

The Radio Operator's Certificate of Competence (ROCC) to man an Air Ground Communication Service (AGCS) or Airfield Flight Information Service (AFIS).

From the CAA on the AGCS and ROCC:

The term 'Radio Operator's Certificate' is used to describe the CAA Air Ground Communication Service (AGCS) Radio Station Operator's Certificate of Competence.

The AGCS Radio Operator's Certificate is required to be held by those persons who operate VHF aeronautical radio equipment in Aeronautical Radio Stations providing an AGCS at an aerodrome or other location in the UK.

The Radio Operator's Certificate should not be confused with the Flight Radiotelephony Operator's Licence (FRTOL) which is required to be held by those persons operating VHF aeronautical radio equipment in UK registered aircraft. A FRTOL does NOT allow you to use an air/ground radio!

ACGS Radio Operator's Certificate

A written and practical radiotelephony examination will need to be taken before an application for an AGCS Radio Operator's Certificate can be made.

CAP 413 Radiotelephony Manual is the prime source of information on radiotelephony procedures and phraseology for all Air Traffic Services, AGCS and FISO operations. The current version at the date of writing is V22.

CAP413 can be downloaded from here...

<http://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=list&type=search&search=cap%20413>

Before taking the tests, the candidate needs to be familiar with the whole of CAP 413, paying particular attention to the topics in our PDF document 'ROCC Information' is useful.

There are two tests:

1. A 24/26 question written test of one hour duration. This is not multiple choice so the answers have to be written longhand.
2. A practical test which consists of a simulation of the kind of RT the candidate can expect at a typical airfield, including R/T to outgoing and incoming aircraft, aircraft passing through the ATZ if there is one, traffic passing nearby, airfield operational status, passing on flight plan clearances, handling and cancellation of emergencies etc. In this test the candidate is the Radio Operator and the examiner is everyone else including telephone calls, aircraft, maintenance & emergency vehicles and so on.

The tests can be taken in any order, but we recommend the written exam is taken first as there is little point in taking the practical test if the written has not been passed. The examiner marks the written test whilst the candidate has a tea or coffee. If a pass is achieved, (75% required by the CAA), the practical test may follow. There is no pass mark for the practical, the examiner has to be satisfied the candidate is safe and could handle similar scenarios at a real airfield. If either test is failed it may be re-taken after two days. A test pass is 'in the bank' for two years. If both tests are passed the examiner will inform the candidate accordingly and submit the papers to the CAA with a recommendation that an ROCC is issued.

When in possession of a new ROCC, a Licensed Radio Station Operator (usually airfield management) must sign the ROCC Certificate to authorise the radio operator to use the licensed equipment at the airfield.

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The amount of training required varies, depending on the knowledge and experience of the candidate and how comfortable they are talking of the radio. This can be assessed by both of us. For the pilot with a Flight Radiotelephony Operator's Licence (FRTOL), it is good to remember that as a radio operator your role is reversed from being in an aircraft, when you are contacting ground units with information or requesting information. As a ground radio operator, you are receiving and giving information and disseminating it to all and sundry, keeping a listening watch and a visual watch on airfield movements. Some pilots have difficulty in reversing the role they are used to, so it is worth bearing that in mind.

We use a PowerPoint tutorial/seminar presentation that takes candidates through what is required. This is additional to studying the Radiotelephone Manual (CAP413) and does not replace it. In practical terms, candidates in a group session should be familiar with the contents of CAP 413, concentrating on the more relevant parts for air/ground operations. The tutorial is a walk-through the topics to focus minds before the tests.

Note: If the candidate is seeking an ROCC to work as an AFISO, additional tuition will be necessary to cover airfield operations and the fact that an AFISO controls aircraft and vehicles on the ground, unlike a Radio Operator who only issues information.

When home study and/or training has been completed, we use a 50 question 'Confuser' document. This is not a 'mock' test paper. It is designed to allow the trainer to assess whether the candidate is sufficiently familiar with the operational procedures and phraseology they will find in the tests.

Fees & Charges:

Our standard charges are:

- Tuition is £25 per hour, one-to-one or in a group up to five in number. Tuition time per candidate of over 8 hours will attract a discount. Speak to us about this at the time.
- Test fees are £65 for each dual exam whether the candidate passes or fails.
- No VAT applies.
- Expenses are charged at cost. Car mileage is at 30p per mile. Travel time is charged at £15 per hour.

***The CAA charge £36.00 to issue an ROCC.** AirBASE can forward a cheque from the candidate for this amount to the CAA on submission of the examination documents. The ROCC will come direct to the candidate from the CAA. **Note: The CAA will require a good colour copy of the candidate's Passport** for ID on application for the ROCC, so it is important for test candidates to bring this along so that AirBASE can include it with the Application document.

I hope the above and attached helps you get a handle on what is involved. For most people it is quite straightforward when the information & procedures are acquired.

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