

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°

- Maintain FL / Minimise descent
- ACAS and visual watch
- Lights on
- Talk 121.5, 123.45, 7700, SATCOM

3. ESTABLISH 5 NM OFFSET TRACK

4. DESCENT TO BELOW FL 290

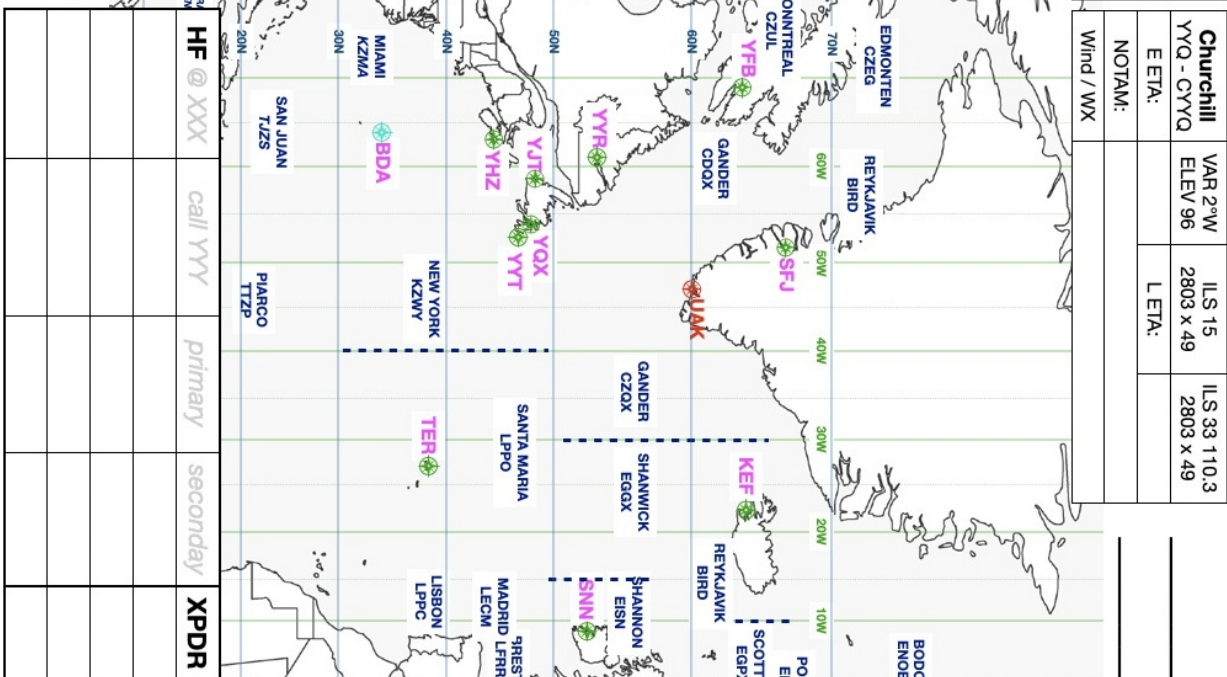
5. FLY AT 500 FT VERTICAL OFFSET FROM NORMAL LEVELS

6. PROCEED UNTIL NEW ATC CLEARANCE RECEIVED

EPP etops entry point
EPP NXXXX.XMYYYYYY.Y
ETP1, 2, 3...
XXX/YYY NXXXX.XMYYYYYY.Y
EXP etops exit point
EXP NXXXX.XMYYYYYY.Y

- DIVERSION DECISION MAKING**
1. Loss of NAT HLA capability **BEFORE** entering NAT HLA 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

Yellowknife VAR 16°E ELEV 675 E ETA: NOTAM: Wind / WX	RNAV 16 2287 x 46 L ETA: L. ETA:	ILS 34 109.5 2287 x 46
Churchill VAR 2°W ELEV 96 E ETA: NOTAM: Wind / WX	ILS 15 2803 x 49 L ETA: L. ETA:	ILS 33 110.3 2803 x 49
Iqaluit VAR 27°W ELEV 110 E ETA: NOTAM: Wind / WX	RNAV 16 2623 x 61 L ETA: L. ETA:	ILS 34 109.9 2623 x 61
Goose Bay VAR 21°W ELEV 160 E ETA: NOTAM: Wind / WX	ILS 26 110.3 3368 x 61 L ETA: L. ETA:	RNAV 15/33 2020 x 61
Gander VAR 20°W ELEV 496 E ETA: NOTAM: Wind / WX	ILS 21 109.5 3109 x 61 L ETA: L. ETA:	RNAV 13/31 2713 x 61
Stephenville VAR 20°W ELEV 496 E ETA: NOTAM: Wind / WX	RNAV 09 3051 x 61 L ETA: L. ETA:	ILS 27 109.5 3051 x 61
St. Johns VAR 19°W ELEV 461 E ETA: NOTAM: Wind / WX	ILS 29 109.1 2591 x 61 L ETA: L. ETA:	RNAV 16/34 2135 x 61
Bermuda VAR 15°W ELEV 18 E ETA: NOTAM: Wind / WX	VOR 12 113.9 2782 x 46 L ETA: L. ETA:	ILS 30 109.9 2958 x 46



Kangerlussuaq VAR 30°W ELEV 165 E ETA: NOTAM: Wind / WX	LOC 09 109.55 2810 x 60 L ETA: L. ETA:	NDB 09 109.55 382 2810 x 60
Narsarsuaq VAR 23°W ELEV 112 E ETA: NOTAM: Wind / WX	NDB 06 1830 x 45 L ETA: L. ETA:	RNAV 06/24 1830 x 45
Keflavik VAR 14°W ELEV 169 E ETA: NOTAM: Wind / WX	LS 19 111.3 3045 x 60 L ETA: L. ETA:	ILS 28 108.5 3059 x 45
Shannon VAR 4°W ELEV 46 E ETA: NOTAM: Wind / WX	ILS 06 109.5 3199 x 45 L ETA: L. ETA:	ILS 24 110.95 3059 x 45
Lajes VAR 10°W ELEV 180 E ETA: NOTAM: Wind / WX	ILS 15 109.9 3310 x 60 L ETA: L. ETA:	ILS 33 111.5 3310 x 60

WATRS → ROUTE / FL / NM
XPDR 2000 after 10 / 30 minutes

Briefing - CheckIn **flight:** _____ **gate:** _____ **date:** _____

Aircraft / version:	From – To ____ () - ____ ()	scheduled times: OFF – ON : / :	CABIN CREW BRIEFING BRIEFING TOPPIC SLOT Flight time : : WX-Briefing <input type="checkbox"/> CREW ID <input type="checkbox"/> PASS <input type="checkbox"/> Entry cards <input type="checkbox"/> VACCINE <input type="checkbox"/> SPECIALS
Crew / luggage: 2 / 8 / 10	Taxi time / RWY / Departure	T/O – LDG : / :	

PAX specials: _____ SOULS on board / CREW / PAX

spare EFB Flight Return Kit
(updated, power)

ZFW: max planned actual TOW: max planned actual LGW: max planned actual

MEL/HIL items	NOTAMs	a/c specification
-		
-		

WX	E ETA – L ETA	
DEPARTURE		
1 st ETOPS Alt		
2 nd ETOPS Alt		
3 rd ETOPS Alt		
DEST		
ALTERNATE		

Departure			FUEL	
RWY:	TAXI route:	THREATS:	TRIP fuel / time:	
Route:	RTO margin:	MITIGATIONS:	CF:	
1 st Altitude:	EOSID:	MISCs:	EROPS:	
MSA/MORA:	RETURN / diversion:		Alt:	
FUEL/EXTRA time:	SPECIAL ops:		Taxi:	
	NON-standard ops			

En-route - NAT / IFBP			TREATS:	
WX / TURBS / Steps:	OTS:	TMI:		
	Entry:	@:	EXTRA:	
	Exit:	@:	FINAL BLOCK:	

Arrival		
ARRIVAL / transition:	APPR Guidance:	THREATS:
MORA/MOCA/MSA:	FLAPS setting:	MITIGATIONS:
STAR:	STOP margin:	MISCs:
RWY & APPR type:	REVERSE AUTOBRAKE:	NAT/HLA - Africa
Minimum:	RWY exit:	1# 123,45 (Air2Air)
Go-Around:	TAXI hotspots:	2# 121.5 (Guard)
Extra FUEL & TIME:	SPECIAL ops:	3# 126.9 (IFBP)
	NON-standard ops	

