

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 16-02 – October 26 - 27, 2016

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 16-02-309

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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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.

MEETING 17-01

Meeting was cancelled.

MEETING 17-02

Jeff Black, FAA/AJR-B6, reviewed the issue and [provided updates](#) on progress made on Part I of the implementation since the last ACF. He reported that ATC phone numbers for 656 airports have been databased in NASR and published in the Chart Supplement. He also reported that the AIM is in the process of [being updated](#) regarding the use of clearance delivery phone numbers. He added that the FAA Joint Order 7210.3 guidance has also been updated to ensure the proper submission and maintenance of the data.

Valerie Watson, FAA/AJV-553, commented that explanatory text should be added to the Chart Supplement to describe the intent and the use of the phone numbers. Jeff said he would coordinate with her on that language.

Jeff stated that work has now begun on Part II which is to move the telephone relay of all remaining IFR clearance functions from Flight Service to ATC. He reported that 25 approach control facilities responded resulting in over 200 additional airports that will be updated to include a clearance delivery phone number. These additional numbers are expected to be submitted for publication in late spring 2018. He then reported that for all other uncontrolled airports, pilots will obtain a clearance by calling the overlying ARTCC Flight Data Unit. He recommends that these numbers be published in the back portion of the Chart Supplement.

Rune Duke, AOPA, expressed his concern over the maintenance of the phone numbers. Valerie expressed concern that pilots will not look for the phone numbers in the back of the Chart Supplement. Rune agreed and suggested that a phone number be published for all airports in the airport entry. Rich Boll, NBAA, agreed and stated that in today's data driven world, the information needs to be sourced at the airport. Jeff voiced that he believes that would be ideal. Scott Jerdan, FAA/AJV-533, said that he would pursue the recommendation within his NASR data publication group. He stated that if publication of ARTCC clearance phone numbers to all affected airports were to be accomplished, it would likely take several chart cycles.

Jeff then stated that he has noticed that some of the phone numbers in the Chart Supplement airport entries are not placed in a consistent location. He said that he would work to identify those discrepancies and submit them to AJV-5 for further research. Scott committed to standardizing the information location within NASR which would in turn standardize its publication position within the Supplements.

STATUS: OPEN

ACTION: Jeff Black, FAA/AJR-B6, will coordinate with Valerie Watson, FAA/AJV-553 on explanatory text for the Chart Supplement to describe the intent and the use of the CLNC DEL phone numbers.

ACTION: Jeff Black, FAA/AJR-B6, will identify discrepancies in the Chart Supplement entries and submit them to Scott Jerdan, FAA/AJV-533, for further research.

ACTION: Scott Jerdan, FAA/AJV-533, will coordinate with Jeff Black, FAA/AJR-B6, to enter 200 additional airports CLNC DEL phone numbers into NASR. Expected late spring 2018.

ACTION: Scott Jerdan, FAA/AJV-533, will look into the feasibility of entering an ARTCC phone number in NASR for all other uncontrolled airports.

ACTION: Scott Jerdan, FAA/AJV-533, will standardize the NASR location for the phone numbers and revise non-compliant entries.

MEETING 18-01

Scott Jerdan, FAA/AJV-533, provided an update on his action items. He said that the project to add the 200 additional airports CLNC DEL phone numbers into National Airspace System Resource (NASR) is now nearly complete. He has also been working on establishing the standard location for the phone numbers in NASR. Valerie Watson, FAA/AJV-553, said that the phone numbers will continue to be shown the Chart Supplement listed in the COMM/NAV/WEATHER REMARKS section of the airport entries. Valerie also showed the audience the update that was made to the [Chart Supplement Airport/Facility Directory Legend explanatory text](#).

Jeff Black, FAA/AJR-B6, [presented a status update](#). He reported that the Aeronautical Information Manual (AIM) has been updated regarding the use of CLNC DEL phone numbers. Jeff stated in Part II of the project, 25 additional approach control facilities will participate in the program which will result in over 200 additional airport entries that will be updated to include a phone number. The plan is to have these submitted to the National Flight Data Center (NFDC) in time to have them published in the September 2018 edition of the Chart Supplements. For all other uncontrolled airports, pilots will be able to obtain a clearance by calling the overlying Air Route Traffic Control Center (ARTCC) Flight Data Unit (FDU). These numbers will be published in the same location. This is expected to begin later in the fall of 2018. He anticipates that the entire project will be complete by June 2019.

Vince Massimini, MITRE, asked if Flight Service will still handle clearances for private airports or non-IFR airports or those not listed in the Chart Supplement. Jeff replied that for private airports, all the clearance responsibilities would go to the controlling center. Scott said that Jeff will be submitting all airports to NFDC, including private airports, and they will all be put into the database and show up in the NASR subscriber files, making the information available.

Lev Prichard, American Airlines, asked how long the current filing and clearance process will remain active. Jeff stated that the current systems will stay active until it rolls over to the Center and the new number is published in the Chart Supplement. Lev said that this is going to be confusing for pilots. Jeff said the goal is to match up the publication with the roll out of the number to try to limit that confusion.

STATUS: OPEN

ACTION: Scott Jerdan, FAA/AJV-533, will continue to coordinate with Jeff Black, FAA/AJR-B6, to enter 200 additional airport's CLNC DEL phone numbers into NASR.

ACTION: Scott Jerdan, FAA/AJV-533, will coordinate with Jeff Black, FAA/AJR-B6, to publish the ARTCC phone numbers in NASR for untowered and part-time towered airports.

ACTION: Scott Jerdan, FAA/AJV-533, will coordinate with Jeff Black, FAA/AJR-B6, to continue to identify and correct discrepancies in the Chart Supplement entries.

MEETING 18-02

John Johnson, FAA/AJV-5332, reviewed the issue. John said that the first phase of the project, adding phone numbers to towered airport records in NASR and subsequently the Chart Supplement, that may be used for clearance delivery and/or cancellation of IFR flight plans, is now complete. John said they are now coordinating with Jeff Black, FAA/AJR-B6, on Phase 2, which is the addition of Air Route Traffic Control Center (ARTCC) Flight Data Unit (FDU) phone numbers for non-towered and part-time towered airports. This project is on track for completion by summer of 2019.

STATUS: OPEN

ACTION: Scott Jerdan, FAA/AJV-533, and John Johnson, FAA/AJV-5332, will continue to coordinate with Jeff Black, FAA/AJR-B6, to publish the ARTCC phone numbers in NASR for non-towered and part-time towered airports.

MEETING 19-01

Valerie Watson, FAA/AJV-A250, reviewed the issue. Jeff Black, FAA/AJR-B6, [presented a status update](#). He stated that he has forwarded the final list of Air Traffic Route Traffic Control Center (ARTCC) Flight Data Unit (FDU) phone numbers for non-towered and part-time towered airports to the National Flight Data Center, which consisted of over 14,000 entries. John Johnson, FAA/AJV-A313, said that they have been added to the National Airspace System Resource (NASR) database and will be published in the 20 June 2019 subscriber file. Bob Carlson, FAA/AJV-A241, reported that in preparation for the 20 June 2019 chart release, the Chart Supplement team is working on final testing of the automation used to populate the information in the Supplement.

Lev Prichard, APA, asked what is going to happen to the national clearance delivery phone number (1-888-766-8267) currently published and in use. Jeff showed the revised language that will be published in the Aeronautical Information Manual (AIM) in August 2019. The revision will remove the national clearance delivery phone number. He said the number will remain active for a certain amount of time, but will refer pilots to a new number. Valerie said that AJV-A will have to remove the national number from the back of the Chart Supplement (listed as the "Clearance Delivery Only" number in the FSS Telephone Numbers section) after the AIM is revised. Jeff said he would coordinate removal of the number with the Chart Supplement Team.

Rich Boll, NBAA, asked if a Charting Notice will be issued informing the aviation community of these changes. Brian Murphy, FAA/AJV-A130, responded that the FAA has published a [Charting Notice](#) that includes a link to a spreadsheet that contains all of the new phone numbers.

Valerie stated that she would leave this item open to ensure the Chart Supplement publication is successful.

STATUS: OPEN

ACTION: Jeff Black, FAA/AJR-B6, will coordinate with Bob Carlson, FAA/AJV-A241, to remove the national clearance delivery number from the back of the Chart Supplement after the AIM is revised.

ACTION: Bob Carlson, FAA/AJV-A241, will report on the publication status of the clearance delivery phone numbers in the Chart Supplement.

MEETING 19-02

Samer Massarueh, FAA/AJV-A221, reviewed the issue. Bob Carlson, FAA/AJV-A241, reported that the publication of clearance delivery phone numbers in the Chart Supplement is complete.

Valerie Watson, FAA/AJV-A250, asked about the national clearance delivery phone number that is published in the back of the Chart Supplement. Bob said that he is still working through changes to those phone numbers with Jeff Black, FAA/AJR-B6, and that will be resolved before the end of the year.

Valerie also shared that ARTCC clearance delivery phone numbers were [published](#) in the 10 Oct 2019 editions of the Chart Supplements for use when the published Ground Communication Outlet (GCO) conduit or published a phone number is either unpublished or inaccessible.

There was agreement that all actions have been fulfilled and this item could be closed.

STATUS: CLOSED