

Appendix H

Phraseology Related to RVSM Operations

Controller-pilot phraseology:

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) CONFIRM RVSM APPROVED
For a pilot to report non-RVSM approval status: i. on the initial call on any frequency within the RVSM airspace (controllers shall provide a readback with this same phrase), and ii. in all requests for flight level changes pertaining to flight levels within the RVSM airspace; and iii. in all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace. Additionally, except for State aircraft, pilots shall include this phrase to read back flight level clearances involving the vertical transit through FL 290 or FL 410. <i>See examples that follow.</i>	NEGATIVE RVSM*
For a pilot to report RVSM approval status.	AFFIRM RVSM*
For a pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) CONFIRM RVSM APPROVED .	NEGATIVE RVSM STATE AIRCRAFT*
Denial of clearance into the RVSM airspace:	(call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (number)
For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.	UNABLE RVSM DUE TURBULENCE*
For a pilot to report that the aircraft's equipment has degraded below the MASPS required for flight within the RVSM airspace. <i>(This phrase is to be used to convey both the initial indication of the non-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exist, or the aircraft has exited the RVSM airspace.)</i>	UNABLE RVSM DUE EQUIPMENT*

Message	Phraseology
For a pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather-related contingency.	READY TO RESUME RVSM*
For a controller to confirm that an aircraft has regained its RVSM approval status, or to confirm that the pilot is ready to resume RVSM operations.	REPORT ABLE TO RESUME RVSM

Example 1: A non-RVSM approved State aircraft, maintaining FL 260, subsequently requests a climb to FL 320.

Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM
 Controller: (call sign) CLIMB TO FL 320
 Pilot: (call sign) CLIMB TO FL 320, NEGATIVE RVSM

Example 2: A non-RVSM approved State aircraft, maintaining FL 260, subsequently requests a climb to FL 430.

Pilot: (call sign) REQUEST FL 430, NEGATIVE RVSM
 Controller: (call sign) CLIMB TO FL 430
 Pilot: (call sign) CLIMB TO FL 430, NEGATIVE RVSM

Example 3: A non-RVSM approved State aircraft, maintaining FL 360, subsequently requests a climb to FL 380.

Pilot: (call sign) REQUEST FL 380, NEGATIVE RVSM
 Controller: (call sign) CLIMB TO FL 380
 Pilot: (call sign) CLIMB TO FL 380, NEGATIVE RVSM

Example 4: A non-RVSM approved civil aircraft maintaining FL 280, subsequently requests a climb to FL 320.

Pilot: (call sign) REQUEST FL 320, NEGATIVE RVSM
 Controller: (call sign) UNABLE CLEARANCE INTO RVSM AIRSPACE
 MAINTAIN FL 280

Coordination between ATS units:

Para	Message	Phraseology
1	To verbally supplement an automated estimate message exchange, which does not automatically transfer Item 18 flight plan information.	<u>NEGATIVE RVSM</u> or <u>NEGATIVE RVSM STATE</u> <u>AIRCRAFT</u> [as applicable]
2	To verbally supplement estimate messages of non-RVSM approved aircraft.	<u>NEGATIVE RVSM</u> or <u>NEGATIVE RVSM STATE</u> <u>AIRCRAFT</u> [as applicable]
3	To communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM operations due to severe turbulence or other severe weather-related phenomenon [or equipment failure, as applicable].	<u>UNABLE RVSM DUE</u> <u>TURBULENCE</u> [or <u>EQUIPMENT</u> , as applicable]