

Fly the clearance!



**NAT CONTINGENCY**

IF YOU CAN'T COMPLY WITH ATC CLEARANCE DUE TO  
 - EMERGENCY MEDICAL DIVERT  
 - ENGINE FAILURE  
 - DEPRESSURIZATION  
 - ICING  
 - TURBULENCE

1. TRY TO GET REVISED ATC CLEARANCE  
 2. IF NO ATC CLEARANCE TURN AT LEAST 30°

3. ESTABLISH 5 NM OFFSET TRACK  
 4. DESCENT TO BELOW FL 290  
 5. FLY AT 500 FT VERTICAL OFFSET FROM NORMAL LEVELS  
 6. PROCEED UNTIL NEW ATC CLEARANCE RECEIVED

EEP stops entry point  
 EEP NXXXX.XWYYYYYYY.Y  
 ETP1, 2, 3...  
 XXXYYY NXXXX.XWYYYYYYY.Y  
 EXP stops exit point  
 EXP NXXXX.XWYYYYYYY.Y

<b>Yellowknife</b>	VAR 16°E ELEV 675	RNAV 16 2287 x 46	ILS 34 109.5 2287 x 46
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

<b>Churchill</b>	VAR 2°W ELEV 96	ILS 15 2803 x 49	ILS 33 110.3 2803 x 49
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

<b>Iqaluit</b>	VAR 27°W ELEV 110	RNAV 16 2623 x 61	ILS 34 109.9 2623 x 61
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

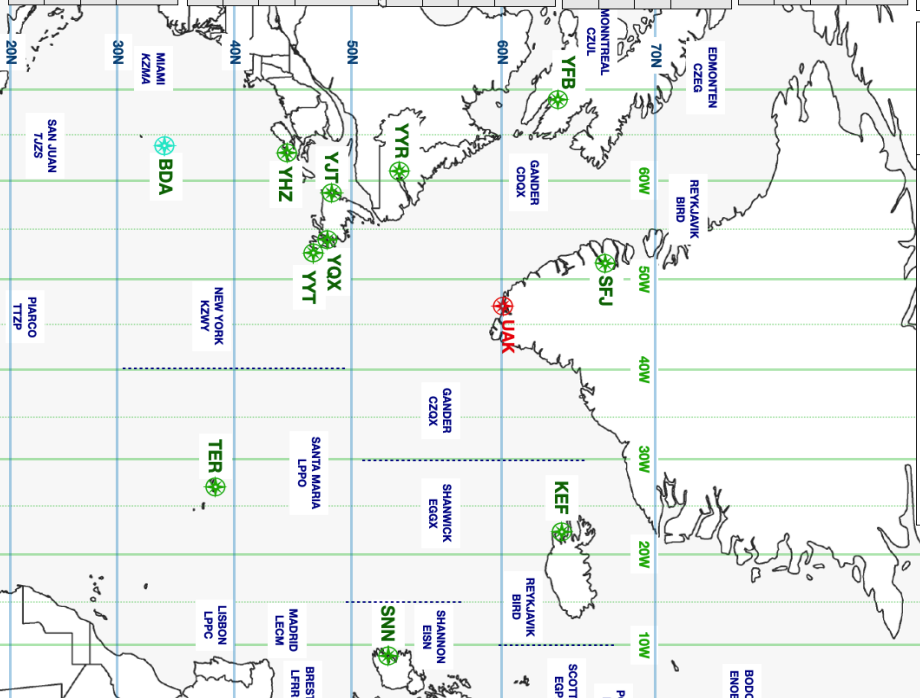
<b>Goose Bay</b>	VAR 21°W ELEV 160	ILS 26 110.3 3368 x 61	RNAV 15/33 2020 x 61
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

<b>Gander</b>	VAR 20°W ELEV 496	ILS 21 109.5 3109 x 61	RNAV 13/31 2713 x 61
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

<b>St. Johns</b>	VAR 19°W ELEV 461	ILS 29 109.1 2591 x 61	RNAV 16/34 2135 x 61
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

<b>Bermuda</b>	VAR 15°W ELEV 18	VOR 12 113.9 2782 x 46	ILS 30 109.9 2958 x 46
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

<b>HF @ XXX</b>	call YYY	primary	secondary	XPDR



<b>Kangerlussuaq</b>	VAR 30°W ELEV 165	LOC 09 109.55 2810 x 60	NDB 09 109.55 2810 x 60
E ETA:	L ETA:		
NOTAM:			
Wind / WX			
<b>Narsarsuaq</b>	VAR 23°W ELEV 112	NDB 06 1830 x 45	RNAV 06/24 1830 x 45
E ETA:	L ETA:		
NOTAM:			
Wind / WX			
<b>Keflavik</b>	VAR 14°W ELEV 169	LS 19 111.3 3045 x 60	ILS 28 108.5 3059 x 45
E ETA:	L ETA:		
NOTAM:			
Wind / WX			
<b>Shannon</b>	VAR 4°W ELEV 46	ILS 06 109.5 3199 x 45	ILS 24 110.95 3059 x 45
E ETA:	L ETA:		
NOTAM:			
Wind / WX			
<b>Lajes</b>	VAR 10°W ELEV 180	ILS 15 109.9 3310 x 60	ILS 33 111.5 3310 x 60
E ETA:	L ETA:		
NOTAM:			
Wind / WX			

**DIVERSION DECISION MAKING**

1. Loss of MNPS capability **BEFORE** entering MNPS area
2. WX minima at diversion airport(s) going below company/crew en-route minima **BEFORE** reaching ETOPPS Entry Point (or diversion airport(s) becoming unsuitable for any reason)
3. Failure cases → **LAND ASAP**
4. Increased FUEL consumption → **exceeding available FUEL reserves**
5. **ELEC generation**

1. only **ONE GEN** remaining following a multiple failure
2. only **ONE MAIN GEN** remaining and LOW LEVEL, LOW PRESSURE or GREEN HYD overheat

WATRS → ROUTE / FL / MN