DAL ORDER
7110.65A

SUBJ: Dallas-Love ATCT Standard Operating Procedures

This order describes Standard Operating Procedures for the safe and efficient operation of the Dallas-Love Airport Air Traffic Control Tower (DAL ATCT) . 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.

/Austin Wilkins/
Air Traffic Manager
Fort Worth ARTCC

/Jonathan O'Malley/
Deputy Air Traffic Manager
Fort Worth ARTCC

/Brandon Wening/
Deputy Director for Air Traffic Services
VATUSA

Effective 2/19/2023
This order cancels all previous DAL SOPs and shall establish the DAL JO 7210.1A

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Chapter 1: General
Section 1: Introduction

1-1-1. Purpose
This order prescribes Air Traffic Control procedures for use by Dallas Love (DAL) Air Traffic Control Tower (ATCT) personnel and supplements FAA Order 7110.65.

1-1-2. Position List

Position Name	Frequency	Callsign
Love Clearance	127.900	DAL_DEL
Love Ground	121.750	DAL_GND
Love Tower	123.700	DAL_TWR
ATIS	120.15	KDAL_ATIS

Section 2. General Operations

1-2-1. Duty Familiarization
Before assuming any position, it is the responsibility of the controller to be familiar with the relevant sections of this SOP and any ZFW policies and policy changes.

1-2-2. Weather, Hazards, and NOTAM Information
Equipment outages and surface NOTAMs must be advertised on the ATIS, as appropriate. The controller in charge of the ATIS shall ensure that it is kept up to date with the current approaches in use, braking action reports, and runway condition codes. Controllers shall disseminate low level wind shear/microburst information and hazardous weather information on frequency. When Runway Visual Range (RVR) values are in use, controllers shall broadcast RVR with takeoff and landing clearances.

1-2-3. Runway Utilization and Flow Changes
1. South flow (Landing/Departing 13R/13L) shall be used when DFW is south.
2. North flow (Landing/Departing 31L/31R) shall be used when DFW is north or northwest.
3. Runway 13R/31L should be utilized between 2100 and 0600 local for noise abatement.
4. D10 shall notify DAL regarding a flow change plan for the airport.

1-2-4. Voluntary Noise Abatement Procedures
1. Between 2100 and 0600 local time, the following advisory should be included in the ATIS broadcast when operationally feasible: “Dallas Love Field Voluntary Noise Abatement procedures are in effect.”
2. Assign direction appropriate Voluntary Noise Abatement Standard Instrument Departures (SIDs) to IFR jet aircraft departing Runway 13R between 2100 and 0600 local time.

1-2-5. Line Up and Wait (LUAW)

1. Local Control shall use the following procedures when conducting LUAW operations:
    a. Do not clear an aircraft to "Line Up and Wait" if another aircraft has been cleared to land on the same runway.
    b. Withhold landing clearance to arrival aircraft until aircraft holding in position begins takeoff roll.
    c. Issue relative traffic information.
    d. Line Up and Wait operations are not authorized when the departure point is not visible from the tower due to weather conditions or other obstructions.
    e. Line Up and Wait operations are not authorized at any intersection between sunset and sunrise.
    f. Line Up and Wait Operations are not authorized for multiple aircraft to Line Up and Wait on the same runway at the same time.

Chapter 2: Position Operations & Responsibilities

Section 1: Clearance Delivery/Flight Data

2-1-1. General Information

1. Ensure that all departing aircraft are routed through an appropriate departure gate or departure procedure.
2. Creates an appropriate flight strip for all VFR aircraft. This shall include aircraft ID, type, altitude requested and assigned, as appropriate, and direction of flight, if no destination was given.
3. Controllers may choose to utilize the Pre-Departure Clearance System in lieu of issuing a voice clearance to aircraft. Controllers must do the following before issuing a PDC:
    a. Ensure aircraft has filed a valid route
    b. Ensure squawk code has been assigned.
    c. Aircraft requiring a re-route must only be sent a CPDLC message stating to contact CD for an appropriate routing.
4. CD must not assign an initial heading to any IFR departure. For No-SID aircraft or aircraft landing within the D10, issue radar vectors to their route of flight.
5. Post changes/updates to the Digital Automatic Terminal Information Service (D-ATIS). The ATIS recording shall be reviewed for completeness, accuracy, speech rate, and proper enunciation before being transmitted. Advise all tower positions of new ATIS code.
6. During flow changes and reverse flow operations, issue amended clearances to all RNAV departures that have received their clearance but will depart after the flow change.
7. As directed by Ground Control, assign IFR jet aircraft runway 13R between 2100 and 0600 local time.

2-1-2. IFR Altitude Assignments

All RNAV IFR Jet departures shall be instructed to "Climb via SID"

1. South Flow:
    a. Jets:
        i. Assign 6,000 except:
        ii. Assign 4,000 when filed at 10,000 MSL or below departing the north/east/west gates, when filed at 12,000 MSL or below departing south gate, or when landing in D10 airspace.
    b. Props:
        i. Assign 3,000
2. North Flow:
    a. Jets:
        i. Assign 5,000 except:
        ii. Assign 4,000 when filed at 10,000 MSL or below departing the north/east/west gates, when filed at 12,000 MSL or below departing south gate, or when landing in D10 airspace.
    b. Props:
        i. Assign 2,000.

2-1-3. VFR Departures

Clear aircraft out of bravo airspace via radar vectors. Issue altitudes as appropriate below.

1. Jet aircraft anytime: Maintain VFR at the corresponding altitude in section 2-1-2.
2. Props:
    a. South Flow:
        i. Maintain VFR at or below 2,500.
    b. North Flow:
        i. Maintain VFR at 2,000.

Section 2: Ground Control

2-2-1. General Information

1. Ground Control is responsible for all movement areas excluding runways.
2. Ground Control is responsible for ensuring separation between ground traffic and any aircraft exiting a runway.
3. Issue corrected departure instructions, altitude assignments, and departure frequencies as necessary when changing the direction of flow.
4. Verbally coordinate with Local Control any request for an intersection departure.
5. All runway crossings shall be coordinated with Local Control on a recorded line.
6. Assign IFR jet aircraft runway 13R between 2100 and 0600 local time, as practical.

7. Regulate the sequence of departure traffic so that routings or tracks differ between successive departures, when practical.

Section 3: Local Control

2-3-1. General Information

1. Local Control (LC) is responsible for the airspace depicted in appendix 1-1
2. Local Control shall work with Ground Control to protect the taxiway intersections if an aircraft is required to enter that intersection to clear the landing runway
3. Local Control shall coordinate with Ground Control on a recorded line any helicopters requesting to land on a taxiway.
4. Ensure Class B Airspace separation and provide Class B Services in accordance with local and national directives.
5. Local Control may sequence VFR arrival traffic so as not to disrupt the sequence established by D10.
6. The following heliports are located within DAL Class B airspace:
    a. Dallas Vertiport
    b. Baylor Medical Center
    c. Methodist Medical Center
    d. Parkland Hospital
    e. Presbyterian Hospital
7. Helicopters not yet airborne may request an IFR clearance from one of the heliports within DAL Class B airspace. Coordinate with D10 and Local Control for clearance and departure release.

2-3-2. Departure Instructions

1. Jet aircraft:
    a. RNAV SIDs:
        i. “RNAV to (fix/waypoint), RUNWAY (number), CLEARED FOR TAKEOFF.”
    b. Conventional SIDs, except KINGDOM:
        i. Do not give additional instructions on takeoff.
    c. No SID, or KINGDOM, or VFR:
        i. South Flow:
            1. Fly runway heading.
        ii. North Flow:
            1. Fly runway heading until the TTT065 radial, then turn right heading 010.
2. Prop Aircraft:
    a. South flow:
        i. North gates/Northbound: Turn left heading 070.
        ii. East gates/Eastbound: Turn left heading 100.
        iii. South or West gates/South or Westbound: Turn right heading 165.
    b. North Flow:

i. South gates/Southbound: Turn left heading 185.
ii. All others: Turn right heading 330.

2-3-3. Rundowns

Radar departures require a rolling call for radar identification. Use the alias command *.d (XX) (RWY)* where XX is the departure controller's sector ID.

2-3-4. Automatic Releases

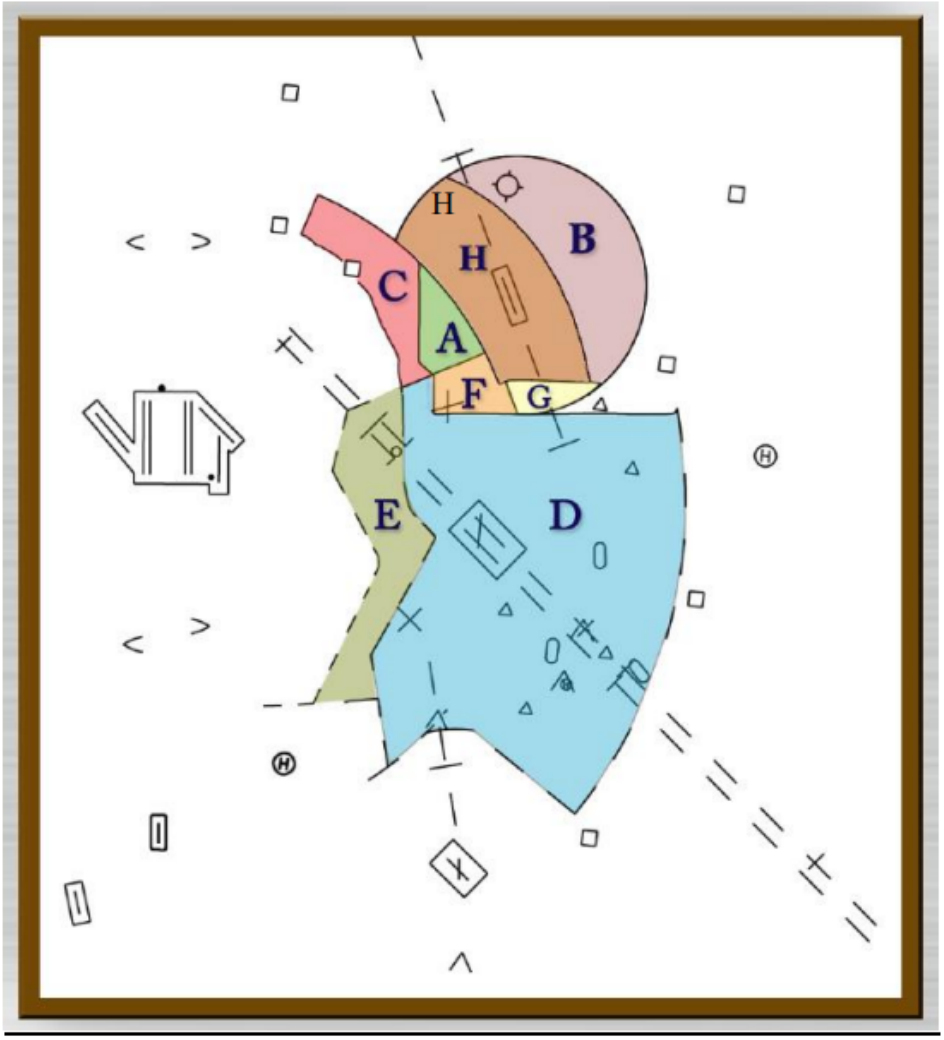
1. DAL has automatic releases for all jets except:
    a. Jets landing D10.
    b. Jets exiting the west/north/east gates at or below 10,000.
    c. Jets exiting the south gates at or below 12,000.
2. DAL must call for release on all prop departures.

2-3-5. Go Arounds

1. In the event of a go-around/missed approach, DAL shall handoff to the appropriate D10 satellite sector.
2. Coordinated information shall include ACID, runway, heading, altitude, and the phrase "Go-Around."
3. Aircraft should begin turn at or after the departure end of the runway.
4. DAL must utilize the primary option listed below. If unable due to conflicting traffic, the alternate instructions may be used.
    a. South Flow:
        i. Primary: Fly runway heading, maintain 3,000.
        ii. Alternate:
            1. 13L: Turn left heading 115, maintain 3,000.
            2. 13R: Turn right heading 150, maintain 3,000.
    b. North Flow:
        i. Primary: Fly runway heading, maintain 3,000.
        ii. Alternate: Turn right heading 325, maintain 2,000.

Appendix A: Diagrams and Charts

Section 1: Tower Airspace



Area A: ADS: Surface to but not including 2,000 MSL - *(ADS CLASS D)*
DAL: 2,000 MSL North Flow Only
Area B: ADS: Surface to but not including 3,000 MSL - *(ADS CLASS D)*
Area C: DAL: At and below 1,500 MSL.
Area D: DAL: At and below 2,000 MSL.
Area E: DAL: At and Below 1,500 MSL.
Area F: ADS: Surface to but not including 2,000 MSL - *(ADS CLASS D)*
DAL: 2,000 MSL only.
Area G: D10: 2,000 MSL
ADS: Surface to but not including 2,000 MSL - *(ADS CLASS D)*
Area H: ADS: Surface to but not including 2,500MSL. – (ADS CLASS D)