

NOTICE

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

N JO 7210.794

Effective Date:
November 21, 2011

Cancellation Date:
July 26, 2012

SUBJ: Minimum Vectoring Altitude Charts (MVAC) for Facilities Providing Terminal Approach Control Services

- 1. Purpose of This Notice.** This notice amends procedures contained within Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, Paragraph 3-9-1, Minimum Vectoring Altitude Charts (MVAC) for Facilities Providing Terminal Approach Control Services.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations.
- 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 adds procedures for facilities that use FUSION in their development of MVA Charts, and revises references to the National Flight Procedures Group to the ATC Products Group, due to recent reorganizations.
- 5. Procedures.** Amend FAA Order JO 7210.3, Paragraph 3-9-1, to read as follows:

3-9-1. MINIMUM VECTORING ALTITUDE CHARTS (MVAC) FOR FACILITIES PROVIDING TERMINAL APPROACH CONTROL SERVICES

Air traffic managers must determine the location and the method for the display of vectoring altitude charts to provide controllers with the minimum vectoring altitudes as follows:

- a. Where the system is configured to display single radar sensors, provide:
 - Subparagraphs a1 through a2, no change.
- b. Where the system is configured to simultaneously display multiple radar sensors, provide an MVAC that accommodates the largest separation minima of all available sensors; or
- c. Where the system is utilizing FUSION mode, develop an MVAC that provides:
 1. The lateral limits of the associated approach control airspace and an appropriate buffer outside the lateral approach control airspace boundaries. The MVAC must provide for 3-mile separation minima or more from obstacles, except when applying the provision in paragraph 3-9-1c2. As a minimum, this may be accomplished by using the existing single-sensor MVAC for the predominant radar sensor; and
 2. Five-mile separation minima from obstacles, for use whenever the FUSION system cannot provide 3-mile separation due to degraded status or system limitations.

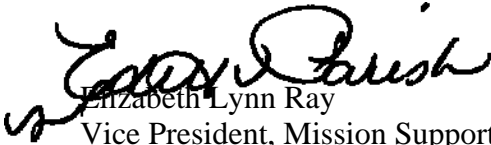
d. At locations adding FUSION, provided the facility utilizes existing MVA charts with 3-mile buffers, and an MVAC with 5-mile buffers, additional charts do not need to be developed to support FUSION.

NOTE-

Mission Support Services-Aeronautical Products, ATC Products Group, should be contacted if assistance is required. (See FAAO 8260.3, United States Standard for Terminal Instrument Procedures (TERPS) Chapter 10.)

No further changes to paragraph.

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


Elizabeth Lynn Ray
Vice President, Mission Support Services
Air Traffic Organization

10/18/11
Date Signed