

## Area of Operation **IX** - Task **A**

# Loss of Communications

### Content

1. Introduction
2. Lost Communications Procedure
3. Begin an Approach



#### Key References:

- Instrument Flying Handbook
- AIM

# 1. Introduction

- **What:** Covers what to do (and what ATC expects) in case of inability to talk with ATC while in an IFR flight plan
- **Why:** Communication with ATC is required in IFR flight. There are specific rules a pilot must comply with when communication is lost, so both ATC and the Pilot knows what to do in that situation.
- **Recognizing:**
  - ATC abnormally quiet or not responding to your requests
- **Troubleshooting:**
  - Don't assume "Lost Comms" immediately
  - Check frequency, volume, equipment, plugs
  - Go back to the previous freq. and attempt to communicate
  - Use any other means to attempt to reestablish communication
- **Identifying**
  - Not able to Receive (*in this case, continue transmitting in the dark*)
  - Not able to Transmit
  - Loss of All Communications



## 2. Lost Communications Procedure

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- Once Lost of Communications is confirmed → **SQUAWK 7600**

ATC will manage traffic and keep everybody safe

- Decide either to **Continue** or **Deviate**

- If VFR Conditions → Continue under VFR and land as soon as practical
- If IFR Conditions → Continue the IFR flight following the Altitude/Route per 91.815

### Altitude

Fly the highest of M.E.A



▶ **(M) Minimum**

*Min altitude for IFR*

▶ **(E) Expected**

*ATC advised you should expect*

▶ **(A) Assigned**

*In the last clearance received*

### Route

Fly AVEF on this order



▶ **(A) Assigned**

*In the last clearance received*

▶ **(V) Vectored**

*If being vectored, fly direct to the fix/route/airway in the vector clearance*

▶ **(E) Expected**

*ATC advised you should expect*

▶ **(F) Filed**

*Fly the route filed in the flight plan*

Always create your flight plan with lost comms in mind

# 3. Begin an Approach

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## Leaving the Clearance Limit – Is that a point where the approach begins (IAF)?

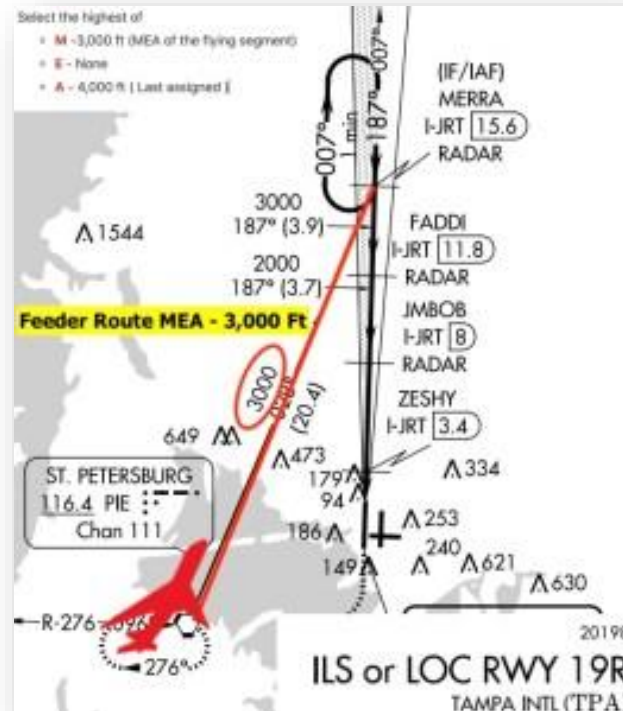
- YES
  - Start descent/approach as close as possible to the EFC (Expect Further Clearance time) or ETA if no EFC
- NO
  - Proceed to the fix where the approach begins at the EFC (or upon reaching the Clearance Limit if no EFC)
  - Start the descent/approach at ETA

### EXAMPLE:

Last instruction from ATC:

*“N123EC, After PIE proceed to MERRA and hold as published, Expect further clearance at 2010Z”*

*Note: Pilot is at 4000ft, as assigned by ATC. IFR conditions*



*In this scenario, N123EC must:*

- Continue flying at 4,000 ft on the feeder route to MERRA
- Let's say the pilot should be over MERRA around 19:38Z
- EFC is 2010z -- pilot should hold until that time and then start the descent to 3,000 ft and commence the approach

Questions?

