

**Virtual Air Traffic Simulation Network (VATSIM)  
United States Division  
Fort Worth vARTCC (ZFW)**

**D10 – Dallas TRACON Standard Operating Procedures**

**Purpose:**

This handbook supplements Order 7110.65, Air Traffic Control; Order 7210.3, Facility Operation and Administration; and various Letters of Agreement. It prescribes air traffic control services and defines the operational responsibilities for personnel providing air traffic control services in the vZFW ARTCC assigned airspace. All vZFW controllers are required to be familiar with the provisions of this directive and to exercise their best judgment when they encounter situations that are not covered.

**I. General**

A. Callsign and Frequency Usage

1. Departure Control: "Regional Departure" / REG\_DEP / 118.550
2. East Approach (combined): "Regional Approach" / REG\_E\_APP / 125.050
3. West Approach: "Regional Approach" / REG\_W\_APP / 119.850

B. Airspace Definition

1. The D10 TRACON is the area with the 'box' depicted on the ZFW Sector File and extends approximately 35-50 miles from KDFW airport. The top of the airspace is 17,000 MSL.

C. Position Splits and Combinations

1. During Normal Operations, all TRACON positions are combined into REG\_APP. Controllers may optionally login at the highest position they are certified for, or that is available. REG\_APP shall be split first into REG\_APP and REG\_DEP before an E/W Approach split is considered.

D. NOTAMS

1. Real World NOTAMS may be enforced and advertised in the ATIS broadcast.
2. vZFW NOTAMS shall be enforced and advertised in the ATIS broadcast whenever possible.
3. Controllers should take all factors into consideration before denying a pilot request due to NOTAM enforcement. All reasonable attempts to accommodate pilot request should be made.

## II. DEP: Departure Control (DR)

- A. Ensure familiarity with arrival corridors for the current runway configuration to avoid potential conflicts
- B. Ensure departing aircraft remain clear of Approach airspace as depicted in the attached charts & diagrams.
- C. Ensure all aircraft on RNAV departures are on or vectored to intercept assigned route prior to handoff.
- D. Ensure all aircraft on non RNAV procedures or radar vector flight plans are vectored direct to the correct departure gate, or vectored to join an appropriate airway or radial prior to handoff.
- E. Ensure that no datablock errors exist and that all temporary altitudes and scratchpad entries are cleared prior to handoff.
- F. Ensure, traffic permitting, that radar handoff is initiated at 12,000ft and communications handoff is initiated immediately after radar handoff is completed. Normally communications handoff should be completed before the aircraft reaches 15,000ft.
- G. During North Ops, DR control shall control the shaded portion of the DFW\_TWR airspace as depicted below. This is to facilitate departures from KDAL without requiring coordination.
- H. DR is responsible for providing TWR and down services when no TWR controller is online. This applies to all towered facilities inside D10 airspace
- I. When not staffed (TWR), provide TWR services to KDFW and KDAL at all times, and to KAFW and KADS when workload permits. Tower services to additional fields is at controller option. Other D10 towered fields are:
  - 1. KNFW – Carswell/Fort Worth NAS/JRB (1300-0500Z)
  - 2. KFWS – Fort Worth Spinks (1500-0400Z)
  - 3. KRBD – Dallas Executive (1400-0400Z)
  - 4. KFTW – Fort Worth Meachum (24HRS)
  - 5. KDTO - Denton Municipal (1500-0400Z)
  - 6. KTKI – Collin County Regional (1300-0500Z)
  - 7. KGPM – Grand Prairie Municipal (1400-0400Z)
  - 8. KGKY – Arlington Municipal (1400-0400Z)

### III. APP Approach Control (AR)

- A. When split, the airspace is divided by a line running north/south through the center of KDFW (AR-E and AR-W).
- B. Ensure all arrivals have the current ATIS code or altimeter for their destination, or the nearest available station's weather. ATIS code is the preferred method when a voice ATIS is in place.
- C. Ensure all arrivals are routed and vectored through appropriate arrival corridors and within the approach controller's horizontal and vertical airspace in accordance with the arrival maps at the end of this document.
- D. Ensure all IFR arrivals remain within the horizontal and vertical limits of the Class Bravo airspace whenever possible.
- E. Utilize instrument approaches whenever a METAR is reporting visibility less than 5SM or the ceiling is reported at 3000ft. or less.
- F. Visual approaches are allowable when the visibility is greater than 5SM and the ceiling is reported above 3000ft. Vector visual approaches to join the localizer whenever practical; clearing for a visual approach on pilot report of airport in sight is also allowable at controller's option, traffic permitting.
- G. Ensure IFR arrivals are assigned an appropriate runway for their parking area or Terminal when practical
- H. Ensure VFR transitioning the TRACON are routed around the Class Bravo core area and underneath Class Bravo airspace when possible OR:
- I. Ensure VFR aircraft transitioning the Class Bravo core airspace are routed in accordance with the diagram attached to this document.
  - 1. Westbound transitions: 2,500 or 12,500 are preferred altitudes, other altitudes useable at ATC discretion.
  - 2. Eastbound transitions: 3,500 or 11,500 are preferred altitudes, other altitudes useable at ATC discretion.
- J. Scratchpad entries (examples):
  - 1. Visual: v36L
  - 2. ILS: i36L
  - 3. GPS: g36L
  - 4. RNAV: r36L
- K. KDFW Arrivals
  - 1. General:
    - a. During periods of heavy traffic, controllers may: instruct aircraft to slow to 210kts IAS on intermediate descent and aircraft on

final approach course to maintain 180kts IAS until the FAF to prevent sequencing conflicts.

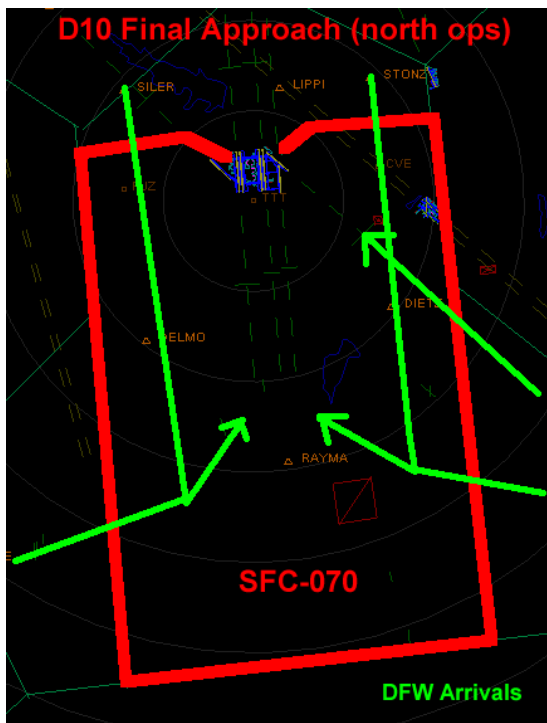
- b. Aircraft arriving from the opposite side of the direction of landing shall maintain 11,000 MSL until crossing midfield.
  - c. Coordinate holds with Center controller over the Corner VORs if holds will be required for traffic management when airport operations must be reversed due to changes in the winds.
2. IFR Arrivals should be sequenced and vector in accordance with published charts and approach plates as appropriate. For aircraft not on a published arrival, vector as if aircraft is on a published arrival to ensure proper separation and sequencing.
3. VFR Arrivals
- a. South Ops
    - 1) from the east: sequence into 18R with IFR arrivals
    - 2) from the west: make right traffic for 13R
    - 3) from north or south, vector to FUZ then direct KDFW for right traffic into 13R
  - b. North Ops
    - 1) from the east: sequence into 36L with IFR arrivals
    - 2) from the west/south: sequence into 36L with IFR arrivals
    - 3) from north: vector to FUZ for downwind into 36L

L. Satellite Arrivals

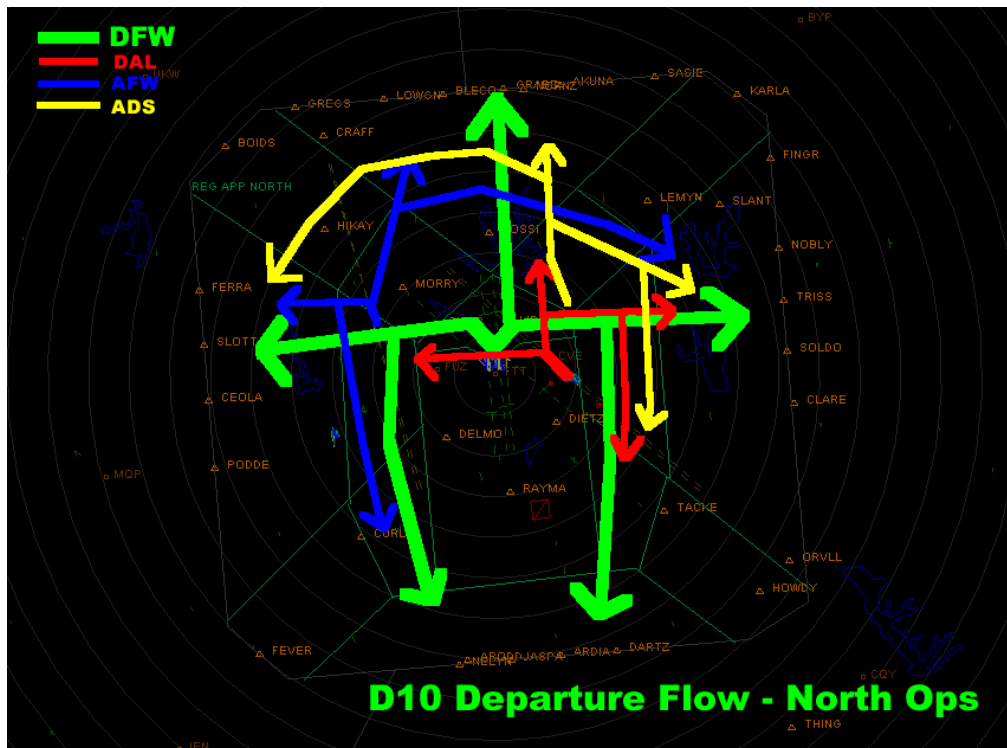
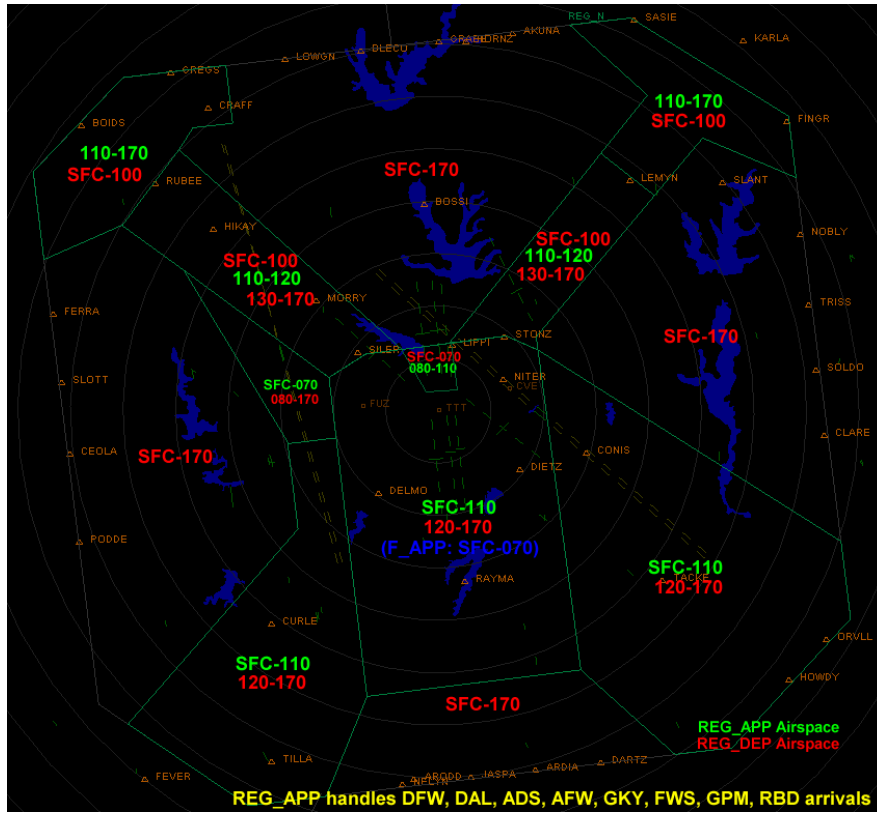
- 1. Vector in accordance with STARs and attached vectoring maps to the appropriate final approach course
- 2. Uncontrolled fields shall land in the same direction as KDFW whenever possible.
- 3. When not staffed (TWR and DEP), provide TWR services to KDFW and KDAL at all times, and to KAFW and KADS when workload permits. Tower services to additional fields is at controller option. Other D10 towered fields are:
  - a. KNFW – Carswell/Fort Worth NAS/JRB (1300-0500Z)
  - b. KFWS – Fort Worth Spinks (1500-0400Z)
  - c. KRBD – Dallas Executive (1400-0400Z)
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#### IV. F\_APP: Final Approach (AR-F)

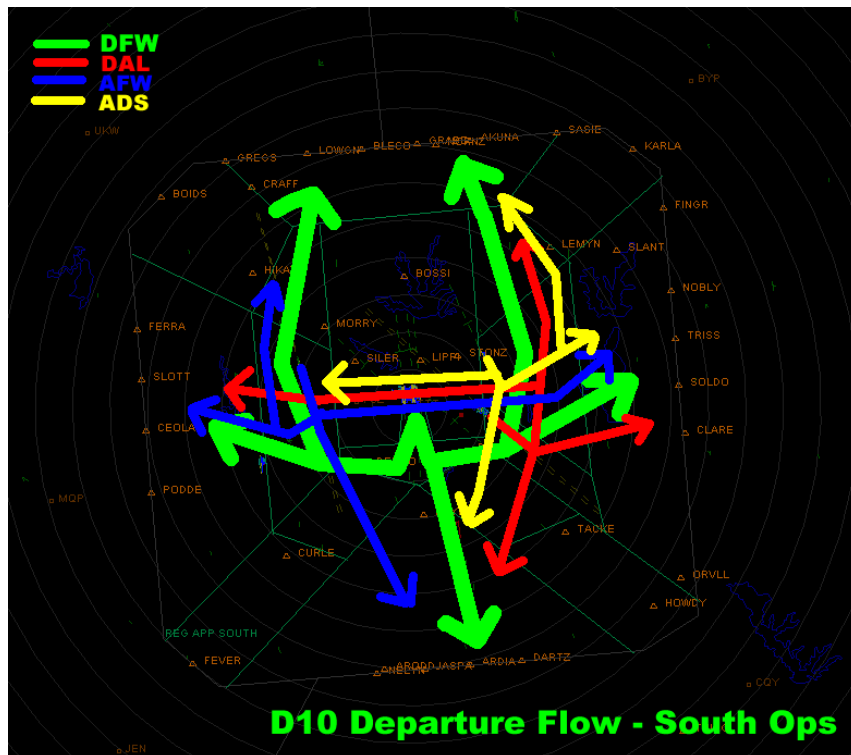
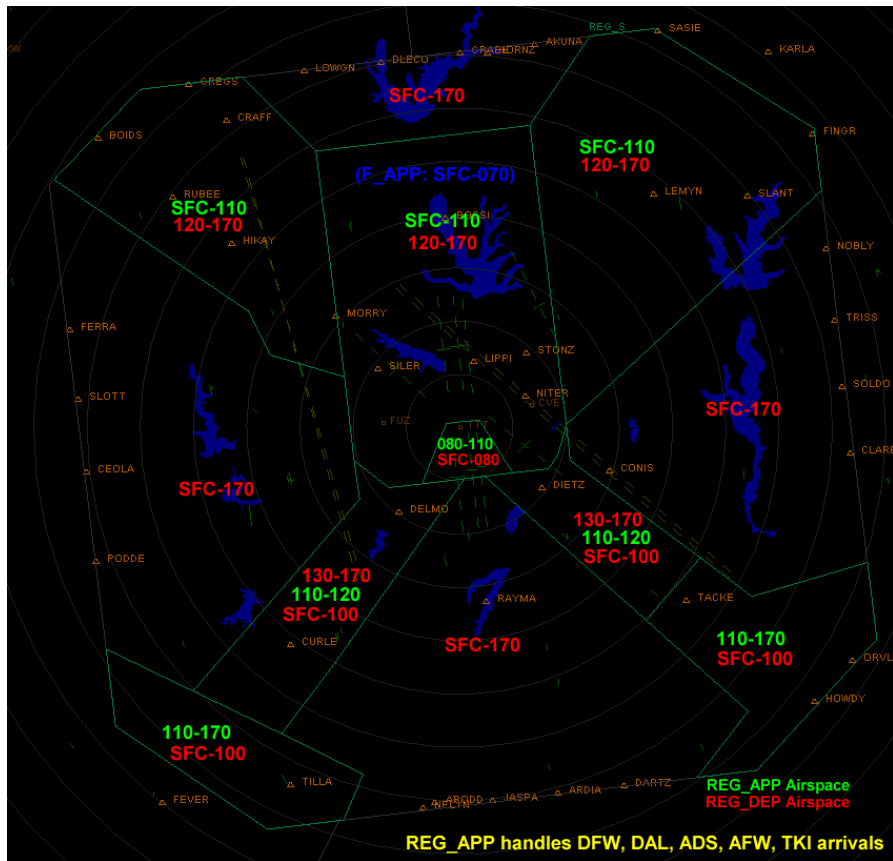
- A. During periods of dense arrival traffic, ZFW Staff may opt to use a Final Approach Control for sequencing and monitoring of multiple simultaneous parallel arrivals. This position is available only when authorized by ZFW Staff.
  - 1. Callsign: REG\_F\_APP / "Regional Approach"
  - 2. Frequency: 124.300
- B. AR-F owns the Final approach box from the surface to 7,000 as depicted on the attached diagrams.
- C. AR-F is responsible for downwind to base turn as well as the final turn into the final approach course.
- D. AR-F will handoff to appropriate TWR controller at the FAF through a communications handoff.
- E. North Ops: AR-F will handle KDFW Arrivals to 36L, 36R, 35L, 35C, 35R, and 31R
- F. South Ops: AR-F will handle KDFW arrivals to 13R, 18R, 18L, 17R, 17C, and 17L along with KDAL arrivals to 13R and 13L and KADS arrivals to 15.
- G. AR-F may execute a frequency override of TWR for aircraft that need to be adjusted after switching to TWR frequency as needed to ensure safety and separation.



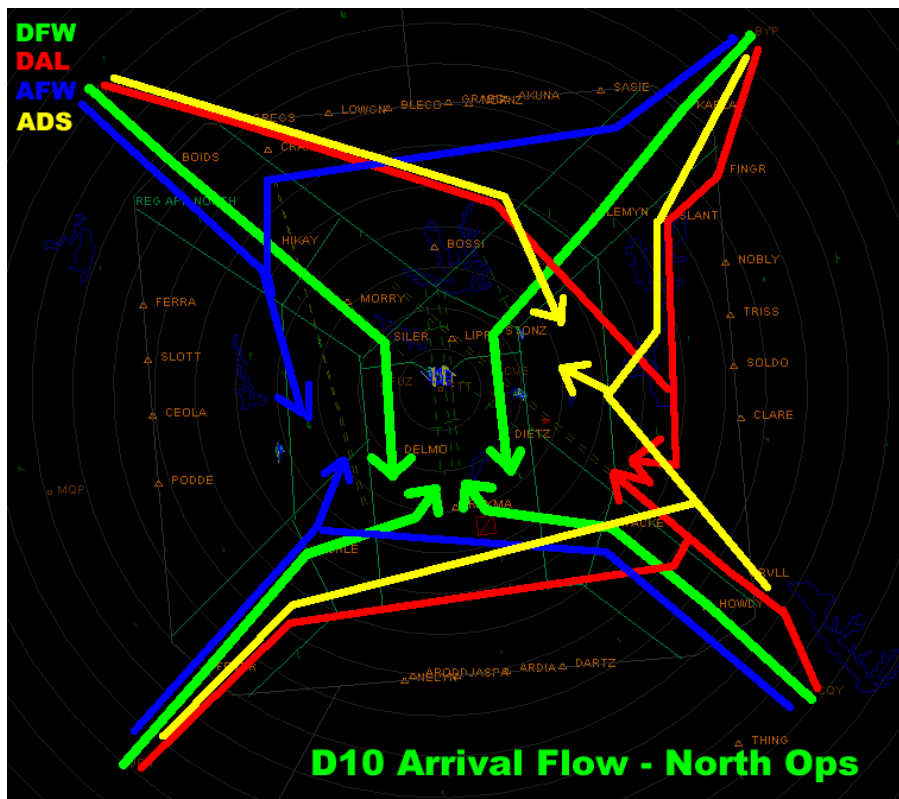
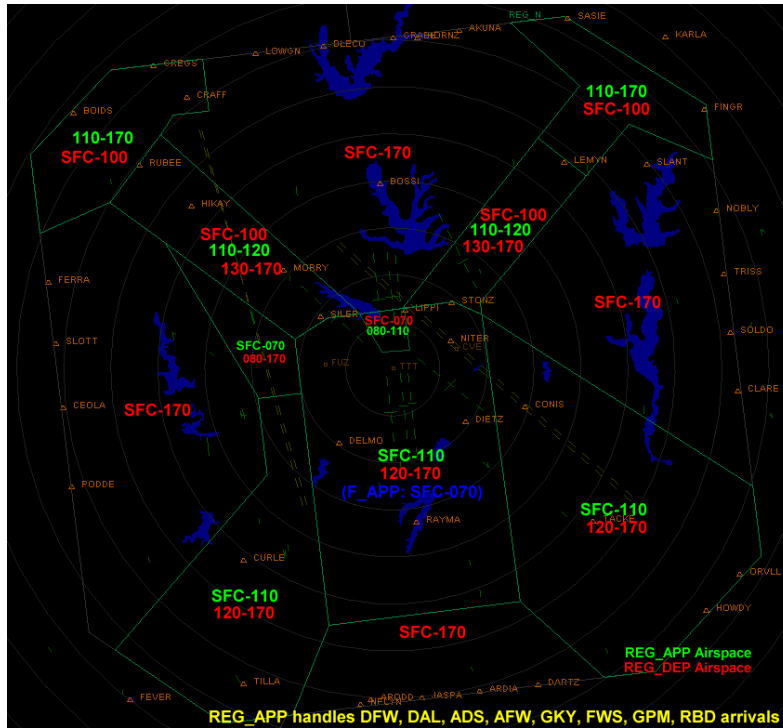
# D10 North Ops Departure Airspace and Traffic Flow



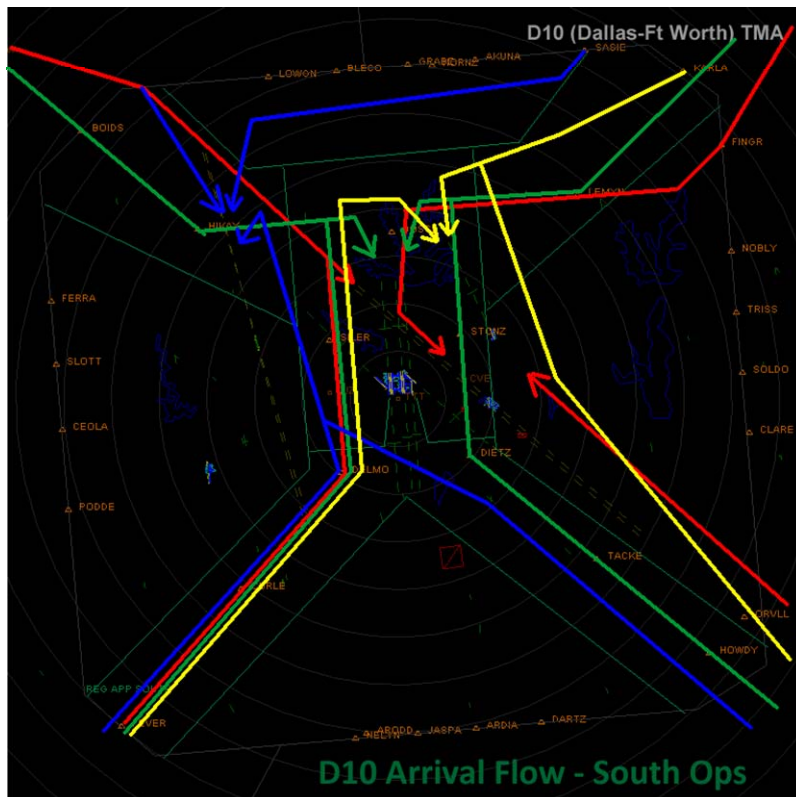
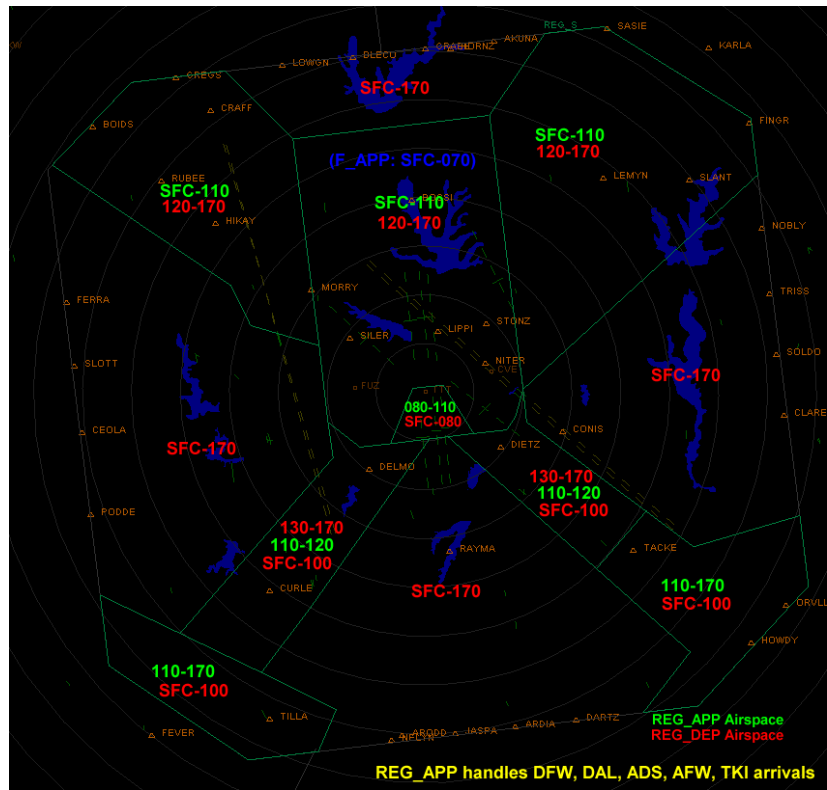
# D10 South Ops Departure Airspace and Traffic Flow



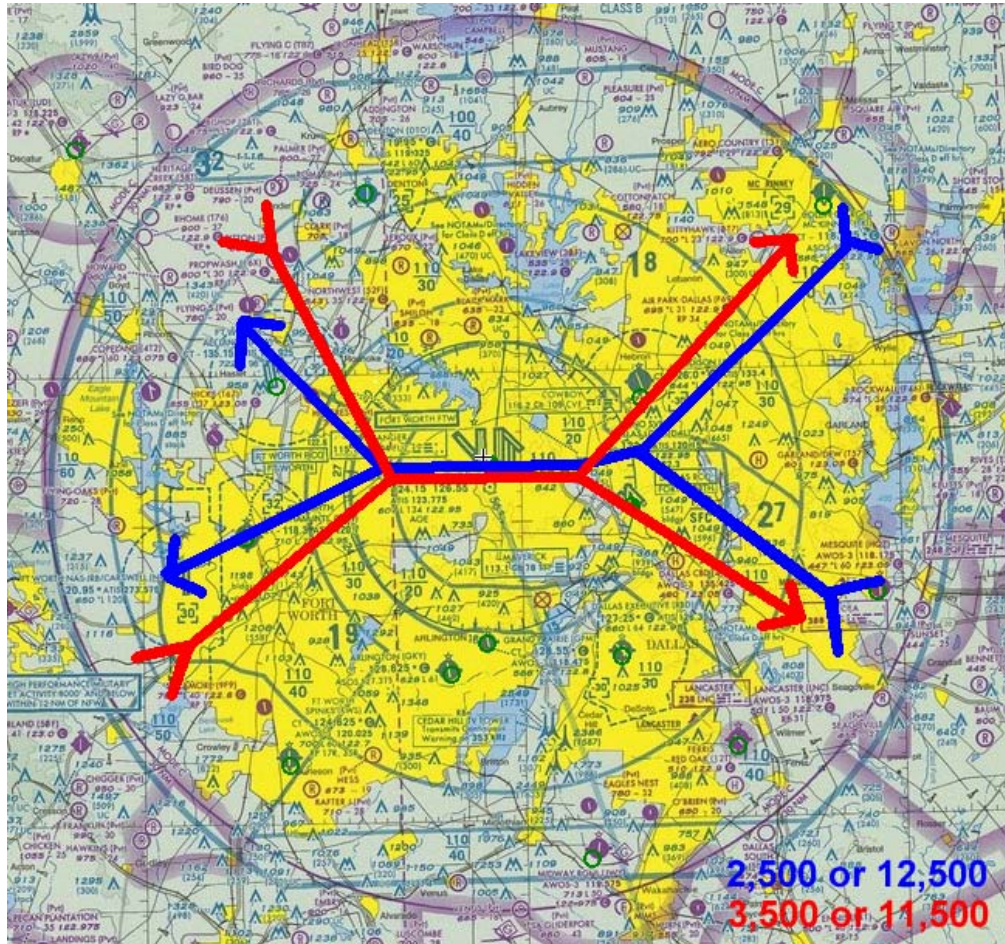
## D10 North Ops Arrival Airspace and Traffic Flow



# D10 South Ops Arrival Airspace and Traffic Flow



## D10 VFR Class Bravo Core Area Transition



*VFR Aircraft Transitioning the Class Bravo Core Area should be vectored generally as follows:*

**From the West:** Direct Ranger (FUZ) – Direct Cowboy (CVE) – depart CVE on a heading toward intended route.

**From the East:** Direct Cowboy (CVE) – Direct Ranger (FUZ) – depart FUZ on a heading toward intended route.