Fort Worth Center

Sector Reference Guide

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Chapter 1: General

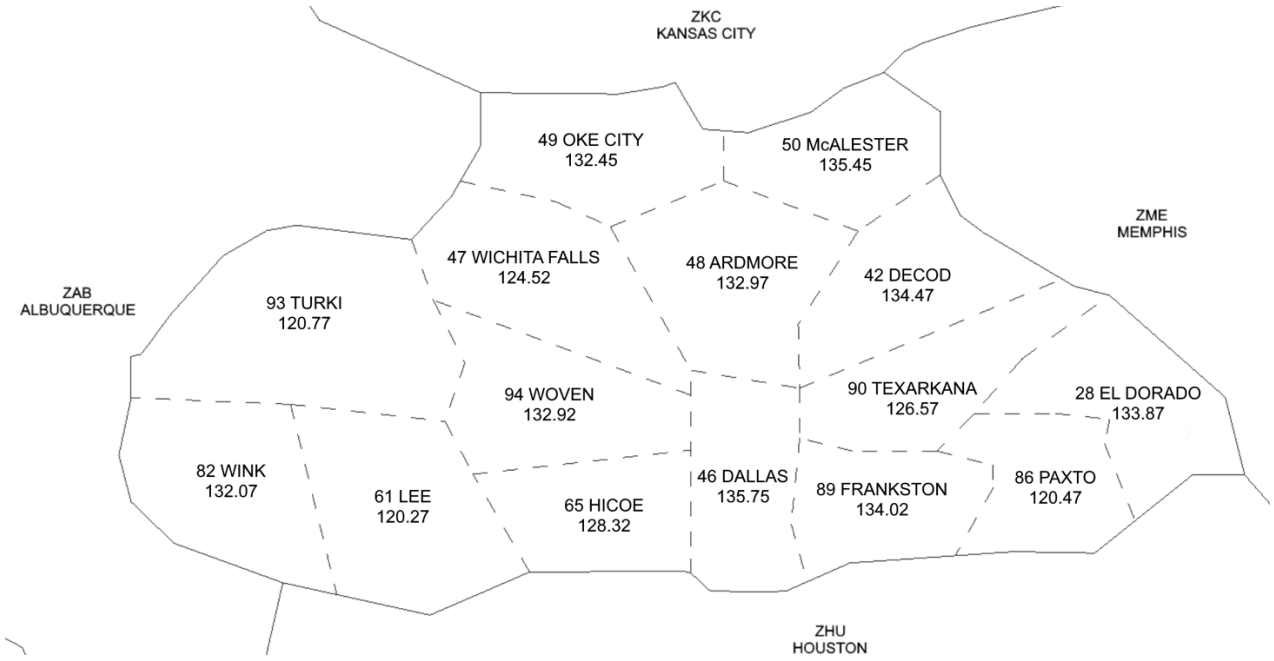
Section 1: Introduction

1-1-1. Purpose

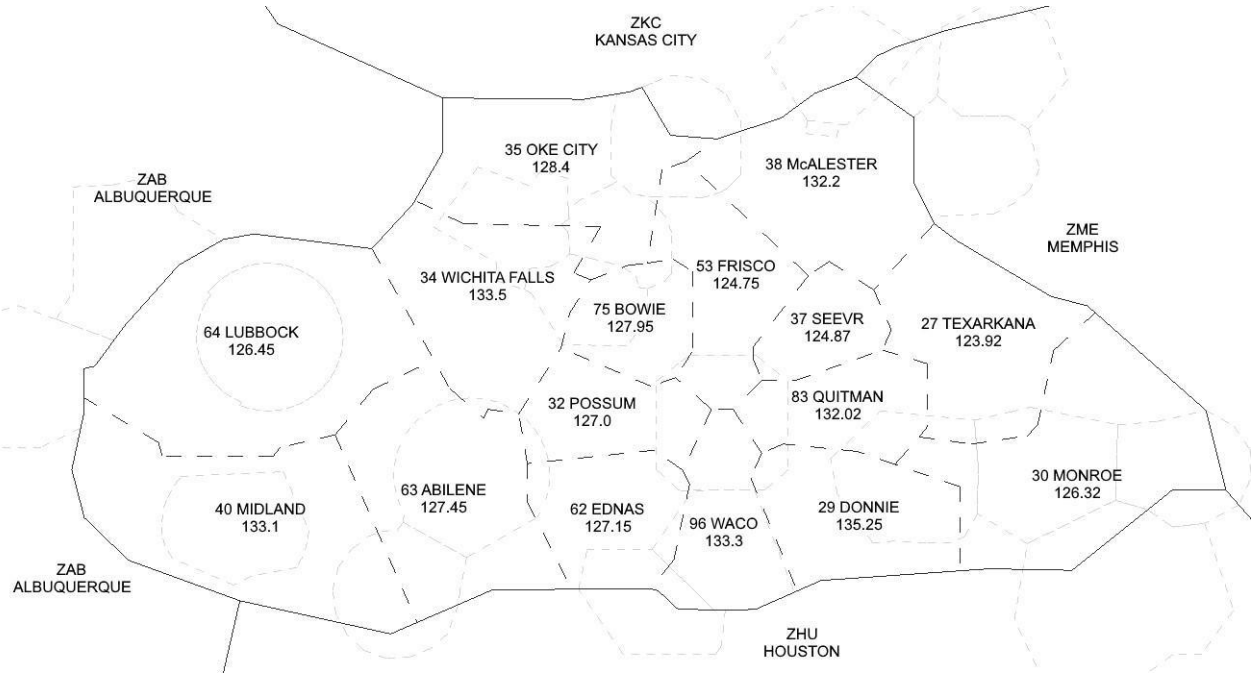
This handbook supplements all other vZFW, VATUSA, VATSIM, and applicable FAA directives. It provides guidance to air traffic control services and defines the operational responsibilities for personnel providing air traffic control services in the Fort Worth Enroute airspace. All vZFW controllers are required to be familiar with the provisions of this directive and to exercise their best judgment when they encounter situations that are not covered.

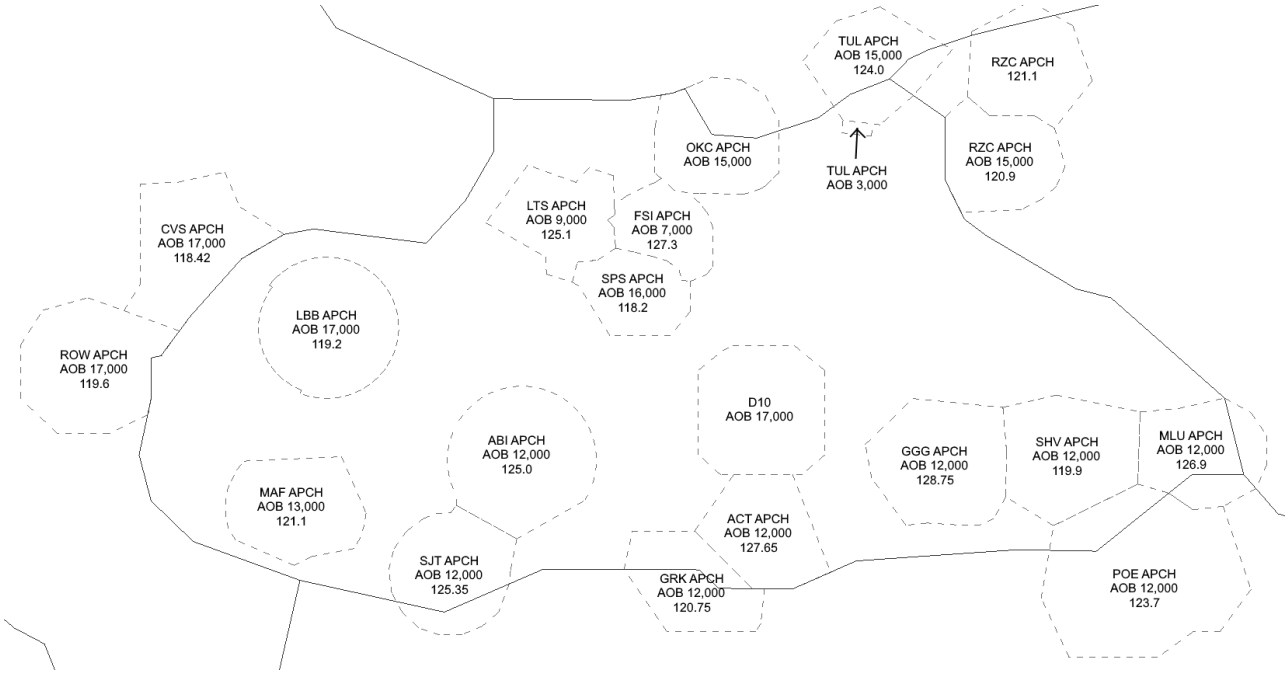
1-1-2. Airspace

ZFW is divided up into 6 areas and further divided into 31 sectors. Fifteen serve has high sectors which provide services to aircraft at or above FL240. Sixteen serve as low sectors which provide services to aircraft in controlled airspace at or below FL230. ZFW will assume control of all TRACON airspace unless the controlling agency is online.



b. Low Sectors





1-1-3. Position Openings

The combined position is ZFW51. Splits should only occur when operationally necessary. Positions other than those listed as “primary” will only be opened with ATM, DATM, or CIC approval.

Section 2. General Operations

1-2-1. Sign In/Out Procedures

All controllers are required to sign into the network using the proper callsign and frequency. Controllers should familiarize themselves with traffic and weather present before signing in.

1-2-2. Position Relief Responsibility

The following procedures must be used when relieving a position.

a. Relieving controllers shall observe the position of operation and indicate that the verbal briefing may begin.
b. Controllers being relieved shall start the verbal briefing with the checklist and proceed in sequence through the remaining checklist items, ensuring to relay pertinent status information.
c. After completion of the position relief briefing, both controllers shall state their operating initials as an acceptance/completion of the position relief briefing.
d. Relieving and relieved controllers are equally responsible for ensuring the completeness of the position relief briefing.
e. After giving the required position relief briefing, the controller being relieved shall monitor for a minimum of two minutes with the relieving controller to ensure all pertinent information and traffic situations are communicated and understood.

1-2-3. Handoff Procedures

The following procedures must be used when performing handoffs.

a. Hand-offs between ZFW must be done at least 5 miles and not more than 50 miles from the sector boundary.
b. Hand-offs between ZFW and an approach position must be done at least 5 miles and no more than 25 miles from the sector boundary.
c. Hand-offs between ZFW and adjacent en-route sectors must be done at least 10 miles and no more than 50 miles from the sector boundary.
d. Aircraft must be vertically separated by at least 1,000 feet/five miles between center sectors.
e. Aircraft must be vertically separated by at least 1,000 feet/three miles between ZFW sector and an approach sector.

NOTE: Greater separation may be necessary due to flow requirements.

1-2-4. Pre-Arranged Coordination

a. When low sectors are open, aircraft will be climbed to their sectors ceiling (FL230). The receiving controller has control on contact for climbs only. The aircraft must be climbed into their airspace prior to issuing any turns unless otherwise coordinated.
b. Unless specified by LOA, aircraft will be descended to an altitude no lower than 1000 feet above the receiving controller's ceiling. The receiving controller has control on contact for descents only. The aircraft must be descended into their airspace prior to issuing any turns unless otherwise coordinated.

1-2-5. Minimum Altitudes

No controller should vector an IFR aircraft below any designated Minimum Instrument Altitude.

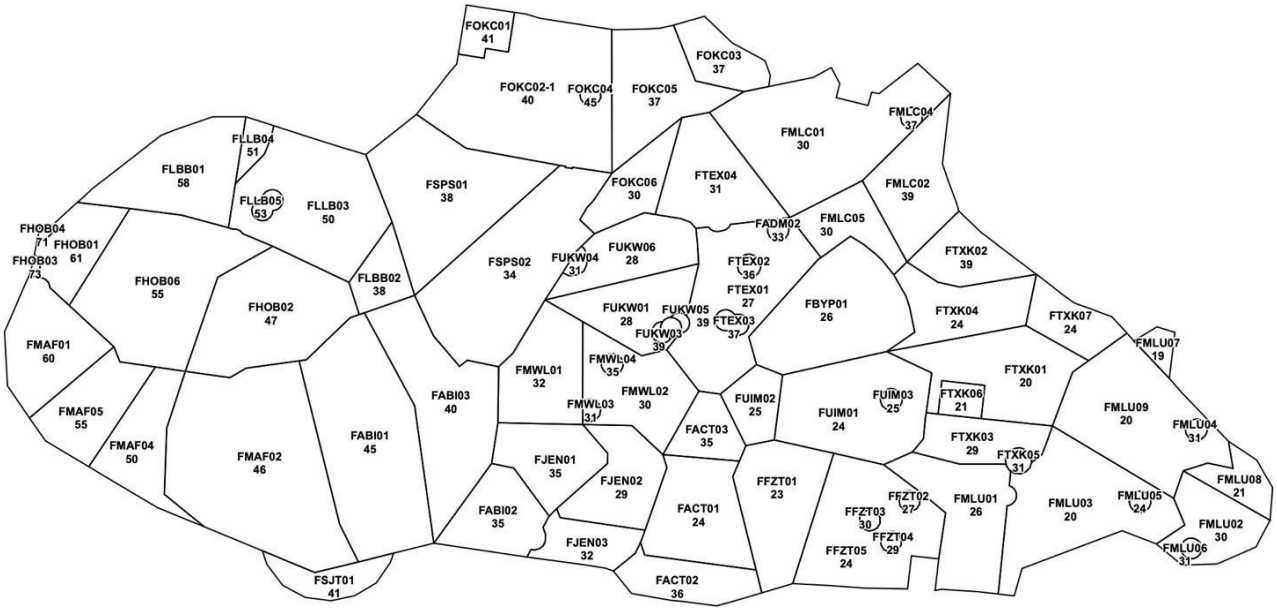


Figure 1-2-1. Minimum Instrument Altitudes (MIAs)

Chapter 2: Dallas

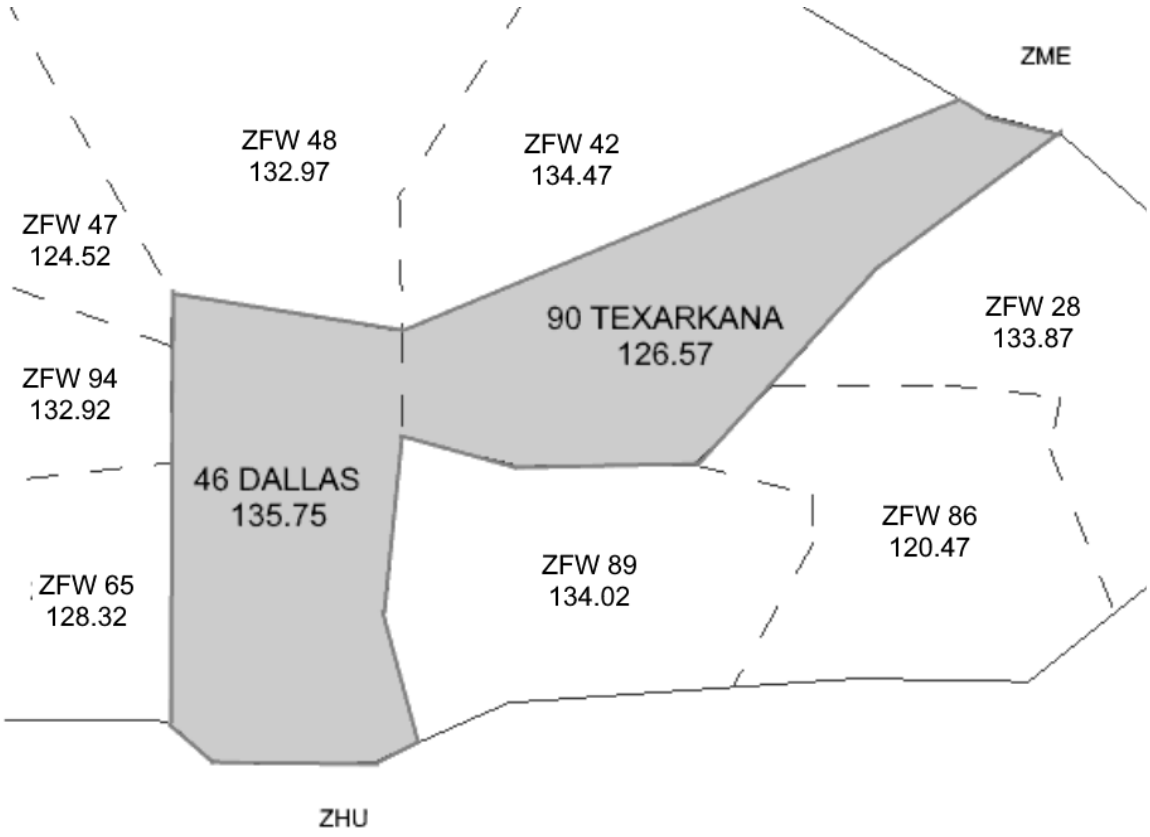
Section 1: Positions

Position Name	ID	Frequency
****Dallas Ultra High**	**51**	**135.175**
***Dallas High**	**46**	**135.750**
Texarkana High	90	126.575
***Waco Low**	**96**	**133.300**
Quitman Low	83	132.025
Texarkana Low	27	123.925

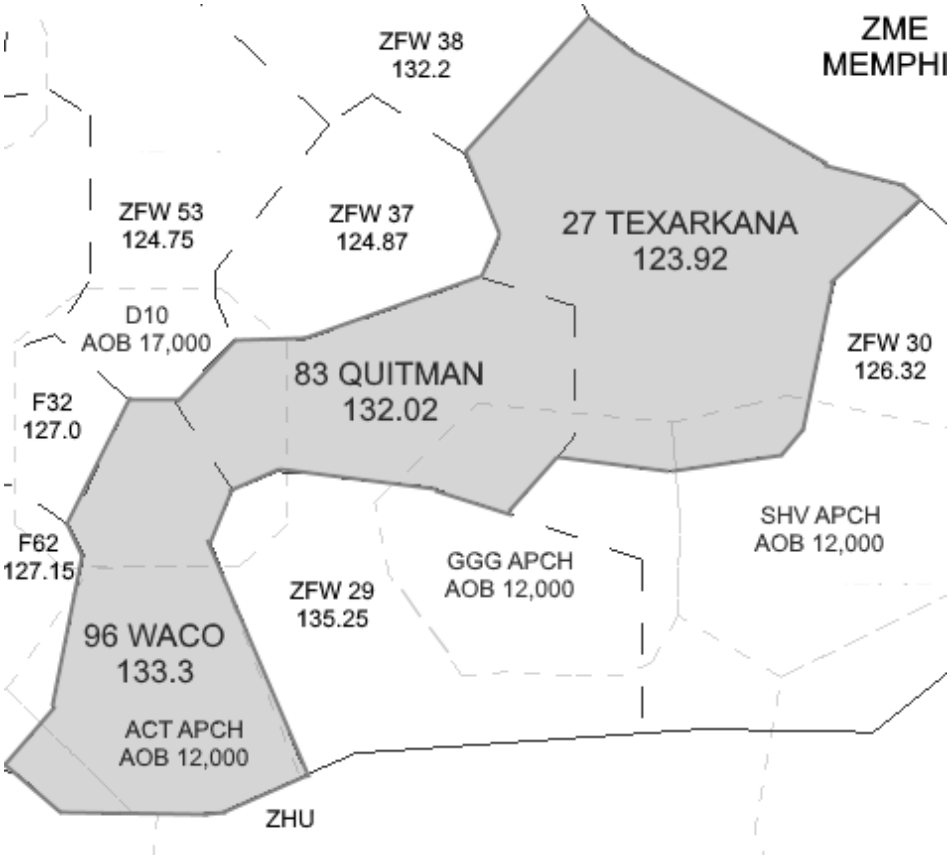
*Denotes the primary position.

**Denotes the Top Down Combined sector

Section 2: High Sectors



Section 3: Low Sectors



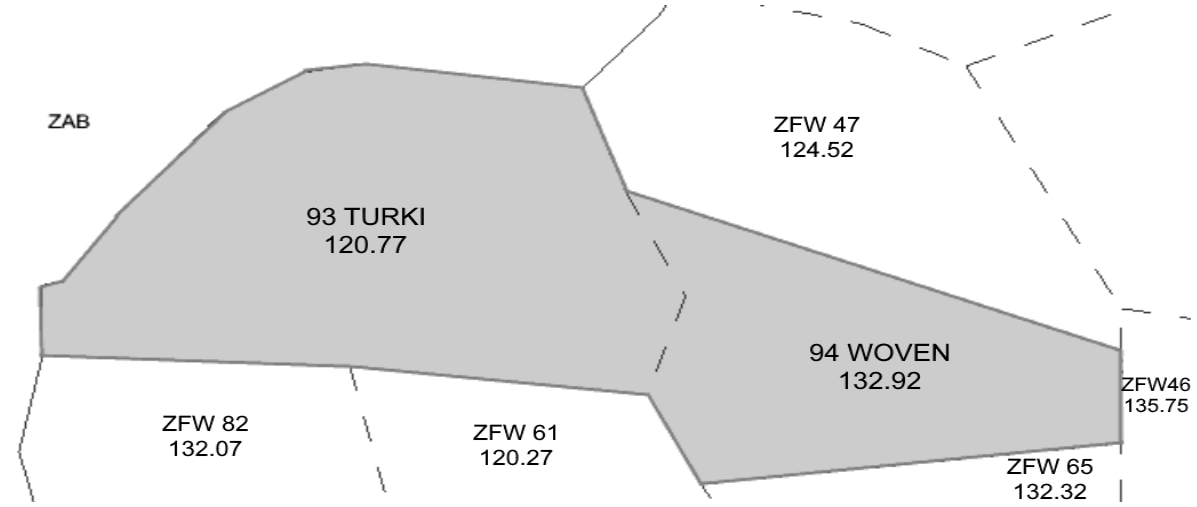
Chapter 3: Raider

Section 1: Positions

Position Name	ID	Frequency
***Turki High**	**93**	**120.775**
Woven High	94	132.925
***Lubbock Low**	**64**	**126.450**
Possum Low	32	127.000

*Denotes the primary position.

Section 2: High Sectors



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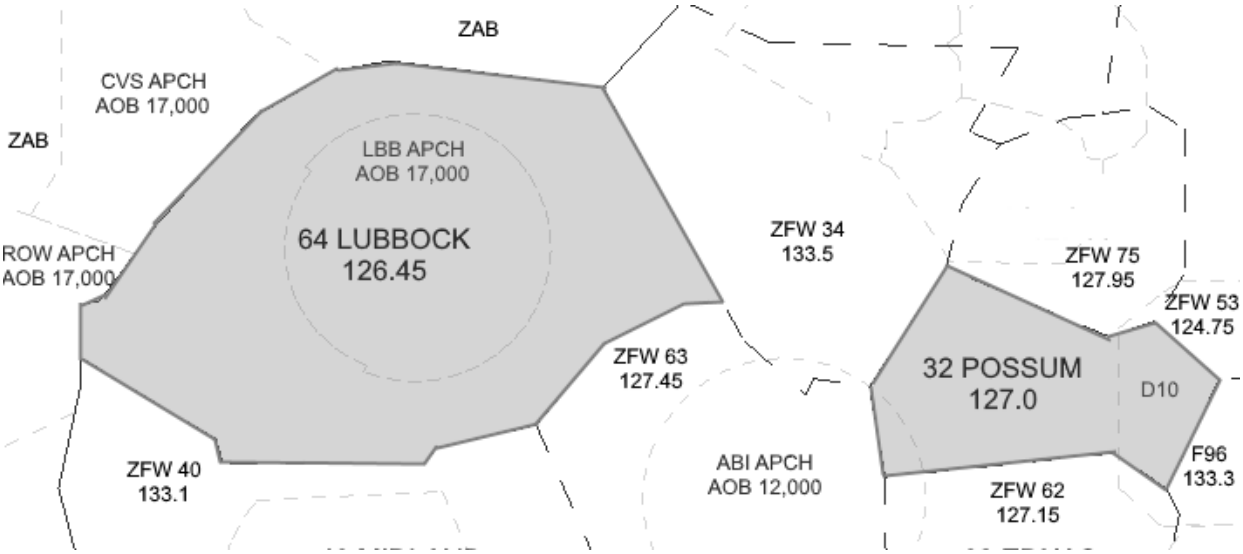


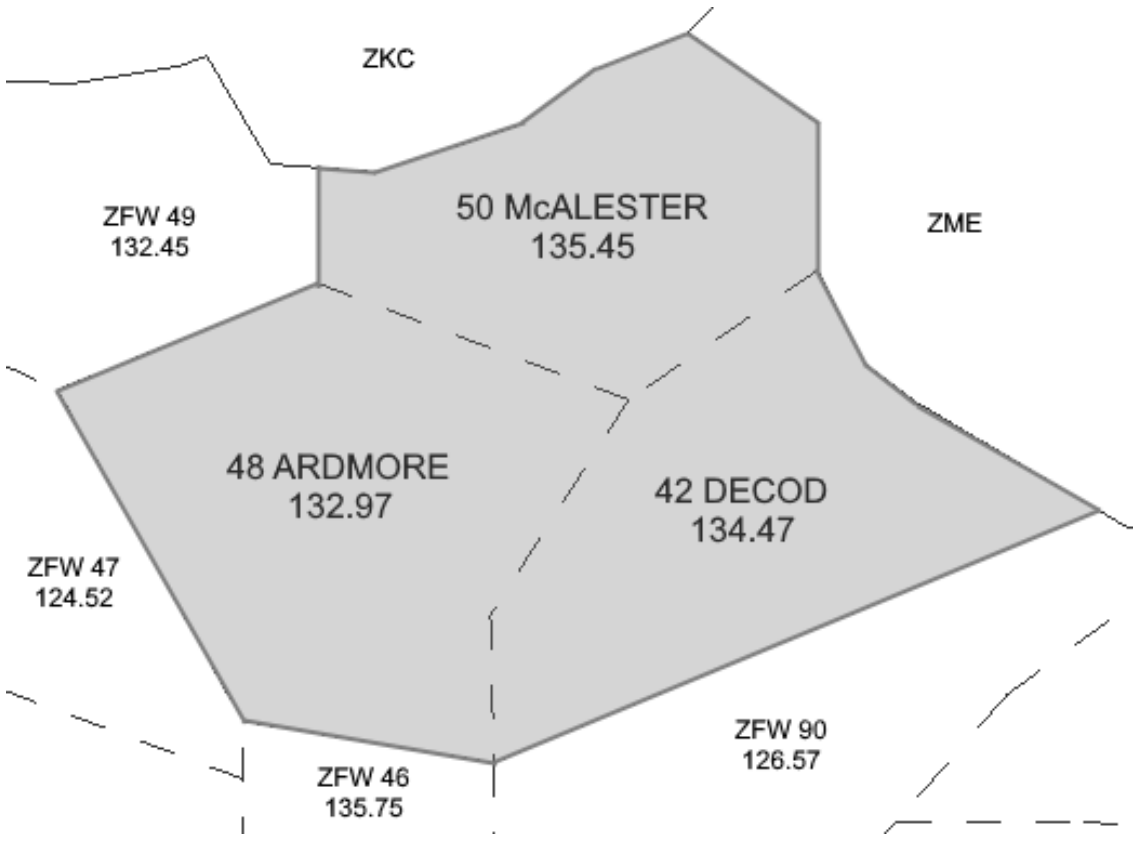
Chapter 4: Bonham

Section 1: Positions

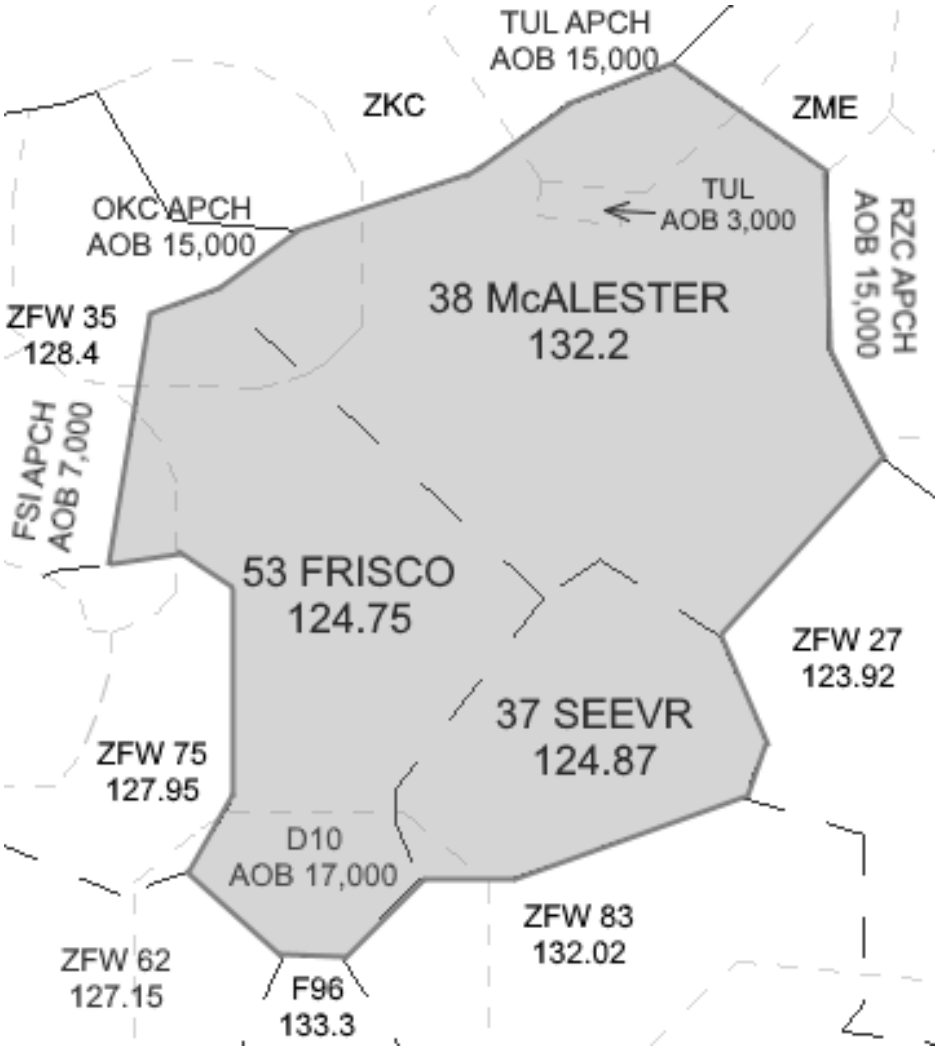
Position Name	ID	Frequency
***McAlester High**	**50**	**135.450**
Decod High	42	134.475
Ardmore High	48	132.975
***McAlester Low**	**38**	**132.200**
Frisco Low	53	124.750
Seevr Low	37	124.875

*Denotes the primary position.

Section 2: High Sectors



Section 3: Low Sectors



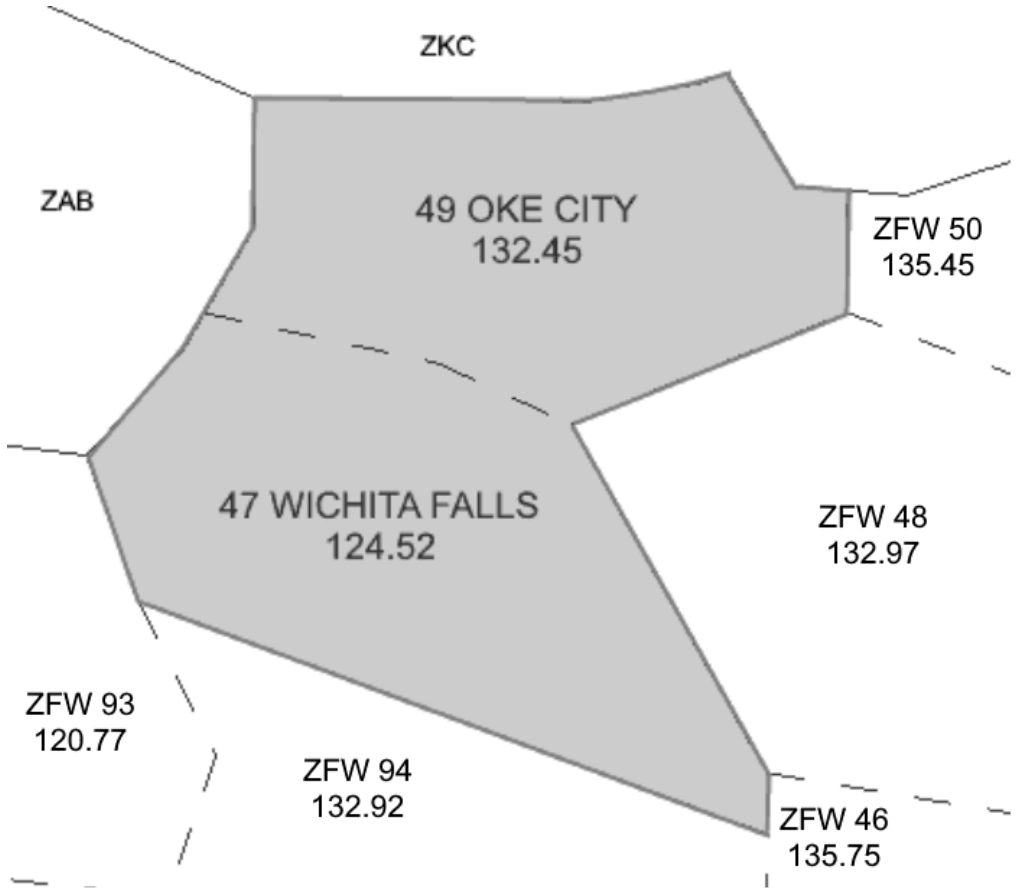
Chapter 5: Bowie

Section 1: Positions

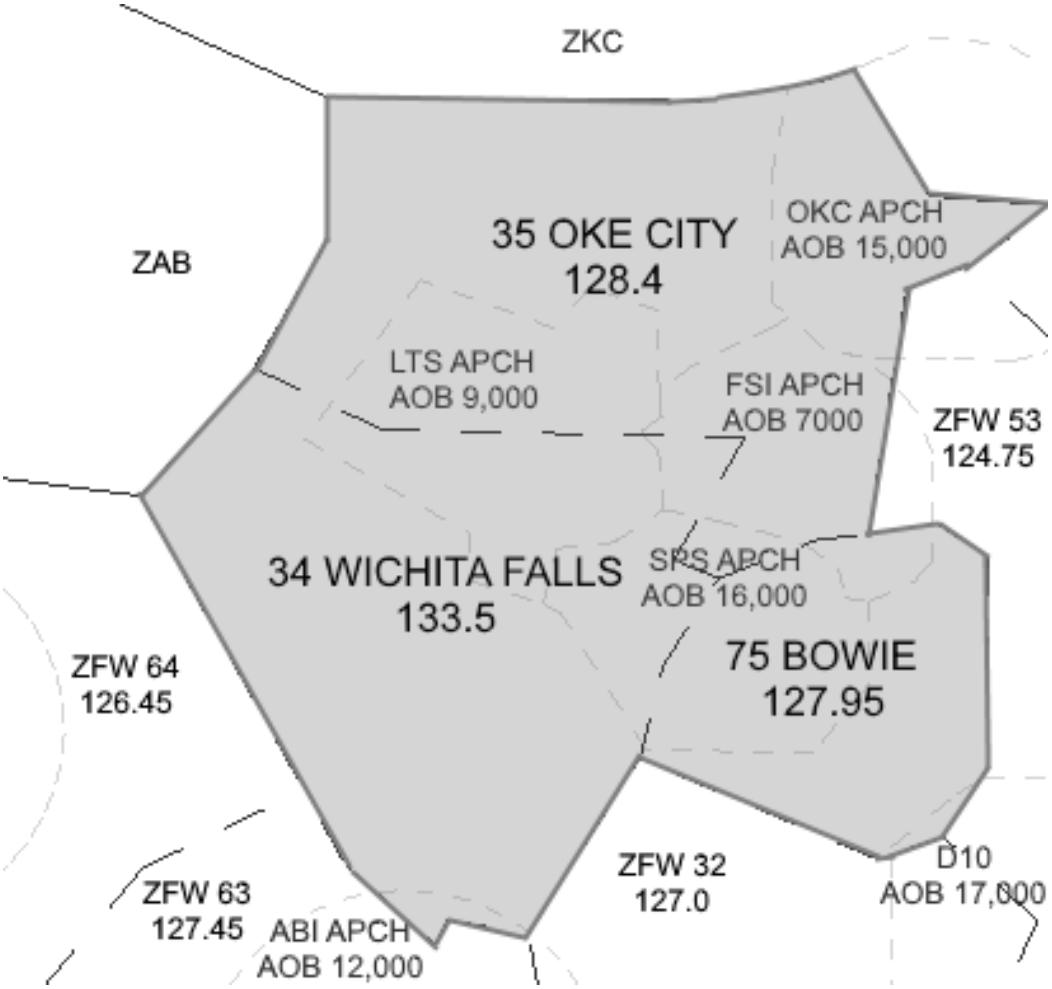
Position Name	ID	Frequency
***Oke City High**	**49**	**132.450**
Falls High	47	124.525
***Bowie Low**	**75**	**127.950**
Oke City Low	35	128.400
Falls Low	34	133.500

*Denotes the primary position.

Section 2: High Sectors



Section 3: Low Sectors



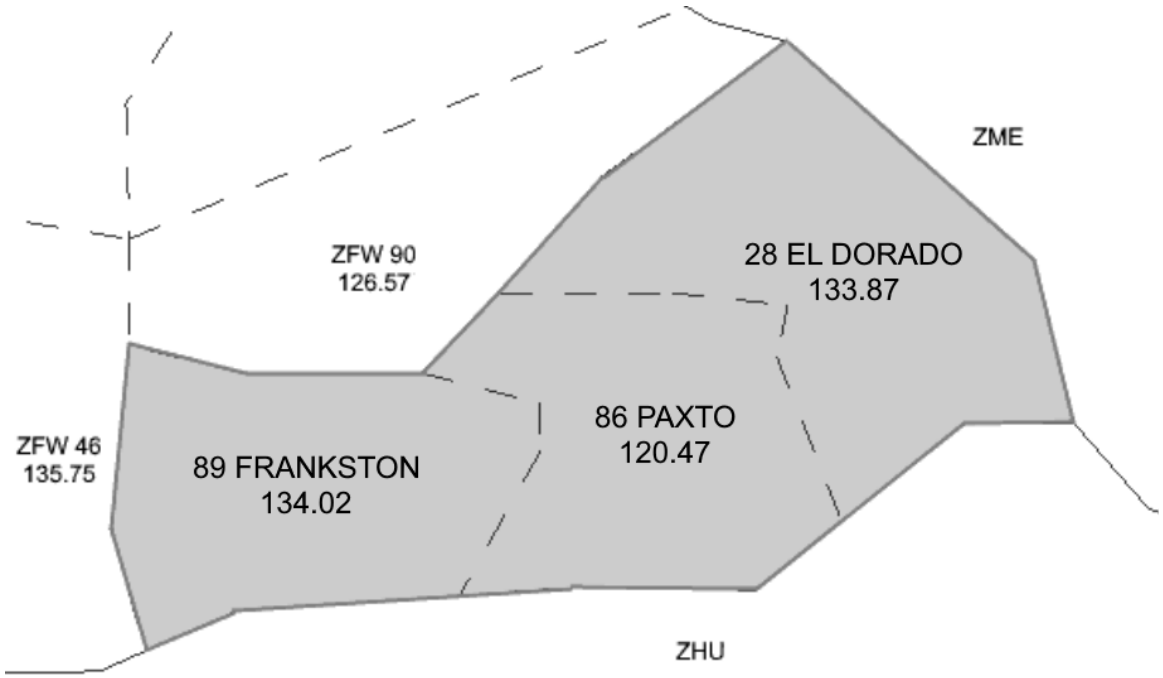
Chapter 6: Cedar Creek

Section 1: Positions

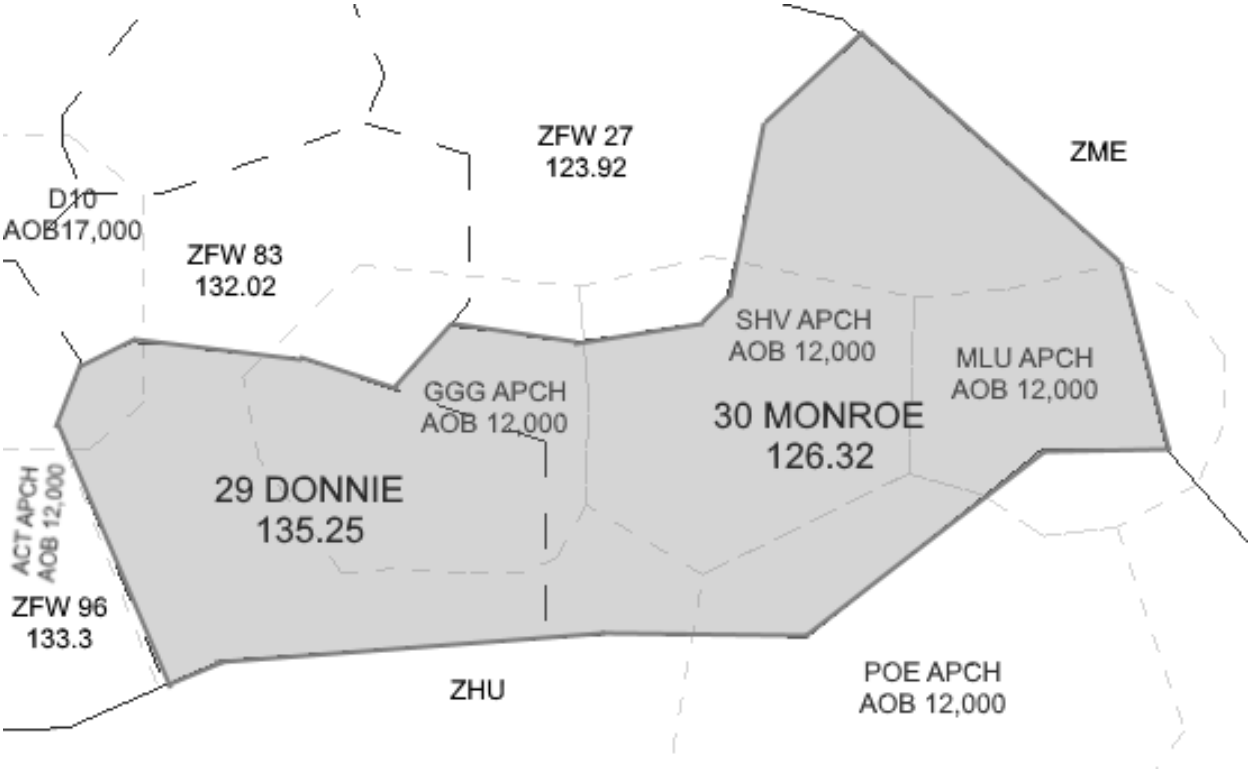
Position Name	ID	Frequency
***El Dorado High**	**28**	**133.875**
Paxto High	86	120.475
Frankston High	89	134.020
***Monroe Low**	**30**	**126.325**
Donnie Low	29	135.250

*Denotes the primary position.

Section 2: High Sectors



Section 3: Low Sectors



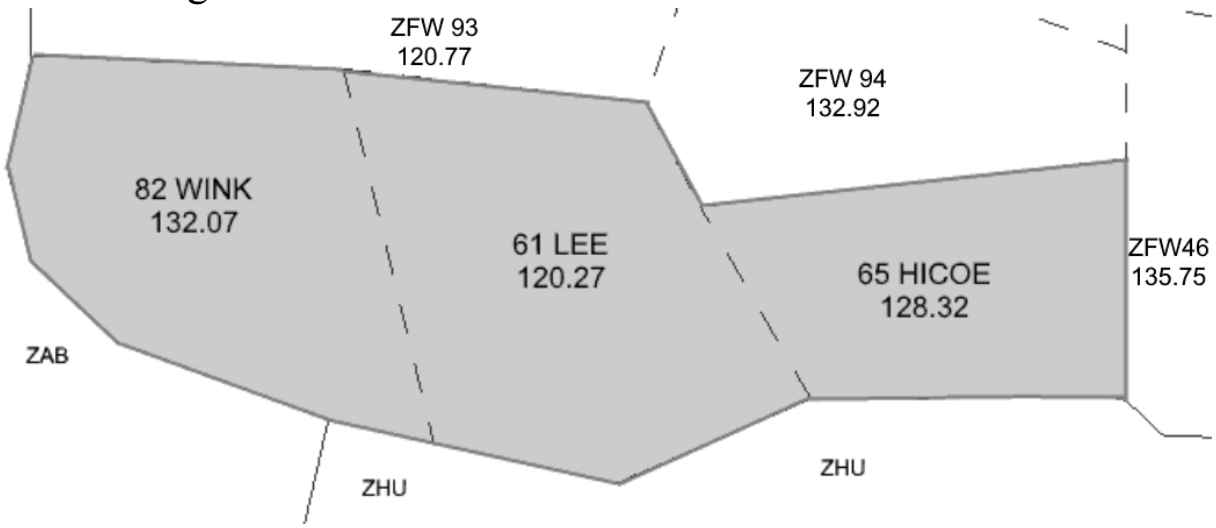
Chapter 7: Glen Rose

Section 1: Positions

Position Name	ID	Frequency
***Wink High**	**82**	**132.075**
Lee High	61	120.275
Hicoe High	65	128.325
***Abilene Low**	**63**	**127.450**
Midland Low	40	133.100
Ednas Low	62	127.150

*Denotes the primary position.

Section 2: High Sectors



Section 3: Low Sectors