DFW ATCT
Standard Operating Procedures

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Table of Contents

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	Callsign
Local Control East	**126.550**	**DFW_E_TWR**
Local Control West	124.150	DFW_W_TWR
Ground Control East	**121.650**	**DFW_E_GND**
Ground Control West	121.850	DFW_W_GND
Clearance Delivery	**128.250**	**DFW_DEL**
ATIS	123.770	KDFW_ATIS

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. South Flow is the preferred configuration until the tailwind component exceeds ten knots, or multiple aircraft cite the tailwind component as a reason for go around.

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.

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

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.

Aircraft requiring a re-route must only be sent a CPDLC message stating to contact CD for an appropriate routing.

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. 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.

GATE	RNAV	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. All aircraft on the movement areas of the east complex of the DFW Airport, excluding those controlled by LC-East.
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. All aircraft on the movement areas of the west complex of the DFW Airport, excluding those controlled by LC-West.
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

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

3-2-3. 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"*

3-2-4. Strip Marking

Controllers are encouraged to add the holding queue in the scratchpad or one of the information blocks to aid the LC controllers.

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. Simultaneous Instrument Approaches Without Final Monitors

a. Simultaneous independent approaches without final monitors are authorized to the widely-spaced parallel runways.
b. Simultaneous dependent (staggered) approaches are authorized to all parallel runways without final monitors.
c. The arrival controller is responsible for the aircraft prior to the FAF.
d. LC is responsible for monitoring the aircraft's track inside the FAF.

4-2-2. Simultaneous Instrument Approaches with Final Monitors

a. Dual and triple simultaneous independent instrument approaches are authorized to the parallel runways with final monitors.
b. The arrival controller must transfer communications to LC prior to the loss of vertical separation.
c. LC and AR both must:
    1. Ensure aircraft do not enter the NTZ when conducting simultaneous independent approaches.
d. LC must ensure longitudinal separation from the FAF to the runway threshold.

4-2-3. 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. Aircraft executing a missed approach off runway 13R shall be instructed to turn right heading 260˚ and climb and maintain 2,000 feet. This aircraft shall be handed off to the MS controller.

d. Aircraft executing a missed approach off runway 31R shall be instructed to turn right heading 030˚ and climb and maintain 2,000ft. This aircraft shall be handed off to the DS controller. The turn shall not be started prior to reaching midfield.

4-2-4. 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.

4-2-5. Visual Approaches
LC assumes responsibility for all aircraft executing a missed approach on communications transfer. This shall be done not later than a 5 NM final.

4-2-6. Go Arounds/Missed Approaches
In the event of a go around/missed approach:

a. The LC working the go around must provide visual, radar, or vertical separation between that aircraft and any departure on the opposite side of the airport.
b. If the go around is initiated prior to the FAF, the aircraft shall be instructed to track the localizer and maintain 3,000 feet.
c. LC shall pointout and coordinate the instructions given in the go around to the relevant controller(s).

4-2-7. 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.

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 departure SID.
c. Any RNAV departure unable to comply with crossing restriction(s).
d. Any RNAV departure when RNAV operations are suspended for wind, weather, etc.

LC must assign the following standard headings to departures:

a. North Flow – Props:
    1. RWY 35L/35C: All departures – heading 030.
    2. RWY 36L/36R/31L: West-northwest departures – heading 270.
       East departures – heading 240.

b. North Flow – Jets:

1. RWY 35L/35C: All departures – heading 005
2. RWY 36L/36R All departures – heading 340

c. South Flow – Props:
   1. RWY 17C/17R: All departures – heading 130.
   2. RWY 18L/18R: West-northwest departures – heading 270.
      East departures – heading 240.

d. South Flow – Jets:
   1. RWY 17C/17R: All departures – heading 160.
   2. RWY 18L/18R: All departures – heading 185.

4-3-2. RNAV Procedures

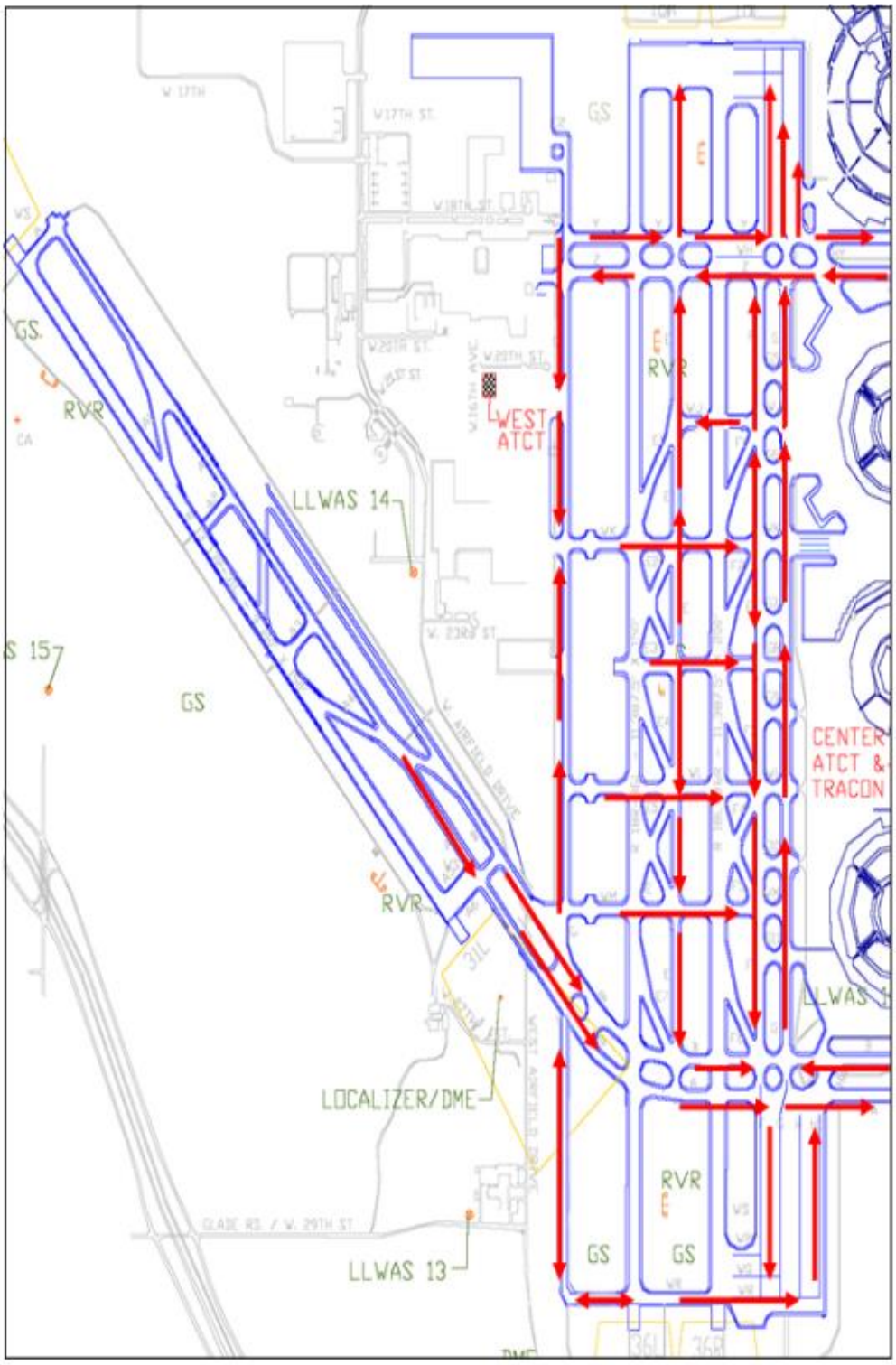
LC must include aircraft call sign, RNAV first fix, and runway to depart when issuing a takeoff clearance.

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

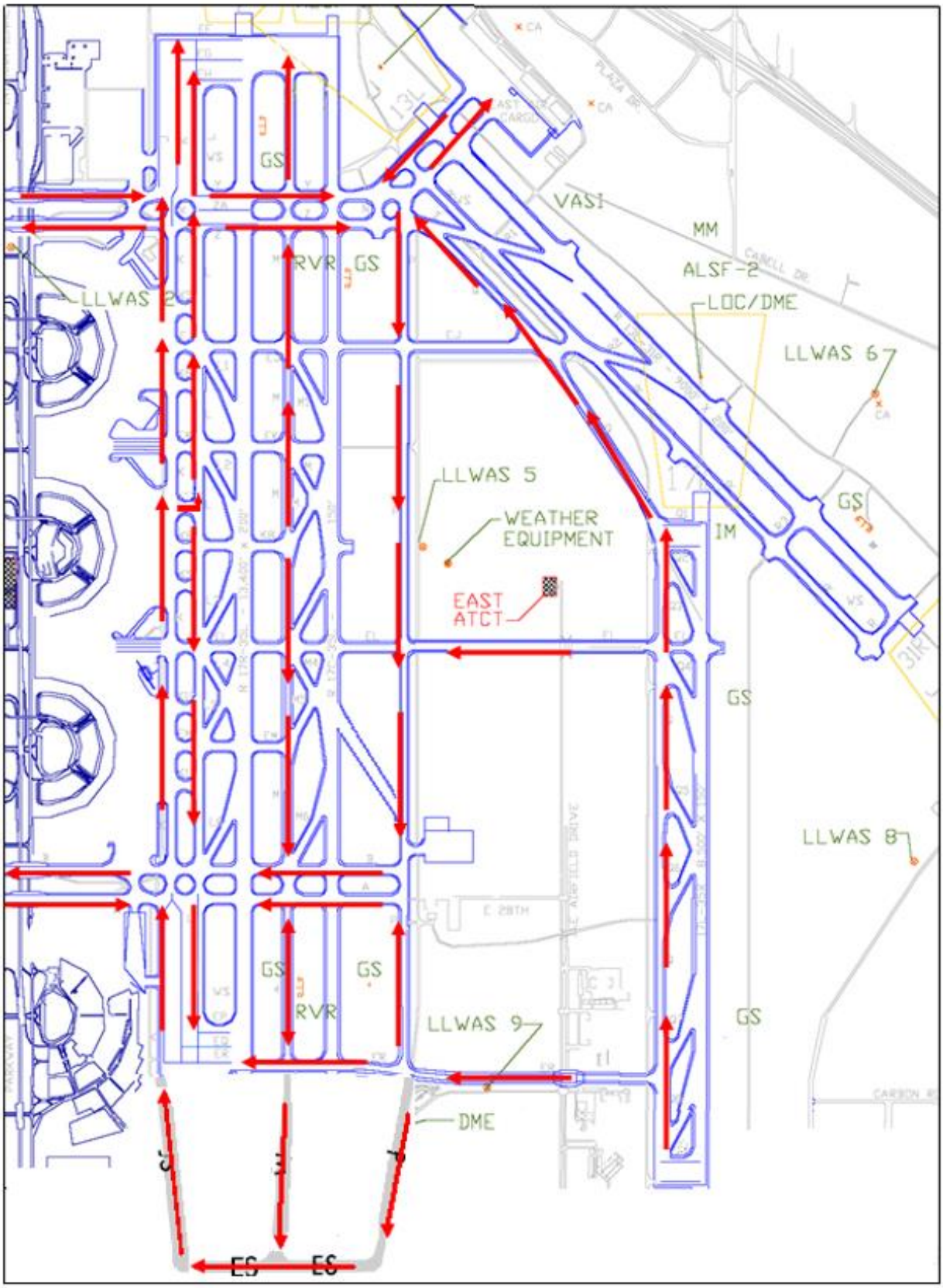
Appendix A: Diagrams and Charts

Section 1: Taxi Diagrams – South Flow

1-1. West Complex

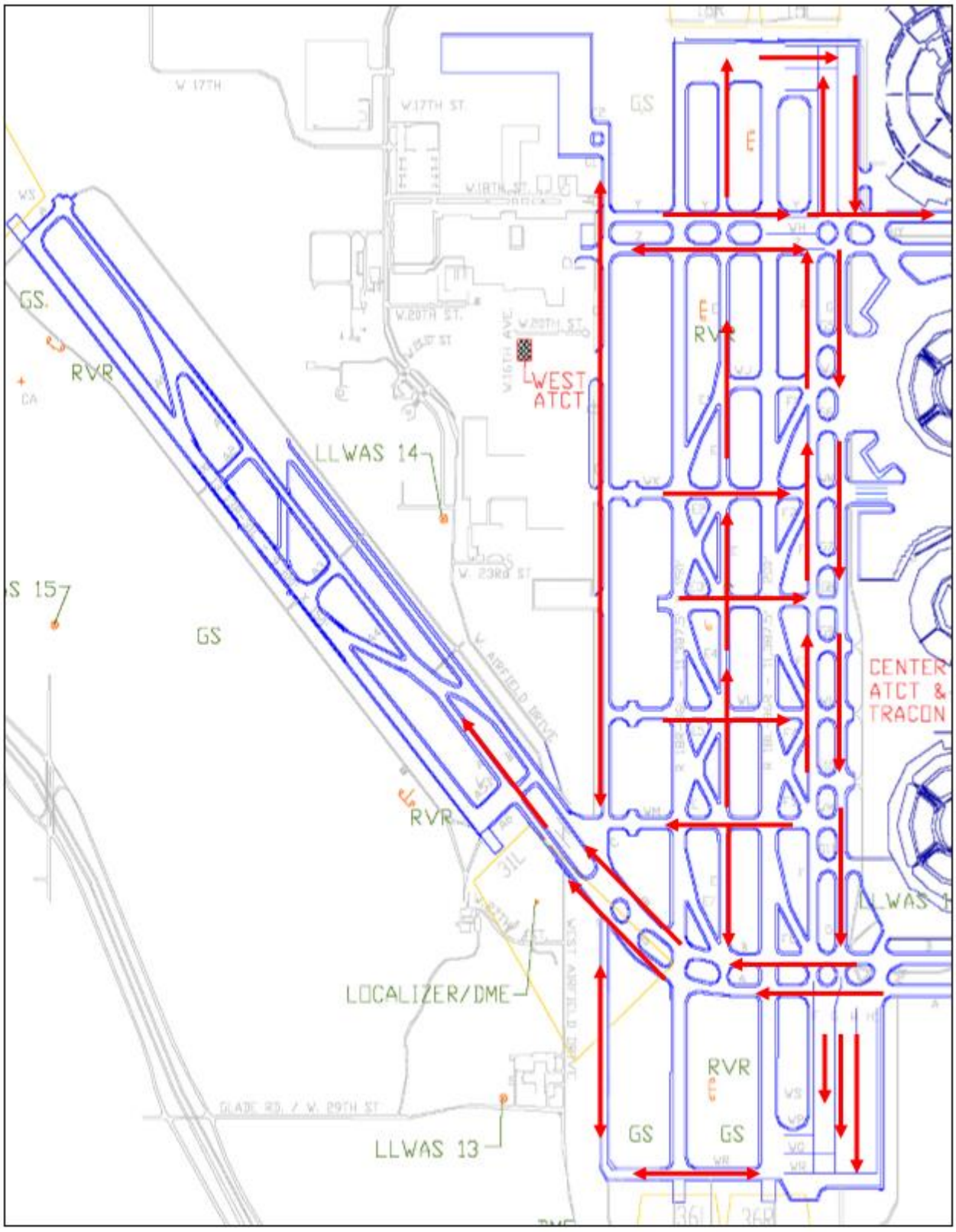


1-2. East Complex

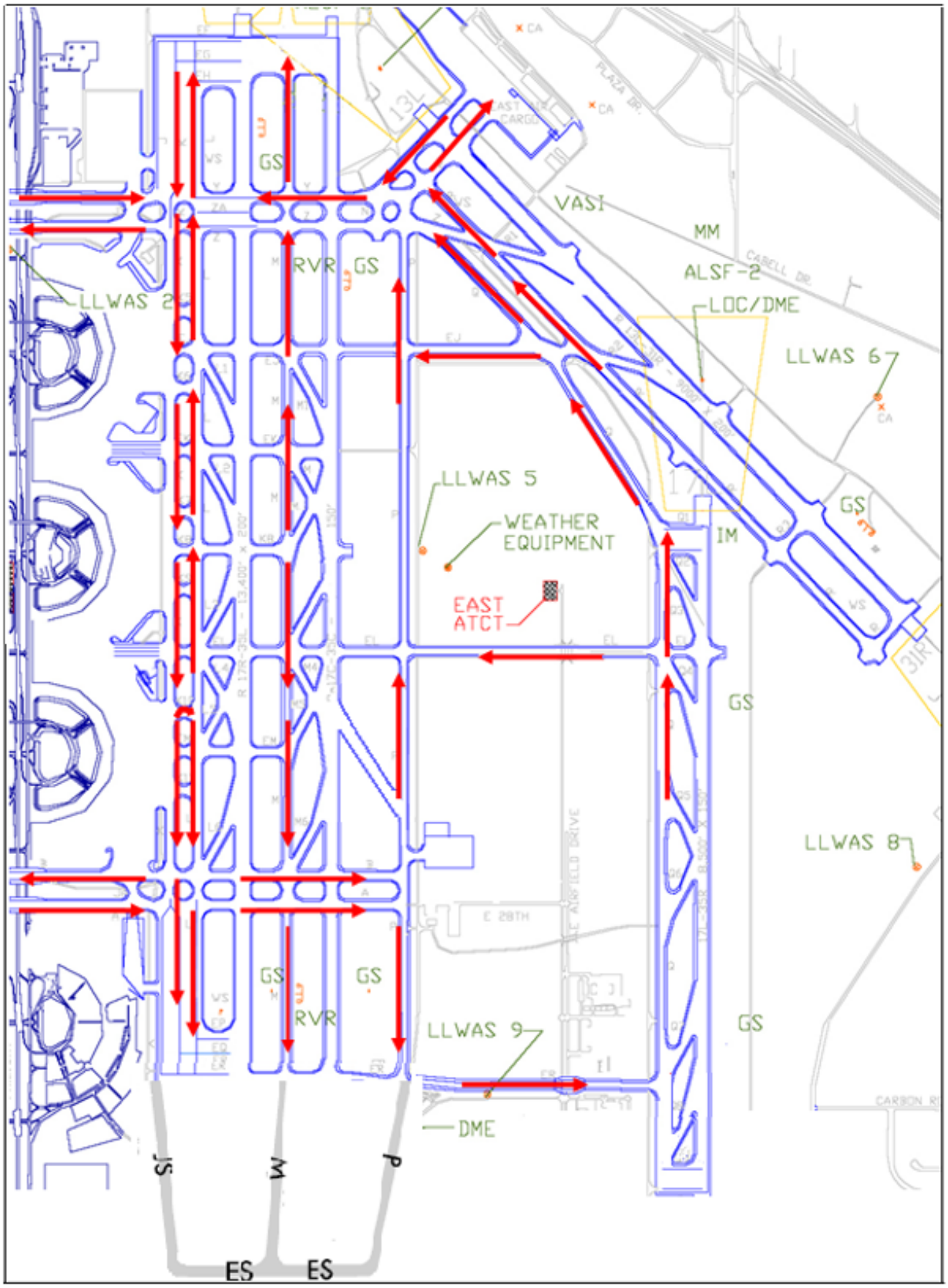


Section 2: Taxi Diagrams – North Flow

2-1. West Complex

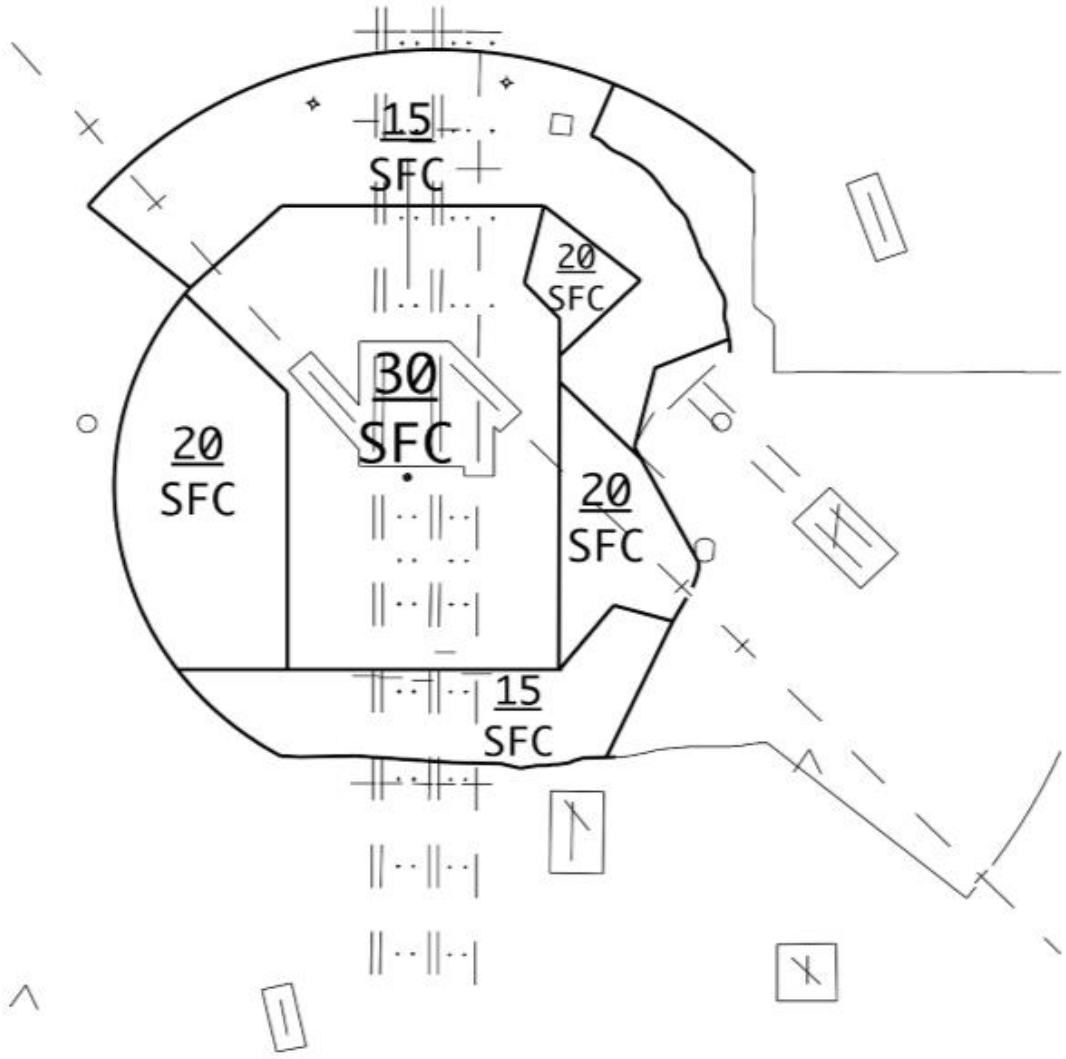


2-2. East Complex



Section 3 – Tower Delegated Airspace

3-1. North Flow



3-2. South Flow