

*Scenario 4: The primary altimeters diverge by more than 200 ft (60m)

The Pilot should
Determine the defective system through the normal airplane integrated comparator warning system or in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card)
If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters

*Scenario 5: Failure of the transponder

The Pilot should: Notify ATC prior to entering airspace where a transponder is normally required.	The controller should take action as appropriate
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*Scenario 6: Turbulence (greater than moderate) which the pilot believes will impact the aircraft's capability to maintain flight level.

The Pilot should:	ATC can be expected to :
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 intended course of action as soon as possible. Possible courses of action include: 1) Maintaining CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) 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 flight level change, if necessary.	2) unable to provide adequate separation, advise the pilot of essential traffic information and request pilot's intentions.
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) Notify other aircraft in the vicinity and monitor the situation.
	4) Notify adjoining ATC facilities/sectors of the situation.
	Note.– The ATS provider, based on this information, should consider suspending RVSM operations