
Section 3. Overdue Aircraft

10-3-1 Overdue Aircraft

a. Consider an aircraft to be overdue, initiate the procedures **stated** in **this** section and issue an ALNOT when neither communications nor radar contact can be established and 30 minutes have **passed since**:

NOTE -

The procedures in **this** section **also** apply to an aircraft referred to as "missing" or "unreported."

1. Its ETA over a **specified** or **compulsory reporting** point or at a clearance **limit** in your area
 2. Its clearance void time.
- b. If you have reason to believe that an **aircraft** is overdue prior to 30 minutes, take the appropriate action immediately
- c. The center in whose **area** the aircraft is first **unreported** or overdue **will make** these determinations and **takes** any subsequent action required.

REFERENCE -

FAAO 71 10.65, *Departure Restrictions*, Clearance Void Times, Hold for Release and Release **Times**, paragraph 4-3-4.

10-3-2 Information to be Forwarded to ARTCC TERMINAL

When an **aircraft is** considered to be in emergency status that may require SAR procedures, or an IFR aircraft is overdue, the terminal facility shall alert the **ARTCC** and forward the following information **as** available:

- a. Flight plan, **including** color of aircraft, if known.
- b. Time of last transmission received, by whom, and **frequency used**.
- c. Last **position** report and how determined.
- d. Action **taken** by reporting facility **and** proposed action.
- e. Number of persons **on** board.
- f. Fuel status.
- g. **Facility** working aircraft and frequency.
- h. Last **known** position, estimated present position, and **maximum** range of flight of the **aircraft** based **on** remaining **fuel** and **airspeed**.
- i. Position of other **aircraft** near **aircraft's** route of **flight**, when requested.
- j. **Whether** or not an ELT signal has been heard or **reported** in the vicinity of the last known position.
- k. Other **pertinent** information.

REFERENCE -

FAAO 71 10.65, Responsibility, paragraph **10-1-4**.

FAAO 71 10.65, *Emergency Situations*, paragraph 10-2-5

NOTE -

FSS's serve as the central points for collecting and disseminating information on an overdue or missing aircraft which is not on an IFR flight plan. Non-FSS ATC facilities that receive telephone calls or other inquiries regarding these flights shall refer these calls and inquiries to the appropriate AFSS/FSS.

10-3-3 Information to be Forwarded to RCC

EN ROUTE

When an aircraft is considered to be in emergency status or an IFR aircraft is overdue, the ARTCC shall alert the RCC and forward the following information as available:

- a. Facility and person calling.
- b. Flight plan, including color of aircraft, if known.
- c. Time of last transmission received, by whom, and frequency used.
- d. Last position report and how determined.
- e. Action taken by reporting facility and proposed action.
- f. Number of persons on board.
- g. Fuel status.
- h. Facility working aircraft and frequency.
- i. Last known position, estimated present position, and maximum range of flight of the aircraft based on remaining fuel and airspeed.
- j. Position of other aircraft near aircraft's route of flight, when requested.
- k. Whether or not an ELT signal has been heard or reported in the vicinity of the last known position.
- l. Other pertinent information.

REFERENCE -

FAAO 71 10.65, Responsibility, paragraph **10-1-4**.

FAAO 71 10.65, *Emergency Situations*, paragraph **10-2-5**.

NOTE -

FSSs serve as the central points for collecting and disseminating information on an overdue or missing aircraft which is not on an IFR flight plan. Non-FSS ATC facilities that receive telephone calls or other inquiries regarding these flights shall refer these calls and inquiries to the appropriate AFSS/FSS.

10-3-4 ALNOT

EN ROUTE

- a. In addition to routing to your regional office operations center, issue an ALNOT to all centers and Area B circuits, generally 50 miles on either side of the route of flight from the last

reported position to destination. Include the original or amended flight plan, as appropriate, and the ~~last known~~ position of the aircraft. At ~~the recommendation~~ of the RCC or ~~at~~ your discretion, the ALNOT may be issued to cover the ~~maximum range~~ of the aircraft.

NOTE -

- 1 - An ALNOT must be **issued** before the RCC can begin Search and Rescue procedures.
- 2 - Flight plan information ~~on~~ military *aircraft* is available at the FSS serving as tie-in station for the departure or destination ~~airport~~. **FAA** tie-in stations for ~~airports~~ in the Continental United States are listed in the Location Identifiers Handbook. In the ~~Western-Pacific~~ Region, tie-in stations **are** listed in **regional** publications entitled, "Flight Plan Routing and Airport Search Directory." For flights with overseas departure points, the information is available through the destination **FSS** or the appropriate **IFSS**.

b. Upon receipt of an **INREQ** ~~or~~ ALNOT, check the position records to **determine whether** the aircraft has contacted your facility. Notify **the** originator of the results or status of **this** check within one hour of the ~~time~~ the **alert was** received. **Retain** the alert in an active status, and immediately notify the originator ~~of~~ subsequent contact, until cancellation is received.

10-3-5 Responsibility Transfer to RCC

EN ROUTE

Transfer responsibility for ~~further~~ search to the RCC when one of the following occurs:

- a. **Thirty** minutes have elapsed ~~after~~ the estimated aircraft fuel exhaustion time.
- b. The aircraft has not **been** located within one hour after ALNOT issuance.
- c. The ALNOT search has been completed with negative results.

10-3-6 Aircraft Position Plots

Plot the flight path of the aircraft on a chart, including position reports, **predicted** positions, possible range of flight, and any other pertinent information. Solicit the assistance of other aircraft known to be operating near the aircraft in distress, Forward **this** information **to** the RCC or the ARTCC **as** appropriate.

10-3-7 ALNOT Cancellation

EN ROUTE

Cancel the ALNOT when the aircraft is located or the search is abandoned.

Section 4. Control Actions

10-4-1 Traffic Restrictions

IFR traffic which could be **affected** by an overdue or unreported aircraft shall be restricted or suspended unless radar separation is used. The facility responsible **shall restrict** or suspend IFR traffic for a period of 30 minutes following the applicable time listed in subparagraphs **a** thru **e**.

- a. The time at which approach clearance **was** delivered to the pilot.

- b. The EFC time delivered to the ~~pilot~~.
- c. ~~The arrival time~~ over the NAVAID ~~servicing~~ the destination airport.
- d. The current estimate, either ~~the control facility's~~ or the pilot's, whichever is later, at:
 - 1. The ~~appropriate~~ en route NAVAID or ~~fix~~, and
 - 2. The NAVAID ~~servicing~~ the destination airport.
- e. The ~~release~~ time and, ~~if issued~~, the ~~clearance~~ void time.

REFERENCE -

FAAO 71 10 65, *Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times*, paragraph 4-3-4.

10-4-2 Lighting Requirements

a. EN ROUTE. ~~At nontower or non-FSS locations~~, request the ~~airport~~ management ~~to~~ light all runway lights, approach lights, and all other ~~required airport~~ lighting ~~systems~~ for at least 30 minutes before the ETA of the unreported aircraft until the ~~aircraft has~~ been located or for 30 minutes ~~after~~ its fuel supply is estimated to be ~~exhausted~~.

b. TERMINAL: Operate runway lights, approach lights, and all other required airport lighting systems for at least 30 minutes before the ETA of the ~~unreported aircraft~~ until the ~~aircraft has~~ been located ~~or~~ for 30 minutes ~~after~~ its ~~fuel~~ supply is estimated ~~to~~ be exhausted.

REFERENCE -

FAAO 71 10.65, *Emergency Lighting*, paragraph 3-4-1.

10-4-3 Traffic Resumption

~~After~~ the 30-minute ~~traffic~~ suspension ~~period~~ ~~has~~ expired, resume ~~normal~~ air traffic control if the operators or pilots of other aircraft concur. ~~This concurrence must~~ be maintained for a period of 30 minutes after the suspension ~~period~~ ~~has~~ expired.

REFERENCE -

FAAO 71 10.65, *Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times*, paragraph 4-3-4.

10-4-4 Communications Failure

Take the following ~~actions~~, as appropriate, if two-way ~~radio~~ communications ~~are~~ lost with an ~~aircraft~~:

NOTE -

- 1 - ~~When an IFR aircraft~~ experiences two-way ~~radio communications~~ failure, air traffic control is based on anticipated pilot ~~actions~~. pilot procedures and recommended practices ~~are set~~ forth in the ~~ATM~~, CFR's, and pertinent military regulations.
- 2 - Should the pilot of ~~an aircraft~~ equipped with a ~~coded radar~~ beacon transponder experience a loss of two-way radio capability, the pilot ~~can~~ be ~~expected~~ to ~~adjust~~ the transponder ~~to~~ reply on Mode 3/A Code 7600.

a. In the event of lost communications with an **aircraft** under your control jurisdiction use **all** appropriate means **available** to reestablish **communications** with the aircraft. **These may** include, **but not be limited to**, emergency frequencies, navaids that **are** equipped with voice capability, **FSS, Aeronautical Radio Incorporated (ARINC) etc.**

NOTE -

1 - **ARINC** is **a** commercial communications corporation which designs, constructs, operates, leases or otherwise engages in radio activities serving the aviation community. **ARINC** has the capability of relaying information to/from subscribing aircraft **throughout** the country.

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2 - Aircraft communications addressing and reporting system (ACARS) or selective calling (SELCAL) can be utilized to reestablish radio communications with suitably equipped aircraft. ACARS **can** be contacting the **San Francisco ARINC** communications center, watch supervisor, at **925-294-800-621-0140**. Provide **ARINC** the **aircraft call sign**, approximate location, and **contact** instructions in order to utilize the **SELCAL** system, the SELCAL code for **the subject aircraft must be known**. If the SELCAL code is not contained in the remarks section of the flight plan, contact the **appropriate** dispatch office to determine the code. Then contact the **San Francisco ARINC** communications watch supervisor, at **925-294-8297** and **800-621-0140**. Provide **ARINC** the aircraft call sign, approximate location, and contact instructions.

b. Broadcast clearances **through** any available means of communications including the voice **feature of NAVAID's**.

NOTE -

1 - Some UHF equipped aircraft have VHF navigation equipment and **can receive 121.5 MHz**.

2 - "**Any available means**" includes the use of FSS and **ARINC**

REFERENCE -

FAAO 71 10.65, Clearance *Prefix*, paragraph **4-2-2**

c. Attempt to re-establish communication by **having the aircraft** use its **transponder** or make **turns to** acknowledge **clearances and** answer questions. **Request** any of the following in using the transponder:

1. Request the aircraft **to reply Mode 3/A "IDENT."**

2. Request the aircraft to reply on Code **7600** or if **already** on Code **7600**, the appropriate **stratum** code.

3. Request the aircraft to change **to** "stand-by" for **sufficient** time for **you to be sure** that the lack of a target is the **result of the** requested **action**

PHRASEOLOGY -

REPLY NOT RECEIVED, (appropriate instructions).

(Action) OBSERVED, (additional instructions/information if necessary).

d. Broadcast a clearance for the aircraft to proceed to its filed alternate airport at the MEA if the aircraft operator concurs.

REFERENCE -

FAAO 7110.65, *Radio Failure*, paragraph 5-2-8.

FAAO 71 10.65, *IFR Military Training Routes*, paragraph 9-3-7

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