



# DALLAS/FORT WORTH METROPLEX AIR TRAFFIC SYSTEM PLAN

# **Coming in OCTOBER 1996**

## **DALLAS/FORT WORTH METROPLEX AIR TRAFFIC SYSTEM PLAN**

The Dallas/Fort Worth (D/FW) Metroplex Air Traffic System Plan, which began in 1987, is nearing completion. In the fall of 1996, a major airspace modification will be implemented that will change all existing airspace and procedures within a 150-nautical mile radius of D/FW International Airport. These airspace changes will provide major benefits to the aviation community. Some of these benefits are:

### **ARRIVAL/DEPARTURE ROUTES**

Expansion of the D/FW terminal area includes additional arrival and departure routes which serve all airports within the D/FW area.

### **RADAR SYSTEMS**

Four new airport surveillance radar (ASR-9) systems will provide an integrated network which will significantly improve coverage for all airports in the D/FW terminal area.

### **VORTACs**

A network of eight new very high frequency omni-directional radio range with tactical air navigation (VORTAC) facilities, six of which are new, will support the expansion of the D/FW terminal area.

### **NEW ILSs**

Mark-20 instrument landing systems (ILS) are being installed on the runways to support the expansion of Category III (OAT III) ILS procedures. Currently D/FW International Airport has two CAT III approaches. This will be expanded to six; three for north landings and three for south landings.

### **TRIPLE/QUADRUPLE ILS PROCEDURES**

The construction of the new east runway provides for triple simultaneous parallel ILS approach procedures. This procedure supports a significant increase in overall system capacity.

## **EXPANDED D/FW TRACON**

Expansion of the D/FW Terminal Radar Approach Control (TRACON) facility is the cornerstone of the D/FW Metroplex Air Traffic System Plan. This facility will provide state-of-the-art equipment and additional radar positions to support expansion of the D/FW terminal area.

**INCREASED CAPACITY**

Expansion of the D/FW terminal area will permit the establishment of additional arrival/departure routes. The implementation of triple simultaneous ILS procedures will significantly increase the capacity of D/FW International Airport. This significantly increases the capacity of the air traffic control system which will benefit all airports within the D/FW terminal airspace area. These improvements in the D/FW area increase the overall capacity of the National Airspace System (NAS) by 15 percent.

## **REDUCED DELAYS**

The increase in system capacity reduces delays for all aircraft operating in or near the D/FW terminal area. This directly benefits both the aviation community and the general public by improving the aircraft arrival and departure times.

## **BENEFITS**

The implementation of the D/FW Metroplex Air Traffic System Plan provides:

- additional control positions
- state-of-the-art equipment
- expanded airspace
- additional arrival and departure routes
- new ILS approach procedures
- new navigational aids
- the support for the new runway at D/FW International Airport
- increase system capacity
- reduced delays
- better on-time service
- the ability to handle an increase in the number of flights available

# *D/FW METROPLEX*

*Air Traffic System Plan*

The

October 10, 1996

Airspace Changes

and

**YOU**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Southwest Region**

## **AIRSPACE AIRSPACE**

Over the last several years the Federal Aviation Administration (FAA) has been involved in the construction, equipment acquisition, and installation phase for the Dallas/Fort Worth (D/FW) Metroplex Air Traffic System Plan.

Meetings were conducted by FAA Southwest Region to ensure everyone was advised that the D/FW Metroplex Air Traffic System Plan was coming. No specific dates were mentioned. Naturally, the general attitude has been "call me when it gets here."

Implementation of the D/FW Metroplex Air Traffic System Plan will occur October 10, 1996.

Once again, there are questions on "How will this really effect me?" I'm just a VFR rated pilot who flies on weekends." Another response might be, "We have chart changes every 56 days. What is so special about this one?"

## WARNING WARNING WARNING

October 10, 1996, will be the biggest single charting event ever completed by the FAA. Every chart, AND THIS DOES MEAN EVERY CHART, depicting North Central area airspace, plus the Houston terminal area chart, will change.

All airspace and procedures within a 150-nautical mile radius of D/FW International Airport will change. As you are reading this you are saying to yourself, "OK, but how will this really effect me?"

As of October 10, 1996, the Scurry, Blue Ridge, Bridgeport, and Acton VORTACs will be replaced with the new Cedar Creek, Bonham, Bowie, and Glen Rose VORTACs. Without the new charts you cannot find these facilities. New frequencies and new radials make up the airways. New intersections will be on these airways with new minimum altitudes, and obstruction clearance altitudes.

Two high altitude jet routes have also changed. J66 between D/FW and Little Rock VORTACs has been moved plus a new jet route (J181) will be installed from D/FW to Bradford VORTACs.

The airway system is populated with a multitude of intersections used for a variety of procedures placed at strategic places. Several air traffic control instructions are based upon specific intersections.

If you fly through the system regularly you have probably memorized several of the intersections. These intersections are gone also. Over 140 existing intersections will be canceled and replaced with approximately 275 new intersections, all with new names, radials, and distances.

You know those instrument approach procedures you've flown so many times that they're second nature to you? Heads up, these change too. Approach procedures to the smaller less busy airports such as Caddo Mills, or Bourland Field have also changed. Even Waco, Tyler, and Gregg County areas are

included, plus many other airports. In fact, 158 new standard instrument approach procedures will be implemented. These include 57 completely new approach procedures and 101 approaches will be amended.

Up to this point we have discussed areas that affect both the instrument rated and non-instrument rated pilots. For those instrument rated pilots that utilize the standard terminal arrival routes (STARs) and standard instrument departure (SIDs) system serving the D/FW terminal area, don't worry-there's more.

Currently there are five STARs and six SIDs serving the D/FW terminal area. These have been expanded to 16 STARs and 15 SIDs.

D/FW International Airport is currently served by a single STAR route over each cornerpost VORTAC. These procedures have been redesigned with new names; however each cornerpost VORTAC now has a second parallel STAR route for D/FW Airport **THAT WILL BE ASSIGNED BY AIR TRAFFIC CONTROL BASED ON DEMAND**. This is a major improvement over the existing system and significantly reduces delays regardless of the weather conditions.

The SID system has been expanded for propeller-driven and turbojet aircraft. Additional routes have been installed in each cardinal direction to reduce congestion on the most heavily used routes. These new procedures have new names, radials, distances, intersections, and new frequencies. Some of the STARs and SIDs are now supported by two new VORTACs located 7 miles east and west of D/FW International Airport-Cowboy VORTAC is to the east and Ranger VORTAC is to the west.

On all the published procedures, such as the STARs, SIDs, and instrument approaches, there are specific air traffic control frequencies published in one corner of the document. These also change. The current D/FW Terminal Radar Approach Control (TRACON) has 18 radar control positions. A new TRACON building has been built on D/FW International Airport and the control positions will be expanded to 36. You're right again-more new frequencies. Several existing frequencies will remain; however, these will be assigned to new positions within the TRACON and will not serve in the same airspace.

## **CONCLUSION**

We cannot overemphasize the magnitude of the October 10, 1996, changes. The air traffic control system serving the North Central Texas area, as you have known it for years, will change. In its place will be a totally new air traffic control system with far greater capacity and flexibility than ever before.

Four sectional charts and two terminal area charts will change-Dallas/Fort Worth, Memphis, Houston, and San Antonio sectionals plus the Dallas/Fort Worth and Houston terminal area charts, plus the entire litany of other airspace charts. If you receive your publications

via subscription then you will receive these changes in the normal manner. If you buy individual charts, remember that the new airspace will be on the October 10,1996, charts.

The existing system is operating at or near capacity. The air traffic system must be expanded to support the growth of the aviation community into the 21st Century. You-the pilot-must become familiar with the new system to attain the full utilization of the system.

**Remember!**

October 10,1996, will be a very significant day for the air traffic control System in the North Central Texas area.

**Fly Safely!**

Be fully informed of the new D/FW airspace changes.