules, after paragraph (4) there are inserted the following paragraphs –

- “(5) A change from IFR flight to VFR flight shall only be acceptable when a message initiated by the pilot-in-command containing the specific expression ‘CANCELLING MY IFR FLIGHT’, together with the changes, if any, to be made to the current flight plan, is received by an ATS unit.
- (6) An invitation to change from IFR flight to VFR flight shall not be made by ATS either directly or by inference.”.

7 Rule 39 (Classification of airspaces (SERA.6001)) amended

In Rule 39(1) of the principal Rules, for the words “Airspace may be designated and notified by a competent authority” there are substituted the words “A competent authority may designate airspace”.

8 Rule 41A (Collision hazard information when ATS based on surveillance are provided (SERA.7002)) inserted

After Rule 41 of the principal Rules there is inserted the following Rule –

“41A Collision hazard information when ATS based on surveillance are provided (SERA.7002)

When an identified controlled flight is observed to be on a conflicting path with an unknown aircraft, deemed to constitute a collision hazard, the pilot of the controlled flight shall, whenever practicable –

- (a) be informed of the unknown aircraft, and, if the pilot so requests, or if the situation so warrants in the opinion of the controller, avoiding action shall be suggested; and
- (b) be notified when the conflict no longer exists.”.

9 Rule 44 (Operation of air traffic control services (SERA.8005)) amended

In Rule 44(2) of the principal Rules, for the words “listed this paragraph” there are substituted the words “listed in this paragraph”.

**10 Rule 45A (Application of wake turbulence separation (SERA.8012))
inserted**

After Rule 45 of the principal Rules there is inserted the following Rule –

“45A Application of wake turbulence separation (SERA.8012)

Wake turbulence separation minima shall be applied to aircraft in the approach and departure phases of flight under the following circumstances –

- (a) an aircraft is operating directly behind another aircraft at the same altitude or less than 300 m (1 000 ft) below it;
- (b) both aircraft are using the same runway or parallel runways separated by less than 760 m (2 500 ft); or
- (c) an aircraft is crossing behind another aircraft at the same altitude or less than 300 m (1 000 ft) below it.”.

**11 Rule 46 (Air traffic control clearances (ATC clearance) (SERA.8015))
substituted**

In Rule 46 of the principal Rules –

- (a) for paragraph (1) there is substituted the following paragraph –
 - “(1) ATC clearances shall be based solely on the following requirements for providing air traffic control service –
 - (a) clearances shall be issued solely for expediting and separating air traffic and be based on known traffic conditions which affect safety in aircraft operation and such traffic conditions include not only aircraft in the air, and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use;
 - (b) ATC units shall issue such ATC clearances as necessary to prevent collisions and to expedite and maintain an orderly flow of air traffic; and
 - (c) ATC clearances shall be issued early enough to ensure that they are transmitted to the aircraft in sufficient time for it to comply with them.”;
- (b) in paragraph (9)(c) after the word “flight,” there are inserted the words “which shall be detailed in each clearance when deemed necessary”;
- (c) after paragraph (9) there is inserted the following paragraph –
 - “(9A) The phrase “cleared via flight planned route” shall not be used when granting a re-clearance.”;
- (d) after paragraph (13) there is inserted the following paragraphs –

“Changes in clearance regarding route or level

- (13A) When issuing a clearance covering a requested change in route or level, the exact nature of the change shall be included in the clearance.
- (13B) When traffic conditions will not permit clearance of a requested change, the word “UNABLE” shall be used and, when warranted by circumstances, an alternative route or level shall be offered.

Clearance related to altimetry

- (13C) For flights in areas where a transition altitude is established, the vertical position of the aircraft shall, except as provided for in paragraph (13H), be expressed in terms of altitudes at or below the transition altitude and in terms of flight levels at or above the transition level.
- (13D) While passing through the transition layer, the vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.
- (13E) The flight crew shall be provided with the transition level in due time prior to reaching it during descent.
- (13F) A QNH altimeter setting shall be included in the descent clearance when first cleared at an altitude below the transition level, in approach clearances or clearances to enter the traffic circuit, and in taxi clearances for departing aircraft, except when it is known that the aircraft has already received the information in a directed transmission.
- (13G) A QFE altimeter setting shall be provided to aircraft on request or on a regular basis in accordance with local arrangements.
- (13H) When an aircraft which has been given clearance to land is completing its approach using atmospheric pressure at aerodrome elevation (QFE), the vertical position of the aircraft shall be expressed in terms of height above aerodrome elevation during that portion of its flight for which QFE may be used, except that it shall be expressed in terms of height above runway threshold elevation:
- (a) for instrument runways if the threshold is 2 m (7 ft) or more below the aerodrome elevation; and
 - (b) for precision approach runways.

Conditional clearances

- 13(I) Conditional phrases, such as ‘behind landing aircraft’ or ‘after departing aircraft’, shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by the appropriate controller and pilot and the aircraft or vehicle causing the condition in the clearance issued shall be the first aircraft or vehicle to pass in front of the other aircraft concerned. In all cases, a conditional clearance shall be given in the following order and consist of –
- (a) the call sign;
 - (b) the condition;

- (c) the clearance, and
- (d) a brief reiteration of the condition.”.

12 Rule 47 (Adherence to flight plan (SERA.8020)) amended

In Rule 47(5)(c) of the principal Rules, for the words “is prescribed by the competent authority or on the basis of ICAO regional air navigation agreements” there are substituted the words “is specified by the competent authority”.

13 Rule 48 (Position reports (SERA.8025)) amended

In Rule 48 of the principal Rules, after paragraph (3) there are inserted the following paragraphs –

- “(4) When a controlled flight has been exempted from the requirement to report at compulsory reporting points, pilots shall, unless automated position reporting is in effect, resume voice or CPDLC position reporting –
 - (a) when so instructed;
 - (b) when advised that the ATS surveillance service has been terminated; or
 - (c) when advised that the ATS surveillance identification is lost.
- (5) The format of position reports shall be in accordance with Part A of Appendix 5.”.

14 Rule 53 (Automatic terminal information service (ATIS) (SERA.9010)) amended

In Rule 53(5)(1) of the principal Rules after the word “direction” there are inserted the words “(in degrees magnetic)”.

15 Rule 54 (Application) (SERA.10001) amended

In Rule 54 of the principal Rules, the paragraph is renumbered as Rule 54(1) and after paragraph (1) there are inserted the following paragraphs –

- “(2) Unless otherwise prescribed by the competent authority, aircraft equipped with suitable two-way radio-communications shall report during the period 20 to 40 minutes following the time of the last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan, and such report shall comprise identification of the aircraft and the words “Operations normal”.
- (3) The “Operations normal” message shall be transmitted by air-ground voice communication to an appropriate ATS unit.”.

16 Rule 56 (Unlawful interference (SERA.11001)) and Rule 57 (Services to aircraft in the event of an emergency (SERA.11005)) substituted

For Rules 56 and 57 of the principal Rules there are substituted the following Rules –

“56 General (SERA.11001)

- (1) In case of an aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, air traffic services units shall give the aircraft maximum consideration, assistance and priority over other aircraft, as may be necessitated by the circumstances.
- (2) Subsequent ATC actions shall be based on the intentions of the pilot, the overall air traffic situation and the real-time dynamics of the contingency.

57 Unlawful interference (SERA.11005)

- (1) An aircraft which is being subjected to unlawful interference shall endeavour to set the transponder to Code 7500 and notify the appropriate air traffic services unit of any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the air traffic services unit to give priority to the aircraft and to minimise conflict with other aircraft.
- (2) If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the competent authority, unless considerations aboard the aircraft dictate otherwise.
- (3) When an occurrence of unlawful interference with an aircraft takes place or is suspected, air traffic services units shall attend promptly to requests by the aircraft and information pertinent to the safe conduct of the flight shall continue to be transmitted and necessary action shall be taken to expedite the conduct of all phases of the flight, especially the safe landing of the aircraft.
- (4) When an occurrence of unlawful interference with an aircraft takes place or is suspected, air traffic services units shall, in accordance with locally agreed procedures, immediately inform the appropriate authority designated by the State and exchange necessary information with the aircraft operator or its designated representative.”.

17 Rule 58 (Strayed or unidentified aircraft (SERA 11010)) amended

In Rule 58(4)(a) of the principal Rules, after the words “its position and” there is inserted the word “the”.

18 Rule 58A (Minimum fuel and fuel emergency (SERA.11012)) and Rule 58B (Degraded aircraft performance (SERA 11013)) inserted

After Rule 58 of the principal Rules there are inserted the following Rules –

“58A Minimum fuel and fuel emergency (SERA.11012)

- (1) When a pilot reports a state of minimum fuel, the controller shall inform the pilot as soon as practicable of any anticipated delays or that no delays are expected.
- (2) When the level of fuel renders declaring a situation of distress necessary, the pilot, in accordance with Rule 92 (SERA.14095), shall indicate that by using the radiotelephony distress signal (MAYDAY), preferably spoken three times, followed by the nature of the distress condition (FUEL).

58B Degraded aircraft performance (SERA.11013)

- (1) When, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating, the flight crew shall advise the air traffic unit concerned without delay.
- (2) Where the failure or degradation affects the separation minimum currently being employed, the controller shall take action to establish another appropriate type of separation or separation minimum.
- (3) When an aircraft cannot meet the specifications as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot.
- (4) The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible.
- (5) When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.
- (6) During operations in, or vertical transit through, RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows –
 - (a) at initial call on any channel within RVSM airspace;
 - (b) in all requests for level changes; and
 - (c) in all read-backs of level clearances.

- (7) Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.
- (8) When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.
- (9) ATC shall take action immediately to provide a minimum vertical separation of 600 m (2 000 ft) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM-approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.
- (10) Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
- (11) The first ACC to become aware of a change in an aircraft's RVSM status shall coordinate with adjacent ACCs, as appropriate.
- (12) When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC.
- (13) ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.
- (14) ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information, as required.
- (15) ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
- (16) The ACC suspending RVSM shall coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression of the transfer of traffic.
- (17) When a meteorological forecast is predicting severe turbulence within RVSM airspace, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
- (18) In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement.
- (19) The ACC suspending RVSM shall also coordinate applicable sector capacities with adjacent ACCs, as appropriate."

19 Rule 62 (Special aircraft observations (SERA.12005)) amended

In Rule 62 of the principal Rules, after paragraph (2) there are inserted the following paragraphs –

- “(3) Flight crews shall compile the reports using forms based on the model AIREP SPECIAL form as set out in Part A of Appendix 5 and those reports shall comply with the detailed instructions for reporting, as provided in paragraph 2 of Appendix 5.
- (4) The detailed instructions, including the formats of messages and the phraseologies provided in Appendix 5, shall be used by flight crews when transmitting air-reports and by ATS units when retransmitting such reports.
- (5) Special air-reports containing observations of volcanic activity shall be recorded on the special air-report of volcanic activity form. Forms based on the model form for special air-reports of volcanic activity set out in Part B of Appendix 5 shall be provided for flight crews operating on routes which could be affected by volcanic ash clouds.”.

20 Parts 13 and 14 inserted

After Part 12 of the principal Rules there are inserted the following Parts –

“PART 13

SSR TRANSPONDER

66 Operation of an SSR transponder (SERA.13001)

- (1) When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.
- (2) Pilots shall not operate the IDENT feature unless requested by ATS.
- (3) Except for flight in airspace designated by the competent authority for mandatory operation of the transponder, aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times.

67 SSR transponder Mode A code setting (SERA.13005)

- (1) To indicate that it is in a specific contingency situation, the pilot of an aircraft equipped with secondary surveillance radar shall –
 - (a) select Code 7700 to indicate a state of emergency unless ATC has previously directed the pilot to operate the transponder on a specified code and, in the latter case, a pilot may nevertheless select Code 7700 whenever there is a

- specific reason to believe that this would be the best course of action;
- (b) select Code 7600 to indicate a state of radio-communication failure; or
 - (c) attempt to select Code 7500 to indicate a state of unlawful interference,
- and if circumstances so warrant, Code 7700 should be used instead.

- (2) Except in the cases described in (a) above, the pilot shall –
 - (a) select codes as instructed by the ATS unit; or
 - (b) in the absence of ATS instructions related to code setting, select code 2000 or another code as prescribed by the competent authority; or
 - (c) when not receiving air traffic services, select code 7000 in order to improve the detection of suitably equipped aircraft, unless otherwise prescribed by the competent authority.
- (3) When it is observed that the code shown on the situation display is different from what has been assigned to the aircraft –
 - (a) the pilot shall be requested to confirm the code selected and, if the situation warrants, to reselect the correct code; and
 - (b) if the discrepancy between assigned and displayed codes still persists, the pilot may be requested to stop the operation of the aircraft's transponder. The next control position and any other affected unit using SSR or multilateration (MLAT) in the provision of ATS shall be informed accordingly.

68 Pressure-altitude-derived information (SERA.13010)

- (1) When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode unless otherwise dictated by ATC.
- (2) Unless otherwise prescribed by the competent authority, verification of the pressure-altitude-derived level information displayed to the controller shall be effected at least once by each suitably equipped ATC unit on initial contact with the aircraft concerned or, if this is not feasible, as soon as possible thereafter.

69 SSR transponder Mode S aircraft identification setting (SERA.13015)

- (1) Aircraft equipped with Mode S having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.
- (2) Whenever it is observed on the situation display that the aircraft identification transmitted by a Mode S-equipped aircraft is different from that expected from the aircraft, the pilot shall be

requested to confirm and, if necessary, re-enter the correct aircraft identification.

- (3) If, following confirmation by the pilot that the correct aircraft identification has been set on the Mode S identification feature, the discrepancy continues to exist, the controller shall take the following actions –
 - (a) inform the pilot of the persistent discrepancy;
 - (b) where possible, correct the label showing the aircraft identification on the situation display; and
 - (c) notify the next control position and any other unit concerned using Mode S for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.

70 SSR transponder failure when the carriage of a functioning transponder is mandatory (SERA.13020)

- (1) In case of a transponder failure after departure, ATC units shall attempt to provide for continuation of the flight to the destination aerodrome in accordance with the flight plan but pilots may be expected to comply with specific restrictions.
- (2) In the case of a transponder which has failed and cannot be restored before departure, pilots shall –
 - (a) inform ATS as soon as possible, preferably before submission of a flight plan;
 - (b) insert in Item 10 of the ICAO flight plan form under SSR the character ‘N’ for complete unserviceability of the transponder or, in case of partial transponder failure, insert the character corresponding to the remaining transponder capability; and
 - (c) comply with any published procedures for requesting an exemption from the requirements to carry a functioning SSR transponder.

PART 14

VOICE COMMUNICATION PROCEDURES

71 General (SERA.14001)

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

72 Categories of messages (SERA.14005)

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 –

Table S14-1

Message category and radiotelephony 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	—

- (2) Distress messages and distress traffic shall be handled in accordance with the provisions of Rule 92 (SERA.14095).
- (3) Urgency messages and urgency traffic, including messages preceded by the medical transports signal, shall be handled in accordance with the provisions of Rule 92 (SERA.14095).

73 Flight safety messages (SERA.14010)

Flight safety messages shall comprise the following –

- (a) movement and control messages;
- (b) messages originated by an aircraft operator 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 (individually communicated or for broadcast); or
- (d) other messages concerning aircraft in flight or about to depart.

74 Language to be used in air-ground communication (SERA.14015)

- (1) The air-ground radiotelephony communications shall be conducted in the English language or in the language normally used by the station on the ground.
- (2) 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.

75 Word spelling in radiotelephony (SERA.14020)

When proper names, service abbreviations and words of which the spelling is doubtful are spelled out in radiotelephony, the alphabet in the following table shall be used –

Table S14-2

The radiotelephony spelling alphabet

Letter	Word	Approximate pronunciation (Latin alphabet representation)
A	Alfa	<u>AL</u> FAH
B	Bravo	<u>BRAH</u> VOH
C	Charlie	<u>CHAR</u> LEE <i>or</i> <u>SHAR</u> LEE
D	Delta	<u>DELL</u> TAH
E	Echo	<u>ECK</u> OH
F	Foxtrot	<u>FOKS</u> TROT
G	Golf	GOLF
H	Hotel	HO <u>TELL</u>
I	India	<u>IN</u> DEE AH
J	Juliett	<u>JEW</u> LEE <u>ETT</u>
K	Kilo	<u>KEY</u> LOH
L	Lima	<u>LEE</u> MAH
M	Mike	MIKE
N	November	NO <u>VEM</u> BER
O	Oscar	<u>OSS</u> CAH
P	Papa	PAH <u>PAH</u>
Q	Quebec	KEH <u>BECK</u>
R	Romeo	<u>ROW</u> ME OH
S	Sierra	SEE <u>AIR</u> RAH
T	Tango	TANG GO
U	Uniform	<u>YOU</u> NEE FORM <i>or</i> <u>OO</u> NEE FORM
V	Victor	<u>VIK</u> TAH

W	Whiskey	<u>W</u> ISS KEY
X	X-ray	<u>E</u> CKS RAY
Y	Yankee	<u>Y</u> ANG KEY
Z	Zulu	<u>Z</u> OO LOO
<i>In the approximate representation using the Latin alphabet, syllables to be emphasised are underlined.</i>		

76 Principles governing the identification of ATS routes other than standard departure and arrival routes (SERA.14025)

- (1) In voice communications, the basic letter of a designator shall be spoken in accordance with the spelling alphabet as defined in Table S14-2.
- (2) Where the prefixes K, U or S are used, they shall, in voice communications, be spoken as follows –
 - (a) — K — KOPTER;
 - (b) — U — UPPER;
 - (c) — S — SUPERSONIC.
- (3) The word “kopter” shall be pronounced as in the word “helicopter” and the words “upper” and “supersonic” as in the English language.

77 Significant points (SERA.14026)

- (1) Normally the plain language name for significant points marked by the site of a radio navigation aid, or the unique five-letter pronounceable “name-code” for significant points not marked by the site of a radio navigation aid, shall be used to refer to the significant point in voice communications.
- (2) If the plain language name for the site of a radio navigation aid is not used, it shall be replaced by the coded designator which, in voice communications, shall be spoken in accordance with the spelling alphabet as defined in Table S14-2.

78 Use of designators for standard instrument departure and arrival routes (SERA.14030)

The plain language designator for standard instrument departure or arrival routes shall be used in voice communications.

79 Transmission of numbers in radiotelephony (SERA.14035)

- (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.
- (2) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds.
- (3) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1 000 hPa, which shall be transmitted as “ONE THOUSAND”.
- (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”.
- (5) All numbers used in transmission of other information than those described in paragraph (1) shall be transmitted by pronouncing each digit separately, except that all numbers containing 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”.
- (6) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.
- (7) When providing information regarding the relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O’CLOCK” or “ELEVEN O’CLOCK”.
- (8) Numbers containing a decimal point shall be transmitted as prescribed in paragraph (1) with the decimal point in appropriate sequence, indicated by the word “DECIMAL”.
- (9) All six digits of the numerical designator shall be used to identify the transmitting channel in very high frequency (VHF) radiotelephony communications, except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

80 Pronunciation of numbers (SERA.14040)

When the language used for communication is English, numbers shall be transmitted using the pronunciation shown in Table S14-3:

Table S14-3

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
10	TEN
11	EE-LE-VEN
12	TWELF
Decimal	DAY-SEE-MAL
Hundred	HUN-dred
Thousand	TOU-SAND

81 Transmitting technique (SERA.14045)

- (1) Transmissions shall be conducted concisely in a normal conversational tone.
- (2) The following words and phrases shall be used in radiotelephony communications as appropriate and shall have the meaning ascribed in the following table –

Table S14-4

Phrase	Meaning
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.”
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.”
CLEARED	“Authorised to proceed under the conditions specified.”
CONFIRM	“I request verification of: (<i>clearance, instruction, action, information</i>).”
CONTACT	“Establish communications with.....”
CORRECT	“True” or “Accurate”.
CORRECTION	“An error has been made in this transmission (<i>or message indicated</i>). The correct version is...”
DISREGARD	“Ignore.”
HOW DO YOU READ	“What is the readability of my transmission?” (see Rule 86 (SERA.14070(c))).
I SAY AGAIN	“I repeat for clarity or emphasis.”
MAINTAIN	“Continue in accordance with the condition(s) specified” or in its literal sense.
MONITOR	“Listen out on (frequency).”
NEGATIVE	“No” <i>or</i> “Permission not granted” <i>or</i> “That is not correct” <i>or</i> “Not capable”.
OVER	“My transmission is ended, and I expect a response from you.”
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...” <i>or</i> “I wish to obtain...”
ROGER	“I have received all of your last transmission.”
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.”
WILCO	(<i>Abbreviation for “will comply”</i>) “I understand your message and will comply with it.”

WORDS TWICE	<p>(a) <i>As a request:</i> “Communication is difficult. Please send every word, or group of words, twice.”</p> <p>(b) <i>As information:</i> “Since communication is difficult, every word, or group of words, in this message will be sent twice.”</p>
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82 Radiotelephony call signs for aircraft (SERA.14050)

- (1) An aircraft radiotelephony call sign shall be one of the following types –
 - (a) Type (a) – the characters corresponding to the registration marking of the aircraft;
 - (b) Type (b) – the telephony designator of the aircraft operator, followed by the last four characters of the registration marking of the aircraft;
 - (c) Type (c) – the telephony designator of the aircraft operator, followed by the flight identification; or
 - (d) The aircraft radiotelephony call signs shown in this paragraph, with the exception of Type (c), may be abbreviated under the circumstances set out in Rule 83 (SERA.14055(c)).
- (2) Abbreviated call signs shall be in the following form –
 - (a) Type (a) – the first character of the registration and at least the last two characters of the call sign;
 - (b) Type (b) – the telephony designator of the aircraft operator, followed by at least the last two characters of the call sign; or
 - (c) Type (c) – no abbreviated form.

83 Radiotelephony procedures (SERA.14055)

- (1) An aircraft shall not change the type of its radiotelephony call sign during flight, except temporarily on the instruction of an ATC unit in the interests of safety.
- (2) 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.
- (3) Full radiotelephony call signs shall always be used when establishing communication.
- (4) When establishing communication, aircraft shall start their call by the designation of the station called, followed by the designation of the station calling.
- (5) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which

shall be considered an invitation to proceed with transmission by the station calling.

- (6) For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.
- (7) 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.
- (8) Abbreviated radiotelephony call signs, as prescribed in Rule 82 (SERA.14050(b)), shall be used only after satisfactory communication has been established and provided that no confusion is likely to arise.
- (9) An aircraft shall use its abbreviated call sign only after it has been addressed in this manner by the aeronautical station.
- (10) 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.
- (11) For other than those occasions, continuous two-way communication after contact has been established shall be permitted without further identification or call until termination of the contact.

84 Transfer of VHF communications (SERA.14060)

- (1) An aircraft shall be advised by the appropriate ATS unit to transfer from one radio frequency to another in accordance with agreed procedures. In the absence of such advice, the aircraft shall notify the ATS unit before such a transfer takes place.
- (2) When establishing initial contact on, or when leaving, a VHF frequency, an aircraft shall transmit such information as may be prescribed by the ANSP responsible for the provision of services and approved by the competent authority.

85 Radiotelephony procedures for air-ground voice communication channel changeover (SERA.14065)

- (1) Unless otherwise prescribed by the ANSP responsible for the provision of services and approved by the competent authority, the initial call to an ATS unit after a change of air-ground voice communication channel shall contain the following elements –
 - (a) the designation of the ATS unit being called;
 - (b) call sign and, for aircraft in the heavy wake turbulence category, the word “Heavy” or “Super” if that aircraft has been so identified by the competent authority;
 - (c) level, including passing and cleared levels, if not maintaining the cleared level;

- (d) speed, if assigned by ATC; and
 - (e) additional elements, as required by the ANSP responsible for the provision of services and approved by the competent authority.
- (2) Pilots shall provide level information at the nearest full 30 m or 100 ft as indicated on the pilot's altimeter.
- (3) For aircraft being provided with aerodrome control service, the initial call to the aerodrome control tower shall contain –
- (a) the designation of the ATS unit being called;
 - (b) the call sign and, for aircraft in the heavy wake turbulence category, the word “Heavy” or “Super” if that aircraft has been so identified by the competent authority;
 - (c) the position; and
 - (d) additional elements, as required by the ANSP responsible for the provision of services and approved by the competent authority.

86 Test procedures (SERA.14070)

- (1) The form of test transmissions shall be as follows –
- (a) the identification of the station being called;
 - (b) the identification of the station calling;
 - (c) the words “RADIO CHECK”; and
 - (d) the frequency being used.
- (2) The reply to a test transmission shall be as follows –
- (a) the identification of the station requesting the test;
 - (b) the identification of the station replying; and
 - (c) information regarding the readability of the station requesting the test transmission.
- (3) When the tests are made, the following readability scale in the following table shall be used –

Readability Scale

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

87 Exchange of communications (SERA.14075)

- (1) Communications shall be concise and unambiguous, using standard phraseology whenever available.
- (2) When transmitted by an aircraft, the acknowledgement of receipt of a message shall comprise the call sign of that aircraft.
- (3) When acknowledgement of receipt is transmitted by an ATS unit to an aircraft, it shall comprise the call sign of the aircraft, followed if considered necessary, by the call sign of the ATS unit.
- (4) A radiotelephone conversation shall be terminated by the receiving ATS unit or the aircraft using its own call sign.
- (5) 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.
- (6) If a correction can best be made by repeating the entire message, the phrase "CORRECTION, I SAY AGAIN" shall be used before the message is transmitted a second time.
- (7) If the receiving station is in doubt as to the correctness of the message received, a repetition either in full or in part shall be requested.
- (8) 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 phrase: "SAY AGAIN ALL BEFORE... (first word satisfactorily received)" shall be used; or "SAY AGAIN... (word before missing portion) TO...(word after missing portion)"; or "SAY AGAIN ALL AFTER... (last word satisfactorily received)".
- (9) If, in checking the correctness of a read-back, incorrect items are noticed, the words "NEGATIVE I SAY AGAIN" shall be transmitted at the conclusion of the read-back followed by the correct version of the items concerned.

88 Communications watch/Hours of service (SERA.14080)

- (1) During flight, aircraft shall maintain watch as required by the competent authority and shall not cease watch, except for reasons of safety, without informing the ATS unit concerned.
- (2) 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 carry out communications on other VHF channels or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two channels.
- (3) 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 exists, and a requirement has been established by the competent authority.

- (4) 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 and where two or more such stations are co-located, provision of 121,5 MHz listening watch at one of them shall meet that requirement.
- (5) When it is necessary for an aircraft or ATS unit 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, and when –
 - (a) operation is resumed, other stations concerned shall be so informed; and
 - (b) 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.

89 Use of blind transmission (SERA.14085)

- (1) When an aircraft fails to establish contact on the designated channel, on the previous channel used or on another channel appropriate to the route, and fails to establish communication with the appropriate ATS unit, other ATS unit or other aircraft using all available means, the aircraft 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.
- (2) When an aircraft 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” and the aircraft shall –
 - (a) transmit the intended message, following this by a complete repetition;
 - (b) advise the time of its next intended transmission; and
 - (c) when provided with ATS, transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight.

90 Use of relay communication technique (SERA.14087)

- (1) When an ATS unit has been unable to establish contact with an aircraft after calls on the frequencies on which the aircraft is believed to be listening, it shall –
 - (a) request other ATS units to render assistance by calling the aircraft and relaying traffic, if necessary; and
 - (b) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.

- (2) Paragraph (1) shall also be applied –
 - (a) at request of the ATS 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.

91 Specific communication procedures (SERA.14090)

- (1) Phraseologies for the movement of vehicles, other than tow-tractors, on the manoeuvring area shall be the same as those used for the movement of aircraft, with the exception of taxi instructions, in which case the word “PROCEED” shall be substituted for the word “TAXI” when communicating with vehicles.
- (2) Air traffic advisory service does not deliver “clearances” but only “advisory information” and it shall use the word “advise” or “suggest” when a course of action is proposed to an aircraft.
- (3) 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.
- (4) For specific aircraft in the heavy wake turbulence category, as identified by the competent authority, the word “Super” shall be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units.
- (5) When the pilot initiates communications with ATC, a rapid response may be obtained by stating “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response. When necessary, the pilot shall initiate communications using the urgency call “PAN PAN” (preferably spoken three times).

92 Distress and urgency radiotelephony communication procedures (SERA.14095)

General

- (1) Distress and urgency traffic shall comprise all radiotelephony messages relative to the distress and urgency conditions respectively.
- (2) Distress and urgency conditions are defined as follows –
 - (a) Distress – a condition of being threatened by serious or imminent danger or both and of requiring immediate assistance; and
 - (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.

- (3) 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. At the commencement of any subsequent communication in distress and urgency traffic, it shall be permissible to use the radiotelephony distress and urgency signals.
- (4) 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.
- (5) If no acknowledgement of the distress or urgency message is made by the ATS unit addressed by the aircraft, other ATS units shall render assistance as prescribed in points (b)(2) and (b)(3) respectively.
- (6) 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.
- (7) 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.

Radiotelephony distress communications

Action by the aircraft in distress

- (8) In addition to being preceded by the radiotelephony distress signal “MAYDAY” in accordance with paragraph (3), 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; and
 - (b) consist of as many as possible of the following elements spoken distinctly and, if possible, in the following order –
 - (i) the name of the ATS unit addressed (time and circumstances permitting),
 - (ii) the identification of the aircraft,
 - (iii) the nature of the distress condition,
 - (iv) the intention of the pilot-in-command, and
 - (v) present position, level and heading.
- (9) The ATS unit addressed by an aircraft in distress, or the first ATS unit 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 transfer is made; and
 - (c) make immediate action to ensure that all necessary information is made available, as soon as possible, to –
 - (i) the ATS unit concerned, and

- (ii) the aircraft operator concerned, or its representative, in accordance with pre-established arrangements;
 - (d) warn other ATS units, as appropriate, in order to prevent the transfer of traffic to the frequency of the distress communication.
- (10) The aircraft in distress, or the ATS unit 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, and –
 - (a) it shall address these instructions ‘to all stations’ or to one station only, according to the circumstances; and
 - (b) in either case, it shall use –
 - (i) “STOP TRANSMITTING”, and
 - (ii) the radiotelephony distress signal “MAYDAY”.
- (11) The use of the signals specified in paragraph (10) shall be reserved for the aircraft in distress and for the ATS unit controlling the distress traffic.
- (12) The distress communications have absolute priority over all other communications and ATS units and aircraft 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 ATS unit controlling communications gives permission; or
 - (d) it has itself to render assistance.
- (13) Any ATS unit/aircraft which has knowledge of distress traffic, and which cannot itself assist the aircraft in distress, shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.
- (14) When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition.
- (15) When the ATS unit 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 –
 - (a) the ATS units concerned; and
 - (b) the aircraft operator concerned, or its representative, in accordance with pre-established arrangements.
- (16) 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 and this message shall be originated only by the ATS unit controlling the communications when, after the reception of the message prescribed in paragraph (14), it is authorised to do so by the competent authority.

Radiotelephony urgency communications

Action by the aircraft reporting an urgency condition except as indicated in paragraphs (21) and (22).

- (17) In addition to being preceded by the radiotelephony urgency signal “PAN PAN” in accordance with paragraph (3), 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; and
 - (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 ATS unit addressed,
 - (ii) the identification of the aircraft,
 - (iii) the nature of the urgency condition,
 - (iv) the intention of the pilot-in-command,
 - (v) present position, level and heading, and
 - (vi) any other useful information.

Action by the ATS unit addressed or first ATS unit acknowledging the urgency message.

- (18) The ATS unit addressed by an aircraft reporting an urgency condition or the first ATS unit 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, and
 - (ii) the aircraft operator concerned, or its representative, in accordance with pre-established arrangements;
 - (c) if necessary, exercise control of communications.

Action by all other ATS units/aircraft

- (19) The urgency communications have priority over all other communications except distress communications and all ATS units/aircraft shall take care not to interfere with the transmission of urgency traffic. pursuant to the 1949 Geneva Conventions and Additional Protocols.

Action by an aircraft used for medical transports

- (20) The use of the signal described in paragraph (21) shall indicate that the message which follows concerns a protected medical transport pursuant to the 1949 Geneva Conventions and Additional Protocols.
- (21) 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” and the use of such signals indicates that the message which follows concerns a protected medical transport.

(22) The message shall convey the following data –

- (a) the call sign or other recognised means of identification of the medical transports;
- (b) position of the medical transports;
- (c) number and type of the 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.

Action by the ATS units addressed, or by other stations receiving a medical transports message.

(23) Paragraphs (18) and (19) shall apply as appropriate to ATS units receiving a medical transports message.”.

21 Appendix 1 (Signals) amended

In Appendix 1 of the principal Rules –

- (a) in sub-paragraph 1.1.2 of paragraph 1 for the words “Volume II of Annex 10, Chicago Convention” there are substituted the words “Part 14”; and
- (b) in Table *AP 1-1* the words “Series of white flashes” and “Land at this aerodrome and proceed to apron(*)” are deleted.

22 Appendix 4 (ATS airspace classes – services provided and flight requirements) amended

In Appendix 4 of the principal Rules, in the table –

- (a) in the entries relating to class C in the fourth column for the words “(and traffic” there are substituted the words “(and traffic avoidance advice on request)”;
- (b) in the entries relating to class D in the fourth column headed “Service provided” for the words “(and traffic avoidance advice on” there are substituted the words “(and traffic avoidance advice on request)”.

23 Appendix 5 (Requirements regarding services in air navigation) substituted

For Appendix 5 of the principal Rules there is substituted the following Appendix –

“APPENDIX 5
(Rule 39 (SERA.12015))

Requirements regarding services in air navigation

TECHNICAL SPECIFICATIONS RELATED TO AIRCRAFT
OBSERVATIONS AND REPORTS BY VOICE COMMUNICATIONS

PART A

REPORTING INSTRUCTIONS

MODEL AIREP SPECIAL

ITEM	PARAMETER	TRANSMIT IN TELEPHONY as appropriate
—	Message- type designator — special air-report	[AIREP] SPECIAL
Section 1	1 Aircraft identification	<i>(aircraft identification)</i>
	2 Position	POSITION <i>(latitude and longitude)</i> OVER <i>(significant point)</i> ABEAM <i>(significant point)</i> <i>(significant point) (bearing) (distance)</i>
	3 Time	<i>(time)</i>
	4 Level	FLIGHT LEVEL <i>(number)</i> or <i>(number)</i> METRES or FEET CLIMBING TO FLIGHT LEVEL <i>(number)</i> or <i>(number)</i> METRES or FEET DESCENDING TO FLIGHT LEVEL <i>(number)</i> or <i>(number)</i> METRES or FEET
	5 Next position and estimated time over	<i>(position) (time)</i>
	6 Ensuing significant point	<i>(position)</i> NEXT
Section 2	7 Estimated time of arrival	<i>(aerodrome) (time)</i>
	8 Endurance	ENDURANCE <i>(hours and minutes)</i>
Section 3	9 Phenomenon encountered or observed prompting a special air-report: — Moderate turbulence — Severe turbulence — Moderate icing — Severe icing — Severe mountain wave — Thunderstorms without hail — Thunderstorms with hail — Heavy dust/sandstorm — Volcanic ash cloud — Pre-eruption volcanic activity or volcanic eruption	TURBULENCE MODERATE TURBULENCE SEVERE ICING MODERATE ICING SEVERE MOUNTAINWAVE SEVERE THUNDERSTORMS THUNDERSTORMS WITH HAIL DUSTSTORM or SANDSTORM HEAVY VOLCANIC ASH CLOUD PRE-ERUPTION VOLCANIC ACTIVITY or VOLCANIC ERUPTION

1. CONTENTS OF AIR-REPORTS

1.1. **Position reports and special air-reports**

1.1.1. Section 1 of the model set out in this Part is obligatory for position reports and special air-reports, although Items 5 and 6 thereof may be omitted. Section 2 shall be added, in whole or in part, only when so requested by the operator or its designated representative, or when deemed necessary by the pilot-in-command. Section 3 shall be included in special air-reports.

1.1.2. Conditions prompting the issuance of a special air-report are to be selected from the list presented in Rule 62(1) (SERA.12005(a)).

1.1.3. In the case of special air-reports containing information on volcanic activity, a post-flight report shall be made using the volcanic activity reporting form (Model VAR) set out in Part B. All elements which are observed shall be recorded and indicated respectively in the appropriate places on the form Model VAR.

1.1.4. Special air-reports shall be issued as soon as practicable after a phenomenon calling for a special air-report has been observed.

2. DETAILED REPORTING INSTRUCTIONS

2.1 Items of an air-report shall be reported in the order in which they are listed in the model AIREP SPECIAL form.

– MESSAGE TYPE DESIGNATOR. Report “SPECIAL” for a special air-report.

Section 1

Item 1 – AIRCRAFT IDENTIFICATION. Report the aircraft radiotelephony call sign as prescribed in Rule 82 (SERA.14050).

Item 2 – POSITION. Report position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed by “North” or “South”) and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics followed by “East” or “West”), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles from the point. Precede significant point with “ABEAM”, if applicable.

Item 3 – TIME. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) is prescribed on the basis of regional air navigation agreements. The time reported must be the actual time of the aircraft at the position and not the time of origination or transmission of the report. Time shall always be reported in hours and minutes UTC when issuing a special air-report.

Item 4 – FLIGHT LEVEL OR ALTITUDE. Report flight level by 3 numerics when on standard pressure altimeter setting. Report altitude in metres followed by “METRES” or in feet followed by “FEET” when on QNH. Report “CLIMBING” (followed by the level) when climbing or “DESCENDING” (followed by the level) when descending to a new level after passing the significant point.

Item 5 – NEXT POSITION AND ESTIMATED TIME OVER. Report the next reporting point and the estimated time over such reporting point, or report the estimated position that will be reached one hour later, according to the position reporting procedures in force. Use the data conventions specified in Item 2 for position. Report the estimated time over this position. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) as prescribed by regional air navigation agreements.

Item 6 – ENSUING SIGNIFICANT POINT. Report the ensuing significant point following the ‘next position and estimated time over’.

Section 2

Item 7 – ESTIMATED TIME OF ARRIVAL. Report the name of the aerodrome of the first intended landing, followed by the estimated time of arrival at this aerodrome in hours and minutes UTC (4 numerics).

Item 8 – ENDURANCE. Report “ENDURANCE” followed by fuel endurance in hours and minutes (4 numerics).

Section 3

Item 9 – PHENOMENON PROMPTING A SPECIAL AIR-REPORT. Report one of the following phenomena encountered or observed:

- moderate turbulence as “TURBULENCE MODERATE”, and
- severe turbulence as “TURBULENCE SEVERE”.

The following specifications apply:

- **Moderate** – Conditions in which moderate changes in aircraft attitude and/or altitude may occur but the aircraft remains in positive control at all times. Usually, small variations in airspeed. Changes in accelerometer readings of 0,5 g to 1,0 g at the aircraft's centre of gravity. Difficulty in walking. Occupants feel strain against seat belts. Loose objects move about.
- **Severe** – Conditions in which abrupt changes in aircraft attitude and/or altitude occur; aircraft may be out of control for short periods. Usually, large variations in airspeed. Changes in accelerometer readings greater than 1,0 g at the aircraft's centre of gravity. Occupants are forced violently against seat belts. Loose objects are tossed about.
- moderate icing as “ICING MODERATE”, severe icing as “ICING SEVERE”, –

The following specifications apply:

- **Moderate** – Conditions in which change of heading and/or altitude may be considered desirable.

- **Severe** – Conditions in which immediate change of heading and/or altitude is considered essential.

- Severe mountain wave as “MOUNTAIN WAVE SEVERE”,

The following specification applies,

- **Severe** – Conditions in which the accompanying downdraft is 3,0 m/s (600 ft/min) or more and/or severe turbulence is encountered.

- Thunderstorm without hail as “THUNDERSTORM”, thunderstorm with hail as “THUNDERSTORM WITH HAIL”;

The following specification applies.

Only report those thunderstorms which are:

- obscured in haze, or
- embedded in cloud, or
- widespread, or
- forming a squall line.
- Heavy duststorm or sandstorm as “DUSTSTORM HEAVY” or “SANDSTORM HEAVY”,
- Volcanic ash cloud as “VOLCANIC ASH CLOUD”,
- Pre-eruption volcanic activity or a volcanic eruption as “PRE-ERUPTION VOLCANIC ACTIVITY” or “VOLCANIC ERUPTION”,

The following specification applies:

“Pre-eruption volcanic activity” in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.

2.2. Information recorded on the volcanic activity reporting form (Model VAR) is not for transmission by RTF but, on arrival at an aerodrome, is to be delivered without delay by the operator or a flight crew member to the aerodrome meteorological office. If such an office is not easily accessible, the completed form shall be delivered in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.

3. FORWARDING OF METEOROLOGICAL INFORMATION RECEIVED BY VOICE COMMUNICATIONS

When receiving special air-reports, ATS units shall forward these air-reports without delay to the associated meteorological watch office (MWO). In order to ensure assimilation of air-reports in ground-based automated systems, the elements of such reports shall be transmitted using the data conventions specified below and in the order prescribed.

- **ADDRESSEE.** Record the station called and, when necessary, relay required.

- MESSAGE TYPE DESIGNATOR. Record “ARS” for a special air-report.
- AIRCRAFT IDENTIFICATION. Record the aircraft identification using the data convention specified for Item 7 of the flight plan, without a space between the operator’s designator and the aircraft registration or flight identification, if used.

Section 1

Item 0 – POSITION. Record position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed, without a space, by N or S) and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics, followed without a space by E or W), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles (3 numerics) from the point. Precede significant point with “ABEAM”, if applicable.

Item 1 – TIME. Record time in hours and minutes UTC (4 numerics).

Item 2 – FLIGHT LEVEL OR ALTITUDE. Record ‘F’ followed by 3 numerics (e.g. “F310”) when a flight level is reported. Record altitude in metres followed by “M” or in feet followed by “FT” when an altitude is reported. Record “ASC” (level) when climbing or “DES” (level) when descending.

Section 2

Item 9 – PHENOMENON PROMPTING A SPECIAL AIR-REPORT. Record the phenomenon reported as follows:

- moderate turbulence as “TURB MOD”,
- severe turbulence as “TURB SEV”,
- moderate icing as “ICE MOD”,
- severe icing as “ICE SEV”,
- severe mountain wave as “MTW SEV”,
- thunderstorm without hail as “TS”,
- thunderstorm with hail as “TSGR”,
- heavy duststorm or sandstorm as “HVY SS”,
- volcanic ash cloud as “VA CLD”,
- pre-eruption volcanic activity or a volcanic eruption as “VA”,
- hail as “GR”,
- cumulonimbus clouds as “CB”.

TIME TRANSMITTED. Record only when Section 3 is transmitted.

4. SPECIFIC PROVISIONS RELATED TO REPORTING WIND SHEAR
AND VOLCANIC ASH

4.1. **Reporting of wind shear**

4.1.1. When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type shall be included.

4.1.2. Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in-command is aware that the appropriate ATS unit has already been so advised by a preceding aircraft.

4.2. **Post-flight reporting of volcanic activity**

4.2.1. On arrival of a flight at an aerodrome, the completed report of volcanic activity shall be delivered by the aircraft operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the completed form shall be dealt with in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.

4.2.2. The completed report of volcanic activity received by an aerodrome meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed.

PART B**SPECIAL AIR-REPORT OF VOLCANIC ACTIVITY FORM
(MODEL VAR)**

MODEL VAR: to be used for post-flight reporting

VOLCANIC ACTIVITY REPORT

Air-reports are critically important in assessing the hazards which volcanic ash cloud presents to aircraft operations.

OPERATOR:			A/C IDENTIFICATION: (as indicated on flight plan)		
PILOT-IN-COMMAND:					
DEP FROM:	DATE:	TIME; UTC:	ARR AT:	DATE:	TIME; UTC:
ADDRESSEE			AIREP SPECIAL		
Items 1-8 are to be reported immediately to the ATS unit that you are in contact with.					
1) AIRCRAFT IDENTIFICATION			2) POSITION		
3) TIME			4) FLIGHT LEVEL OR ALTITUDE		
5) VOLCANIC ACTIVITY OBSERVED AT (position or bearing, estimated level of ash cloud and distance from aircraft)					
6) AIR TEMPERATURE			7) SPOT WIND		
8) SUPPLEMENTARY INFORMATION			Other _____		
SO ₂ DETECTED	yes <input type="checkbox"/>	no <input type="checkbox"/>			
Ash encountered	yes <input type="checkbox"/>	no <input type="checkbox"/>	(brief description of activity especially vertical and lateral extent of ash cloud and, where possible, horizontal movement, rate of growth, etc.)		
After landing complete items 9-16 then fax form to: (Fax number to be provided by the meteorological authority based on local arrangements between the meteorological authority and the operator concerned.)					
9) DENSITY OF ASH CLOUD	<input type="checkbox"/> (a) Wispy	<input type="checkbox"/> (b) Moderate dense	<input type="checkbox"/> (c) Very dense		
10) COLOUR OF ASH CLOUD	<input type="checkbox"/> (a) White	<input type="checkbox"/> (b) Light grey	<input type="checkbox"/> (c) Dark grey		
	<input type="checkbox"/> (d) black	<input type="checkbox"/> (e) other _____			
11) ERUPTION	<input type="checkbox"/> (a) continuous	<input type="checkbox"/> (b) intermittent	<input type="checkbox"/> (c) not visible		
12) POSITION OF ACTIVITY	<input type="checkbox"/> (a) Summit	<input type="checkbox"/> (b) side	<input type="checkbox"/> (c) Single		
	<input type="checkbox"/> (d) Multiple	<input type="checkbox"/> (e) Not observed			
13) OTHER OBSERVED FEATURES OF ERUPTION	<input type="checkbox"/> (a) Lightning	<input type="checkbox"/> (b) Glow	<input type="checkbox"/> (c) Large rocks		
	<input type="checkbox"/> (d) Ash fallout	<input type="checkbox"/> (e) Mushroom cloud	<input type="checkbox"/> (f) All		
14) EFFECT ON AIRCRAFT	<input type="checkbox"/> (a) Communication	<input type="checkbox"/> (b) Navigation systems	<input type="checkbox"/> (c) Engines		
	<input type="checkbox"/> (d) Pitot static	<input type="checkbox"/> (e) Windscreen	<input type="checkbox"/> (f) Windows		
15) OTHER EFFECTS	<input type="checkbox"/> (a) Turbulence	<input type="checkbox"/> (b) St. Elmo's Fire	<input type="checkbox"/> (c) Other fumes		
16) OTHER INFORMATION (Any information considered useful.)					

24 Citation and commencement

These Regulations may be cited as the Air Navigation (Rules of the Air) (Amendment) (Jersey) Regulations 201- and shall come into force 7 days after they are made.

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- ¹ *chapter 03.250*
² *chapter 03.250.65*