Subject: Include PDC service note and any limitations in the Chart Supplement

Background/Discussion: There are approximately 70 airports that currently provide PDC clearances to aircraft that are subscribed to a PDC service provider. Some airports have operational limitations and don’t provide PDC clearances to piston or prop aircraft. Pilots who have this capability thru one of the providers should be informed if a particular class of aircraft will not be provided PDC because of operational constraints at the airport. An example is at Dallas Love field, KDAL. PDC clearances are not issued to piston aircraft.

Recommendations: CPDLC (LOGON KUSA) note is currently found on the AFD Chart Supplement entry under the section for CLNC DEL frequency. Add a note if PDC is available and if there are any restrictions note them. So add an entry below the CPDLD for PDC and if there are any restrictions, note them. So at KDAL, the entry might be PDC (Turbojet only).

Comments:
Submitted by: John Collins
Organization: ForeFlight LLC
Phone: 704 576-3561
E-mail: john@foreflight.com
Date: April 6, 2019
FAA Control Number 19-02-336

DALLAS LOVE FLD  (DAL/KDAL)  5 NW  UTC-6(-5DT)  N32°50.76'  W96°51.05'  
487 B LRA  Class I, ARFF Index C  NOTAM FILE DAL  
Rwy 13R-31L: H8800X150 (CONC-GRVD)  S=100, D=200, 2S-175,  
2D-350 PON 69 R/B/W/T  HIRL  CL  
Rwy 13R: PAPI(P4R)—GA 3.0' TCH 52'. RVR-TM Thld dspldc 489'.  
Rwy 31L: MALS. TDZL. RVR-TM Bldg.  
Rwy 13R-31L: H7752X150 (CONC-GRVD)  S=100, D=200, 2S-175,  
2D-350 PON 48 R/B/W/T  HIRL  CL  
Rwy 31L: MALS. TDZL. RVR-TR Thld dspldc 399'.  
Rwy 31R: MALS. PAPI(P4L)—GA 3.0' TCH 55'. RVR-TR Pole. Rgt  
Rwy 31L.  

RUNWAY DECLARED DISTANCE INFORMATION  
Rwy 13L: TORA—7752  TODA—7752  ASDA—7752  LDA—7352  
Rwy 13R: TORA—8800  TODA—8800  ASDA—8800  LDA—8310  
Rwy 31L: TORA—8800  TODA—8800  ASDA—8800  LDA—8000  
Rwy 31R: TORA—7752  TODA—7752  ASDA—6952  LDA—6952  

SERVICE: S 4 FUEL 100LL, JET A CX 1, 2, 3, 4  

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Bird  
activity Trinity River bottom 3 miles SW side. PAEW on arpt. Noise  
sensitive areas all quadrants, NS ABTMT procedures in effect jet and  
acct over 12,500 lbs use Rwy 13R—31L between 0300—1200Z. For  
information call 214—670—5683. Pvi pilot certicate or better rqd to  
tkf or land. No student solo fts permitted. Twy K cklr thru fcc. Twy all  
ckl to design group IV, V, VI acct eac 1 hr PPR 214—288—3069. Flight Notification Service (ADCUS) available. User fee  
aro. Ldg fee arpt.  

AIRPORT MANAGER: 214—670—6073  

WEATHER DATA SOURCES: ASOS (214) 353—1551 TDWR.  
COMMUNICATIONS: D—ATIS D10-15 (214) 358—5355  
DALLAS RCO 122.3 (FORT WORTH RADIO)  
RGNL APP CON 124.3 (North)  125.2(South)  
LOVE TOWER 123.7 GND CON 121.75 CLNC DEL 127.9  
RGNL DEP CON 118.55(East)  125.125(South)  118.55 125.125 (Turbojets)  125.2 (South Props)  124.3 (North Props)  

CFDLC (LOGON KUSA)  

AIRSPACE: CLASS B See VFR Terminal Area Chart.  
VOR TEST FACIL (VOT) 113.3  

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.  
COWBOY (H) VOR/DME 116.2 CVE 109 N32°53.42' W96°54.24' 129° 3.8 NM to fld. 447/6E.  

I LS/ONE 111.5 I-DAL 52 Rwy 13L. Class IB. DME also serves Rwy 31R. DME unusable w/1.3 NM fm thld  
Rwy 13L.  

I LS/ONE 111.1 I-DPX 48 Rwy 13R. Class IE. DME also serves Rwy 31L.  

I LS/ONE 111.1 I-LVF 48 Rwy 31L. Class IA. DME also serves Rwy 13R LOC unusable byd 18' right of  
course.  

I LS/ONE 111.5 I-OWV 52 Rwy 31R. Class IE. DME also serves Rwy 13L. Glideslope unusable for coupled  
approach bl o 636° MSL.  

PDC (Turbojet Only)
MEETING 19-02

John Collins, ForeFlight, briefed this new recommendation. He said that there are approximately 70 airports that provide Pre-Departure Clearance (PDC) services, however its availability is not published. Additionally, he explained that at some airports there appear to be exclusions to PDC for certain types of aircraft. John is recommending that the FAA publish the locations where PDC services exist and include any restrictions on its use in the Chart Supplement Airport/Facility Directory airport entries.

Rich Boll, NBAA, asked what types of aircraft are being excluded from access to PDC and why are they being excluded. John said that it seems to be a facility decision to not provide PDC clearances to piston or prop aircraft. He said an example is Dallas Love Field (DAL) where PDC is not issued to piston aircraft. Rich voiced concern and voiced that the system should be available to all aircraft types. Gary Fiske, FAA/AJV-82, Contract Support, agreed and asked John if he could provide him with a list of facilities that are not providing PDC to all aircraft types. John said that he does not have access to the individual facility operating documents on which the specifics are outlined. Gary said he would investigate why DAL has excluded piston aircraft from PDC access. Rich offered to take this issue to the FAA Data Communications Integration Team to try to determine which facilities are not issuing PDCs. [Post-meeting update: Rich reports that Jesse Wijntjies, in the FAA Data Communications Integration Team, states that there are “no restrictions on receiving PDCs. As long as the airport has a TDLS (which DAL does) and you have an arrangement with a service provider, you can get a PDC.”]

Samer Massarueh, FAA/AJV-A221, asked if, aside from the operational issues under discussion, there is ACM support for the recommendation to show PDC in the Chart Supplement. Rune Duke, AOPA, stated that there would definitely be a benefit to publishing the information. Rich suggested that PDC availability might also be useful if published on terminal charts. There was unanimous audience support for publication in the Chart Supplements. Valerie Watson, FAA/AJV-A250, said that the explanatory guidance in the Chart Supplement will need to be expanded to explain PDC.

Scott Jerdan, FAA/AJV-A310, said that a reliable source flow for the initial input and future maintenance of PDC data must be accomplished and said that he will reach out to the FAA Digital Communications Office to initiate communications to seek a data process. He said he would also begin work to enhance the National Airspace System Resource (NASR) database to accommodate PDC.

STATUS: OPEN

**ACTION:** Rich Boll, NBAA, will report on interaction with the FAA Data Communications Integration Team regarding facilities with TDLS issuing PDCs selectively.

**ACTION:** Gary Fiske, FAA/AJV-82 Contract Support, together with Rich Boll, NBAA, will investigate the operational issues with PDC and why certain facilities are issuing them selectively.
**ACTION:** Rick Mayhew, FAA/AJV-A311, will reach out to the FAA Digital Communications Office to secure a source for PDC data and work to enhance NASR to accommodate it.