

TBL 4-6-2

Contingency Actions: Weather Encounters and Aircraft System Failures that Occur After Entry into RVSM Airspace

Initial Pilot Actions in Contingency Situations	
<p>Initial pilot actions when unable to maintain flight level (FL) or unsure of aircraft altitude—keeping capability:</p> <ul style="list-style-type: none"> •Notify ATC and request assistance as detailed below. •Maintain cleared flight level, to the extent possible, while evaluating the situation. •Watch for conflicting traffic both visually and by reference to TCAS, if equipped. •Alert nearby aircraft by illuminating exterior lights (commensurate with aircraft limitations). 	
Severe Turbulence and/or Mountain Wave Activity (MWA) Induced Altitude Deviations of Approximately 200 feet	
<p>Pilot will:</p> <ul style="list-style-type: none"> •When experiencing severe turbulence and/or MWA induced altitude deviations of approximately 200 feet or greater, pilot will contact ATC and state “Unable RVSM Due (state reason)” (e.g., turbulence, mountain wave) •If not issued by the controller, request vector clear of traffic at adjacent FLs •If desired, request FL change or re-route •Report location and magnitude of turbulence or MWA to ATC <p>See paragraph 4-6-6, Guidance on Severe Turbulence and Mountain Wave Activity (MWA) for detailed guidance.</p>	<p>Controller will:</p> <ul style="list-style-type: none"> •Vector aircraft to avoid merging target with traffic at adjacent flight levels, traffic permitting •Advise pilot of conflicting traffic •Issue FL change or re-route, traffic permitting •Issue PIREP to other aircraft <p>Paragraph 4-6-6 explains “traffic permitting.”</p>
Mountain Wave Activity (MWA) Encounters – General	
<p>Pilot actions:</p> <ul style="list-style-type: none"> •Contact ATC and report experiencing MWA •If so desired, pilot may request a FL change or re-route •Report location and magnitude of MWA to ATC <p>See paragraph 4-6-6 for guidance on MWA.</p>	<p>Controller actions:</p> <ul style="list-style-type: none"> •Advise pilot of conflicting traffic at adjacent FL •If pilot requests, vector aircraft to avoid merging target with traffic at adjacent RVSM flight levels, traffic permitting •Issue FL change or re-route, traffic permitting •Issue PIREP to other aircraft <p>Paragraph 4-6-6 explains “traffic permitting.”</p>
<p>NOTE— <i>MWA encounters do not necessarily result in altitude deviations on the order of 200 feet. The guidance below is intended to address less significant MWA encounters.</i></p>	