# **CHINA RVSM Quick Reference**

#### The CAAC & IFALPA China RVSM Conversion Table:

The CAAC & IFALPA China RVSM Conversion Table was created by the IFALPA Air Traffic Services and the Human Performance Committees in close cooperation with the Air Traffic Management Bureau (ATMB) and Civil Aviation Administration of China (CAAC). It meets the FL conversions of the China FLAS published in the AIP as well as taking into consideration human factors in the environment where it will be used.

#### **Transition Areas**

Transition areas and procedures for transition between China RVSM and adjacent FIRs in neighboring countries are identified in Attachment E of the AIP Supplement.

Dispatchers and pilots shall identify the transition area on the particular route that will be used into China airspace.

On transition procedures maps, metric FL followed by the corresponding feet FL in brackets such as "12500m (FL411)" will depict when the pilot shall use the China RVSM conversion table to fly in FEET.

#### **Strategic Lateral Offsets Procedures (SLOP)**

The decision to apply a strategic lateral offset shall be the responsibility of the flight crew. The strategic lateral offset shall be established at a distance of 1 NM or 2 NM to the right of the centre line of the en-route relative to the direction of flight.

Pilots are not required to inform ATC that a strategic lateral offset is being applied.

Within radar airspace, the strategic lateral offset procedure requires approved by ATC. 1 NM offsets are preferred within radar airspace.

Pilots applying SLOP in non radar airspace may request approval from ATC to continue with the offset upon entering radar airspace.

## **Rapid Descent Required and Unable to Contact ATC**

Turn  $30^{\circ}$  right and track out 20 Km (i.e. deviate right of airway centreline by 10 km or 5 nm), then, turn left to track parallel the original route, then climb or descend to the new level, and then return to the original one (when appropriate).

When returning to the original route, be aware of possible conflicting traffic.

### **Deviation actions taken by the Pilot**

When deviating for any reason by 90m (300ft) or more from cleared flight level by ATC in RVSM airspace, report to the relevant ATS unit concerned via radio or data link, as soon as practicable.

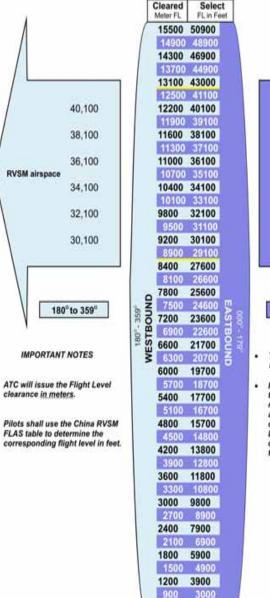
After completion of the flight, the pilot shall also report to the operator the details of deviation.

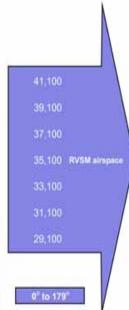






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- The aircraft shall be flown using the flight level in FEET.
- Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

Note: Aircraft equipped with metric and feet altimeters such as the II-96, II-62, Tu-214 or Tu-154 shall use the feet altimeter. If unable to use the feet altimeter, the operator shall contact the China RVSM Program office and apply for special approval to operate into China RVSM as described in section 9 of the China AIP (Contact information can be found in section 9.4.3).

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序	
- 号	科 目 Items
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S/N	
1	检查 RVSM 飞行所需设备:
	高度表、自动驾驶仪、高度告警系统、TCAS
	Checks the equipment required by RVSM operation:
	Altimeter, Autopilot, Altitude alert system, TCAS
2	正确使用 RVSM 运行检查单
	Properly uses RVSM operation checklist.
3	飞行中 RVSM 述语的运用
	Application of RVSM term in flight.
4	正确执行 ATC 高度指令,改变飞行高度时应用防止 TCAS 虚警措施
	Properly executes ATC altitude commands, applies resolution to
	avoid false TCAS resolution when changing the flight level.
5	飞行中检查:高度表交叉检查,其他 RVSM 运行需要设备检查
	In-flight check: crosscheck of altimeter and other equipment
	required by RVSM.
6	得到 ATC 关于对指定高度偏差(AAD)超过 90 米(300 英尺)的通知的处
	置
	Handling when received notice of assigned altitude
	deviation(AAD) over 19m(300ft)from ATC
7	RVSM 空域内遇到尾流颠簸,执行横向偏执程序
	Encounter tail vortex in RVSM airspace, carries out lateral
	offset procedure.
8	严重颠簸不能保持 ATC 指定高度
	Unable to hold altitude due to severe turbulence.
9	所有主高度表失效 Loss of all altimeters
10	一个主高度表失效,另一个主高度表仍然处于正常运行状态处置
	Handing when one primary altimeter fails, but the other is still
4.4	in normal operation.
11	应答机失效 Transponder failure
12	RVSM 空域急剧释压需紧急下降
	Emergency descent due to rapid depressurization in RVSM
	airspace.