

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N JO 7110.799

### Air Traffic Organization Policy

Effective Date:  
October 10, 2025

Cancellation Date:  
January 22, 2026

### **SUBJ:** Emergency Altitude Maps

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**1. Purpose of this Notice.** This notice amends FAA Order JO 7110.65BB, paragraphs 1-2-6, Abbreviations, and 10-2-17, Emergency Obstruction Video Map (EOVM), to include the term Emergency Altitude Map (EAM). This change is being made to correspond with a change to FAA Order JO 7210.3, Facility Operation and Administration, which allows for certain Air Route Traffic Control Centers (ARTCCs) to create and utilize an EAM.

**2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Safety and Technical Training, Service Centers, and all associated air traffic facilities.

**3. Where can I Find This Notice?** This notice is available on the MyFAA employee website at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the Air Traffic Plans and Publications website at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/).

**4. Background.** Corrective Action Request (CAR) 2021-005, National En Route Emergency Altitude Map (EAM), addresses recent emergency situations where aircraft in mountainous areas were unable to maintain minimum safe altitudes. The EAM is designed to provide advisory services to aircraft in distress by highlighting areas with lower terrain or obstacle clearance. It is not meant for assigning altitudes but for advising pilots. The EAM is similar to the EOVM and provides a single advisory-only safe emergency altitude, displayed in hundreds of feet, for each published minimum IFR altitude (MIA) area. This altitude is distinct from the displayed MIA. The EAM values are determined using FAA Order JO 7210.37, En Route Instrument Flight Rules (IFR) Minimum IFR Altitude (MIA) Sector Charts, considering Adverse Assumption Obstacles (AAOs) and vegetation heights, and are rounded up to the nearest 100-foot increment for Emergency Obstacle Clearance (EOC).

**5. Procedures/Action.** Amend FAA Order JO 7110.65BB by changing the following paragraphs to read as follows:

#### **1-2-6. ABBREVIATIONS**

As used in this order, the abbreviations listed below have the following meanings indicated. (See TBL 1-2-1.)

*TBL 1-2-1*  
**FAA Order JO 7110.65 Abbreviations**

AAO	Adverse Assumption Obstacle
AAR	Adapted arrival route
AAR	Airport arrival rate
AC	Advisory Circular
EA	Electronic Attack
EAM	Emergency Altitude Map
EAS	En Route Automation System
EDCT	Expect departure clearance time

No further changes to this paragraph

### **10-2-17. EMERGENCY OBSTRUCTION VIDEO MAP (EOVM)/EMERGENCY ALTITUDE MAP (EAM)**

**a.** The Terminal Area EOVM and En Route Air Traffic Control Services EAM are intended to facilitate advisory service to an aircraft in an emergency situation wherein an appropriate terrain/obstacle clearance minimum altitude cannot be maintained. It must only be used and the service provided under the following conditions:

- 1.** The pilot has declared an emergency, or
- 2.** The controller has determined that an emergency condition exists or is imminent because of the pilot's inability to maintain an appropriate terrain/obstacle clearance minimum altitude.

**NOTE-**

*Appropriate terrain/obstacle clearance minimum altitudes may be defined as Minimum IFR Altitude (MIA), Minimum En Route Altitude (MEA), Minimum Obstruction Clearance Altitude (MOCA), or Minimum Vectoring Altitude (MVA).*

**b.** When providing emergency vectoring service, the controller must advise the pilot that any headings issued are emergency advisories intended only to direct the aircraft toward and over an area of lower terrain/obstacle elevation.

**NOTE-**

*Altitudes and obstructions depicted on the EOVM are the actual altitudes and locations of the obstacle/terrain and contain no lateral or vertical buffers for obstruction clearance.*

**REFERENCE-**

*FAA Order JO 7210.3, Para 3-8-4, Emergency Obstruction Video Map (EOVM).  
 FAA Order JO 7210.3, Para 3-8-5, Emergency Altitude Map (EAM).*

No further changes to this paragraph

**6. Distribution.** This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training;

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the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

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