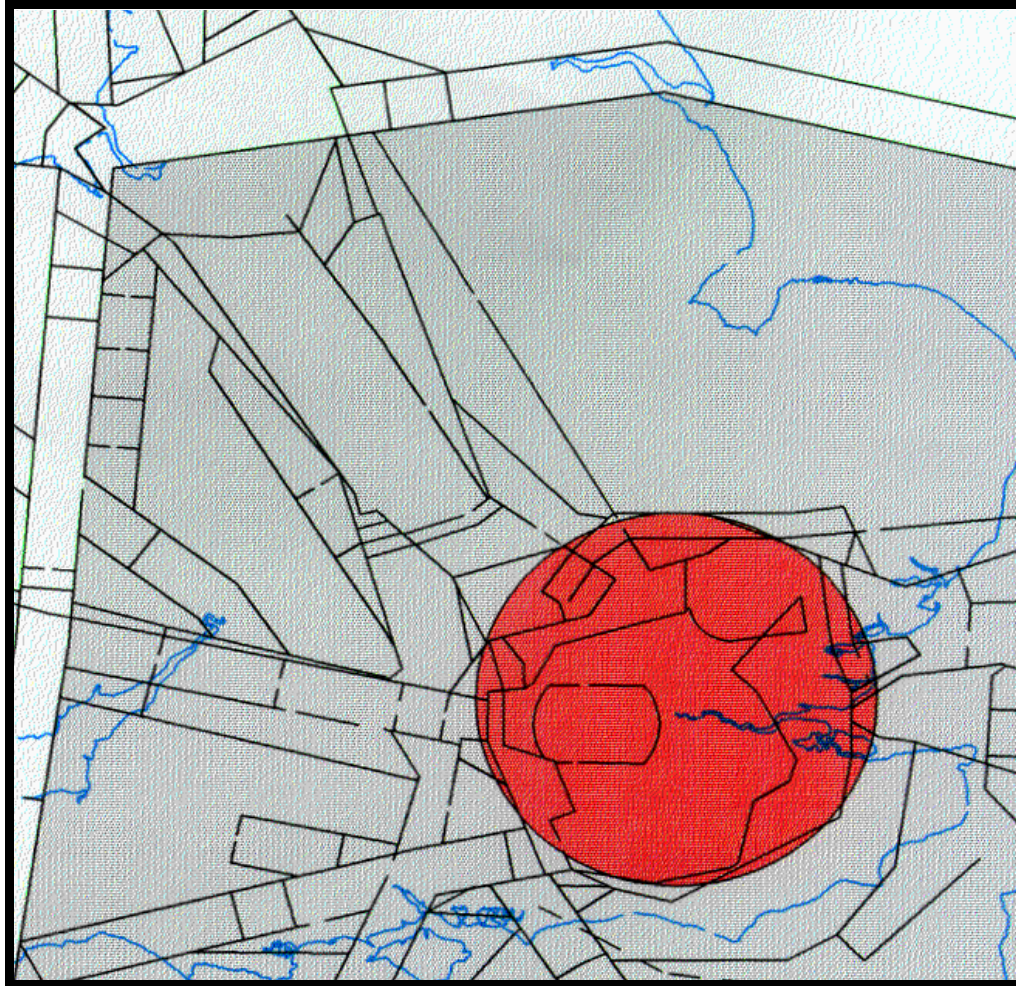


D&D OFFICIAL 121.5 MHz DF COVERAGE



 2000' COVERAGE

 3000' COVERAGE

NOTE: Direction Finding service outside these areas is unreliable or not available. Additional services are based on visual reporting points and/or Radar identification (if available). **The pilot is responsible at all times for terrain clearance.**

PHRASEOLOGY for practising the system

Do not worry about the words in a real emergency or urgency situation

LISTEN OUT BEFORE TRANSMITTING!

Aircraft - "**London Centre, callsign, request Practice Pan or request Training Fix**"

London - "Callsign, Practice Pan acknowledged, continue when ready" - Position report may be given.

Aircraft - "**Practice Pan (3 times), callsign, nature of practice emergency, and assistance required**"

Please note that position information is derived from Direction Finding equipment and not radar, hence position reports may have a +/- error of 3nms. If you require an exact position, radar identification is required.

TOP TIPS

- Emergency squawk 7700, RT failure 7600, Hijack 7500 - please use them, it will get attention and assistance.
- When changing squawk to 7000 please be careful as it is only one digit away from 7700! D&D deal with every 7700 as an actual emergency. Select 'standby' before changing.
- If you have filed a flight plan (VFR or IFR) and deviate or land elsewhere - **tell someone** - tracing action may have been taken.
- If you are in receipt of **any** Air Traffic Service and lose RT contact let the unit know you have landed safely by landline or through another unit. Tracing action will have been taken, as the unit will assume you may have had a problem.
- We are here to help - in a real emergency or urgency situation (or if uncertain of position near controlled airspace) **call early** - pride can be a killer. Practise as much as you want - it is free and one day may save your or another person's life!