

15.2 SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

15.2.1 Introduction

15.2.1.1 Although all possible contingencies cannot be covered, the procedures in 15.2.2 and 15.2.3 provide for the more frequent cases such as:

- a.) inability to comply with assigned clearance due to meteorological conditions, aircraft performance or pressurization failure;
- b.) en-route diversion across the prevailing traffic flow; and
- c.) loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

15.2.1.2 With regard to 15.2.1.1 a) and b), the procedures are applicable primarily when descent and/or turnback or diversion is required. The pilot shall take actions as necessary to ensure the safety of the aircraft and the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air Traffic control shall render all possible assistance.

15.2.2 General Procedures

15.2.2.3 If prior clearance cannot be obtained, until a revised clearance is received, the following contingency procedures should be employed and the pilot shall advise air traffic control as soon as practicable, reminding them of the type of aircraft involved and the nature of the problem. In general terms, the aircraft should be flown at a flight level and on an offset track where other aircraft are least likely to be encountered. Specifically, the pilot shall:

a) leave the assigned route or track by initially turning at least 45 degrees to the right or to the left, in order to acquire a same or opposite direction track offset 15 NM (28 km) from the assigned track centreline. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

- 1) the direction to an alternate airport,
- 2) terrain clearance;
- 3) any strategic lateral offset being flown; and
- 4) the flight levels allocated on adjacent routes or tracks;

b) having initiated the turn,

1) if unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible (pilots should take into account the possibility that aircraft below on the same track may be flying a 1 or 2 NM strategic lateral offset procedures (SLOP)) and select a final altitude which differs from those normally used by 150 m (500 ft) if at or below FL 410, or by 300 m (1 000 ft) if above FL 410; or

2) if able to maintain the assigned flight level, once the aircraft has deviated 19 km (10 NM) from the assigned track centreline, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft), if at or below FL 410, or by 300 m (1 000 ft) if above FL 410;

c) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz) and where appropriate on the frequency in use: aircraft identification, flight level, position (including the ATS route designator or the track code, as appropriate) and intentions;

d) maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped);

e) turn on all aircraft exterior lights (commensurate with appropriate operating limitations); and

f) keep the SSR transponder on at all times; and

15.2.2.3.1 When leaving the assigned track

a) if the intention is to acquire a same direction offset track, the pilot should consider limiting the turn to a 45 degree heading change, in order not to overshoot the offset contingency track; or

b) if the intention is to acquire and maintain an opposite direction offset track, then:

1) operational limitations on bank angles at cruising altitudes will normally result in overshooting the track to be acquired. In such cases a continuous turn should be extended beyond 180 degrees heading change, in order to re-intercept the offset contingency track as soon as operationally feasible; and

2) furthermore, if executing such a turnback in a 56 km (30 NM) lateral separation route structure, extreme caution pertaining to opposite direction traffic on adjacent routes must be exercised and any climb or descent, as specified in 15.2.2.3 b) 2), should be completed preferably before approaching within 19 km (10 NM) of any adjacent ATS route.