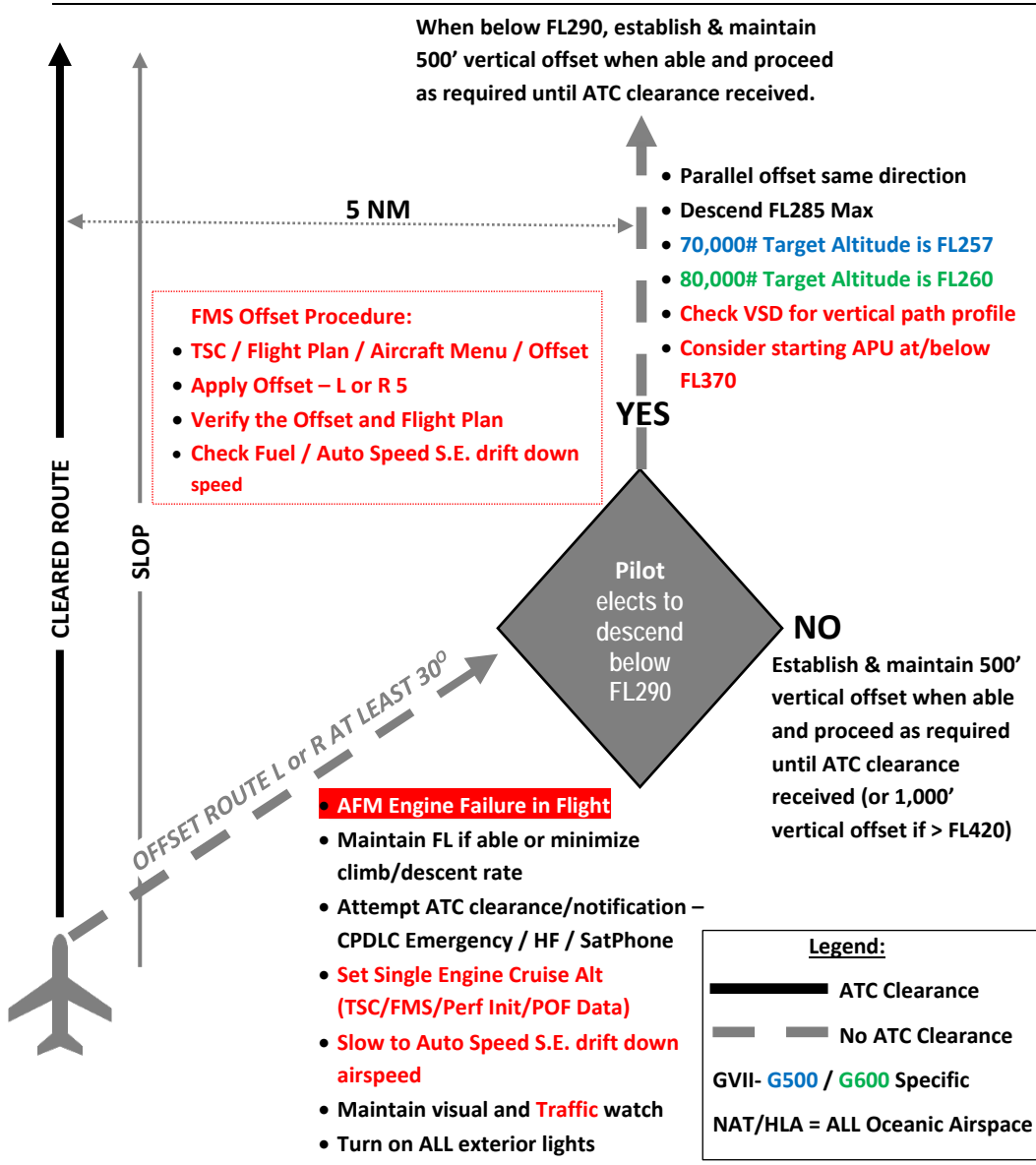


# G500 / G600 Oceanic Contingency Procedures



## OTS: RETURN & OFFSET

**Before initiating any 180° turn-back, consider maintaining a same direction 5NM offset. Expedite climb above or descend below the majority of NAT/HLA traffic FL410-290 prior to crossing adjacent tracks or making a 180° turn-back.**

1. Advise ATC when time permits – Turn on all exterior lights
2. Determine which way to turn (Consider OTS, Traffic, WX, Turn towards alternate airport)
3. Once established on the 5NM offset, expedite climb above or descend below NAT/HLA airspace (FL285-FL420)
4. Turn Left or Right as required 180° to 225° from present course to intercept and re-establish on the offset course

**Allow 20nm for 180° course reversal**

**NOTE: The FMS Offset procedure for a course reversal assumes you have inserted a contingency based turn-back flight plan in the Secondary flight plan.**

- FMS Procedure:**
1. TSC/Flight Plan/FPLN Source/Manual Source/Swap/Accept
  2. Activate appropriate leg
  3. Insert Offset L5 or R5 as necessary
  4. TSC/Flight Plan/Aircraft Menu/Offset
- Use caution to select the correct offset. The new course line should be very close to your current position.**
5. Verify Routing on PFD and Engage LNAV/FMS
  6. Confirm appropriate speed and Check Fuel

## OTS DIVERSION: ACROSS PRIMARY TFC FLOW

**If drifting down or descending, DO NOT cross tracks until level at an appropriate altitude for crossing tracks. Maintain established offset and expedite Climb above or Descend below the OTS (FL285-FL420). Utilize one of the previous procedures until clear of the organized track system.**

1. Advise ATC when time permits – Turn on all exterior lights
  2. Confirm you are level at an appropriate Offset Altitude
- ABOVE FL410 CLB or DES 1000'**  
**AT FL410 DES 500' or CLB 1000'**  
**BELOW FL410 CLB or DES 500'**
3. Request a clearance and proceed to alternate airport as per your reclearance, or direct if unable to obtain a clearance.
  4. Check Fuel & Determine appropriate speed
  5. Maintain extra vigilance for traffic
  6. Broadcast FL & Position to nearby traffic on 121.5/123.45

**ALWAYS COMPLETE ALL APPLICABLE CHECKLISTS FOR ANY SITUATION**

## DEPRESSURIZATION / EMERGENCY DESCENT

**Manually performing the Emergency Descent Procedure once crew is on O<sub>2</sub> may be the safest course of action in Oceanic Airspace. Monitor for nearby traffic on TCAS/CDTI.**

1. Crew and Passenger O<sub>2</sub> DON/100%
2. AP Disc if EDM Annunciated / Re-engage AP and select HDG and ALT, if necessary. (EDM will re-engage if above FL400)
3. Turn Left or Right as required 30-45° from present course to quickly intercept a point midway between a pair of tracks prior to entering the OTS from above. If not above tracks, establish a 5NM offset
4. Execute **AFM Automatic Emergency Descent Mode**
5. Emergency Report will automatically display if EDM is activated. Review and Press Verify/Send. If not displayed, Select TCS/Datalink/CPDLC/Emergency Review/Verify/Send
6. Advise ATC when time permits - Turn on all exterior lights
7. Maintain extra vigilance for traffic. Monitor TCAS/CDTI
8. Broadcast FL & Position to nearby traffic on 121.5/123.45

# G500 / G600 Oceanic Contingency Procedures

## WEATHER DEVIATION

Obtain ATC Clearance via TSC/Datalink/CPDLC/Request if possible. Indicate priority using "Due to WX" checkbox. If unable, contact Radio using "PAN-PAN" x3 or "WEATHER DEVIATION REQUIRED," as necessary, to establish priority. If ATC advises, "Unable due traffic, state your intentions," consider declaring an emergency prior to utilizing this procedure.

If unable to obtain a clearance:

- 1 If possible, deviate away from nearby routes, tracks, or traffic
- 2 Broadcast FL, position, and intentions to nearby traffic on 121.5/123.45
- 3 Maintain extra vigilance for traffic – Monitor TCAS/CDTI
- 4 Turn on all exterior lights
- 5 If deviating **LESS** than 5NM remain at current FL
- 6 If deviating **MORE** than 5NM use the table below.

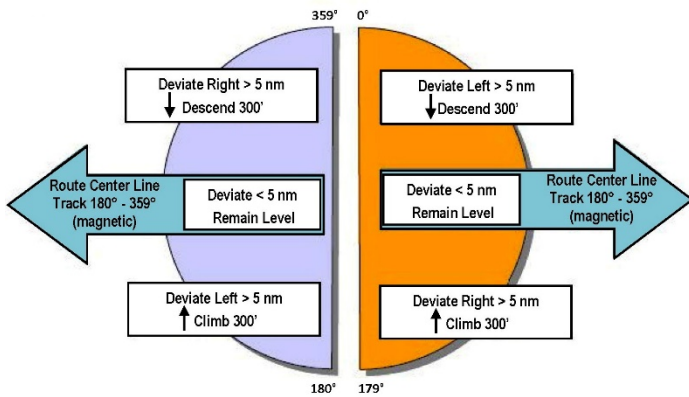
### SAND – South Ascend – North Descend

<b>EAST 000° - 179° Mag</b>	<b>Deviating Left</b>	<b>Descend 300'</b>
	<b>Deviating Right</b>	<b>Climb 300'</b>
<b>WEST 180° - 359° Mag</b>	<b>Deviating Left</b>	<b>Climb 300'</b>
	<b>Deviating Right</b>	<b>Descend 300'</b>

- 6 Return to cleared FL when within 5NM of course
- 7 Continue broadcasting FL and position
- 8 Continue to attempt contact with ATC and advise them of your weather deviation.

### FMS Procedure

TSC/Flight Plan/Aircraft Menu/Offset (Left XX or Right XX)



## ONE REMAINING NAV SOURCE

- 1 Assess prevailing circumstance:
  - a. Performance of remaining NAV source
  - b. Remaining portion of flight in NAT/HLA Airspace
- 2 Exercise good judgment with respect to current situation
  - a. Request clearance above or below NAT/HLA
  - b. Reverse course
  - c. Divert to use Special Routes (Blue Spruce)
- 3 Consult ATC as to the most suitable action
- 4 Obtain a clearance prior to any deviation from route
- 5 Ensure monitoring and crosscheck of remaining NAV source.
- 6 Check main and STBY compass systems against flight plan
- 7 Attempt visual sighting of other aircraft for position confirmation
- 8 Contact aircraft in vicinity to obtain useful info: Current Winds, Mag Heading, Drift, etc.

## TOTAL NAV FAILURE

- 1 Notify ATC
- 2 Make best use of procedures specified above
- 3 Turn on all exterior lights
- 4 Maintain extra vigilance for traffic
- 5 All data required for Dead Reckoning along route is available on Computer Flight Plan.

## COMM FAILURE

- 1 Check the following:
    - a. TSC/Comm/ displays
    - b. Volume – TSC/ATC settings
    - c. Circuit Breakers POP/CPOP (Note CAS messages)
    - d. Boom/Mask/Mic – 121.5 EMER Switch
    - e. Replace microphone and or headset
    - f. Try different frequency
  - 2 Attempt communications on SATCOM
  - 3 Attempt contact via Datalink/CPDLC
  - 4 Squawk 7600
  - 5 Broadcast in the Blind on 121.5/123.45
- Remain clear of Oceanic Airspace if able**
- 6 If failure occurs within the Oceanic airspace:
    - a. **NAT/HLA** fly route you received in your clearance and maintain your last cleared/assigned flight level and Mach
    - b. **PACIFIC OCA** maintain the last assigned speed and level for **60 minutes** after the last **compulsory reporting** point since the failure. **THEN** adjust speed and Altitude in accordance with the **FILED Flight Plan**
  - 7 Rejoin FILED Route after exiting Oceanic Airspace
  - 8 Continue attempts to regain communication

## COMM RELATED CB's/SSPC's

PILOT CAU POP G-3	VHF COMM 1 POP G-1	HF 1 CPLR TSC 2301
COPILOT CAU CPOP G-3	VHF COMM 2 TSC 2328	HF 2 CPLR TSC 2302
OBSERVER CAU CPOP G-2	NAV1 POP G-2	HF 1 AMP TSC 2324
		HF 2 AMP TSC 2325
SATCOM PRI SSPC #2311		

## OCEANIC CONTACTS

Verify numbers on JeppFD (NC – Not Confirmed)	
OAKLAND	SATCOM 436697 +1-510-745-3415 (or 3416 NC)
GANDER OCEANIC	SATCOM 431603 Oceanic / 431602 Domestic +1-709-651-5260 O / +1-706-651-5197 D
GANDER RADIO	SATCOM 431613 +1-709-651-5298
SHANWICK OCEANIC	SATCOM 423201 +353-61-368-241 (NC)
SHANWICK RADIO	SATCOM 425002 +353-61-36-86-78
NEW YORK OCEANIC (NAT)	SATCOM 436695 +1-631-468-1496
NEW YORK OCEANIC (WATRS)	SATCOM 436696 +1-631-468-1495
REYKJAVIK OAC	SATCOM 425101, 425103 +354-568-3035 (NC)
ICELAND RADIO	SATCOM 425105 +709-651-5316
SANTA MARIA RADIO	SATCOM 426302, 426305 +351-29-68-86-655