

- f) For deviations of greater than 10NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

Route center line track	Deviation > 10NM	Level change
EAST 000-179 magnetic	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST 180-359 magnetic	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

Note.— 5.9 (b) and (c) above calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to the path of the aircraft, as necessary, to avoid conflict.

- g) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.
- h) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10NM of center line.

6. Flight planning Requirements

6.1. Unless special arrangement is made as detailed below, RVSM approval is required for operators and aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the field route of flight and any planned alternate routes. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that the aircraft is RVSM approved.

7. Procedures for Operation of Non-RVSM Compliant Aircraft in RVSM airspace

7.1. It should be noted that RVSM approved aircraft will be given priority for level allocation over non- RVSM approved aircraft.

7.2. The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other is 2,000ft.

7.3. Non-RVSM compliant aircraft operating in RVSM airspace should use the phraseology contained in page ENR 7.1-15 - 7.1-16

7.4. Non-RVSM compliant aircraft may be cleared to climb to and operate above FL 290 or descend to and operate below FL 410 provided that they:

- a) Do not climb or descend at less than the normal rate for the aircraft and
- b) Do not level off at an intermediate level while passing through the RVSM stratum.

7.5. Non-RVSM compliant aircraft may not flight plan between FL 290 and FL 410 (both inclusive) within RVSM airspace, except for the following situations: