



### **Local Procedures for DFW and items to be aware of (gotcha items)**

1. It's very common for ATC to ask you to keep your speed up on approach in order to sequence you in with all the arriving jets. You may hear things like "go as fast as you can for as long as you can". Many pilots either think this is an ATC instruction to keep it at "red line" to the numbers or they just want to please ATC or challenge themselves. Other controllers will say "keep your speed up as long as safe and practical". That is a better way to state it. Either way you are PIC and if you can't comply just tell them you can't do it. There are many reasons why. Turbulence, IMC, familiarity with the area, etc. In any case they have no expectation for you to maintain that speed past about a 3 mile final. Don't exceed your capabilities or experience level by ramming it in there. There have been instances of landing on the wrong runway as well as overrunning the taxiway and going into the grass. Don't abuse the plane trying to please ATC or show off.
2. As with many larger airports, the DFW runways are equipped with LED lighting. This LED lighting is uni-directional, meaning you can't generally see the runway lights until you are pretty close to being lined up with the runway. This creates an issue when they ask if you have the runway in sight. The DFW airport is fairly easy to spot but picking out your assigned runway is a bit more difficult at night. Many times pilots have lined up their approach to the wrong runway because it's the only one they can see. This gets even worse when ATC asks you to do a short approach or follow traffic ahead, or keep your speed up. 2 things you need to do to combat this are 1. Always back yourself up with the localizer even when on a visual approach. 2. Once you have the runway insight don't focus only on the runway, pull your eyes back and look at the entire airport, the location of the terminals and the bigger picture. Make sure the terminals are on the correct side depending if you are landing on the east or west side of the airport. Use your airport diagram to visualize where you're supposed to be going. There is a history of pilots landing on the wrong runway because they drilled in on only the runway lights for the runway they could see.
3. DFW seems to always have construction going on. They are constantly working on runways and taxiways. This results in random taxiway closures. Make sure you get the NOTAM's especially on taxiway closures and maybe mark those on your taxi diagram during preflight. They are also broadcast on the ATIS so make sure you listen to the entire ATIS (which is quite long). Be prepared for a non-standard taxi route. Taxiing around DFW can be the hardest part of your flight for those new or unfamiliar with DFW so go slow, take your time and stop and ask for directions if you're unsure of where to go. Sometimes (although rarely) ground controllers will issue a taxi route once exiting the runway such as "turn right on N for the EE route". The airlines have specific taxiway routes that are published for them. We do not have those routes, so if you get that clearance the controller just made a mistake and just let them know you don't know what the route is and they will give you instructions. Its better to stop and ask than do something wrong and get yelled at by ATC, put in "time out" (parked in a remote area until controllers can deal with you) or even worse get a pilot deviation.



4. When taxiing for departure. DFW has airport ground radar meaning they can see you when your taxiing on radar. DO NOT call them holding short of a runway or when you reach your departure runway. You will get yelled at! Radio congestion is high and they don't need all the extra radio calls. They will see you and issue your instructions. That being said whenever you are approaching or holding short of a runway you are crossing you should monitor both ground and the correct tower (east/west). Sometimes the controllers get busy and forget to tell you to switch and tower is calling you to cross but you are still on ground. Always stay with the ground controller unless told to switch but monitor both just in case. Whenever you get to the departure pad for your assigned runway switch to tower. Most times you will not be instructed to switch frequencies, you are just expected to do so. This is just like normal, if you're ready for takeoff at any airport and holding short of the runway you just switch to tower right? So its really no different than standard practices but . . . the pads at DFW are HUGE so you are a long way from the runway, maybe #6 in line for departure etc. it doesn't seem like a normal place to switch but as soon as you get on the pad go ahead and switch.
  
5. Speaking of ground radar. They are watching you via radar by your beacon code assigned. Once you start up enter your squawk code before you move the plane. IF you move or taxi even a little before you get the new code input the L3 Lynx seems to want to not change the code until you actually takeoff. We've found this out by experience. It's important to have the correct code in the transponder before you even think about moving the plane. If not you will be questioned by ATC about a wrong code and given your squawk code again. They will tell you to recycle your transponder etc. until the correct code shows up on their radar. If you forget, you can tell ATC that you are squawking the correct code but it takes a bit for it to show up and the transponder is still in ground test mode, but it's not a good look for you.
  
6. When entering or exiting the UPS ramp you need to call UPS OPS on 129.9 for clearance onto or out of the ramp. When arriving at UPS they want to know your "on" time. That's all they want to know, they don't need "out" "off" fuel, load or anything else. Just "on" and then request taxi to the "west side" – that is the West side of the UPS facility. When you reach the west side there will be marshalls there to guide you. Generally we turn our taxi lights off so we are not blinding them. The ramp is pretty well lit. Follow the marshalls signals but use common sense as well, some tend to not take into account the turning radius and will either signal you to turn early or late. There is a red square where your nose wheel is supposed to go so just look for that and try to get the airplane lined up and parked correctly. But follow the marshalls signals and if they indicate to stop, stop! When leaving UPS ramp make sure you call up 129.9 and get permission to taxi out.