

Note.— Transponder-equipped aircraft experiencing radio-communication failure will operate the transponder on Mode A Code 7600.

11.2.2.11. A.2. If the action prescribed in Para 11.2.2.11.A.1 is unsuccessful, it shall be repeated on any other available frequency on which it is believed that the aircraft might be listening.

11.2.2.11. A.3 In both the cases covered by Para 11.2.2.11.A.1 and Para 11.2.2.11.A.2, any maneuvering instructions shall be such that the aircraft would regain its current cleared track after having complied with the instructions received.

11.2.2.11. A.4 Where it has been established by the action in Para 11.2.2.11.A.1 that the aircraft's radio receiver is functioning, continued control of transponder-equipped aircraft where SSR is available can be affected using code changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft.

11.2.2.11. B. Complete aircraft communication failure

When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where radar separation is applied, such separation may continue to be used. However, if the aircraft experiencing the communication failure is not identified, radar separation shall be applied between aircraft under radar control and all unidentified aircraft observed along the expected route of the aircraft with the communication failure, until such time as it is known, or can safely be assumed, that the aircraft with radio failure has passed through the airspace concerned, has landed, or has proceeded elsewhere.

11.2.2.11. C Aircraft transponder failure in areas where the carriage of a functioning transponder is mandatory.

11.2.2.11. C.1 When an aircraft experiencing transponder failure after departure is operating or expected to operate in an area where the carriage of a functioning transponder with specified capabilities is mandatory, the ATC units concerned should endeavor to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible, particularly when failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at the nearest suitable aerodrome acceptable to the operator concerned and to ATC.

11.2.2.11.C.2 In case of a transponder failure which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.