

(b) If unable to immediately establish communications with an air traffic facility/agency, squawk Mode A/3, Code 7700/Emergency and Mode C.

3. Transmit a *distress* or *urgency* message consisting of *as many* as necessary of the following elements, preferably in the order listed:

(a) If distress, MAYDAY, MAYDAY, MAYDAY; if *urgency*, PAN-PAN, PAN-PAN, PAN-PAN.

(b) Name of station addressed.

(c) Aircraft identification and type.

(d) Nature of *distress* or *urgency*.

(e) Weather.

(f) Pilots intentions and request.

(g) Present position, and heading; or if *lost*, last known position, time, and heading since that position.

(h) Altitude or flight level.

(i) Fuel remaining in minutes.

(j) Number of people on board.

(k) Any other useful information.

REFERENCE-

Pilot/Controller Glossary Term- Fuel Remaining.

b. After establishing radio contact, comply with advice and instructions received. Cooperate. Do not hesitate to ask questions or clarify instructions when you do not understand or if you cannot comply with clearance. Assist the ground station to control communications on the frequency in use. Silence interfering radio stations. Do not change frequency or change to another ground station unless absolutely

necessary. If you do, advise the ground station of the new frequency and station name prior to the change, transmitting in the blind if necessary. If two-way communications cannot be established on the new frequency, return immediately to the frequency or station where two-way communications last existed.

c. When in a distress condition with bailout, crash landing or ditching imminent, take the following additional actions to assist search and rescue units:

1. Time and circumstances permitting, transmit as many as necessary of the message elements in subparagraph a3 above, and any of the following that you think might be helpful:

(a) ELT status.

(b) Visible landmarks.

(c) Aircraft color.

(d) Number of persons on board.

(e) Emergency equipment on board.

2. Actuate your ELT if the installation permits.

3. For bailout, and for crash landing or ditching if risk of fire is not a consideration, set your radio for continuous transmission.

4. If it becomes necessary to ditch, make every effort to ditch near a surface vessel. If time permits, an FAA facility should be able to get the position of the nearest commercial or Coast Guard vessel from a Coast Guard Rescue Coordination Center.

5. After a crash landing, unless you have good reason to believe that you will not be located by search aircraft or ground teams, it is best to remain with your aircraft and prepare means for signaling search aircraft.