

9.1.2 The progress of an aircraft in emergency will be monitored and (whenever possible) plotted on the situation display until the aircraft passes out of coverage of the Radar surveillance system, and position information will be provided to all air traffic services units which may be able to give assistance to the aircraft. Transfer to adjacent sectors will also be effected when appropriate.

*Note.— If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to select a specific transponder code, that code will normally be maintained unless, in special circumstances, the pilot has decided or has been advised otherwise. Where ATC has not requested a code to be set, the pilot will set the transponder to Mode A Code 7700.*

## 9.2 COLLISION HAZARD INFORMATION

9.2.1 When an identified controlled flight is observed to be on a conflicting path with an unknown aircraft deemed to constitute a collision hazard, the pilot of the controlled flight will, whenever practicable:

- a) be informed of the unknown aircraft, and if so requested by the controlled flight or if, in the opinion of the controller, the situation warrants, a course of avoiding action should be suggested; and
- b) be notified when the conflict no longer exists.

9.2.2 When an identified IFR flight operating outside controlled airspace is observed to be on a conflicting path with another aircraft, the pilot should:

- a) be informed as to the need for collision avoidance action to be initiated, and if so requested by the pilot or if, in the opinion of the controller, the situation warrants, a course of avoiding action should be suggested; and
- b) be notified when the conflict no longer exists.

9.2.3 Information regarding traffic on a conflicting path should be given, whenever practicable, in the following form:

1. To radar identified aircraft of identified aircraft:

- a) relative bearing of the conflicting traffic in terms of the 12-hour clock;
- b) distance from the conflicting traffic in nautical miles;
- c) direction in which the conflicting traffic appears to be proceeding;
- d) level and type of aircraft or, if unknown, relative speed of the conflicting traffic, e.g. slow or fast.

Example:

\*TRAFFIC ONE O’CLOCK FIVE MILES WEST-BOUND ATR72 8,500

\*TRAFFIC NUMEROUS.

*Note: For altitude information which has not been verified by ATC, the word “altitude readout” will be added.*

\*TRAFFIC ELEVEN O’CLOCK 6 MILES EAST-BOUND TYPE UNKNOWN ALTITUDE READOUT 4,500.