

Scenario 2: There is a failure or loss of accuracy of one primary altimetry system (e.g., greater than 200 feet difference between primary altimeters)

The Pilot should

Cross check standby altimeter, confirm the accuracy of a primary altimeter system and notify ATC of the loss of redundancy. If unable to confirm primary altimeter system accuracy, follow pilot actions listed in the preceding scenario.

EXPANDED EQUIPMENT FAILURE AND TURBULENCE ENCOUNTER SCENARIOS.

Operators may consider this material for use in training programs.

* Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold)

The Pilot should:	ATC can be expected to :
Initially: Maintain CFL and evaluate the aircraft's capability to maintain altitude through manual control	
Subsequently: Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air-to –air frequency, may be used).	
Notify ATC of the failure and intended course of action. Possible courses of action include:	
1) maintaining the CFL and route, provided that the aircraft can maintain level.	1) If the pilot intends to continue in RVSM airspace, assess the traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish lateral, longitudinal or conventional vertical separation.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
3) Executing the contingency maneuver shown in paragraphs 6.0 of this AIP Supplement to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC facilities/sectors of the situation.