



## NO TRANSMIT OR RECEIVE

1.4.3 If adopting this procedure:

- fly at best endurance speed;
- complete at least two patterns before resuming heading;
- make turns as tight as practicable;
- attempt to maintain VMC to facilitate interception by a shepherd aircraft; and
- at night or in VMC, turn on navigation and anti-collision lights.

1.5 **Communication Failure**

1.5.1 In the event of communications failure, maintain terrain clearance throughout all procedures.

1.5.2 **Indications by an Aircraft:**

- In Flight
  - during the hours of daylight - by rocking the aircraft's wings; and  
*Note: This signal should not be expected on the base and final legs of the approach.*
  - during the hours of darkness - by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.
- On the Ground
  - during the hours of daylight: by wagging the aircraft's ailerons or rudder; and
  - during the hours of darkness: by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

1.5.3 **If VFR in Class G Airspace**

- Remain in VMC.
- Broadcast Intentions (assume transmitter is operating and prefix calls with "TRANSMITTING BLIND").
- Remain VFR in Class G airspace and land at the nearest suitable aerodrome.
- Report arrival to ATS if on SARTIME or reporting schedules (SAR telephone number: 1800 815 257).

1.5.4 **If in Controlled/Restricted Airspace or if IFR in any Airspace:**

- Squawk 7600
- Listen out on ATIS and/or voice modulated NAVAIDs.
- Transmit intentions and make normal position reports (assume transmitter is operating and prefix calls with "TRANSMITTING BLIND").

**AND**

if in VMC and are certain of maintaining VMC

- Stay in VMC and land at the most suitable aerodrome (note special procedures if proceeding to a Class D).

**OR**

If in IMC or are uncertain of maintaining VMC

- If no clearance limit received and acknowledged, proceed in accordance with the latest ATC route clearance acknowledged and climb to planned level.