

DAL ATCT
Standard Operating Procedures

FORTWORTH

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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."

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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.

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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 IFR Jet departures shall be instructed to “Climb via SID”

1. South Flow:
 - a. Jets:
 - a.i. Assign 8,000 except:
 - a.ii. Assign 4,000 when landing within the D10 or requesting lower than 8,000.
 - b. Props:
 - b.i. Assign 3,000.
2. North Flow:
 - a. Jets:
 - a.i. Assign 5,000 except:
 - a.ii. Assign 4,000 when landing within the D10 or requesting lower than 5,000.
 - b. Props:
 - b.i. Assign 2,000.

2-1-3. VFR Departures

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

1. Aircraft requesting VFR at or below 2,000:
 - a. “Maintain VFR at or below 2,000”
2. Aircraft requesting VFR above 2,000:
 - a. South Flow: “Maintain VFR at 2,500”
 - b. North Flow: “Maintain VFR at 2,000”
3. Jets requesting VFR above 10,000 should be instructed to maintain VFR at the appropriate IFR jet altitude.

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.

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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 for IFR Aircraft

1. For jet aircraft on a SID, do not give additional instructions on takeoff, except:
 - a. KING7 DP. Issue normal "No SID" instruction.
2. For jet aircraft not on a SID, issue the following instructions on takeoff:
 - a. South Flow: Runway Heading
 - b. North Flow: Runway heading to I-LVF 5.5DME, then turn right heading 010
3. For prop aircraft anytime, issue the following instructions on takeoff:
 - a. South Flow: H170
 - b. North Flow: H330

2-3-3. Departure Instructions for VFR Aircraft

1. South Flow: H070, H100, or H190
2. North Flow: H330 or H185
3. For VFR jets requesting higher than 10,000: Issue normal "No SID" IFR instruction.

2-3-4. Go Arounds

In the event of a go around/missed approach:

1. Outside the FAF, coordinate as necessary with the overlying radar controller.

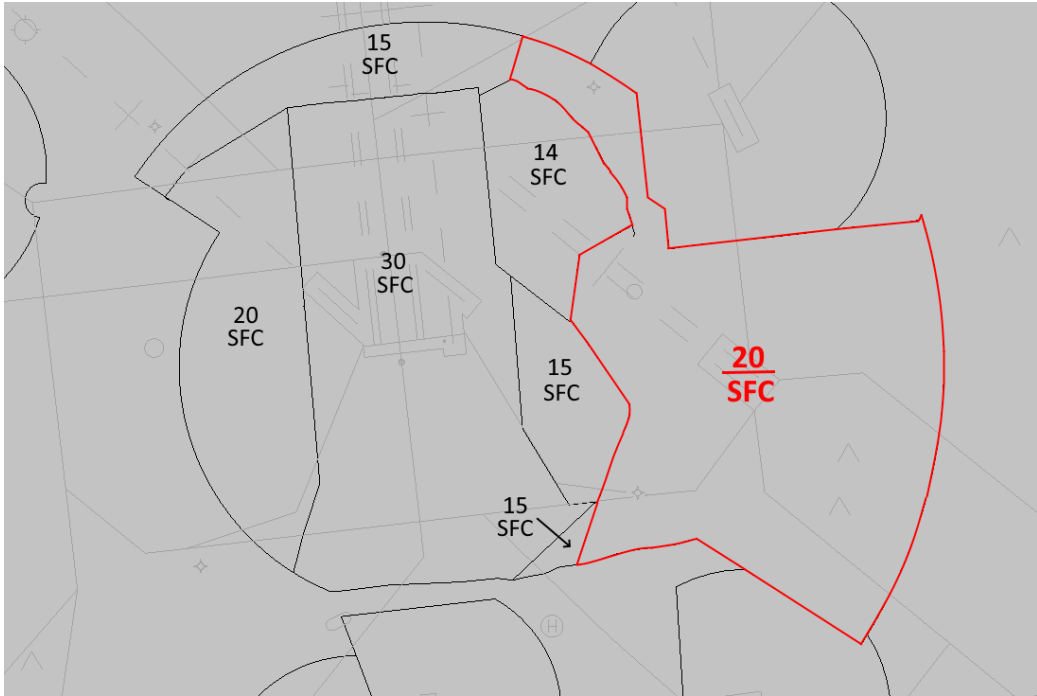
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2. If the go around is initiated inside the FAF, utilize the following headings/altitudes:
 - a. 13R: H160/3,000 | 13L: H060/3,000
 - b. 31L: H310 then issue H010 passing CVE. Maintain 3,000 | 31R: H310 then issue H040 passing CVE. Maintain 3,000.
3. Go arounds should be handed off to the controller working Dallas satellite.

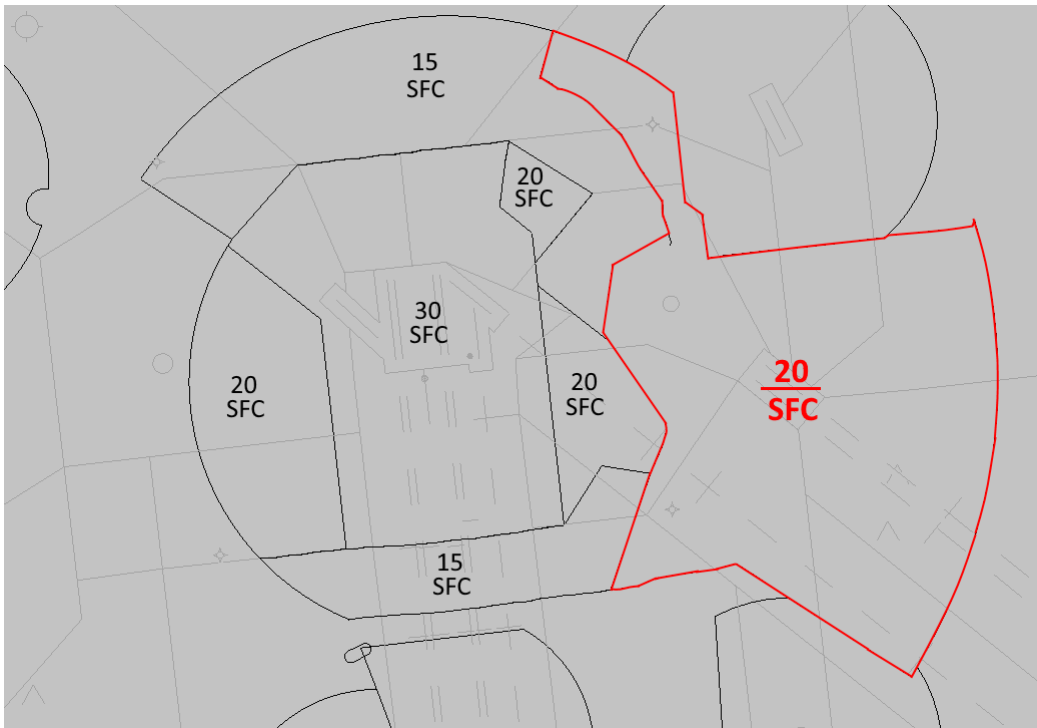
Appendix A: Diagrams and Charts

Section 1: Tower Airspace

1-1. South Flow



1-2. North Flow



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