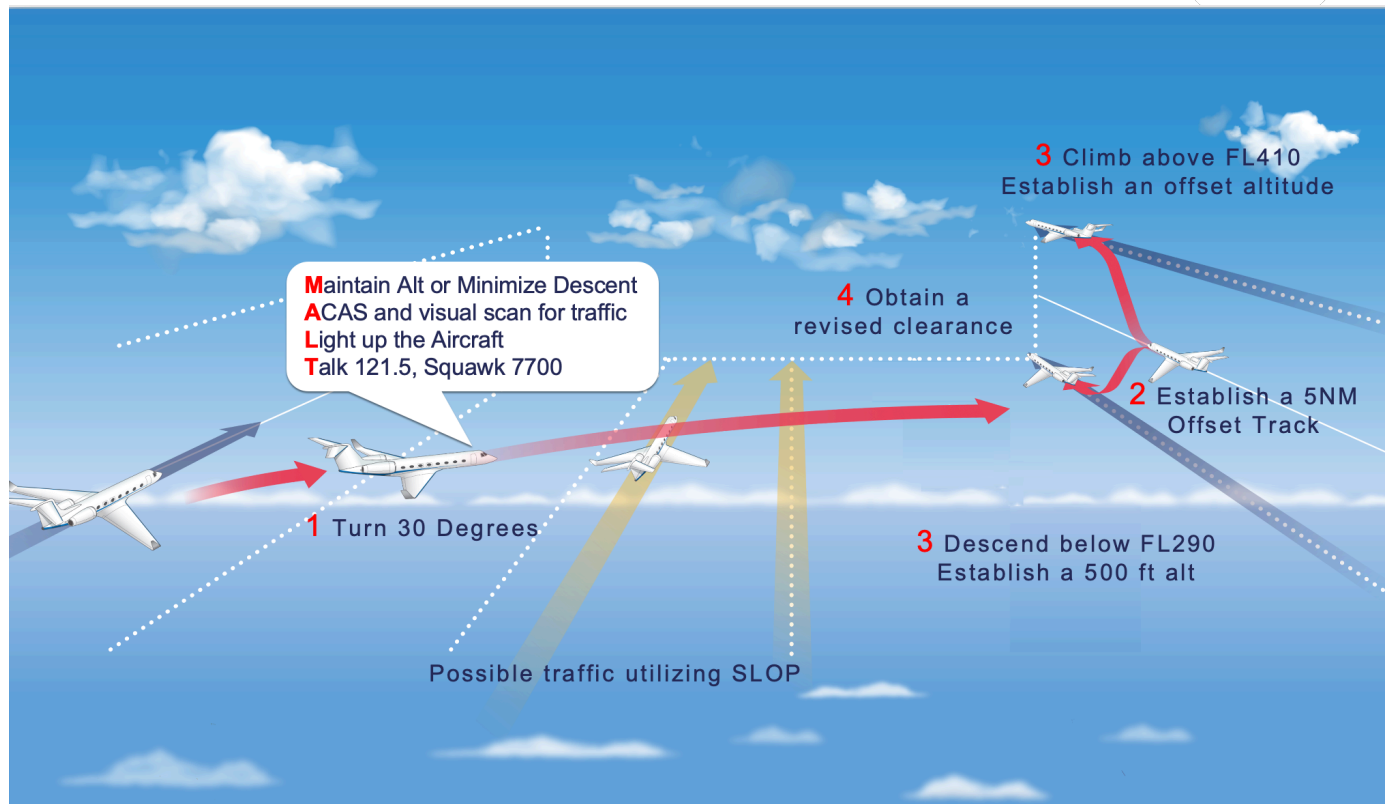


2020 ICAO Contingency Procedures



15.2 SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

15.2.2.1 If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

15.2.2.2 If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received. In general terms, the aircraft should be flown at an offset level and on an offset track where other aircraft are less likely to be encountered. Specifically, the pilot shall:

- a) leave the track or ATS route by initially turning at least 30 degrees to the right or to the left, in order to establish and maintain a parallel, same direction track or ATS route offset 5.0 NM. The direction of the turn should be based on one or more of the following factors:
 - 1) aircraft position relative to any organized track or ATS route system,
 - 2) the direction of flights and flight levels allocated on adjacent tracks,
 - 3) the direction to an alternate airport;
 - 4) any strategic lateral offset being flown, and
 - 5) terrain clearance;
- b) maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped) leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;
- c) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

- d) keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate, if equipped with ADS-B or ADS-C, select the appropriate emergency functionality;
- e) as soon as practicable, the pilot shall advise air traffic control of any deviation from assigned clearance;
- f) use means as appropriate (i.e., voice and/or CPDLC) to communicate during a contingency or emergency;
- g) if voice communication is used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;
- h) when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice communication contact with the aircraft;
- i) 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 123.450 MHz): aircraft identification, the nature of the distress condition, intention of the pilot, position (including the ATS route designator or the track code, as appropriate) and flight level; and
- j) the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and overall traffic situation.

15.2.3. Actions to be taken once offset from track

Note — The pilot's judgement of the situation and the need to ensure the safety of the aircraft will determine the actions to be taken. Factors for the pilot to consider when diverting from the cleared track or ATS route or level without an ATC clearance include, but are not limited to:

- a) operation within a parallel track system,
- b) the potential for User Preferred Routes (UPRs) parallel to the aircraft's track or ATS route,
- c) the nature of the contingency (e.g. aircraft system malfunction) and
- d) weather factors (e.g. convective weather at lower flight levels).

15.2.3.1 If possible, maintain the assigned flight level until established on the 5.0 NM parallel, same direction track or ATS route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

15.2.3.2 Once established on a parallel, same direction track or route offset by 5.0 NM, either:

- a) descend below FL 290, and establish a 500 ft vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance; or

Note 1 — Flight levels normally used are contained in Annex 2- Rules of the Air, Appendix 3.

Note 2 — Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or ATS routes. A descent below FL 290 can decrease the likelihood of conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

- b) establish a 500 ft vertical offset (or 1000 ft vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.