

5.5. The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" to alert all listening parties to a special handling condition, which may receive ATC priority for issuance of a clearance or assistance.

5.6. When controller-pilot communications are established, the pilot shall notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions;

- a) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track; or
- b) If there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation or, if unable to establish vertical separation, ATC shall;
 - i) Advise the pilot unable to issue clearance for requested deviation
 - ii) Advise pilot of conflicting traffic
 - iii) request pilot's intentions

SAMPLE PHRASEOLOGY:

"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advice intentions."

5.7. The pilot will take the following actions:

- a) advice ATC of intentions by the most expeditious means available,
- b) comply with air traffic control clearance issued or
- c) Execute the procedures detailed in 5.9 below. (ATC will issue essential traffic information to all affected aircraft).
- d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

Actions to be taken if a revised air traffic control clearance cannot be obtained,

5.8. The pilot shall take the actions listed below under the provision that pilot may deviate from rules of the air (e.g., the requirement to operate on route or track center line unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

5.9. If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

- a) If possible, deviate away from an organized track or route system;
- b) Establish communication with and alert nearby aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency).
- c) Watch for conflicting traffic both visually and by reference to ACAS;
- d) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- e) For deviations of less than 10NM, aircraft should remain at the level assigned by ATC;