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 approval 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° 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.