G650 Oceanic Contingency Procedures – NON North Atlantic (NAT)

ONE ENGINE INOPERATIVE, OEI

1. Set MCT on Operating Engine (Auto throttles will Disengage)
2. Slow to L/D Max (SMC / FLTREF / Approx. VRef Flaps 0° + 10 kts).
   QRH / Engine Driftdown Charts / EB-16
   Then, begin driftdown using FLCH to the OEI Cruise Alt.
   FMS – PERF / S.E. RANGE (SR)

3. Turn on all exterior lights
4. Pre-Briefed Turn Left or Right at least 30° and Offset 15NM
   (Consider OTS, Traffic, WX, Turn towards alternate airport)
5. Once clear of assigned route by 10NM climb or descend to an offset altitude
6. Establish on 15NM offset

   Caution
   Diversion across the OTS at an offset FL is not recommended. Before initiating any 180° turn-back, maintain a same direction 15NM offset. Climb above FL410 or expedite descent below FL290 prior to crossing adjacent tracks, and/or making a 180° turn-back.

   ABOVE FL410 CLIMB or DESCEND 1000’
   AT or BELOW FL410 CLIMB or DESCEND 500’

   -Simultaneously-

   7. Verify or manually select CPDLC / Emergency:
      FMS – NAV / ATC / Emergency (1L)
   8. Maintain extra vigilance for traffic (TCAS/Visual Lookout)
   9. Advise nearby aircraft when time permits on 121.5/123.45 ("OEI Driftdown, position, FL and Intentions")
   10. Advise ATC when time permits (OEI Driftdown, position, FL and Intentions. Request clearance and proceed to alternate airport, or Direct if unable to obtain a clearance.)

   FMS Procedure:
   Select PROG / Page 3
   Enter the appropriate Offset, L15 or R15 (1R)
   Verify the Offset and Flight Plan, then Activate (6R)
   Monitor new route
   Check Fuel and determine appropriate speed

   DEPRESSURIZATION / EMERGENCY DESCENT

   Manually perform the Emergency Descend Procedure
   ONCE CREW IS ON O2:
   1. Crew and Passenger O2. DON/100%
   2. If EDM Annunciated, Re-engage AP and select HDG/ALT
   3. If Crossing Above OTS Turn Left or Right as required 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 15NM offset.
   4. Altitude Selector – Set/Verify 15000ft
   5. MAN Speed – MMO and FLCH
   6. Deploy Speedbrakes
   7. If EDM Annunciated, Verify “Emergency” on CPDLC / ADS. Review the info; add Persons on Board (POB) and Press SEND
   8. If EDM not displayed, Press NAV / ATC (R1) / ATC INDEX (L6) / EMERGENCY (1L) / MAYDAY to active ADS Emergency Mode
   9. Turn on all exterior lights
   10. Maintain extra vigilance for traffic (TCAS/Visual Lookout)
   11. Advise nearby aircraft when time permits on 121.5/123.45 ("Emergency Descent, position, FL and Intentions") Advise ATC when time permits ("Emergency Descent, position, FL and Intentions. Request clearance and proceed to alternate airport, or Direct if unable to obtain a clearance.

   WEATHER DEVIATION

   1. Pilot develops the amended Route, Altitude and Speed required to avoid the weather.
   (If possible, deviate away from nearby routes, tracks, or traffic. Formulate request in Terms of Left or Right and #of NM from of cleared course)
   2. Obtain ATC Clearance

   NOTE
   Indicate priority with "WEATHER DEVIATION REQUIRED" or "PAN-PAN-PAN"

   If unable to obtain a clearance or NO ATC COMM
   3. Advise ATC:
      "I am deviating as requested and will employ the ICAO Weather Deviation Contingency at 10NM using PIC Emergency Authority"
4. Maintain extra vigilance for traffic (TCAS/Visual Lookout)
5. Turn on all exterior lights
6. If deviating LESS than 10NM remain at the current FL
7. If deviating 10NM or MORE use the graphic below

**WEATHER DEVIATION CONTINGENCY PROCEDURE**

**NO ATC CLEARANCE**

**NAV RELATED CB's**

- ALL NAV RECEIVERS ARE ON A SINGLE CB
- NAV RCVR 1 POP F3
- NAV RCVR 2 CPOP F3

**COMM FAILURE**

1. Check the following:
   a. Communications panels (3)
   b. Volume
   c. Circuit Breakers (See list below)
   d. Replace microphone and or headset
   e. Try different frequency
2. Attempt communications on SATCOM
3. Attempt contact via Datalink (ADS-C / 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. PACIFIC OCA: maintain the last assigned speed and FL 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**

| PILOT ACP POP G-1 | VHF COMM 1 POP F-4 | HF CPLR 1 SSPC #2301 |
| PILOT ACP POP G-1 | VHF COMM 2 POP F-4 | HF CPLR 2 SSPC #2302 |
| OBSERVER ACP CPOP G-2 | NAV/COM#3 CPOP G-4 | HF RX/TX 1 SSPC #2303 |
| OBSERVER ACP CPOP G-2 | NAV/COM#3 CPOP G-4 | HF RX/TX 2 SSPC #2304 |

**OCEANIC CONTACTS**

- **Verify numbers on Jepp Chart**
- **OAKLAND Center**
  - SATCOM 436697 +1-510-745-3415 or 3416
- **OAKLAND ARINC**
  - SATCOM 436625 +1-907-269-1103
- **ANCHORAGE Center**
  - SATCOM 436602 +1-907-269-1103
- **FUKUOKA Center**
  - SATCOM 443101 +81-78-99-36-501
- **TOKYO Radio** +81-47-63-26-440
- **TOKYO Radio** +81-47-63-26-440

**TOTAL NAV FAILURE**

1. Pilot develops the amended Route, Altitude and Speed required to avoid known traffic.
2. Notify ATC “Total Navigation Failure”
3. Turn on all exterior lights
4. Maintain extra vigilance for traffic (TCAS/Visual Lookout)