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AIRAC
AIP SUPPLEMENT

A 16/17
08 June 2017

RADIO COMMUNICATION FAILURE PROCEDURE

With effect from 20 July 2017, Radio communication failure procedure have been revised ENR 1.6.2 item 2. as follows;

1. INTRODUCTION

The purpose of this AIRAC AIP Supplement is to inform all concerned of the radio communication failure procedure use within BKK FIR.

2. RADIO COMMUNICATION FAILURE PROCEDURE

2.1 General

2.1.1 Radio communication is considered to be failed if during two minutes that the pilot or the ATC unit doesn't answer the repeated calls through all available communication channels.

2.1.2 The transponder is set to be Mode A code 7600 as soon as the pilot has detected communication failure.

2.1.3 The pilot shall use all available facilities to re-establish communication with ATC unit directly or by means of the other aircraft. If necessary, the emergency frequency 121.5 MHz may be used.

2.1.4 In any case of radio communication failure, the pilot shall continue listening on the appropriate radio frequency and transmitting the position reports, actions and flight conditions. The pilot shall comply with one of the following procedures.

2.2 Total radio communication failure for arriving aircraft

2.2.1 If in VMC, continue to fly in VMC and land at the nearest suitable aerodrome.

2.2.2 If in IMC or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 2.2.1 above, the pilot shall:

2.2.2.1 If a specific STAR procedure has been designated and acknowledged prior to the occurrence of radio communication failure, comply with the radio communication failure procedures.

2.2.2.2 If no specific STAR procedure has been designated or acknowledged prior to the occurrence of radio communication failure, endeavor to ascertain the landing direction from any available means in para 2.5 below. The pilot then should proceed in accordance with the STAR procedure appropriate to its

ATS route and landing direction, and comply with the radio communication failure procedures.

2.2.3 When an arriving aircraft is being radar vectored, if no transmissions are heard on the frequency in use for a period of two minutes, a radio frequency check is to be made. If the radio frequency check indicates a radio communication failure. Pilot should proceed in the most direct manner possible to rejoin the STAR procedure appropriate to its ATS route and landing direction.

2.2.4 Pilots should ensure that they remain at or above the minimum sector altitude. If the aircraft is below the minimum sector altitude, pilots shall immediately climb to the minimum sector altitude.

2.3 Total radio communication failure for missed approach aircraft

2.3.1 The pilot shall set the aircraft transponder to Mode A Code 7600 and fly to or proceed direct to (in case of radar vector) the appropriate missed approach holding point at 3 000 ft and hold.

2.3.2 The pilot then shall climb and maintain 4 000 ft in the holding pattern and complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 2.5 below, or

2.3.3 The pilot shall maintain altitude 4 000 ft and proceed to BKK VOR then transition to IAF and commence an appropriate approach procedure.

2.4 Partial radio communication failure for arriving aircraft

2.4.1 Aircraft Unable to Receive: Pilots shall adopt the total radio communication failure procedures specified in para 2.2 above.

2.4.2 Aircraft Able to Receive: Following verification that aircraft is able to receive ground transmissions by squawk identing, ATC will continue to issue and repeat instructions and/or clearances to the pilot.

2.5 Identification of Runway in use

2.5.1 A pilot endeavors to obtain information on the landing runway from the following sources: ATIS, D-ATIS, ACARS, satellite phone, etc. If unable, the pilot should rely on the best available information such as aerodrome weather forecasts, meteorological reports or any other relevant information obtained prior to the communication failure and should decide on the most appropriate landing direction.

2.5.2 To assist the pilot in ascertaining the landing direction, the ILS and approach lighting for the runway in use will be switched on. If the approach lights for the runway-in-use are sighted but the ILS signal is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.

2.6 Total radio communication failure for departing aircraft

2.6.1 The pilot shall set the aircraft transponder to Mode A Code 7600 and comply with the last acknowledged clearance up to the next reporting point on the SID, then climb to the planned cruising level in accordance with the published speed and altitude restrictions of the relevant SID procedure. Thereafter, the pilot shall comply with the flight planned routing.

2.6.2 Whenever a pilot experiences total radio communication failure immediately after departure and it is deemed unsafe for the flight to continue to its destination, the pilot shall adhere to the procedures below:

2.6.2.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

2.6.2.2 The pilot shall comply with the last assigned altitude in accordance with the published speed and altitude restrictions of the relevant SID procedure.

2.6.2.3 The pilot shall climb/descend to maintain 8 500 ft for 2 minutes then proceed direct to BKK VOR and hold. If fuel dumping is necessarily required before making an approach to land, after maintaining altitude at 8 500 ft for 2 minutes, the pilot shall proceed to the nearest suitable Fuel dumping area and start dumping fuel. When it is completed, the pilot must fly direct to BKK VOR and hold.

2.6.2.4 The pilot is required to make a left holding pattern over BKK VOR with inbound course of 120 and one minute leg to complete one holding then start commencing an appropriate approach procedure and landing direction in accordance with para 2.5 above.

2.7 Partial radio communication failure for departing aircraft

2.7.1 Aircraft Unable to Receive: Pilots shall adopt the total radio failure procedures specified in para 2.6.2 above.

2.7.2 Aircraft Able to Receive: Following verification that aircraft is able to receive ground transmissions by squawk identing, ATC will continue to issue and repeat instructions and/or clearances to the pilot.

2.8 Aircraft overflying Bangkok TMA

2.8.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

2.8.2 If in VMC, the pilot shall continue to fly in VMC and land at the nearest suitable aerodrome.

2.8.3 If in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with para 2.8.2 above, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of ten minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan.

2.9 Departing or Overflying Aircraft Under Radar Control

2.9.1 The pilot shall set the aircraft transponder to Mode A Code 7600.

2.9.2 The pilot shall maintain the last assigned heading, speed and level, or minimum flight altitude if higher, for a period of two minutes following:

2.9.2.1 The time the last assigned level or minimum flight altitude is reached; or

2.9.2.2 The time the transponder is set to 7600; or

2.9.2.3 The aircraft’s failure to report its position over a compulsory reporting point. Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

2.9.3 After a period of two minutes, the pilot shall proceed in the most direct manner possible to rejoin the SID procedure appropriate to its ATS route or the flight planned route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

2.10 Alternative methods for communicating with ATC

Pilots may endeavor to communicate with ATC by telephone network.

The telephone numbers are as follows:

- Don Mueang Tower Tel : +66 2 515 3282, +66 2 515 3288, +66 81 710 7449
- Suvarnabhumi Tower Tel : +66 2 131 3610-3, +66 86 399 9030
- Bangkok Approach Tel : +66 2 131 3621, +66 2 131 3622, +66 85 150 2288 and +66 85 150 3300

3. FOR FURTHER INFORMATION CONTACT

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4. VALIDATION TIME

This AIRAC AIP Supplement will remain current until its contents have been incorporated in AIP-Thailand.

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