

# ***Headquarters U.S. Air Force***

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*Integrity - Service - Excellence*

## **Domestic Reduced Vertical Separation Minimum (DRVSM) Aircrew Training**



**Part II: Non-RVSM Aircraft**

**Air Force Flight Standards Agency**

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# ***DRVSM Aircrew Training***

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- **Part II Contents:**
  - **DRVSM Mandate**
  - **RVSM Authority**
  - **DoD/FAA Memorandum of Understanding**
  - **Flight Plan – Equipment Suffixes**
  - **Pilot/Controller Phraseology**
  - **Non-RVSM Aircraft Accommodation Procedures**
  - **Climbs/Descents through DRVSM Airspace**
  - **DRVSM Denial Reports**



# *Domestic US RVSM Mandate*

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- **RVSM authority is required for operation in DRVSM Airspace with limited exceptions:**
  - **Non-RVSM DoD, lifeguard, foreign state (government) and certification/development aircraft can be accommodated by providing 2,000 ft vertical/appropriate horizontal separation**
  - **Provisions made for non-RVSM compliant aircraft to climb to and descend from flight levels above RVSM airspace**
  - **ALL non-RVSM aircraft operations are conducted based upon workload and traffic conditions**



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# ***RVSM Authority***

- **USAF Major Commands grant RVSM Authority/ Operational Approval to aircraft based on:**
  - **RVSM Airworthiness Certification from Aircraft Program Office based on equipage/performance**
  - **Implementation of proper training, logistics, maintenance and operational procedures**
  - **Aircraft RVSM authority should be documented in Flight Manual (Dash-1), MDS-Specific AFI Vol. 3, or equivalent document**
  - **For aircraft-specific questions, ask your MAJCOM**
- **Aircraft which have not been granted MAJCOM authority for RVSM operations will be referred to as “non-RVSM” aircraft**



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# FAA and DoD

## Memorandum of Understanding

- Memorandum of Understanding signed between FAA and DoD in Dec 01 governs the use of DRVSM Airspace by DoD aircraft
- Policy: FAA will accommodate non-RVSM compliant military aircraft operation within DRVSM airspace, without mission degradation, to the extent practicable based upon existing traffic and safety considerations

**Vertical separation standard applied between non-RVSM aircraft and all other aircraft shall be 2,000 feet**



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# *Flight Planning – Equipment Suffixes*

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- **Non-RVSM aircraft must not use RVSM suffix (“/Q” or “/W”) even if intending to operate in RVSM airspace**
  - **Continue to use the appropriate non-RVSM equipment suffix indicating aircraft navigation capability**
  - **ATC uses equipment suffix information to apply 2,000 vertical separation minimum to non-RVSM aircraft accommodated in RVSM airspace**



# Pilot/Controller Phraseology

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The pilot of a non-RVSM aircraft will inform the controller of the lack of RVSM compliance using the phraseology “Negative RVSM”

Message	Phraseology
<p>For non-RVSM aircraft, pilot will report lack of RVSM approval:</p> <ul style="list-style-type: none"><li>a. On the initial call on any frequency in the RVSM airspace and...</li><li>b. In all requests for flight level changes pertaining to flight levels within the RVSM airspace and...</li><li>c. In all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace and...</li><li>d. In read back of flight level clearances involving climb and descent through RVSM airspace (FL290-410)</li></ul>	<p><u>Pilot:</u> “Negative RVSM (supplementary information)” (e.g., “military”)</p>



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# *Non-RVSM Aircraft Accommodation*

## ■ Methods For Non-RVSM Aircraft To Request Access To RVSM Airspace:

- Letter of Agreement (LOA) / Memorandum of Understanding (MOU)
- File-and-Fly
  - Includes designated “Priority Flights”
- NOTE: Effective 12 May 05, pre-coordinated conditional approvals are eliminated

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





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# *Non-RVSM Aircraft Accommodation, Cont'd*

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## ■ **LOA/MOU**

- Local flying wings/units may enter into agreements with ATC facilities for accommodation of regular, routine flights. Operators must comply with provisions in the LOA/MOU.

## ■ **File-and-Fly**

- Operators file the requested RVSM altitude on their flight plan to notify ATC of their intention to request access to RVSM airspace
- No additional coordination with the FAA is required before departure
- Once airborne, the pilot will request clearance into RVSM airspace from the appropriate ATC controller



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# Priority Flights

- **Effective 12 May 05, certain high-priority non-RVSM flights may be designated as requiring special consideration for accommodation**
  - **Only mission-critical flights meeting designated criteria are eligible – see next slide for criteria**
  - **Flights are either “Priority” or they aren’t – no need to specify to FAA which criteria they fit into**
  - **Not intended for routine flights to circumvent the normal DRVSM File-and-Fly process**

**While special consideration will be afforded to Priority Flights, accommodation of any non-RVSM flight is workload permitting**



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# *Priority Flight Criteria*

- **The following non-RVSM aircraft flights are eligible to be designated as Priority Flights:**
  - **Aircraft engaged in active continental defense or homeland defense missions; or**
  - **Aircraft engaged in operations that will have an immediate effect upon combat operations or readiness of the Armed Forces; or**
  - **Aircraft engaged in operations in accordance with approved federal and state emergency plans, medical evacuations or search and rescue; or**
  - **Aircraft engaged in the transport of Combatant, Specified or Unified Commanders, Type/Major Command Commanders and key civilian personnel (i.e. 4-stars and equivalent or higher/ code 3 or above)**



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# Priority Flight Procedures

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- **The FAA is notified of each day's priority flights via the DoD Priority Mission (DPM) website:**
  - <http://www.fly.faa.gov/rvsm>
  - **Designated wing/squadron personnel enter required information on eligible flights needing accommodation into the DPM website**
  - **Flight information may be entered up to one business day prior to the flight**
- **The following information must be entered:**
  - **Call sign, point of departure, destination, requested altitude, POC, proposed departure time, and number of aircraft in formation (when applicable)**

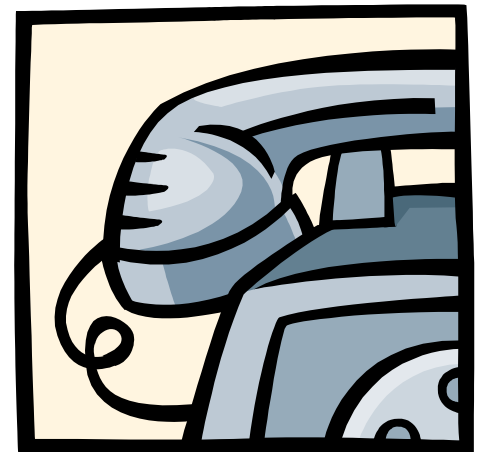


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# Priority Flight Procedures, Cont'd

- **Priority Flight information should be entered into the DPM website at least one hour prior to the proposed departure time**
  - **If information is entered less than one hour prior, the departure facility Traffic Management Unit (TMU) must also be called (phone #s in FLIP AP/1)**
  - **If the flight doesn't depart within 8 hours of it's proposed time, it must be re-entered into DPM website**
  - **If the flight is cancelled, it should be cancelled from website also**





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# *Priority Flight Procedures, Cont'd*

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- **Priority Flights will file a flight plan using normal procedures – no special remarks needed**
- **Once airborne, the pilot will request clearance into RVSM airspace from the appropriate ATC controller**
  - **ATC will review the DPM website to determine the priority status of the flight**
  - **No requirement for pilots to inform controllers of their priority status**
  - **Controllers will pass priority status to next sector/center**



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# ***Climbs/Descents through DRVSM Airspace***

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- **Non-RVSM aircraft requesting climb to and descent from flight levels above DRVSM airspace:**
  - **Can only be considered for accommodation provided:**
    - **Aircraft is capable of continuous climb/descent through DRVSM airspace and does not need to level off at an intermediate altitude for any operational consideration**
    - **Aircraft is capable of climb/descent at normal rate for the aircraft**
  - **Pilots of non-RVSM aircraft climbing/descending through DRVSM airspace must report “Negative RVSM” to controllers**



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# DRVSM Denial Reports

- DRVSM Denial Report is located in FLIP AP/1 Chapter 3 and on DoD NOTAM website
- Intended for documentation and reporting of **DRVSM** airspace denial resulting in adverse mission impact
- Report is submitted to regional military rep (e.g. AFREP)
- Instructions are included with form

## DRVSM Denial Report

The following information will be utilized for Data Analysis.

Mission Information			
Callsign:		Date:	
Unit:		ATD (UTC):	
Number/Type Aircraft:		Departure ARTCC:	
Requested Altitude:		Destination:	
Clearance Altitude:			
Select as Applicable			
<input type="checkbox"/> File and Fly	<input type="checkbox"/> Pre-Coordinated	<input type="checkbox"/> ALTRV	<input type="checkbox"/> 2 or Less ARTCCs
<input type="checkbox"/> US Army	<input type="checkbox"/> USN/USMC	<input type="checkbox"/> USAF	<input type="checkbox"/> 3 or More ARTCCs
Operational Information			
Operational/Training Objectives Accomplished?	<input type="checkbox"/> Yes	<input type="checkbox"/> Degraded	<input type="checkbox"/> No
Must Re-Fly to Meet Mission Objectives?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Profile Covered in Letter of Agreement?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Mission Impact:</b>			
<b>Narrative:</b>			
P O C:		Phone #:	
Email:		Fax #:	
Routing Instructions			
FAX Completed Sheet to Your Home Station/Base Military Regional Liaison Listed Below			
DoD MILREP/Region	Fax Number	DoD MILREP/Region	Fax Number
<b>New England</b>	DON: (781) 238-7902 USAF: (781) 238-7902 USA: (781) 238-7911	<b>Great Lakes</b>	DON: (817) 222-5993 D 477-2993 USAF: (816) 325-3283 USA: (816) 325-3287
<b>Eastern</b>	DON: (781) 238-7902 USAF: (781) 238-7902 USA: (781) 238-7911	<b>Western Pacific</b>	DON: (310) 725-3919 USAF: (310) 725-3999 USA: (310) 725-3915
<b>Southern</b>	DON: (404) 305-4999 USAF: (404) 305-4911 USA: (404) 305-4926	<b>Northwest Mountain</b>	DON: (310) 725-3919 USAF: (425) 227-1114 USA: (425) 227-2951
<b>Central</b>	DON: (817) 222-5993 DSN 477-2993 USAF: (816) 325-3283 USA: (816) 325-3287	<b>Alaska</b>	DON: (310) 725-3919 USAF: (425) 227-1114 USA: (907) 274-2413
<b>Southwest</b>	DON: (817) 222-5993 DSN 477-2993 USAF: (817) 222-5992 DSN 477-2992 USA: (817) 222-5988	<b>Note:</b> Complete and Forward as Soon as Possible	





# *DRVSM Aircrew Training*

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- This concludes Part II of DRVSM Aircrew Training
  
- For more information:
  - FAA DRVSM Website:  
<http://www.faa.gov/ats/ato/drvsm/Default.asp>
  - HQ AFFSA Website:  
<https://private.andrews.amc.af.mil/AFFSA/affsa.htm>
  - DINS NOTAMs Website:  
<https://www.notams.jcs.mil/>



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