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Civil Aviation
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Международная
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авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: NACC 10/03 — **EMX0366**

21 April 2010

To: Mrs. Minh Favila
Principal Staff Officer
Federal Aviation Administration
United States
cc: C/ATM

minh.favila@faa.gov; 9-AWA-API-IGIA@faa.gov;

Subject: **Proposal for Amendment of Regional Supplementary Procedures (Doc 7030) (Serial No. NACC 10/3-S-ATM) to the Regional Supplementary Procedures (NAM)**

Dear Madam:

I make reference to the letter sent by the United States Mission to ICAO dated 09 March 2010 on the aforementioned subject, attached herewith for ease of reference.

In this regard, please inform if you conducted prior coordination with Canada.

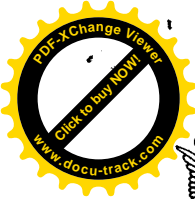
Concerning para 9.3.1, after the first sentence, you may wish to refine the proposal to capture the international/long haul flights above FL280 in remote areas.

Some modifications are proposed, included in the attached document and marked with track changes, for your consideration and approval before continuing with the process.

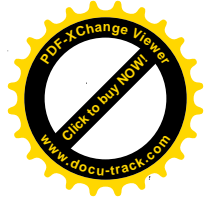
Yours sincerely,

for
Loretta Martin
Regional Director
North American, Central American and
Caribbean (NACC) Regional Office

Enclosure:
As indicated



UNITED STATES MISSION
TO THE
INTERNATIONAL CIVIL AVIATION ORGANIZATION



TELEPHONE
(514) 954-8304

SUITE 14.10
999 UNIVERSITY AVENUE
MONTREAL, QUEBEC, CANADA
H3C 5J9

March 09, 2010

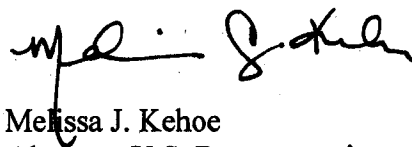
Mr. Raymond Benjamin
Secretary General
Suite 12.15

Dear Mr. Benjamin:

Please find attached the United States proposal to amend the NAM Regional Supplementary Procedures (SUPPS) (Doc 7030).

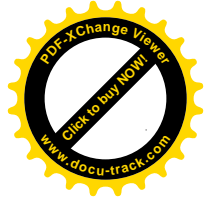
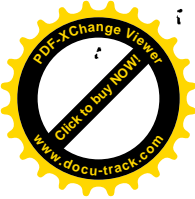
If I can be of further assistance, please do not hesitate to contact me at extension 8304.

Sincerely,



Melissa J. Kehoe
Alternate U.S. Representative

Attachments: as stated.



**Proposal for Amendment of North American
(NAM) Regional Supplementary Procedures (SUPPS) (Doc 7030)**

(Serial No. NAT xxxx)

- a) **Proposed by:** The United States of America
- b) **Proposed amendment:** Add Section 9.3 as shown below to the SUPPS in the NAM Region

CHAPTER 9. SPECIAL PROCEDURES

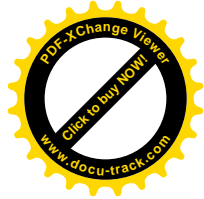
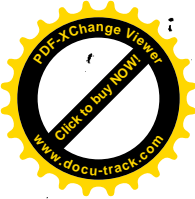
9.3 Air-Ground Communication Failure
(A2 – Chapter 3; P-ATM – Chapter 15; P-OPS, Vol. 1)

Note: The following procedures are intended to provide general guidance for aircraft operating within, to or from the NAM region experiencing a communications failure. These procedures are intended to complement and not supersede Annex 2, the PANS-ATM and State procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure

9.3.1 The following procedures apply to aircraft operating in the airspace of Anchorage Arctic FIR, Anchorage Continental FIR, and the Edmonton FIR CTA. These procedures are intended to complement and not supersede State procedures/regulations.

9.3.2 In the event of total loss of communication, an aircraft shall:

- a) try to re-establish communication by all other means;
- b) if all attempts to re-establish communication with ATC are unsuccessful:
 - 1) squawk 7600;
 - 2) if able, 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 MHz);
 - 3) attempt to contact either another aircraft or any ATC facility and inform it of the difficulty and request that information be relayed to the ATC facility with whom communications are intended.
 - 4) watch for conflicting traffic both visually and by reference to airborne collision avoidance systems or traffic displays (if required);
 - 5) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
 - 6) maintain the *last assigned* speed and level, without regard for changes filed in



the flight plan until exiting the airspace defined in paragraph 9.3.1 above;

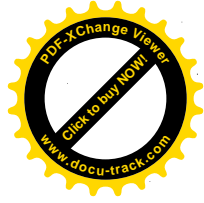
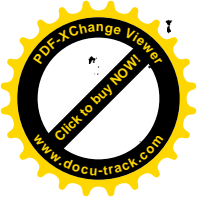
7) upon exiting the airspace as defined in paragraph 9.3.1 above, conform to the relevant State procedures and regulations.

9.3.3 In the event of lost communication, ATC shall maintain separation between the aircraft having the communication failure and other aircraft, based on the assumption that the aircraft having the communication failure will operate in accordance with procedures in 9.3.2.

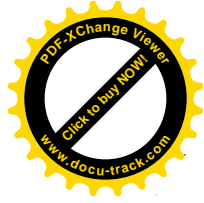
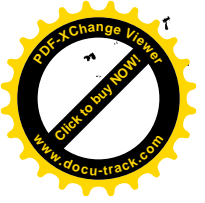
c) **Intended date of implementation:** 04 June 2010

d) **Proposal circulated to the following States and international organizations:**

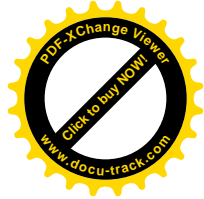
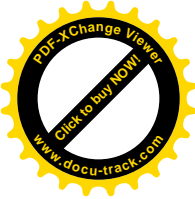
Algeria
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Barbados
Belgium
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Czech Republic
Democratic People's Republic of Korea
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Egypt
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Mozambique
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Nepal
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Peru
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Sweden
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Thailand
Trinidad and Tobago
Tunisia
Turkey
Uganda
Ukraine
United Arab Emirates
United Kingdom
United Republic of Tanzania
United States*
Uruguay
Uzbekistan
Venezuela
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COCESNA*
EUROCONTROL*
IACA*
IAOPA*
IATA*
IBAC*
IFALPA*
IFATCA*



**PROPOSAL FOR AMENDMENT OF REGIONAL SUPPLEMENTARY PROCEDURES
(DOC 7030)
(SERIAL NO. NACC 10/3-S-ATM)**

REGIONAL SUPPLEMENTARY PROCEDURES (NAM)

- a) **Plan:** Regional Supplementary Procedures (Doc 7030)
- b) **Proposed Amendment:** Add Section 9.3 as shown below to the SUPPs in the NAM Region.

CHAPTER 9. SPECIAL PROCEDURES

9.3 Air-Ground Communication Failure
(A2 – Chapter 3; P-ATM – Chapter 15; P-OPS, Vol. 1)

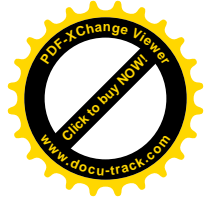
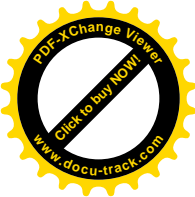
9.3.1 The following procedures apply to aircraft operating in the airspace of Anchorage Arctic FIR, Anchorage Continental FIR, and the Edmonton FIR CTA. These procedures are intended to complement and not supersede State procedures/regulations.

9.3.2 In the event of total loss of communication, an aircraft shall:

- a) try to re-establish communication by all other means;
- b) if all attempts to re-establish communication with ATC are unsuccessful:
 - 1) squawk 7600; in appropriate Mode A and/or ADS-B emergency and/or urgency mode;
 - 2) if able, 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 MHz);
 - 3) attempt to contact either another aircraft or any ATC facility and inform it of the difficulty and request that information be relayed to the ATC facility with whom communications are intended;
 - 4) watch for conflicting traffic both visually and by reference to airborne collision avoidance systems or traffic displays (if required);
 - 5) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
 - 6) maintain the *last assigned* speed and level, without regard for changes filed in the flight plan until exiting the airspace defined in paragraph 9.3.1 above;

Note: In airspace where the strategic lateral offset procedures (SLOP) has been authorized, aircraft experiencing communication failure may also elect to initiate SLOP in accordance with State AIP, including an offset of 1.8 or 3.7 km (1 NM or 2NM) right of track.

- 7) upon exiting the airspace as defined in paragraph 9.3.1 above, conform to the relevant State procedures and regulations.



9.3.3 In the event of lost communication, ATC shall maintain separation between the aircraft having the communication failure and other aircraft, based on the assumption that the aircraft having the communication failure will operate in accordance with procedures in 9.3.2.

c) **Originated by:** United States

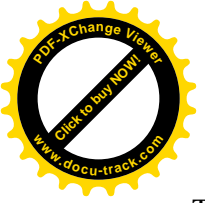
d) **Originator's reason for amendment:**

~~Air-ground communication failure procedures are required to be published as a complement to those issued in Annex 2 chapter 3 and PANS-ATM chapter 15 for the NAM part of Doc 7030. The air-ground communication failure procedures proposed herein reflect the traffic flows and type of operations encountered in the airspace involved. This airspace is oceanic and remote continental, with a high percentage of international long haul overflights. The proposed procedures are similar to those agreed in the PAC and NAT Regions where the same traffic operates.~~

e) **Intended date of implementation:** 4 June 2010.

f) **Proposal circulated to the following States and Organizations:**

Algeria	Ecuador	Mongolia
Argentina	Egypt	Morocco
Angola	Ethiopia	Mozambique
Australia	Finland	Namibia
Austria	France	Nepal
Bahamas	Gabon	Netherlands
Bangladesh	Gambia	New Zealand
Barbados	Germany	Niger
Belgium	Ghana	Nigeria
Bolivia	Greece	Norway
Brazil	Guinea-Bissau	Pakistan
Brunei Darussalam	Guyana	Panama
Bulgaria	Haiti	Paraguay
Cambodia	Hungary	Peru
Cameroon	Iceland	Philippines
Canada	India	Poland
Cape Verde	Indonesia	Portugal
Central African Republic	Ireland	Republic of Korea
Chile	Israel	Romania
China	Italy	Russian Federation
Colombia	Jamaica	Saudi Arabia
Congo	Japan	Senegal
Cote d'Ivoire	Jordan	Sierra Leone
Cuba	Kazakhstan	Singapore
Czech Republic	Kenya	Somalia
Democratic People's Republic of Korea	Lebanon	South Africa
Democratic Republic of the Congo	Luxembourg	Spain
Denmark	Madagascar	Suriname
Dominican Republic	Malaysia	Sweden
	Mexico	Switzerland
	Monaco	Tajikistan



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Viet Nam
ASECNA*
COCESNA*
EUROCONTROL*
IACA*
IAOPA*

IATA*
IBAC*
IFALPA*
IFATCA*

** For information purposes
only*

g) Secretariat comments: Air-ground communication failure emergency procedures foreseen in this amendment will allow harmonization with other procedures on the subject including the use of ADS technologies already published in other Regions.

The procedures are intended to provide general guidance for aircraft operating within, to or from the NAM region experiencing a communications failure. These procedures are intended to complement and not supersede Annex 2, the PANS-ATM and State procedures/regulations.
