

Wake Turbulence Encounters	
<p>Pilot should:</p> <ul style="list-style-type: none"> •Contact ATC and request vector, FL change or, if capable, a lateral offset <p>See paragraph 4–6–7, Guidance on Wake Turbulence.</p>	<p>Controller should:</p> <ul style="list-style-type: none"> •Issue vector, FL change or lateral offset clearance, traffic permitting <p>Paragraph 4–6–6 explains “traffic permitting.”</p>
“Unable RVSM Due Equipment” Failure of Automatic Altitude Control System, Altitude Alerter or All Primary Altimeters	
<p>Pilot will:</p> <ul style="list-style-type: none"> •Contact ATC and state “Unable RVSM Due Equipment” •Request clearance out of RVSM airspace unless operational situation dictates otherwise 	<p>Controller will:</p> <ul style="list-style-type: none"> •Provide 2,000 feet vertical separation or appropriate horizontal separation •Clear aircraft out of RVSM airspace unless operational situation dictates otherwise
One Primary Altimeter Remains Operational	
<p>Pilot will:</p> <ul style="list-style-type: none"> •Cross check stand-by altimeter •Notify ATC of operation with single primary altimeter •If unable to confirm primary altimeter accuracy, follow actions for failure of all primary altimeters 	<p>Controller will:</p> <ul style="list-style-type: none"> •Acknowledge operation with single primary altimeter
Transponder Failure	
<p>Pilot will:</p> <ul style="list-style-type: none"> •Contact ATC and request authority to continue to operate at cleared flight level •Comply with revised ATC clearance, if issued <p><i>NOTE– 14 CFR Section 91.215 (ATC transponder and altitude reporting equipment and use) regulates operation with the transponder inoperative.</i></p>	<p>Controller will:</p> <ul style="list-style-type: none"> •Consider request to continue to operate at cleared flight level •Issue revised clearance, if necessary

4–6–10. Procedures for Accommodation of Non–RVSM Aircraft

a. General Policies for Accommodation of Non–RVSM Aircraft

1. The RVSM mandate calls for only RVSM authorized aircraft/operators to fly in designated RVSM airspace with limited exceptions. The policies detailed below are intended exclusively for use by aircraft that the FAA has agreed to accommodate. They are not intended to provide other operators a means to circumvent the normal RVSM approval process.

2. If the operator is not authorized or the aircraft is not RVSM–compliant, the aircraft will be referred to as a “non–RVSM” aircraft. 14 CFR Section 91.180 and Part 91, Appendix G, enable the FAA to authorize a deviation to operate a non–RVSM aircraft in RVSM airspace.