

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

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

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

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace: 70' Ceiling in hundreds of feet MSL, 30' Floor in hundreds of feet MSL
Class C Airspace (Mode C - see FAR 91.131(A))
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
Class D Airspace
Class E (5A) Airspace

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS
Navigation Reference Point: N30° 56.52' W120° 36.91'

TOPOGRAPHIC INFORMATION
Mountain Top or Peak and Spot Elevation: 1256

CAUTION
THE ENTIRE DALLAS-FT WORTH AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT INTENDED TO REPLACE 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
HIGH PERFORMANCE MILITARY ACTIVITY 1000' AND BELOW WITHIN 10 NM OF FTW

CAUTION
EXTENSIVE HELICOPTER ACTIVITY

CAUTION
HIGH DENSITY AREA (JET TRAFFIC) BETWEEN ADDISON AND DALLAS LOVE

CAUTION
HIGH DENSITY AREA ADDISON ARRIVAL

CAUTION
INTENSIVE GLIDER ACTIVITY

CAUTION
SEVERE TURBULENCE MAY OCCUR OVER RUGGED TERRAIN. SEE AIRM.

DALLAS-FT WORTH CLASS B AIRSPACE
OPERATING RULES AND PILOT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not attempt to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met, including among those requirements are:
1. Unless otherwise authorized by ATC, an aircraft 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 small aircraft at the Dallas-Ft Worth International Airport unless the pilot is licensed under at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a small aircraft at an airport within the Class B Airspace or operate a small aircraft within the Class B Airspace unless:
a) The pilot is licensed under at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 91.1018; or holds a Sport Pilot certificate and has met the requirements of FAR 91.305; or
b) The aircraft is operated by a student pilot who has met the requirements of FAR 91.1014 or FAR 91.305 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine powered aircraft in or from a primary airport shall operate at or above the designated floor within the lateral limits of the Class B Airspace.
5. An operator VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.
NOTE: ATC may upon notification, immediately address 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 ATIS 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 ATIS clearance and instructions.
VFR PROCEDURES
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic area shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace, no person shall take off or land a small aircraft at an airport within the Class B Airspace in relation to the primary airports as required by FAR 91.131.
2. Aircraft departing the primary airports as required by FAR 91.131 should be advised of the primary airport and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports within the Class B Airspace should provide the information to ATIS on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATIS clearance to enter the Class B Airspace and will be handled on an ATIS workload permitting basis.

ATIS 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, unpaired visual and other separation 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: Assessment of radar bearings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is required to advise ATIS of compliance with an assigned radar, radar heading, or altitude while en route to a fix to void such rules.

CONVERSION OF ELEVATIONS
FEET: 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200
METERS: 0 3 6 9 12 15 18 21 24 27 30 33 36 39 42 45 48 51 54 57 60

LEGEND
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CAUTION
THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DOES NOT REPLACE THE VFR ROUTES OF THE DALLAS-FT WORTH AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES SHOULD BE USED 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
THIS CHART IS PRIMARILY DESIGNED FOR VFR NAVIGATIONAL PURPOSES AND DOES NOT PROVIDE THE PRECISION OF ALL POWER TRANSMISSION AND TELECOMMUNICATION LINES, TERRAIN OR OBSTACLES WHICH MAY BE ENCOUNTERED BELOW REASONABLE AND SAFE ALTITUDES.

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