

LOST-COMM ACTION MATRIX

"It is virtually impossible to provide regulations and procedures applicable to all possible situations associated with two-way radio communications failure," so sayeth the AIM. "During two-way radio communications failure, when confronted by a situation not covered in the regulation, pilots are expected to exercise good judgment in whatever action they elect to take." That's reasonable, and about all anyone could do in a similar situation.

It's important to emphasize that the lost-comm FAR answers the three basic questions arising when you can't talk to ATC: where to go, at what altitude and when:

Action	VMC	IMC
Routing	Land as soon as "practicable" at a suitable airport. Maintain VFR.	Last assigned, direct (if being vectored), as advised to expect (EFC) or flight planned route.
Altitude	Pilot's discretion. Maintain VFR.	For the route segment being flown, the HIGHEST of the last assigned, expected or MEA.
Timing	Upon entering VMC.	If clearance limit is not a fix from which an approach begins, proceed to such a fix, to arrive at EFC or ETA. If clearance limit is a fix from which an approach begins, cross it at EFC or ETA.