Virtual Air Traffic Simulation Network (VATSIM)
United States Division
Fort Worth vARTCC (ZFW)

KDAL – Dallas Love International Airport ATCT Standard Operating Procedures

Rev. December 17, 2014
Approved: January 1, 2015

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 for Dallas Love International Airport ATCT. 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.

Signed:

Brighton McMinn
Air Traffic Manager
Virtual Fort Worth Air Route Traffic Control Center

Approved:

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Kevin Copeland – VATUSA8
Southern Regional Director

1) GENERAL

a) CALLSIGN AND FREQUENCY USAGE:

Position Name	Frequency	Callsign	Relief Callsign	Voice Room
ATIS	120.150	KDAL_ATIS	-	KDAL_ATIS
Delivery	127.900	DAL_DEL	DAL_1_DEL	DAL_DEL
Ground	121.750	DAL_GND	DAL_1_GND	DAL_GND
Tower	123.700	DAL_TWR	DAL_1_TWR	DAL_TWR

b) POSITION SPLITS AND COMBINATIONS:

i) During normal operations, all local positions are combined under DAL_TWR. There are no split positions at Dallas Love.

c) CONTROLLERS SHOULD:

i) Ensure all departures have the current ATIS code or altimeter for DAL. ATIS code is the preferred method when a voice ATIS is in place.

ii) Ensure all departures are routed and vectored through appropriate departure gates and within the departure controller's horizontal and vertical airspace in accordance with the airspace maps.

iii) Ensure that the first RNAV departure fix is inserted into the scratchpad using approved entries.

2) RUNWAY FLOWS

a) South Flow (Standard)

i) Departing runways 13L/R
ii) Arriving runways 13L/R
iii) During event level traffic, DAL may optionally depart 13L only and arrive 13R only.

b) North Flow

i) Departing runways 31L/R
ii) Arriving runways 31L/R
iii) During event level traffic, DAL may optionally depart 31R only and arrive 31L only.

c) Dallas Love always flows in the same direction as DFW. Coordinate with DFW_TWR when necessary.

3) OPERATING PROCEDURES

a) CLEARANCE DELIVERY:

i) Whenever possible, aircraft should be cleared via a valid departure procedure (SID).

ii) Aircraft who do not file a valid SID, and cannot except one, should be assigned to depart the D10 airspace through one of sixteen departure gates. (LOWGN, BLECO, GRABE, AKUNA, NOBLY, TRISS, SOLDO, CLARE, DARTZ, ARDIA, JASPA, NELYN, PODDE, CEOLA, SLOTT and FERRA) Assigned departure gates to get the aircraft on the most direct route possible to their destination.

iii) Preferred routings are not required for normal operations on VATSIM, however during events or where otherwise requested, pilots should be cleared via a preferred route when possible.

iv) Aircraft filing an IFR flight plan including a Standard Instrument Departure (SID) shall be instructed to "Climb via the SID" as a part of their IFR clearance.

v) Issue and ensure receipt of IFR and Class B clearances to aircraft departing KDAL.

vi) Jet/turboprop aircraft on an IFR flight plan not including a SID and requesting a cruise altitude above 10,000 feet shall be issued an initial altitude of 5,000 feet and instructed to expect their filed cruise altitude 10 minutes after departure. Jet aircraft requesting a cruise altitude of less than 10,000 feet shall be issued an initial altitude of 5,000 feet and instructed to expect their filed cruise altitude 10 minutes after departure. Turboprop and piston aircraft requesting a cruise altitude of less than 10,000 feet and requesting any altitude on IFR flight plans not including a SID shall be given an initial altitude of 2,000 feet and instructed to expect their field cruise altitude 10 minutes after departure.

vii) Ensure all departures have the correct ATIS information any time ATIS is available.

viii) Ensure any necessary altitude or departure amendments are completed.

ix) Ensure IFR aircraft are assigned an altitude which is valid for the direction of flight.

b) GROUND CONTROL:

i) Ensure scratch pad entries are complete and correct.

ii) Issue taxi clearances and instructions for aircraft operating on the airport movement areas.

c) LOCAL CONTROL:

i) Aircraft departing on an RNAV Standard Instrument Departures (SID) shall be given their first RNAV fix in their takeoff clearance.

(1) Example: “Southwest 123, RNAV to DRSET, runway 13L, cleared for takeoff.”

(2) See current SID chart or current DAL SID cheat sheet for appropriate RNAV fixes.

ii) Aircraft departing on a non RNAV SID shall be assigned an appropriate departure heading in accordance with their SID, current flows, etc.

(1) Example: “Southwest 456, after departure fly heading 160, runway 13L, cleared for takeoff.”

(2) See current SID chart or current DAL SID cheat sheet for appropriate departure headings.

iii) Ensure aircraft is squawking mode C and the correct code before departure.

iv) Ensure scratch pad entries are complete and correct.

v) Automatically release and retain control of departures while standard separation exists.

vi) Ensure aircraft are either established on the issued departure heading or their filed RNAV route prior to handing them off to Departure.

vii) Responsible for selection of flow and active runways (in accordance with current DFW flows), ATIS broadcast, and coordination of flow changes to adjacent controllers.

viii) Tower controllers should not set temporary altitudes for departing aircraft.

ix) Tower controllers should not radar track or handoff an aircraft unless they are radar certified (ie. S3 or above)

x) Aircraft wishing to fly the traffic pattern at DAL are warmly welcome, and under any circumstances should not be denied.

xi) All VFR aircraft shall fly a right hand traffic pattern for runway 13R and 31R.

xii) All VFR aircraft shall fly a left hand traffic pattern for runway 13L and 31L.

xiii) Missed Approach Procedures:

(1) Aircraft should first be instructed to fly the published missed approach procedure and then handed off to the appropriate approach controller.

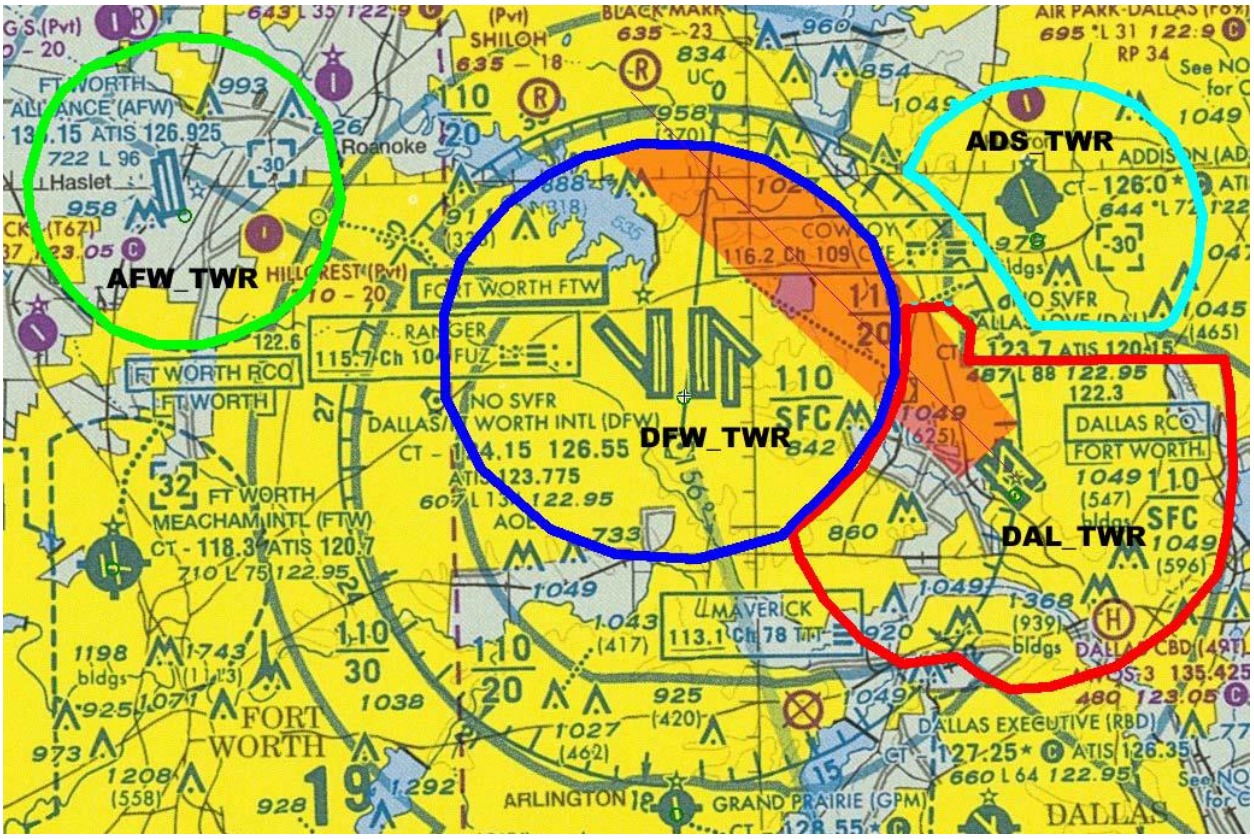
(2) When aircraft are not able to fly the published missed approach procedure, advise jets to maintain 5000 and props to maintain 2000. Assign the following heading (according to runway) and handoff to appropriate approach controller.

(a) 13L/R – runway heading

(b) 31L/R – heading 010

4) AIRSPACE DIAGRAMS

a) <u>SOUTH FLOW:</u> The shaded orange area is the final airspace for 13L/R at DAL. During south flow, this area is ceded from DFW_TWR to REG_APP.



b) <u>NORTH FLOW:</u> The shaded orange area is the departure airspace for 31L/R at DAL. During north flow, this area is ceded from DFW_TWR to REG_DEP.