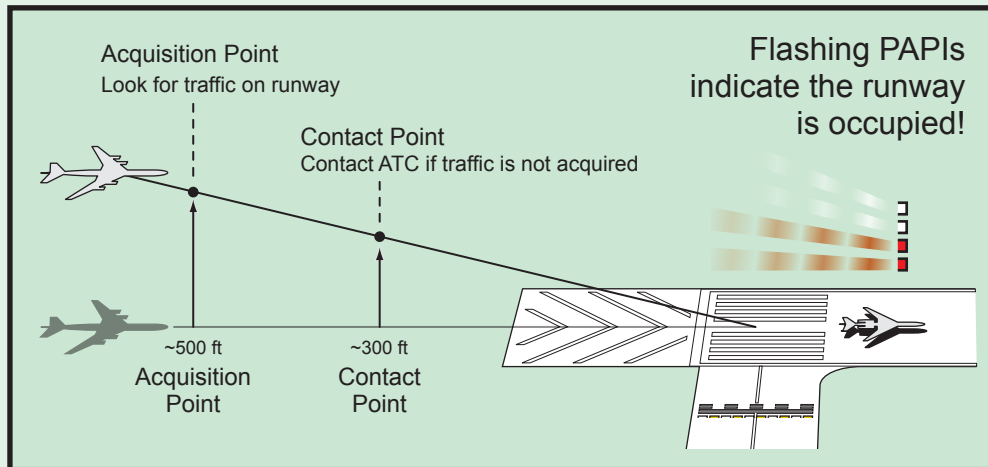


FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS) at DFW 18R/36L, 18L/36R, 17R/35L, and 17C/35C

If PAPIs are flashing, prepare for a possible go-around!
Flashing PAPIs indicate runway is occupied.
Remember: a steady PAPI signal does not constitute clearance to land!



Recommended Pilot Protocol

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

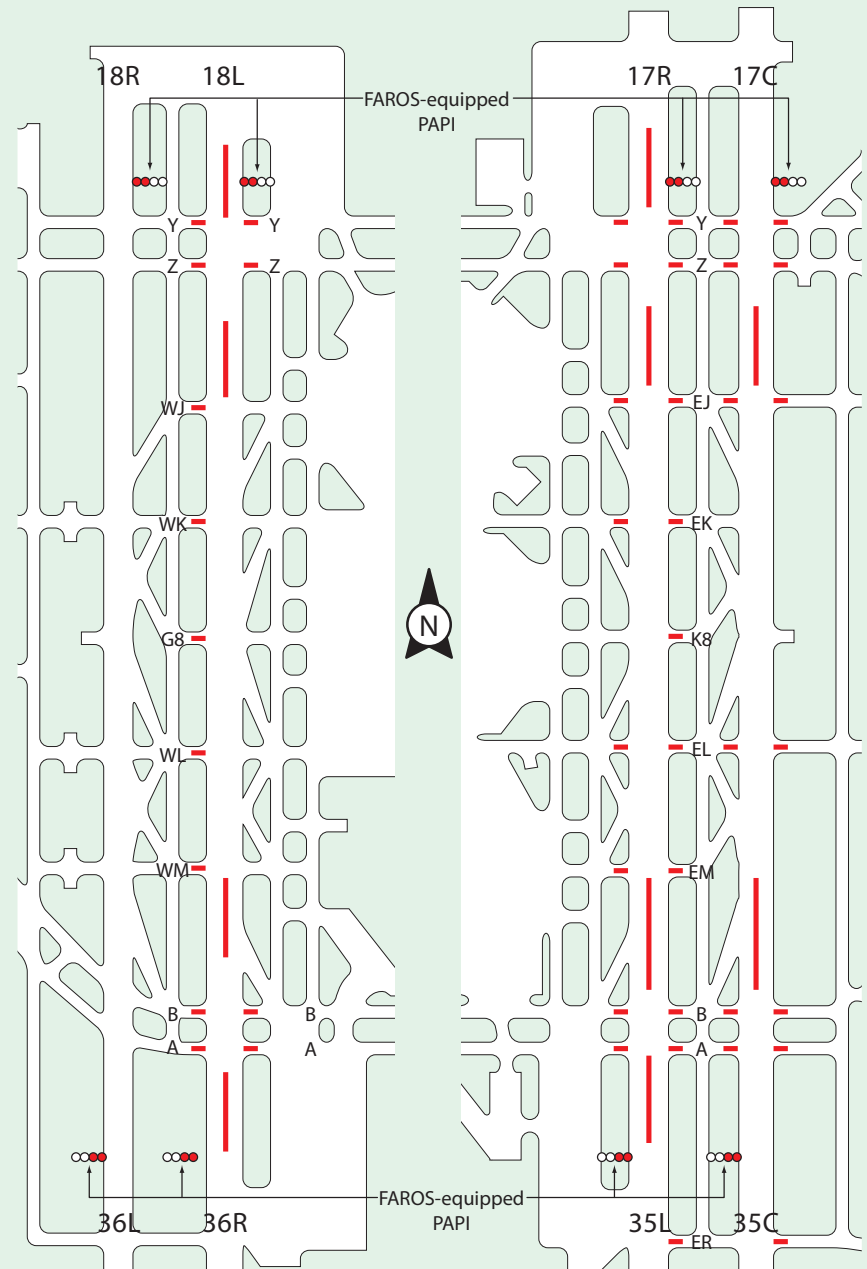
- Attempt to see traffic on runway
- If seen, evaluate the situation, then proceed with caution
- If not seen, prepare to contact ATC at contact point

When FAROS contact point of ~300 ft 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.



RWSL & FAROS OPERATIONAL CONCEPT

RELs and THLs turn on and off automatically, driven by multi-sensor surveillance.

RELs turn on when it is unsafe to enter runway; THLs turn on when it is unsafe to depart from the runway.

THLs are visible from takeoff hold position (and final approach); RELs are visible from taxi hold position.

