

Terrain Awareness Warning System

Implementation Plan for Minimum Vectoring Altitude Reevaluation (SE-184)

Statement of Work: Reevaluate minimum vectoring altitudes (MVAs) at prioritized sites identified in the CAST TAWS study to reduce the number of terrain awareness warning system (TAWS) alerts. The outcome of this work will be:

1. Development of an analytical capability that will facilitate the reevaluation of MVAs. This will be in addition to the Sector Design and Analysis Tool (SDAT) and the Instrument Approach Procedures Automation (IAPA) program.
2. Provide ATO with access to the analytical capability to determine where MVAs may need to be adjusted (i.e. too low).
3. Adjusting the MVAs to add a safety margin for those aircraft that are unable to accept the TAWS 218 (and above) software load or fly Performance Based Navigation (PBN) routes.

Lead Organization for Overall Safety Enhancement Completion (LOOSEC) ATO

Safety Enhancement: (SE-184)

Reduce or eliminate the number of TAWS alerts by adjusting MVAs where needed. To help determine which MVAs need to be adjusted, an analytical capability will be developed that can identify, by geographical area, the minimum MVA. Sector design and airspace limitations will also be considered in the reevaluation as appropriate.

Resource Requirements:

- Outputs 1-.5 FTE by FAA (ASIAS) to develop MVA analysis capability
- Outputs 2-.5 FTE by FAA (ATO) to execute the MVA study
- Outputs 3-1.0 FTE by FAA (ATO) to implement the MVA changes identified by the study

Output 1:

FAA will develop an analytical capability to facilitate the study of MVAs. This capability will utilize digital elevation model (DEM) data that is currently available, to determine what the MVA for a specific geographical area/sector should be.

Resources: ASA (LOOC)

Timeline: Completed

Actions:

1. ASIAS will develop an analytical capability to facilitate the study of MVAs and assist the ATO during the evaluation of the MVA's at prioritized sites

Output 2:

FAA Air Traffic Organization (ATO) will accomplish a study of MVAs at prioritized sites identified in CAST TAWS study. This may be in addition to the current tasking contained in FAA notice; N JO 7210.3. This study will utilize expertise from ATO at the headquarters and the facility level.

Resources: ATO

Timeline: 12 months from CAST Approval

Actions:

1. FAA (ATO-1) will direct appropriate Air Traffic Facilities to utilize ASIAs to accomplish a study of MVAs at prioritized sites identified in the CAST TAWS study.
2. Identify MVAs for modification based upon the evaluation.

Output 3:

FAA Air Traffic Organization will implement the MVA changes identified by the MVA evaluation.

Resources: ATO-1 (LOOC),

Timeline: 24 months from CAST approval

Actions:

1. Based on the results of the study, MVAs will be modified, if necessary.
2. MVA changes will be implemented by affected FAA air traffic facilities in a prioritized manner as soon as practical.