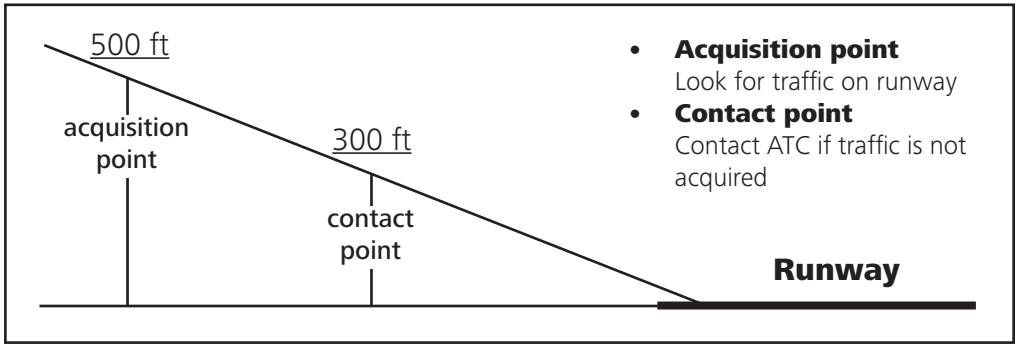
FAROS

Final Approach Runway Occupancy Signal (FSX only)

Final Approach Runway Occupancy Signal (FAROS) has been installed at KDFW to reduce the frequency and severity of runway incursions. FAROS directly indicates to pilots on final approach that the runway is occupied and unsafe for landing by flashing the Precision Approach Path Indicator (PAPI) lights. FAROS is a fully autonomous, surveillance-driven system that is not controlled by ATC and indicates runway occupancy status only, never clearance.

FAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment by flashing the PAPIs to indicate the runway is occupied.



Recommended Pilot Protocol:

When FAROS acquisition point of approximately 500ft AGL is reached with flashing PAPIs

- Attempt to see traffic on runway
- If seen, evaluate the situation then proceed with caution
- If not seen, prepare to contact ATC at contact point

When FAROS contact point of approximately 300ft AGL is reached with flashing PAPIs

- Attempt to see traffic on runway
- If seen, evaluate the situation then proceed with caution
- If not seen, contact ATC to verify landing clearance and prepare for an immediate go around

If ATC does not verify landing clearance promptly, go around
If ATC cancels the landing clearance, go around

A STEADY PAPI SIGNAL DOES NOT CONSTITUTE CLEARANCE TO LAND!

DFW Final Approach Runway Occupancy (FAROS) Locations

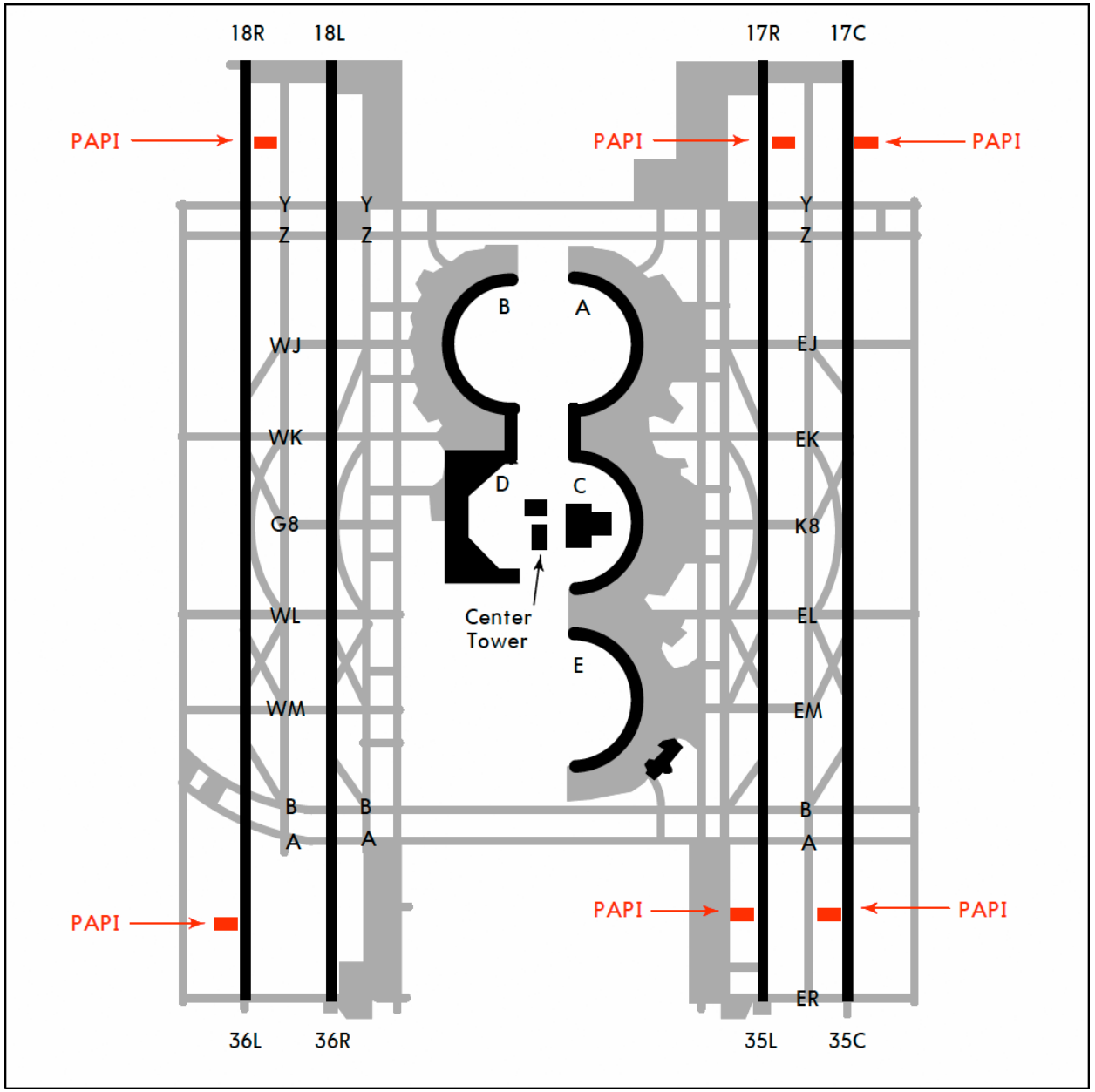
An operational evaluation of FAROS at DFW has been scheduled to commence in September 2008 and lasted approximately 3 months.

FAROS at DFW consists of flashing PAPIs on runways:

18R/36L **17R/35L** **17C/35C**

During the operational evaluation period, flashing PAPIs will be active 24/7 for the FAROS equipped runways as they become available. An ATIS message will advise pilots of current FAROS operational locations.

Note: Flashing PAPIs intended for landing aircraft may be visible to traffic on FAROS equipped runways. Do not contact the tower unless a safety concern exists.



RWSL
Runway Status Lights (FSX only)

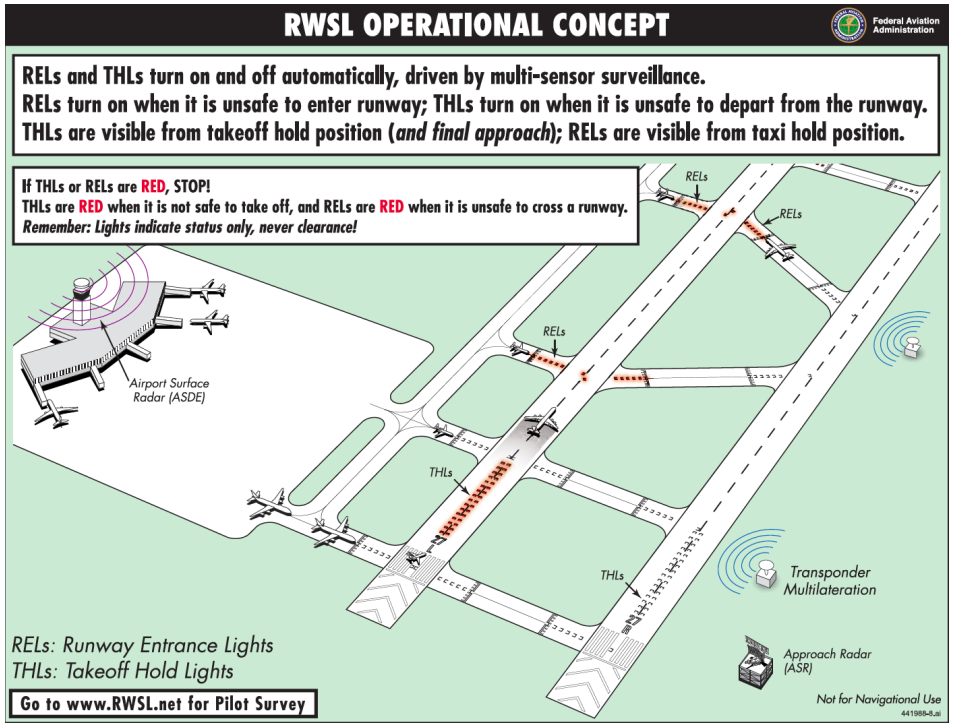
The RWSL system is designed to automatically provide a direct status indication to pilots that a runway is unsafe to enter or cross with illuminated RED Runway E trance Lights (RELs) and that a runway is unsafe for takeoff with illuminated RED Takeoff Hold Lights (THLs). In order to provide the desired level of safety without impairing the efficiency of the controller, the timing of the lights is critical. Pilots should recognize that the status light might be illuminated when the controller initiates a clearance, but they should be extinguished before the controller finishes issuing the clearance (if runway is safe). RWSL FUNCTIONS AUTOMATICALLY WITHOUT INPUT FROM AIR TRAFFIC CONTROL AND THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.

Pilot protocol when viewing illuminated RELs:

1. When the RELs illuminate, the flight crew should remain clear of the runway.
2. When cleared to either "take off, cross the runway, position and hold, or for immediate takeoff", and RELs are illuminated, stop the aircraft and indicate to Air Traffic Control (ATC) that you are stopped with red lights and then wait for further clearance.
3. If the aircraft crosses the hold line and the flight crew subsequently observes illuminated lights, then, if practical, the flight crew should stop the airplane and notify Air Traffic that they are stopped across the hold line because of red lights.
4. If remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

Pilot protocol when viewing illuminated THLs:

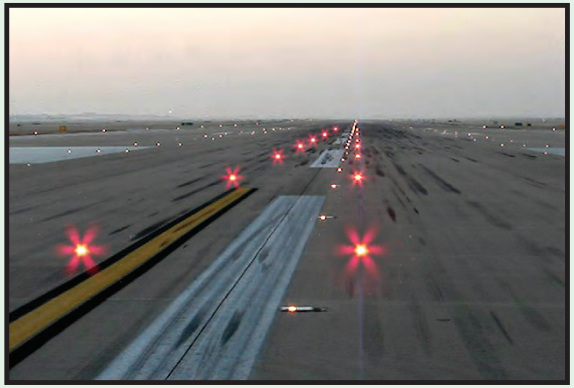
1. If in position and holding on the runway and the THLs illuminate, then the flight crew should remain in position for takeoff.
2. If an aircraft begins its takeoff roll and the flight crew subsequently observes illuminated THLs, then — if practical — the flight crew should stop the airplane and notify Air Traffic Control (ATC) that they are stopped because of red lights.
3. If aborting the takeoff is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for departure) and contact ATC at the earliest opportunity.
4. If on short final and THLs are illuminated red, then crews should inform ATC they are going around because of red lights on the runway.



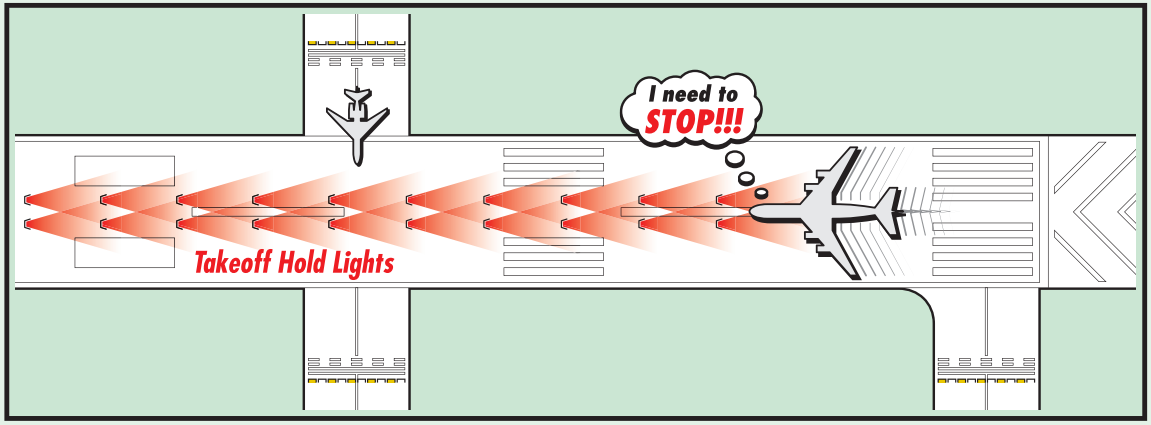
RUNWAY STATUS LIGHTS (RWSL) AT DALLAS FORT WORTH (DFW) EAST

Federal Aviation Administration

If THLs or RELs are RED, STOP!
THLs are RED when it is not safe to take off, and RELs are RED when it is unsafe to cross a runway.
Remember: Lights indicate status only, never clearance!

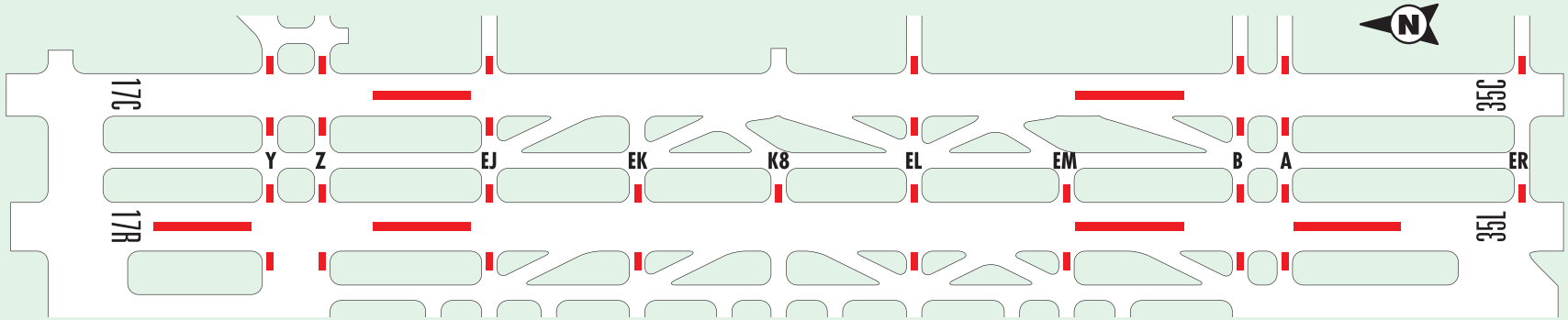


Double-row THLs



DFW East RWSL Locations

THLs at *full length* and *intersection departure* positions and RELs on *selected taxiways*



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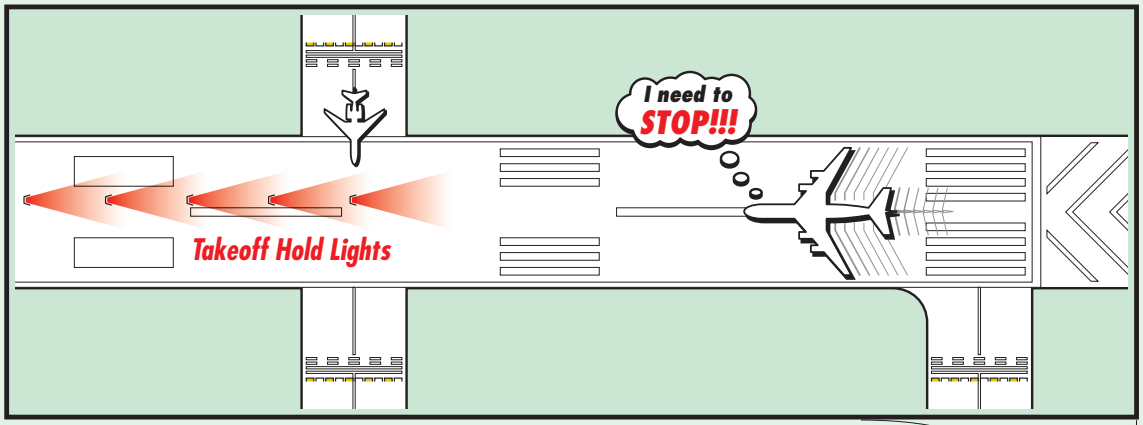
RUNWAY STATUS LIGHTS (RWSL) AT DALLAS FORT WORTH (DFW) WEST

Federal Aviation Administration

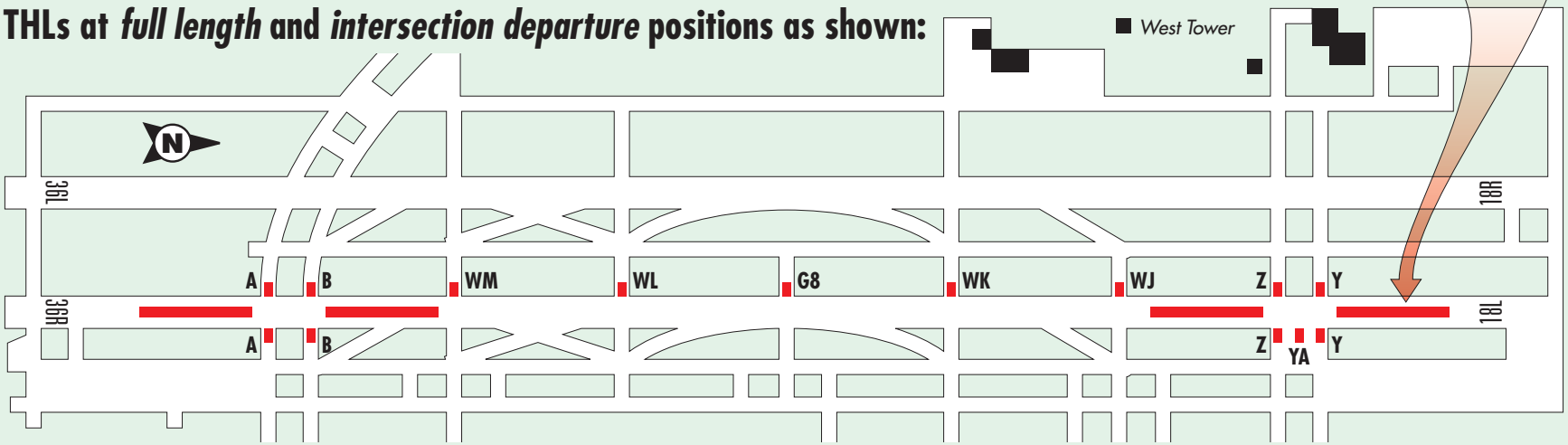
If THLs are RED, STOP! THLs are RED when it is not safe to take off.
Remember: Lights indicate status only, never clearance!
Surveillance-driven lights turn on/off to increase situational awareness.

Pilot's view of Takeoff Hold Lights (THL)



TAKEOFF HOLD LIGHTS (THL) ON 18L/36R DFW

THLs at *full length* and *intersection departure* positions as shown:



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Design Notes

This scenery has been made using brand new design methods in FSX. The challenge was to create such large airport (the area of KDFW is about as large as KORD+KJFK combined), without compromising quality and texture sharpness on ground.

Because of this, new design methods, based on native FSX Shaders had to be implemented, and our .DLL module Addon Manager, is helping to bypass some limitations of the FSX SDK, that will not normally allow to use native FSX shaders and fully custom ground textures, without visual artifacts.

In order to enjoy the scenery at its fullest, we suggest the following:

- Keep the "Mesh Resolution" slider at least at 10 m/pixel, or better, and the "Mesh Complexity" slider at 100. With less resolution, some visual problems might appear.
- If you have an ATI video card, don't use the "Adaptive Antialiasing" feature, because it will cause visual problems on the ground.
- Due to the technique used, there might be some areas of the scenery that don't show the user airplane shadow correctly, this is normal, and it only happen in a few places.
- Late in the afternoon, or early down, the Shader effects on the ground are more visible, since the sunlight comes from an angle that makes the Bump mapping and Specular mapping used on the concrete more apparent.
- On your Video Card control panel, set the "Anisotropic Filter" to 8x or 16x, don't use the default "Application Controlled" setting.

Airport, Approach, SID/Stars Maps for KDFW

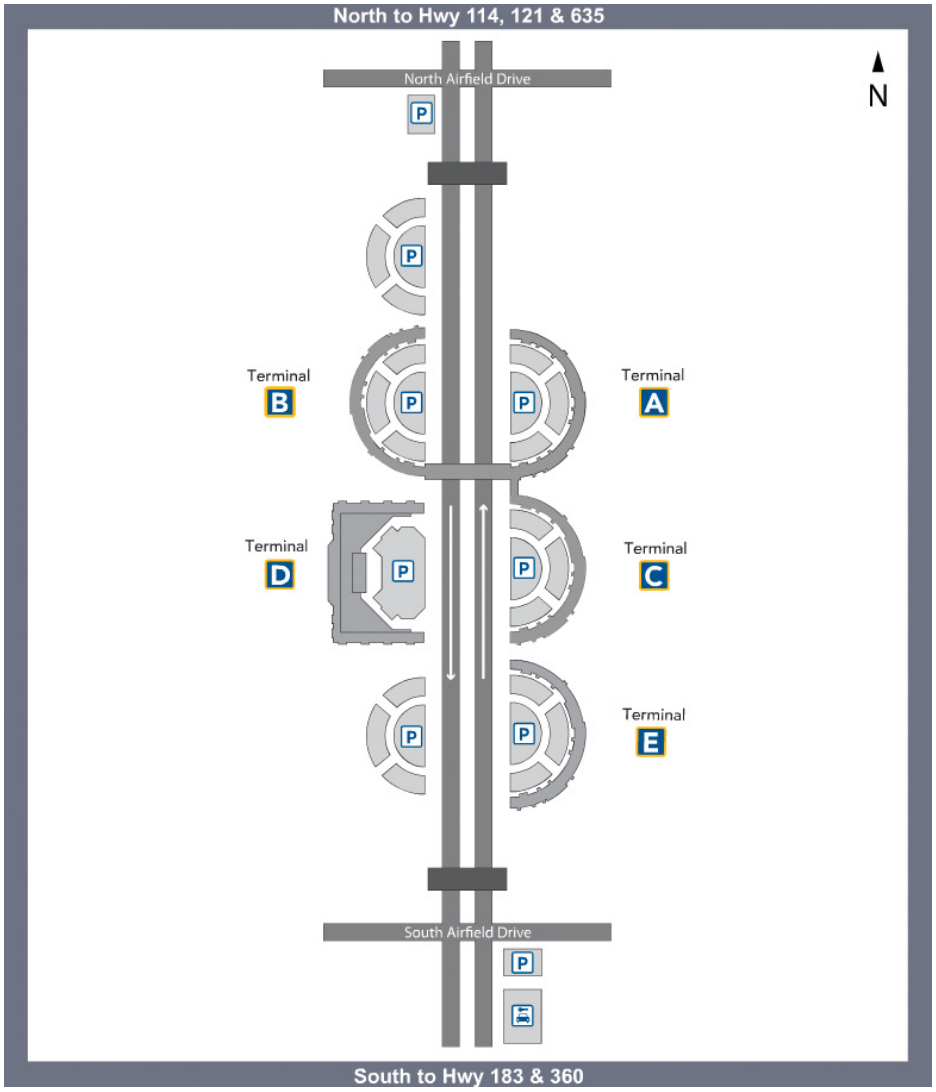
In the following pages you will find current (July/August 2010) charts and approach plates for Dallas/Fort Worth International

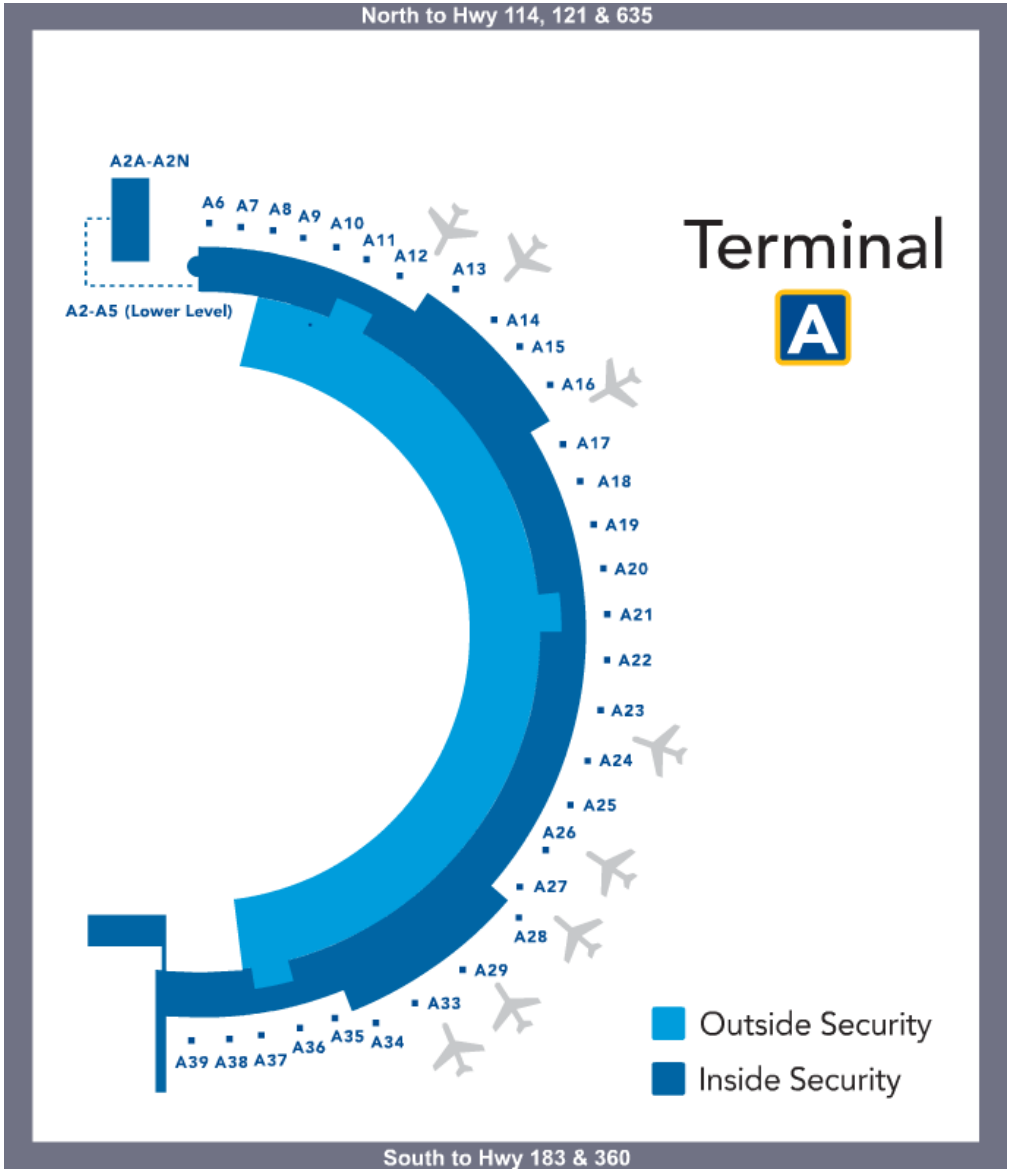
Have fun flying at Dallas/Fort Worth!

If you have any questions, or suggestion to make, please join us at the FSDreamTeam forum at this address:

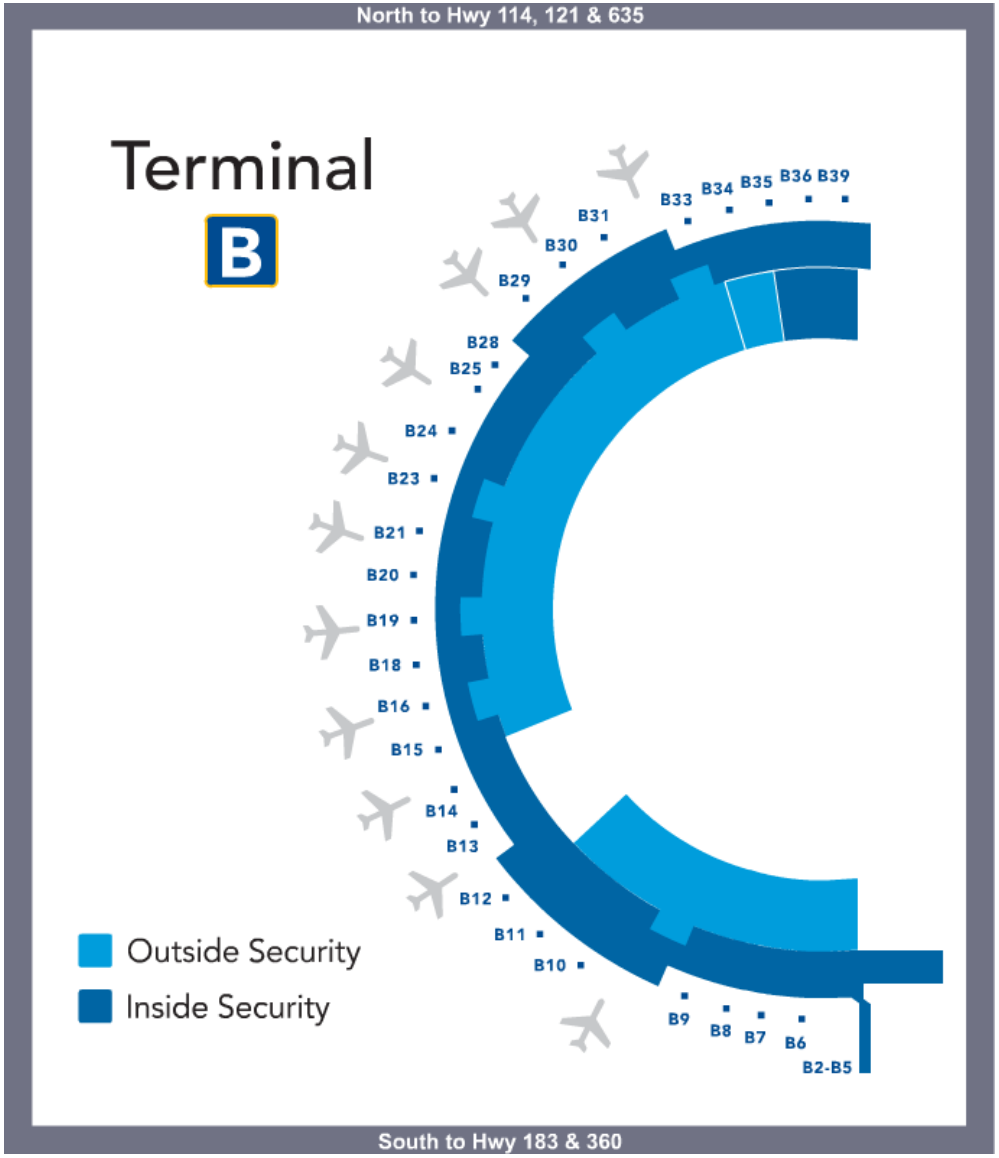
http://www.fsdreamteam.com/forum

DALLAS/FORT WORTH INTERNATIONAL AIRPORT

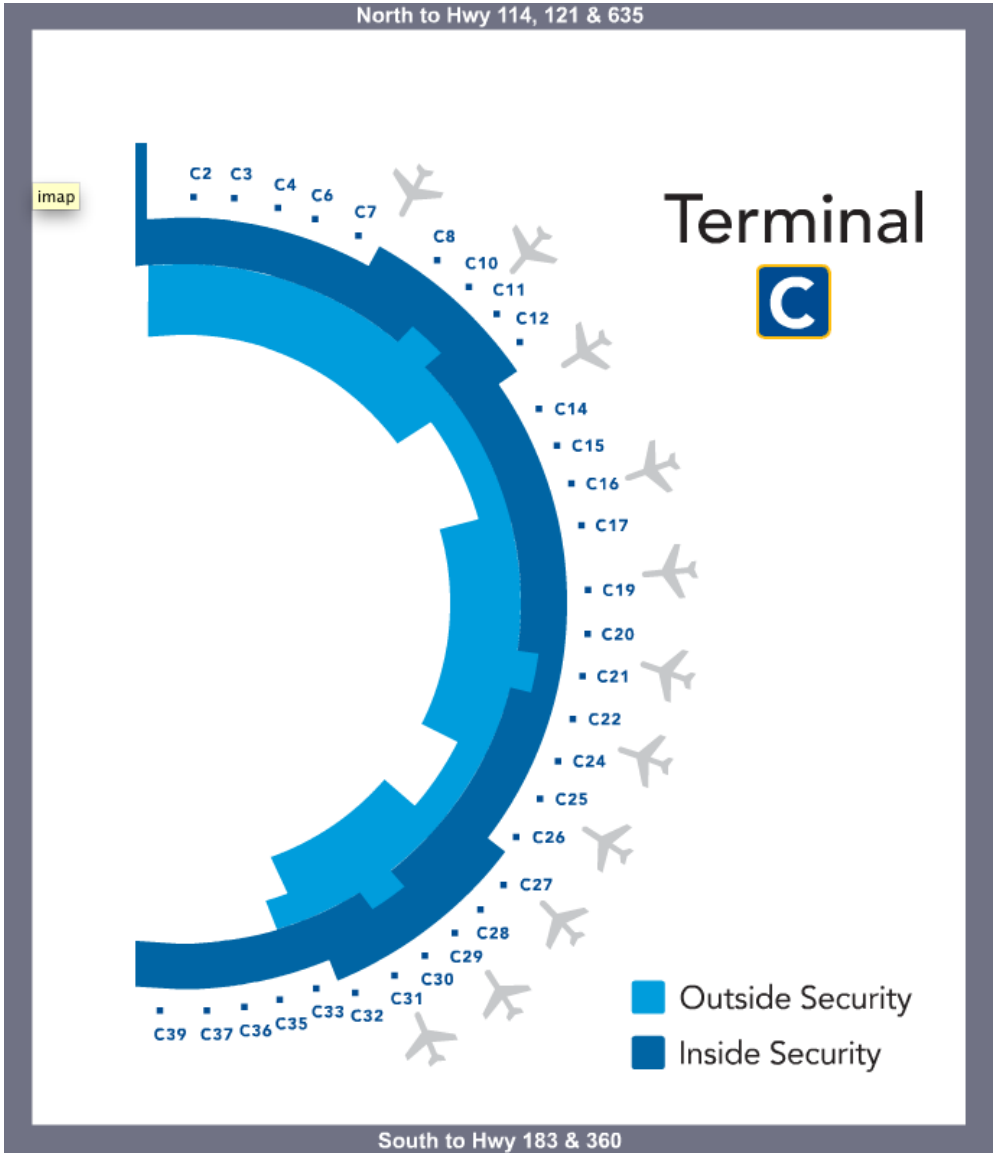




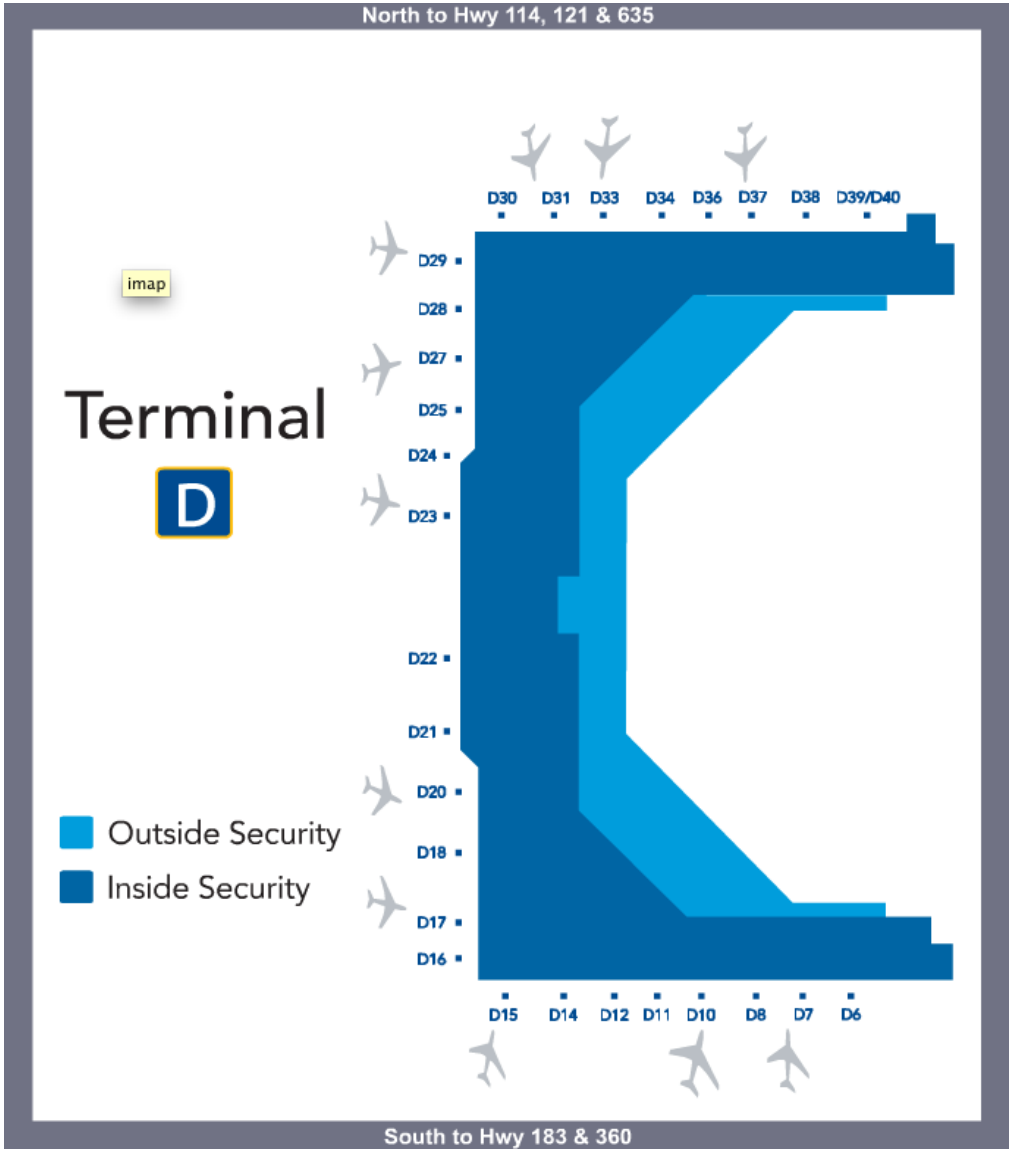
American Airlines



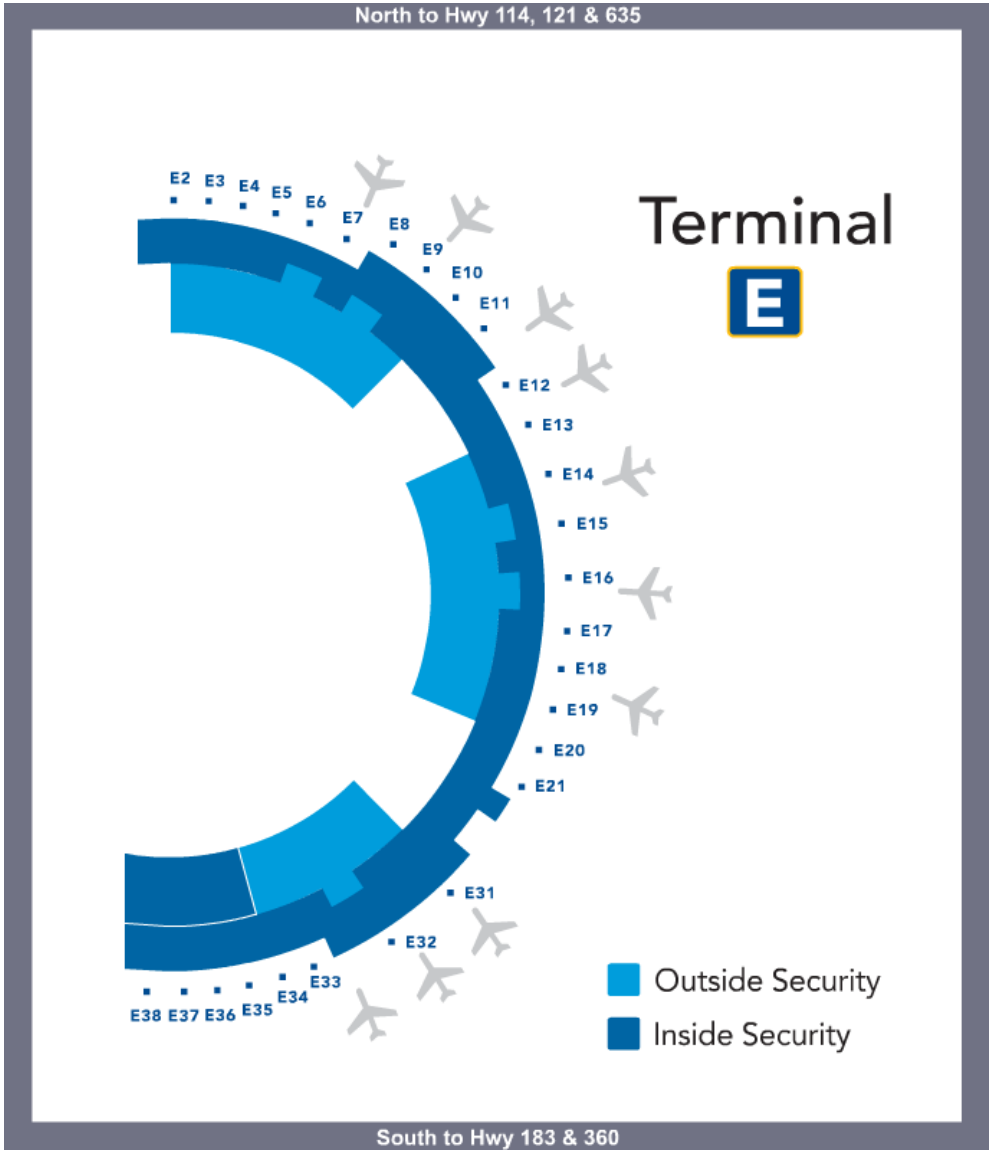
American Eagle



American Airlines



Air Canada - American Airlines - American Eagle - British Airways - KLM - Korean Air - Lufthansa - Mexicana - Sun Country - TACA



AirTran Airways - Alaska Airlines - Continental - Delta Air Lines - Frontier Airlines - Midwest Airlines - US Airways - United Airlines