

RADIO TROUBLES AND LOST COM



1

Troubleshoot

Verify:

- A. Correct Com/On Button
- B. Headset Volume
- C. Radio Volume and Squelch
- D. Coms Isolation/Split Coms Function
- E. Mic and Phone Jacks
- F. Frequency
- G. Stuck Mic

2

Dual Radios/Coms?

- A. Tune frequency and attempt transmission on second com

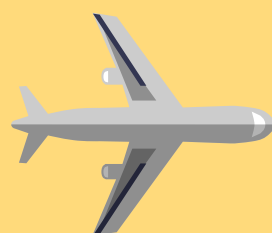
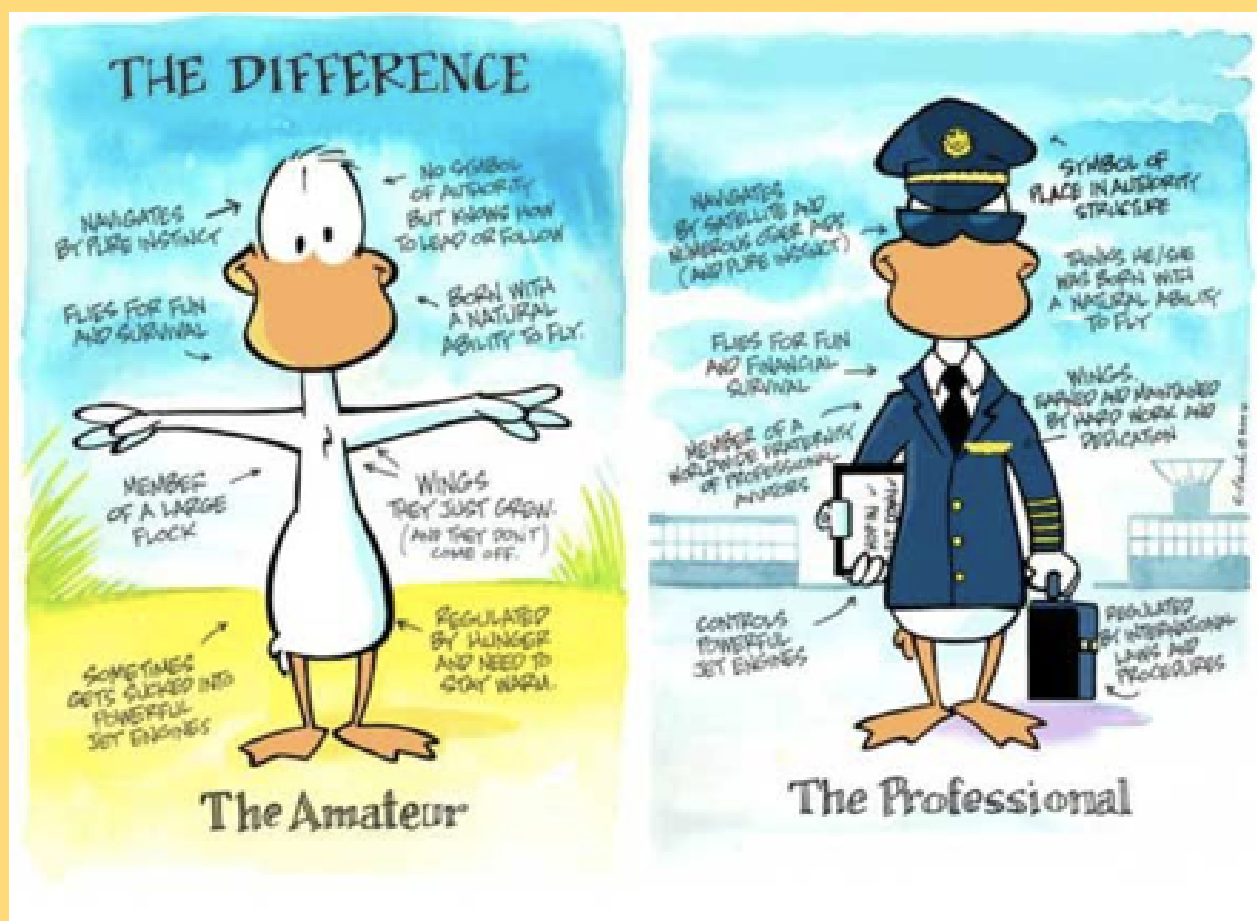
3

Try hand held or speaker function

4

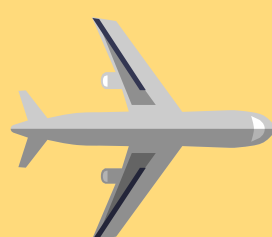
Attempt contact with FSS, local CTAF, or other aircraft

- A. Clearances can be relayed through a third party



Steps 5-8

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5

Tune/Monitor 121.5, tower/approach/CTAF, as appropriate

6

Use other resources

- A. Cellphone!!! †
- B. Hand held radio

7

Squawk 7600‡

8

Land as soon as practical

- A. Non-towered
- B. Towered
 - i. Light Gun Signals

luseaviation.com Ref: 14 CFR 91.125; AIM 4-3-13

ATC LIGHT GUN SIGNALS FOR AIRCRAFT

COLOR & TYPE	GROUND	AIR
STEADY GREEN 	Cleared for takeoff	Cleared to land
FLASHING GREEN 	Cleared for taxi	Return for landing (to be followed by steady green)
STEADY RED 	STOP!	Give way to other aircraft and continue circling
FLASHING RED 	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE 	Return to starting point on airport	N/A
ALTERNATING RED/GREEN 	Exercise extreme caution	



NOTES

* Which frequency you should use depends on location, airspace, and type of flight (local vs. cross country).

† Most cellphones can receive adequate signal near towns if below 3000 feet AGL. Airspace, terrain, and weather permitting, try to call tower or FSS with personal cellphone.

‡ Squawking 7600 is up to the pilot's discretion and is not required for VFR in class E or uncontrolled airspace. Lost communications in VFR conditions is not considered an emergency and squawking 7600 does not permit an aircraft to deviate from FARs.