NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

N JO 7210.969

Effective Date:
October 10, 2025

Cancellation Date:
January 22, 2026

SUBJ: Emergency Altitude Maps

1. Purpose of this Notice. This notice amends FAA Order JO 7210.3EE, paragraph 1-2-4, Abbreviations, to include the term Emergency Altitude Map (EAM). Additionally, it adds paragraph 3-8-5, Emergency Altitude Map (EAM), which allows for certain 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/ and on the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/.

4. Background. The 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 Emergency Obstacle Video Maps (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). An EAM may be used only by ARTCCs that have designated mountainous terrain as defined by 14 CFR part 95, subpart B.

5. Procedures/Action. Amend FAA Order JO 7210.3EE by changing the following paragraphs to read as follows:

1−2−4. ABBREVIATIONS

As used in this order, the following abbreviations have the meanings indicated: (See TBL 1−2−1.)

TBL 1-2-1
Abbreviations

AAO	Adverse Assumption Obstacle
AAR	Adapted arrival route
AAR	Airport arrival rate
ACDO	Air Carrier District Office
E-MSAW	En Route Minimum Safe Altitude Warning
EAM	Emergency Altitude Map
EASL	Existing automation service level
EDCT	Expect departure clearance time

No further changes to paragraph

3-8-5. EMERGENCY ALTITUDE MAP (EAM)

a. An EAM may be established at en route facilities that have designated mountainous areas as defined in 14 CFR part 95, subpart B, within their delegated area of control. 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.

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. The EAM may 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).

c. EAM Design:

1. EAM lateral limits must be the same as the associated MIA lateral limits.

2. The posted EAM altitude must be the higher of the following:

(a) The highest terrain elevation value rounded up to the nearest 100 feet, plus an additional 200-foot buffer for any adverse assumption obstacle (AAO); or

(b) The highest obstacle elevation value rounded up to the nearest 100 feet, plus an additional 100-foot buffer.

d. All EAM values must be adapted within ERAM as follows:

1. Expressed as MSL altitudes in hundreds of feet.

2. Displayed within parentheses to differentiate them from MIA values.

3. Located as closely as possible to and directly below the MIA values on the associated video map.

EXAMPLE-
An EAM value of 4,500 feet will be displayed as (045).

e. EAM Verification:

1. Any ERAM EAM adaptation must be checked for adequacy and then coordinated with AJV-A to verify the accuracy of its information.

2. Subsequent verifications must be completed at least once every 2 years or whenever the lateral boundaries of any MIA area are changed, whichever is earlier.

3. Changes within the Digital Obstacle File (DOF) data that adversely affect EAM values must be incorporated into the operational ERAM adaptation as soon as possible and appropriate actions must be taken to ensure operational personnel are informed.

No further change to paragraph

Paragraph 3-8-5, renumber as 3-8-6

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

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