

**Twenty Eighth Meeting of the
Informal South Pacific ATS Co-ordinating Group
(ISPACG/28)**

**Papeete, Tahiti
5-7 March 2014**

Agenda Item 3: Review Relevant Work Since ISPACG/27

Status of the Communication Failure Coordinating Group (CFCG)

Presented by Federal Aviation Administration

SUMMARY

This paper presents information about the CFCG and the outcome from its meetings.

1. INTRODUCTION

1.1 The CFCG was formed by the ICAO Air Navigation Bureau in 2012 because of conflicting amendment proposals for existing communication failure (CF) provisions. The Secretariat also recognized that many States, and some regions, preferred to develop CF procedures that differ from those specified in Annex 2 – Rules of the Air.

1.2 The CFCG is conducting a detailed review of present CF procedures and is considering the increasing dependability and availability of communication systems in development of an optimal proposal for global application.

2. DISCUSSION

2.1 CFCG reviewed working papers presented by the Secretary, that described the evolution of provisions in Annex 2 and Annex 10, regionally-agreed provisions, proposed amendments submitted by the European Region and North American Regions, and several national regulations that differ from ICAO guidance.

2.2 The CFCG also reviewed working papers from the Civil Air Navigation Services Organization (CANSO). One paper explained the North Atlantic perspective, while another paper discussed the confusion with the term “current flight plan”, and a third paper provided details of crew procedures from operators conducting world-wide flights.

2.3 The meeting extensively discussed the phrase “communication failure” and attempted to clarify its definition. Concerns were raised about the scenarios that qualify as CF and an attempt was made to separate CF events involving a single aircraft from those that would simultaneously involve multiple aircraft, e.g., stuck microphone, ground equipment failure, high-frequency (HF) interference, etc.

2.4 The Group also discussed scenarios that would determine when a pilot commences CF procedures and when air traffic control (ATC) would presume the pilot has commenced CF procedures, especially in remote and oceanic areas.

2.5 Following the review of working papers and scenarios, consideration was given for dividing CF provisions into three main phases of flight (i.e., departure, en route, and descent.) The meeting noted that the pilot's initiation of CF procedures may vary with the phase of flight and the availability of surveillance.

2.6 The group discussed whether anticipated pilot action would constitute pilot maintaining last assigned altitude, speed, etc. or pilot complying with filed altitudes, speeds, etc. of their flight plan.

2.7 The CFCG was made aware of differences regarding the term "flight plan" and the various interpretations in the ATM and operator communities.

2.8 The meeting determined that in order to move forward with this activity, two focus groups would be formed. One group will develop a concept for providing CF procedures, based on phase of flight. The other group will be responsible for adding definitions or clarifying existing terminology used with CF.

2.9 Meetings of the CFCG have been conducted via internet on 5 February 2013 and 19 March 2013. Monthly telcon of the Meeting have been held throughout 2013 with no significant changes. Therefore, a meeting is being planned at ICAO in Montreal, Canada, in early 2014.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information provided.