



DFS Deutsche Flugsicherung

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Effective from: 17.11.2011
Effective until: further notice

**Supplementary regulation to the Manual of Operations for Air Traffic Services
in accordance with MO-ATS (BA-FVD) 111.7
"Direction finder"
Consecutive number 17/2011**

Dear Sir or Madam

In keeping with the Manual of Operations for Air Traffic Services (MO-ATS) item 111.7, the following supplementary regulation shall apply with effect from 17 November 2011:

1. General

During the revision of the MO-ATS effective 17 November 2011, references to the use of the direction finder functionality have been deleted. Since the deactivation of the direction finder functionality could not be carried out until effectiveness of the MO-ATS amendment the supplementary regulation in hand reinstates the references to the direction finder functionality which were deleted in AMD 2011.

2. Procedures

Items 422.42 and 422.45 of the MO-ATS are amended, items 422.46, 681.23, 681.24, 681.241 and 681.242 are added and item 852.83 is supplemented:

422.4 Where SSR is not used or available, radar identification shall be established by at least one of the following methods:

...

422.42 by correlating a particular radar position indication with an aircraft reporting its position over, or as bearing and distance from a point displayed on the radar map, and by ascertaining that the track of the particular radar position is consistent with the aircraft path or reported heading;

...

422.45 Recognition of the radar target of an aircraft whose reported heading coincides with the observed track intersected by a D/F line of position, provided that only one radar target is observed on this D/F line of position following the reported heading;

422.46 by transfer of radar identification.

681.23 If radar is not available, the ATC direction-finding equipment shall be used – if possible in connection with other D/F stations – to determine the position of the aircraft.

Note: The use of the distress frequency makes it possible to take simultaneous bearings from several stations.

.24 If the pilot agrees to be guided to a D/F station:

.241 the location of the D/F station shall be indicated;
and

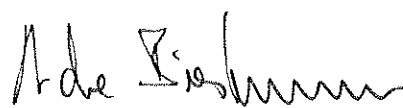
.242 the QDM shall be transmitted repeatedly.

852.83 **B: SENDEN SIE FÜR PEILUNG** **G: TRANSMIT FOR DF**

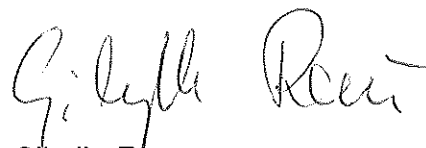
3. Applicability

The present regulation shall apply with effect from 17 November 2011.

Yours faithfully



Andre Biestmann
Head of ATM Operations & Strategy



Sibylle Rau
Head of TWR Management Services

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