

Terminal E Ramp Control

Procedures

Safety

- Safety is the number one priority and focus while working Terminal E Ramp Control.
- Aircraft movement is a primary focus during flight operations on the Terminal E ramp to ensure there are no injuries to personnel and aircraft damage.



Aircraft Call-Signs

Primary Terminal E Parent Airlines

- Air Canada – Air Canada
- Air Canada Jazz - Jazz
- Alaska Airlines – Alaska
- Delta Airlines – Delta
- Frontier Airlines – Frontier Flight
- Jet Blue – Jet Blue
- Spirit Airlines – Spirit Wings
- United Airlines – United
- US Airways – Cactus
- Virgin America – RedWood
- WestJet - WestJet

Regional E Carriers

- Compass (DL) – Compass Rose
- ExpressJet (UA, DL) – Acey
- GoJet (DL, UA) – Lindbergh
- Mesa (US) – Air Shuttle
- Pinnacle (DL) - Flagship
- Republic Airlines (F9,US,UA) – Brickyard
- Shuttle America (UA, DL) – Mercury
- Skywest (UA, DL) – Skywest

Other Airlines/Charters/Regional Carriers

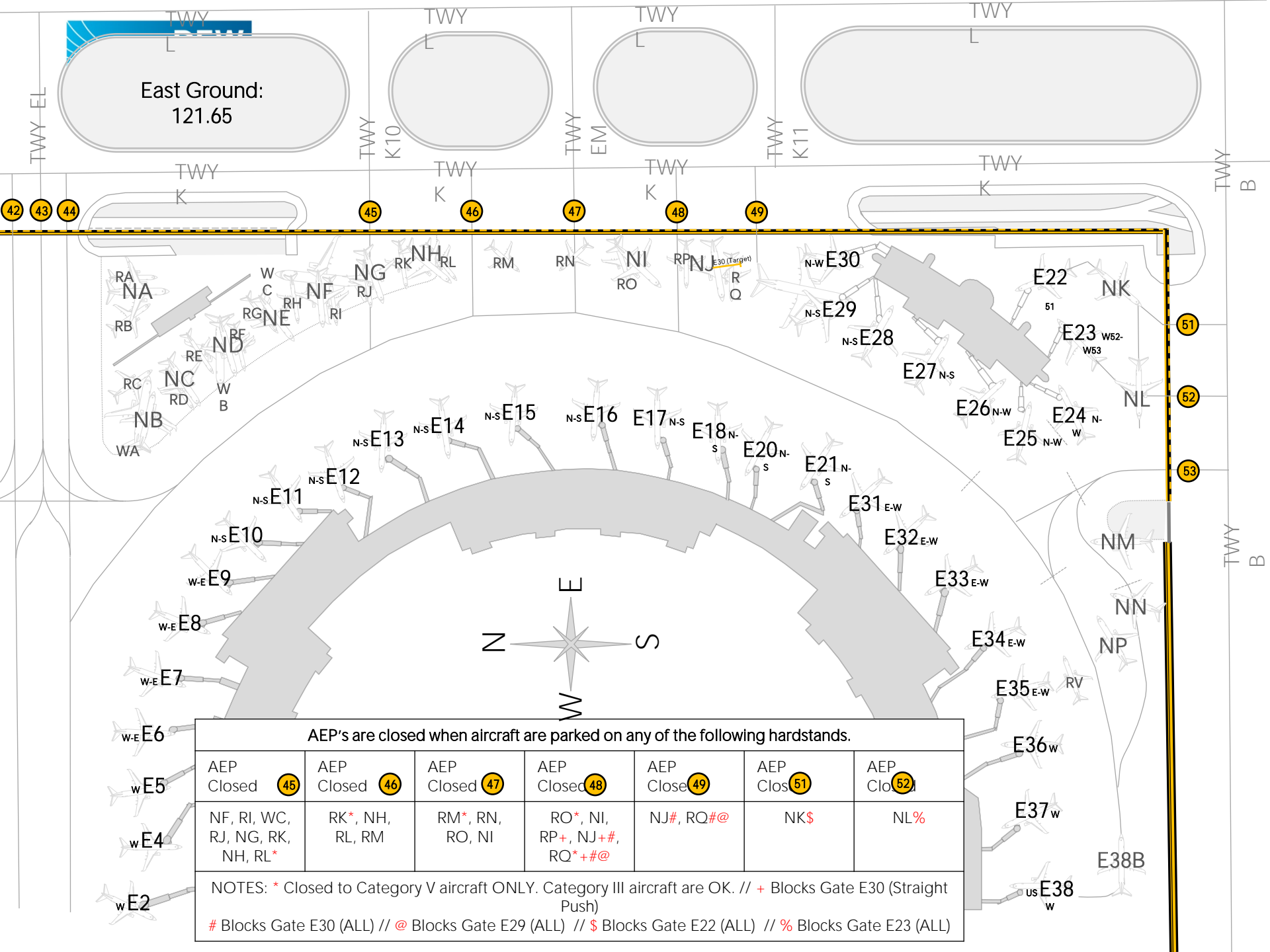
- American Airlines – American
- American Eagle – Eagle Flight
- Aeromexico – Aeromexico
- Allegiant Air – Allegiant
- British Airways – Speed Bird
- Chautauqua Airlines – Chautauqua
- Comair – Comair
- Express Jet – Acey
- KLM Royal Dutch Airlines – KLM
- Korean Airlines – Koreanair
- Lufthansa – Lufthansa
- Mesa Airlines – Air Shuttle
- Mexicana – Mexicana
- Miami Air – Biscayne
- North American – North American
- Omni Air International – Omni Express
- Ryan International – Ryan
- Sun Country – Sun Country
- Taca – Taca
- World Airways – World

NATO Phonetic Alphabet

- A – Alpha
- B – Bravo
- C – Charlie
- D – Delta
- E – Echo
- F – Foxtrot
- G – Golf
- H – Hotel
- I – India
- J – Juliet
- K – Kilo
- L – Lima
- M – Mike
- N – November
- O – Oscar
- P – Papa
- Q – Quebec
- R – Romeo
- S – Sierra
- T – Tango
- U – Uniform
- V – Victor
- W – Whiskey
- X – X-ray
- Y – Yankee
- Z – Zulu

Managing the Terminal E Ramp

- ALL Terminal E Ramp movement including all gates (E2 – E38), the Terminal E Satellite, and all hardstands and taxiways on the Non-Movement side must be coordinated and approved by the DFW Ramp by contacting Frequency 131.000. Current Hours of operation are 04:30AM – 01:30AM (21hrs/day). Phone number 972-973-8525.
- This applies to all inbound flights, outbound flights, hardstand parking, hardstand removal, maintenance relocations, and aircraft towing.
- Terminal E Inbound and Outbound aircraft will utilize Apron Entry Points (AEP's) {Called "Spots"} 44, 45, 46, 47, 48, 49, 51, 52, 53.
- Spots 42, 43 can also be used but are shared with Terminal C aircraft/ramp. The Terminal E ramp tower will coordinate use of these spots if needed.
- Some Hardstand Parking closes designated Spots. (See Hardstand Diagram for details and instructions on Opening/Closing these AEP's.)



East Ground:
121.65

AEP's are closed when aircraft are parked on any of the following hardstands.

AEP Closed 45	AEP Closed 46	AEP Closed 47	AEP Closed 48	AEP Closed 49	AEP Closed 51	AEP Closed 52
NF, RI, WC, RJ, NG, RK, NH, RL*	RK*, NH, RL, RM	RM*, RN, RO, NI	RO*, NI, RP+, NJ+ #, RQ*+ # @	NJ #, RQ # @	NK \$	NL %

NOTES: * Closed to Category V aircraft ONLY. Category III aircraft are OK. // + Blocks Gate E30 (Straight Push)
Blocks Gate E30 (ALL) // @ Blocks Gate E29 (ALL) // \$ Blocks Gate E22 (ALL) // % Blocks Gate E23 (ALL)

Inbound Arriving Aircraft Procedure

- Arriving aircraft will call DFW Ramp Frequency 131.000 upon landing to advise of their location and confirm or reconfirm the spot and gate.
- Arriving aircraft will call DFW Ramp again as they are approaching their spot **PRIOR** to entering the Terminal E Ramp for permission to access and enter the Terminal E Ramp for parking at their assigned gate (E2 – E38).

Outbound Departing Aircraft

- Departing aircraft will call DFW Ramp Frequency 131.000 for permission to push back from gate.
- Aircraft will be given approval with instruction for push direction and to call back prior to taxi.
- After aircraft is disconnected and ready for taxi, aircraft will call back for permission to taxi.
- Aircraft will be given approval to exit the ramp, the spot they will use for exit, and advised to switch to East Ground (FAA ATC) at 121.65.
- Reminders: For gates on the north end of Terminal E, pushback will not proceed past the taxi line for Spot 44.

Aircraft Towing

- Any movement on the Terminal E Ramp must be approved by calling frequency at 131.000. This includes any towing of aircraft to and from the E hardstands.
- IF an aircraft will be towed to/from a hardstand without radio contact (Dead-Tow), permission must still be requested PRIOR to any movement by calling the Terminal E Ramp Tower at (972) 574-0502.
- All requests made should contain the aircraft identifier (Tail #), current location, and requested location.

Terminology and Phraseology (Inbound Arriving Aircraft)

- Reminder: Arriving aircraft will call DFW Ramp Frequency 131.000 upon landing to advise of their location and confirm or reconfirm the spot and gate.

Virgin America: DFW Ramp, Redwood 710.

DFW Ramp: Redwood 710, DFW Ramp go ahead.

Virgin America: DFW Ramp, we are on the ground on the West side, what spot and gate?

DFW Ramp: Redwood 710 plan spot 47 for gate E20, please call me as you approach the spot.

Virgin America: DFW Ramp, Redwood 710 we are now approaching spot 47 for E20.

DFW Ramp: Redwood 710 you are approved through spot 47 and into parking for E20.

Virgin America: Copy, Redwood 710 coming in 47 for parking at E20.

Terminology and Phraseology (Outbound Departing Aircraft)

- Reminder: Departing aircraft will call DFW Ramp Frequency 131.000 for permission to push back and taxi from gate.

Republic Airlines: DFW Ramp, Brickyard 1124, request push back off E32.

DFW Ramp: Brickyard 1124, on E32, push back approved, tail West and call back for taxi.

Republic Airlines: Copy that, push back tail West and call you back for taxi, Brickyard 1124.

Republic Airlines: DFW Ramp, Brickyard 1124 is ready for taxi.

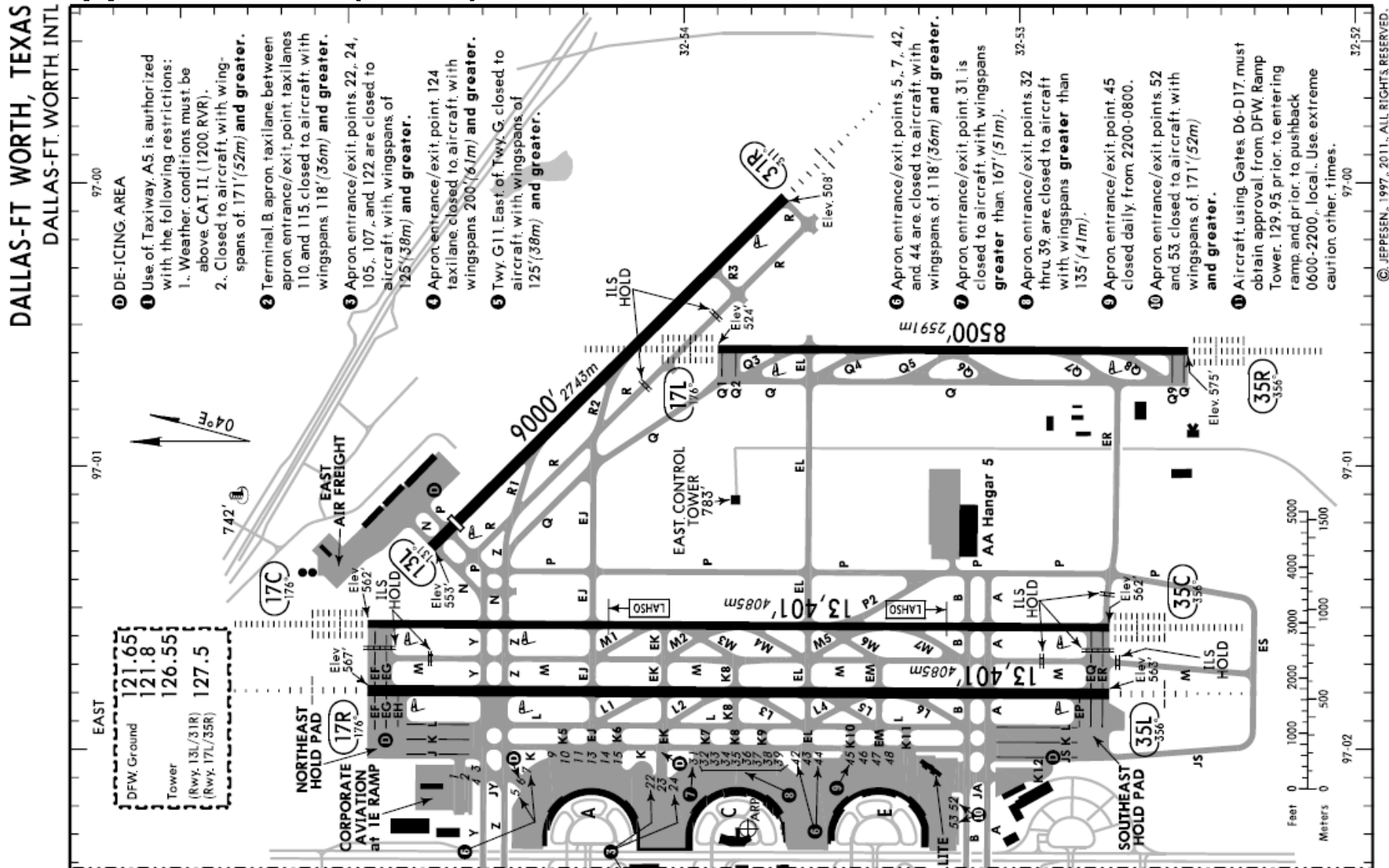
DFW Ramp: Brickyard 1124 take spot 48 and contact ground at 121.65 have a good day.

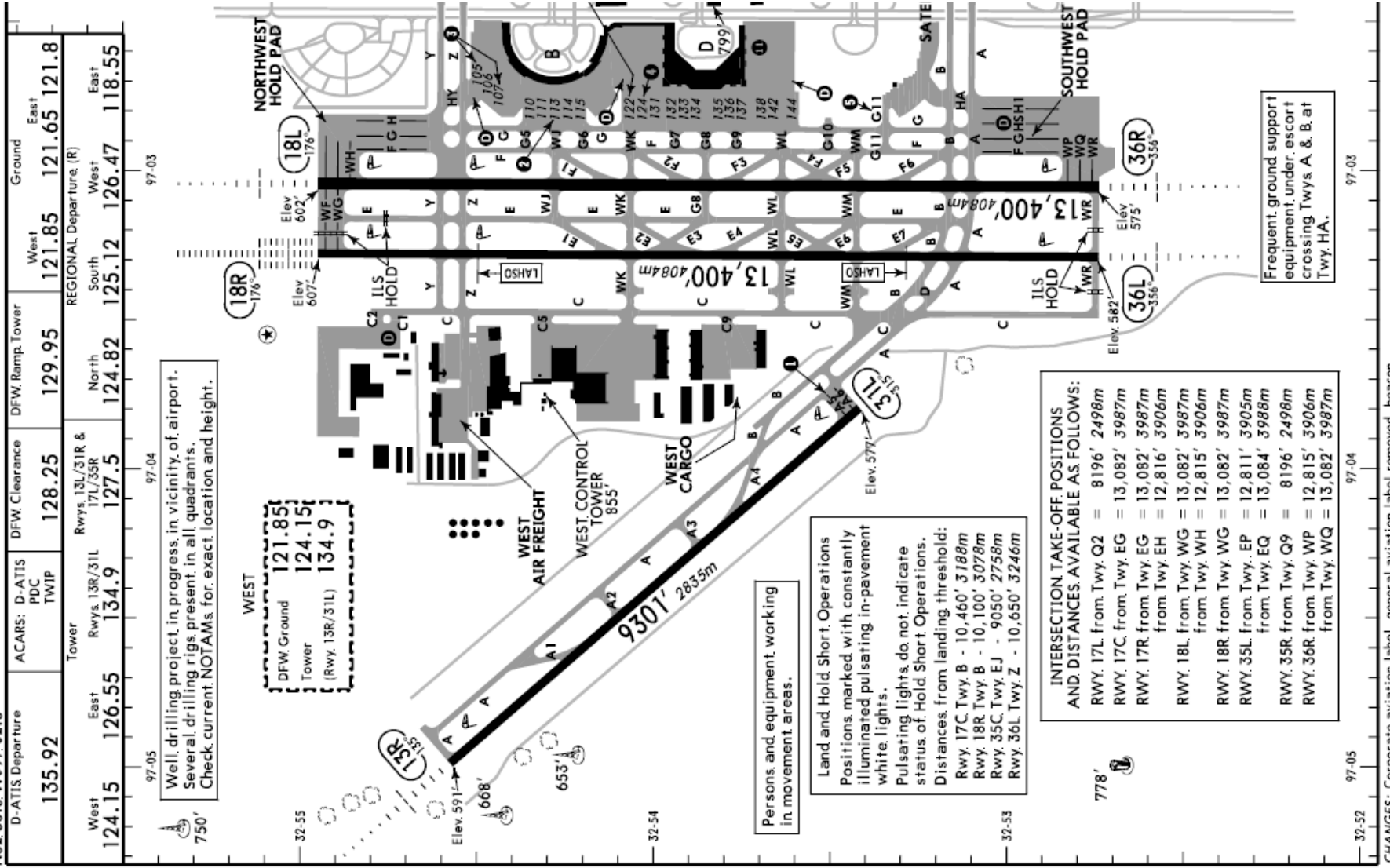
Republic Airlines: Spot 48 and contact ground at 121.65, good day.

DFW Frequencies

- American Ops - 129.05
- American D Ramp control - 129.82
- American MTC - 129.00
- American A Ramp Control - 131.27
- American C Ramp Control - 131.8
- American Engine Inlets - 130.27
- American De-Ice (East) - 131.75
- American De-Ice (West) - 130.20
- American Eagle (B4-B18) - 128.82
- American Eagle (B19-B39) - 130.10
- American Eagle Ops - 131.475
- American Eagle Ops backup - 130.875
- American Eagle MTC - 130.25
- AeroMexico (Servisair) - 130.92
- Alaska – 129.600
- Air Canada (WWFS) - 129.35
- British Airways - 129.15
- Delta - 131.57
- Frontier - 130.90
- Jet Blue (GAT) -
- KLM (FSS) - 130.725
- Korean Air (WWFS) - 129.35
- Lufthansa - 130.475
- Mexicana (Servisair) - 130.92
- Spirit – 129.175
- Sun Country (FSS) - 130.725
- TACA (FSS) - 130.725
- United – 129.925
- US Airways - 130.00
- Virgin America – 130.075
- FSS - 130.725
- Servisair - 130.92
- Worldwide Flight Service (WWFS) - 129.35
- Corporate Aviation - 122.95
- FAA Ground (West) - 121.85
- FAA Ground (East) - 121.65
- UPS Ramp - 129.9

Jeppesen Chart (EAST)





Jeppesen Chart (WEST)