LOST COMMUNICATION PRACTICE

Background:

- Discuss initial problem-solving steps to take when communication is lost. Allow your chapter members to discuss and come up with proposed solutions. (i.e.: Check previous frequency, try another radio, check for avionic system problems-switches/breakers, squawk 7600, listen over a nearby VOR/NDB (ATC will try to contact you)

- If communications failure happens ***in VMC, or if VMC conditions are encountered after the failure and you can stay in VMC***, continue the flight under VFR and land as soon as practicable.

- If comm failure occurs in IMC conditions, ATC will assume that you are continuing and clear airspace accordingly.

- To determine the route and altitude to fly, suggest these acronyms

  - AVE F (avenue F) memory aid: avenue is a route
  - MEA: memory aid: MEA is an altitude

- The **route** to fly is in the priority sequence AVEF: assigned, vectored, expected, filed

- The **altitude** to fly is the HIGHEST of the following <u>for each segment</u>: MEA (for that segment), Expected, Assigned

- **Time:**

  - When the clearance limit is a fix from which an approach begins, commence descent or descent and approach as close as possible to the expect further clearance time if one has been received, or if one has not been received, as close as possible to the Estimated Time of Arrival (ETA) as calculated from the filed or amended (with ATC) Estimated Time En Route (ETE).

  - If the clearance limit is not a fix from which an approach begins, leave the clearance limit at the expect further clearance time if one has been received, or if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins and commence descent or descent and approach as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route.

- Reference : http://www.faa.gov/air_traffic/publications/ATpubs/AIM/aim0604.html