

Mecklenburg County ARES®

Traffic Handling Part 3

Announce the SET on Nov 23rd, 2013

This is the third part of a 3 week series explaining all the aspects of passing traffic during a local emergency.

In Part 1, we will review the ICS-213 form, how to fill it out and the basics tools for traffic handling. During part 2, we review the procedures for passing traffic, including prosigns. This week we will have a brief review of the first two sessions and everyone staying for the entire net will be given the opportunity to practice receiving traffic.

After 911 the standard message form is now the ICS-213 form. The ICS-213 form is very simple to fill out. If you have e-mail then you are already familiar with the basic setup.

The first step when you are handling traffic is to check in to the net.

You call net control, let the repeater drop to make sure you are not doubling, say your call sign, your name and your location. If you have traffic to send when you check in to the net then also tell net control that you have traffic, how many pieces of traffic and the destination where the traffic needs to be sent.

If you are already checked into a net and are given a message to send then call net control, let the repeater drop, give net control your call sign, your location, the number of messages to be sent and the destination(s) where the traffic needs to be sent.

Net control will call the location that will receive the traffic and ask that station to contact you directly so they may begin to copy the message(s).

Alternately net control may elect to have you and the other operator to go to a different repeater to send messages if the Net frequency is very busy. In this case, go to the other repeater send your traffic then report back into the net and confirm with Net Control that the message has been sent. It is the sending operator's responsibility to confirm with Net Control because the receiving station will be delivering the message.

Phonetic Alphabet – From ARRL Website

(A) ALPHA

(B) BRAVO

(C) CHARLIE

(D) DELTA

(E) ECHO

(F) FOXTROT

(G) GOLF

(H) HOTEL
(I) INDIA
(J) JULIET
(K) KILO
(L) LIMA
(M) MIKE
(N) NOVEMBER
(O) OSCAR
(P) PAPA
(Q) QUEBEC
(R) ROMEO
(S) SIERRA
(T) TANGO
(U) UNIFORM
(V) VICTOR
(W) WHISKEY
(X) X-RAY
(Y) YANKEE
(Z) ZULU

Prowords:

1. Amateur Call
2. Figures or Initials
3. I spell
4. Zip Figures (Zip Code)
5. Mixed Group (s) (Like WD40 – Whisky Delta Dash Four Zero)(spell phonetically all letters)
6. Phone figures
7. Break
8. I say again

9. Say again
10. All after
11. All before
12. Between
13. Word after
14. Word before
15. End of message
16. No more
17. More to follow
18. Over (You have stopped and expect an answer)
19. Roger (means that you have copied the message and need no fills)
20. Confirm
21. Wait or standby
22. Correction

Other descriptive Prowords

Decimal

Dash

At Sign

What are our responsibilities as traffic handlers? Let's review them along with some other observations.

1. Accuracy

A. To receive and send formal written traffic in any mode, with absolute accuracy, letter for letter.

B. Sending slow and deliberate is a lot better than fast and furious. On phone, use phonetics for difficult words.

C. Do not be ashamed to ask for fills, no matter how long it takes. Use correct pro-words.

a. If you are the sending station, speak or send only as fast as the receiving station can write. This includes operators who have been around a long time. He or she may be having a bad day or poor conditions may prevail on that end. This saves net time. Sending too fast leads to mistakes and asking for fills.

b. Never roger or QSL for a message until you are 100 percent sure you have it all correctly written. Ask the sending station to wait while you check it, if necessary.

c. When on phone use the best possible diction.

Read test message.

Ask if anyone needs fills.

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