

	<p>ROUTE INFORMATION MANUAL COM NAV</p> <p>MINIMUM VECTORING ALTITUDE</p>	<p>Chapter: 9 Page: 1 Rev: 0 Date: 15 Jun 08</p>
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8.

MINIMUM VECTORING ALTITUDE

3

	<p>ROUTE INFORMATION MANUAL COM NAV</p> <p>MINIMUM VECTORING ALTITUDE</p>	<p>Chapter: 9 Page: 2 Rev: 0 Date: 15 Jun 08</p>
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	<p style="text-align: center;">ROUTE INFORMATION MANUAL COM NAV</p> <p style="text-align: center;">MINIMUM VECTORING ALTITUDE</p>	<p>Chapter: 9 Page: 3 Rev: 0 Date: 15 Jun 08</p>
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8. MINIMUM VECTORING ALTITUDE

For several airports (ranging from Islamabad to Geneva to New York) the Minimum Vectoring Altitude charts are not published and are only available to Air Traffic Controllers. It may therefore happen that the Approach Control issues clearances to altitudes below the MSA depicted on the approach charts.

It is of utmost importance to ensure, before accepting such clearances, that the aircraft is **"Under Radar Control"** and not in **"Radar Contact"**.

Here below are the definitions for Minimum Vectoring Altitude and the two different ATC statements:

Minimum Vectoring Altitude:

"The lowest MSL altitude at which an IFR aircraft will be vectored by a radar controller, except as otherwise authorized for radar approaches, departures and missed approaches. The altitude meets IFR obstacle clearance criteria. It may be lower than the published MEA along an airway or J-route segment. It may be utilized for radar vectoring only upon the controller's determination that an adequate radar return is being received from the aircraft being controlled. Charts depicting minimum vectoring altitudes are normally available only to the controllers, not to pilots."

Radar Control:

Term used to indicate that radar-derived information is employed directly in the provision of ATC Service.

Radar Contact:

The situation which exists when the radar position of a particular aircraft is seen and identified on a radar display.

	<p>ROUTE INFORMATION MANUAL COM NAV</p> <p>MINIMUM VECTORING ALTITUDE</p>	<p>Chapter: 9 Page: 4 Rev: 0 Date: 15 Jun 08</p>
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