

Example 1:	A non-RVSM approved 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 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 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 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:

1	To verbally supplement an automated estimate message exchange which do not automatically transfer item 18 flight plan information.	NEGATIVE RVSM or NEGATIVE RVSM STATE AIRCRAFT [as applicable]
2	To verbally supplement estimate messages of non-RVSM approved aircraft.	NEGATIVE RVSM or NEGATIVE RVSM STATE AIRCRAFT [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].	UNABLE RVSM DUE TURBULENCE [or EQUIPMENT, AIRCRAFT as applicable]