

**AERONAUTICAL CHARTING FORUM**  
**Charting Group**  
**Meeting 13-02 – October 30-31, 2013**

**RECOMMENDATION DOCUMENT**

**FAA Control # 13-02-273**

**Subject: Publication of Diverse Vector Areas (DVAs)**

**Background/Discussion:**

The FAA has published criteria for Diverse Vector Areas that support Air Traffic Control's radar vectoring of departing IFR aircraft below the minimum vectoring altitude (ref: FAA Order 8260.56 & JO 7210.3). This action was in response to an industry request presented to the ACF-Instrument Procedures Group (ref: ACF-IPG #07-01-269 Diverse Vector Areas (DVAs)). At the time, industry requested that FAA furnish pilot with the information concerning airports and runways with established DVAs. The ACF IPG deferred this request pending release the criteria and Air Traffic facility action towards developing DVAs. Since the ACF IPG agenda item was closed in October 2011, there have been numerous requests by Air Traffic Control facilities for DVAs in the National Airspace System. NBAA fully supports this growth in the use of DVA to support radar vectoring of departing IFR aircraft below the MVA.

NBAA believes the FAA must provide the pilot with information concerning DVAs in the Takeoff Minimums & Obstacle Departure Procedure section of the US Terminal Procedures Publication (TPP). We believe that this information is necessary because ATC is applying radar vectors within the DVAs in lieu of the aircraft complying with the published Obstacle Departure Procedure (ODP) on an IFR takeoff. When planning for the IFR departure, pilots must know those locations where radar vectors are applied using a DVA and the locations where the pilot should follow (or request) an IFR departure via the published ODP.

In addition, Air Traffic facilities are requesting DVAs that use a climb gradient greater than the standard 200'/NM. Pilots must be furnished information on DVA that use a higher-than-standard climb gradient for evaluation against the aircraft's available climb performance. We believe that safety and system performance is best served by providing this information to the pilot in the TPP for use in pre-flight planning.

NBAA also believes that FAA should furnish information to pilots concerning DVAs, along with their publication, in the Aeronautical Information Manual and in the applicable training handbooks provided by FAA.

**Recommendations:**

NBAA recommends that FAA publish DVA information in the Takeoff Minimums & Obstacle Departure Procedure section of the Terminal Procedures Publication (TPP). The IACC should develop charting specifications supporting the publication of DVA information within the TPP. Commercial charting agencies should also develop suitable changes to their specifications for publishing DVA information on their charts. FAA Flight Standards should implement changes to departure procedure criteria, Orders, and Forms that support the publication of information on DVAs.

FAA should revise AIM section 5-2-8. Instrument Departure Procedures (DP) - Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID) to include a discussion on the presentation of DVA information to the pilot.

FAA should update the Instrument Flying Handbook and the Instrument Procedures Handbook to include a discussion on DVAs. This information should include where DVA information is published and how the pilot should use DVA information during their IFR takeoff pre-flight planning.

**Comments:**

This recommendation affects:

- FAA Order 8260.19, FAA Order 8260.46, and associated 8260 series forms.
- IACC charting specifications.
- Aeronautical Information Manual.
- FAA-H-8261-1A - Instrument Procedures Handbook.
- FAA-H-8083-15B Instrument Flying Handbook.

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**Date: September 21, 2013**

**MEETING ACF 13-02:**

Rich Boll, NBAA, briefed the topic. Rich reviewed past DVA progress and voiced a need to see DVA information published in the FAA Terminal Procedure Publication (TPP) and in Jeppesen material. He also stated a need for published guidance for pilots in the AIM and IFP manual, etc. Ken Wilkes, AJV-352, proposed that the DVA information be placed in the front matter Takeoff section of the FAA TPPs. He [showed a prototype](#) sample based on the latest guidance. He explained that because the DVA information is non-regulatory, it would be promulgated via NFDD and the information could then be added to the Takeoff entry for a given airport. This placement will ensure that users are able to locate the DVA information, as every Obstacle DP (graphic or textual) is referenced in the Takeoff section. He stated that there would be no reference to the DVA on graphic departures.

A discussion followed regarding the specifics of the DVA entry. The sample shown depicted latitude/longitude values, but did not show a climb gradient. The group agreed that specific geographic coordinates are of little use to a pilot. Rich expressed a preference for referral to a runway end point rather than lat/long references. Gary Fiske, AJV-8, emphasized the need for pilots to know the required climb gradients.

Tom Schneider, AFS-420, stated that the sample shown to the group did not represent the latest version that is planned to be incorporated in the guidance. He commented that the coordinates referenced in the sample source document are intended for use on a radar video map (for internal ATC use) and are not intended for charting. He stated that climb gradient requirement WILL be a part of the charted DVA. Tom will provide a more recent sample to Valerie Watson, AJV-3, who will see that it is incorporated into any specification change documents.

Lev Prichard, APA, commented that the information should be as simply presented as possible to insure that it will be correctly interpreted by users.

Gary inquired as to whether there is a need for the DVA to specify vectors. He stated that the fact that a DVA has been established should enable the controller a means to direct the aircraft from takeoff without the publication of specifics other than the climb requirements.

John Frazier, Advanced Aircrew Academy, asked whether DVAs would appear on charts. John Moore, Jeppesen, inquired as to whether DVA's are regulatory. Valerie Watson, AJV-3, replied that DVA's are non-regulatory and that the proposal is NOT to show DVA information on graphic Departures, but only in the textual Takeoff section of the TPP.

Brad noted that by charting DVA's, when a change occurs in the NAS that impacts the DVA, that information can be disseminated via NOTAM.

**STATUS: OPEN**

**ACTION:** Tom Schneider, AFS-420, will provide most recent 8260.46D guidance.

**ACTION:** Valerie Watson, AJV-3, will draft a specification revision document to support publication of DVAs in FAA TPPs.

**ACTION:** Bruce McGray, AFS-410, will work with AFS-420 to draft guidance material for insertion into the AIM and IPH.

**MEETING 14-01:**

Tom Schneider, AFS-420, reported that FAA Order 8260.46 guidance for DVAs will be published with the June 2014 update. AFS-420 will work revisions to the Instrument Procedures Handbook (IPH).

Valerie Watson, AJV-3, reported that an IACC Recommendation Document has been submitted to the MPOC in support of the publication of DVAs as part of Takeoff entries in the front matter of the TPPs.

Bruce McGray, AFS-410, reported that he is still working on drafting guidance material for insertion into the AIM.

Valerie stated that publication of DVAs should wait until the AIM guidance is in place so that pilots understand what they are and how they are to be used.

*Editor's Note: Order 8260.46E was signed on May 30, 2014.*

**STATUS: OPEN**

**ACTION:** Bruce McGray, AFS-410, will continue to work with AFS-420 on drafting guidance material on DVAs for insertion into the AIM and report back at the next ACF.

**ACTION:** Tom Schneider, AFS-420, will report on updates to the IPH.

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**MEETING 14-02**

Valerie Watson, AJV-344, briefed the issue. Valerie stated the first DVA's were published in October 2014 in the [Takeoff Minimums front matter](#) section of the TPPs.

Ted Thompson, Jeppesen, commented that the DVA appears on the Jeppesen airport diagram chart in the Jeppesen Airway Manual.

Tom Schneider, AFS-420, stated that the Instrument Procedures Handbook will be updated with DVA information in the next edition.

Bryant Welch, AFS-410, [presented the DVA](#) text submitted for publication in the AIM, which is currently in coordination and is expected to be published in the AIM for the next update cycle.

Gary Fiske, AJV-82, emphasized that a pilot should be aware of what to anticipate from ATC and that if there is a DVA at a given airport, the pilot is responsible for insuring that the aircraft can fly the DVA.

**STATUS: CLOSED**