



IBAC Bulletin 02-01

Subject: Revised Radio Communications Failure Procedures European Region- Effective 24 January 2002.

Revised Radio Communications Failure Procedures will become effective throughout the European Region 24 January 2002.

These revised procedures are the subject of an amendment to the European Supplementary Procedures (Doc. 7030/4) approved by ICAO on 4 January 2002.

Operators are advised to be alert for the promulgation by NOTAM of the revised procedures. Meantime, a copy of the amendment of the Supplementary Procedures is attached hereto purely for advance information.

Operators are invited to note, in particular, that the revised procedures are applicable to air traffic operations throughout the entire EUR Region.

Action has been taken by ICAO to advise States that this amendment has been approved and requesting them to initiate AIS action as well as prepare briefing packages for pilots and controllers.

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Attachment

References:

ICAO European and North American Office Letters:

Ref T 13/4.E- QN- L01-1286.ATM 21 December 2001

Ref T 13/4.E- QN-L02-0017.ATM 7 January 2002

(cf. *Regional Supplementary Procedures*, Doc 7030/4 — EUR, Part 1,

Amend EUR, Part 1, as follows:

5.0 ACTION IN THE EVENT OF AIR-GROUND COMMUNICATION FAILURE

(A2 – ~~3.6.5.2.2~~ 3.6.5.2)

~~5.1 — A departing controlled IFR flight operating in instrument meteorological conditions, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the en-route phase of the flight, and experiencing two-way radio communication failure, should, if no time limit or~~

~~geographical limit was included in the climb clearance, maintain for a period of three minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.~~

~~Note 1.— The effect of this procedure is to introduce a uniform clearance limit for application in cases where the use of tactical control methods by ATC makes it impracticable to include a time limit or a geographical limit in each climb clearance.~~

~~Note 2.— The level specified in the current flight plan means the level contained in the en-route ATC clearance acknowledged by the pilot.~~

Insert new text as follows:

5.1 As soon as it is known that two-way communications has failed, ATC shall maintain separation between the aircraft having the communications failure and other aircraft based on the assumption that the aircraft will operate in accordance with 5.2 or 5.3.

5.2 Visual meteorological conditions (VMC)

5.2.1 Except as provided for in 5.3.1, a controlled flight experiencing communication failure in VMC shall:

- a) set transponder to Code 7600;
- b) continue to fly in VMC;
- c) land at the nearest suitable aerodrome; and
- d) report its arrival time by the most expeditious means to the appropriate ATS unit.

5.3 Instrument meteorological conditions (IMC)

5.3.1 A controlled IFR flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with 5.2 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 last 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:

i) at the time the last assigned level or minimum flight altitude is reached, or

ii) 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 reports has been received:

i) at the time the last assigned level or minimum flight altitude is reached, or

ii) at the previously reported pilot estimate for the compulsory reporting point, or

iii) at the time 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 levels 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 descent 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 aerodrome and, when required to ensure compliance with 5.3.1 f), hold over this aid until commencement of descent;

f) commence descent from the navigation aid specified in 5.3.1 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 from the current flight plan;

g) complete a normal instrument approach procedure as specified for the designated navigation aid; and

h) land, if possible, within thirty minutes after the estimated time of arrival specified in 5.3.1 f) or the last acknowledged expected approach time, whichever is later.

- END -

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