

Objective: Review FAR 91.185- IFR operations: Two-way radio communications failure



Notes & Comments

Two-way radio communication failure - Troubleshoot

Troubleshoot

- Sound Up: Check Comm volume
- Squelch : Adjust, Check for static
- Select: Correct radio frequency selected?
- Selector: Transmitting on correct Comm?
- Swop: Desired frequency active or standby?
- Sound: PPT button, Listen for mic click
- See: Look for transmit icon or light
- Socket: Check headset/mic connections
- Switch Radios: Comm 1 / Comm 2
- Speaker - Use overhead speaker & hand mic

FAR 91.185 IFR operations: Two-way radio communication failure

If you experience a radio failure, squawk 7600 on your transponder. (If you can still hear ATC but not transmit, keep listening for instructions. If radio reception is also a problem, try to listen over nearby VOR channels).

VFR Conditions

- If the failure occurs in VMC, or if VFR conditions are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.
- Avoid controlled airspace
- Landing: Determined direction & flow of traffic
 - o Airport with a control tower - follow light gun signals for landing clearance and taxi.
 - o Uncontrolled airport - scan the entire airport traffic pattern from at least 500ft above TPA. Enter when you are sure you will not create a conflict with other aircraft.

IFR Conditions

- If the failure occurs in IMC, each pilot shall continue the flight according to the following:
 - o **Route:**
 1. Route assigned in the last ATC clearance received
 2. If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance
 3. Route that ATC has advised may be expected in a further clearance
 4. Route filed in the flight plan

Assigned

Vectored

Expected

Filed

- o **Altitude:** At the highest of the following altitudes or flight levels for the route segment being flown:

MEA

Assigned

Expected

- o **Clearance limit**

Clearance limit is fix from which approach begins?

Yes

No

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Start descent and approach as close as possible to the EFC time if one has been received, or if one has not been received, as close as possible to the ETA from the filed or amended ETE

Leave clearance limit at the EFC time or upon arrival over the clearance limit. Proceed to a fix from which an approach begins and commence descent and approach as close as possible to the ETA as calculated from the filed or amended ETE