



Federal Aviation Administration

CHARTING NOTICE

Date: March 31, 2011
To: Users of U.S. Enroute Chart Products
From: Mission Support /Aeronautical Navigation Products
Subject: Minimum Turning Altitudes

Due to increased airspeeds at 10,000 ft MSL or above, the published Minimum Enroute Altitude (MEA) may not be sufficient for obstacle clearance when a turn is required at a Fix, NAVAID, or Waypoint. In these instances, the area in the vicinity of the turn point is evaluated to determine whether the published MEA is sufficient for obstacle clearance.

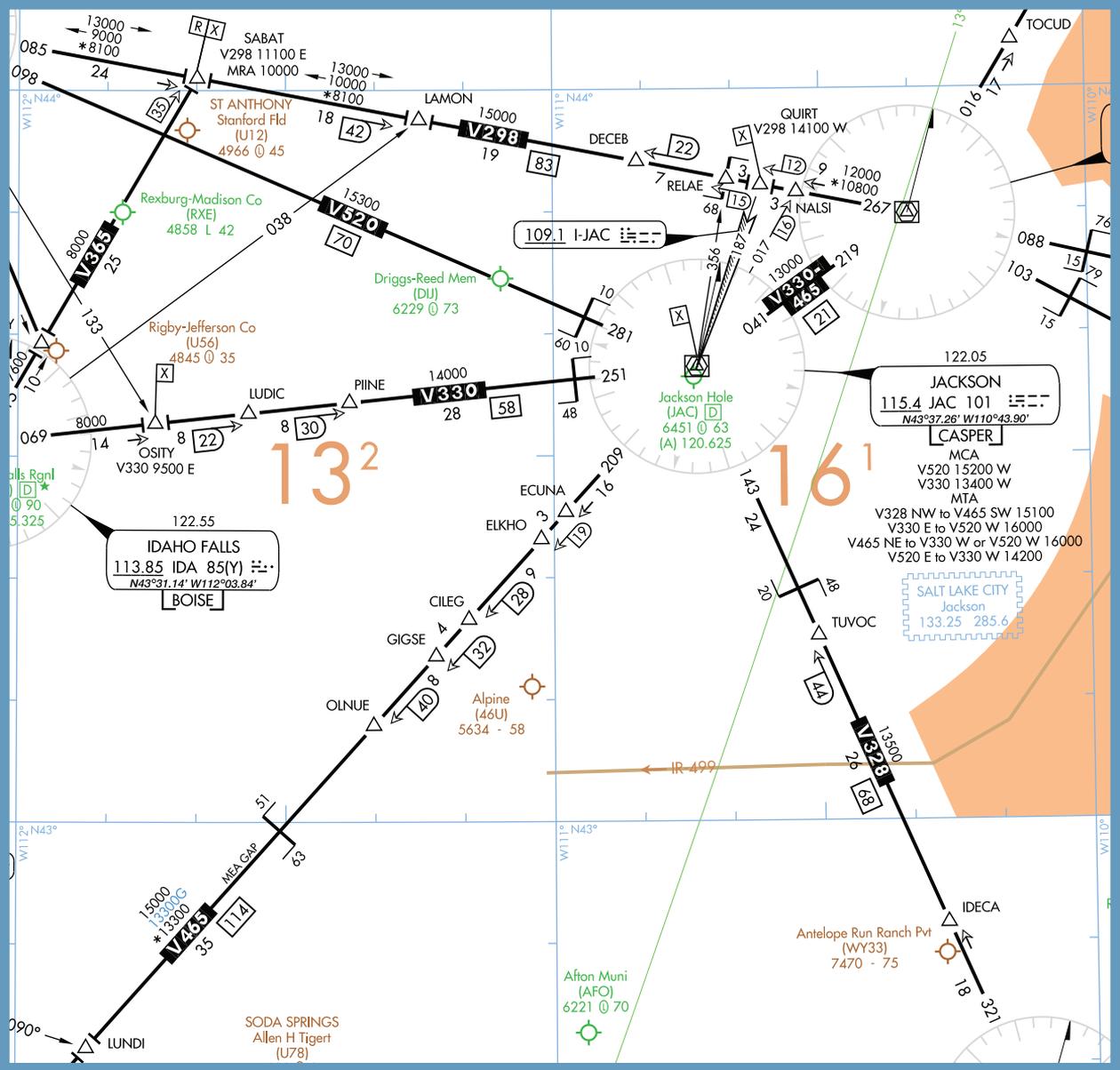
In some locations (normally mountainous), terrain/obstacles in the expanded search area may necessitate a higher minimum altitude while conducting the turning maneuver. A Fix, NAVAID, or Waypoint requiring a higher Minimum Turning Altitude (MTA) will be denoted on government charts by the Minimum Crossing Altitude (MCA) icon ("X" flag) and an accompanying note describing the MTA restriction. An MTA restriction note will normally consist of the Air Traffic Service (ATS) route leading to the turn point, the ATS route leading from the turn point, and the required altitude; e.g., MTA V330 E TO V520 W 16000. When an MTA is applicable for the intended route of flight, pilots must ensure they are at or above the charted MTA not later than the turn point and maintain at or above the MTA until joining the centerline of the ATS route following the turn point.

Once established on the centerline following the turning point, the MEA/MOCA determines the minimum altitude available for assignment. An MTA may also preclude the use of a specific altitude or a range of altitudes during a turn. For example, the MTA may restrict the use of 10,000 through 11,000 ft MSL. In this case, any altitude greater than 11,000 ft MSL is unrestricted, as are altitudes less than 10,000 ft MSL provided MEA/MOCA requirements are satisfied.

The following graphic depicts an MTA established at Jackson, WY VOR/DME.

CHART AGENTS – PLEASE POST

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Federal Aviation Administration



085 → 13000 9000 *8100
098 → 24
R X SABAT V298 11100 E MRA 10000
ST ANTHONY Stanford Fld (U12) 4966 @ 45

8000 V365 25
Rexburg-Madison Co (RXE) 4858 L 42
133
15300 V320 70
15300
Rigby-Jefferson Co (U56) 4845 @ 35

069 → 14 → 8000 → 8 → 22 → 8 → 30 → 8 → 28
OSITY V330 9500 E
LUDIC PIINE V330 14000 28 58
122.55
IDAHO FALLS 113.85 IDA 85(Y) :
N43°31.14' W112°03.84'
[BOISE]

15000 13300 *V465 35 114
MEA GAP
OLNU → 40 → 8 → 32 → 9
GIGSE CILEG
Alpine (46U) 5634 - 58

15000 13300 *V465 35 114
LUNDI
SODA SPRINGS Allen H Tigert (U78)

15000 V298 19 83
DECEB → 22 → 7 → RELAE → 3 → 15 → 3 → 12 → 9 → 12000 *10800
QUIT V298 14100 W
NALSJ → 267 → 3 → 12 → 9 → 12000 *10800
109.1 I-JAC :
13000 V330 21 465
13000 V330 21 465
122.05
JACKSON 115.4 JAC 101 :
N43°37.26' W110°43.90'
[CASPER]

122.05
JACKSON 115.4 JAC 101 :
N43°37.26' W110°43.90'
[CASPER]
MCA V520 15200 W V330 13400 W MTA
V328 NW to V465 SW 15100 V330 E to V520 W 16000 V465 NE to V330 W or V520 W 16000 V520 E to V330 W 14200

13500 V328 26 86
TUVOC
SALT LAKE CITY Jackson 133.25 285.6
IR 499

13500 V328 26 86
IDECA
Antelope Run Ranch Pvt (WY33) 7470 - 75
Afton Muni (AFO) 6221 @ 70

13²

16¹