

2. When the pilot could not have the advised traffic in sight, and the traffic moved to a new position where the target was not a factor any more, he may be informed by ATC with phraseology of “CLEAR OF TRAFFIC or “CLEAR OF [number] O’CLOCK TRAFFIC”.

### 9.3 FAILURE OF EQUIPMENT

#### 9.3.1 AIRCRAFT RADIO TRANSMITTER FAILURE

- 9.3.1.1 If two-way communication is lost with an aircraft, the controller should determine whether or not the aircraft’s receiver is functioning by instructing the aircraft on the channel so far used to acknowledge by making a specified manoeuvre and by observing the aircraft’s track, or by instructing the aircraft to operate IDENT or to make SSR code changes.

\* REPLY NOT RECEIVED. IF YOU READ ME (appropriate instructions)

*Note 1.— Transponder-equipped aircraft experiencing radio communication failure will operate the transponder on Mode A Code 7600.*

- 9.3.1.2 If the action prescribed in 9.3.1.1 is unsuccessful, it will be repeated on any other available channel on which it is believed that the aircraft might be listening.

- 9.3.1.3 In both the cases covered by 9.3.1.1 and 9.3.1.2, any manoeuvring instructions will be such that the aircraft would regain its current cleared track after having complied with the instructions received.

- 9.3.1.4 Where it has been established by the action in 9.3.1.1 that the aircraft’s radio receiver is functioning, continued control can be effected using SSR code or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft.

\*(action) OBSERVED, WILL CONTINUE RADAR CONTROL SERVICE.

#### 9.3.2 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 an Radar surveillance service is applied, separation specified in 6.9 may continue to be used. However, if the aircraft experiencing the communication failure is not identified, separation will be applied between identified aircraft 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 communication failure has passed through the airspace concerned, has landed, or has proceeded elsewhere.