

DigiFlite's February 2006 International RVSM Update

On February 16, 2006, at 0901 UTC, revised In-flight contingency procedures to be used in oceanic operations went into effect. The new guidance applies in all Pacific and Atlantic oceanic FIRs – including Oakland, Anchorage, New York, and San Juan Oceanic.

The only significant procedural change from the in-flight contingency procedures previously published in the **ICAO Regional Supplementary Procedures (Doc 7030)** is to the track offset.

The track offset has been changed to **15 nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance.

Previously, the offset was 30 nm in NAT, and 25 nm in NOPAC and the Southern Pacific.