

**PROPOSED LOSS OF COMMUNICATION PROCEDURES  
In Flight Contingency**

*Action in the event of air-ground communications failure*

In the event of lost communication, an aircraft shall:

1. Squawk 7600.
2. Broadcast in the blind 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 frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).
3. If attempts to re-establish communication with ATC are unsuccessful:
  - a. Watch for conflicting traffic both visually and by reference to airborne collision avoidance systems or traffic displays (if equipped), and
  - b. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations), and
  - c. Offset *15NM right* of last assigned track.

*Note: If the flight is using ADS for position reporting the offset would trigger an out-of-conformance situation to ATC. ATC would then attempt to contact the flight, which should be unsuccessful, thereby alerting them to the situation.*

- d. If aircraft performance allows, maintain the last assigned speed and level.
  - e. If a change in altitude is required, after a period of *60 minutes* following either the failure to report over a compulsory reporting point (non-ADS), or from the time the aircraft was established on the offset (ADS), adjust speed and altitude in accordance with the filed flight plan, and
    1. Continue the *15NM* offset until communications are re-established and a new clearance is received.
    2. *If cleared on other than filed flight plan route:* adjust speed and altitude (utilizing the abeam points where altitude changes were noted) in accordance with the filed flight plan.
  - f. Upon exiting oceanic airspace, the pilot shall conform to the relevant State procedures and regulations.
4. In the event of lost communication, ATC shall:
  - a. Continue to protect the aircraft's last assigned route and altitude, and
  - b. Issue essential traffic information as prescribed in ICAO Doc 4444, section 5-10 to all flights that could be affected by an aircraft executing this procedure based on flight plan information.