

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 11-02 – October 25-27, 2011

RECOMMENDATION DOCUMENT

FAA Control # 11-02-247

Subject: Addition of Approach Control Phone Numbers to Airport/Facility Directory

Background/Discussion:

NBAA is requesting FAA include the appropriate Approach Control Phone numbers to individual airport listings in the Airport/Facility Directory (AF/D).

Rationale:

- A more expeditious and accurate mechanism of cancelling IFR flight plans directly with Approach Control
- Helps facilitate more efficient and timely method of sequencing IFR arrivals at uncontrolled airports waiting in hold to begin their approach or for those in queue on the ground for IFR departures
- Provides a more reliable and clear method of picking up current and accurate clearances directly from the facility handling the departure. Currently, Remote Ground Control frequencies are not accessible at all parts of the airport environment.
- Almost, if not all pilots have the ability to utilize their cell phones to call the appropriate facility to communicate these clearances.
- There is no infrastructure requiring funding required to communicate by phone directly to the controlling facility.
- In recent pilot/controller meetings at TRACON team meetings, it became clear that this method was preferred by both pilots and controllers and would be accepted by controller supervisors if it could be implemented.
- This action should result in feeding the individual numbers to data bases located in aircraft navigational databases, industry airport data products, i.e. Garmin's, iPads with flight planning apps etc.

Recommendations:

FAA include the appropriate Approach Control Phone numbers to individual airport listings in the A/FD.

Comments: The FAA Airport/Facility Directory, NASR Database.

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Date: 21 October 2011

MEETING 11-02: Mr. Rich Boll, NBAA, [submitted and briefed the issue](#). NBAA is requesting that the FAA include the appropriate Approach Control Phone numbers in the Airport/Facility Directory (AF/D). Mr. Boll provided the following rationale:

- Using Approach Control phone numbers is a more expeditious and accurate mechanism for cancelling IFR flight plans;
- Helps facilitate more efficient and timely method of sequencing of IFR arrivals at uncontrolled airports;
- Reflects current pilot/control practices at both towered and non-towered airports where pilots utilize their cell phones to file and receive clearances.

At present, pilots are able to obtain local ATC phone numbers from the FBO or airport office at the airport they are flying out of.

Various airline representatives in attendance voiced their support for the publishing of Approach Control phone numbers as it would aid their flight dispatchers and Management teams.

Mr. John Moore, FAA/AJV-3B, discussed the challenges and processes associated with the request. Specifically, issues pertaining to the coordination, sourcing, collection, storage and dissemination of Approach Control phone numbers. One item for consideration within ATC is which TRACONS will or won't consent to having their phone numbers published. Authorization would have to be given by each Approach Control Facility, unless there was an overall ATC Policy established.

Mr. Tom Schneider, FAA/AFS-420, commented that feedback needs to be received from the FAA Service Centers.

Mr. Rich Boll stated that there would need to be coordination with ATO-T (AJV-2 Terminal) and ATO-E (AGT-3 Enroute) and asked the Chair if they would invited representatives from those offices to attend the next ACF.

ACTION: Rich Boll, NBAA, to report back at next ACF.

ACTION: Valerie Watson, FAA/AJV-3B, to coordinate with ATO-T (AJV-2 Terminal) and ATO-E (AGT-3 Enroute) to have representation at the next ACF.

MEETING 12-01: Ms. Valerie Watson, FAA/AJV-3B, briefed the item. Ms. Watson stated that she had been in touch with Terminal and Enroute ATC to discuss the matter.

Mr. Paul Eure, FAA/AJE-21, briefed that since the last ACF, he had discussed the topic with the FAA Centers and that they were not in support of publishing Approach Control phone numbers in the A/FD. Mr. Eure stated that there were a lot of factors involved, including the logistics behind obtaining and maintaining the phone numbers (over 2,100 phones in all) and security concerns. Many of the centers stated that they had local, informal arrangements in place between the facility and associated airports on the dissemination of Approach Control phone numbers.

Mr. Gary Fiske, FAA/TEG-Y90 (representing FAA/AJT), was not in attendance, but had previously communicated to Ms. Watson that Terminal ATC was in agreement with Mr. Eure's comments and that at this point in time are not ready to release phone numbers for publication in the A/FDs.

Mr. Boll, NBAA, emphasized that in today's environment, pilots utilizing cell phones to communicate with Approach Control is a common practice. He still feels that having Approach Control contact numbers easily available would be very beneficial. In his opinion, the FAA is excluding GA from an efficient means of communication. Mr. Boll accepted, on behalf of NBAA, the position and comments voiced by Mr. Eure and Mr. Fiske.

STATUS: CLOSED

