DFW ORDER
7110.65C

SUBJ: DFW ATCT Standard Operating Procedures

This order describes Standard Operating Procedures for the safe and efficient operation of the Dallas-Fort Worth Airport Air Traffic Control Tower (DFW 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.

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Effective 07/23/2025
This order cancels all previous DFW SOPs and shall establish the DFW JO 7110.65C

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Table of Contents

Change Log

Date	Explanation of Changes	Initials
11/2021	Changes to 1-2-5, 4-2-4, 4-2-5, and 4-3-1 (automatic releases, go around instructions, departure headings)	CB
8/6/2022	Changes to when go-arounds initiate turn (4-2-4). Created sections 4-3-4, 4-3-5, and 4-2-7	CB
3/14/2025	Update to PDC section, flight strip section, and bring position list up to date to match CRC	ND
7/23/2025	Updated 2-2-1(a) mandating use of TDLS for IFR aircraft.	TS

Chapter 1: General

Section 1: Introduction

1-1-1. Purpose

This handbook supplements all other ZFW, VATUSA, VATSIM, and applicable FAA directives. It prescribes air traffic control services and defines the operational responsibilities for personnel providing air traffic control services for Dallas/Fort Worth International Airport ATCT. All ZFW 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	Frequency
Local Control East 1	**126.550**
Local Control West 1	124.150
Local Control East 3	127.500
Ground Control East 1	**121.650**
Ground Control West 1	121.850
Ground Control East 2	121.800
Ground Control East 3	134.175
Ground Control West 2	132.500
Clearance Delivery East	**128.250**
Flight Data	119.450
Departure ATIS	135.925
Arrival ATIS	123.775

NOTE: The bolded position reflects the callsign of the combined frequency. This is the position that should be open first.

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. Staffing

The primary positions must all be open before a split of ground or tower positions can be considered. This section shall not apply to events in which case, staffing will be opened based on the discretion of the EC/CIC.

1-2-3. Weather, Hazard, 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.

1-2-4. Runway Utilization and Flow Changes

a. Preferred runways:
    1. South Flow is the normal and preferred configuration with any wind less than five knots.

b. Runway usage:
    1. South Flow (between 0700-2200L)
        i. Arrival Runways: 17L, 17C, 18R, and 13R
        ii. Departure Runways: 17R and 18L
    2. North Flow (between 0700-2200L)
        i. Arrival Runways: 36L, 35C, 35R, and 31R
        ii. Departure Runways: 36R, 35L, and 31L

    Note: from 2200-0700L DFW will be in "inners only" configuration (Traffic permitting) and will not utilize the 13/31 runways or runway 17L/35R.

c. Flow Changes:
    1. DFW or D10 may initiate a change in active runways for operational reasons.
    2. Prior to this change, East Tower (or the Local Control in Charge) shall coordinate with the D10 Controller in Charge to determine the last departing/arriving aircraft or a time for the change to take place. This information should be disseminated as appropriate.
    3. Automatic releases will be canceled until the flow change operation is complete.

1-2-5. DFW Runway Changes and Automatic Releases

1. DFW has automatic releases for IFR and VFR/Class B jet departures, departing all runways (on the appropriate SID departure instructions or on specified headings as stated in this document) except:
    a. Runway 17L/35R departures.
    b. Diagonal runway departures.
    c. Low altitude jet departures (Jets with an initial altitude of 4,000)
2. DFW shall call for release on prop departures unless otherwise coordinated.

Section 3. Movement Area Operations

1-3-1. Movement Areas

Movement areas at DFW Airport are comprised of all taxiways and runways. Areas inside the ramp and taxilanes are non-moment areas and controllers should not provide control instructions

inside these areas. Controllers may issue traffic information as appropriate and use good judgement when issuing instructions to aircraft within non-movement areas.

1-3-2. Standard Taxi Flow
GC and LC should conform to the standard taxi flows to the furthest extent possible. Taxiway closures, weather events, and other situations may require alternate taxi flows to be used.

1-3-3. Coordination between Local and Ground Control
When necessary, GC shall receive specific authorization to cross aircraft on runways operated by LC.
NOTE: The standard operating procedure is for arriving aircraft to remain on LC frequencies until no runways are required to be crossed.

1-3-4. End-around Taxiway Operations
When landing to the south, the Echo-Sierra route should be utilized to reduce the taxi delays to the gate.

Chapter 2: Flight Data and Clearance Delivery

Section 1: Position Information

2-1-1. CD Position Duties and Responsibilities

a. If able, prepare the arrival/departure ATIS.
b. Issue IFR and VFR clearances to departing aircraft.
c. Ensure that all departing aircraft are routed through an appropriate departure gate or departure procedure.
d. 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.

2-1-2. FD Position Duties and Responsibilities

Note: This position is not normal staffed; however, in high traffic volumes it may be opened at the discretion of the Controller in Charge.

a. Assist CD with issuing clearances through the PDC system only.
b. Inform CD of aircraft that are not PDC capable or require a re-route for an appropriate route.
c. Any other responsibilities as given by the Controller in Charge.

Section 2: Standard Operating Procedures

2-2-1. PDC Clearances

a. Controllers must use the TDLS system to send departing IFR aircraft a PDC.
b. Controllers must ensure aircraft have a valid routing before issuing a PDC.
    i. Aircraft requiring a re-route must have their route amended through STARS prior to sending the PDC.
c. Aircraft issued a voice clearance should be “dumped” from TDLS after the voice clearance has been issued.

2-2-2. IFR Altitude Assignments

CD must assign initial altitudes as follows:

a. Jet Aircraft:
    1. Assign 10,000 feet to all IFR jet departures, except:
        i. Assign 4,000 feet to IFR jets landing within D10 airspace, exiting the south gate requesting at or below 12,000 feet, exiting the north, east, or west gates requesting at or below 10,000 feet.

    Note: all RNAV departure procedures should receive “climb via SID” as their departure instruction.

b. Prop Aircraft:
    1. Assign 2,000 feet to all IFR prop departures.

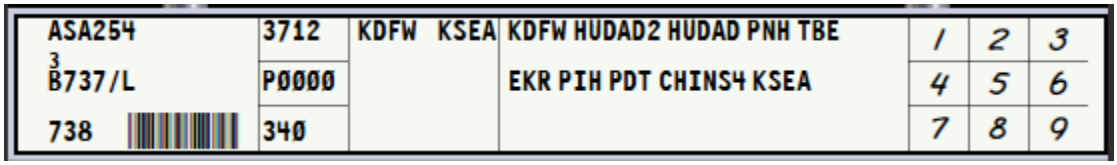
2-2-3. IFR Heading Assignments
CD must not assign an initial heading to any IFR departure. For No-SID aircraft or aircraft landing within the D10, issue radar vectors to their route of flight.

Example – *"Cleared to Dallas Love Airport, via radar vectors"*

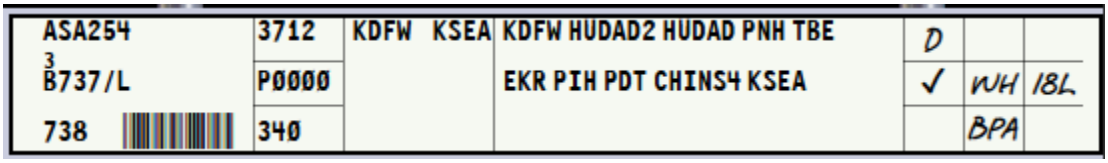
2-2-4. VFR Departures
Issue a clearance to include the following items:

a. VFR props:
    1. Class B clearance via radar vectors.
    2. Maintain VFR at or below 2,000 feet.
    3. The appropriate departure or satellite controller frequency for direction of flight.
b. VFR jets landing within D10 airspace or remaining below 10,000 feet (or 12,000 feet if initially departing south:
    1. Class B clearance via radar vectors.
    2. Maintain VFR at 4,000 feet.
    3. The appropriate departure or satellite controller frequency for direction of flight.
c. All other VFR jets:
    1. Class B clearance via radar vectors.
    2. Maintain VFR at 10,000 feet.
    3. The appropriate departure radar controller frequency for direction of flight.

2-2-5. Strip Marking
The Clearance Delivery controller shall appropriately mark all aircraft flight strips as follows:



- Box 1 shall include the ATIS letter, if called by the pilot
- Box 4 shall include a checkmark when clearance has been issued through PDC or verbally
- Box 5 shall include the hold pad intersection
- Box 6 shall include the departure runway
- Box 8 shall include the first RNAV fix, or initial heading to fly



2-2-6. No SID Aircraft

If an aircraft informs CD they are unable to accept a departure, they should be told to expect radar vectors to a valid departure gate. Refer to the following diagram.

DIRECTION	GATE	Next Fixes	RADIAL
NORTH	LOWGN	ADM	FUZ348
	BLECO	ZEMMA, IRW, TUL	FUZ360
	GRABE	OKM	FUZ012
	AKUNA	MLC	FUZ022
EAST	NOBLY	LIT	TTT064
	TRISS	TXK	TTT074
	SOLDO	UIM, ELD	TTT084
	CLARE	EIC, SWB	TTT094
SOUTH	NELYN	ACT, SAT	TTT186
	JASPA	WINDU	TTT176
	ARDIA	ELLVR, CLL	TTT166
	DARTZ	TORNN, BILEE	TTT156
WEST	FERRA	CDS, TXO	TTT285
	SLOTT	TCC	TTT275
	CEOLA	LBB, CNX	TTT264
	PODDE	MQP, ABI	TTT250

Chapter 3: Ground Control

Section 1: Position Information

3-1-1. GC-East Position Duties and Responsibilities

a. Responsible for all aircraft on movement areas between spine road and 17R/35L.
b. Comply with all taxiway restrictions and flows.
c. Sequence departure aircraft to runway 17R/35L in a manner that will facilitate and efficient flow of traffic for LC-East.
d. Sequence aircraft to comply with relevant traffic management initiatives.
e. Ensure aircraft are squawking the correct beacon code and altitude reporting mode before issuing taxi instructions

3-1-2. GC-West Position Duties and Responsibilities

a. Responsible for all aircraft on movement areas between spine road and 18L/36R.
b. Comply with all taxiway restrictions and flows.
c. Sequence departure aircraft to runway 18L/36R in a manner that will facilitate and efficient flow of traffic for LC-West.
d. Sequence aircraft to comply with relevant traffic management initiatives.
e. Ensure aircraft are squawking the correct beacon code and altitude reporting mode before issuing taxi instructions

Section 2: Standard Operating Procedures

3-2-1. Taxi Operations

GC must:

a. Conform to the normal taxi flows, unless it is operationally necessary.
b. Taxi aircraft to the appropriate runway.
c. Regulate the sequence of departure traffic so that routings or tracks differ between successive departures, when practical.
d. Advise aircraft to contact CD if advised by the Controller in Charge or FD.

3-2-2. Normal Taxi Plan

a. Unless otherwise approved or coordinated, taxi aircraft to the runway most aligned with their direction of flight.

3-2-3. B748 and A380 Taxi Plan

a. Reference Appendix A, Section 4 for all B748 and A380 ground movements.

3-2-4. Bridge Procedures

a. GC-East controls bridges Z and B in all flows.

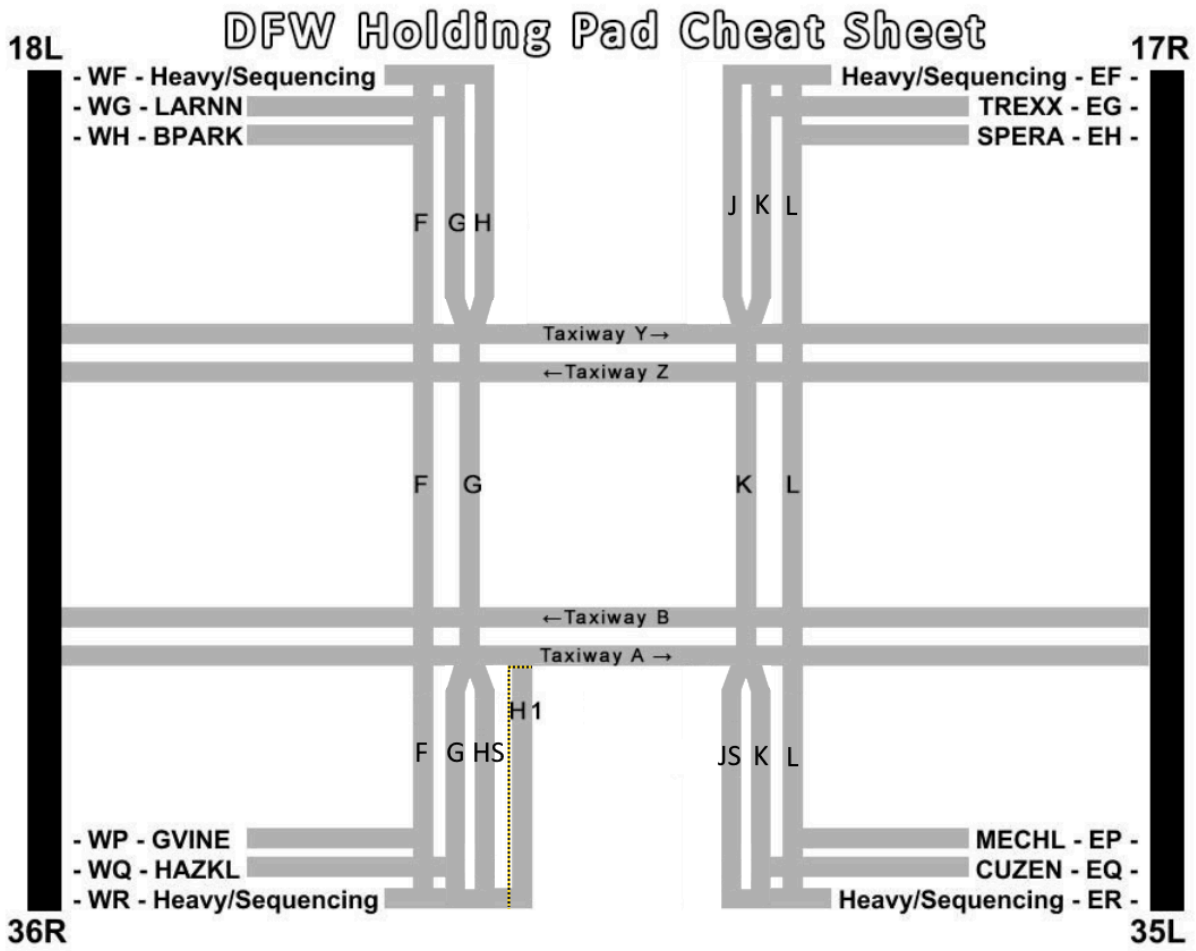
b. GC-West controls bridges Y and A in all flows.
c. Aircraft needing to use the bridges should be instructed to taxi no further than the bridge and monitor or contact the next controller on top of the bridge.

Example – *"Taxi via F, A, hold short of K and contact ground 121.65 on top of the bridge"*

3-2-5. Hold Pad Sequencing

Aircraft shall be staged in the hold pads based on the diagram below. Full length shall be reserved for heavies, cross complex departures, delayed aircraft, or aircraft that will receive an initial heading on departure.

NOTE - Each intersection shall be served by its own individual lane. For example, an aircraft going to EF shall be given J, not K or L.



Chapter 4: Local Control

Section 1: Position Information

4-1-1. LC-East Position Duties and Responsibilities

a. Scan all taxiways and runways under their jurisdiction
b. Separate and sequence all aircraft in delegated airspace and on associated movement areas.
c. Broadcast all ATIS code changes and/or pertinent weather advisories.

4-1-2. LC-West Position Duties and Responsibilities

a. Scan all taxiways and runways under their jurisdiction
b. Separate and sequence all aircraft in delegated airspace and on associated movement areas.
c. Broadcast all ATIS code changes and/or pertinent weather advisories.

Section 2: Standard Operating Procedures - Arrivals

4-2-1. Separation Responsibility

For all types of approaches, D10 is responsible for separation to the FAF. DFW tower shall provide longitudinal separation for aircraft on the same final approach course and adjacent separation for aircraft on different final approach courses inside the FAF.
NOTE – When an aircraft appears to be deviating from the final approach course, follow the procedures defined in 7110.65 3-10-5 b.

4-2-2. Reduced Separation on Final

2.5 NM separation is authorized between aircraft established on the final approach for all runways at DFW Airport except when runway turnoff points are not visible from the tower.

4-2-4. Go Arounds/Missed Approaches

1. DFW Jet Go-Around/Missed Approaches.
    a. In the event of a go-around/missed approach, DFW shall handoff to the appropriate D10 satellite sector. Coordinated information shall include ACID, runway, heading, altitude, and the phrase “Go-Around.”
    b. Aircraft should begin the turn at or after the approach threshold, except for runways 35R and 31R.
        i. Runway 35R go-arounds should be turned at or after the departure threshold.
        ii. Runway 31R go-arounds may be assigned an initial heading of 010 at or after the approach threshold, and if needed, a further turn to 030 at or after the north airport boundary.

c. DFW must utilize the 1st option listed below. If unable due to traffic, DFW may use the 2nd and 3rd options, in that order.
    i. South Flow:
        1. Eastside Runways
            a. 1st Option: 160º. Altitude 2,000 or 3,000. DFW handoff to DS.
            b. 2nd Option: 150º to diverge from outside track. Altitude 2,000 or 3,000. DFW handoff to DS.
            c. 3rd Option: 140º. Altitude 2,000 or 3,000. DFW handoff to DS.
        2. Westside Runways:
            a. 1st Option: 190º. Altitude 2,000 or 3,000. DFW handoff to MS.
            b. 2nd Option: 195º to diverge from outside track. Altitude 2,000 or 3,000. DFW handoff to MS.
            c. 3rd Option: 210º. Altitude 2,000 or 3,000. DFW handoff to MS.
    ii. North Flow:
        1. Eastside Runways:
            a. 1st Option: 010º. Altitude 2,000 or 3,000. DFW handoff to DN.
            b. 2nd Option: 015º to diverge from outside track. Altitude 2,000 or 3,000. DFW handoff to DN.
            c. 3rd Option: 030º. Altitude 2,000. DFW handoff to DN.
        2. Westside Runways:
            a. 1st Option: 340º. Altitude 2,000 or 3,000. DFW handoff to MN.
            b. 2nd Option: 330º to diverge from outside track. Altitude 2,000 or 3,000. DFW handoff to MN.
            c. 3rd Option: 320º. Altitude 2,000 or 3,000. DFW handoff to MN.

2. DFW Prop Go-Around/Missed Approach.
    a. In the event of a go-around/missed approach, DFW shall handoff to the appropriate D10 Satellite Controller. Coordinated information shall include ACID and the phrase “Go-around.”
    b. Aircraft should begin turn at or after the departure end of the runway.
        i. South Flow:
            1. Eastside Runways: Heading 130°. Altitude 2,000. Handoff to DS.
            2. Westside Runways: Heading 240°. Altitude 2,000. Handoff to MS.
        ii. North Flow:
            1. Eastside Runways: Heading 030°. Altitude 2,000. Handoff to DN.
            2. Westside Runways: Heading 270°. Altitude 2,000. Handoff to MN.

4-2-5. Simultaneous Converging ILS Approaches (SCIA)

a. SCIA must be broadcast in the ATIS when in use.
b. SCIA is not authorized for heavy or super aircraft.
c. In the event of a RWY 13R missed approach, LW2 must instruct aircraft to turn right heading 210°, climb and maintain 2,000 or 3,000 feet. LW2 must handoff to MS.
d. In the event of a RWY 31R missed approach, LE3 must instruct aircraft to turn right heading 030°, climb and maintain 2,000 feet. LE3 must handoff to DN.

4-2-6. Conforming to Taxi Flow

LC must clear aircraft across the inboard runways in a manner that conforms to the normal flow of ground traffic. The end around taxiway (the Echo-Sierra route) is the preferred method during heavy traffic loads.

4-2-7. Non-Intersecting Converging Runway Operations

1. When runways 13R or 31R are in use for arrivals, the local controller should utilize the Arrival-Departure-Window (ADW). The ADW is an area prior to the converging runway's arrival threshold that minimizes the risk of separation loss with departing aircraft in the event of a converging missed approach. If the ADW procedures contained below are not utilized, or if an intersection departure is utilized, then intersecting runway separation between Runways 13R and Runways 18L/18R, and between Runways 31R and Runways 35L/35C, must be applied in accordance with FAAO 7110.65, Air Traffic Control, Paragraph 3-9-9e
2. Runway 13R arrival and 18L/R Departure:
    a. The RWY 13R ADW starts 3 NM from the threshold and terminates at the 13R threshold.
    b. An aircraft departing RWY 18L/R must commence takeoff roll prior to a RWY 13R arrival aircraft entering the ADW.
    c. Aircraft are authorized to depart RWY 18L/R when the arriving aircraft to RWY 13R has passed the ADW.
3. Runway 31R arrival and 35L/C Departure:
    a. The RWY 31R ADW starts 3 NM from the threshold and terminates at the 31R threshold.
    b. An aircraft departing RWY 35L/C must commence takeoff roll prior to a RWY 31R arrival aircraft entering the ADW.
    c. Aircraft are authorized to depart RWY 35L/C when the arriving aircraft to RWY 31R has passed the ADW.

Section 3: Standard Operating Procedures – Departures

4-3-1. Departure Headings

LC must assign appropriate departure headings to:

a. All prop aircraft
b. Any jet aircraft that will *not* fly a RNAV SID.
c. Any low altitude jet departure (Jets with an initial altitude of 4,000).

Jet departure headings:

1. North flow:
    a. 35L/35C heading 010.
    b. 36L/36R heading 340.
    c. 31L assign "Fly runway heading, maintain 5,000"
2. South flow:
    a. 17C/17R heading 160.
    b. 18L/18R heading 190.

Prop departure headings:

1. North flow:
    a. 35L/35C heading 030.
    b. 36L/36R/31L heading 270.
2. South flow:
    a. 17C/17R heading 130.
    b. 18L/18R heading 240.

4-3-2. RNAV Procedures

LC must include aircraft call sign, RNAV first fix, and runway to depart when issuing a takeoff clearance.

Example – *"American 123, RNAV to TREXX, Runway 17R, Cleared for takeoff"*

4-3-3. 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.

4-3-4. End of Runway Operations

1. The following departure queues are considered end of runway operations at any time for the purposes of LUAW. (See TBL 7-3-1).
2. The three taxiways contained in each departure queue are considered one intersection to the runway they service for wake turbulence purposes.
3. LUAW must only be used for one aircraft at a time from any of the three departure queues when the area is not visible from the Tower.

TBL 7-3-1
End of Runway Departure Queue

Northwest Departure Queue	Northeast Departure Queue
TXY WF at RWY 18L	TXY EF at RWY 17R
TXY WG at RWY 18L	TXY EG at RWY 17R
TXY WH at RWY 18L	TXY EH at RWY 17R
Southwest Departure Queue	**Southeast Departure Queue**
TXY WR at RWY 36R	TXY ER at RWY 35L
TXY WQ at RWY 36R	TXY EQ at RWY 35L
TXY WP at RWY 36R	TXY EP at RWY 35L

4-3-5. DFW/D10 Waiver 04-T-16G

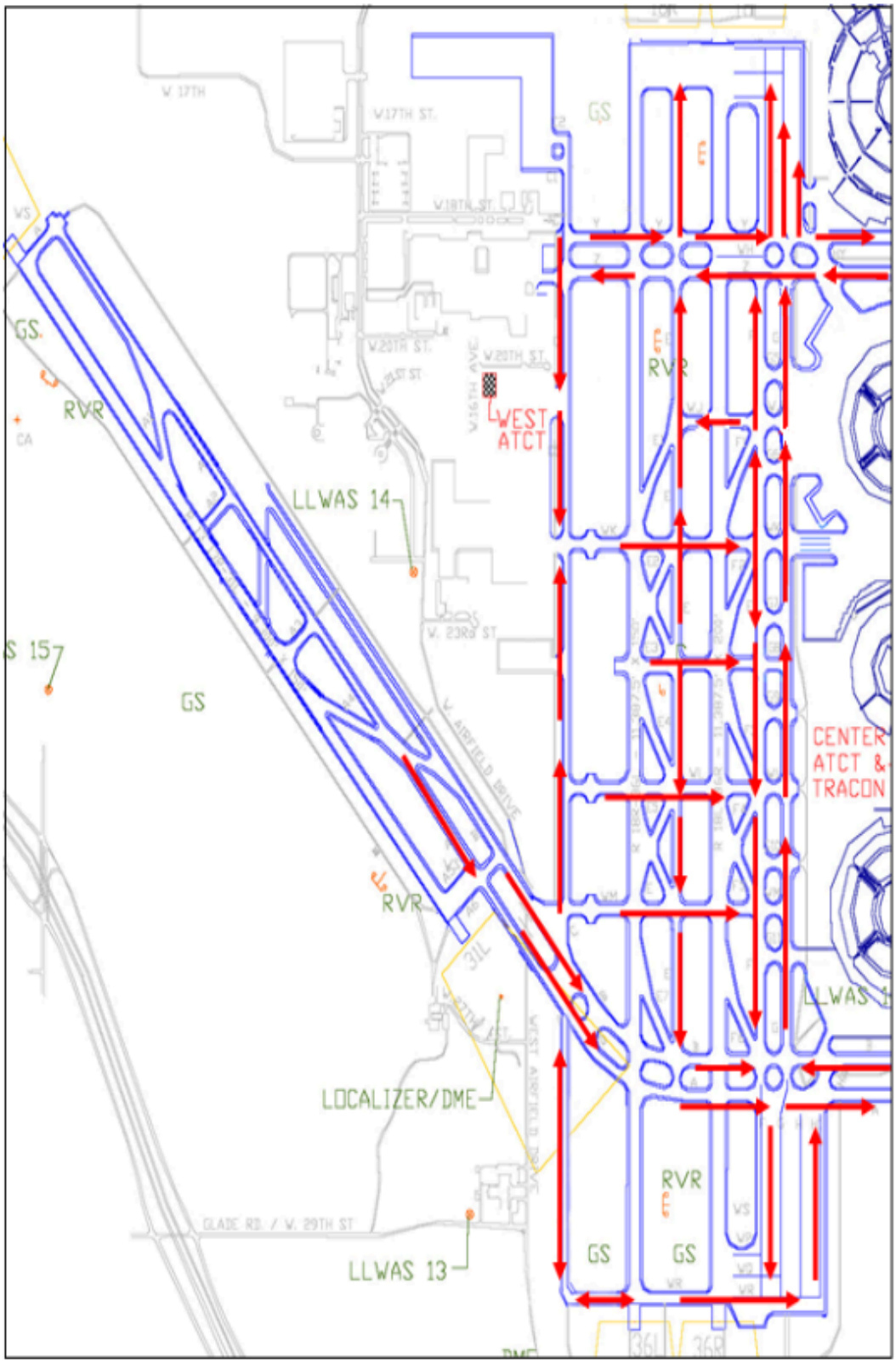
This document waives FAA Order 7110.65 paragraph 5-8-3c, Successive or Simultaneous departures. This waiver authorizes DFW ATCT and D10 TRACON to conduct simultaneous departures from runways 17R/35L, 17C/35C, 18L/36R, and 18R/36L with course divergence beginning no later than 5 miles from the runway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

1. Parallel departure runways must be at least 6,200 feet apart.
2. For non-RNAV aircraft, 11 degrees of divergence shall be achieved prior to 5 miles from the runway end.
3. For RNAV aircraft, 11 degrees of divergence shall be achieved prior to 10 miles from the runway end.
4. Initial runway centerline separation must be maintained, with no touching of primary targets.
5. 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.

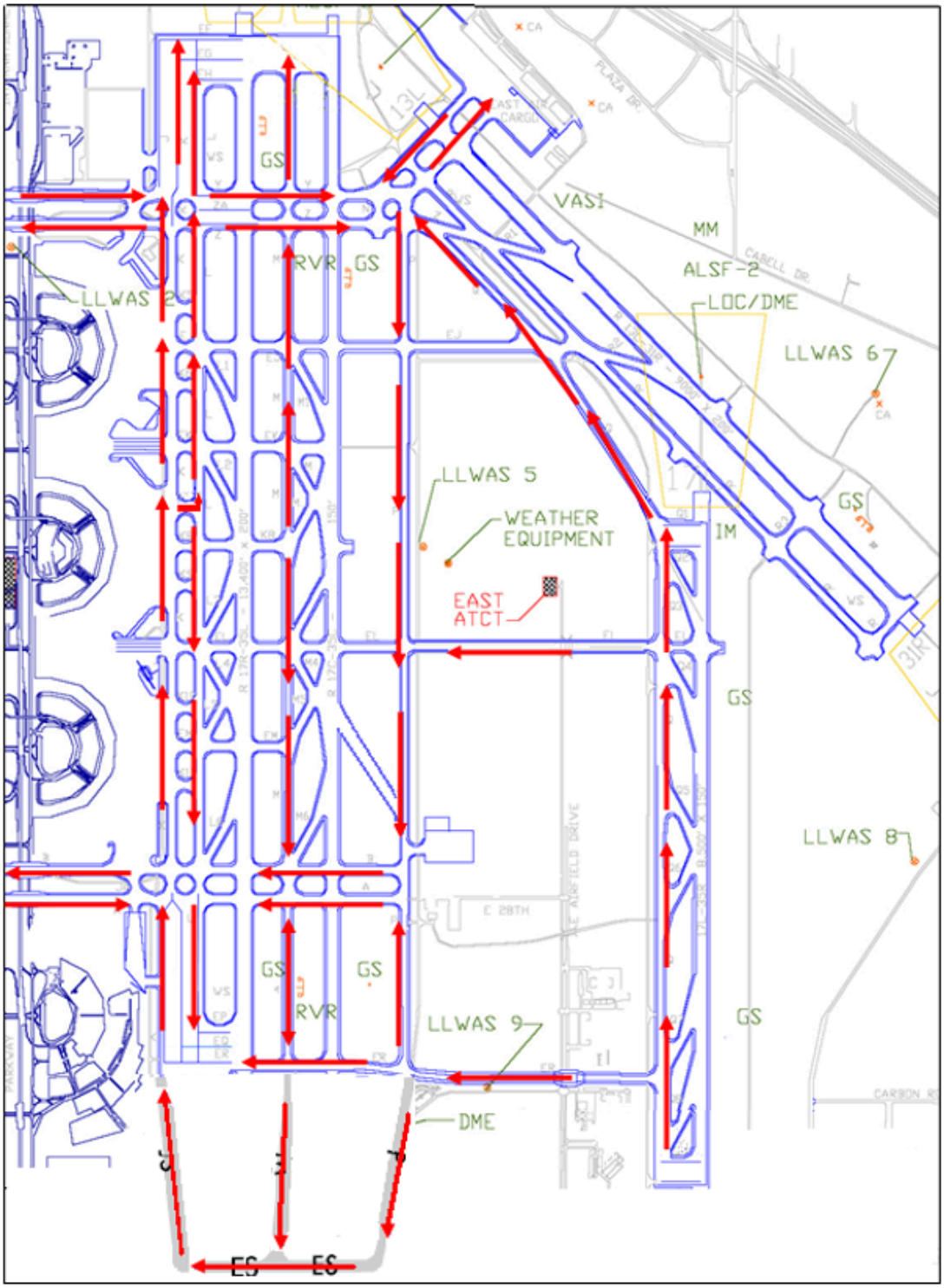
Appendix A: Diagrams and Charts

Section 1: Taxi Diagrams – South Flow

1-1. West Complex

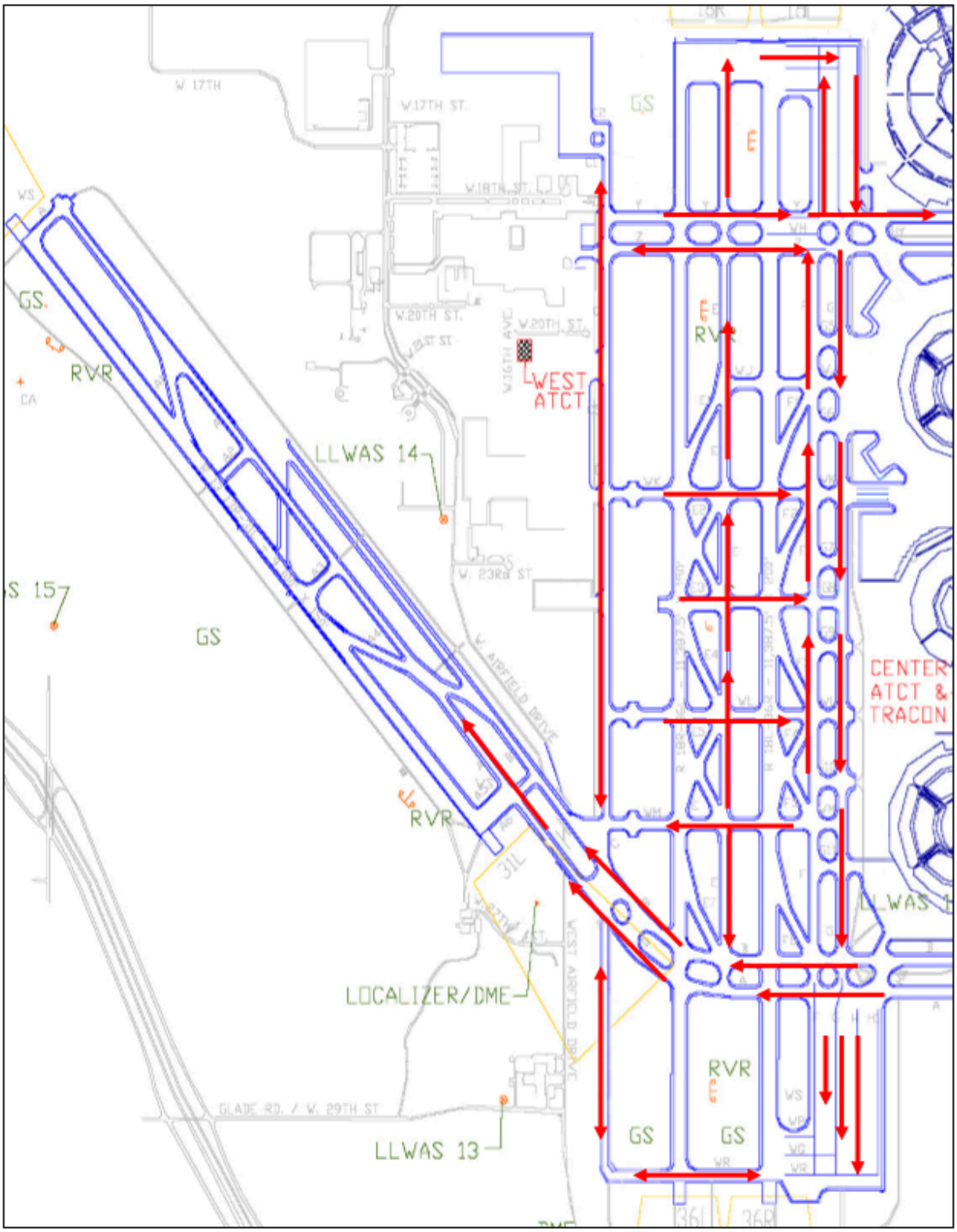


1-2. East Complex

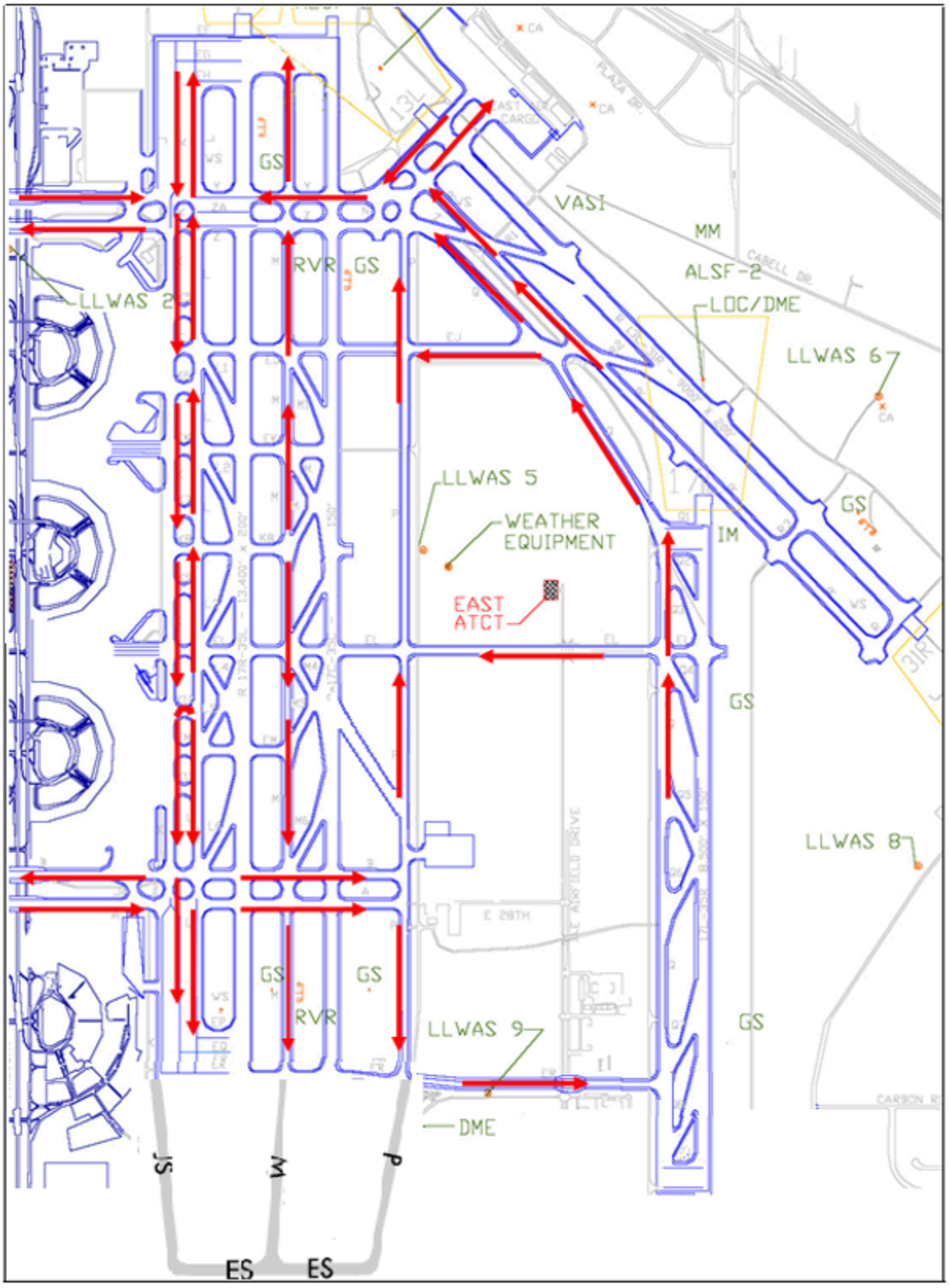


Section 2: Taxi Diagrams – North Flow

2-1. West Complex

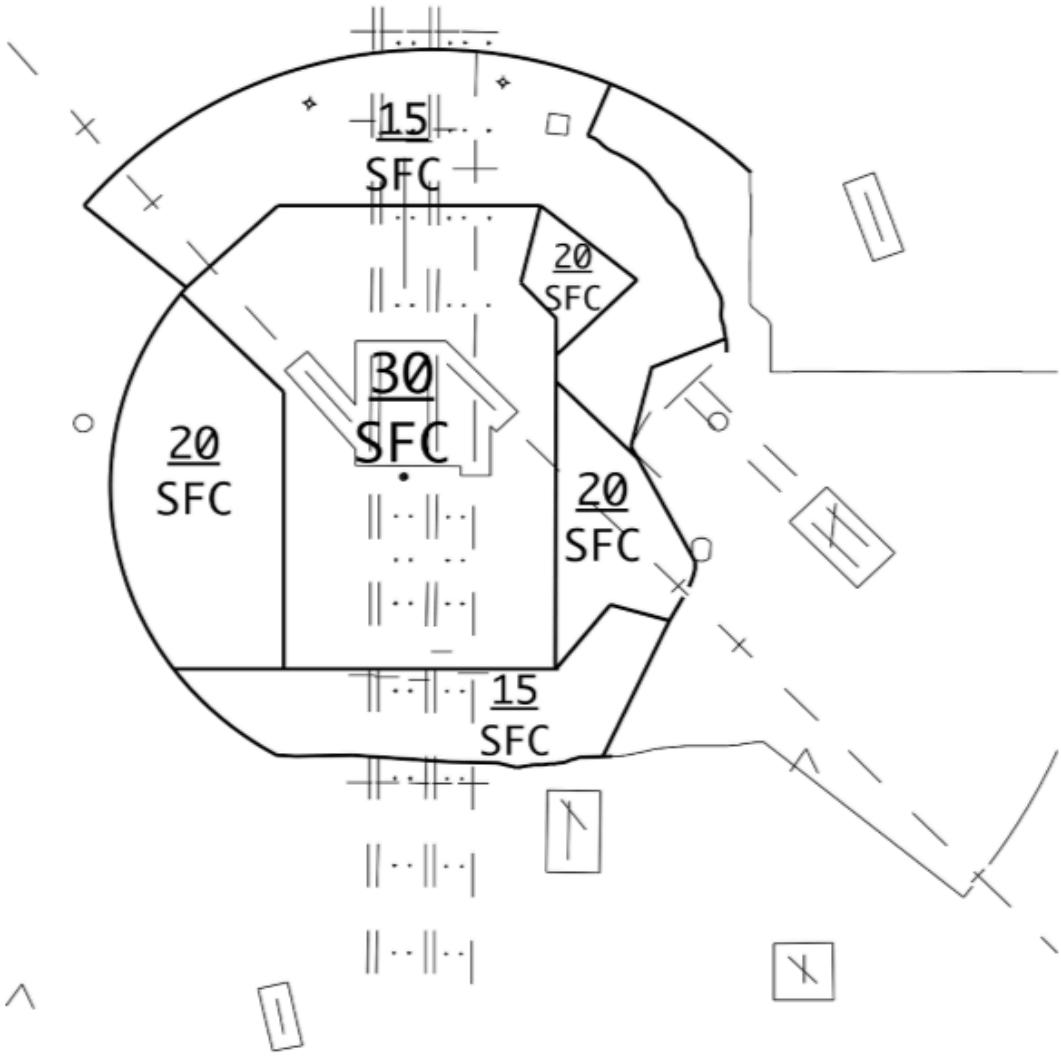


2-2. East Complex

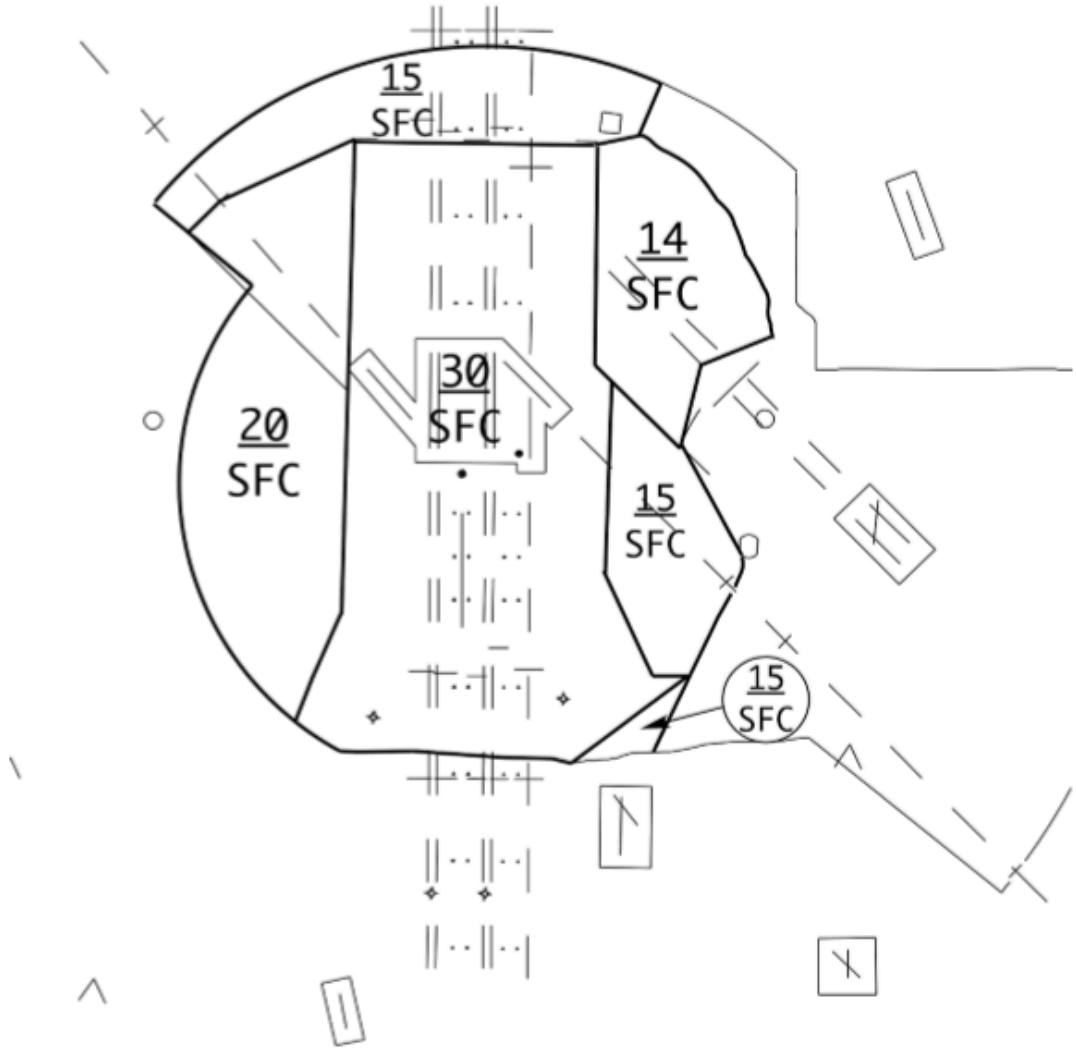


Section 3 – Tower Delegated Airspace

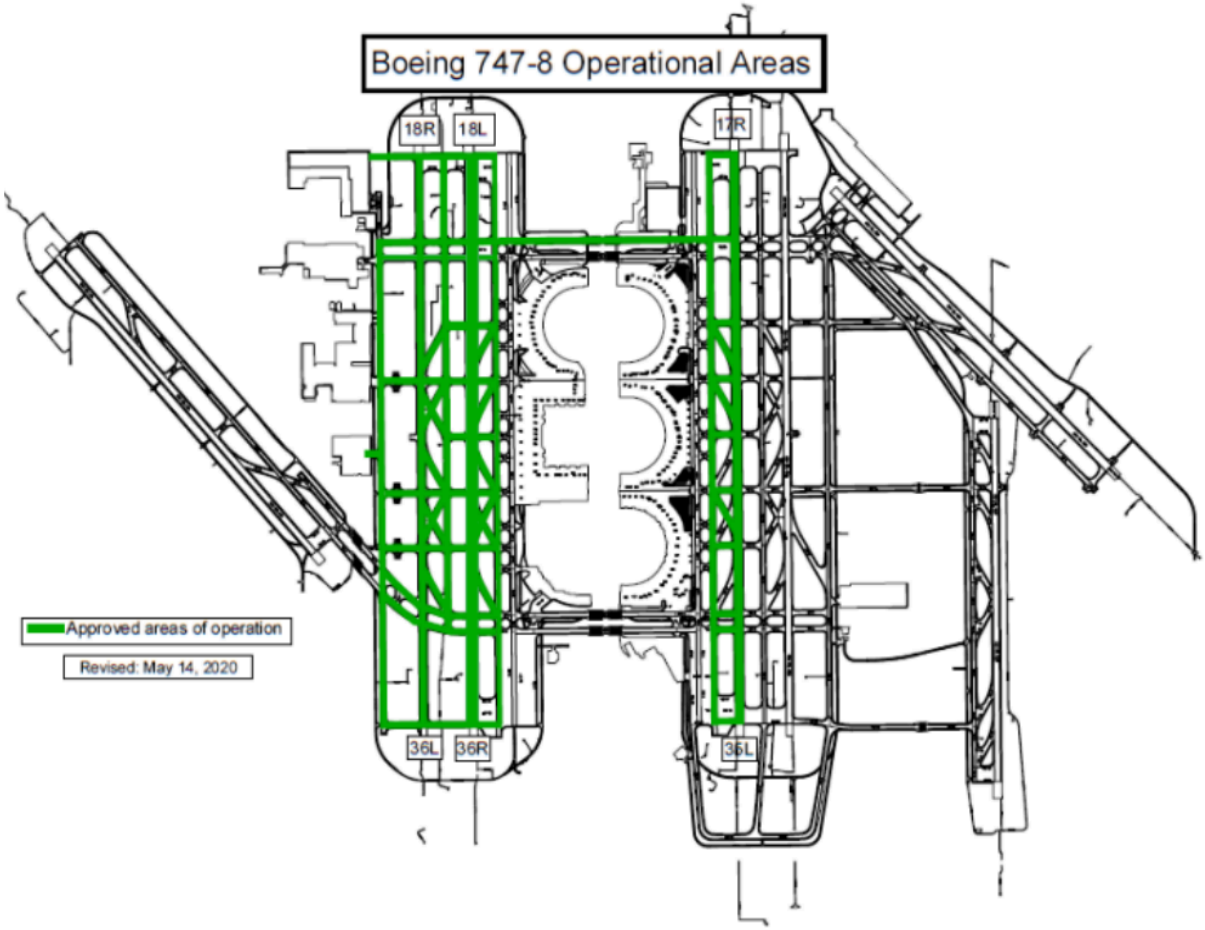
3-1. North Flow



3-2. South Flow



Section 4: B748 and A380 Ground Movements



A380 Operational Areas