



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 waggling 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.