VFR TRAFFIC PATTERNS

VFR TERMINAL AREA CHART
DALLAS - FT. WORTH

DALLAS - FT. WORTH

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT)= GMT.

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "PVT" - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified Selected
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Selected
- Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Refer to Chart Supplement for hours and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 91 Special Air Traffic Rules & Airport Traffic Patterns for Runways with Right Traffic. Blue Box indicates VFR Supplement. See Supplement. FSS - Flight Service Station. NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency ★ - Automatic Terminal Information Service. See tower frequencies tabulation for hours of operations.

(A) - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.6 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown when full-time ATIS not available).

UNICOM - Aeronautical advisory station (shown at airports without other communication services)

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

2985 — Elevation in feet

L - Lighting in operation Sunset to Sunrise

L̄ - Lighting limitations exists refer to Supplement.

72 - usable length of runway rounded to hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(b/c))
- Class D Airspace
- Class E Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including 700 ft. AGL)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class E Airspace with floor 700 ft. AGL or higher
- Class E Airspace with floor 1200 ft. above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. AGL or 1200 ft. AGL otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV Z Routes are indicated by center line and tolerance. Airways based on navaids, fixes, facilities which establish intersection.

Total mileage between navaids or direct Airways. (Helicopter Only) RNAV Waypoint

Prohibited, Restricted, and Warning Areas

- *Alert Area and Military Operations Area (MOA)
- *Alert Areas do not extend into Class A, B, C or D airspace, or Class E airport surface areas.
- Special Airport Traffic Area (See FAR 91 Subpart H)
- National Defense Airspace Temporary Flight Restriction (TFR)
- ADIZ - Air Defense Identification Zone (See FAR 99)
- Test FAR 91 (15/AMA)
- National Security Area
- Terminal Radar Service Area (TRSA) (See FAR 91 Subpart H)
- Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.18 122.5 123.6 — OAKDALE 360° 336.0 OAK 122.7 — 122.5 CHICAGO CHI

Underline indicates no voice on frequency.

Asterisk indicates Outlook Outlook status.

- Operates less than continuous or On-Request.

ASOS/AWOS

122.18 — FSS radio providing voice — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 355.4 (Continentrons U.S.) are for FSS use only. 122.2 is receive only at remote receiver at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK). (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

- Wind Turbine
- Wind Turbine Farm
- 2094 UC — Elevation of the top above mean sea level.
- 1049 — Height above ground.
- (1149) — Height above ground if different from above.
- Group Obstruction
- Obstruction with high-intensity white lights may operate part-time.

Above 200 ft & below 1000 ft AGL. (Above 200 ft AGL in urban area)

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Gliding Area
- L - Ultralight Activity
- UA - Unmanned Aircraft Activity
- P - Parachute Jumping Area (See Supplement)
- STADIUM — Intensive lighting within 3 NM (also lighting 3 NM up to a incl 3000' AGL)
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area
- 1°C — Isogonic Line (2020 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Mountain Pass
- Aerial Cable
- 11823 (Elevation of Pass) Pass symbol does not indicate a recommended route through the pass. Pass symbol does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.
- 618 (Elevation Base of Town)

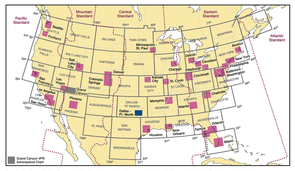
DALLAS - FT. WORTH TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **29 DEC 2022**
TO 0901Z **23 FEB 2023**

Consult NOTAMs for latest information.
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TDFW

NSN 7641014004963

NGA REF. NO. VFRTADALLASFTW

EFF. DATE 22363

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

CONTROL TOWER FREQUENCIES ON DALLAS-FT WORTH TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"NON FIR" indicates Monday through Friday.

OUT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ADDISON	0600-2200	126.0 239.0	121.6	133.4	
ARLINGTON MUNI	0700-2100	118.625	121.875		
DALLAS EXEC	0700-2100	127.25	119.475	126.35	
DALLAS-FORT WORTH INTL	CONTINUOUS	124.15 134.9 (H/) OUT	121.65 (D) 121.8 (E) 121.85 (H/) OUT	123.775 (ARR) 133.725 (DEP)	
DALLAS LOVE FLD	CONTINUOUS	118.3 257.8	121.9 348.6	120.15	
DENTON ENTERPRISE	0600-2200	119.9	122.55		
FORT WORTH MEACHAM INTL	CONTINUOUS	118.3 257.8	121.9	120.7	
FORT WORTH NAS JRB (CARSWELL FLD)	0700-2300 (MON-FRI) 0900-1700 SAT-SUN OUT BY NOTAM	120.95 269.325	121.675 279.575	331.475	ASR/PAR
FORT WORTH SPINKS	0600-2400	124.525	119.475	120.025	
GRAND PRAIRIE MUNI	0700-2100 (MON-FRI) 0700-2000 (SAT-SUN)	118.55	121.15		
MAIDRS	0730-1400 (MON-FRI) OUT IRREGULAR HRS	118.42 380.425	121.7 332.8		
MCKINNEY NTL	0600-2200	118.825	121.875	119.925	
MESQUITE METRO	0700-2100	120.3	118.85		
RBOC FLIGHT WORTH ALLIANCE	CONTINUOUS	135.175 257.9	132.45 306.2	126.925	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DALLAS-FORT WORTH CLASS B	118.1 ... 306.95 (NW) 118.35 ... 257.8 (SE) 124.3 ... 282.275 (NE) 125.2 ... 343.45 (SE)	CONTINUOUS

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

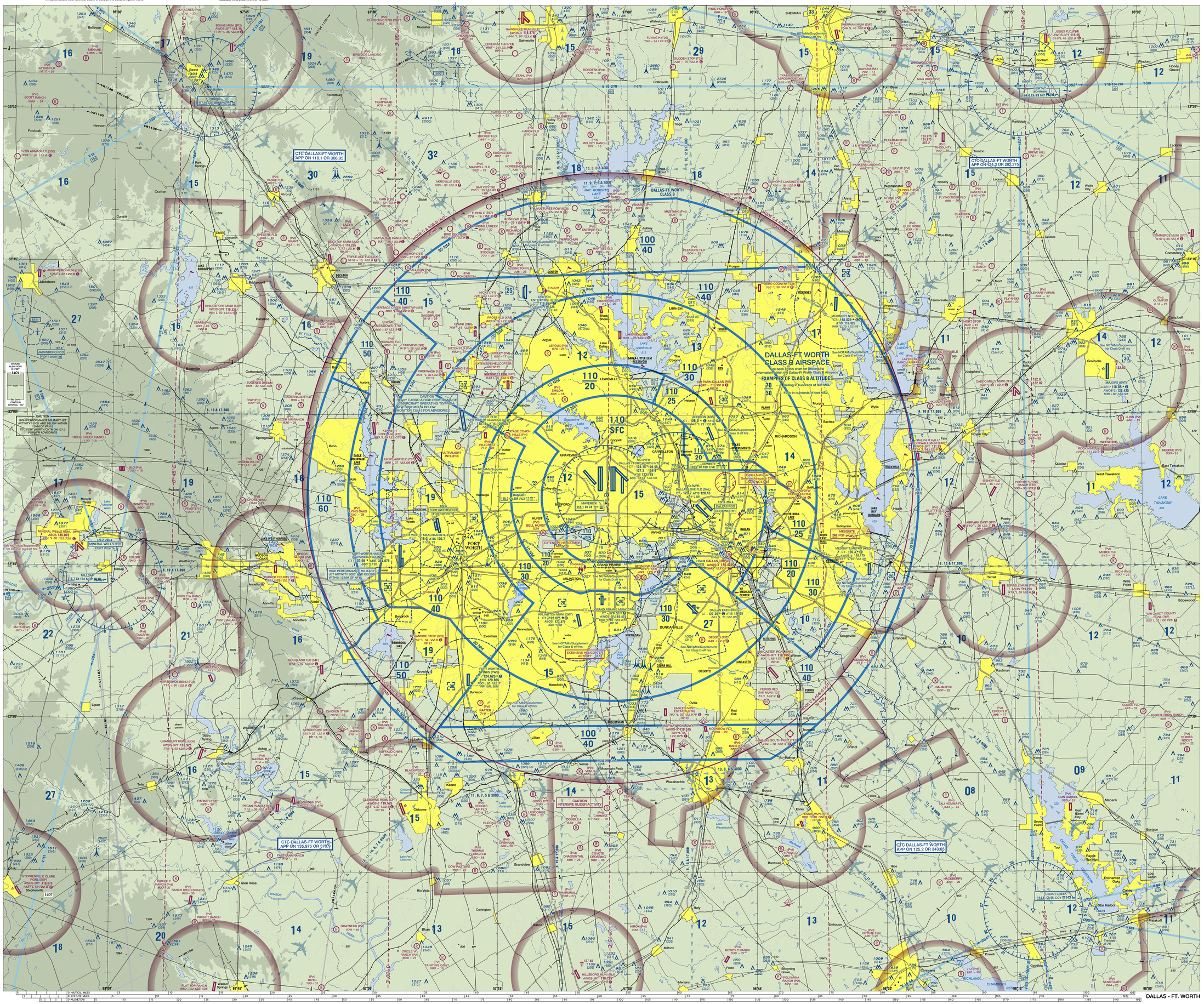
The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and U.S. Forest Service except at those areas open to aircraft landings without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways,Wildlife Refuges, Game Ranges, Fish Hatcheries, Game Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies.

FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S Forest Service Wilderness and Primitive areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.



VFR FLYWAY PLANNING CHART
DALLAS - FT. WORTH
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways: NAME (NAM)
NAME (NAM)
Unpaved Runways: NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR: DLG 138.8
NDB: DCW 262
VORTAC: PPS 121.8
NDB-DME: RMW 320
VOR-DME: KIP 110.7
DME: PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS Navigation Reference Point
N39° 56.32'
W120° 56.91'

TOPOGRAPHIC INFORMATION
Mountain Top or Peak and Spot Elevation
12256

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12 5

You are requested to inform REPORTING CHART ERRORS
attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/atas/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE DALLAS-FT WORTH AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION
THE ENTIRE DALLAS-FT WORTH AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

DALLAS-FT WORTH CLASS B AIRSPACE

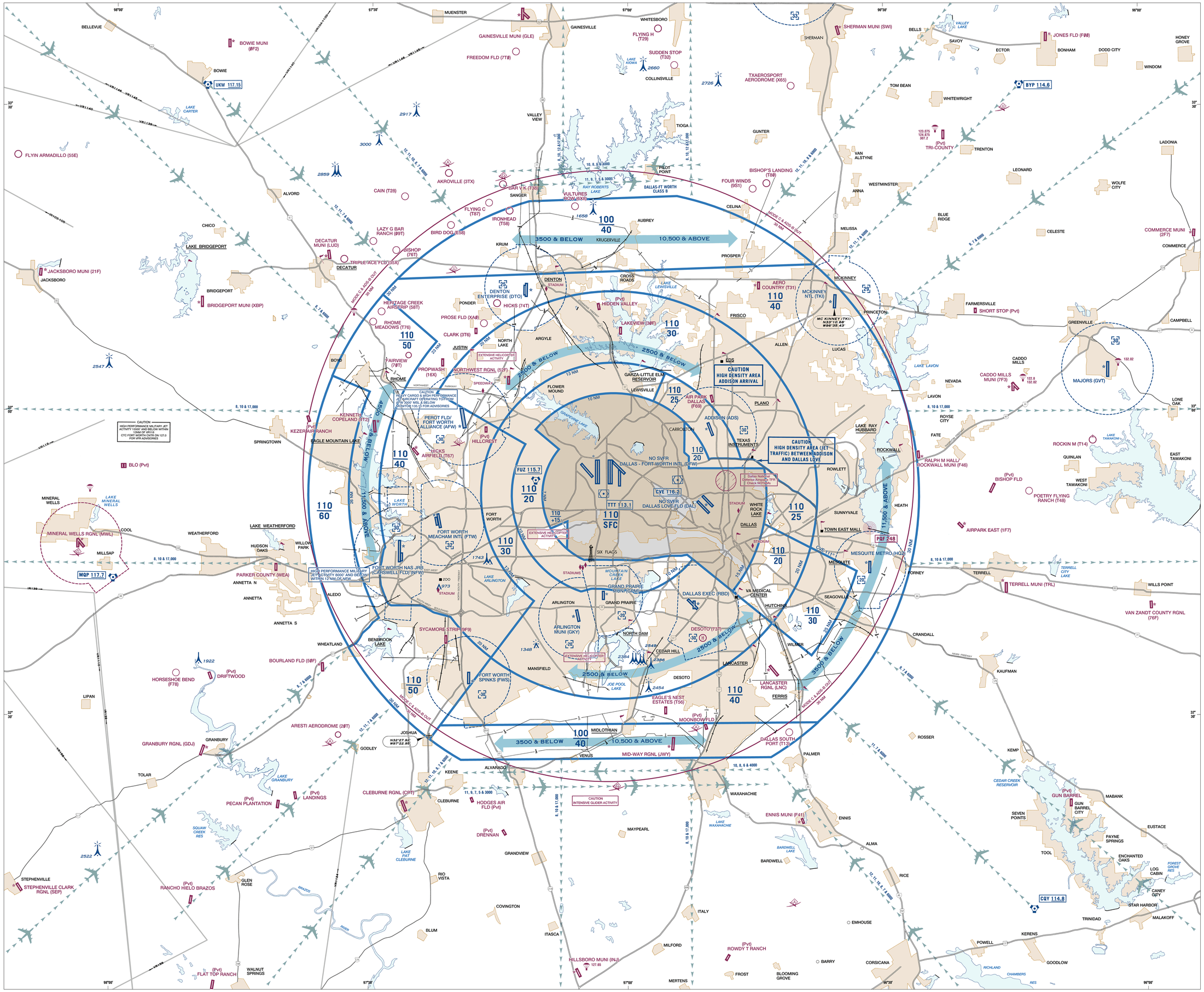
OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Dallas-Ft Worth International Airport unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES
IFR FLIGHTS—Aircraft operating within the Dallas-Ft Worth Class B Airspace must be operated in accordance with ATC clearances and instructions.
VFR FLIGHTS—
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

CONVERSION OF ELEVATIONS
FEET (Thousands): 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9