

**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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