

## 11. Procedure for Air-Ground Communication Failure

11.1. The air ground communication failure procedures specified in ICAO PANS-ATM DOC 4444 should be applied, in conjunction with AIP NEPAL. The following procedures should be followed normally.

### 11.2. Communication failure

In case of communication failure, the aircraft shall comply with the communication failure procedures of annex 10, Volume II, and with such of the following procedures as are appropriate. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

#### 11.2.1. Action by pilot-in command.

11.2.1.1. If in visual meteorological conditions, the aircraft shall:

- a) continue to fly in visual meteorological conditions;
- b) land at the nearest suitable aerodrome; and c) report its arrival by the most expeditious means to the appropriate air traffic control unit.

11.2.1.2. If in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with Para 11.2.1.1, the aircraft shall:

- a) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- b) 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 (c) below, hold over this aid until commencement of descent;
- c) commence descent from the navigation aid specified in (b) 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;
- d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
- e) land, if possible, within thirty minutes after the estimated time of arrival specified in (c) or the last acknowledged expected approach time, whichever is later.

*Note 1.– As evidenced by the meteorological conditions prescribed therein, Para 11.2.1.1 relates to all controlled flights, whereas Para 11.2.1.2 relates only to IFR flights.*

*Note 2.– The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in Para 11.2.1.2*

#### 11.2.2. Action by Air Traffic Control Unit