

ICAO Communication Failure Coordinating Group (CFCG) Update

Presented to: ISPACG/28

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Federal Aviation
Administration



Reason for CFCG

- **The Cross Polar Working Group (CPWG) proposed a common communication failure procedure for FIRs around North Pole**
 - Each FIR has its own comm failure procedure
 - Aircraft pass through FIRs for relatively short periods
 - Proposed that aircraft maintain the last ATC-assigned speed, route, and altitude
- **Annex 2 procedures and several Regions/ANSPs tell aircraft to follow “flight plan”, which permits step-climbs from Item 15.**
- **ICAO formed CFCG to resolve difference**



CFCG Activity

- **ICAO CFCG met 23-25 October 2012**
- **The Meeting reviewed communication failure provisions contained**
 - Annex 2 — Rules of the Air
 - Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status
 - Current regionally-agreed provisions, amendment proposals submitted by the European Region, North American Region, and many national regulations, which differ from ICAO



CFCG Activity (continued)

- **Discussions about “communication failure” and the scope of work for the CFCG**
 - Failure of ATC comms were considered outside the scope of the CFCG
 - Would address single aircraft with partial and total comm (ATC-approved voice, data link, SATCOM, etc. and non-approved [cell phone]) loss
- **Discussed various scenarios (low-density vs. high-density, surveillance, remote, etc.)**



CFCG Activity (continued)

- **Phase of flight (departure, en route, descent)**
- **Flight plan (Filed, Current, Repetitive, operational version for aircrew)**
- **Subsequent meetings to be held by WebEx**
- **Unable to progress activity due to differences**
 - Continue flight according to FPL (altitude changes)
 - Continue flight last ATC assigned altitude



CFCG Current Status

- **ISAVIA, NAV CANADA, and FAA propose that a flight should not automatically climb in accordance with the flight plan**
 - ICAO NAT Region clearance formulated to provide conflict-free flight
 - Assigned flight level coordinated with downstream ATC
 - Level in FPL may no longer be operationally suitable
 - Flight crew and ATC may have different understandings of “current flight plan”



CFCG Current Status (continued)

- **Others contend flight should automatically climb in accordance with the flight plan**
 - Last assigned level may not provide terrain and obstacle clearance for the entire route
 - Flight plan represents an operationally suitable profile for the flight
 - Flight plan is a single point of information about the flight's intentions



CFCG Next Meeting

- **10-14 February 2014**
- **ICAO Montreal, Canada**



CFCG

Questions?

