

**AERONAUTICAL CHARTING FORUM**  
**Instrument Procedures Group**  
**April 27, 2010**  
**HISTORY RECORD**

**FAA Control # 10-01-292**

**Subject: Removal of the Visual Climb Over Airport Option on Mountain Airport Obstacle Departure Procedures.**

**Background/Discussion:**

Two recent NOTAMS for Aspen, CO (ASE) and Eagle, CO (EGE) concerning the IFR Obstacle Departure Procedures (ODP) at these airports have removed the option to use the Visual Climb Over Airport (VCOA) procedure. The VCOA option provides an alternative means of departure for those aircraft that are unable to achieve the minimum climb gradient otherwise published for the runway and the departure routing. Weather minimums associated with the VCOA allow climb over the airport in visual conditions until such time that the standard, 200'/NM climb gradient provide the required obstacle clearance to the en route environment.

The ODPs in question (Figure 1 & 2: EGE – GYPSM Four & ASE – SARDD One) have higher than standard climb gradients that are difficult, if not impossible for many single & multiengine piston, single & multiengine turboprop, and even some multiengine turbojet airplanes to achieve in some weather/density altitude conditions. If the higher than standard climb gradient published for the runway/departure route cannot be achieved, the removal of the VCOA option may prevent an airplane from departing these airports in IFR conditions if the operation is conducted under 14 CFR part 135, reference 14 CFR 91.175 (f)(3):

(f) *Civil airport takeoff minimums.* This paragraph applies to persons operating an aircraft under part 121, 125, 129, or 135 of this chapter.

(3) Except as provided in paragraph (f)(4) of this section, no pilot may takeoff under IFR from a civil airport having published obstacle departure procedures (ODPs) under part 97 of this chapter for the takeoff runway to be used, unless the pilot uses such ODPs or an alternative procedure or route assigned by air traffic control.

The climb rate required to depart EGE's runway 25 using the GYPSM Graphic ODP can easily exceed 1600 ft/min for many multiengine piston and turboprop airplanes. While the climb required to depart ASE's runway 33 using the SARDD ODP is not as great (900 ft/min), the altitude to which the climb must be continued, 14,500 ft MSL, is equally imposing.

As was noted during the ACF-IPG 09-02 meeting, these NOTAMS were issued at the request of local ATC because pilots that were issued the ODP as part of their ATC clearance, but unable to comply with climb gradient, were using the VCOA option to depart the airport, sometimes without informing ASE or EGE's ATCT in advance. Due to the constrained nature of these airports, the execution of the VCOA maneuver was both unexpected and interfered with other operations into and out of these airports.

Pilots have the option of using the VCOA maneuver when departing an airport via an ODP when the required climb gradient cannot be achieved. Since the VCOA is a part of the published procedure, when the ODP is included in the ATC clearance, pilots have the option of using the ODP without additional instruction, an additional ATC clearance, or even without advising ATC of their intentions. Controllers were advised in the 2006-1 Air Traffic Bulletin that an ODP might contain a VCOA option, and further, that if any doubt exist as to the aircraft's departure path they should confirm it with the pilot.

NBAA appreciates the fact that a pilot executing the VCOA option without first advising ATC or using it at constrained airports where the VCOA maneuvers conflicts with the flow of other traffic presents a significant safety concern for ATC. However, the wholesale prohibition of the VCOA option at airports with high terrain and associated high climb gradients imposes an unwarranted restriction on IFR operations and equal safety concern for IFR departures from these airports.

Even in situations where the airplane can “just meet” the climb gradient for the departure route, using the VCOA option at these mountain airports may provide the safer alternative for performance limited aircraft when departing under IFR. Weather conditions along departure route can change suddenly or be markedly different once away from the airport, e.g. increasing tailwind and/or snow-squall induced icing conditions resulting in lower than expected climb performance along the departure route. In these circumstances, use of the VCOA may provide the pilot with a safer alternative for departing the airport under IFR.

### **Recommendations:**

NBAA requests that the NOTAMS affecting the ODP's at Aspen, CO and Eagle, CO be amended to restore the option for the pilot to use the VCOA and that the NOTAMS impose a requirement that the pilot advise ATC prior to departure of their intentions to depart the airport IFR using the VCOA. This advisory should also be included in the ATIS broadcast when weather conditions warrant.

To address the use of VCOA at other airports, NBAA recommends that the Aeronautical Information Manual (AIM) section 5-2-8 be amended to require that pilots advise ATC of their intentions to depart an airport under IFR using a published VCOA option. The AIM should also advise pilots that ATC might adjust their departure sequence when the pilot chooses to depart using the VCOA in order to facilitate the sequence of other inbound or outbound IFR traffic.

NBAA further recommends that FAO 7110.65, Air Traffic Control, be amended advising controllers that an airport's ODP may contain a VCOA option and that, if necessary, the controller should query the pilot as their intentions regarding use the VCOA when an aircraft departs an airport under IFR.

### **Comments:**

This recommendation affects:

1. The Aeronautical Information Manual, section 5-2-8 and section 5-5.
2. FAA Order 7110.65, Air Traffic Control

**Submitted by: Richard J. Boll II**

**Organization: NBAA**

**Phone: 316-655-8856**

**FAX:**

**E-mail: [richard.boll@sbcglobal.net](mailto:richard.boll@sbcglobal.net)**

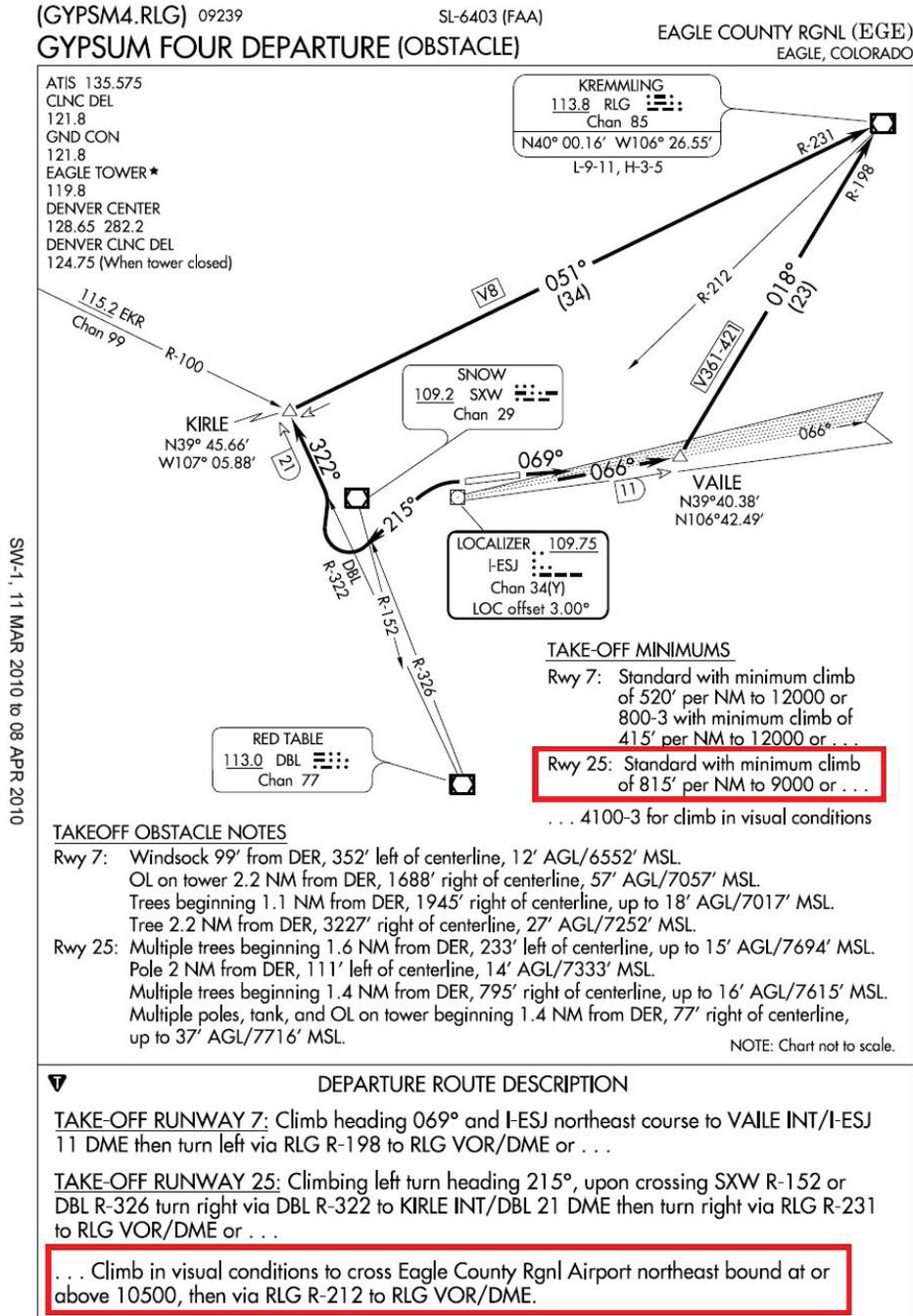
**Date: April 2, 2010**

Figure 1

**09/307 (A0014/09) – AIRSPACE GYPSUM FOUR DEPARTURE DEPARTURE ROUTE DESCRIPTION:**

TAKE-OFF RUNWAY 25, VISUAL CLIMB OVER AIRPORT NA.

ALL OTHER DATA REMAINS AS PUBLISHED. WIE UNTIL UFN. CREATED: 25 SEP 18:21 2009



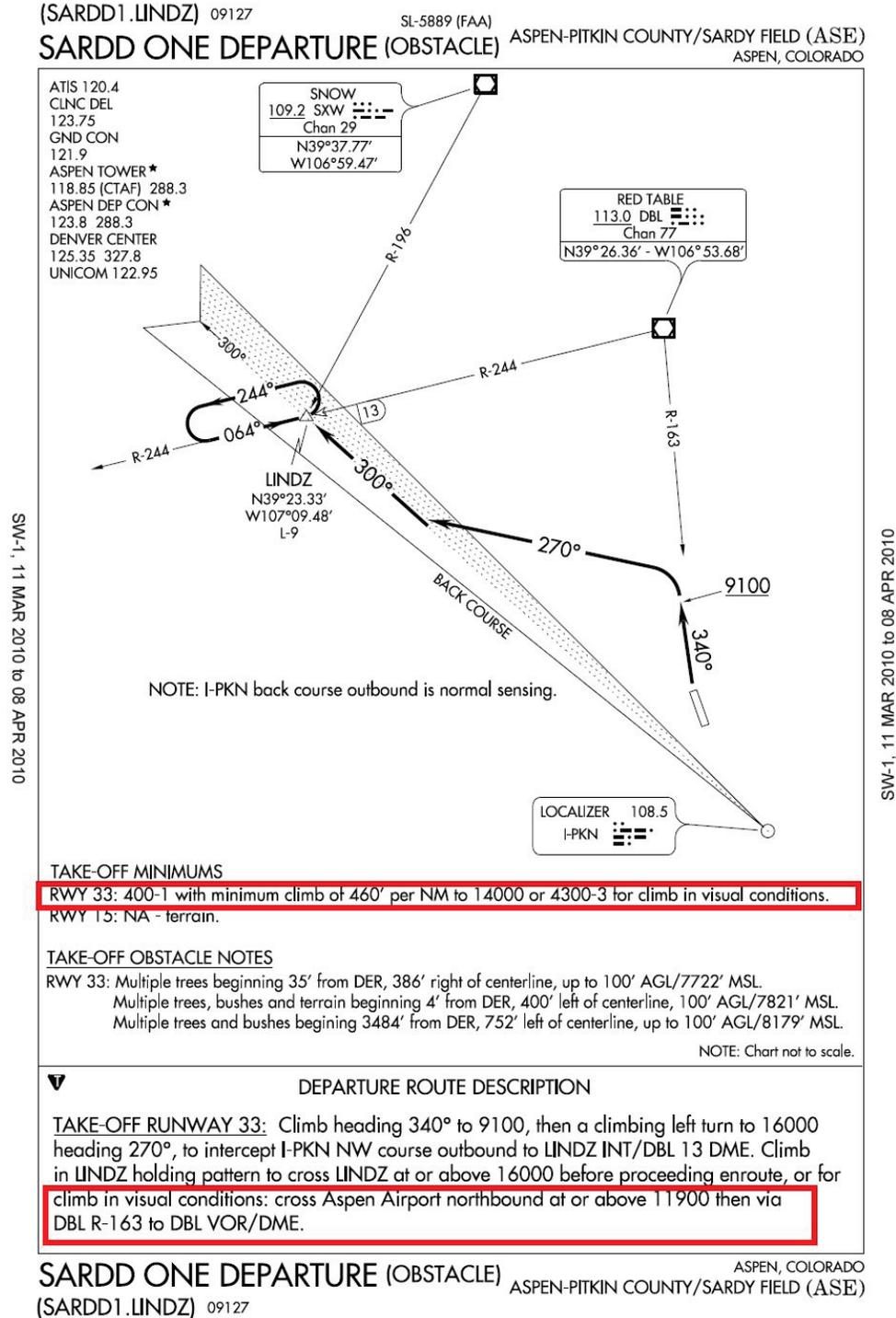
GYPSUM FOUR DEPARTURE (OBSTACLE) EAGLE, COLORADO  
(GYPSM4.RLG) 09239 EAGLE COUNTY RGNL (EGE)

SW-1, 11 MAR 2010 to 08 APR 2010

SW-1, 11 MAR 2010 to 08 APR 2010

Figure 1

**10/375 - AIRSPACE SARDD ONE DEPARTURE...**  
**TAKE-OFF MINIMUMS RUNWAY 33: VISUAL CLIMB OVER AIRPORT NA.**  
**ALL OTHER DATA REMAINS AS PUBLISHED. WIE UNTIL UFN. CREATED: 26 OCT 17:25 2009**



**Initial Discussion - Meeting 10-01:** New issue introduced by Rich Boll, on behalf of NBAA. Order 8260.46 requires development of a VCOA option when obstacles more than 3 SM from an airport require excessive climb gradients. However, NBAA is concerned over the added option for ATC facilities to opt out of having a VCOA without sufficient justification. This is understandable at high density traffic locations like Chicago, New York, etc.; however, recently the VCOA option was NOTAMed NA for Aspen and Eagle airports in Colorado. Loss of these VCOAs effectively eliminates IFR departures for those aircraft operating under 14 CFR part 135 or certain part 121 that are unable to meet the excessively high climb gradients required of the route ODPs. NBAA appreciates the fact that a pilot executing the VCOA option without first advising ATC may cause traffic flow and safety concerns. However, the wholesale prohibition of the VCOA option at airports with high terrain and associated high climb gradients imposes an unwarranted restriction on IFR operations and an equal safety concern for IFR departures from these airports. NBAA requests that the NOTAMS affecting the ODP's at Aspen and Eagle be amended to restore the VCOA option and also impose a requirement that the pilot advise ATC prior to departure of their intentions to depart the airport IFR using the VCOA. NBAA further recommends that FAO 7110.65, Air Traffic Control, be amended to include the training material published in Air Traffic Bulletin 06-01; to wit, ensuring controllers are aware that an airport's ODP may contain a VCOA option and that, if necessary, the controller should query the pilot of their intentions to use the VCOA when departing an airport under IFR. Mike Frank, AJT-28, stated that this issue should best be adjudicated by the ATO Western Service Area and the issue is more appropriate for ATPAC discussion. All agreed that the two airports in question should resolve their respective NOTAM and traffic flow issues through the Western Service Area and Francie Hope, WSC-OSG, agreed to work the issue upon her return. Tom Schneider, AFS-420, stated that the ACF is the appropriate venue for the portion of the issue relating to VCOA development policy and pilot procedures. During discussion of the issue, all attendees expressed concern that they want to keep the VCOA option, especially at airports with high climb gradients. Additionally, Roy Maxwell, Delta, stated air carriers want to keep the VCOA option because it is considered an ODP and satisfies their requirements to fly an ODP unless otherwise assigned a SID or radar vector by ATC under 91.175(f). When weather allows the VCOA, carriers can save much fuel by using the VCOA to climb on course instead of flying a specified ODP ground track that may be going miles away from the intended route. Because an ODP may be flown without ATC clearance, the controller concern of not knowing where a pilot will appear after departure (especially at non-towered & limited radar coverage airports) was acknowledged by all. There is no written rule to require a pilot to request clearance for a VCOA or advise prior to departure that the VCOA option will be used; however, no pilots in attendance resisted that requirement being laid on them. Tom Loney, CAF, stated that (in his opinion) the VCOA is an IFR maneuver and an ATC clearance should be required to fly it. Paul Eure, AJE-31, stated that the VCOA maneuver at places like Aspen and Eagle greatly affect capacity. He added that the ODPs in question were not coordinated through Denver Center. The Forum consensus was: 1) To revise policy in Order 8260.46 to require an ODP chart note stating pilots must notify ATC prior to departure if a VCOA will be used. The USAF note at Vandenberg AFB is offered as a strawman "Aircrews must notify ATC prior to executing this VCOA procedure"; 2) Develop AIM/AIP and Instrument Procedures Handbook (IPH) pilot guidance regarding VCOA; and 3) the ATO Western Service Area work with Aspen and Eagle to resolve the issues at hand. **ACTION: AFS-420 and AFS-410 and WSC-OSG).**

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**Meeting 10-02:** Tom Schneider, AFS-420, briefed that Change 1 to Order 8260.46D, includes a requirement to add a note to ODPs with VCOA to require pilots to advise ATC

prior to executing the VCOA maneuver. This change is targeted for publication on March 10, 2011 and may be implemented immediately by the Aeronautical Products Office. John Blair, AFS-410, advised that after the formal coordination process is complete for the 8260.46 change, his office will work the necessary AIM changes. Rich Boll, NBAA, asked whether the above actions get VCOAs back at mountainous airports. Paul Eure, AJE-31 stated that AFS and ATO are not in total agreement on ODP application; therefore, it is difficult to develop training for controllers on what to expect. He added that, in many cases, controllers are not aware of VCOA options and it is imperative that facilities are aware of procedure development. Rich added that he is aware of complaints to the RAPTs from AT facilities that they are unaware of procedures under development. Gary Fiske, AJT-28, stated that procedure coordination letters must get to the facilities. Paul stated that during a recent telcon, the Central Service Unit spent over an hour complaining about the lack of procedure coordination. Gary stated the RAPT process is broken. Brad Rush, AJV-3B, stated that he hears this all the time; however, the reports of lack of coordination are unsupported. Brad emphasized that all procedure coordination starts at the RAPT. Once the RAPT agrees that procedure development/amendment is warranted, the procedure specialist coordinates with the affected ATC facility. Then the procedure is put on the coordination web site. Brad stated there is no excuse for ATC facilities and associated ARTCCs not being aware of procedure work at their airports or within their area of responsibility. Francie Hope, WSC-OSG, reported that the VCOA NA NOTAM has been cancelled for Aspen; however, the NOTAM not authorizing the VCOA at Eagle remains in effect. Paul Eure added that Denver and Oakland Centers have issues with VCOAs because there is no requirement for pilots to advise ATC when the maneuver is being used. **ACTION: AFS-420 and AFS-410.**

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**Meeting 11-01:** Tom Schneider, AFS-420 briefed that Change 1 to the .46D was signed on April 14. Paragraph 2-1b(11) was revised to read: "When a visual climb over airport (VCOA) has been established, publish a note that requires the pilot to inform ATC prior to departure when executing the VCOA; e.g., "When executing VCOA, notify ATC prior to departure." Conversation with Jim Rose, AFS-420 indicates that IPH guidance is still under development. Bruce McGray, AFS-410, stated that they are re-writing AIM guidance for departure procedures and ODPs will be addressed in toto. **ACTION: AFS-420 and AFS-410.**

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**Meeting 11-02:** Tom Schneider, AFS-420, briefed that Jim Rose, AFS-420, has completed VCOA guidance for the IPH. The revised guidance will add the phrase "**Prior to departure, pilots are required to notify ATC when executing the VCOA**" to the existing guidance. Bruce McGray, AFS-410, stated that they are re-writing AIM guidance for departure procedures and ODPs will be addressed in toto. Every effort will be made to complete this in time for the February, 2012 cutoff for the August 2012 AIM. Danny Hamilton, AFS-460, briefed that AFS-460 is still regularly receiving requests from ATC facilities to cancel VCOAs. Rich Boll stated that loss of the VCOA option on ODPs at airports with high climb gradients can sometimes cause pilots to lose IFR departure capability. Paul Eure, AJE-31, advised Rich that if he would provide a listing of airports of concern, he would coordinate to have the VCOAs re-instated. Terry Pearsall, AJT-28 recommended a Mandatory Briefing Item (MBI) be issued for terminal facilities. Bill Hammett, AFS-420 (ISI) mentioned that the ATO had published controller guidance for VCOAs in the February 2006 Air Traffic Bulletin ([http://www.faa.gov/air\\_traffic/publications/bulletins/media/atb\\_feb\\_06.pdf](http://www.faa.gov/air_traffic/publications/bulletins/media/atb_feb_06.pdf)). Much of this material may be of use in the MBI.

**ACTION: AFS-420, AFS-410, AJT-28, AJE-31 and NBAA.**

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**MEETING 12-01:** Tom Schneider, AFS-420, briefed there were 4 open IOUs for this issue. Each is addressed separately below:

1) Track IPH Guidance. Tom Schneider, AFS-420, briefed that IPH guidance has been developed and circulated for comment. Comments have been received and are currently being mitigated. AFS-420 will continue to track applicable IPH guidance until published

2) Develop AIM Educational Material. Bruce McGray briefed that he has reviewed the IPH guidance and AIM guidance is under development with a targeted publication date of August, 2012. Bruce noted that the TPP lead-in material for Section L also requires cleaning up. Bruce stated that the material should specify that an ATC clearance is required to fly an ODP according to 14 CFR Part 91.173. There was much discussion regarding this statement since it has been long publicized that an ATC authorization is not required to fly an ODP when on an IFR clearance. Bill Hammett, AFS-420 (ISI), noted that if issued an ATC clearance and not assigned a SID or radar vector, then under Part 91.175(f) the ODP is mandatory for certain operators (Editorially added: Part 121, 125, 129, 135), whether specified by ATC or not; however it is optional for Part 91. John Collins, GA Pilot, commented that at Andrews, NC, the only ODP option available is a VCOA and that he, as a Part 91 operator, can use/not use the procedure at his discretion. Rich Boll, NBAA, added that the solution is to have pilots advise ATC if the VCOA option will be used. Bill Hammett, AFS-420 (ISI), responded that there has been much discussion regarding when to advise ATC; i.e., when receiving the initial clearance, before taxi, before takeoff, etc. Some places do not have a "hammerhead" taxiway; therefore, if a pilot announces he will use the VCOA when he is at number 1 for takeoff, it could cause problems for ATC. Tom Schneider, AFS-420, recommended that an ad hoc working group be formed to resolve AIM guidance and TPP language. The Forum concurred and Paul Eure agreed to lead the ad hoc working group. The following personnel signed up for the working group:

<b><u>ODP/VCOA Working Group</u></b>			
<b><u>Name</u></b>	<b><u>Organization</u></b>	<b><u>Phone</u></b>	<b><u>Email</u></b>
Paul Eure (Chair)	AJE-31	202-385-8451	paul.eure@faa.gov
John Collins	GA Pilot	704-576-3561	johncollins@carolina.rr.com
Bruce Ofstun	Horizon Air	503-384-4503	bruce.ofstun@horizonair.com
JD Hood	Horizon Air	800-451-0222	<a href="mailto:jd.hood@horizonair.com">jd.hood@horizonair.com</a>
Valerie Watson	AJV-3B	301-427-5155	valerie.s.watson@faa.gov
Bruce McGray	AFS-410	202-385-4625	bruce.mcgray@faa.gov
Tom Schneider	AFS-420	405-954-5852	thomas.e.schneider@faa.gov
Bill Hammett	AFS-420 (ISI)	603-521-7706	bill.ctr.hammett@faa.gov
Rich Boll	NBAA	316-655-8856	richard.boll@sbcglobal.net
Tom Kramer	AOPA	301-695-2064	tom.kramer@aopa.org
Terminal Service Unit	(TBD)		

3) MBI for Terminal Facilities. Terry Pearsall, AJT-2B2, was not available to provide an update on this IOU; therefore, it is still open.

4) Re-establish VCOAs at Selected Mountainous Airports. Bob Lamond, NBAA, stated that his organization is working closely with AJE-31 and making progress. They are

currently working with Denver ARTCC to establish both an ODP without VCOA and a separate SID with VCOA instructions.

**ACTION:** AFS-420, AJE-31, AJT-2B, and NBAA.

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**MEETING 12-02:** Tom Schneider, AFS-420, briefed there were 4 open IOUs for this issue. Each is addressed separately below:

1) Track IPH Guidance. Tom Schneider, AFS-420, briefed that IPH guidance has been developed and the publication is out for formal coordination. The requirement that pilots must obtain ATC approval for the VCOA maneuver has been included.

2) Develop AIM Educational Material. Paul Eure, AJE-31, briefed that The ODP/VCOA Working Group has met 7 times since the last ACF and that AIM and ATC guidance has been finalized. A copy of Paul's briefing slides, which includes the agreed upon definition of VCOA, associated changes to the AIM/AIP, recommended changes to FAA Orders 8260.46 and JO 7110.65, is included here ([link](#)). There was some discussion as to where the IFR portion of a VCOA maneuver commences. The general consensus is that the IFR portion commences once the visual instructions are complete; e.g., if the VCOA instructions read "Climb in visual conditions to cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200", the IFR portion commences once proceeding on CPN R-309 at or above 7700. Paul then briefed that the VCOA WG is also addressing ODP procedures in general, particularly the rule [Editors Note: 91.175f(3)] that requires certain operators to use the ODP or "*an alternative procedure or route assigned by ATC.*" There is also on-going discussion regarding whether an ATC assigned heading is the same as a radar vector. Bill Hammett, AFS-420 (ISI) interjected that these general ODP comments were off the VCOA issue. It is fine for the WG to continue to address them, but if ACF discussion is desired, it should be under a separate issue. Tom Schneider, ACF-IPG Chair concurred.

3) Mandatory Briefing Item (MBI) for Terminal Facilities. Terry Pearsall, AJT-2B2, (at the time AJT-28) recommended at meeting 11-02 that a MBI be issued for terminal facilities; however, Terry has not been in attendance since. Art Blank, representing AJT-2A3, was asked for an update. Art stated that he was unaware of this tasking for the Terminal Service Unit. He was asked to take the IOU to determine whether a MBI is warranted, and if so, who would be the responsible office.

4) Re-establish VCOAs at Selected Mountainous Airports. Bob Lamond, NBAA, stated that his organization is working closely with AJE-31 and making progress, albeit slowly. There is ongoing discussion regarding development of a separate stand-alone VCOA procedure to be published and controlled as a SID. Brad Rush, AJV-3B, responded that AFS criteria will not allow a VCOA on a SID. Bob responded that this issue should be raised through the Service Area Flight Procedures Team.

All 4 IOUs remain open with the following taskings: 1) AFS-420 to track the IPH and Order 8260.46 revisions until published; 2) AJE-31 (Paul Eure) to track AIM and JO 7110.65 changes until published; 3) AJT-2A3 (Art Blank) to determine whether a MBI for terminal facilities is needed; and 4) NBAA and AJE-31 to continue to work jointly to re-establish VCOAs at selected mountainous airports. **ACTION:** AFS-420, AJE-31, AJT-2A3, and NBAA.

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**MEETING 13-01:** Tom Schneider, AFS-420, briefed that 4 IOUs remain open for this issue. Each is addressed separately below:

1) Track IPH Guidance. Tom Schneider, AFS-420, briefed that IPH guidance has been developed and included in the change that is under development. Thus far, AFS-400 coordination has been complete and comments are being mitigated. Once complete, the publication must be sent out for: internal AVS coordination, followed by full FAA coordination, then external FAA coordination. A target date for completion is December 2013; however, it will depend on comments received. This IOU remains open pending publication.

2) Develop AIM Educational Material. Paul Eure, AJE-31, briefed that since the last meeting 7 Document Change proposals (DCPs) have been prepared addressing changes to FAA Orders JO 7110.10 and 7110.65, the AIM, AIP, and PCG. The DCPs should enter coordination soon and advance copies of all are provided here ([link](#)) for ACF participants review. Paul requested that any comments be forwarded to Eric Fredricks, AJE-31, at [eric.fredricks@faa.gov](mailto:eric.fredricks@faa.gov). This IOU remains open pending publication.

3) Mandatory Briefing Item (MBI) for Terminal Facilities. Paul Eure, AJE-31, briefed on behalf of the Terminal Service Unit that an MBI is not necessary as controller training will be assured as a part of the DCP process. Paul recommended this IOU be closed and Michael Poisson, AJT-2A3, agreed. This IOU is closed

4) Re-establish VCOAs at Selected Mountainous Airports. Bob Lamond, NBAA, stated that NBAA has not fully engaged with FAA to restore VCOAs at designated mountainous airports, but intends to work the issue with AJE-31. Bob asked if a list of those airports where ATC had previously requested cancellation of VOCAs existed. Tom responded that he did not know of a list but would refer the question to Brad Rush, AJV-3B.

***Editor's Note:*** Post meeting, Brad Rush, AJV-3, was contacted and provided the following response: "AeroNav Products has no automated method to conduct this search. It will be a manual search of all the FAA Form 8260-15's, which are not automated in IFP-SIAP. I have asked the Terminal Group to conduct a search, but won't have anything until June. AeroNav Products, resources permitting, will create the requested list and forward it to NBAA and the Service Area OSG-FPTs. An update will be provided at the next ACF meeting."

Four IOUs remain open with taskings as noted follows: 1) AFS-420 to track the IPH revisions until published; 2) AJE-31 to track changes to the AIM, AIP, PCG, and FAA Orders JO 7110.65/7110.10 until published; 3) NBAA and AJE-31 to continue to work jointly to re-establish VCOAs at selected mountainous airports; and, 4) AJV-3 to provide a list of those locations where Air Traffic has requested a VCOA be denied.

**ACTION:** AFS-420, AJE-31, NBAA, and AJV-3B.

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**MEETING 13-02:** Tom Schneider, AFS-420, briefed that 4 IOUs remain open for this issue. Each is addressed separately below:

1) Track IPH Guidance. Tom briefed the following update from Gil Baker, contract support to the AFS-420 OPR for the IPH: "Final IPH revisions should be completed by the end of October 2013 with a revised IPH targeted publication date of February 2014". This IOU remains open pending publication.

2) Develop AIM Educational Material. Eric Fredricks, AJE-31, briefed that the Document Change Proposals (DCPs) are finished and out for comment. This IOU remains open pending publication.

3) Re-establish VCOAs at Selected Mountainous Airports. Rich Boll, NBAA, stated they are monitoring this process through the RAPT. Eagle, CO is the airport that prompted this issue, and NBAA and ATC are currently working on designing a new SID that includes the visual climb provision as well as the requirement for pilots to notify ATC. Rich took responsibility to continue to monitor this issue on a case-by-case basis through the applicable RAPT. Since this will be a lengthy on-going process, Rich stated this IOU could be closed. This IOU is CLOSED.

4) Develop a list of those locations where Air Traffic has requested a VCOA be denied: Brad Rush, AJV-3B, briefed that he sent NBAA ( ) a list of approximately 53 airports that do not have a VCOA per AT request. Rich stated he will edit obvious large airports like JFK, LAX, etc., out, and take IOU to follow the process through the RAPT. This IOU is CLOSED

Two IOUs remain open with the following taskings: 1) AFS-420 to track the IPH revisions until published; and, 2) AJE-31 to track AIM, AIP, PCG, and FAA Orders JO 7110.65 and 7110.10 changes until published. **ACTION: AFS-420 and AJE-31.**

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**MEETING 14-01:** Eric Fredricks, AJE-31, reported that one of the reasons for the recent FAA reorganization were problems with 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, but it is still an issue and he has all required information.

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

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**MEETING 14-02:** Eric Fredricks, AJV-823, briefed DCPs were rewritten for FAA Order JO 7110.65, the AIM Pilot Controller Glossary and the AIP. These documents are being reviewed by ATO Terminal Operations. Targeted publication date is June 2015.

**Status:** AJV-823 to continue to track the change and will advise on progress of DCP's.  
**Item Open: AJV-823**

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**MEETING 15-01:** Gary Fiske, AJV-82, advised he had inherited this item and that the DCPs that were sent out for comment on Order JO 7110.65 are back; however, he has not acted upon them yet due to staffing changes and he needs to review the issue again. Gary said the original goal was a June 2015 publication, which will not happen, but if

possible, his office will try for a December 2015 publication. Along with the DCP's, the AIM and PCG guidance will be reviewed by the ATO.

**Status:** Gary will work the issue and report back at the next ACF. **Item Open: AJV-8 (Gary Fiske)**

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**MEETING 15-02:** Gary Fiske, AJV-82, advised all DCPs are approved and other changes are completed in FAA Orders JO 7110.10, 7110.65, and the P/CG have been completed and will be published December 10<sup>th</sup>, 2015. Gary recommends closing the issue. Rich Boll said NBAA is having problems with certain facilities (opting out of VCOAs); one example is a facility where they are trying to get a VCOA due to an ODP 500 ft/NM to 3000 above field (elevation 5000 ft). Bob Lamond, NBAA, stated this one is being worked through the service area, since the local facility was thinking the VCOA wouldn't be requested by every pilot, every time. Tom Schneider, AFS-420, acknowledged there may still be an airport with the issue; however, we believe that it is being resolved with the additional guidance now established in FAA Order 8260.46. As other facilities become aware of these changes, this reluctance will disappear. Gary said VCOAs are not going away; the pilot will be required to coordinate before flying the procedure. John Collins, GA pilot, inquired about FSS clearance relays (non-tower facility) for use of a VCOA and Gary responded that guidance will also be in FAA Order JO 7110.10 for Flight Service to follow. Given that the policy has been published in FAA Order 8260.46 for a short time and many locations are in the process of implementing, there was no objection to closing this agenda item.

**Status:** **Item Closed.**