D10 ORDER
7110.65F

SUBJ: Dallas-Fort Worth TRACON Standard Operating Procedures

This order describes Standard Operating Procedures for the safe and efficient operation of 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.

/Tyler Syring/
Air Traffic Manager
Fort Worth ARTCC

/Brandon Purchase/
Deputy Air Traffic Manager
Fort Worth ARTCC

/Brandon Wening/
Deputy Director for Air Traffic Services
VATUSA

Effective 07/17/2025
This order cancels all previous D10 SOPs and shall establish the D10 JO 7110.65F

Intentionally Left Blank

Table of Contents

Chapter 1: General
Section 1: Introduction

1-1-1. Purpose
This handbook supplements all other vZFW, VATUSA, VATSIM, and applicable FAA directives. It prescribes air traffic control services and defines the operational responsibilities for personnel providing air traffic control services in the Fort Worth D10 TRACON 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.

1-1-2. Position List

Position Name	Symbol	Frequency	Callsign
***Departure Radar 1**	**L**	**118.550**	**D10_L_DEP**
Departure Radar 2	Q	125.125	D10_Q_DEP
Departure Radar 3	Z	126.475	D10_Z_DEP
***Feeder East 1**	**E**	**125.020**	**D10_E_APP**
Feeder East 2	A	133.525	D10_A_APP
***Feeder West 1**	**W**	**119.870**	**D10_W_APP**
Feeder West 2	Y	133.625	D10_Y_APP
***Arrival 1 (17L/35R)**	**G**	**119.400**	**D10_G_APP**
Arrival 2 (17C/35C)	J	127.070	D10_J_APP
Arrival 3 (18R/36L)	H	118.425	D10_H_APP
***Dallas North**	**N**	**124.300**	**D10_N_APP**
Dallas East	U	125.275	D10_U_APP
Dallas South	S	125.200	D10_S_APP
Arrival 6 (DFW 31R)	V	135.500	D10_V_APP
Arrival 7 (DAL)	K	123.900	D10_K_APP
Arrival 8 (ADS)	F	124.250	D10_F_APP
***Meacham North**	**M**	**118.100**	**D10_M_APP**
Meacham North High	B	119.050	D10_B_APP
Meacham West	P	125.800	D10_P_APP
Meacham South	D	135.975	D10_D_APP
Arrival 5 (DFW 13R)	R	133.150	D10_R_APP
Arrival 9 (GKY)	T	124.825	D10_T_APP
Arrival 10 (AFW)	X	124.075	D10_X_APP

*Denotes the combined position

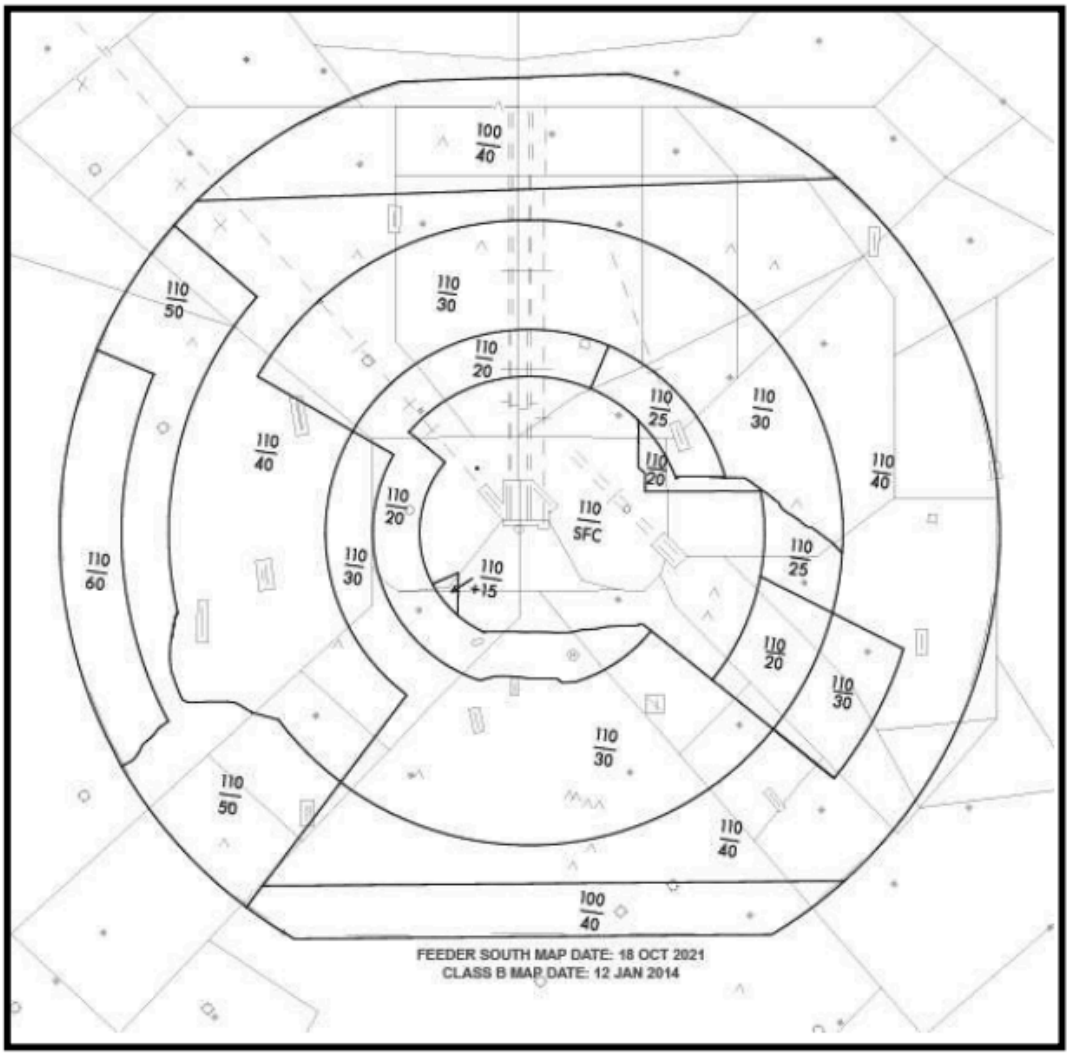
1-1-3. Position Openings
The primary position is FE1. FE1 shall be the first sector open.

Section 2. General Operations

1-2-1. Class B Airspace and Altitudes

Within the lateral limits of the class B airspace, the controller that owns the hard altitude (i.e. 5,000 feet), owns the 500 feet below (i.e. 4,500 feet). This does not apply to DFW Tower airspace. (See figure 1-2-1)

Figure 1-2-1
Class B Airspace



1-2-2. Transfer of Control

Transfer of communications constitutes a transfer of control. Each position shall resolve all conflicts with other traffic prior to transferring communications.

1-2-3. IFR/VFR Arrivals to DFW and IFR Arrivals to DAL

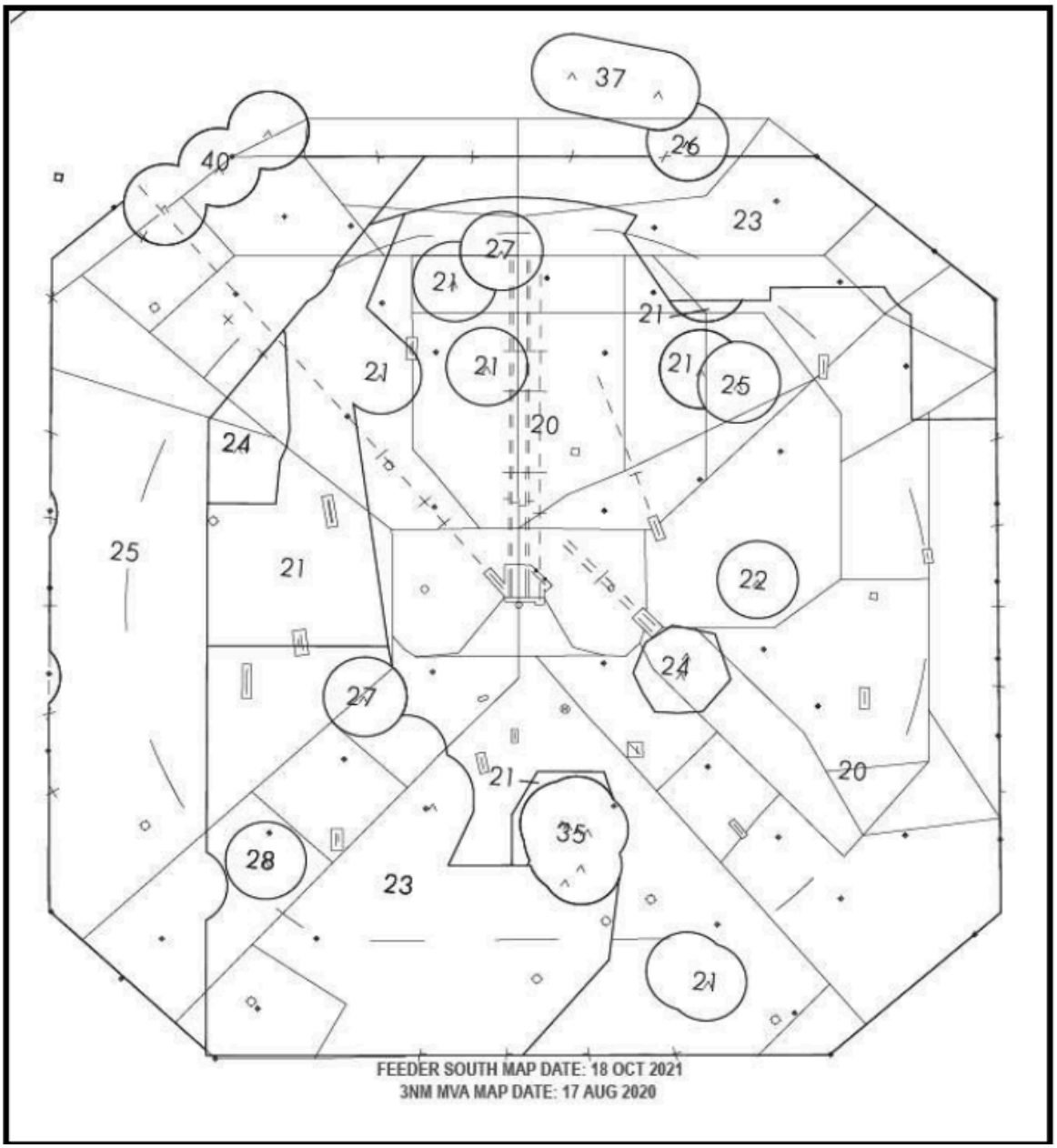
a. IFR aircraft departing airports within D10 airspace landing DFW/DAL must be coordinated with TMU prior to release.

b. VFR pop-up aircraft landing DFW must be coordinated with TMU.

1-2-4. Minimum Vectoring Altitudes (MVAs)

No controller should vector an aircraft below any designated MVA. (See figure 1-2-2)

Figure 1-2-2
Minimum Vectoring Altitude Chart



1-2-5. Prearranged Coordination Procedures (P-ACP)

P-ACP allows aircraft under one controller's jurisdiction to penetrate or transit another controller's airspace in a manner that assures approved separation without individual coordination for each aircraft. P-ACP differs from Automated Information Transfer (AIT) in the respect that one controller's aircraft is operating on a predetermined track or routing which enables the controller applying the prearranged coordination to determine whether or not appropriate separation can be applied.

a. Prearranged coordination may be terminated by the controller responsible for the airspace and not resumed until additional coordination has been completed.

b. The controller using prearranged coordination in another controller's airspace must:

(1) Assume separation responsibility with all traffic under the jurisdiction of the controller responsible for the airspace.

(2) Determine if wake turbulence separation is required.

c. Two positions of operation are not authorized to penetrate each other's airspace simultaneously.

d. Controllers who penetrate another controller's airspace using P−ACP must display data block information of that controller's aircraft which must contain, at a minimum, the position symbol and altitude information.

i. Prearranged coordination may be applied at positions and in the airspace depicted in Appendix B, or as listed below.

(1) North Flow

(a) Departures

1. DR1 thru FE1
2. DR2 thru DR1 for DFW Departures (2nd priority, yield to DR3)
3. DR2 thru DR3 for DFW Departures
4. DR3 thru FW1
5. DR3 thru DR1 for DAL Departures (1st priority over DR2)

(b) Arrivals

1. AR2 thru AR1
2. AR2 thru AR3

(c) East Satellites

1. DS thru FE2

(d) West Satellites

1. MS thru FW2

(2) South Flow

(a) Departures

3. DR1 thru FE2 (1st priority over DR2)
4. DR2 thru DR1 for DAL and DFW Departures
5. DR2 thru DR3 for DFW Departures
6. DR2 thru FE2 (2nd priority, yield to DR1)
7. DR2 thru FW2 (1st priority over DR3)
8. DR3 thru FW2 (2nd priority, yield to DR2)

(b) Arrivals

2. AR2 thru AR1
3. AR2 thru AR3
4. AR3 thru AR5 and MW as depicted in Appendix B, Figure B-5

(c) East Satellites

1. DN thru DR1 as depicted in Appendix B, Figure B-2
2. DN thru FE1 as depicted in Appendix B, Figure B-1

(d) West Satellites

1. MN thru FW1 as depicted in Appendix B, Figure B-6
2. MNH thru FW1 as depicted in Appendix B, Figure B-6

Chapter 2: Satellite Positions

Section 1: General Procedures

2-1-1. DFW Over-the-Top Corridor

Traffic worked by satellite controllers and vectored over-the-top of DFW must be assigned the following altitudes:

a. South Flow

(1) Westbound – 4,000 feet (4,500 VFR)

(2) Eastbound – 5,000 feet (3,500 VFR)

b. North Flow: All aircraft must be pointed out to DFW finals and reman 1.5 NM from DR3 airspace

(1) Westbound – 4,000 feet (4,500 VFR)

(2) Eastbound – Must be coordinated with DS/DN. 4,000 feet (3,500 VFR)

2-1-2. DAL Over-the-Top Corridor

Flow is determined by direction of landing at DFW.

a. South Flow

(1) DS should route northbound IFR aircraft at 4,000 feet.

(2) DN should route southbound IFR aircraft at 3,000 feet.

b. North Flow: ONLY when AR6 is combined with DS

(1) DS should route northbound IFR aircraft at 3,000 feet.

(2) DN should route southbound IFR aircraft at 4,000 feet.

Section 2: Departures

2-2-1. IFR Departures from Satellite Airports

Satellite controllers will:

a. Request jet releases from the DR controller that will receive the aircraft.

b. Release control on contact for turns and climbs to DR.

c. Coordinate with feeder positions, if necessary, and climb jet aircraft to the highest available altitude (1,000 feet below DR's airspace). Ensure conflicts with feeders' traffic are resolved prior to transfer of communications for DR. Aircraft not climbed will be coordinated with DR prior to hand-off.

2-2-2. DFW/DAL Prop and Low Altitude Jet Departures

a. Satellite shall have control for turns in DR airspace and may climb to 4,000' reference DR traffic while remaining clear of departure routes.

b. Low altitude jets are defined as jets with a filed altitude of 10,000' or below (N, W, and E gates), 12,000' or below (S gate), or landing within the DFW terminal area.

1. Satellite has control for turns in DR airspace.

c. For all other jets that will enter a DR sector, satellite shall:

1. Coordinate with FE/FW/MW to climb to 1,000' below DR airspace
2. Ensure conflicts with FE/FW/MW traffic are resolved prior to transfer of communications, or
3. If unable to climb in c.2., shall coordinate with DR prior to transferring communications

2-2-3. Arrivals for DFW

Satellite controllers shall apply the following procedure to all IFR aircraft departing satellite airports and all VFR aircraft landing at DFW.

a. Advise the D10 TMC of the DFW inbound to inquire if a delay is required.
b. When approved, release the aircraft from the satellite airport or issue a Class B clearance as appropriate.
c. Point out the aircraft to the appropriate feeder controller
d. Handoff to the appropriate AR controller.

Section 3: Arrivals

2-3-1. SOP for Turns to Final at NFW and FTW in a South Flow

Standard radar separation shall be applied between IFR aircraft inbound to runway 18 at NFW and runway 16 at FTW. Due to the close proximity of the final approach courses, three miles lateral separation is not achieved until approximately 2.2NM north of the ILS or LOC RWY 16 final approach fix (MUFIN). It is imperative that aircraft are either staggered or vertically separated until lateral separation is ensured.

2-3-2. Satellite Arrival Routes

a. West to East
   (1) Landing south at ADS from GREGS: MN should establish aircraft level at 3000 prior to 3 miles from DN boundary. Handoff to DN.
   (2) All others: odd altitudes prior to 3 miles from DN/DS boundary.
b. East to West
   (1) "Slow props" from SASIE: DN should establish aircraft level at 4,000 feet prior to 3 miles from MN boundary. Handoff to MN.
   (2) Landing DTO from SASIE, and GKY/GPM from DODJE: Level at 4,000 prior to 3 miles from the MN/MS boundary.
   (3) All others: even altitudes prior to 3 miles from the MN/MS boundary.

2-3-3. Overflow Arrivals to DFW

a. DFW arrivals on the FINGR & YEAGR STARs will initially be worked by DN/DS.
b. Satellite may initially work aircraft on overflow arrivals if they are being used.
c. Unless otherwise directed by Feeder, Dallas shall assign 17L/35R to all aircraft.
d. DN/DS will hand off to FE1 in a south flow and FE2 in a north flow.

2-3-4. IFR Arrivals to HQZ

DS shall point out IFR arrivals to DN in a north flow. This allows DN to protect for a missed approach.

2-3-5. IFR Arrivals to GPM/GKY North/Northwest Flow

a. MS shall point out the arrival to AR3 and DS

b. AR3 shall coordinate the GPM/GKY approach with AR1/2

c. MS shall ensure GKY aircraft are assigned the alternate missed approach instruction "fly heading 320, maintain 2,000."

d. MS shall ensure GPM aircraft are assigned the alternate missed approach instruction "fly heading 310, maintain 2,000."

e. MS has control to turn missed approach aircraft provided separation is maintained from aircraft established on finals for DFW.

f. Missed approach altitudes higher than 2,000 require approval from the AR3 controller.

g. AR3 shall complete coordination with AR1/AR2 when required.

2-3-6. DFW Prop Arrivals

South Flow:

1. DS shall normally assign 17L and route aircraft generally towards ADS at 5,000. Handoff to AR1.
2. MS shall normally assign 13R and route aircraft generally towards DTO at 6,000.

North Flow:

1. DN shall normally assign 31R and route aircraft generally towards RBD at 5,000.
2. MN shall normally assign 36L and route aircraft generally towards FWS at 4,000. Handoff to AR3.

2-3-7. AFW and DTO Arrivals

a. AR10 has the final authority for AFW runway assignments

b. MN has the final authority for DTO runway assignments

2-3-8. Arrival Coordination

Satellite controllers shall use the scratchpad information listed below.

a. DAL landing 13L/31R: E13/E31

b. DAL landing 13R/31L: W13/W31

c. AFW landing 16R/34L: W

d. AFW landing 16L/34R: AFW

e. All others: enter destination FAA ID in scratchpad 1 and the runway assignment in scratchpad 2.

Scratchpad 2 shall be used to denote approach type (if other than advertised) or when visual separation is being applied.

Section 4: Satellite Position Descriptions

Note – Airspace sector illustrations are in appendix A

2-4-1. East Satellite Position Descriptions

Dallas South (DS) Shall:

a. Provide approach control service to aircraft within DS airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Dallas North (DN) Shall:

a. Provide approach control service to aircraft within DN airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Dallas East (DE) Shall:

a. Provide approach control service to aircraft within DE airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Arrival Six (AR6) Shall:

a. Provide approach control service to aircraft within AR6 airspace.
b. Separate and sequence arrivals to DFW 31R.

Arrival Seven (AR7) Shall:

a. Provide approach control service to aircraft within AR7 airspace.
b. Separate and sequence arrival to DAL.

Arrival Eight (AR8) Shall:

a. Provide approach control service to aircraft within AR8 airspace.
b. Separate and sequence arrivals to ADS.

2-4-2. West Satellite Position Descriptions

Meacham South (MS) Shall:

a. Provide approach control service to aircraft within MS airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Meacham North (MN) Shall:

a. Provide approach control service to aircraft within MN airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Meacham West (MW) Shall:

a. Provide approach control service to aircraft within MW airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Meacham North High (MNH) Shall:

a. Provide approach control service to aircraft within MNH airspace.
b. Separate and sequence traffic to appropriate sectors and airports.

Arrival Five (AR5) Shall:

a. Provide approach control service to aircraft within AR5 airspace.
b. Separate and sequence arrivals to DFW 13R.

Arrival Five (AR9) Shall:

a. Provide approach control service to aircraft within AR9 airspace.

b. Separate and sequence arrivals to GKY/GPM.

Arrival Ten (AR10) Shall:

a. Provide approach control service to aircraft within AR10 airspace.

b. Separate and sequence arrivals to the AFW airport.

2-4-3. Special Procedures for AR8

All arrivals to ADS (IFR and VFR) are sequenced by Lone Star approach. Whenever the AR8 position is staffed, ensure the following is included in the ATIS:

All VFR arrivals to Addison contact Lone Star approach on [Frequency]. All IFR prop departures advise tower you are IFR.

Chapter 3: Feeders/Arrivals
Section 1: DFW Arrival Procedures

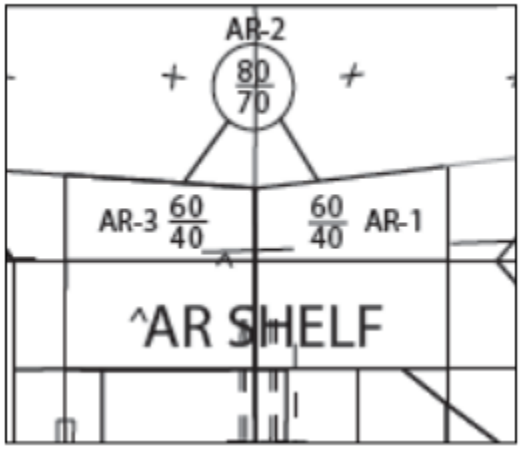
3-1-1. AR3/MN/AR5 Rivas Shelf Airspace Coordination

a. AR3 shall own airspace in a south flow at 4,000 MSL (labeled "Rivas Shelf" as depicted in Appendix A, Figure A-28, "AR3 South Flow") when coordinated. The CIC shall notify AR3 and MN/AR5 when the airspace is given to AR3 and when the airspace is returned to MN/AR5.

3-1-2. Arrival Shelf Airspace Coordination

a. The CIC shall coordinate with the appropriate positions to assign AR1/2/3 the area depicted (Figure 4-1-6) when needed for extended final approach operations.

Figure 4-1-6



3-1-3. Dual Dependent (Staggered) Instrument Approaches

a. The feeder controller that initially works an arrival aircraft shall advise the aircraft of the runway and type of approach to expect.

b. AR shall ensure lateral and longitudinal separation is maintained to the FAF.

c. Local is responsible for separation between the FAF and the runway threshold.

3-1-4. Simultaneous Independent Instrument Approaches

a. The feeder controller that initially works an arrival aircraft shall advise the aircraft of the runway and type of approach to expect.

b. Use of the capture boxes depicted in figures 4-1-2, 4-1-3 and 4-1-5 are highly recommended, but not mandatory, for all dual and triple independent operations.

c. The arrival controller shall:

(1) Apply a minimum of 1,000 feet of vertical separation or a minimum of 3 miles of radar separation (or applicable wake turbulence) between aircraft until established on the parallel final approach course.
(2) Ensure traffic is established on final approach course, at the appropriate altitude, and outside the capture box or approach fix as depicted on the video map.
(3) Perform the corresponding final monitor duties for the runway(s) controlled.
(4) Transfer communications to the tower at or near the FAF.
(5) Aircraft vectored for the low side runway may be turned to final inside the dual or triple capture boxes or approach fixes provided the aircraft is at or below 4000 feet within Class B airspace and there is no conflicting traffic on the parallel final.

d. Dual instrument approaches

(1) When runway 17L/35R is simultaneous with runways 17C/35C or 17R/35L, the arrival controller shall ensure:

(a) Aircraft are at 5,000 feet until the simultaneous approach fix for the runway 17L/35R final approach course.
(b) Aircraft inbound to runways 17C/35C and 17R/35L are at or below 4,000 feet prior to a point three miles from the runway 17L/35R final approach course.

(2) When runway 17L/35R is simultaneous with runways 18L/36R or 18R/36L, the arrival controller shall ensure:

(a) Aircraft are at 5,000 feet until the simultaneous approach fix for the runway 17L/35R final approach course.
(b) Aircraft inbound to runways 18L/36R and 18R/36L are at or below 4,000 feet prior to a point three miles from the runway 17L/35R final approach course.

(3) When runways 17R/35L or 17C/35C are simultaneous with runways 18L/36R or 18R/36L, the arrival controller shall ensure:

(a) Aircraft are at 5,000 feet until the simultaneous approach fix for the runways 17C/35C and 17R/35L final approach course.
(b) Aircraft inbound to runways 18L/36R and 18R/36L are level at or below 4,000 feet prior to a point three miles from the 17R/35L final approach course.

SIMULTANEOUS DUAL FIXES				
18R YOHAN	18L ALIGN	17R GARZA	17C PENNY	17L DRAAK
HUTEN 36L	KICKA 36R	CORMN 35L	TUFFO 35C	FRIZZ 35R

e. Triple instrument approaches. When triple instrument approaches are conducted, ensure:

(1) Aircraft are at or above 6,000 feet until the simultaneous approach fix for runway 17R/35L and runway 17C/35C final approach course.
(2) Aircraft inbound to runway 17L/35R are level at 5,000 feet prior to a point three miles from runway 17C/35C final approach course.
(3) Aircraft inbound to runways 18R/36L and 18L/36R are at or below 4,000 feet prior to a point three miles from the runway 17R/35L final approach course.
(4) AR2 shall not descend below 8,000 feet except in reference to all traffic worked by AR1 and AR3.

SIMULTANEOUS TRIP FIXES				
18R ICKEL	18L GRUCH	17R NETTS	17C BOSSI	17L RIVET
ALLIN 36L	SLOCO 36R	TANDE 35L	RAYMA 35C	GALOP 35R

3-1-5. DFW Visual Approaches

a. When crossing traffic on final, AR1/2/3 shall provide radar separation.
b. Jet arrivals shall not be turned to final less than 5 NM from the runway end unless there is an operational necessity. Turning jets onto final closer than 5 NM in order to maximize capacity is not recommended.

3-1-6. Arrival Positions General Procedures

a. ARs should utilize a technique of controlling visual approaches to maintain IFR spacing when conducting visual approaches. This will allow for consistent spacing on final.
b. AR1 and AR3 should descend in their own airspace ASAP. This will allow AR2 to descend aircraft in a timely manner.

c. It is a good operating practice for AR5 traffic to cross MORRY at or below 4,000 when landing runway 13R since AR3 shall stay above 13R arrivals.

3-1-7. Arrival Coordination

Enter DFW arrival scratchpad information as follows:

a. the assigned runway shall be entered in the primary scratchpad

b. the approach type, if different than advertised, shall be placed in the secondary scratchpad, or VS if visual separation is being applied.

Section 2: Feeder Positions

3-2-1. SOP for Feeder Positions

a. Low side feeder (LSF) is responsible for initial sequencing and runway assignments. LSF shall make every effort to balance the workload between DFW arrival sectors. High side feeder (HSF) shall handoff to the LSF for runway assignment.

b. DFW traffic, other than traffic on downwind, shall remain on the RNAV STAR or vectored by the feeder controller to a point no closer than the simultaneous dual outer fixes.

c. Feeder shall:

I. Assign base leg altitudes as follows

i. W runway: 5,000’

ii. E Runway: 6,000’

iii. During trips (high runway): 7,000’

d. In south flow, when triple simultaneous approaches are in use, SEEVR arrivals on 17L will not be in position for an appropriate turn to final. This shall be resolved by:

II. Vectoring the aircraft to widen out, or

III. Issuing a transition to BGLEY waypoint

e. Feeder controllers shall initiate a radar handoff after assigning the runway and inserting it in the scratchpad. The aircraft shall be handed off on voice shortly after issuing a descent to an altitude 1,000’ above the base leg altitude or other coordinated altitude.

3-2-2. Balancing Traffic

Due to peak traffic periods at DFW, reassignment of runways and/or in-trail flow is necessary in feeding the final controller. The following procedures are designed to aid in handling of traffic in these situations.

a. “Over-the-top” – Vectoring downwind traffic off the STAR, over-the-top of DFW to the opposite feeder position, changing the aircraft’s arrival runway.

b. “Base to downwind” – Vectoring base leg traffic to the downwind generating in-trail flow to the final controller. (Primarily when simultaneous approaches are in use)

c. Arrival controllers shall not crisscross finals solely to facilitate “Valet/Comfort Parking.”

3-2-3. Dual Arrivals

a. Dual Arrival Routes Definitions:

UKW	BYP
North Flow (HSD) GIBBI **South Flow (LSD)** SHAAM	**North Flow (HSD)** CAINE **South Flow (LSD)** DAWGZ
JEN	**CQY**
South Flow (HSD) TILLA **North Flow (LSD)** PAWLZ	**South Flow (HSD)** CABBY **North Flow (LSD)** FORNY

b. General:

(1) Aircraft on dual arrival routes are intended to land on a runway other than that utilized by aircraft on the primary arrival route.

(2) Dual arrival routes shall be utilized to enhance arrival flow and capacity in DFW airspace and at the airport.

(3) Several factors including weather, runway configuration, type of approaches in use, sector volume and departure demand shall be taken into consideration prior to initiating use of dual arrival routes.

c. Procedures

(1) CIC shall coordinate with the affected controllers prior to the initiation of dual routes.

(2) Low Side Dual (LSD)

(a) During 4-runway landing configurations, LSDs may be used on a continuous basis when the visibility is 10 miles, and the ceiling is at or above 5000’.

(b) PAWLZ LSD shall be restricted to a minimum of 15 MIT.

(3) High Side Duals (HSD)

(a) High side duals should only be approved when demand exceeds capacity on the primary route or weather impacts the primary arrival route.

(b) Departure demand at DFW and satellite airports shall be assessed prior to the use of HSDs.

(c) When high side duals are in use, DR-1/2/3 shall provide separation from high side dual route aircraft worked by FE-1/2 and/or FW-1/2.

(d) Aircraft on the high side dual shall maintain 12,000’ until crossing spine road or entering the appropriate Feeder airspace. In addition, aircraft on the CABBY STAR HSD shall maintain 14,000’ until crossing ELLER waypoint.
(e) A minimum of 10 MIT shall be assigned to aircraft on the opposite high side route. In addition, GIBBI HSD shall be restricted to a minimum of 15 MIT.

3-2-4. Feeder Position Description

Feeder West 1 (FW1) & Feeder West 2 (FW2)

a. Shall provide approach control service to aircraft within the FW1/FW2 airspace.
b. Separate and establish initial sequence for arrivals to appropriate sectors.

Feeder East 1 (FE1) & Feeder East 2 (FE2)

a. Shall provide approach control service to aircraft within the FE1/FE2 airspace.
b. Separate and establish initial sequence for arrivals to appropriate sectors.

Section 3: Arrival/Final Monitor Positions

3-3-1. Final Monitor Duties

a. The following procedures must be used by AR controllers when conducting simultaneous independent approaches:

(1) Instruct the aircraft to return to the correct final approach course when aircraft are observed to overshoot the turn-on or to continue on a track which will penetrate the NTZ.

PHRASEOLOGY− YOU HAVE CROSSED THE FINAL APPROACH COURSE. TURN (left/right) IMMEDIATELY AND RETURN TO THE FINAL APPROACH COURSE, or TURN (left/right) AND RETURN TO THE FINAL APPROACH COURSE.

(2) Instruct aircraft on the adjacent final approach course to alter course to avoid the deviating aircraft when an aircraft is observed penetrating or in your judgment will penetrate the NTZ.

PHRASEOLOGY− TRAFFIC ALERT, (call sign), TURN (right/left) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude).

3-3-2. Arrival Position Description

Arrival Radar 1 (AR1):

a. Shall provide approach control service to aircraft within the AR1 airspace.
b. Separate and sequence arrivals to runways 17L/35R at DFW.

Arrival Radar 2 (AR2):

a. Shall provide approach control service to aircraft within the AR2 airspace.

b. Separate and sequence arrivals to runways 17C/35C and 17R/35L at DFW.

Arrival Radar 3 (AR):

a. Shall provide approach control service to aircraft within the AR3 airspace.

b. Separate and sequence arrivals to runways 18R/36L and 18L/36R at DFW.

3-3-3. Monitored Radar Vector Approaches

D10 TRACON is authorized by waiver 98-T-40 to conduct simultaneous independent instrument approaches between DFW Runway 17L and DAL Runway 13L/R ILS regardless of ceiling or visibility. The document waives FAA Order 7110.65 Paragraphs 5-5-4 Minima, 5-5-10 Adjacent Airspace, and 5-9-1 Vectors to Final Approach Course. The waiver authorization is subject to the following provisions:

a. The Lateral Separation Area (LSA) must be displayed by the controller.

b. Aircraft inbound to DAL may be vectored to join the final approach course closer than two miles outside the approach gate, but no closer than the approach gate.

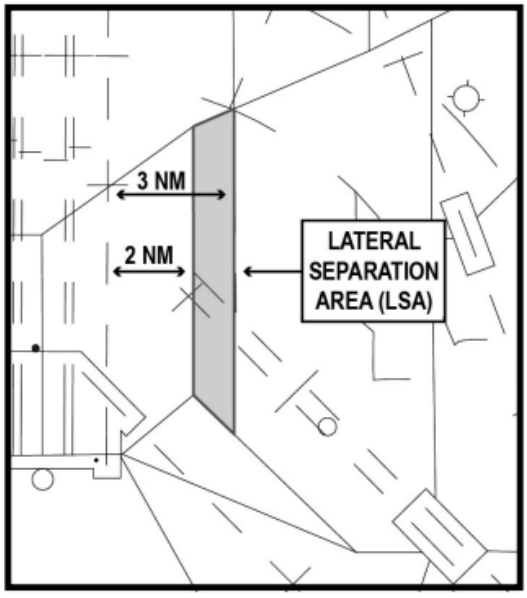
c. The AR1 and AR7 controllers must perform the final monitor duties as specified in this SOP.

d. AR1 and AR7 must notify each other of missed approaches or aircraft deviating toward the adjacent final.

e. Aircraft inbound to DAL shall not be assigned an altitude lower than 2,500 feet while in the LSA until observed flying parallel to or away from the 17L final approach course.

f. Aircraft inbound to DAL shall not enter the LSA on an assigned a heading that would track north of a four-mile final for 17L.

g. Aircraft landing 17L shall be established on the final approach course prior to the loss of 3 mile lateral separation



Chapter 4: Departure
Section 1: Departure Procedures

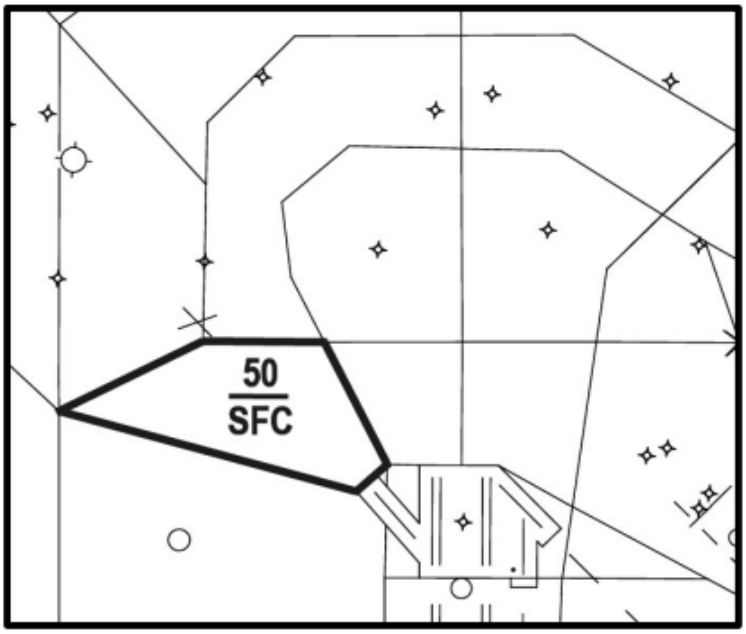
4-1-1. Departure to Departure
Aircraft transferred from one DR to another should be climbed to or level at 10,000 feet. The receiving controller will have control for turns and climbs on contact.

4-1-2. Feeder Control for Descent Through DR1/DR3 Airspace
DR1 and DR3 release control to feeder sectors to begin descent below 11,000 through DR airspace at the following points provided aircraft remain on the STAR until inside feeder airspace and do not conflict with DR traffic.

a. FE1: STONZ/TOWNN
b. FE2: DIETZ
c. FW1: SILER
d. FW2: DELMO

4-1-3 Procedures for Departing 31L DFW

a. Airspace depicted below, surface to 5,000’ will be assigned to DR3 when 31L departures are utilized during north flow operations.
b. DR3 is authorized to climb on tower assigned headings until reaching 5,000’.
c. Turns prior to 5,000’ shall be coordinated with all affected positions.



4-1-4. DFW Runway Changes and Automatic Releases

a. DFW has automatic releases for all IFR and VFR/Class B jet departures from all runways:

(1) Unless otherwise specified by CIC.

(2) Except for the following conditions outlined in DFW SOP:

(a) Jet releases for departures filed at or below 10,000 (12k south gate)

(b) Jet releases for aircraft landing within D10 airspace.

(c) Jet/Prop releases for aircraft landing DAL.

(d) Jets departing the diagonal runways.

(3) Except from runway 35R.

(4) Except B744, A343 and A388 aircraft. When released, DFW LC will provide a minimum of 10 NM spacing behind the B744/A343/A388 departure.

b. DFW must call for release on IFR and Class B prop departures, departing all runways.

c. During runway changes, automatic releases are terminated until coordination is affected between D10 and DFW TMU.

d. When satellite controllers are advised that a runway change is in progress, any automatic jet releases and prior coordination agreements with departures are cancelled.

4-1-5. D10 Waiver 04-T-16G

This document waives FAA Order 7110.65 paragraph 5-8-3c, Successive or Simultaneous departures. This waiver authorizes DFW ATCT and D10 TRACON to conduct simultaneous departures from runways 17R/35L, 17C/35C, 18L/36R, and 18R/36L with course divergence beginning no later than 5 miles from the runway end for non-RNAV aircraft, and no later than 10 miles for RNAV aircraft. The waiver authorization is subject to the following provisions:

a. Parallel departure runways must be at least 6,200 feet apart.

b. For non-RNAV aircraft, 11 degrees of divergence shall be achieved prior to 5 miles from the runway end.

c. For RNAV aircraft, 11 degrees of divergence shall be achieved prior to 10 miles from the runway end.

d. Initial runway centerline separation must be maintained, with no touching of primary targets.

e. When an aircraft is observed deviating from the assigned departure course or heading, immediate action shall be taken to provide corrective instructions. Instructions may include headings that ensure immediate course divergence and/or altitude assignments, as necessary, to ensure separation with other parallel simultaneous departures.

Section 2: Departure Position Descriptions

4-2-1. Departure Position Descriptions

a. Departure 1 (DR1) shall:

(1) Provide departure control service to aircraft within the DR1 delegated airspace.

(2) Separate and sequence traffic to the appropriate sectors within the DR1 delegated airspace.

a. Departure 2 (DR2) shall:

(1) Provide departure control service to aircraft within the DR2 delegated airspace.

(2) Separate and sequence traffic to the appropriate sectors within the DR2 delegated airspace.

a. Departure 3 (DR3) shall:

(1) Provide departure control service to aircraft within the DR3 delegated airspace.

(2) Separate and sequence traffic to the appropriate sectors within the DR3 delegated airspace.

Appendix A - Airspace Maps

NOTE *– More combined/consolidated airspace maps can be found inside the controller client*

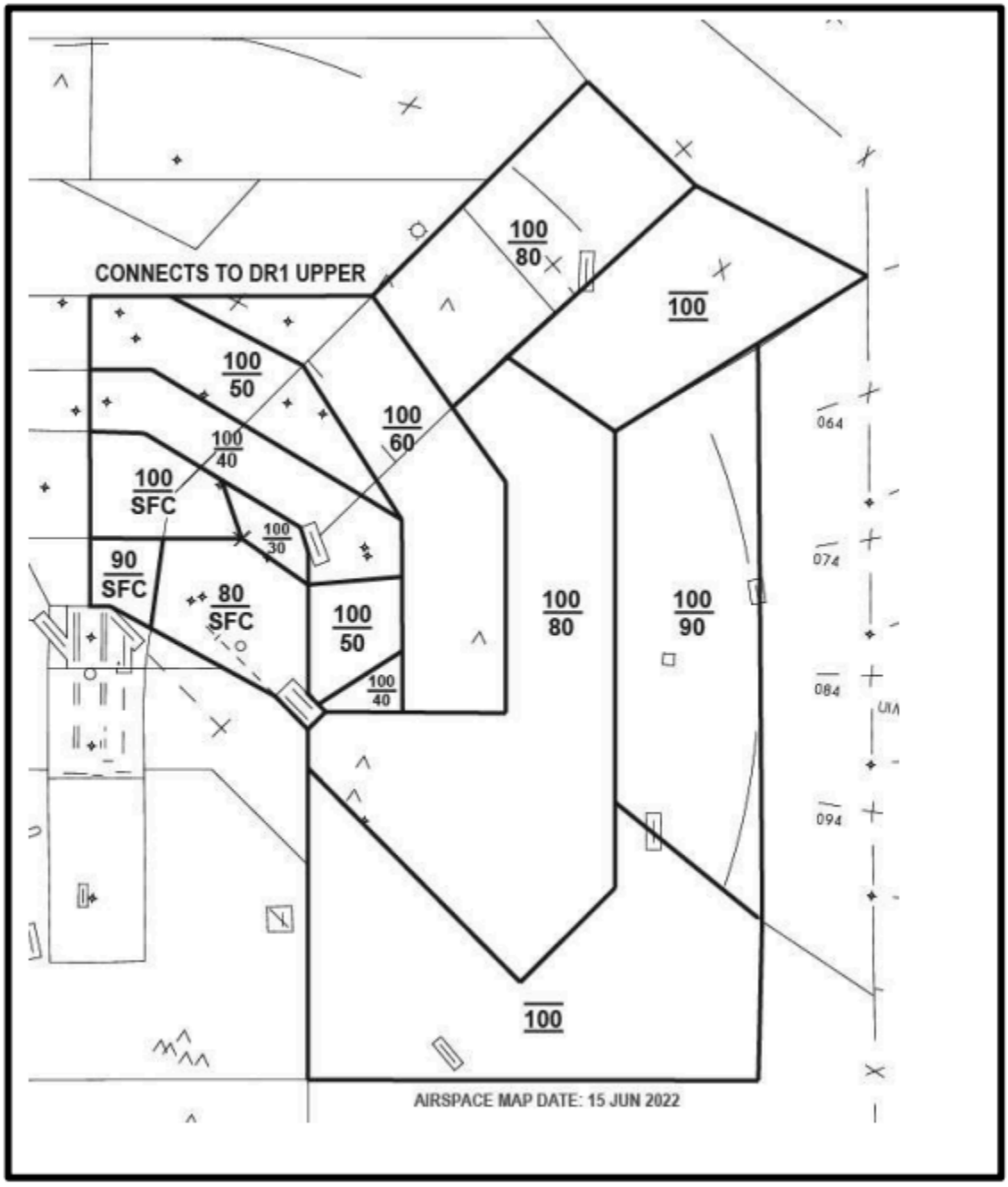


Figure A-1. DR1 North Flow (Lower)

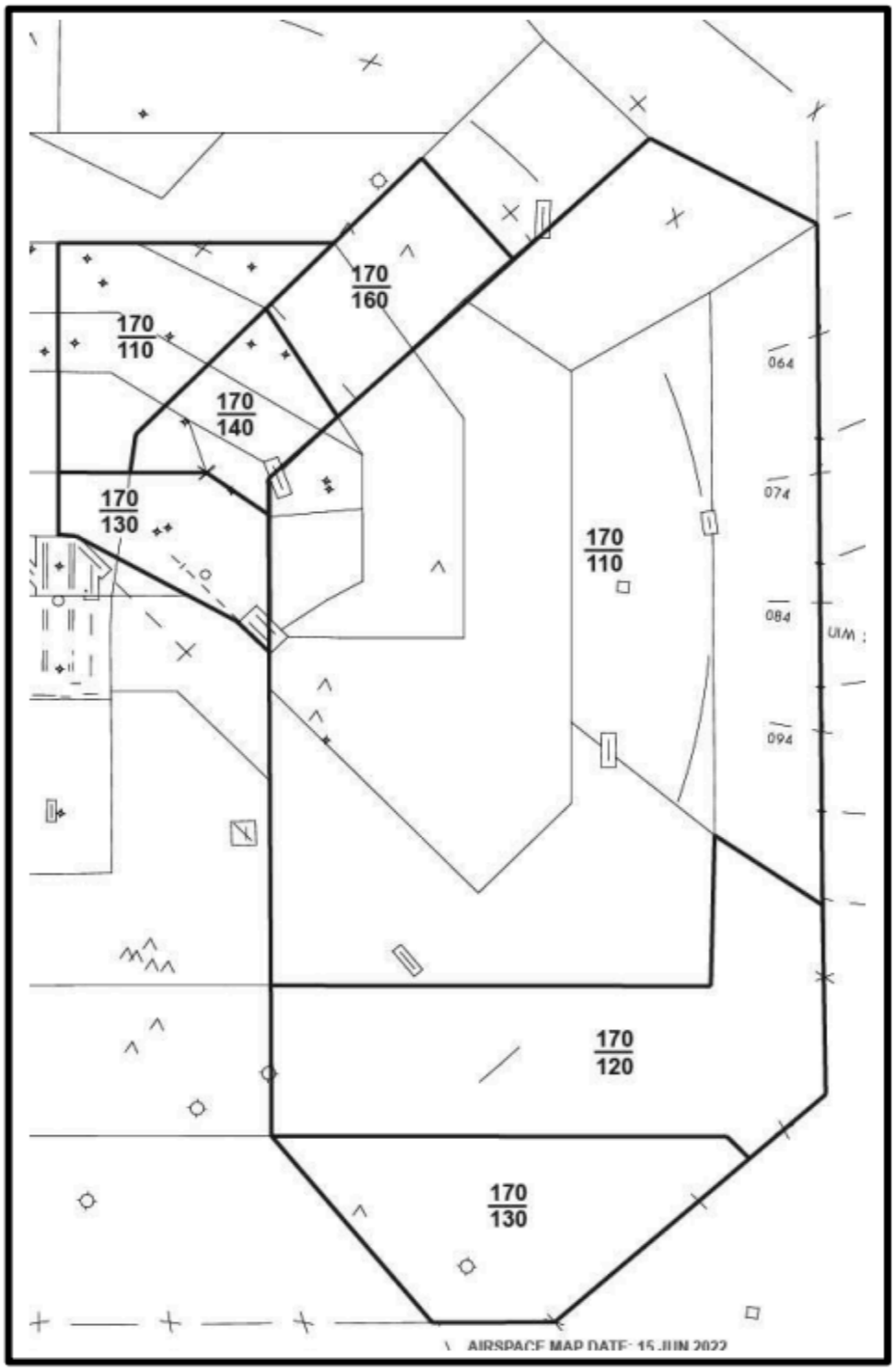


Figure A-2. DR1 North Flow (Upper)

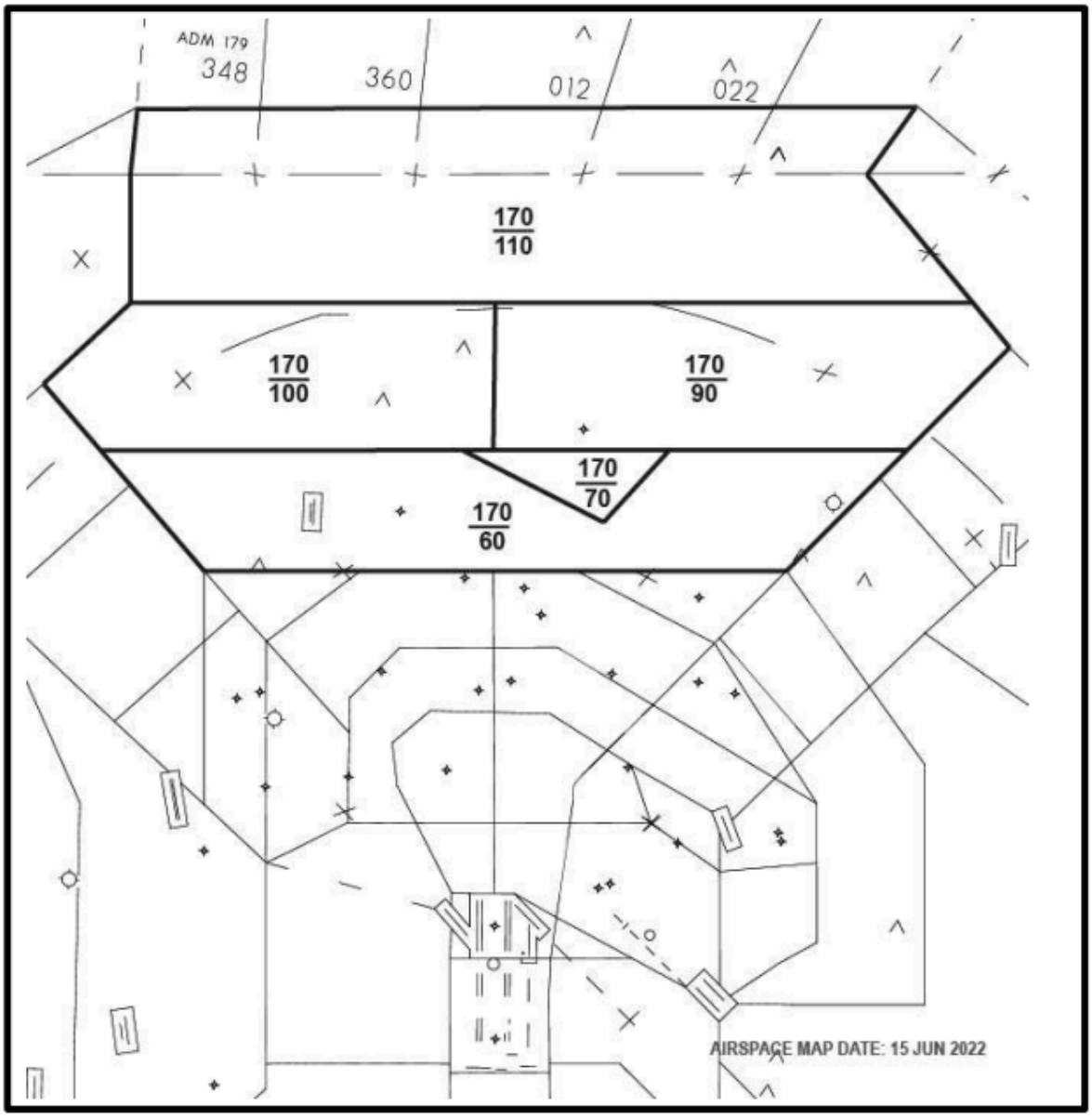


Figure A-3. DR2 North Flow

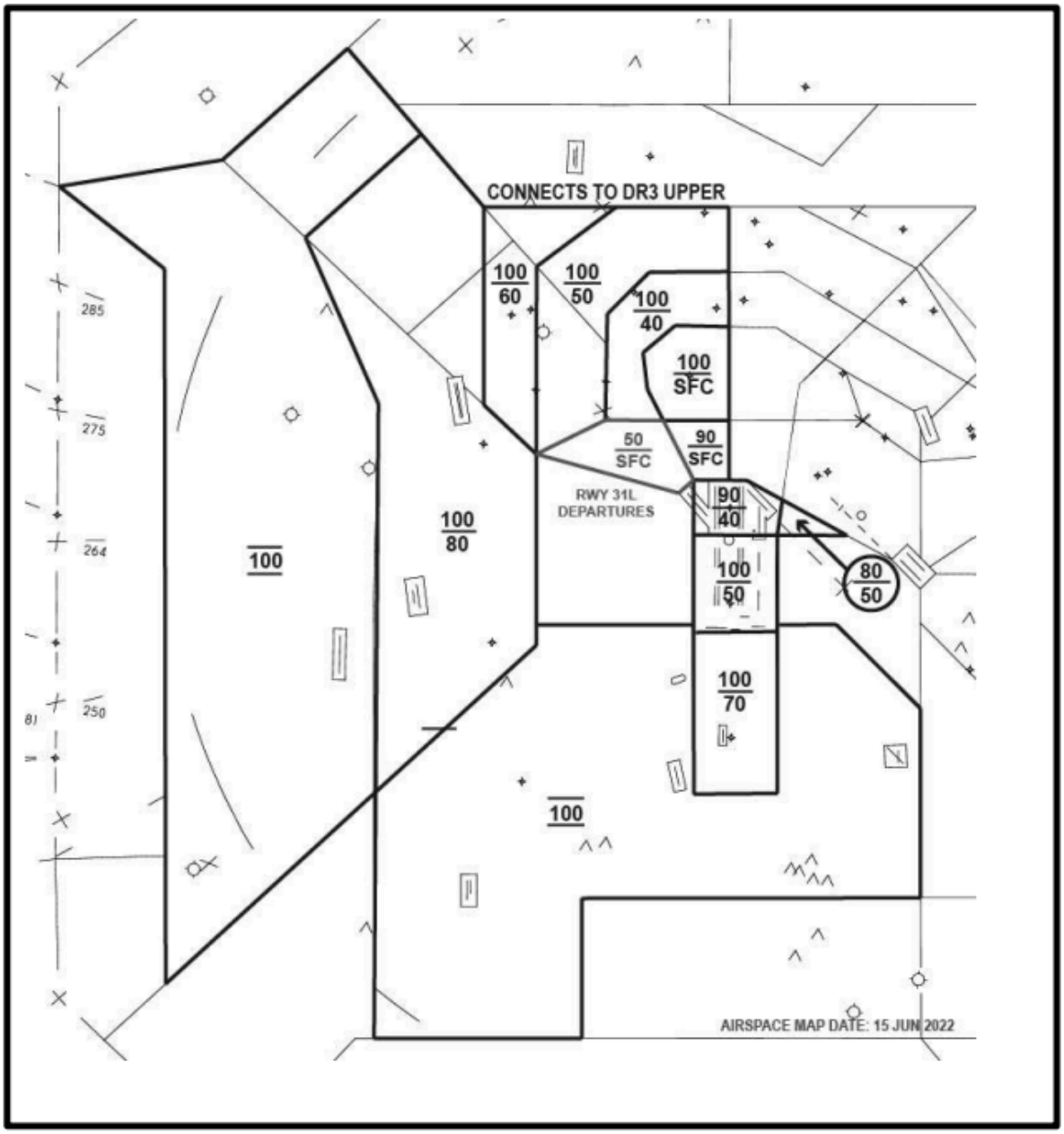


Figure A-4. DR3 North Flow (Lower)

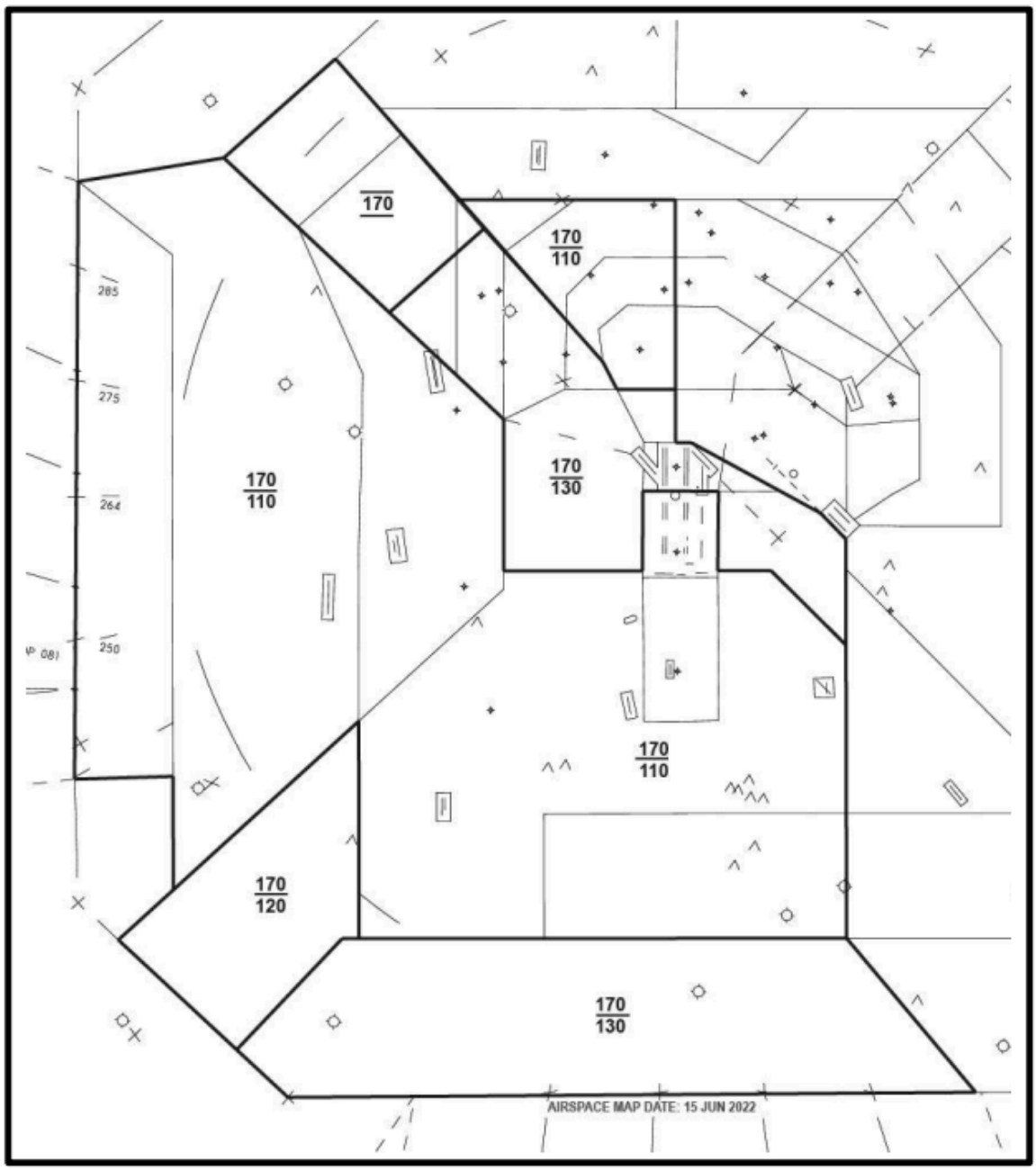


Figure A-5. DR3 North Flow (Upper)

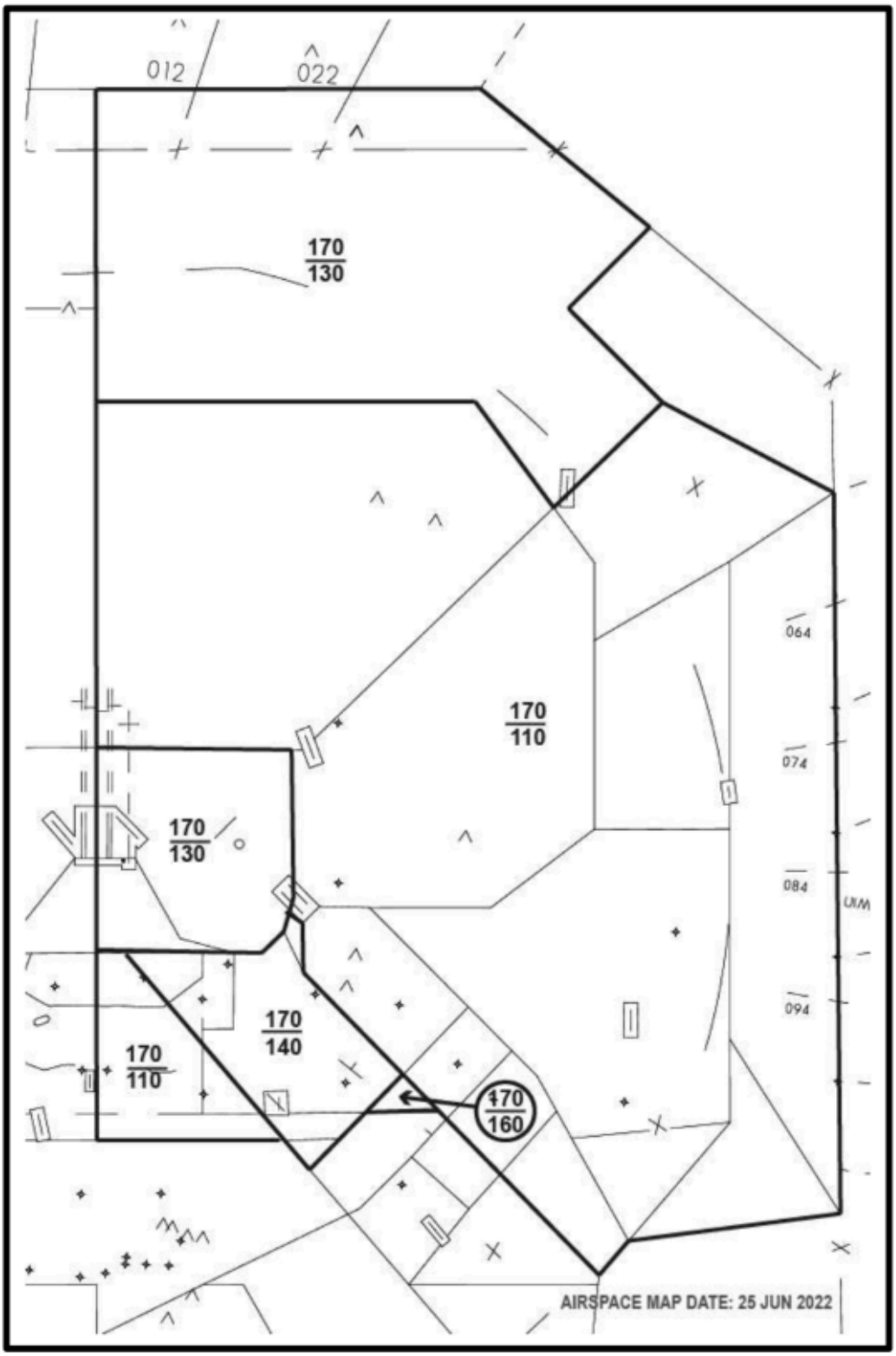


Figure A-7. DR1 South Flow (Upper)

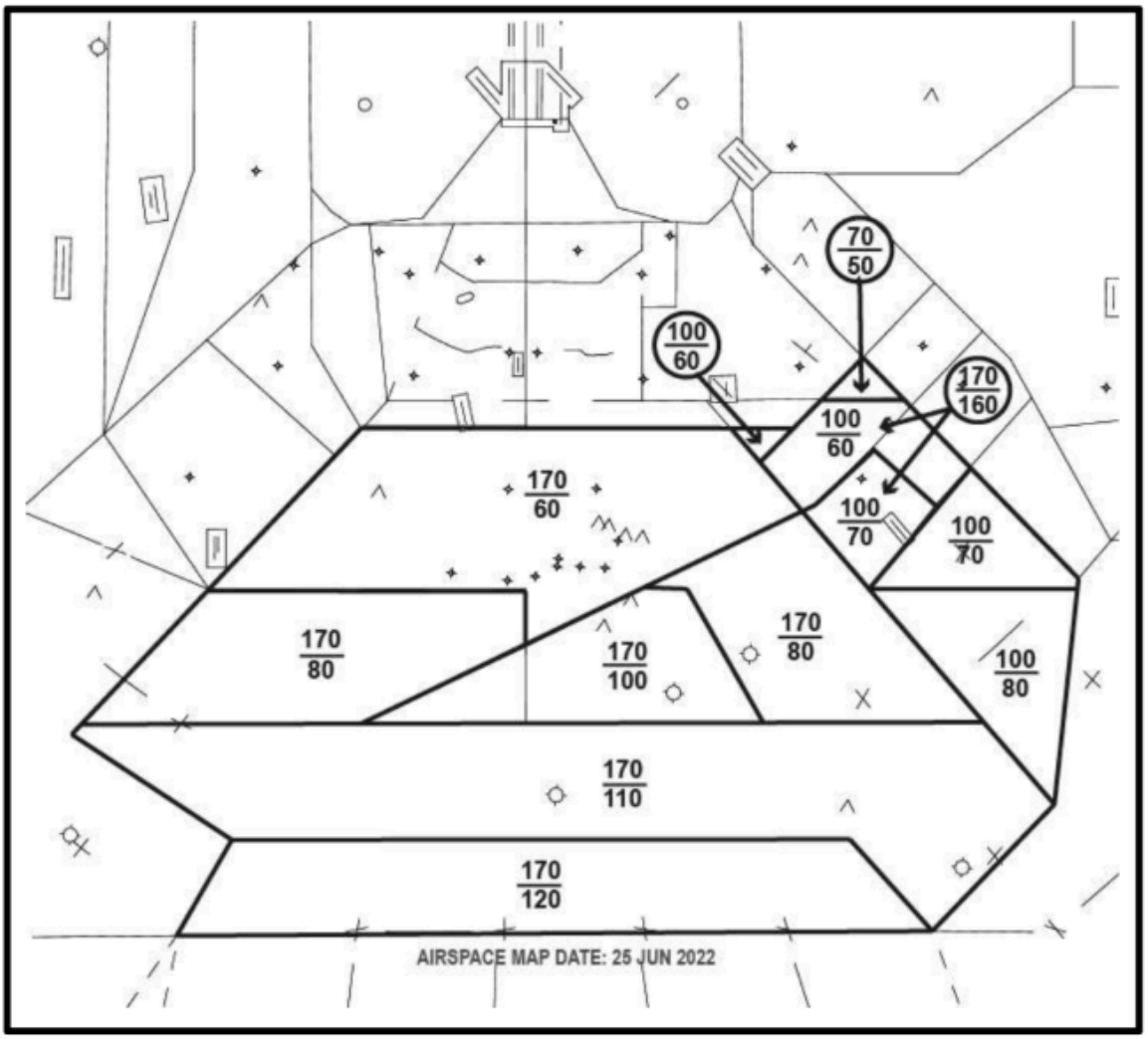


Figure A-8. DR2 South Flow

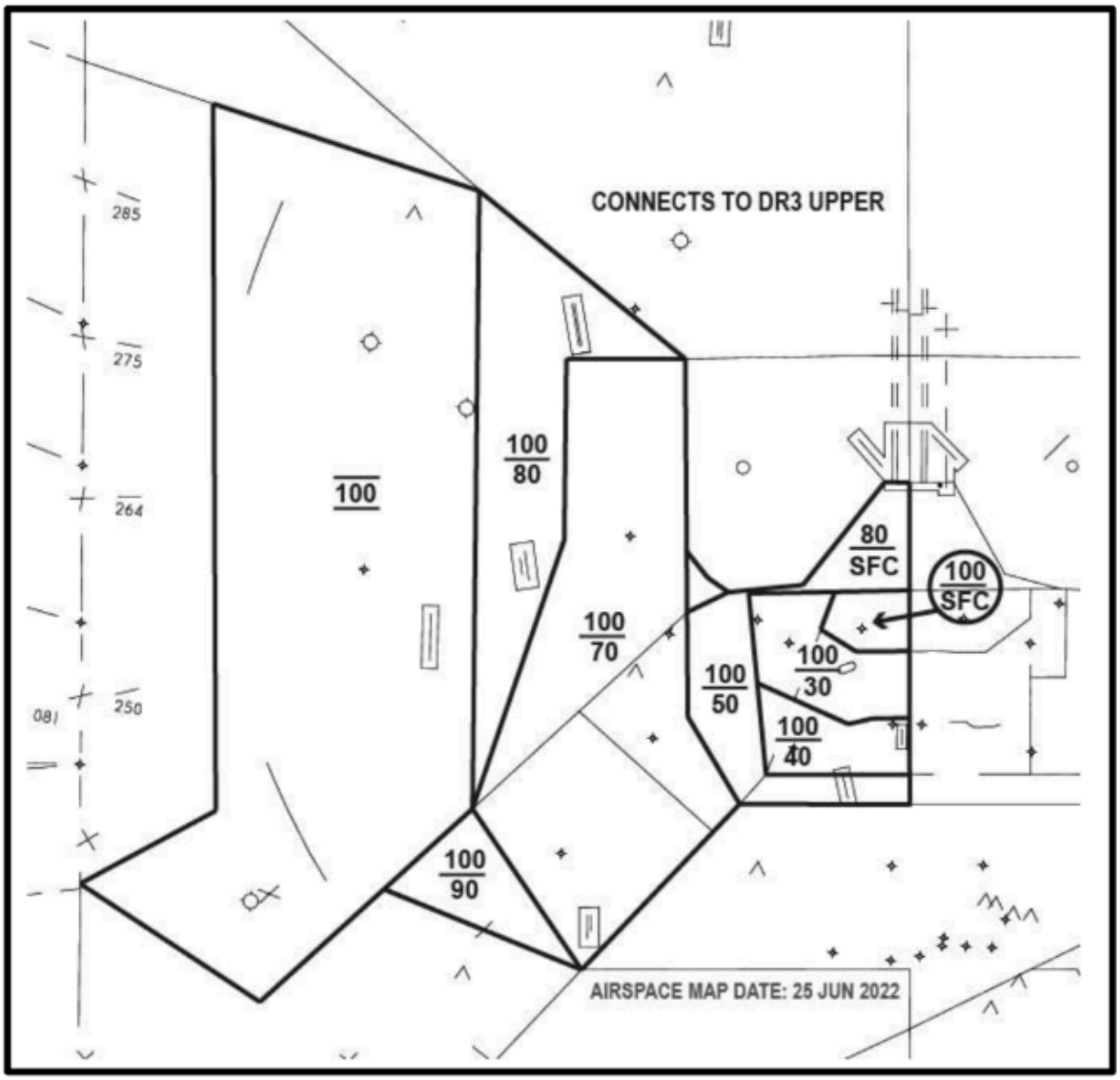


Figure A-9. DR3 South Flow (Lower)

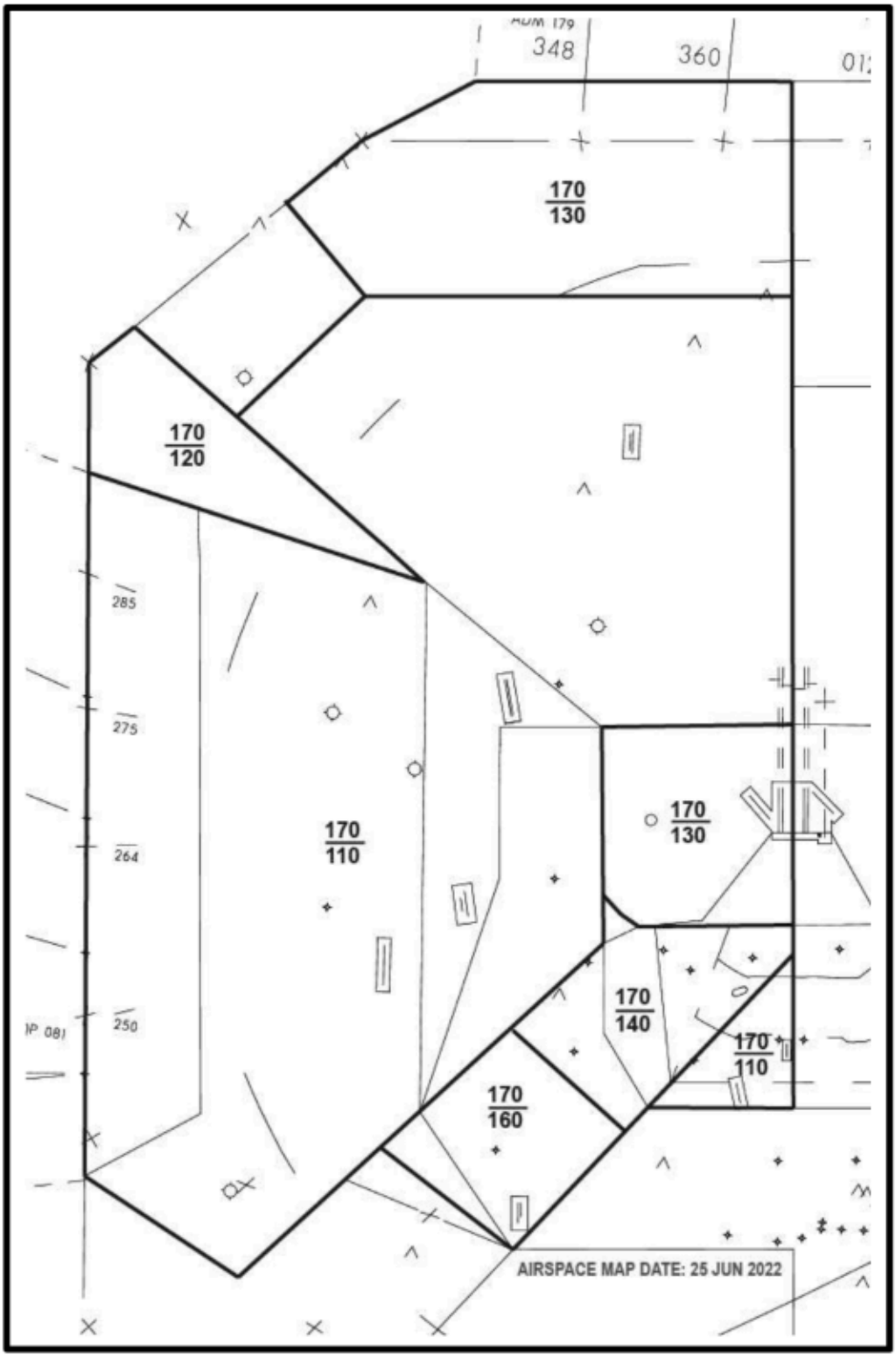


Figure A-10. DR3 South Flow (Lower)

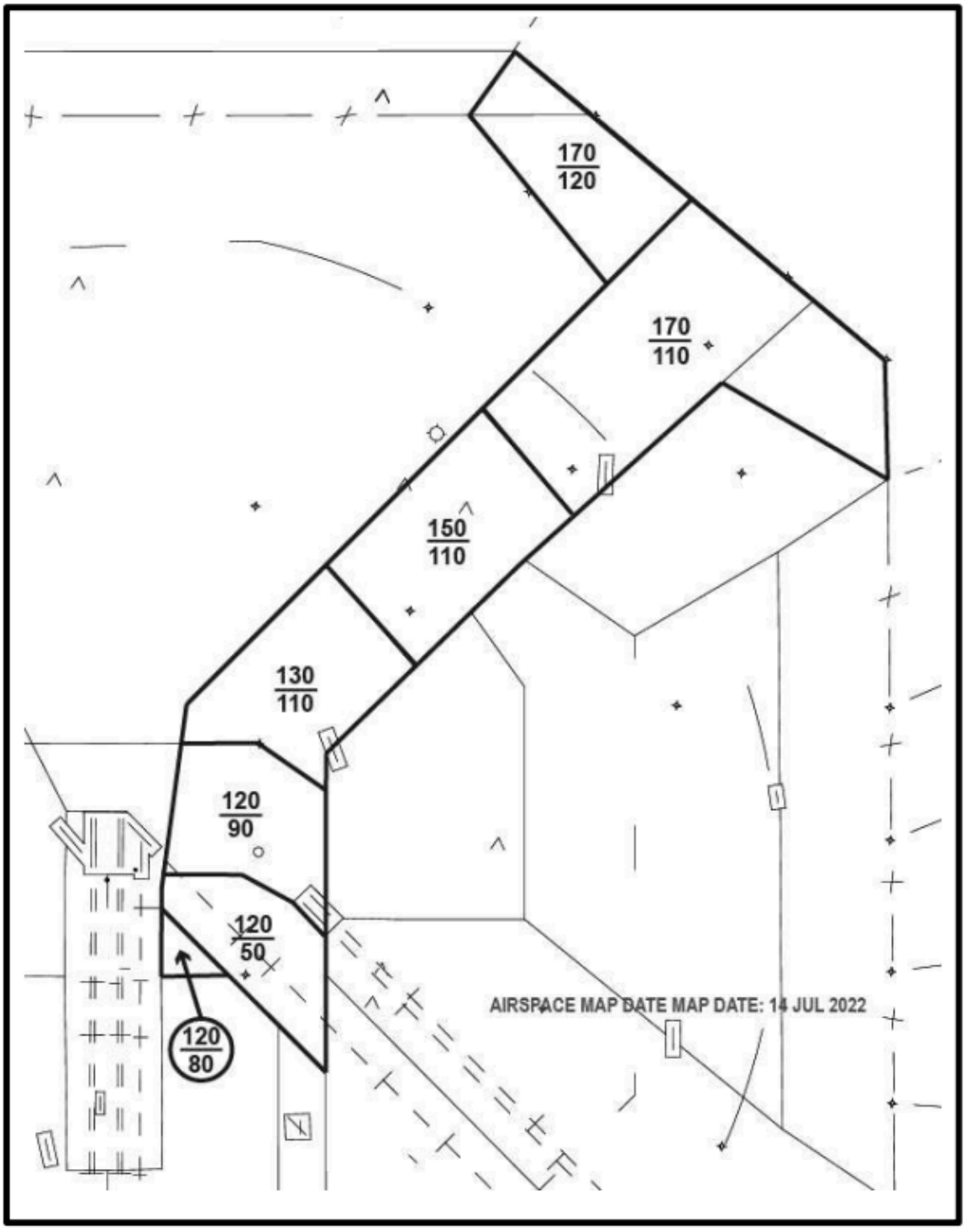


Figure A-11. FE1 North Flow

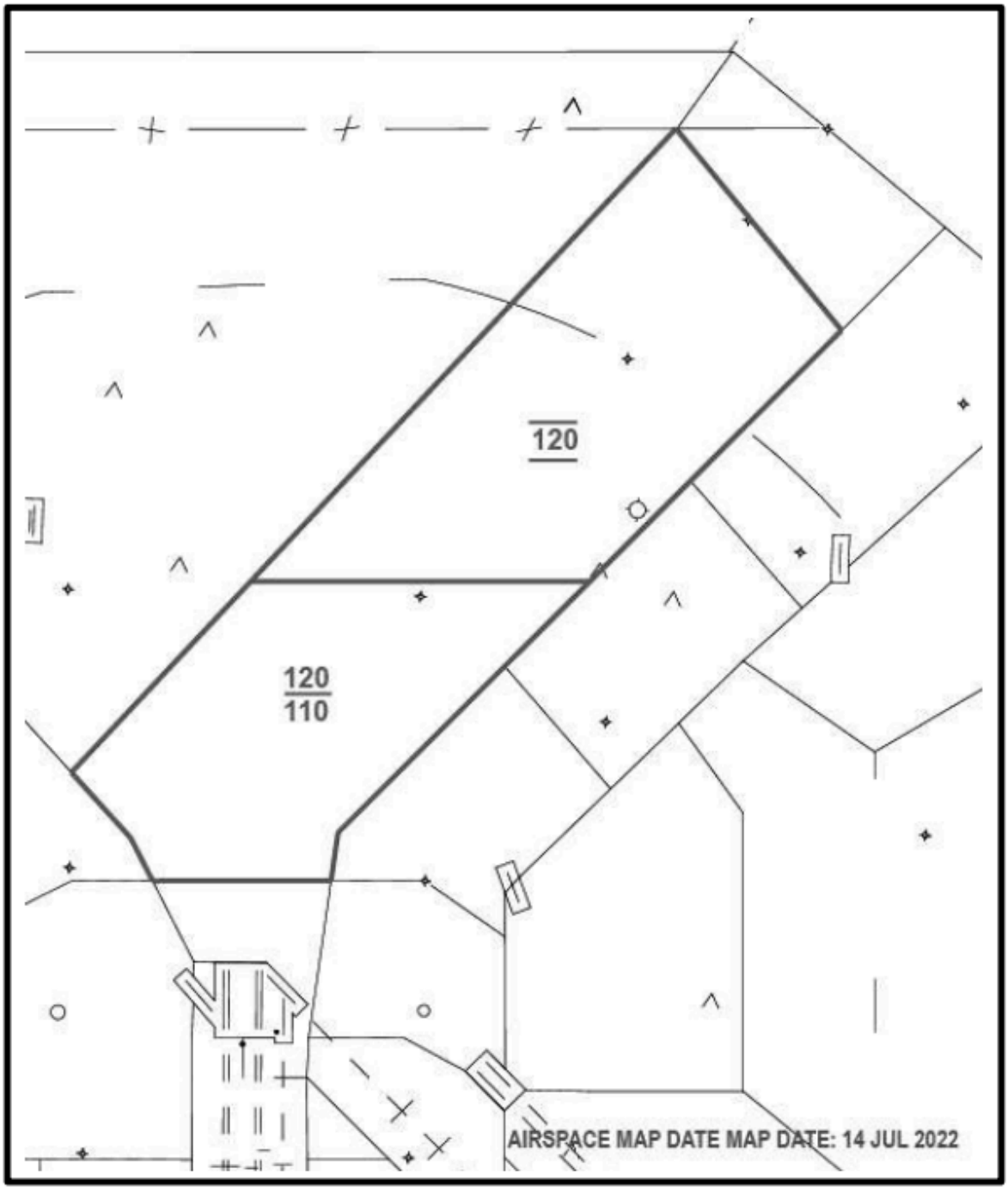


Figure A-12 FE1 HSD North Flow

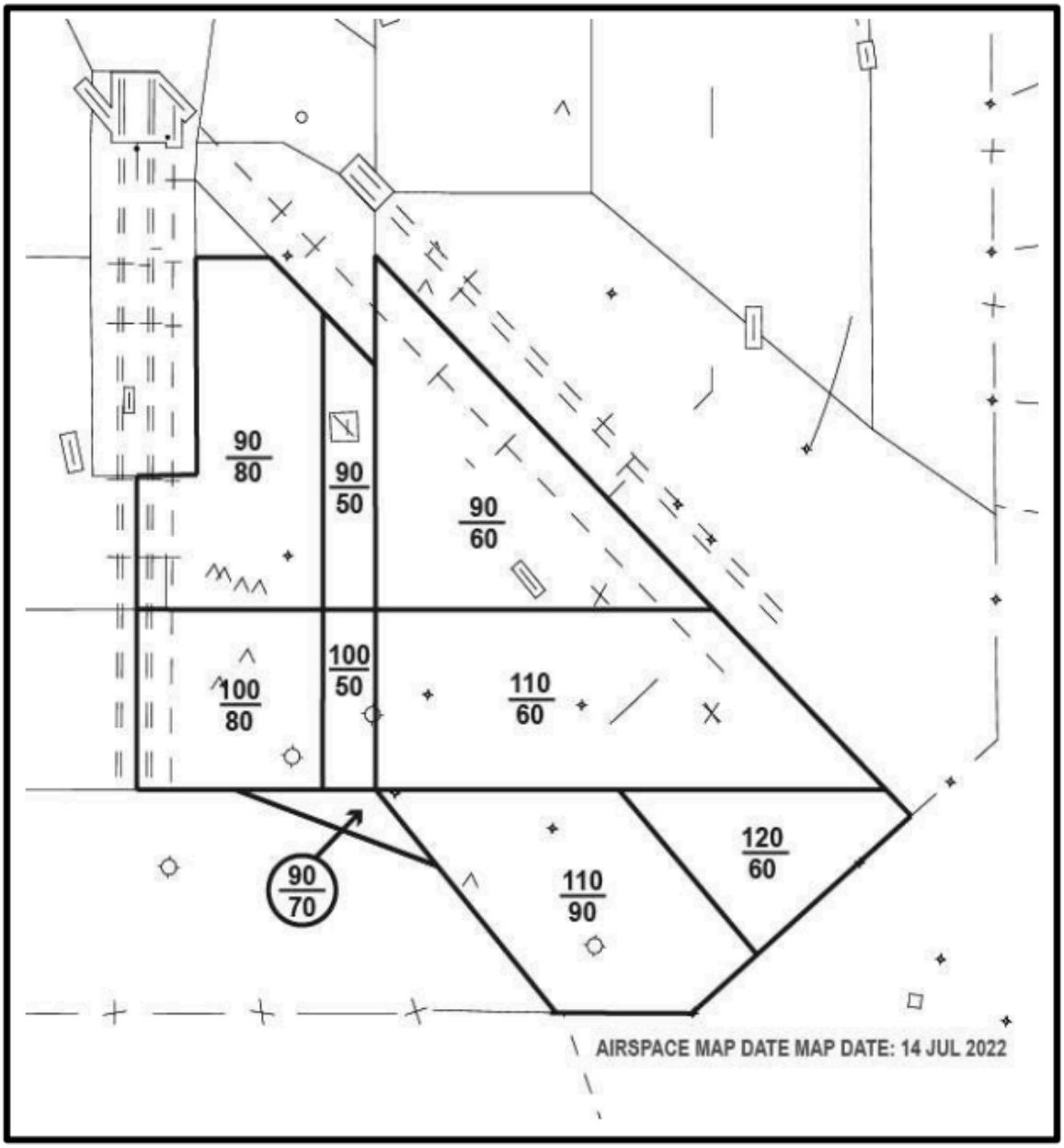


Figure A-13. FE2 North Flow

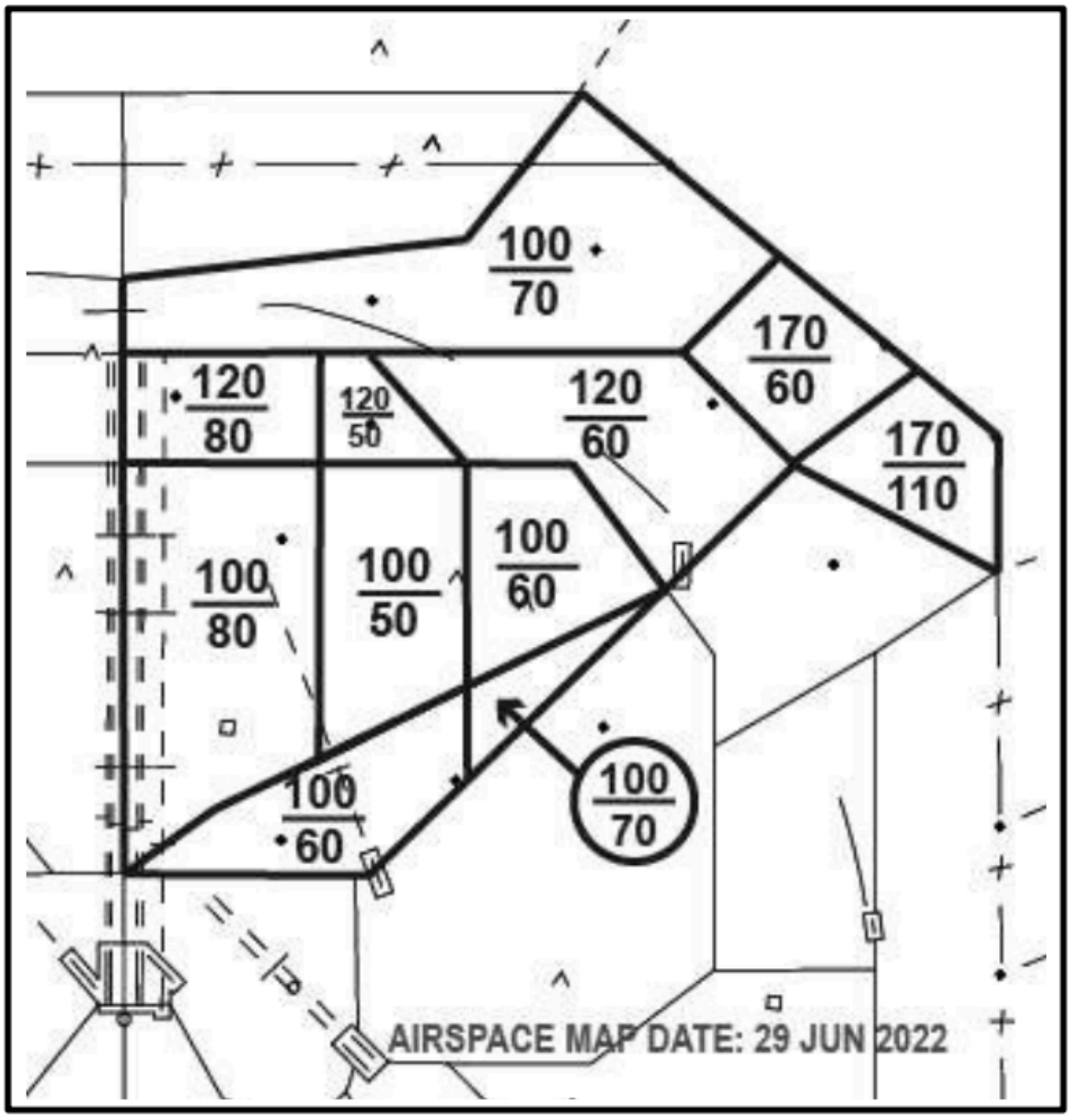


Figure A-14. FE1 South Flow

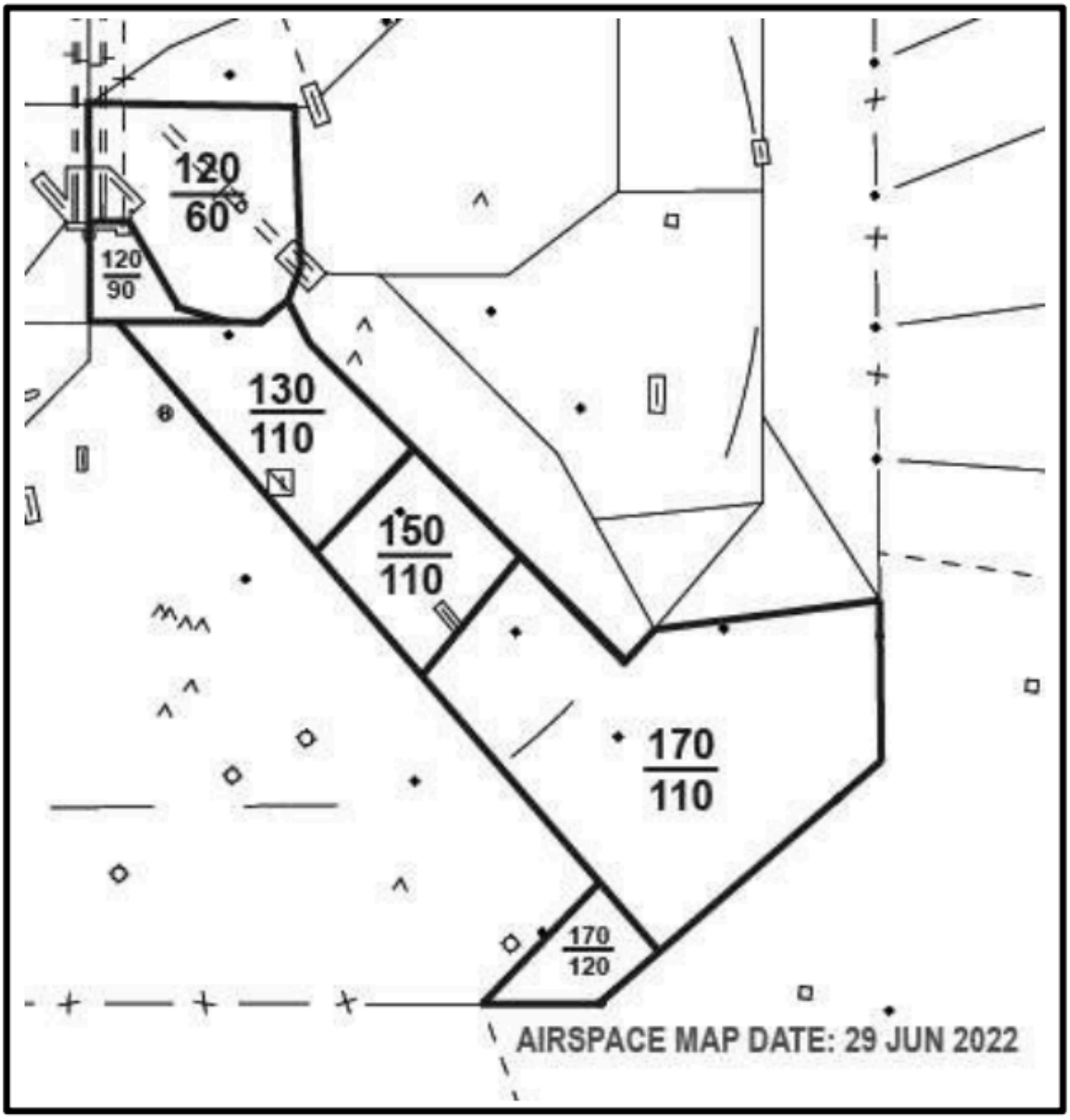


Figure A-15. FE2 South Flow

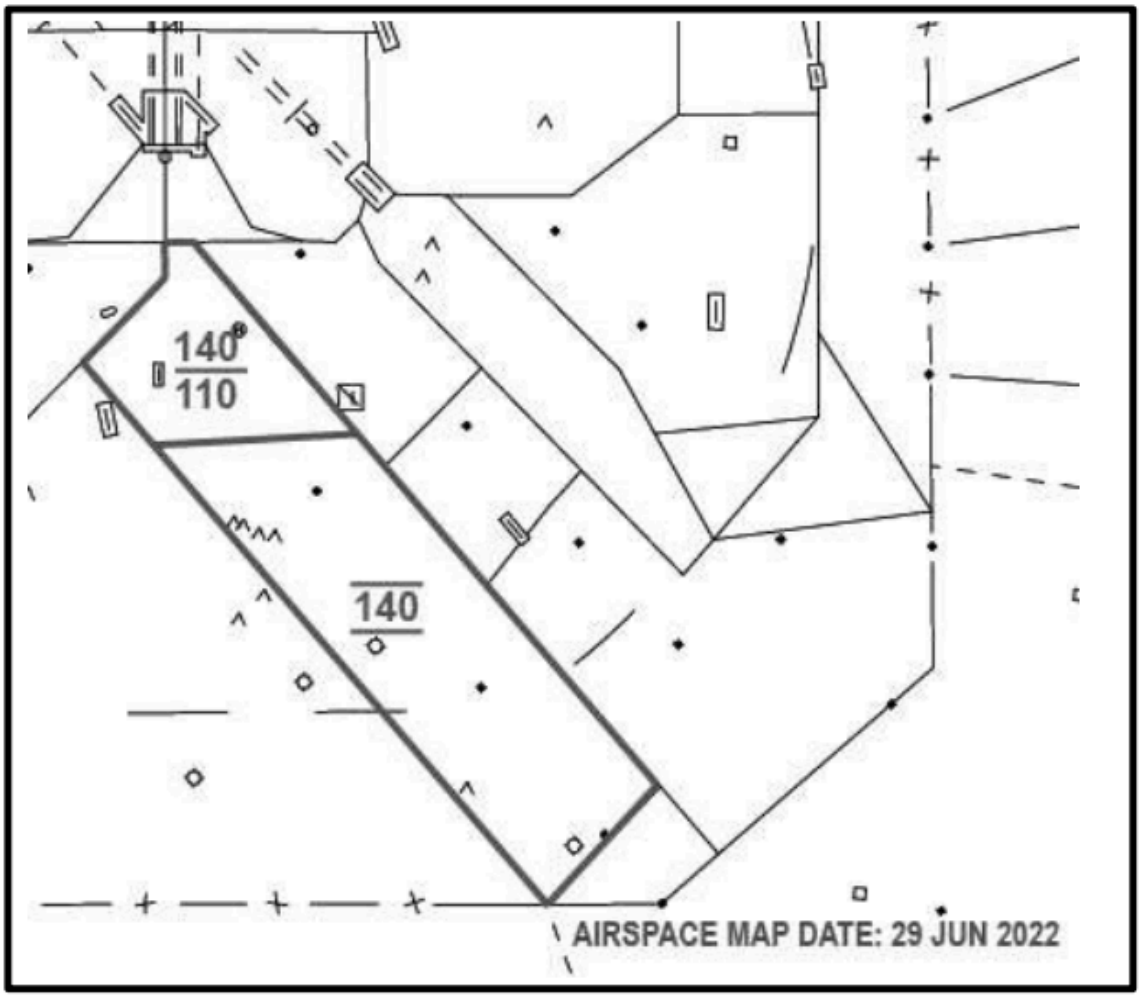


Figure A-16. FE2 HSD South Flow

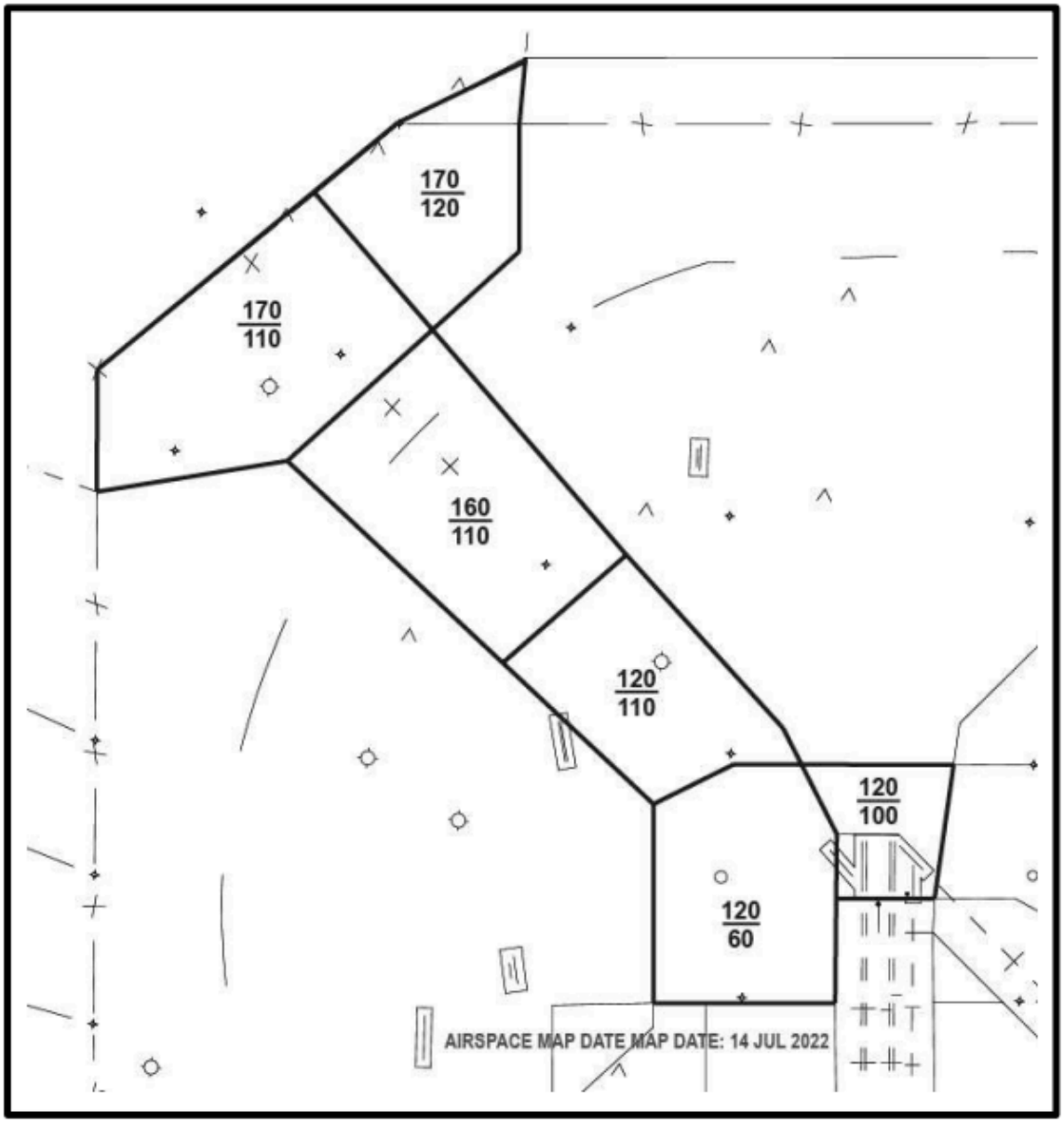


Figure A-17. FW1 North Flow

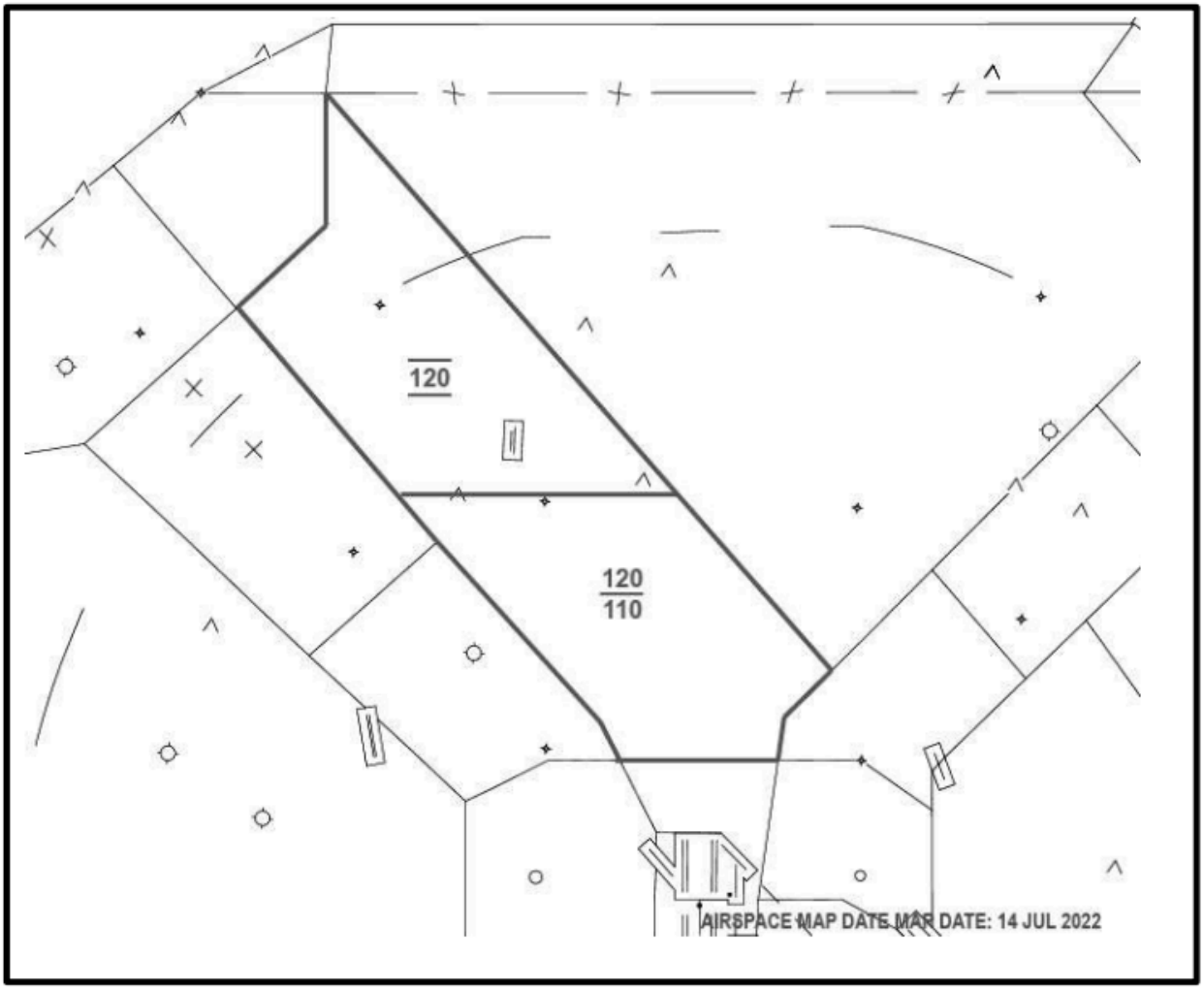


Figure A-18. FW1 HSD North Flo

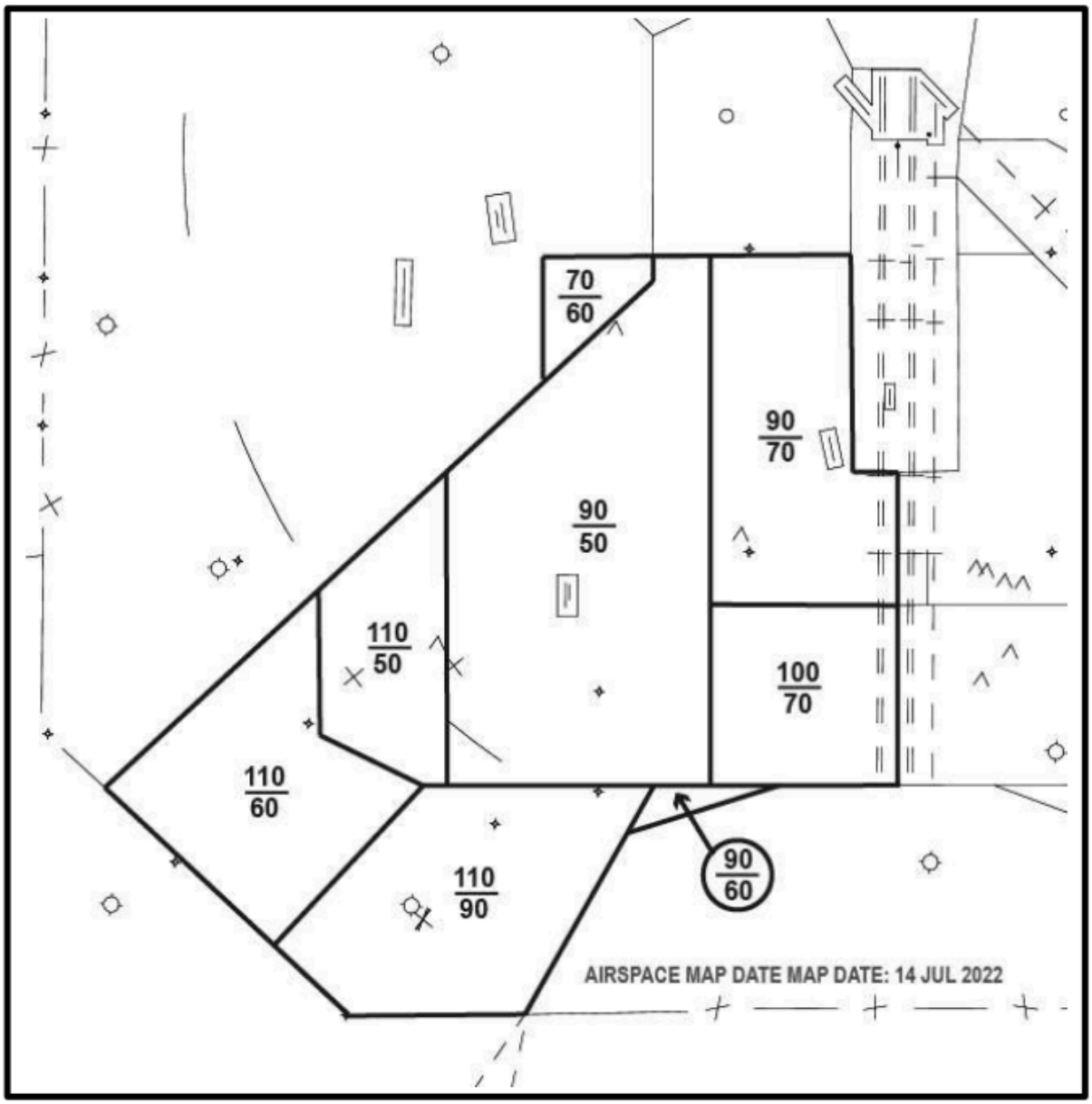


Figure A-19. FW2 North Flow

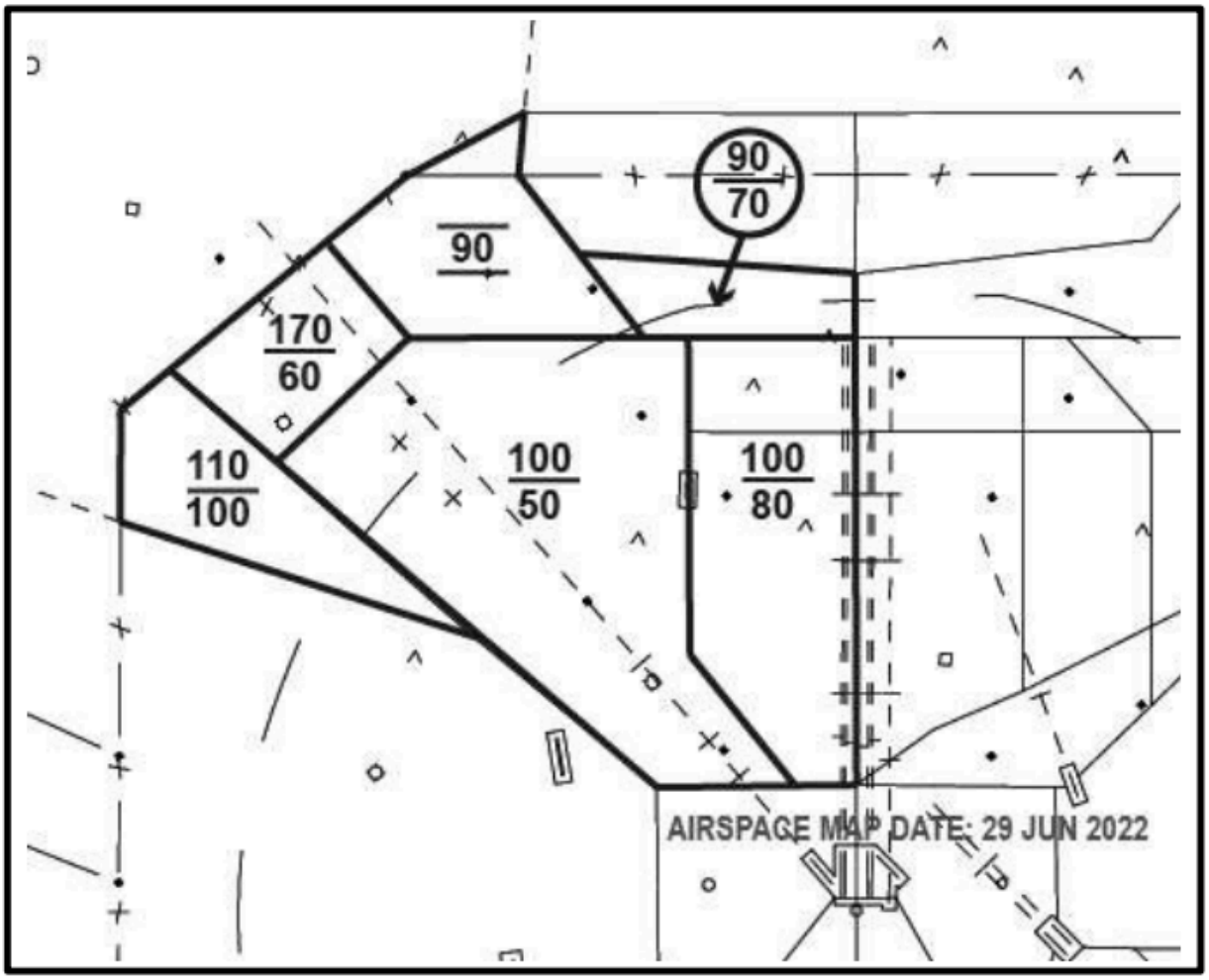


Figure A-20. FW1 South Flow

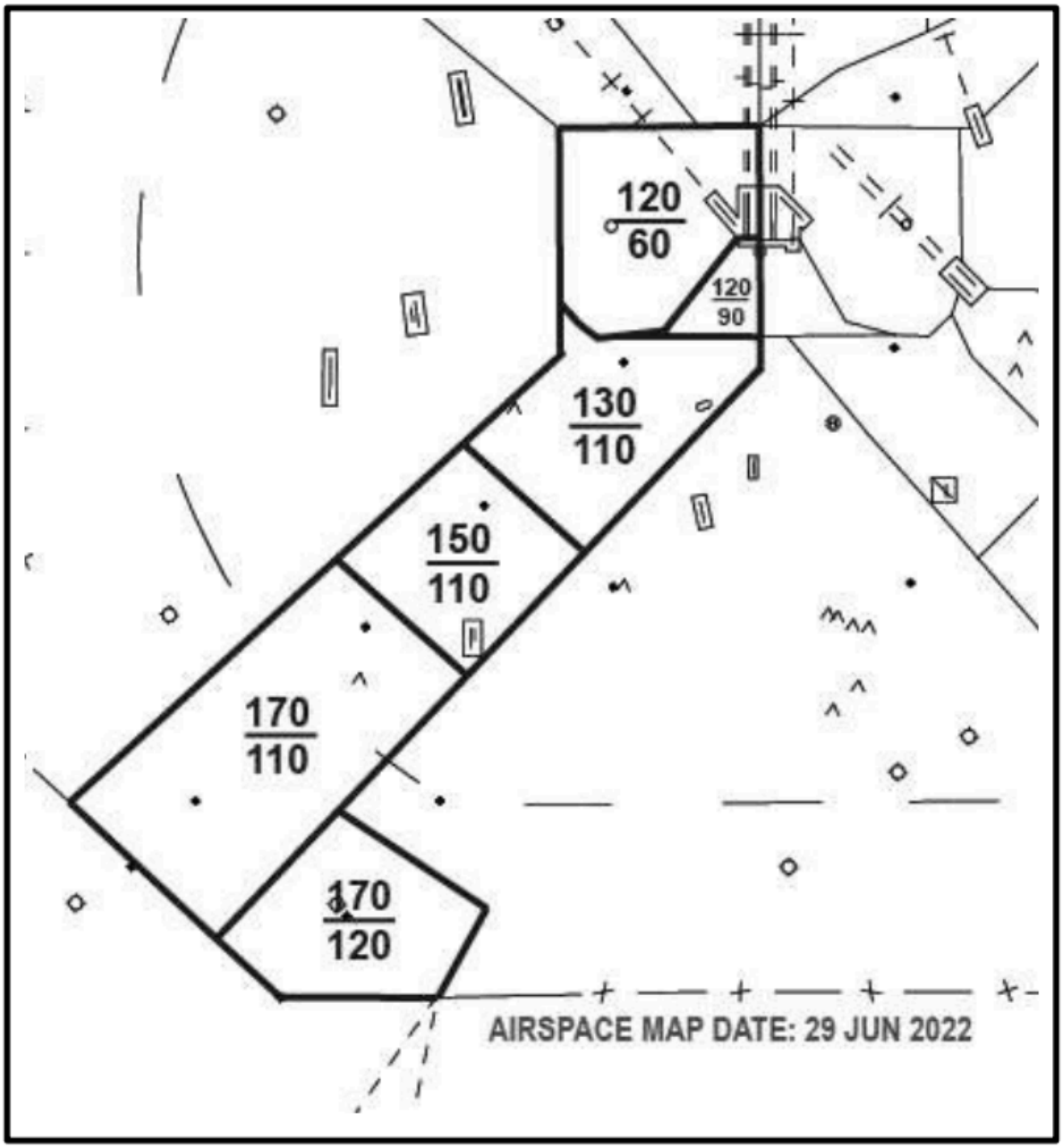
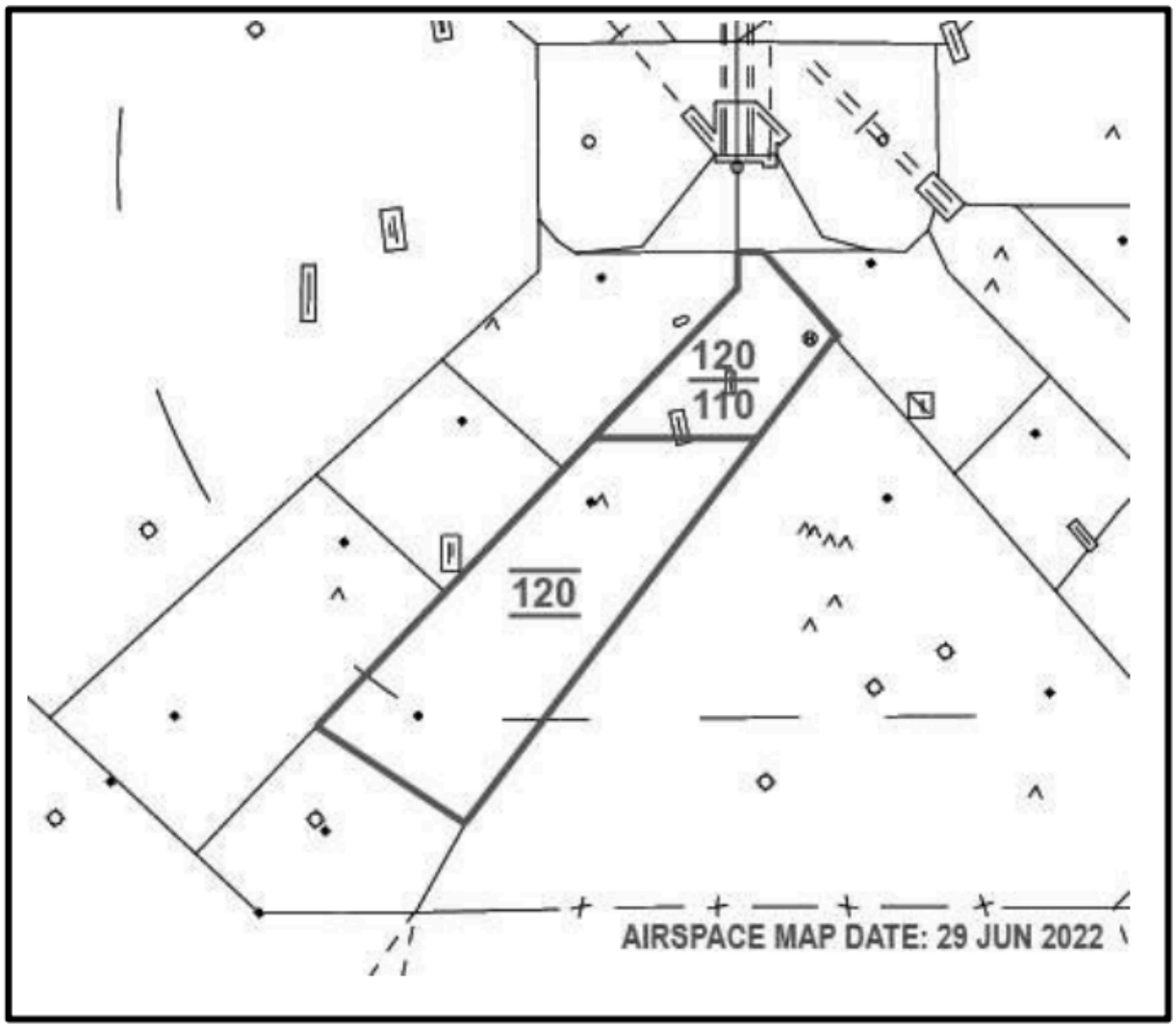


Figure A-21. FW2 South Flow



A-22. FW2 HSD South Flow

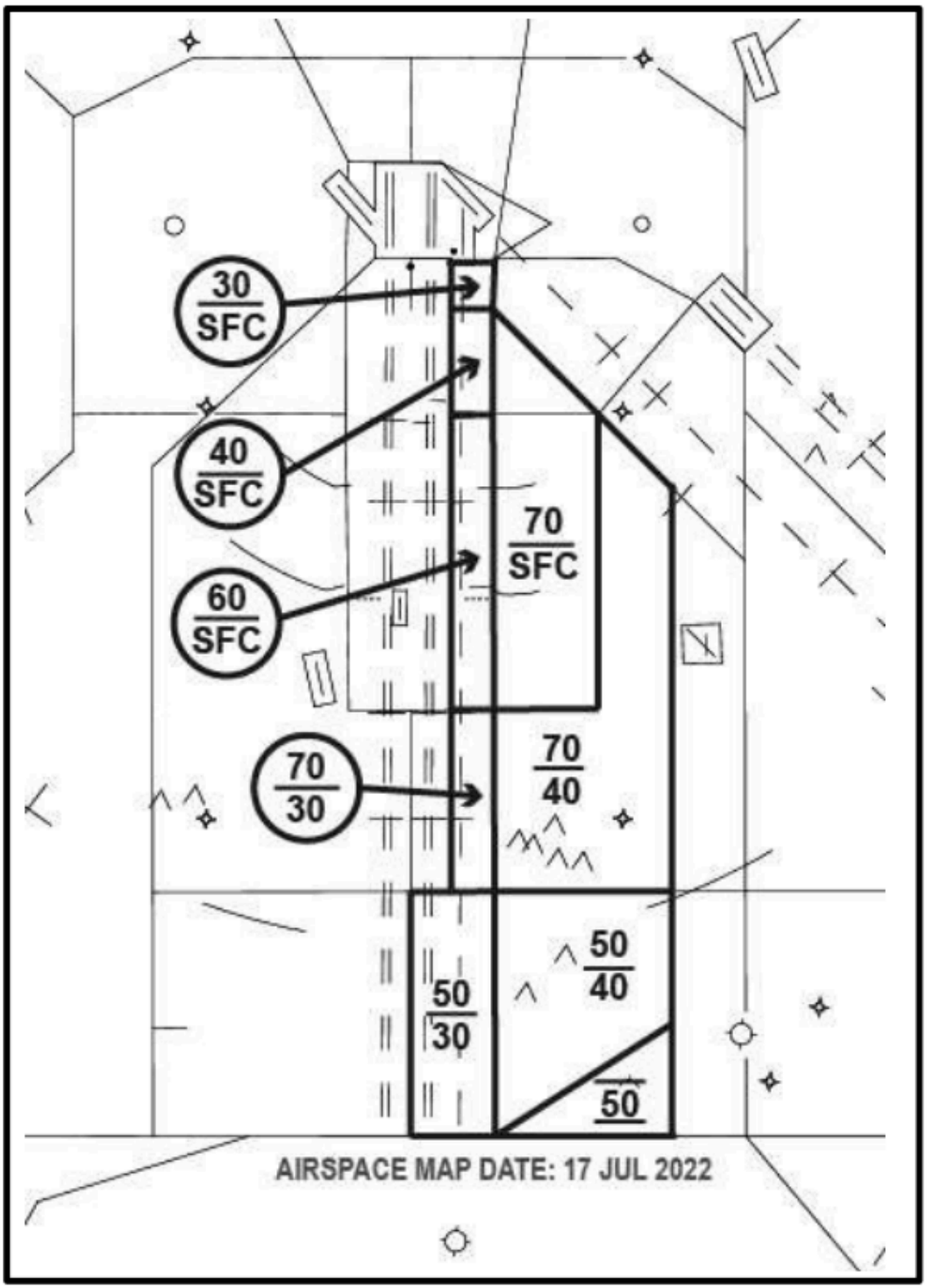


Figure A-23. AR1 North Flow

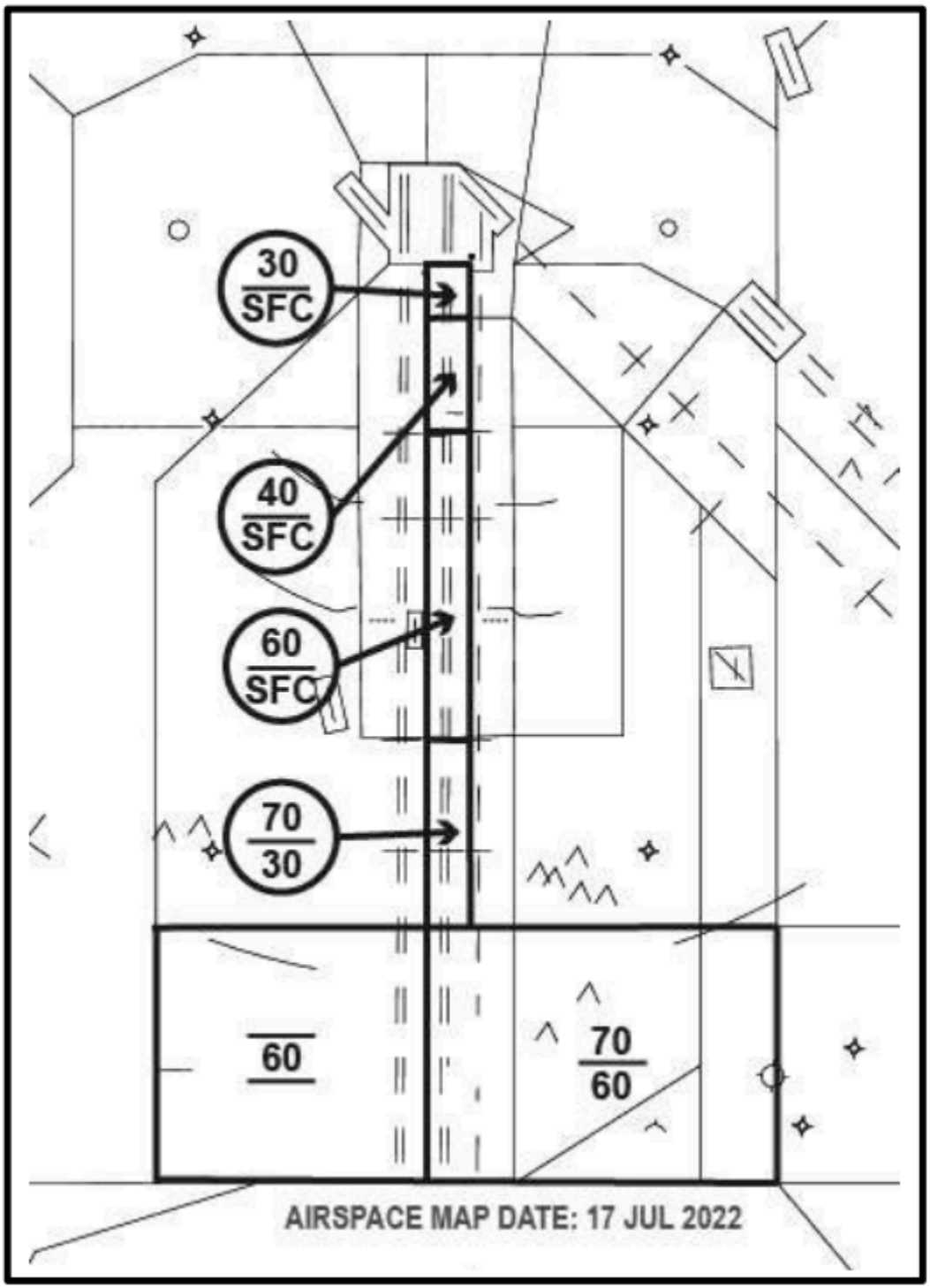


Figure A-24. AR2 North Flow

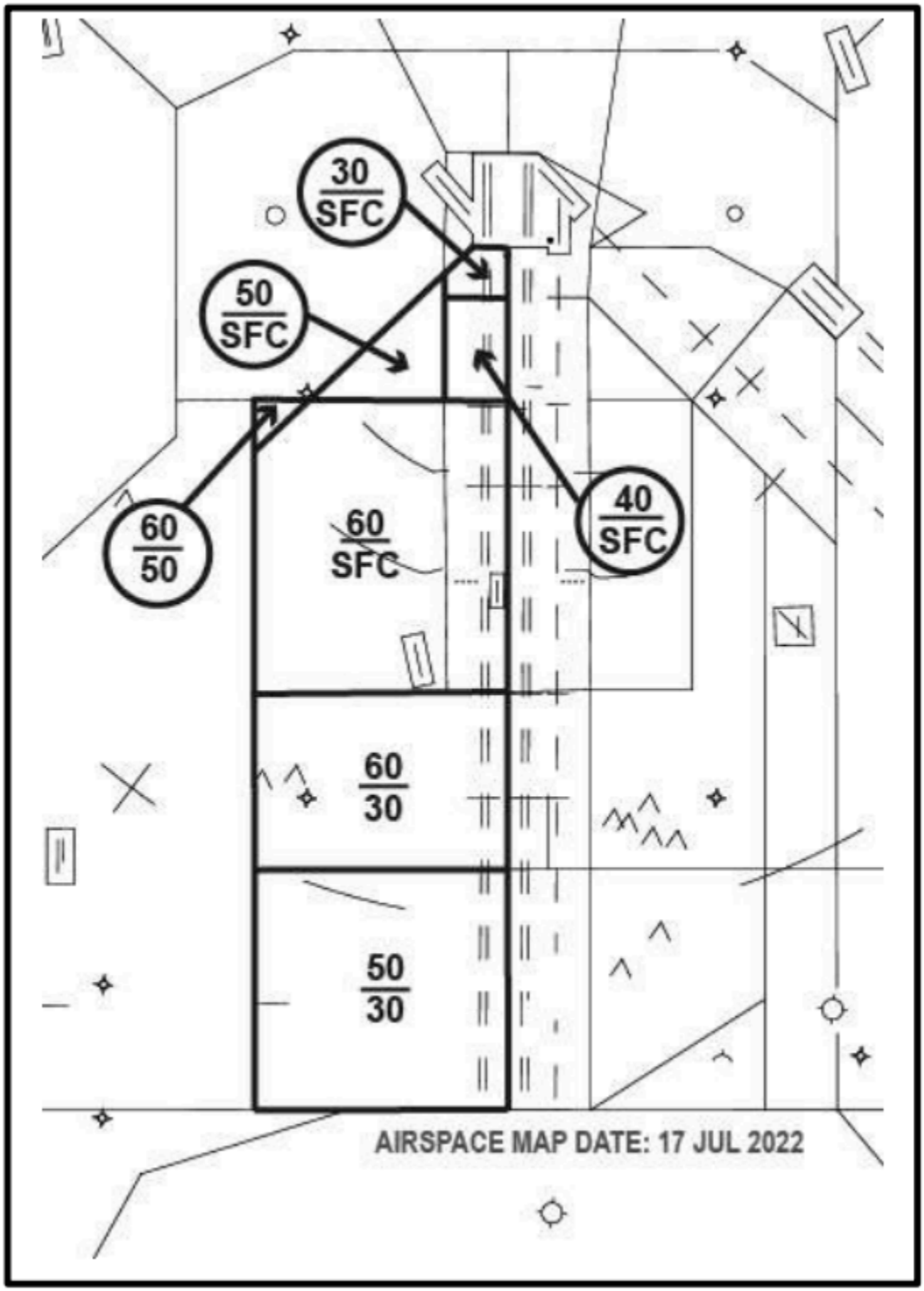


Figure A-25. AR3 North Flow

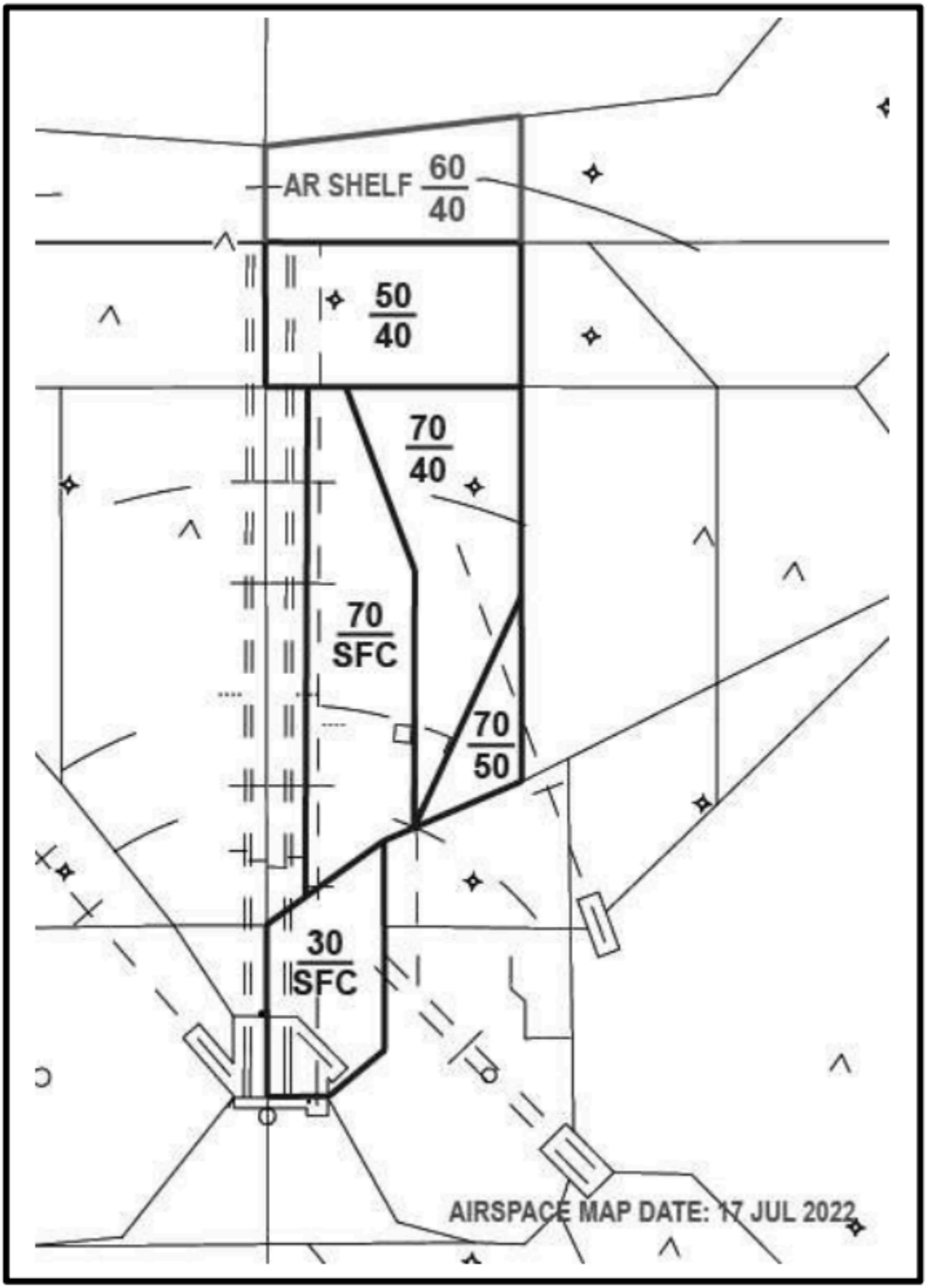


Figure A-26. AR1 South Flow

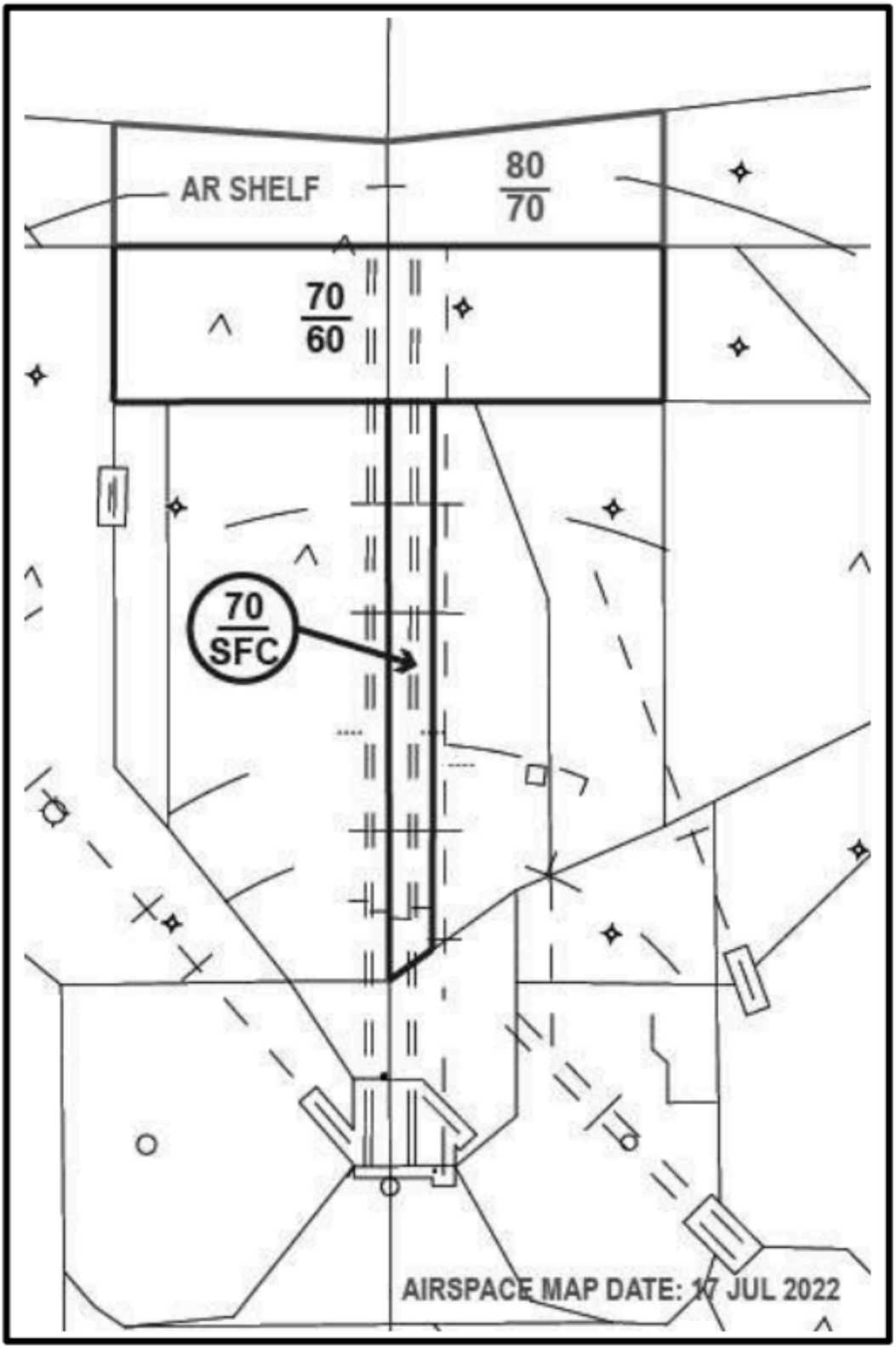


Figure A-27. AR2 South Flow

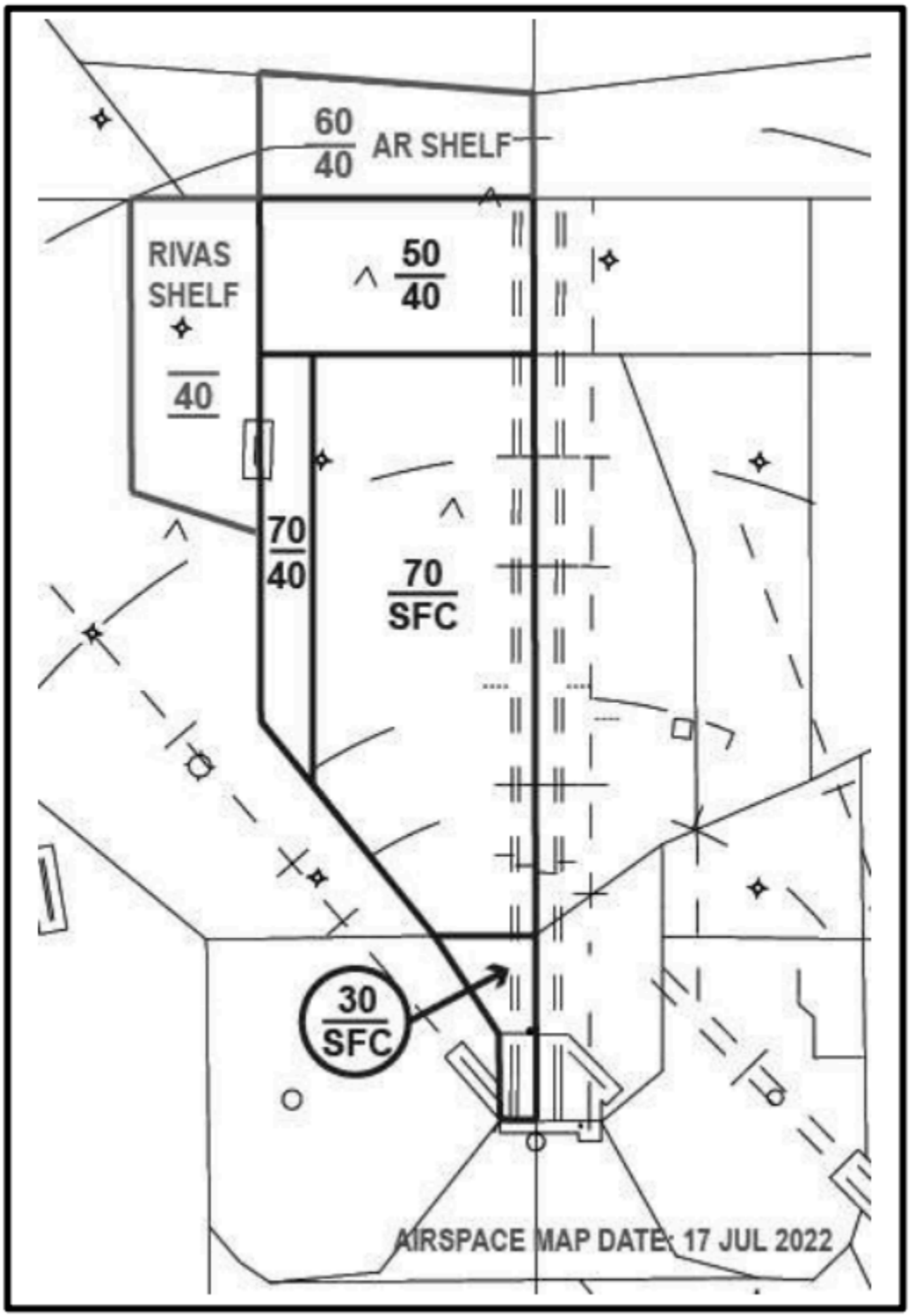


Figure A-28. AR3 South Flow

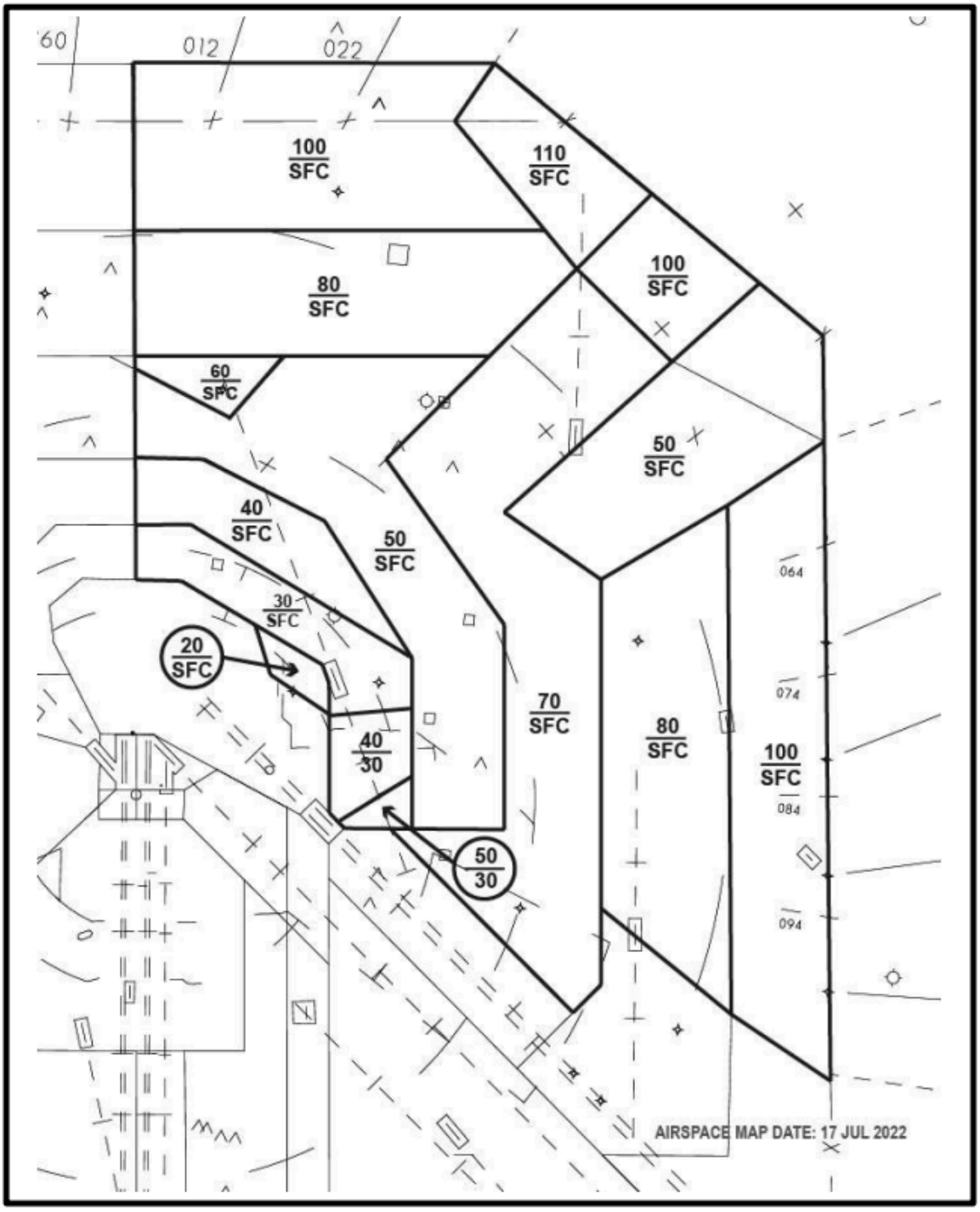


Figure A-29. DN North Flow

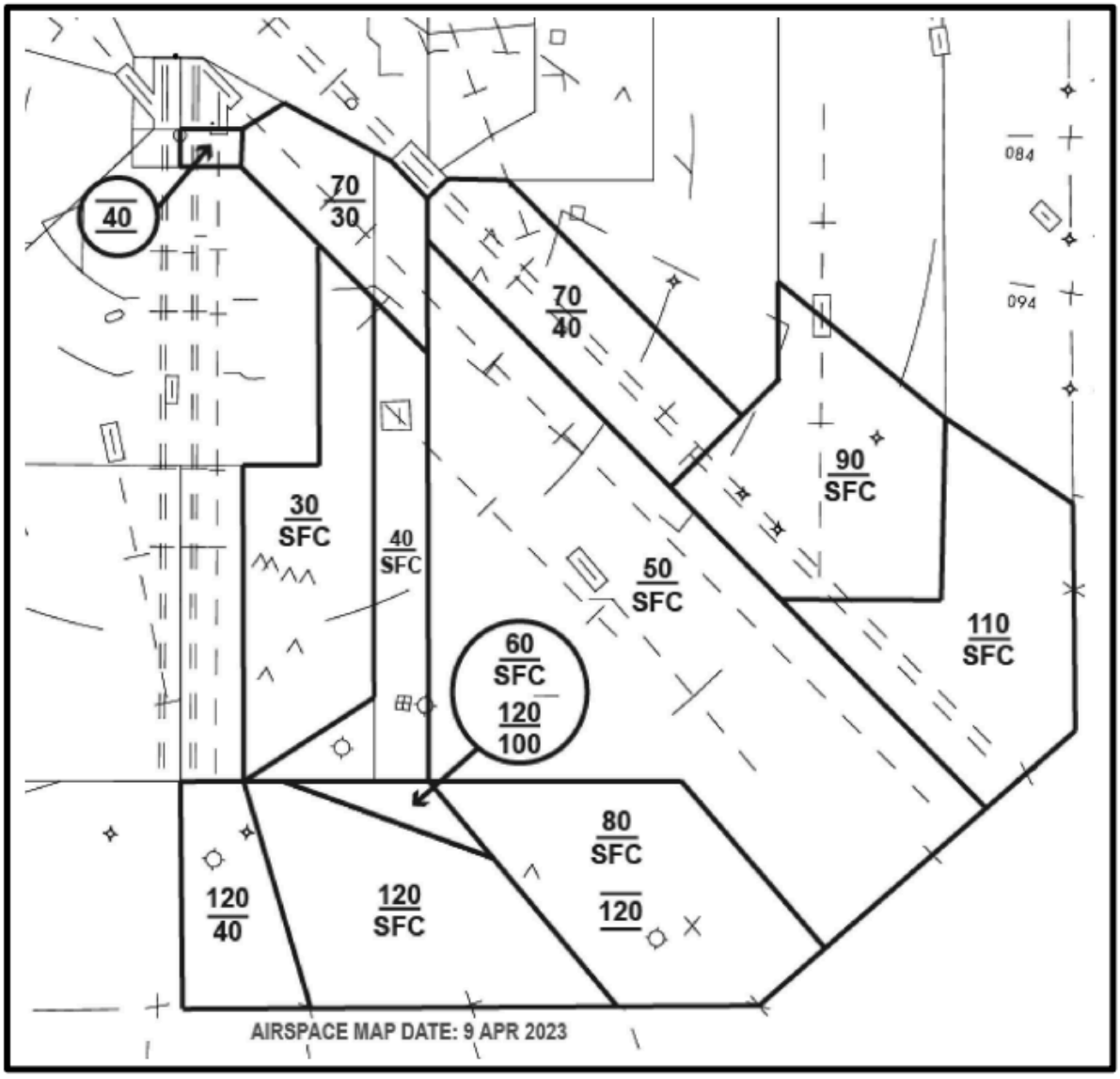


Figure A-30. DS North Flow

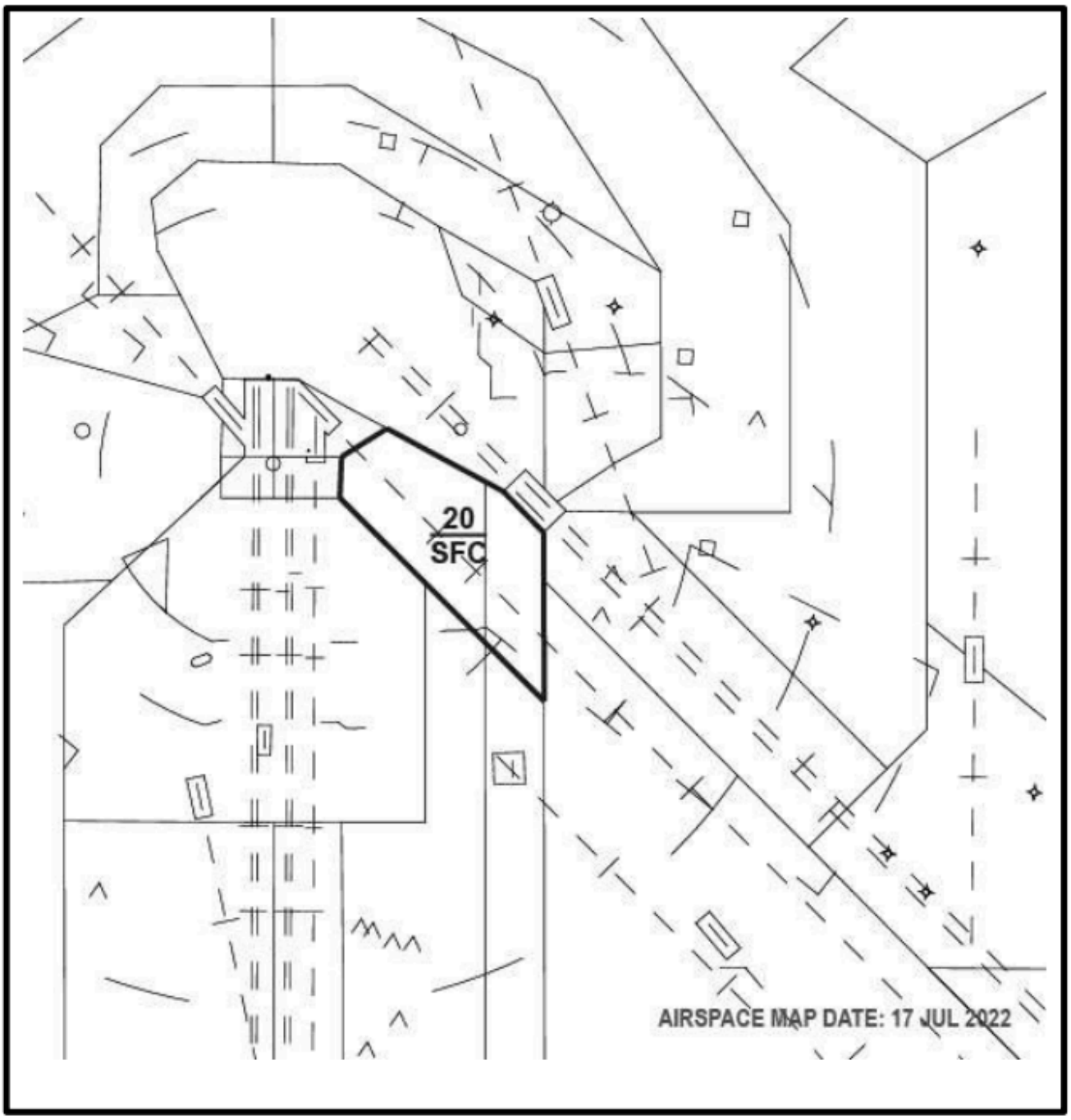


Figure A-32. AR6 North Flow

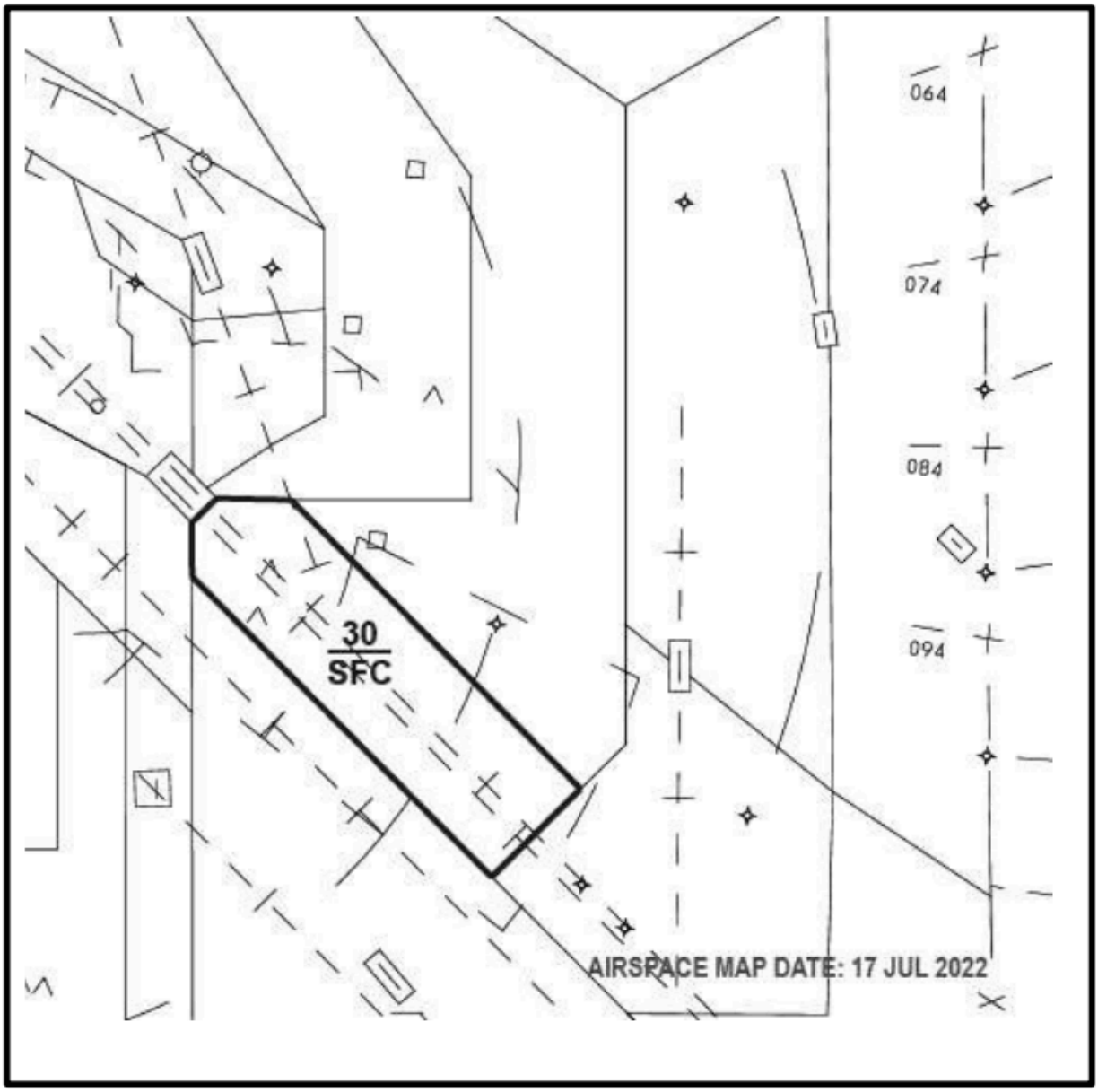


Figure A-33. AR7 North Flow

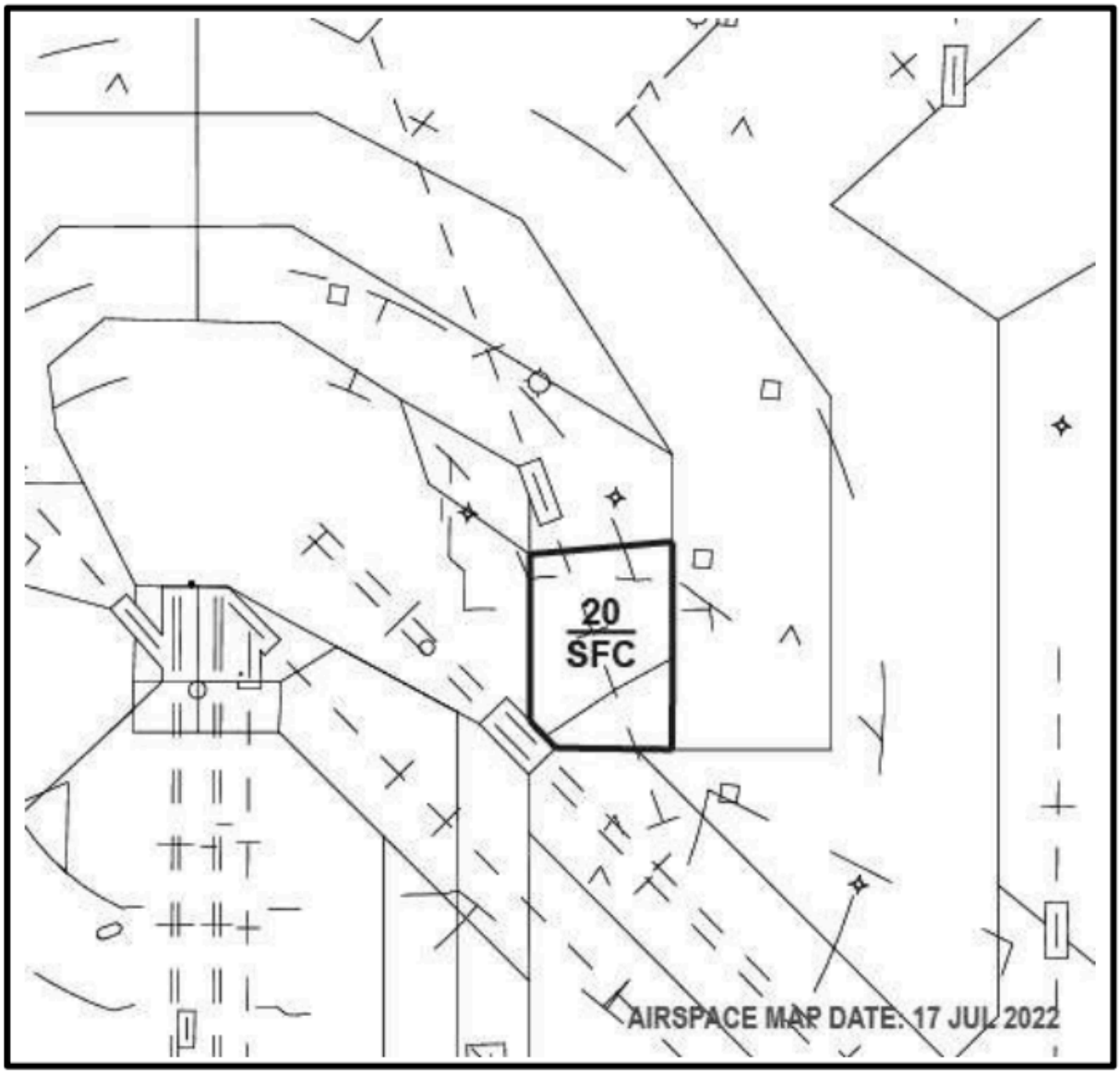


Figure A-34. AR8 North Flow

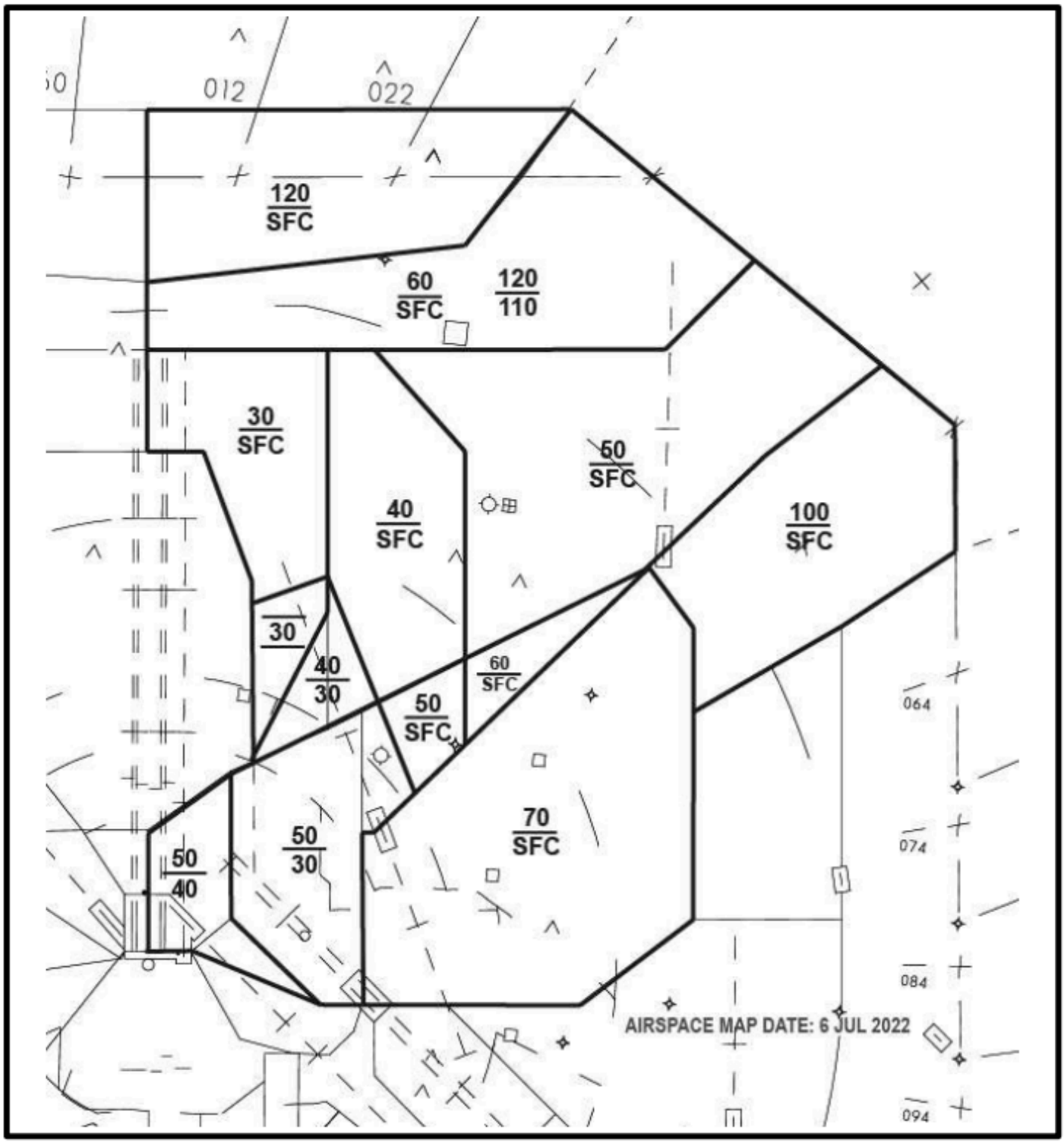


Figure A-35. DN South Flow

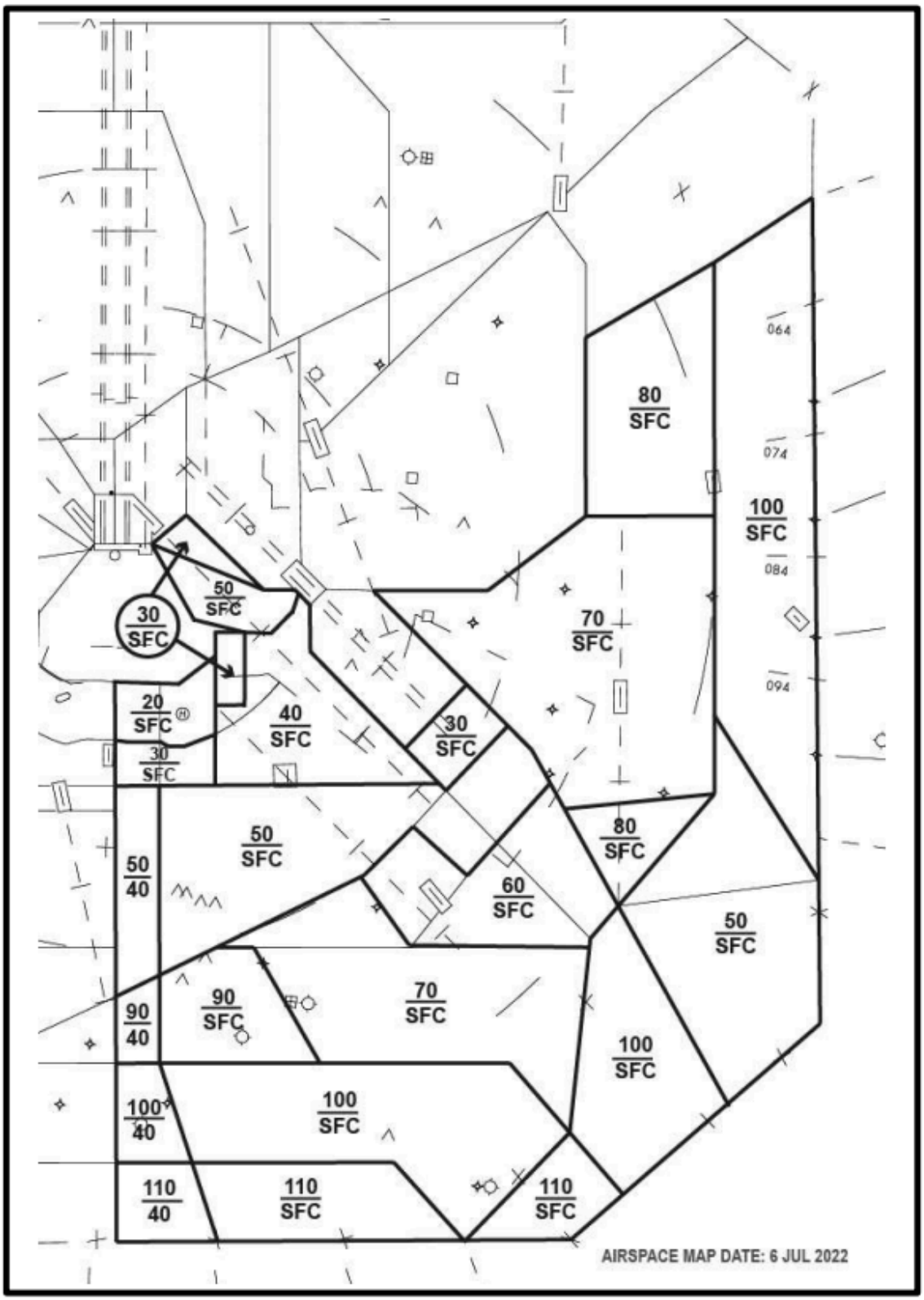


Figure A-36. DS South Flow

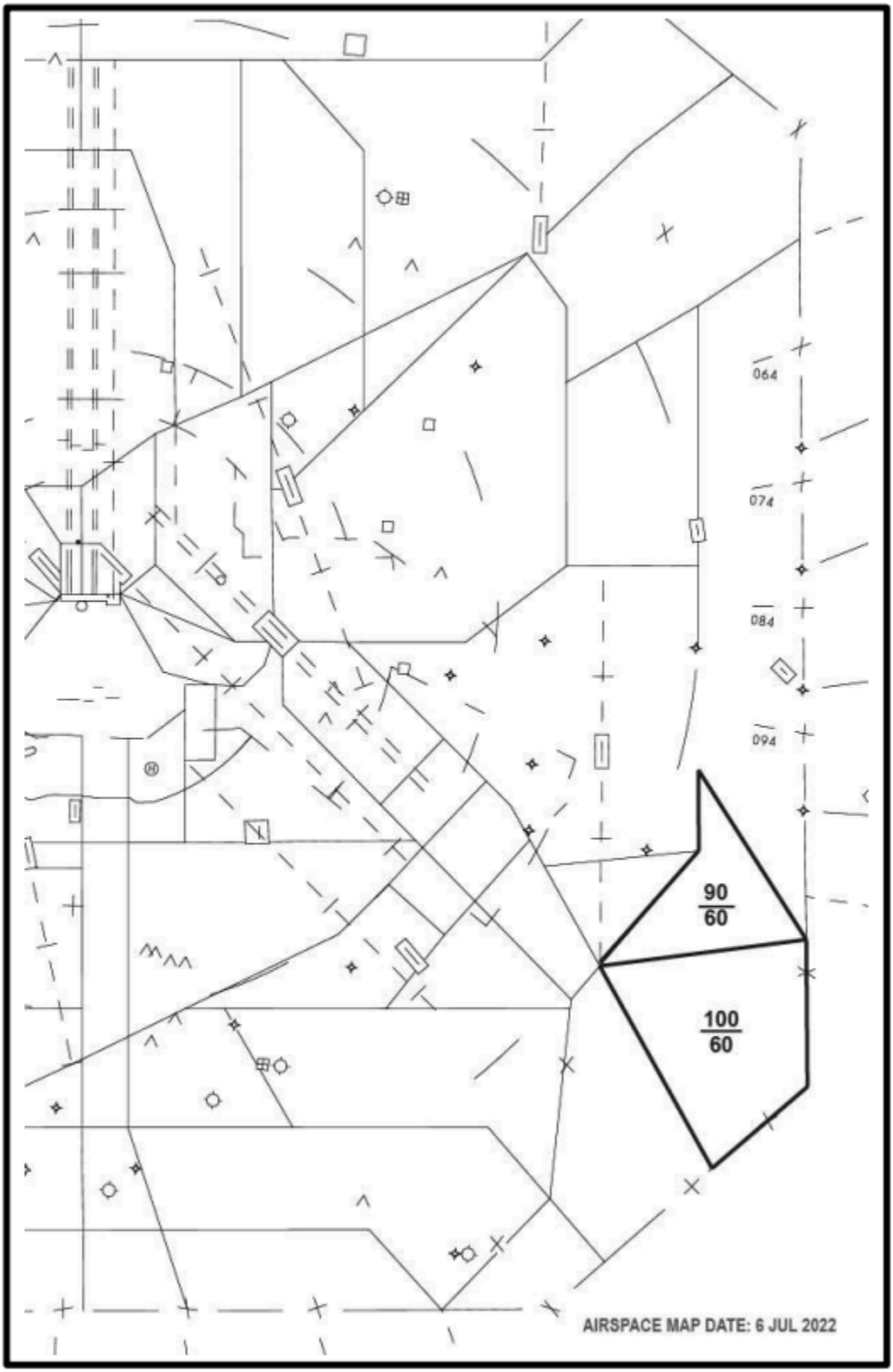


Figure A-37. DE South Flow

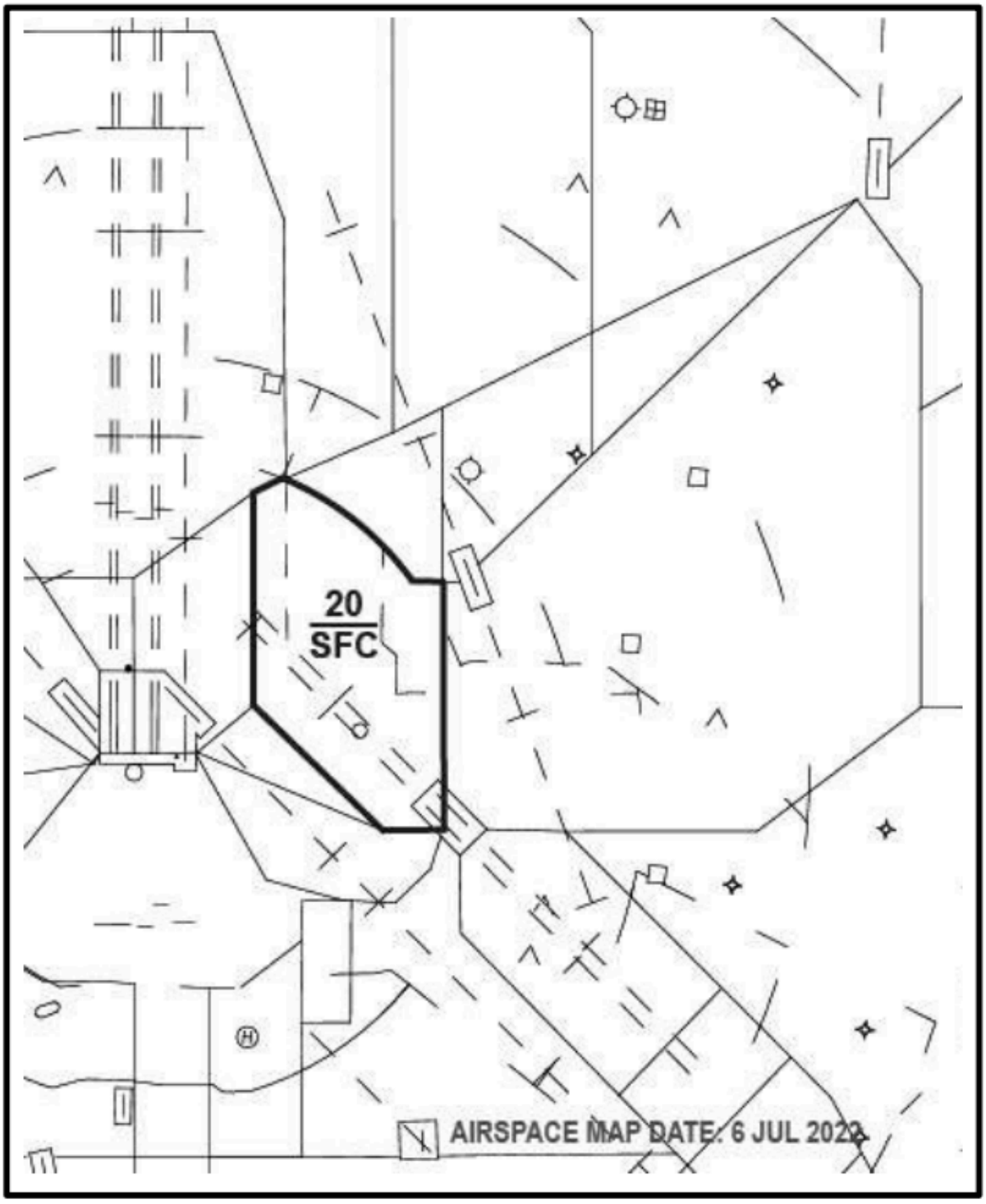


Figure A-38. AR7 South Flow

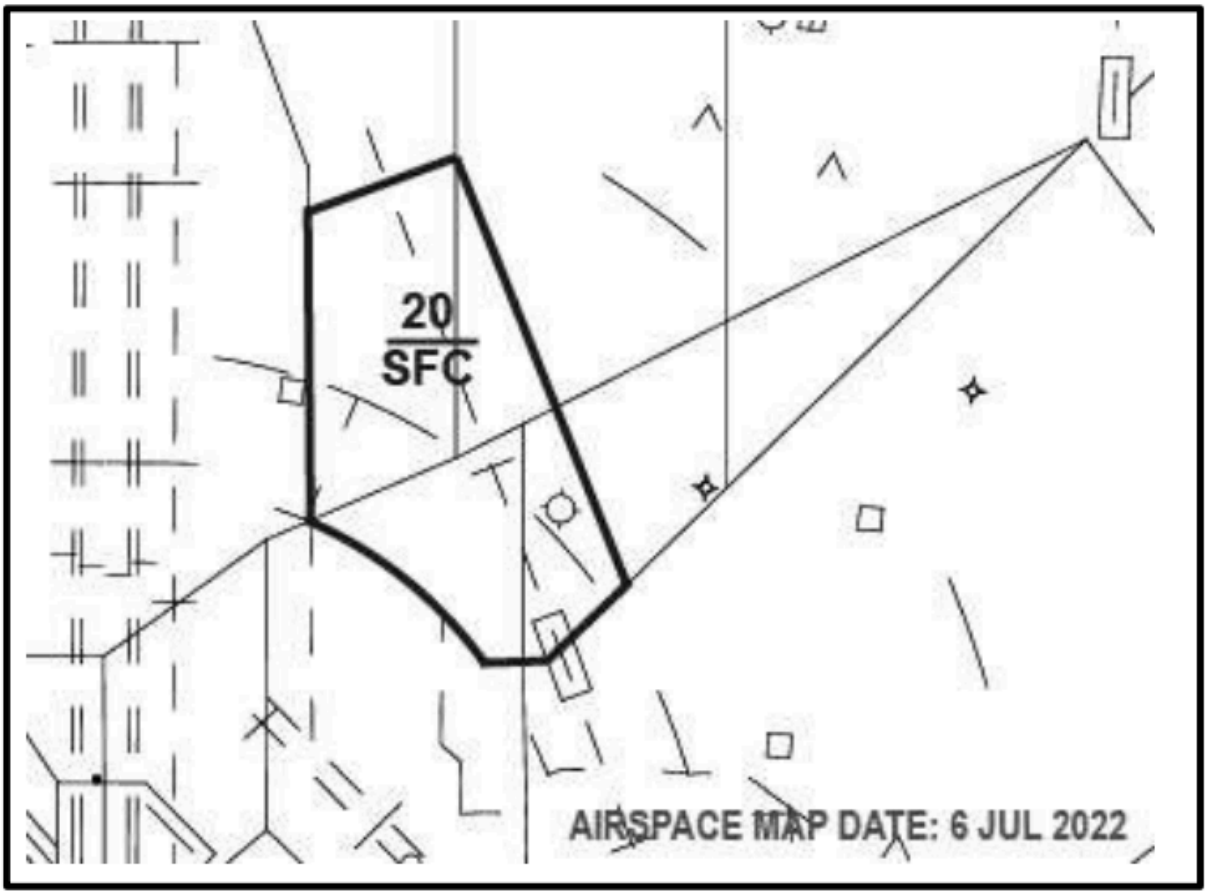


Figure A-39. AR8 South Flow

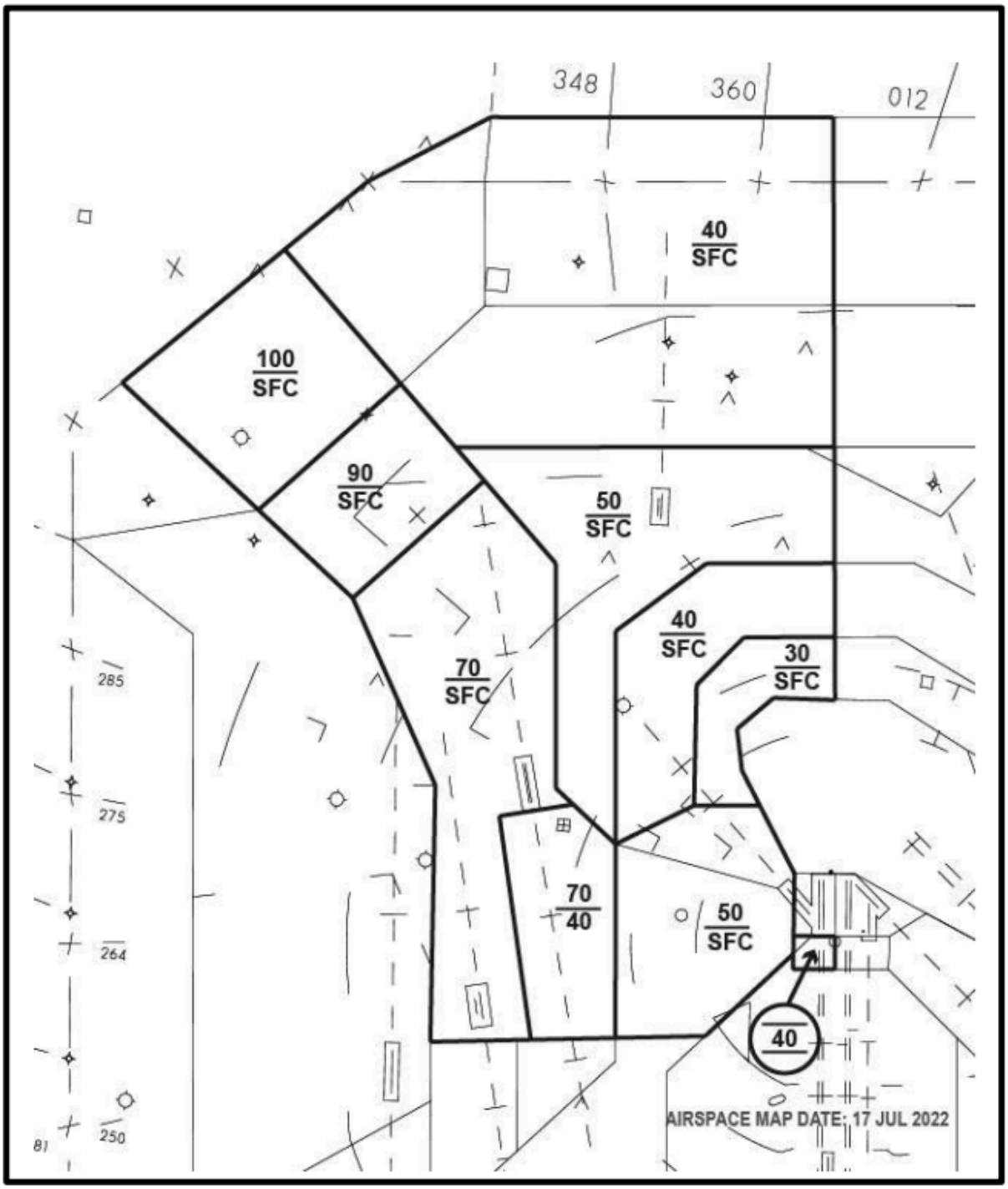


Figure A-40. MN North Flow

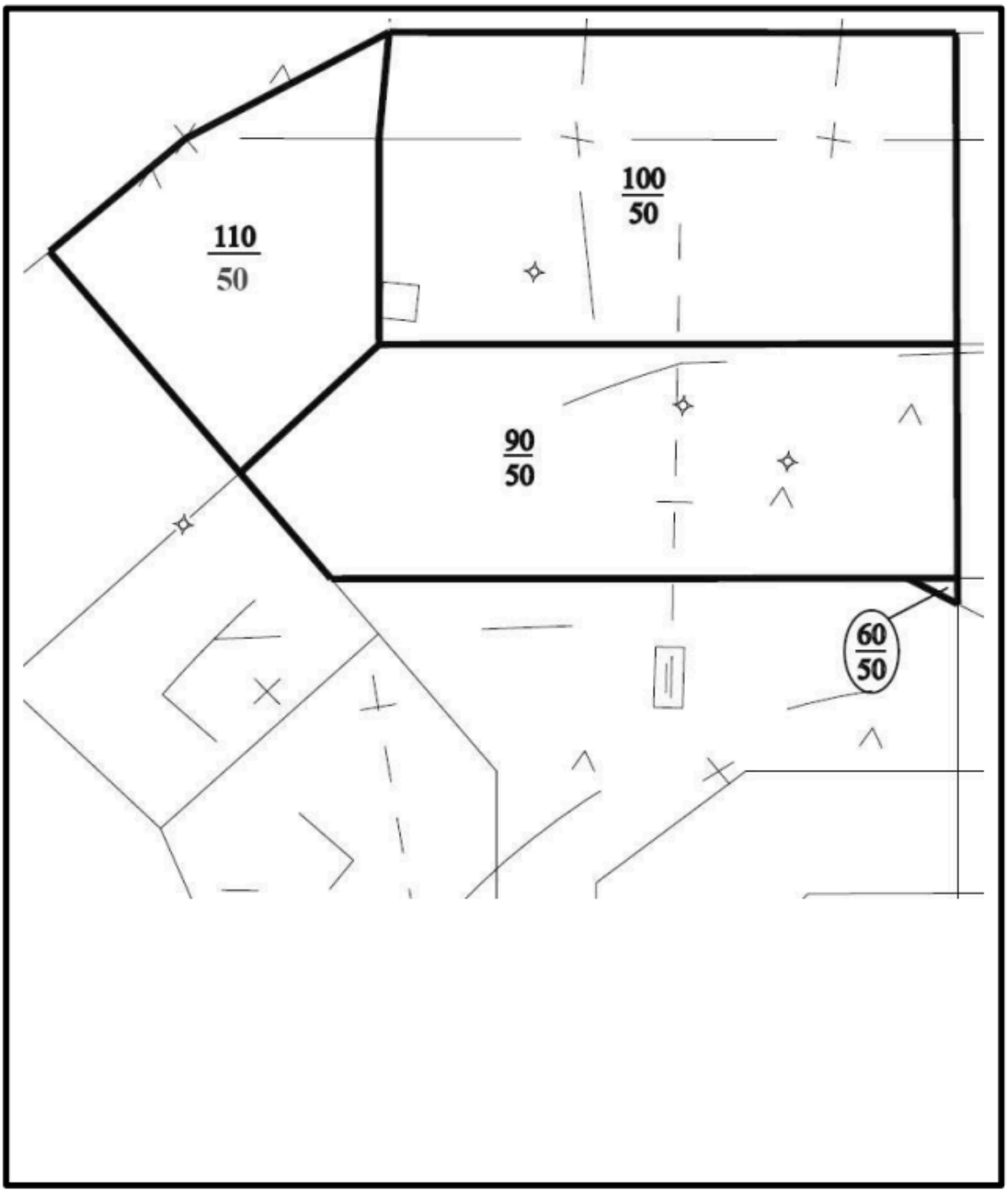


Figure A-41. MNH North Flow

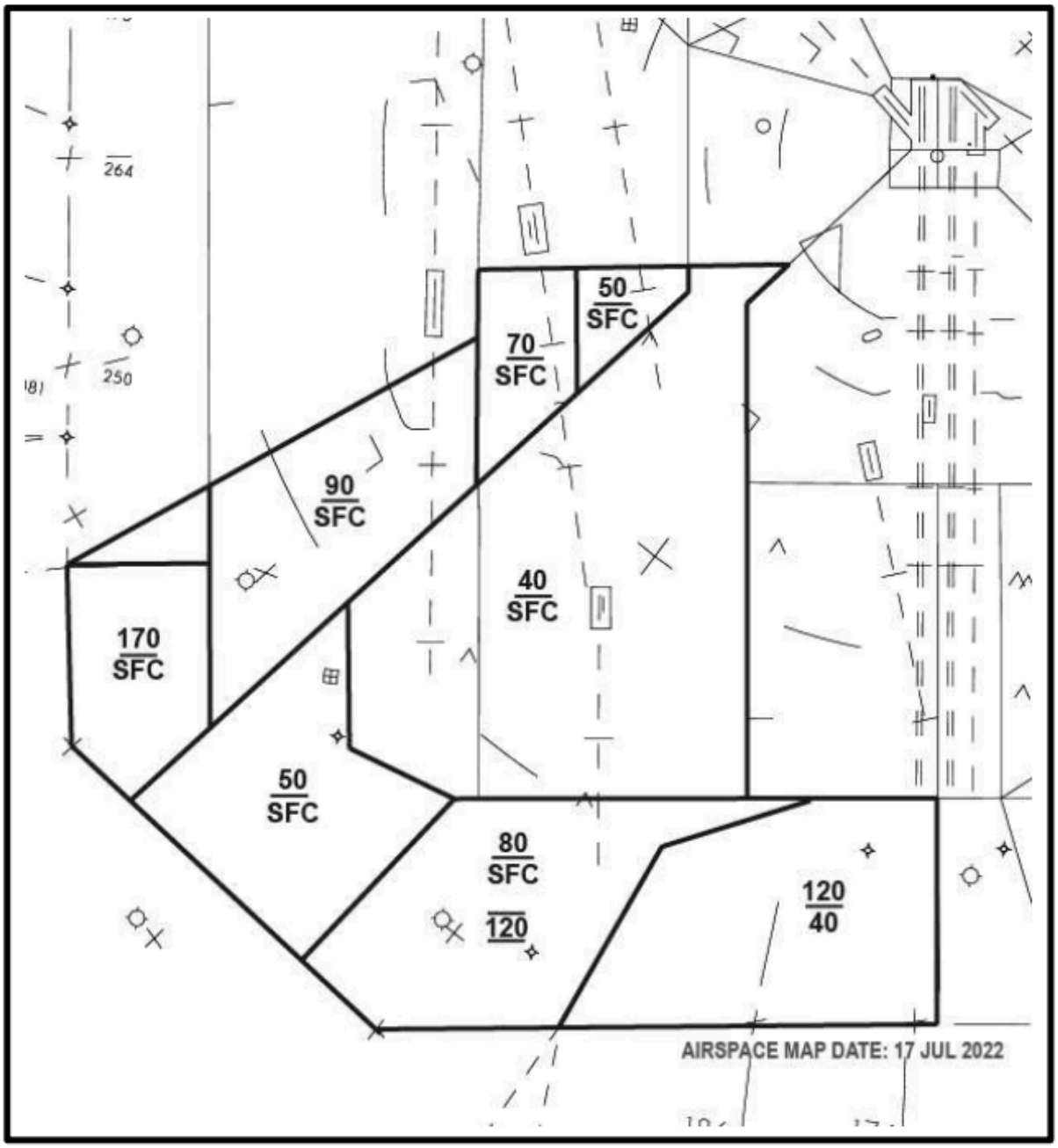


Figure A-42 MS North Flow

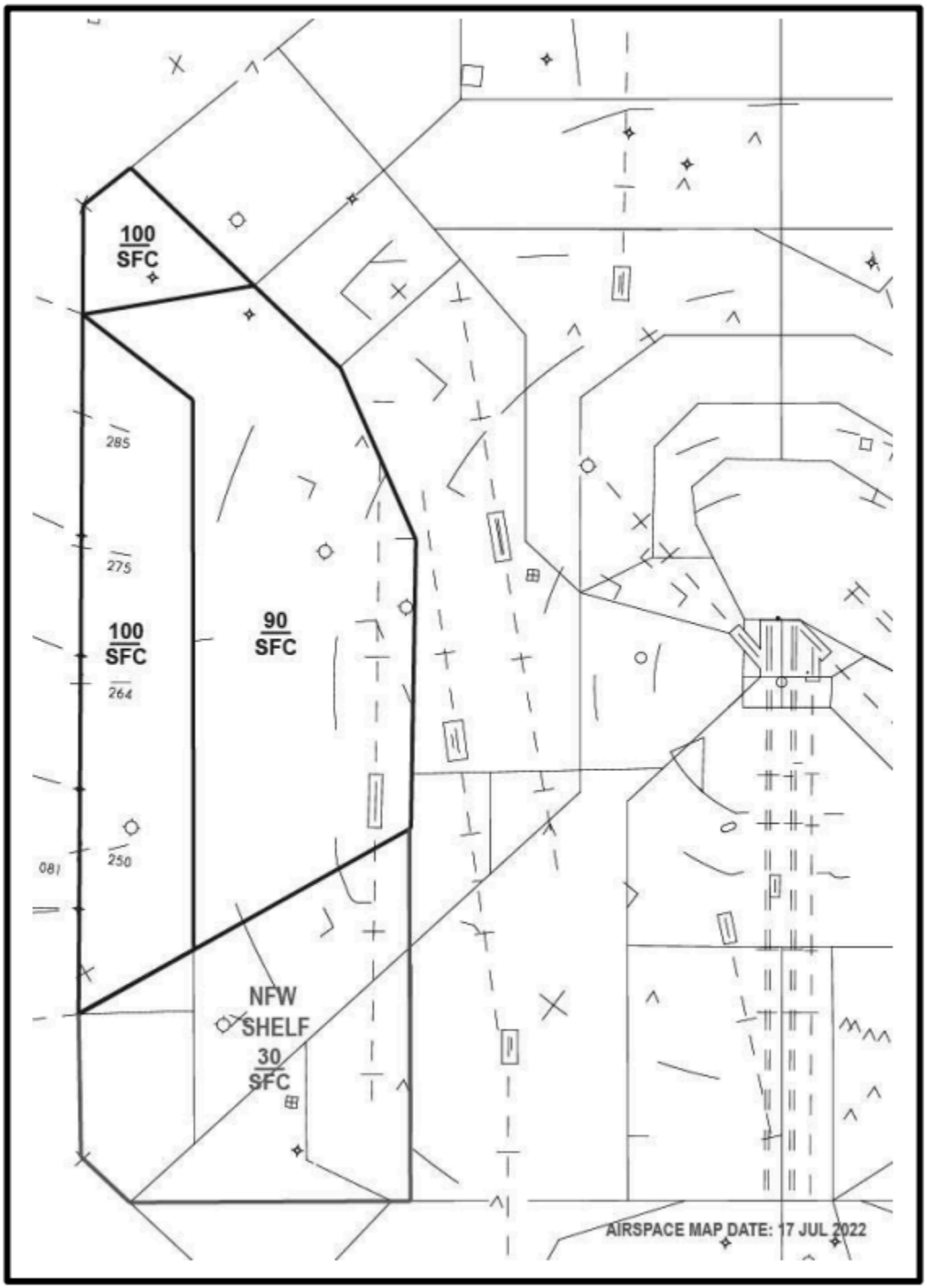


Figure A-43. MW North Flow

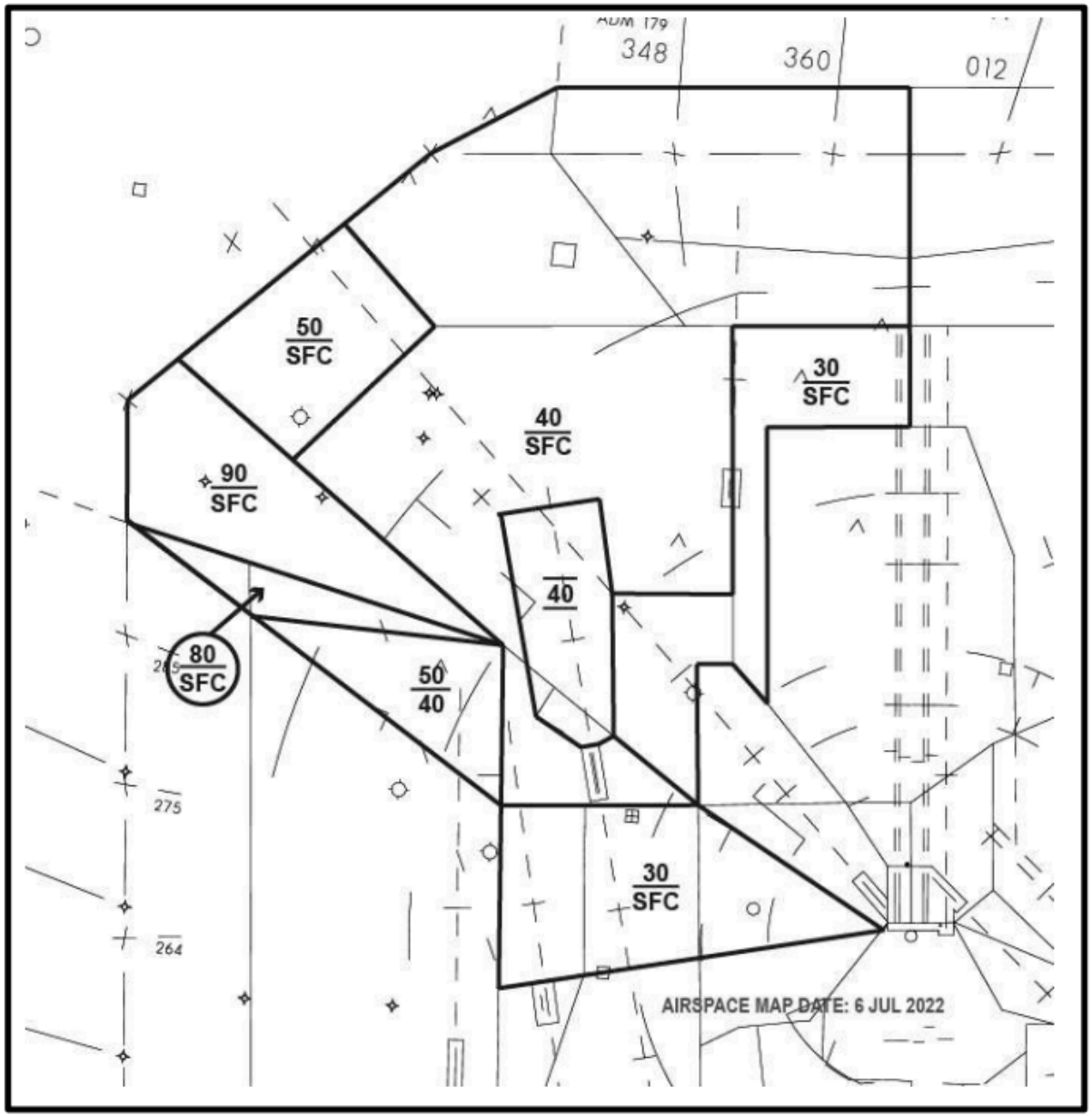


Figure A-44. MN South Flow

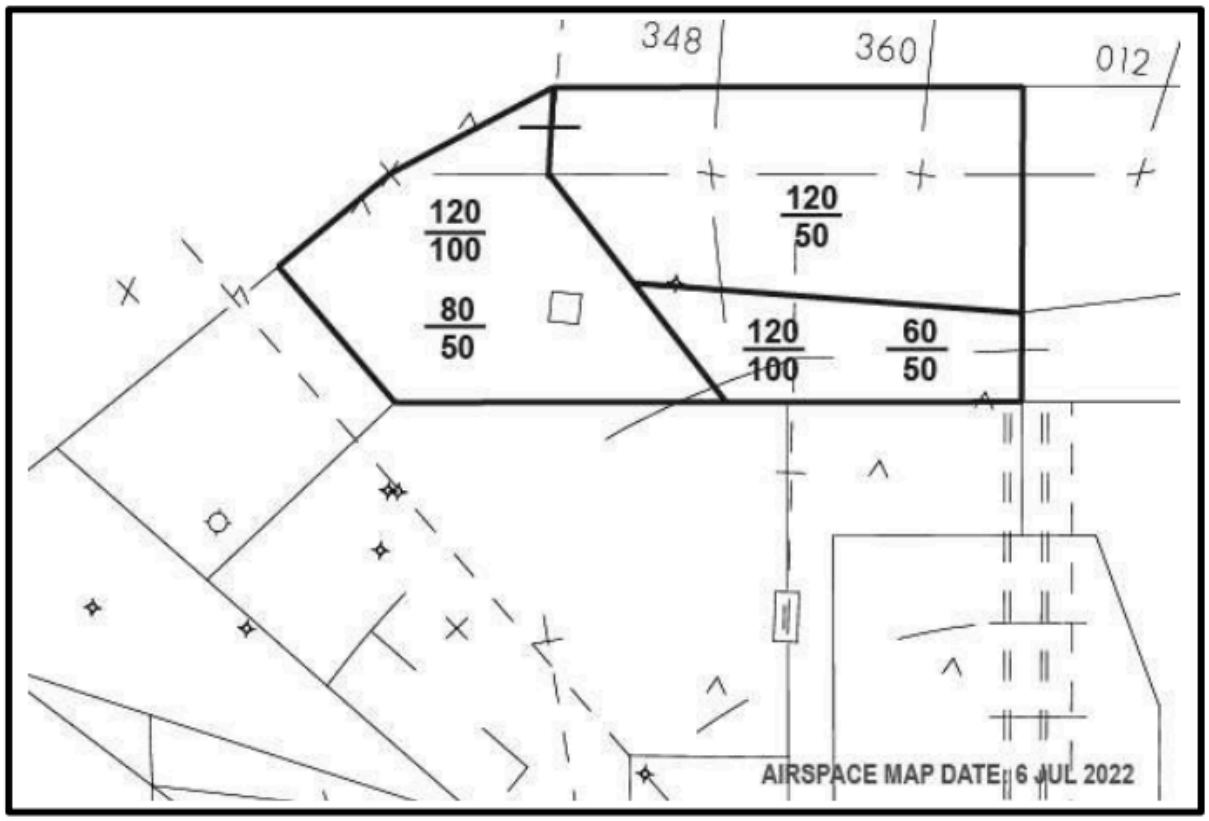


Figure A-45. MNH South Flow

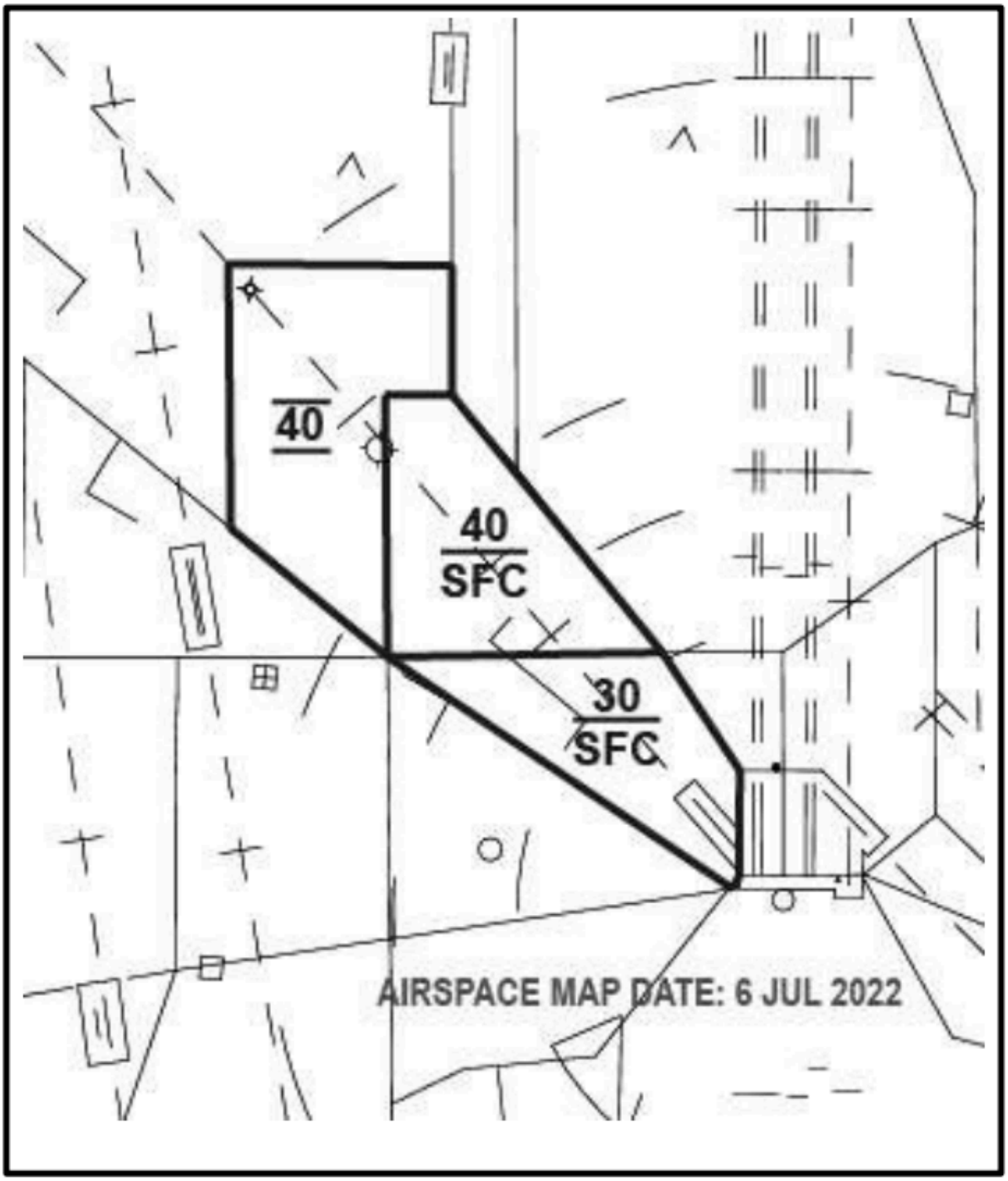


Figure A-46. AR5 South Flow

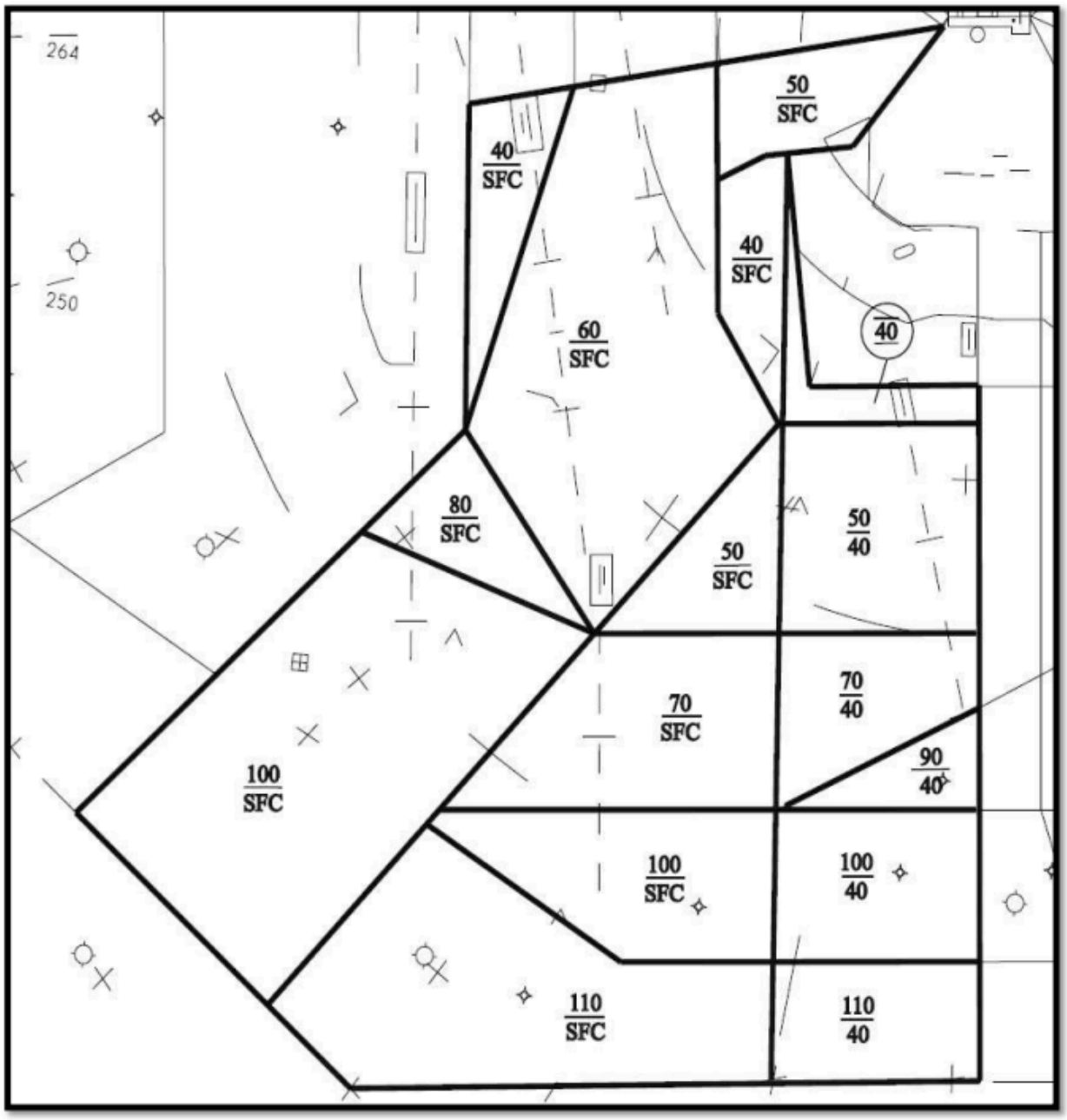


Figure A-47 MS South Flow

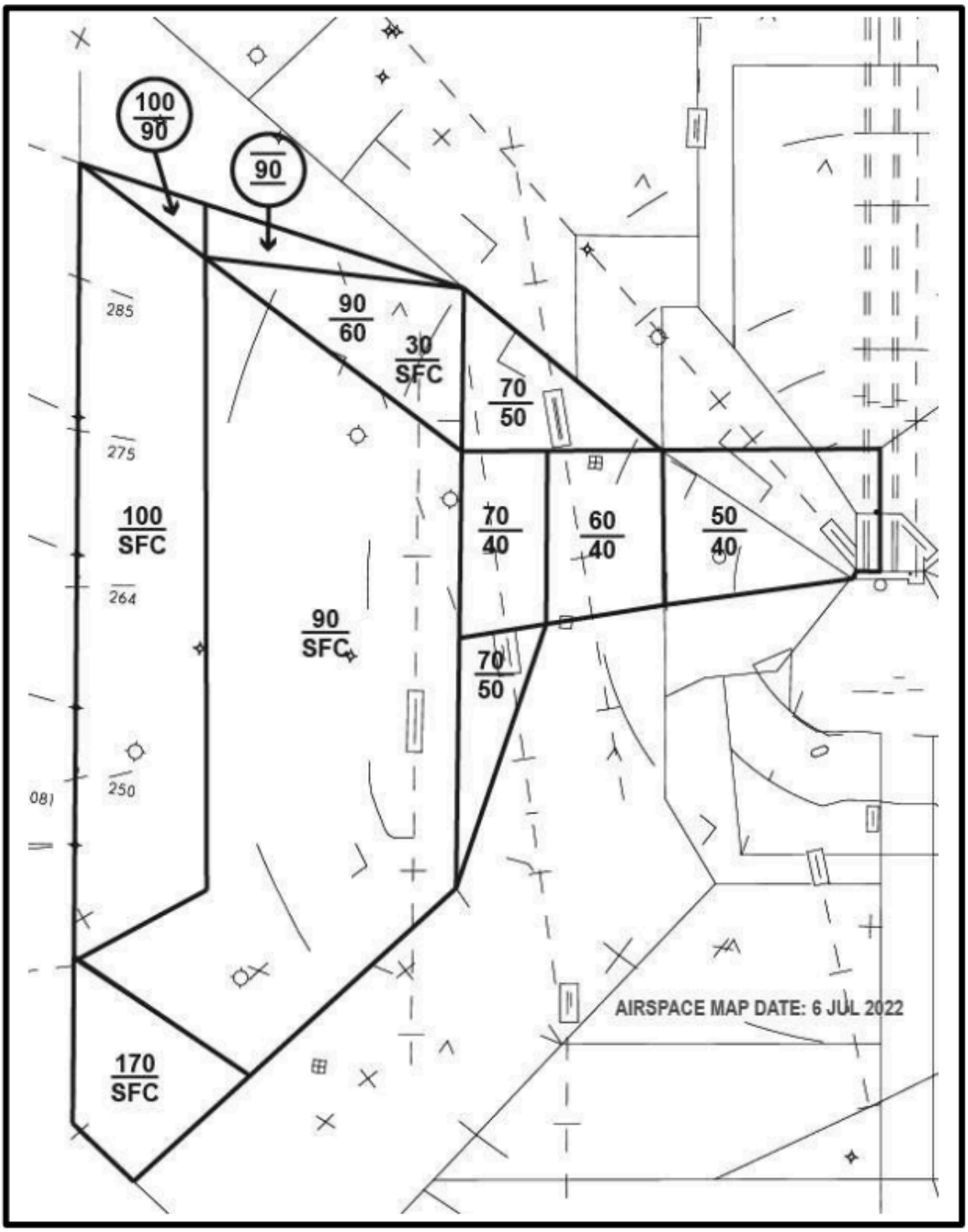


Figure A-48. MW South Flow

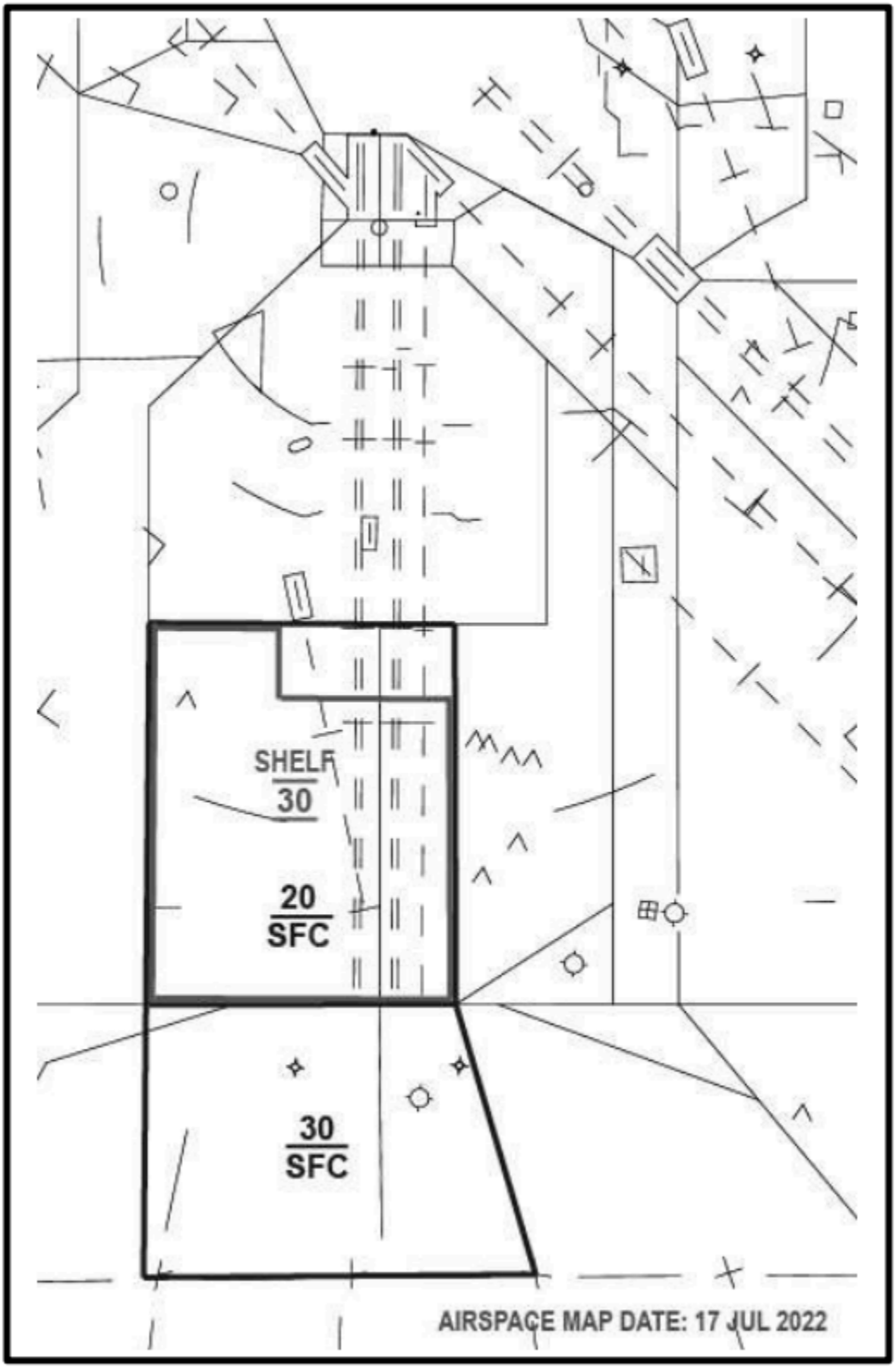


Figure A-49. AR9 North Flow

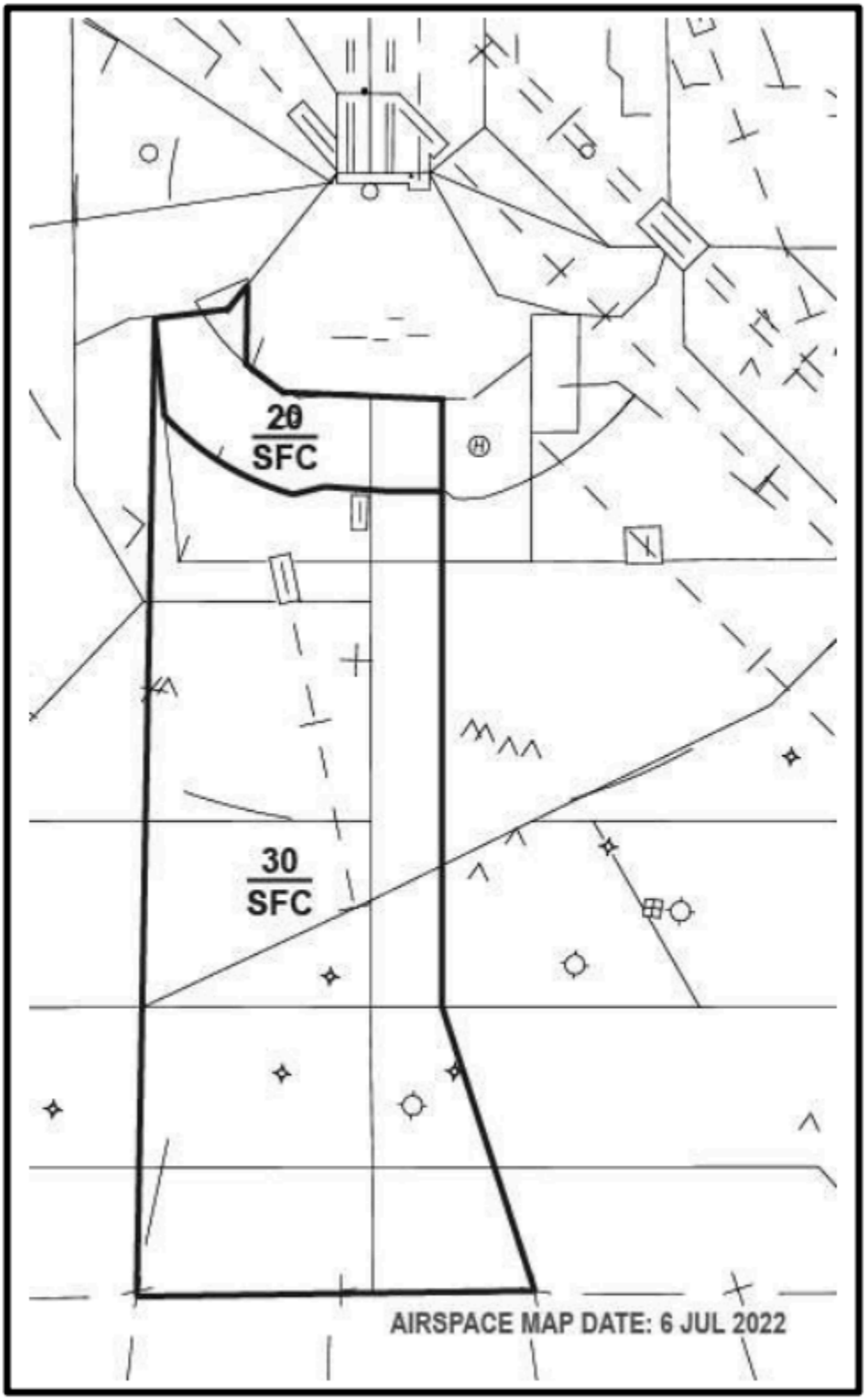


Figure A-50. AR9 South Flow

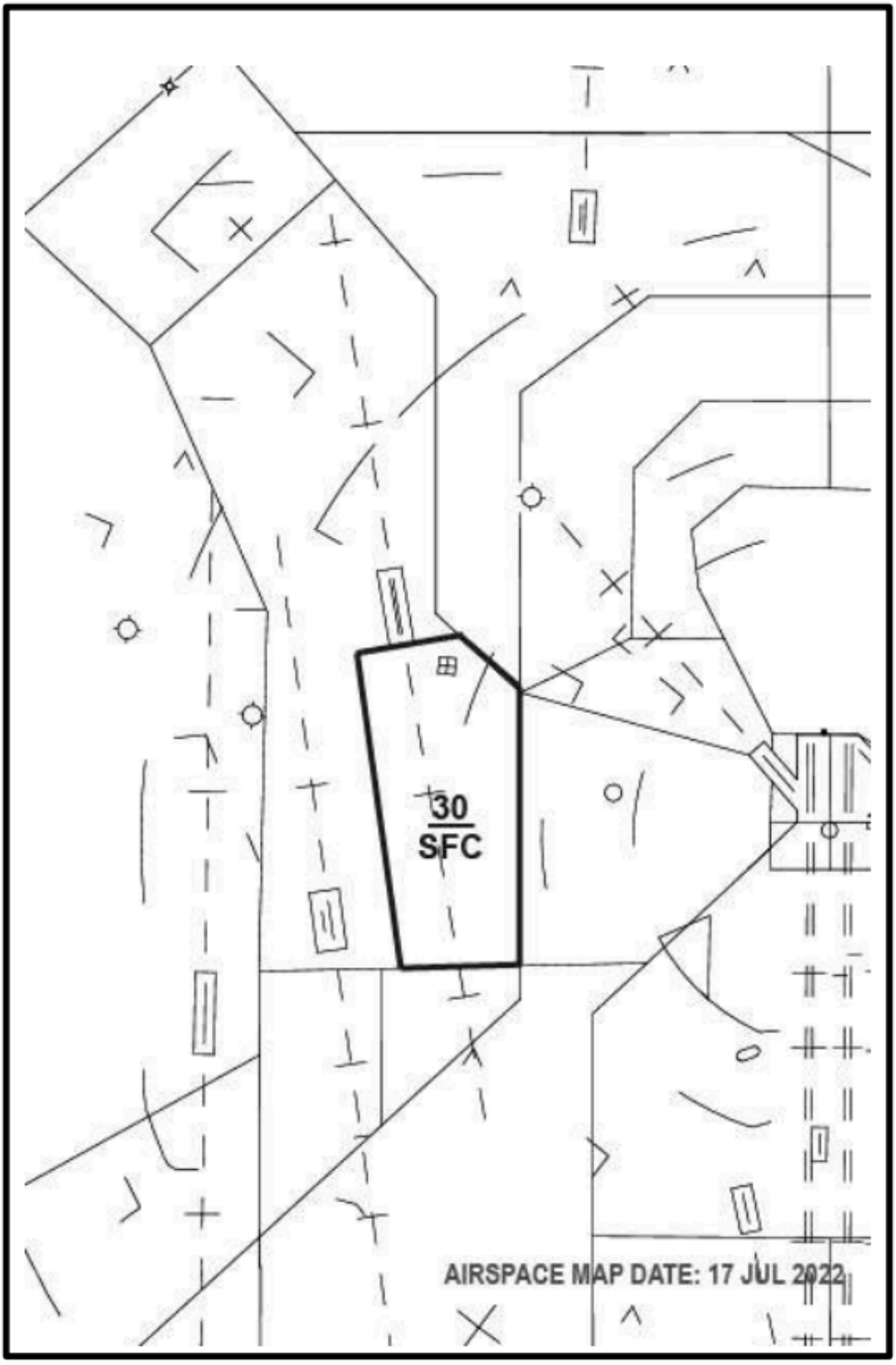


Figure A-51. AR10 North Flow

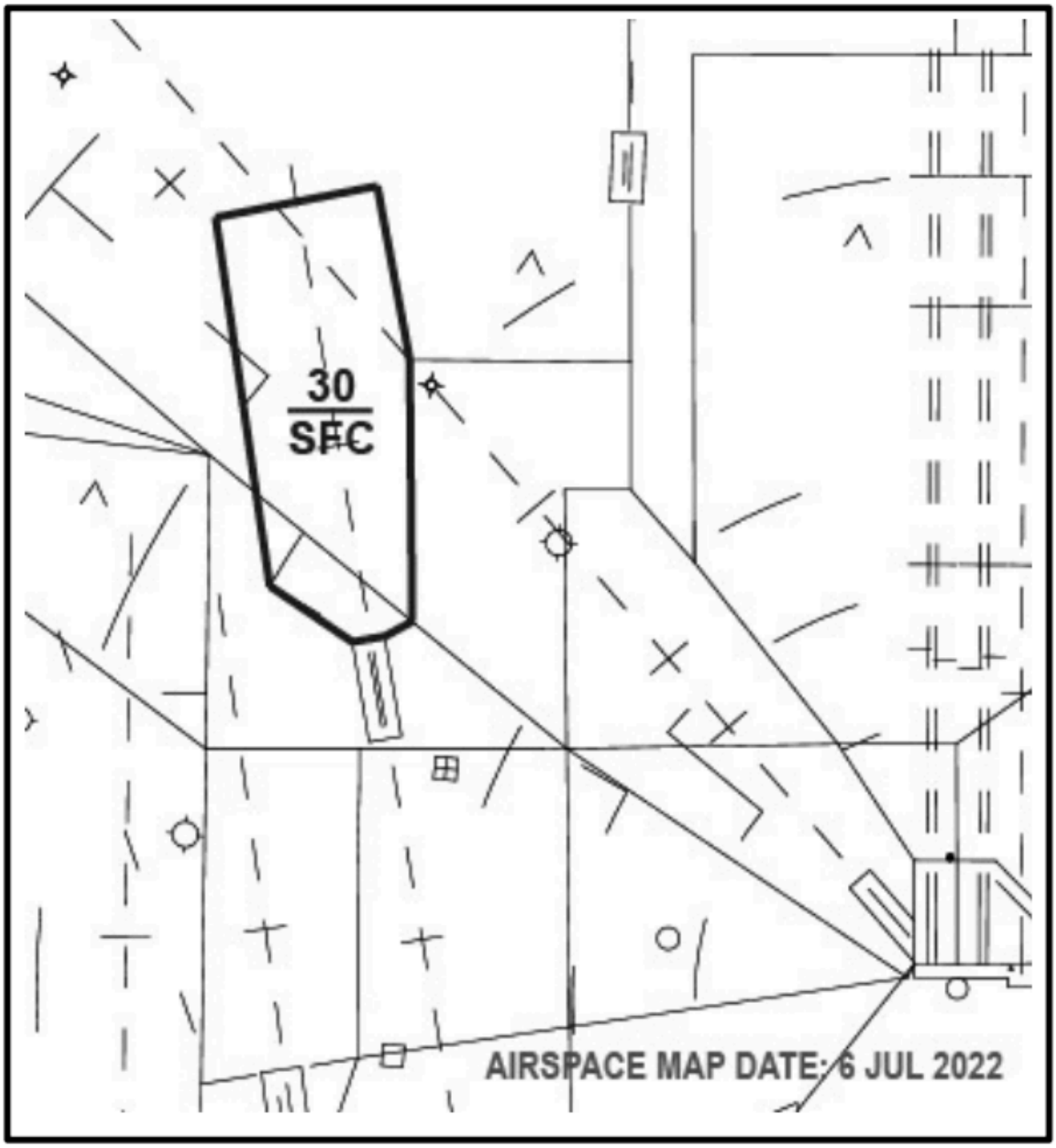


Figure A-52. AR10 South Flow

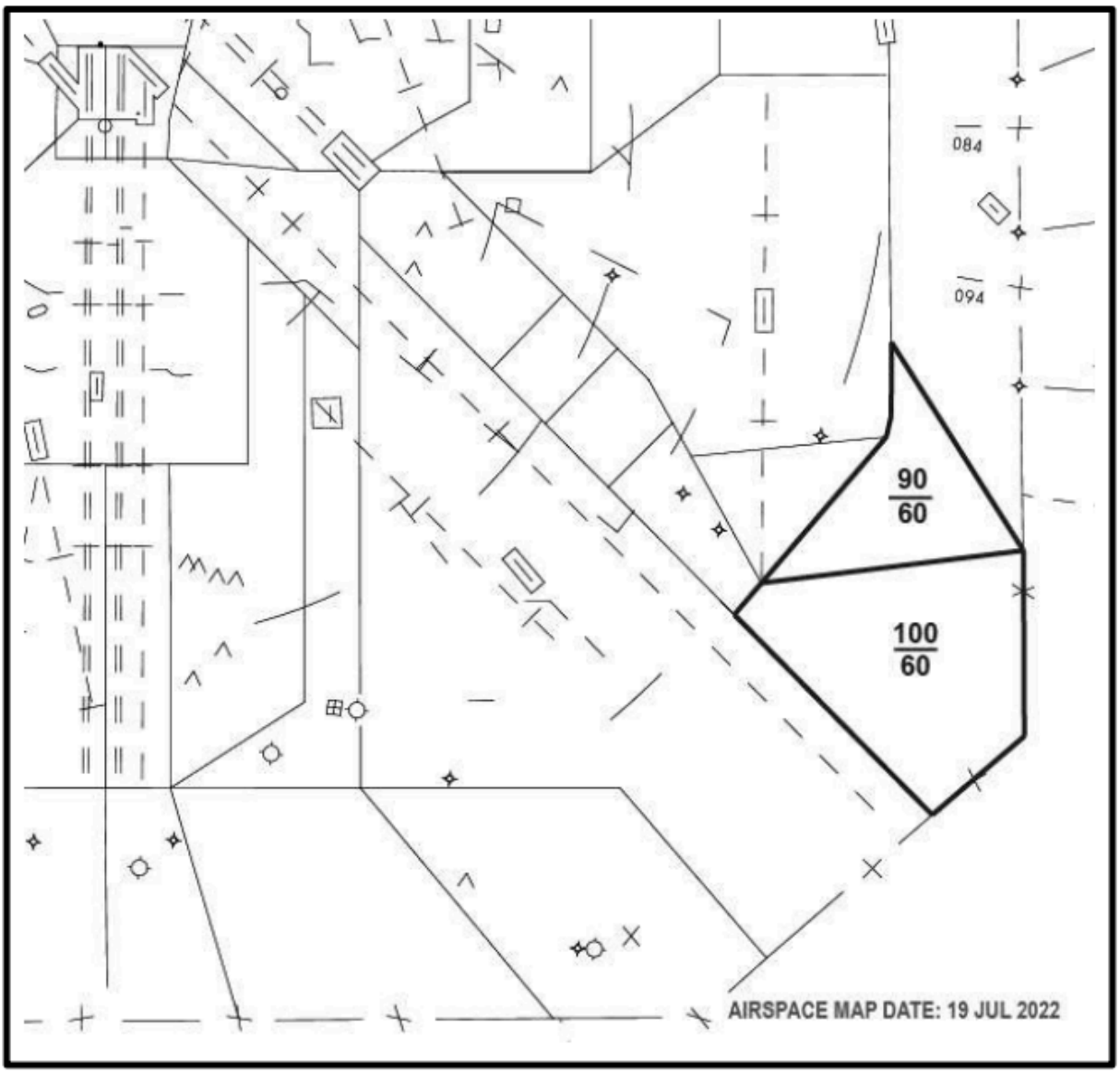


Figure A-53 NOSO DE

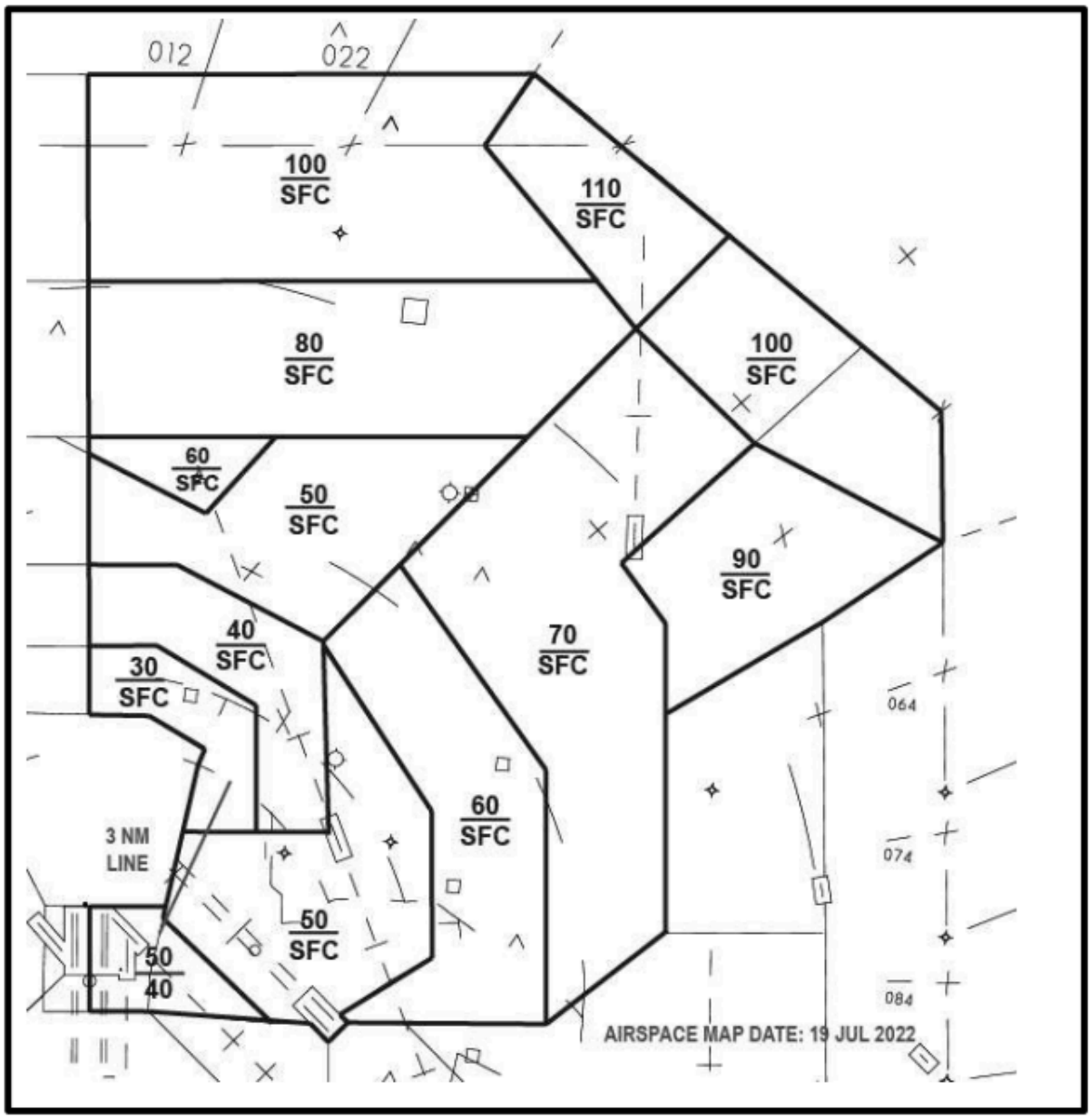


Figure A-54 NOSO DN

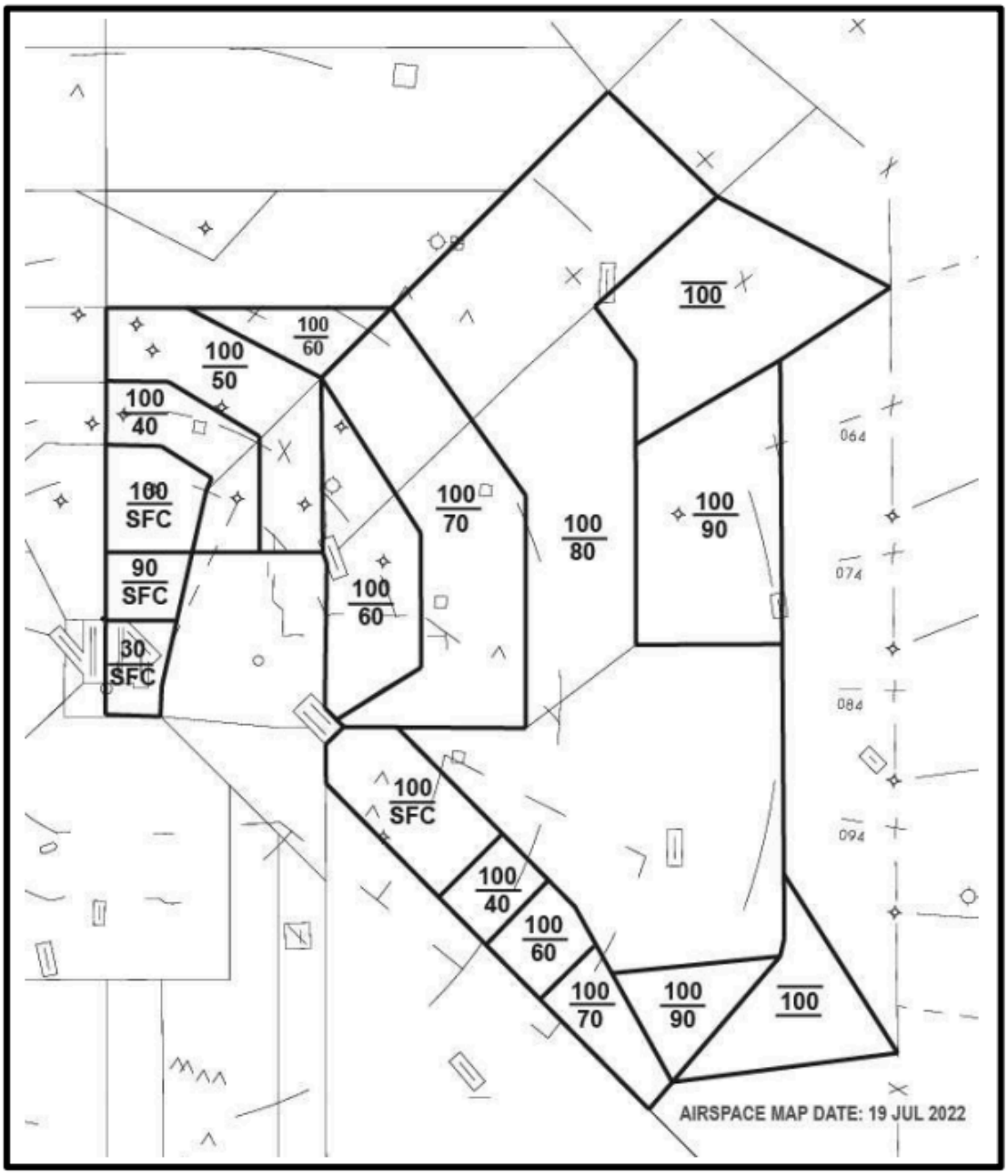


Figure A-55 NOSO DR1 (Lower)

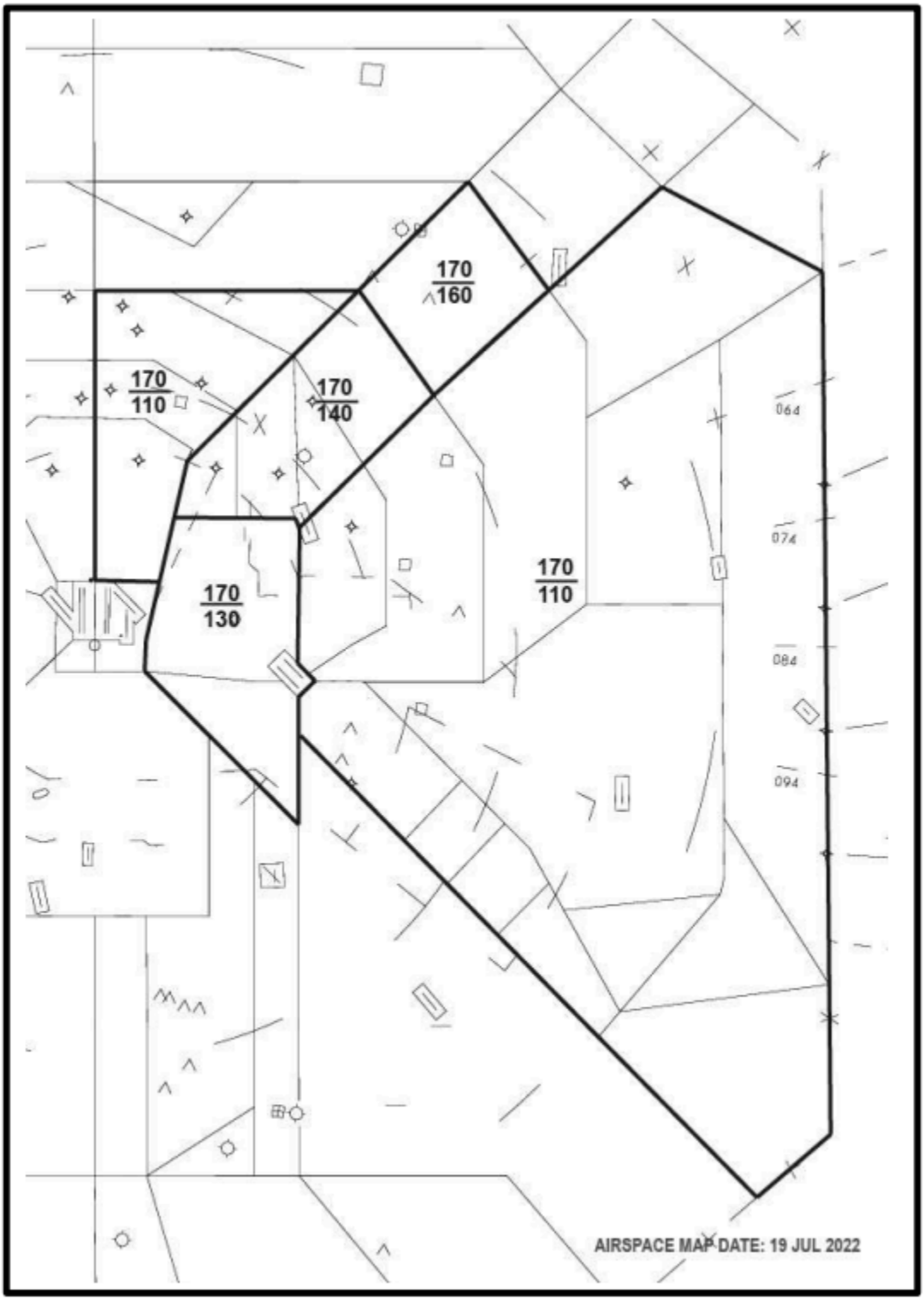


Figure A-56. NOSO DR1 (Upper)

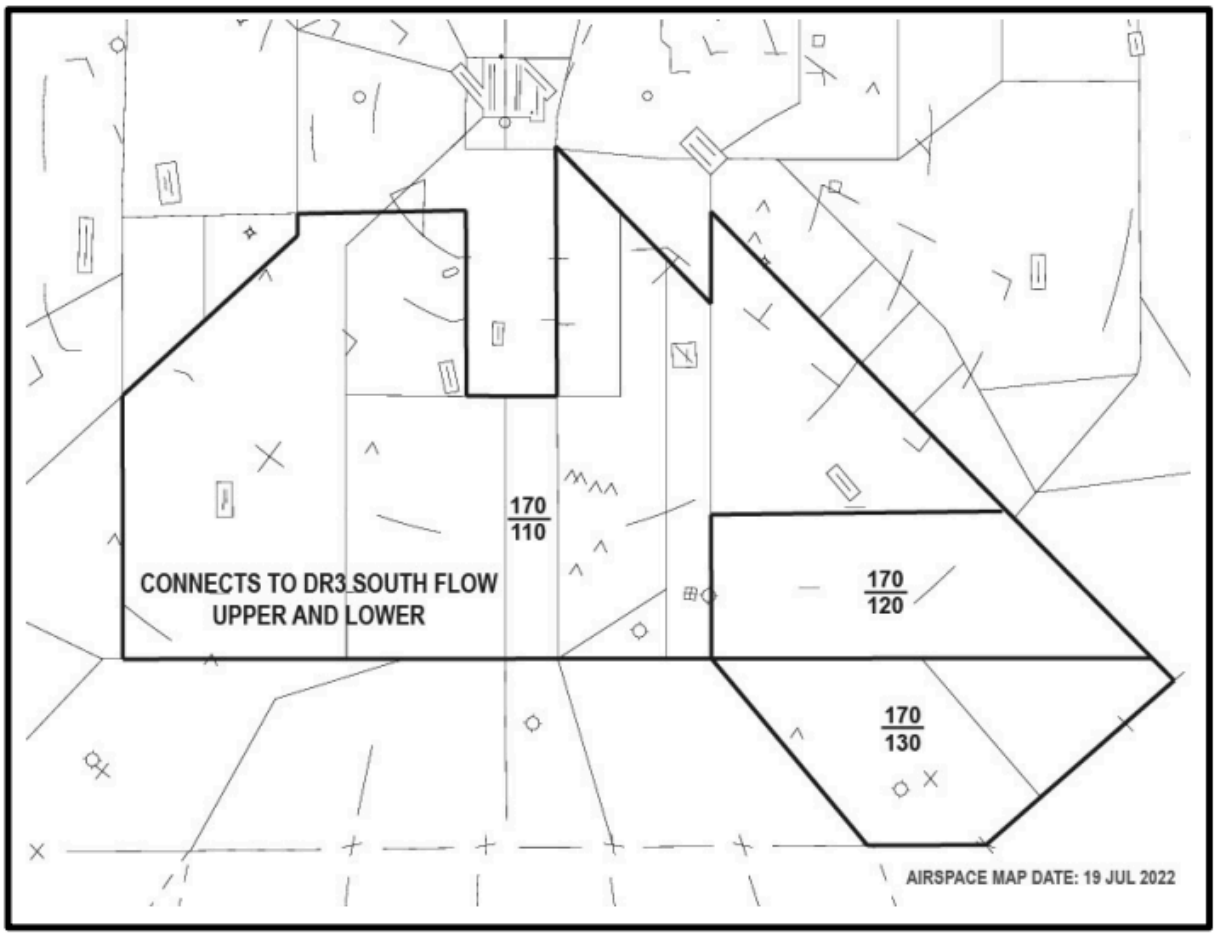


Figure A-57. NOSO DR3

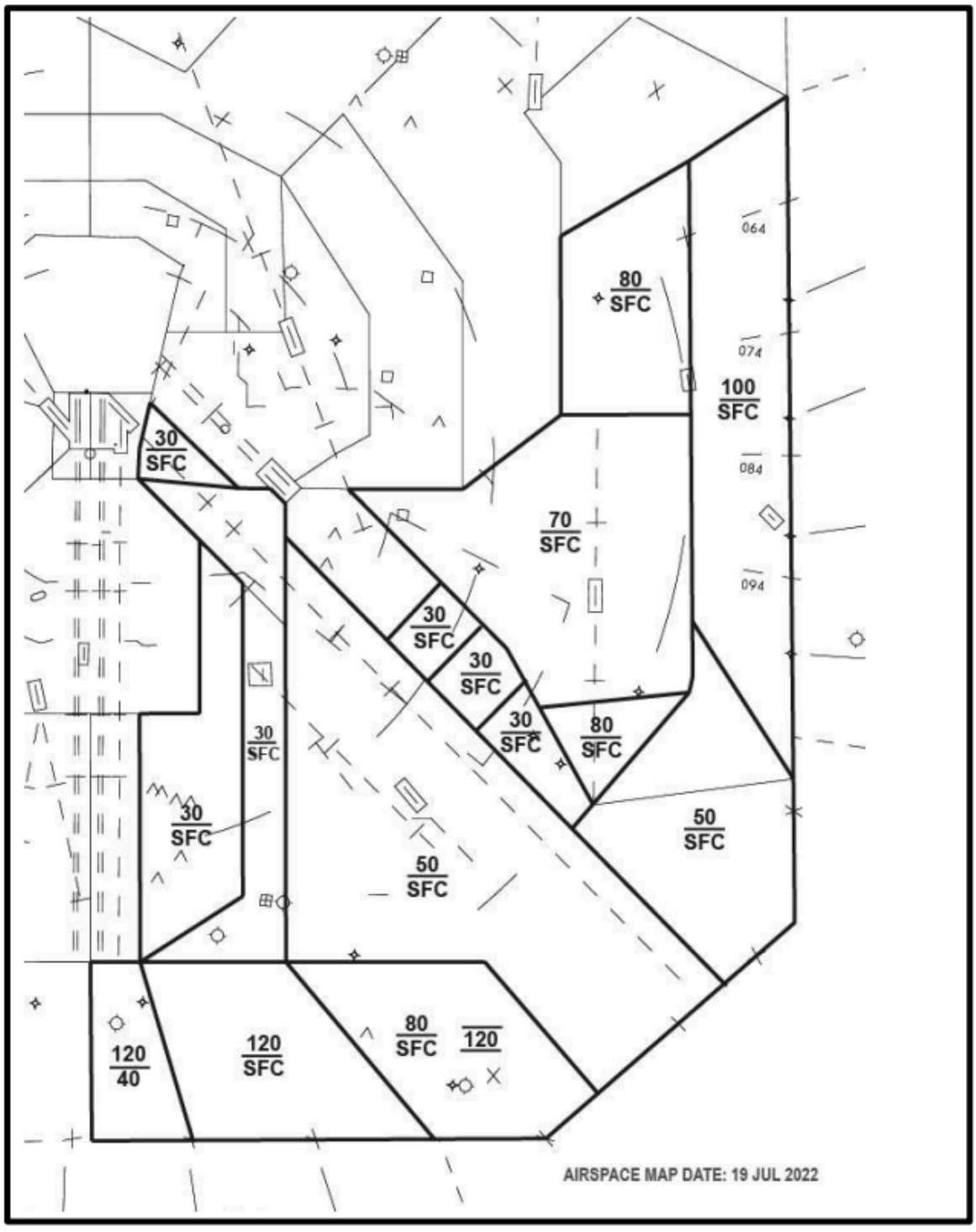


Figure A-58. NOSO DS

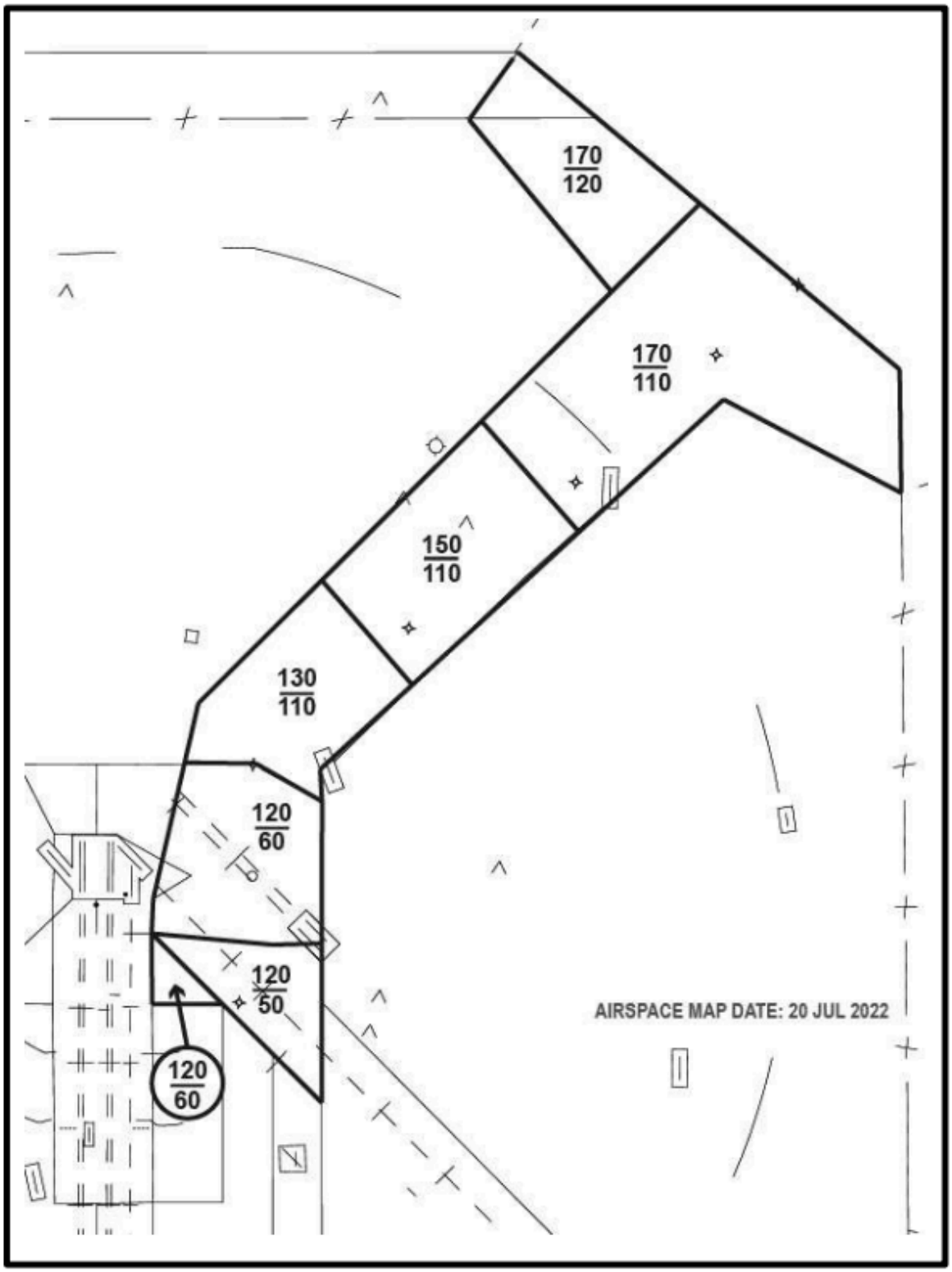


Figure A-59. NOSO FE1

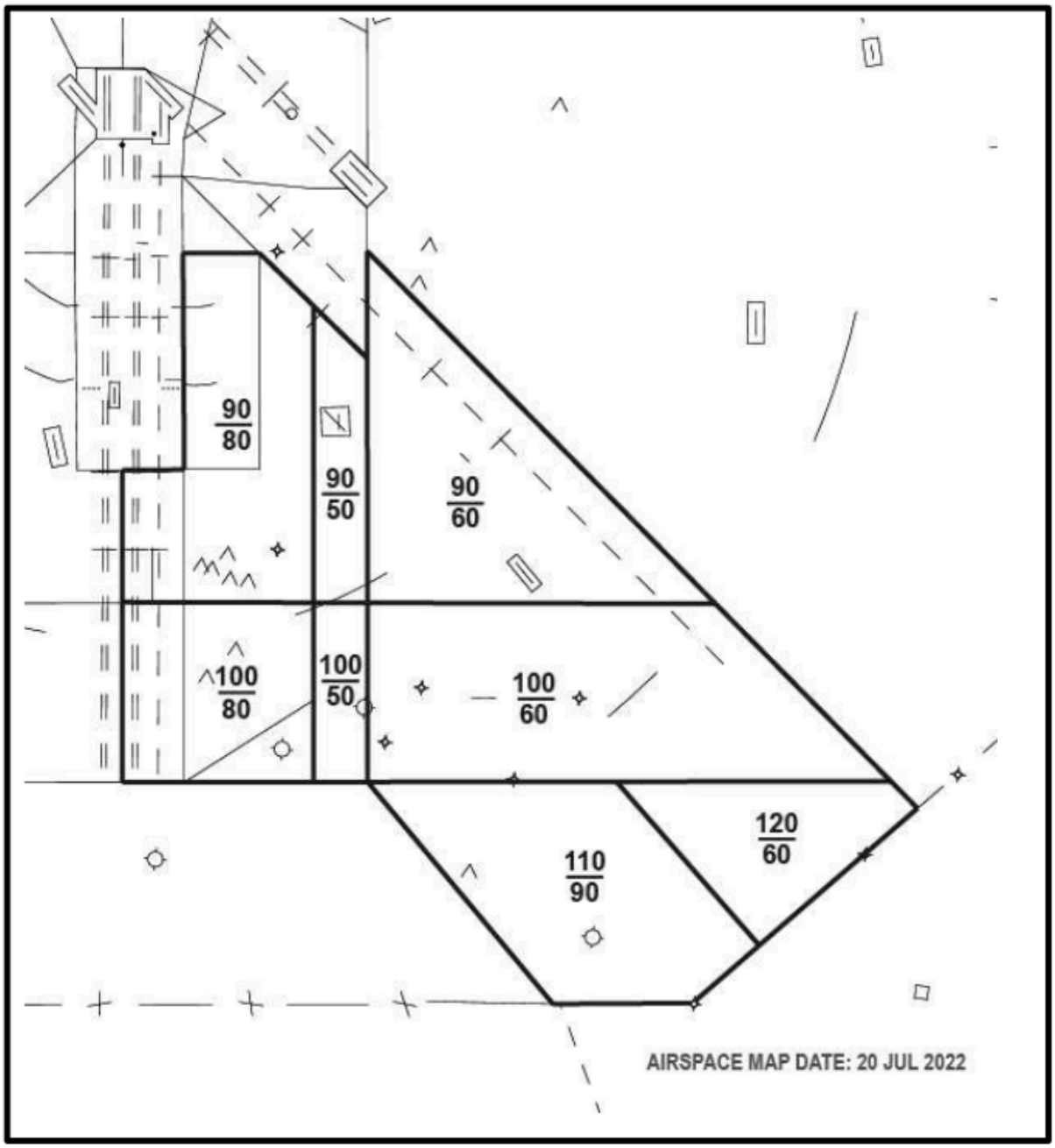


Figure A-60. NOSO FE2

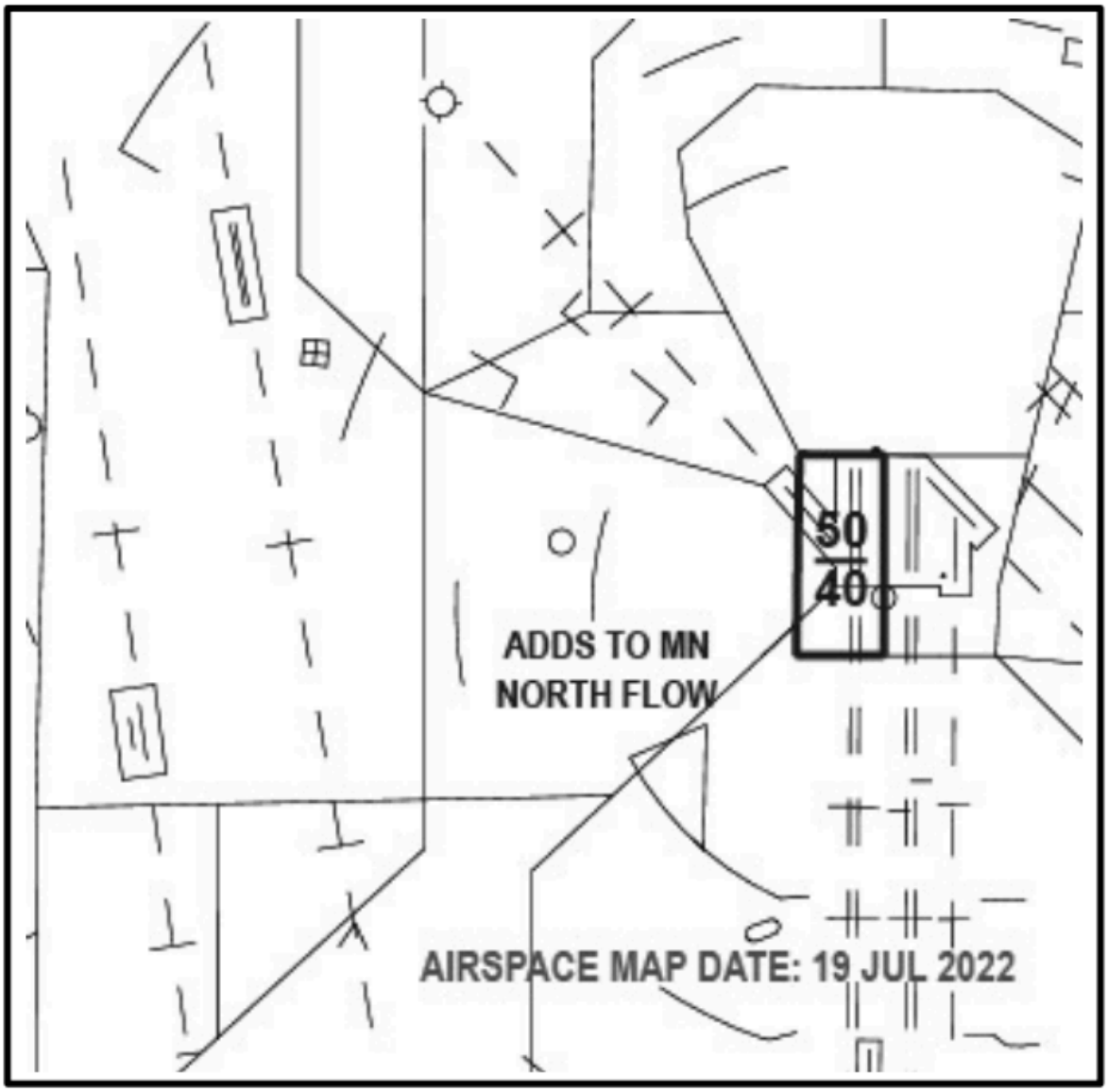


Figure A-61. NOSO MN

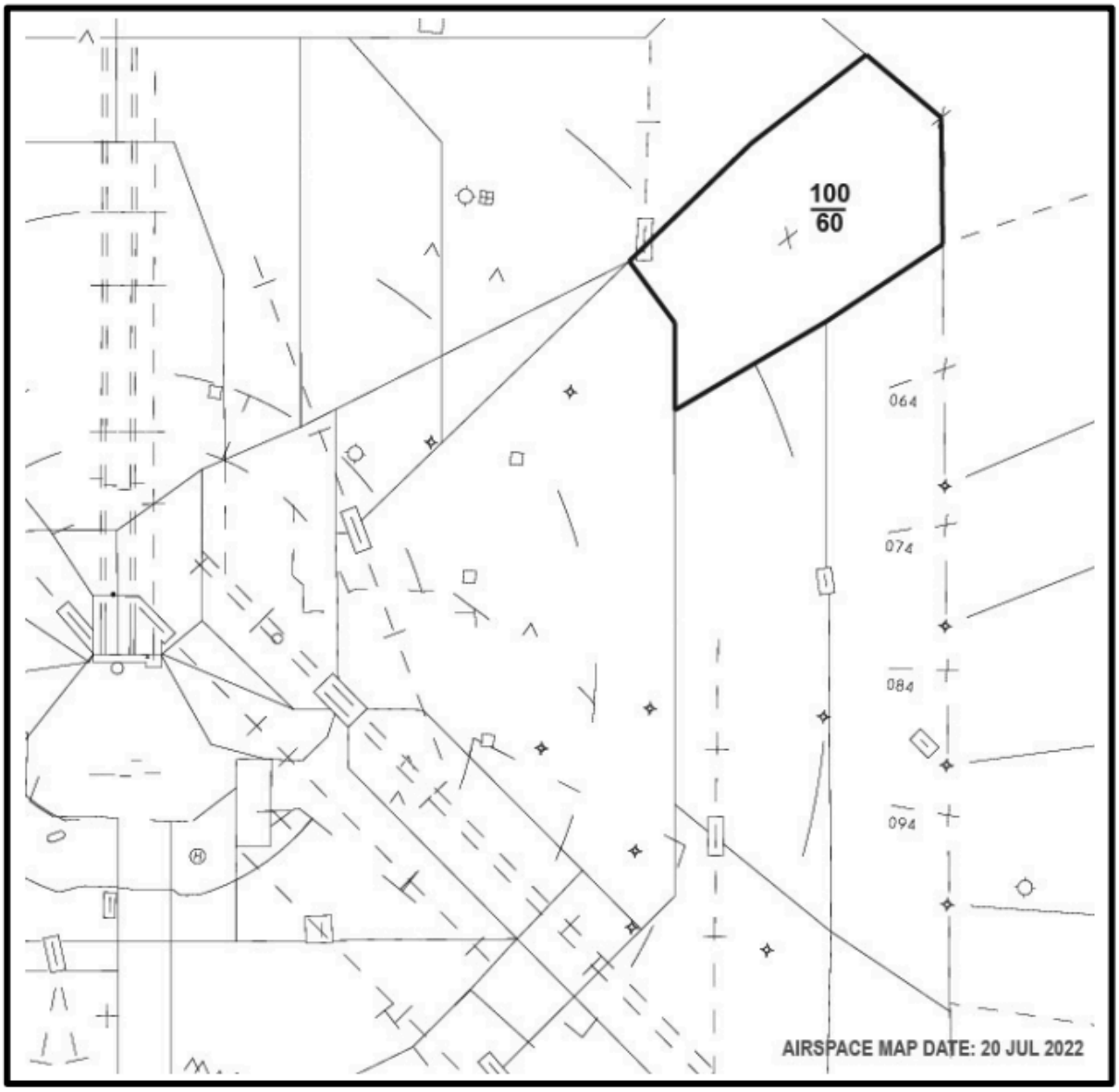


Figure A-62 SONO DE

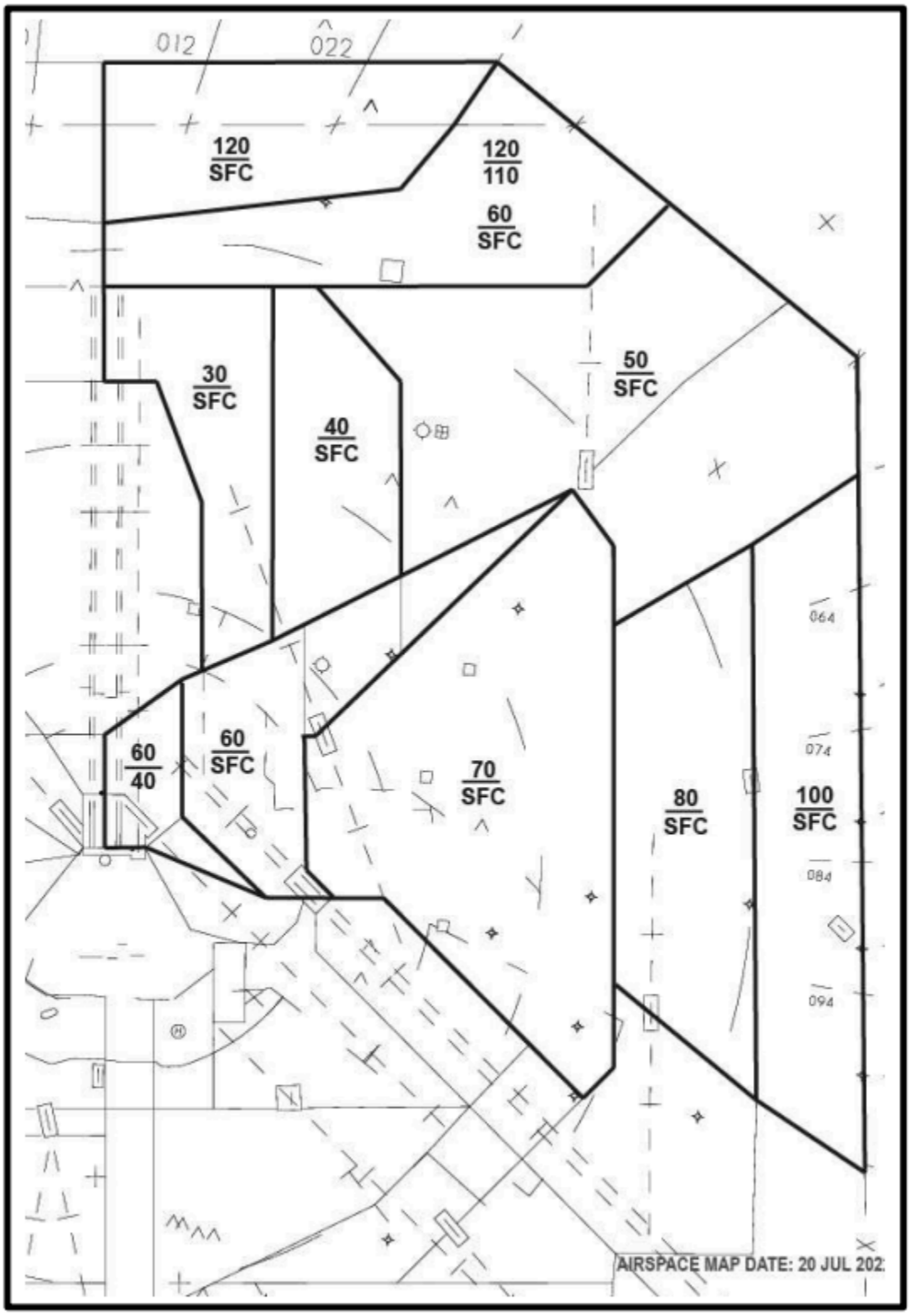


Figure A-63. SONO DN

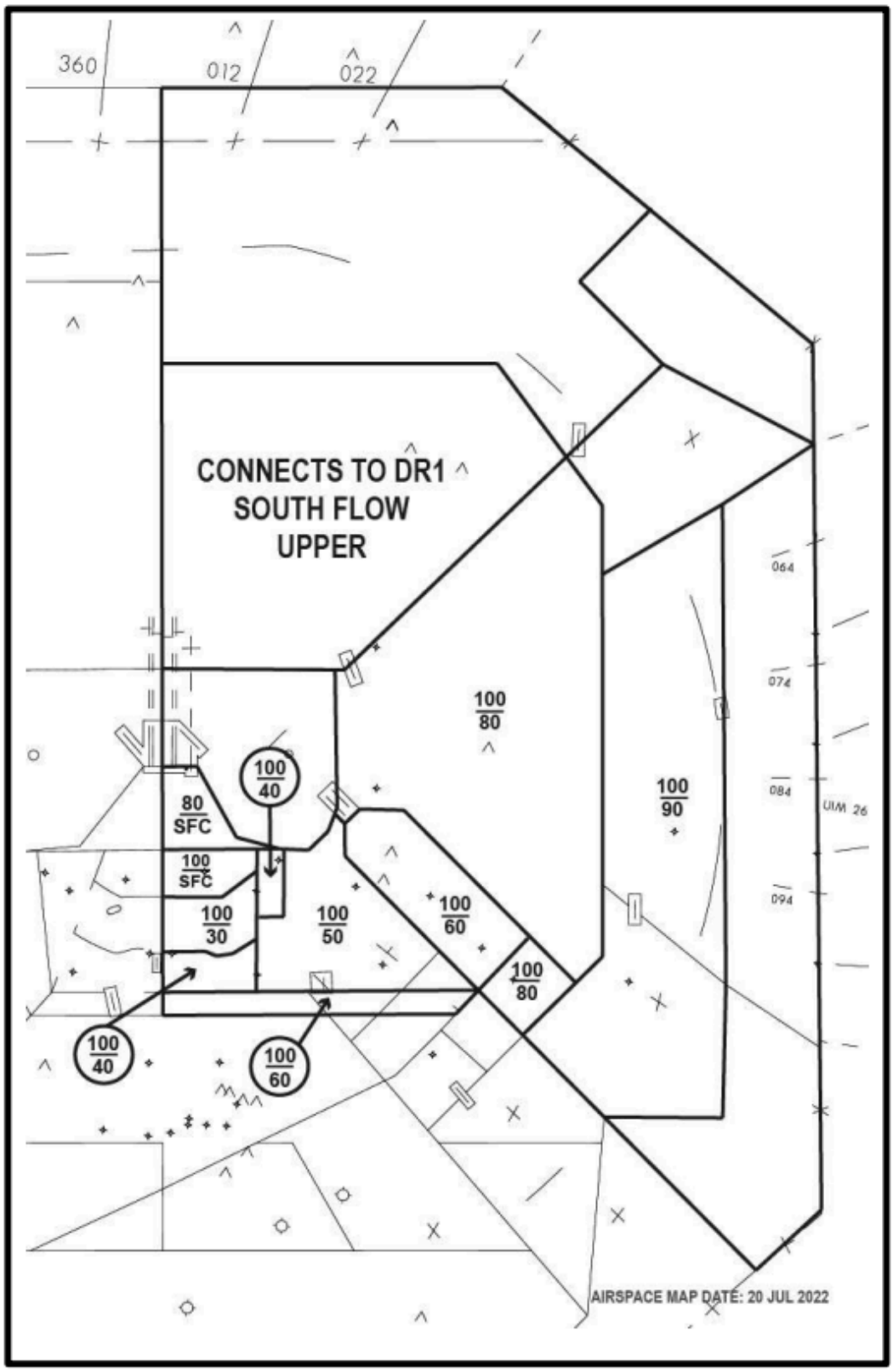


Figure A-64 SONO DR1

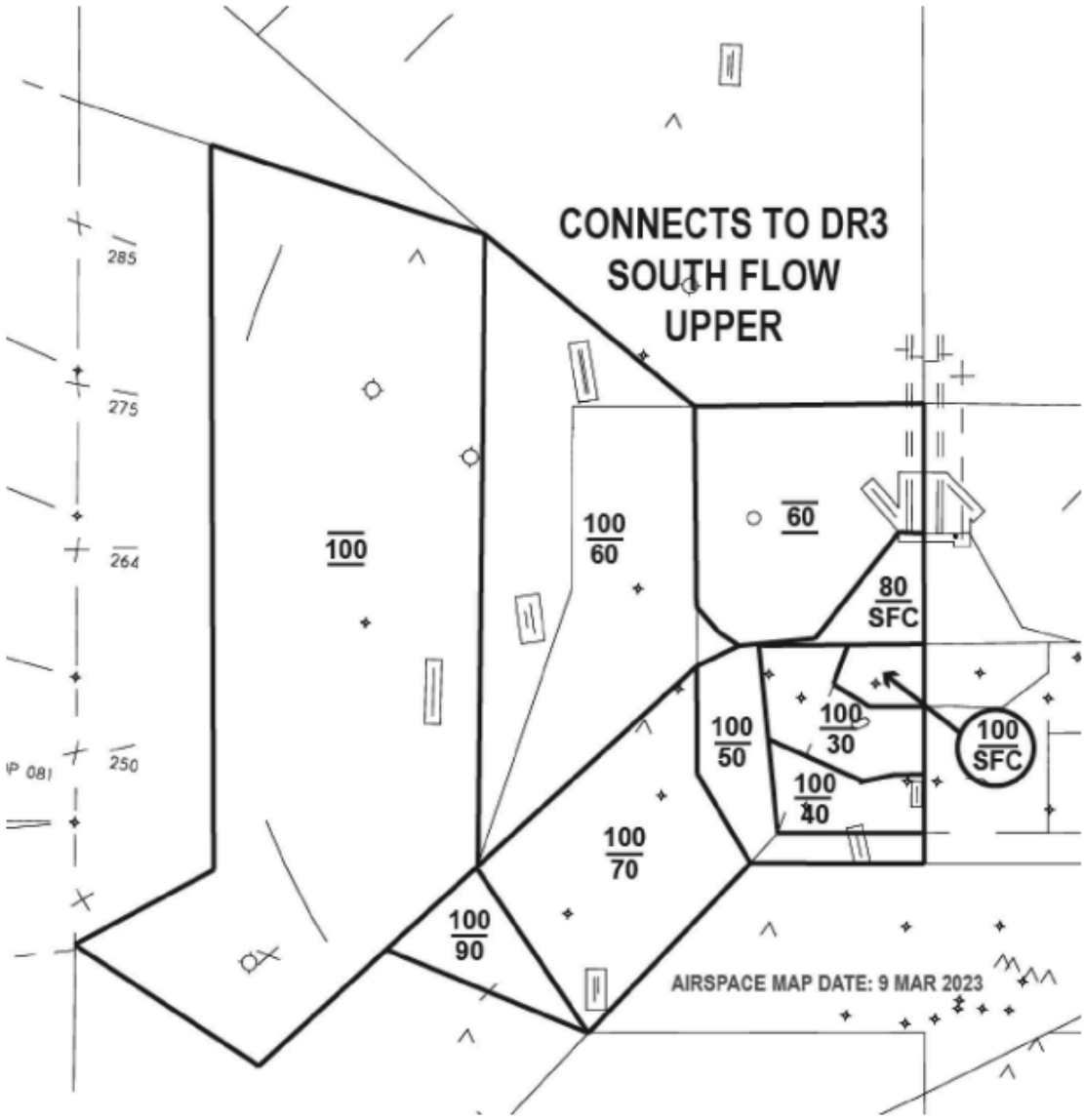


Figure A-65. SONO DR3

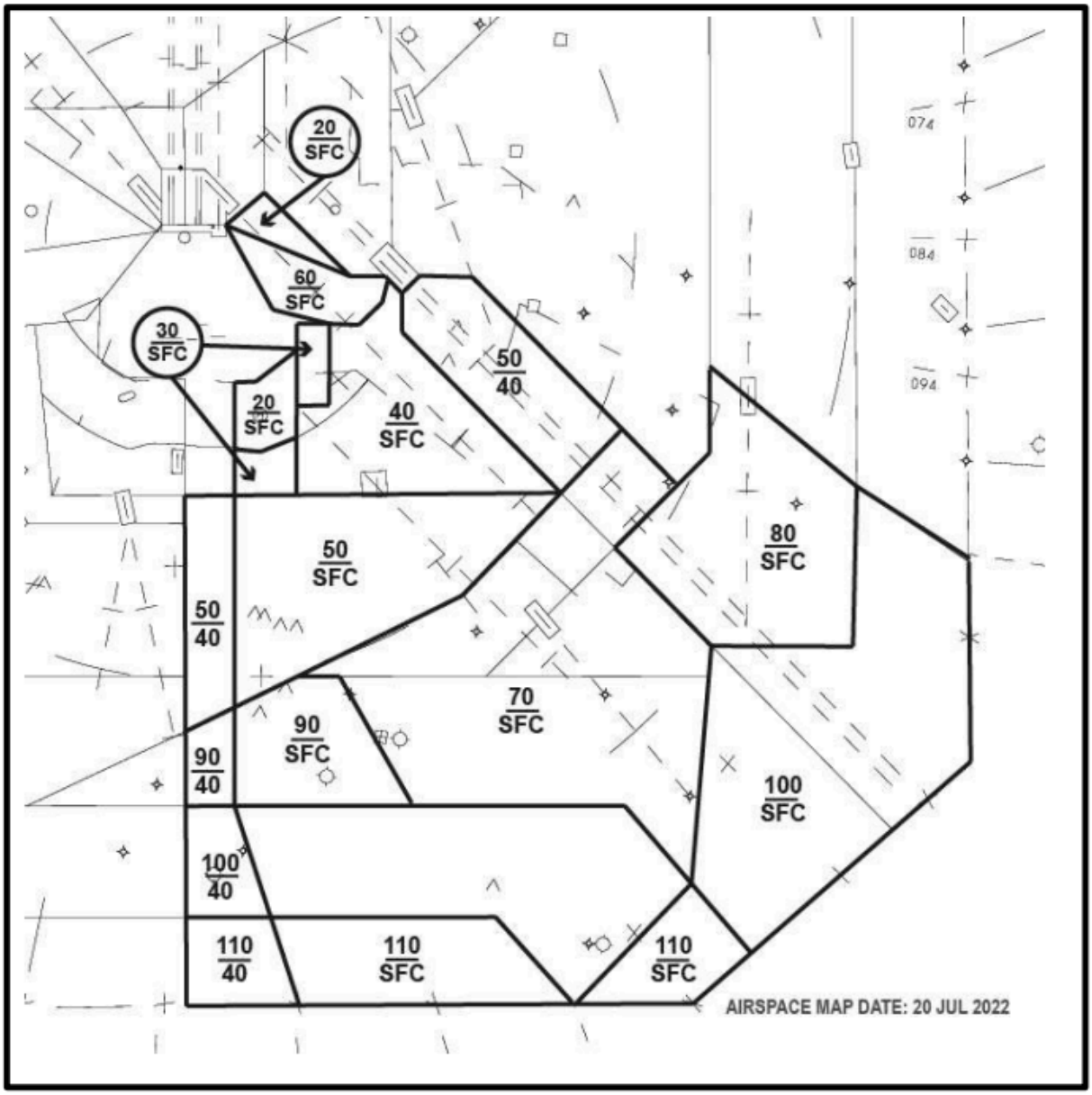


Figure A-66. SONO DS

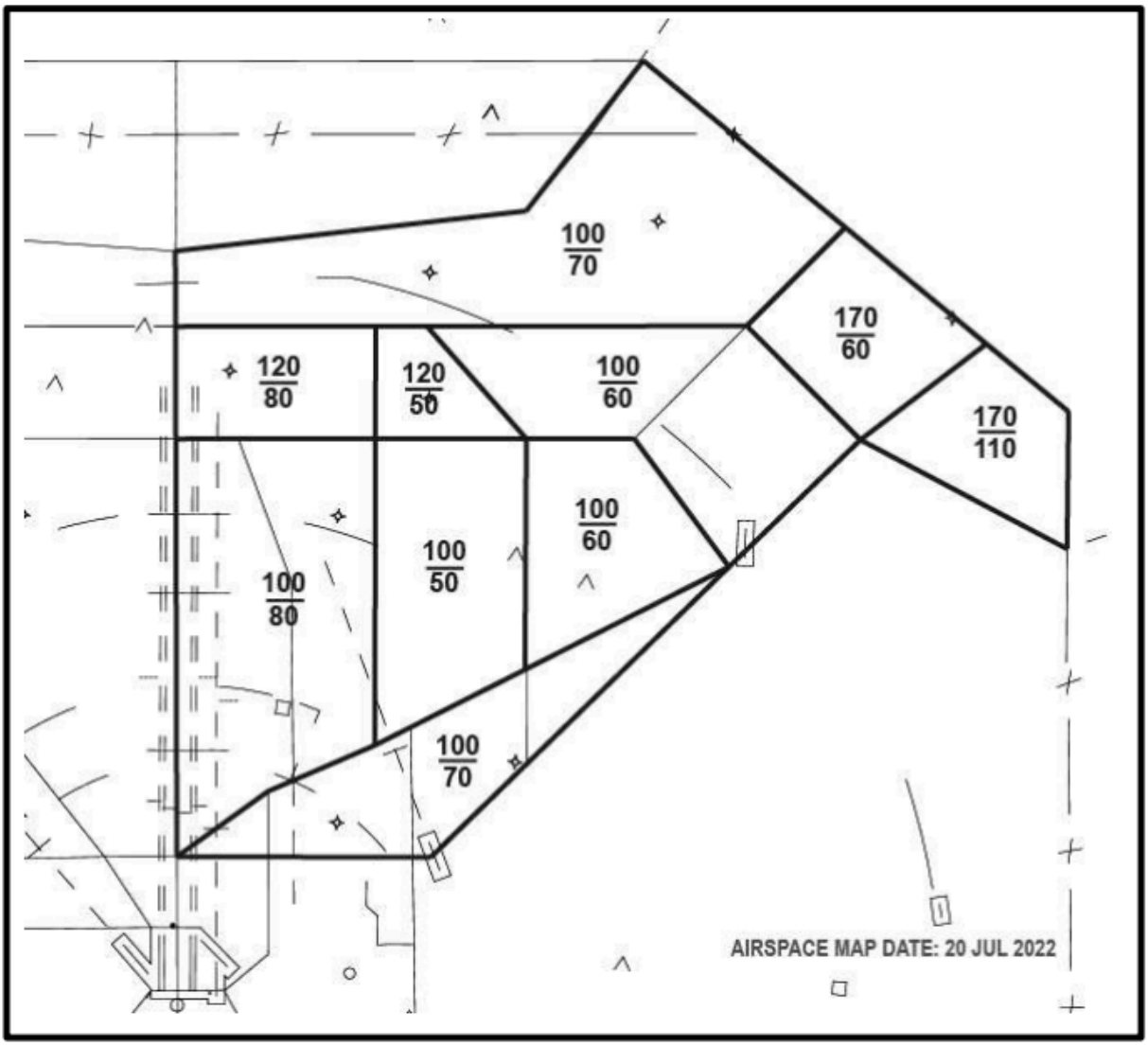


Figure A-67. SONO FE1

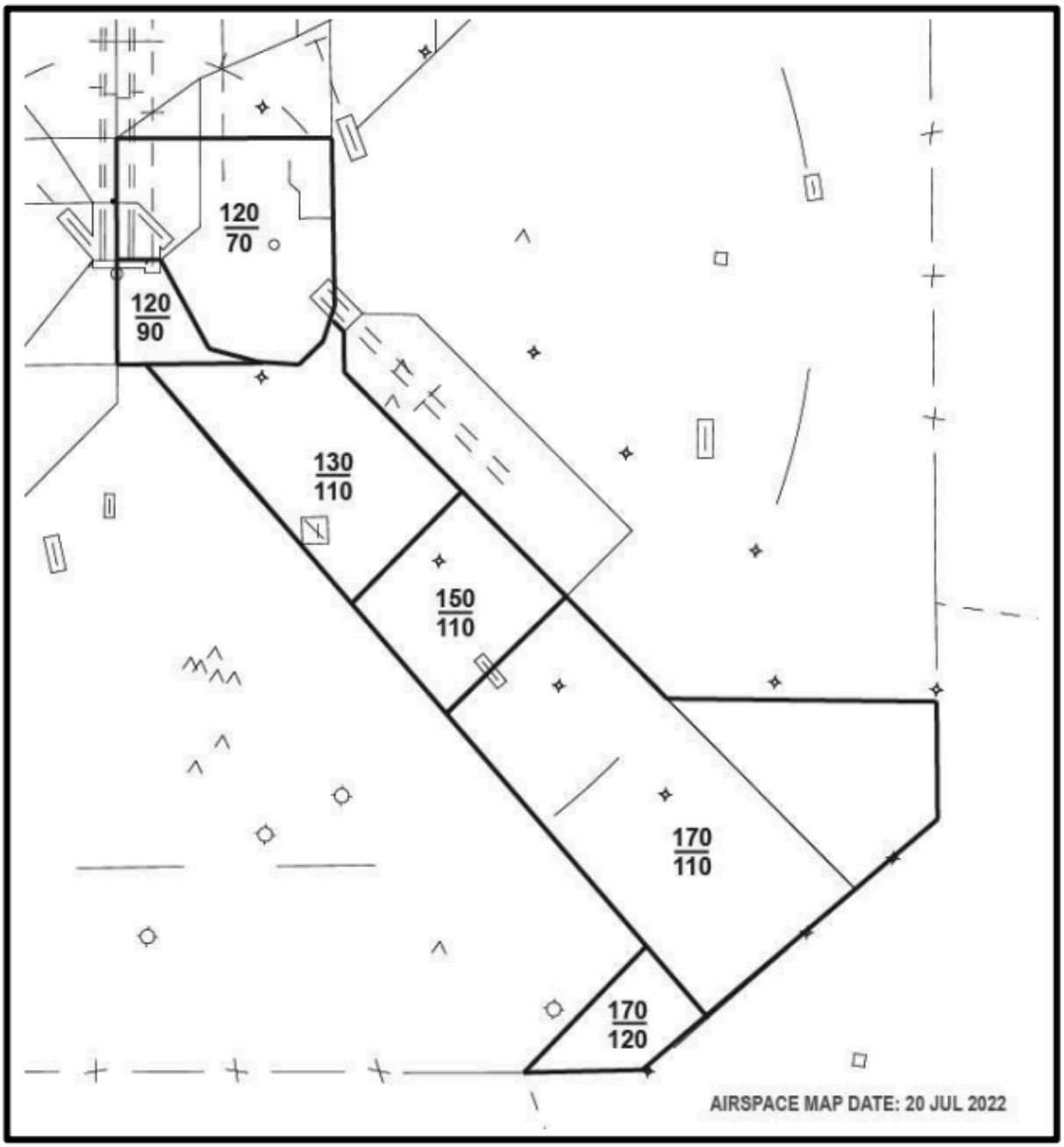


Figure A-68. SONO FE2

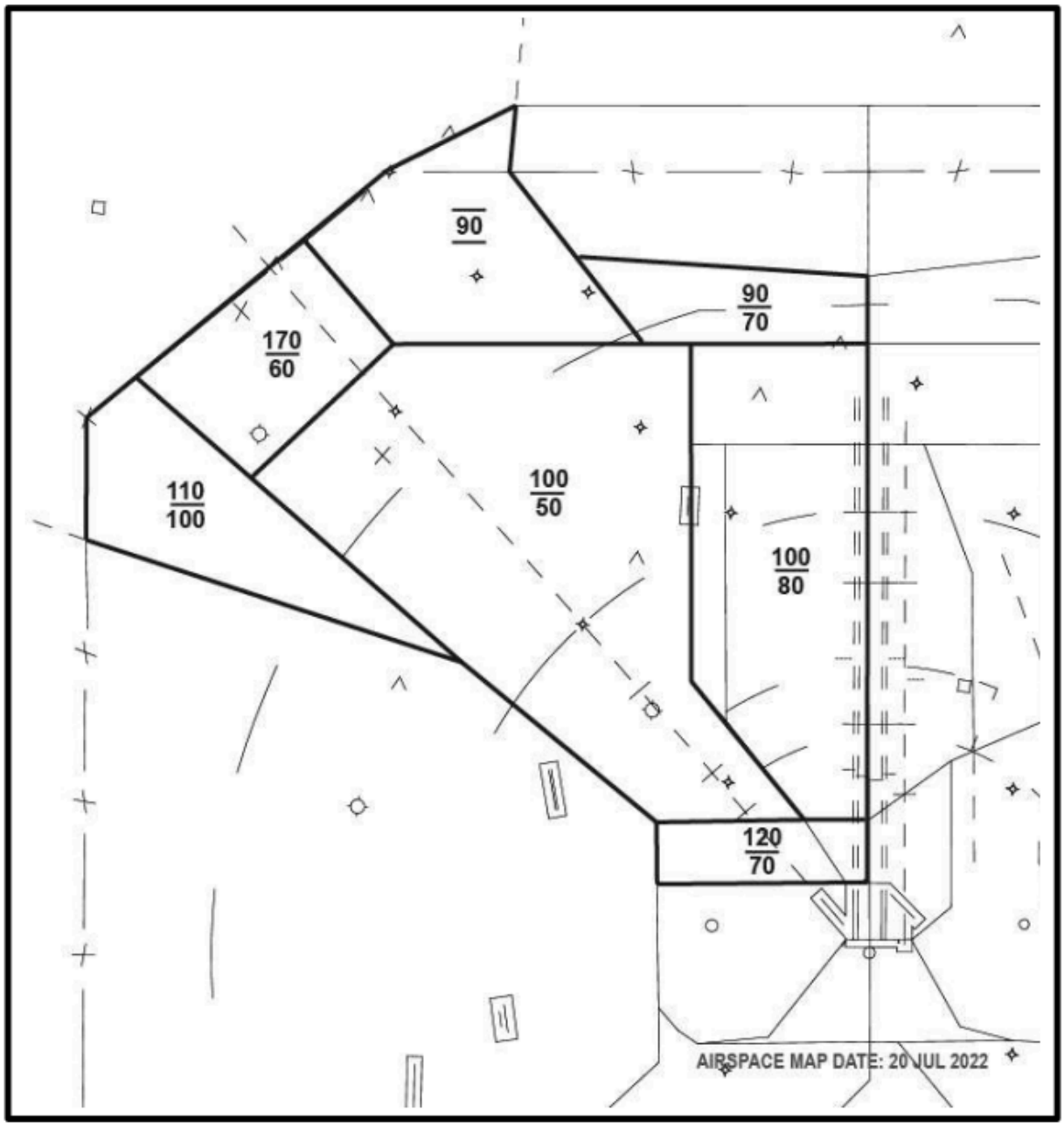


Figure A-69. SONO FW1

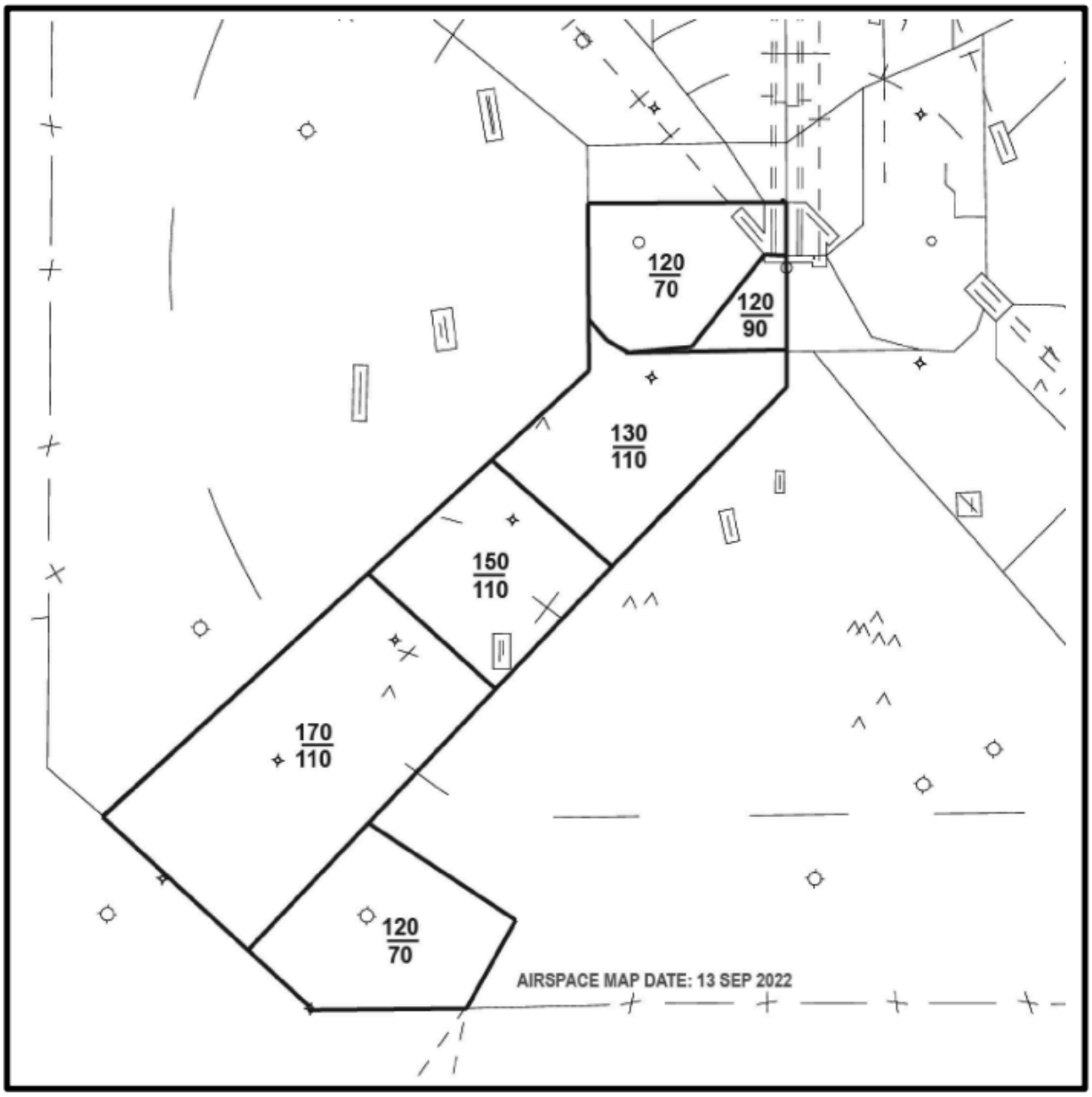


Figure 70. SONO FW2

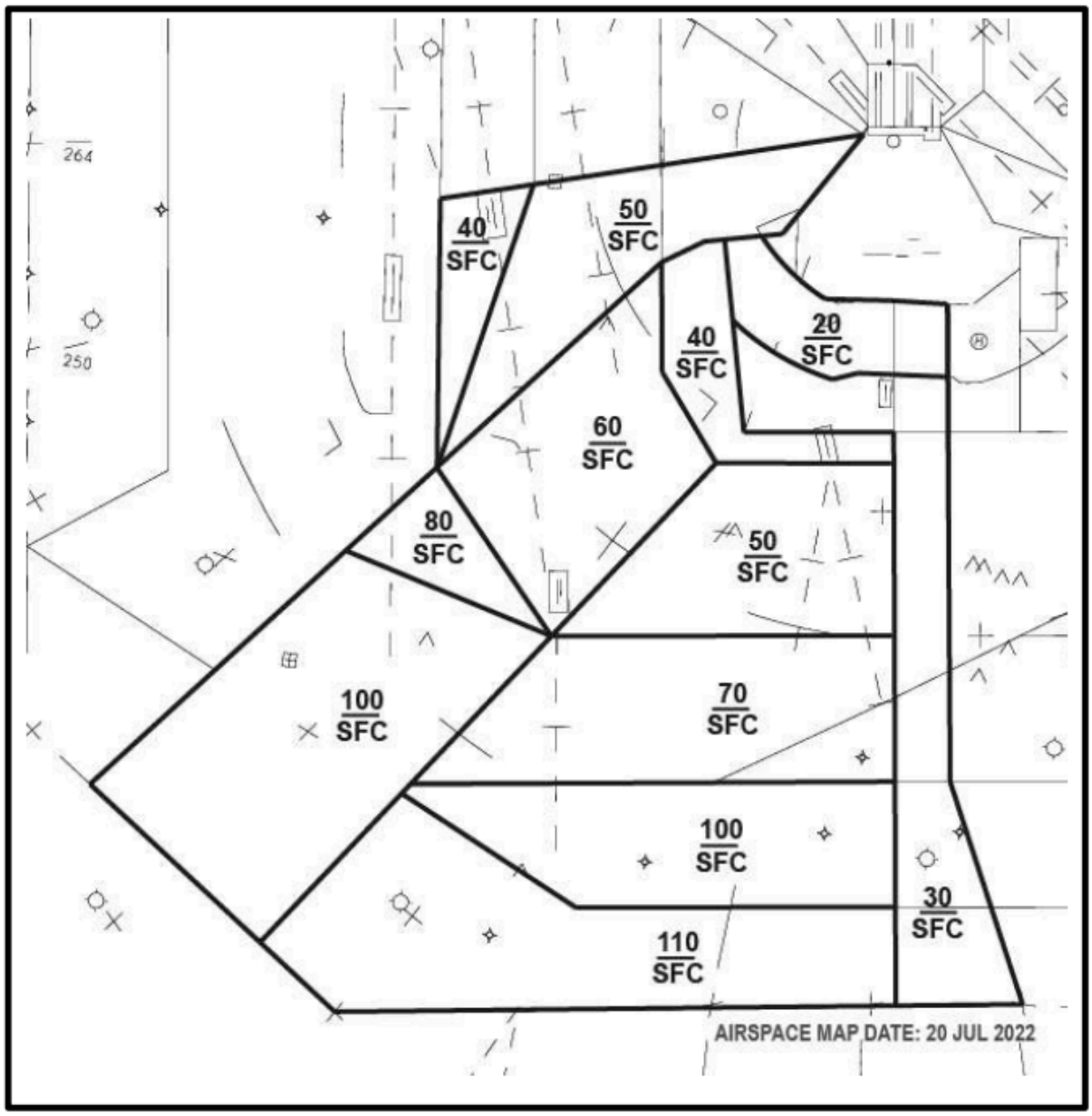


Figure A-71. SONO MS

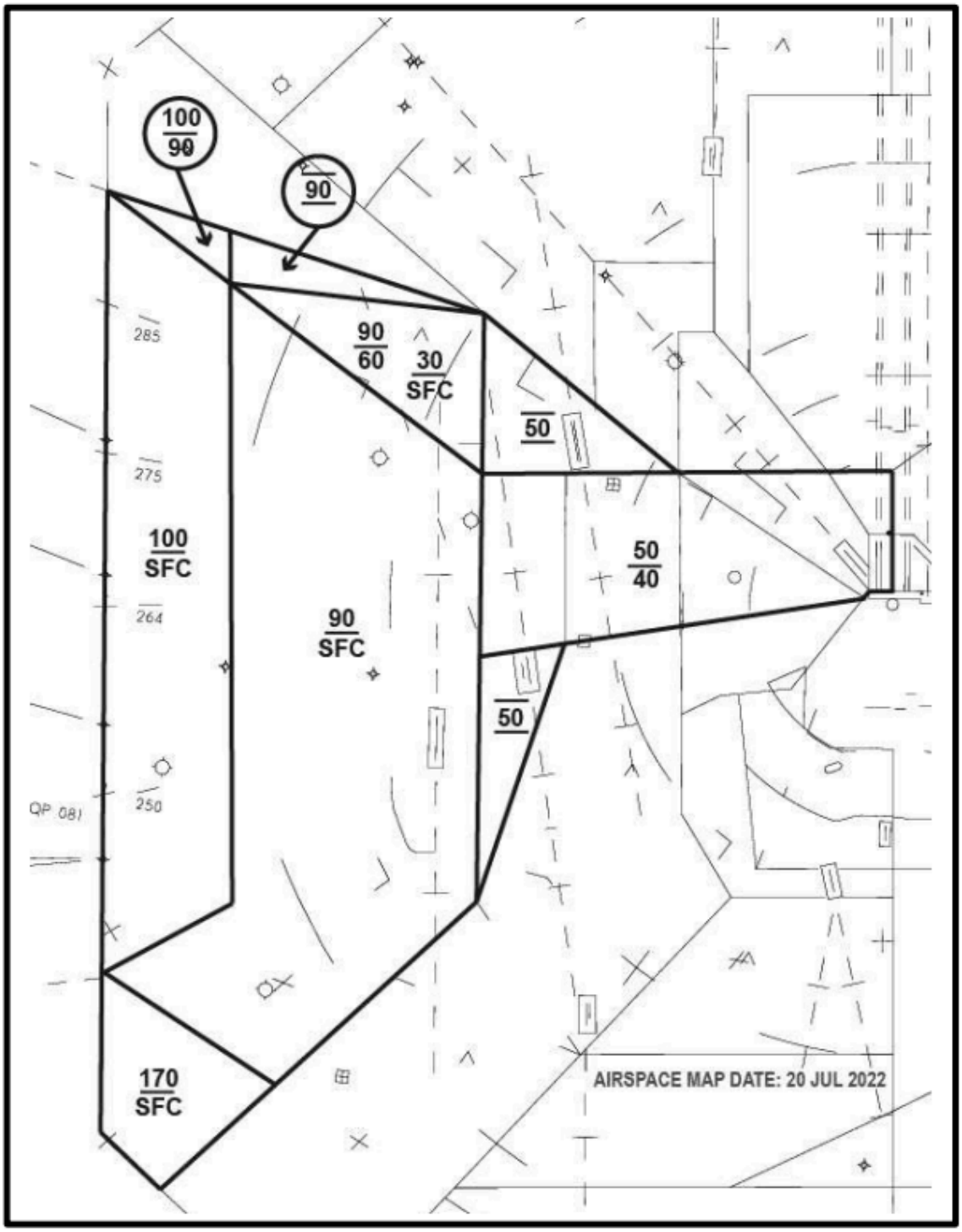


Figure A-72. SONO MW

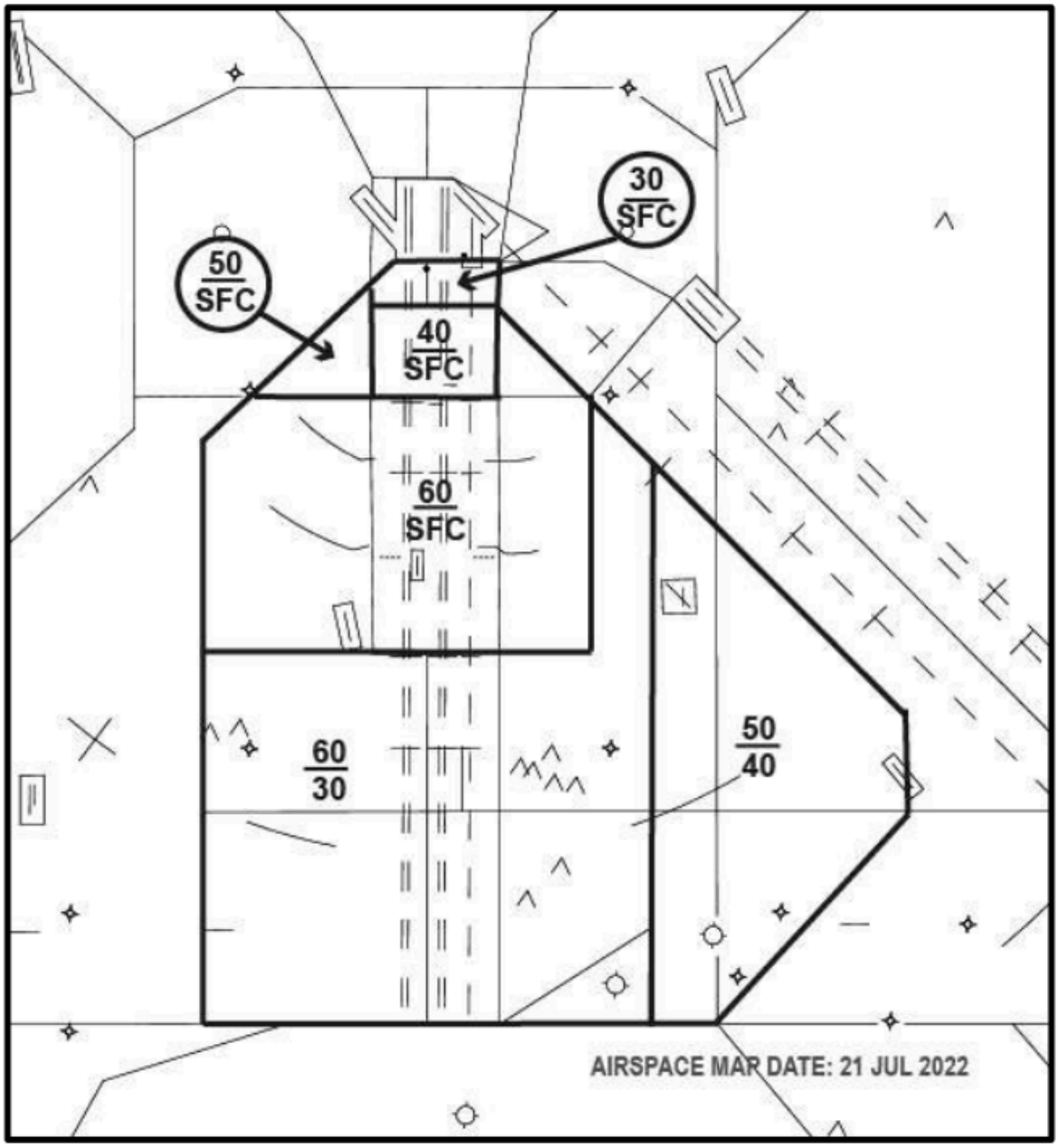


Figure A-73. Northwest Flow AR (Combined)

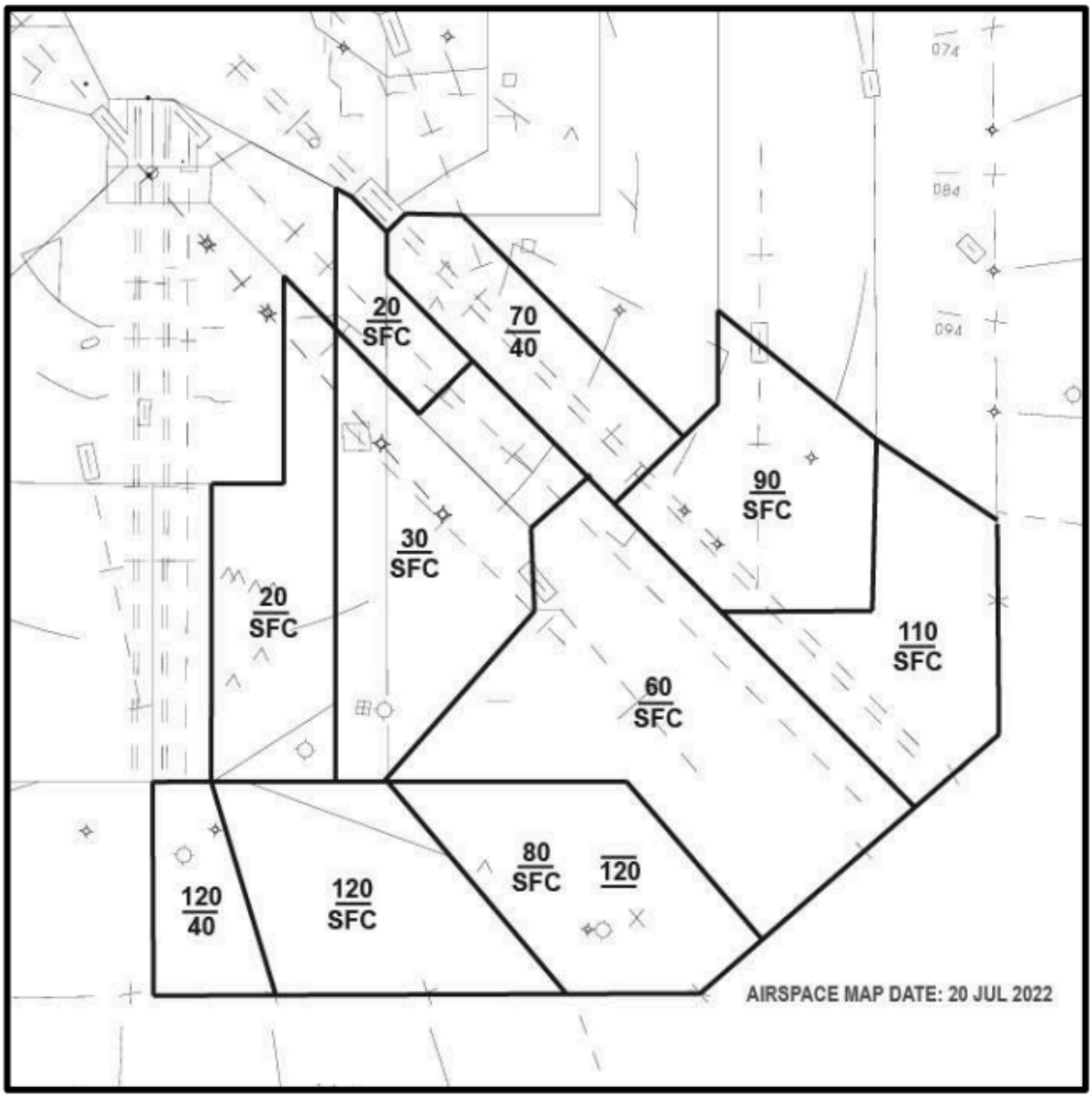


Figure A-74. Northwest Flow DS

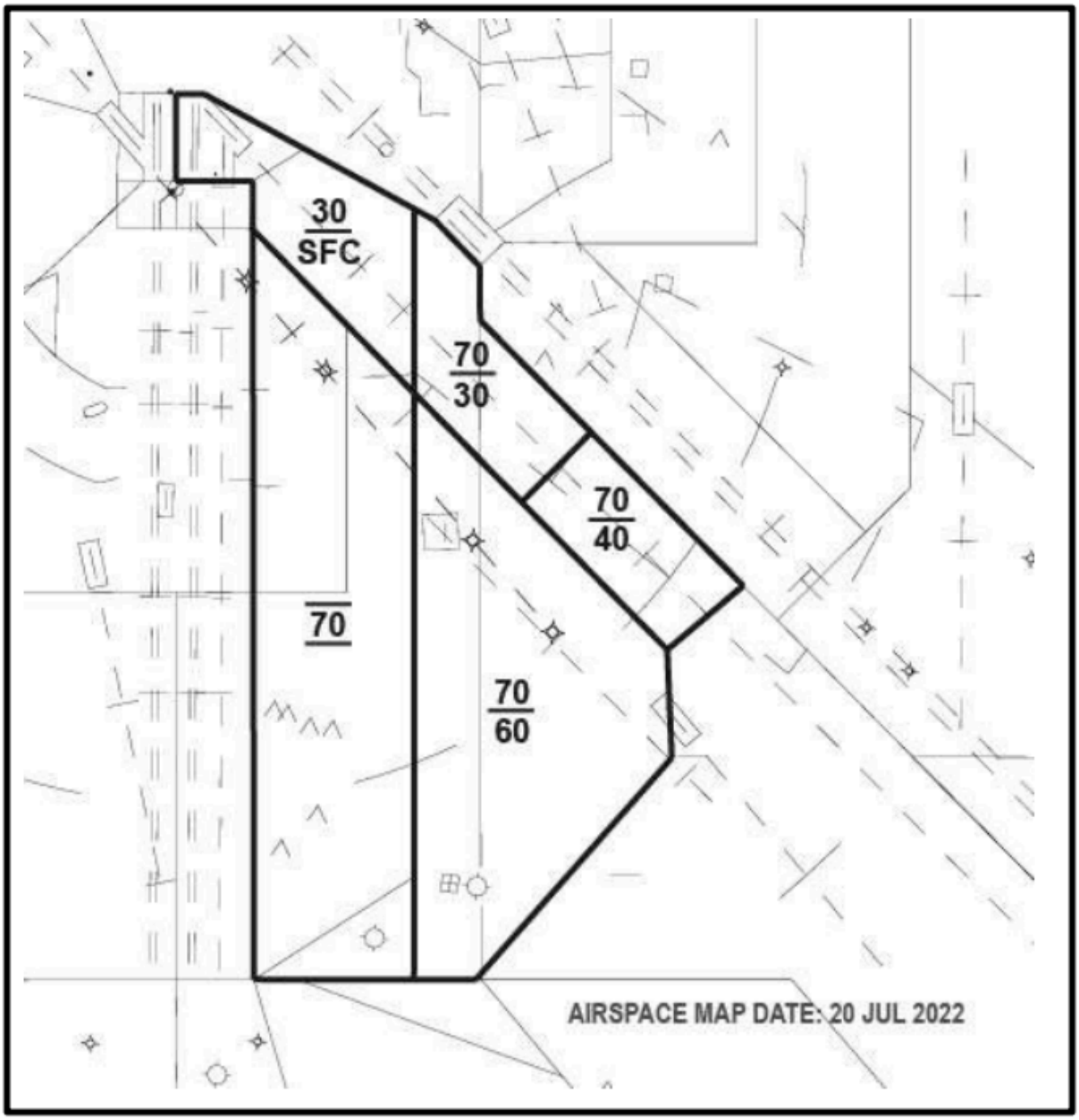


Figure A-75. Northwest Flow AR6

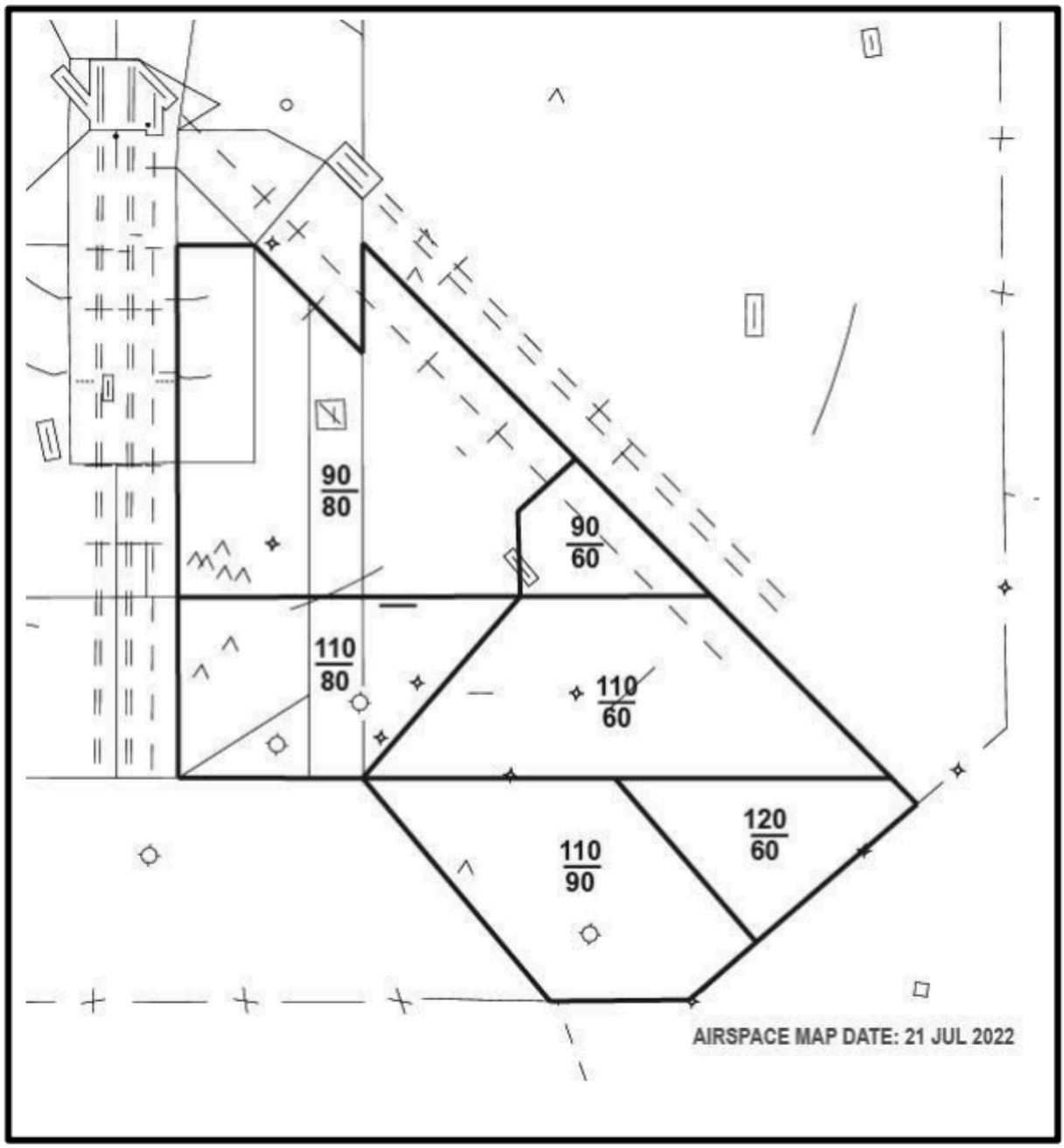


Figure A-76. Northwest Flow FE

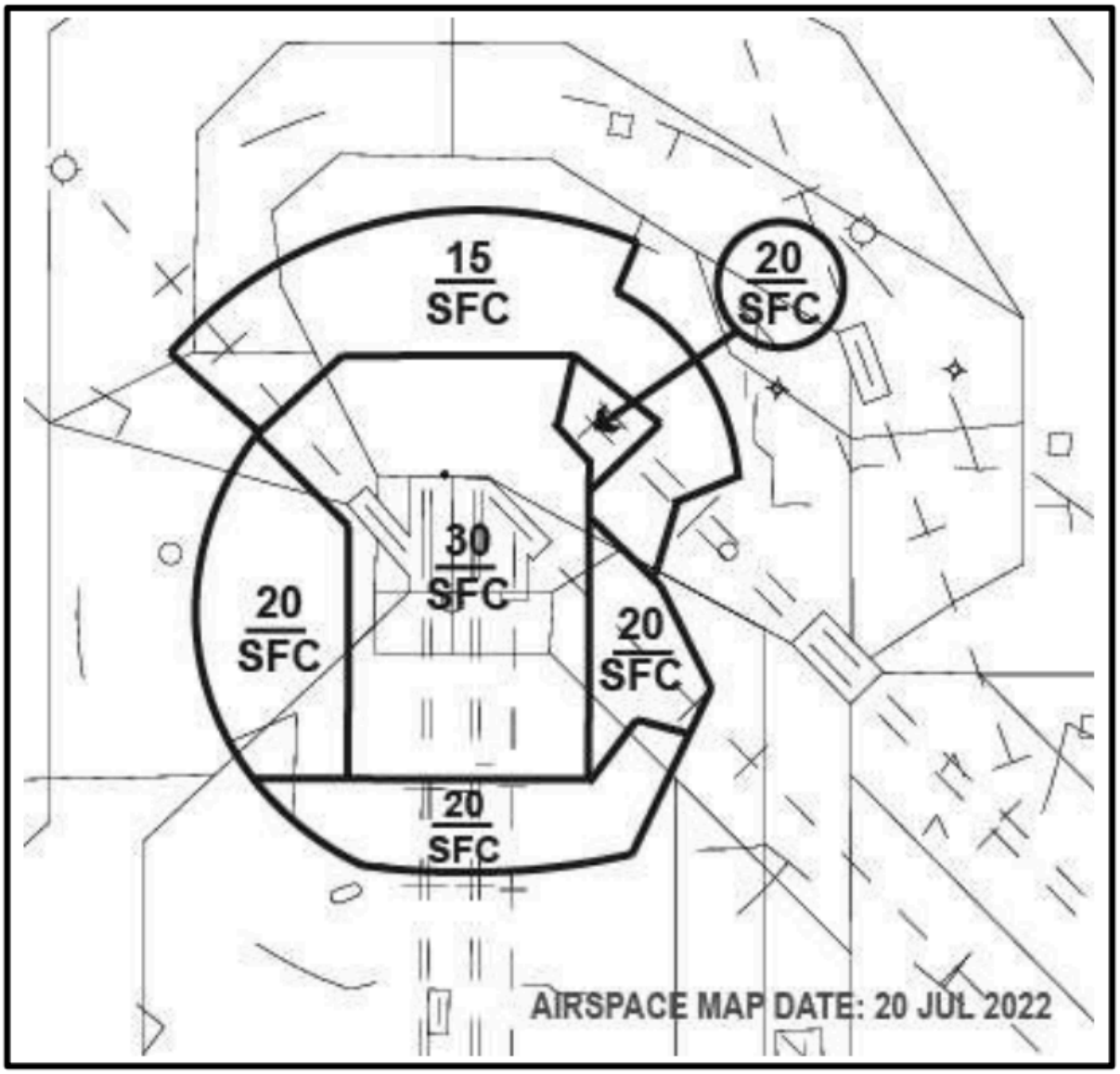


Figure A-77. DFW ATCT North Flow

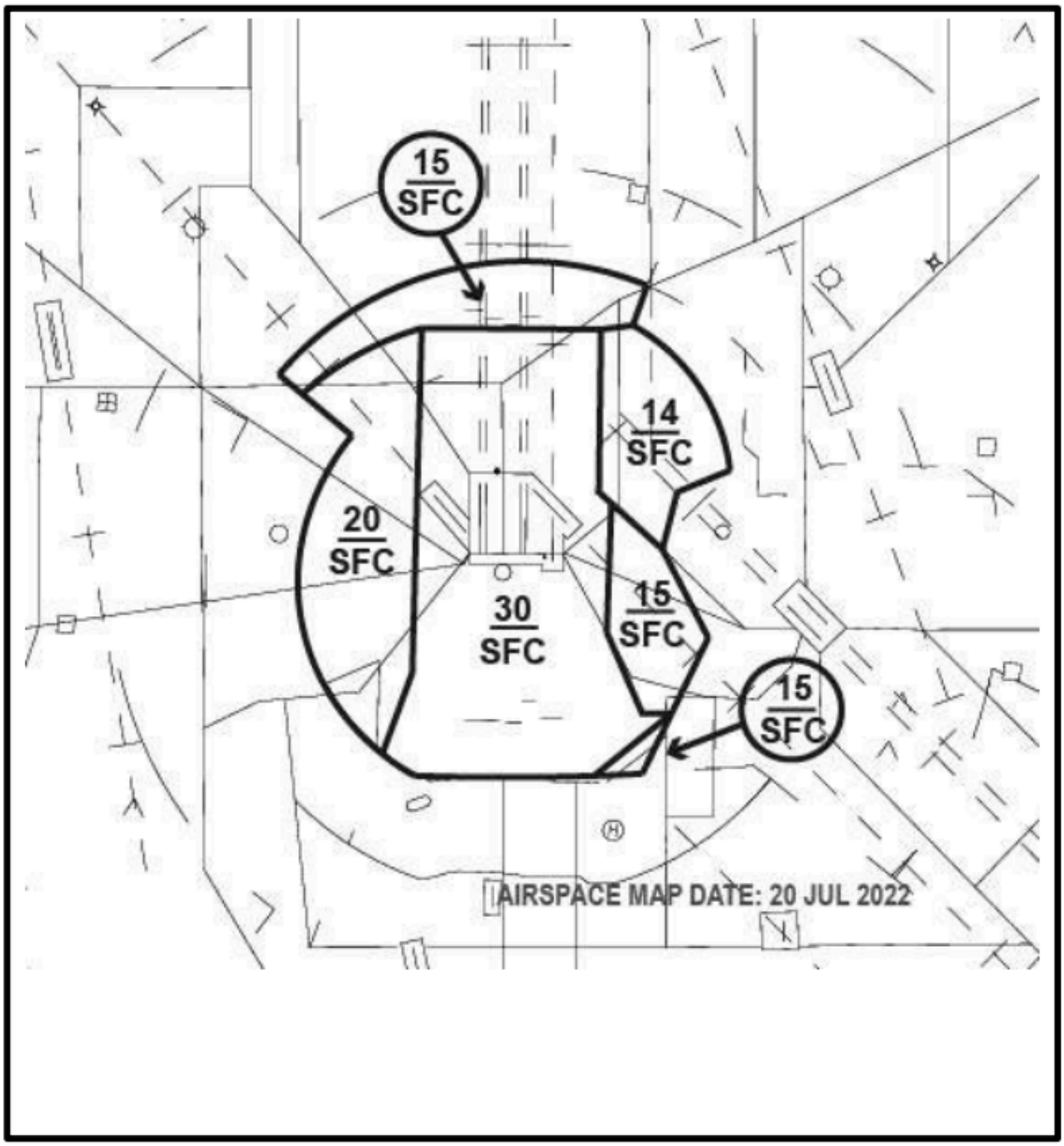


Figure A-78. DFW ATCT South Flow

Appendix B - P-ACP Areas

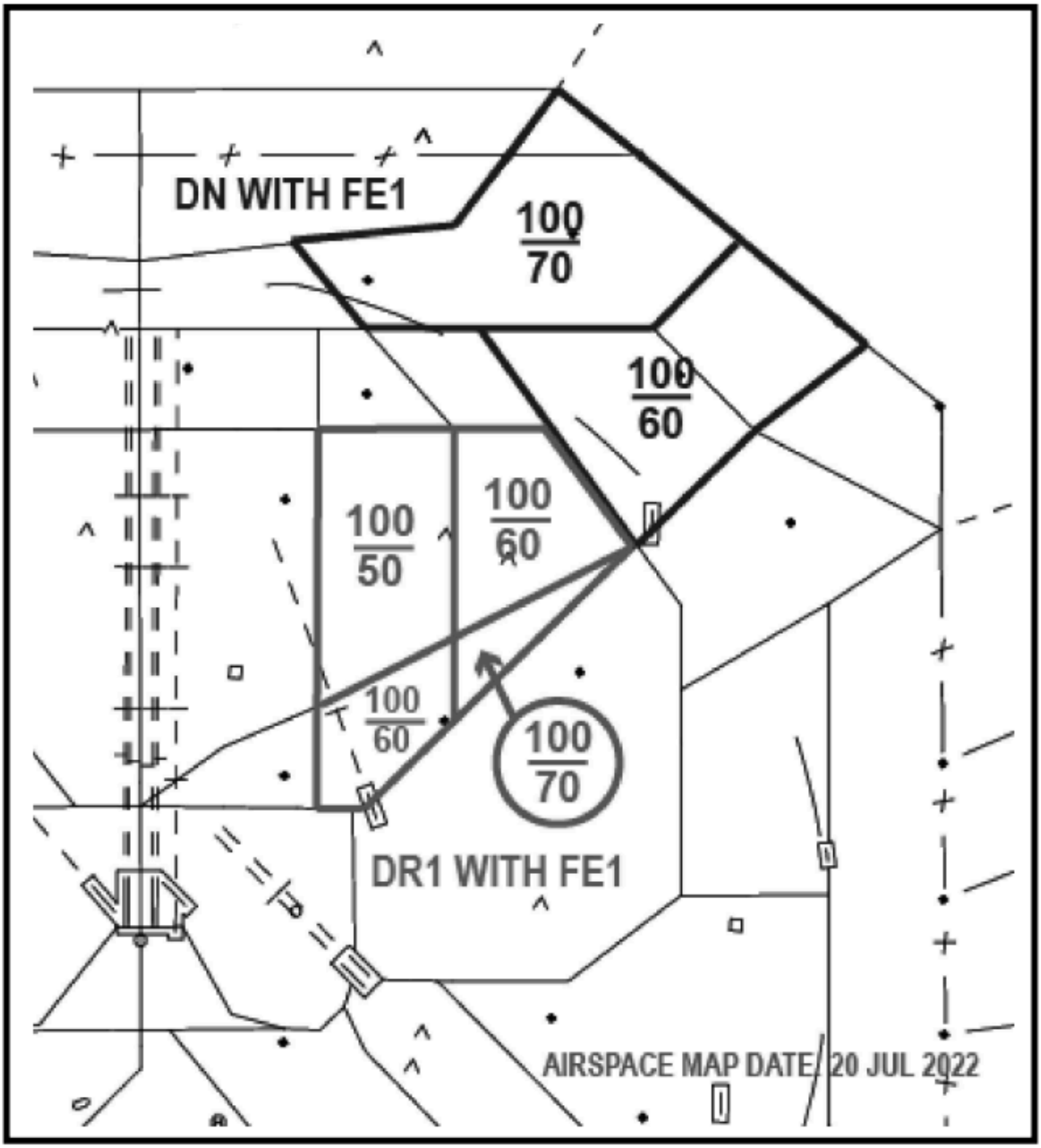


Figure B-1. DN and FE1 with DR1 South Flow

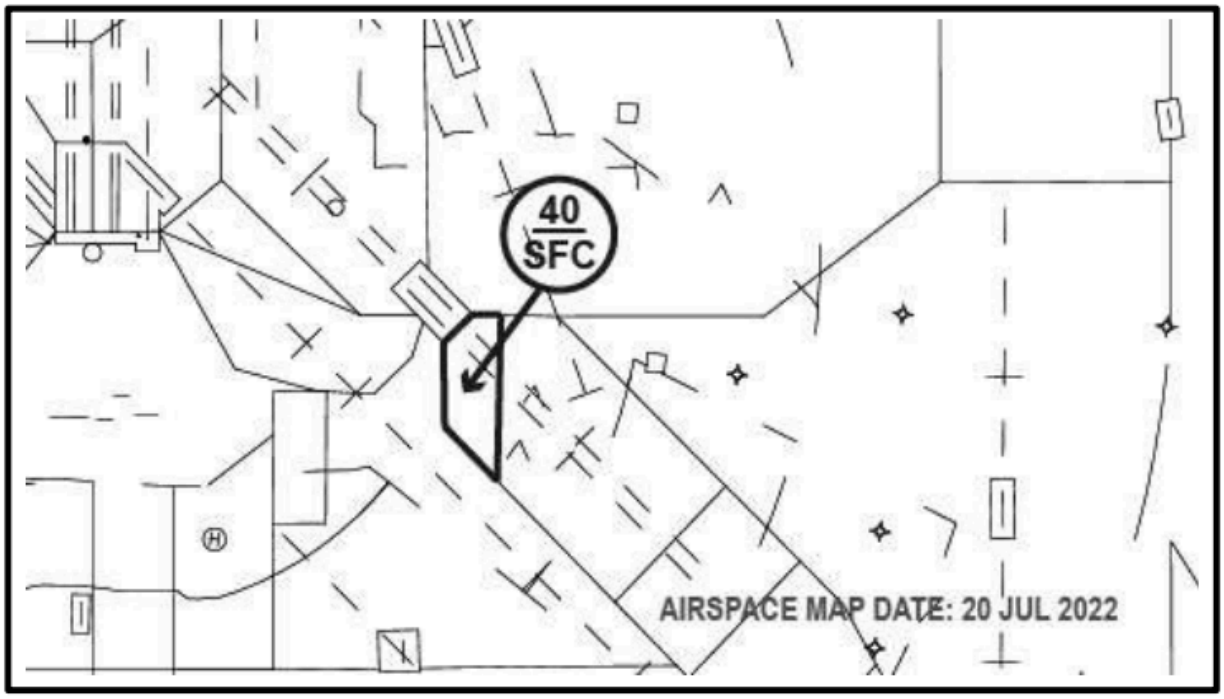


Figure B-2. DN with DR1 South Flow

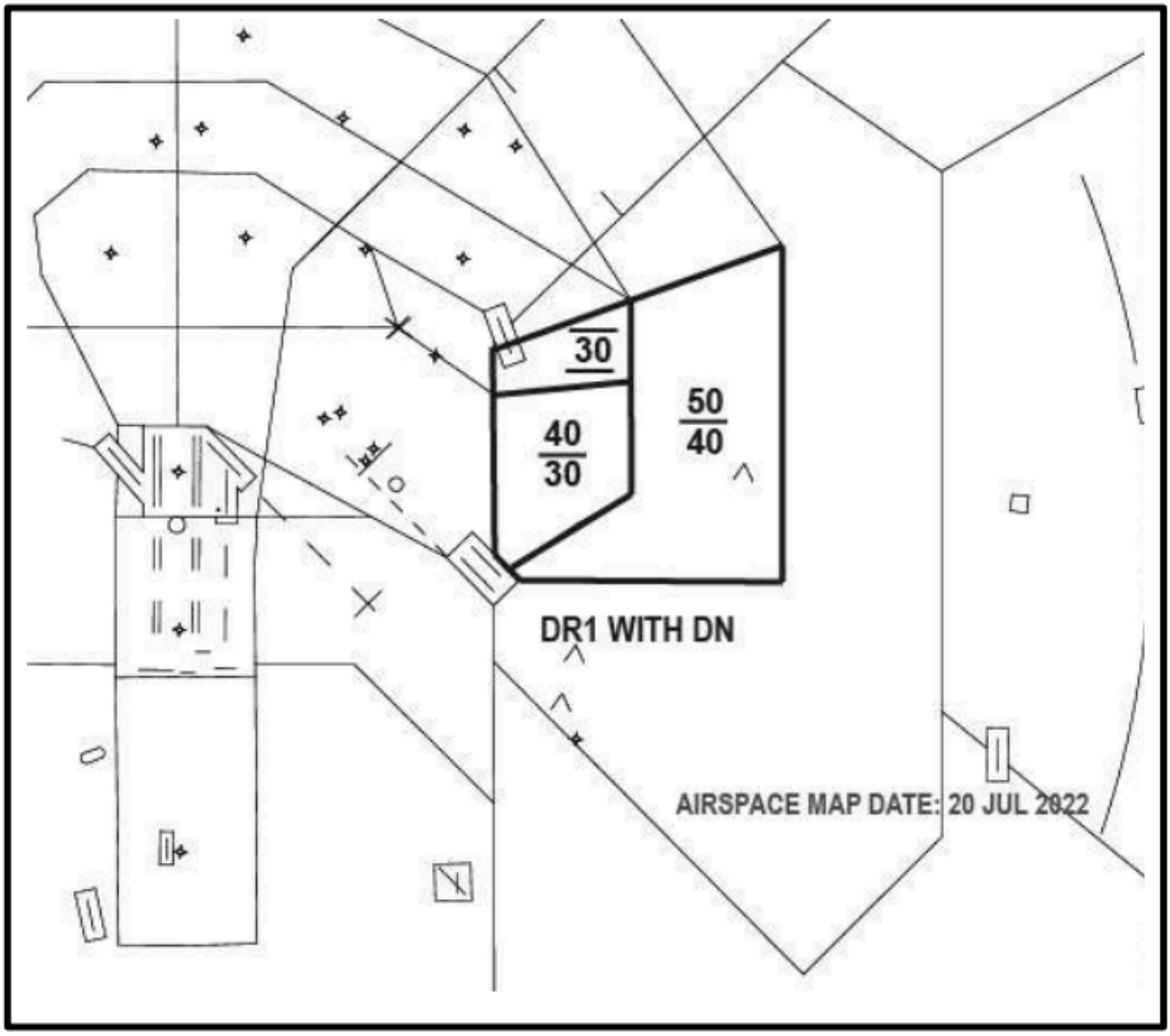


Figure B-3. DR1 with DN North Flow

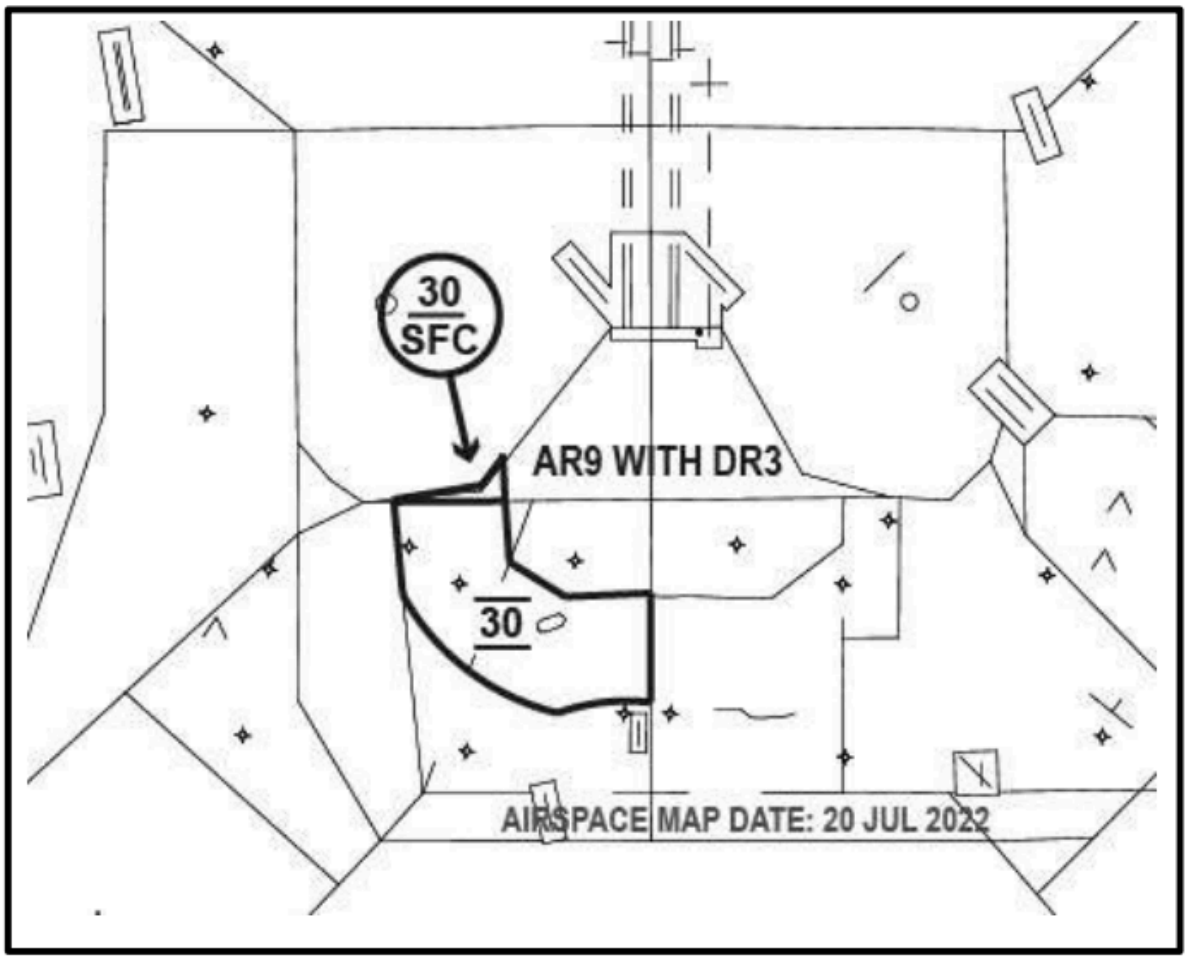


Figure B-4. AR9 with DR3 South Flow

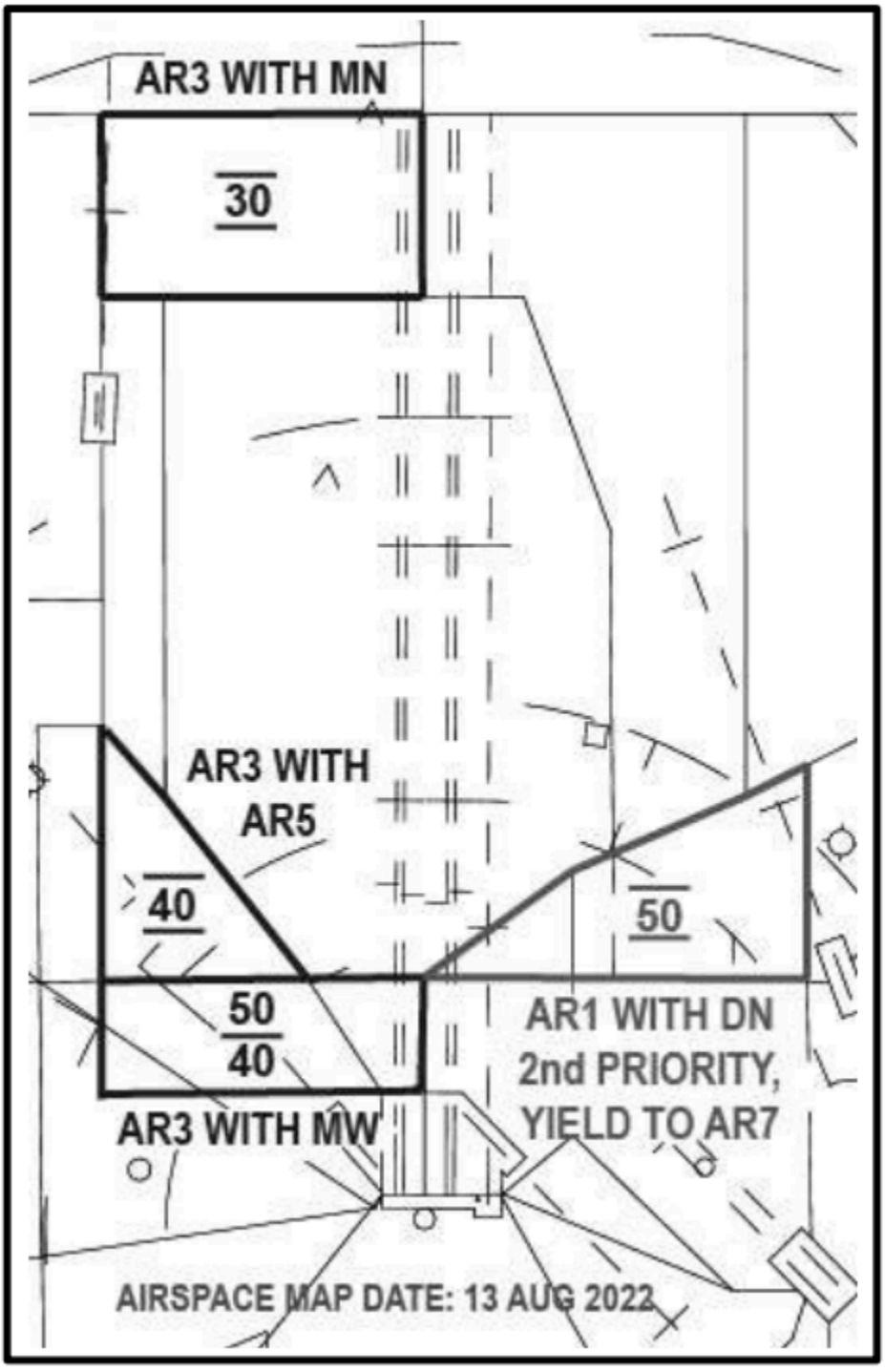


Figure B-5. AR with Satellites South Flow

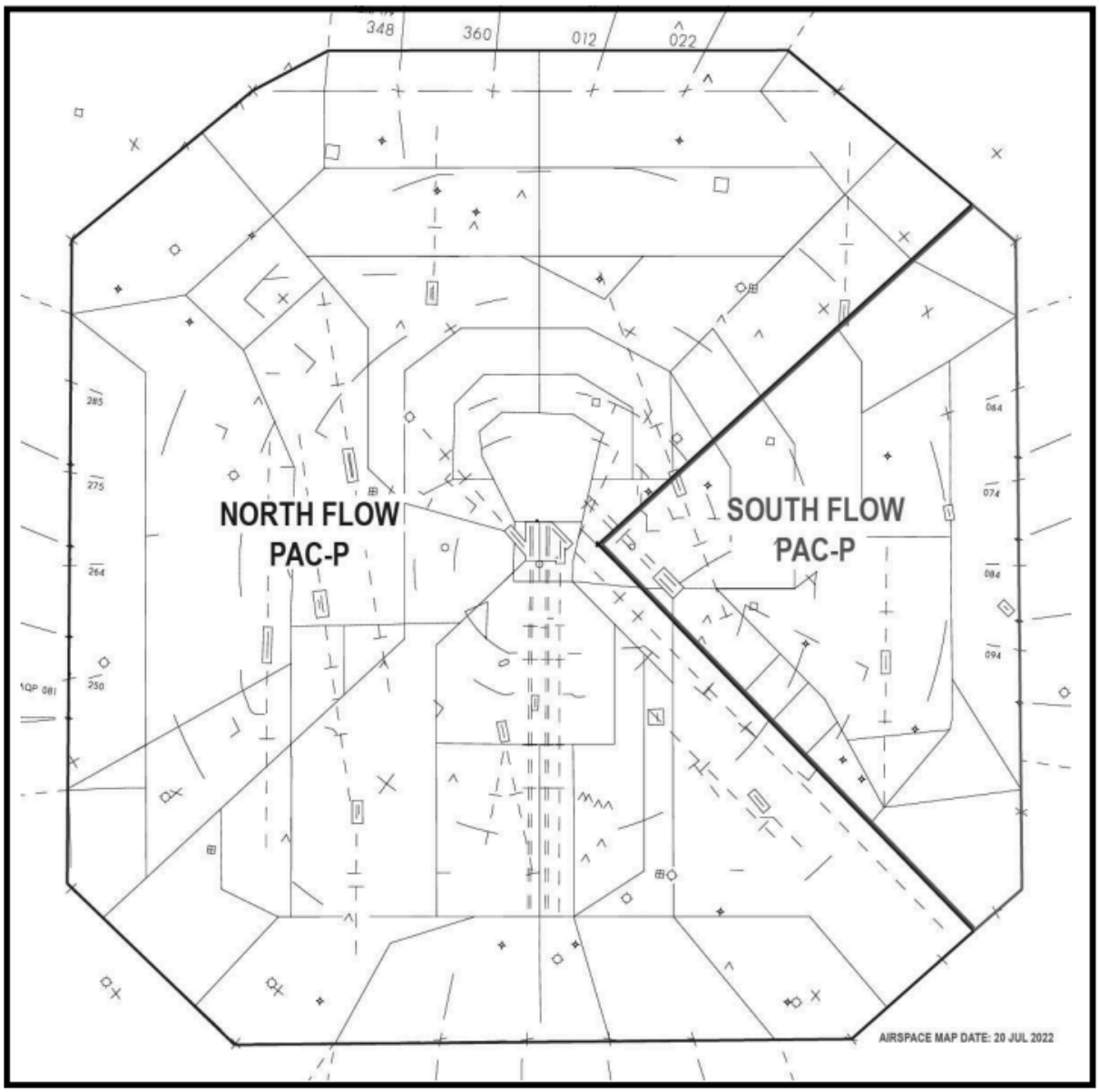


Figure B-6. NOSO

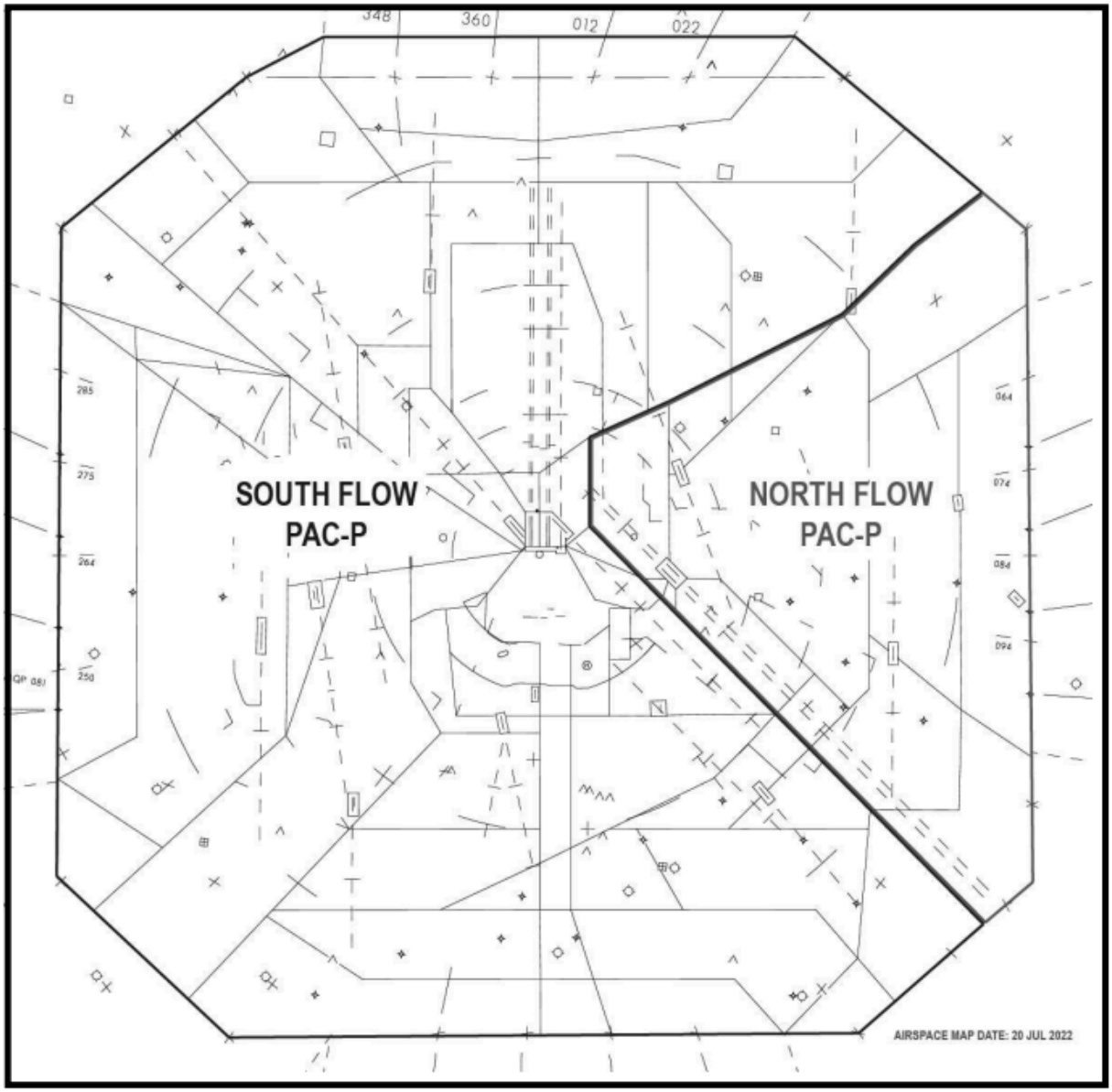


Figure B-7. SONO