

HOW TO INPUT MESSAGES TO THE NATIONAL TRAFFIC SYSTEM (NTS)

Passing Formal Traffic in the S.E.T.

In the last analysis, the reason for ham participation in a simulated or actual emergency is to send messages. These messages are called “traffic”, and when undertaken for a real or simulated served agency it should be “formal”. Why? Because formal traffic requires thinking before transmitting and BECAUSE FORMAL TRAFFIC DIMINISHES ERRORS. Therefore, let’s review the elements of formal traffic.

We do not need a message blank to pass formal traffic. Let’s look at the parts, what they mean and the reason they are important.

There is Heading, the Address, a Body, and a Signature.

Lets look at the Heading. Regardless of how many stations are involved in routing the message from New York to San Francisco, the heading is never altered. It consists of 6 or 8 parts.

1. Number. This is the sequential number assigned by the sender and could be for the duration of the event. In routine nets the sending station may restart his number sequence each month or year. It identifies the message kept on file for future reference. Sometimes things get lost. (Do keep a record of traffic sent for future reference!)
2. Precedence. There are 3 possibilities. “R” means “Routine”. “W” means “Welfare” and concerns messages indicating welfare of individuals. It should be handled before “Routine”. “P” indicates a “Priority” message and should take precedence over all but “Emergency”. There is no “E”, but “Emergency” is spelled out.
3. HX or Handling. For the purposes of the drill, this may usually be omitted, as it concerns whether one will use toll calls or must answer the sender.
4. Station of Origin. Simply the Call of the station originating the message, and may not (occasionally) be the station first sending it.
5. “ARL” or “Check” is a position indicating the number of words in the body (not including the heading, address nor the signature). This is important to ensure accuracy. If operators disagree on the word count they can consult together and resolve it. Some examples: Telephone numbers usually count as 3 words (229 888 1090). “73”, Sincerely or similar do count in the words of the body.
6. Place of Origin: Usually the city and state. In a formal emergency or drill may indicate the station’s location with the operation.
7. Time Filed (not necessarily time sent). (Sometimes omitted, but not during a formal drill or an emergency!)
8. Date Filed.

The “Address” usually includes the name (and Call Sign if appropriate), street address of the recipient, and telephone number.

The “Body” is the message itself and should be no more than 25 words (some digital formats excepted). Punctuations are avoided, but when a period is needed instead use

“XRAY”, for question use “QUERY”. Any salutation, or sign at the ending is included in the Body and the word count.

Signature. This is the person (not necessarily a ham or the “Originator”) who sends the message.

In a drill or an actual emergency one might prudently include contact information with the signature (phone number, address, or location). “Col Pitts, Fifth Battalion, 229 888 1090”.

Check List for Originating Formal Traffic:

Number

Precedence

Handling

Station of Origin

Check (Word Count)

Place of Origin

Time

Date

Address & Telephone Number

BODY

Signature

That covers the “How?”, now about the “When?” and “Where?”:

Anyone may accept traffic with the responsibility of delivering it or taking it to someone who will send it along to whoever will deliver it. If you have traffic for GEMA and come across someone at GEMA or who will take traffic for GEMA, then call that station and list your traffic. The most certain way to send traffic along is to go to a traffic net. In Georgia on SSB we have the “Georgia Single Sideband Net” at 3.975 MHz at 23:00 UTC (7PM summer, and 6PM winter). Also the Georgia “Traffic and Emergency Net” at 3.9825 at 7:15PM daily. Also the Georgia Traffic Net 3.9875 at 1PM weekdays. On CW, the net in Georgia is Georgia State Net at 3.549 at 7PM and 10PM daily. If you happen on some other traffic net out of state they would likely gladly accept your traffic. Listen as KE4FGF enters the GSSB net at 7PM and sends traffic:

Net Control: (Will first read a preamble, then ask for certain responses. One will be “Any traffic for 4RN?” This refers to the Fourth Region Net for traffic destined out of state. This is not what we want.) Eventually

Net Control asks “Is there any formal traffic?”

KE4FGF: “KE4FGF”

Net Control: “KE4FGF, list your traffic.”

KE4FGF: “I have one for Albany.” (We know this is Albany GA, not Albany NY because he did not list it for 4RN)

Net Control: “Who can take traffic for Albany?”

W5VRV: “W5VRV can take Albany.”

Net Control: "KE4FGF call W5VRV and pass your Albany."
 KE4FGF: "W5VRV, are you ready to copy?"
 W5VRV: "W5VRV Ready to copy."
 KE4FGF: "Please copy my number 46, Routine, KE4FGF, Check 13, Thomasville
 Georgia, June 23, 1123 PM
 Going to: Katherine Clark, 1604 Lynwood Lane, Albany Georgia, 31707.
 Telephone 229 888 1090. [He reads it slowly as though he
 were writing it at the same time.]
 Break for Text."
 W5VRV: "Ready for Text"
 KE4FGF: "I AM WELL XRAY DO
 NOT WORRY XRAY WILL BE
 HOME SUNDAY LOVE
 Break for signature"
 W5VRV: "Go!"
 KE4FGF: "GENE W4AYK
 End, no more."
 W5VRV: "Roger your number 46."
 KE4FGF: "Traffic passed, back to net. KE4FGF"
 Net Control: "...--"

Spell any unusual words or words which may cause confusion, like "to", "too", "two", use standard phonetics, and say "I spell: tango whiskey oscar".

CW is another story, but follows a similar format which transcribes directly into the above message format. All digital methods are valid, but the only one I know of currently in use for traffic in Georgia is Winlink, commonly using Pactor with Airmail. This may be sent to any valid addressee who accepts the traffic.

ATTACHMENT 4
NET OPERATIONS, GEORGIA SECTION
2011 SET

The following net operation plans are active during the 2010 Simulated Emergency Test (S.E.T.) for the Georgia Section. The Test will be operational October 2, 2010.

BACKGROUND

Various Statewide ARES Nets will be active during the S.E.T. 2010 to support Emergency Coordinators, District Emergency Coordinators, and local Emergency Management officials to provide medium and long range communications capability. In addition to the below listed nets several local and regional nets may be active during the event. All stations are advised to remain alert for any changes and additions during the Test.

OPERATIONS

Georgia Section ARES will be active statewide from 9:00 A.M. until 7:00 P.M. October 2, simulating a strike from a major Hurricane affecting most of the state.

The primary net frequency for operations statewide will be 3975 KHz (LSB) which will be monitored continuously during the daylight hours. The frequency will be monitored full time between scheduled nets.

The Georgia ARES Statewide Net will be active every two hours Saturday, October 2.

The following statewide nets are planned:

Georgia ARES Net, 3975 KHz (LSB), 9:00 A.M., 11:00 A.M., 1:00 P.M., 3:00 P.M., 5:00 P.M.

Georgia ARES Digital Net, 3583 KHz PSK31 (USB), 10:00 A.M., 12:00 P.M.

Georgia State Net (GSN), (slow to medium speed CW), 3549 KHz., 2:00 P.M., 7:00 P.M.

Georgia Traffic Net, 3987.5 KHz (LSB), 1:00 P.M.

Georgia Single Sideband Net, 3975 KHz (LSB), 7:00 P.M.

Georgia Traffic and Emergency Net (GTEN), 3982.5 KHz, 7:15 P.M.

ALTERNATE NET FREQUENCIES

During operations of the Georgia ARES Net on 3975 KHz, several alternate frequencies may be used as traffic load and radio band propagation conditions warrant. These frequencies may be used only if needed.

Alternate Frequencies:

7275 KHz (LSB)

5330.5 KHz (USB)

1975 KHz (LSB)

3982.5 KHz (LSB)

3987.5 KHz (LSB)

3995 KHz (LSB)

NATIONAL TRAFFIC SYSTEM (NTS)

The National Traffic System operates 24/7 forwarding messages throughout North America. Several Georgia Section nets are active members of this system. Operators are encouraged to take advantage of the resources of NTS during the S.E.T.

This years' SET we are cooperating with Florida and Alabama for the event. All operators should take advantage of the long ago established net liaisons and to take advantage of the training opportunity of using the interstate NTS.

LIAISON WITH OTHER STATES AND AFFILIATES

The Georgia Section will send liaisons to both Florida and Alabama Nets during the operations. Likewise, the two additional states will send liaisons to the Georgia nets. Liaison with other non-amateur radio affiliates such as The Military Affiliate Radio System (MARS), and The Civil Air Patrol (CAP) are expected.

MESSAGE FORMATS

The use of recognized message forms are encouraged, including: ICS-213, ICS-213 (ARES version), ARRL RADIOGRAM, Red Cross Form DWI, and Military (NATO) ACP 127 protocol.

PARTICIPATION

All amateurs and ARES members are encouraged to participate in this years Simulated Emergency Test (SET).

Our goal is to learn operations skills and improve participation in the Georgia Section.