

CONTINGENCY SCENARIOS.

The following paragraphs summarize pilot actions to mitigate the potential for conflict with other aircraft in certain contingency situations. They should be reviewed in conjunction with the expanded contingency scenarios detailed in paragraph 6.0 and 12.0 which contain additional technical and operational detail.

*Scenario 1: The pilot is : 1) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or 2) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of all automatic altitude control systems.

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 using the phrase ' UNABLE RVSM DUE EQUIPMENT ' and the intended course of action. Possible courses of action include:	Obtain the pilot's intentions and pass essential traffic information.
1) maintaining the CFL 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 or 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 altitude, 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.