Forum Number 13-02-273

Diverse Vector Areas - AIM

October 28 – 30, 2014

AFS-410

Federal Aviation Administration

AIM Inputs for DVA Issue

5−2−8. Instrument Departure Procedures (DP) − Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)

c. Who is responsible for obstacle clearance? DPs are designed so that adherence to the procedure by the pilot will ensure obstacle protection. Additionally:

1. Obstacle clearance responsibility also rests with the pilot when…..VOCA….

Proposed Input As Follows:

AIM Inputs for DVA Issue

2. ATC may assume responsibility for obstacle clearance by vectoring the aircraft prior to reaching the minimum vectoring altitude by using a Diverse Vector Area (DVA). The DVA may be established below the Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) in a radar environment at the request of Air Traffic. This type of DP meets the TERPS criteria for diverse departures, obstacles and terrain avoidance in which random radar vectors below the MVA/MIA may be issued to departing aircraft. The DVA has been assessed for departures which do not follow a specific ground track but will remain within the specified area.

The existence of a DVA will be noted in the Takeoff Minimums and Obstacle Departure Procedure section of the US Terminal Publication (TPP). The Takeoff Departure procedure will be listed first, followed by any applicable Diverse Vector Area.

AIM Inputs for DVA (example)

CHART - DIVERSE VECTOR AREA (Radar Vectors):

RWY 21: HEADING AS ASSIGNED BY ATC; REQUIRES MINIMUM CLIMB OF 215 FT PER NM TO 4000.

AIM Inputs for DVA Issue (cont'd)

Pilots should be aware that Air Traffic facilities may utilize a climb gradient greater than the standard 200 FPNM in a DVA. This information will be identified in the DVA text for pilot evaluation against the aircraft's available climb performance. Pilots should note that the DVA has been assessed for departures which do not follow a specific ground track. ATC may also vector an aircraft off a previously assigned DP. In all cases, the minimum 200 FPNM climb gradient is assumed unless a higher is specified on the departure, and obstacle clearance is not provided by ATC until the controller begins to provide navigational guidance in the form of radar vectors.

***NOTE*– As is always the case, when used by the controller during departure, the term "radar contact" should not be interpreted as relieving pilots of their responsibility to maintain appropriate terrain and obstruction clearance which may include flying the obstacle DP.**