

B777 Rerouting or Diversion Decision Making

1. A rerouting or diversion will be considered in the following cases.

- Loss of designated navigational capability before entering a certain required Navigation performance airspace. (Refer to FOM chapter 10 Navigation)
- Weather minima at one or more of the declared ERA falling below "Approach and Landing Minima" in FOM Chapter 4, or one or more declared enroute alternate airport(s) becoming unsuitable for any reason, before reaching the EEP.
- There are some situations include, but are not limited to, conditions where:
 - The non-normal checklist includes the item "Plan to land at the nearest suitable airport." •
Fire or smoke continues
 - Only one AC power source remains (main engine generator, APU generator or backup power system [both generators])
 - Any other situation determined by the flight crew to have a significant adverse effect on safety if the flight is continued. For more information, refer to Non-Normal checklist (QRH).
- Failure cases resulting in an increased fuel consumption, exceeding the available fuel reserves

2. When a diversion while enroute on an extended range operation is necessitated, the weather and field conditions at an ERA will permit an instrument approach to be initiated and a landing completed.

3. The final decision belongs to the captain who may choose a more suitable and/or more distant airport for operational or safety reasons or considering more appropriate airport safety equipment.

4. In case of re-routing or diversion, re-routing or diversion is deemed to be necessary, the flight crew should inform OCC or any other related department the present position of the aircraft, fuel quantity and air condition, and coordinate with OCC/dispatcher.

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BEFORE EEP

1. **EEP.....CHECKED ALL**
Compare OFP with FMC
2. **FMC.....SET UP PM**
Set up the alternate airport on ALTN page
3. **FUEL.....CHECKED ALL**
Compare OFP with actual fuel
4. **AIRCRAFT CONDITION.....CHECKED ALL**
Status, Air, Fuel system as needed
5. **MSA.....CHECKED ALL**
MSA on OFP
6. **WEATHER.....CHECKED ALL**
For the alternate airport
7. **NOTAM.....CHECKED ALL**
For the alternate airport

ETP

1. **ETP.....CHECKED ALL**
Compare OFP with FMC
2. **FMC.....SET UP PM**
Set up the alternate airport on ALTN page
3. **FUEL.....CHECKED ALL**
Compare OFP with actual fuel
4. **MSA.....CHECKED ALL**
MSA on OFP
5. **WEATHER.....CHECKED ALL**
For the alternate airport
6. **NOTAM.....CHECKED ALL**
For the alternate airport