



Civil Aviation Authority
Safety Notice
Number: SN-2025/005



Issued: 14 March 2025

Radio Communication Failure Procedures

This Safety Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	All ATS units
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders
Licensed/Unlicensed Personnel:	All ATCO, All FISO, All Pilots

1 Introduction

- 1.1 With effect from 1 May 2025, the European Union (EU) is introducing amendments to its radiocommunication failure (RCF) procedures.
- 1.2 The purpose of this Safety Notice is to:
 - highlight the forthcoming change to EU RCF procedures;
 - emphasise that no changes are being made to the UK's RCF procedures;
 - notify UK air traffic services personnel that they should be alert to the possibility that international flight crews may mistakenly follow EU RCF procedures within the London and Scottish FIRs.

2 Information on RCF Procedures

- 2.1 [Commission Implementing Regulation \(EU\) 2024/404](#) introduces a new provision into their Standardised European Rules of the Air detailing RCF procedures to be followed in EU airspace. There are three key differences between the new EU procedures and the UK procedures as detailed within AIP ENR 1.1 paragraph 3.4.2.2 'Failure of Two-Way Radiocommunications Equipment'.

- Where the pilot-in-command of an IFR flight encounters visual meteorological conditions (VMC) and elects to continue to fly in VMC, the pilot will set Mode A code 7601 in EU airspace, rather than 7600.
 - Except where the IFR flight is following a standard instrument departure route or a standard instrument arrival route, it will maintain the last assigned speed and level, or minimum safe altitude if higher, for a period of 20 minutes after the transponder has been set to Mode A code 7600. In the UK, the period of time is 7 minutes.
 - When an IFR flight is being vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, in the EU, the flight will rejoin the last received and acknowledged route no later than the next significant point, taking into consideration the applicable minimum flight altitude. However, in the UK, the flight will continue in accordance with ATC instructions last acknowledged for 3 minutes only, and then proceed in the most direct manner possible to re-join the current flight planned route.
- 2.2 It is the CAA's view that extant guidance on RCF procedures to ATCOs and FISOs is sufficient to ensure the new EU procedures pose no additional risk to aircraft operating within the London and Scottish FIRs
- 2.3 The new provision being introduced by the EU comes ahead of work being progressed by ICAO to develop new, internationally standardised, RCF procedures that will complement lost C2 link procedures for remotely piloted aircraft systems. The CAA is supporting ICAO in this work and anticipates that the new ICAO provisions will be effective from November 2028.

3 Compliance/Action to be Taken

- 3.1 ATS staff should familiarise themselves with the key differences between the UK's RCF procedures and those being adopted within the EU.
- 3.2 ANSPs should note that the AIP will be amended to state "SSR Code 7601 – Not in use in the UK" (currently allocated to NATS as CCAMS Redundancy (Prestwick Upper)).
- 3.3 ANSPs should be aware that if an aircraft follows EU procedures and selects Mode A code 7601 during a RCF within the London and Scottish FIR/UIR, the aircraft label will not flash on a situation display.
- 3.4 ANSPs should review procedures relating to 'cross-border' activities.
- 3.5 UK Operators and pilots planning to operate in EU airspace should ensure they are familiar with the revised EU RCF procedures.

4 Queries

- 4.1 Any queries or requests for further guidance as a result of this communication should be submitted via email to ATS.Enquiries@caa.co.uk and marked for the attention of Airspace & ATM Policy:

5 Cancellation

- 5.1 This Safety Notice will remain in force until further notice.