

*Scenario 2: Loss of redundancy in primary altimetry systems

The Pilot should:	ATC can be expected to :
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress

*Scenario 3: All Primary altimetry systems are considered unreliable or fail

The Pilot should:	ATC can be expected to :
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped).	
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).	
Consider declaring an emergency. Notify ATC of the failure and intended course of action using the phrase "UNABLE RVSM DUE EQUIPMENT" Possible courses of action include:	Obtain pilot's intentions, and pass essential traffic information.
1) maintaining the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation, 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 ATC cannot establish adequate separation from other aircraft.	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.	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.