



EMERGENCY AND PRECAUTIONARY LANDINGS

GENERAL

In extreme circumstances, it may become inevitable that further flight is neither desirable nor practicable, forcing the Commander to make a decision to land as soon as possible. The procedures for diversion to an alternate aerodrome have been covered in detail, but a situation could force the aero plane to land on unprepared land or the surface of the sea. In either event, the procedures in the Operations Manual guide the actions of the pilots and crew. One point that cannot be over-emphasized is that a decision to make such a landing must occur whilst the pilots are still able to control the aero plane.

DITCHING

Ditching is the process of landing an aero plane on the surface of the sea. During the design phase of the aero plane construction, tests on computer and scale models occur in water tanks to determine the ditching characteristics of the aero plane. The effects are included in the aircraft manual and pilots must be well briefed regarding the methods of ditching the aircraft during the type rating course.

Statistically, 88% of ditching result in few if any, injuries to crew and passengers. Unfortunately, a much smaller percentage survives the ensuing 'survival' phase, with many deaths caused by drowning after a successful ditching. Surviving the 'survival' phase is all about the speed of rescue. This depends upon the accuracy and extent of the information conveyed to the ATC authority by the crew during the run-up to the ditching.

PROCEDURE

Ditching is a controlled operation, with the aero plane landing deliberately and smoothly (or as smoothly as possible) on to the surface of the sea, not dropped onto the surface during a stall. It is recommended to land the aircraft across the swell (using a crosswind landing technique). If the wind speed is more than 35/40 kts, wave height may well exceed 10ft, making it more prudent to land into the wind in this case. A significant speed reduction and a definite nose up pitching happens, which can cause high-G rotations leading to possible structural damage and injuries.

To minimize the risk of injury, everybody on board should be securely strapped into their seats and those without shoulder restraint harnesses should adopt a position with the head as far forward (ideally between the knees) and the hands clasped tightly behind the neck holding the head forward. Life jackets should be donned before adopting the position. Cabin crew should ensure that all loose articles are stowed and the seats are correctly positioned before securing themselves.



After rapidly coming to rest, providing there is no catastrophic fuselage damage, the aero plane will float for a considerable time allowing an orderly evacuation via the over-wing exits into the life rafts or dinghies. These should have been released from the in-wing stowage's, but are still tethered to the aero plane.

PRECAUTIONARY LANDING

If the command decision is to divert to an enroute alternate, make a MAYDAY or PAN PAN call to ATC. The Rules of the Air section of the Air Law notes, and the IFR and VFR Communications notes cover the procedures for emergency communications. The ATC authority will activate the alerting service and the regional RCC will be informed of the emergency. SAR assets (Search and Rescue) are also alerted. Preparations on the ground occur at the diversion aerodrome nominated to receive the aero plane. Because the diversion is unplanned, ATC makes every effort to route other traffic out of the way of the aircraft in emergency, but compliance with ATC instructions regarding routing, heights, and speeds must occur (without exacerbating the emergency situation).

The possibility that the situation could deteriorate rapidly, requiring a forced landing or ditching with little extra warning, is foremost in the minds of ATC personnel. Measures such as scrambling long-range SAR aircraft and helicopters may appear somewhat 'over the top' at the time but such preparatory action may be crucial to saving lives later.

Within the restrictions of the situations, a normal, controlled landing should be made as well as can be achieved. Once on the ground, the Commander must make a decision whether or not to *move* the aircraft off the landing runway or bring the aircraft to a stop and immediately evacuate the passengers and crew. This will depend very much on the nature and severity of the emergency situation. In any situation involving fire, all personnel must leave the aero plane as quickly as possible. The fire/rescue crew will attempt to control the fire until all personnel are evacuated.

PASSENGER BRIEFING

In an emergency situation, fear becomes the main enemy. Even the most seasoned traveler and the most experienced crewmember experience at least apprehension in an emergency. The inexperienced may tend to panic, and the cabin crew should attempt to impose strict discipline to overcome irrational behavior, not only with regard to the passengers, but toward themselves as well.

The most valuable weapon the crew has available is to keep the passengers informed of exactly what is happening. This, together with skill and calmness, provides the passengers the impression that the situation is totally under control, even if this is not exactly the case. Attention to detail (stowing small loose items, removing rubbish, and assisting in donning life jackets, etc.) reassures the passengers.

The flight crew should attempt to provide a virtual running commentary over the PA system. This further reassures and occupies the minds of the passengers. When the aero plane is committed to a course of action: crash landing, ditching, or precautionary landing, a comprehensive brief to the cabin crew and passengers must happen. This must include a



strong statement as to the authority of the cabin crew and an order from the Commander for the passengers to do as instructed.

Cabin crew should re-brief the emergency procedures covered during the pre-takeoff stage.

EVACUATION

Once the aero plane has come to a stop after the landing, rapid evacuation is essential to preserve life. Fire is always a risk and the aim must be to get everybody as far away from the aero plane as possible. During the briefing, the location of exits and the route to the exits should be reiterated.

Cabin crews will have trained in the procedures for evacuation, including strict discipline and firm control, and the correct use of all the equipment provided to assist the evacuation. The Operator is responsible for regular training sessions, and the drills to follow should be included in the Operations manual.

NORTH ATLANTIC PROCEDURES INTRODUCTION

The following procedures are intended for guidance only. Although all possible contingencies cannot be covered, they provide for such cases as:

- Inability to maintain assigned level due to weather (for example severe turbulence)
- Aircraft performance problems
- Pressurization failure

They are applicable primarily when rapid descent, turn-back, or diversion to an alternate aerodrome is required. The pilot's judgment determines the specific sequence of actions taken regarding the prevailing circumstances.

GENERAL PROCEDURES

If an aircraft is unable to continue its flight in accordance with its ATC clearance, obtain a revised clearance whenever possible, prior to initiating any action, using the radio telephony distress (MAYDAY, MAYDAY, MAYDAY) signal or urgency (PAN PAN, PAN PAN, PAN PAN) signal as appropriate.

If prior clearance cannot be obtained, obtain an ATC clearance at the earliest possible time. In the meantime, the aircraft should broadcast its position (including the ATS Route designator or the Track Code as appropriate) and its intentions, at frequent intervals on 121.5 MHz (with 123.45 MHz as a back-up frequency). Until a revised clearance is obtained, carefully follow the specified NAT in-flight contingency procedures. Fly the aircraft at a flight level and/or on a track where it is least likely to encounter other aircraft. Make maximum use of aircraft lighting and maintain a good lookout. If the aircraft carries TCAS, use the displayed information to assist in sighting proximate traffic.



SPECIAL PROCEDURES

The general concept of these NAT in-flight contingency procedures is, whenever operationally feasible, to offset from the assigned route by 30 nm and climb or descend to a level which differs from those normally used by 500 ft if below FL410 or by 1000 ft if above FL410.

INITIAL ACTION

The aircraft should leave its assigned route or track by initially turning 90° to the right or left. Factors that may affect the direction of turn are:

- Direction to an alternate airport
- Terrain clearance
- Levels allocated on adjacent routes or tracks

SUBSEQUENT ACTION

An aircraft that is able to maintain its assigned flight level should, once established on the offset track:

- Climb or descend 1000 ft if above FL410
- Climb or descend 500 ft when below FL410
- Climb 1000 ft or descend 500 ft if at FL410

An aircraft that is unable to maintain its assigned flight level should, whenever possible, minimize its rate of descent while acquiring the 30 nm *offset* track; for the subsequent level flight, select a flight level that differs from those normally used by 1000 ft if above FL410 or by 500 ft if below FL410..

If these contingency procedures are employed by a twin-engine aircraft as a result of the shutdown of a power unit or the failure of a primary aircraft system the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved and requesting expeditious handling.

WAKE TURBULENCE

Any pilot who experiences a wake turbulence incident when flying in NAT MNPS Airspace or within an adjacent RVSM transition area must report it. When flying within NAT MNPS Airspace (but not in adjacent domestic airspace RVSM transition areas), if necessary, the pilot may *offset* from cleared track by up to a maximum of 2 nm (upwind) in order to alleviate the *effects* of wake turbulence. The flight crew should advise ATC of this action and the aircraft should be returned to the cleared track as soon as the situation allows.

TCAS ALERTS AND WARNINGS

In the event that a *Traffic Advisory* (TA) is issued, commencement of a visual search for the threat aircraft should occur and preparation made to respond to a *Resolution Advisory* (RA), if one should follow. In the event that an RA is issued, initiate the required maneuver immediately.



Note that maneuvers should never be made in a direction opposite to those required by the RA, and that RAs should be disregarded only after positively identifying the potentially conflicting *traffic* and it becomes evident that no deviation from the current flight path is needed. Report all RAs to ATC verbally, as soon as practicable; and in writing, to the Controlling Authority, after landing.

NOW WE PUT THEORITICALS INTO PRACTICALS

Transmission of MAYDAY Message

The pilot of an aircraft in distress must transmit on the air-ground frequency in use at the time of the distress the distress signal MAYDAY (preferably spoken three times), followed by the distress message.

If on an unattended frequency and it is considered that better assistance can be provided by transferring to another frequency the pilot should do so, after broadcasting this intention on the original frequency.

Definition

A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

Examples: Ditching, crash landing, total engine failure, fire.....

Content of MAYDAY Message

The distress message should consist of as many of the following elements spoken distinctly and if possible, in the following order:

- name of station addressed (time and circumstances permitting)
- identification of the aircraft;
- nature of the distress condition
- intention of the pilot; and
- present position, level (FL or altitude), and heading

The transmission of an accurate aircraft position may be critical to any subsequent search and/or rescue action.

In addition the pilot should switch the transponder to the emergency code **7700**; and

- activate the ELT (Emergency Locator Transmitter)
- if the emergency situation is recovered, turn the ELT off and advise ATC or RCCNZ as soon as possible
- if the ELT is turned off and ATC or RCCNZ are not advised as soon as possible, it will be assumed that the aircraft has crashed and search planning will have commenced.



Transponder

In addition to transmitting a distress call and message, the pilot should immediately select the emergency code **7700** on the aircraft transponder.

URGENCY

Definition

Urgency is defined as a condition concerning the safety of an aircraft, or of some person on board or within sight, but which does not require immediate assistance

Examples: Lost, fuel shortage, partial engine failure, navigation system failure.....

Note: Airline protocols consider an single engine failure as an EMERGEMCY when the aircraft is provided with 2 engines only. In case of an B747 (4-engine) or MD11 (3-emgine) a partial engine failure is considered an urgency.

Transmission of PAN PAN Message

The pilot of an aircraft reporting an urgency condition must transmit on the air-ground frequency in use at the time the urgency signal PAN PAN (preferably spoken three times), followed by the urgency message.

Content of PAN PAN Message

The urgency message should consist of as many of the following elements spoken distinctly and if possible, in the following order:

- name of station addressed
- identification of the aircraft
- nature of the urgency condition
- intention of the pilot
- present position, level (FL or altitude), and heading; and
- any other useful information.



COMMUNICATIONS FAILURE

Procedure

In the event of a total loss of communication, an aircraft shall:

- Try to re-establish communication by all other means;
- If all attempts to re-establish communication with ATC are unsuccessful:
 - squawk 7600;
 - if able, transmit blind at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code), and intentions on the frequency in use, and on frequency 121.5 MHz (or on the VHF inter-pilot air to air frequency 123.45 MHz);
 - watch for conflicting traffic both visually and by reference to airborne collision avoidance systems or traffic displays (if equipped);
 - turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
 - maintain the last assigned speed and level for a period of 60 minutes following the aircraft's failure to report its position over a compulsory reporting point (including ADS-C flights), and thereafter adjust speed and level in accordance with the filed flight plan;
 - aircraft may elect to initiate strategic lateral offset procedures;
 - upon exiting oceanic airspace comply with the loss of COM procedures published for IFR Communication Failure.

IFR COMMUNICATION FAILURE

ATS Communication Failure

In the event of communications failure from ATS, the pilot of an aircraft should initiate TIBA procedures as detailed in Section TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT.

IFR Communication Failure — General

In the event of an apparent aircraft communication failure, the pilot of the aircraft should adopt the following procedures:

- Maintain terrain clearance throughout all procedures.
- Switch transponder to code **7600**.
- Try alternate then secondary published ATS frequencies.
- Check aircraft communications equipment.
- Listen to ATIS if possible.
- Transmit position reports and intentions, assuming the aircraft transmitter is operating, and prefixing all transmissions with "TRANSMITTING BLIND".
- Turn on landing lights, beacons, and strobe lighting.



- If the destination is within an MBZ, proceed to an alternate aerodrome unless the risk in proceeding safely to an alternate aerodrome is clearly greater than continuing, without communications, to the planned destination.

IFR Communications Failure — VMC and Certain of Maintaining VMC

If the pilot of the aircraft is in VMC and is certain of maintaining VMC:

- remain in VMC and proceed to a suitable aerodrome and land; and
- report arrival by the most expeditious means to the appropriate ATS unit.

IFR Communications Failure — IMC or Uncertain of Maintaining VMC

The initial and subsequent actions of the pilot of an aircraft in IMC or uncertain of being able to maintain VMC will depend on the latest information available on the:

- destination aids;
- air traffic/airspace procedures; and
- meteorological conditions enroute and at the destination.

The pilot should proceed in accordance with the current flight plan as confirmed by the last acknowledged ATC clearance. ATC will assume that the aircraft will climb to the:

- flight planned level; or
- last level requested by the pilot and acknowledged by ATC.

Departure — Level Restriction

The pilot of an IFR aircraft that experiences communications failure on departure should:

- maintain the last assigned level(s) to the points specified, then climb to maintain the level(s) in the current flight plan; or
- if no points are specified, maintain the last assigned level, or minimum flight altitude if higher, for five minutes, then climb to maintain the level(s) specified in the current flight plan.

Departure — Radar Vectors

The pilot of an IFR aircraft that experiences communications failure on departure should:

- maintain the last assigned vector for two minutes, and climb to minimum safe altitude if necessary to maintain terrain clearance; and
- proceed in accordance with the route specified in the current flight plan.



Arrival

On arrival, the pilot of an IFR aircraft experiencing communications failure should:

- track to the destination aid/fix, or if none specified by ATC, the selected aid/fix for the known or forecast RWY; and
- commence descent in accordance with:
 - the last acknowledged ATC clearance, or if not received;
 - standard operating procedures or flight plan.
- to the initial approach altitude for the published approach procedure.

At or Within 25NM from Destination

At or within 25NM from destination, the pilot of an IFR aircraft experiencing communications failure should:

- arrive over the destination/selected aid/fix at the last designated level at or as near as possible to the expected approach time given by ATC, and commence approach; or
- if too high, descend in the aid/fix holding pattern to a level convenient for approach; or
- if on initial approach at the time of the communications failure but not cleared for the approach, continue via the procedure and maintain the last assigned level until established on final approach track, then commence approach; or
- if too high:
 - if a holding pattern is established on the final approach track, descend in the holding pattern to a level convenient for approach; or
 - if no holding pattern is established, carry out missed approach and position for another approach, if specified diversion allows.

Radar Vectors on Arrival

The pilot of an IFR aircraft that experiences communications failure while being radar vectored on arrival should:

- maintain the last assigned vector for two minutes, climbing if necessary to minimum safe altitude to maintain terrain clearance, and proceed to the aid/fix for an approach as specified in At or Within 25NM from Destination; or
- if on initial/intermediate approach, maintain the last assigned level until established on final approach track, and then commence approach.



Diversion

If unable to achieve a landing following an approach, the pilot of an IFR aircraft that experiences communications failure should carry out a missed approach.

A second approach may be made if desired, provided a landing can be accomplished within 30 minutes of the expected approach time or the ETA, whichever is the latter. If this approach is unsuccessful, the aircraft must divert to the alternate aerodrome.

The pilot of an IFR aircraft that experiences communications failure while holding because of the closure of the destination aerodrome should hold until the divert time notified to ATC, and then depart for the alternate aerodrome.

VFR COMMUNICATION FAILURE

ATS Communication Failure

In the event of an ATS communications failure, the pilot of a VFR aircraft in controlled airspace should initiate TIBA procedures as detailed in section TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)

VFR Communications Failure

In the event of an apparent aircraft communication failure, the pilot of the aircraft should adopt the following procedures:

- Maintain terrain clearance throughout all procedures.
- Switch transponder to code **7600**.
- Try alternate then secondary published ATS frequencies for the sector or unit you should be in communication with.
- Check aircraft communications equipment.
- Listen to ATIS if possible.
- Transmit position reports and intentions, assuming the aircraft transmitter is operating, and prefixing all transmissions with "TRANSMITTING BLIND".
- Turn on landing lights, beacons, and strobe lighting.
- If the destination is within an MBZ, proceed to an alternate aerodrome unless the risk in proceeding safely to an alternate aerodrome is clearly greater than continuing, without communications, to the planned destination.

The pilot of an aircraft operating under VFR should:

- not enter controlled airspace, including control zones, unless complying with:
 - a clearance already received and acknowledged; or
 - published COM failure procedures for that aerodrome.
- divert to an unattended aerodrome and report arrival to ATS as soon as possible;



- if unable to divert to an unattended aerodrome:
 - continue to operate transponder on code **7600**; and
 - enter the control zone via a published arrival procedure; or
 - approach the aerodrome side-on to the main runway or runway-in-use, and carry out a standard overhead circuit joining procedure; and
 - contact ATS as soon as possible after landing.
- If an emergency condition exists switch transponder to emergency code **7700**.

SPEECHLESS TECHNIQUE USING UNMODULATED TRANSMISSIONS

General

When a pilot is able to communicate only by un-modulated transmissions (e.g. when the transmitter is operative but the microphone is unserviceable), the following technique will be employed by ATS:

- when an un-modulated transmission is heard, the ATS operator will request the pilot activate the transmitter three times; and
- if the pilot complies ATS will frame questions requiring “YES” or “NO” answers to determine if the aircraft:
 - can continue visually; or
 - can execute an instrument approach, or has reached a nominated position.

This and any other information required will be obtained by requiring the pilot to use the following code:

“YES” or “ROGER”	activate transmitter once
“NO”	activate transmitter twice
“SAY AGAIN”	activate transmitter 3 times
“AT NOMINATED POSITION”	activate transmitter 4 times

When it is established that the pilot of the aircraft can receive transmissions, control will be exercised in the normal manner, except that frequency changes will not be requested unless there is no alternative.



AERODROME EMERGENCIES

Aerodrome Emergency Plan

The object of an aerodrome emergency plan is to prepare an aerodrome to cope with an emergency occurring on, or in the vicinity of the aerodrome. The plan sets forth the procedures for coordinating the response of different aerodrome services and those agencies in the surrounding community that could be of assistance in an emergency.

Examples of the types of emergencies are:

- aircraft malfunctions;
- sabotage, including bomb threats;
- unlawfully seized aircraft;
- dangerous goods occurrences; and
- building fires and natural disasters.

An aerodrome emergency plan exists at all aerodromes that have regular air transport services by aircraft with 30 or more passenger seats.

Procedures to Activate Aerodrome Emergency Services

The ATS unit on the aerodrome is responsible for alerting the emergency services, following a request from a pilot or when an aircraft is considered to be in any of the following emergency phases:

- **Local Standby Phase:** when an aircraft approaching the aerodrome is known, or is suspected, to have developed some defect, but trouble is not such as would normally prevent carrying out a safe landing. Declaration of the LOCAL STANDBY PHASE will bring all aerodrome-based emergency services to a state of readiness but in general, although off-aerodrome components are notified, they will remain at their posts.
- **Full Emergency Phase:** when an aircraft approaching the aerodrome is, or is suspected to be, in such trouble that there is danger of an accident. Declaration of a FULL EMERGENCY PHASE will bring all facilities, both on the aerodrome and in the city or community, such as medical and ambulance services, police and fire services, to a rendezvous point on the aerodrome. It will also alert the hospital to prepare for possible reception of injured, and for road traffic control to be instituted along the route between the city and the aerodrome to clear the way for emergency vehicles.
- **Aircraft Accident Phase:** when an aircraft accident has occurred on or in the vicinity of the airport. Declaration of the AIRCRAFT ACCIDENT PHASE will bring all facilities into immediate action.

When an emergency occurs in flight and adequate communications exist, the pilot is responsible for advising the ATS unit accordingly and for nominating the desired state of readiness of the aerodrome emergency services. If adequate communications with the aircraft do not exist, the ATS unit will assess the situation and bring the aerodrome emergency services to the state of readiness considered appropriate.



TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)

General

TIBA are reports and information transmitted by pilots for the information of pilots of other aircraft in the vicinity following a significant disruption to air traffic or telecommunication services.

Degradation of the ATS system

Pilots will as far as practicable be advised by ATS when the level of available communication is being reduced.

ATS have procedures outlining their response to events that may eventuate in a loss of communication. If the event (such as an evacuation of the ATSC or other ATS facility) is covered by such procedures ATS will, with due regard to their own safety and the nature of the event, issue instructions to facilitate a smooth transition to either:

- Alternative communications; or
- A TIBA environment.

In the event that the Christchurch ATSC is evacuated, flight information and alerting services provided by Christchurch Information to IFR flights in uncontrolled airspace, and VFR flights, will cease to be provided.

Introduction and Applicability of TIBA

TIBA will be introduced only when necessary and as a temporary measure. If circumstances permit, introduction of TIBA will be by NOTAM.

Pilots of aircraft should initiate TIBA when there is a complete failure of communication from ATC. The broadcast procedures should be applied in designated airspace where there is:

- a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or
- a temporary disruption of normal air traffic services.

VHF RTF Frequency to be used for TIBA

Pilots are to follow frequency instructions issued by ATS. If not instructed by ATS and there is a complete ATS communication failure, refer to the TIBA Frequency Map.

The purpose of these maps is to allow:

- The distribution of relevant traffic to relevant frequencies;
- A higher probability of contacting a ground based unit for assistance;
- Quick ascertainment by the pilot of the level of autonomy required.



TIBA Listening Watch

A listening watch should be maintained on the TIBA frequency 10 minutes before entering TIBA airspace until leaving that airspace. For an aircraft taking off from an aerodrome located within the lateral limits of TIBA airspace, listening watch should start as soon as appropriate prior to or after take-off.

Timing of TIBA

A broadcast should be made:

- 10 minutes before entering TIBA airspace or, for a pilot taking off from an aerodrome located within the lateral limits of TIBA airspace, as soon as appropriate prior to or after take-off;
- 10 minutes prior to, and crossing any reporting point;
- at 10 minute intervals between reporting points;
- 10 minutes prior to crossing or joining an ATS route;
- where possible 2 to 5 minutes before a change in flight level or altitude;
- at the time of a change in flight level or altitude;
- when reaching new flight level or altitude; and
- at any other time considered necessary by the pilot.

Content of TIBA

The information to be broadcast in a TIBA is detailed in table (see below)

Acknowledgement of TIBA

The broadcasts should not be acknowledged unless a potential collision risk is perceived.

Changes of Cruising Level Under TIBA

Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons.

When cruising level changes are unavoidable, display all available aircraft lighting that would improve the visual detection of the aircraft while changing levels.

Collision Avoidance Under TIBA

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the standard right-of-way provisions, the pilot should:

- unless an alternative maneuver appears more appropriate, immediately descend 300ft if above FL290, or 500ft if at or below FL290;



- display all available aircraft lighting that would improve the visual detection of the aircraft;
- as soon as possible, reply to the broadcast notifying action being taken on the appropriate TIBA frequency; and
- as soon as practicable, resume normal flight level/altitude, notifying the action on the appropriate TIBA frequency.
- Response to a system-initiated ACAS Resolution Advisory has precedence over the above instructions.

Normal Position Reporting Procedures Under TIBA

Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a TIBA.

Table Information required in TIBA

Content	Example
Normal broadcast	
ALL STATIONS (necessary to identify a traffic information broadcast)	ALL STATIONS
(callsign)	FLIGHT 965
FLIGHT LEVEL (number) (or CLIMBING* TO FLIGHT LEVEL/ALTITUDE (number))	FLIGHT LEVEL 320
(direction)	SOUTHBOUND
(ATS route) (or DIRECT FROM (position) TO (position))	DIRECT AA TO CH VIA NP NS YW
POSITION (position**) AT (time)	POSITION NP AT 1431
ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time)	ESTIMATING NS AT 1452
(callsign)	FLIGHT 965
FLIGHT LEVEL/ALTITUDE (number)	FLIGHT LEVEL 320
(direction)	SOUTHBOUND
* This applies to an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace.	
** For broadcasts made when the aircraft is not near an ATS significant point, the position should be given as accurately as possible and in any case to the nearest 30 minutes of latitude and longitude.	



Content	Example
	2 – 5 minutes prior to changing altitude/flight level
ALL STATIONS	ALL STATIONS
(callsign)	FLIGHT 965
(direction)	SOUTHBOUND
(ATS route) (or DIRECT FROM position) TO (position))	DIRECT AA TO CH VIA NP NS YW
LEAVING FLIGHT LEVEL/ALTITUDE (number)	LEAVING FLIGHT LEVEL 320
FOR FLIGHT LEVEL/ALTITUDE (number)	FOR FLIGHT LEVEL 340
AT (position and time)	AT NP AT 1431

Content	Example
	At the time of a change in altitude/flight level
ALL STATIONS	ALL STATIONS
(callsign)	FLIGHT 965
(direction)	SOUTHBOUND
(ATS route) (or DIRECT FROM position) TO (position))	DIRECT AA TO CH VIA NP NS YW
LEAVING FLIGHT LEVEL/ALTITUDE (number)	LEAVING FLIGHT LEVEL 320
NOW FOR FLIGHT LEVEL/ALTITUDE (number)	NOW FOR FLIGHT LEVEL 340

Content	Example
	On reaching new altitude/flight level
ALL STATIONS	ALL STATIONS
(callsign)	FLIGHT 965
MAINTAINING FLIGHT LEVEL/ALTITUDE (number) NOW	MAINTAINING FLIGHT LEVEL 340 NOW

