

priority is desired on the frequency and for ATC response.

2. The pilot still retains the option of initiating the communications using the urgency call “PAN–PAN” 3 times to alert all listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

3. ATC will:

(a) Approve the deviation.

(b) Provide vertical separation and then approve the deviation; or

(c) If ATC is unable to establish vertical separation, ATC must advise the pilot that standard separation cannot be applied; provide essential traffic information for all affected aircraft, to the extent practicable; and if possible, suggest a course of action. ATC may suggest that the pilot climb or descend to a contingency altitude (1,000 feet above or below that assigned if operating above FL 290; 500 feet above or below that assigned if operating at or below FL 290).

PHRASEOLOGY–

STANDARD SEPARATION NOT AVAILABLE, DEVIATE AT PILOT’S DISCRETION; SUGGEST CLIMB (or descent) TO (appropriate altitude); TRAFFIC (position and altitude); REPORT DEVIATION COMPLETE.

4. The pilot will follow the ATC advisory altitude when approximately 10 NM from track as well as execute the procedures detailed in paragraph 7–1–14c5.

5. If contact cannot be established or revised ATC clearance or advisory is not available and deviation from track is required, the pilot must take the following actions:

(a) If possible, deviate away from an organized track or route system.

(b) Broadcast aircraft position and intentions on the frequency in use, as well as on frequency 121.5 MHz at suitable intervals stating: flight identification (operator call sign), flight level, track code or ATS route designator, and extent of deviation expected.

(c) Watch for conflicting traffic both visually and by reference to TCAS (if equipped).

(d) Turn on aircraft exterior lights.

(e) Deviations of less than 10 NM should REMAIN at ASSIGNED altitude. Otherwise, when the aircraft is approximately 10 NM from track, initiate an altitude change based on the following criteria:

TBL 7-1-5

Route Centerline/Track	Deviations >10 NM	Altitude Change
EAST (000°–179° magnetic)	LEFT	DESCEND 300 ft
	RIGHT	CLIMB 300 ft
WEST (180°–359° magnetic)	LEFT	CLIMB 300 ft
	RIGHT	DESCEND 300 ft
<i>Pilot Memory Slogan: “East right up, West right down.”</i>		

(f) When returning to track, be at assigned flight level when the aircraft is within approximately 10 NM of centerline.

(g) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

7–1–15. Runway Visual Range (RVR)

There are currently two configurations of RVR in the NAS commonly identified as Taskers and New Generation RVR. The Taskers are the existing configuration which uses transmissometer technology. The New Generation RVRs were deployed in November 1994 and use forward scatter technology. The New Generation RVRs are currently being deployed in the NAS to replace the existing Taskers.

a. RVR values are measured by transmissometers mounted on 14–foot towers along the runway. A full RVR system consists of:

1. Transmissometer projector and related items.
2. Transmissometer receiver (detector) and related items.
3. Analog
4. recorder.
5. Signal data converter and related items.
6. Remote digital or remote display programmer.