

## 4. LEVEL INFORMATION BASED ON THE USE OF PRESSURE-ALTITUDE INFORMATION

### 4.1 VERIFICATION OF LEVEL INFORMATION

4.1.1 The tolerance value used to determine that pressure-altitude-derived level information displayed to the controller is accurate will be  $\pm 200$  ft in RVSM airspace. In other airspace, it will be  $\pm 300$  ft

4.1.2 Verification of pressure-altitude-derived level information displayed to the controller will be effected at least once by each suitably equipped ATC unit on initial contact with the aircraft concerned or, if this is not feasible, as soon as possible thereafter. The verification will be effected by simultaneous comparison with altimeter-derived level information received from the same aircraft by radio telephony. The pilot of the aircraft whose pressure-altitude-derived level information is within the approved tolerance value need not be advised of such verification.

**To request level check:**

\*CONFIRM (level)

4.1.3 If the displayed level information is not within the approved tolerance value or when a discrepancy in excess of the approved tolerance value is detected subsequent to verification, the pilot will be advised accordingly and requested to check the pressure setting and confirm the aircraft's level.

\*SQUAWK CHARLIE

\*CHECK ALTIMETER SETTING AND CONFIRM (level)

4.1.4 If, following confirmation of the correct pressure setting the discrepancy continues to exist, the following action should be taken according to circumstances:

a) request the pilot to stop Mode C altitude data transmission, provided this does not cause the loss of position and identity information, and notify the next control positions or ATC unit concerned with the aircraft of the action taken; or

\*STOP SQUAWK CHARLIE WRONG INDICATON

b) inform the pilot of the discrepancy and request that the relevant operation continue in order to prevent loss of position and identity information of the aircraft. Notify the next control position or ATC unit concerned with the aircraft of the action taken.

## 5 GENERAL PROCEDURES

### 5.1 PERFORMANCE CHECKS

5.1.1 The controller will adjust the situation display(s) and carry out adequate checks on the accuracy thereof. Ensure the position of RPM