

*Note 1.– See also PANS - ATM Doc 4444 Chapter 6, Para 6.3.2.4. concerning departure clearances containing no geographical or time limit for an initial level and procedures to be applied in relation to an aircraft experiencing air-ground communication failure under such circumstances.*

11.2.2.1. Action by air traffic control units when unable to maintain two-way communication with an aircraft operating in a control area or control zone shall be as outlined in the paragraphs which follow.

11.2.2.2. As soon as it is known that two-way communication has failed, action shall be taken to ascertain whether the aircraft is able to receive transmissions from the air traffic control unit by requesting it to execute a specified maneuver which can be observed by radar or to transmit, if possible, a specified signal in order to indicate acknowledgement.

11.2.2.3. The applicable vertical separation minimum between an aircraft experiencing a communication failure in flight and any other aircraft shall be 600m (2000 ft), unless an appropriate horizontal separation minimum exists. If the aircraft fails to indicate that it is able to receive and acknowledge transmissions, the separation shall be maintained between the aircraft having the communication failure and other aircraft, based on the assumption that the aircraft will;

- a) if in visual meteorological conditions: comply with the provisions in Para 11.2.1.1. above
- b) if in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with (a): comply with the provisions in Para 12.2.1.2 above

*Note1.– Since ATC is often unable to determine the extent of any equipment failure for an aircraft experiencing a communication failure in flight, ATC shall provide a vertical separation as mentioned in Para 11.2.2.3 above.*

*Note2.– Provisions related to minimum levels are contained in Annex 2, Para 5.1.2.*

*Note3.– As evidenced by the meteorological conditions prescribed therein, Para 11.2.2.3 (a) relates to all controlled flights, whereas Para 11.2.2.3 (b) relates only to IFR flights.*

11.2.2.4. Action taken to ensure suitable separation shall cease to be based on the assumption stated in Para 11.2.2.3 when:

- a) it is determined that the aircraft is following a procedure differing from that in Para 11.2.2.3; or
- b) through the use of electronic or other aids, air traffic control units determine the actions differing from that required by Para 11.2.2.3 may be taken without impairing safety; or
- c) positive information is received that the aircraft has landed.

11.2.2.5. As soon as it is known that two-way communication has failed, appropriate information describing the action taken by the air traffic control unit, or instructions justified by any emergency situation, shall be transmitted blind for the attention of the aircraft concerned, on the frequencies available on which the aircraft is believed to be listening, including the voice frequencies of available radio navigation or approach aids, Information shall also be given concerning: