

3. Non-RVSM aircraft flights will be handled on a workload permitting basis. The vertical separation standard applied between aircraft not approved for RVSM and all other aircraft must be 2,000 feet.

4. **Required Pilot Calls.** The pilot of non-RVSM aircraft will inform the controller of the lack of RVSM approval in accordance with the direction provided in paragraph 4-6-8, Pilot/Controller Phraseology.

b. Categories of Non-RVSM Aircraft that may be Accommodated

Subject to FAA approval and clearance, the following categories of non-RVSM aircraft may operate in domestic U.S. RVSM airspace provided they have an operational transponder.

1. Department of Defense (DoD) aircraft.

2. Flights conducted for aircraft certification and development purposes.

3. Active air ambulance flights utilizing a "MEDEVAC" call sign.

4. Aircraft climbing/descending through RVSM flight levels (without intermediate level off) to/from FLs above RVSM airspace (Policies for these flights are detailed in paragraph 4-6-11, Non-RVSM Aircraft Requesting Climb to and Descent from Flight Levels Above RVSM Airspace Without Intermediate Level Off.

5. Foreign State (government) aircraft.

c. Methods for operators of non-RVSM aircraft to request access to RVSM Airspace. Operators may:

1. **LOA/MOU.** Enter into a Letter of Agreement (LOA)/Memorandum of Understanding (MOU) with the RVSM facility (the Air Traffic facility that provides air traffic services in RVSM airspace). Operators must comply with LOA/MOU.

2. **File-and-Fly.** File a flight plan to notify the FAA of their intention to request access to RVSM airspace.

NOTE-

Priority for access to RVSM airspace will be afforded to RVSM compliant aircraft, then File-and-Fly flights.

4-6-11. Non-RVSM Aircraft Requesting Climb to and Descent from Flight Levels Above RVSM Airspace Without Intermediate Level Off

a. **File-and-Fly.** Operators of Non-RVSM aircraft climbing to and descending from RVSM flight levels should just file a flight plan.

b. Non-RVSM aircraft climbing to and descending from flight levels above RVSM airspace will be handled on a workload permitting basis. The vertical separation standard applied in RVSM airspace between non-RVSM aircraft and all other aircraft must be 2,000 feet.

c. Non-RVSM aircraft climbing to/descending from RVSM airspace can only be considered for accommodation provided:

1. Aircraft is capable of a continuous climb/descent and does not need to level off at an intermediate altitude for any operational considerations and

2. Aircraft is capable of climb/descent at the normal rate for the aircraft.

d. **Required Pilot Calls.** The pilot of non-RVSM aircraft will inform the controller of the lack of RVSM approval in accordance with the direction provided in paragraph 4-6-8, Pilot/Controller Phraseology.