

- a) weather conditions favorable to a cloud-breaking procedure in areas where congested traffic may be avoided; and
- b) weather conditions at suitable aerodromes.

11.2.2.6. Pertinent information shall be given to other aircraft in the vicinity of the presumed position of the aircraft experiencing the failure.

11.2.2.7. As soon as it is known that an aircraft, which is operating in its area of responsibility, is experiencing an apparent radio communication failure, an air traffic services unit shall forward information concerning the radio communication failure to all air traffic services units concerned along the route of flight. The ATS units in whose area the destination aerodrome is located shall take steps to obtain information on the alternate aerodrome(s) and other relevant information specified in the filed flight plan, if such information is not available.

11.2.2.8. If circumstances indicate that a controlled flight experiencing a communication failure might proceed to (one of ) the alternate aerodrome(s) specified in the flight plan, the air traffic control unit(s) serving the alternate aerodrome(s) and any other air traffic control units that might be affected by a possible diversion shall be informed of the circumstances of the failure and requested to attempt to establish communication with the aircraft at a time when the aircraft could possibly be within communication range. This shall apply particularly when, by agreement with the operator or a designated representative, a clearance has been transmitted blind to the aircraft concerned to proceed to an alternate aerodrome, or when weather conditions at the aerodrome of intended landing are such that a diversion to an alternate is considered likely.

11.2.2.9. When an air traffic control unit receives information that an aircraft, after experiencing a communication failure has re-established communication or has landed, that unit shall inform the air traffic services unit in whose area the aircraft was operating at the time the failure occurred, and other air traffic services units concerned along the route of flight, giving necessary information for the continuation of control if the aircraft is continuing in flight.

11.2.2.10. If the aircraft has not reported within thirty minutes after:

- a) the estimated time of arrival furnished by the pilot;
- b) the estimated time of arrival calculated by the ACC; or
- c) the last acknowledge expected approach time,

Whichever is latest, pertinent information concerning the aircraft shall be forwarded to aircraft operators, or their designated representatives, and pilots-in-command of any aircraft concerned and normal control resumed if they so desire. It is the responsibility of the aircraft operators, or their designated representatives, and pilots-in-command of aircraft to determine whether they will resume normal operations or take other action.

11.2.2.11. The RADAR Procedures

11.2.2.11.A. Aircraft radio transmitter failure

11.2.2.11.A.1. If two-way communication is lost with an aircraft, the radar controller should determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the frequency so far used to acknowledge by making a specified maneuver and by observing the aircraft's track, or by instructing the aircraft to operate IDENT or to make code changes.