

- f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- g) land, if possible, within thirty minutes after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later.

### 17.2. *Receiver or Transmitter Failure Only*

Aircraft which experience failure of transmitting or receiving facility only, shall proceed in accordance with paragraph 17.1 above, but shall also:

- a) In the event of receiver failure, transmit intentions and subsequently transmit position reports etc. on the appropriate frequency; and
- b) In the event of transmitter failure, continue to maintain watch on the appropriate ground/air frequency.

### 17.3. *Action taken by ATC*

17.3.1. When unable to maintain two-way communication with an aircraft which has been given ATC clearance to enter a control zone or control area, or when ATC is unable to establish communication with an aircraft in accordance with standard procedures, two-way communication failure will be assumed. ATC will act in the following manner unless it is known that the aircraft is not adhering to the flight plan received:

- a) Maintain separation between aircraft on the assumption that aircraft experiencing radio failure will adopt the procedures in paragraph 17.1 above;
- b) Transmit on the appropriate air/ground channels the altitude, route and EAT, or ETA, to which it is assumed the aircraft is adhering, and the weather conditions at the destination aerodrome and suitable alternates (When this information is already being transmitted on the appropriate channels either by routine broadcast, or in messages to other aircraft, a special transmission will be made only at the discretion of ATC). If practicable, the weather conditions in the area, or areas, suitable for a descent through cloud will also be transmitted;
- c) Endeavour by means of any available ground radar to check whether the aircraft is receiving, and able to comply with instructions from ATC, and subsequently, to give all possible guidance to the aircraft;
- d) Inform the operator concerned, or his designated representative; and
- e) Inform ATC at the alternate aerodrome, or the appropriate ATC unit of the circumstances; if (by agreement with the operator or his designated representative) instructions to divert are transmitted to the aircraft, transmit the latest weather report and any current unserviceability report of approach aids at the alternate, and request the appropriate ATC unit to attempt to establish communication with the aircraft.

17.3.2. Before presuming that the aircraft has proceeded to another area or aerodrome, ATC will allow:

- a) A period of 30 minutes after the last acknowledged EAT;
- b) If no EAT has been acknowledged, a period of 30 minutes after the last acknowledged ETA; or