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

KDFW – Dallas-Forth Worth International Airport 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: “DFW Delivery” / DFW_DEL / 128.250
2. East (combined) Ground: “DFW Ground” / DFW_E_GND / 121.800
3. West Ground: “DFW Ground” / DFW_W_GND / 121.650
4. East (combined) Tower: “DFW Tower” / DFW_E_TWR / 126.550
5. West Tower: “DFW Tower” / DFW_W_TWR / 124.150
6. ATIS : KDFW_ATIS / 135.920

B. Position Splits and Combinations

1. During Normal Operations, all local positions are combined into DFW_TWR. Controllers may optionally login at the highest position they are certified for, or that is available. The combined ground callsign is DFW_GND. Position split maps included at the end of this document.

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. DEL: 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 – 10,000

2. IFR Propeller Aircraft – 2,000

3. VFR Aircraft

   a. Jets requesting > 10,000 shall be assigned 10,000; requests less than 10,000 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 general direction of flight.

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 non RNAV departures.

5. Insert 1st RNAV waypoint into scratchpad for RNAV departures

6. Set temporary altitude as the initial altitude for the aircraft

G. VFR / SVFR Departures

1. SVFR operations are not permitted at KDFW

2. VFR aircraft must receive clearance to depart KDFW 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. GND: Ground Control (GC)

A. Runways 18L/36R, 17R/35L, 31L, and 13L are the runways for all departures. Aircraft should be taxied to the correct side of the airport for direction of flight. When the airport is not busy, aircraft may be taxied to the closest available departure runway.

B. Ground control is responsible for all movement areas except active runways

C. Ground shall coordinate all active runway crossings with DFW_TWR

D. There are Ground Control traffic management plans at KDFW. Taxi instructions shall be issued to provide efficient traffic management for taxiways with no traffic management plan.

1. Taxiways G and K should always taxi toward the departure runways

2. Taxiways F and L should always taxi away from the departure runways

3. Taxiways B and Z taxi westbound

4. Taxiways A and Y taxi eastbound

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 ramp south of Terminal D

2. Helicopters may land at the GA helipad, at the intersection of G and G11, just west of the GA Ramp

3. American Airlines flights shall be taxied to Terminals A, B, or C.

4. United Airlines flights shall be taxied to Terminal B.

5. International Flights shall be taxied to Terminal D. (includes American, British Airways, KLM, Korean, Lufthansa, Mexicana, Sun Country, TACA).

6. Air Tran, Alaska, Continental, Delta, Frontier, Midwest, Northwest and US Airways shall be taxied to Terminal E

7. UPS flights shall be taxied to the UPS ramp at the northwest corner of the airport

8. Fedex flights shall be taxied to the Fedex Ramp at the northeast corner of the airport.

9. Other Cargo airlines may be taxied to West Cargo at the intersection of C and C9 or East Air Freight which is south of Fedex at taxiway P.

IV. TWR: Local Control (LC)

A. Responsible for separation of all aircraft in the local traffic pattern and all aircraft within 5NM of the airport and below 2,900MSL. Roughly, this is the area inside the FUZ and CVE VORs to the east and west except:

1. During south operations the KDAL 13L/13R arrival area shall be ceded to REG_APP.

2. During north operations, the KDAL 31L/31R departure area shall be ceded to REG_DEP.

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,17's,and 18's

2. Local shall inform APP/DEP controllers whenever runway configuration changes.

3. South Configuration:

   a. Departing: 13L, 17R, 18L

   b. Landing: 13R, 18R, 17C, 17L

4. North Configuration

   a. Departing: 31L, 36R, 35L

   b. Landing: 31R, 35R, 35C, 36L

5. In periods of extreme crosswind, north/south runways may be closed and all traffic sent to 13/31's

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. VFR or Radar Vectors (no SID/DP)

      1) All Runways: Runway Heading

   b. ALL RNAV Departures:

1) State first RNAV waypoint in the takeoff clearance. (example: *AAL123, wind 170 at 12, RNAV to BPARK, runway 18L cleared for takeoff*)

c. COYOTE (props)

1) Departing South – 240

2) Departing North – 270

d. DALL (jets >= FL180)

1) 17R/17C: 'At the outer marker fly heading 160'

2) 18L/18R/17L/13L: Runway Heading

3) 35L/35C: 'At the outer marker fly heading 005'

4) 36L/36R/31L: Runway Heading

e. GARL:

1) All runways: Runway Heading

f. HUBB:

1) Departing South: 130

2) Departing North: 030

g. JACKY

1) All Runways: 270

h. JPOOL

1) 13L/17L/31L/35R: runway heading

2) 17C/17R: at the outer marker fly heading 160

3) 18L/18R: 185

4) 35L/35C: 360

5) 36L/36R: 345

i. KEENE/KING

1) All Runways: 240 except:

2) KING on 35L : 270

j. TEX

1) 13L/17L/31L/35R: runway heading

2) 17C/17R: at the outer marker fly heading 160

3) 18L/18R: 185

4) 35L/35C: 360

5) 36L/36R: 345

k. TGATE:

1) Departing South: 130

2) Departing North: 030

l. WORTH

1) 13L/17L/17L/17C/17R: Runway Heading

2) 18R/18L: 185

3) 31R/35L/35C/35R: Runway Heading

4) 36L/36R: 345

m. WYLIE:

1) Departing South: 130

2) Departing North: 030

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 (non RNAV)

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) 18L/18R/13L – 185

2) 17L/17C/17R – 160

3) 31R/35L/35C/35R – 360

4) 36L/36R - 345

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

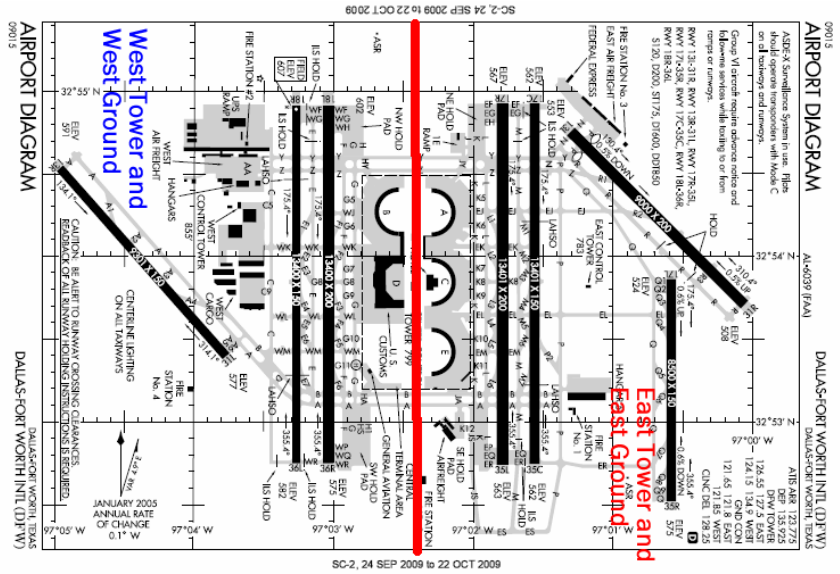
1. All VFR arrivals shall fly a right hand traffic pattern from 13R, 18R, 31L or 35R or a left hand traffic pattern for 13L, 17L, 31R, or 36L.

2. Avoid overflights of the terminal area whenever possible as this is a transition corridor for VFR transiting the Class Bravo core

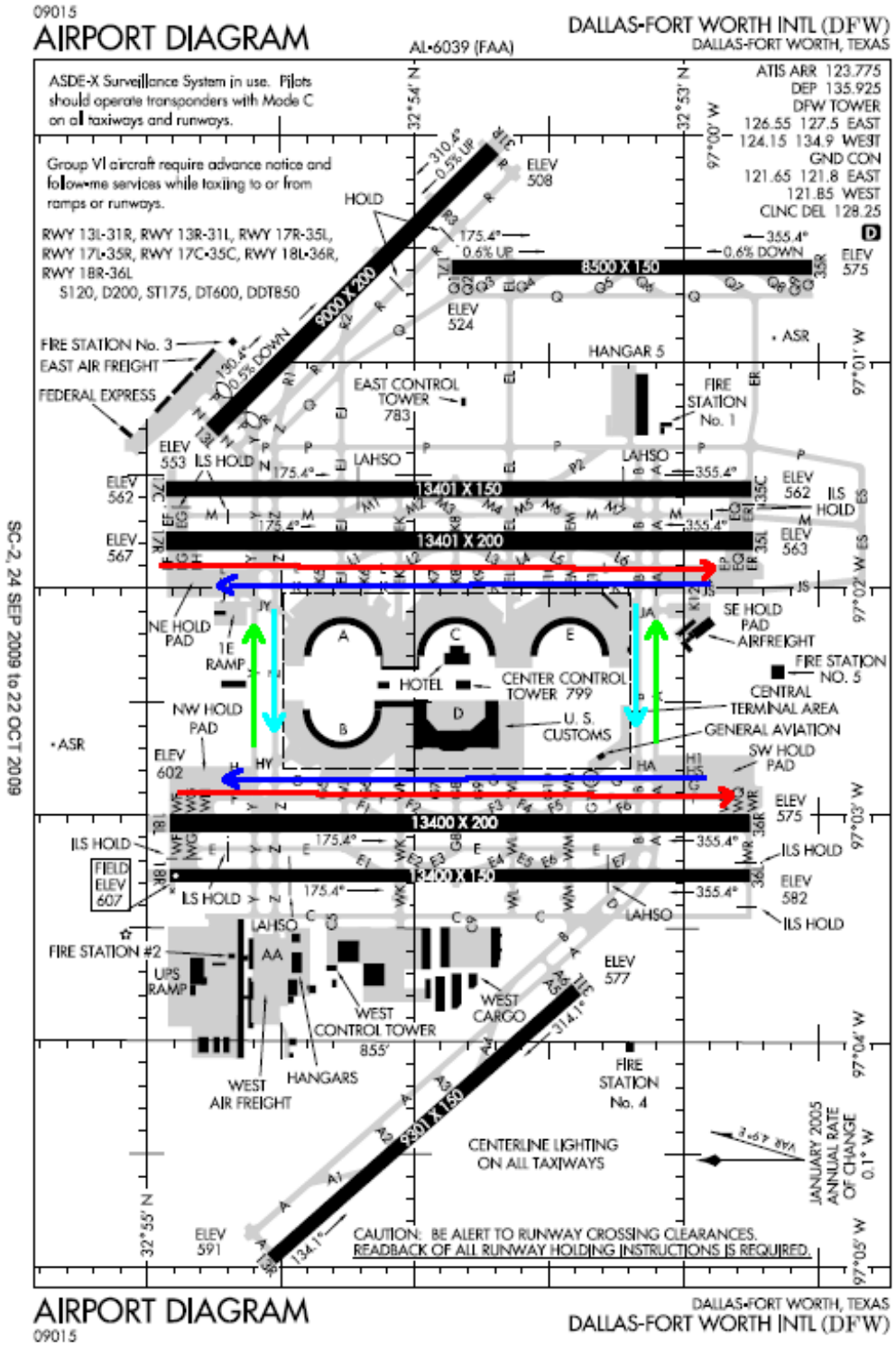
3. During south operations, all VFR traffic entering a pattern shall be directed from the Ranger (FUZ) VOR to Runway 13R whenever possible. VFR arrivals from the north and east shall be sequenced for straight in entry with IFR arrivals. The arrival area for KDAL is depicted on the charts at the end of this document.

4. During north operations, departing VFR aircraft from 35L/35C/35R shall only be given a straight out departure to avoid conflicts with aircraft departing KDAL. VFR Arrivals may be sequenced onto any active northbound runway.

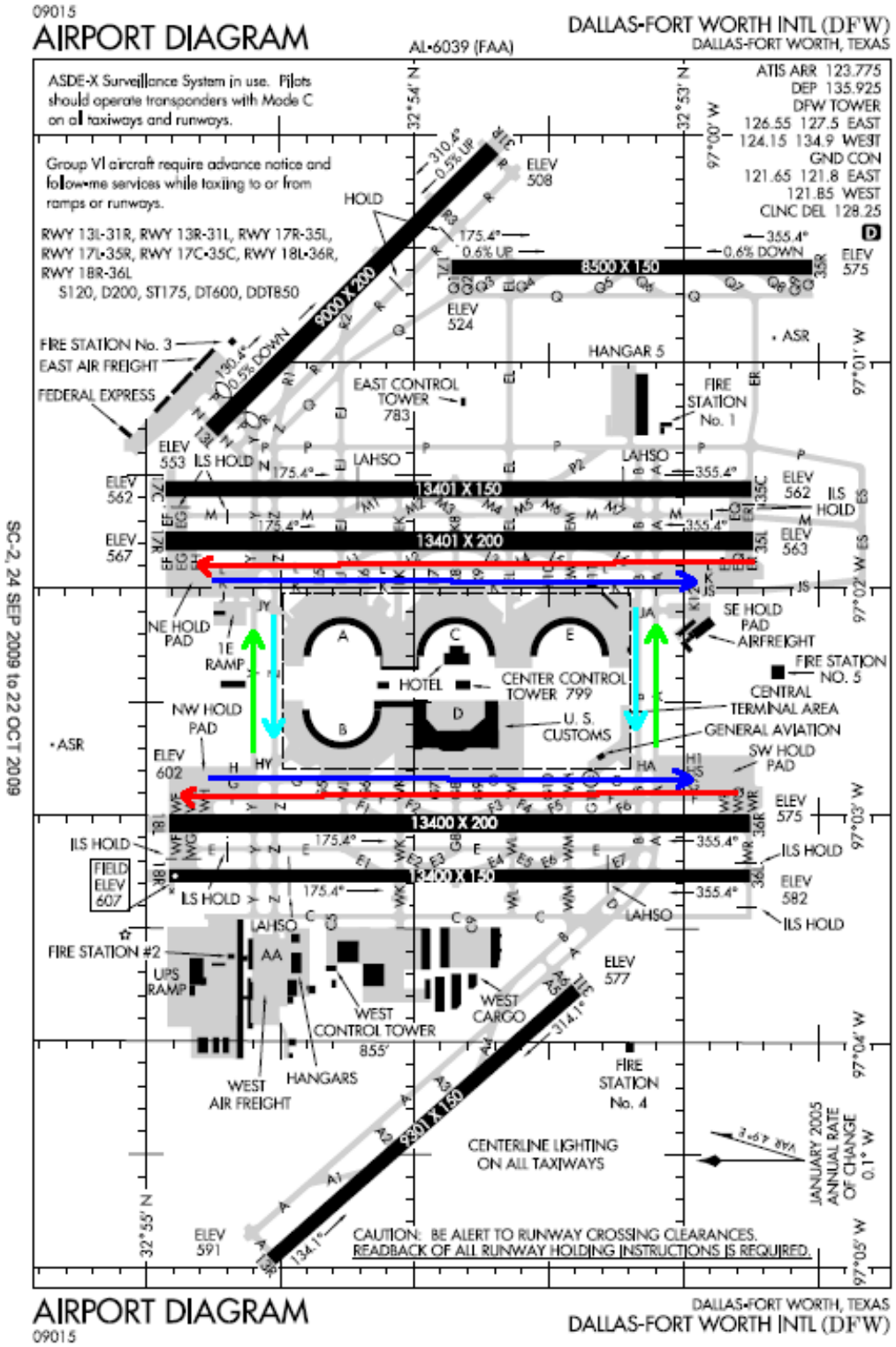
V. Splitting the Airport



South Operations Ground Traffic Management



North Operations Ground Traffic Management



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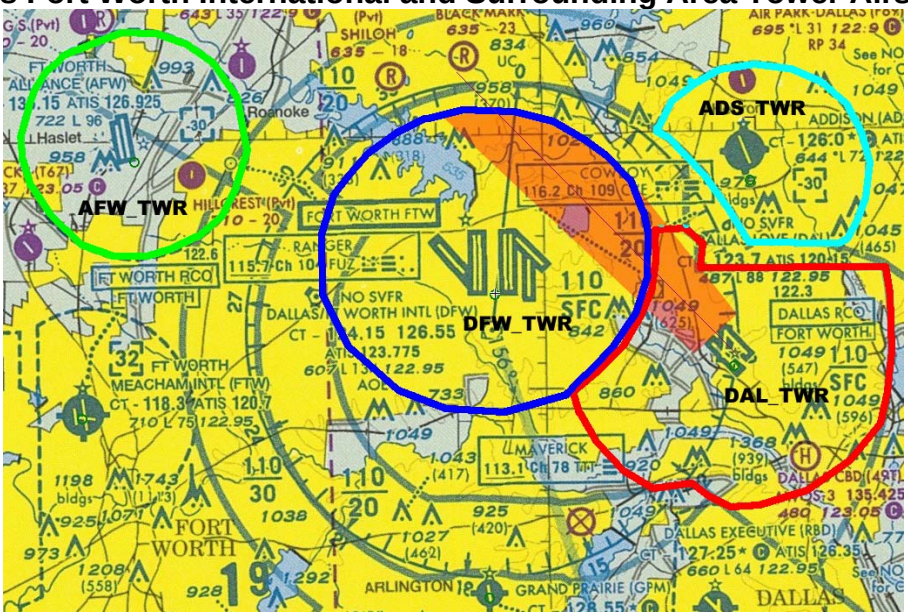
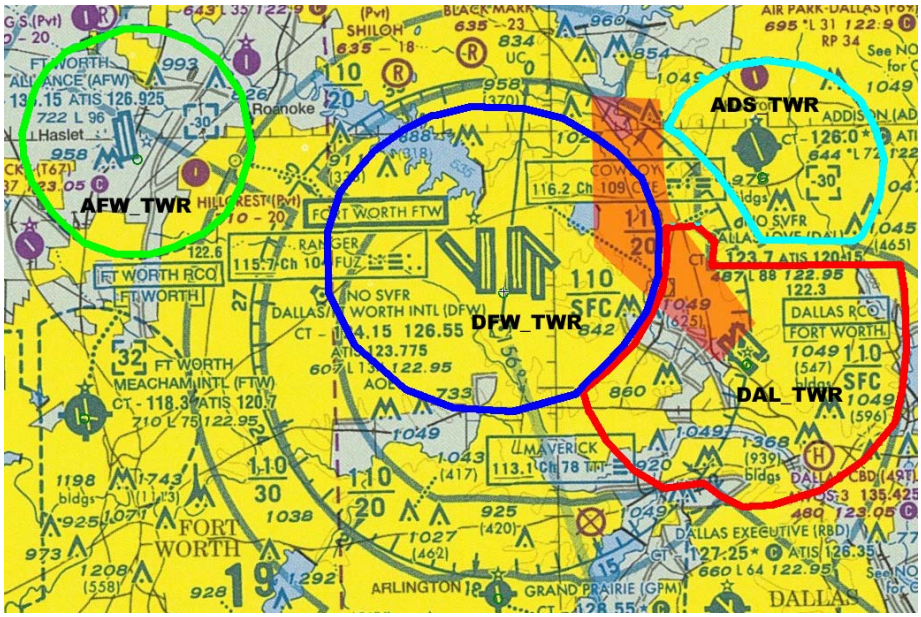
Dallas Fort Worth International and Surrounding Area Tower Airspace



SOUTH OPERATIONS

The orange shaded area in the northeast quadrant of DFW_TWR's airspace is the arrival area for 13L/13R at KDAL on south operations. It is crucial to keep VFR traffic out of this area during south operations. When DFW and DAL are operating south, all VFR traffic shall be directed to 13R/18R to keep proper separation from KDAL arrivals. Arriving VFR traffic may also be sequenced into 17C/17L with IFR Arrivals for straight in entry by the approach controller. During south ops, the shaded portion inside the blue circle shall be controlled by REG_APP.



NORTH OPERATIONS

This shaded area in the above graphic is the KDAL departure area during north operations. During north operations, VFR arrivals to DFW may be sequenced on to any active runway. Eastbound and Northbound departures from 35L, 35C, and 35R should be given a straight out departure. The departure controller will vector them onto their filed route. During north ops, the shaded portion inside the blue circle shall belong to REG_DEP.