

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.756

Effective Date:
September 7, 2010

Cancellation Date:
March 10, 2011

SUBJ: Minimum Vectoring Altitude Charts (MVAC) Preparation (Terminal/Micro En Route Automated Radar Tracking System [MEARTS])

- 1. Purpose of This Notice.** This notice amends procedures contained within Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, Paragraph 3-9-2, Minimum Vectoring Altitude Charts (MVAC) Preparation (Terminal/MEARTS).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations Services.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Explanation of Policy Change.** This change removes references to the National Flight Procedures Office (NFPO) and National Aeronautical Charting Office (NACO) and replaces them with Aeronautical Navigation (AeroNav) Services due to reorganization. It also revises the current process language and brings the directive in line with the AeroNav Services procedures for waiver processing. Additionally, to harmonize the minimum vectoring altitude (MVA) review and certification process with that of terminal instrument approach procedures, MVA reviews will now be required on a periodic basis, at least once every 2 years.
- 5. Procedures.** Amend FAA Order JO 7210.3, Paragraph 3-9-2, to read as follows:

3-9-2. MINIMUM VECTORING ALTITUDE CHARTS (MVAC) PREPARATION (TERMINAL/MEARTS)

Prepare a vectoring chart in accordance with the criteria contained in FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS).

a. MVACs must be developed and maintained using the Sector Design and Analysis Tool (SDAT). Facility managers may request assistance in the development and maintenance of their MVAC or request SDAT user support by soliciting the Airspace and Aeronautical Information Management Office. MVACs developed in SDAT properly apply obstruction clearance criteria required by FAA Order 8260.3. SDAT completes FAA Form 7210-9 and automatically creates and sends the necessary data files to

- AeroNav Services-Radar Video Maps Section upon AeroNav Services-Terminal Procedures certification.

NOTE through subparagraph e2, no change.

3. The facility MVAC package must include a detailed account of the steps taken by the facility to determine if the sector will qualify for taking a ROC reduction in the sector. This data will be reviewed by

- the Service Center Operations Support Group (OSG) and AeroNav Services-Terminal Procedures personnel for ROC reduction approval. Service Center Operations Support personnel must be the approving authority

for ROC reduction criteria compliance with paragraph e1(a) and (b) above. Previously approved reductions in ROC justifications must be resubmitted for approval during a facility's recurring certification process.

NOTE through subparagraph e4, no change.

5. Ensure MVA areas submitted for ROC reductions do not cover large geographical areas that include locations that would not individually meet ROC reduction standards. In such cases,

- AeroNav Services-Terminal Procedures may work with the Service Center and the facility to design a sector that will pass the approval process for a particular approach/departure route.

Subparagraphs e6 through g, no change.

h. Managers requesting to waive criteria contained in FAA Order 8260.3 must submit FAA Form 8260-1, Flight Procedures/Standards Waiver, in conjunction with the MVA project. This waiver form will contain the criteria requested to be waived, with the operational need fully explained, and examples of how the facility will achieve an equivalent level of safety, if approved. The package will be sent to AeroNav Services-Terminal Procedures through the Service Center OSG and the Service Center FPO. Upon completion of the AeroNav Services review, the package will be forwarded to the Flight Procedure Implementation and Oversight Branch. For the Flight Standards waiver process, facility managers do not need to complete a Safety Management System evaluation. An electronic copy of the completed waiver package must be sent to Terminal Safety and Operations Support.

Subparagraphs i through m, no change.

n. Each request must include the SDAT generated Form 7210-9 with the manager's signature and point of contact at the submitting facility. Form 7210-9 must also be an electronic copy with the manager's signature and imported into the MVA project file. When applicable, each Form 7210-9 must include explanations/justifications for both ROC reduction and AAO additive rounding requests. The MVA request with Form 7210-9 may be electronically forwarded to the OSG, but must be followed with a hard copy with original signatures. However, when the capability of electronic signatures is developed within SDAT, Form 7210-9 will be transmitted electronically between the facility, Service Center, and AeroNav Services-Terminal Procedures in lieu of the paper process. SDAT will automatically store the approved MVAC package in the National Airspace System Resource (NASR).

Subparagraphs o through r, no change.

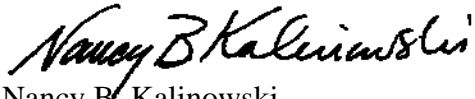
s. Air traffic managers must ensure that MVACs are periodically reviewed for chart currency and simplicity and forwarded for certification to AeroNav Services at least once every 2 years. Charts must be revised immediately when changes affecting MVAs occur.

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, and System Operations Services; the ATO Office of Safety; Office of the Service Center; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. AeroNav Services has advised that the current procedure for processing waiver requests to MVA criteria requires revision. The previous guidance did not require processing through the Service Center Flight Procedures Offices. In the future, all MVA project submissions, including those containing a waiver to criteria, will be handled the same. After AeroNav Services reviews a

project, a waiver request will be forwarded to Flight Standards for review and approval. Subsequent approval will be noted in the project and returned to the facility. Additionally, facility MVA reviews and certification have been conducted on an annual basis. In 1993, Flight Standards changed from an annual review to a periodic review schedule of at least once every 2 years for all Terminal Instrument Approach Procedures. It is believed that this was the original basis for the annual review requirement for MVACs.



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8-4-10

Date Signed