

## Pilot/Controller Weather Deviation Procedures For Oceanic Operations

### General Procedures

1. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.
2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time
3. The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.

### Procedures When Pilot-Controller Communications Established

1. **Pilot requests rapid ATC response and clearance to deviate by stating:**

“WEATHER DEVIATION REQUIRED  
\_\_\_ miles left or right”

**or**

Uses the Urgency Call: “*PAN PAN PAN*”

2. **ATC takes one of the following actions:**

- A. Issues clearance to deviate (may request climb or descent to establish vertical separation)

**or**

- B. Advises pilot: "Unable (requested deviation); traffic is: (call sign, position, altitude, direction); advise intentions."

3. **Pilot will take the following actions:**

- A. Advise ATC of intentions
- B. Comply with ATC clearance issued

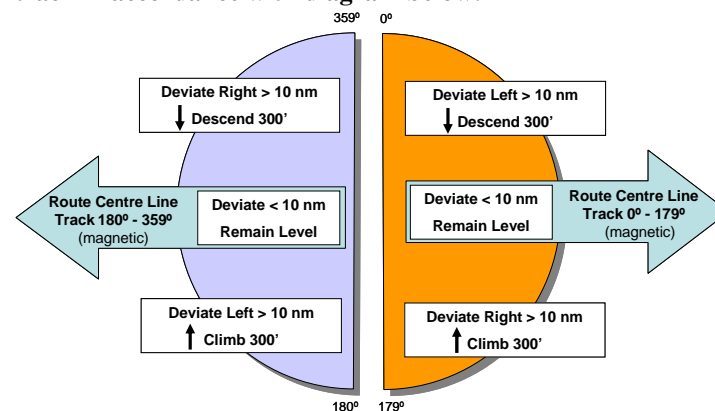
**or**

- C. Advise ATC of intentions and execute the procedures for deviation without revised ATC clearance on page 2
- D. When communicating with ATC via datalink, if necessary to expedite dialogue, establish voice communications

**Procedures: Deviation For Weather, Revised Clearance Cannot Be Obtained** (executed under provision that pilot may deviate from rules of the air when absolutely necessary in the interests of safety).

### Pilot should take the following actions:

1. **Deviate away from organized track or route system, if possible**
2. **Initiate level changes once the aircraft is approximately 10 NM from track in accordance with diagram below:**



3. **Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals:**
  - A. Flight identification, flight level, aircraft position (including the ATS route designator or the track code) and...
  - B. Intentions (including magnitude of deviation expected) on frequency in use and on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).
4. **Watch for conflicting traffic both visually and by reference to ACAS (if equipped)**
5. **Turn on all aircraft exterior lights (commensurate with appropriate operating limitations)**
6. **Adjust the path of the aircraft, as necessary, to avoid conflict with other aircraft at or near the same FL and position**
7. **If contact not established prior to deviating, continue to attempt to contact ATC to obtain a clearance**
8. **If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information**
9. **When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.**