

4/6/2018

FOR YOUR INFORMATION

2018-64/8-8

1512061

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

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AJI-144, AJV-5, ASW-600, AFS-280, AFS-200, Director of Air Traffic Operations CSA South), 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 (Acting)
NASA Aviation Safety Reporting System

Re: DFW Ground Control Procedure

We recently received an ASRS report 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 Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



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



ACN: 1512061

Time

Date: 201801

Local Time Of Day: 0601-1200

Place

Locale Reference.Airport: DFW.Airport

State Reference: TX

Altitude.AGL.Single Value: 0

Environment

Aircraft 1

ATC / Advisory.Ground: DFW

Make Model Name: Large Transport, Low Wing, 2 Turbojet Eng

Person 1

Function.Flight Crew: Other / Unknown

ASRS Report Number: 1512061

Events

Anomaly.ATC Issue: All Types

Anomaly.Deviation - Procedural: Clearance

Anomaly.Deviation - Procedural: Published Material / Policy

Detector.Person: Flight Crew

Result.Flight Crew: Requested ATC Assistance / Clarification

Narrative 1

DFW ground controllers are using spot numbers in lieu of call signs with a taxi instruction to turn left or right. Today, a controller went a step further and said, "Spot 31 turn right. No need to acknowledge. Company correspondence was issued regarding DFW operations which specifically said to monitor ground at your spot and they will call you by your spot number. Nowhere did it say to TAXI without a proper clearance. "Spot 31 turn right. No need to acknowledge" is not a proper taxi clearance.

All I'm asking for here is that they refrain from giving the TURN instruction without using the call sign. Please take action to stop these ambiguous taxi instructions from DFW ground, or at the very least put a note in the DFW ops advisory pages authorizing aircraft movement onto an active taxiway without a proper clearance.

Synopsis

Air carrier pilot reported DFW Ground Controllers routinely issue improper taxi instructions by using a spot number in lieu of a call sign.