

- a) The aircraft is being initially delivered to the State of registry or Operator (See Paragraph 9.0 for additional details and information); or
- b) The aircraft was formally RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
- c) The aircraft is transporting a spare engine mounted under the wing; or d) The aircraft is being utilized for mercy or humanitarian purposes; or e) State aircraft (those aircraft used in military, customs and police services shall be deemed state aircraft)

Note.—The procedures are intended exclusively for the purpose indicated and not as a means to circumvent the normal RVSM approval process.

7.5.1. The assignment of cruising levels to non-RVSM complaint aircraft listed in paragraph 7.5 (a) to (e) shall be subject to an ATC clearance. Aircraft operators shall include "STS/ CATEGORY" (i.e. FERRY/ HUMANITARIAN/ MILITARY/ CUSTOMS/POLICE)/ NON- RVSM COMPLIANT" in field 18 of the ICAO Flight Plan.

7.5.2. Where necessary, the Kathmandu Area Control Center may be contacted as follows:

Telephone: 977-1-4113259
AFTN: VNKTZRZX
FAX: 977-1-4113168
E-Mail: planstat@tiairport.com.np

8. Procedure for Aircraft that are RVSM Compliant on delivery.

8.1. An aircraft that is RVSM compliant on delivery may operate in RVSM airspace provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. State notification to the Monitoring Agency for Asia Region (MAAR) should be in the form of a letter, e-mail or fax documenting the one time flight. The planned date of the flight, flight identification, registration number and aircraft type/series should be included.

9. Procedures for Suspension of RVSM

9.1. Air traffic services will consider suspending RVSM procedures within affected areas of the Kathmandu FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000ft.

10. Guidance for pilots and Controllers for Action in the Event of Aircraft System Malfunction or Turbulence Greater than Moderate

10.1. See pages ENR 7.1-12 for guidance in these circumstances.