

AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
April 29-30, 2002
HISTORY RECORD

FAA Control # 02-01-241

Subject: Non-radar Level and Climbing Holding Patterns

Background/Discussion: FAA holding pattern criteria and policies provide for 310-knot climb-in-hold (CIH) holding patterns for missed approach procedures used by jet airplanes where a 40:1 surface is penetrated in accordance with the criteria contained in 8260.3B, Paragraph 293b. Pilots have no way of knowing, however, which CIH patterns have been evaluated for CIH. Also, there are situations where a jet airplane CIH pattern does not trigger the provisions of 8260.3B, Paragraph 293b, so the pattern size used often provides for a maximum of 200 knots even though a modified CIH may be required. An example is attached, for the ILS 17 at Kona, Hawaii, (illustration attached) where the missed approach holding pattern is 40:1-free, and the holding altitude is 1,500 feet. But, a CIH to at least 5,000 is required to return to the approach procedure. Pilots have no way of determining what the maximum design speed is for CIH in any holding pattern. 200 knots is an inadequate speed for a transport jet airplane to climb in the Kona pattern, although 310 knots would be excessive.

The AIM has some recently added information on this subject, but charts are devoid of any information to assist the flight crew in this regard. Human-factors mandate that such critical information be supported on the chart, per se.

Related to this, it is our understanding that ATC personnel are not aware of limits placed on unplanned holding at unevaluated holding fixes in a non-radar environment. The ATC Handbook, 7110.65, still refers to the 1:500,000 plastic holding templates, which have not been available for years. AFS needs to educate the current crop of ATC managers about how airspace is protected and documented for non-radar holding patterns. Although Forms 8260-2s are provided to facilities, the critical information contained therein often does not get to the affected sectors. Safety-of-flight mandates that impromptu holding not be allowed in a non-radar environment unless the fix to be used is authorized for holding by Form 8260-2.

Finally, ICAO encourages its member states to provide 280-knot patterns in the en route structure where obstacles permit. In this way jet airplane turbulent holding is provided for when needed. In a non-radar environment, lack of Form 8260-2 evaluated and document en route holding airspace for turbulent conditions provides an unknown compromise to safety-of-flight.

Recommendation: CIH patterns such as in the Kona ILS 17 example, and all patterns used by jet airplanes where CIH is required, should be evaluated for 265 knots where 310-knot CIH patterns are not required. This requirement should extend to holding patterns for both missed approaches and DPs. Further, it should be made clear that the 310-knot CIH criteria apply to DP holding patterns where a Paragraph 293b evaluation finds 40:1 penetrations. Pilots should be informed, both by AIM reference material, and chart code, which patterns are authorized for 265-knot CIH and which are authorized for 310-knot CIH. Further, en route patterns that are evaluated for 280-knot turbulence holding should be clearly coded.

AFS should provide education materials to explain the authorizations and limitations of unplanned holds in non-radar terminal and en route structures.

Comments: This affects various AFS, AVN, and ATS policies and directives, and the Aeronautical Information Manual. It also affects cartographic specifications and standards.

Submitted by: Captain Simon Lawrence

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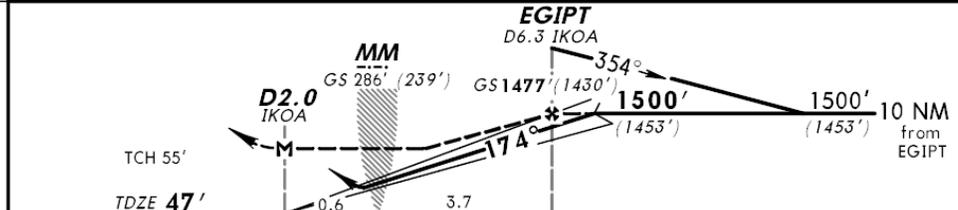
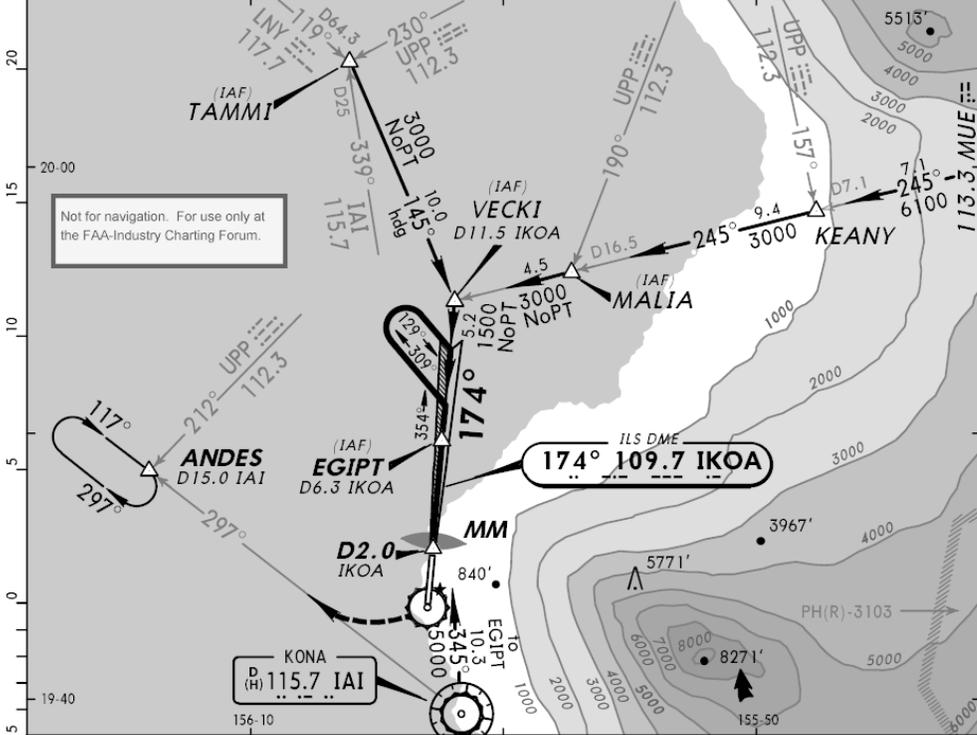
Date: April 1, 2002

PHKO
KONA INTL AT KEAHOLE

JEPPESEN
1 SEP 00 (11-1)

KAILUA-KONA, HAWAII
ILS DME Rwy 17

*ATIS 127.4		HONOLULU Center 126.0		*KONA Tower CTAF 120.3	
LOC IKOA 109.7	Final Apch Crs 174°	GS EGIPT 1477' (1430')	ILS DA(H) 247' (200')	Apt Elev 47' TDZE 47'	
MISSED APCH: Climb to 500' then climbing RIGHT turn to 1500' outbound via IAI VOR R-297 to ANDES INT/D15.0 IAI VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' (17953') 1. Use IKOA DME when on LOC course. 2. Pilot controlled lighting 120.3.					



Gnd speed-Kts	70	90	100	120	140	160	MALS R	500'	1500'	IAI
GS	3.00°	377	485	539	647	755	PAPI	↑	↘	via 115.7 ANDES R-297
MAP at D2.0 IKOA										

STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND	
ILS DA(H) 247' (200')			LOC (GS out) MDA(H) 400' (353')			Not Authorized East of Rwy 17-35
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts
A						90
B			1/2	3/4	1	120
C	1/2	3/4				140
D			3/4	1 1/4		165
						460' (413') - 1
						500' (453') - 1
						500' (453') - 1 1/2
						600' (553') - 2

CHANGES: NoPT added to the Vecki - Egipt transition. © JEPPESEN SANDERSON, INC., 1999, 2000. ALL RIGHTS RESERVED.

INITIAL DISCUSSION (Meeting 02-01): New issue presented by Wally Roberts, ALPA. Wally expressed concern on two areas relating to climb-in-hold (CIH) pattern evaluations. In some cases, AVN is not evaluating CIH patterns to 310 Knots as required by TERPS. Compounding this issue is that there are no chart notes to limit pilot airspeeds when required by a lesser airspeed CIH evaluation. Lastly, ALPA is concerned that controllers are unaware of airspeed and obstacle clearance specifications when impromptu CIH requirements arise; e.g. returning to the en route structure from the missed approach holding pattern specified on the Kona Int'l airport, HI. Norm LeFevre agreed to accept the issue for study within AFS-420 for possible criteria and/or policy requirements. **ACTION: AFS-420.**

MEETING 02-02: Tom Schneider, AFS-420, briefed a report on the issue provided by Carl Moore, also of AFS-420. Carl reported that several years ago, the FAA considered changing the climb-in-hold (CIH) evaluation airspeed from 310 to 265 KIAS. FAA determined that some large aircraft such as the B747 need to climb at speeds in excess of 265. Therefore the CIH speed was kept at 310. If consensus can be reached that 265 will handle CIHs then FAA could make a change to 7130.3. After discussion, the ACF consensus is that there are many aircraft that require climbing speeds in excess of 265 Knots; therefore, the current airspeeds should not be changed. Carl agrees with the concept that holding patterns that have been assessed for a CIH should be annotated with the applicable CIH speed. AFS-420 will take this issue for further study and determination whether development of charting specifications and associated AIM material is required. In the interim, it was suggested that controllers must be aware which holding patterns have/have not been assessed for CIH. Marty Walker, ATP-120, will address this in an Air Traffic Bulletin article. Brad Rush, AVN-160, stated that CIH information is documented on the form 8260-2 supporting the fix. AFS-420 will review the issue for CIH charting determination. **ACTION: AFS-420 and ATP-120.**

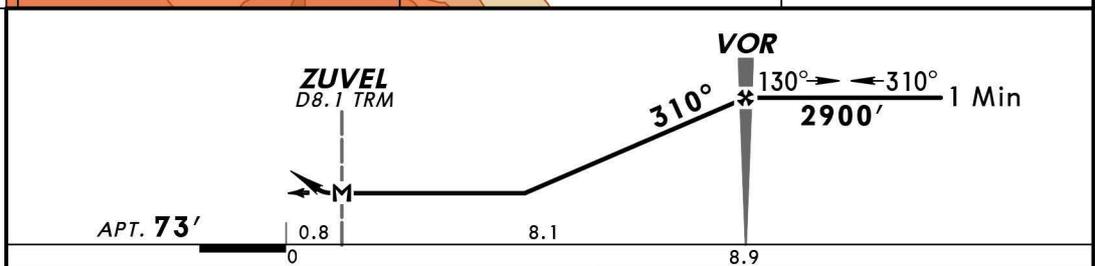
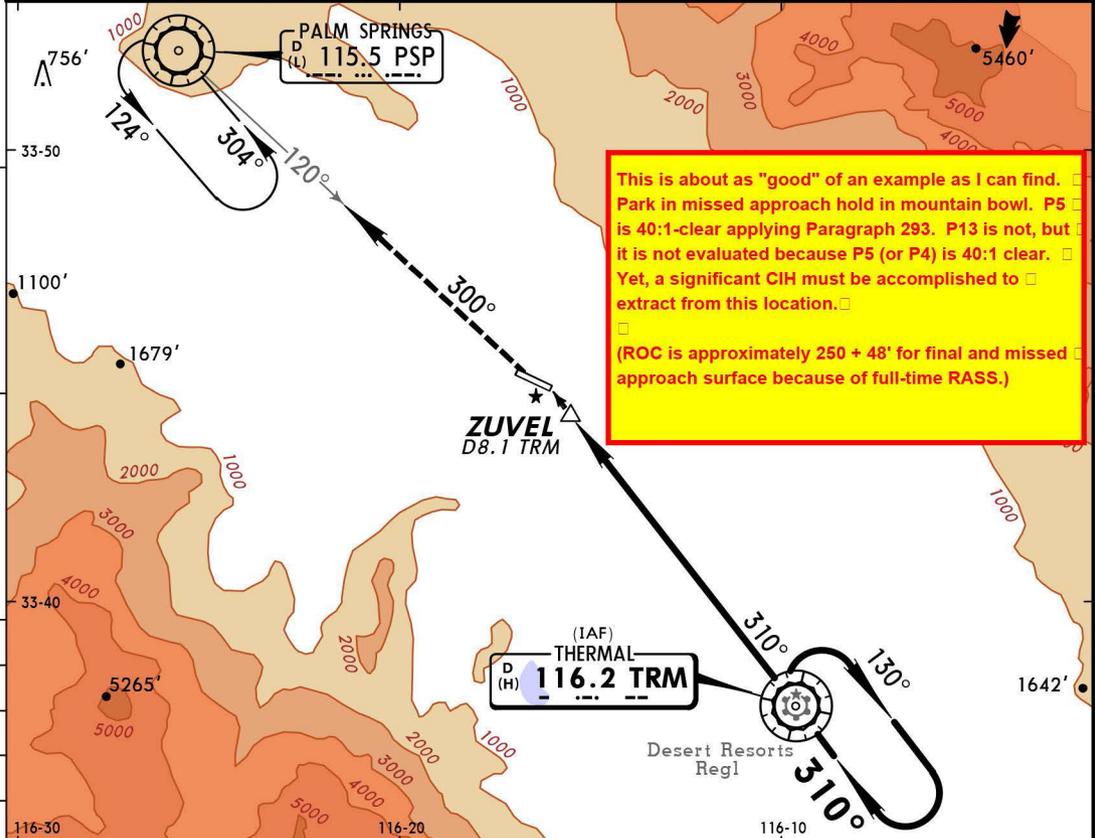
MEETING 03-01: Tom Schneider, AFS-420, briefed a report on the issue provided by Carl Moore, also of AFS-420. Carl has suggested a charting icon; e.g., "CIH", to indicate when a holding pattern has been evaluated for climb-in-hold. An airspeed restriction could be added if the CIH has been evaluated for less than 310 knots; e.g., "CIH 265K". The icon charting idea was resoundingly opposed by all charting agencies (NACO, NIMA and Jeppesen) as causing excessive chart clutter and the number of holding patterns that would require an icon (estimated in the thousands). Mike Riley questioned the importance of charting this information. Mark Ingram, ALPA, responded that it is a CFIT avoidance measure. A graphic example to support and demonstrate this issue was prepared by Wally Roberts, Aviation Consultant, was included with new issue 03-01-247. This graphic is included below. Kevin Comstock, ALPA, offered that guidance should be included in the new Instrument Procedures Guide (IPG) and the Instrument Flying Handbook that not all holding patterns have been evaluated for a CIH. The guidance should also include pilot actions in the case of lost communications when a holding speed restriction cannot be met or when a CIH is necessary and it is not possible to determine if a CIH assessment has been done. Bill Hammett, AFS-420 (ISI), noted that Air Traffic has an IOU from previous meeting to issue an AT Bulletin article to ensure controllers are aware of what holding patterns have been evaluated for CIH. This information is currently only available on the 8260-2 for the fix/NAVAID. Unfortunately, an ATP-120 representative was not available to address whether this has been accomplished. Gary Powell, ATP-500 volunteered to remind ATP-120 of their IOU. **ACTION: ATP-120 and AFS-420.**

DESERT RESORTS REGL ASOS 118.32	*PALM SPRINGS Approach (R) 118.85	LOS ANGELES Center (R) 128.15 when App inop.	BERMUDA DUNES UNICOM CTAF 122.8
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VOR TRM 116.2	Final Apch Crs 310°	Minimum Alt VOR 2900' (2827')	MDA(H) Refer to Minimums	Apt Elev 73'	
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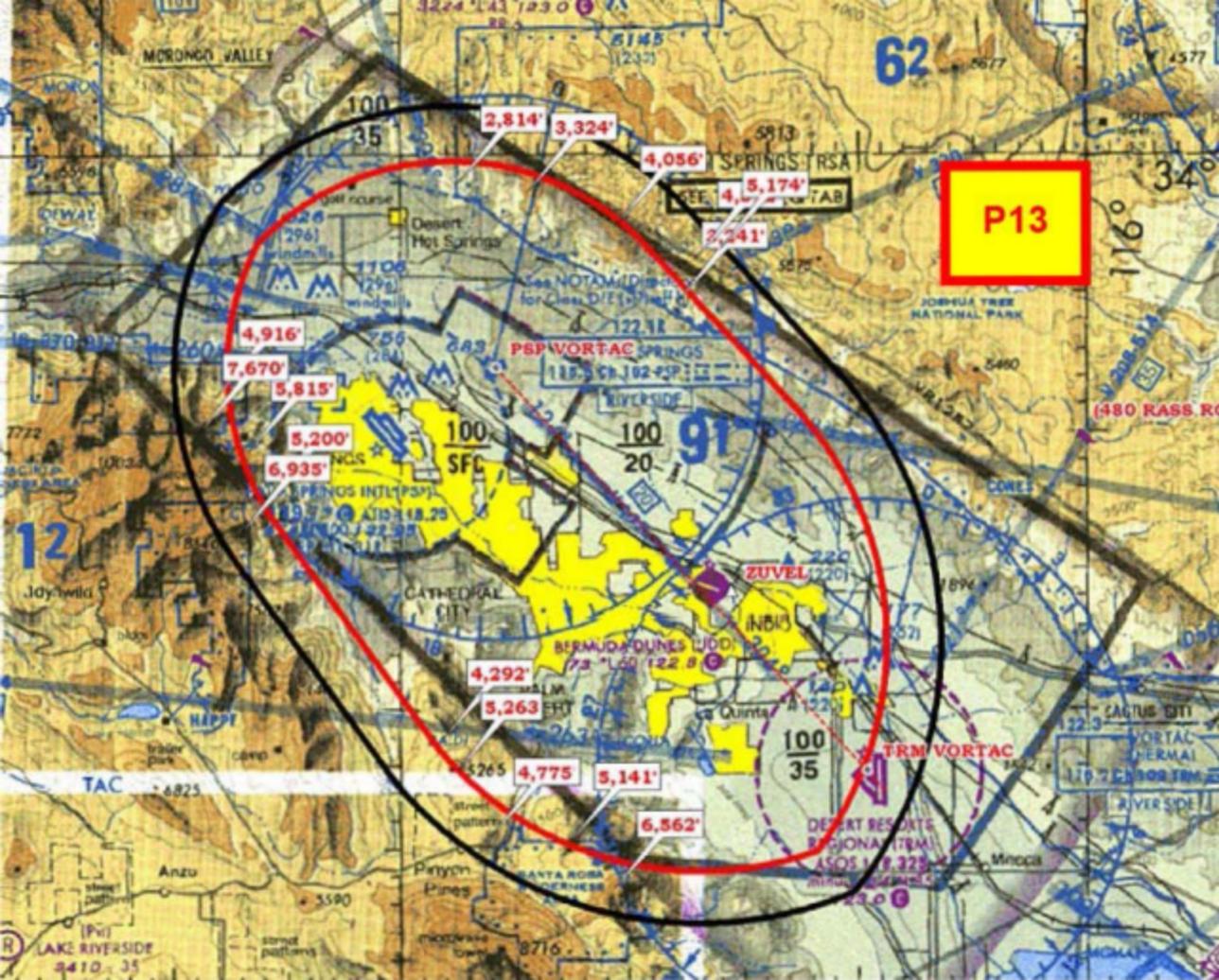
MISSED APCH: Climb to 3300' inbound via PSP VOR R-120 to PSP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use Desert Resorts Regl altimeter setting. 2. Pilot controlled lighting 122.8.



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3300' ↑	PSP via 115.5 R-120	PSP 115.5
MAP at ZUVEL/D8.1 TRM or VOR to MAP	8.1	6:57	5:24	4:52	4:03	3:28				

CIRCLE-TO-LAND	
Max Kts	MDA(H)
A 90	920' (847')-1
B 120	920' (847')-1¼
C 140	920' (847')-2½
D	NA



P13



2,814'

3,324'

4,056'

5,174'

2,241'

4,916'

7,670'

5,815'

5,200'

6,935'

4,292'

3,263'

4,265'

4,775'

5,141'

6,562'

100

35

100

SFC

100

20

100

35

62

34°

116°

12

MORONGO VALLEY

SPRINGS TRSA

SEE 4, 5, 174'

PSP VORTAC

SPRINGS

115.5 CH 102.5 P 115.5

RIVERSIDE

ZUVEL

(220)

BERMUDA DUNES LIDD

73 * L50 122 B

TRM VORTAC

TRM

DESERT RESORTE

REGIONAL ITEM

ASOS 119 323

MINOR AIRPORT

JOSEPHINE NATIONAL PARK

(480 RASS R)

LAKE RIVERSIDE

3410 35

MEETING 03-02: Bill Hammett, AFS-420 (ISI), briefed that AFS-420 has reviewed the AIM guidance on this matter and it is satisfactory. Bill also noted that ATP-120 has an IOU from previous meeting to issue an AT Bulletin article to ensure that controllers are aware of which holding patterns have been evaluated for a climb-in hold (CIH). This information is currently only available on the Form 8260-2 supporting for the fix/NAVAID. Marty Walker, ATP-120, stated that he is still researching background for the article. **ACTION: ATP-120.**

MEETING 04-01: Bill Hammett, AFS-420 (ISI) noted that ATP-120 still has an IOU from previous meetings to issue an AT Bulletin article to ensure that controllers are aware of which holding patterns have been evaluated for a climb-in hold (CIH). This information is currently only available on the Form 8260-2 supporting for the fix/NAVAID. **ACTION: ATP-120.**

MEETING 04-02: Bill Hammett, AFS-420 (ISI) noted that ATP-120 still has an IOU from previous meetings to issue an AT Bulletin article to ensure that controllers are aware of which holding patterns have been evaluated for a climb-in hold (CIH). This information is currently only available on the Form 8260-2 supporting for fix/NAVAID. A review of bulletins on the Air Traffic Publications web-site indicates that this has not been accomplished to date. Tom Schneider, IPG Chair, took an IOU to follow up on this issue with Air Traffic. **ACTION: ACF-IPG Chair and ATP-120.**

MEETING 05-01: Tom Schneider, AFS-420 noted that ATP-120 still has an IOU from previous meetings to issue an AT Bulletin article to ensure that controllers are aware of which holding patterns have been evaluated for a climb-in hold (CIH). However, as stated previously, there was no Terminal Safety and Operations Support representation at the ACF. The Chair will follow up corrective action with Air Traffic.

Editor's Note:** Two days later, during a break at the ACF Charting Group meeting, Tom Schneider, AFS-420, approached Mark Washam, Airspace and Procedures Branch under ATO-T, and requested an update. Mark stated that he had contacted the previous representative and asked him to provide the necessary ATC Bulletin material. **ACTION: Terminal Safety and Operations Support (ATO-T).

MEETING 05-02: Two days after the last ACF-IPG meeting, during a break at the ACF Charting Group meeting, Tom Schneider, AFS-420, approached Mark Washam, the ATO-T representative, and requested an update on the ATC Bulletin article. Mark stated that he had contacted the previous air traffic ACF representative to the ACF and asked him to provide the necessary material; however, he has received no reply. Paul Ewing, ATO-R, questioned the need for the ATC Bulletin article as the tasking was 2-years old and is apparently not a problem. Bill Hammett, AFS-420 (ISI), responded that the article was intended as refresher training for controllers to ensure all bases were covered. The only source for holding pattern data to include minimum altitudes, airspeeds, and whether a climb-in-hold evaluation has been conducted is FAA Form 8260-2. The intent of the tasking was to require a facility review of the

forms to ensure that all controllers are aware of exactly what patterns have been evaluated for impromptu climb-in-hold clearances. Bill noted that refresher training is a common use for the ATC Bulletin and inclusion of this subject should not be a big deal and would close out the issue. Mark Washam, ATO-T, Terminal Safety and Operations Support Group, agreed to more aggressively pursue the article. **ACTION: ATO-T, Safety and Operations Support.**

MEETING 06-01: Bill Hammett, AFS-420 (ISI), briefed that no response has been received from the Airspace Procedures Group, AJT-22. A representative from the office was not in attendance. Status is unchanged. **ACTION: Airspace Procedures Group, AJT-22.**

MEETING 06-02: Bill Hammett, AFS-420 (ISI), briefed that no response has been received from the Airspace Procedures Group, AJT-22. Pamela Coopwood, AJT-2300, briefed that she was new to the ACF as the AJT representative. Bill offered to forward her the background data on the issue. **ACTION: AJT-2300.**

MEETING 07-01: Bill Hammett, AFS-420 (ISI), briefed that he has seen no item in the ATC Bulletin to date. There was no representative from the Terminal Service Unit in attendance. Tom Schneider, AFS-420, stated that he, as Chair of the ACF-IPG, would contact Ms. Coopwood for an update. Paul Ewing, AJR-37 (AMTI), questioned the importance of the issue as nothing has been done for several years. **ACTION Chair ACF-IPG and AJT-2300.**

MEETING 07-02: Pam Coopwood, AJT-2300, briefed there has been no effort to publish an ATC Bulletin in some time. She questioned the rationale behind the request. Bill Hammett, AFS-420 (ISI) provided a history on the issue. Basically, the intent of the ACF's request is to require refresher training to ensure controllers are aware of which holding patterns may be used to accomplish a climb-in-hold (CIH) maneuver. FAA Form 8260-2 is the source document for all holding patterns. Rich Boll, NBAA, questioned how this information reached controllers. Brad Rush, AJW-321, responded that copies of all Forms 8260-2 are distributed to the appropriate ATC facilities. This prompted Pam to state that the information should be briefed when new instrument flight procedures are introduced into a facility. She believes it is a management responsibility to ensure controller awareness and perhaps better addressed via Order 7210.3. Bill stated that the ACF was not hard fast on using the ATC Bulletin to accomplish the training; a policy memorandum or other means that will accomplish the goal is acceptable. Pam stated that the FAA is forming a new Planning and Procedures Group under System Operations, AJR-5000 to jointly work procedural policy. She introduced Tim Swope, a contractor from Joint Venture Solutions (JVS) who will work in the new office, will be the ATO representative to the ACF, and will follow up the issue. **ACTION AJR-5000(JVS).**

MEETING 08-01: Bill Hammett, AFS-420 (ISI) briefed that at the last meeting, Pam Coopwood, AJT-2300, briefed the FAA was forming a new Planning and Procedures Group under System

Operations, AJR-5000, to jointly work air traffic procedural policy. She also introduced Tim Swope, a contractor from Joint Venture Solutions (JVS), who will work in the new office. Subsequent follow-up discussions with Tim reveal that the new office will not be formed and the Terminal and En Route Service Units will represent themselves on policy and procedural matters. Dan Diggins, ATO-T, briefed that he has recently been tasked to manage the Strategic Operations Group, AJT-22, a new office under ATO-T whose primary goal is to prepare the NAS for ADSB; however, the Group will also address other terminal ATC policy issues. Dan apologized for the past poor participation of the Terminal Service Unit. He added that although the new Group is not fully staffed, it is being ramped up quickly. He accepted the IOU for the new Group to follow up the controller training recommendations for this issue. **ACTION AJT-22**.

MEETING 08-02: Mike Frank, AJT-22, briefed that Dan Diggins, AJT-22, is pursuing this issue and will have an update at the next meeting. **ACTION AJT-22**.

MEETING 09-01: Dan Diggins, AJT-22, briefed there has been no progress on this issue. Tom Schneider, AFS-420, offered AFS assistance in closing this long-standing issue. **ACTION AJT-22**.

MEETING 09-02: Dan Diggins, AJT-28 (Note routing code change), briefed that he has been drafting language for an Air Traffic Bulletin (ATB) article, which he hopes to have complete soon. Bill Hammett AFS-420 (ISI), offered to review the draft when complete. **ACTION AJT-28**.

MEETING 10-01: Ron Singletary, AJT-28, briefed that Dan Diggins has been re-assigned and there has been no action taken to write the recommended Air Traffic Bulletin (ATB) article. Gary Fiske, AJT-28, stated that the issue should be closed as it is not applicable in today's air traffic control world. He added that facilities no longer require non-radar training. Bill Hammett, AFS-420 (ISI), responded that although radar coverage has greatly improved, there are still places where holding and climb-in-hold procedures may be used. Bill stated that an impromptu CIH clearance in a holding pattern that was not assessed for the maneuver could have catastrophic coincidences and he did not believe the ACF's request to ensure controller awareness was unreasonable. He added the ATO has routinely used the ATB for refresher training. (**Editor's Note:** *It should be noted that the IOU for an ATB article was accepted by the Air Traffic (Terminal) representative at the Oct 2002 meeting and passed to each of 5 successive representatives to date; however, no action has been taken*). Tom Schneider, AFS-420, stated that if the ATO is sure that controllers, including those providing service to non-radar airports, are trained to know what holding patterns are authorized for climb-in-hold, he would agree to close the issue. Gary Church, Aviation Management Associates (AMA), added that if the information is a national ATC training initiative, then it could be closed. Paul Eure, AJE-31, stated that, from an en route standpoint, he did not believe controllers are aware of the significance of the increase in holding pattern size to allow climb-in-hold. Gary agreed that he

also did not believe controllers are aware of the increase in pattern size. The issue remains open with AJT-28 as OPR.

Editor's Note: After initial distribution of the minutes, Gary Fiske, representing AJT-28, expressed concern and advised the Chair that according to his recollection " Paul Eure, AJE-31, took an action to coordinate with Brad Rush to try and understand what and where the problem exists before taking the next step, whether that be a ATB, or narrowly dealing with a specific location where there may be a supposed problem. If my memory serves me, Enroute thought that this may be more relevant in their world as they tend to do more non radar than Terminal. We in Terminal did not say that we were going to continue to be the OPR, when we want this closed."

Tom Schneider, AFS-420 and Chair of the ACF-IPG, responded that this issue applies to both Terminal and Enroute operations, since both issue holding instructions. We spoke to Paul Eure and he agrees that the issue must be resolved jointly. The ACF-IPG primary concern is that all controllers are aware of the source for holding pattern information because Order JO 7110.65, paragraph 4-6-4f, places specific requirements on controllers to know holding pattern dimensions and allowable airspeed(s). Although climb-in-hold (CIH) is not specifically mentioned in this paragraph, it none-the-less is a facet of holding patterns that controllers must be aware of. That brings us to whether controllers are at least aware of this and are they properly trained? As Chair, I believe the issue as presented by industry and accepted by your predecessors is valid. The recommendation of an ATB article, as agreed to by the ATP-100 representative and supported by the former AJT-28 manager, provides an easy solution, which, in our opinion, should have been accomplished years ago. This ATB item can reinforce that the source for all holding data in facility "Position Binders" is the FAA Form 8260-2. Ultimately, formal controller training should address this

Gary responded by stating that he had completely reviewed the entire history of the issue again and has concluded that an ATB may not be the best solution; rather, the issue should be addressed in Order 7210.3. Therefore, he will author a DCP to change the 7210.3 for Terminal facilities and will request a companion DCP for Enroute also be developed.

Per agreement with Paul Eure, AJE-31, the minutes are revised to show OPR for the issue is jointly shared by AJT-28 and AJE-31.

ACTION: AJT-28 and AJE-31.

MEETING 10-02: Gary Fiske, AJT-28, briefed that an Air Traffic Control Bulletin was determined not to be the best medium to ensure controller awareness. Gary said his office has circulated a DCP for Order 7210.3 that will require the information in position binders and facility SOPs at those facilities with limited or no radar coverage. The comment period for the DCPs closed last week and comments are being evaluated. Provided all comments can be mitigated, the policy should be included in Change 3 to Order 7210.3, which will be effective in August 2011. Bill Hammett, AFS-420 (ISI), asked whether the DCPs were applicable to both terminal and en route facilities. Gary responded that he was referring to the DCP for the revision to the Terminal Section of the 7210.3. The DCP for the En Route section is still out for comment. AJT-28 and AJE-31 will continue to track inclusion of the requirement in Order 7210.3.

Item Open (AJT-28 and AJE-31).

MEETING 11-01: Doug Marek, AJT-24, briefed that guidance has been completed for terminal facilities and will be published in Change 3 to FAA Order JO 7210.3, *Facility Operation and Administration*, on August 25. this portion is given a status of "open, pending publication". Paul Eure, AJE-31, briefed that his office is presently in the reconciling comments stage of the DCP process for guidance for en route facilities. **ACTION: AJT-28 and AJE-31.**

MEETING 11-02: Bill Hammett, AFS-420 (ISI) briefed the following revision was published in Change 3 to FAA Order JO 7210.3W, Paragraph 10-2-2-4(f), which satisfies the Terminal Service Unit IOU:

"Normally used sector holding fixes to include published/unpublished hold, allowable altitudes, maximum speed, maximum length, direction of turn, direction from fix, and if applicable, published procedures involved. Additionally, at facilities having areas with limited or no radar coverage, include those holding patterns within these areas that contain "climb in holding" assessments as noted on FAA Form 8260-2."

Paul Eure, AJE-31, briefed that a similar change for en route facilities has cleared all hurdles and been forwarded for publication on July 26, 2012. Paul will track the change until published. **ACTION: AJE-31.**

MEETING 12-01: Paul Eure, AJE-31, briefed that a change to Order JO 7210.3, similar to what Terminal had published, had been completed and approved levying the requirement for en route facilities to add climb-in-hold patterns to position binders. However, late input from field facilities forced a change to make the requirement a note. Bill Hammett, AFS-420 (ISI) asked whether a note would have the same weight as inclusion in a basic paragraph. Paul responded that it would. **ACTION: AJE-31.**

MEETING 12-02: Paul Eure, AJE-31, briefed that a change to Order JO 7210.3, similar to what Terminal had published, has been completed and scheduled for publication on March 7, 2013. The change will add a note below paragraph 6-2-2, En Route Sector Information, subparagraph d10 as follows:

10. Normally used sector holding fixes to include published/unpublished holding, allowable altitudes, maximum speed, maximum length, direction of turn, direction from fix, and if applicable, published procedures involved.

NOTE: At facilities having areas with limited or no radar coverage, include those holding patterns within these areas that contain Climb in Holding assessments as noted on FAA Form 8260-2.

AJE-31 will track the change until published. **ACTION: AJE-31.**

MEETING 13-01: Paul Eure, AJE-31, briefed that the change to Order JO 7210.3 to mandate CIH holding pattern information be included in position binders has been delayed again due to administrative problems. It seems there were triplicate DCPs with the same number. Inclusion in FAA Order JO 7210.3 is now targeted for February 2014. AJE-31 will continue to track the change until published. **ACTION: AJE-31.**

MEETING 13-02: Eric Fredricks, AJE-31, briefed that the Document Change Proposal (DCP) to FAA Order JO 7210.3 to mandate CIH holding pattern information be included in position binders is out for final coordination and is now targeted for publication in August 2014. Jim Arrighi, AJV-14, noted that the cutoff for the ATO August publication cycle has been slipped from February to April. He added that he heard there may not be a Feb pub cycle, or it may be slipped, due to deadlines being missed as result of the recent government shutdown. AJE-31 will continue to track the change, and will advise on progress of the DCP. **ACTION: AJE-31.**

MEETING 14-01: Eric Fredricks, AJE-31, reported that one of the reasons for the recent FAA reorganization was related to problems with promulgation of Document Change Proposals (DCPs). Unfortunately the DCP to resolve this issue is “caught in the middle”, and he is rewriting it. No specific progress to report, issue remains open pending publication.

Status: AJV-8 to continue to track the change, and will advise on progress of the DCP. **Item Open (AJV-8).**

MEETING 14-02: Eric Fredricks, AJV-823, briefed that the DCPs have been rewritten, passed internal review, and they are going out for coordination/comment in the next two weeks. The intent is to publish on the June 2015 publication date.

Status: Continue to track FAA Order JO 7210.3 DCPs. **Item Open: AJV-8**

MEETING 15-01: Gary Fiske, AJV-82, briefed that Eric Fredricks, AJV-72, had the IOU but has changed positions in the ATO. A DCP was sent out for comment and returned in early February 2015. Work was delayed by higher priority activities, so he was asked to take over. The June 25th charting date will not be made.

Status: Gary Fiske is working thru the comments and pub date is now anticipated in December 2015. **Item Open: AJV-8**

MEETING 15-02: Gary Fiske, AJV-82, briefed that several years ago the ATO submitted DCPs to their orders addressing how terminal facilities do their CIH assessments. This spring they finally came to an agreement on how to handle these on the terminal side, but he received several non-concurs from En Route, specifically Anchorage ARTCC. In trying to resolve the non-concur, Gary received feedback from Aeronautical Information Services (AIS) and AFS-420 during a telecon, wondering if this is an issue in 2015 with today's improved Radar surveillance, with the exception being that Anchorage does have non-radar airspace. Some of the expectations are different in 2015 and Gary sees no value and recommends dropping and closing the issue. Rich Boll, NBAA, asked if CIH is charted, and Tom Schneider, AFS-420, said if CIH is required it is stated on the applicable procedure chart. Gary said they are mostly on missed approaches. Tom said the problem is not on procedures where CIH is stated, but rather on the ad-hoc ones; i.e., is it clear to the ATC facility if ad-hoc CIH is issued, an assessment has not been done to support the higher airspeed permitted when climbing in a holding pattern that will ensure the aircraft remains within protected airspace? Gary said it is altitude dependent since there is no issue when the aircraft is above the MVA/MIA, and the reality is surveillance has gotten better. FAA Order 7130.3, which is driving all of this, was written in the 1960's. John Moore, Jeppesen, inquired about placing information in a bulletin? Tom said the guidance is in the terminal section of FAA Order JO 7210.3, just not in the en route. Rich said he will take the aircraft speed issue in ad-hoc en route holding back to his ACF holding group and look at some additional AIM guidance to address this. ALPA representatives agreed that with both the completed work and this IOU from Rich, the issue should be closed.

Status: **Item Closed.**