



2013 NOTAM SPECIAL FLIGHT PROCEDURES

DALLAS/FORT WORTH, TEXAS
EFFECTIVE FROM 1100Z OCT. 8, 2013
UNTIL 2200Z OCT. 14, 2013



Fort Worth Meacham International Airport (FTW)



2013 AOPA AVIATION SUMMIT | DALLAS/FORT WORTH, TEXAS FROM 1100 UTC OCTOBER 8, 2013 TO 2200 UTC OCTOBER 14, 2013

Specific procedures contained with this NOTAM may be revised or unavailable at the time of the event. Users are encouraged to check NOTAMs frequently to verify they possess the most current revisions. This NOTAM does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS.

In anticipation of an increased number of aircraft operating to and from the Dallas/Ft. Worth area in conjunction with the Summit, the following procedures will be used to enhance safety and minimize delays.

TRAFFIC MANAGEMENT

Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential holding, reroutes or EDCT's (Expect Departure Clearance Time) that may be issued for domestic IFR arrivals to the following airports:

Ft. Worth Meacham Airport (FTW)

Ft. Worth Alliance Airport (AFW)

Ft. Worth Spinks Airport (FWS)

Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, IFR airborne changes of destination to above listed airports will not be accepted within 200NM of destination, except for emergencies or capacity constraints at FTW. Duplicate flight plans to multiple destinations are subject to removal from the system.

IMPORTANT INFORMATION

Pilots are urged to review all applicable NOTAMs and arrival/departure procedures prior to conducting flight

in the Dallas/Ft. Worth area. IFR flight plans should be filed at least 6 hours prior to proposed departure time.

LOCAL TRAINING AND PRACTICE APPROACHES

Local traffic pattern and closed traffic training will be prohibited at FTW and possibly limited at AFW and FWS during the AOPA Summit. Practice approaches to airports within 30NM of FTW will be extremely limited and potentially unavailable due to the volume associated with the AOPA Summit.

CAUTIONS

DALLAS FT. WORTH CLASS B AIRSPACE

CLASS D AIRSPACE: AFW, FTW, DTO, FWS, TKI, ADS, RBD, GPM, GKY, and NFW

MILITARY OPERATIONS AT THE FT. WORTH NAVAL AIR STATION (NFW JRB)

TSA GLIDERPORT (TA11) 32-23-00.5110N / 097-00-51.0130W - Established in 1947, the club is located 15 minutes south of Midlothian, Texas, which is itself at the southern edge of the Dallas/Fort Worth Class B Airspace. The club operates from its own airfield and owns six single and four two-place sailplanes, plus four Pawnee tow-planes. TSA operates year round on most flyable Thursdays, Saturdays and Sundays. The club also operates on an unscheduled basis on other weekdays when the flying weather is really good.

SKYDIVE COWTOWN is the closest skydiving center to Ft. Worth and Denton, Texas. They operate 7 days a week. Drop location is located at: 33 09 28N 97 26 33W

MEACHAM INTERNATIONAL AIRPORT GENERAL INFORMATION

Restricted Operations: Local traffic pattern and closed traffic training will be prohibited at FTW and possibly limited at AFW and FWS during the AOPA Summit. Practice approaches to airports within 30NM of FTW will be extremely limited and potentially unavailable due to the volume associated with the AOPA Summit.

Parking Areas: All aircraft parking spaces are located in areas designated as non-movement areas for the duration of the AOPA Summit and as such are not controlled by ground control. **Pilots operating in these areas do so at their own risk.** When operating in non-movement areas, pilots are encouraged to be extra alert for taxiing aircraft, aircraft with engines running, and vehicle/pedestrian traffic. Ground support personnel will be assisting aircraft to/from parking areas and to run-up areas. For safety reasons high RPM engine running is prohibited outside designated run-up areas. Please review the parking map that will be given to you in the welcome packet you will receive after parking your aircraft. This will brief you on the correct taxi routes when departing.

Vehicular Traffic: Vehicles are not allowed on ramps except those belonging to airport operators and tenants, and those participating in AOPA Summit.

Van Transportation will be provided to/from aircraft parking areas. Due to heightened security precautions, all visitors are required to enter/exit the airport flight line through the AOPA hospitality tent located at Airport fest. Car rental and ground transportation pick-up/drop-off arrangements should be scheduled accordingly.

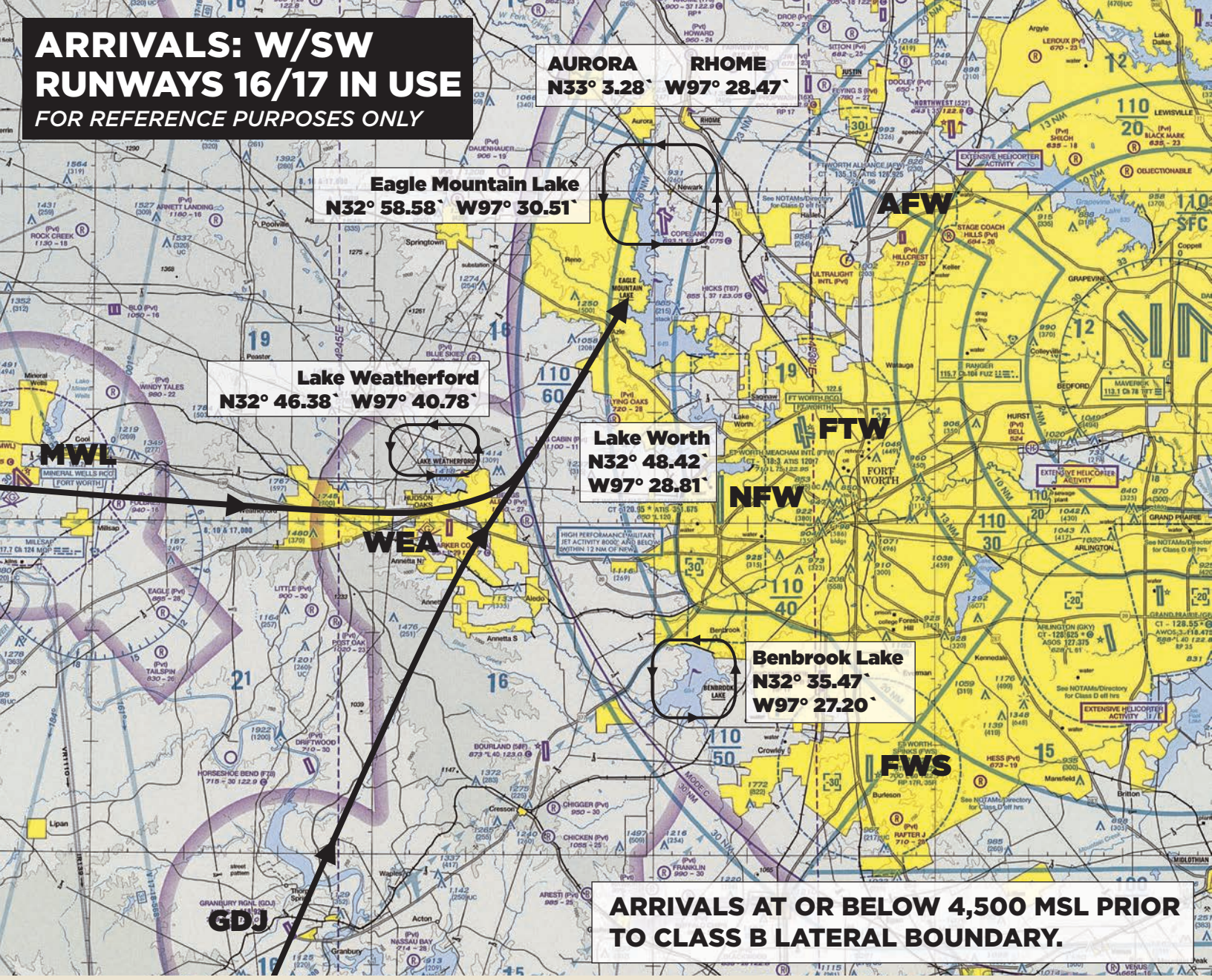
Pre-Flight Planning: For VFR flight following check in at the FAA table located inside the AOPA hospitality tent. **Please ensure that you have received a copy of the flight information and departure procedures and have thoroughly reviewed the temporary taxi and departure procedures prior to engine start.**

ENROUTE VFR FLIGHT FOLLOWING SERVICES

Enroute VFR Flight Following Services will be provided by Ft. Worth ARTCC or Waco Approach Control (ACT) on a workload permitting basis. Contact Ft. Worth ARTCC or Waco Approach Control (ACT) at least 100NM from FTW Airport. Refer to the chart below for appropriate frequency:

DIRECTION OF ARRIVAL	ATC FACILITY	FREQUENCY
NORTH	FT. WORTH ARTCC	124.75
NORTHEAST	FT. WORTH ARTCC	124.87
EAST	FT. WORTH ARTCC	132.85
SOUTHEAST	FT. WORTH ARTCC	135.25
SOUTH	FT. WORTH ARTCC OR WACO APPROACH CONTROL	133.3 127.65
SOUTHWEST	FT. WORTH ARTCC	127.15
WEST	FT. WORTH ARTCC	127.0
NORTHWEST	FT. WORTH ARTCC	127.95

**ARRIVALS: W/SW
RUNWAYS 16/17 IN USE
FOR REFERENCE PURPOSES ONLY**



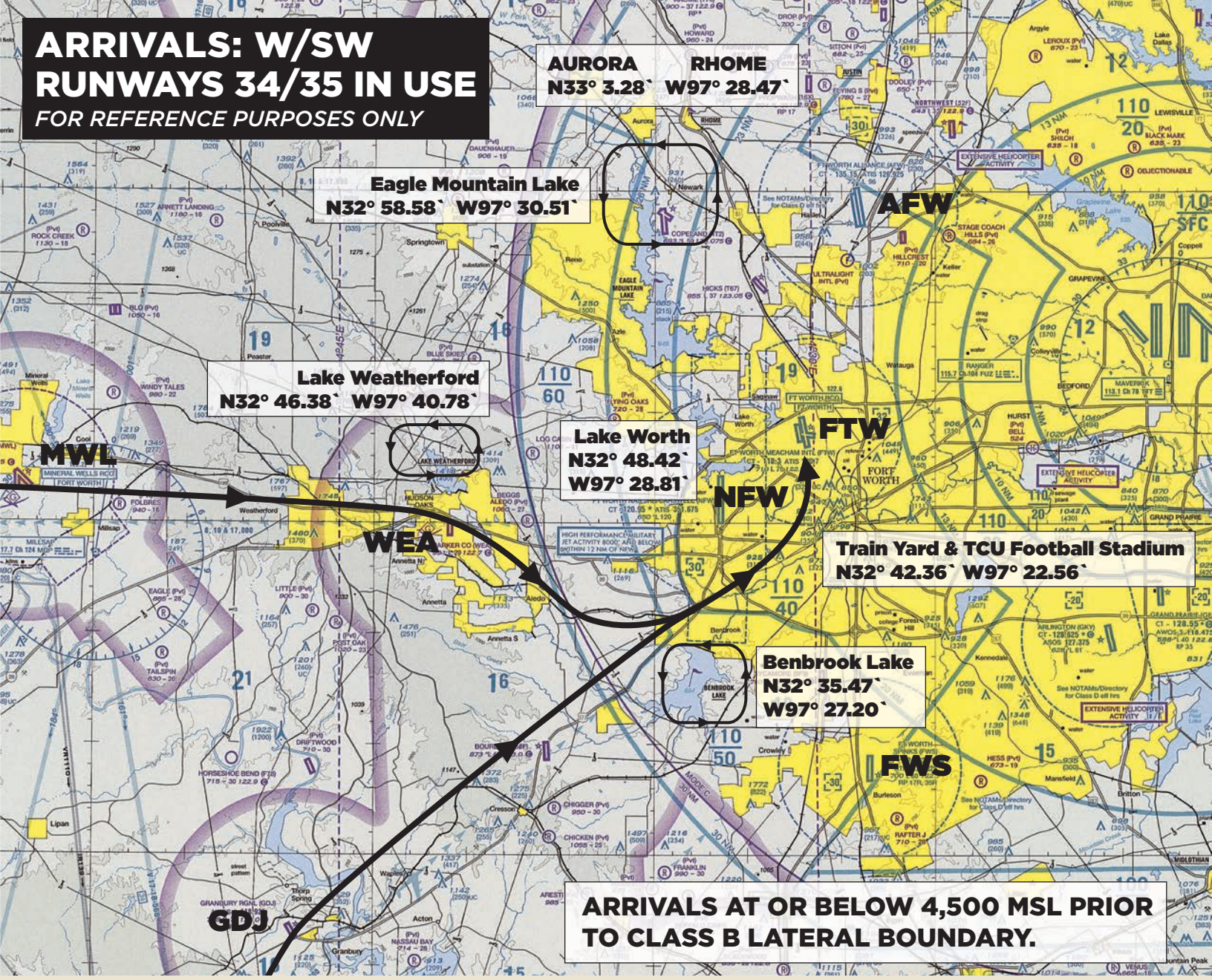
ARRIVING FROM THE WEST/SOUTHWEST; RUNWAYS 16/17 IN USE

Do not contact FTW Tower as your initial call. For flight following, contact Fort Worth ARTCC at least 100NM from Fort Worth Meacham (FTW) on frequency shown on the ENROUTE VFR FLIGHT FOLLOWING SERVICES CHART.

Proceed toward Parker County Airport (WEA). Remain clear of the lateral boundaries of the DFW Class B Airspace except as depicted or otherwise advised by ATC. Altitude must be at or below 4,500 feet MSL prior to DFW Class B lateral boundary. If not already in communication with ATC, contact Dallas/Fort Worth Approach on 125.8 prior to reaching Parker County Airport (WEA). Ensure you have the Fort Worth Meacham (FTW) ATIS prior to contacting Dallas/Fort Worth Approach. Do not proceed beyond Parker County Airport (WEA) unless in communication with Dallas/Fort Worth Approach. Expect to proceed northeast bound towards Eagle Mountain Lake near Copeland Airport (4T2). In the event traffic volume requires holding,

prepare to hold over Lake Weatherford at or below 4,500 feet MSL or the north shore of Eagle Mountain Lake at or below 3,000 feet MSL, left turns unless otherwise advised by ATC. When passing Parker County Airport/Lake Weatherford, begin descent to at or below 3,000 feet MSL for pattern entry into FTW. When instructed by Dallas/Fort Worth Approach (expect frequency change near Eagle Mountain Lake), contact Fort Worth Meacham (FTW) Tower on 118.3 and expect further instructions. DO NOT CONTACT Fort Worth Meacham (FTW) Tower until instructed to do so. Primary landing from this direction will be runways 16/17. **EXERCISE EXTREME CAUTION AS YOU APPROACH EAGLE MOUNTAIN LAKE AND AVOID THE FORT WORTH NAVAL AIR STATION (NFW) CLASS D AIRSPACE. EXPECT MILITARY AIRCRAFT TO BE OPERATING IN THIS AREA. DO NOT CONFUSE THE FORT WORTH NAVAL AIR STATION (NFW) WITH FORT WORTH MEACHAM AIRPORT (FTW).**

**ARRIVALS: W/SW
RUNWAYS 34/35 IN USE
FOR REFERENCE PURPOSES ONLY**



ARRIVALS AT OR BELOW 4,500 MSL PRIOR TO CLASS B LATERAL BOUNDARY.

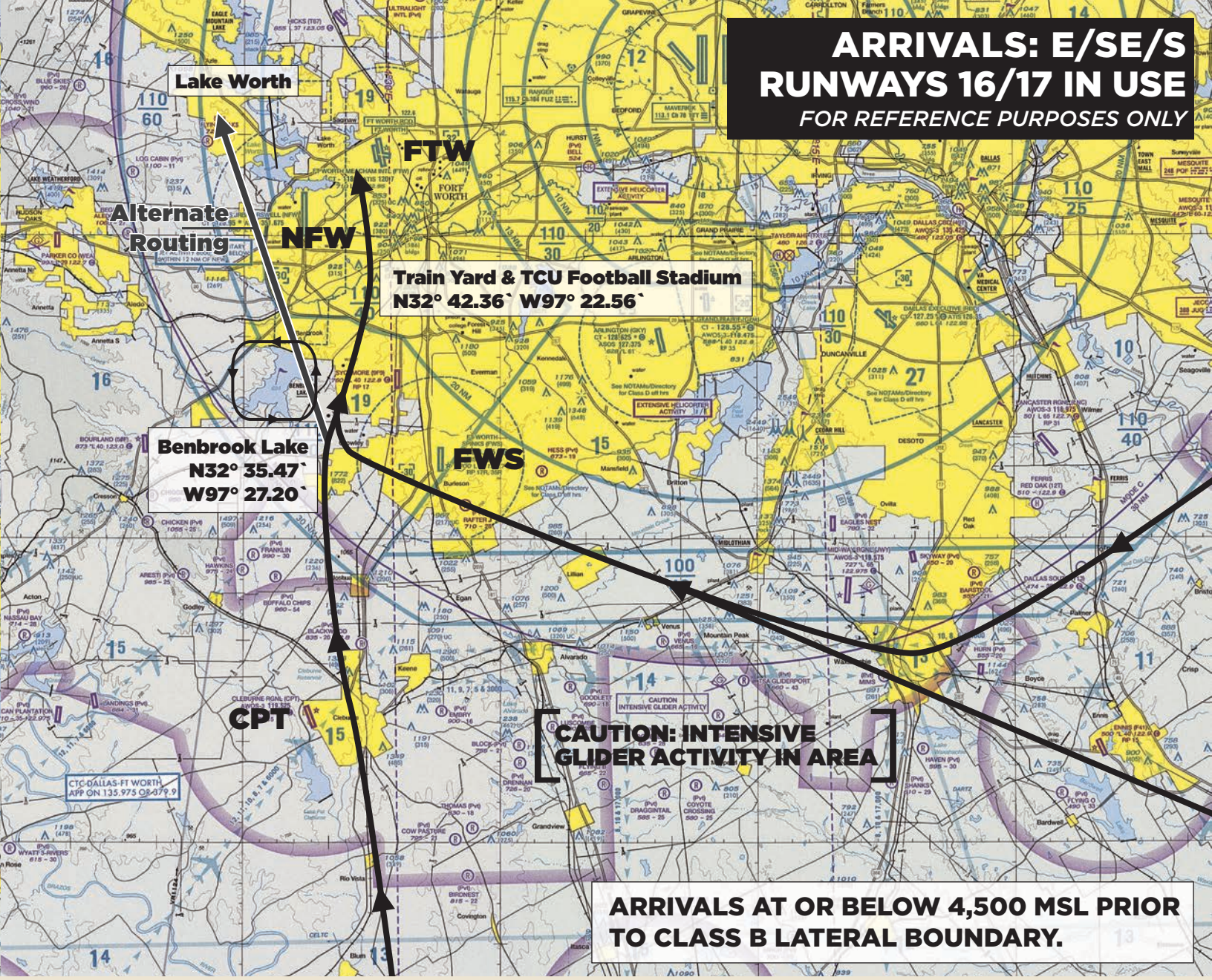
ARRIVING FROM THE WEST/SOUTHWEST; RUNWAYS 34/35 IN USE

Do not contact FTW Tower as your initial call. For flight following, contact Fort Worth ARTCC at least 100NM from Fort Worth Meacham (FTW) on frequency shown on the **ENROUTE VFR FLIGHT FOLLOWING SERVICES CHART.**

Arriving from the west, proceed toward Parker County Airport (WEA) and then southeast toward Benbrook Lake. Arriving from the southwest proceed toward Benbrook Lake. Stay west of Benbrook Lake and be alert for traffic that might be holding over Benbrook Lake. Remain clear of the lateral boundaries of the DFW Class B Airspace except as depicted or otherwise advised by ATC. Altitude must be at or below 4,500 feet MSL prior to DFW Class B lateral boundary. If not already in communication with ATC, contact Dallas/Fort Worth Approach on 125.8 prior to reaching Benbrook Lake. Ensure you have the Fort Worth Meacham (FTW) ATIS prior to contacting Dallas/Fort Worth Approach. Do not proceed beyond Benbrook

Lake unless in communication with Dallas/Fort Worth Approach. Expect to proceed northeast toward Texas Christian University (TCU) football stadium then north toward Fort Worth Meacham (FTW) for runways 34/35. In the event traffic volume requires holding, prepare to hold over Lake Weatherford or Benbrook Lake at or below 4,500 feet MSL, left turns unless otherwise advised by ATC. When instructed by Dallas/Fort Worth Approach (expect frequency change near Benbrook Lake), contact Fort Worth Meacham (FTW) Tower on 118.3 and expect further instructions. **DO NOT CONTACT Fort Worth Meacham (FTW) Tower until instructed to do so. EXERCISE EXTREME CAUTION AND BE ALERT FOR CONVERGING TRAFFIC. AVOID THE FORT WORTH NAVAL AIR STATION (NFW) CLASS D AIRSPACE. EXPECT MILITARY AIRCRAFT TO BE OPERATING IN THIS AREA. DO NOT CONFUSE THE FORT WORTH NAVAL AIR STATION (NFW) WITH FORT WORTH MEACHAM AIRPORT (FTW).**

ARRIVALS: E/SE/S
RUNWAYS 16/17 IN USE
FOR REFERENCE PURPOSES ONLY



ARRIVING FROM THE EAST/SOUTHEAST/SOUTH; RUNWAYS 16/17 IN USE

Do not contact FTW Tower as your initial call. For flight following, contact Fort Worth ARTCC at least 100NM from Fort Worth Meacham (FTW) on frequency shown on the **ENROUTE VFR FLIGHT FOLLOWING SERVICES CHART.**

Proceed toward the southeastern shore of Benbrook Lake. Altitude must be at or below 4,500 feet MSL prior to reaching the DFW Class B lateral boundary; however, remain above 3,000 feet MSL until clear of NFW & FWS Class D Airspace unless otherwise advised by ATC. If not already in communication with ATC contact Dallas/Fort Worth Approach on 135.975 prior to reaching Benbrook Lake. Ensure you have the Fort Worth Meacham (FTW) ATIS prior to contacting Dallas/Fort Worth Approach. Do not proceed beyond Benbrook Lake unless in communication with Dallas/Fort Worth Approach. Expect to proceed northeast bound toward Texas Christian University (TCU) football stadium, then north bound for pattern entry to runway 17/35. When instructed by Dallas/Fort Worth Approach

(expect frequency change by Benbrook Lake), contact Fort Worth Meacham (FTW) Tower on 120.9 and expect further instructions. **DO NOT CONTACT** Fort Worth Meacham (FTW) Tower until instructed to do so. In the event traffic volume requires holding, prepare to hold over Benbrook Lake at or below 4,500 feet MSL, left turns unless otherwise advised by ATC. (Alternate routing as shown towards Lake Worth may be assigned due to traffic volume.) If instructed by ATC to fly the alternate route west of Fort Worth Naval Air Station (NFW) begin descent to at or below 3,000 feet MSL or as instructed by ATC after passing the north shores of Lake Worth. Primary landing from this direction will be runways 16/17. **EXERCISE EXTREME CAUTION AS YOU APPROACH EAGLE MOUNTAIN LAKE AND AVOID THE FORT WORTH NAVAL AIR STATION (NFW) CLASS D AIRSPACE. EXPECT MILITARY AIRCRAFT TO BE OPERATING IN THIS AREA. DO NOT CONFUSE THE FORT WORTH NAVAL AIR STATION (NFW) WITH FORT WORTH MEACHAM AIRPORT (FTW).**

ARRIVALS: E/SE/S
RUNWAYS 34/35 IN USE
FOR REFERENCE PURPOSES ONLY

Lake Worth
N32° 48.42'
W97° 28.81'

FTW

NFW

Train Yard & TCU Football Stadium
N32° 42.36' W97° 22.56'

Benbrook Lake
N32° 35.47'
W97° 27.20'

FWS

CAUTION: INTENSIVE GLIDER ACTIVITY IN AREA

ARRIVALS AT OR BELOW 4,500 MSL PRIOR TO CLASS B LATERAL BOUNDARY.

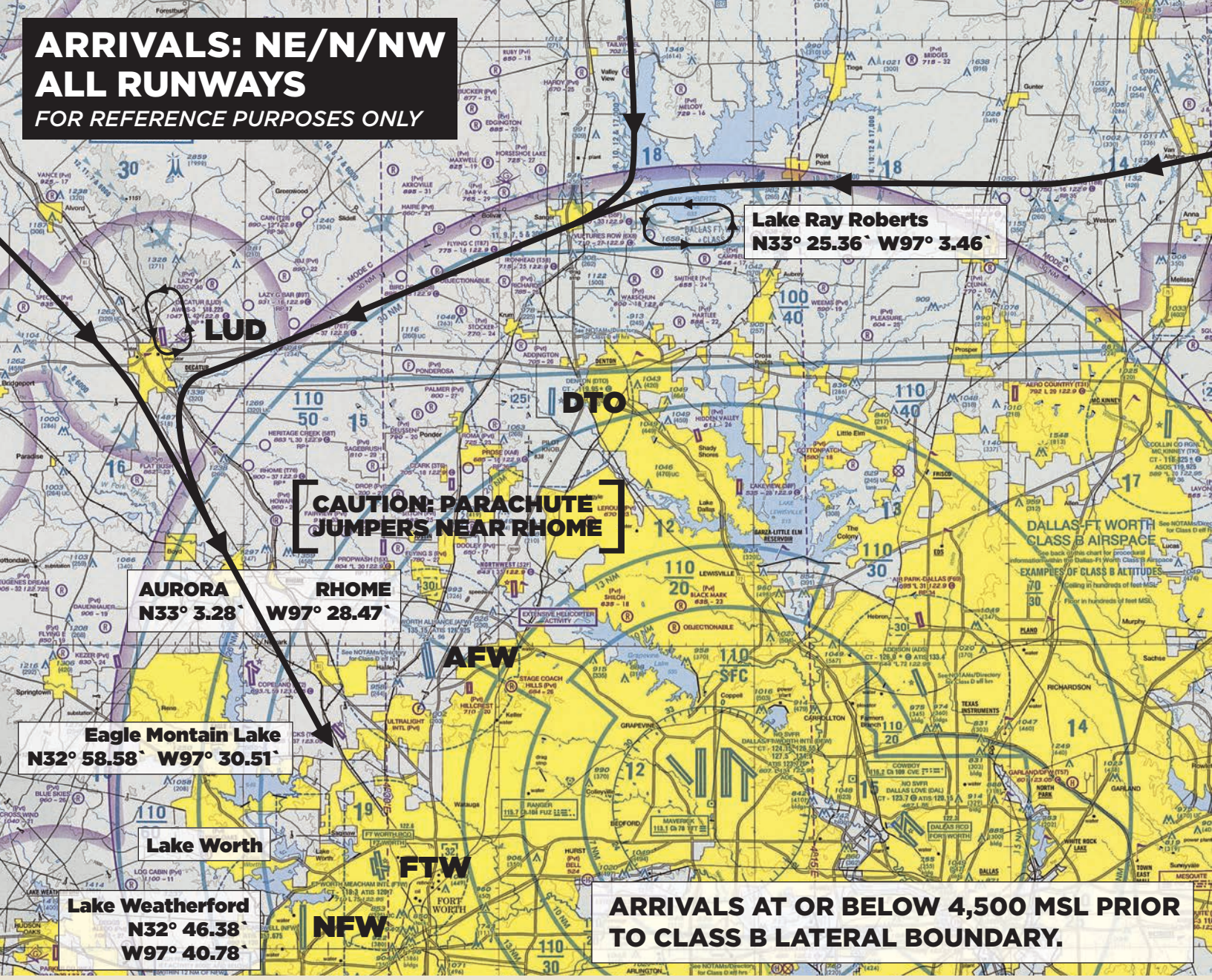
ARRIVING FROM THE EAST/SOUTHEAST/SOUTH; RUNWAYS 34/35 IN USE

Do not contact FTW Tower as your initial call. For flight following, contact Fort Worth ARTCC at least 100NM from Fort Worth Meacham (FTW) on frequency shown on the **ENROUTE VFR FLIGHT FOLLOWING SERVICES CHART**.

Proceed toward Fort Worth Spinks Airport (FWS). Altitude must be at or below 4,500 feet MSL prior to reaching the DFW Class B lateral boundary; however, remain above 3,000 feet MSL until clear of Fort Worth Spinks Airport (FWS) Class D Airspace unless otherwise advised by ATC. If not already in communication with ATC contact Dallas/Fort Worth Approach on 135.975 prior to reaching Fort Worth Spinks Airport (FWS). Ensure you have the Fort Worth Meacham (FTW) ATIS prior to contacting Dallas/Fort Worth Approach.

Do not proceed beyond Fort Worth Spinks Airport (FWS) unless in communication with Dallas/Fort Worth Approach. Expect to proceed north toward Fort Worth Meacham (FTW) for runways 34/35. When instructed by Dallas/Fort Worth Approach (expect frequency change after passing Fort Worth Spinks (FWS), contact Fort Worth Meacham (FTW) Tower until instructed to do so. In the event traffic volume requires holding, prepare to hold over Benbrook Lake at or below 4,500 feet MSL, left turns unless otherwise advised by ATC. **EXERCISE EXTREME CAUTION AND BE ALERT FOR CONVERGING TRAFFIC. DO NOT CONFUSE THE FORT WORTH NAVAL AIR STATION (NFW) WITH FORT WORTH MEACHAM AIRPORT (FTW).**

**ARRIVALS: NE/N/NW
ALL RUNWAYS
FOR REFERENCE PURPOSES ONLY**



ARRIVING FROM THE NORTHEAST/NORTH/NORTHWEST (OPTIONAL FOR EAST)

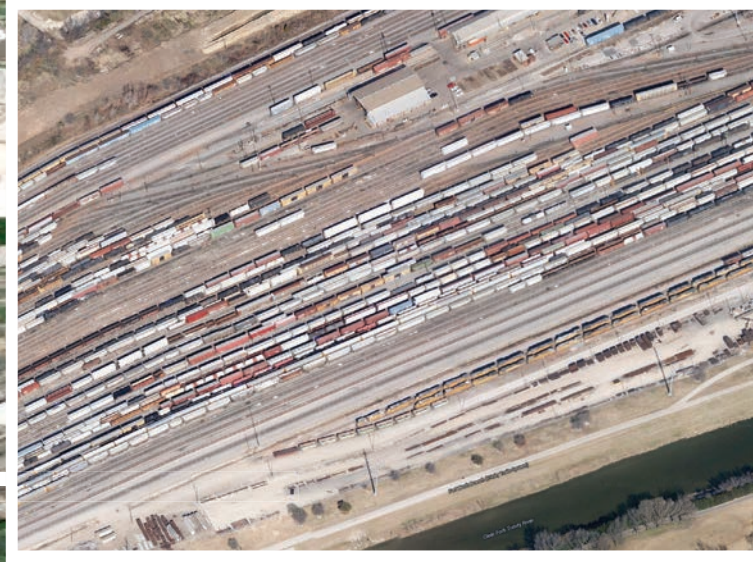
Do not contact FTW Tower as your initial call. For flight following, contact Fort Worth ARTCC at least 100NM from Fort Worth Meacham (FTW) on frequency shown on the **ENROUTE VFR FLIGHT FOLLOWING SERVICES CHART**.

Proceed toward Lake Ray Roberts if arriving from the North, Northeast or East. If arriving from the Northwest, proceed toward Decatur Airport (LUD). Altitude must be at or below 4,500 feet MSL prior to reaching the DFW Class B lateral boundary unless otherwise advised by ATC. If not already in communication with ATC, contact Dallas/Fort Worth Approach on 118.1 prior to reaching Lake Ray Roberts if arriving from the North, Northeast, or East. Contact Approach on 118.1 prior to reaching Decatur Airport (LUD) if arriving from the Northwest. Ensure you have the Fort Worth Meacham (FTW) ATIS prior to contacting Dallas/Fort

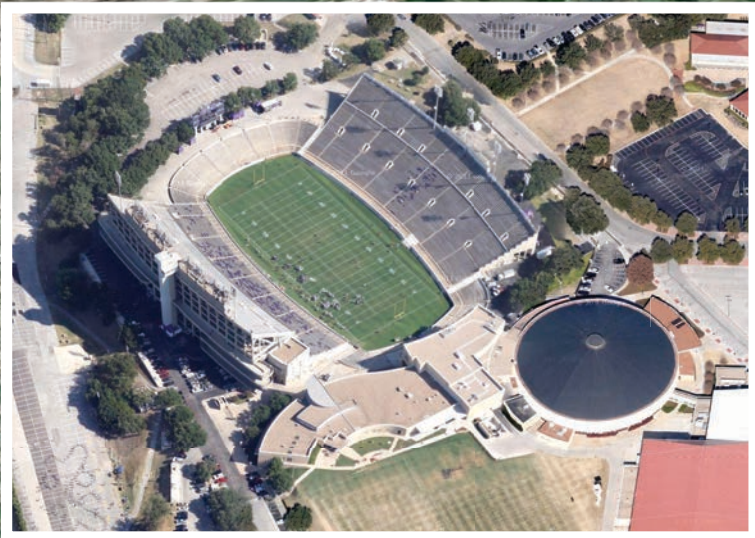
Worth Approach. Do not proceed beyond Lake Ray Roberts or Decatur Airport (LUD) unless in communication with Dallas/Fort Worth Approach. Expect to fly the arrival route as depicted on the chart below towards Lake Ray Roberts or Decatur Airport (LUD) then southeast bound towards the cities of Rhome and Aurora. When passing Lake Ray Roberts or Decatur, begin descent to at or below 3,000 feet MSL unless otherwise advised by ATC. When instructed by Dallas/Fort Worth Approach, (expect frequency change by Rhome/Aurora) contact Fort Worth Meacham (FTW) Tower on 118.3 if 16/17 are in use or 120.9 if runways 34/35 are in use. **DO NOT CONTACT** Fort Worth Meacham (FTW) Tower until instructed to do so. In the event traffic volume requires holding, prepare to hold over the south shore of Lake Ray Roberts or northeast of the Decatur Airport (LUD) at or below 4,500 feet MSL, left turns unless otherwise advised by ATC.

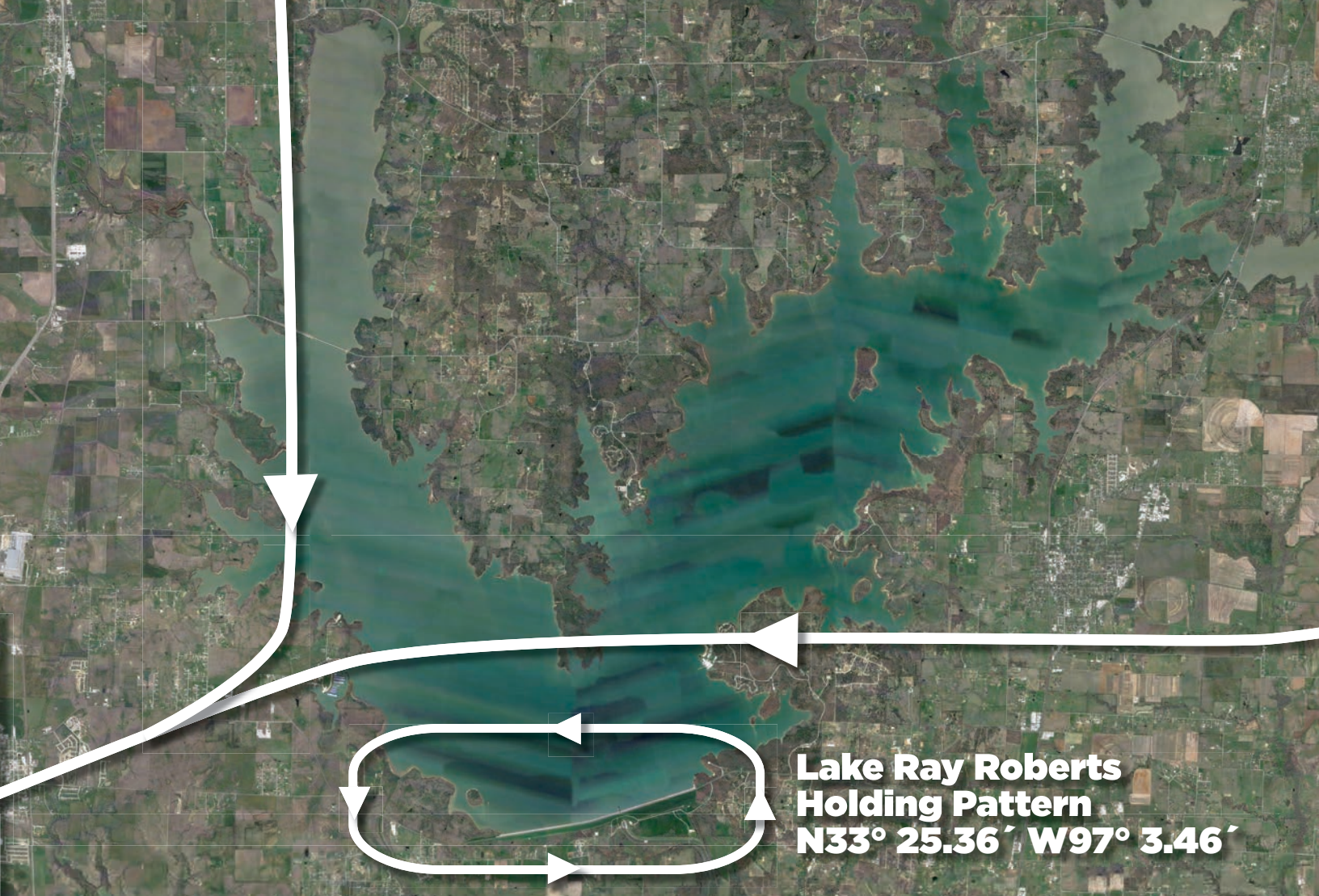
Fort Worth Meacham International Airport (FTW)

Rail Yard



TCU Football Stadium



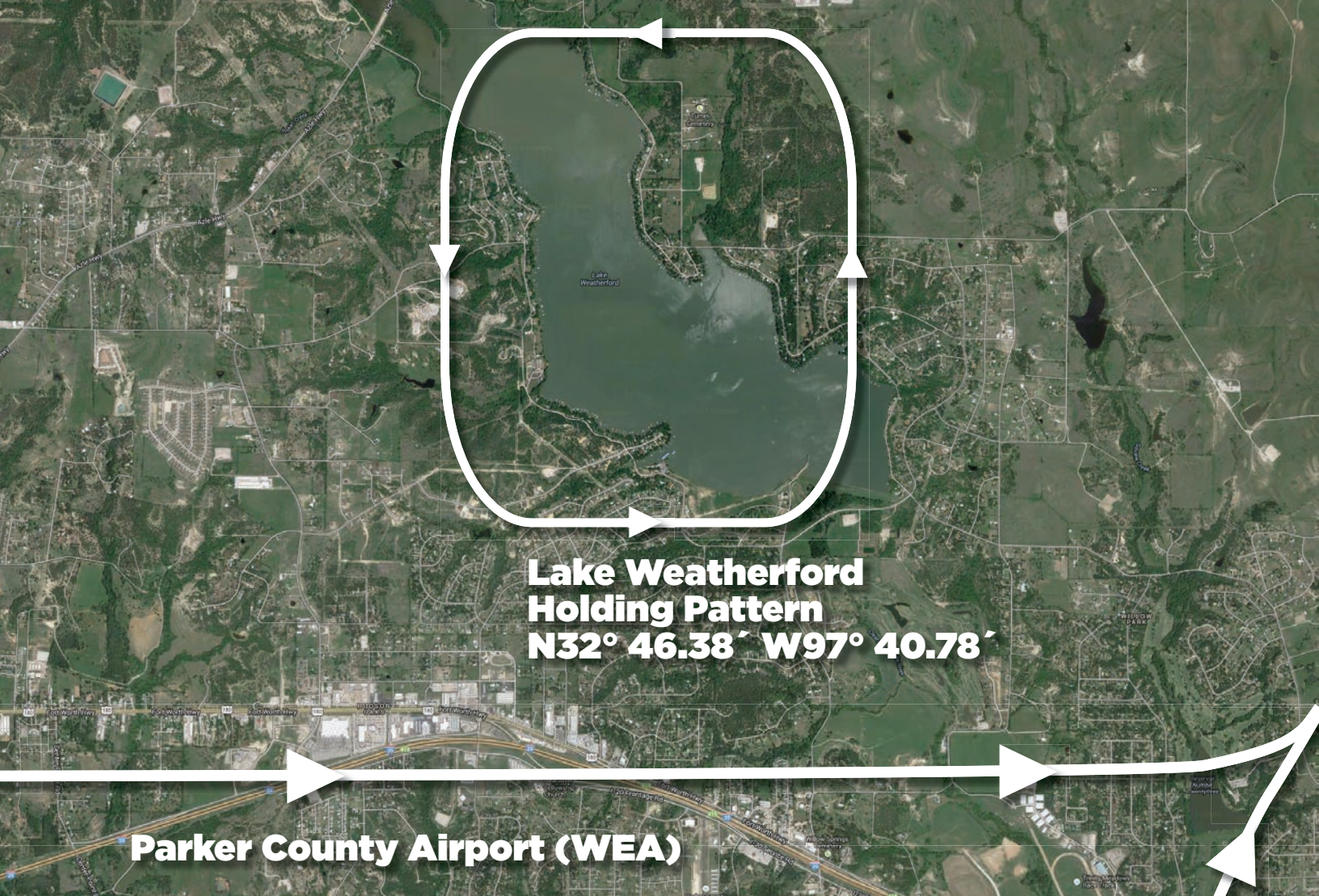


**Lake Ray Roberts
Holding Pattern
N33° 25.36' W97° 3.46'**



**Lake Worth
N32° 48.42' W97° 28.81'**

**Fort Worth Naval
Air Station**

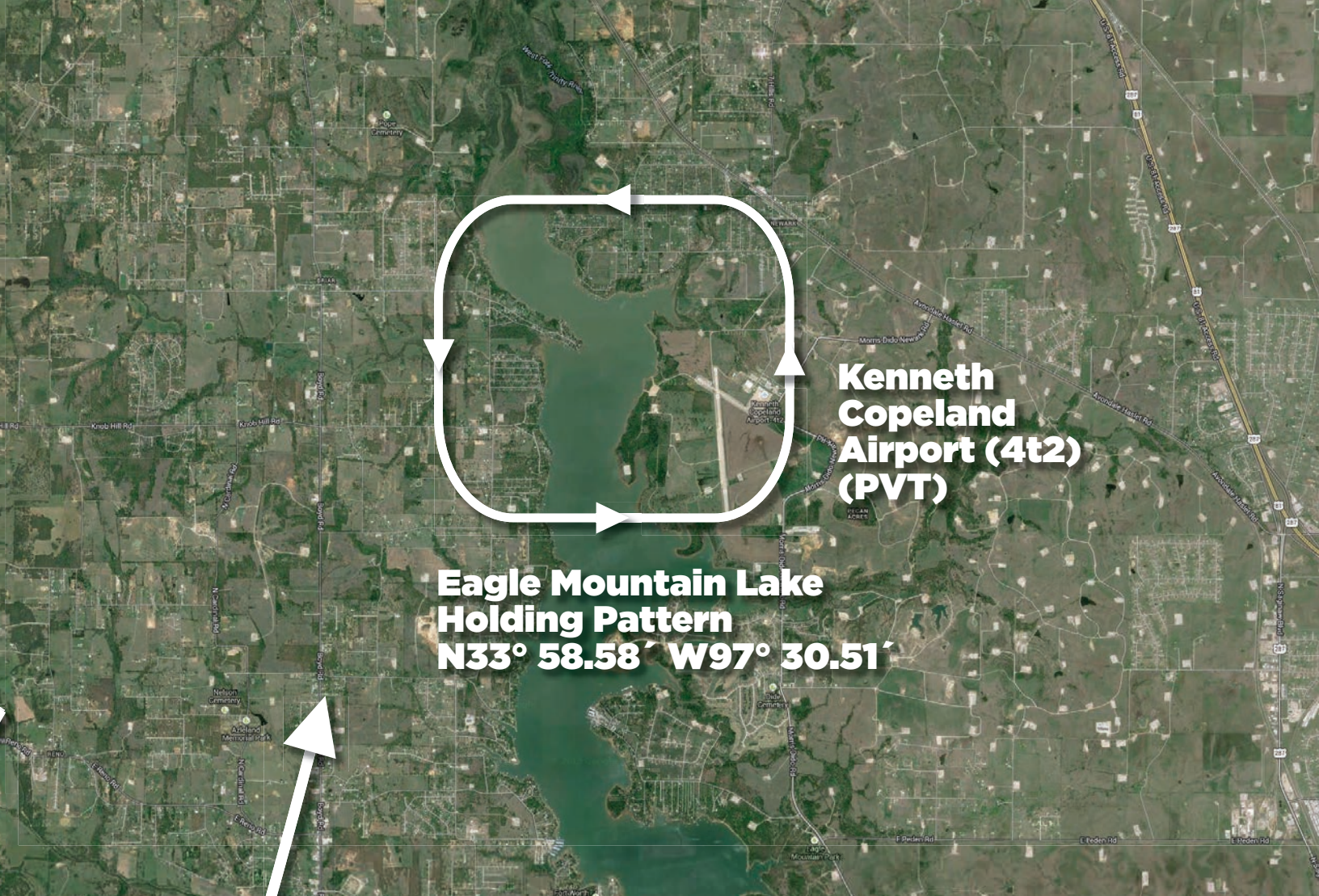


**Lake Weatherford
Holding Pattern
N32° 46.38' W97° 40.78'**

Parker County Airport (WEA)



**Benbrook Lake
Holding Pattern
N32° 35.47' W97° 27.20'**



2013 AOPA AVIATION SUMMIT | DALLAS/FORT WORTH, TEXAS FROM 1100 UTC OCTOBER 8, 2013 TO 2200 UTC OCTOBER 14, 2013

VFR ARRIVALS TO FTW (FORT WORTH MEACHAM INTERNATIONAL AIRPORT)

TOWER	118.3 / 120.9
GROUND CONTROL	121.9
CLEARANCE DELIVERY	124.65
ATIS	120.7

VFR ARRIVALS TO OTHER AIRPORTS

Arrivals to destinations other than FTW are expected to follow normal arrival procedures to those airports. For RADAR advisories & sequencing, contact Regional Approach Control:

DIRECTION ARRIVING FROM	ATC FACILITY	FREQUENCY
NORTH/NORTHEAST	DFW REGIONAL APPROACH	124.3
EAST/SOUTHEAST	DFW REGIONAL APPROACH	125.2
SOUTH/SOUTHWEST	DFW REGIONAL APPROACH	135.975
WEST/NORTHWEST	DFW REGIONAL APPROACH	118.1

MEACHAM AIRPORT AFTER LANDING PROCEDURES

Exit the runway as quickly and safely as possible. Do not stop on the runway unless absolutely necessary. If landing on runway 16/34 plan to taxi via Alpha then left/right turn onto runway 9/27, where you will be directed by flagmen to your designated parking area.

If landing on runway 17/35 plan to taxi via Bravo then onto taxiway Charlie. EXPECT TO HOLD SHORT OF RUNWAY 16/34 AND READ BACK ALL HOLD SHORT INSTRUCTIONS WITH N-NUMBER. Once you have crossed 16/34 turn left on Alpha and right on 9/27. Follow the flagmen to your designated parking area.

If parking on the east side of the airport becomes saturated, parking will continue on the west side. If

landing 16/34, plan to exit the runway onto taxiway Charlie west bound where you will be directed by flagmen to your designated parking area.

NOTE: After landing, do not stop on the runway unless absolutely necessary. Expeditious clearing of the runway is essential. Ground frequency will be assigned as appropriate.

MEACHAM AIRPORT DEPARTURE PROCEDURES

ALL IFR DEPARTURES WILL FOLLOW NORMAL PROCEDURES AND OBTAIN THEIR CLEARANCE THROUGH CLEARANCE DELIVERY 124.65.

Prior to Start-up - All Summit departures requesting VFR Flight Following should complete a "Request

for VFR Flight Following” form and submit it to Meacham Tower personnel at the hospitality tent. A transponder code will be issued at that time. To expedite your departure, it is preferred that you submit the “Request for VFR Flight Following Form” upon arrival and specify your expected day of departure. VFR departures who DO NOT want flight following must advise their direction of flight with Ground Control on initial call.

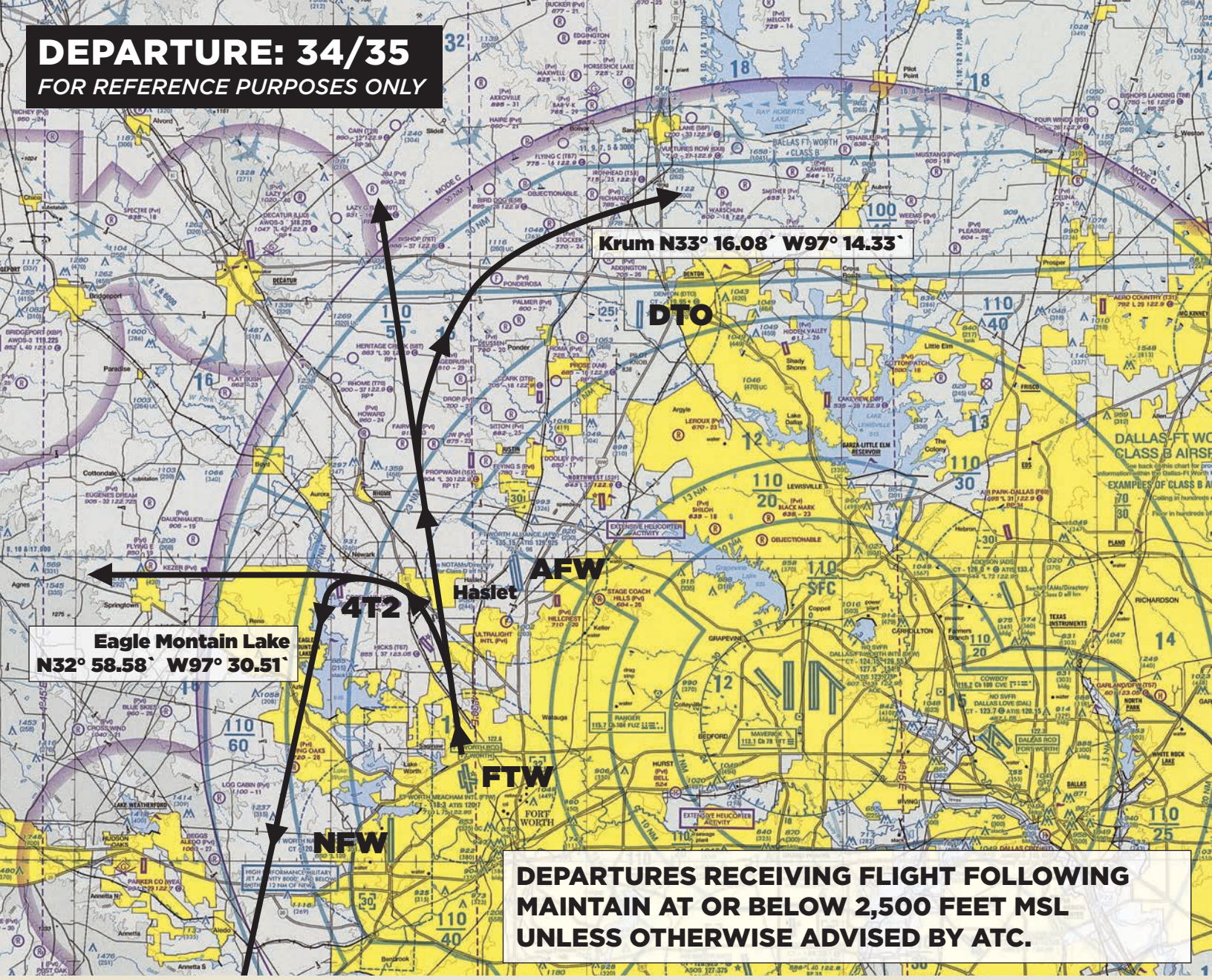
ONCE AIRBORNE, REQUESTS FOR FLIGHT FOLLOWING WILL NOT BE APPROVED WHILE IN APPROACH CONTROL AIRSPACE.

Run-Up – Parking areas are designated as non-movement areas. After start-up proceed to the nearest designated run-up area. DO NOT contact ground control. When your run-up is complete, proceed to the designated call box and MONITOR ground on 121.9. Be sure you know the name of the designated area in which you are located.

Taxi – Departures should expect runway 16/34. Once you are number one in the designated call up area monitor Ground Control on 121.9. When you hear your location called respond with your call sign, location, departure status and ATIS code. If you are parked on the west side of runway 16/34, include in your reply whether you can accept an intersection departure or whether you will need full length. Departure status will be either “IFR, “VFR squawking xxx (assigned transponder code)” or “VFR xxx-bound”. (N123, spot number, VFR West-bound, ATIS Zulu.) Signage along the taxi route will advise you when to switch to and monitor tower frequency. DO NOT contact tower.

Tower Frequency –Monitor Tower frequency and be ready for immediate take off. DO NOT contact Tower. Tower will contact you when cleared for departure.

DEPARTURE: 34/35
FOR REFERENCE PURPOSES ONLY



**DEPARTURES RECEIVING FLIGHT FOLLOWING
MAINTAIN AT OR BELOW 2,500 FEET MSL
UNLESS OTHERWISE ADVISED BY ATC.**

**UNLESS OTHERWISE ADVISED BY ATC, FLY THE VFR DEPARTURE AS DEPICTED.
DEPARTING RUNWAYS 34/35**

Northbound departures can expect to fly runway heading toward the town of Haslett, continuing north unless otherwise advised by ATC.

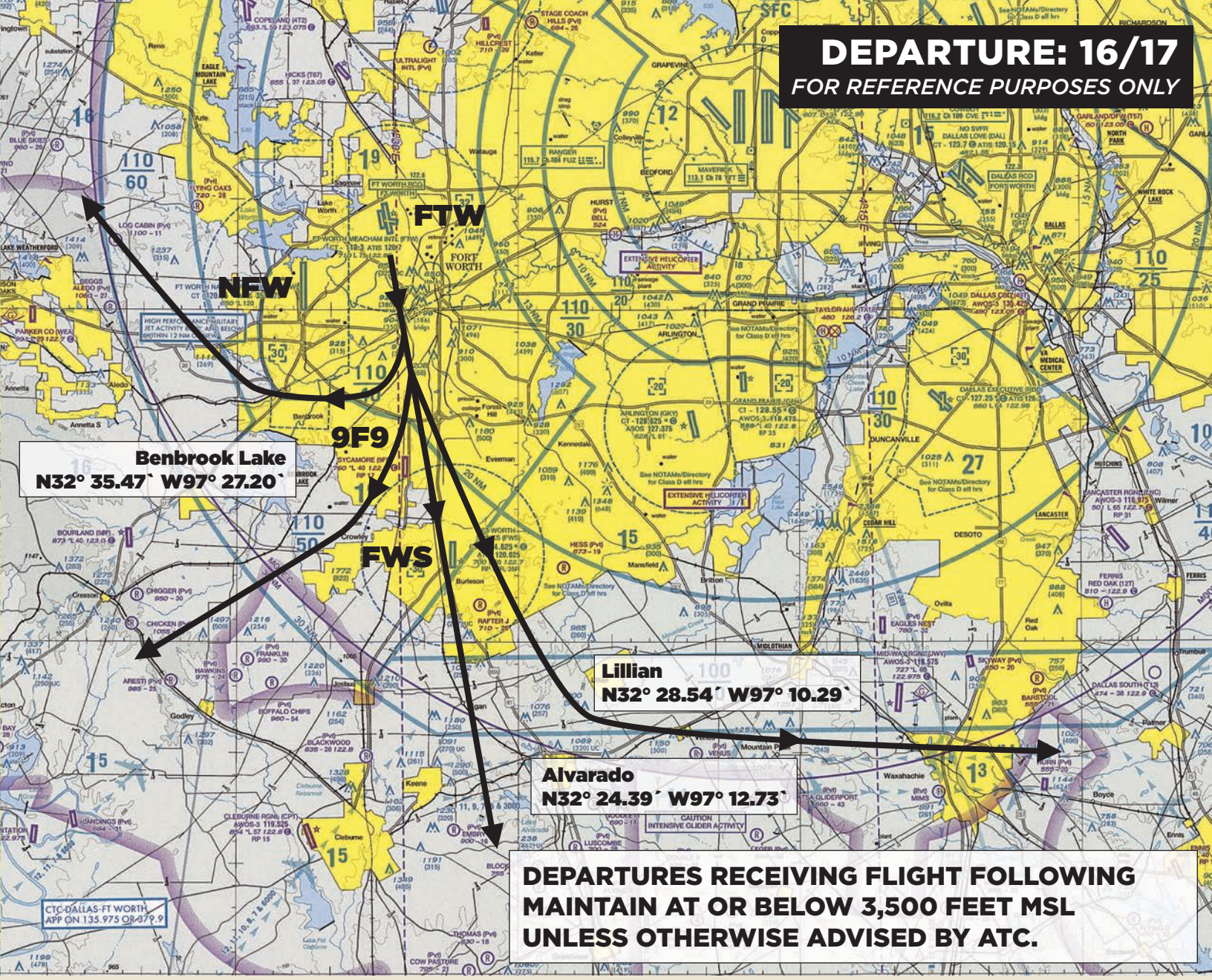
East/Northeast departures can expect to fly the same route and turn Northeast bound towards the city of Krum, just north of the Denton Airport (DTO) Class D airspace, then on course.

West/Southwest departures can expect runway heading toward the town of Haslett, then westbound.

South/Southeast departures can expect runway heading toward the town of Haslett, then west towards Copeland (4T2)/north shore of Eagle Mountain Lake, then southbound clear of the Fort Worth Naval Air Station (NFW) Class D Airspace.

Departures receiving flight following maintain at or below 2,500 feet MSL unless otherwise advised by ATC.

DEPARTURE: 16/17
FOR REFERENCE PURPOSES ONLY



Benbrook Lake
N32° 35.47' W97° 27.20'

Lillian
N32° 28.54' W97° 10.29'

Alvarado
N32° 24.39' W97° 12.73'

DEPARTURES RECEIVING FLIGHT FOLLOWING MAINTAIN AT OR BELOW 3,500 FEET MSL UNLESS OTHERWISE ADVISED BY ATC.

UNLESS OTHERWISE ADVISED BY ATC, FLY THE VFR DEPARTURE AS DEPICTED. DEPARTING RUNWAYS 16/17

South/Southeast departures can expect to fly runway heading towards Fort Worth Spinks (FWS), then on course.

Eastbound departures can expect to fly runway heading towards Fort Worth Spinks (FWS), then eastbound towards the towns of Lillian/Alvarado, then on course as directed.

West/Southwest/Northwest departures can expect to fly runway heading towards Sycamore Airport (9F9), then West/Southwest-bound on course.

North/Northeast-bound departures can expect runway heading towards Fort Worth Spinks (FWS), then west towards the north shore of Benbrook Lake, northwest bound around Fort Worth Naval Air Station (NFW) Class D airspace then on course below Dallas/Fort Worth (DFW) Class B.

Departures receiving flight following maintain at or below 3,500 feet MSL unless otherwise advised by ATC.

CAUTION FORT WORTH SPINKS (FWS) CLASS D AIRSPACE BELOW 3,000 FEET MSL TO THE SOUTH OF FORT WORTH MEACHAM (FTW).