

SECTION NINE - AIR TRAFFIC SIGNALS AND MESSAGES

Q. How many standard ICAO ATS messages are there and how many are used by Military organisations in UK?

A. 24 - 11.

(JSP 318A/10/7601)

Q. State the four categories into which ATS messages are divided, in order of importance?

- A. (1) Emergency messages
(2) Movement and control messages
(3) Flight information messages
(4) Technical messages

(JSP 318A/10/7601)

Q. What are the two emergency messages with their message designators and military precedences?

- A. (1) Alerting message - ALR - flash
(2) Request news message - not abbreviated - immediate

(JSP 318A/10/7601)

Q. Name the movement and control messages and their message designators.

- A. (1) Filed flight plan - FPL
(2) Departure - DEP
(3) Delay - DLA
(4) Arrival - ARR
(5) Modification - CHG
(6) Flight plan cancellation - CNL
(7) Supplementary flight plan - SPL
(8) Request supplementary flight plan - RQS
(9) Radio communications failure - RCF

(JSP 318A/10/7601)

Q. What does the use of the prefix DD indicate on ATS messages?

A. A requirement for special handling.

(JSP 318A/10/7601)

Q. What form is used for flight plan messages?

A. RAF F2919 (CA 48)

(JSP 318A/10/7601)

Q. What form is used for ATS messages other than the flight plan?

A. F3808 (CAR 597)

(JSP 318A/10/7601)

Q. Which of the ATS messages has a military precedence of priority?

A. (1) Flight plan cancellation

(2) Arrival message

(3) Delay message

(JSP 318A/10/7601)

Q. Other than the three ATC messages having a military precedence of priority, what other military precedence is used for ATS messages?

A. Immediate

(JSP 318A/10/7601)

Q. What abbreviations are available for use when the addressee or originator has no specific authority abbreviation?

A. (1) YY - civil

(2) YX - military

(3) ZZ - aircraft in flight

(JSP 318A/10/7601)

Q. How long must ATC keep copies of flight plans and movement messages either originated or received by them?

A. Copies of all flight plans and aircraft movement messages are to be kept in chronological sequence and in a readily accessible place for one calendar month. They are then kept in monthly 'blocks' for a further three months, after which, provided no query has arisen, they may be destroyed.

(JSP 318A/10/7601)

Q. When is a departure message required?

A. For most flights for which a flight plan has been despatched.

(JSP 318A/10/7601)

Q. When is a delay message required?

A. Normally required when a flight for which a flight plan has been despatched is delayed for more than 30 minutes after ETD.

(JSP 318A/10/7601)

Q. When is an arrival message required?

A. (1) When an aircraft lands at an airfield other than that for which it departed.

- (2) When requested.
- (3) When an aircraft under a controlled flight has experienced radio communication failure.
- (4) All ship to shore landings and vice versa.

(JSP 318A/10/7601)

Q. What is a supplementary flight plan and when is it sent?

A. A supplementary flight plan is used to supplement the information already available through the transmission of a flight plan. It is only sent on request from the ATS unit requiring the information and/or to comply with Command instructions.

(JSp 318A/10/7601)

Q. Which units may originate a request news message in the event of an aircraft becoming overdue?

- A. (1) Parent ATCC of destination airfield.
- (2) AIS (M)

(JSP 318A/10/7601)

Q. In which cases is it mandatory to file a flight plan?

- A. (1) When all or part of the flight is to be made in CAS either in IMC or at night.
- (2) If, in VMC, the pilot elects to fly in CAS under IFR
- (3) If the pilot intends to fly in VMC in CAS notified as permanent IFR under Rule 21.
- (4) If the pilot intends to make use of the civil air traffic advisory service.
- (5) If the pilot intends to fly in certain SRAs and SRZs, irrespective of weather conditions.
- (6) For flights over the sea more than 10 NMS from any coastline or, in the case of the UK, flights which cross the boundary of the overland area.
- (7) For a flight from an airfield in the UK to an airfield abroad or vice versa.
- (8) For a flight over foreign territory.

(JSP 318A/10/7602)

Q. What flights by military aircraft are exempt from submitting flight plans?

A. (1) When crossing the UKOA boundary under the control of Air Defence radars.

(2) When crossing UK airways under the control of an ATCRU

(3) Within the area of the UK Air Defence Region when operating under close radar control of the Air Defence organisation

(JSP 318A/10/7602)

Q. How long before clearance to start-up or taxi is requested are flight plans to be submitted?

A. At least 30 minutes.

(JSP 318A/10/7603)

Q. When is it necessary for the flight plan to be submitted at least 60 minutes before clearance to start-up or taxi is requested?

A. For a flight intending to operate in or through the CAS, advisory airspace or UAS SRA within the London FIR/UIR for which the controlling authority is London or Manchester Control.

(JSP 318A/10/7603)

Q. To whom should a flight plan message be addressed?

A. (1) Airfield of first intended landing

(2) Parent ATCC

(3) CAS authority where applicable

(4) ATCCs within whose FIRs flight is to be taken.

(5) For flights abroad, those additional addressees detailed in PD4.

(6) Controlling authority of any oceanic control area for the flight.

(7) For flights entering or leaving the UK, the ADNC at the ATCC within the FIR:

(a) Where the departure airfield is located

(b) Of first penetration when entering the UK

(c) In which the airfield is located when departing from and returning to that airfield if the flight extends outside the UKOA without landing.

(JSP 318A/10/7605)

Q. What are the responsibilities of No 1 AIDU?

A. (1) Publication, distribution and amendment of RAF FLIPs

(2) Distribution of UK Civil Class II notams

(3) Supply and distribution of foreign military FLIPs to British Forces.

A. (1) When crossing the UKOA boundary under the control of Air Defence radars.

(2) When crossing UK airways under the control of an ATCRU

(3) Within the area of the UK Air Defence Region when operating under close radar control of the Air Defence organisation

(JSP 318A/10/7602)

Q. How long before clearance to start-up or taxi is requested are flight plans to be submitted?

A. At least 30 minutes.

(JSP 318A/10/7603)

Q. When is it necessary for the flight plan to be submitted at least 60 minutes before clearance to start-up or taxi is requested?

A. For a flight intending to operate in or through the CAS, advisory airspace or UAS SRA within the London FIR/UIR for which the controlling authority is London or Manchester Control.

(JSP 318A/10/7603)

Q. To whom should a flight plan message be addressed?

A. (1) Airfield of first intended landing

(2) Parent ATCC

(3) CAS authority where applicable

(4) ATCCs within whose FIRs flight is to be taken.

(5) For flights abroad, those additional addressees detailed in PD4.

(6) Controlling authority of any oceanic control area for the flight.

(7) For flights entering or leaving the UK, the ADNC at the ATCC within the FIR:

(a) Where the departure airfield is located

(b) Of first penetration when entering the UK

(c) In which the airfield is located when departing from and returning to that airfield if the flight extends outside the UKOA without landing.

(JSP 318A/10/7605)

Q. What are the responsibilities of No 1 AIDU?

A. (1) Publication, distribution and amendment of RAF FLIPs

(2) Distribution of UK Civil Class II notams

(3) Supply and distribution of foreign military FLIPs to British Forces.

Q. What are the responsibilities of AIS PINNER?

A. (1) Filtering of incoming civil and military notam information for re-distribution to military users.

(2) Issue of all UK military notams including those involving Royal Flights.

(3) Issue of the Daily Navigation Warning Summary and the plain language summary of Airfield States.

(4) Despatch of UK Civil Class II Notams to No 1 AIDU for distribution.

(JSP 318A/10/7502)

Q. What is the first letter of a notam group and why is it used?

A. The first letter is always 'Q' which indicates the use of the Notam code and which was chosen to avoid conflict with any assigned radio callsign.

(FLIPS)

Q. What do the second and third letters of a notam group denote?

A. They identify the facility, service or danger to aircraft being reported on.

(FLIPS)

Q. What are the meanings of the Notam message identifiers N, C and R?

A. (1) N - Notam containing NEW information.

(2) C - Notam cancelling a previous notam.

(3) R - Notam replacing a previous notam.

(FLIPS)

Q. Who is responsible for all NOTAM action relating to the military low flying system in the UK?

A. AIS(M) at LATCC MIL

(JSP 318A/10/7502)

Q. What is SNOWTAM?

A. A special series of NOTAM used for notifying the presence or removal of hazardous conditions due to the presence of snow, ice or water on the movement area of airfields.

(JSP 318A/10/7503)

Q. Where are details of the SNOWTAM profroma explained?

A. (FLIPS - PD1)

(JSP 318A/10/7503)

Q. Who is responsible for reporting changes to airfield facilities or installations?

A. Station Commander.

(JSP 318A/10/7504)

Q. What is the difference between a permanent change and a temporary change?

A. A permanent facility change is one lasting 28 days or more and a temporary facility change is one lasting less than 28 days.

(JSP 318A/10/7504)

Q. Which changes should be notified to No 1 AIDU?

A. All permanent changes to information contained in FLIPs are reported to No 1 AIDU.

(JSP 318A/10/7504)

Q. How are changes distributed to No 1 AIDU?

A. (1) If more than 10 days notice can be given the Amendment Proforma is sent by post.

(2) If less than 10 days notice is possible a signal in Class I Notam format is sent to EGVCYO.

(JSP 318A/10/7504)

Q. Which changes are reported to AIS PINNER?

A. (1) All changes which affect civil publications.

(2) Permanent changes at 'selected airfields' for which 28 days notice has not been given to No 1 AIDU.

(3) All temporary changes at 'selected airfields' except those which are expected to last for less than 24 hours and for which the operating authority considers that Notam action is not justified.

(JSP 318A/10/7504)

Q. How are changes notified to AIS PINNER?

A. (1) If more than 10 days notice can be given, the notification should be by post.

(2) If less than 10 days notice can be given, a signal in Class I format is sent to EGGNYO.

(JSP 318A/10/7504)

Q. Who is informed of all changes which affect the emergency services?

A. Distress and Diversion Cell at the parent ATCC.

(JSP 318A/10/7504)

Q. What is the procedure for notification at overseas Units?

A. (1) Parent ATCC is informed of all changes.

(2) Permanent changes are reported to No 1 AIDU.

(3) Certain selected Units are required to report all changes to AIS PINNER.

(JSP 318A/10/7504)

Q. What do the fourth and fifth letters of a notam group denote?

A. They denote the status of operation of the facility, service or danger to aircraft being reported on.

(FLIPs)

Q. For what purpose is the 'Alerting' message intended?

A. The 'Alerting' message is used when an ATS unit wishes to alert other ATS units on account of an uncertainty as to the safety of an aircraft.

(JSP 318A/10/7601)

Q. For what purpose is the 'Radio Communications Failure' message intended?

A. The 'RCF' message is used when an ATS unit wishes to inform another ATS unit that an aircraft has had radio communication failure in flight.

(JSP 318A/10/7601)

Q. What action should be taken with regard to movement and control messages for flights of less than 30 minutes duration?

A. If the duration of the flight is less than 30 minutes, the message is, where possible, to be telephoned to the address listed and the copy annotated accordingly.

(JSP 318A/10/7604)

Q. In which type of airspaces is a Radar Advisory service provided by a tanker controller?

A. In RSAs, MTAs and Middle Airspace.

(JSP 318A/6/5006)

Q. What is 'Minimum Separation Distance'?

A. When flying at less than 2000 ft above the surface MSD is the authorised minimum separation in all directions, between any part of an aircraft in flight and the ground or water or any object or person, except during take-off and landing.

(JSP 318/1/1/0105)

Q. Under what circumstances may low flying be carried out other than on a specifically authorised flight?

- A. (1) When taking off or landing.
(2) When making a precautionary or forced landing.
(3) When compelled to do so by weather.
(4) When engaged on search and rescue duties.

(JSP 318/1/1/0105)

Q. Which document contains details of the inflight refuelling areas in the UK?

A. PD3.