

DALLAS (Fort Worth) (DFW/KDFW)

Elevation 607ft

CATEGORY A

AV brief – not required

GENERAL

Threats

Runway Incursion

- Runways 17C/R, 18L/R, 35L/C and 36L/R are all close parallel runways.
- Increased risk of lining up on the wrong extended runway centre-line during high workload approaches to close parallel runways.
- Crew should maximise use of automatics and back-up visual clues with display indications from available instrument approach aids to avoid confusion.

ARRIVAL

Diversion Airports

FORT WORTH(ALLIANCE)	AFW/KAFW	015 nm/291°T	CAT A
HOUSTON	IAH/KIAH	196 nm/154°T	CAT A
SAN ANTONIO	SAT/KSAT	215 nm/200°T	CAT A
MEMPHIS	MEM/KMEM	375 nm/070°T	CAT A
ATLANTA	ATL/KATL	635 nm/086°T	CAT A

Fort Worth Alliance is now available as the preferred alternate. MET forecasts for AFW are not available so the station will not appear on the OFP but the AD is available for use and METARs will be available whilst en-route.

Approach

Final Approach Runway Occupancy Trial (FAROS) – undergoing an FAA trial Dec 08– UFN.

- FAROS is an automated safety system designed to notify pilots on approach to land that the runway is occupied or otherwise unsafe to land.
- Unsafe conditions are indicated by the PAPIs on the approach runway flashing continuously.

GROUND

- Normal parking terminal D, stand D11.
- Any movement on the D ramp must be approved by DFW ramp – see Lido AOI.

DEPARTURE

- Pilots can expect a take-off clearance from ATC to depart using either an RNAV path or an assigned heading.
- An RNAV path clearance will direct aircraft to fly the required RNAV path to the initial waypoint in the SID in the ATC clearance. Eg. 'Speedbird 123, RNAV to TREXX, Rwy 17R, Cleared for take-off'. After verifying SID is set up correctly, the expected pilot response is 'Speedbird 123, RNAV to TREXX, Rwy 17R, Cleared for take-off'.

BAV Crew Reports

- Take off clearance was Speedbird 92W, RNAV departure CUZEN, cleared take-off runway 35L.

- Advise ATC immediately if any discrepancies with take-off clearance.

WEATHER

- Prevailing wind is S'ly.
- Nov to Feb – snow may occur.
- Oct to Feb – early morning fog a possibility.
- Cold N'ly air sometimes comes in rapidly producing dramatic falls in temperature; locals talk of the effect as a 'Blue Norther'.
- Thunderstorms at Dallas can be extremely severe. Peak gusts of 87kts were recorded during a microburst incident in 1985 which caused a major L1011 accident. Pilots described seeing a curtain of rain approaching with an hour-glass shaped mass inside the rain shaft.

OPERATIONAL INFORMATION

Handling Agent	Dnata (PAX) WFS (RAMP)
Handling Agent VHF	Speedbird Dallas 129.15
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU at all times to reduce APU fuel burn) (ACU equipment is not effective)