



**ZFW ARTCC
7110.65A**

SUBJ: Fort Worth Center Standard Operating Procedures

This order describes Standard Operating Procedures for the safe and efficient operation of the Fort Worth ARTCC (ZFW). The provisions and procedures described below are supplemental to and in accordance with Fort Worth ARTCC General Policy and FAA Order JO 7110.65, as well as any published FAA guidelines and procedures. The information contained in this document is to be used for flight simulation purposes only on the VATSIM network. It is not intended, nor should it be used for real-world navigation. This site is not affiliated with the FAA, the actual Fort Worth ARTCC, or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

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Effective 2/19/2023

This order cancels all previous ZFW Center SOPs and shall establish the ZFW JO 7110.65A

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Chapter 1: General

Section 1: Introduction

1-1-1. Purpose

This order establishes facility standard operating procedures for maintaining a safe and efficient operation, and defines the jurisdictional boundaries for each operational position/sector. This order contains procedures for use by air traffic control personnel at ZFW. These procedures supplement all other ZFW and FAA orders.

1-1-2. What This Order Cancels

None.

1-1-3. Explanation of Changes

Effective Date	Paragraphs edited	Explanation of changes	Initials
11/21		Initial Release	ND
05/22	LOA sections	Replaced Letters of Agreement with Frequency information, added frequency information to 1-2-1.	ND

Section 2. Operational Procedures

1-2-1. ZFW Sectors and Abbreviations

#	Name	Abb.	#	Name	Abb.
27	Texarkana-Low 123.92	TXK-L	51	Choctaw-Ultra-High 135.17	CHO-UH
28	El Dorado-High 133.87	ELD-H	53	Frisco-Low 124.75	FRI-L
29	Donie-Low 135.25	DON-L	61	Lee-High 120.27	LEE-H
30	Monroe-Low 126.32	MLU-L	62	Ednas-Low 127.15	EDN-L
32	Possum-Low 127.00	POS-L	63	Abilene-Low 127.45	ABI-L
34	Wichita Falls-Low 133.50	SPS-L	64	Lubbock-Low 126.45	LBB-L
35	Oklahoma City-Low 128.40	OKC-L	65	Hicoe-High 128.32	HIC-H
37	Seaver-Low 124.87	SEA-L	75	Bowie-Low 127.95	UKW-L
38	McAlester-Low 132.20	MLC-L	82	Wink-High 132.07	INK-H
40	Midland-Low 133.10	MAF-L	83	Quitman-Low 132.02	UIM-L
42	Decod-High 134.47	DEC-H	86	Paxto-High 120.47	PAX-H
46	Dallas-High 135.75	DAL-H	89	Frankston-High 134.02	FZT-H
47	Wichita Falls-High 124.52	SPS-H	90	Texarkana-High 126.57	TXK-H
48	Ardmore-High 132.97	ADM-H	93	Turki-High 120.77	TUR-H
49	Oklahoma City-High 132.45	OKC-H	94	Woven-High 132.92	WOV-H
50	McAlester-High 135.45	MLC-H	96	Waco-Low 133.30	ACT-L

1-2-2. Transfer of Position Responsibility

Position Relief Briefing. To the maximum extent practical, position relief briefings must be conducted verbally. The verbal checklist is as follows:

- a. Traffic Management Initiatives
- b. Special Activities / Special Use Airspace
- c. Weather / Rides (PIREPS) / Altimeter Settings (if applicable)
- d. Surrounding Airspace / Frequency Configurations

- e. Traffic and Communication Status

1-2-3. Transfer of Airspace Checklist

Prior to assuming or relinquishing airspace normally delegated to an underlying approach control or a neighboring ZFW sector, ZFW personnel must complete the coordination and/or required actions items contained in the ZFW Transfer of Airspace Checklist as follows:

- a. NAVAID and Equipment Status (affecting relevant airspace)
- b. Weather and Special Instructions/Activities
- c. NOTAMs, ATIS, Approach/Runway Configuration(s)
- d. Transfer Control of Aircraft (IFR/VFR)
- e. Transfer Aircraft Communication to Appropriate Frequency

1-2-4. Transfer of Radar Identification and Transfer of Control

- a. Transfer of Radar Identification
 - i. Upon accepting a radar handoff from Controller A, Controller B may initiate a radar handoff to controller C. Controller A may transfer communications to Controller B at any time or to Controller C upon Controller C's acceptance of the handoff.
- b. Transfer of Control
 - i. Radar and communications transfer to the receiving ZFW sector automatically transfers control for:
 - A. Turns up to 20 degrees, within 20 nautical miles of the common boundary. This subparagraph does not apply to aircraft transitioning airspace stratum (e.g., low altitude to high altitude sectors).
 - B. Speed adjustments, provided fourth line data is updated to reflect the assigned speed.
- c. Fourth Line Data Block
 - i. Fourth line usage by the transferring controller for the purpose of releasing control is limited to those defined below:

CTL	Full Control	CTLV	Control for Turns
CTLCL	Control for Climb	CLTVR	Control for Right Turns
CTLCD	Control for Descent	CTLVL	Control for Left Turns
PD	Pilot's Discretion	<i>vERAM: Enter as QS `CTLVL</i>	

1-2-5. Mutual Weather Deviations (MWD)

Intra-facility MWD procedures permit ZFW controllers to authorize lateral weather deviations into adjacent sectors provided the receiving sector receives a manual or automated pointout, and fourth line data block information is up to date.

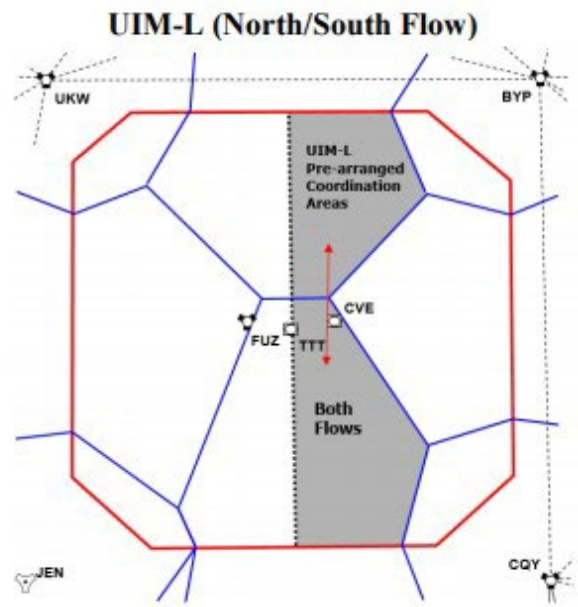
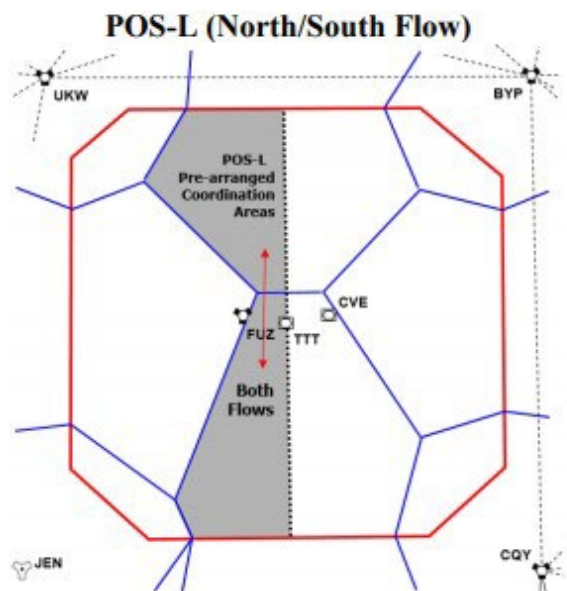
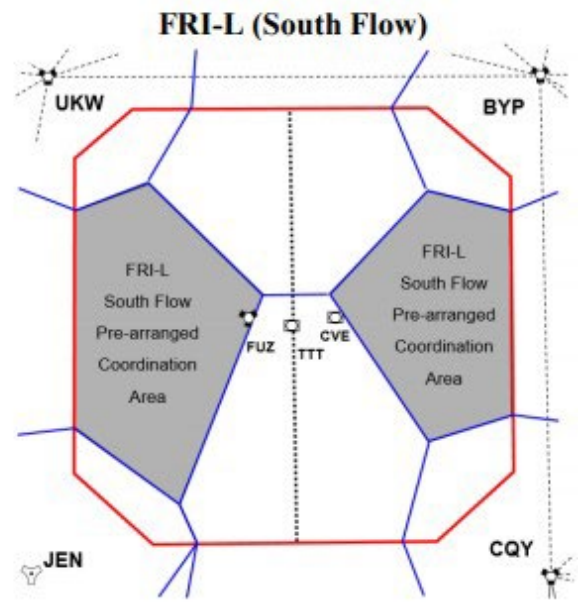
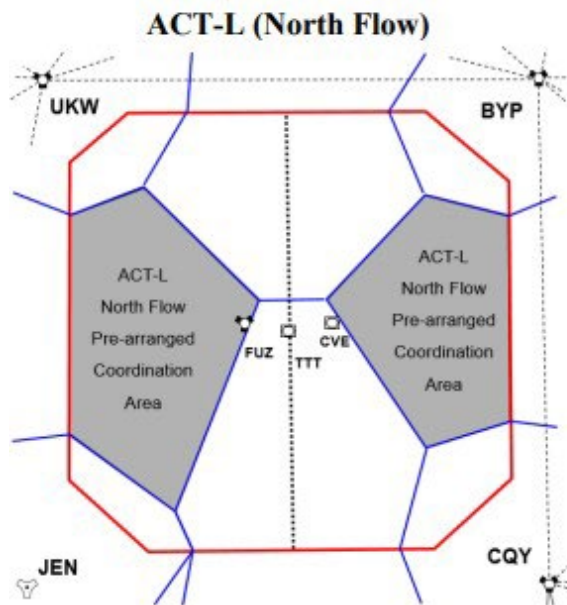
1-2-6. Pre-Arranged Coordination Procedures (P-ACP)

Pre-Arranged Coordination Procedures may be applied to aircraft departing DFWT under the following provisions:

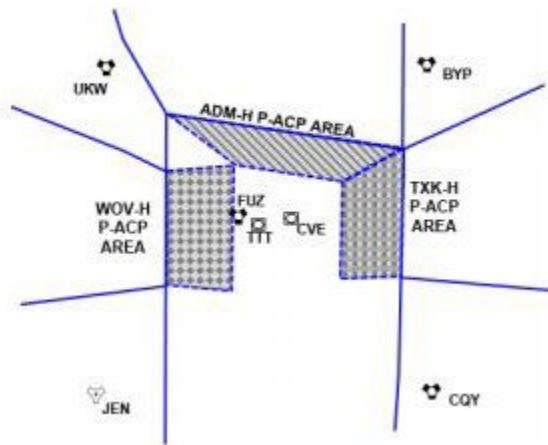
- a. The initiating sector must:

- i. Pointout (automatic or manually) the applicable aircraft on the radar display of the appropriate sector prior to penetrating P-ACP airspace.
 - ii. Quick-look the appropriate sector until the applicable aircraft is clear of P-ACP airspace.
 - iii. Assume separation responsibility and avoid all traffic under control of the participating sector responsible for P-ACP airspace.
- b. Both initiating and participating sectors:
 - i. Must consider sector complexity and volume, as well as weather conditions when applying P-ACP.
 - ii. May terminate and resume P-ACP at any time after further coordination has been affected.
 - A. Reasons for terminating P-ACP may include increased sector complexity/traffic, weather, sector configuration, etc.
- c. P-ACP airspace delegation
 - i. During north flow operations at DFW, ACT-L may apply P-ACP in the portions of POS-L and UIM-L as depicted below.
 - ii. During south flow operations at DFW, FRI-L may apply P-ACP in the portions of POS-L and UIM-L as depicted below.
 - iii. During north or south flow operations at DFW, POS-L may apply P-ACP in the portions of ACT-L and FRI-L as depicted below.
 - iv. During north or south flow operations at DFW, UIM-L may apply P-ACP in the portions of ACT-L and FRI-L as depicted below.
 - v. ADM-H, TXK-H, and WOV-H may apply P-ACP in the portions of DAL-H airspace depicted below.

PACP Airspace Delegation



PACP Airspace Delegation (continued)



1-2-7. Opposite Direction Operations

When conducting Opposite Direction Operations the use of “ODO” in the fourth line is required as a memory aid.

Chapter 2: Specialty Information

Section 1: Bowie Specialty (UKW)

2-1-1. General

- During periods when SPS RADAR Approach Control (RAPCON) is closed, SPS-L will assume the SPS RAPCON airspace from the surface to 7,000 feet MSL that lies within the confines of UKW-L and OKC-L.
- William P. Hobby (KHOU) arrivals must enter DAL-H routed either via CVE..NNEAL or ELLVR..NNEAL, then the appropriate STAR.
- AUST arrivals (3R9, AUS, BMQ, DZB, EDC, HYI, GTU, RYW, T74) at or above FL190 and west of J23 must be routed via LLO, UCOKA, DILLO or FUZ..WINDU and then in accordance with the ZFW/ZHU Letter of Agreement.

2-1-2. Frequencies

Position Name	ID	Frequency
*Oke City High	49	132.450
Falls High	47	124.520
*Bowie Low	75	127.950
Oke City Low	35	128.400
Falls Low	34	133.500

*Denotes the primary position.

2-1-3. Area Narrative

The Bowie area primarily handles arrivals to the DFWT from the northwest, OKCT arrivals/departures to/from the west and southwest, and high-altitude traffic overflying IRW and IFI VORs. The area is bounded by ZKC to the north, ZAB to the west, BYP area to the east, and RDR area to the south. Bowie also overlies the D10 TRACON to the southeast and wholly or mostly overlies SPS and LTS RAPCONs, FSI ARAC, and the OKC TRACON to the east. This area contains several ATCAA, MTRs, AR Tracks, and the R-5601 complex north of SPS. Bowie area also handles non-radar departures/arrivals from the CSM Airport.

2-1-4. Areas of Limited Radio/Radar Coverage

Radio coverage is limited at or below 6000ft east of a line from IFI VOR to CHK Airport and at or below 5000ft north of a line from CDS VOR to LTS VOR. Radio coverage in UKW-L is limited at or below 4000ft in the southeastern portion of the sector. Radar coverage is limited at or below 6000ft in the central part of the SPS-L sector.

Section 2: Cedar Creek Specialty (CQY)

2-2-1. General

- None.

2-2-2. Frequencies

Position Name	ID	Frequency
*El Dorado High	28	133.870
Paxto High	86	120.470
Frankston High	89	134.020
*Monroe Low	30	126.320
Donnie Low	29	135.250

*Denotes the primary position.

2-2-3. Area Narrative

The Cedar Creek area primarily handles arrivals to the DFWT from the southeast, IAHT departures climbing to the northeast, and traffic arriving/departing GGGT, SHVT, and MLUT. This area also sequences traffic landing MEMT. The area is bounded by DAL area to the north and west, ZHU to the south, and ZME to the east. Cedar Creek also overlies the D10 TRACON to the northwest and wholly or mostly overlies GGG, SHV, and MLU TRACONs to the southeast and POE GCA to the south-southeast.

2-2-4. Areas of Limited Radio/Radar Coverage

Between a line south of GGG VOR to LOA VOR there is marginal radar coverage at and below 7000ft. Aircraft operating in the vicinity of CQY VOR and west below 3000ft may require the use of the DON-L frequency.

Section 3: Bonham Specialty (BYP)

2-3-1. General

- a. William P. Hobby (KHOU) arrivals must enter DAL-H routed either via CVE..NNEAL or ELLVR..NNEAL, then the appropriate STAR.

2-3-2. Frequencies

Position Name	ID	Frequency
*McAlester High	50	135.450
Decod High	42	134.470
Ardmore High	48	132.970
*McAlester Low	38	132.200
Frisco Low	53	124.750
Seevr Low	37	124.870

*Denotes the primary position.

2-3-3. Area Narrative

The Bonham area is a complex, high-traffic density area that works arrivals/departures out of DFWT, OKCT, and TULT. The area works overflight crossing traffic in the high-altitude stratum. There are Rivers ATCAA, AR313, and several MTRs run through the northeastern portion of the area at varying altitudes. The area is bounded by ZME to the east, DAL area to the south, UKW area to the west, and ZKC to the north. The Bonham area overlies portions of the D10 TRACON to the south and southwest, the OKC TRACON to the northwest, and the TUL TRACON to the north. Bonham also provides non-radar approach/departure control to the ADM and GYI Airports.

2-3-4. Areas of Limited Radio/Radar Coverage

Limited radar coverage exists within approximately a 20nm radius of the ADM VORTAC from the surface to 4000ft, and south and southeast of the MLC TACAN at or below 6000ft and southwest of the MLC TACAN below 4000ft.

Section 4: Dallas Specialty (DAL)

2-4-1. General

- a. William P. Hobby (KHOU) arrivals must enter DAL-H routed either via CVE..NNEAL or ELLVR..NNEAL, then the appropriate STAR.
- b. AUST arrivals (3R9, AUS, BMQ, DZB, EDC, HYI, GTU, RYW, T74) at or above FL190 and west of J23 must be routed via LLO, UCOKA, DILLO or FUZ..WINDU and the appropriate LOA routing.

2-4-2. Frequencies

Position Name	ID	Frequency
** Ultra High	51	135.170
*Dallas High	46	135.750
Texarkana High	90	126.570
*Waco Low	96	133.300
Quitman Low	83	132.020
Texarkana Low	27	123.920

*Denotes the primary position.

**Denotes the Top Down Combined sector

2-4-3. Area Narrative

The Dallas area primarily sequences southerly and easterly departures out of the DFWT. The area also sequences overflight traffic into IAHT/AUST/SATT/MEMT and departures from IAHT to the northeast. The area is bounded by ZME to the east and ZHU to the south. The area overlies portions of the D10, ACT, SHV, and GGG TRACONS and the GRK ARAC. Due to the areas unique shape, it borders every other area in ZFW so controllers should make use of P-ACP to limit overflight workload between areas. Dallas provides non-radar approach/departure control to the TXK airport.

2-4-4. Areas of Limited Radio/Radar Coverage

Radar and radio reception are limited in an area between UIM, EIC, TXK, and PRX NAVAIDS at and below 4000ft.

Section 5: Raider Specialty (RDR)

2-5-1. General

- William P. Hobby (KHOU) arrivals must enter DAL-H routed either via CVE..NNEAL or ELLVR..NNEAL, then the appropriate STAR.
- AUST arrivals (3R9, AUS, BMQ, DZB, EDC, HYI, GTU, RYW, T74) at or above FL190 and west of J23 must be routed via LLO, UCOKA, DILLO or FUZ..WINDU and the appropriate LOA routing.

2-5-2. Frequencies

Position Name	ID	Frequency
*Turki High	93	120.770
Woven High	94	132.920
*Lubbock Low	64	126.450
Possum Low	32	127.000

*Denotes the primary position.

2-5-3. Area Narrative

The Raider area works westbound departures out of the DFWT and transcontinental traffic along J4. The area also handles the initial sequence of west coast arrivals into DFWT and destinations to the southeast. The area is bounded by ZAB to the west and north, JEN area to the south, DAL area to the east, and UKW area to the northeast. The Raider area handles several highly used

MOAs/ATCAAs and frequently coordinates with other ZFW areas for activation/closing of these areas. This area overlies LBB and ABI TRACONS.

2-5-4. Areas of Limited Radio/Radar Coverage

Radio coverage is limited at and below 5000ft along V16 in the POS-L sector.

Section 6: Glen Rose Specialty (JEN)

2-6-1. General

- a. JEN is responsible for controlling aircraft operations within the Brownwood and Brady MOAs/ATCAAs.
- b. William P. Hobby (KHOU) arrivals must enter DAL-H routed either via CVE..NNEAL or ELLVR..NNEAL, then the appropriate STAR.
- c. AUST arrivals (3R9, AUS, BMQ, DZB, EDC, HYI, GTU, RYW, T74) at or above FL190 and west of J23 must be routed via LLO, UCOKA, DILLO or FUZ..WINDU and the appropriate LOA routing.

2-6-2. Frequencies

Position Name	ID	Frequency
*Wink High	82	132.070
Lee High	61	120.270
Hicoe High	65	128.320
*Abilene Low	63	127.450
Midland Low	40	133.100
Ednas Low	62	127.150

*Denotes the primary position.

2-6-3. Area Narrative

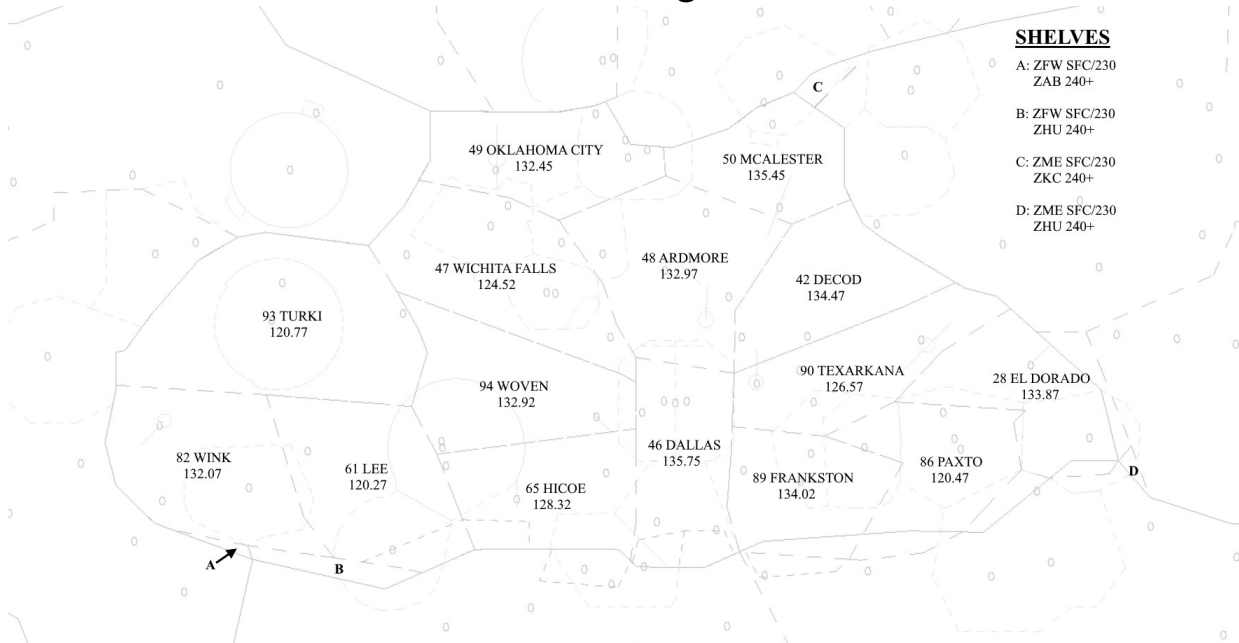
The Glen Rose area primarily handles DFWT arrivals from the south and west coast. The area also handles a high density of military traffic operating around ABI, MAF, and SJT TRACONS and the associated MOAs/ATCAAs. Some of these airspaces require coordination with ZHU. The area also handles some sequencing for transcontinental traffic routed via EWM or ELP VORs in the high-altitude stratum. The area is bounded by ZHU to the south, ZAB to the west, RDR to the north, and DAL to the east. Raider area overlies the MAF, SJT, and ABI TRACONS and portions of ACT TRACON and GRK ARAC. The area also provides non-radar approach/departure control services to the HOB airport.

2-6-4. Areas of Limited Radio/Radar Coverage

Radar coverage is limited at and below 5000ft south of Brownwood VOR. There is limited radar coverage in the EDN-L sector below 3000ft and marginal radio coverage below 2000ft in the northern part of that sector. Radar coverage is limited below 6000ft along V68 and west of MAF.

Appendix A: ZFW Sector Maps

ZFW High



ZFW Low

