

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting – April 24 - 25, 2019

RECOMMENDATION DOCUMENT

FAA Control #19-02-336

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

TEXAS

265

DALLAS LOVE FLD (DAL)(KDAL) 5 NW UTC-6(-5DT) N32°50.76' W96°51.05'

DALLAS-FT WORTH

487 B LRA Class I, ARFF Index C NOTAM FILE DAL

COPTER

RWY 13R-31L: H8800X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350 PCN 68 R/B/W/T HIRL CL

H-6H, L-17C, A

RWY 13R: PAPI(P4R)—GA 3.0° TCH 52'. RVR-TM Thld dsplcd 489'. Rgt tfc.

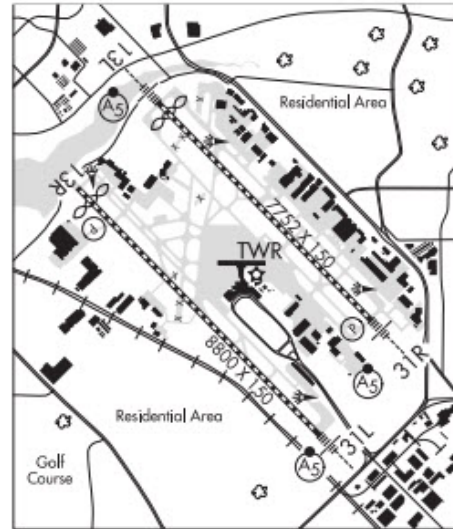
IAP, AD

RWY 31L: MALSR. TDZL. RVR-TM Bldg.

RWY 13L-31R: H7752X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350 PCN 48 R/C/W/T HIRL CL

RWY 13L: MALSR. TDZL. RVR-TR Thld dsplcd 399'.

RWY 31R: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. RVR-TR Pole. Rgt tfc.



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-8000 LDA-8000

RWY 31R:TORA-7752 TODA-7752 ASDA-6952 LDA-6952

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf 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 acft over 12,500 lbs use Rwy 13R-31L between 0300-1200Z. For information call 214-670-5683. Pvt pilot certificate or better reqrd to tkf or land. No student solo flts permitted. Twy K clsd thru tfc. Twy all clsd to design group IV, V, VI acft exc 1 hr PPR 214-288-3069. Flight Notification Service (ADCUS) available. User fee arpt. Ldg fee arpt.

AIRPORT MANAGER: 214-670-6073

WEATHER DATA SOURCES: ASOS (214) 353-1551 TDWR.

COMMUNICATIONS: D-ATIS 120.15 (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)

CPDLC (LOGON KUSA)

Insert New Line

AIRSPACE: CLASS B See VFR Terminal Area Chart. **PDC (Turbojet Only)**

VOR TEST FACILITY (VOT) 113.3

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

COWBOY (H) VORW/DME 116.2 CVE Chan 109 N32°53.42' W96°54.24' 129° 3.8 NM to fld. 447/6E.

ILS/DME 111.5 I-DAL Chan 52 Rwy 13L. Class IB. DME also serves Rwy 31R. DME unusable wi 1.3 NM fm thld Rwy 13L.

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

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

ILS/DME 111.5 I-OVW Chan 52 Rwy 31R. Class IE. DME also serves Rwy 13L. Glideslope unusable for coupled apchs blo 636' MSL.

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 Wijntjes, 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.

MEETING 20-02

Samer Massarueh, FAA/AJV-A221, reviewed the issue. It was previously agreed by the ACM audience that Pre-Departure Clearance (PDC) should be published in the communications section of Chart Supplement airport entries and on Airport Diagrams where it is available.

Rick Mayhew, FAA/AJV-A311, reported that the Interagency Air Committee (IAC) specification change has been signed to support publication of PDC in the Chart Supplement Airport/Facility Directory entries and in the communications section of Airport Diagrams. He has been working with the Tower Data Link Services FAA Data Communications Office (AJW-178), the office that serves as authoritative source for PDC. He reported that PDC availability has been entered in the National Airspace System Resource (NASR) database at 76 airports for the 31 December 2020 effective date.

Rich Boll, NBAA, said at the last ACM there were questions about facilities selectively issuing Pre-Departure Clearance (PDC) services. He said he reached out to the FAA Data Communications Team and they reported that there are no restrictions on the type of aircraft that can be issued a PDC. Gary Fiske, FAA/AJV-P31, agreed and said the problem reported at the last ACM was specific to one location. Rick confirmed that none of the recently published PDC entries in NASR have restrictions.

John Collins, ForeFlight, said he is starting to collect data on PDC denials from airports. He said it is happening at more than one location. He said he will continue to investigate this problem and will report on his findings at the next meeting.

Valerie Watson, FAA/AJV-A250, said this item will remain open pending publication.

STATUS: OPEN

ACTION: Valerie Watson, FAA/AJV-A250, will report on the publication of a PDC indication in the Chart Supplement and Airport Diagrams.

ACTION: John Collins, ForeFlight, will report on the results of his investigation into PDC denials.

MEETING 21-01

Samer Massarueh, FAA/AJV-A223, reviewed the issue. Valerie Watson, FAA/AJV-A250, reported that Pre-Departure Clearance (PDC) has now been published in the communications section of the Chart Supplement and on the Airport Diagrams of 70+ airports.

John Collins, ForeFlight, said he is still concerned about the number of PDCs that are being rejected. He presented [slides](#) detailing the reasons why approximately $\frac{1}{3}$ of PDCs are not accepted at specific facilities. John then [briefed](#) that FAA Order JO 7110.113F provides guidance to the facilities regarding procedures for issuing PDC. It allows each facility to develop

their own local directive. He said all the facilities sent John their directives, except for Dallas Love Field. John presented examples of some of the facilities' directives including their reasons for non-acceptance.

John recommends adding notes to the PDC entry in the Chart Supplement for non-standard requirements (see [slide 6](#) for examples). He also recommends improving the PDC guidance in the Aeronautical Information Manual (AIM). He said if pilots understand the restrictions, they will be more successful obtaining PDC service.

Rich Boll, NBAA, thanked John for all his research. He said he is not sure this information belongs in the Chart Supplement because he doesn't know how the information could be sourced. He suggested facilities could publish this information in a Letter to Airmen which could be posted to the FMS NOTAM site. Rich also pointed out that some of this information is already in the "flight planning" section of the AIM. John said he would prefer the restrictions to be listed in a fixed location in the Chart Supplement.

Gary Fiske, FAA/AJV-P310, said the facilities are using PDC the best they can within the system's limits. He said they are not going to change how they are implementing PDC. John said he is not looking to make a change, he only wants to communicate the information. Gary said the system still works because if a pilot does not get a digital PDC, they will still get a verbal clearance. He said he understands customers might complain if they are expecting this service and do not get it after providing all the information. John said he would like to see an improved rate of PDC success and he thinks providing the local requirements will improve that success rate.

Valerie Watson, FAA/AJV-A250, said that the only information the FAA receives from the FAA Data Communications Office is that the local facility provides PDC. Information regarding restrictions resides in the local facilities and is not submitted for publication. She said this information would have to be provided to Aeronautical Information Services by the Data Communication Office and they have said that they do not support restrictions.

Rich said this has been a problem for NBAA too. He reiterated that he would like to see Letters to Airmen detailing individual facility requirements and restrictions. He offered to work with ForeFlight to see if that can be accomplished. Scott Jerdan, FAA/AJV-A310, also agreed that a Letter to Airmen would be a good solution to provide non-standard information. Gary said it may be a challenge to get the facilities to agree since they are under no obligation to share that information.

Valerie summarized the discussion. She said Rich and John have agreed to pursue Letters to Airmen to detail PDC restrictions at local facilities. Jim McClay, AOPA, said he would also assist with this effort. John said he will also submit an AIM update to provide improved guidance regarding PDC procedures.

STATUS: OPEN

ACTION: John Collins, ForeFlight, Rich Boll, NBAA, and Jim McClay, AOPA, will work together to pursue Letters to Airmen to detail facilities PDC requirements. They will report back at the next ACM.

ACTION: John Collins, ForeFlight, will report on the status of revised Aeronautical Information Manual (AIM) guidance regarding PDC procedures.

MEETING 21-02

Samer Massarueh, FAA/AJV-A223, reviewed the issue. John Collins, ForeFlight, said the original request to publish PDC capability in Chart Supplement airport entries has been accomplished and this item can now be closed. He said the related actions regarding inconsistent PDC availability at select facilities has not yet been accomplished, but can be pursued outside of the ACM arena.

STATUS: CLOSED