



**Twenty First Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/21)**

Auckland, New Zealand, 6-8 March 2007

Agenda Item 3: Review work conducted since last meeting.

Requesting ATC Clearances for Deviations

(Presented by FAA)

SUMMARY

This paper provides information on Automatic Dependent Surveillance (ADS) Lateral Deviation Event reports. ADS reports have shown evidence of aircraft initiating (weather) deviations prior to receiving ATC clearance to deviate or advising ATC of deviation. Though most deviations are likely conducted due to weather, it is still important for pilots to either request a clearance for the deviation or if unable to obtain a clearance, advise ATC of intentions or actions as soon as practicable.

1. INTRODUCTION

1.1 On October 17, 2005, the Federal Aviation Administration Oakland ARTCC (ZOA) began full time operational use of its new oceanic automation system, Ocean21, within the entire Oakland Oceanic Flight Information Region (FIR). When aircraft initiate a data-link connection with ZOA, Ocean21 establishes an ADS contract. The ADS contract includes a Lateral Deviation Change (LDC) event request of 5 NM.

2. DISCUSSION

2.1 When an aircraft, with an ADS/LDC contract, deviates 5 NM or more from the aircraft's route centreline, the aircraft automatically downlinks an LDC. The controller is then required to reconcile the aircraft's intent. This is normally done by requesting that the aircraft verify position and advise if they are requesting a weather deviation.

2.2 ZOA has received LDC reports from aircraft who later confirm they are deviating for weather and need a weather deviation clearance. Deviations from an aircraft's cleared route of flight without a clearance or without notification unnecessarily raise controller workload and reduce system safety.

2.2.1 During an analysis of all LDC reports received on February 13, 2007 three of the reports indicate that the aircraft were deviating without prior clearance. The sequence of events for one of these reports is especially illustrative:

1416:58

REQUEST WEATHER DEVIATION UP TO R 020 NM

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1419:14 Trial Probe- Conflict Detected (Immediate)
1420:05 Lateral Deviation Event report received
1420:29 UNABLE,
DUE TO TRAFFIC,
Freetext: DEVIATION LEFT OF COURSE OR HIGHER
ALTITUDE IS AVAILABLE

2.3 International Civil Aviation Organization (ICAO) Doc 4444, 15.2.3.2.1, states “the pilot should notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected”. Flight crews are reminded to make a request for a weather deviation prior to beginning to deviate around weather. If unable to get a revised ATC clearance, the pilot should advise ATC of intentions and/or actions.

2.4 FAA will notify individual operators of any future occurrences of this nature.

3. ACTION BY THE MEETING

The group is invited to assist ZOA in disseminating the information provided in this paper.

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