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
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  
RWT 13R-31L: H8800X150 (CONC-GRVD) 200, D-200, 2S-175,  
2D-350 PNG 69 R/W/WT HIRL CL  
RWT 13R: PAPI(PAR) — GA 3.0° TCH 52', RVR-TR Thld disp1cd 489'.  
Rgt tfe.  
RWT 31L: MALS R. TDZL. RVR-TR Bldg.  
RWT 13L-31R: H7752X150 (CONC-GRVD) 200, D-200, 2S-175,  
2D-350 PNG 48 R/W/WT HIRL CL  
RWT 13L: MALS R. TDZL. RVR-TR Thld disp1cd 399'.  
RWT 31R: MALS R. PAPI(PAR) — GA 3.0° TCH 55'. RVR-TR Pole. Rgt  
Rgt tfe.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWT 13L: TORA-7752 T0DA-7752 ASDA-7752 LDA-7352  
RWT 13R: TORA-8800 T0DA-8800 ASDA-8800 LDA-8310  
RWT 31L: TORA-8800 T0DA-8800 ASDA-8800 LDA-8000  
RWT 31R: TORA-7752 T0DA-7752 ASDA-6952 LDA-6952  
SERVICE: S4 FUEL 100LL, JET A CX 1, 2, 3, 4  
AIRPORT REMARKS: Attended continuously. Birds on and infof 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  
ct over 12,500 lbs use Rwy 13R-31L between 0300-1200Z. For  
information call 214-670-6683. Pvi pilot certificate or better rqd to  
tk or land. No student solo flts permitted. Twy K cld thru tfe. Twy all  
cld to design group VI, V, VI act cr 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: ATIS 120.16 (214) 358-5355  
DALLAS RCO 122.3 (FORT WORTH RADIO)  
REGINAL APP CON 124.3 (North) 125.2 (South)  
LOVE TOWER 123.7 GND CON 121.75 CLNC DEL 127.9  
REGINAL 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 FACILITY (NOT) 113.3  
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.  
COWBOY (H) VOR/DME 115.2 CVE Chan 109 N32°53.42' W96°54.24' 128° 3.8 NM to ftd. 4476E.  
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-0VW Chan 52 Rwy 31R. Class IE. DME also serves Rwy 13L. Gildeslope unusable for coupled  
airsch bto 636° MSL.  

Insert New Line  
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 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.

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**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.