

## **PRIVATE PILOT**

### **VII. AREA OF OPERATION: NAVIGATION**

#### **D. TASK: LOST PROCEDURES**

#### **OBJECTIVE**

To determine that the applicant:

1. Exhibits knowledge of the elements related to lost procedures.
2. Selects an appropriate course of action.
3. Maintains an appropriate heading and climbs, if necessary.
4. Identifies prominent landmarks.
5. Uses navigation systems / facilities and/or contacts an ATC facility for assistance, as appropriate.

#### **ELEMENTS**

1. Getting lost in an airplane is potentially dangerous, especially if low on fuel.
2. If a town or city cannot be seen, establish a climb (being mindful of traffic and weather).
3. Greater altitude widens the horizon and increases radio and navigation reception range.
4. If the airplane has VOR and/or ADF receivers, the airplane position can be determined by plotting a magnetic course from two or more navigational facilities.
5. If GPS is installed or on board, it can be used to find the airplane position and the location of the nearest airport.
6. A pilot can communicate with any available facility using frequencies shown on an aeronautical chart.
7. If contact is made with a controller, radar vectors can be offered or requested. The airplane is seen on the controller's scope by either secondary radar (using the airplane's transponder) or primary radar (using a beam reflected off the airplane).
8. If the situation becomes threatening, transmit the situation on the emergency frequency 121.5 MHz and set the transponder to 7700. Most facilities, and even airliners, monitor the emergency (or "guard") frequency.

#### **REFERENCES**

1. AC 61-23 / FAA-H-8083-25, Pilot's Handbook of Aeronautical Knowledge, Chapter 14.
2. AIM, Aeronautical Information Manual.