Lost Communication Expanded Checklist

Note: This checklist is not an FAA approved checklist. It is presented as an educational device only. Pilots are cautioned to apply guidance on lost communication from the current Aeronautical Information Manual, and are required to follow the Federal Aviation Regulations when operating aircraft in the U.S. Nothing in this checklist supersedes this requirement.

1. Radio Working?
   a. Look—Does the radio appear to have power?
      i. LED frequency digits lit.
      ii. Transmit light illuminates when mic keyed.
   b. Listen—Can you hear other communication?
   c. Test—
      i. Volume turned up.
      ii. Rotate squelch knob to low and listen for static.
   d. Check Avionics or Radio Master Switch—On.
   e. Check Radios circuit breaker—In.

2. Communication Master Control Panel set correctly?
   a. Is the Transmit Selector Switch set to the radio in use?
   b. Is the Listen Selector Switch set to the radio in use?

3. Headset
   a. Connectors—Plugged into headset jacks.
   b. Headset Volume Knob (If applicable)—Rotate towards louder.

If radio is NOT WORKING, and **VFR**, maintain VFR cloud clearances and at least 3 miles inflight visibility and continue VFR.

4. Squawk 1200.
5. Avoid controlled airspace to the maximum extent practicable.
6. Continue to your planned destination or land at the nearest suitable airport.
   a. If landing at an airport with a control tower, follow light gun signals for landing clearance and taxi.
   b. If landing at an uncontrolled airport, scan the entire airport traffic pattern from at least 500 feet above pattern altitude. Enter the traffic pattern when you are sure you will create no conflict with other aircraft.

If radio is NOT WORKING, and **IFR**, maintain IFR route and altitude clearances per IFR lost comm procedures.

7. Squawk 7600 transponder code for 1 minute, then return to previously assigned code.

   Note: If you are currently in VMC and can maintain VFR cloud and visibility limits while avoiding terrain, you should proceed VFR and land at the nearest suitable airport.

8. **Route and Altitude: AVE-F AME (Avenue Fame)**
   b. Altitude Priority: highest of Assigned, MEA, Expect.
9. Leave clearance limit
   a. If clearance limit *is* an Initial Approach Fix at your destination, begin descent and approach
as close as possible to your Expect Further Clearance time (EFC) if given, or Estimated Time of Arrival (ETA) if not given an EFC.

b. If clearance limit is not an IAF, depart the clearance limit fix at your EFC, or upon reaching the clearance limit fix, if no EFC given, and proceed to an IAF at your destination. Begin descent and approach from IAF as close as possible to your ETA.

Caution: If landing from an instrument approach at an uncontrolled airport, and the visibility at the airport is less than VFR, there is an increased risk of a traffic conflict or collision with other aircraft operating at the uncontrolled airport.

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If radio IS WORKING, proceed with Situational Lost Comm Procedure

10. Return to your last assigned frequency and try to establish contact.
11. Contact other aircraft on the frequency:
   a. “Any aircraft this frequency, this is _______________(your call sign.)
12. Once contact is made with another aircraft:
   a. State your lost comm situation.
   b. State your position.
13. Other aircraft will contact air traffic control and give you a new radio frequency to try.

If unable to contact another aircraft on your current frequency:

14. Find the frequency for the nearest ARTCC on your map and contact an air traffic controller on that frequency.
   a. Be prepared to give the air traffic controller your position.

   Or,

15. Find the frequency for the nearest Flight Service Station or Flight Watch on your map and contact the station specialist to get an appropriate frequency.
   a. Be prepared to give the specialist your position.

End of Procedure

(Abbreviated Checklist, next page)
Lost Communications Abbreviated Checklist

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1. Radio working?
   a. Look—Indications of power.
   b. Listen—Other communication on the frequency.
   c. Test
      i. Volume—Increase.
      ii. Squelch—Low.
      iii. Listen for static.

2. Radio Master Control Panel.
   a. Transmit Selector Switch—Set for radio in use.
   b. Listen Selector Switch—Set for radio in use.

3. Headset
   a. Connections—Checked in.
   b. Headset volume (if applicable)—Increase.

If radio is working, continue with item 15.

If radio not working and VFR: (If radio not working and IFR, continue with item 8.)

4. Transponder code—1200
5. Continue—VFR
6. Avoid controlled airspace as much as practicable.
7. Land at nearest suitable airport.
   a. Uncontrolled airport—clear for traffic and avoid conflicts.
   b. Controlled airport—clear for traffic and follow control tower light signals.

End of Section

If radio not working and IFR:

8. Transponder code—7600 for 1 minute.
9. After 1 minute—Reset transponder to previously assigned code.
10. If in VFR conditions—Continue VFR and land as soon as practicable.
11. If in IFR conditions—Maintain route and altitude per FARs: AVE-FAME.
12. Depart clearance limit—At EFC or ETA as applicable.
13. Commence descent and approach—From IAF at EFC or ETA as applicable.

Caution: If landing from an instrument approach at an uncontrolled airport with lost communication, and the visibility at the airport is less than VFR, there is an increased risk of a traffic conflict or collision with other aircraft operating at the uncontrolled airport.

End of Section
Situational Lost Communication

15. Attempt contact with:
   a. ATC on last assigned frequency.
   b. Any aircraft on current frequency.
   c. ATC on frequency shown on navigation map for your location.
   d. Flight Service or Flight Watch.
16. When contact is established:
   a. State your situation.
   b. State your position.
17. Get correct ATC frequency and make contact on that frequency.

   End of Procedure