

12/19/2024

FOR YOUR INFORMATION

2024-231/5-77

To: Airport Manager, Dallas-Ft Worth Intl, (DFW), TX, FAA (AAS-1)

2184336

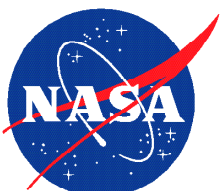
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ATM DFW Tower, AJV-A, ASW-600, AFS-260, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: DFW Spot 42 and 44 Taxi Clearance Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2184336

DATE / TIME

Date of Occurrence	202411
Local Time Of Day	1201 to 1800

PLACE

Locale	DFW.Airport
State	TX
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	DFW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2184336

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

This is a general safety report regarding taxi operations at DFW specific to spot 42 and spot 44 due to construction. The instructions from ramp are too general "Bring it in spot 42 and hold westbound", are usually the instructions. If you look at the temporary construction diagram for spot 42 it's not mark that well and is not marked at all on the AMM in jepps, so once again very vague. So in Aircraft X in order to bring it into spot 42 and hold, the ramp hold line is not clearly marked of where to hold, in addition, the 42 line merges to the left to join 44, so inherently it leads you to want to follow the line, which now can interfere with someone taxiing out spot 44 (wingtip clearance). In addition, in Aircraft X in order for your tail to fully clear Taxiway K (especially if a wide body is taxiing behind you on K), you will be past the spot 42 hold line and if you do not follow the left merge line now you are too close to the construction area, in my opinion. I have asked the Ramp Controller regarding the wing tip clearance between spot 42 and 44 with Aircraft X holding on spot 42, their reply was and I quote "yes you are correct it's very tight and we should probably not bring an Aircraft X into spot 42 to hold with an outbound aircraft exiting spot 44".

In my opinion, I think these two spots 42 and 44 pose a potential safety issue with wing tip clearances, especially an Aircraft X holding on spot 42, with enough clearance to clear taxiway K and spot 44. In the future I will not enter on spot 42 to hold in an Aircraft X, I will ask to hold off or enter another spot until I can assure proper wingtip clearance, because I feel it's a huge safety issue and not enough margin to operate safely. In addition, it seems Ramp Control agrees it's "very tight and we probably shouldn't do it" they stated.

SYNOPSIS

Air carrier pilot reported since temporary construction has begun, spot 42 is not identified on the AMM or Jeppesen charts and the ramp hold line is not clearly marked which could result in a potential ground conflict.