



ZFW-D10
LOA

SUBJ: ZFW-D10 Letter of Agreement

This order describes interfacility procedures between the Fort Worth ARTCC (ZFW) and the Dallas-Fort Worth TRACON (D10) . 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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LETTER OF AGREEMENT

EFFECTIVE: FEB 05, 2021

1. **PURPOSE.** This agreement between the Fort Worth Air Route Traffic Control Center (Center) and the Dallas/Fort Worth Terminal Radar Approach Control (TRACON) covers approach control service for all airports located within TRACON's area of jurisdiction. It is supplementary to the procedures contained in the appropriate air traffic procedures handbook.
2. **SCOPE.** TRACON's area of jurisdiction will include that airspace as depicted in Appendix A.
3. **CANCELLATION.** None.
4. **DEFINITIONS.** Abbreviations used throughout this Agreement:

ACT	Waco	CQY	Cedar Creek
ADM	Ardmore	CVE	Cowboy VOR/DME
ADS	Addison	DAL	Dallas Love
APREQ	Approval Request	DFW	Dallas/Fort Worth
ARTS	Automated Radar Terminal System	DP	Departure Procedure
ATCT	Air Traffic Control Tower	DTO	Denton Enterprise Airport
		F41	Ennis
BYP	Bonham	F46	Rockwall
CIC	Controller-In-Charge	FDIO	Flight Data Input/Output
CPT	Cleburne	FUZ	Ranger VORTAC
		FWS	Fort Worth Spinks

GKY	Arlington	OS	Operations Supervisor
GPM	Grand Prairie	R	Radial
HQZ	Mesquite Metro	RBD	Dallas Executive
IFR	Instrument Flight Rules	STAR	Standard Terminal Arrival Route
ILS	Instrument Landing System	TCP	Transfer of Control Point
JEN	Glen Rose	TKI	McKinney National Airport
JWY	Midlothian	TMU	Traffic Management Unit
	Waxahachie	TTT	Maverick VOR/DME
NFW	NAS/JRB Fort Worth	TYR	Tyler Pounds
LNC	Lancaster	UKW	Bowie
nm	nautical mile		

5. PROCEDURES.

a. Arrival Control.

- i. The direction of flow will be based upon the direction of landing at DFW.
- ii. TRACON has control on arrival aircraft that TRACON has accepted radar identification on as follows:
 1. JEN and UKW arrivals: Within 55nm of the TTT VORTAC, TRACON has control for descent and vectors, provided the aircraft continues through the arrival gate.
 2. CQY and BYP arrivals: Within 55nm of the TTT VORTAC, TRACON has control for turns, provided the aircraft continues through the arrival gate. Within 5nm of the common boundary, TRACON has control for descent.
- iii. Center must provide five nm in-trail or greater separation (with similar speeds assigned) for prop arrival aircraft which are assigned the same route.

- iv. At the time of communications transfer, jet arrivals following a Heavy Jet with (8) eight nm or less in-trail spacing and jet arrivals following a Super Heavy with (12) twelve nm or less in-trail spacing must have the following speeds established by the TCP:
 - 1. **High Side Operations:** (UKW/BYP North, JEN/CQY South) – 270kts assigned until the first fix below 270kts.
 - 2. **Low Side Operations:** (UKW/BYP South, JEN/CQY North) – 250kts assigned.
- v. Center must clear arriving aircraft to the destination airport via the appropriate STAR or assigned route as outlined in the tables in Appendix B. All aircraft inbound to TRACON must cross the airspace boundary established on the appropriate STAR at the altitudes depicted in Appendix B unless otherwise coordinated.
- vi. Utilization of the parallel and alternate STARs serving DFW airport must be mutually agreed open by Center and TRACON TMUs.

b. Departure Control

- i. All aircraft departing the DFW terminal area will be considered to be climbing to or level at the assigned altitudes as follows:
 - 1. Jet aircraft – 17,000 feet or their requested altitude, if lower.
 - a. Jets departing from the DFW terminal areas on the same routing may be stacked (up to two per stack) within the block of 11,000 to 17,000 without prior coordination. Center will have control for climb on contact and must be informed of the stack prior to communication change.
 - i. Aircraft should generally be stacked so that the plane with the most flying miles completed is highest.
 - 2. Prop aircraft must be assigned 10,000 or 11,000 feet or their requested altitude, if lower. Stacks are approved at these altitudes and Center will have control for climb.
- ii. Aircraft routed through the EAST and WEST GATES may be cleared direct to the first fix outside the TRACON boundary on the assigned DP provided appropriate separation exists with other aircraft departing from the same gate.
- iii. Aircraft routed through the NORTH and SOUTH GATES must be established on the appropriate DP with the following exceptions:

1. TRACON may clear aircraft direct to ADM, ACT, WINDU, ELLVR, and BRDEN provided these aircraft are in-trail with any other aircraft on the respective departure route and there are no other conflicts.
 - iv. Prop aircraft may be on radar vectors through the departure gate.
 1. Center may change departure vectors after hand-off provided the vector continues the aircraft through the appropriate departure gate.
 - v. At the time of communications transfer, jet departure aircraft that are 8 nm in-trail or less on the same departure route/radial must be assigned speeds by TRACON. All speeds must be verbally coordinated with Center and Center will have control for speed increases and vectors.
6. **IFR OVERFLIGHTS.** Overflights must be routed around TRACON's airspace by Center.
7. **COMPRESSED ROUTING FOR DFW JET DEPARTURES.** When a weather event or traffic dictates, one or more of the four routes departing any gate are compressed to a different routing than originally filed.
 - a. When TMU advises "Compressed/Combined routes" are in effect, TRACON will assign aircraft on close routes a heading out the appropriate gate.
8. **MIDWATCH OPERATIONS (MID OPS).**
 - a. Mid Ops will be manually coordinated by D10 to each Center sector and will terminate at 0500 local.
 - b. Center:
 - i. May clear all arrivals direct to the destination airport or fixes along the final approach course, jets descending to 11,000 feet and prop aircraft descending to any altitude at or below 10,000. Stacks are approved at or above 11,000 feet for jet aircraft and any altitude below 10,000 for prop aircraft.
 - ii. May route west satellite jets arriving from the west direct to the destination airport or fixes along the final approach course and descend to 8,000 feet.

- iii. Arriving aircraft will be TRACON's control for descent and vectors within a 55 nm radius off the TTT VOR/DME.
- c. TRACON:
 - i. Must assign departures 17,000 feet, or requested altitude, if lower.
 - ii. For aircraft originally routed out the North, South, and East Gates: May clear aircraft landing in the continental US direct to destination airport, unless otherwise coordinated. All other aircraft will remain on the SID.
 - iii. For aircraft originally routes out the West Gate: All aircraft must remain on the SID unless otherwise coordinated.

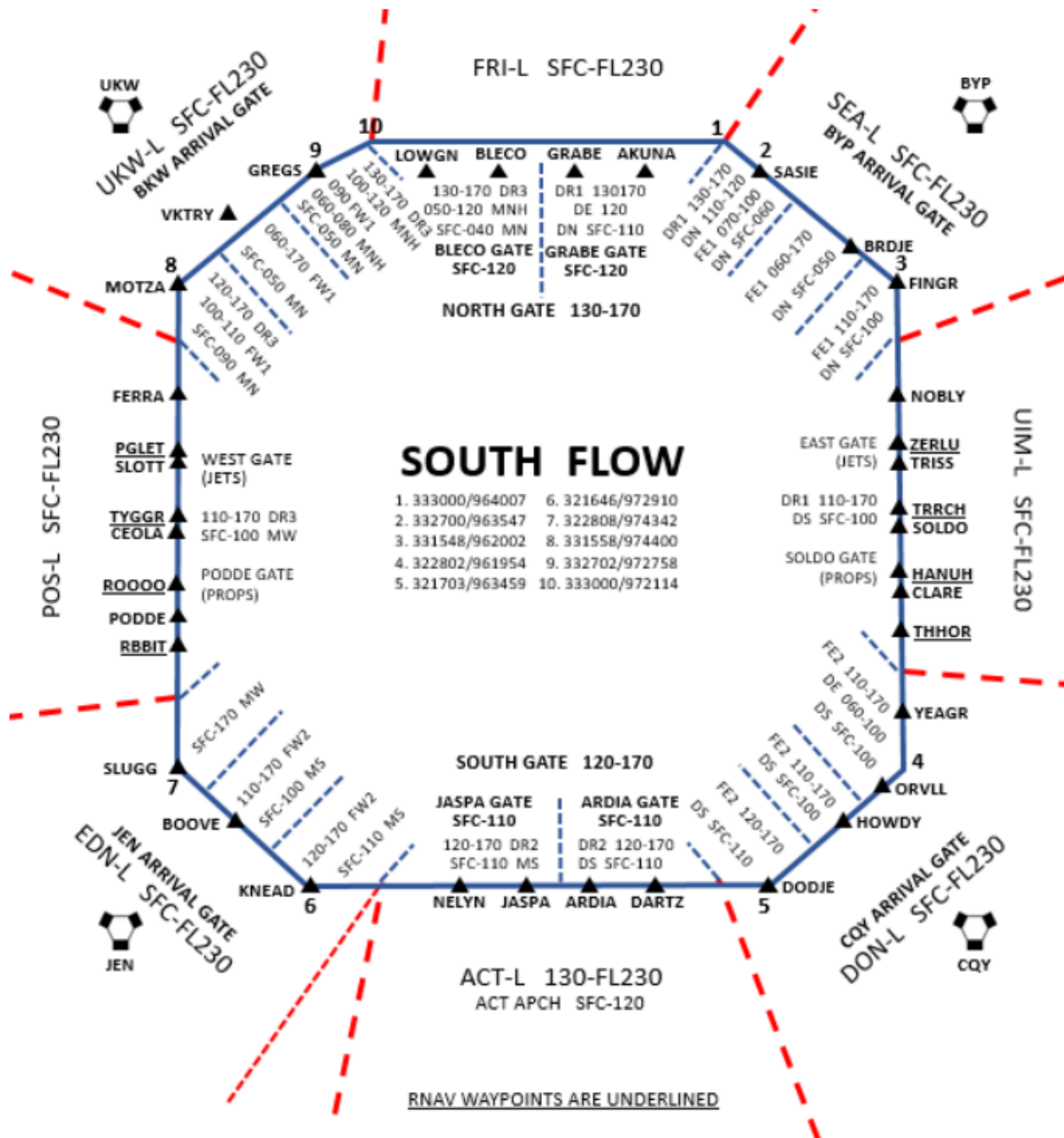
9. **GENERAL.**

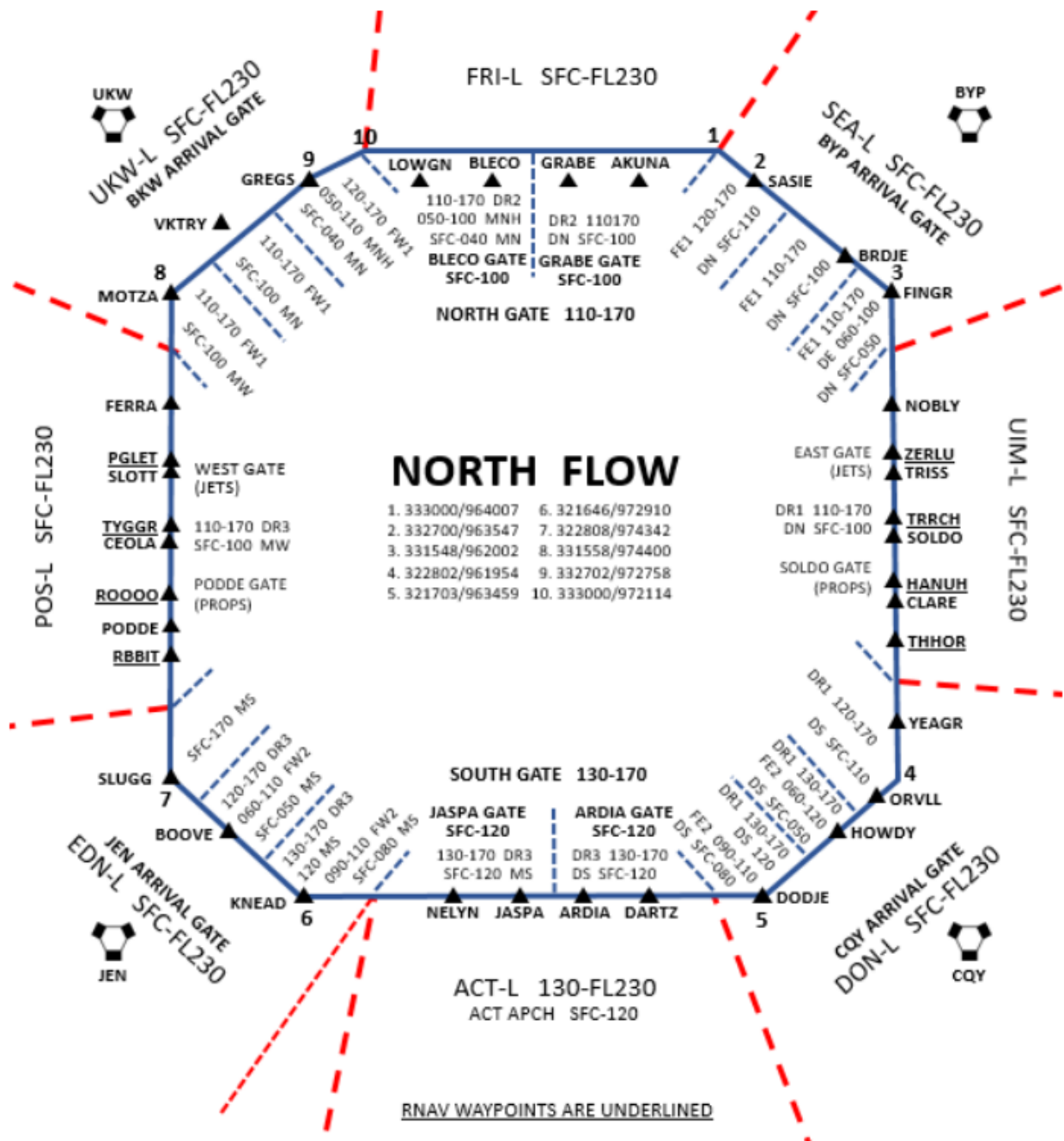
- a. Unless otherwise stated, the TCP will be the TRACON/Center common boundary.
- b. During coordination and/or APREQs, the controller receiving the hand-off must ensure that all required internal coordination and/or point-outs have been accomplished.

10. **APPENDIXES.**

- a. Appendix A provides a graphic depiction of the Center and TRACON common boundary including sector names and altitudes depending on direction of flow at DFW Airport.
- b. Appendix B provides routings and altitudes for all situations.

Appendix A





Definitions of TRACON sector names:

Abbrev	Name	ARTS ID
MN	= Meacham North	1M
MNH	= Meacham North High	1B
MS	= Meacham South	1D
MW	= Meacham West	1P
DN	= Dallas North	1N
DS	= Dallas South	1S
DE	= Dallas East	1U
DR1	= Departure 1	1L
DR2	= Departure 2	1Q
DR3	= Departure 3	1Z
FE1	= Feeder East 1	1E
FE2	= Feeder East 2	1A
FW1	= Feeder West 1	1W
FW2	= Feeder West 2	1Y

Appendix B

BYP Arrivals						
Arrival	Type	Airports	Flow	Crossing Fix	Altitude	Notes
SEEVN	J RNAV	DFW	SOUTH	BRDJE	110B120	
BRDJE	J RNAV	DFW	NORTH	BRDJE	170B190	
DAWGZ	J RNAV	DFW (DUAL)	SOUTH	SASIE	9000	
CAINE	J RNAV	DFW (DUAL)	NORTH	SASIE	12000	
HIBIL	J RNAV	DAL	SOUTH	FINGR	9000	
CRICKT	J RNAV	DAL	NORTH	FINGR	9000	
SLANT	J RNAV	EAST SAT	BOTH	FINGR	8000	
TRUUK	J RNAV	WEST SAT	SOUTH	SASIE	11000	
TRUUK	J RNAV	WEST SAT	NORTH	SASIE	10000	
WILBR	J	DFW	SOUTH	BRDJE	11000	
WILBR	J	DFW	NORTH	FUNKY	11000	
FINGR	J	DFW (ATC)	NORTH	FINGR	9000	DFW/DAL as one stream
FINGR	J	DAL	BOTH	FINGR	9000	
FINGR	J	EAST SAT	BOTH	FINGR	8000	Excluding DAL traffic
SASIE	J	WEST SAT	SOUTH	SASIE	11000	
SASIE	J	WEST SAT	NORTH	SASIE	10000	
SASIE	J	ADS (ATC)	BOTH	SASIE	6000	
SASIE	J	TKI	BOTH	TRACON	4000 or 5000	Direct to airport through gate
HIBIL	PROP	DAL	SOUTH	FINGR	6000 or 7000	
CRICKT	PROP	DAL	NORTH	FINGR	6000 or 7000	
SLANT	PROP	EAST SAT	BOTH	FINGR	6000 or 7000	
TRUUK	PROP	WEST SAT	BOTH	SASIE	5000 or 6000	
WILBR	PROP	DFW	BOTH	BRDJE	7000 or 8000	
FINGR	PROP	DAL	BOTH	FINGR	6000 or 7000	
FINGR	PROP	EAST SAT	BOTH	FINGR	6000 or 7000	
SASIE	PROP	WEST SAT	BOTH	SASIE	5000 or 6000	Assign GYI departures 4000
SASIE	PROP	ADS (ATC)	BOTH	SASIE	5000 or 6000	
SASIE	PROP	TKI	BOTH	TRACON	4000	Direct to airport through gate

CQY ARRIVALS						
Arrival	Type	Airports	Flow	Crossing Fix	Altitude	Notes
BEREE	J RNAV	DFW	SOUTH	BELLS	AOB 17000	A/C on the BEREE may be shortcutted to BELLS
WHINY	J RNAV	DFW	NORTH	HOWDY	110B120	
CABBY	J RNAV	DFW (DUAL)	SOUTH	DODJE	14000	
FORNY	J RNAV	DFW (DUAL)	NORTH	DODJE	11000	
REDDN	J RNAV	DAL	SOUTH	ORVLL	9000	A/C may be assigned YEAGR transition if clear of conflict
REDDN	J RNAV	DAL	SOUTH	YEAGR	8000	
MNND0	J RNAV	DAL	NORTH	ORVLL	9000	
MNND0	J RNAV	DAL	NORTH	YEAGR	8000	
REEKO	J RNAV	WEST SAT	SOUTH	DODJE	9000	
REEKO	J RNAV	WEST SAT	NORTH	DODJE	12000	
REEKO	J RNAV	GKY, GPM	BOTH	DODJE	8000	
REEKO	J RNAV	LNC, JWY	BOTH	DODJE	4000	
REEKO	J RNAV	RBD	BOTH	YEAGR	4000/5000/6000	
LOADS	J RNAV	EAST SAT	SOUTH	YEAGR	8000	
EESAT	J RNAV	EAST SAT	NORTH	YEAGR	8000	
LOADS/EESAT	J RNAV	HQZ, F46	BOTH	YEAGR	4000	On STAR or direct to airport through gate
CQY	J	DFW	SOUTH	WARDZ	11000	
CQY	J	DFW	NORTH	HOWDY	11000	
YEAGR	J	DAL	BOTH	YEAGR	8000	May be assigned if clear of conflicts
YEAGR	J	HQZ, F46	BOTH	TRACON	4000	On STAR or direct to airport through gate
YEAGR	J	EAST SAT	BOTH	YEAGR	8000	
DODJE	J	WEST SAT	SOUTH	DODJE	9000	
DODJE	J	GKY, GPM	BOTH	DODJE	8000	
DODJE	J	RBD	BOTH	DODJE	4000/5000/6000	
DODJE	J	LNC, JWY	BOTH	DODJE	4000	
DODJE	J	WEST SAT	NORTH	DODJE	12000	
DODJE	J	F41	BOTH	DODJE	3000 or 4000	Over DODJE or direct airport through gate
REDDN	PROP	DAL	SOUTH	ORVLL	6000 or 7000	
MNND0	PROP	DAL	NORTH	ORVLL	6000 or 7000	
REEKO	PROP	WEST SAT	BOTH	DODJE	6000 or 8000	
REEKO	PROP	GKY, GPM	BOTH	DODJE	6000 or 8000	
REEKO	PROP	RBD	BOTH	DODJE	4000	
LOADS	PROP	EAST SAT	SOUTH	YEAGR	6000 or 7000	
EESAT	PROP	EAST SAT	NORTH	YEAGR	6000 or 7000	
YEAGR	PROP	DFW	SOUTH	YEAGR	6000 or 7000	Prefer 7000
CQY	PROP	DFW	NORTH	HOWDY	6000 or 7000	
YEAGR	PROP	DAL/EAST SAT	SOUTH	YEAGR	6000 or 7000	
YEAGR	PROP	DAL/EAST SAT	NORTH	YEAGR	6000 or 7000	
DODJE	PROP	RBD/LNC/JWY/ F41	BOTH	DODJE	4000	
DODJE	PROP	WEST SAT	BOTH	DODJE	6000 or 8000	
YEAGR	PROP	HQZ, F46	BOTH	TRACON	3000 or 4000	On STAR or direct to airport through gate
DODJE	PROP	F41	BOTH	DODJE	3000 or 4000	On STAR or direct to airport through gate

Note: Do not allow similar types on the same routing to come across the common boundary in a stack. They must be properly in trail, although they may be at different altitudes.

JEN ARRIVALS						
Arrival	Type	Airports	Flow	Crossing Fix	Altitude	Notes
BOOVE	J RNAV	DFW	SOUTH	BOOVE	170B190	CURLE at 270kts
SOCKK	J RNAV	DFW	NORTH	BOOVE	090B110	
SHMPP	J RNAV	DFW	SOUTH	CURLE	13000	
SHMPP	J RNAV	DFW	NORTH	BOOVE	10000	
TILLA	J RNAV	DFW (DUAL)	SOUTH	KNEAD	12000	
PAWLZ	J RNAV	DFW (DUAL)	NORTH	KNEAD	11000	
BACHR	J RNAV	DAL	SOUTH	KNEAD	100B110	
DRYYE	J RNAV	DAL	NORTH	KNEAD	12000	
SWVAY	J RNAV	EAST SAT	SOUTH	KNEAD	10000	
SWVAY	J RNAV	EAST SAT	NORTH	KNEAD	12000	
SWVAY	J RNAV	FWS/CPT/GKY/GPM	BOTH	KNEAD	5000	
LIKES	J RNAV	WEST SAT	NORTH	SLUGG	6000	
LIKES	J RNAV	WEST SAT	SOUTH	SLUGG	8000	
ZROBA	PROP RNAV	DFW	SOUTH	BOOVE	060B100	
ZROBA	PROP RNAV	DFW	NORTH	BOOVE	6000	
SWVAY	PROP RNAV	DAL	BOTH	KNEAD	6000 or 7000	
SWVAY	PROP RNAV	EAST SAT	BOTH	KNEAD	6000 or 7000	
SWVAY	PROP RNAV	FWS/CPT/GKY/GPM	BOTH	KNEAD	4000	
LIKES	PROP RNAV	WEST SAT	BOTH	SLUGG	4000 or 5000	

NOTE: Non-RNAV equipped aircraft should be vectored or routed over the appropriate corner fix (SLUGG, BOOVE, KNEAD) and cross the fix at the altitude that corresponds with the destination, direction of flow, and type of aircraft. ZFW will manually coordinate the heading that the aircraft will enter the TRACON on.

Route DFW arrivals over BOOVE (TTT 219/42), West Sat arrivals over SLUGG (FUZ 222/38), East Sat arrivals over KNEAD (CVE 213/47) at appropriate altitudes for flow and type.

UKW ARRIVALS						
Arrival	Type	Airports	Flow	Crossing Fix	Altitude	Notes
VKTRY	J RNAV	DFW	SOUTH	VKTRY	100B110	Direct JOVEM approved
JOVEM	J RNAV	DFW	NORTH	VKTRY	150B190	
SHAAM	J RNAV	DFW (DUAL)	SOUTH	GREGS	9000	
GIBBI	J RNAV	DFW (DUAL)	NORTH	GREGS	12000	
JFRYE	J RNAV	DAL	SOUTH	GREGS	10000	
NANDR	J RNAV	DAL	NORTH	GREGS	100B110	
JFRYE	J RNAV	EAST SAT	BOTH	GREGS	10000	
JFRYE	J RNAV	DTO	BOTH	GREGS	5000 or 8000	
WESAT	J RNAV	WEST SAT	SOUTH	MOTZA	8000	
WESAT	J RNAV	WEST SAT	NORTH	MOTZA	8000	
UKW	J	DFW	SOUTH	BEWTS	10000	
UKW	J	DFW	NORTH	HIKAY	11000	
GREGS	J	DAL	SOUTH	GREGS	11000	Prefer 5000
GREGS	J	DAL	NORTH	GREGS	10000	
GREGS	J	EAST SAT	NORTH	GREGS	11000	
GREGS	J	EAST SAT	BOTH	GREGS	10000	
GREGS	J	DTO	BOTH	GREGS	5000 or 8000	
MOTZA	J	WEST SAT	BOTH	MOTZA	8000	
JFRYE	PROP RNAV	DAL	BOTH	GREGS	6000 or 7000	
JFRYE	PROP RNAV	EAST SAT	BOTH	GREGS	6000 or 7000	
JFRYE	PROP RNAV	DTO	BOTH	GREGS	4000	
WESAT	PROP RNAV	WEST SAT	BOTH	MOTZA	6000 or 7000	GREGS direct to airport at 4000 except GKY/GPM
UKW	PROP	DFW	BOTH	VKTRY	6000	
GREGS	PROP	DAL	BOTH	GREGS	6000 or 7000	
GREGS	PROP	EAST SAT	BOTH	GREGS	6000 or 7000	
GREGS	PROP	DTO	BOTH	GREGS	4000	
MOTZA	PROP	WEST SAT	BOTH	MOTZA	6000 or 7000	
						GREGS direct to airport at 4000 except GKY/GPM