

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

Extracted from the following ICAO publications:

RULES OF THE AIR, ANNEX 2

AERONAUTICAL TELECOMMUNICATIONS, ANNEX 10, VOLUMES I II

SEARCH AND RESCUE, ANNEX 12

PROCEDURES — RULES OF THE AIR AND AIR TRAFFIC SERVICES, PANS-RAC (Doc 4444)

PROCEDURES — AIRCRAFT OPERATIONS, PANS-OPS (Doc 8168)

Within this chapter, references to the following ICAO Documents are made, however they are not published herein:

REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030)

INTERNATIONAL AERONAUTICAL AND MARITIME SEARCH AND RESCUE (IAMSAR) MANUAL (DOC 9731)

1 DEFINITIONS

NOTE: See AIR TRAFFIC CONTROL pages, Series 100, for additional definitions.

AIRCRAFT STATION — A mobile station in the aeronautical mobile service, other than a survival craft station, located on board an aircraft.

DISTRESS — A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

RADIOTELEPHONY NETWORK — A group of radiotelephony aeronautical stations which operate on and guard frequencies from the same family and which support each other in a defined manner to ensure maximum dependability of air-ground communications and dissemination of air-ground traffic.

RESCUE CO-ORDINATION CENTER — A unit responsible for promoting efficient organization of search and rescue service and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

RESCUE UNIT — A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.

SEARCH AND RESCUE SERVICES UNIT — A generic term meaning, as the case may be, rescue co-ordination center, rescue subcenter or alerting post.

URGENCY — A condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance.

2 EMERGENCY PROCEDURES

2.1 GENERAL

2.1.1 The various circumstances surrounding each emergency situation preclude the establishment of exact detailed procedures to be followed. (*Doc 4444, 15.1.1*)

2.1.2 Air traffic control units shall maintain full and complete coordination, and personnel shall use their best judgement in handling emergency situations. (*Doc 4444, Part III, 16.1.1*)

NOTE: To indicate that it is in a state of emergency, an aircraft equipped with an SSR transponder might operate the equipment as follows:

1. on Mode A, Code 7700; or
2. on Mode A, Code 7500, to indicate specifically that it is being subjected to unlawful interference.

2.2 PRIORITY

2.2.1 An aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, shall be given priority over other aircraft. (*Doc 4444, 15.1.2*)

2.3 DISTRESS FREQUENCIES

2.3.1 The ICAO Communication Procedures require that an aircraft in distress when it is airborne should use the frequency in use for normal communications with aeronautical stations at the time. However, it is recognized that, after an aircraft has crashed or ditched, there is a need for designating a particular frequency or frequencies to be used in order that uniformity may be attained on a world-wide basis, and so that a guard may be maintained or set up by as many stations as possible including direction-finding stations, and stations of the Maritime Mobile Service.

2.3.2 The frequency 2182 kHz is the international distress frequency for radiotelephony to be used for that purpose by ship, aircraft and survival craft stations when requesting assistance from the maritime service.

2.3.3 The frequency 4125 kHz is also authorized to enable communications between stations in the maritime mobile service and aircraft stations in distress.

2.3.4 Similarly, the frequency 500 kHz is the international distress frequency for radiotelegraphy to be used for that purpose by ship, aircraft and survival craft stations when requesting assistance from the maritime service.

2.3.5 With respect to survival craft stations the following emergency / distress frequencies are provided:

- a. VHF — 121.5 MHz;
- b. UHF — 243.0 MHz;
- c. HF — 500 kHz, 2182 kHz, 8364 kHz.

(*Annex 10, Vol V, Chapter 2 Introduction*)

DEFINITIONS AND ABBREVIATIONS

Australian definitions and abbreviations applicable to this section which are not published or differ from those published in INTRODUCTION — Chart Glossary. See also Definitions and Abbreviations sections in the Air Traffic Control, Meteorology and Terminal chapters of this manual.

1 DEFINITIONS

ALERTED SEE-AND-AVOID — A procedure where flight crew, having been alerted to the existence and approximate location of other traffic in their immediate vicinity, seek to sight and avoid colliding with those known aircraft.

ALERTING POST — An agency designated to serve as an intermediary between a person reporting an aircraft in distress and a Rescue Coordination Center.

ALERTING SERVICE — A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and to assist such organizations as required.

BRIEFING — The act of giving in advance, specific pre-flight instructions or information to an aircrew.

EMERGENCY PHASES —

- a. **Uncertainty Phase:** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.
- b. **Alert Phase:** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.
- c. **Distress Phase:** A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

FULL EMERGENCY (In the context of Aerodrome Emergency Plans) — A situation in which the response of all agencies involved in the Aerodrome Emergency Plan will be activated. A Full Emergency will be declared when an aircraft approaching the airport is known or suspected to be in such trouble that there is danger of an accident.

LAND RESCUE UNIT — A land party equipped to undertake a search for an aircraft within the region of its responsibility.

LOCAL STANDBY (In the context of Aerodrome Emergency Plans) — A situation in which activation of only the airport-based agencies involved in the Aerodrome Emergency Plan is warranted. A Local Standby will be the normal response when an aircraft approaching an airport is known or is suspected to have developed some defect, but the trouble is not such as would normally involve any serious difficulty in effecting a safe landing.

RADAR/ADS-B INFORMATION SERVICE (RIS) — An on-request service provided to assist pilots of VFR flights, within ATS surveillance system coverage in Class "E" and Class "G" airspace, to avoid other aircraft or to assist in navigation.

RESCUE COORDINATION CENTER — A unit established for promoting efficient organization of search and rescue service and for coordinating the conduct of search and rescue operations within a search and rescue region.

SARTIME — The time nominated by a pilot for the initiation of SAR action if a report has not been received by the nominated unit.

SEARCH AND RESCUE — The act of finding and returning to safety, aircraft and persons involved in an emergency phase.

SEARCH AND RESCUE REGION (SRR) — The specified area within which search and rescue is coordinated by a particular Rescue Coordination Center.

UNALERTED SEE-AND-AVOID — A procedure where flight crew, who have no specific knowledge of other aircraft in their vicinity, rely solely on their ability to physically sight and avoid colliding with aircraft that may be in their vicinity.

2 ABBREVIATIONS

ACCID	Initial Notification of an Aircraft Accident
AEP	Aerodrome Emergency Plan
ALERFA	Alert Phase
ALR	Alerting Message
DETRESFA	Distress Phase
DF	Direction Finder or Finding
ELR	Extra Long Range
ELT	Emergency Locator Transmitter
EPIRB	Emergency Position Indicating Radio Beacon (marine terminology)
FFR	Flood, Fire Relief
FIA	Flight Information Area
INCERFA	Uncertainty Phase
LRG	Long Range
MRG	Medium Range
RFF	Rescue and Fire Fighting Services
RSC	Rescue Sub-Center
SARTIME	Time Search Action Required
SRG	Short Range
SRR	Search and Rescue Region
UDF	UHF Direction Finding Station
VLR	Very Long Range

INTERCEPTION

1.3.2 Signals Initiated by Intercepted Aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	AIRPLANES: DAY – Raising landing gear while passing over landing runway at a height exceeding 300m (1000FT) but not exceeding 600m (2000FT) above the aerodrome level, and continuing to circle the aerodrome. NIGHT – Flashing landing lights while passing over landing runway at a height exceeding 300m (1000FT) but not exceeding 600m (2000FT) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT – If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	AIRPLANES: DAY or NIGHT – Regular switching on or off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	AIRPLANES/HELICOPTERS: DAY or NIGHT – Irregular flashing of all available lights.	In distress.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood.

NOTE: Signals are applicable both within and outside an ADIZ.

1.4 RADIO COMMUNICATION DURING INTERCEPTION

vey and acknowledge instructions and essential information by using the following phrases and pronunciations, and transmitting each phrase twice.

1.4.1 If radio communication is established during interception but communication in a common language is not possible, attempts must be made to con-

Phrases for use by INTERCEPTING aircraft		Phrases for use by INTERCEPTED aircraft	
1	2	3	4
Phrase	Meaning	Phrase	Meaning
CALL SIGN	What is your call sign?	CALL SIGN (call sign) ¹	My call sign is (call sign)
FOLLOW	Follow me	WILCO	Understood Will Comply
DESCEND	Descend for landing	CAN NOT	Unable to comply
YOU LAND	Land at this aerodrome	REPEAT	Repeat your instruction
PROCEED	You may proceed	AM LOST	Position unknown
		MAYDAY	I am in distress
		HIJACK ²	I have been hijacked
		LAND	I request to land
		DESCEND	I require descent

¹ The call sign required is that used with ATS and corresponding to the aircraft identification in the flight plan.

² Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES EUROPE**Ref Regional Supplementary Procedures ICAO DOC 7030 - EUR****EMERGENCY DESCENT
PROCEDURES****ACTION BY PILOT-IN-COMMAND**

1. When an aircraft operated as a controlled flight experiences sudden decompression or a (similar) malfunction requiring an emergency descent, the aircraft shall, if able:
 - a. Initiate a turn away from the assigned route or track before commencing the emergency descent;
 - b. advise the appropriate air traffic control unit as soon as possible of the emergency descent;
 - c. Set transponder Code to 7700 and select the Emergency Mode on the automatic dependent surveillance/controller-pilot data link communications (ADS/CPDLC) system, if applicable;
 - d. turn on exterior lights;
 - e. watch for conflicting traffic both visually and by reference to ACAS (if equipped), and
 - f. coordinate its further intentions with the appropriate ATC unit.
2. The aircraft shall not descend below the lowest published minimum altitude which will provide a minimum vertical clearance of 300m (1000ft) or in designated mountainous terrain 600m (2000ft) above all obstacles located in the area specified.

RADIO COMMUNICATION FAILURE PROCEDURES EUROPE

Ref Regional Supplementary Procedures, DOC 7030/4 - EUR, Part 1, Rules of the Air, Air Traffic Services and Search and Rescue.

ACTION IN THE EVENT OF AIR GROUND COMMUNICATION FAILURE

As soon as it is known that two-way communication has failed, ATC shall maintain separation between the aircraft having the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with VMC or IMC.

VISUAL METEOROLOGICAL CONDITIONS

A controlled flight experiencing communication failure in VMC shall:

1. set transponder to Code 7600;
2. continue fly in VMC;
3. land at the nearest suitable aerodrome, and
4. report its arrival time by the most expeditious means to the appropriate ATS unit.

INSTRUMENT METEOROLOGICAL CONDITIONS

A controlled flight experiencing communication failure in IMC, or where it does not appear feasible to continue in VMC shall:

1. set transponder to code 7600;
2. maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the assigned level. The period of 7 minutes commences:
 - a. if operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
 - at the time the last assigned level or minimum flight altitude is reached, or
 - at the time the transponder is set to Code 7600, whichever is later, or
 - b. if operating on a route with compulsory reporting points and no instruction to omit position report has been received:
 - at the time the last assigned level or minimum flight altitude is reached, or
 - at the previously reported pilot estimate for the compulsory reporting point, or
 - at the time of a failed position report over a compulsory reporting point, whichever is later;

NOTE: The period of 7 minutes is to allow the necessary air traffic control and coordination measures.

3. thereafter, adjust level and speed in accordance with the filed flight plan;

NOTE: With regard to changes to level and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes, will be used.

4. if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

NOTE: With regard to the route to be flown or the time to begin descend to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

5. proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination airport and, when required to ensure compliance with para 6 below, hold over this aid until commencement of descent;
6. commence descent from the navigational aid specified in para 5 above 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 in the current flight plan;
7. complete a normal instrument approach procedure as specified for the designated navigation aid, and
8. land, if possible, within 30 minutes after the estimated time of arrival specified in para 6 above or the last acknowledged expected approach time, whichever is later.

NOTE: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES EASTERN EUROPE**Ref Regional Supplementary Procedures, ICAO DOC 7030 - EUR****EMERGENCY DESCENT
PROCEDURES****ACTION BY PILOT-IN-COMMAND**

1. When an aircraft operated as a controlled flight experiences sudden decompression or a (similar) malfunction requiring an emergency descent, the aircraft shall, if able:
 - a. Initiate a turn away from the assigned route or track before commencing the emergency descent;
 - b. advise the appropriate air traffic control unit as soon as possible of the emergency descent;
 - c. Set transponder Code to 7700 and select the Emergency Mode on the automatic dependent surveillance/controller-pilot data link communications (ADS/CPDLC) system, if applicable;
 - d. turn on exterior lights;
 - e. watch for conflicting traffic both visually and by reference to ACAS (if equipped), and
 - f. coordinate its further intentions with the appropriate ATC unit.
2. The aircraft shall not descend below the lowest published minimum altitude which will provide a minimum vertical clearance of 300m (1000ft) or in designated mountainous terrain 600m (2000ft) above all obstacles located in the area specified.

RADIO COMMUNICATION FAILURE PROCEDURES EUROPE

Ref Regional Supplementary Procedures, DOC 7030/4 - EUR, Part 1, Rules of the Air, Air Traffic Services and Search and Rescue

ACTION IN THE EVENT OF AIR GROUND COMMUNICATION FAILURE

As soon as it is known that two-way communication has failed, ATC shall maintain separation between the aircraft having the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with VMC or IMC.

VISUAL METEOROLOGICAL CONDITIONS

A controlled flight experiencing communication failure in VMC shall:

1. set transponder to Code 7600;
2. continue fly in VMC;
3. land at the nearest suitable aerodrome, and
4. report its arrival time by the most expeditious means to the appropriate ATS unit.

INSTRUMENT METEOROLOGICAL CONDITIONS

A controlled flight experiencing communication failure in IMC, or where it does not appear feasible to continue in VMC shall:

1. set transponder to code 7600;
2. maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the assigned level. The period of 7 minutes commences:
 - a. if operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
 - at the time the last assigned level or minimum flight altitude is reached, or
 - at the time the transponder is set to Code 7600, whichever is later, or
 - b. if operating on a route with compulsory reporting points and no instruction to omit position report has been received:
 - at the time the last assigned level or minimum flight altitude is reached, or
 - at the previously reported pilot estimate for the compulsory reporting point, or
 - at the time of a failed position report over a compulsory reporting point, whichever is later;

NOTE: The period of 7 minutes is to allow the necessary air traffic control and coordination measures.

3. thereafter, adjust level and speed in accordance with the filed flight plan;

NOTE: With regard to changes to level and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes, will be used.

4. if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

NOTE: With regard to the route to be flown or the time to begin descend to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

5. proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination airport and, when required to ensure compliance with para 6 below, hold over this aid until commencement of descent;
6. commence descent from the navigational aid specified in para 5 above 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 in the current flight plan;
7. complete a normal instrument approach procedure as specified for the designated navigation aid, and
8. land, if possible, within 30 minutes after the estimated time of arrival specified in para 6 above or the last acknowledged expected approach time, whichever is later.

NOTE: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES MIDDLE EAST

Ref Regional Supplementary Procedures, DOC 7030/4 - MID/ASIA, Part 1, Rules of the Air, Air Traffic Services and Search and Rescue.

GENERAL

The following general procedures apply to both subsonic and supersonic aircraft and are intended for guidance only. Although all possible contingencies cannot be covered, they provide for cases of inability to maintain assigned level due to weather, aircraft performance, pressurization failure and problems associated with high-level supersonic flight. They are applicable primarily when rapid descent and/or turn back or diversion to an alternate airport are required. The pilot's judgement shall determine the sequence of actions taken, taking into account specific circumstances.

1. If an aircraft is unable to continue flight in accordance with its Air Traffic Control Clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using a distress or urgency signal as appropriate.
2. If prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:
 - a) if possible, deviate away from the route or track system;
 - b) establish communication with and alert nearby aircraft by broadcasting at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions on the frequency in use, as well as on 121.5 MHz (or as back-up, the inter-pilot air-to-air frequency 123.45 MHz);
 - c) watch for conflicting traffic both visually and by reference to ACAS;
 - d) turn on all aircraft exterior lights (commensurate with appropriate operating instructions).

SPECIAL PROCEDURES FOR SUBSONIC AIRCRAFT REQUIRING RAPID DESCENT AND OR TURN BACK OR DIVERSION TO AN ALTERNATE AIRPORT DUE AIRCRAFT SYSTEM MALFUNCTION OR OTHER CONTINGENCIES**Initial action**

If unable to comply with provisions under 1 above to obtain a revised ATC clearance, the aircraft should leave its assigned route or track by turning 90 degrees right or left for 2 minutes or 10NM whenever this is possible. The direction of the turn should be determined by the position of the aircraft relative to any organized route or track system, e.g. whether the aircraft is outside, at the edge of, or within the system. Other factors to consider are terrain clearance and the levels allocated to adjacent routes or tracks.

Subsequent action***Aircraft able to maintain level***

An aircraft able to maintain its assigned level should acquire and maintain in either direction a track laterally separated by 10NM from its assigned route or track and, once established on the offset track, climb or descend 150m (500ft).

Aircraft unable to maintain level

An aircraft NOT able to maintain its assigned level should, whenever possible, minimize its rate of descent while turning to acquire and maintain in either direction a track laterally separated by 10NM from its assigned route or track. For subsequent level flight, a level should be selected that differs by 150m (500ft) from those normally used.

DIVERSION ACROSS THE FLOW OF ADJACENT TRAFFIC

Before commencing a diversion across the flow of adjacent traffic, the aircraft should, while maintaining the 10NM offset, expedite climb above or descent below levels where the majority of oceanic traffic operates (e.g. to a level at or above FL410 or below FL285) and then maintain a level that differs by 150m (500ft) from those normally used. However, if the pilot is unable or unwilling to carry out a major climb or descent, the aircraft should be flown at a level 150m (500ft) above or below levels normally used until a new ATC clearance is obtained.

EXTENDED RANGE OPERATIONS BY AEROPLANES WITH TWO-TURBINE POWER-UNITS (ETOPS) AIRCRAFT

If these contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

WEATHER-DEVIATION PROCEDURES FOR OCEANIC-CONTROLLED AIRSPACE

The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgement shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the aircraft shall follow the procedures detailed in para "Actions to be taken if a revised ATC clearance cannot be obtained".

The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the center line of its cleared route.

RUSSIA - ICAO DIFFERENCES OR STATE SPECIAL PROCEDURES

This information also applies to Tajikistan and Turkmenistan, as covered by common aeronautical publications. Accordingly, each of the above States is to be substituted for the term "Russia(n)" in the following text, as appropriate.

GENERAL

In general, the Emergency, Unlawful Interference, Interception and Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures in ICAO Annexes and Documents.

EMERGENCY**CHANGE OF FLIGHT LEVEL**

When encountering hazards to flight safety at the assigned level (dangerous meteorological phenomena, failures of equipment, etc.), the pilot-in-command shall have the right to change the flight level independently with immediate reporting to the appropriate ATC unit.

In this case, the pilot-in-command must, without changing the flight level, turn away (normally to the right) 30 degrees from the airway axis and, after 16.2NM (30Km), resume the former flight heading with simultaneous change of altitude to the selected level and report to the ATC unit. In emergency, the descent shall be carried out immediately after turning away. Upon reaching the new flight level, the pilot-in-command shall, after receiving clearance from the ATC unit, enter the airway.

COMMUNICATIONS FAILURE

The pilot-in-command shall switch on the distress signal and, using all available facilities, take measures to reestablish communication with ATC unit directly or by means of other aircraft. In such cases, if necessary, the emergency frequency may be used.

The pilot shall in all cases continue to transmit the established position reports, its actions, flight conditions using all available onboard radio communication facilities for commands reception.

In the event of radio communication failure directly after take-off, the pilot-in-command shall carry out approach according the established pattern and land at the departure aerodrome.

- a. If it is impossible to land at the departure aerodrome after take-off (due to meteorological conditions or of the aircraft mass exceeds the landing mass and fuel jettisoning is impossible, etc.), the pilot in command has the right:
 - proceed to the destination aerodrome according conditions assigned by ATS unit;
 - proceed to the alternate aerodrome at the flight level assigned by the ATS unit or at proximate lower flight level (in accordance with vertical separation rules), but not below minimum safe flight level. If the flight is carried out at lower (safe) flight level, it is necessary to proceed to the alternate aerodrome at proximate upper flight level.
- b. In the event of radio communication failure during climbing to the assigned flight level (altitude), the pilot-in-command has the right to land at the departure aerodrome according to the established descending and approach-to-land

pattern. If it is impossible to land at the departure aerodrome, the pilot-in-command shall make a decision to proceed to the destination aerodrome or to the alternate aerodrome in accordance with para a).

- c. In the event of radio communication failure after climbing to the assigned flight level (altitude) by the ATS unit, aircraft shall proceed to the destination aerodrome or to the alternate aerodrome located along the flight path at this flight level (altitude) and return to the departure aerodrome at proximate lower flight level. If the flight is carried out at minimum safe flight level, it is necessary to proceed to the departure aerodrome at proximate upper flight level.
- d. In the event of radio communication failure during descending, the pilot-in-command shall reach and maintain the flight level (altitude) earlier established by the ATS unit and proceed to the landing aerodrome at this flight level (altitude) with subsequent approach according to the established pattern.
- e. If it is impossible to land at the destination aerodrome, the pilot-in-command has the right to make a decision to proceed to the alternate aerodrome at minimum safe flight level or at one of especially established for flights without radio communication flight levels FL138 (4200m), FL148 (4500m), or FL236 (7200m), FL246 (7500m) depending on flight direction.
- f. In the event of radio communication failure during flight at altitude below the minimum safe flight level, the flight shall be carried out at the earlier established by the ATS unit flight level.
- g. In the event of radio communication failure the return to the departure aerodrome shall be carried out along the route of flight before radio communication failure except cases when entry into TMA is carried out along corridors which don't coincide with exit corridors. In this case the pilot shall carry out flight according to the aeronautical information documents.
- h. In the event of radio communication failure the pilot-in-command shall carry out descent and approach to the basic or alternate aerodrome according to the data indicated in the aeronautical information documents, with maximum circumspection. If these data for the alternate aerodrome are absent in the aeronautical information documents, it is permitted to carry out descent for approach from abeam LOM of the alternate aerodrome.
- i. If radio communication failure occurs during VFR flight below clouds, the pilot-in-command shall, as possible, not enter into clouds.
- j. During flight without radio communication at night, the pilot shall, as possible, indicate aircraft position by periodically switching on of onboard landing lights or by onboard lights flashing.