

Sector B, B1, and B2 are to be merged in SDAT shape files for RVM presentation only.

l. Air traffic managers must submit the request for MVACs to the appropriate Service Center OSG for review. The Service Center OSG must then forward the requested MVAC to the ATC Products Group for processing.

m. Each request must indicate the MVAC was accomplished in SDAT, stored in the SDAT repository and when necessary, include a statement regarding the issued altimeter settings being within 65 NM of a rounded down sector and/or provides the 5-year average cold temperature.

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 ROC reduction requests. The MVA request with the 7210-9 will be electronically forwarded to the OSG. When the capability of electronic signatures is developed within SDAT, Form 7210-9 may be transmitted electronically between the facility, Service Center, and ATC Products Group in lieu of the paper process. SDAT will automatically store the approved MVAC package in the National Airspace System Resource (NASR).

o. All facilities must notify the SDAT program office personnel to complete the final submission step of the project within the repository when sending the MVAC request to the OSG.

p. When more than one chart is used, prepare those charts with the oldest review/certification date(s) first to help avoid lapses in annual review/certification requirements.

q. New charts that result in significant operational impacts must not be implemented by air traffic managers until associated changes to facility directives, letters of agreement, and controller training are completed within a period not to exceed 6-months from new chart certification.

r. Once a chart without significant operational impacts has been approved, it must be implemented as soon as possible. MVAC installations projected to be more than 60 days from date of approval must be

coordinated with and approved by the Service Center OSG.

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

3-8-3. ALTITUDE ASSIGNMENTS TO S/VFR AND VFR AIRCRAFT

Where procedures require altitude assignments to S/VFR and VFR aircraft less than the established IFR altitude or MVA, facility air traffic managers must determine the need and the method for displaying the appropriate minimum altitude information.

REFERENCE-

FAAO JO 7110.65, Para 7-5-4, Altitude Assignment.

FAAO JO 7110.65, Para 7-8-5, Altitude Assignments.

3-8-4. EMERGENCY OBSTRUCTION VIDEO MAP (EOVM)

a. An EOVM must be established at all terminal radar facilities that have designated mountainous areas as defined in 14 CFR Part 95, Subpart B, within their delegated area of control and an available channel in their video mappers. This map is intended to facilitate advisory service to an aircraft in an emergency situation in the event an appropriate terrain/obstacle clearance minimum altitude cannot be maintained. (See FIG 3-8-1.)

NOTE-

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

b. Alternatives, such as combining existing maps, eliminating a lower priority map or, as a least desirable alternative, merging the EOVM with the MVA map, must be considered when necessary to accommodate the EOVM.

c. EOVM Use: The EOVM must be used and the advisory service provided only when a pilot has declared an emergency or a controller determines that an emergency condition exists or is imminent because of the inability of an aircraft to maintain the appropriate terrain/obstacle clearance minimum altitude/s.

d. EOVM Design:

1. The basic design of the EOVM must incorporate the following minimum features:

(a) Base contour lines of the mountains with the highest peak elevation of each depicted mountain plus 200 feet for natural low obstacle growth.

(b) Highest elevations of adjacent topography; e.g., valleys, canyons, plateaus, flatland, etc., plus 200 feet, or water.

(c) Prominent man-made obstacles; e.g., antennas, power plant chimneys, tall towers, etc., and their elevations.

(d) Satellite airports and other airports which could serve in an emergency.

NOTE–

Mission Support Services, Air Traffic Support, AJV-5 will verify the accuracy of airport status on video maps they produce. Facilities will be notified by AJV-5 that a new EOVM will be sent when a depicted airport is no longer operational.

(e) MVA if the EOVM must be merged with the MVA map for the former to be accommodated.

(f) Other information deemed essential by the facility.

NOTE–

To avoid clutter and facilitate maintenance, information depicted on the EOVM should be restricted to only that which is absolutely essential.

2. All elevations identified on the EOVM must be rounded up to the next 100-foot increment and expressed as MSL altitudes.

NOTE–

To avoid unnecessary map clutter, the last two digits are not required.

EXAMPLE–

2=200, 57=5700, 90=9000, 132=13200

e. EOVM Production: The initial preparation and procurement of the EOVM must be accomplished in accordance with FAAO 7910.1, Aeronautical Video Map Program.

f. EOVM Verification: The initial and subsequent EOVM procurement package must be checked for adequacy and then coordinated with AJV-5 to verify the accuracy of its information. At least once every 2 years, the EOVM must be reviewed for adequacy and coordinated with AJV-5 for accuracy.

g. Facilities will receive a new EOVM from AJV-5, regardless of whether changes were made or requested. ATMs must revise charts immediately when changes affecting the EOVM occur.

NOTE–

AJV-5's review cycle may not be the same as a facility's 2-year review cycle. In an effort to reduce duplication of work, ATMs should align their 2-year review dates with that of AJV-5's review.

FIG 3-8-1
EOVM

