



Communications Failure
2017

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GENERAL

In general, the Emergency, Unlawful Interference, Communications Failure, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

COMMUNICATIONS FAILURE

In VCM: ICAO Procedure.

In IMC: A controlled flight experiencing communication failure in IMC, or where it does not appear feasible to continue in VMC shall:

- a) set transponder to code 7600;
- b) maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the assigned level. The period of 7 minutes commences:
 - 1) if operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
 - at the time the last assigned level or minimum flight altitude is reached; or
 - at the time the transponder is set to code 7600;

whichever is later; or

- 2) if operating on a route with compulsory reporting points and no instruction to omit position report has been received:
 - at the time the last assigned level or minimum flight altitude is reached; or
 - at the previously reported pilot estimate for the compulsory reporting point; or
 - at the previously of a failed report of position over a compulsory reporting point;

whichever is later.

NOTE: The period of 7 minutes is to allow the necessary air traffic control and coordination measures.

- c) thereafter, adjust level and speed in accordance with the filed flight plan;

NOTE: With regard to changes to level and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes, will be used.

- d) if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

NOTE: With regard to the route to be flown or the time to begin descend to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

- e) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination airport and, when required to ensure compliance with para f) below, hold over this aid until commencement of descent;
- f) commence descent from the navigational aid specified in para e) at or as close as possible to the expected approach time last received and acknowledged, or if no expected approach time has been received and acknowledged, at or as close as possible to the estimated time of arrival resulting in the current flight plan;
- g) complete a normal instrument approach procedure as specified for the designated navigation aid; and
- h) land, if possible, within 30 minutes after the estimated time of arrival specified in para f) above or the last acknowledged expected approach time, whichever is later.

NOTE: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

FLIGHTS UNDER RADAR CONTROL

The pilot shall proceed in accordance with instructions shown under COMMUNICATIONS FAILURE. If an aircraft vectored to uncontrolled airspace other than the current flight plan route, the pilot shall return to such route by the most direct course.
