

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

KDAL – Dallas Love Field 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. Clearance Delivery: "Love Clearance Delivery" / DAL_DEL / 127.900
2. Ground: "Love Ground" / DAL_GND / 121.750
3. Tower: "Love Tower" / DAL_TWR / 123.700
4. ATIS : KDAL_ATIS / 120.150

B. Position Splits and Combinations

1. During Normal Operations, all local positions are combined into DAL_TWR. Controllers may optionally login at the highest position they are certified for, or that is available. There are no split positions at Love Field.

C. 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. Clearance Delivery (CD)

A. Equipment Suffixes:

1. Make all attempts to ensure correct aircraft equipment suffixes & types during clearance delivery

B. Initial Altitudes

1. IFR Turbojet Aircraft – 5,000

2. IFR Propeller Aircraft – 2,000
3. VFR Aircraft
 - a. Jets requesting > 5,000 shall be assigned 5,000; requests less than 5,000 shall be assigned cruise altitude
 - b. Props requesting > 2,000 shall be assigned 2,000; requests less than 2,000 shall be assigned cruise altitude
- C. Departure Frequency shall be assigned as appropriate for the first overlying radar sector.
- D. Ensure all aircraft have been given the current ATIS code prior to clearance delivery.
- E. After readback is complete and correct, advise pilots that pushback and startup is at their discretion and to contact the appropriate controller for taxi instructions.
- F. IFR Departures
 1. Aircraft filing a DP, should be checked to ensure correct DP for aircraft type and time of day. ATC assigned departure procedures (2100-0600 local time) should not be assigned unless specifically requested by the pilot and operation is during the correct time of day. All departures on ATC assigned DPs must depart on 13R.
 2. Check routing for LOA compliance. The following facilities have preferred routing (KMEM, KMCI, KSTL, KPHX area, KLAS, KLAX)
 3. Aircraft not filing a DP shall be assigned a route of radar vectors across a departure gate to their filed route (filed route shall not cross a corner VOR). Assign the following departure gates: (North: GRABE, East: SOLDO, South: JASPA, West: CEOLA)
 4. Insert Departure Gate intersection abbreviation into scratchpad for all departures.
 5. Set temporary altitude as the initial altitude for the aircraft.
- G. VFR / SVFR Departures
 1. SVFR operations are not permitted at Love Field
 2. VFR aircraft must receive clearance to depart KDAL as it is in the Class Bravo airspace at the surface.
 3. VFR departures must have a valid flight plan. ATC is responsible for making one if none exists.
 4. Closed traffic pattern operations are not permitted in the Class B surface area. Aircraft requesting closed pattern should be directed to Fort Worth Alliance (KAFW) or Addison Airport (KADS).

III. Ground Control (GC)

- A. Runway 13R / 31L is the preferred runway for all departures. Aircraft may be assigned 13L / 31R may be assigned on request, or if aircraft is closer to that runway.
- B. Ground control is responsible for all movement areas except active runways
- C. Ground shall coordinate all active runway crossings with DAL_TWR
- D. There are no Ground Control traffic management plans at KDAL. Taxi instructions shall be issued to provide efficient traffic management.
- E. Ground shall not issue back taxi instructions on an active runway. Any aircraft needing back taxi shall be handed back off to TWR.
- F. Arriving aircraft shall be taxied as follows:
 - 1. GA Aircraft should be taxied to the GA areas north of 31R unless otherwise requested. These areas may be called "North GA" and "South GA". "West GA" parking between 13R and 18/36 is also available.
 - 2. Southwest or Braniff Airlines flights shall be taxied to the West Concourse, which includes any gate west of the Control Tower
 - 3. Other airlines should be directed to the East Concourse, which is east of the Tower and south of 13L / 31R.

IV. Local Control (LC)

- A. Responsible for separation of all aircraft in the local traffic pattern and all aircraft within 5NM east or south of the airport and below 2,900MSL. To the west, aircraft should remain east of CVE to remain clear of KDFW operations.
- B. Responsible for safety of all aircraft on the active runways
- C. Responsible for maintenance of the current ATIS.
- D. Responsible for selection of active runways.
 - 1. Calm wind runways (tailwind 5kts or less) are 13's
 - 2. Love Field shall land in the same direction as Dallas-Fort Worth International whenever practical. Coordinate opposite direction operations with the Approach Controller and notify DFW local control when opposite operations are in effect.
 - 3. Local shall inform DFW_TWR and APP/DEP controllers whenever runway configuration changes.
- E. Departures
 - 1. Taxi into position and hold (TIPH) instructions are not authorized unless absolutely necessary to ensure expedient flow of traffic.

2. Intersection departures shall be informed of available runway length with the takeoff clearance.
3. Departure Headings shall be assigned as follows:
 - a. DALL, GARL, JPOOL, TEX, WORTH Departures, VFR Departures and Radar Vectors (non-standard routing)
 - 1) 13L & 13R : Fly Runway Heading
 - 2) 31L & 31R: 010 at the Outer Marker
 - b. HUBB, WYLIE, COYOTE, KING Departures
 - 1) All Runways: Fly Runway Heading
 - c. ATC Assigned Departures (13R only)
 - 1) 13R: 160 to intercept CVE R-139
4. Communications Handoff to departure control shall take place as soon as the aircraft is observed airborne.
5. Ensure the following for all departing aircraft
 - a. Aircraft is squawking normal (Mode C)
 - b. Aircraft is squawking assigned code
 - c. Temporary altitude is set
 - d. Scratchpad contains the aircraft's departure gate

F. Arrivals

1. Missed Approach Procedures:
 - a. Advise aircraft to fly published missed approach.
 - b. If unable to fly published missed approach advise aircraft to climb to 5,000 for jets or 2,000 for props.:
 - 1) RWY 13L or 13R – Fly Runway Heading
 - 2) RWY 31L or 31R – Fly heading 010 at the outer marker
 - c. Advise approach controller of missed approach and handoff aircraft to approach control
2. Pop up arrivals shall not be issued a discrete squawk code by Local Control.
3. LC shall issue pattern entry instructions to all VFR arrivals.

G. VFR Traffic Pattern

1. All VFR arrivals shall fly a right hand traffic pattern from 31R or a left hand traffic pattern for 13L. Keep all VFR traffic on the east side of the airport.
2. Avoid overflights of the terminal area whenever possible.