Subject: Publication of approach control phone numbers for purposes of Clearance Delivery and/or IFR flight plan cancellation.

Background/Discussion: In accordance with the Administrator’s NAS Efficient Streamlined Services Initiative Air Traffic, Flight Service, and NATCA have agreed that air traffic facilities currently providing clearances to pilots via telephone (informally) will have their numbers published in the appropriate Chart Supplement, US. These same facilities will have the option to have a separate phone line installed for IFR flight plan cancellations, which will also be published. The attached Policy Decision Memorandum identifies the affected 32 Air Traffic facilities and reflects approval by VP System Operations, VP Air Traffic Services, and VP Technical Operations. Also attached are the Scoping Document Workgroup Agreement, Safety Risk Management Document, and Implementation Plan.

Recommendations: Publish the approach control phone numbers for Clearance Delivery and/or IFR flight plan cancellation in the Chart Supplement US, for example:

For CLNC DEL CTC BOSTON APCH (603) 594-5551

And, when available, for those facilities with the IFR cancellation line

To CANCEL IFR CTC BOSTON APCH (603) 594-5552

Comments:

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MEETING 16-02

Jeff Black, FAA/AJR-B6, briefed the recommendation. He stated that in accordance with the Administrators NAS Efficient Streamlined Services Initiative, a workgroup was formed with members from Air Traffic, National Air Traffic Controllers Association (NATCA), and Flight Service to recommend changes to the work of Flight Service that would increase the efficiency of the National Airspace System. The group agreed that air traffic facilities that currently provide clearances to pilots via phone should begin publishing their phone numbers in the Chart Supplement, thereby removing the Flight Service middleman and providing a direct link from the pilot to the controller.

Jeff stated that currently, 32 ATC facilities, serving approximately 800 airports, have committed to releasing clearance delivery and, if requested, clearance cancellation phone numbers for publication in the Chart Supplement. Jeff mentioned that a spattering of these numbers has already been published in the Chart Supplement, but now the process will become widespread.

Rich Boll, NBAA, commented that this is the third time such a request has been entertained by the ACF and it would appear to him that this proposal appears to have everything in place to succeed. NBAA supports the proposal.

Gary Fisk, FAA/AJV-82, commented that narrowly tying the release of CLNC DEL phone numbers to the Chart Supplement may impact their usefulness. He suggested that consideration be given to publishing the phone numbers on the approach plate.

Valerie Watson, FAA/AJV-553, argued against publishing the phone numbers on the approach chart because pilots would be securing the CLNC DEL as part of their pre-flight process on the ground. The approach charts are intended as in-flight tools where the Chart Supplement is a more appropriate location for pre-flight information.

Rich agreed and added that each FAA product has specific uses and that the Chart Supplement is a required document for pilots to utilize to obtain information. Rich suggested that maybe some type of symbol could be added to the charts, like a negative icon, to alert the pilot that a CLNC DEL phone number is available.

Ted Thompson, Jeppesen, stated that changes to communications and frequency information triggers a lot of chart changes. He was a strong advocate for phone numbers not to appear on the charts.

Rune Duke, AOPA, commented that AOPA supports the RD and that he doesn’t think the phone numbers need to be on the approach charts, but believes the Chart Supplement is the correct publication place for these numbers. Rune added that Jeff’s office needs to also look at updating the guidance in the clearance delivery/communications section of the Aeronautical Information Manual (AIM).

Valerie commented that there is a need to standardize how and where the phone numbers will be published. She expressed concern over how we are publishing existing phone numbers today. Scott Jerdan, FAA/AJV-533, stated that the existing entries and the new ones should all be standardized and placed in a consistent location within the National Airspace System Resources (NASR) database and within the Chart Supplement. After discussion, the audience agreed that the phone numbers should be published in the Communications Data portion of the
airport data entry. Valerie asked the audience if explanatory text should be placed in the front of the Chart Supplement. The audience agreed that would be unnecessary.

Conversation then shifted to a concern over the maintenance and databasing of CLNC DEL phone numbers.

Tom Schneider, FAA/AFS-420, suggested that guidance should be placed in FAA Joint Order 7210.3 to ensure the proper submission of the data and for data maintenance. Jeff replied that once the initial data is submitted from his office, it will be up to the individual facilities maintain it. Scott emphasized that there needs to be language in the Order regarding the requirements for submission to the National Flight Data Center (NFDC) as well as identifying the responsibility for maintenance of the data. Jeff agreed that his office will promulgate changes to FAA Joint Order 7210.3 as necessary to insure that the responsibility for submitting and maintaining the phone numbers is clearly assigned to the air traffic facility and that the process of submission to NFDC is clearly defined.

**STATUS: OPEN**

**ACTION:** Jeff Black, FAA/AJR-B6, will draft AIM guidance regarding the use of clearance delivery phone numbers in the Chart Supplement.

**ACTION:** Jeff Black, FAA/AJR-B6, to review the FAA JO 7210.3 guidance and add the appropriate language to the order to ensure the proper submission and maintenance of the data.

**ACTION:** Scott Jerdan, FAA/AJV-533, and Bob Carlson, FAA/AJV-56, will determine a standard form and location for new and existing clearance delivery phone numbers in both NASR and in the Chart Supplement.

**ACTION:** Jeff Black, FAA/AJR-B6, and Scott Jerdan, FAA/AJV-533, will coordinate the implementation date for the publication of the new clearance delivery phone numbers in the Chart Supplement.