

► This RA has been substantially re-written; for clarity no change marks are presented – please read RA in its entirety ◀

## RA 3312 – Overdue Action by Air Traffic Control

### Rationale

*An Aircraft that has failed to arrive at an Aerodrome or has not established Radio Telephony (RT) communication by a pre-notified time, may have experienced an emergency that requires immediate assistance. Any delay in Air Traffic Control (ATC) taking the appropriate action could increase the Risk to Life. ATC personnel are therefore to understand their responsibilities and actions when carrying out overdue action.*

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### Regulation

#### 3312(1)

#### Overdue Action by Air Traffic Control

3312(1) In the event that an Aircraft becomes overdue, ATC personnel **shall** initiate overdue action.

### Acceptable Means of Compliance

#### 3312(1)

#### Overdue Action by Air Traffic Control

1. An Aircraft **should** be considered overdue when the following circumstances exist:
  - a. **Fixed Wing Aircraft.** Failure to arrive or not in RT communication with the intended destination / Squadron Operations at either:
    - (1) Estimated Time of Arrival (ETA) radar entry or other specified terminal calling point; or
    - (2) ETA overhead; or
    - (3) ETA landing.
  - b. **Rotary Wing Aircraft.** Failure to arrive or not in RT communication with the intended destination / Squadron Operations at either:
    - (1) ETA landing; or
    - (2) End of notified endurance.
2. If an Aircraft becomes overdue, ATC **should** pass all relevant details to:
  - a. The Distress & Diversion Cell.
  - b. Appropriate unit personnel in accordance with Local / Unit Orders.
3. Additionally, Controllers **should** initiate overdue action if they have any doubt regarding the Safety of an Aircraft.

### Guidance Material

#### 3312(1)

#### Overdue Action by Air Traffic Control

4. Subject to Aircraft endurance and activity, the Aviation Duty Holder or Accountable Manager (Military Flying) of military rotary wing Aircraft may consider implementing operation normal procedures<sup>1</sup>. Where this is applicable, they are to be included within local flying and ATC orders.

<sup>1</sup> Refer to CAP 493 – Manual of Air Traffic Services – Part 1.

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