

**ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)****1. GENERAL****1.1 Reference documents**

- 1.1.1 Regional Supplementary Procedures are applied in accordance with ICAO Doc 7030/5 - Regional Supplementary Procedures, Part EUR.

**2. RVSM PROCEDURES****2.1 General**

- 2.1.1 The airspace within the Tirana FIR between FL 290 and FL 410 inclusive, as described in ENR 2.1, is EUR RVSM airspace.
- 2.1.2 Only RVSM-approved aircraft and non-RVSM-approved State aircraft shall be issued an ATC clearance into RVSM airspace.
- 2.1.3 ATC clearance into RVSM airspace shall not be issued to formation flights of civil aircraft.

**2.2 RVSM operations**

- 2.2.1 If the receiving unit has not received a flight plan, the sending ATC unit shall verbally inform the receiving unit whether or not the aircraft is RVSM-approved.
- 2.2.2 When an automated message does not contain the information filed in Item 18 of the flight plan relevant to RVSM operations, the sending ATC unit shall inform the receiving unit of that information by supplementing the ACT message verbally, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.
- 2.2.3 When a verbal coordination process is being used, the sending ATC unit shall include the information filed in Item 18 of the flight plan relevant to RVSM operations at the end of the verbal estimate message, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.
- 2.2.4 When a single aircraft is experiencing an in-flight contingency that impacts on RVSM operations, the associated coordination message(s) shall be supplemented verbally by a description of the cause of the contingency.

**2.3 Vertical separation**

- 2.3.1 Within the RVSM airspace, the vertical separation minimum shall be:
- a. 300 m (1000 ft) between RVSM-approved aircraft;
  - b. 600 m (2000 ft) between:
    - non-RVSM-approved State aircraft and any other aircraft operating within EUR RVSM airspace;
    - all formation flights of State aircraft and any other aircraft operating within EUR RVSM airspace.
    - an aircraft experiencing a communications failure in flight and any other aircraft, when both aircraft are operating within the EUR RVSM airspace;
    - an aircraft with equipment which no longer meet the RVSM requirements (which shall be considered as non RVSM approved) and any other aircraft operating within the EUR RVSM airspace; and
    - an aircraft when severe turbulence (not-forecasted) has an impact in the aircraft capability to maintain its clear level and any other aircraft operating within the EUR RVSM airspace.
- 2.3.2 At least 600 m (2000 ft) between an aircraft experiencing unlawful interference and any other aircraft operating within the EUR RVSM airspace.

### **3. RNAV PROCEDURES**

#### **3.1 RNAV system operation**

3.1.1 RNAV 5 systems permit aircraft navigation along any desired flight path within the coverage of ground or space-based navigation aids or within the limits of the capability of self-contained aids or a combination of both methods.

3.1.2 Correct operation of the aircraft RNAV system shall be established before joining and during operation on an RNAV route. This shall include confirmation that:

- a. the routing is in accordance with the clearance; and
- b. the RNAV navigation accuracy of the aircraft meets the navigation accuracy requirements of the RNAV route, as applicable.

#### **3.2 RNAV 5 route operations**

3.2.1 All RNAV 5 route operations of aircraft, other than State aircraft, conducted under IFR within the airspace of Tirana FIR above FL115 shall be based on the use of RNAV equipment which automatically determines the aircraft position in the horizontal plane using input from one sensor or a combination of the following types of position sensors, together with the means to establish and follow a desired path:

- a. VOR/DME; and
- b. GNSS.

#### **3.3 Terminal area**

3.3.1 For operation on RNAV 1 segments of arrival and departure routes, where clearance is given by ATC for an RNAV procedure for which the aircraft is not approved, the pilot is to advise ATC who will then seek to provide an alternative routing.

#### **3.4 State aircraft**

3.4.1 For State aircraft not equipped with RNAV but having a navigation accuracy meeting RNAV 5 operating en-route, the following procedures apply:

- a. State aircraft should be routed via VOR/DME-defined ATS routes; or
- b. if no such routes are available, State aircraft should be routed via conventional navigation aids, i.e. VOR/DME.

*Note: State aircraft routed in accordance with a) or b) may require continuous radar monitoring by the ATC unit concerned.*

3.4.2 When the above procedures cannot be applied, the ATC unit shall provide State aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

3.4.3 Within the Tirana TMA, State aircraft not equipped with the appropriate RNAV equipment should be routed via conventional arrival and departure routes.

#### **3.5 Obstacle clearance**

3.5.1 Unless an IFR aircraft is receiving navigation guidance from ATC in the form of radar vectors, the pilot is responsible for obstacle clearance. Therefore, the use of RNAV does not relieve pilots of their responsibility to ensure that any ATC clearance or instruction is safe in respect to obstacle clearance. ATC shall assign levels that are at or above established minimum flight altitudes.

### **4. COMMUNICATION PROCEDURES**

#### **4.1 Abbreviated position reports**

4.1.1 Abbreviated position reports should only contain the aircraft identification, position, time and flight level or

altitude, unless otherwise specified.

4.1.2 In controlled airspace, designated by the competent authority, where:

- a. through secondary surveillance radar (SSR), individual identity and verified Mode C information are permanently available in the form of labels associated with the radar position of the aircraft concerned; and
- b. reliable air-ground communications coverage and direct pilot-to-controller communications exist, the initial call after changing a radio channel may contain only the aircraft identification and level; subsequently, position reports may contain only aircraft identification, position and time.

## 4.2 Read-back of VHF channels

4.2.1 When instructed to contact an ATS unit on a different VHF communication channel, the pilot shall read back the newly assigned channel.

## 5. PROCEDURES FOR VFR FLIGHTS ABOVE FL 195

### 5.1 General

5.1.1 All airspace within the Tirana FIR above FL 195 is classified as Class C airspace.

5.1.2 VFR flights above FL 195 may only be allowed in airspace reservation, where practical.

5.1.3 In airspace above flight level 195, up to and including flight level 285, VFR flights may also be authorised by the competent authority in accordance with the authorization procedures described below.

### 5.2 Procedures

5.2.1 An airspace reservation will be established by the AMC in close cooperation with the user of airspace reservation and the competent authority after the user's application.

5.2.2 Provision for activation of an airspace reservation, and instructions for operation within that area, will be issued with the reply to such an application.

5.2.3 Authorization to conduct VFR operations above FL 195 within the airspace reservation will be included in the decision to establish the airspace reservation.

5.2.4 In exceptional circumstances, it may be possible to permit access for VFR flights above FL 195, up to and including FL 285, not requiring airspace reservation. Such access will be accommodated within the context of safety, capacity and effect on the ATS network as a whole.

5.2.5 Application for permission to operate VFR flight above FL 195, up to and including FL 285, outside of an airspace reservation shall be coordinated with the competent authority.

## 6. PROCEDURES FOR ATS UNITS WHEN A VOLCANIC ASH CLOUD IS REPORTED OR FORECAST

### 6.1 Transmission of information concerning volcanic activity

6.1.1 Information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds (position of clouds and flight levels affected) shall be disseminated to aircraft by one or more of the following means specified in GEN 3.3, paragraph 3.3.8, as established by the competent authority.

6.1.2 The use of general calls shall be limited to cases where it is necessary to disseminate essential information to several aircraft without delay, e.g. the sudden occurrence of hazards, a change of the runway-in-use, or the failure of a key approach and landing aid.

### 6.2 Procedures

6.2.1 If a volcanic ash cloud is reported or forecast in the airspace for which the ATS unit is responsible, the following actions should be taken:

- a. relay pertinent information immediately to flight crews whose aircraft could be affected to ensure that they are aware of the ash cloud's current and forecast position and the flight levels affected;
- b. accommodate requests for re-routing or level changes to the extent practicable;
- c. suggest re-routing to avoid or exit areas of reported or forecast ash clouds when requested by the pilot or deemed necessary by the controller; and
- d. when practicable, request a special air-report when the route of flight takes the aircraft into or near the forecast ash cloud and provide such special air-reports to the appropriate agencies.

*Note 1: Experience has shown that the recommended escape manoeuvre for an aircraft which has encountered an ash cloud is to reverse its course and begin a descent if terrain permits. The final responsibility for this decision, however, rests with the pilot-in-command as specified in the Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds (Doc 9691), 5.2.4.1.*

*Note 2: The final authority as to the disposition of the aircraft, whether to avoid or proceed through a reported or forecast ash cloud, rests with the pilot-in-command, as prescribed in Annex 2, 2.4.*

6.2.2 When the flight crew advises the ATS unit that the aircraft has inadvertently entered a volcanic ash cloud, the ATS unit should:

- a. take such action applicable to an aircraft in an emergency situation; and
- b. initiate modifications of route or level assigned only when requested by the pilot or necessitated by airspace requirements or traffic conditions.

*Note: Guidance material concerning the effect of volcanic ash and the impact of volcanic ash on aviation operational and support services is provided in Chapters 4 and 5 of Doc 9691.*

## **7. SPECIAL PROCEDURES**

### **7.1 Emergency descent procedures**

7.1.1 When an aircraft operated as a controlled flight experiences sudden decompression or a malfunction requiring an emergency descent, the pilot should take the following steps as soon as practicable in the order appropriate for the circumstance:

- a. navigate as deemed appropriate by the pilot;
- b. advise the appropriate ATC unit as soon as possible of the emergency descent and, if able, intentions;
- c. set transponder to Code 7700 and select the emergency mode on the automatic dependent surveillance system;
- d. turn on aircraft exterior lights (commensurate with appropriate operating limitations);
- e. watch for conflicting traffic both visually and by reference to airborne collision avoidance system (ACAS) (if equipped); and
- f. when emergency descent is complete, coordinate further intentions with the appropriate ATS unit.

7.1.2 The aircraft should not descend below the lowest published minimum altitude that will provide a minimum vertical clearance of 300 m (1 000 ft) or, in designated mountainous terrain, of 600 m (2 000 ft) above all obstacles located in the area specified.

7.1.3 Immediately upon recognizing that an emergency descent is in progress, ATC units are to acknowledge the emergency on radiotelephony.

7.1.4 Upon recognition that an aircraft is making an emergency descent, all appropriate actions should be taken immediately by the air traffic services unit to safeguard all aircraft concerned. Appropriate actions may include the following, in the order appropriate for the circumstance:

- a. broadcasting an emergency message;

- b. issuing traffic information and/or instructions to aircraft affected by the descent;
- c. advising the minimum flight altitude and altimeter setting for the area of operation; and
- d. informing any other air traffic services units that may be affected by the emergency descent.

7.1.5 Unless specifically instructed by the air traffic services unit to clear the area or threatened by immediate danger, the pilot of an aircraft receiving emergency descent broadcast should take the following actions:

- 1. continue according to current clearance and maintain listening watch on the frequency in use for any further instructions from the air traffic services unit; and
- 2. watch for conflicting traffic both visually and by reference to ACAS (if equipped).

## 7.2 Strayed or unidentified aircraft

7.2.1 As soon as an air traffic services unit becomes aware of a strayed aircraft it shall take all necessary steps as outlined in paragraphs 7.2.2 and 7.2.4 to assist the aircraft and to safeguard its flight.

7.2.2 If the aircraft's position is not known, the air traffic services unit shall:

- a. attempt to establish two-way communication with the aircraft, unless such communication already exists;
- b. use all available means to determine its position;
- c. inform other air traffic services units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances;
- d. inform, in accordance with locally agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft;
- e. request from the units referred to in c) and d) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position.

7.2.3 The requirements in paragraph 7.2.2, d) and e) shall apply also to air traffic services units informed in accordance with paragraph 7.2.2, c).

7.2.4 When the aircraft's position is established, the air traffic services unit shall:

- a. advise the aircraft of its position and the corrective action to be taken. This advice shall be immediately provided when the ATS unit is aware that there is a possibility of interception or other hazard to the safety of the aircraft; and
- b. provide, as necessary, other air traffic services units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.

7.2.5 As soon as an air traffic services unit becomes aware of an unidentified aircraft in its area, it shall endeavour to establish the identity of the aircraft whenever this is necessary for the provision of air traffic services or required by the appropriate military authorities in accordance with locally agreed procedures. To this end, the air traffic services unit shall take such of the following steps as are appropriate in the circumstances:

- a. attempt to establish two-way communication with the aircraft;
- b. inquire of other air traffic services units within the flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft;
- c. inquire of air traffic services units serving the adjacent flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft;
- d. attempt to obtain information from other aircraft in the area;
- e. the air traffic services unit shall, as necessary, inform the appropriate military unit as soon as the identity of the aircraft has been established.

7.2.6 In the case of a strayed or unidentified aircraft, the possibility of the aircraft being subject of unlawful interference shall be taken into account.

### 7.3 Strayed VFR flights and VFR flights encountering adverse meteorological conditions

*Note: A strayed aircraft is an aircraft which has deviated significantly from its intended track or which reports that it is lost.*

7.3.1 A VFR flight reporting that it is uncertain of its position or lost, or encountering adverse meteorological conditions, should be considered to be in a state of emergency and handled as such. The controller shall, under such circumstances, communicate in a clear, concise and calm manner and care shall be taken, at this stage, not to question any fault or negligence that the pilot may have committed in the preparation or conduct of the flight. Depending on the circumstances, the pilot should be requested to provide any of the following information considered pertinent so as to better provide assistance:

- a. aircraft flight conditions;
- b. position (if known) and level;
- c. airspeed and heading since last known position, if pertinent;
- d. pilot experience;
- e. navigation equipment carried and if any navigation aid signals are being received;
- f. SSR mode and code selected if relevant;
- g. departure and destination aerodromes;
- h. number of persons on board;
- i. endurance.

7.3.2 If communications with the aircraft are weak or distorted, it should be suggested that the aircraft climb to a higher level, provided meteorological conditions and other circumstances permit.

7.3.3 Navigation assistance to help the pilot determine the aircraft position may be provided by use of an ATS surveillance system, direction-finder, navigation aids or sighting by another aircraft. Care must be taken when providing navigation assistance to ensure that the aircraft does not enter cloud.

*Note: The possibility of a VFR flight becoming strayed as a result of encountering adverse meteorological conditions must be recognized.*

7.3.4 The pilot should be provided with reports and information on suitable aerodromes in the vicinity where visual meteorological conditions exist.

7.3.5 If reporting difficulty in maintaining or unable to maintain VMC, the pilot should be informed of the minimum flight altitude of the area where the aircraft is, or is believed to be. If the aircraft is below that level, and the position of the aircraft has been established with a sufficient degree of probability, a track or heading, or a climb, may be suggested to bring the aircraft to a safe level.

7.3.6 Assistance to a VFR flight should only be provided using an ATS surveillance system upon the request or concurrence of the pilot. The type of service to be provided should be agreed with the pilot.

7.3.7 When providing such assistance in adverse meteorological conditions, the primary objective should be to bring the aircraft into VMC as soon as possible. Caution must be exercised to prevent the aircraft from entering cloud.

7.3.8 Should circumstances be such that IMC cannot be avoided by the pilot, the following guidelines may be followed:

- a. other traffic on the ATC frequency not able to provide any assistance may be instructed to change to another frequency to ensure uninterrupted communications with the aircraft; alternatively the aircraft being assisted may be instructed to change to another frequency;

- b. ensure, if possible, that any turns by the aircraft are carried out clear of cloud;
- c. instructions involving abrupt manoeuvres should be avoided; and
- d. instructions or suggestions to reduce speed of the aircraft or to lower the landing gear, should, if possible, be carried out clear of cloud.

#### **7.4 Minimum fuel/ energy and fuel/ energy emergency**

- 7.4.1 When a pilot reports a state of minimum fuel/ energy, the controller shall inform the pilot as soon as practicable of any anticipated delays or that no delays are expected.
- 7.4.2 When the level of fuel/ energy renders declaring a situation of distress necessary, the pilot, in accordance with the distress and urgency radiotelephony communication procedures, shall indicate that by using the radiotelephony distress signal (MAYDAY), preferably spoken three times, followed by the nature of the distress condition (FUEL).
- 7.4.3 The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing, and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.

#### **7.5 Degraded aircraft performance**

##### **7.5.1 General**

- 7.5.1.1 Whenever, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating, the flight crew shall advise the ATC unit concerned without delay. Where the failure or degradation affects the separation minimum currently being employed, the controller shall take action to establish another appropriate type of separation or separation minimum.

##### **7.5.2 Degradation or failure of the RNAV system**

- 7.5.2.1 When an aircraft cannot meet the requirements as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot.
- 7.5.2.2 If an aircraft cannot meet the requirements due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.
- 7.5.2.3 With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an ATS route requiring the use of RNAV 5:
  - a. aircraft should be routed via VOR/DME-defined ATS routes; or
  - b. if no such routes are available, aircraft should be routed via conventional navigation aids, i.e. VOR/DME.
- 7.5.2.4 When the above procedures are not feasible, the ATC unit should, where practicable, provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.
- 7.5.2.5 With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an arrival or departure procedure requiring the use of RNAV:
  - a. the aircraft should be provided with radar vectors until the aircraft is capable of resuming its own navigation; or
  - b. the aircraft should be routed by conventional navigation aids, i.e. VOR/DME.
- 7.5.2.6 Subsequent ATC action in respect of an aircraft that cannot meet the specified requirements due to a failure or degradation of the RNAV system, will be dependent upon the nature of the reported failure and the overall

traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation.

**7.5.3 Loss of vertical navigation performance required for RVSM airspace**

7.5.3.1 The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

7.5.3.2 During operations in, or vertical transit through, RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:

- a. at initial call on any channel within RVSM airspace;
- b. in all requests for level changes; and
- c. in all read-backs of level clearances.

7.5.3.3 Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.

Degradation of aircraft equipment – pilot reported

7.5.3.4 When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.

7.5.3.5 ATC shall take action immediately to provide a minimum vertical separation of 600 m (2000 ft) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM-approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.

7.5.3.6 Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.

7.5.3.7 The first ACC to become aware of a change in an aircraft's RVSM status shall coordinate with adjacent ACCs, as appropriate.

Severe turbulence – not forecast

7.5.3.8 When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.

7.5.3.9 ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information, as required.

7.5.3.10 ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.

7.5.3.11 The ACC suspending RVSM shall coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression of the transfer of traffic.

Severe turbulence – forecast

7.5.3.12 When a meteorological forecast is predicting severe turbulence within RVSM airspace, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.

7.5.3.13 In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM shall also coordinate applicable sector capacities with adjacent ACCs, as appropriate.



**7.6 ACAS resolution advisory (RA)**

7.6.1 ACAS II shall be used during flight, except as provided in the minimum equipment list specified in Commission Regulation (EU) No 965/2012 in a mode that enables RA indications to be produced for the flight crew when undue proximity to another aircraft is detected. This shall not apply if inhibition of RA indication mode (using traffic advisory (TA) indication only or equivalent) is called for by an abnormal procedure or due to performance-limiting conditions.

7.6.2 In the event of an ACAS RA, pilots shall:

- a. respond immediately by following the RA, as indicated, unless doing so would jeopardise the safety of the aircraft;
- b. follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre;
- c. not manoeuvre in the opposite sense to an RA;
- d. as soon as possible, as permitted by flight crew workload, notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance;
- e. promptly comply with any modified RAs;
- f. limit the alterations of the flight path to the minimum extent necessary to comply with the RAs;
- g. promptly return to the terms of the ATC instruction or clearance when the conflict is resolved; and
- h. notify ATC when returning to the current clearance.

7.6.3 When a pilot reports an ACAS RA, the controller shall not attempt to modify the aircraft flight path until the pilot reports 'CLEAR OF CONFLICT'.

7.6.4 Once an aircraft departs from its ATC clearance or instruction in compliance with an RA, or a pilot reports an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller shall resume responsibility for providing separation to all the affected aircraft when:

- a. the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance; or
- b. the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.

**7.7 Distress and urgency radiotelephony communication procedures****7.7.1 General**

7.7.1.1 Distress and urgency traffic shall comprise all radiotelephony messages relative to the distress and urgency conditions respectively. Distress and urgency conditions are defined as:

- a. Distress a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.
- b. Urgency a condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance.

7.7.1.2 The radiotelephony distress signal 'MAYDAY' and the radiotelephony urgency signal 'PAN PAN' shall be used at the commencement of the first distress and urgency communication respectively. At the commencement of any subsequent communication in distress and urgency traffic, it shall be permissible to use the radiotelephony distress and urgency signals.

7.7.1.3 The originator of messages addressed to an aircraft in distress or urgency condition shall restrict to the minimum the number and volume and content of such messages as required by the condition.

7.7.1.4 If no acknowledgement of the distress or urgency message is made by the ATS unit addressed by the aircraft,

other ATS units shall render assistance as prescribed in paragraphs 7.7.2.2.1, 7.7.2.3.1 and 7.7.2.3.2 respectively.

7.7.1.5 Distress and urgency traffic shall normally be maintained on the frequency on which such traffic was initiated until it is considered that better assistance can be provided by transferring that traffic to another frequency.

7.7.1.6 In cases of distress and urgency communications, in general, the transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

## **7.7.2 Radiotelephony distress communications**

7.7.2.1 Action by the aircraft in distress

7.7.2.1.1 In addition to being preceded by the radiotelephony distress signal 'MAYDAY' in accordance with paragraph 7.7.1.2, preferably spoken three times, the distress message to be sent by an aircraft in distress shall:

- a. be on the air-ground frequency in use at the time;
- b. consist of as many as possible of the following elements spoken distinctly and, if possible, in the following order:
  - A. the name of the ATS unit addressed (time and circumstances permitting);
  - B. the identification of the aircraft;
  - C. the nature of the distress condition;
  - D. the intention of the pilot-in-command;
  - E. present position, level and heading.

7.7.2.2 Action by the ATS unit addressed or by the first ATS unit acknowledging the distress message

7.7.2.2.1 The ATS unit addressed by an aircraft in distress, or the first ATS unit acknowledging the distress message, shall:

- a. immediately acknowledge the distress message;
- b. take control of the communications or specifically and clearly transfer that responsibility, advising the aircraft if a transfer is made; and
- c. take immediate action to ensure that all necessary information is made available, as soon as possible, to:
  - A. the ATS unit concerned;
  - B. the aircraft operator concerned, or its representative, in accordance with pre-established arrangements;
- d. warn other ATS units, as appropriate, in order to prevent the transfer of traffic to the frequency of the distress communication.

7.7.2.3 Imposition of silence

7.7.2.3.1 The aircraft in distress, or the ATS unit in control of distress traffic, shall be permitted to impose silence, either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions 'to all stations' or to one station only, according to the circumstances. In either case, it shall use:

- A. 'STOP TRANSMITTING';
- B. the radiotelephony distress signal 'MAYDAY'.

7.7.2.3.2 The use of the signals specified in paragraph 7.7.2.3.1 shall be reserved for the aircraft in distress and for the

ATS unit controlling the distress traffic.

7.7.2.4 Action by all other ATS units/aircraft

7.7.2.4.1 The distress communications have absolute priority over all other communications and ATS units/aircraft aware of them shall not transmit on the frequency concerned unless:

- A. the distress is cancelled or the distress traffic is terminated;
- B. all distress traffic has been transferred to other frequencies;
- C. the ATS unit controlling communications gives permission;
- D. it has itself to render assistance.

7.7.2.4.2 Any ATS unit/aircraft which has knowledge of distress traffic, and which cannot itself assist the aircraft in distress, shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.

7.7.2.5 Termination of distress communications and of silence

7.7.2.5.1 When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition.

7.7.2.5.2 When the ATS unit which has controlled the distress communication traffic becomes aware that the distress condition is ended, it shall take immediate action to ensure that this information is made available, as soon as possible, to:

- A. the ATS units concerned;
- B. the aircraft operator concerned, or its representative, in accordance with pre-established arrangements.

7.7.2.5.3 The distress communication and silence conditions shall be terminated by transmitting a message, including the words 'DISTRESS TRAFFIC ENDED', on the frequency or frequencies being used for the distress traffic. This message shall be originated only by the ATS unit controlling the communications when, after the reception of the message prescribed in paragraph 7.7.2.5.1, it is authorised to do so by the competent authority.

**7.7.3 Radiotelephony urgency communications**

7.7.3.1 Action by the aircraft reporting an urgency condition except as indicated in paragraph 7.7.3.4.

7.7.3.1.1 In addition to being preceded by the radiotelephony urgency signal 'PAN PAN' in accordance with paragraph 7.7.1.2, preferably spoken three times and each word of the group pronounced as the French word 'panne', the urgency message to be sent by an aircraft reporting an urgency condition shall:

- a. be on the air-ground frequency in use at the time;
- b. consist of as many as required of the following elements spoken distinctly and, if possible, in the following order:
  - A. the name of the ATS unit addressed;
  - B. the identification of the aircraft;
  - C. the nature of the urgency condition;
  - D. the intention of the pilot-in-command;
  - E. present position, level and heading; and
  - F. any other useful information.

7.7.3.2 Action by the ATS unit addressed or first ATS unit acknowledging the urgency message

7.7.3.2.1 The ATS unit addressed by an aircraft reporting an urgency condition or the first ATS unit acknowledging the urgency message shall:

- a. acknowledge the urgency message;
- b. take immediate action to ensure that all necessary information is made available, as soon as possible, to:
  - A. the ATS unit concerned;
  - B. the aircraft operator concerned, or its representative, in accordance with pre-established arrangements;
- c. if necessary, exercise control of communications.

7.7.3.3 Action by all other ATS units/aircraft

7.7.3.3.1 The urgency communications have priority over all other communications except distress communications and all ATS units/aircraft shall take care not to interfere with the transmission of urgency traffic.

7.7.3.4 Action by an aircraft used for medical transports

7.7.3.4.1 The use of the signal described in paragraph 7.7.3.4.2 shall indicate that the message which follows concerns a protected medical transport pursuant to the 1949 Geneva Conventions and Additional Protocols.

7.7.3.4.2 For the purpose of announcing and identifying aircraft used for medical transports, a transmission of the radiotelephony urgency signal 'PAN PAN', preferably spoken three times, and each word of the group pronounced as the French word 'panne', shall be followed by the radiotelephony signal for medical transports 'MAY-DEE-CAL', pronounced as in the French 'medical'. The use of the signals described above indicates that the message which follows concerns a protected medical transport.

7.7.3.4.3 The message shall convey the following data:

- A. the call sign or other recognised means of identification of the medical transports;
- B. position of the medical transports;
- C. number and type of the medical transports;
- D. intended route;
- E. estimated time en-route and of departure and arrival, as appropriate; and
- F. any other information such as flight altitude, radio frequencies guarded, languages used and secondary surveillance radar modes and codes.

7.7.3.5 Action by the ATS units addressed, or by other stations receiving a medical transports message

7.7.3.5.1 The provisions of 7.7.3.2.1 and 7.7.3.3.1 shall apply as appropriate to ATS units receiving a medical transports message.

**7.7.4 VHF emergency frequency**

7.7.4.1 The VHF emergency frequency (121.500 MHz) shall be used for genuine emergency purposes including any of the following:

1. to provide a clear channel between aircraft in distress or emergency and a ground station when the normal channels are being utilised for other aircraft;
2. to provide a VHF communication channel between aircraft and aerodromes, not normally used by international air services, in case of an emergency condition arising;
3. to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency;

4. to provide air–ground communication with aircraft when airborne equipment failure prevents the use of the regular channels;
5. to provide a channel for the operation of emergency locator transmitters, and for communication between survival craft and aircraft engaged in search and rescue operations;
6. to provide a common VHF channel for communication between civil aircraft and intercepting aircraft or intercept control units and between civil or intercepting aircraft and air traffic services units in the event of interception of the civil aircraft.

7.7.4.2 Aeronautical stations shall maintain a continuous listening watch on VHF emergency channel 121.500 MHz during the hours of service of the units at which it is installed.

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