

ALBOS3K BONVO3K BUT3K DOSBU3K  
GOMES3K HHN3K KASNI3K LIPLI3K  
NOBER3K NUNLI3K OLVUK3K PASTO3K  
REGOS3K RYN3K SELKA3K SEMBO3K  
TARED3K UKERA3K UGUVO3K VANKO3K

RADIO COMMUNICATION FAILURE

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| 1 | SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2 | COMPLY WITH THE LAST ACKNOWLEDGED CLEARANCE <b>UP TO THE NEXT REPORTING POINT IN THE SID, THEN CLIMB TO THE FLIGHT PLANNED CRUISING LEVEL</b> IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT SID PROCEDURE. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL.                                                                                                                                                                                                                                                                                                                                                      |
| 3 | WHEN <b>A DEPARTING AIRCRAFT IS BEING RADAR VECTORED</b> , IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF <b>TWO MINUTES</b> , A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE. THE PILOT SHALL MAINTAIN THE LAST ASSIGNED HEADING, SPEED AND LEVEL, OR MINIMUM FLIGHT ALTITUDE IF HIGHER. AFTER PERIOD OF <b>TWO MINUTES</b> , THE FLIGHT SHALL REJOIN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE SID PROCEDURE APPROPRIATE TO ITS ATS ROUTE OR THE FLIGHT PLAN ROUTE NO LATER THAN THE NEXT SIGNIFICANT POINT. THEREAFTER COMPLY WITH THE FLIGHT PLANNED ROUTING AND LEVEL. |
| 4 | FOR MORE INFORMATION OR OTHER CASES. REFER TO AIP VTBS AD 2.22, RADIO COMMUNICATION FAILURE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |