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Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Abilene TX USA
IATA Code: ABI
Lat/Long: N32° 24.7' W099° 40.9'
Elevation: 1791 ft

Airport Use: Public
Magnetic Variation: 5.6°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1309 Z
Sunset: 0034 Z,

Runway Information

Runway: 04
Length x Width: 3675 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1751 ft
Lighting: Edge

Runway: 17L
Length x Width: 7198 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1791 ft
Lighting: Edge

Runway: 17R
Length x Width: 7202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1771 ft
Lighting: Edge

Runway: 22
Length x Width: 3675 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1764 ft
Lighting: Edge

Runway: 35L
Length x Width: 7202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1785 ft
Lighting: Edge, REIL

Runway: 35R
Length x Width: 7198 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1776 ft
Lighting: Edge, ALS

Communication Information

ATIS 118.25
Abilene Tower 120.1
Abilene Ground Control 121.7
Abilene Approach Control 127.2
Abilene Approach Control 125.0
Abilene App ARSA 127.2 (181°-360°)
Abilene App ARSA 125.0 (1°-180°)
Abilene Departure Control 127.2
Abilene Departure Control 125.0
Abilene Regl Unicom 122.95
FT Worth Flight Service Station 122.65 RCO

KABI/ABI

Apt Elev 1791'

N32 24.7 W099 40.9

JEPPesen

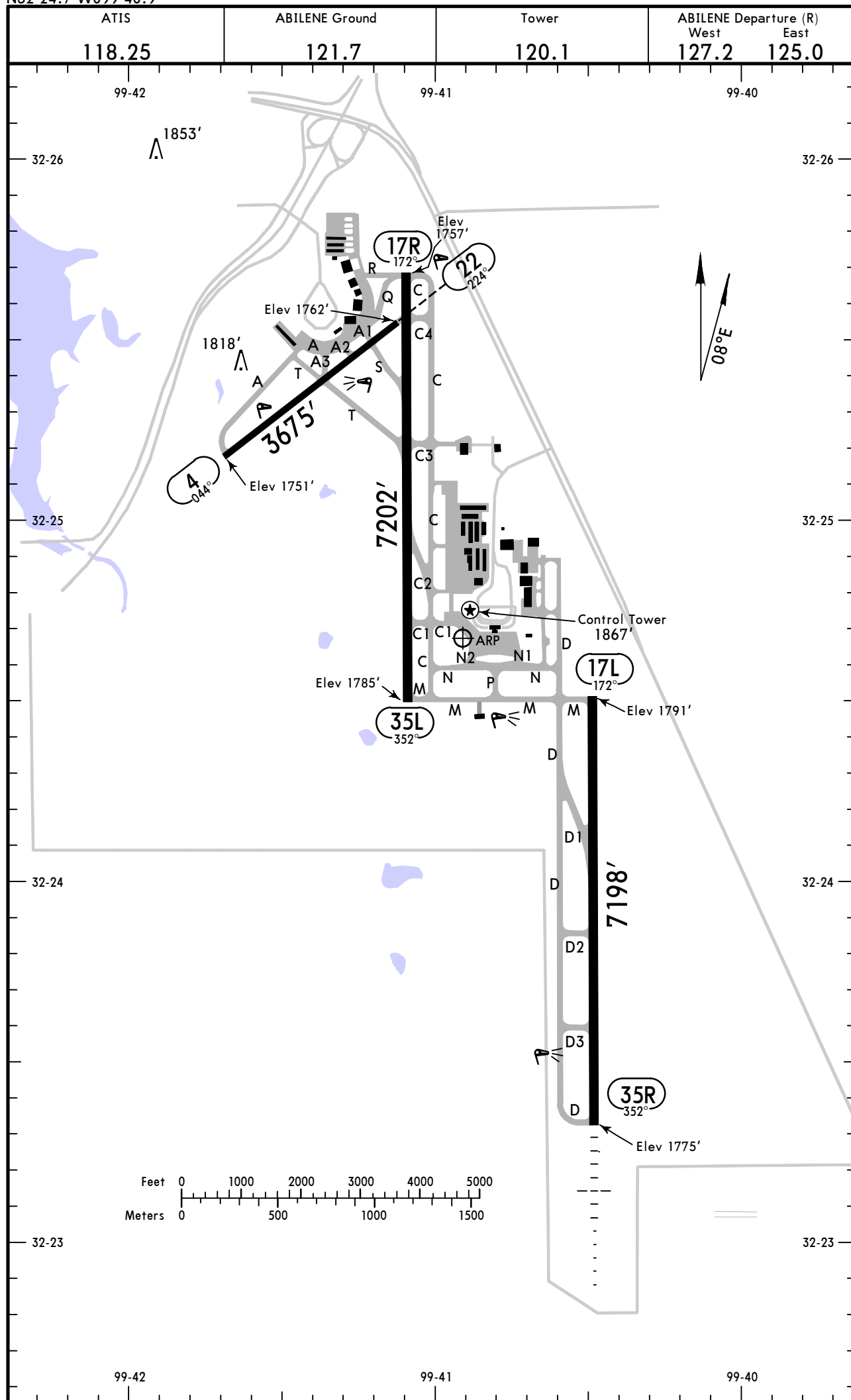
9 DEC 11

(10-9)

Eff 15 Dec

ABILENE, TEXAS

ABILENE REGL



CHANGES: None.

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GENERAL

Parachute jumping activity in vicinity of airport.

Uncontrolled airport 2 NM northeast of airport, pattern altitude 2300'.

Rwy 4/22 not available for air carrier operations with over 9 passenger seats.

Rwys 17R, 22, 35R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
4 22	① MIRL				100'

① Operates Dusk - 2300 LT.

17R 35L	HIRL	VASI-L	grooved				150'
	HIRL	REIL	VASI-L	grooved			

17L 35R	HIRL	PAPI-L (angle 3.0°)	② grooved				150'
	HIRL	MALSR	② grooved	RVR	6036'		

② First 250' ungrooved.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 17L/R, 35L/R		Rwy 22		
	Adequate Vis Ref	STD	With Min climb of 233'/NM to 2200'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-2 1/2
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwy 17L, climb heading 180° to 3200' before proceeding on course.

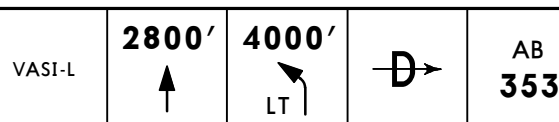
FOR FILING AS ALTERNATE

	Authorized Only When Tower Open		Authorized Only When Tower Open	Authorized Only When Local Weather Available
	ILS Rwy 35R	VOR-A NDB Rwy 35R RADAR-1	LOC Rwy 17R LOC Rwy 35R	RNAV (GPS) Rwy 17L RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 35R
A	600-2	800-2	800-2	800-2
B				
C				
D				

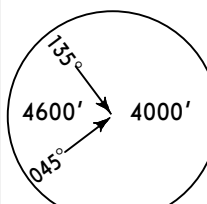
BRIEFING STRIP™

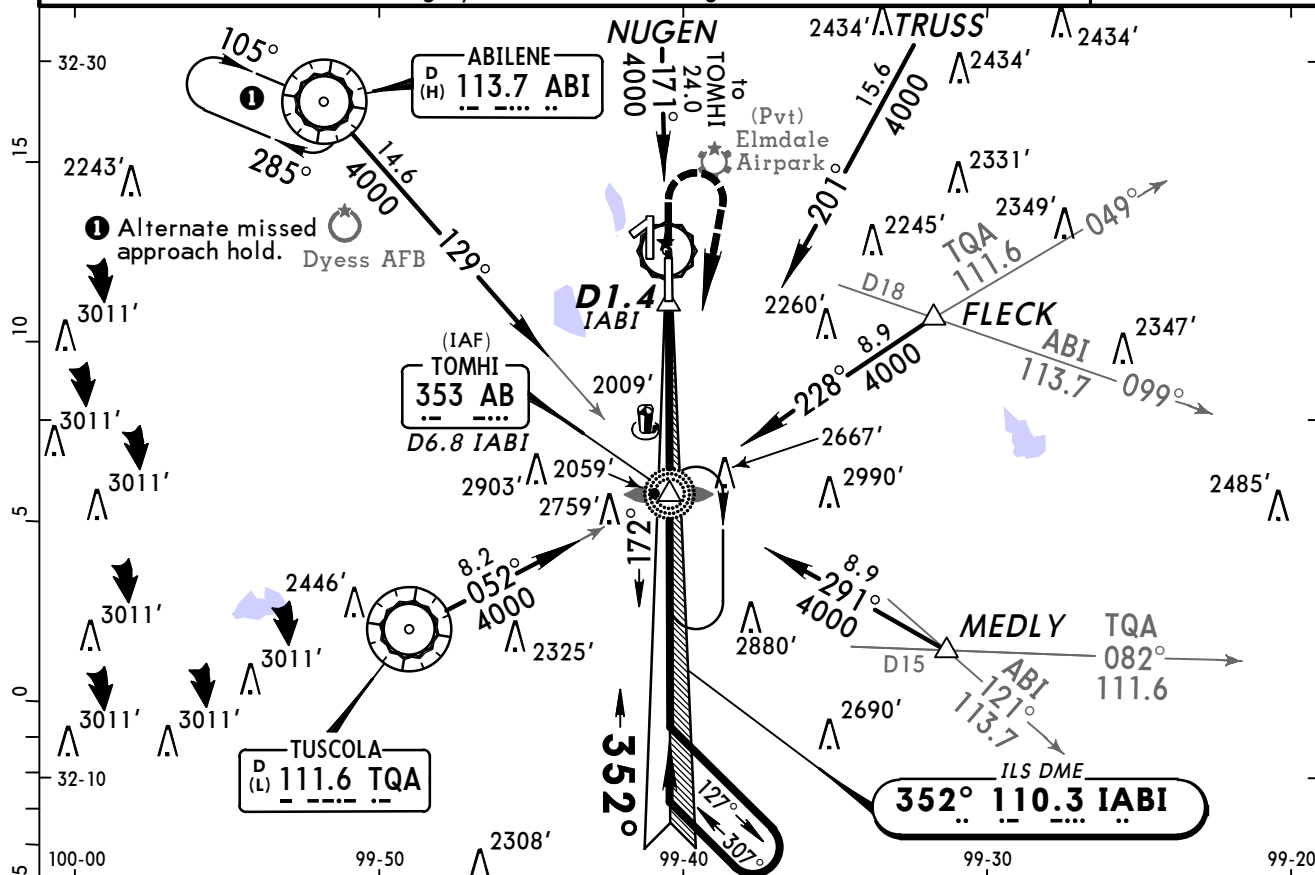


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D6.0 IEMB

TERPS AMEND 0 11 FEB 2010

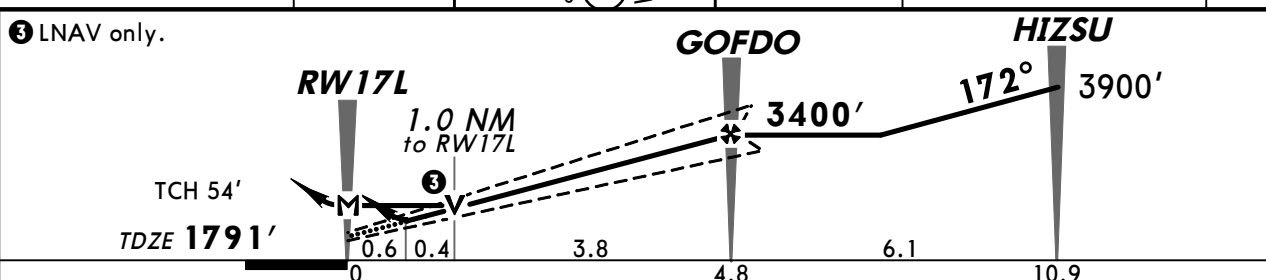
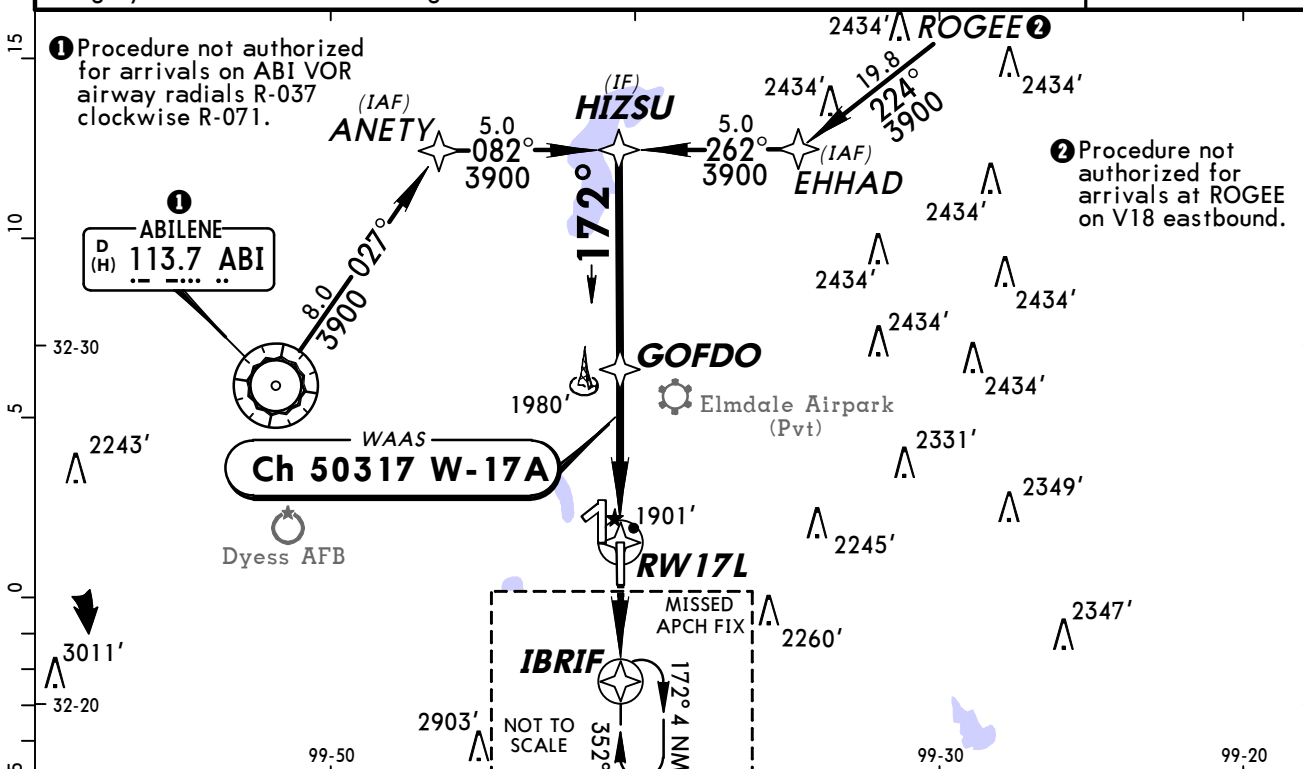
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ATIS 118.25		ABILENE Approach (R) West East 127.2 125.0		ABILENE Tower 120.1	Ground 121.7
LOC IABI 110.3	Final Apch Crs 352°	Minimum Alt TOMHI 3573' (1797')	ILS DA(H) (CONDITIONAL) 1976' (200')	Apt Elev 1791' TDZE 1776'	
MISSED APCH: Climb to 3300' then climbing RIGHT turn to 4000' direct TOMHI LOM and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. RADAR required for procedure entry at NUGEN. 3. Use local altimeter setting; if not received, use Dyess altimeter setting. 4. VDP not authorized when using Dyess altimeter setting.					
					MSA AB LOM



BRIEFING STRIP™

ATIS 118.25		ABILENE Approach (R) West 127.2 East 125.0		ABILENE Tower 120.1		Ground 121.7			
WAAS Ch 50317 W-17A		Final Apch Crs 172°		Minimum Alt GOFDO 3400' (1609')		LPV DA(H) (CONDITIONAL) 2041' (250')		Apt Elev 1791' TDZE 1791'	
MISSED APCH: Climb to 4000' direct IBRIF and hold, continue climb-in-hold to 4000'.								4600' MSA RW17L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use local altimeter setting; if not received, use Dyess AFB altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV and VDP not authorized when using Dyess AFB altimeter setting.									

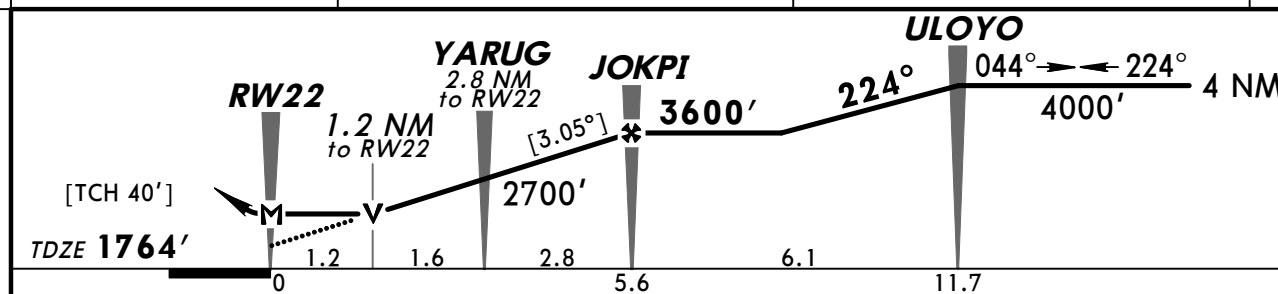
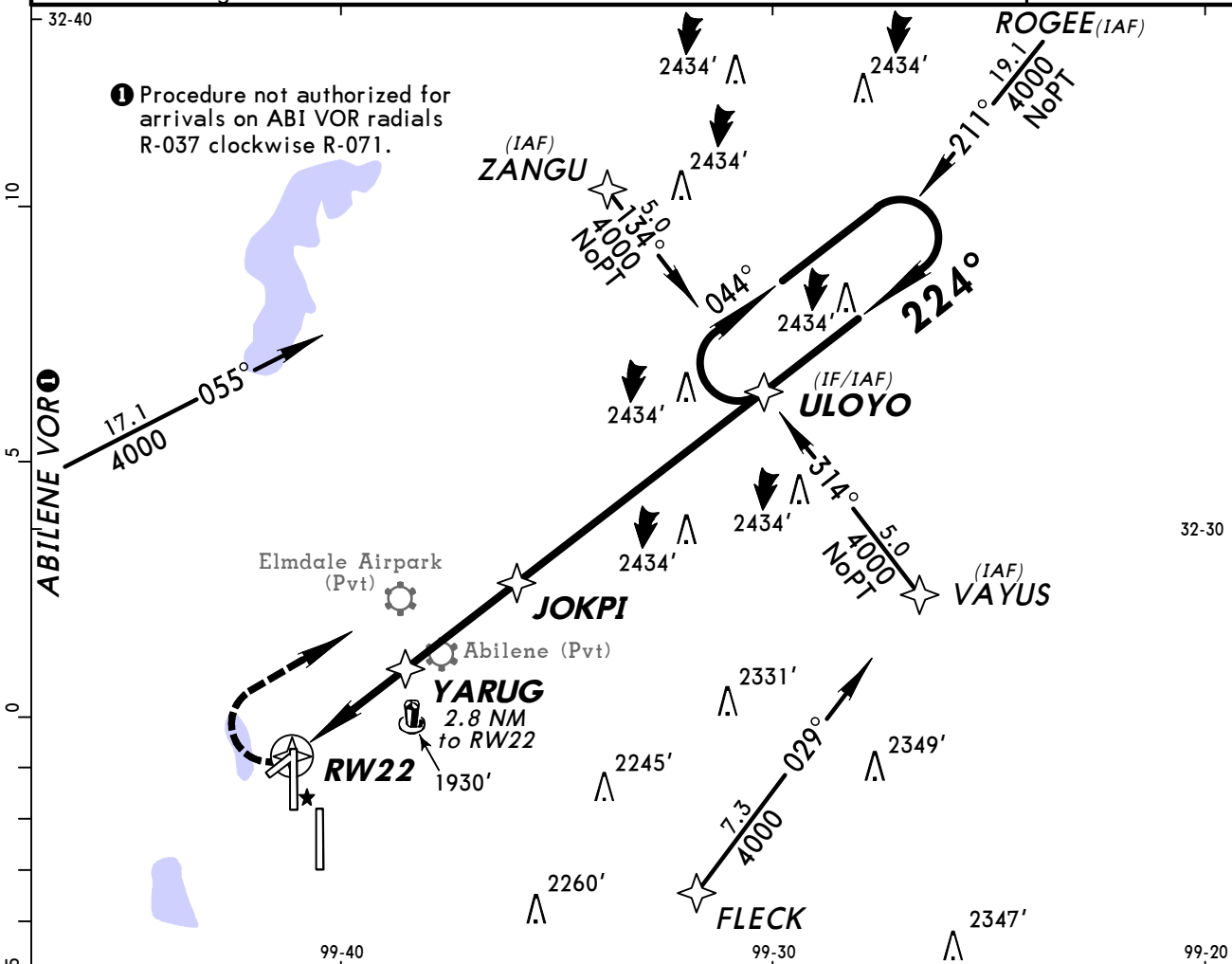


Grnd Speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW17L										

STRAIGHT-IN LANDING RWY 17L With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 2041' (250')		LNAV/VNAV DA(H) 2171' (380')		LNAV MDA(H) 2160' (369')		Max Kts	MDA(H)
A	3/4	1 1/4	1	90	2260' (469') - 1		
B				120			
C				140			
D			165	2360' (569') - 2			
With Dyess AFB Altimeter Setting					With Dyess AFB Altimeter Setting		
LPV DA(H) 2062' (271')		LNAV/VNAV DA(H) 2192' (401')		LNAV MDA(H) 2200' (409')		Max Kts	MDA(H)
A	1	1 1/2	1	90	2300' (509') - 1		
B				120			
C				140			
D			165	2400' (609') - 1 3/4 2400' (609') - 2			

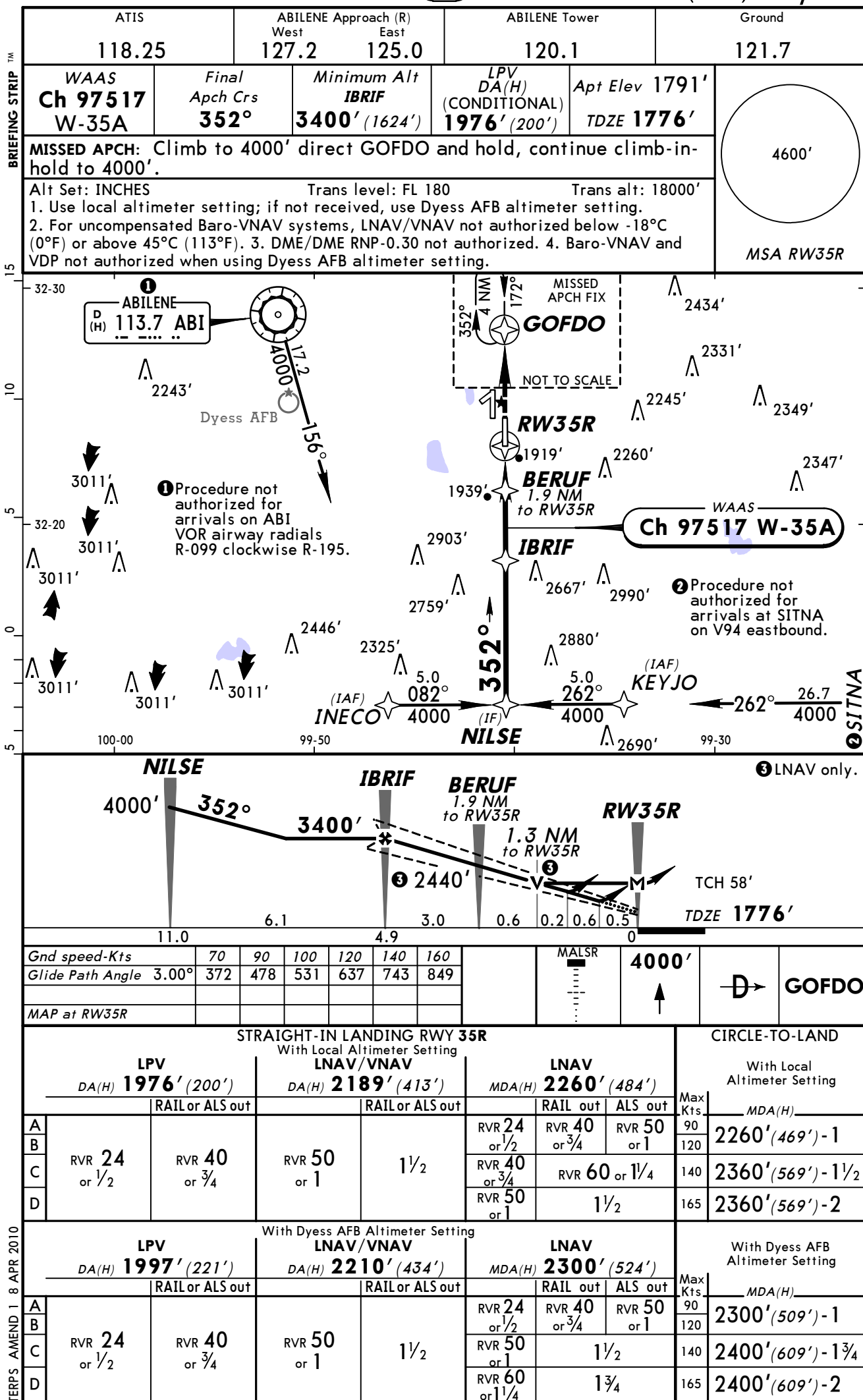
BRIEFING STRIP

ATIS 118.25		ABILENE Approach (R) West 127.2 East 125.0		ABILENE Tower 120.1	Ground 121.7
RNAV	Final Apch Crs 224°	Minimum Alt JOKPI 3600' (1836')	LNAV MDA(H) (CONDITIONAL) 2180' (416')	Apt Elev 1791' TDZE 1764'	4600' MSA RW22
MISSED APCH: Climbing RIGHT turn to 4000' direct ULOYO and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Dyess AFB altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Dyess AFB altimeter setting.					



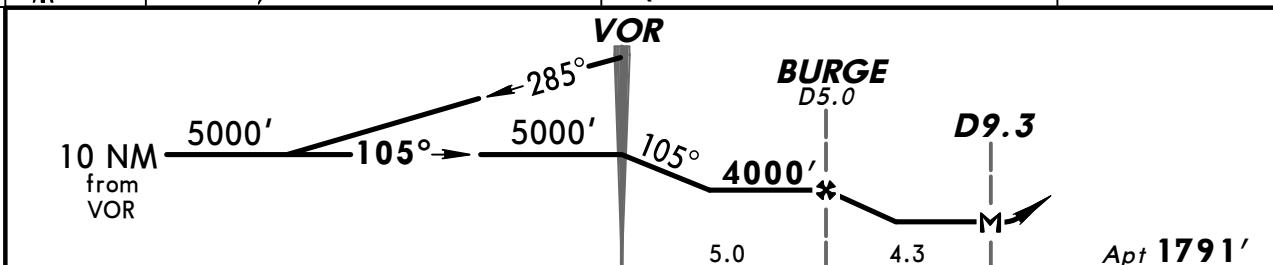
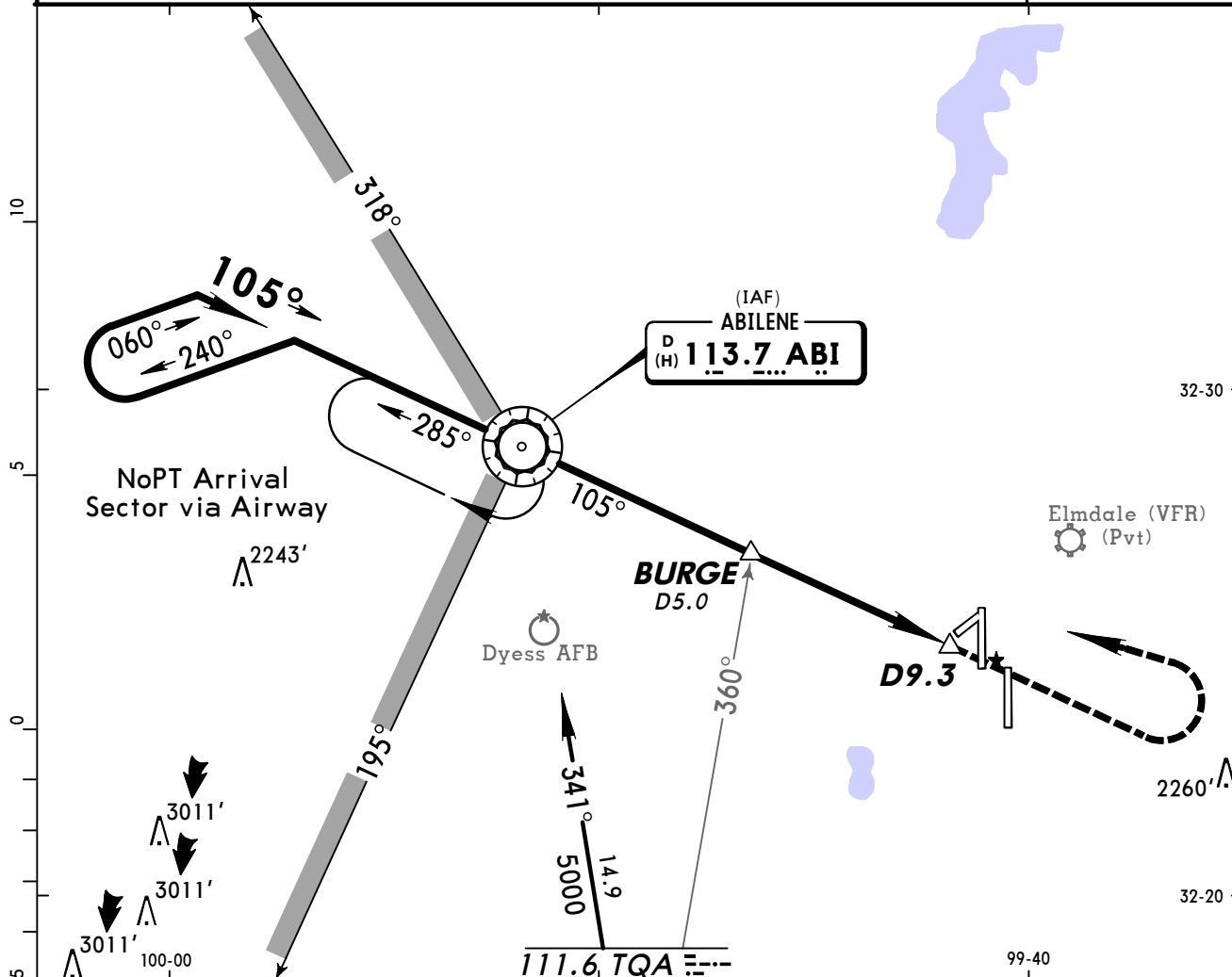
Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RWY22										

STRAIGHT-IN LANDING RWY22				CIRCLE-TO-LAND			
LNAV				With Local Altimeter Setting		With Dyess AFB Altimeter Setting	
MDA(H) 2180' (416')		MDA(H) 2220' (456')		Max Kts	MDA(H)	MDA(H)	
With Local Altimeter Setting		With Dyess AFB Altimeter Setting					
A	1	1		90	2260'(469')-1	2300'(509')-1	
B				120			
C	1¼	1¼		140	2260'(469')-1½	2300'(509')-1½	
D		1½		165	2360'(569')-2	2400'(609')-2	



BRIEFING STRIP™

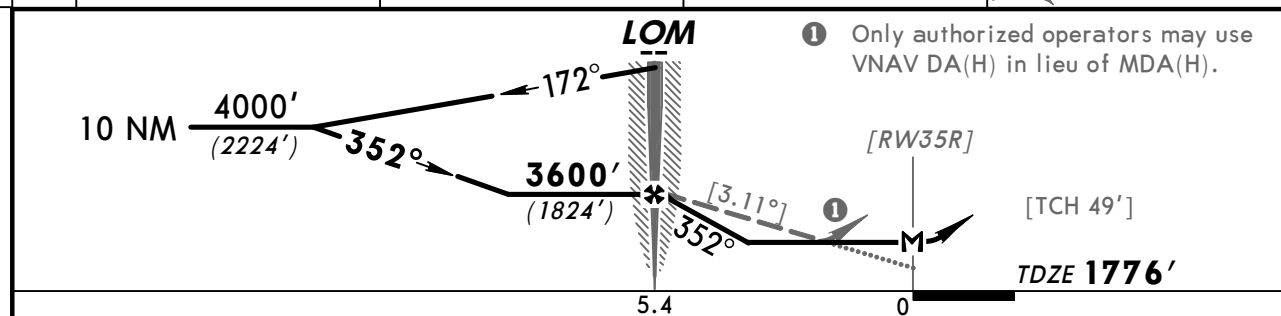
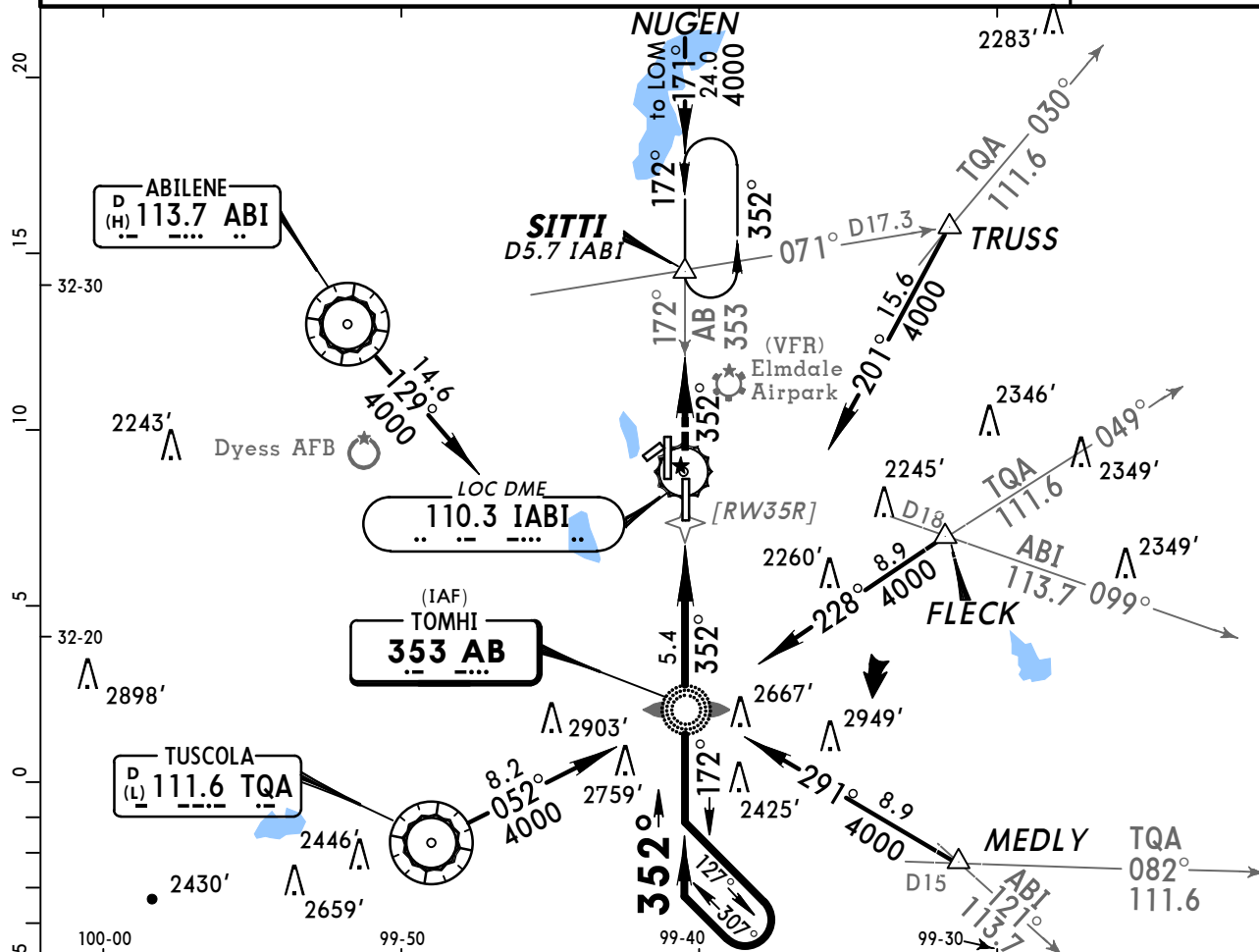
ATIS 118.25		ABILENE Approach (R) West 127.2 East 125.0		ABILENE Tower 120.1	Ground 121.7
VOR ABI 113.7	Final Apch Crs 105°	Minimum Alt BURGE 4000'(2209')	MDA(H) Refer to Minimums	Apt Elev 1791'	
MISSED APCH: Climb to 3000', then climbing LEFT turn to 5000' direct ABI VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
					MSA ABI VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000'	5000'	D	ABI 113.7
MAP at D9.3 or BURGE to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37		↑	LT		

		CIRCLE-TO-LAND	
TERPS	Max Kts	MDA(H)	
	A 90	2300' (509') - 1	
	B 120	2360' (569') - 1½	
	C 140	2360' (569') - 2	

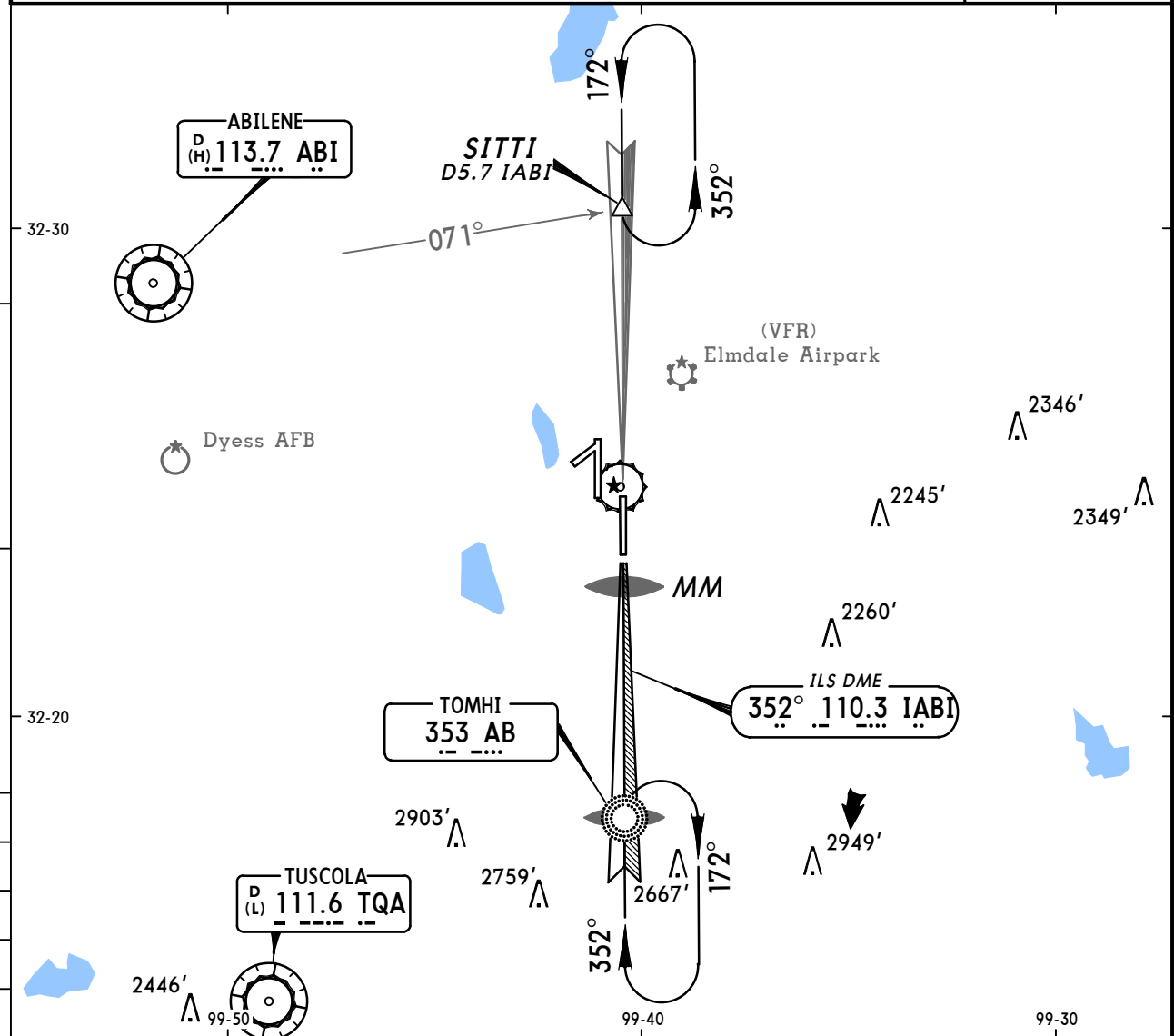
ATIS 118.25		ABILENE Approach (R) West 127.2 East 125.0		ABILENE Tower 120.1	Ground 121.7
NDB AB 353	Final Apch Crs 352°	Minimum Alt LOM 3600' (1824')	MDA(H) 2320' (544')	Apt Elev 1791' TDZE 1776'	 MSA AB LOM
MISSED APCH: Climb to 3300' via 352° bearing from AB LOM to SITTI INT and hold.					



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.11°]	385	495	550	660	770	880			
LOM to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02		

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
MDA(H) 2320' (544')							
	RAIL out		ALS out	Max Kts	MDA(H)		
A	RVR 40 or 3/4		RVR 50 or 1	90	2320' (529') - 1		
B				120			
C	RVR 50 or 1		1 1/2	140	2360' (569') - 1 1/2		
D	1 1/2		1 3/4	165	2360' (569') - 2		

ATIS 118.25		ABILENE Approach (R) West 127.2 East 125.0		ABILENE Tower 120.1		Ground 121.7	
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 1791' TDZE- See below		No MSA published	
MISSED APPROACH: See below.							



MISSED APPROACH:							
Runway 17R: Climb to 4000' direct AB LOM and hold.							
Runways 35L/R: Climb to 3400' on IABI LOC NORTH course to							
SITTI INT and hold.							
RWY 17R TDZE 1771'		RWY 35L TDZE 1786'		RWY 35R TDZE 1776'			
ASR Rwys 17R, 35L, 35R: MAP at Rwy Thr						Lighting - Refer to Airport Chart	
STRAIGHT-IN LANDING							
ASR 17R MDA(H) 2240' (469')		ASR 35L MDA(H) 2260' (474')		ASR 35R MDA(H) 2260' (484')		CIRCLE-TO-LAND	
						Max Kts	MDA(H)
A	1	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	2260'(469')-1
B						120	
C	1 1/4	1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4		140	2360'(569')-1 1/2
D	1 1/2	1 1/2	RVR 50 or 1	1 1/2		165	2360'(569')-2

General Information

Location: Waco TX USA
IATA Code: ACT
Lat/Long: N31° 36.7' W097° 13.8'
Elevation: 516 ft

Airport Use: Public
Magnetic Variation: 4.2°E
Sectional Chart: San Antonio

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1259 Z
Sunset: 0025 Z,

Runway Information

Runway: 01
Length x Width: 7107 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 511 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 102 ft

Runway: 14
Length x Width: 5103 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 513 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 7107 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 505 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 32
Length x Width: 5103 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 516 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 123.85

ASOS 123.85

Waco Tower 119.3 CTAF PCL

Waco Ground Control 121.9

Waco Approach Control 127.65 Arrival Service

Waco Departure Control 126.125 Departure Service

Waco Regl Unicom 122.95

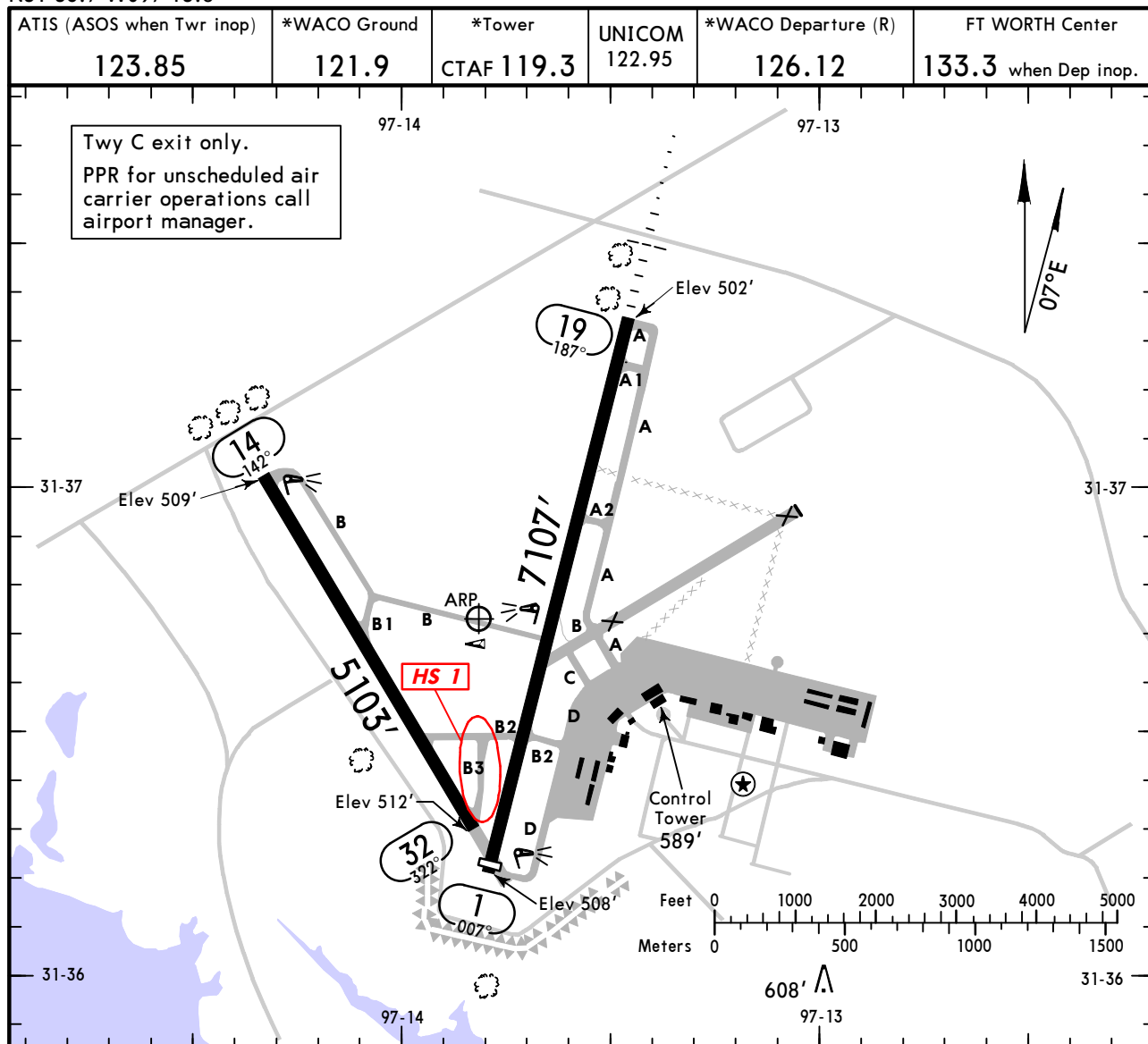
FT Worth Flight Service Station 122.15 At or above 18000 ft RCO

FT Worth Center 133.3 Remote Communications Air-Ground

KACT/ACT
Apt Elev 516'
N31 36.7 W097 13.8

JEPPESSEN
9 DEC 11 (11-1)

WACO, TEXAS
WACO REGL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS			WIDTH
					LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
1	② HIRL	PAPI-R (angle 3.00°)	grooved		7005'			150'
① 19	② HIRL	② MALSR	grooved	RVR	6605'	5546'		
14	③ MIRL	③ REIL	PAPI-R (angle 3.00°)	grooved				150'
32	③ MIRL	PAPI-R (angle 3.00°)	grooved					

- ① Last 502' is unavailable for landing distance computations.
- ② Increase intensity on 119.3 when Twr inop.
- ② Preset low intensity when wind favors Rwy 14/32.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS 1 Traffic taxiing to Rwy 32 via B3 must remain alert to the position of the hold short line for Rwy 32 - 200' South of B2 or 430' from Rwy 32 on B3.

TAKE-OFF			FOR FILING AS ALTERNATE				
All Rwys			Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Local Weather Available		
Adequate Vis Ref		STD			RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 32 VOR DME Rwy 32		VOR Rwy 14 1 RADAR-1
			ILS Rwy 19	LOC Rwy 19			
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A	600-2	800-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2	B				
			C				
			D				
1 Authorized Only When Tower Operating.							

① Authorized Only When Tower Operating.

CHANGES: Hot Spot added, notes, lighting, Rwy 1/19 usable lengths.

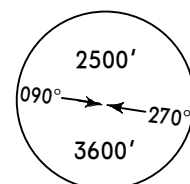
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KACT/ACT WACO REGL

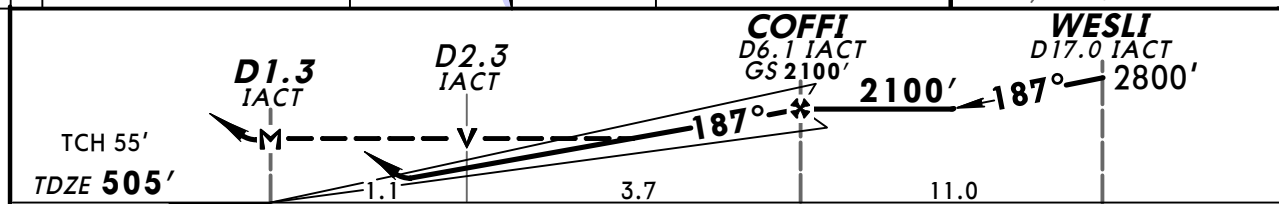
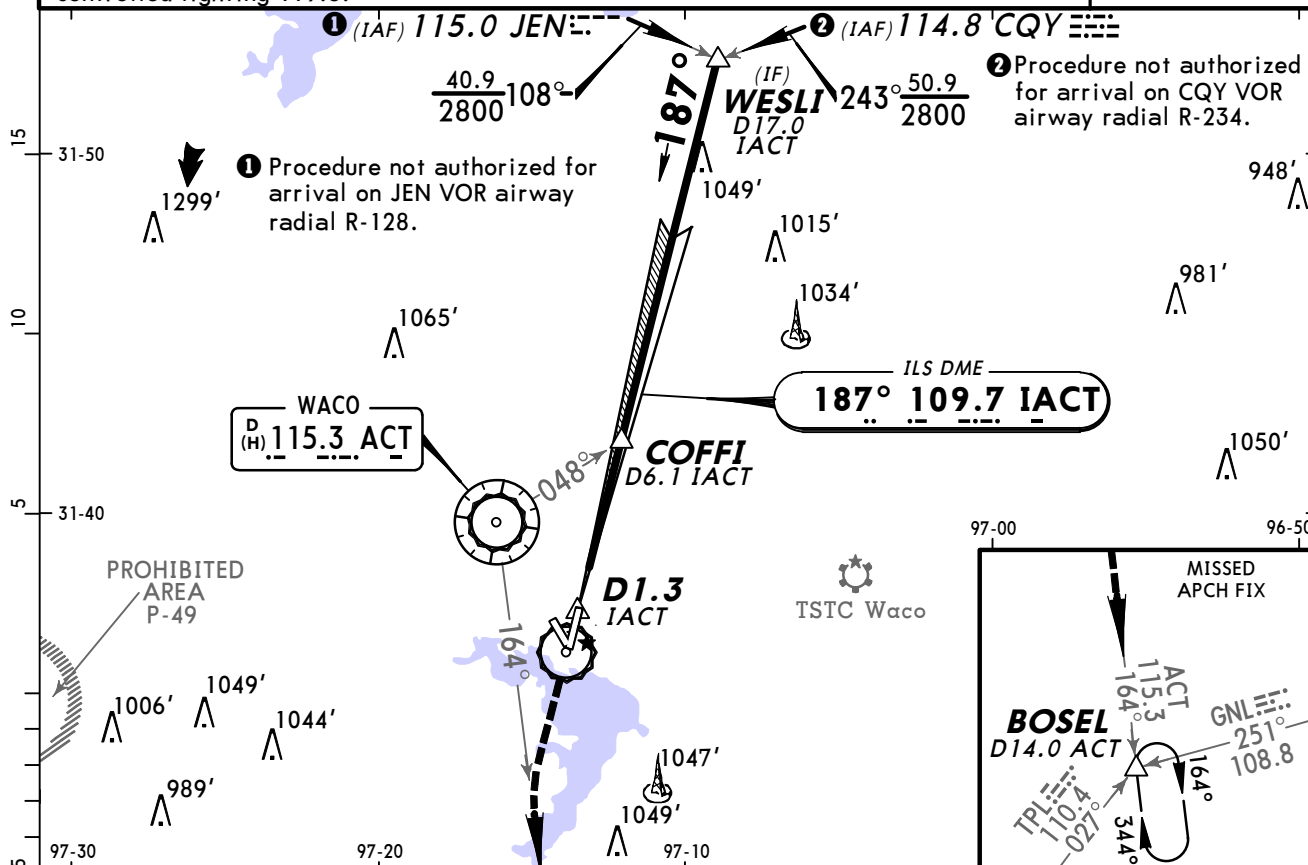
9 DEC 11 **11-1**

WACO, TEXAS
ILS or LOC Rwy 19

ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
LOC IACT 109.7	Final Apch Crs 187°	GS COFFI 2100' (1595')	ILS DA(H) (CONDITIONAL) 705' (200')	Apt Elev 516' TDZE 505'
MISSED APCH: Climb to 1500' then climbing LEFT turn to 4000' outbound via ACT VOR R-164 to BOSEL INT/D14.0 ACT and hold. Continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. VDP not authorized with McGregor Executive altimeter setting. 3. Pilot controlled lighting 119.3.				



MSA ACT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	1500'	4000'	ACT	BOSEL
GS	3.00°	372	478	531	637	743	849			115.3	
MAP at D1.3 IACT or COFFI to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			R-164	

STRAIGHT-IN LANDING RWY 19 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 705' (200')			LOC (GS out) MDA(H) 900' (395')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A						90	940' (424') - 1
B						120	980' (464') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	980' (464') - 1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4		165	1080' (564') - 2
With McGregor Executive Altimeter Setting						With McGregor Executive Altimeter Setting	
ILS DA(H) 736' (231')			LOC (GS out) MDA(H) 940' (435')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A						90	980' (464') - 1
B						120	1020' (504') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	1020' (504') - 1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4		165	1120' (604') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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TERPS AMEND 16 23 SEP 2010

*Ground
121.9

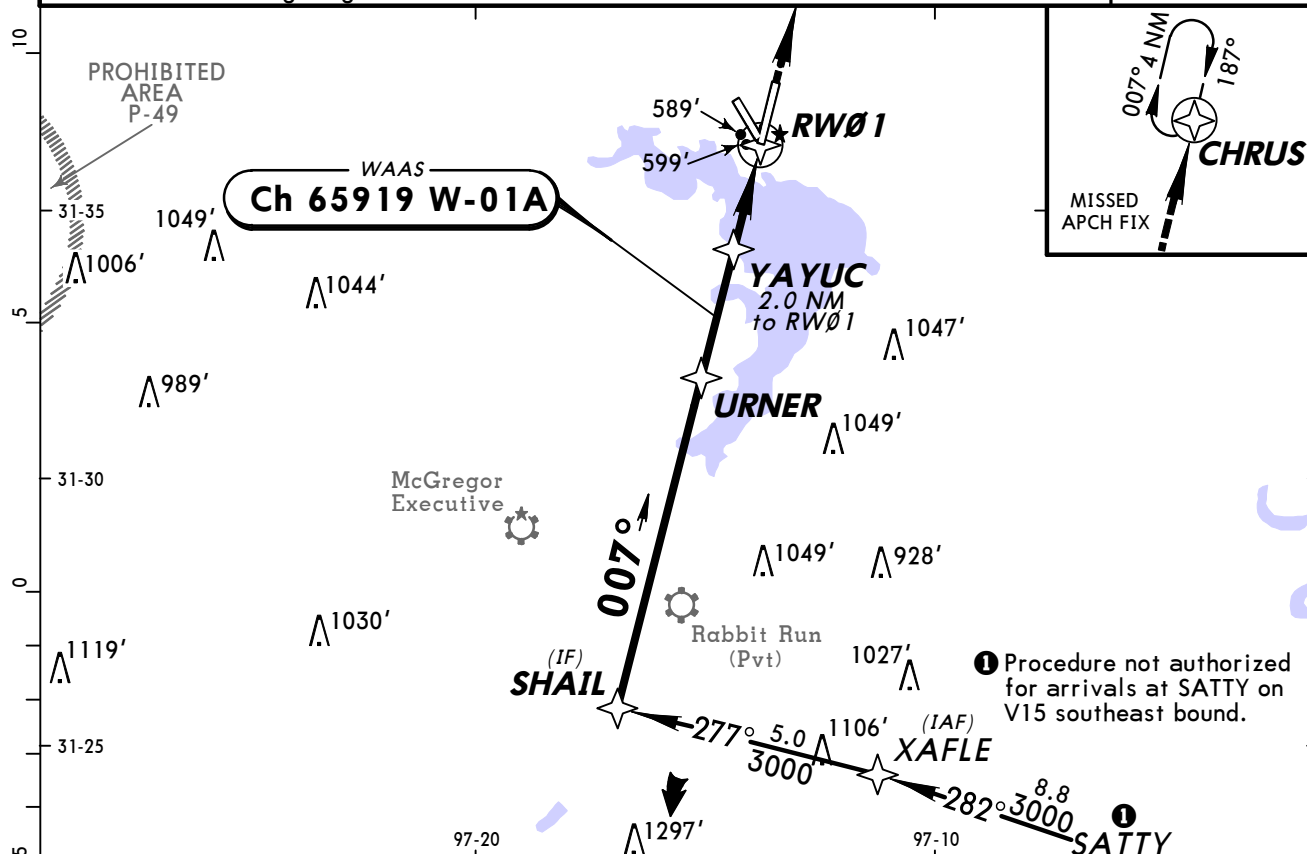
Apt Elev 516'
TDZE 511'

3600'

Trans alt: 18000'

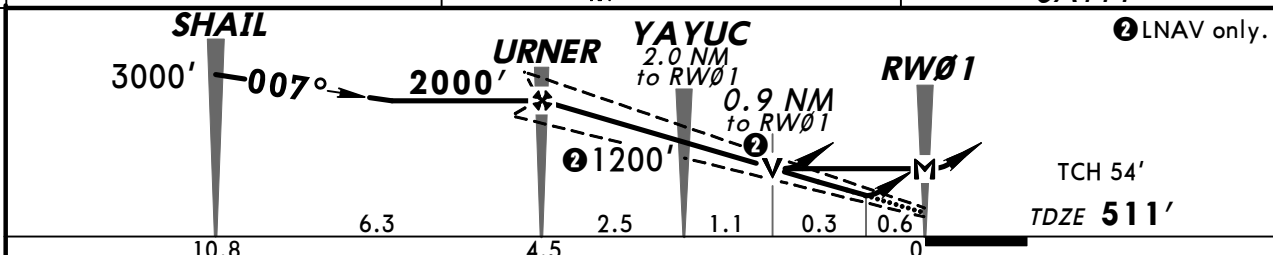
1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. VDP and Baro-VNAV not authorized with McGregor Executive altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.3.

MSA RW01



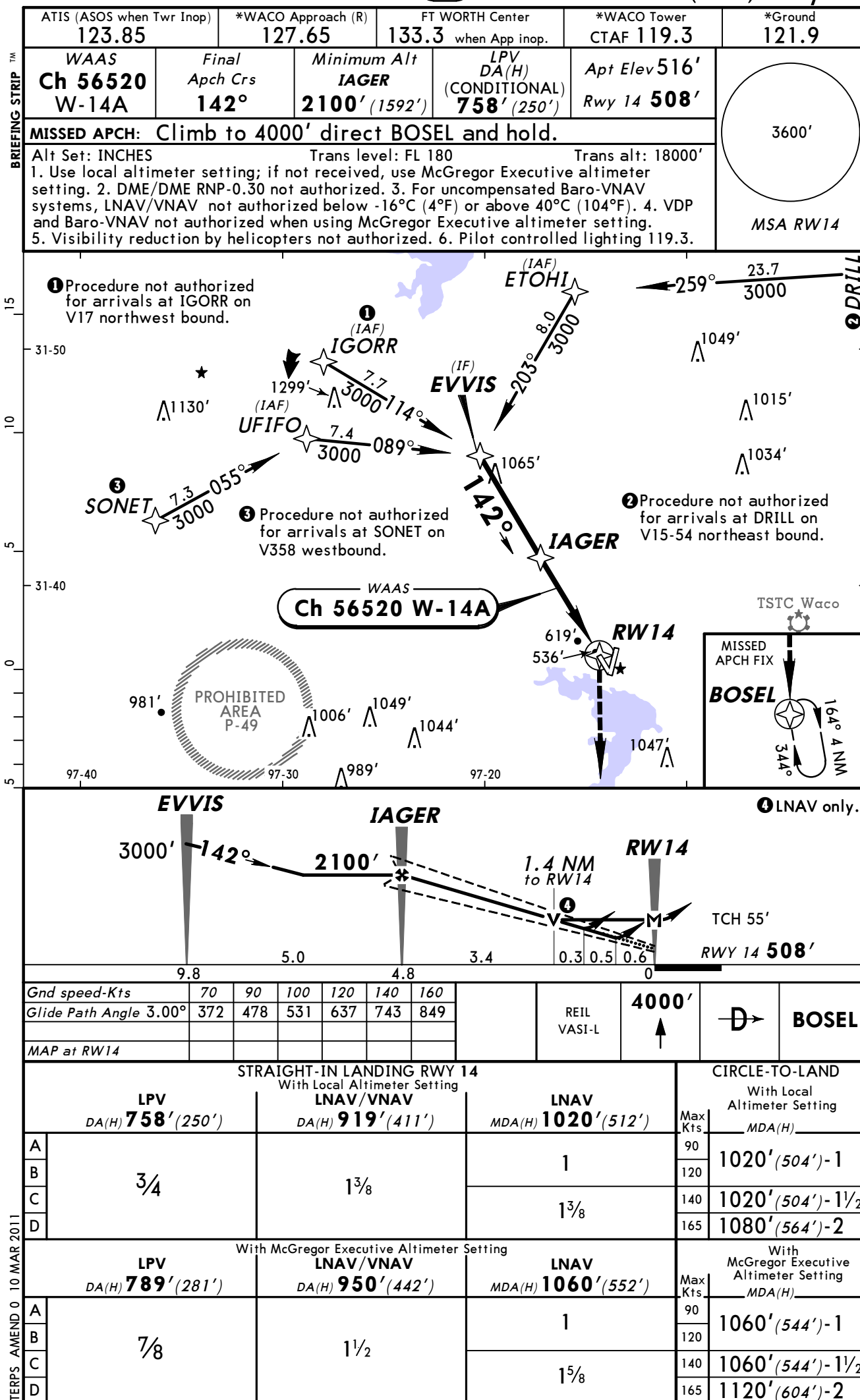
● Procedure not authorized for arrivals at SATTY on V15 southeast bound.

② LNAV only.

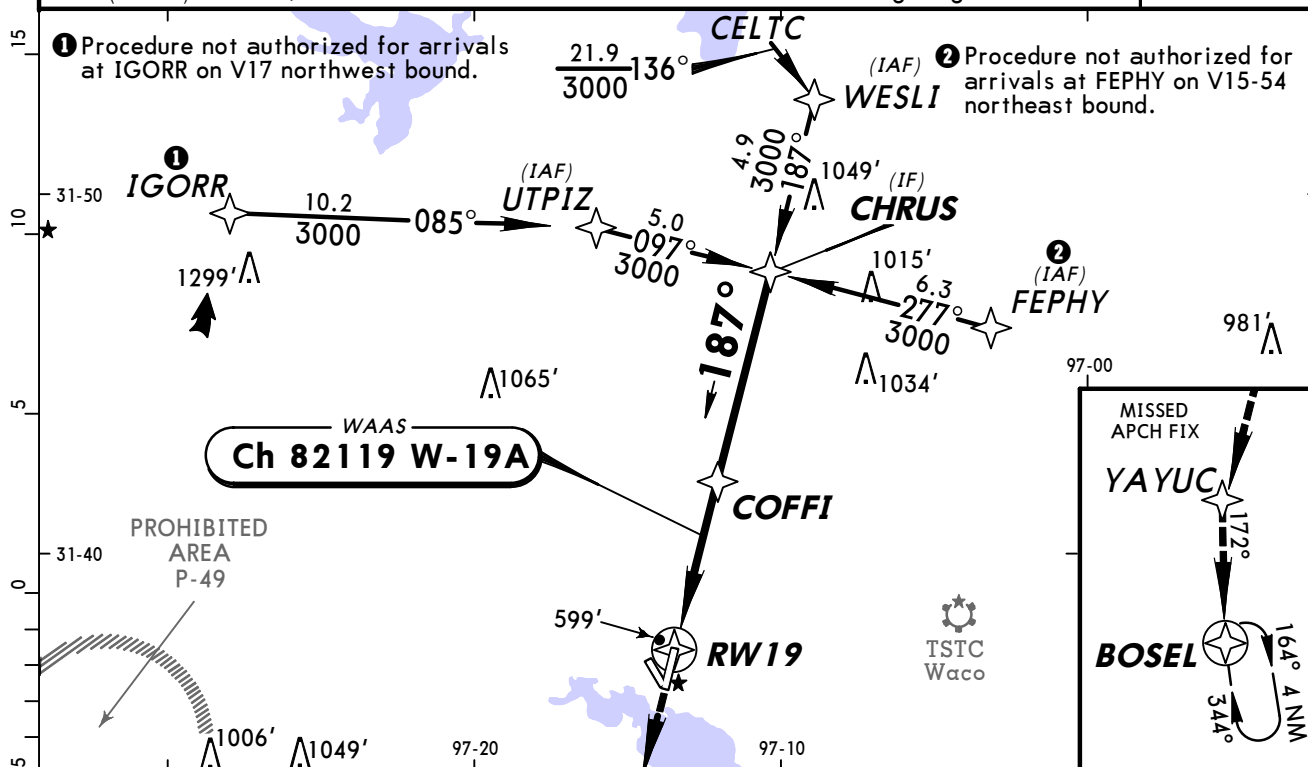


STRAIGHT-IN LANDING RWY 1				CIRCLE-TO-LAND	
LPV DA(H) 761' (250')		LNNAV/VNAV DA(H) 861' (350')	LNNAV MDA(H) 860' (349')	Max Kts	With Local Altimeter Setting MDA(H) _____
A	3/4	1 1/4	1	90	940' (424') - 1
B				120	980' (464') - 1
C				140	980' (464') - 1 1/2
D			1 1/4	165	1080' (564') - 2
With McGregor Executive Altimeter Setting				With McGregor Executive Altimeter Setting	
LPV DA(H) 792' (281')		LNNAV/VNAV DA(H) 892' (381')	LNNAV MDA(H) 900' (389')	Max Kts	MDA(H) _____
A	1	1 1/4	1	90	980' (464') - 1
B				120	1020' (504') - 1
C				140	1020' (504') - 1 1/2
D			1 1/4	165	1120' (604') - 2

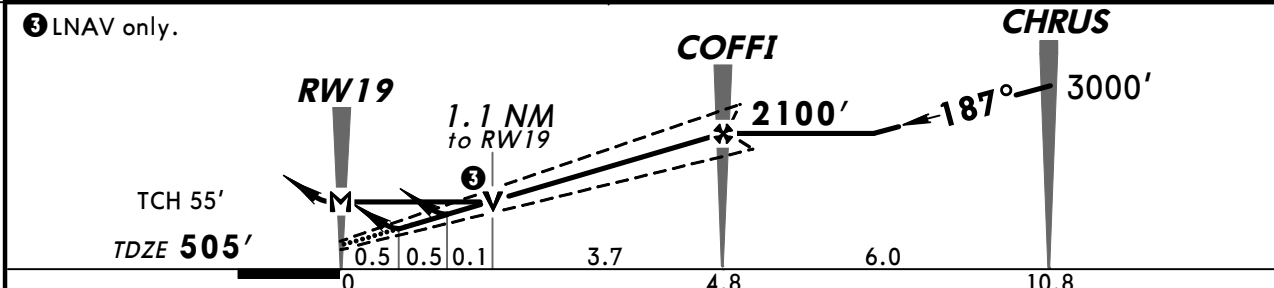
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ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
WAAS Ch 82119 W-19A	Final Apch Crs 187°	Minimum Alt COFFI 2100' (1595')	LPV DA(H) (CONDITIONAL) 705' (200')	Apt Elev 516' TDZE 505'
MISSED APCH: Climb to 4000' direct YAYUC and on track 172° to BOSEL and hold. Continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. VDP and Baro-VNAV not authorized with McGregor Executive altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 119.3.				
				3600'
				MSA RW19



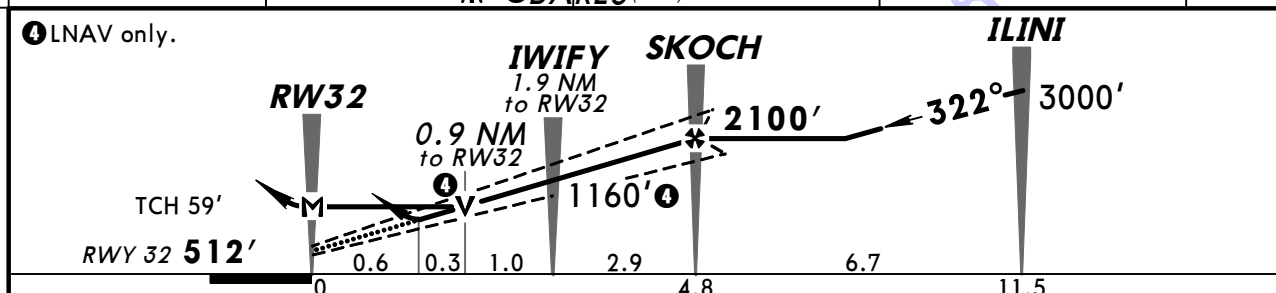
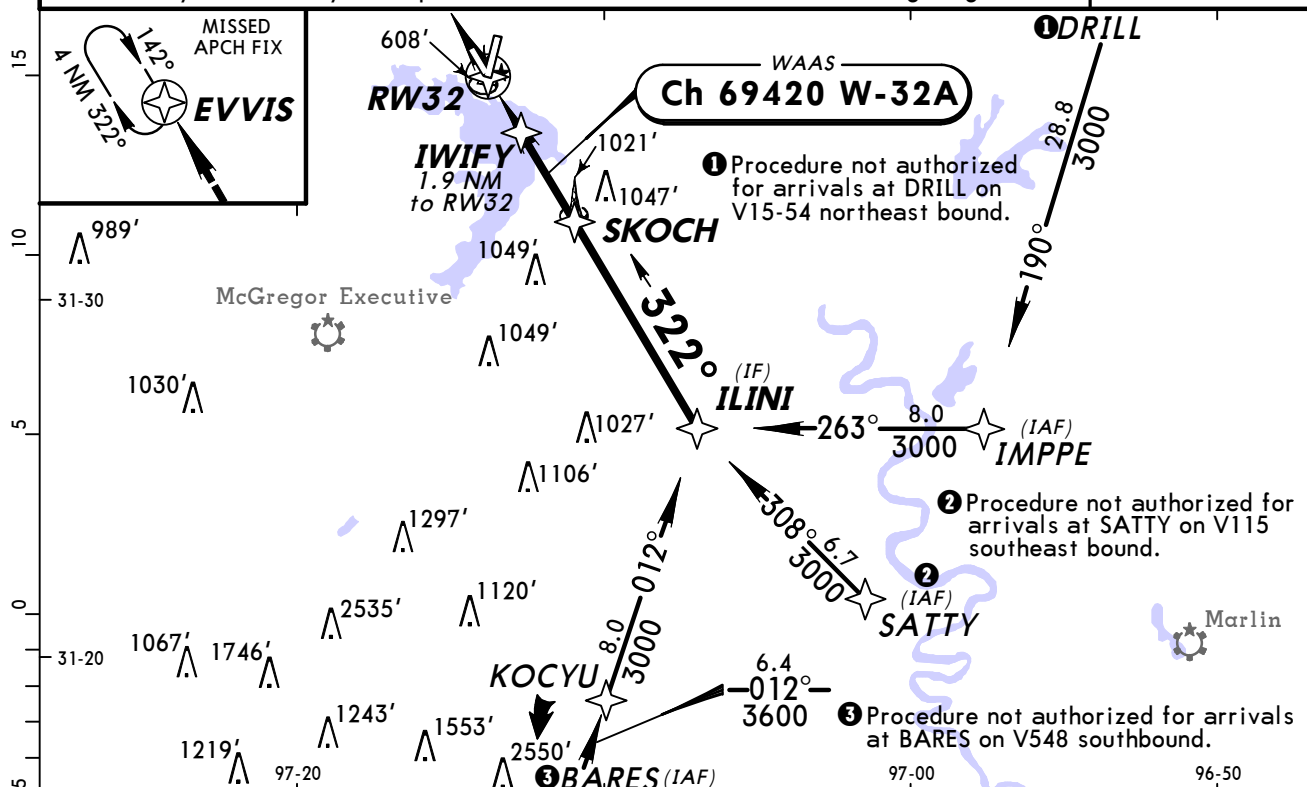
③ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALS	4000'	YAYUC
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW19									

STRAIGHT-IN LANDING RWY 19 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 705' (200')		LNAV/VNAV DA(H) 870' (365')		LNAV MDA(H) 900' (395')			Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			90	940' (424') - 1
A							120	980' (464') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	140	980' (464') - 1 1/2
C							165	1080' (564') - 2
D					RVR 50 or 1	RVR 60 or 1 1/4		
With McGregor Executive Altimeter Setting							With McGregor Executive Altimeter Setting	
LPV DA(H) 736' (231')		LNAV/VNAV DA(H) 901' (396')		LNAV MDA(H) 940' (435')			Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			90	980' (464') - 1
A							120	1020' (504') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	140	1020' (504') - 1 1/2
C					RVR 40 or 3/4	RVR 60 or 1 1/4	165	1120' (604') - 2
D					RVR 50 or 1	1 1/2		

ATIS (ASOS when Twr Inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center when App inop. 133.3	*WACO Tower CTAF 119.3	*Ground 121.9
WAAS Ch 69420 W-32A	Final Apch Crs 322°	Minimum Alt SKOCH 2100' (1588')	LPV DA(H) (CONDITIONAL) 762' (250')	Apt Elev 516' Rwy 32 512'
MISSED APCH: Climb to 4000' direct EVVIS and hold, continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. VDP and Baro-VNAV not authorized when using McGregor Executive altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.3.				
3600'				
MSA RW32				



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW32											

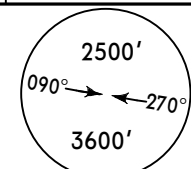
STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND		
With Local Altimeter Setting						With Local Altimeter Setting		
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	
DA(H) 762' (250')		DA(H) 769' (257')		MDA(H) 860' (348')				
A	3/4		3/4		1		90	920' (404')-1
B							120	980' (464')-1
C							140	980' (464')-1 1/2
D							165	1080' (564')-2
With McGregor Executive Altimeter Setting						With McGregor Executive Altimeter Setting		
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	
DA(H) 793' (281')		DA(H) 800' (288')		MDA(H) 900' (388')				
A	7/8		7/8		1		90	960' (444')-1
B							120	1020' (504')-1
C					1 1/8		140	1020' (504')-1 1/2
D							165	1120' (604')-2

KACT/ACT WACO REGL

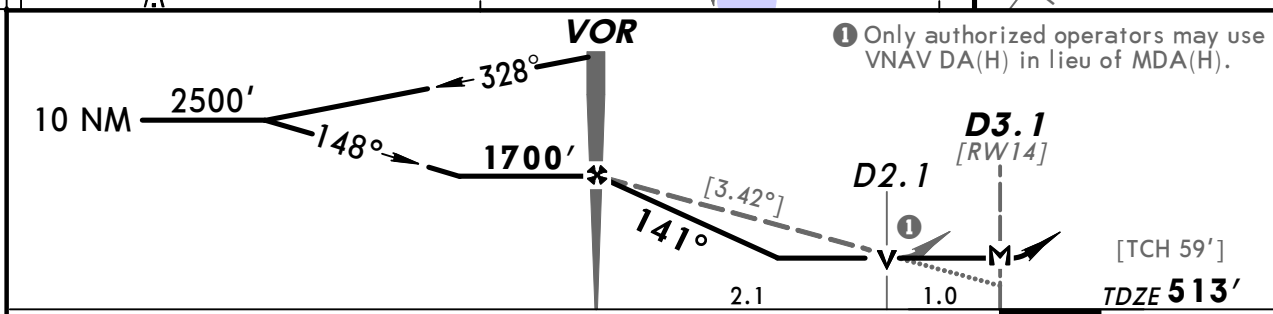
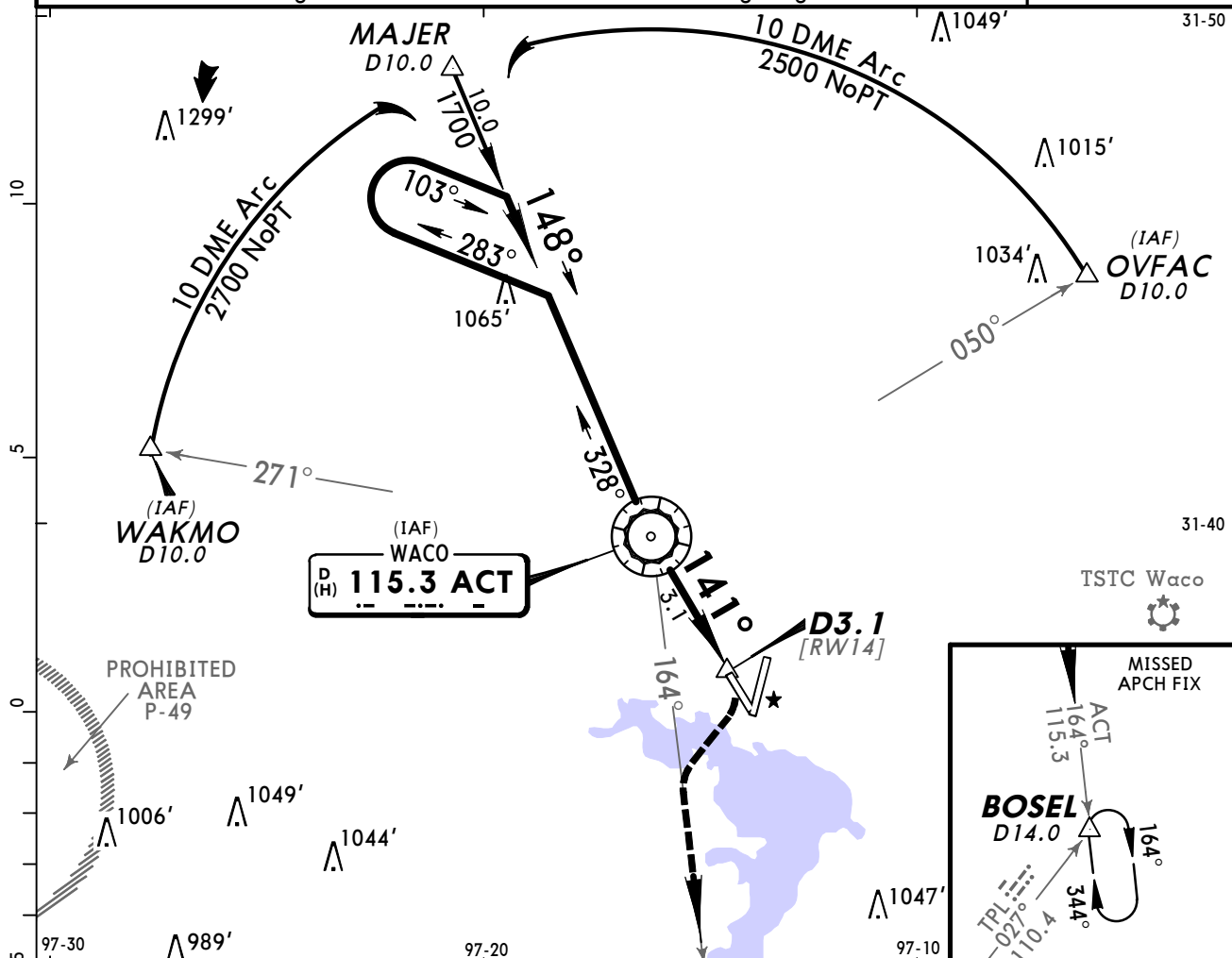
JEPPESSEN
4 MAR 11 **13-1** Eff 10 Mar

WACO, TEXAS
VOR Rwy 14

ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
VOR ACT 115.3	Final Apch Crs 141°	Minimum Alt VOR 1700' (1187')	MDA(H) 900' (387')	Apt Elev 516' TDZE 513'
MISSED APCH: Climbing RIGHT turn to 4000' outbound via ACT VOR R-164 to BOSEL INT/D14.0 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.3.				



MSA ACT VOR



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.42°]	424	545	605	726	847	968			
MAP at D3.1 or VOR to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10		

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 900' (387')							
A				Max Kts	MDA(H)		
B	1			90	920' (404') -1		
C				120	980' (464') -1		
D	1 1/4			140	980' (464') -1 1/2		
				165	1080' (564') -2		

CHANGES: None.

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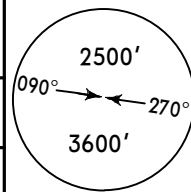
KACT/ACT WACO REGL

JEPPESSEN
4 MAR 11 13-2 Eff 10 Mar

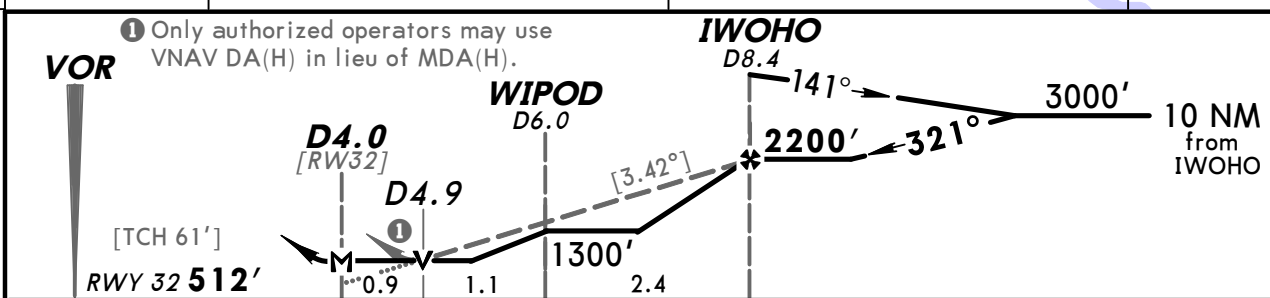
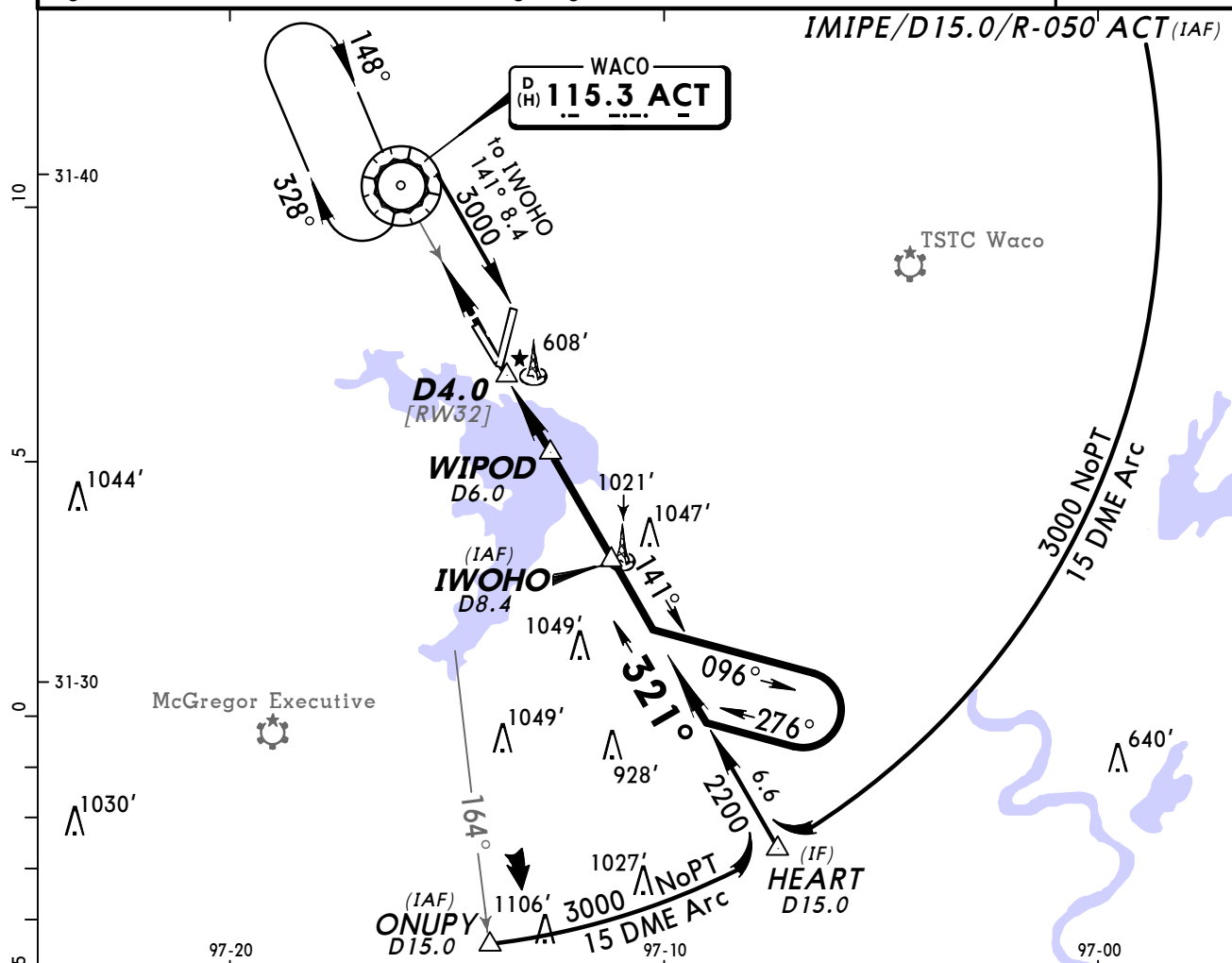
WACO, TEXAS
VOR DME Rwy 32

BRIEFING STRIP

ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
VOR ACT 115.3	Final Apch Crs 321°	Minimum Alt IWOHO 2200' (1688')	MDA(H) (CONDITIONAL) 860' (348')	Apt Elev 516' Rwy 32 512'
MISSED APCH: Climb to 3000' direct ACT VOR and hold, continue climb-in-hold to 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. VDP not authorized with McGregor Executive altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 119.3.				



MSA ACT VOR



Gnd speed-Kts	70	90	100	120	140	160		VASI-L	3000'	→	ACT 115.3
Descent angle [3.42°]	424	545	605	726	847	968					
MAP at D4.0											

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND			
MDA(H) 860' (348') With Local Altimeter Setting		MDA(H) 900' (388') With McGregor Executive Altimeter Setting		Max Kts	With Local Altimeter Setting MDA(H)	With McGregor Executive Altimeter Setting MDA(H)	
1		1 1 1/8		90	920' (404') - 1	960' (444') - 1	
				120	980' (464') - 1	1020' (504') - 1	
				140	980' (464') - 1 1/2	1020' (504') - 1 1/2	
				165	1080' (564') - 2	1120' (604') - 2	

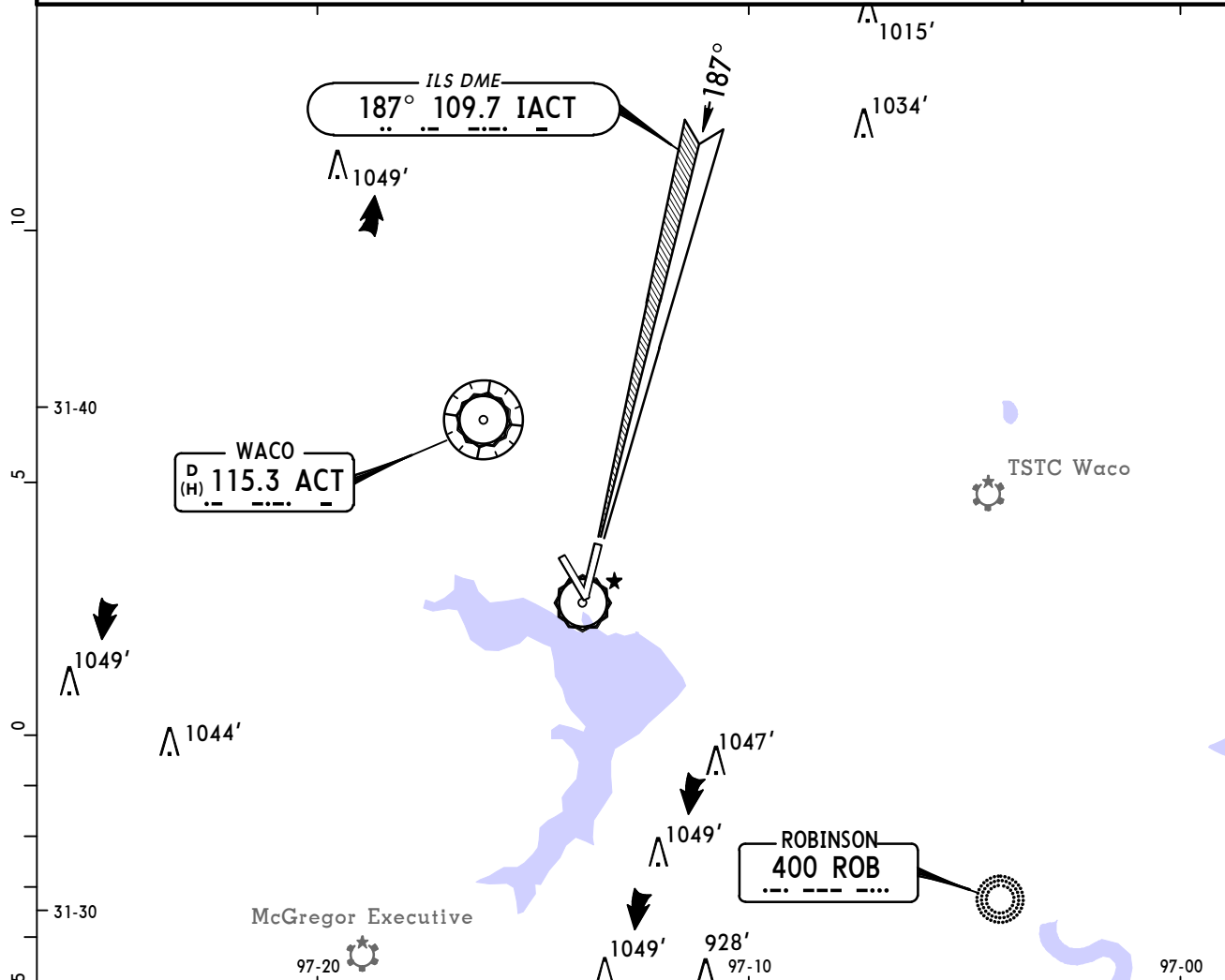
CHANGES: Procedure.

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TERPS AMEND 15 10 MAR 2011

BRIEFING STRIP TM

ATIS (ASOS when Twr inop) 123.85		*WACO Approach (R) 127.65		FT WORTH Center 133.3 when App inop.		*WACO Tower CTAF 119.3		*Ground 121.9		
RADAR		<i>Final Apch Crs</i> By ATC		<i>Minimum Alt</i> No FAF		<i>MDA(H)</i> Refer to Minimums		<i>Apt Elev 516'</i> <i>TDZE- See below</i>		No MSA published
Missed Approach-See below										
Alt Set: INCHES										

**MISSED APCH:**

Runway 1: Climb to 2000' then LEFT turn direct ACT VOR.

Runway 14: Climb to 1300' then climbing LEFT turn to 2000' direct ACT VOR.

Runway 19 & 32: Climb to 1300' then climbing RIGHT turn to 2000' direct ACT VOR.

RWY 1 TDZE 509'	RWY 14 TDZE 513'	RWY 19 TDZE 504'	RWY 32 TDZE 516'

ASR Rwys 1, 14, 19, 32: MAP at Rwy Thr

Lighting -
Refer to
Airport
Chart

ASR 1 MDA(H) 860' (351')		ASR 14 MDA(H) 920' (407')		ASR 19 MDA(H) 880' (376')		ASR 32 MDA(H) 1020' (504')		CIRCLE-TO-LAND	
				RAIL out		ALS out		Max Kts	MDA(H)
A								90	1020' (504') - 1
B	1	1		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1	120	1020' (504') - 1 1/2
C		1 1/4					1 1/2	140	1020' (504') - 1 1/2
D	1 1/4			RVR 50 or 1	RVR 60 or 1 1/4			165	1080' (564') - 2

General Information

Location: Dallas TX USA
IATA Code: ADS
Lat/Long: N32° 58.1' W096° 50.2'
Elevation: 644 ft

Airport Use: Public
Magnetic Variation: 3.9°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1258 Z
Sunset: 0022 Z,

Runway Information

Runway: 15
Length x Width: 7202 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 643 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 979 ft

Runway: 33
Length x Width: 7202 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 644 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 771 ft

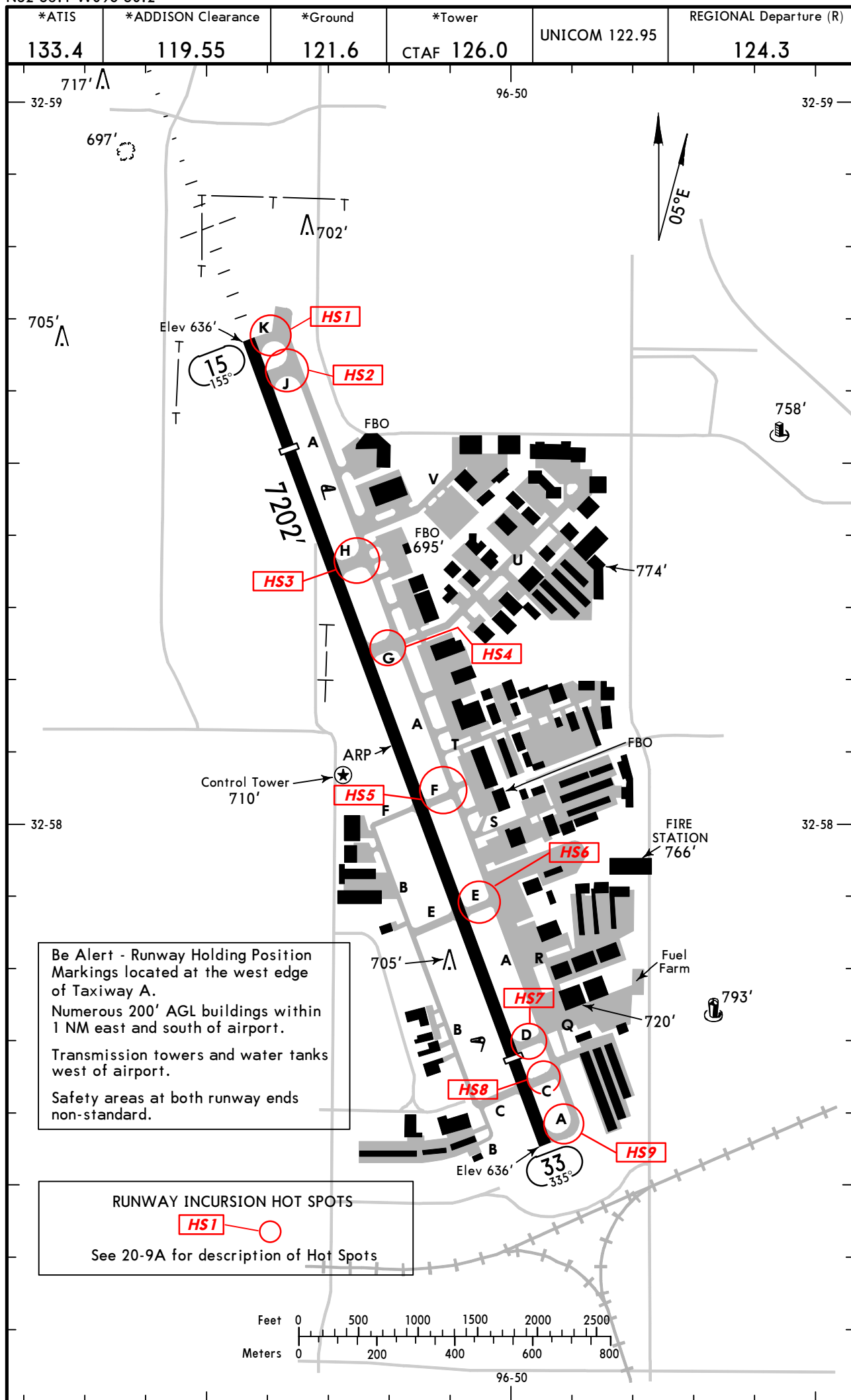
Communication Information

ATIS 133.4
Addison Tower 126.0 CTAF PCL
Addison Ground Control 121.6
Addison Clearance Delivery 119.55
Regional Approach Control 124.3
Regional Departure Control 124.3
Addison Unicom 122.95

KADS/ADS
 Apt Elev **644'**
 N32 58.1 W096 50.2

JEPPesen
 11 NOV 11 **(20-9)**

DALLAS, TEXAS
ADDISON



GENERAL

For STARs and SIDs see Dallas Metroplex AREA STAR 80-2/AREA SID 80-3 series.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
RWY					Threshold	Glide Slope		
15 ① 33	② HIRL	③ MALSR	VASI-R	grooved	④ 5613'	4663'		100'
	② HIRL	REIL	PAPI-L (angle 3.0)	grooved	6431'	5481'		

- ① Maximum GWT 120,000 lbs.
- ② Preset medium intensity only when Twr inop.
- ③ Activate on 126.0 when Twr inop.
- ④ Last 610' not available for landing distance computations.

RUNWAY INCURSION HOT SPOTS HS

For information only, not to be construed as ATC instructions.

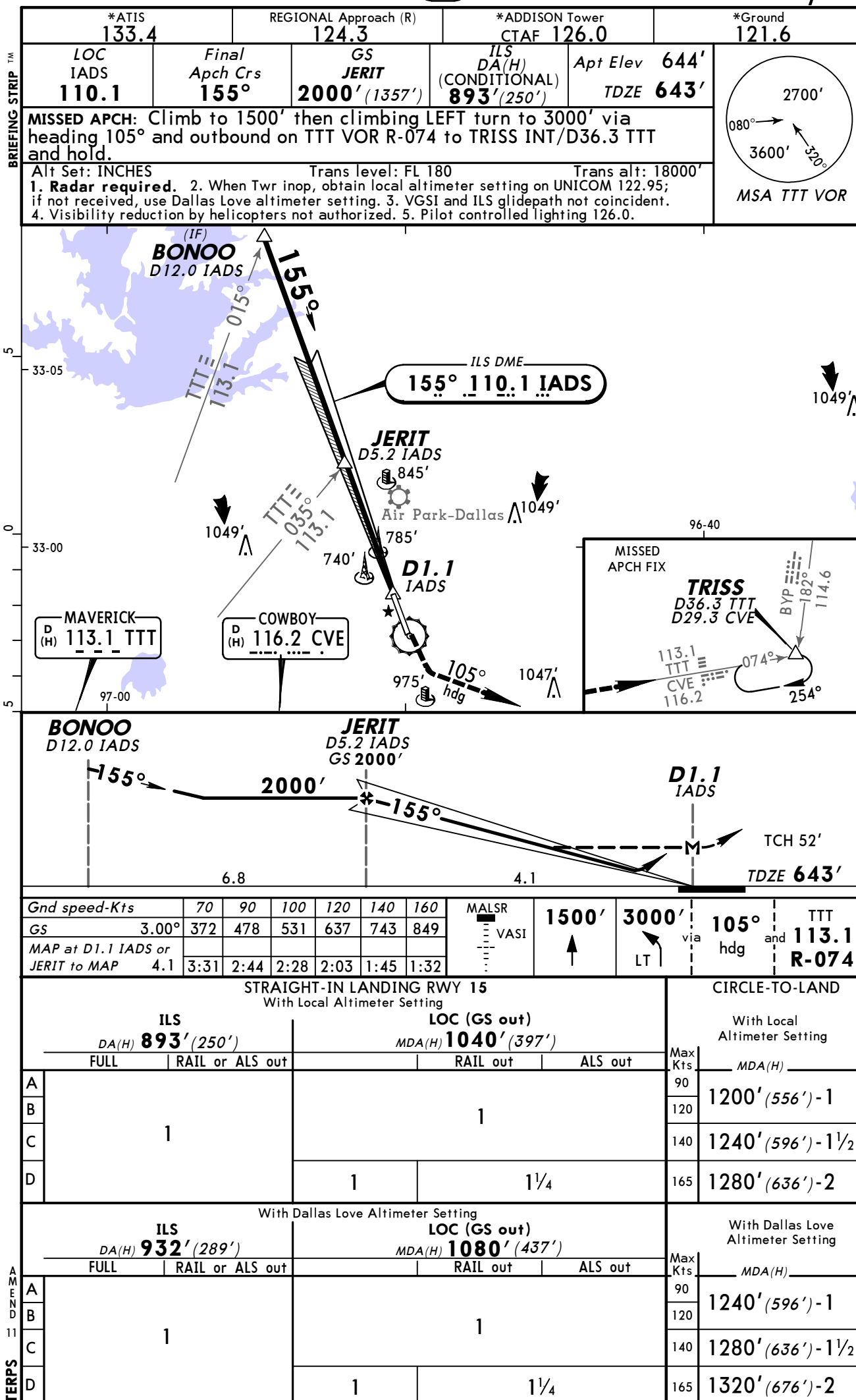
- HS1 Twy K and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS2 Twy J and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS3 Twy H and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS4 Twy G and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS5 Twy F and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS6 Twy E and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS7 Twy D and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS8 Twy C and Rwy 15/33. Holding Position Markings have been moved back to the edge of Twy A.
- HS9 Twy A and Rwy End 33. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy.

TAKE-OFF

	Rwy 33		Rwy 15		
	Adequate Vis Ref	STD	With Min climb of 324'/NM to 1100'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	400-2 1/4
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available
	ILS Rwy 15 ILS Rwy 33	LOC Rwy 15 LOC Rwy 33	RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33
A	600-2	800-2	800-2
B			
C			
D	700-2		

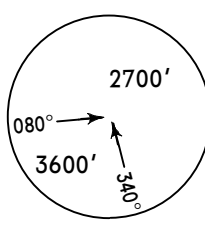


KADS/ADS ADDISON

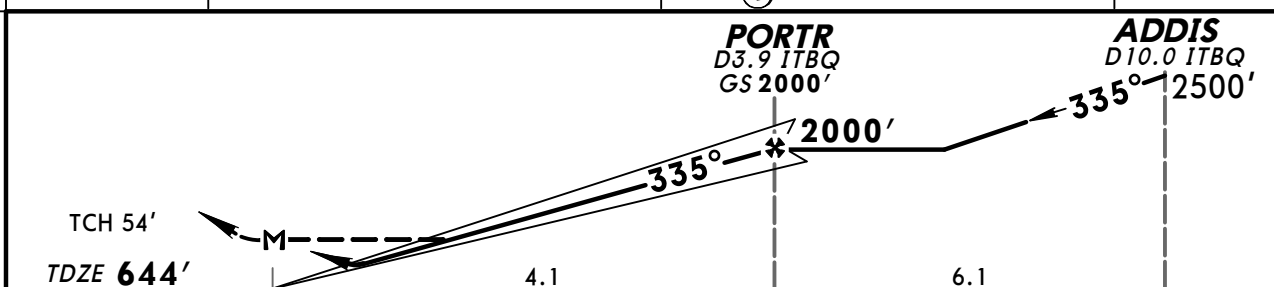
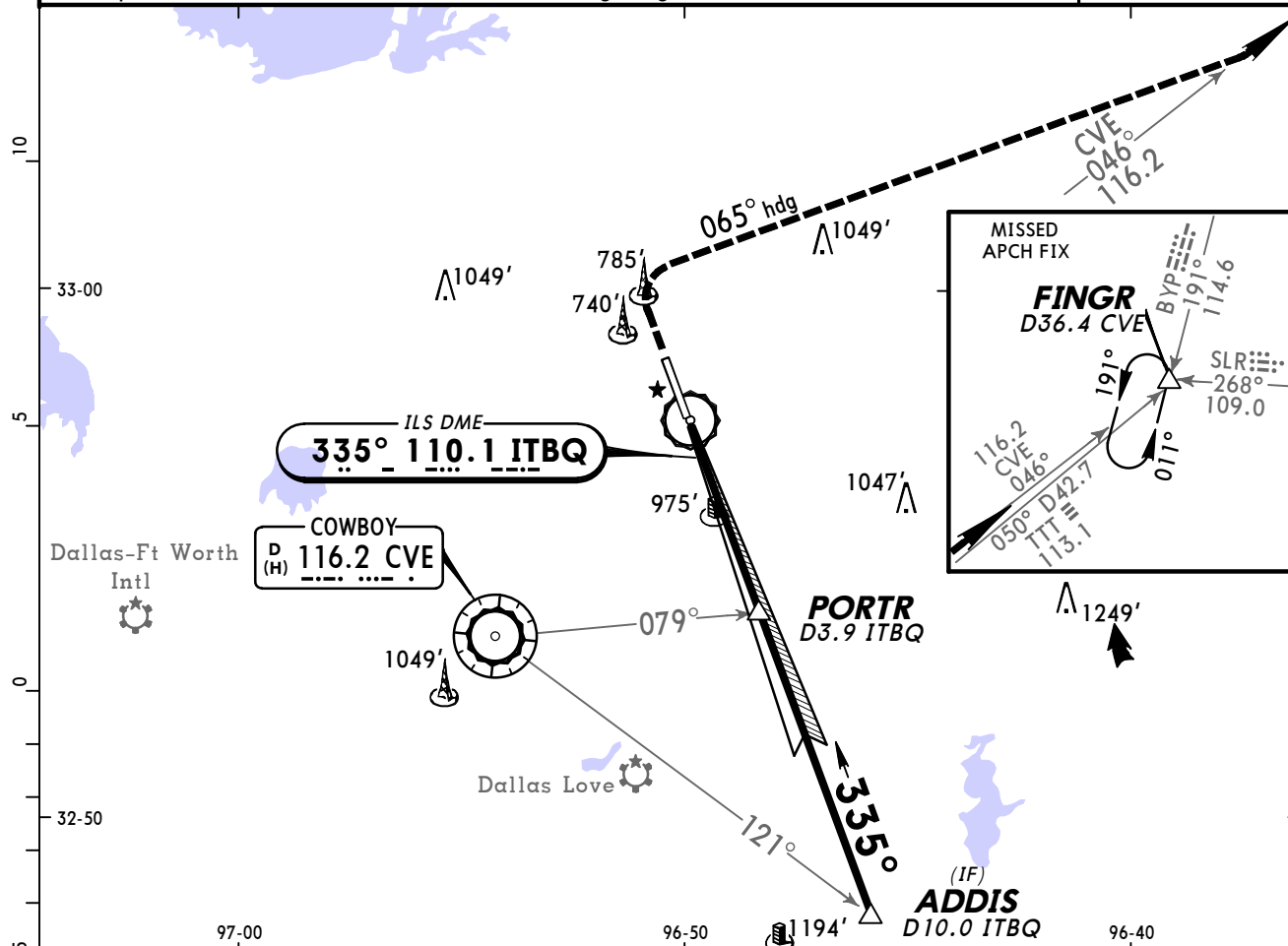
JEPPESSEN
11 NOV 11 (21-2)

DALLAS, TEXAS
ILS or LOC Rwy 33

BRIEFING STRIP TM

*ATIS 133.4		REGIONAL Approach (R) 124.3		*ADDISON Tower CTAF 126.0		*Ground 121.6	
LOC ITBQ 110.1	Final Apch Crs 335°	GS PORTR 2000' (1356')	ILS DA(H) (CONDITIONAL) 894' (250')	Apt Elev 644' TDZE 644'			
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 5000' via hdg 065° and outbound on CVE VOR R-046 to FINGR/D36.4 CVE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. When Twr inop, obtain local altimeter setting on UNICOM 122.95; if not received, use Dallas Love altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 126.0.							

MSA CVE VOR



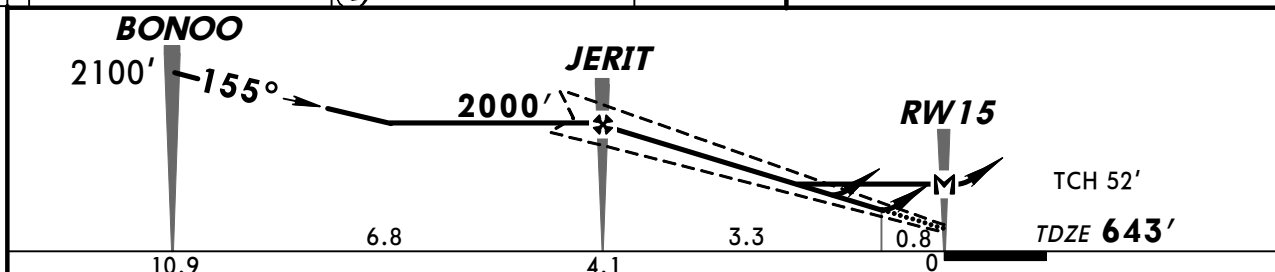
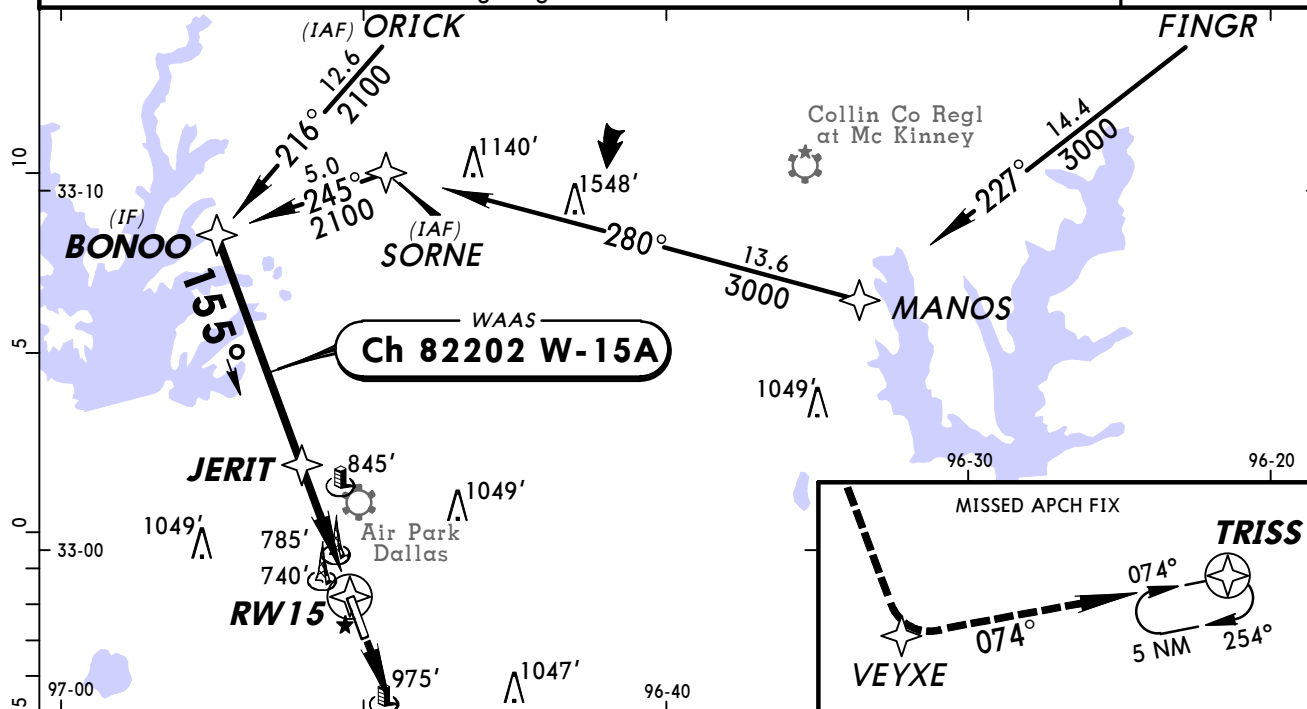
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		1500'	5000'	via RT	065° hdg	CVE 116.2 R-046
GS	3.00°	372	478	531	637	743			↑	↗			
PORTR to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32							

STRAIGHT-IN LANDING RWY33				CIRCLE-TO-LAND			
With Local Altimeter Setting		With Dallas Love Altimeter Setting		With Local Altimeter Setting		With Dallas Love Altimeter Setting	
ILS DA(H) 894' (250')	LOC (GS out) MDA(H) 1240' (596')	ILS DA(H) 933' (289')	LOC (GS out) MDA(H) 1280' (636')	Max Kts	MDA(H)	MDA(H)	
1	1	1	1	90	1240' (596') - 1	1280' (636') - 1	
	1 1/2		1 1/2	120	1240' (596') - 1 1/2	1280' (636') - 1 1/2	
	1 3/4		1 3/4	140	1240' (596') - 1 3/4	1280' (636') - 1 3/4	
				165	1280' (636') - 2	1320' (676') - 2	

CHANGES: Lighting, printing sequence.

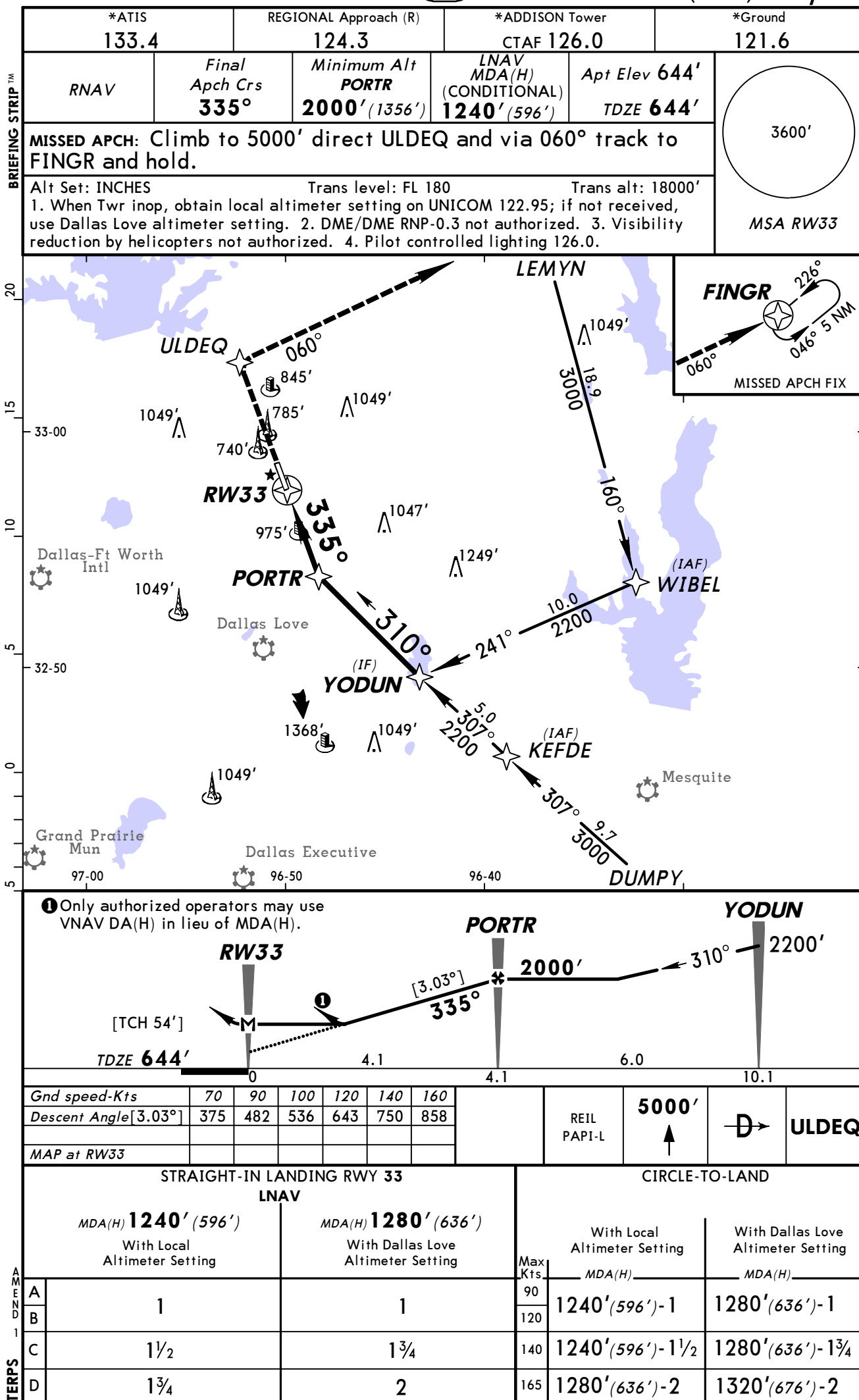
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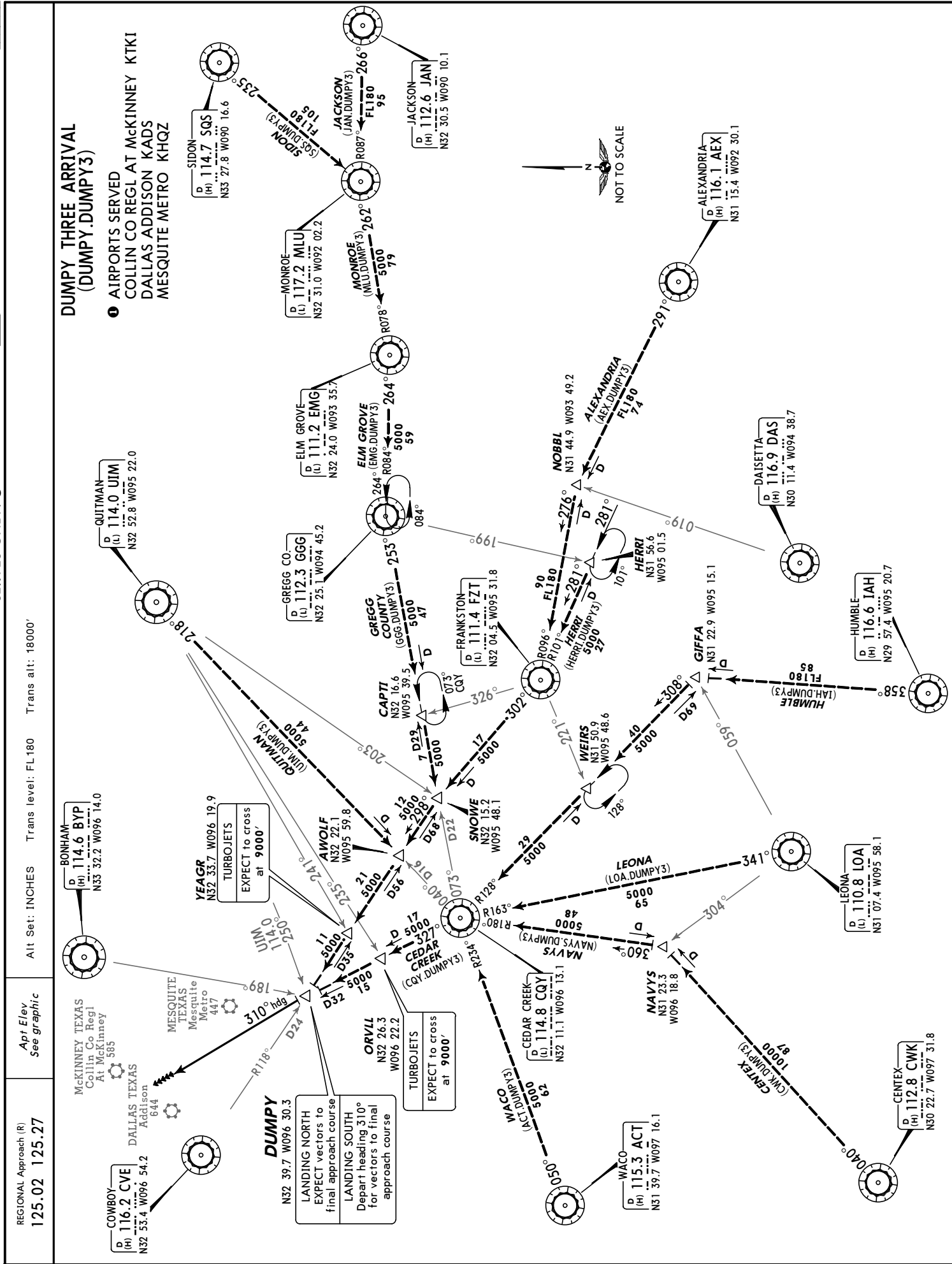
BRIEFING STRIP™	*ATIS 133.4	REGIONAL Approach (R) 124.3		*ADDISON Tower CTAF 126.0	*Ground 121.6
	WAAS Ch 82202 W-15A	Final Apch Crs 155°	Minimum Alt JERIT 2000' (1357')	LPV DA(H) (CONDITIONAL) 943' (300')	Apt Elev 644' TDZE 643'
MISSED APCH: Climb to 3000' direct VEYXE and via 074° track to TRISS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. When Twr inop, obtain local altimeter setting on UNICOM 122.95; if not received, use Dallas Love altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized when using Dallas Love altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (117°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 126.0.					
					3600' MSA RW15



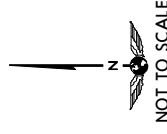
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI 3000'	➔	VEYXE
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW15									

STRAIGHT-IN LANDING RWY 15										CIRCLE-TO-LAND	
With Local Altimeter Setting										With Local Altimeter Setting	
LPV			LNAV/VNAV			LNAV			Max Kts	MDA(H)	
DA(H) 943' (300')			DA(H) 1076' (433')			MDA(H) 1100' (457')					
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out			90	1200' (556')-1	
A	1		1		1½		1		120	1240' (596')-1½	
140											
165											
B											
C											
D											
With Dallas Love Altimeter Setting											
LPV			LNAV/VNAV			LNAV			Max Kts	MDA(H)	
DA(H) 982' (339')			DA(H) 1115' (472')			MDA(H) 1140' (497')					
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out			90	1240' (596')-1	
A	1		1		1½		1		120	1280' (636')-1½	
140											
165											
B											
C											
D											
With Dallas Love Altimeter Setting											
LPV			LNAV/VNAV			LNAV			Max Kts	MDA(H)	
DA(H) 982' (339')			DA(H) 1115' (472')			MDA(H) 1140' (497')					
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out			90	1240' (596')-1	
A	1		1		1½		1		120	1280' (636')-1½	
140											
165											
B											
C											
D											

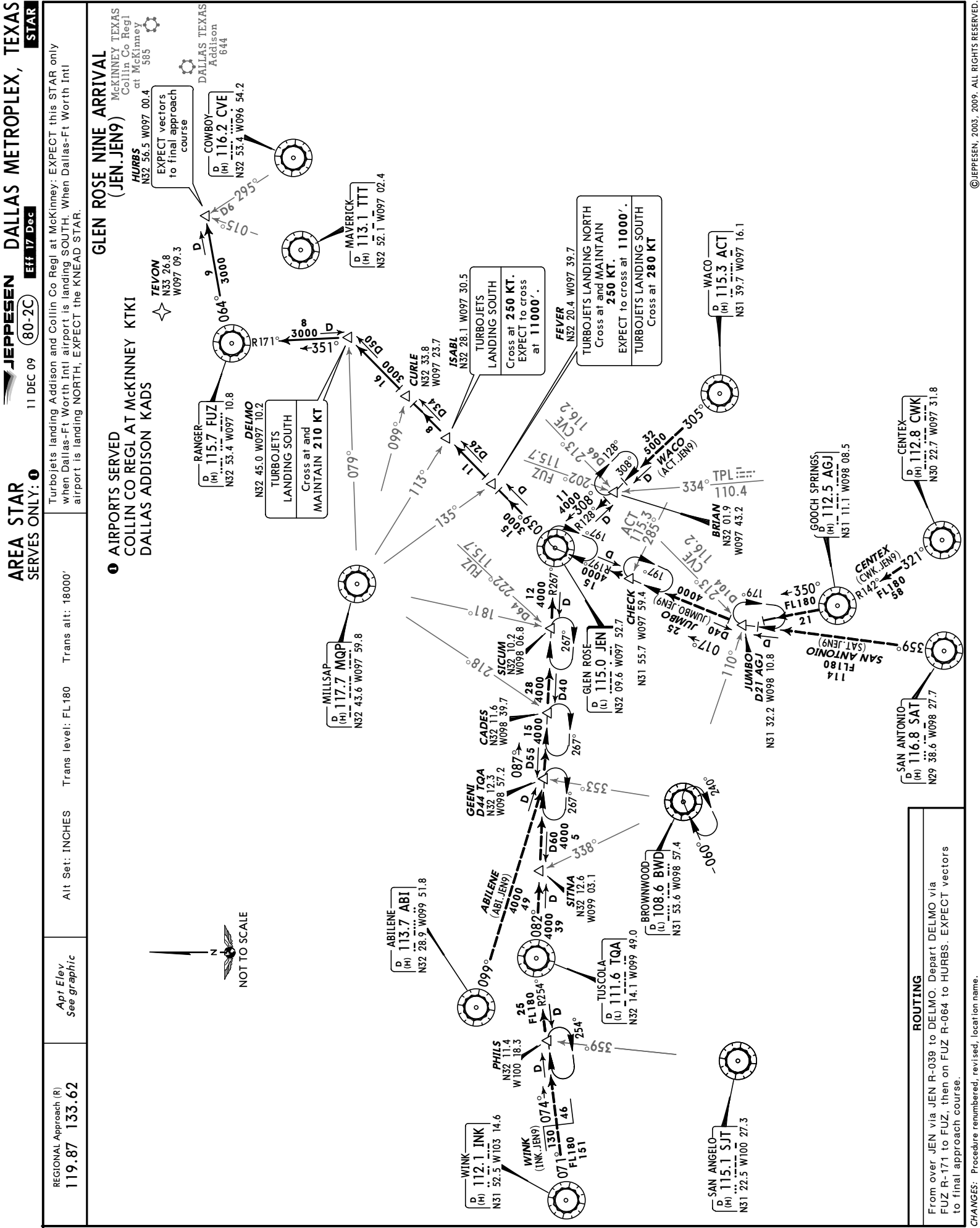




1 AIRPORTS SERVED
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBE
LANCASTER KLNC
MESQUITE METRO KHQZ



CHANGES: Location name. FINGER formation.



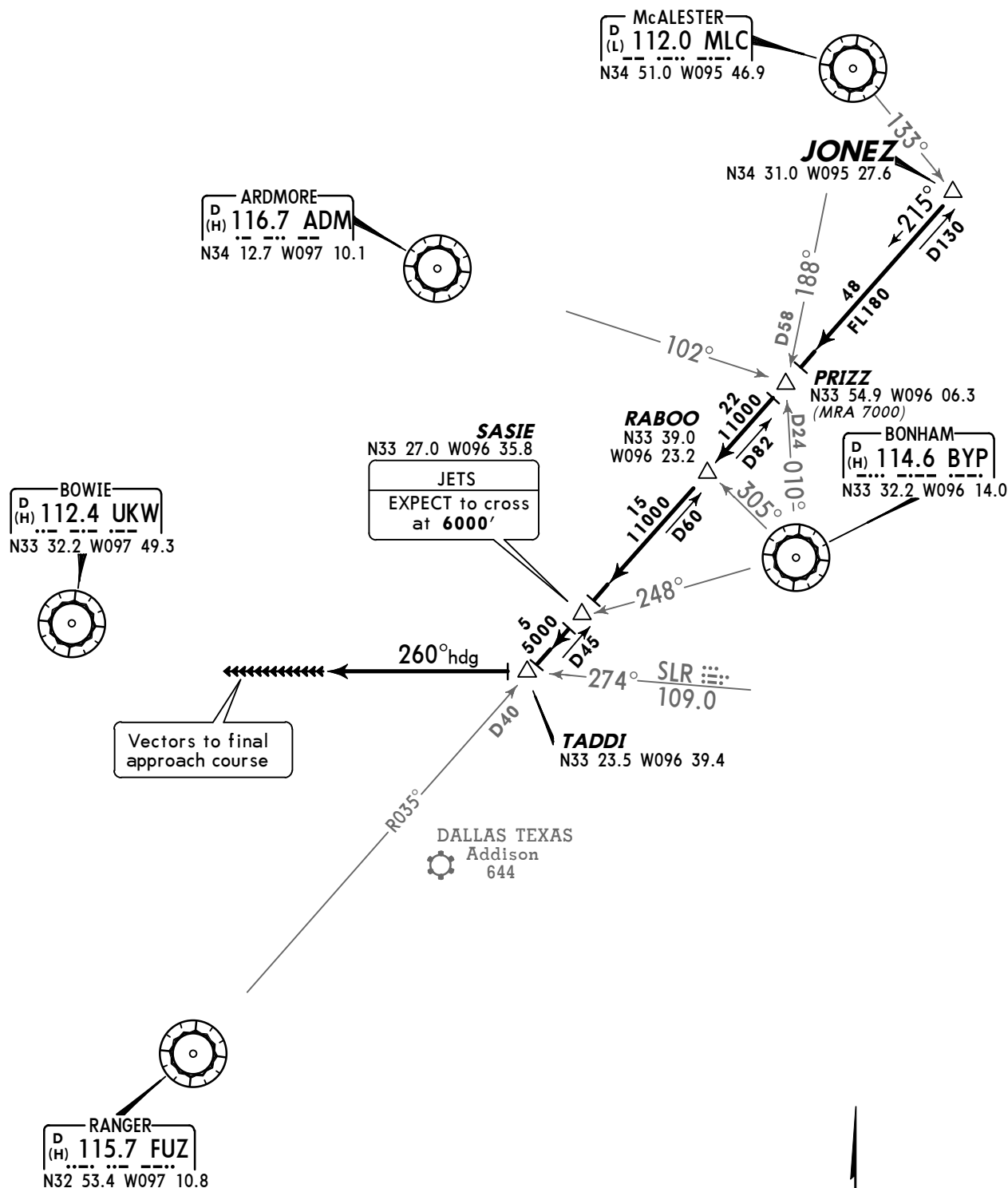
REGIONAL Approach (R)
125.02 133.52

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
Assigned by ATC only.

JONEZ FOUR ARRIVAL (JONEZ.JONEZ4)

① AIRPORT SERVED
DALLAS ADDISON KADS



AREA SID SERVES ONLY: ●

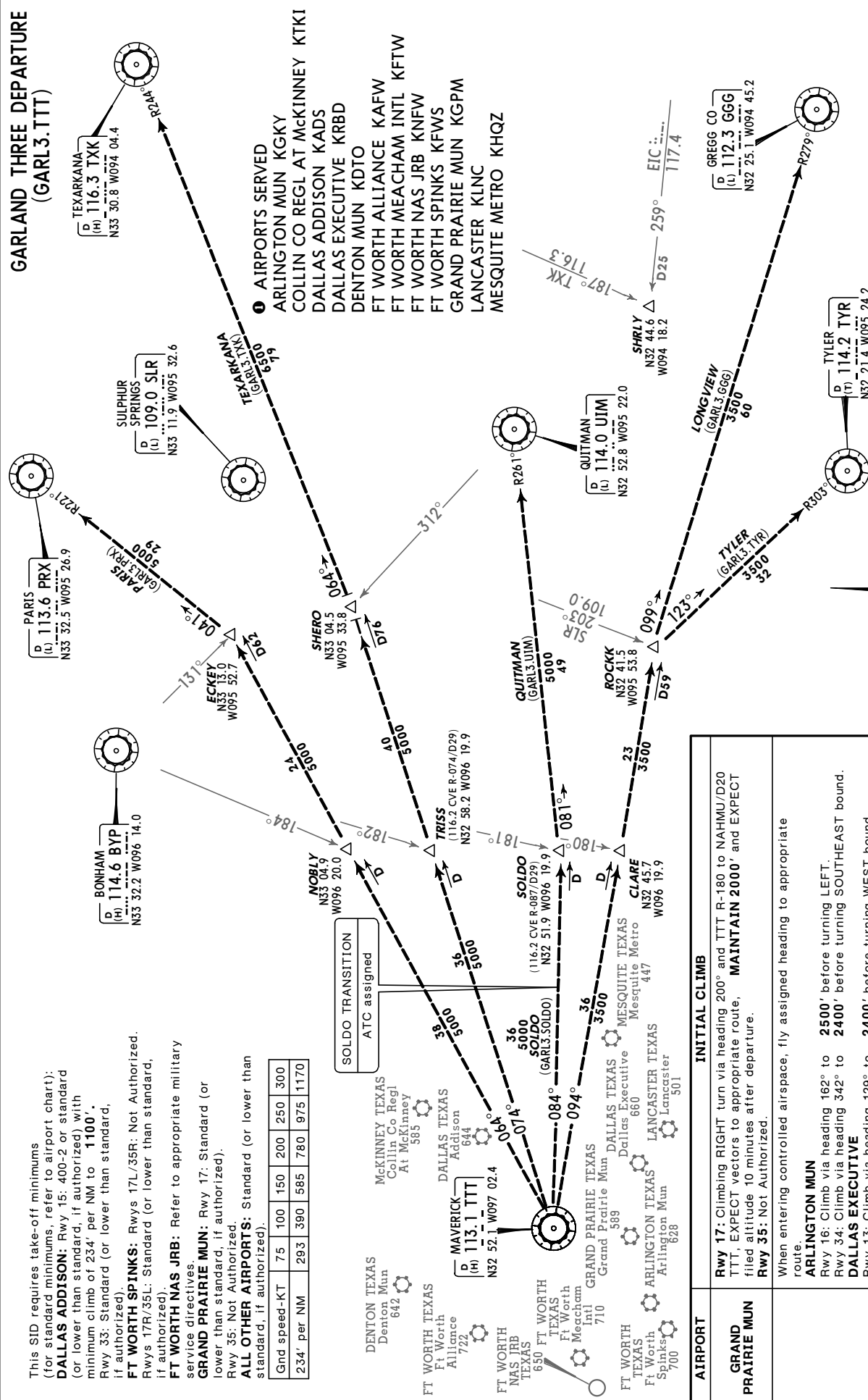
- 1. For jets requesting 17000' and below.
- 2. GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

Apt Elev
See graphic

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not Authorized.
Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not Authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170



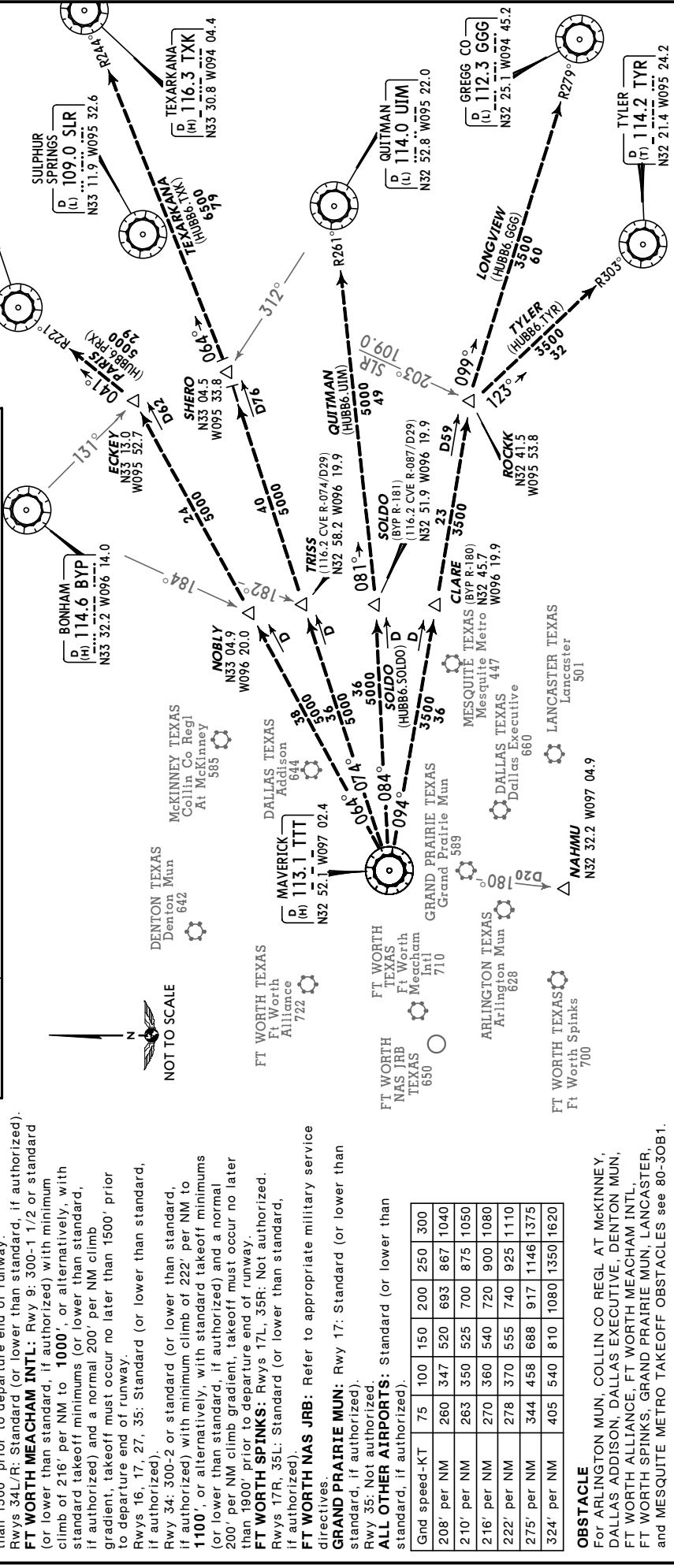
AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT, EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not Authorized.
ALL OTHER AIRPORTS	When entering controlled airspace, fly assigned heading to appropriate route. ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound. FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwys 17L, 35R: Not Authorized. Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT. MESQUITE METRO Rwy 17: Climb via heading 175° to 1000' before turning LEFT.

CHANGES: Location name, departure text, formations, procedure renumbered.

AREA SID SERVES ONLY: 0

Apt Elev See graphic	Trans level: FL180	Trans alt: 18000'	AIRPORT	INITIAL CLIMB
			GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.
				When entering controlled airspace fly assigned heading and altitude to appropriate route.

This SID requires take-off minimums (for standard minimums refer to airport chart): DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to 1100' . Rwy 33: Standard (or lower than standard, if authorized). DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized). Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 1200' . FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwy 34L/R: Standard (or lower than standard, if authorized). FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized). Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. FT WORTH SPINKS: Rwys 17L, 35R: Not authorized. Rwys 17R, 35L: Standard (or lower than standard, if authorized). FT WORTH NAS JRB: Refer to appropriate military service directives. GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized). Rwy 35: Not authorized. ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).	GRAND PRAIRIE MUN ALL OTHER AIRPORTS	INITIAL CLIMB GRAND PRAIRIE MUN Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized. When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb 162° heading to 2500' before turning LEFT. Rwy 34: Climb 342° heading to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb 129° heading to 2600' before turning WEST bound. Rwy 17: Climb 174° heading to 2600' before turning WEST bound. Rwy 31: Climb 309° heading to 1600' before turning SOUTH bound. Rwy 35: Climb 354° heading to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb 163° heading to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb 092° heading to 2000' before proceeding on course. Rwys 16, 17: Climb 164° heading to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb 173° heading to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb via 314° heading to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb 175° heading to 900' before turning LEFT.



AREA SID SERVES ONLY: ①

1. For all aircraft requesting 17000' and below.
2. GRAND PRAIRIE MUN DME required.

APRT Elev See graphic	Trans level: FL180 Trans alt: 18000'	INITIAL CLIMB
GRAND PRAIRIE MUN		Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.
ALL OTHER AIRPORTS		When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb heading 162° to 2500' before turning LEFT. Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb heading 129° to 2600' before turning WEST bound. Rwy 17: Climb heading 174° to 2600' before turning WEST bound. Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound. Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb heading 163° to 1200' before turning RIGHT. Rwy 17: Climb heading 163° to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb heading 092° to 2000' before proceeding on course. Rwy 16, 17: Climb heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb heading 173° to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb heading 314° to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb heading 175° to 900' before turning LEFT.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ARLINGTON MUN: Rwy 16, 34: Standard (or lower than standard, if authorized).
COLLIN CO REGL AT MCKINNEY: Rwy 17, 35: Standard (or lower than standard, if authorized).
DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized).
Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 1200'.
DENTON MUN: Rwy 17, 35: Standard (or lower than standard, if authorized).
FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.
Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.
Rwy 34L/R: Standard (or lower than standard, if authorized).

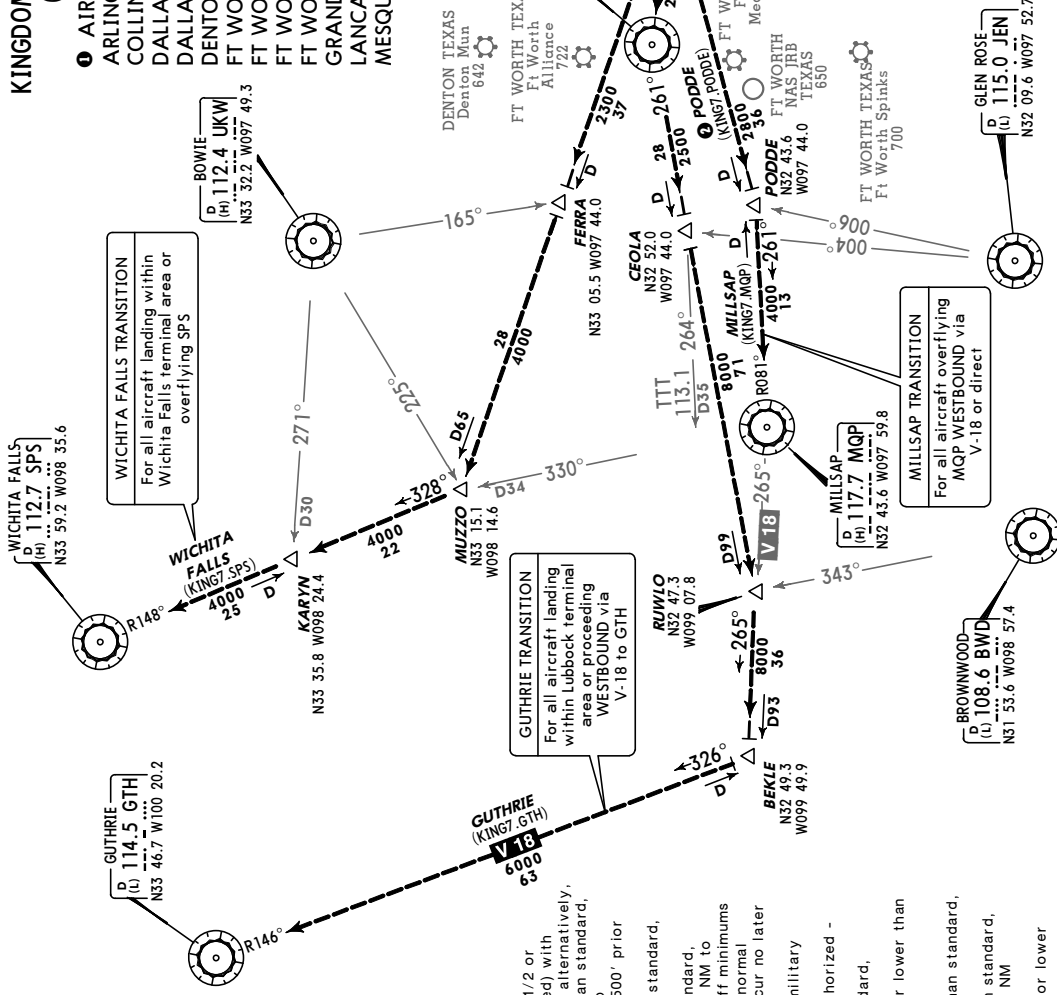
FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.
Rwy 16, 17, 27, 35: Standard (or lower than standard, if authorized).
Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.
FT WORTH NAS JRB: Refer to appropriate military service directives.
FT WORTH SPINKS: Rwy 17L, 35R: Not authorized - environmental.
Rwy 17R, 35L: Standard (or lower than standard, if authorized).
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not authorized - environmental.
LANCASTER: Rwy 13: Standard (or lower than standard, if authorized).
Rwy 21: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 800'.
MESQUITE METRO: Rwy 17, 35: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
216' per NM	270	360	540	720	900	1080
222' per NM	278	370	555	740	925	1110
275' per NM	344	458	688	917	1146	1375
324' per NM	405	540	810	1080	1350	1620

**KINGDOM SEVEN DEPARTURE
(KING7.TTT)**

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KDT0
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
LANCASTER KLCN
MESQUITE METRO KHQZ



OBSTACLE
For ARLINGTON MUN, COLLIN CO REGL AT MCKINNEY, DALLAS ADDISON, DALLAS EXECUTIVE, DENTON MUN, FT WORTH ALLIANCE, FT WORTH MEACHAM INTL, FT WORTH SPINKS, GRAND PRAIRIE MUN, LANCASTER, and MESQUITE METRO TAKEOFF OBSTACLE NOTES see 80-30B1.

PODDE TRANSITION
ATC assigned

AREA SID SERVES ONLY: ①

GRAND PRAIRIE MUN DME required.

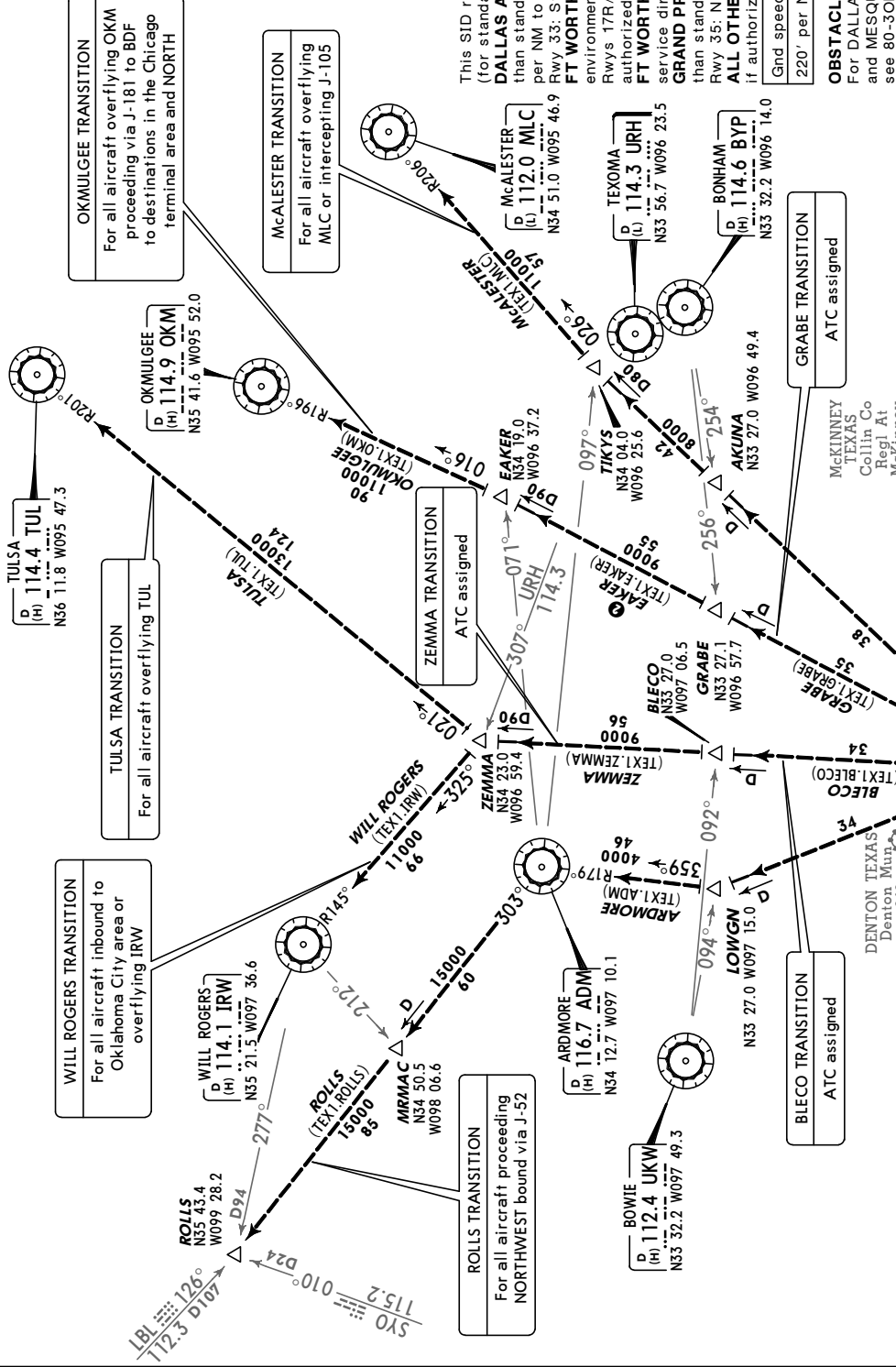
Trans level: FL 180 Trans alt: 18000'

Apt Elev
See graphic

TEXOMA ONE DEPARTURE
(TEX1.FUZ)

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KOTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWS
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC
MESQUITE METRO KHQZ



This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 220' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not authorized - environmental.
Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not authorized - airspace actions.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

OBSTACLE
For DALLAS ADDISON, FT WORTH MEACHAM INTL, and MESQUITE METRO TAKEOFF OBSTACLE NOTES see 80-30B1.

② EAKER TRANSITION
For aircraft inbound to the Tulsa terminal area

INITIAL CLIMB

Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route, **MAINTAIN 2000'** and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace fly assigned heading and altitude to appropriate route.

DALLAS EXECUTIVE
Rwy 13: Climb via 129° heading to 2400' before turning WEST bound.
Rwy 17: Climb via 174° heading to 2400' before turning WEST bound.
Rwy 31: Climb via 309° heading to 1600' before turning SOUTH bound.
Rwy 35: Climb via 354° heading to 1600' before turning SOUTH bound.

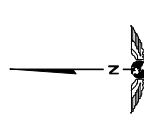
FT WORTH MEACHAM INTL

Rwy 9: Climb via 091° heading to 2000' before proceeding on course.

Rwys 16, 17: Climb via 164° heading to 2000' before proceeding on course.

FT WORTH SPINKS
Rwy 17R: Climb via 173° heading to 1200' before turning RIGHT.

MESQUITE METRO
Rwy 17: Climb via 175° heading to 1000' before turning LEFT.



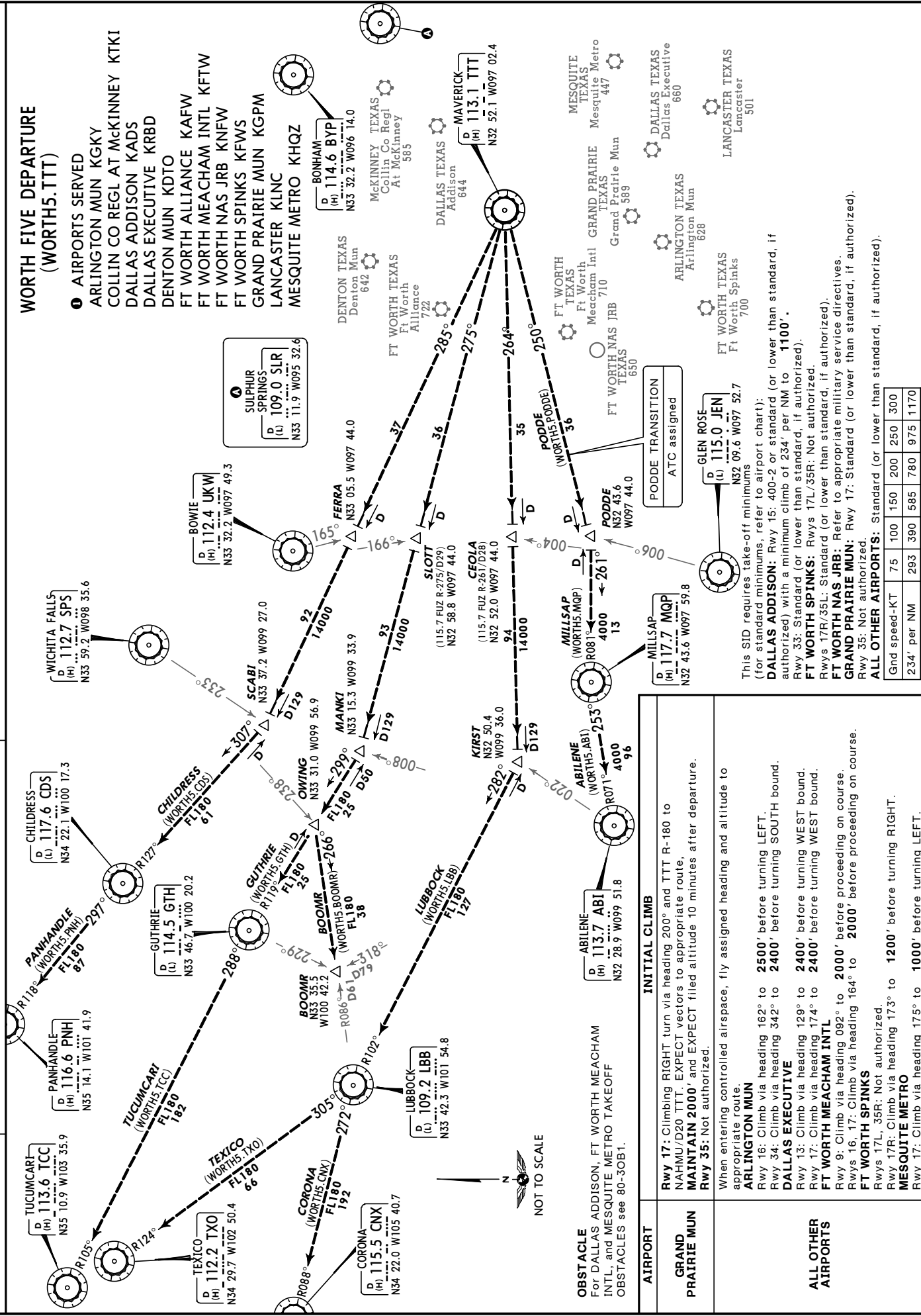
AREA SID SERVES ONLY: 1

GRAND PRAIRIE MUN DME required.

WORTH FIVE DEPARTURE
(WORTH5.TTT)

1 AIRPORTS SERVED

- ARLINGTON MUN KGKY
- COLLIN CO REGL AT MCKINNEY KTKI
- DALLAS ADDISON KADS
- DALLAS EXECUTIVE KRBD
- DENTON MUN KDTO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWs
- GRAND PRAIRIE MUN KGPM
- LANCASTER KLNC
- MESQUITE METRO KHQZ



AIRPORT	INITIAL CLIMB	
	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.	
GRAND PRAIRIE MUN	When entering controlled airspace, fly assigned heading and altitude to appropriate route.	
	ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTH bound.	
ALL OTHER AIRPORTS	DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound.	
	FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course.	
MESQUITE METRO	FT WORTH SPINKS Rwys 17L, 35R: Not authorized.	
	Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT. Rwy 17: Climb via heading 175° to 1000' before turning LEFT.	

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to 1100'.
FT WORTH SPINKS: Rwys 17L/35R: Not authorized.
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized). Rwy 35: Not authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170

TAKEOFF OBSTACLE NOTES**ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL; MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' TO 801' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL; MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

HUBBARD DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**HUBBARD DEPARTURE (CONT):****COLLIN CO REGL AT MC KINNEY:**

- RWY 17:
BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.
- RWY 35:
TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

- RWY 13:
OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.
- RWY 17:
TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.
- RWY 31:
TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.
- RWY 35:
TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

- RWY 17:
MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.
- RWY 35:
TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

- RWY 16L:
LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.
- RWY 16R:
FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.
- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 1)**HUBBARD DEPARTURE (CONT):****FT WORTH MEACHAM INTL:**

◦ RWY 9:

WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.

◦ RWY 17:

BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.

◦ RWY 27:

TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.

◦ RWY 34:

MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.

◦ RWY 35:

TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

◦ RWY 17R:

TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

◦ RWY 17:

ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

◦ RWY 31:

MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

◦ RWY 17:

MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.

◦ RWY 35:

HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 2)**JOE POOL DEPARTURE:****ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL. MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL. MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

◦ RWY 34R:

ANTENNA 218' FROM DER 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

KINGDOM DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/956' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 3)**KINGDOM DEPARTURE (CONT):****ARLINGTON MUN:**

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

COLLIN CO REGL AT MC KINNEY:

◦ RWY 17:

BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.

◦ RWY 35:

TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

◦ RWY 17:

MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.

◦ RWY 35:

TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 4)**KINGDOM DEPARTURE (CONT):**

- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:
WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 1.2 NM FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.
- RWY 17:
BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.
- RWY 27:
TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.
- RWY 34:
MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.
- RWY 35:
TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

- RWY 17R:
TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

- RWY 17:
ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

- RWY 31:
MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

- RWY 17:
MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.
- RWY 35:
HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 5)**WYLIE DEPARTURE:****ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 495' RIGHT OF CENTERLINE UP TO 21' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/607' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES 1093' FROM DER, 415' TO 576' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

◦ TOWER FARM 7.2 NM SOUTHEAST OF AIRPORT UP TO 2549' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL, TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 6)**WYLIE DEPARTURE (CONT):**

- RWY 34R:

ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:

WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BUILDING 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP 229' AGL/877' MSL.

- RWY 16:

TOWER 5.8 NM SOUTHEAST FROM DER, 1113' AGL/1743' MSL, BLDG 3.5 NM SOUTHEAST FROM DER, 590' AGL/1196' MSL.

- RWY 17:

BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.

- RWY 27:

TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.

- RWY 34:

MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL.

- RWY 35:

TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

General Information

Location: FT Worth TX USA
IATA Code: AFW
Lat/Long: N32° 59.3' W097° 19.1'
Elevation: 722 ft

Airport Use: Public
Magnetic Variation: 4.2°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1300 Z
Sunset: 0024 Z,

Runway Information

Runway: 16L
Length x Width: 9600 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 715 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1390 ft

Runway: 16R
Length x Width: 8220 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 714 ft
Lighting: Edge, REIL
Displaced Threshold: 501 ft

Runway: 34L
Length x Width: 8220 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 668 ft
Lighting: Edge, REIL
Displaced Threshold: 601 ft

Runway: 34R
Length x Width: 9600 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 681 ft
Lighting: Edge, ALS, Centerline

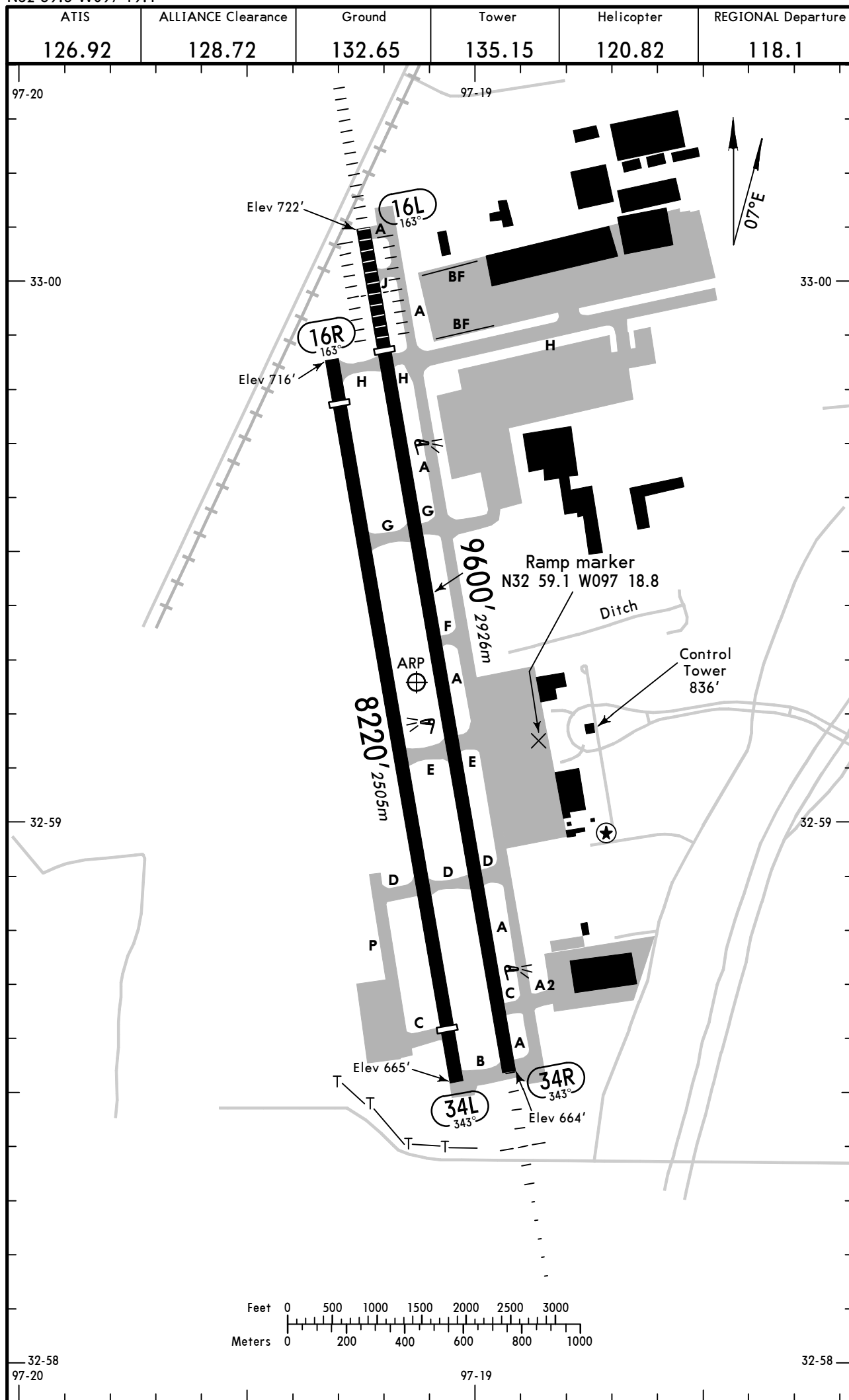
Communication Information

ATIS 126.925
ASOS 126.925
Alliance Tower 135.15
Alliance Ground Control 132.65
Alliance Clearance Delivery 128.725
Regional Approach Control 118.1
Regional Departure Control 118.1
Airinc Operations 129.75
Alliance Helicopter frequency 120.825

KAFW/AFW
Apt Elev **722'**
N32 59.3 W097 19.1

JEPPesen
19 AUG 11 **(70-9)** **Eff 25 Aug**

FT WORTH, TEXAS
FT WORTH ALLIANCE



CHANGES: None.

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GENERAL

For STARs and SIDs see Dallas Metroplex AREA STAR 80-2/AREA SID 80-3 series.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

							USABLE LENGTHS				
RWY							LANDING BEYOND		TAKE-OFF	WIDTH	
							Threshold	Glide Slope			
16L	HIRL	CL	ALSF-II	TDZ	grooved	RVR	8210'	2502m	6976'	2126m	150' 46m
34R	HIRL	CL	MALSR	TDZ	grooved	RVR	① 8516'	2596m	① 7506'	2288m	

① Last 1084' 330m not available for landing.

16R	MIRL	REIL	PAPI-R	grooved	② 7118' 2170m			150'
34L	MIRL	REIL	PAPI-L	grooved	③ 7118' 2170m			46m

② Last 601' 183m not available for landing.

③ Last 501' 153m not available for landing.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 34R**

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

① Rwy 16L

With Min climb of 208'/NM to 1100'					Other
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2 1/4

Rwy 34L**② Rwy 16R**

Adequate Vis Ref	STD		With Min climb of 210' /NM to 1100'			Other
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD		
				3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	1/4	1/2	1	300-2 1/4

① Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

② Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

OBSTACLE DP

Rwy 16R, Climb heading 163° to 1200' before turning RIGHT.

FOR FILING AS ALTERNATE

ILS Rwy 16L ILS Rwy 34R		LOC Rwy 16L LOC Rwy 34R RNAV (GPS) Rwy 34R		Other
A	600-2	800-2	NA	
B				
C				
D	700-2			

RVR 1200 to 600

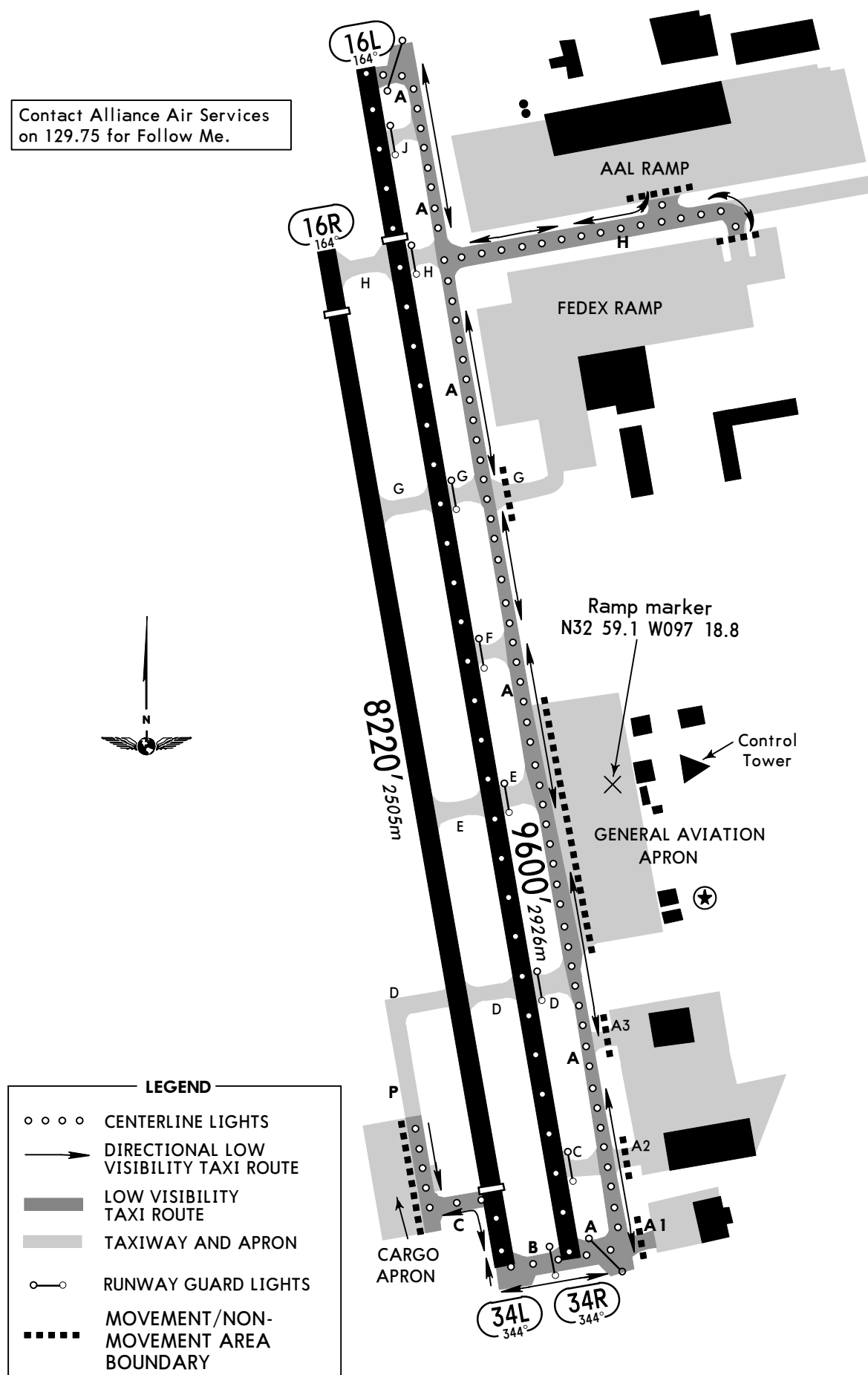
FT WORTH, TEXAS

LOW VISIBILITY TAXI ROUTES

Apt Elev 722'

ATIS	ALLIANCE Clearance	Ground	Tower	Helicopter	REGIONAL Departure
126.92	128.72	132.65	135.15	120.82	118.1

Contact Alliance Air Services
 on 129.75 for Follow Me.



BRIEFING STRIP™

ATIS 126.92		REGIONAL Approach 118.1		ALLIANCE Tower 135.15		Ground 132.65		Helicopter 120.82	
LOC IUPE 110.15		Final Apch Crs 163°		GS WIGZU 2400' (1685')		ILS DA(H) 915' (200')		Apt Elev 722' TDZE 16L 715'	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 3000' via 330° heading and outbound on FUZ VOR R-303 to OBLON INT/D24.0 FUZ and hold.									
Alt Set: INCHES 1. DME or RADAR required. 2. REIL and PAPI-L on Rwy 16R.					Trans level: FL 180 Trans alt: 18000'				

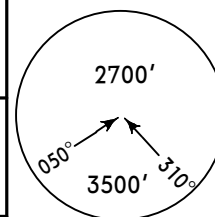
2700'

050°

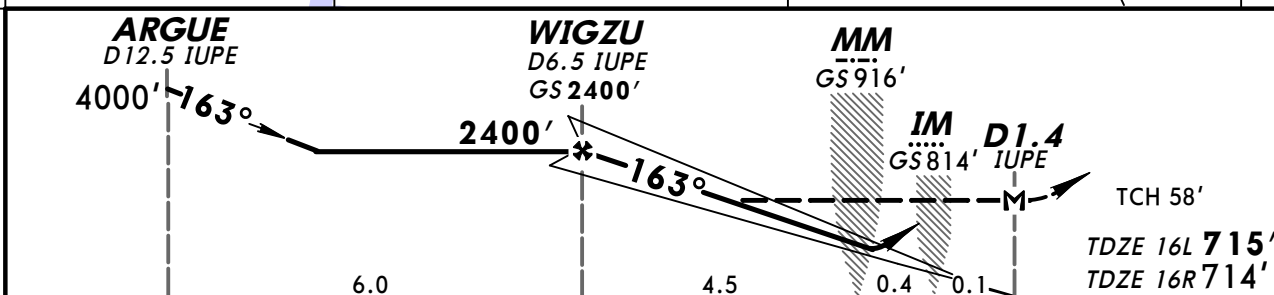
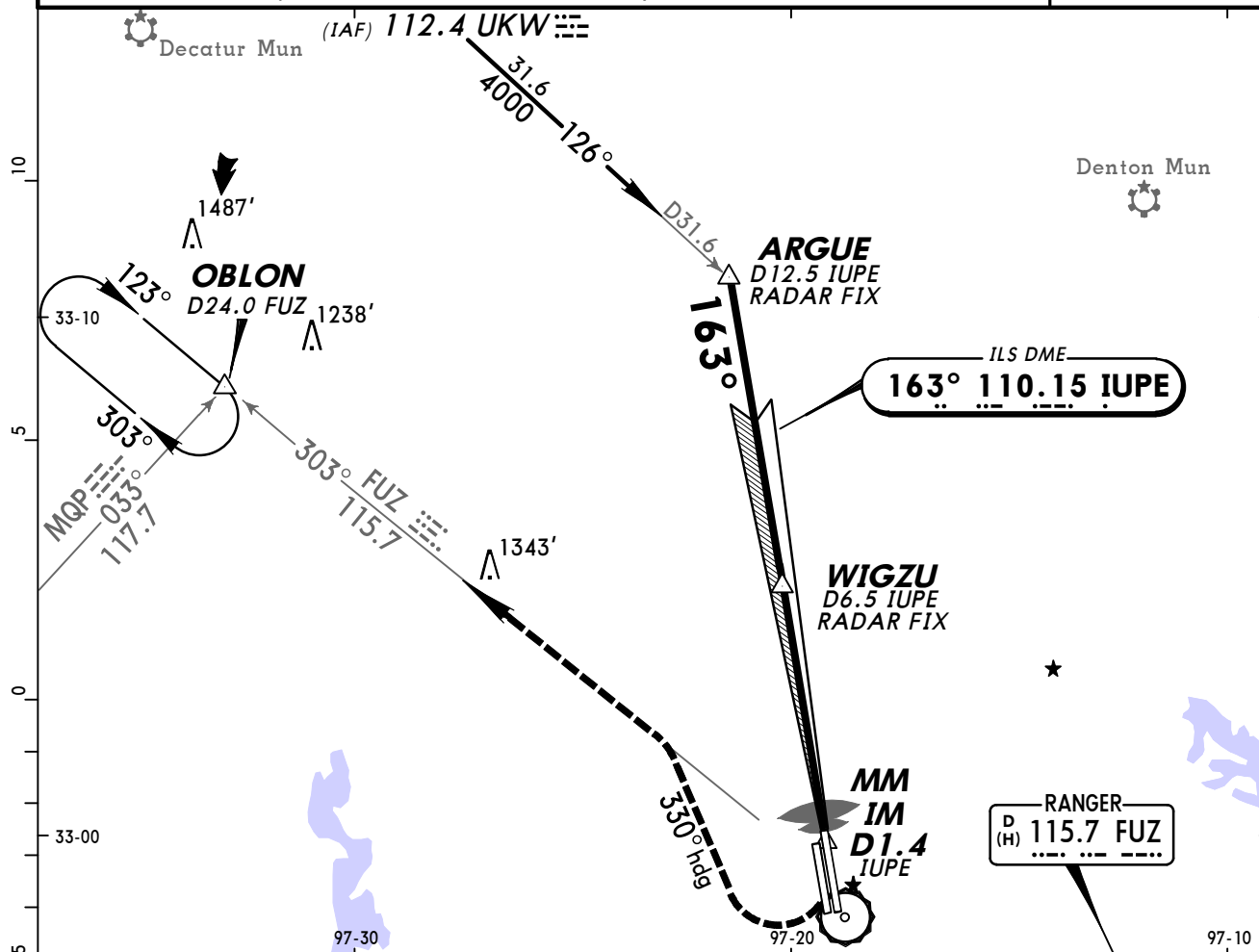
3500'

310°

MSA FUZ VOR



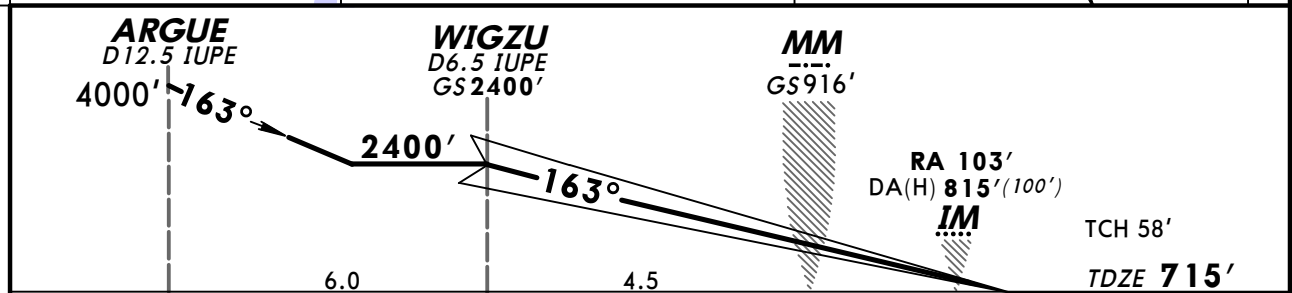
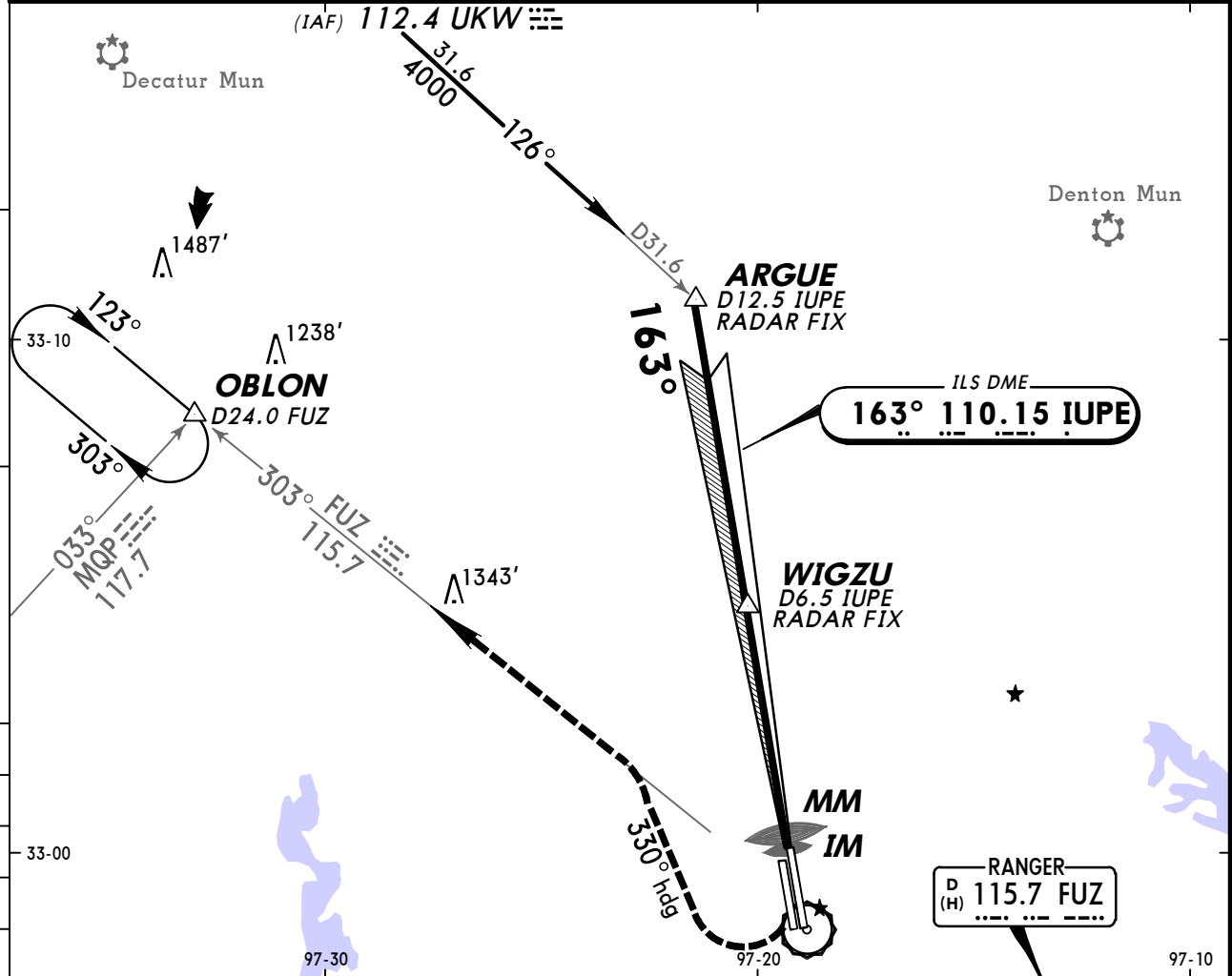
MSA FUZ VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1200'	3000'	330°
GS	3.00°	377	484	538	646	753	861	↑	RT	via hdg
MAP at D1.4 IUPE or WIGZU to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STRAIGHT-IN LANDING RWY16L					SIDESTEP LANDING RWY 16R	CIRCLE-TO-LAND
ILS DA(H) 915' (200')			LOC (GS out) MDA(H) 1120' (405')		MDA(H) 1120' (406')	Not Authorized East of Rwy 16L-34R
FULL	TDZ or CL out	ALS out		ALS out		Max Kts
A						90
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	120
C				RVR 40 or 3/4	RVR 60 or 1/4	140
D						165
						MDA(H)
						1200' (478')-1
						1260' (538')-1
						1320' (598')-1 1/2
						1380' (658')-2

ATIS 126.92		REGIONAL Approach 118.1		ALLIANCE Tower 135.15		Ground 132.65	Helicopter 120.82
LOC IUPE 110.15	Final Apch Crs 163°	GS WIGZU 2400' (1685')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 103' DA(H) 815' (100')	Apt Elev 722' TDZE 715'
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 3000' via 330° heading and outbound on FUZ VOR R-303 to OBLON INT/D24.0 FUZ and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR Required. 2. Special Aircrew & Acft Certification Required.							MSA FUZ VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	3000'	330°
GS	3.00°	377	484	538	646	753	861	↑	RT	via hdg

STRAIGHT-IN LANDING RWY 16L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 815' (100')
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP™

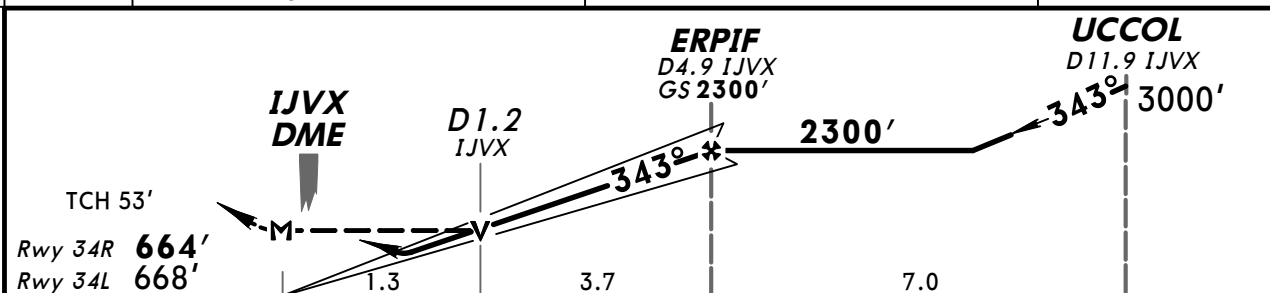
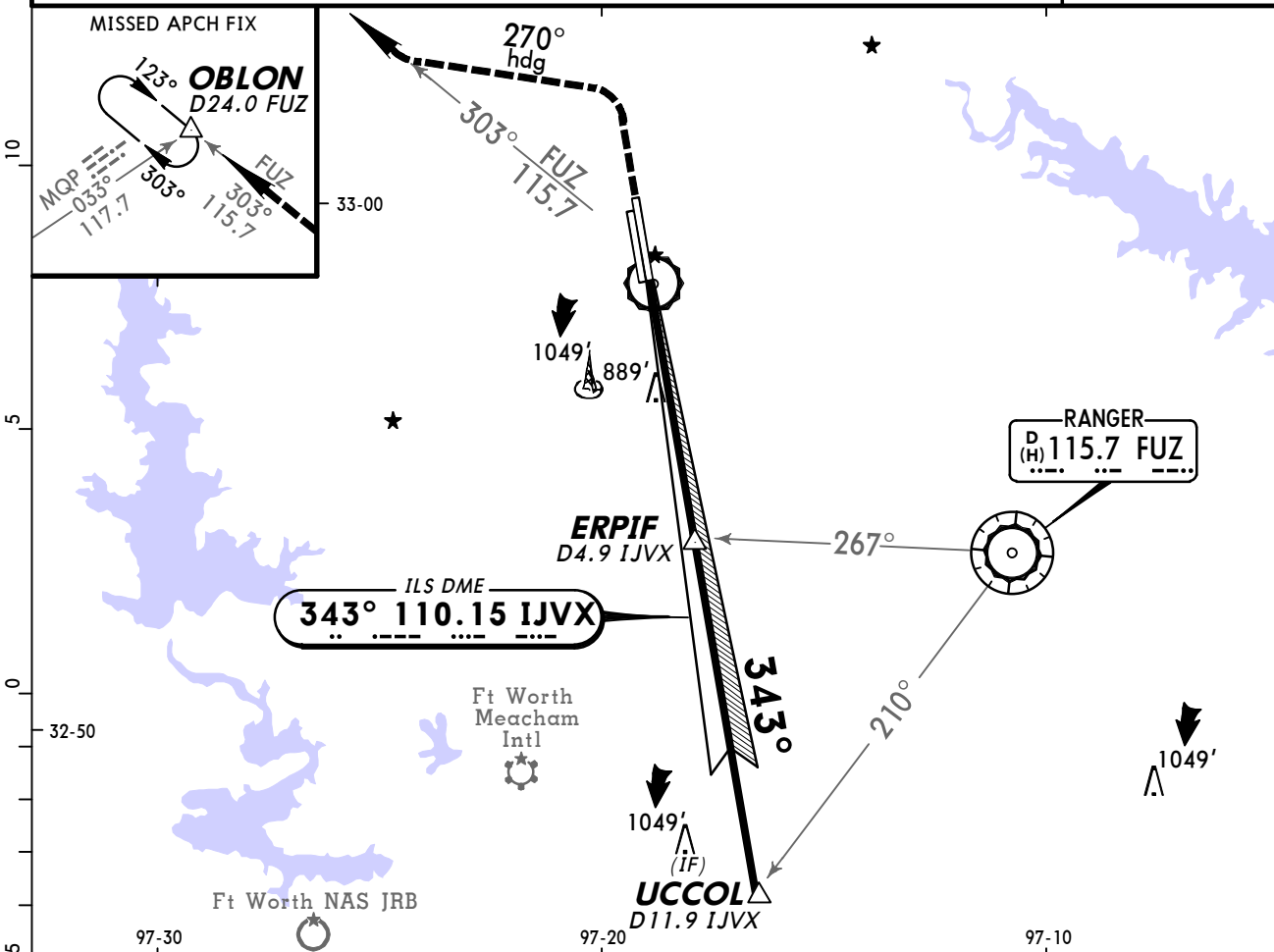
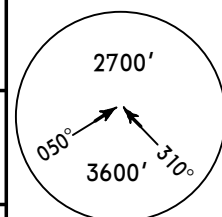
ATIS 126.92		REGIONAL Approach 118.1		ALLIANCE Tower 135.15		Ground 132.65		Helicopter 120.82	
LOC IJVX 110.15		Final Apch Crs 343°		GS ERPIF 2300' (1636')		ILS DA(H) 864' (200')		Apt Elev 722' Rwy 34R 664'	
MISSED APCH: Climb to 1200', then climbing LEFT turn to 3000' on heading 270° and FUZ VOR R-303 to OBLON INT/D24.0 FUZ and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. RADAR required. 2. REIL and PAPI-L on Rwy 34L.									

2700'

050° 310°

3600'

MSA FUZ VOR

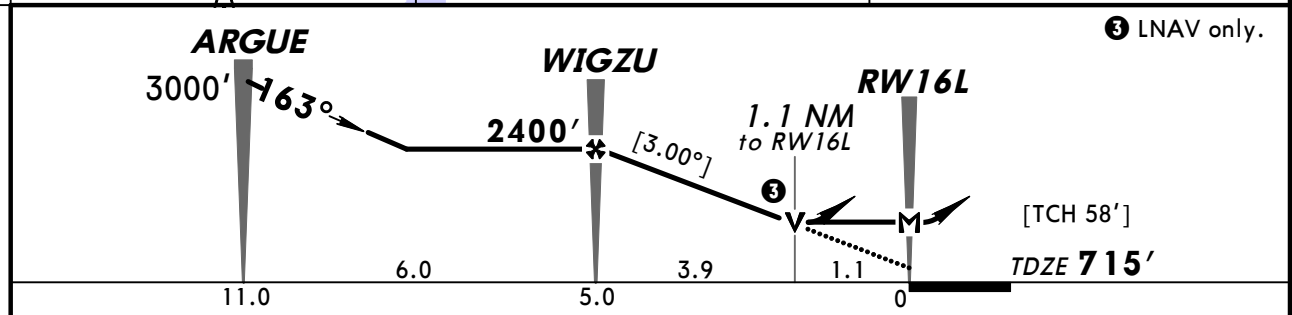
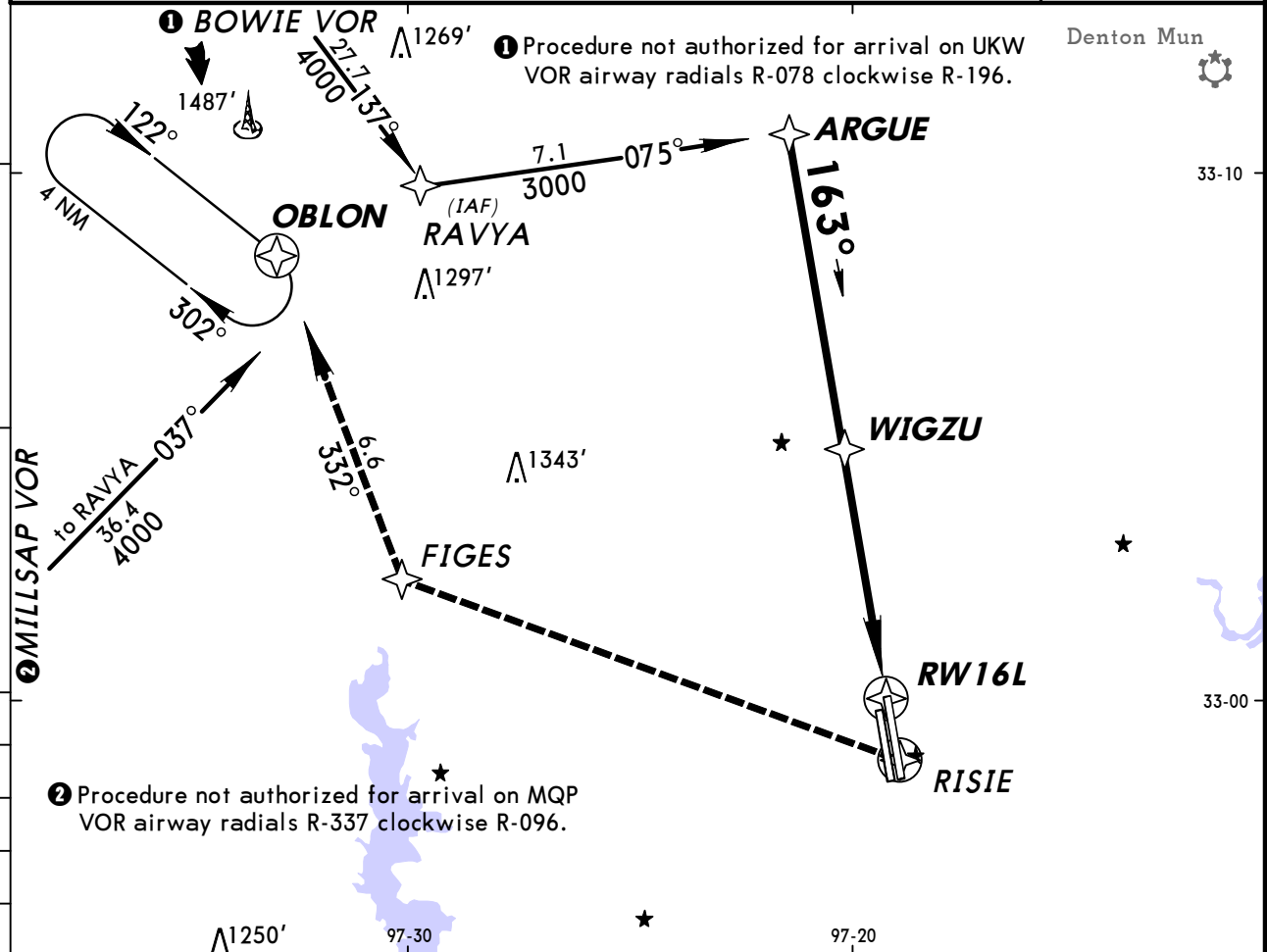


Gnd speed-Kts	70	90	100	120	140	160		MALSR	1200'	3000'	270°
GS	3.00°	372	478	531	637	743	849		↑	LT	via hdg
ERPIF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 34R						SIDESTEP LANDING RWY 34L	CIRCLE-TO-LAND Not Authorized East of Rwy 16L/34R	
ILS DA(H) 864' (200')			LOC (GS out) MDA(H) 1140' (476')			MDA(H) 1140' (472')		
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		Max Kts.	MDA(H)
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1	90	1200'(478')-1
B							120	1260'(538')-1
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	1 1/2	140	1320'(598')-1 1/2
D						2	165	1360'(638')-2

TERPS AMEND 6 25 AUG 2011

ATIS		REGIONAL Approach		ALLIANCE Tower		Ground		Helicopter	
126.92		118.1		135.15		132.65		120.82	
RNAV	Final Apch Crs 163°	Minimum Alt WIGZU 2400' (1685')	LNAV/VNAV DA(H) 1120' (405')		Apt Elev 722' TDZE 715'		4000' MSA RW16L		
MISSED APCH: Climb to 3000' direct RISIE, direct FIGES and via 332° track to OBLON and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 3000' → RISIE
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at RW16L							

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Not Authorized East of Rwy 16L-34R	
DA(H) 1120' (405')		MDA(H) 1120' (405')		MDA(H)	
ALS out		ALS out		Max Kts	
RVR 50 or 1	1¼	RVR 24 or ½		90	1200' (478')-1½
		RVR 50 or 1		120	1260' (538')-1½
		RVR 40 or ¾		140	1320' (598')-1½
		RVR 50 or 1		165	1380' (658')-2

AREA SID SERVES ONLY: ●

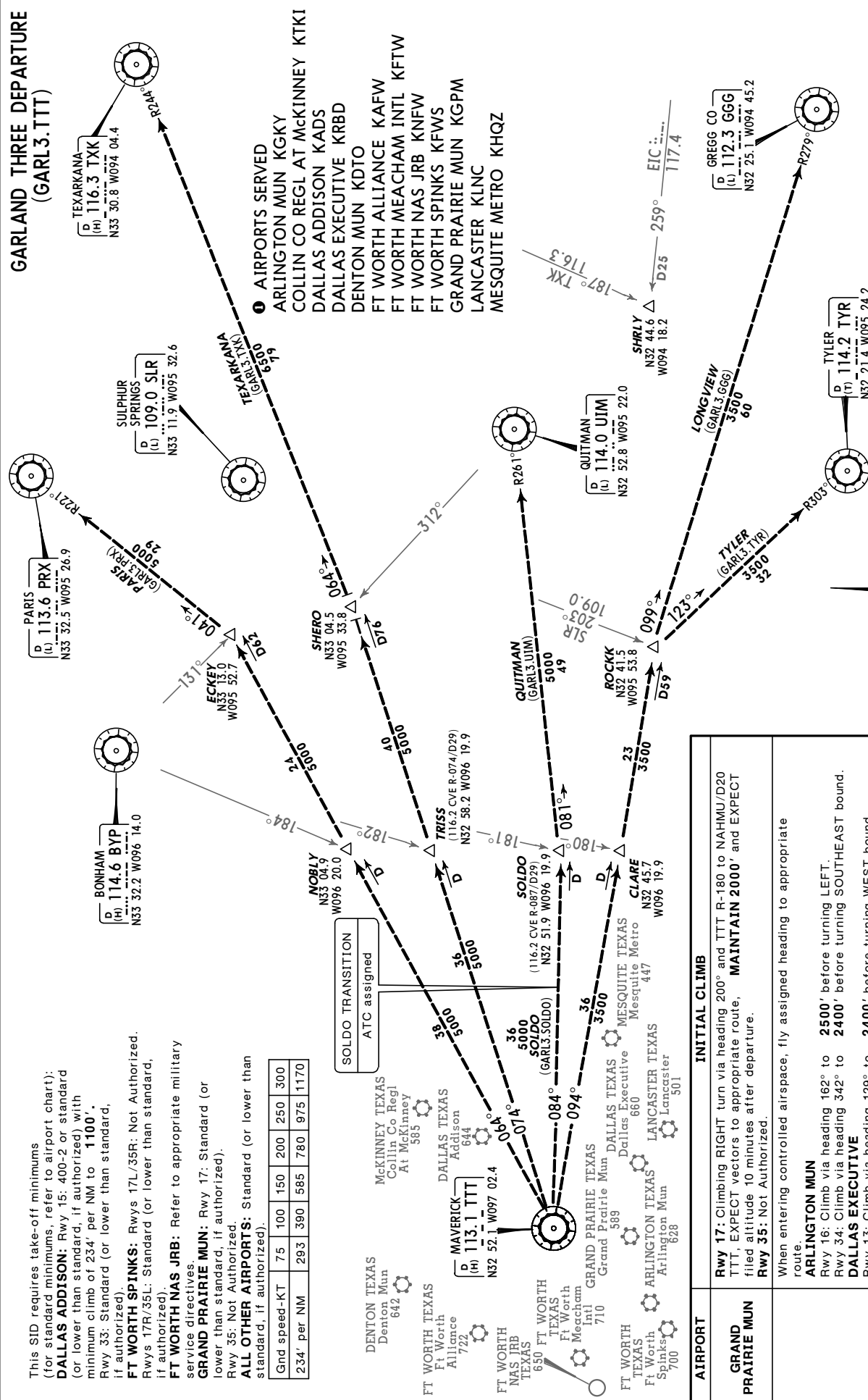
- 1. For jets requesting 17000' and below.
- 2. GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

Apt Elev
See graphic

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not Authorized.
Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not Authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170



AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT, EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not Authorized.
ALL OTHER AIRPORTS	When entering controlled airspace, fly assigned heading to appropriate route. ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound. FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwys 17L, 35R: Not Authorized. Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT. MESQUITE METRO Rwy 17: Climb via heading 175° to 1000' before turning LEFT.

CHANGES: Location name, departure text, formations, procedure renumbered.

GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

INITIAL CLIMB

GRAND PRAIRIE MUN
Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHNU/D20 TTT. EXPECT RADAR vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.

ARLINGTON MUN
Rwy 16: Climb via heading 162° to 2500' before turning LEFT.
Rwy 34: Climb via heading 342° to 1400' before turning SOUTHEAST bound.

DALLAS EXECUTIVE
Rwy 13: Climb via heading 129° to 2400' before turning WEST bound.
Rwy 17: Climb via heading 174° to 2400' before turning WEST bound.
Rwy 31: Climb via heading 309° to 1600' before turning SOUTH bound.
Rwy 35: Climb via heading 354° to 1600' before turning SOUTH bound.

FT WORTH ALLIANCE
Rwy 16R: Climb heading 163° before turning RIGHT.
FT WORTH MEACHAM INTL
Rwy 6: Climb via heading 092° to 1800' before turning SOUTH bound.
Rwys 16, 17: Climb via heading 164° to 1800' before proceeding on course.

FT WORTH SPINKS
Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT.

This SID requires take-off minimums (for standard minimums refer to airport chart):

DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.

FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

Rwys 34L/R: Standard (or lower than standard, if authorized).

FT WORTH SPINKS: Rwys 17L/35R: Not authorized. Rwys 17R/35L: Standard (or lower than standard, if authorized).

FT WORTH NAS JRB: Refer to appropriate military service directives.

GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).

Rwy 35: Not authorized.

ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Grnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
234' per NM	293	390	585	780	975	1170

BILEE TRANSITION	
For aircraft overflying BILEE, then via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly TNV	

WACO TRANSITION
For aircraft inbound to Waco or Gray terminal area airports

HOARY TRANSITION
For E/F suffixed aircraft

ELLVR TRANSITION
For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to Ellington, Scholes Int'l at Galveston, and Brazoria Co

WINDU TRANSITION
For aircraft inbound to Austin or San Antonio terminal airports. Aircraft should file and/or EXPECT the BLEWE or MARCS arrival at WINDU

COLLEGE STATION TRANSITION
For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports

NAVASOTA TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

TORN TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

LEONA TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

COLLEGE STATION TRANSITION
For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports

NAVASOTA TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

TORN TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

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For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

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COLLEGE STATION TRANSITION
For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports

NAVASOTA TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

TORN TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

LEONA TRANSITION
For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports

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AREA SID SERVES ONLY: 1

APR Elev See graphic	Trans level: FL180 Trans alt: 18000'	INITIAL CLIMB	
		AIRPORT	ALL OTHERS

GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.	When entering controlled airspace fly assigned heading and altitude to appropriate route.	ARLINGTON MUN Rwy 16: Climb heading 162° to 2500' before turning LEFT. Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb heading 129° to 2600' before turning WEST bound. Rwy 17: Climb heading 174° to 2600' before turning WEST bound. Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound. Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb heading 163° to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb heading 173° to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb heading 314° to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb heading 175° to 900' before turning LEFT.

ALL OTHERS	This SID requires take-off minimums (for standard minimums, refer to airport chart): ARLINGTON MUN: Rwys 16, 34: Standard (or lower than standard, if authorized). COLLIN CO REGL AT MCKINNEY: Rwys 17, 35: Standard (or lower than standard, if authorized). DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to 1100'. Rwy 33: Standard (or lower than standard, if authorized). DALLAS EXECUTIVE: Rwys 13, 31, 35: Standard (or lower than standard, if authorized). Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 1200'. DENTON MUN: Rwys 17, 35: Standard (or lower than standard, if authorized). FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway. Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway. Rwys 34L/R: Standard (or lower than standard, if authorized).	FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway. Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized). Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway. FT WORTH NAS JRB: Refer to appropriate military service directives. FT WORTH SPINKS: Rwys 17L, 35R: Not authorized - environmental. Rwys 17R, 35L: Standard (or lower than standard, if authorized). GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized). Rwy 35: Not authorized - environmental. LANCASTER: Rwy 13: Standard (or lower than standard, if authorized). Rwy 21: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 800'. MESQUITE METRO: Rwys 17, 35: Standard (or lower than standard, if authorized).

1. For all aircraft requesting 17000' and below. 2. GRAND PRAIRIE MUN DME required.	

KINGDOM SEVEN DEPARTURE (KING7.TTT)	
1 AIRPORTS SERVED ARLINGTON MUN KGKY COLLIN CO REGL AT MCKINNEY KTKI DALLAS ADDISON KADS DALLAS EXECUTIVE KRBD DENTON MUN KDT0 FT WORTH ALLIANCE KAFW FT WORTH MEACHAM INTL KFTW FT WORTH NAS JRB KNFW FT WORTH SPINKS KFWs GRAND PRAIRIE MUN KGPM LANCASTER KINC MESQUITE METRO KHQZ	

OBSTACLE For ARLINGTON MUN, COLLIN CO REGL AT MCKINNEY, DALLAS ADDISON, DALLAS EXECUTIVE, DENTON MUN, FT WORTH ALLIANCE, FT WORTH MEACHAM INTL, FT WORTH SPINKS, GRAND PRAIRIE MUN, LANCASTER, and MESQUITE METRO TAKEOFF OBSTACLE NOTES see 80-30B1.	

PODDE TRANSITION ATC assigned	

AREA SID SERVES ONLY: ①

GRAND PRAIRIE MUN DME required.

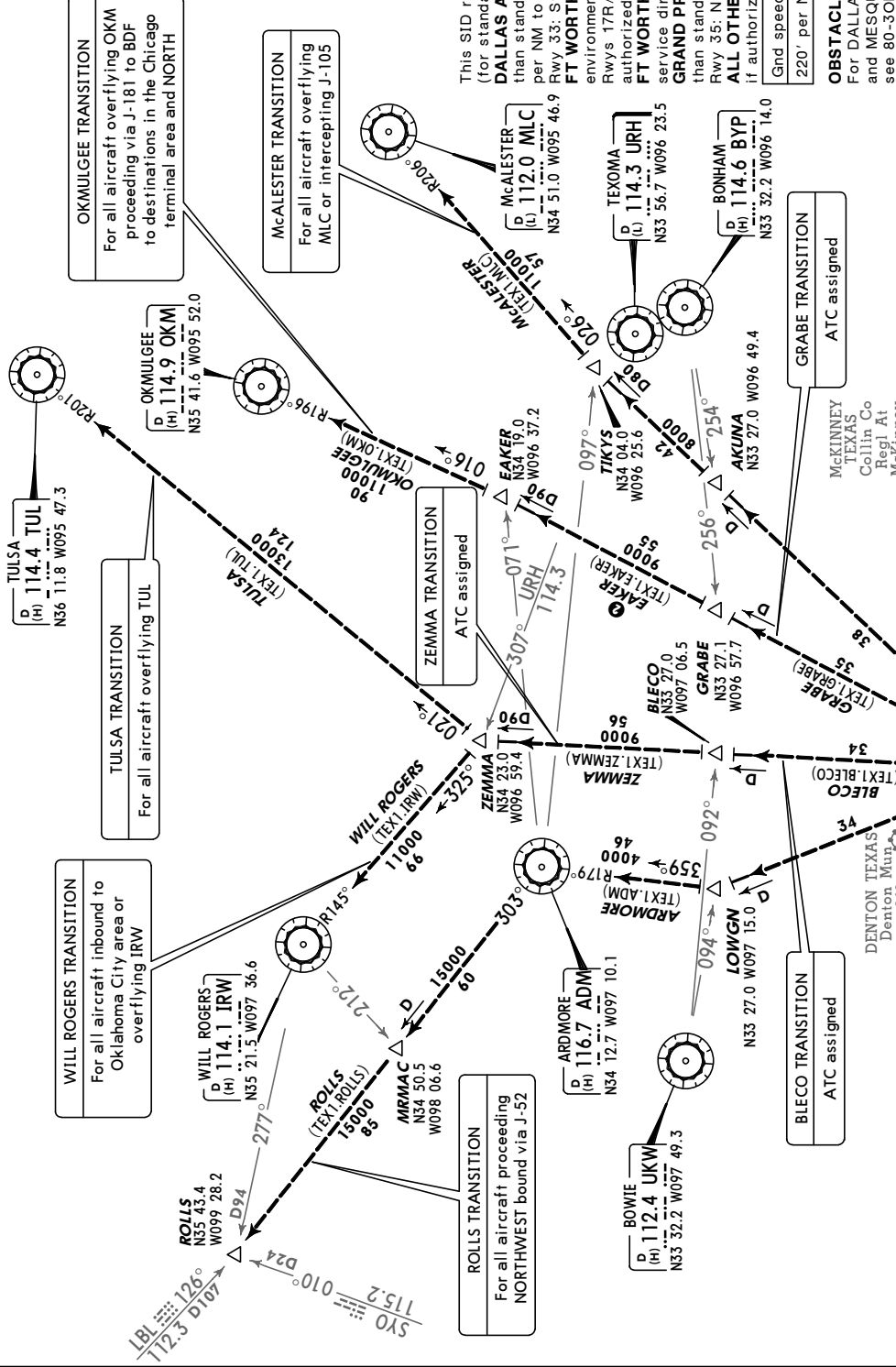
Trans level: FL 180 Trans alt: 18000'

Apt Elev
See graphic

TEXOMA ONE DEPARTURE
(TEX1.FUZ)

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KOTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWS
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC
MESQUITE METRO KHQZ



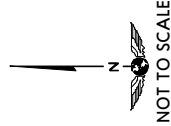
This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 220' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not authorized - environmental.
Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not authorized - airspace actions.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

OBSTACLE
For DALLAS ADDISON, FT WORTH MEACHAM INTL, and MESQUITE METRO TAKEOFF OBSTACLE NOTES see 80-30B1.

②
EAKER TRANSITION
For aircraft inbound to the Tulsa terminal area

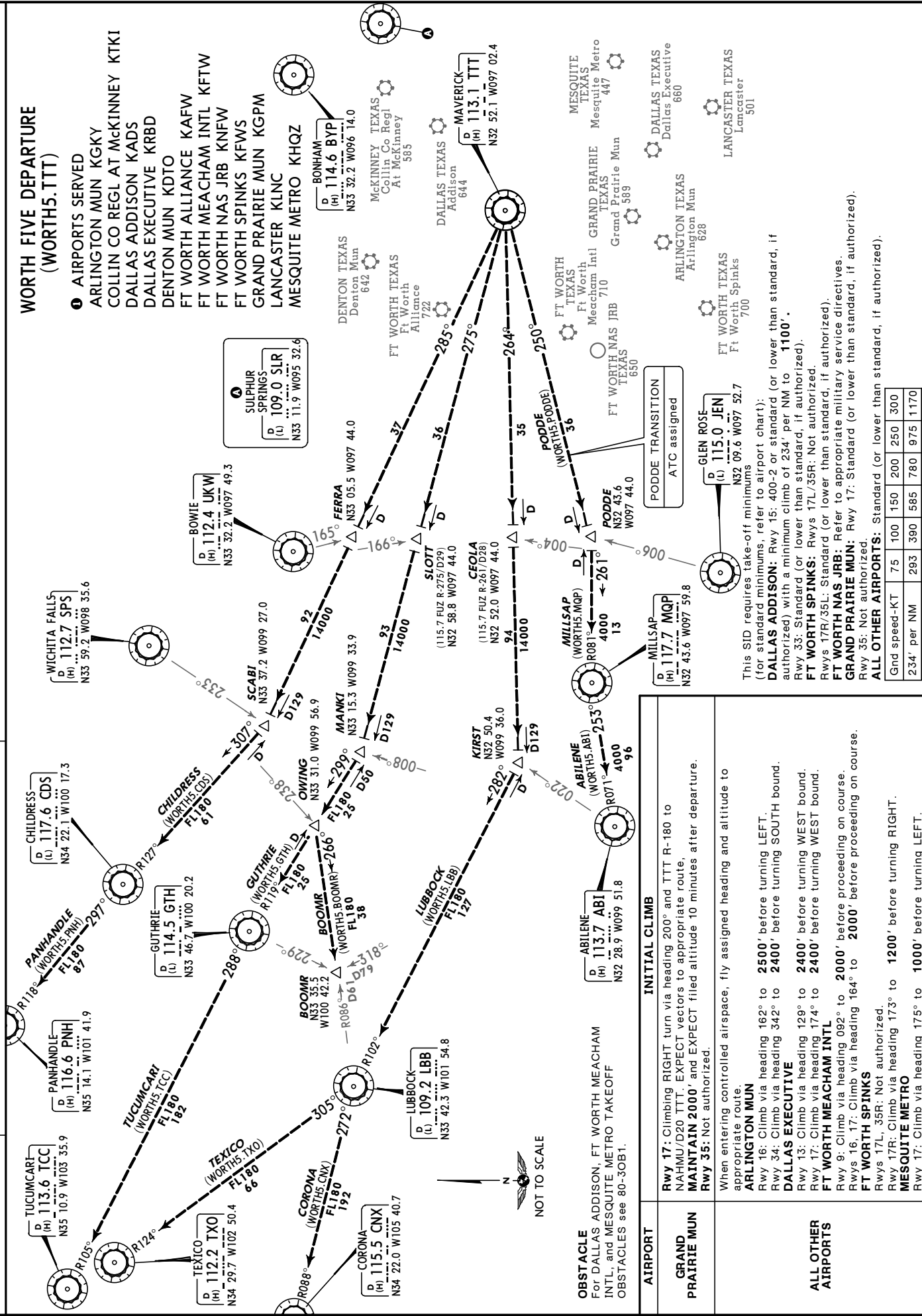
INITIAL CLIMB

AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route, and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.
ALL OTHER AIRPORTS	When entering controlled airspace fly assigned heading and altitude to appropriate route. DALLAS EXECUTIVE Rwy 13: Climb via 129° heading to 2400' before turning WEST bound. Rwy 17: Climb via 174° heading to 2400' before turning WEST bound. Rwy 31: Climb via 309° heading to 1600' before turning SOUTH bound. Rwy 35: Climb via 354° heading to 1600' before turning SOUTH bound. FT WORTH MEACHAM INTL Rwy 9: Climb via 091° heading to 2000' before proceeding on course. Rwys 16, 17: Climb via 164° heading to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb via 173° heading to 1200' before turning RIGHT. MESQUITE METRO Rwy 17: Climb via 175° heading to 1000' before turning LEFT.



AREA SID SERVES ONLY: 1

GRAND PRAIRIE MUN DME required.



For props requesting FL240 and above.

ARLINGTON MUN
 Rwy 16: Climb heading 162° to 2500', before turning LEFT.
 Rwy 34: Climb heading 342° to 1400', before turning SOUTH.

DALLAS EXECUTIVE
 Rwy 13: Climb heading 129° to 2600', before turning WEST.
 Rwy 17: Climb heading 174° to 2600', before turning WEST.
 Rwy 31: Climb heading 309° to 1600', before turning SOUTH.
 Rwy 35: Climb heading 354° to 1600', before turning SOUTH.

FT WORTH ALLIANCE
 Rwy 16R: Climb heading 163° to 1200', before turning RIGHT.

FT WORTH MEACHAM INTL
 Rwy 9: Climb heading 092° to 2000', before proceeding on course.
 Rwy 16: 17: Climb heading 164° to 2000', before proceeding on course.

Rwy 16: Climb heading 162° to **2500'** before turning **LEFT**.
 Rwy 34: Climb heading 342° to **1400'** before turning **SOUTHEAST** bound.

DALLAS EXECUTIVE

Rwy 13: Climb heading 129° to **2600'** before turning **WEST** bound.
 Rwy 17: Climb heading 174° to **2600'** before turning **WEST** bound.
 Rwy 31: Climb heading 309° to **1600'** before turning **SOUTH** bound.
 Rwy 35: Climb heading 354° to **1600'** before turning **SOUTH** bound.

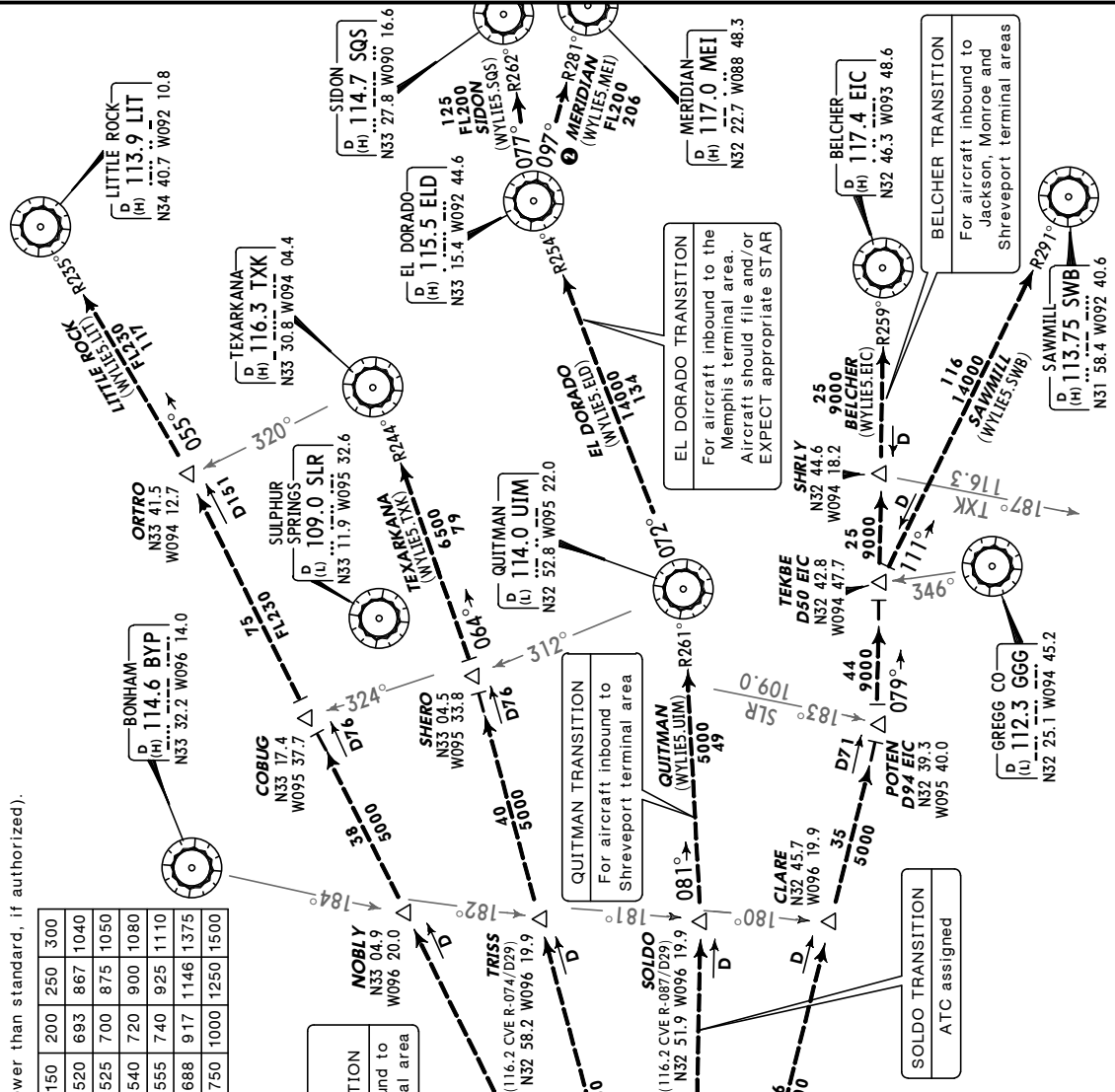
FT WORTH ALLIANCE

Rwy 16R: Climb heading 163° to **1200'** before turning **RIGHT**.

FT WORTH MEACHAM INTL

Rwy 9: Climb heading 092° to **2000'** before proceeding on course.
 Rwy 16: 17: Climb heading 164° to **2000'** before proceeding on course.

1 AIRPORTS SERVED
ARLINGTON MUN KGKY
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRB
FT WORTH ALLIANCE KAF
FT WORTH MEACHAM INT



TAKEOFF OBSTACLE NOTES**ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL; MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' TO 801' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL; MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

HUBBARD DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**HUBBARD DEPARTURE (CONT):****COLLIN CO REGL AT MC KINNEY:**

- RWY 17:
BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.
- RWY 35:
TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

- RWY 13:
OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.
- RWY 17:
TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.
- RWY 31:
TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.
- RWY 35:
TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

- RWY 17:
MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.
- RWY 35:
TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

- RWY 16L:
LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.
- RWY 16R:
FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.
- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 1)**HUBBARD DEPARTURE (CONT):****FT WORTH MEACHAM INTL:**

- RWY 9:
WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.
- RWY 17:
BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.
- RWY 27:
TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.
- RWY 34:
MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.
- RWY 35:
TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

- RWY 17R:
TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

- RWY 17:
ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

- RWY 31:
MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

- RWY 17:
MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.
- RWY 35:
HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 2)**JOE POOL DEPARTURE:****ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL. MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL. MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

◦ RWY 34R:

ANTENNA 218' FROM DER 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

KINGDOM DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/956' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 3)**KINGDOM DEPARTURE (CONT):****ARLINGTON MUN:**

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

COLLIN CO REGL AT MC KINNEY:

◦ RWY 17:

BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.

◦ RWY 35:

TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

◦ RWY 17:

MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.

◦ RWY 35:

TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 4)**KINGDOM DEPARTURE (CONT):**

- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:
WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 1.2 NM FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.
- RWY 17:
BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.
- RWY 27:
TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.
- RWY 34:
MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.
- RWY 35:
TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

- RWY 17R:
TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

- RWY 17:
ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

- RWY 31:
MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

- RWY 17:
MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.
- RWY 35:
HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 5)**WYLIE DEPARTURE:****ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 495' RIGHT OF CENTERLINE UP TO 21' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/607' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES 1093' FROM DER, 415' TO 576' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

◦ TOWER FARM 7.2 NM SOUTHEAST OF AIRPORT UP TO 2549' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL, TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 6)**WYLIE DEPARTURE (CONT):**

- RWY 34R:

ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:

WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BUILDING 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP 229' AGL/877' MSL.

- RWY 16:

TOWER 5.8 NM SOUTHEAST FROM DER, 1113' AGL/1743' MSL, BLDG 3.5 NM SOUTHEAST FROM DER, 590' AGL/1196' MSL.

- RWY 17:

BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.

- RWY 27:

TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.

- RWY 34:

MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL.

- RWY 35:

TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

General Information

Location: Amarillo TX USA

IATA Code: AMA

Lat/Long: N35° 13.2' W101° 42.4'

Elevation: 3607 ft

Airport Use: Public

Magnetic Variation: 6.8°E

Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A-1, Jet B

Oxygen Types: Low Pressure, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: ADCUS

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1319 Z

Sunset: 0040 Z,

Runway Information

Runway: 04

Length x Width: 13502 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 3607 ft

Lighting: Edge, ALS

Runway: 13

Length x Width: 7901 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 3603 ft

Lighting: Edge, REIL

Runway: 22

Length x Width: 13502 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 3606 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 31

Length x Width: 7901 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 3601 ft

Lighting: Edge, REIL

Communication Information

ATIS 118.85
Amarillo Tower 118.3 CTAF
Amarillo Ground Control 121.9
Amarillo Clearance Delivery 121.65
Amarillo Approach Control 121.15 Secondary
Amarillo Approach Control 119.5
Amarillo App ARSA 119.5
Amarillo Departure Control 121.15 Secondary
Amarillo Departure Control 119.5
Rick Husband Amarillo Int Unicom 122.95
FT Worth Flight Service Station 122.65 At or above 18000 ft RCO
Albuquerque Center 127.85 Remote Communications Air-Ground

KAMA/AMA

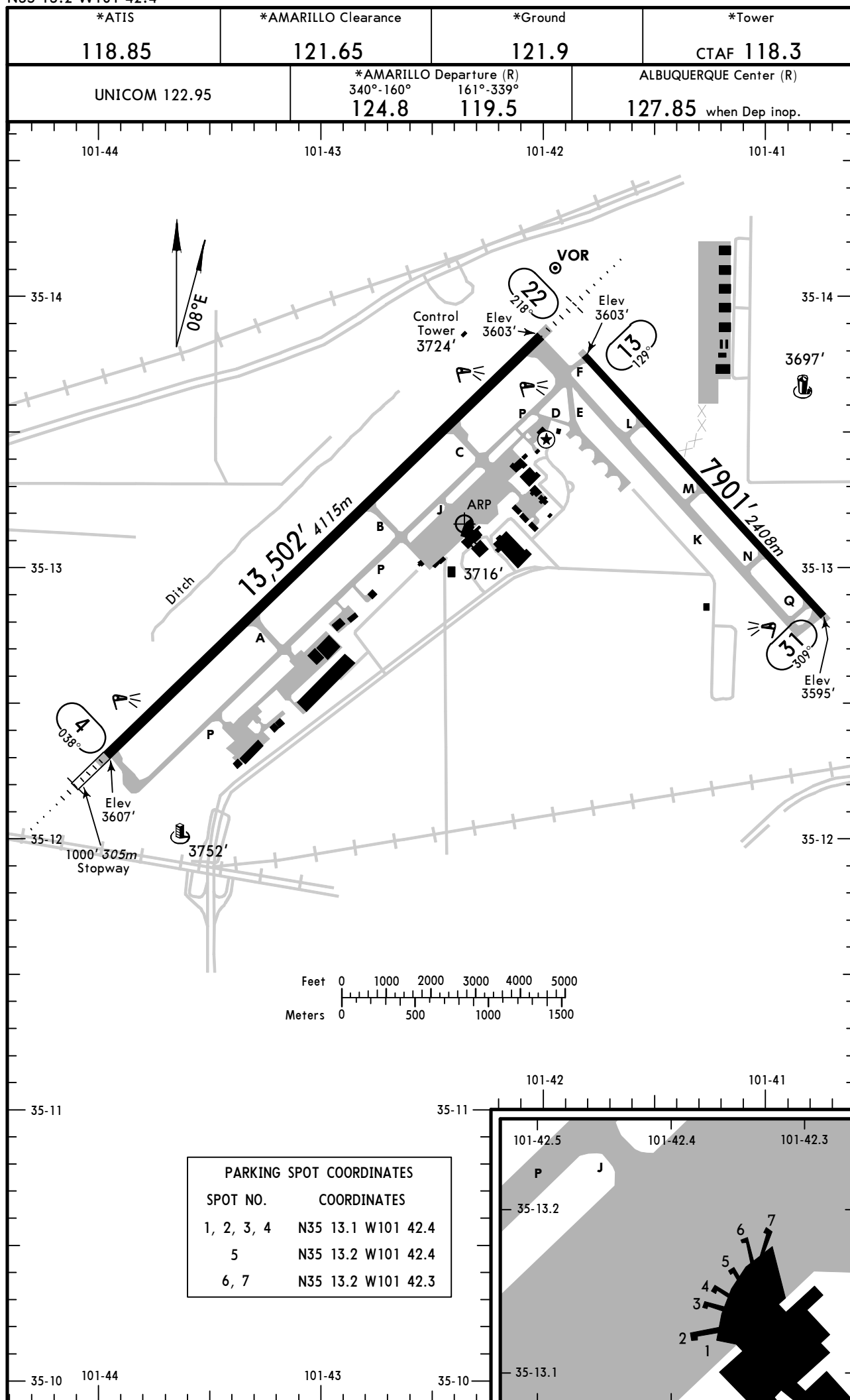
Apt Elev **3607'**
N35 13.2 W101 42.4

JEPPesen

28 OCT 11 **(10-9)**

AMARILLO, TEXAS

HUSBAND AMARILLO INTL



CHANGES: Terminal and gates revised.

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GENERAL

Tiltrotor activity in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
4	① HIRL ② MALSR PAPI-L (angle 3.0°) ③ grooved RVR		12,451' 3795m		200'
22	① HIRL ② MALSR PAPI-L (angle 3.0°) ③ grooved		12,332' 3759m		61m

① Non standard HIRL due to spacing from Rwy edge, non standard distance from centerline - pavement outside Rwy edge stripes may not be full strength and depth perception problems may exist during periods of darkness. Lighting preset to MIRL when Twr inop.

② Activate on 118.3 when Twr inop.

③ Center 130' 40m grooved full length.

13	④ HIRL ⑤ REIL PAPI-L (angle 3.0°) porous friction				150'
31	④ HIRL REIL PAPI-L (angle 3.0°) course overlay				46m

④ Lighting preset to MIRL when Twr inop.

⑤ Activate on 118.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

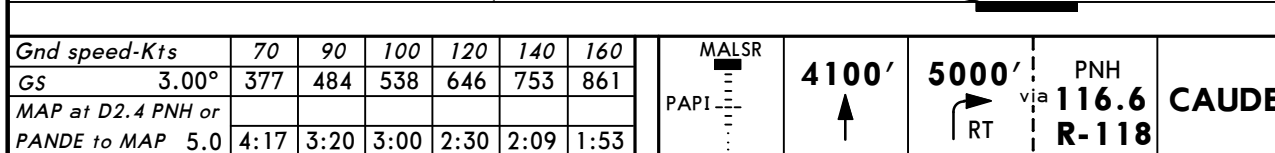
Rwy 22 - Climb heading 218° to 4100' before turning northbound.

Rwy 31 - Climbing right turn to heading 360° to 5400' before turning westbound.

FOR FILING AS ALTERNATE

Authorized Only When Tower Operating		FOR FILING AS ALTERNATE		Authorized Only When Local Weather Available
ILS Rwy 4 LDA DME (GS) Rwy 22		LOC Rwy 4 NDB Rwy 4 LDA DME Rwy 22 RADAR-1	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 13 RNAV (RNP) Z Rwy 22 RNAV (RNP) Z Rwy 31	VOR DME Rwy 13 VOR DME Rwy 22 VOR Rwy 22 VOR DME Rwy 31 VOR DME-A
A	600-2	800-2	800-2	800-2
B				
C				
D	700-2			

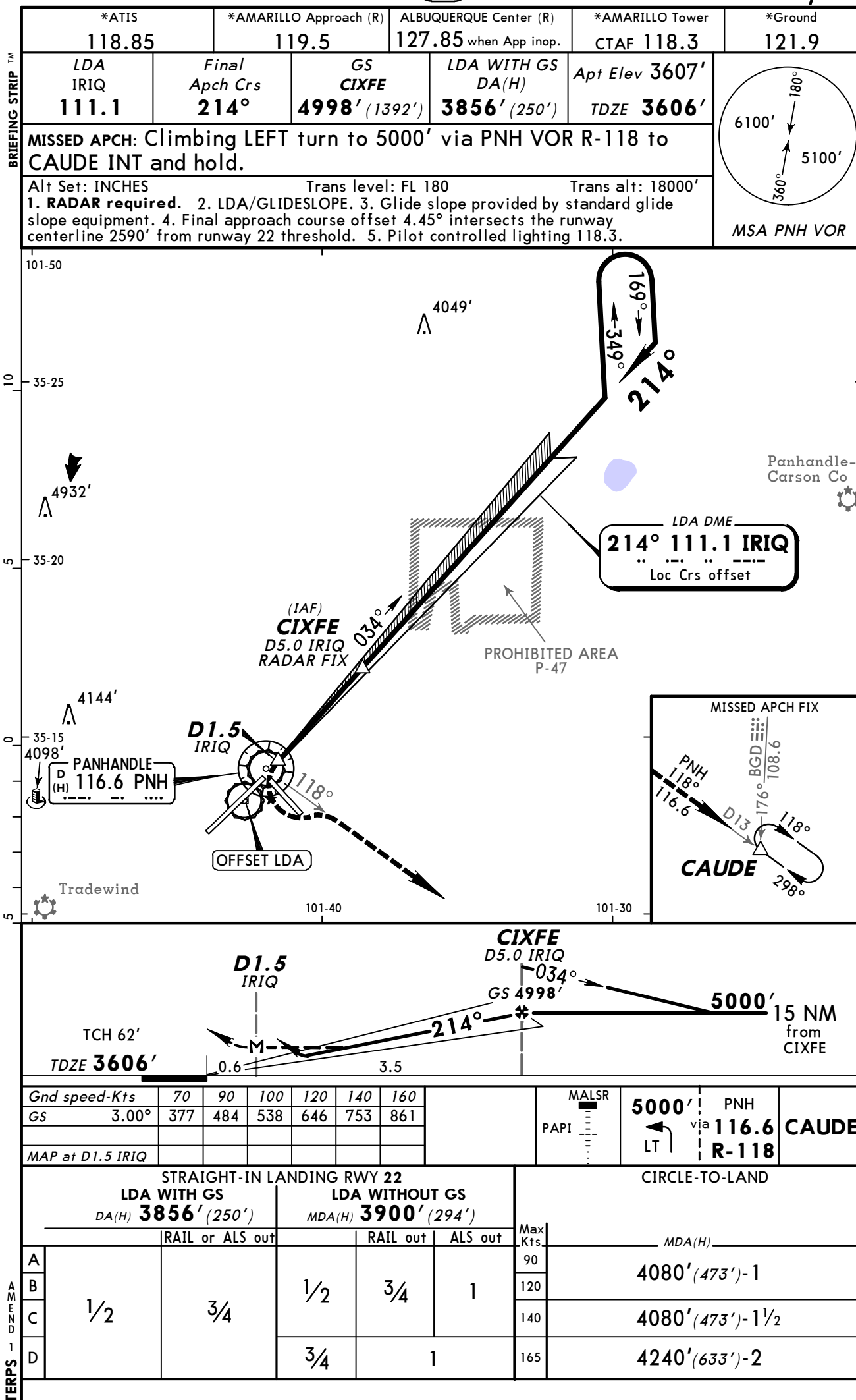
BRIEFING STRIP™

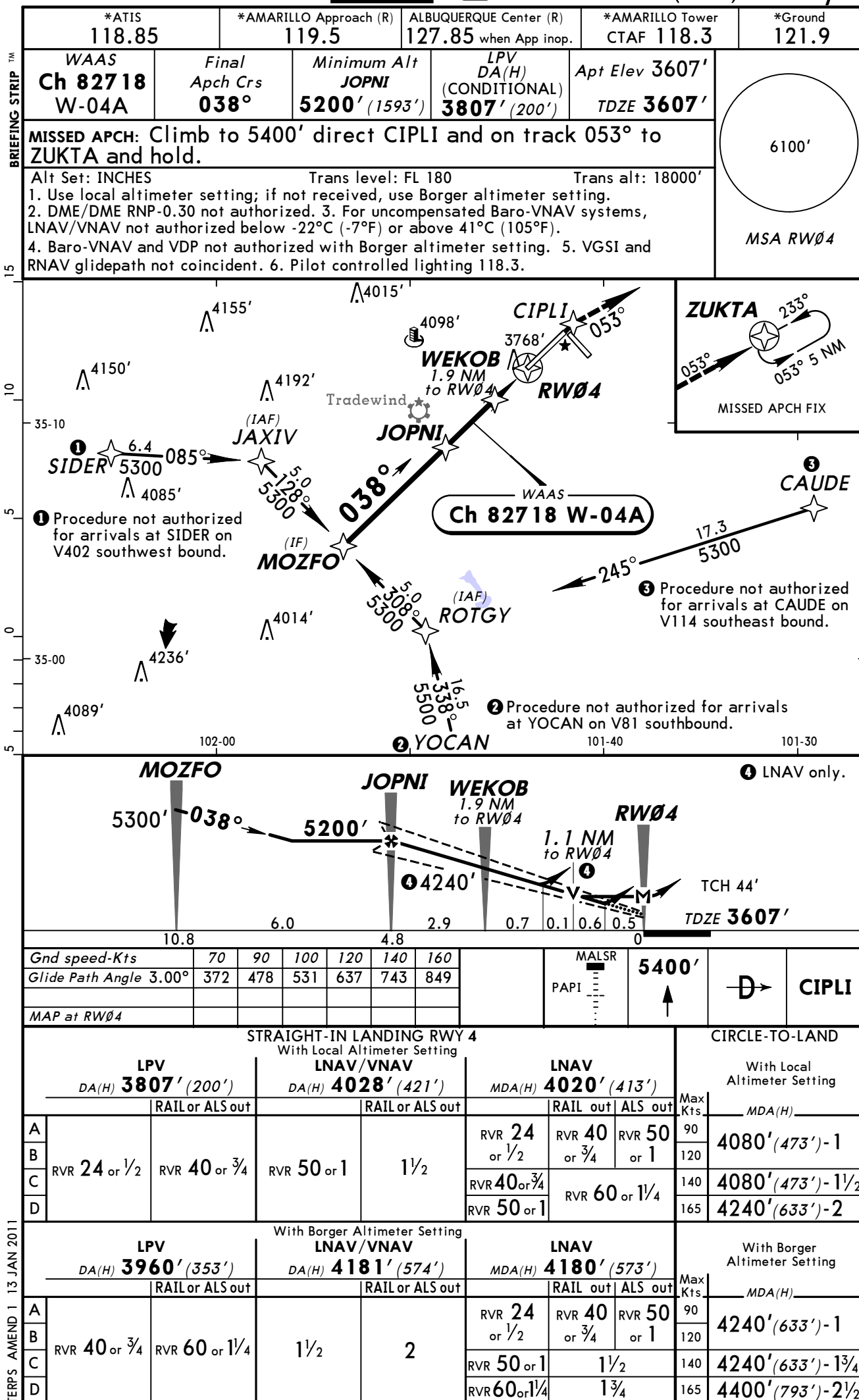


STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Max Kts	MDA(H)	
DA(H) 3807' (200')			MDA(H) 4000' (393')					
FULL		RAIL or ALS out	RAIL out		ALS out			
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	4080' (473') - 1	
B						120		
C							140	4080' (473') - 1 1/2
D				RVR 40 or 3/4	RVR 60 or 1/4			165

CHANGES: ATIS note.

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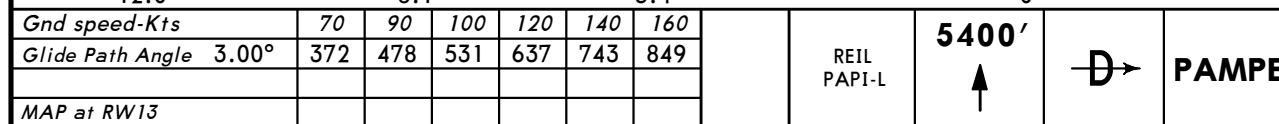


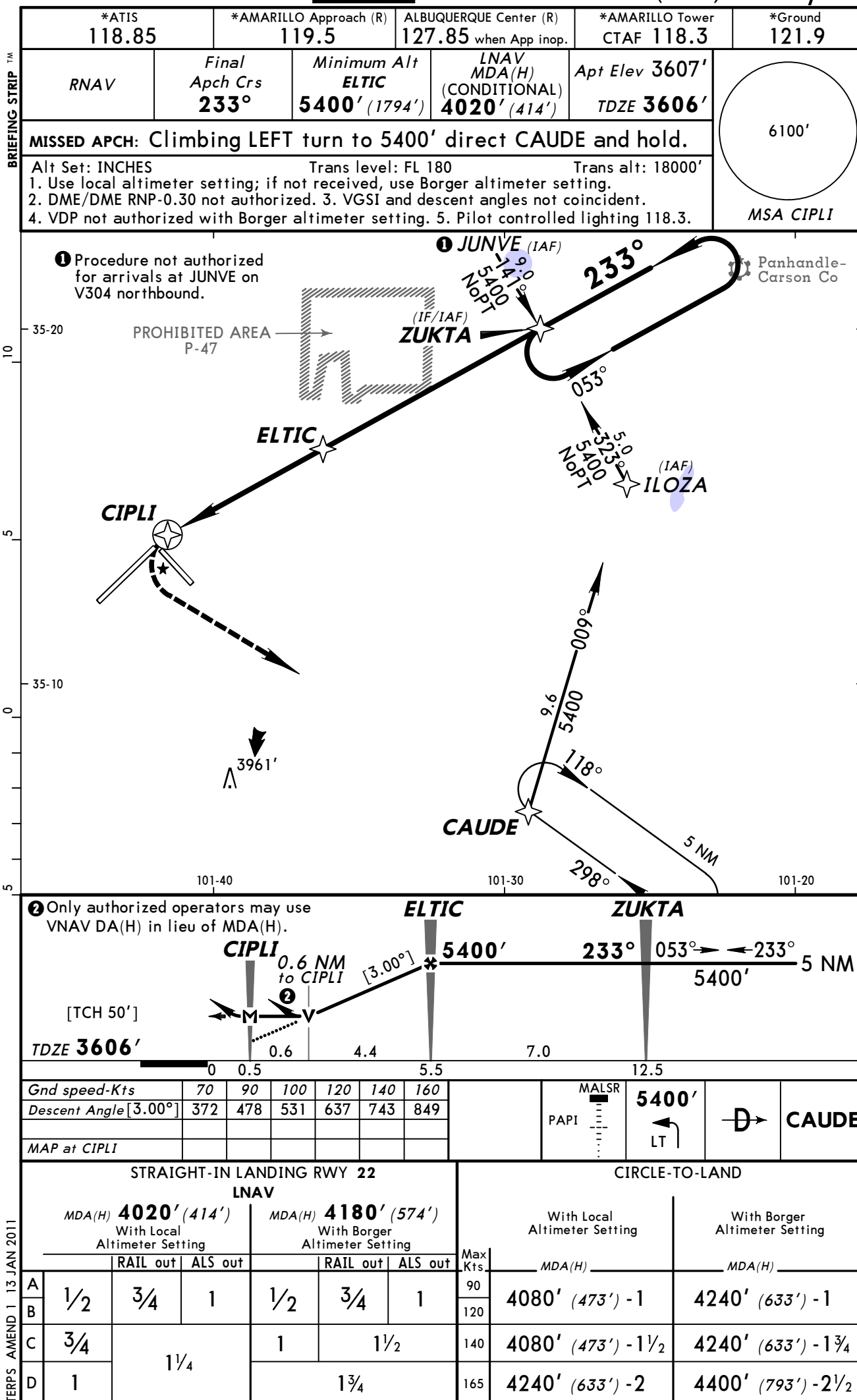
Eff 13 Jan

12-2

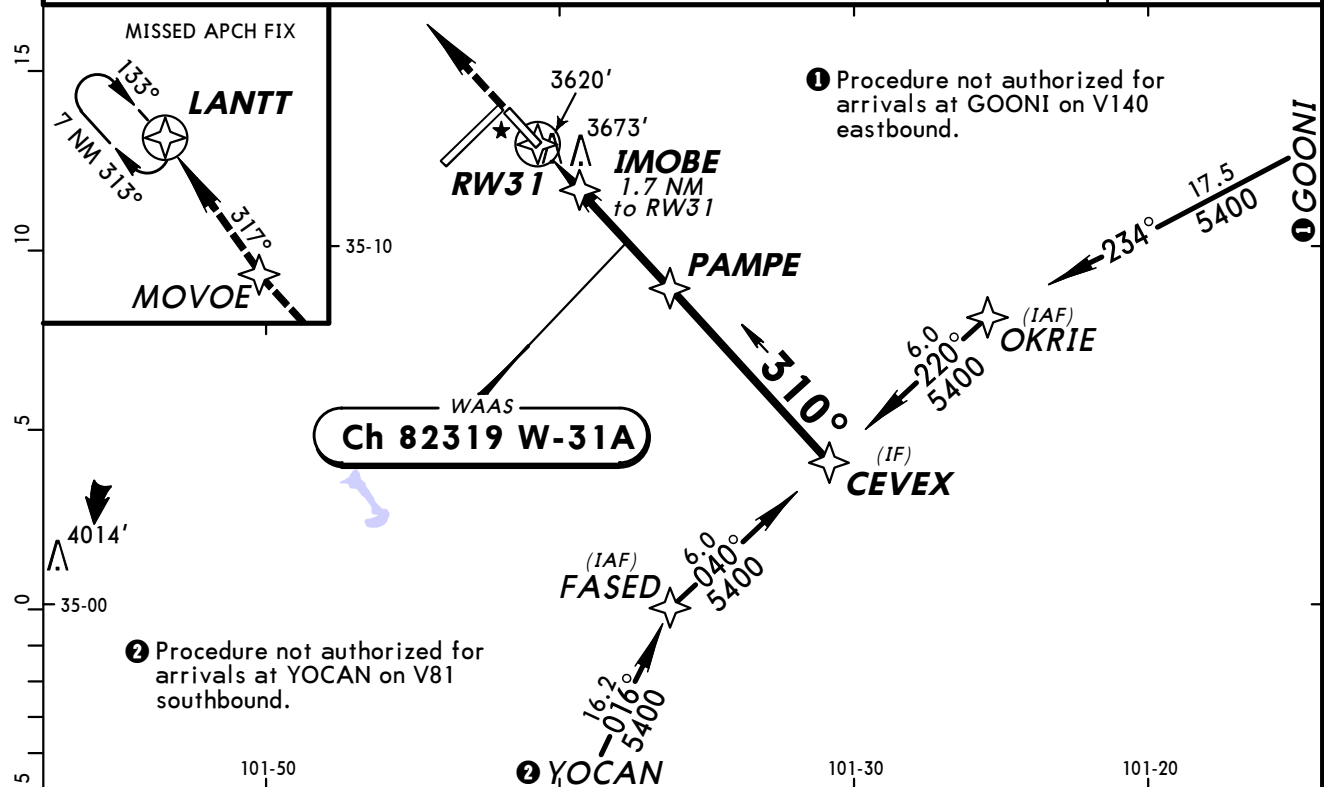
RNAV (GPS) Y Rwy 13

BRIEFING STRIP TM

TERPS AMEND 1 13 JAN 2011



*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
WAAS Ch 82319 W-31A	Final Apch Crs 310°	Minimum Alt PAMPE 5400' (1799')	LPV DA(H) (CONDITIONAL) 3801' (200')	Apt Elev 3607' TDZE 3601'
MISSED APCH: Climb to 6100' direct MOVOE and on track 317° to LANTT and hold.				6100' MSA RW31
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Borger altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F). 4. Baro-VNAV and VDP not authorized with Borger altimeter setting. 5. Pilot controlled lighting 118.3.				



③ LNAV only.

RW31

IMOBE
1.7 NM to RW31

PAMPE

CEVEX

TCH 52'

0.9 NM to RW31

5400'

310°

5400'

4180'

③

TDZE **3601'**

0.5 0.4 0.2 0.6 3.7 5.4 6.6 12.0

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL

PAPI-L

6100'

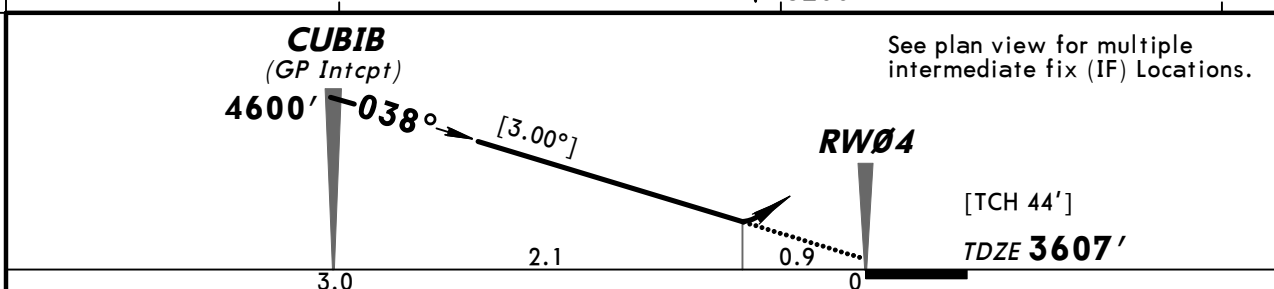
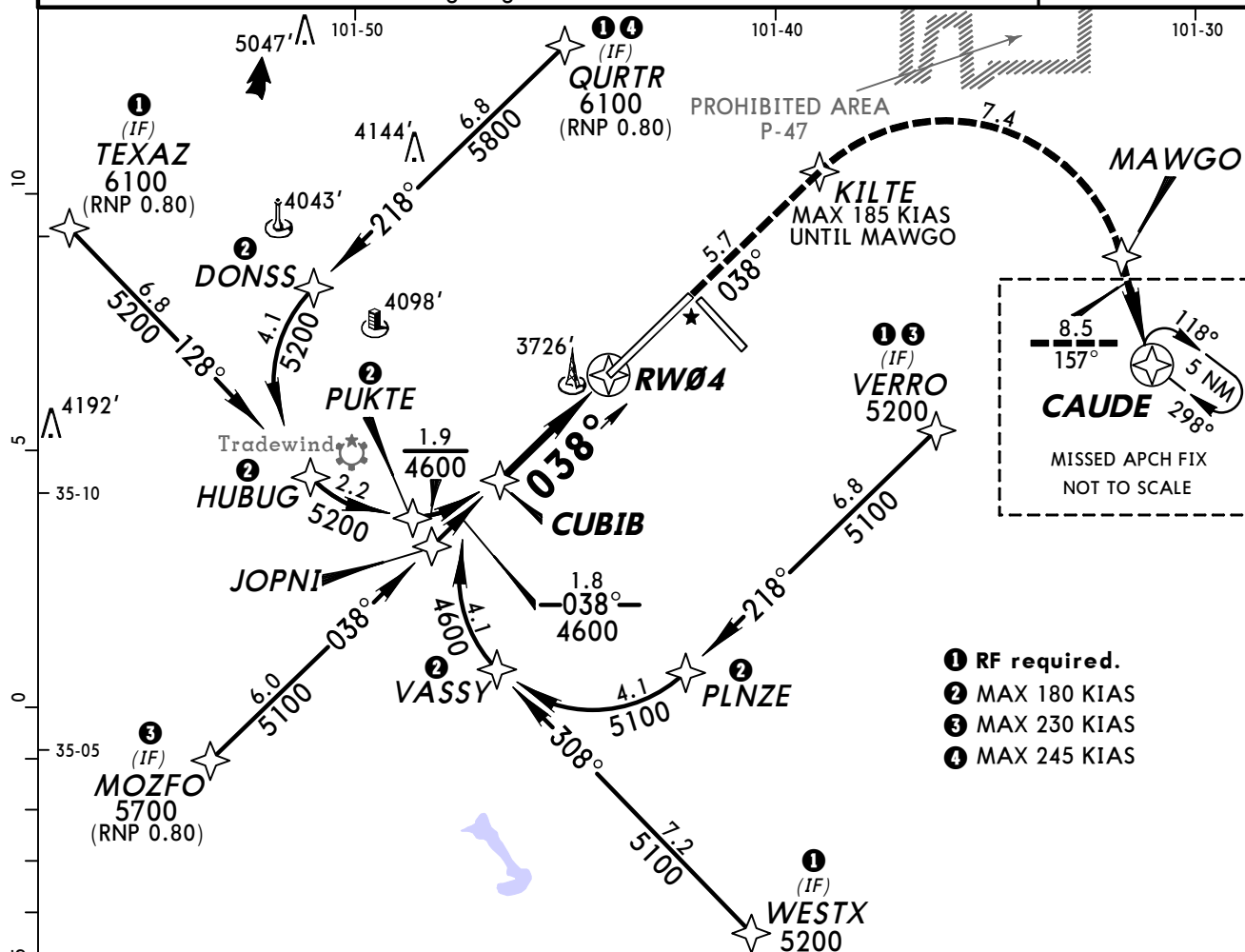
↑

→

MOVOE

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
LPV		With Local Altimeter Setting		With Local Altimeter Setting	
DA(H) 3801' (200')		LNAV/VNAV		MDA(H)	
		DA(H) 3983' (382')			
		MDA(H) 3940' (339')			
A				Max Kts	
B				90	4080' (473')-1
C				120	4080' (473')-1 1/2
D				140	4240' (633')-2
				165	
With Borger Altimeter Setting				With Borger Altimeter Setting	
LPV		LNAV/VNAV		MDA(H)	
DA(H) 3954' (353')		DA(H) 4136' (535')			
		MDA(H) 4100' (499')			
A				Max Kts	
B				90	4240' (633')-1
C				120	
D				140	4240' (633')-1 3/4
				165	4400' (793')-2 1/2

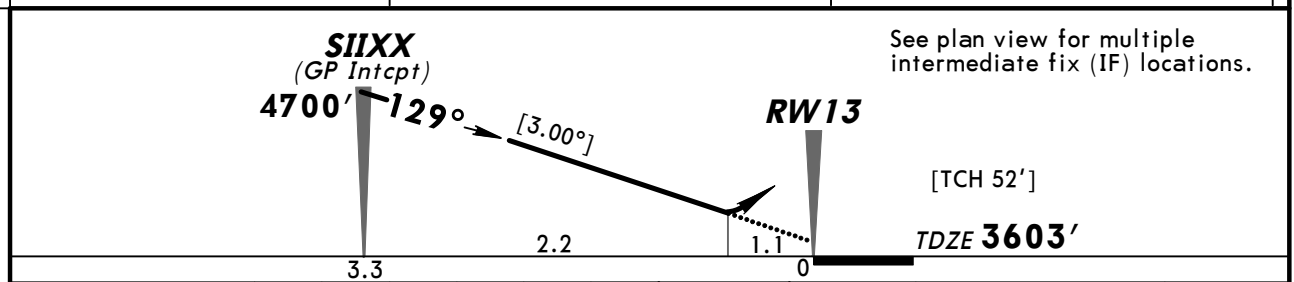
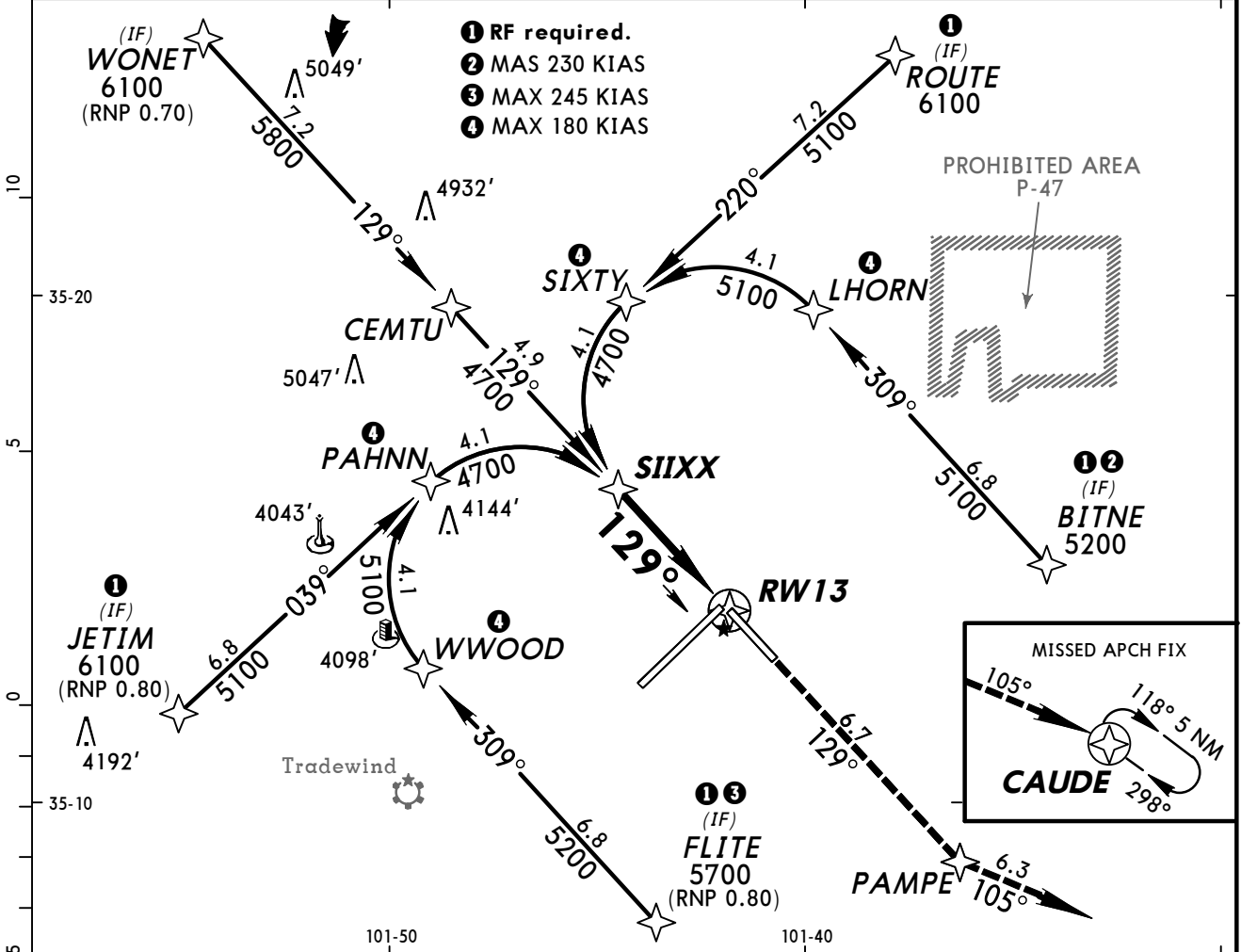
*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 038°	Minimum Alt CUBIB 4600' (993')	RNP 0.12 DA(H) 3926' (319')	Apt Elev 3607' TDZE 3607'
MISSED APCH: Climb to 5400' on track 038° to KILTE, RIGHT turn to MAWGO, then on track 157° to CAUDE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar required. 3. RF and GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 40°C (104°F). 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.3.				
				6100' MSA RW04



Gnd speed-Kts	70	90	100	120	140	160		MALSR	5400'		
Descent Angle [3.00°]	372	478	531	637	743	849		PAPI	on 038°	KILTE	
MAP at DA											

STRAIGHT-IN LANDING RWY 4			
RNP 0.12 DA(H) 3926' (319')	RAIL or ALS out		
RNP 0.30 DA(H) 4055' (448')	RAIL or ALS out		
A			
B			
C	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/4
D			1 1/2

*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 129°	Minimum Alt SIIXX 4700' (1097')	RNP 0.30 DA(H) 4019' (416')	Apt Elev 3607' TDZE 3603'
MISSED APCH: Climb to 5400' on track 129° to PAMPE and on track 105° to CAUDE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 40°C (104°F). 4. Pilot controlled lighting 118.3.				
				6100' MSA RW13

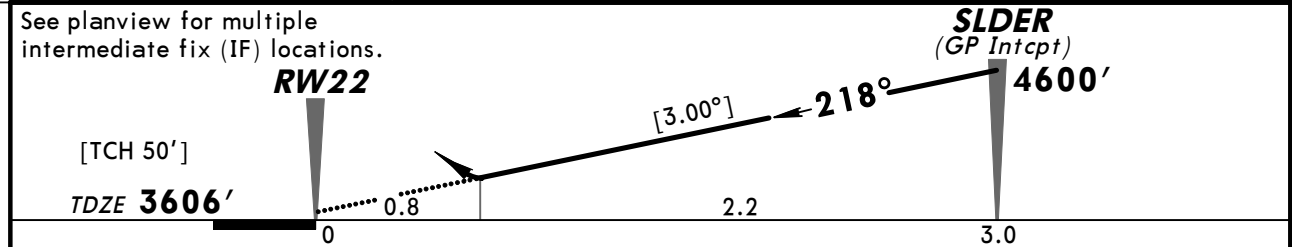
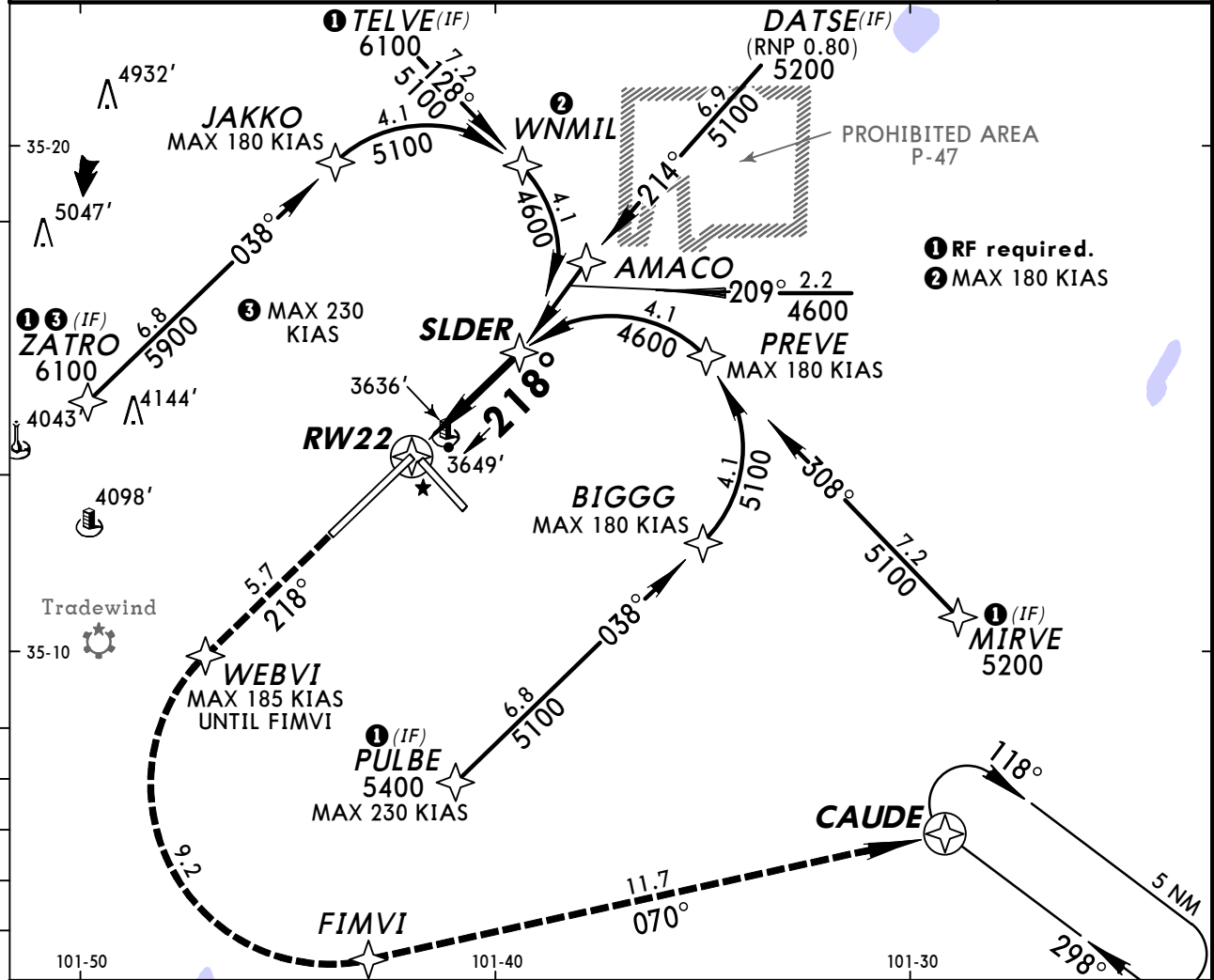


Gnd speed-Kts	70	90	100	120	140	160			REIL PAPI-L	5400'	on 129°	PAMPE
Descent Angle [3.00°]	372	478	531	637	743	849						
MAP at DA												

STRAIGHT-IN LANDING RWY 13
RNP 0.30
DA(H) 4019' (416')

A												
B												
C												
D												

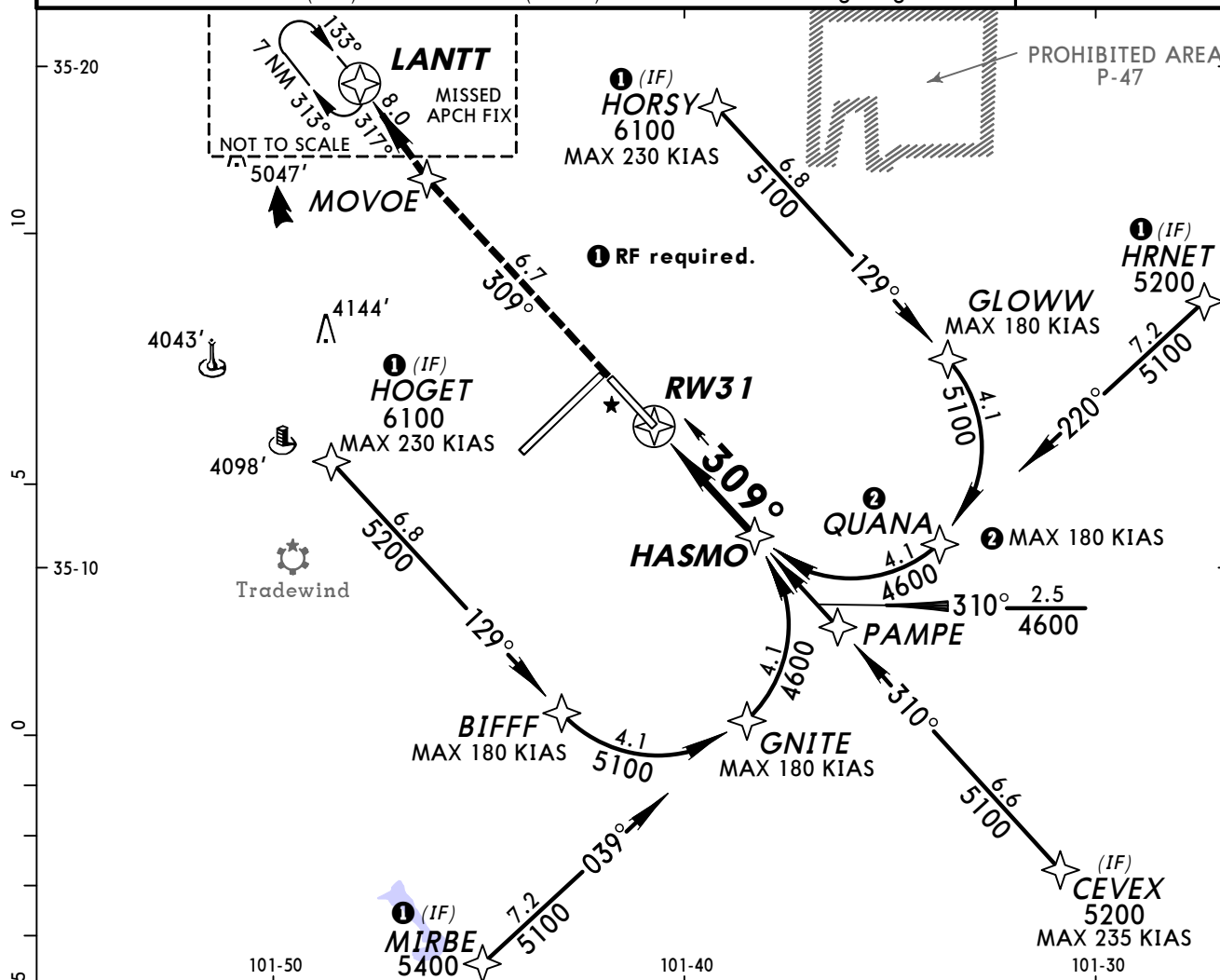
*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 218°	Minimum Alt SLDER 4600' (994')	RNP 0.14 DA(H) 3894' (288')	Apt Elev 3607' TDZE 3606'
MISSED APCH: Climb to 5400' on track 218° to WEBVI, LEFT turn to FIMVI, then on track 070° to CAUDE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 40°C (104°F). 5. VGSI and RNAV glidepath not coincident. 6. When VGSI inop, procedure not authorized at night. 7. Pilot controlled lighting 118.3.				
				6100' MSA RW22



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 22			
RNP 0.14 DA(H) 3894' (288')	RAIL or ALS out		RNP 0.30 DA(H) 3964' (358')
			RAIL or ALS out
A			
B			
C	3/4	1	3/4
D			1 1/4

*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 309°	Minimum Alt HASMO 4600' (999')	RNP 0.17 DA(H) 3858' (257')	Apt Elev 3607' TDZE 3601'
MISSED APCH: Climb to 6100' on track 309° to MOVOE and on track 317° to LANTT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 40°C (104°F). 5. Pilot controlled lighting 118.3.				
				6100'
				MSA RW31



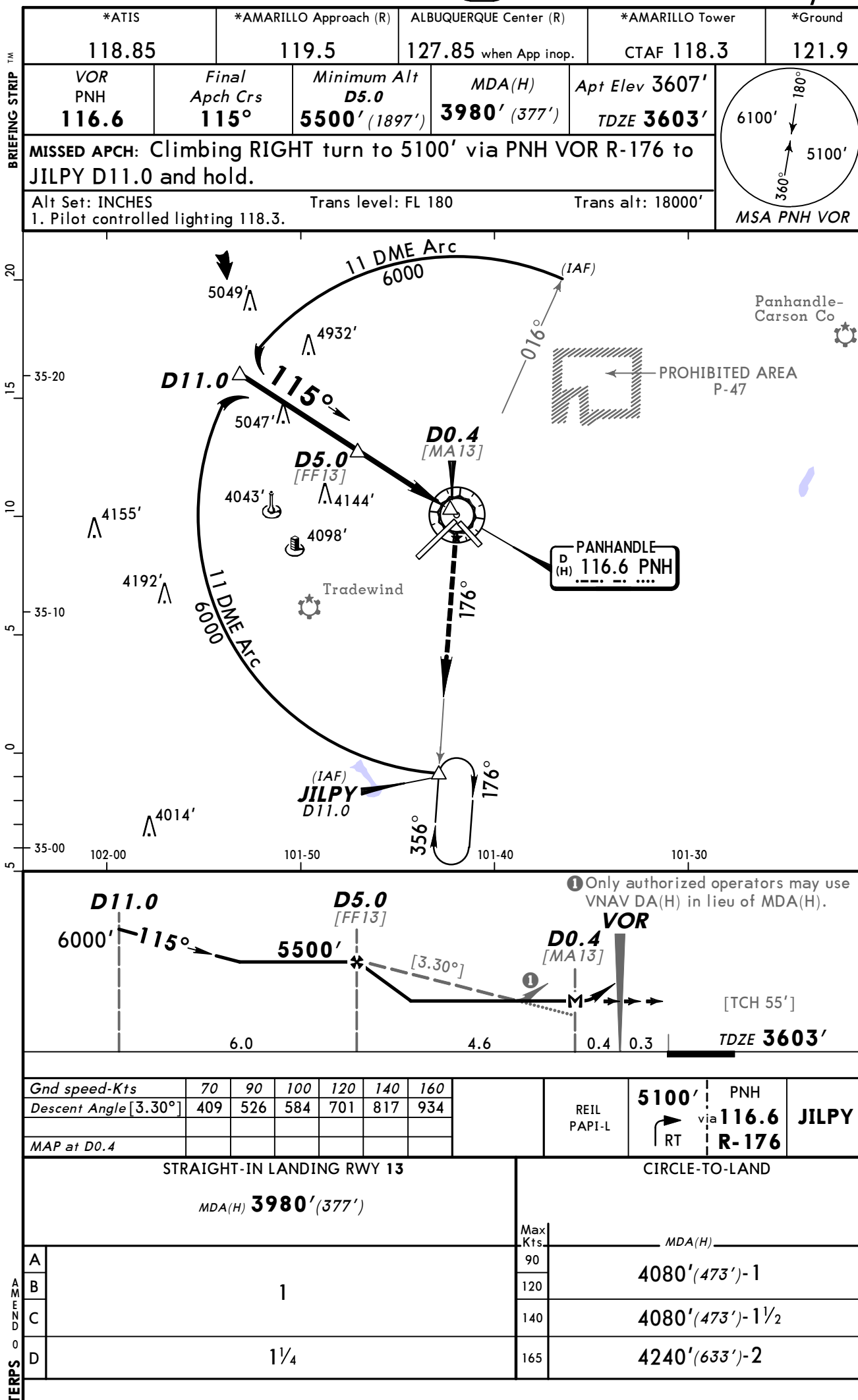
See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	REIL	6100'	309°	MOVOE
Descent angle [3.00°]	372	478	531	637	743	849	PAPI-L	↑	on	
MAP at DA										

STRAIGHT-IN LANDING RWY 31										
RNP 0.17						RNP 0.30				
DA(H) 3858' (257')						DA(H) 3922' (321')				

A		
B		
C	1	1
D		



BRIEFING STRIP

TM

*ATIS 118.85		*AMARILLO Approach (R) 119.5		ALBUQUERQUE Center (R) 127.85 when App inop.		*AMARILLO Tower CTAF 118.3		*Ground 121.9	
VOR PNH 116.6		Final Apch Crs 235°		Minimum Alt DEXBE 5300' (1694')		MDA(H) 3960' (354')		Apt Elev 3607' TDZE 3606'	
MISSED APCH: Climbing LEFT turn to 5100' outbound via PNH R-176 to JILPY/D11.0 and hold.									
Alt Set: INCHES 1. Pilot controlled lighting 118.3.				Trans level: FL 180			Trans alt: 18000'		

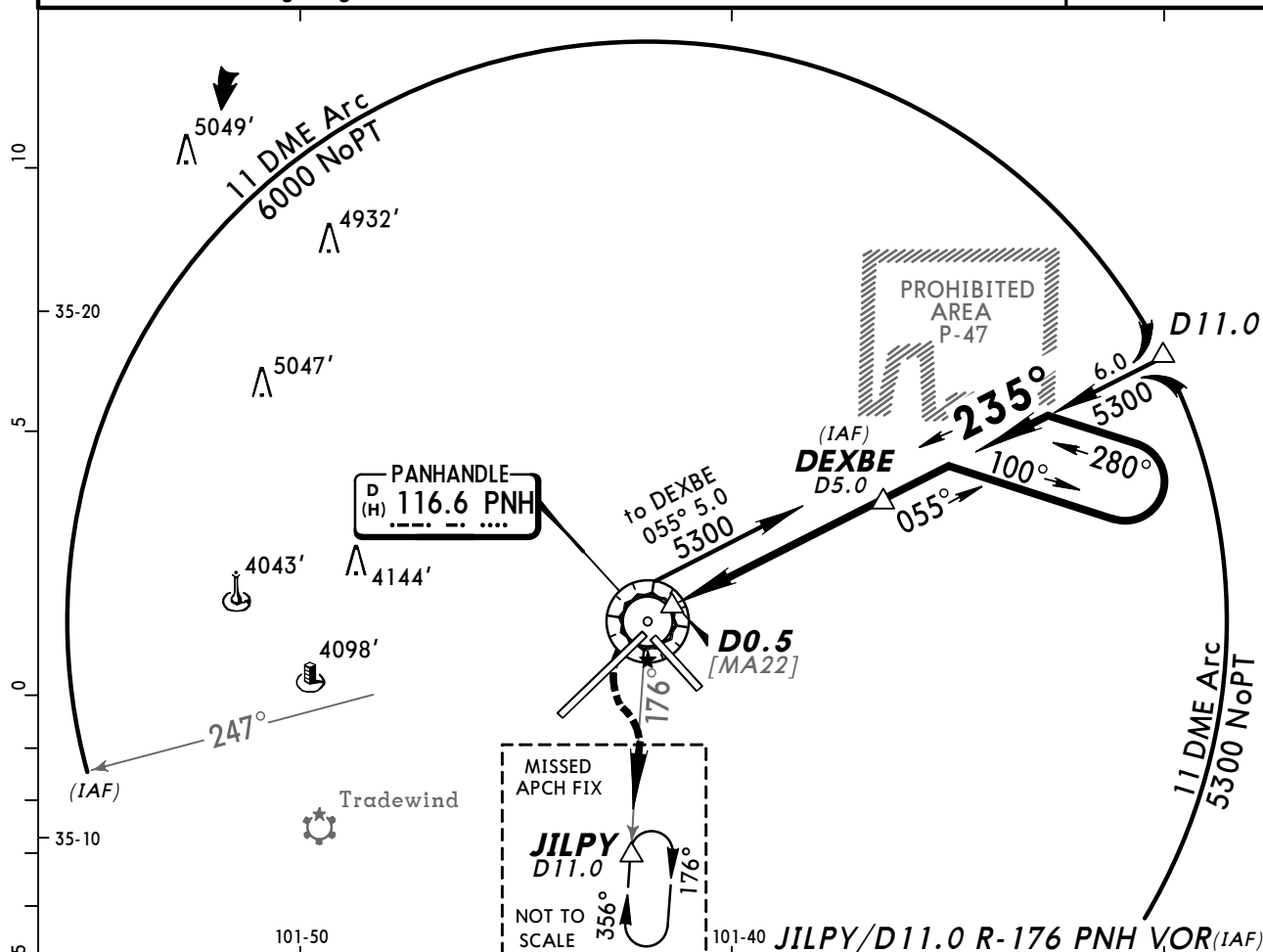
6100'

5100'

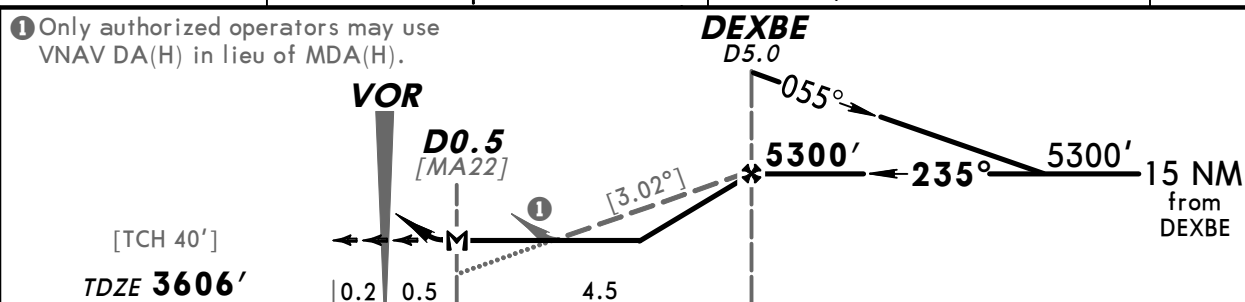
180°

360°

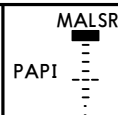
MSA PNH VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.02°]	374	481	534	641	748	855
MAP at D0.5						



5100' PNH
via **116.6** JILPY
LT **R-176**

STRAIGHT-IN LANDING RWY 22

MDA(H) **3960'** (354')

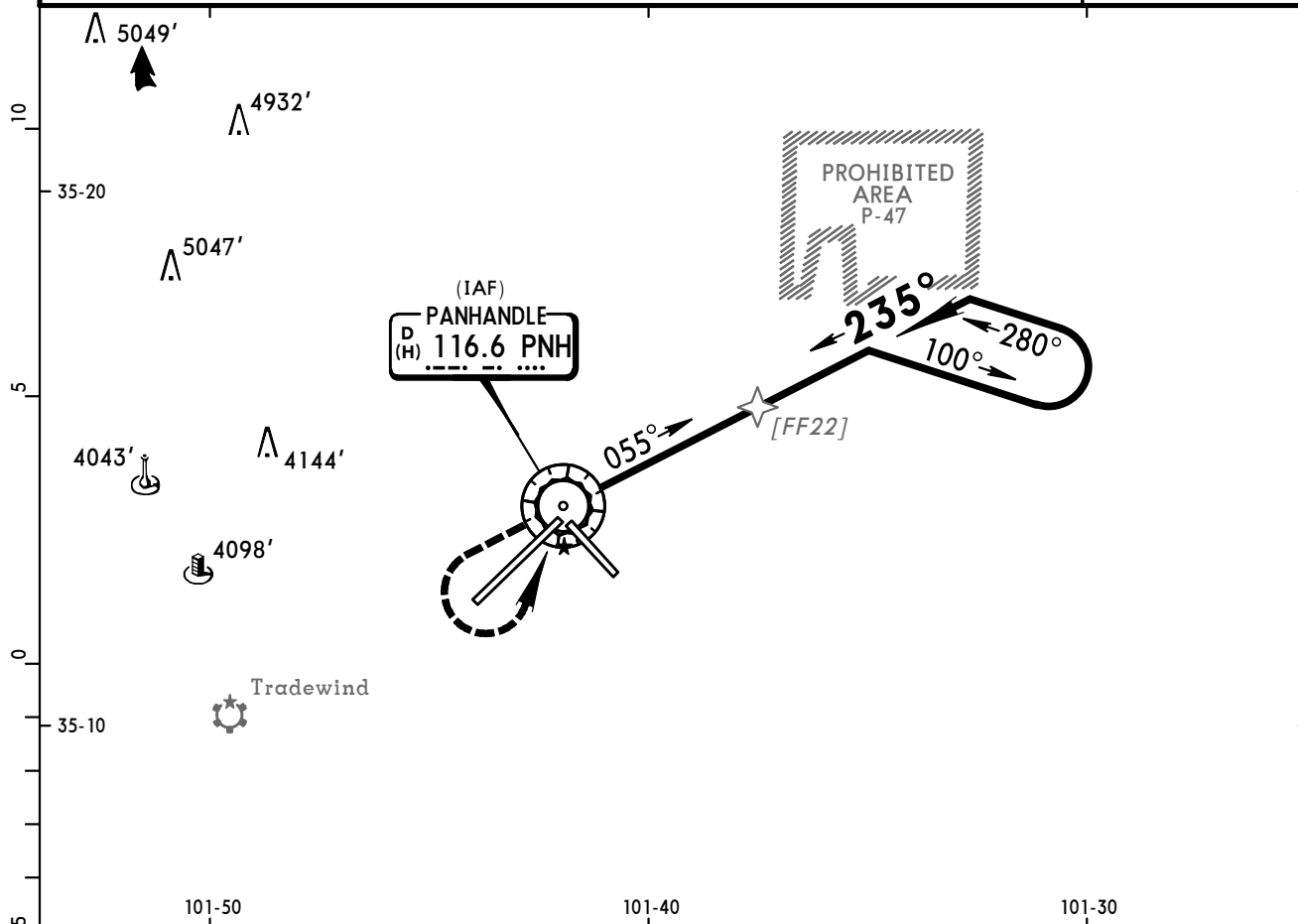
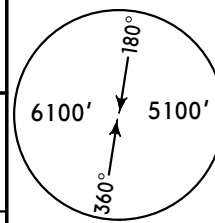
CIRCLE-TO-LAND

	RAIL out	ALS out	Max Kts	MDA(H)
A			90	
B	1/2	3/4	120	4080' (473') - 1
C			140	4080' (473') - 1 1/2
D	1	1 1/4	165	4240' (633') - 2

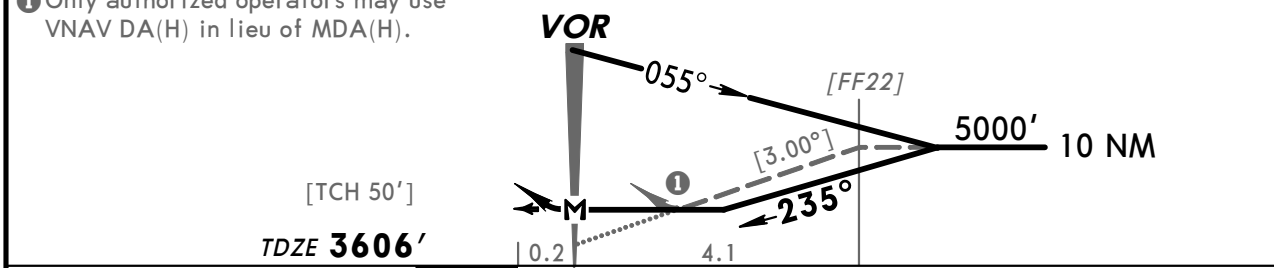
BRIEFING STRIP™

*ATIS 118.85	*AMARILLO Approach (R) 119.5	ALBUQUERQUE Center (R) 127.85 when App inop.	*AMARILLO Tower CTAF 118.3	*Ground 121.9
VOR PNH 116.6	Final Apch Crs 235°	No FAF	MDA(H) 4080' (474')	Apt Elev 3607' TDZE 3606'
MISSED APCH: Climb to 4400', then climbing LEFT turn to 5000' direct to PNH VOR.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Pilot controlled lighting 118.3.				

MSA PNH VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4400'	5000'	PNH
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	LT	116.6
MAP at VOR										

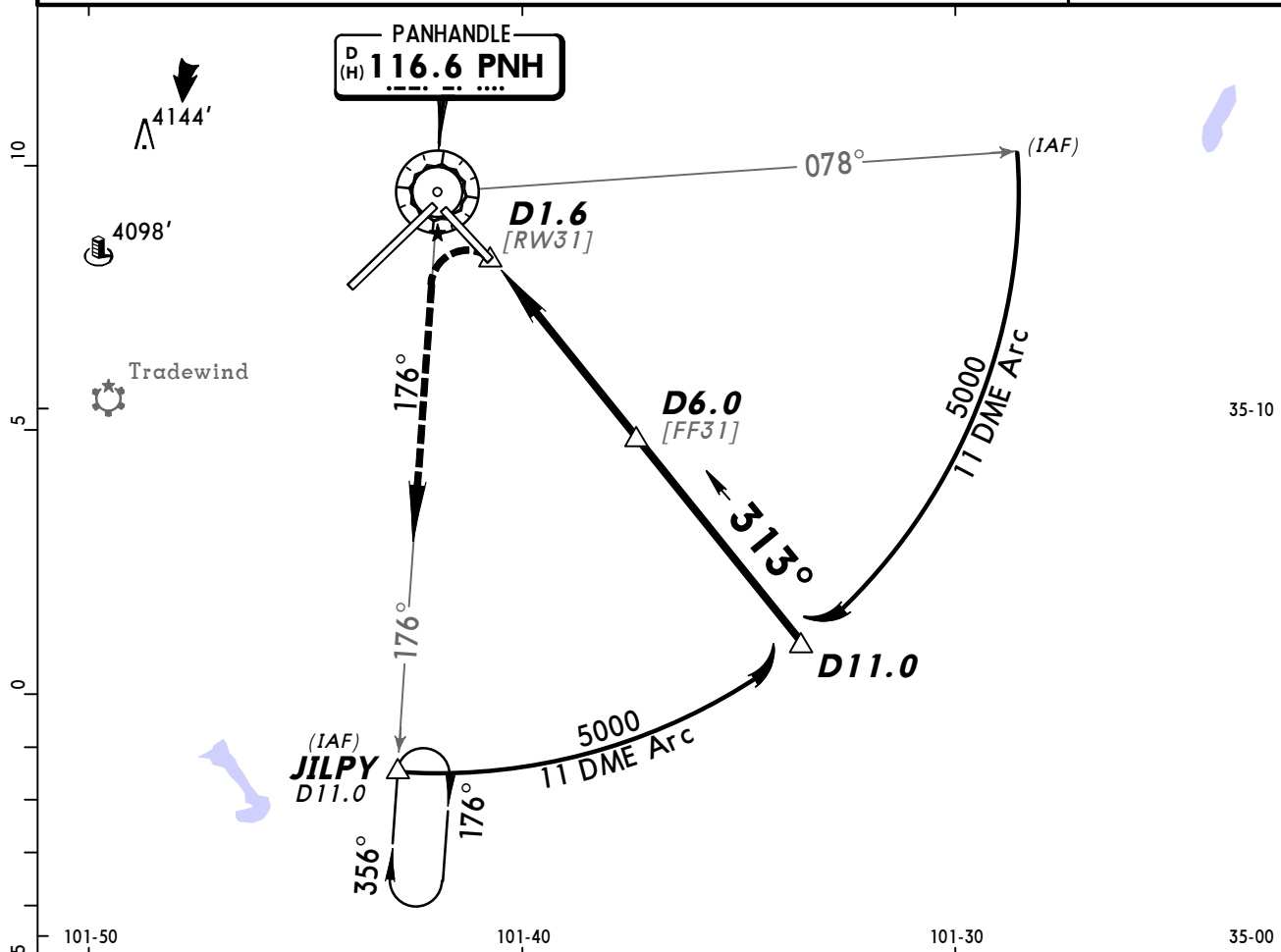
STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
MDA(H) 4080' (474')				Max Kts	MDA(H)
		RAIL out	ALS out	90	4080' (473') - 1
A	1/2	3/4	1	120	
B				140	4080' (473') - 1 1/2
C	3/4		1 1/4	165	4240' (633') - 2
D	1		1 1/2		

TERPS

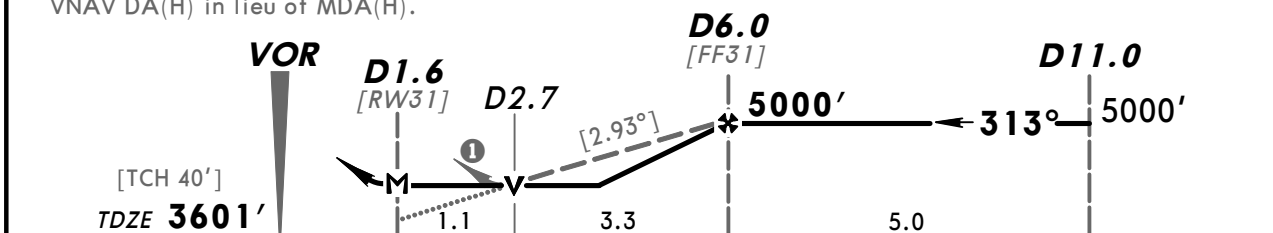
BRIEFING STRIP

*ATIS	*AMARILLO Approach (R)	ALBUQUERQUE Center (R)	*AMARILLO Tower	*Ground
118.85	119.5	127.85 when App inop.	CTAF 118.3	121.9
VOR PNH 116.6	Final Apch Crs 313°	Minimum Alt D6.0 5000' (1399')	MDA(H) 3960' (359')	Apt Elev 3607' TDZE 3601'
MISSED APCH: Climbing LEFT turn to 5100' via PNH VOR R-176 to JILPY/D11.0 and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Pilot controlled lighting 118.3.				

MSA PNH VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		REIL	5100'	PNH	
Descent Angle [2.93°]	363	466	518	622	726	829		PAPI-L	LT	via 116.6	JILPY
MAP at D1.6										R-176	

STRAIGHT-IN LANDING RWY 31

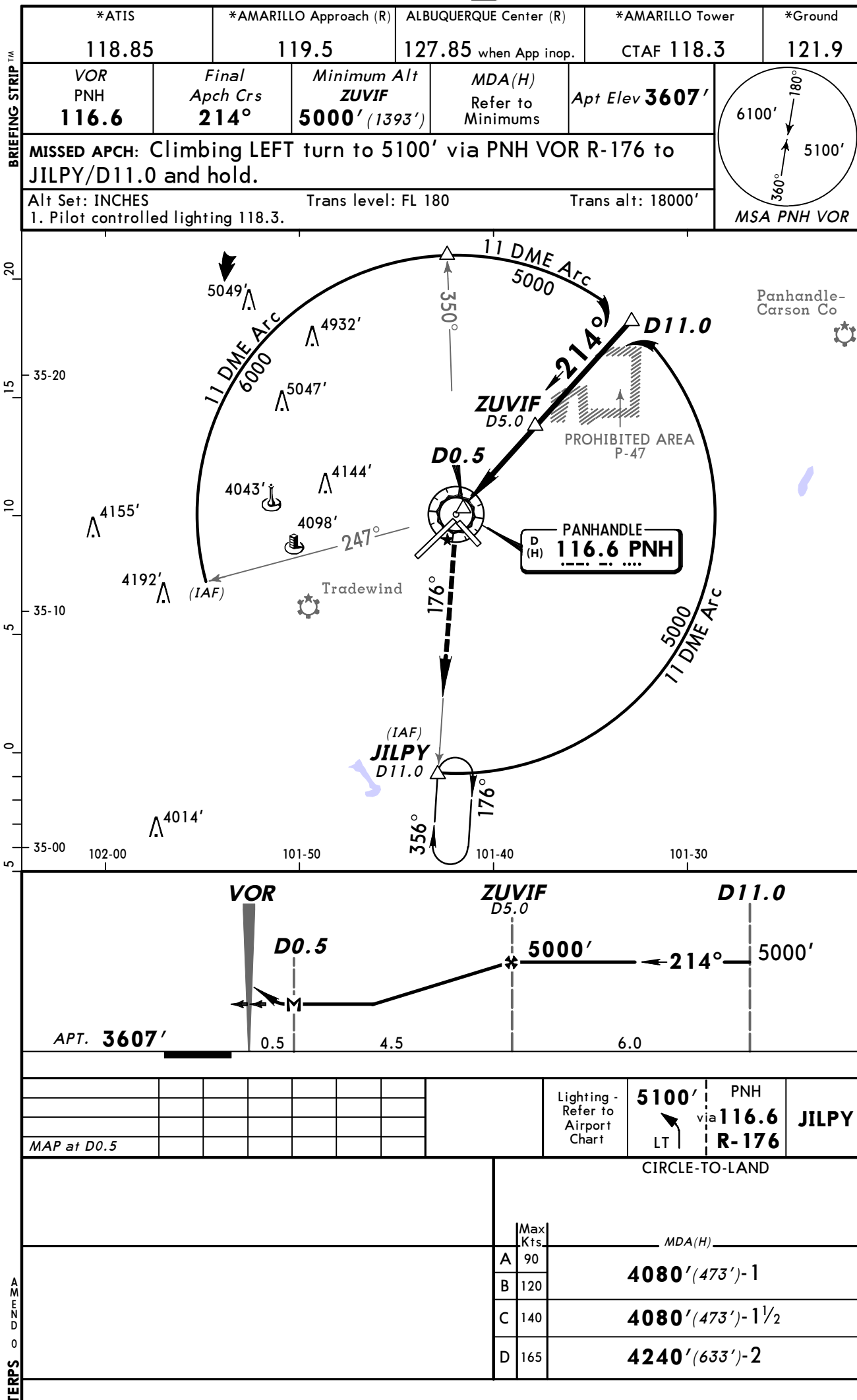
MDA(H) **3960'** (359')

CIRCLE-TO-LAND

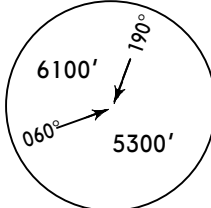
Max
Kts

MDA(H)

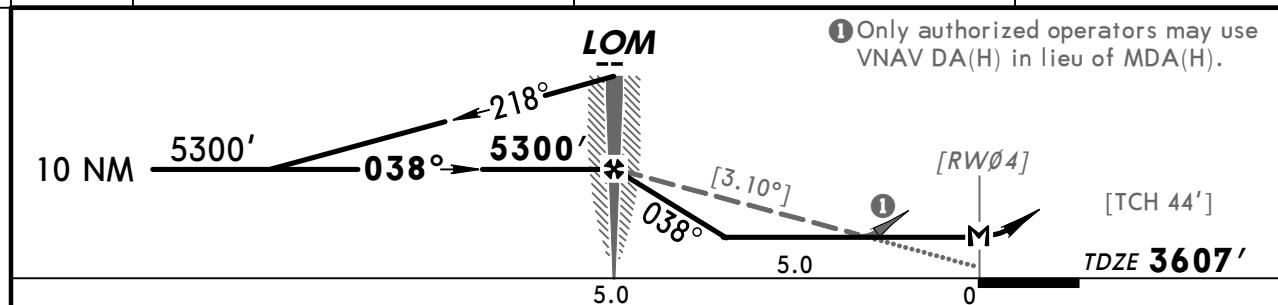
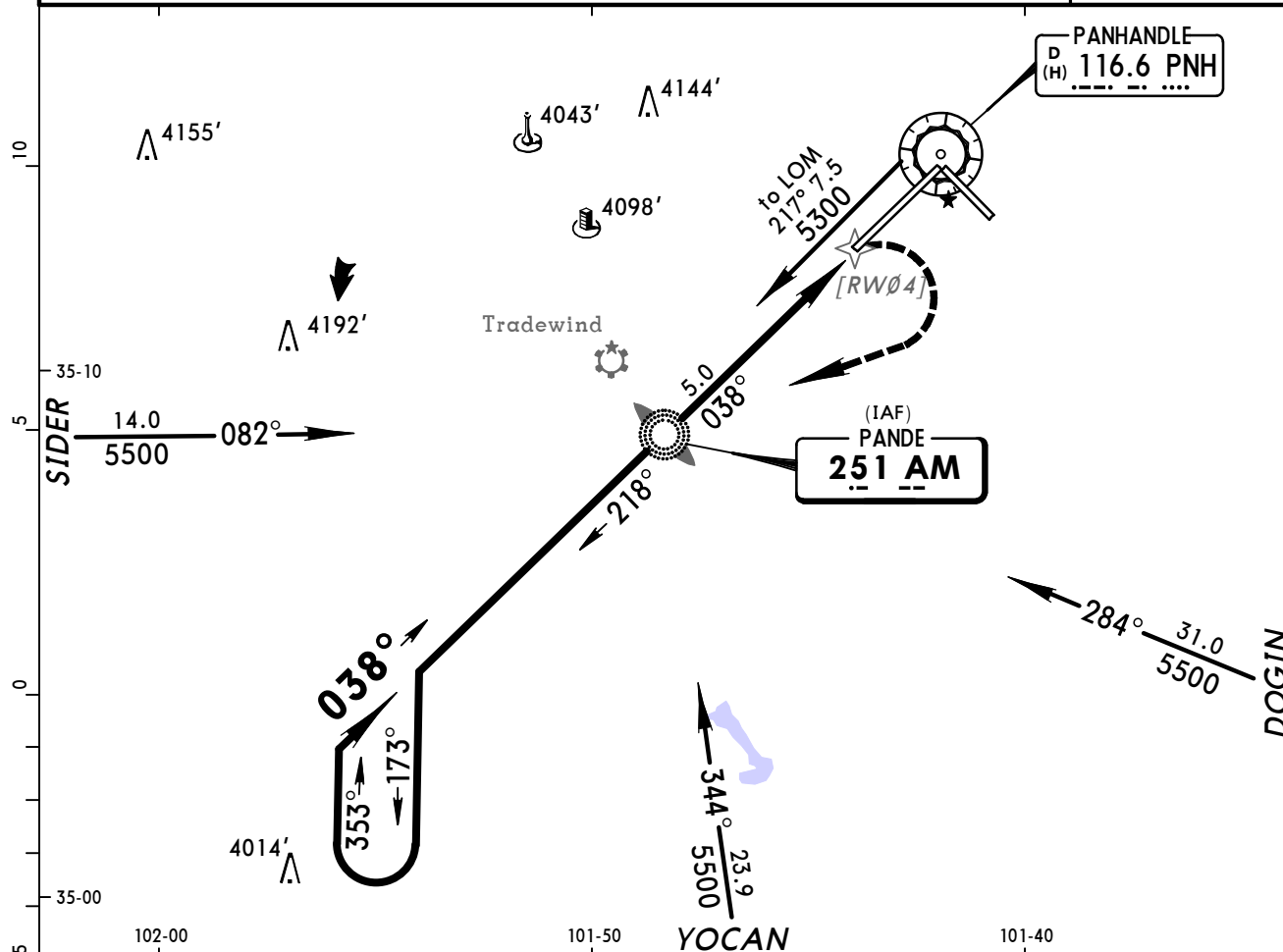
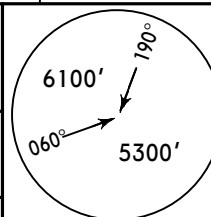
A		90	
B	1	120	4080' (473') - 1
C		140	4080' (473') - 1½
D	1¼	165	4240' (633') - 2



BRIEFING STRIP

*ATIS 118.85		*AMARILLO Approach (R) 119.5		ALBUQUERQUE Center (R) 127.85 when App inop.		*AMARILLO Tower CTAF 118.3		*Ground 121.9	
LOM AM 251		Final Apch Crs 038°		Minimum Alt LOM 5300' (1693')		MDA(H) 4220' (613')		Apt Elev 3607' TDZE 3607'	
MISSED APCH: Climbing RIGHT turn to 5300' direct AM LOM and hold.									
Alt Set: INCHES 1. Pilot controlled lighting 118.3.		Trans level: FL 180			Trans alt: 18000'				

MSA AM LOM



Gnd speed-Kts	70	90	100	120	140	160		MALSR	5300'		AM
Descent Angle [3.10°]	384	494	548	658	768	878		PAPI	RT	D	251
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 4					CIRCLE-TO-LAND	
MDA(H) 4220' (613')						
		RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 40 or ¾		RVR 50 or 1	90	4220' (613')-1	
B				120		
C	RVR 60 or 1¼	1¾		140	4220' (613')-1¾	
D	1¾	2		165	4240' (633')-2	

General Information

Location: Austin TX USA
IATA Code: AUS
Lat/Long: N30° 11.7' W097° 40.2'
Elevation: 542 ft

Airport Use: Public
Magnetic Variation: 4.4 °E
Sectional Chart: San Antonio

Fuel Types: 100 Octane (LL), Jet A, Jet 4
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1259 Z
Sunset: 0028 Z,

Runway Information

Runway: 17L
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 492 ft
Lighting: Edge, ALS, Centerline, TDZ

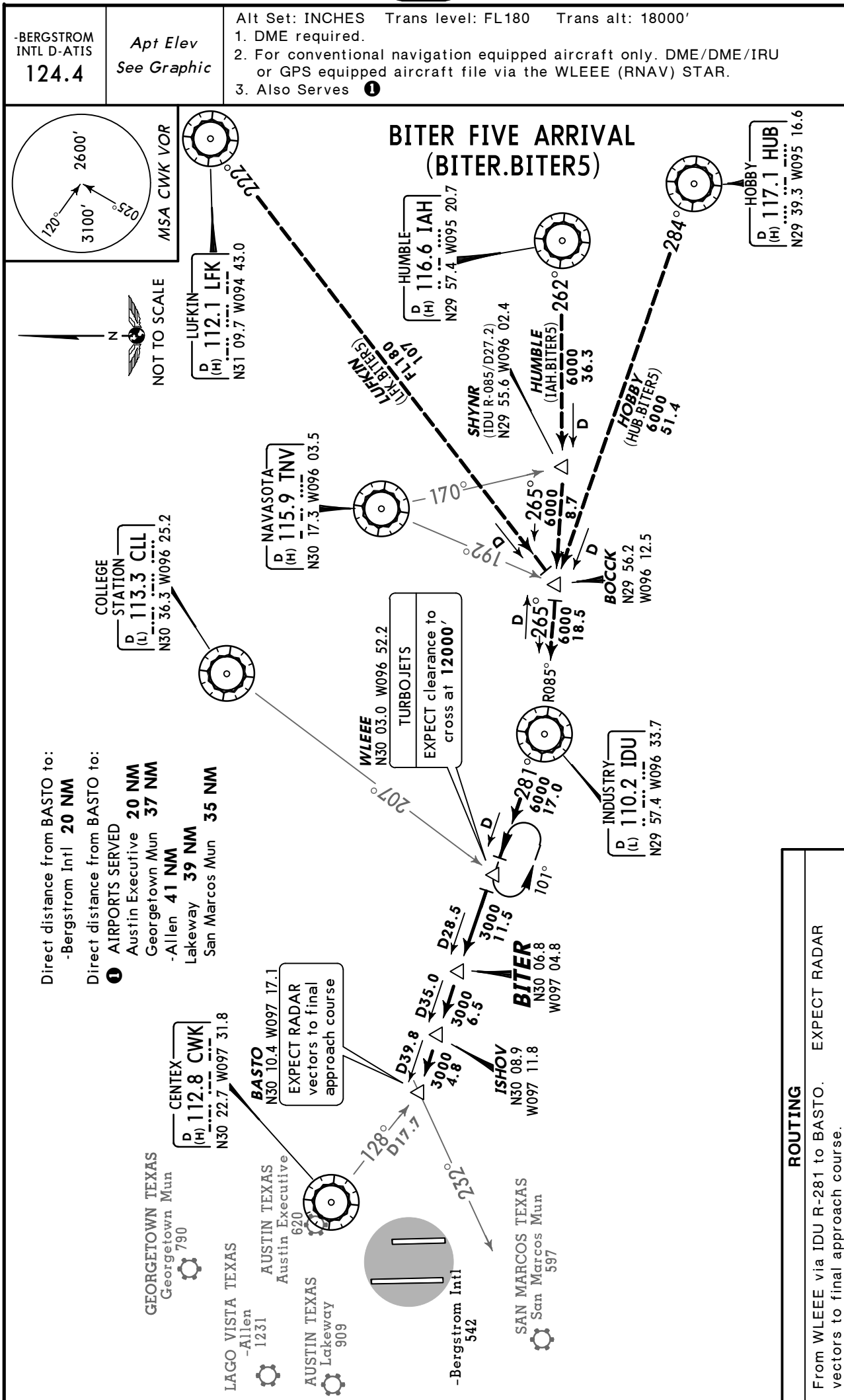
Runway: 17R
Length x Width: 12248 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 542 ft
Lighting: Edge, ALS

Runway: 35L
Length x Width: 12248 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 496 ft
Lighting: Edge, ALS

Runway: 35R
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 480 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

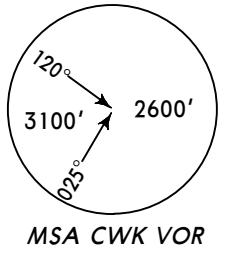
- ATIS 124.4
- Austin Tower 121.0
- Austin Ground Control 121.9
- Austin Ground Control 121.7 Secondary
- Austin Clearance Delivery 125.5
- Austin Approach Control 127.225
- Austin Approach Control 120.875
- Austin Approach Control 119.0
- Austin App ARSA 127.225 Initial Contact
- Austin App ARSA 120.875 Initial Contact
- Austin App ARSA 119.0 Initial Contact
- Austin Departure Control 127.225
- Austin Departure Control 120.875
- Austin Departure Control 119.0
- Austin-Bergstrom Intl Unicom 122.95



-BERGSTROM
INTL D-ATIS
124.4

Apt Elev
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required.
2. Also Serves **1**



BLEWE TWO ARRIVAL (BLEWE.BLEWE2)



MAVERICK
D(H) **113.1 TTT**
N32 52.1 W097 02.4

WACO
D(H) **115.3 ACT**
N31 39.7 W097 16.1

Direct distance from CWK to:
-Bergstrom Intl **13 NM**
Direct distance from CWK to:
1 AIRPORTS SERVED
Lakeway **24 NM**
San Marcos Mun **34 NM**

GOOCH SPRINGS
D(H) **112.5 AGJ**
N31 11.1 W098 08.5



083°

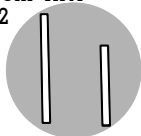
SEWZY
N30 48.8 W097 21.7

EXPECT clearance to
cross at **13000'**

AUSTIN TEXAS
Lakeway
909



-Bergstrom Intl
542

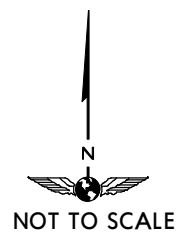


SAN MARCOS TEXAS
San Marcos Mun
597



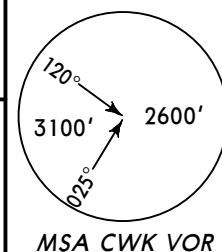
CENTEX
D(H) **112.8 CWK**
N30 22.7 W097 31.8

EXPECT RADAR vectors
to final approach



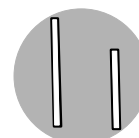
ROUTING

From over BLEWE via CWK R-012 to CWK. EXPECT RADAR vectors to final approach.

-BERGSTROM
INTL D-ATIS
124.4Apt Elev
See GraphicAlt Set: INCHES
Trans level: FL180 Trans alt: 18000'
Also Serves ①KALLA TWO ARRIVAL
(KALLA.KALLA2)GOOCH
SPRINGS
D (H) 112.5 AGJ
N31 11.1 W098 08.5TEMPLE
D (L) 110.4 TPL
N31 12.6 W097 25.5LLANO
D (L) 108.2 LLO
N30 47.8 W098 47.2

KALLA

N30 43.3 W098 04.6

EXPECT clearance
to cross at
10000'LLANO
(LLO.KALLA2)
4100
MAA FL450
37GEORGETOWN TEXAS
Georgetown Mun
790AUSTIN TEXAS
Lakeway
909CENTEX
D (H) 112.8 CWK
N30 22.7 W097 31.8EXPECT RADAR
vectors to final
approach-Bergstrom Intl
542Direct distance from CWK to:
-Bergstrom Intl 13 NM
Direct distance from CWK to:
① AIRPORTS SERVED
Georgetown Mun 20 NM
Lakeway 24 NM

ROUTING

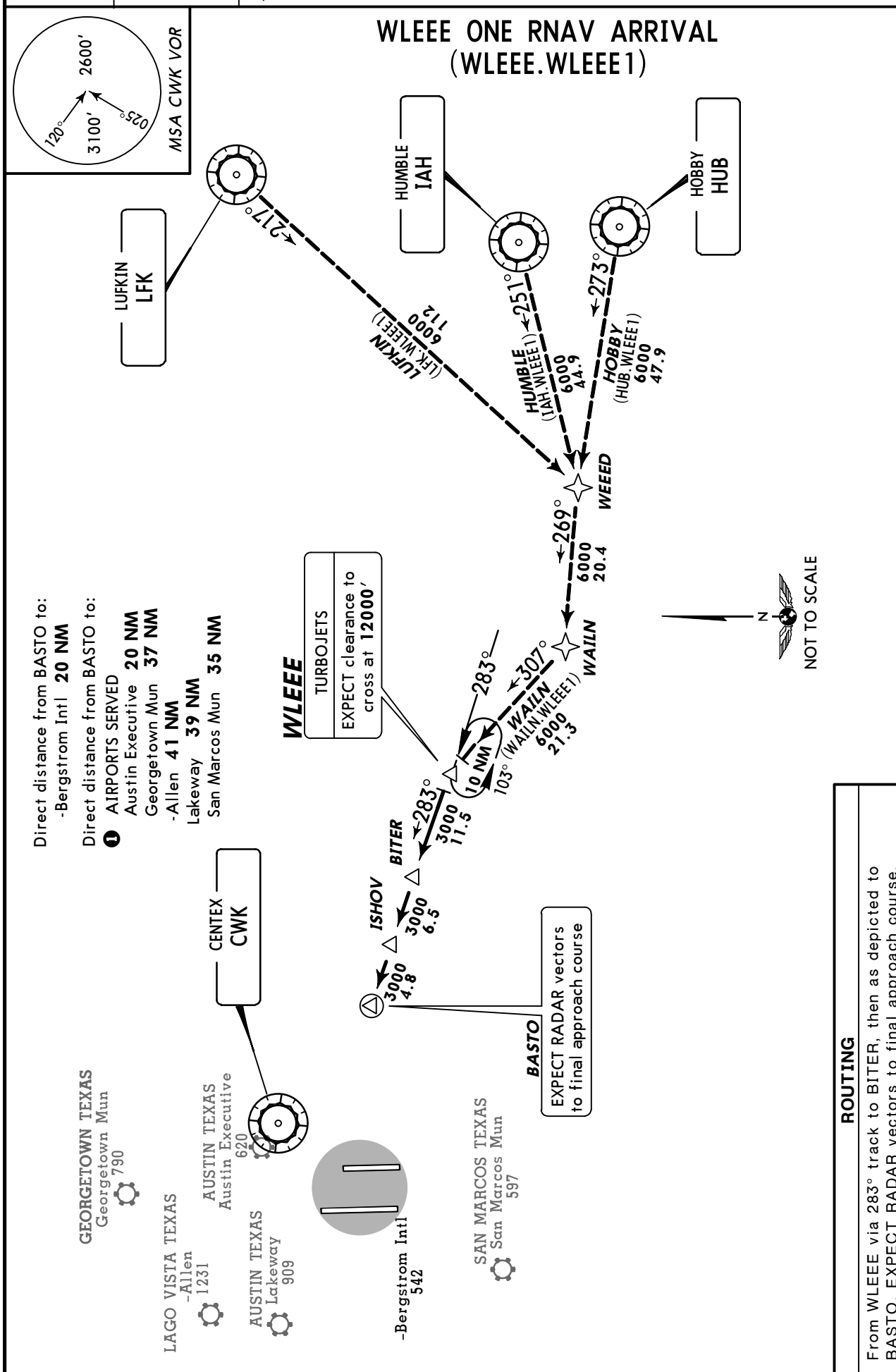
From over KALLA via CWK R-300 to CWK. EXPECT RADAR vectors to final approach.

-BERGSTROM
INTL D-ATIS
124.4Apt Elev
See Graphic

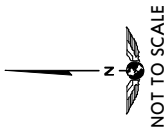
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.

4. HUMBLE and HOBBY transitions: For non-GPS equipped aircraft, ELA and IDU DMEs must be operational. 5. LUFKIN transition: For non-GPS equipped aircraft, DAS, LFK, ELA, and IDU DMEs must be operational. 6. Also Serves **1**



AUSTIN Departure (R)

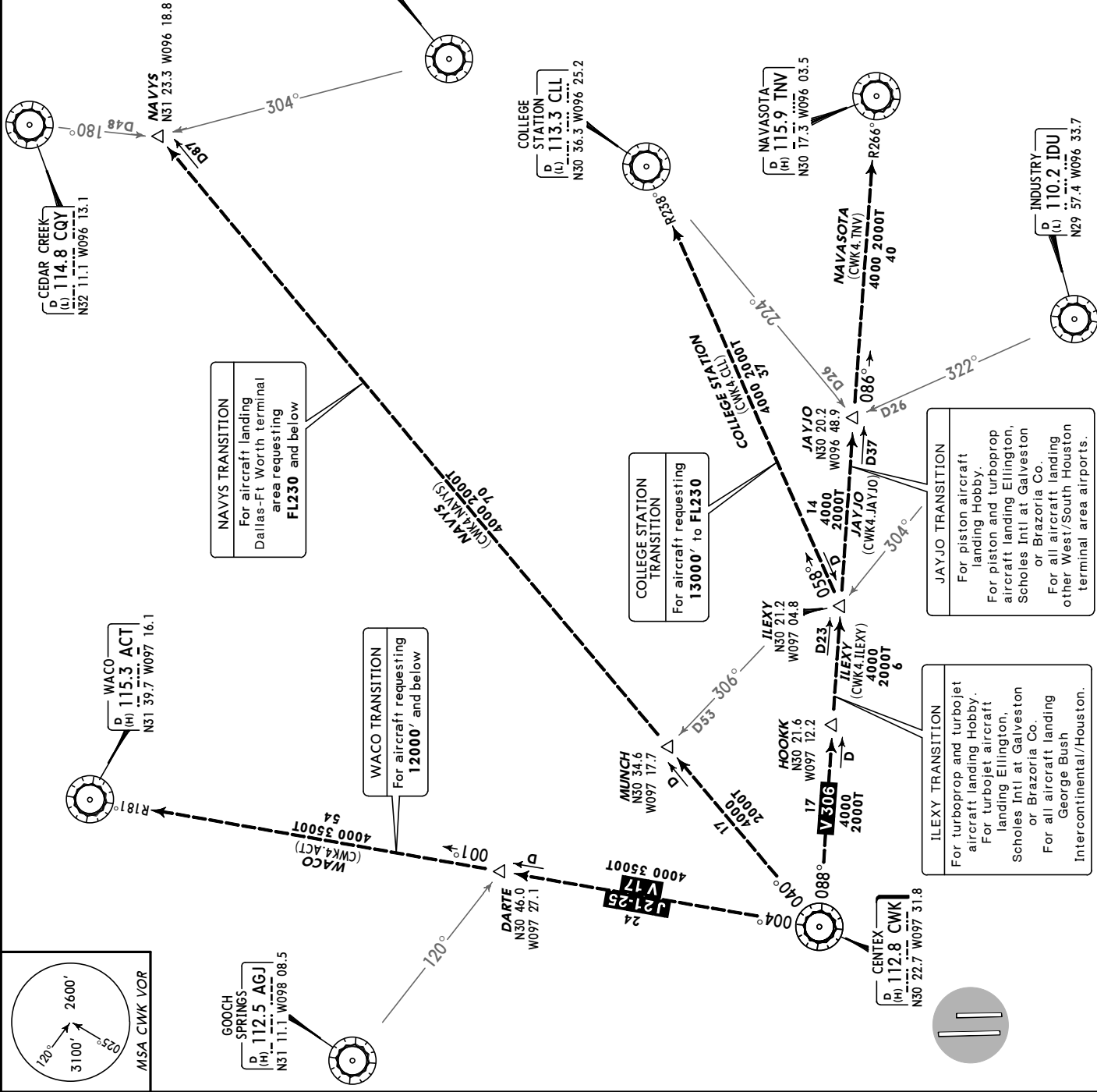
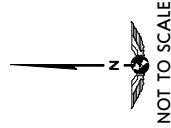
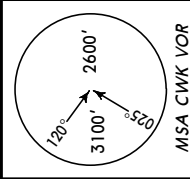


SAN ANTONIO
D 116.8 SAT
(H)
N29 38.6 W098 27.7

OBSTACLES
Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.
Rwy 17R: Trees 1007' from DER, 739' RIGHT of centerline up to 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' RIGHT of centerline, 55' AGL/528' MSL.

CHANGES: None.

CENTEX FOUR DEPARTURE
(CWK4.CWK)



Direct distance from -Bergstrom Intl to
CWK **13 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than standard, if authorized).

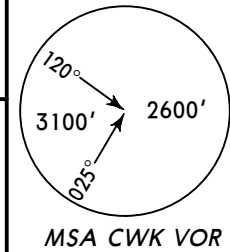
OBSTACLES
Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.
Rwy 17R: Trees 1007' from DER, 739' RIGHT of centerline up to 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' RIGHT of centerline, 55' AGL/528' MSL.

RWY	INITIAL CLIMB
17L/R	Climb via assigned heading.
35L/R	Climb heading 353° to 1800'.

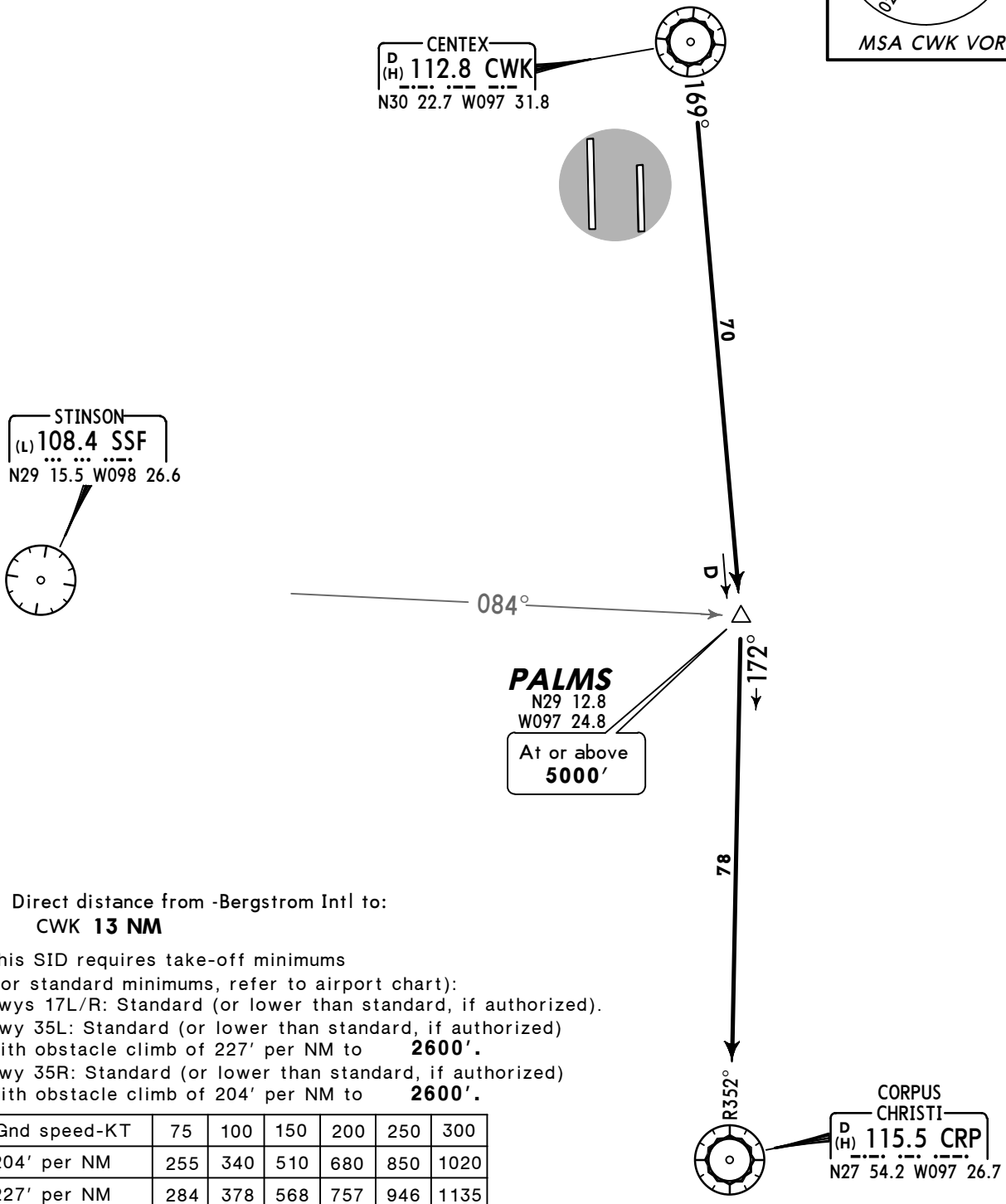
ROUTING
Climb to 4000' via RADAR vectors to assigned transition. EXPECT filed altitude 10 minutes after departure

AUSTIN
Departure (R)
120.87Apt Elev
542'

Trans level: FL180 Trans alt: 18000'



PALMS ONE DEPARTURE (PALMS1.PALMS)



Direct distance from -Bergstrom Intl to:
CWK 13 NM

This SID requires take-off minimums

(for standard minimums, refer to airport chart):

Rwys 17L/R: Standard (or lower than standard, if authorized).

Rwy 35L: Standard (or lower than standard, if authorized)

with obstacle climb of 227' per NM to **2600'**.

Rwy 35R: Standard (or lower than standard, if authorized)

with obstacle climb of 204' per NM to **2600'**.

Gnd speed-KT	75	100	150	200	250	300
204' per NM	255	340	510	680	850	1020
227' per NM	284	378	568	757	946	1135

OBSTACLES

Rwy 17L: Multiple trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL.

Tree 617' from DER, 584' RIGHT of centerline, 55' AGL/498' MSL.

Rwy 17R: Multiple trees beginning 1007' from DER, 730' RIGHT of centerline to 603' LEFT of centerline up to 61' AGL/540' MSL.

Rwy 35R: Tree 816' from DER, 663' RIGHT of centerline, 55' AGL/528' MSL.

INITIAL CLIMB

Fly tower assigned heading for vectors to CWK.

ALTITUDE

MAINTAIN 4000'

ROUTING

Via CWK R-169 to PALMS, then via CRP R-352 to CRP. EXPECT filed altitude 10 minutes after departure.

KAUS/AUS

Apt Elev 542'

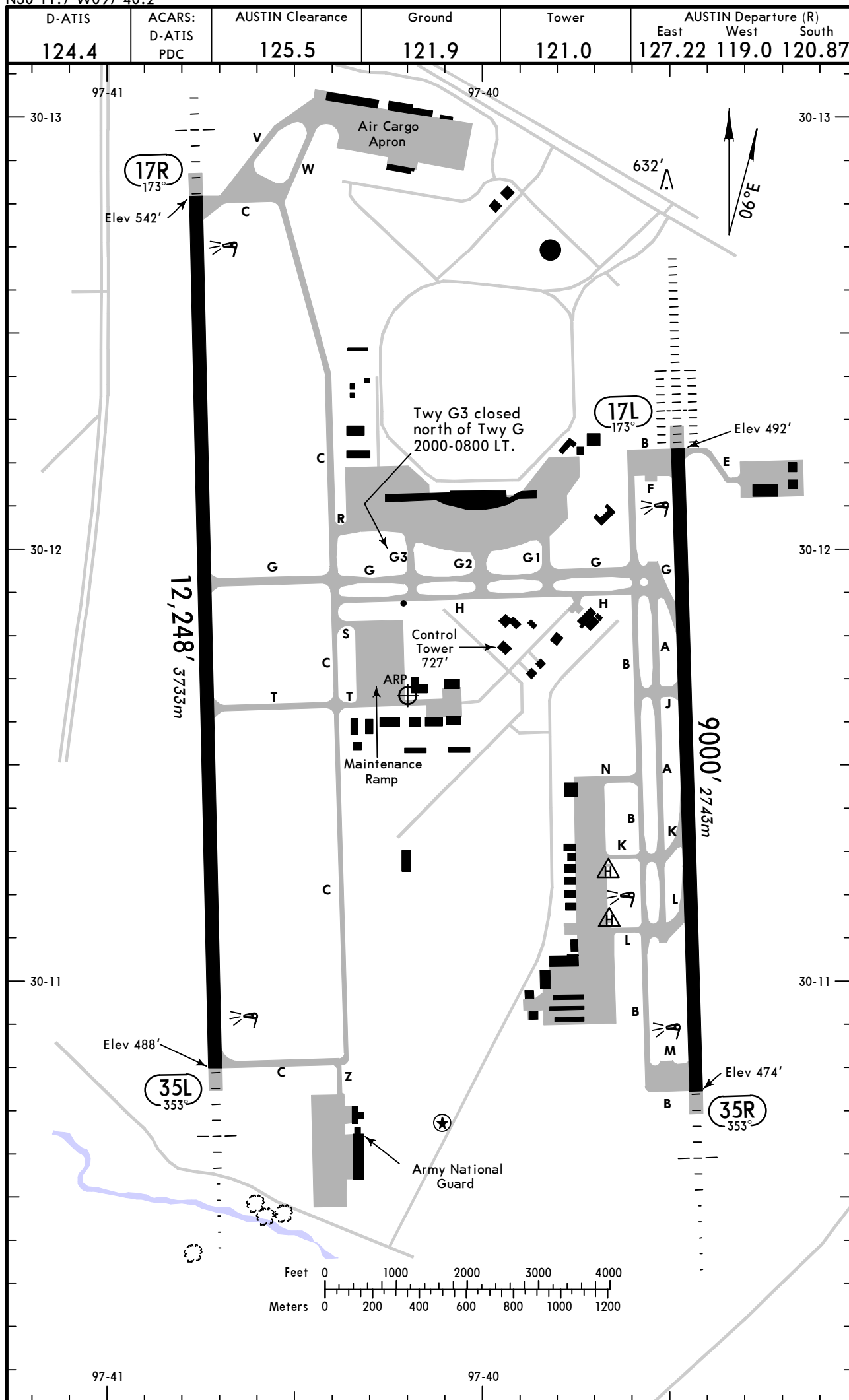
N30 11.7 W097 40.2

10 DEC 10

(60-9)

AUSTIN, TEXAS

-BERGSTROM INTL



CHANGES: Departure frequency.

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GENERAL

Birds in vicinity of airport.

During the hours of 0000-0600 local time, arriving aircraft will be assigned Rwy 35L or Rwy 35R and departing aircraft will be assigned Rwy 17L or 17R to avoid noise sensitive areas.

Declared low visibility conditions require ATCT communication prior to push back. Power backs are prohibited during these periods.

Engine maintenance run ups require airport operations coordination.

People and equipment adjacent to taxiways.

Weather System Processor.

Rwy 17L/35R PPR.

Prior permission required general aviation aircraft on the passenger terminal apron, call operations.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
17L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR		7799' 2377m		150'
35R	HIRL CL MALSR TDZ PAPI-L grooved RVR		8039' 2450m		46m

① Angle 3.0°

17R	HIRL MALSR PAPI-L grooved RVR		10,949' 3337m		150'
35L	HIRL MALSR PAPI-L grooved RVR		11,154' 3400m		46m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 17L/35R**

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RLCM & HIRL		3 & 4	1 & 2
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 17R/35L

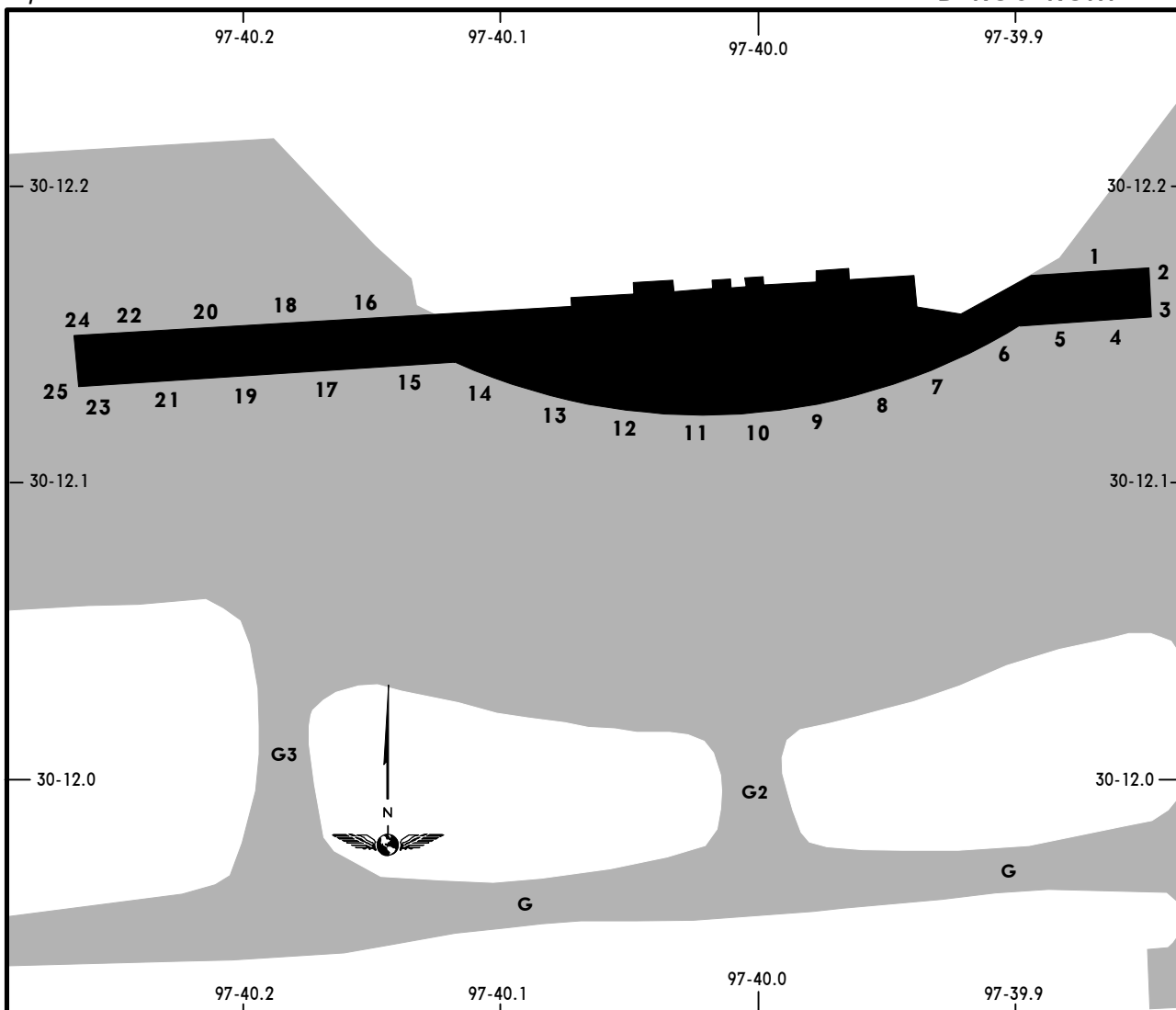
Both RVRs are required and controlling.	Adequate Vis Ref	STD	
CL, or RLCM & HIRL		3 & 4	1 & 2
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 35L & 35R- Climb via heading 353° to 1800' before turning left on course.

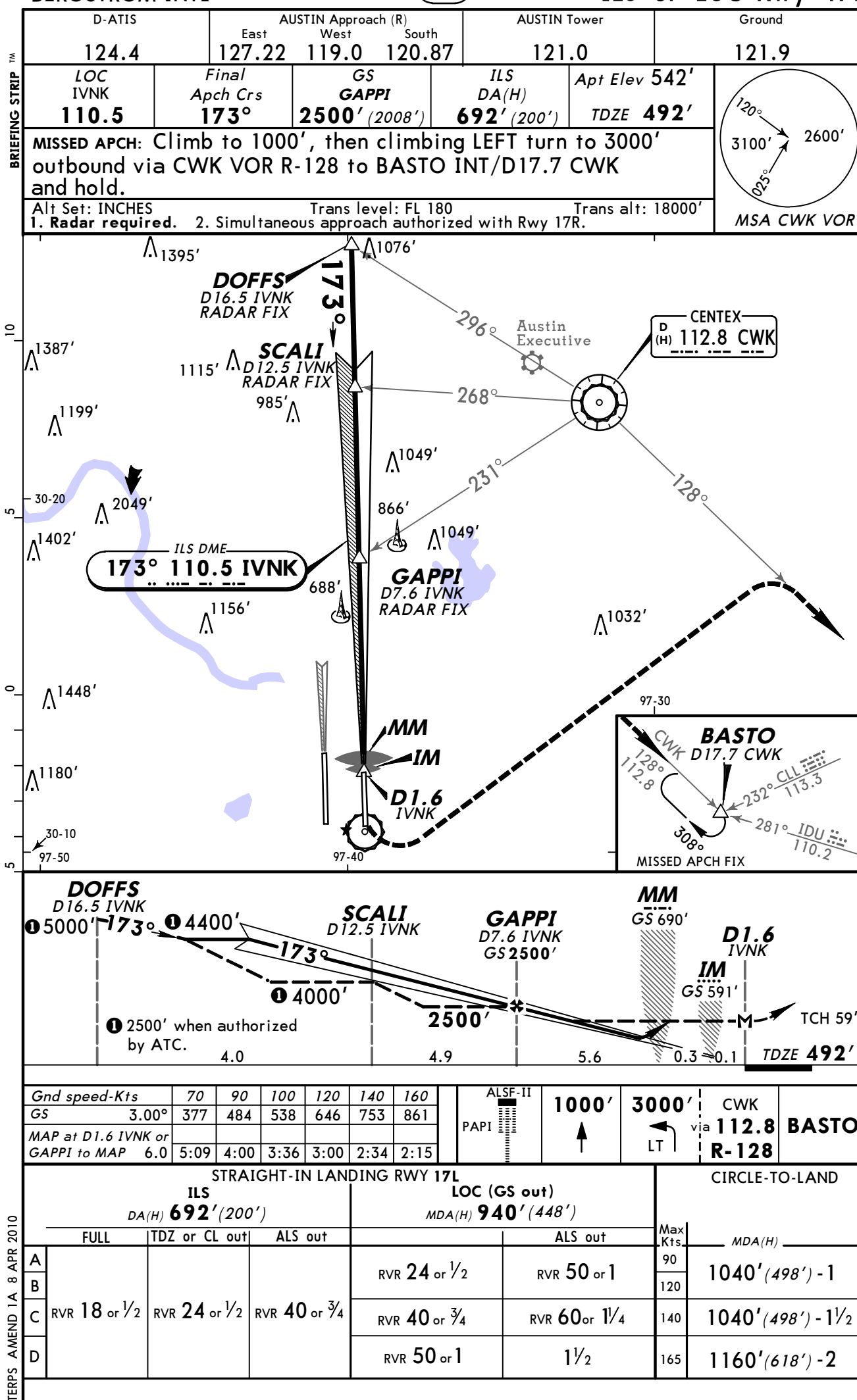
FOR FILING AS ALTERNATE

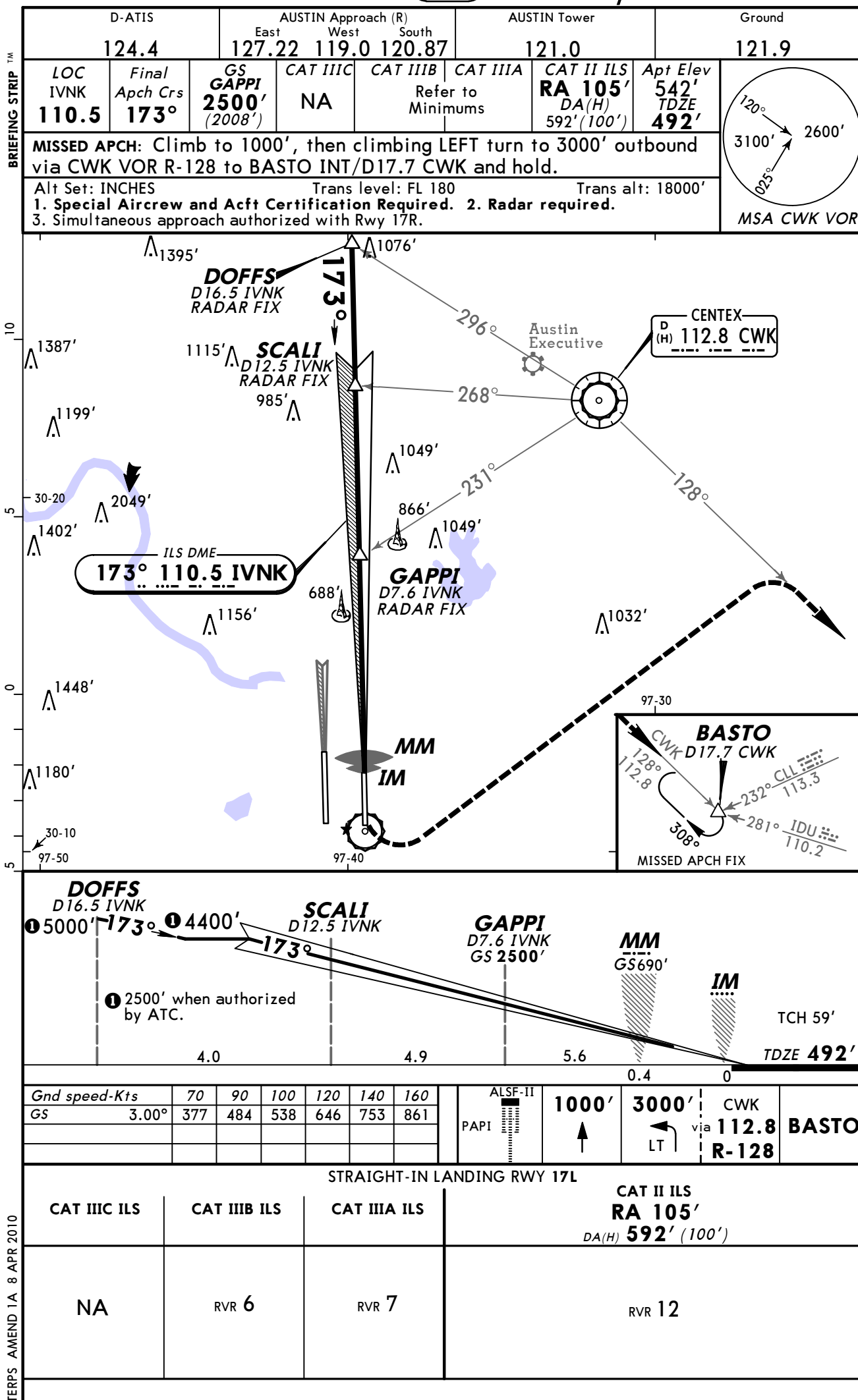
	Precision	Non-Precision	RNAV (GPS) All Rwys
A	600-2	800-2	NA
B			
C	700-2		
D			

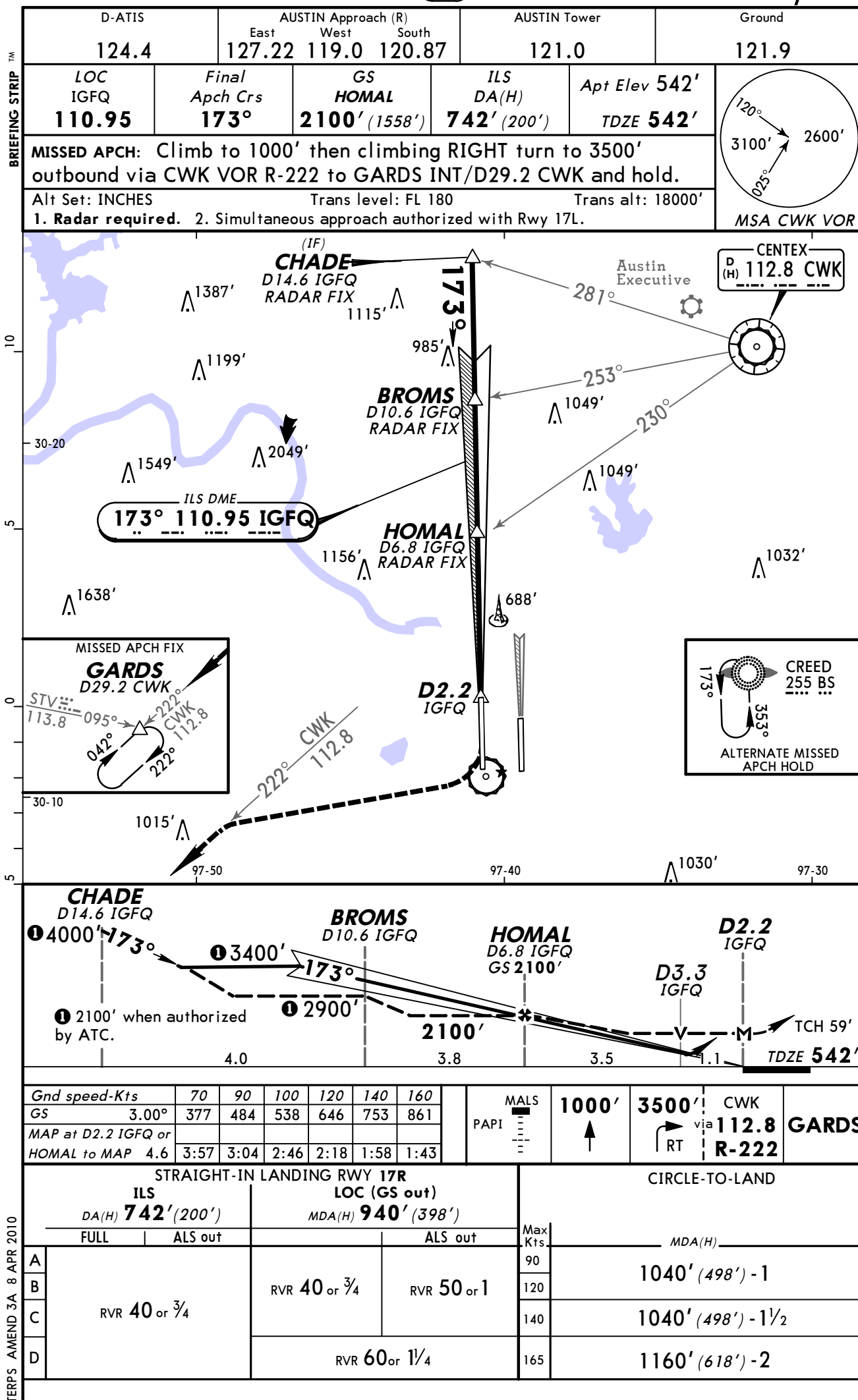


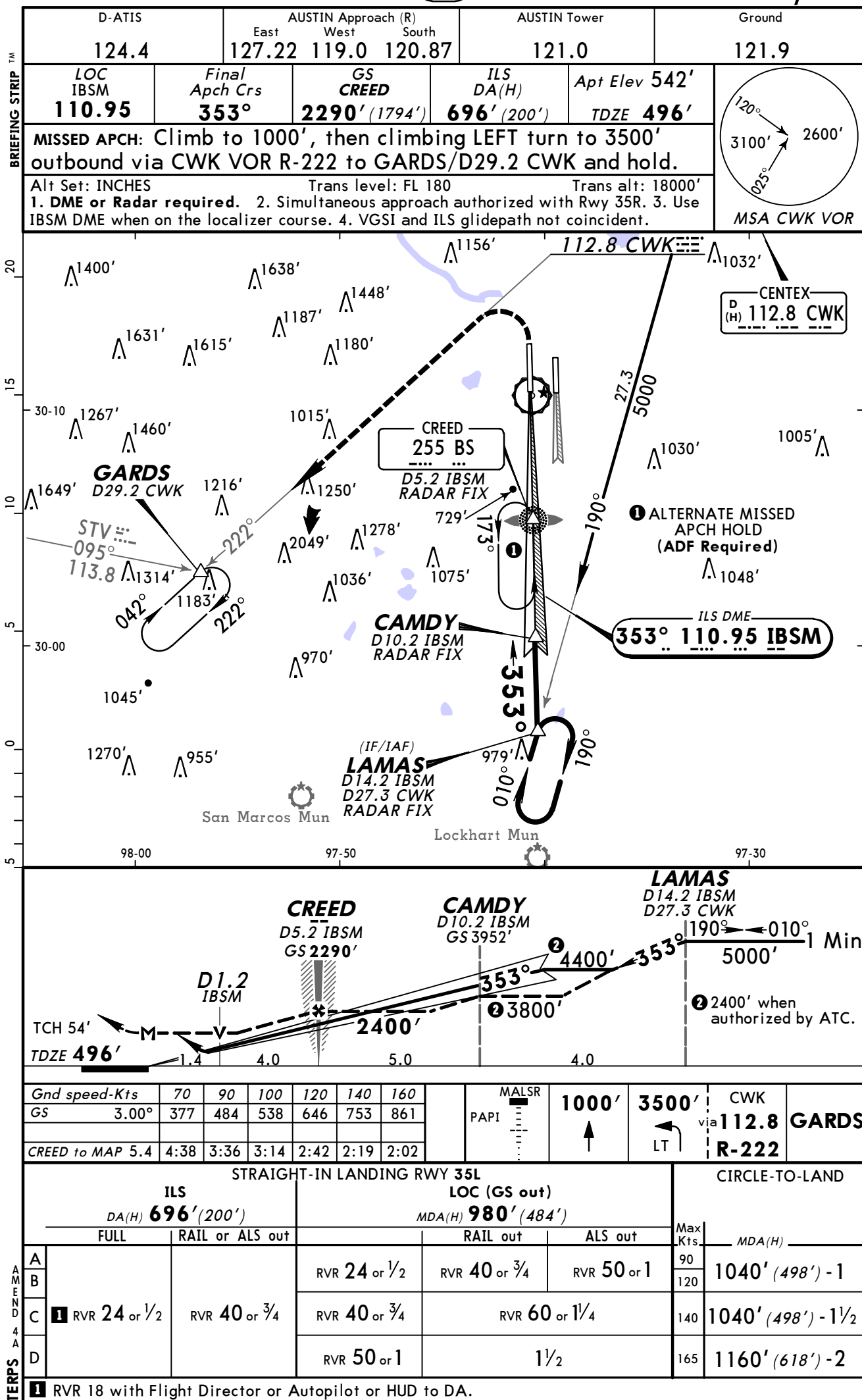
PARKING GATE COORDINATES

GATE NO.	COORDINATES	GATE NO.	COORDINATES
1	N30 12.2 W097 39.9	21	N30 12.1 W097 40.2
2,3	N30 12.2 W097 39.8	22	N30 12.2 W097 40.2
4 thru 7	N30 12.1 W097 39.9	23	N30 12.1 W097 40.3
8 thru 11	N30 12.1 W097 40.0	24	N30 12.2 W097 40.3
12 thru 15	N30 12.1 W097 40.1	25	N30 12.1 W097 40.3
16	N30 12.2 W097 40.2		
17	N30 12.1 W097 40.2		
18	N30 12.2 W097 40.2		
19	N30 12.1 W097 40.2		
20	N30 12.2 W097 40.2		

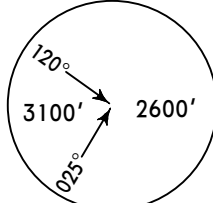




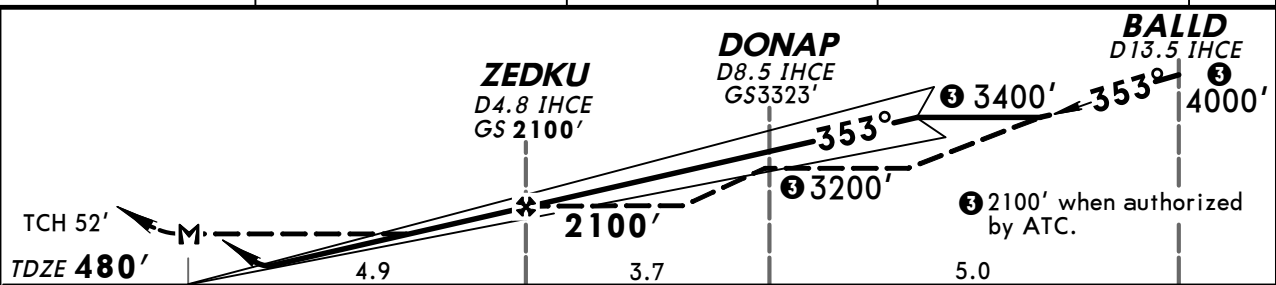
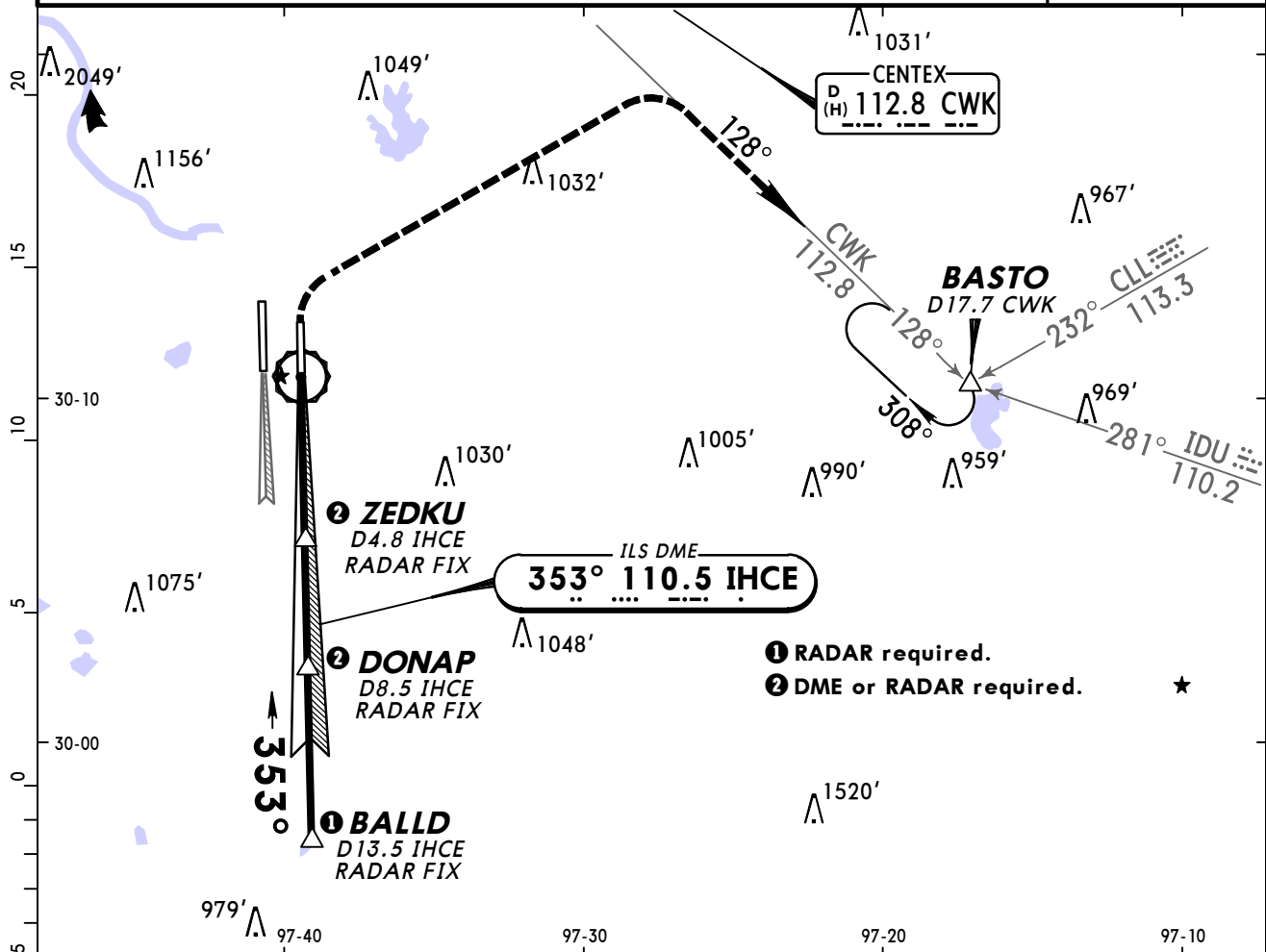




BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0		Ground 121.9		
LOC IHCE 110.5		Final Apch Crs 353°		GS ZEDKU 2100' (1620')		ILS DA(H) 680' (200')		Apt Elev 542' TDZE 480'	
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 3000' outbound via CWK VOR R-128 to BASTO INT/D17.7 CWK and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Simultaneous approach authorized with Rwy 35L.									

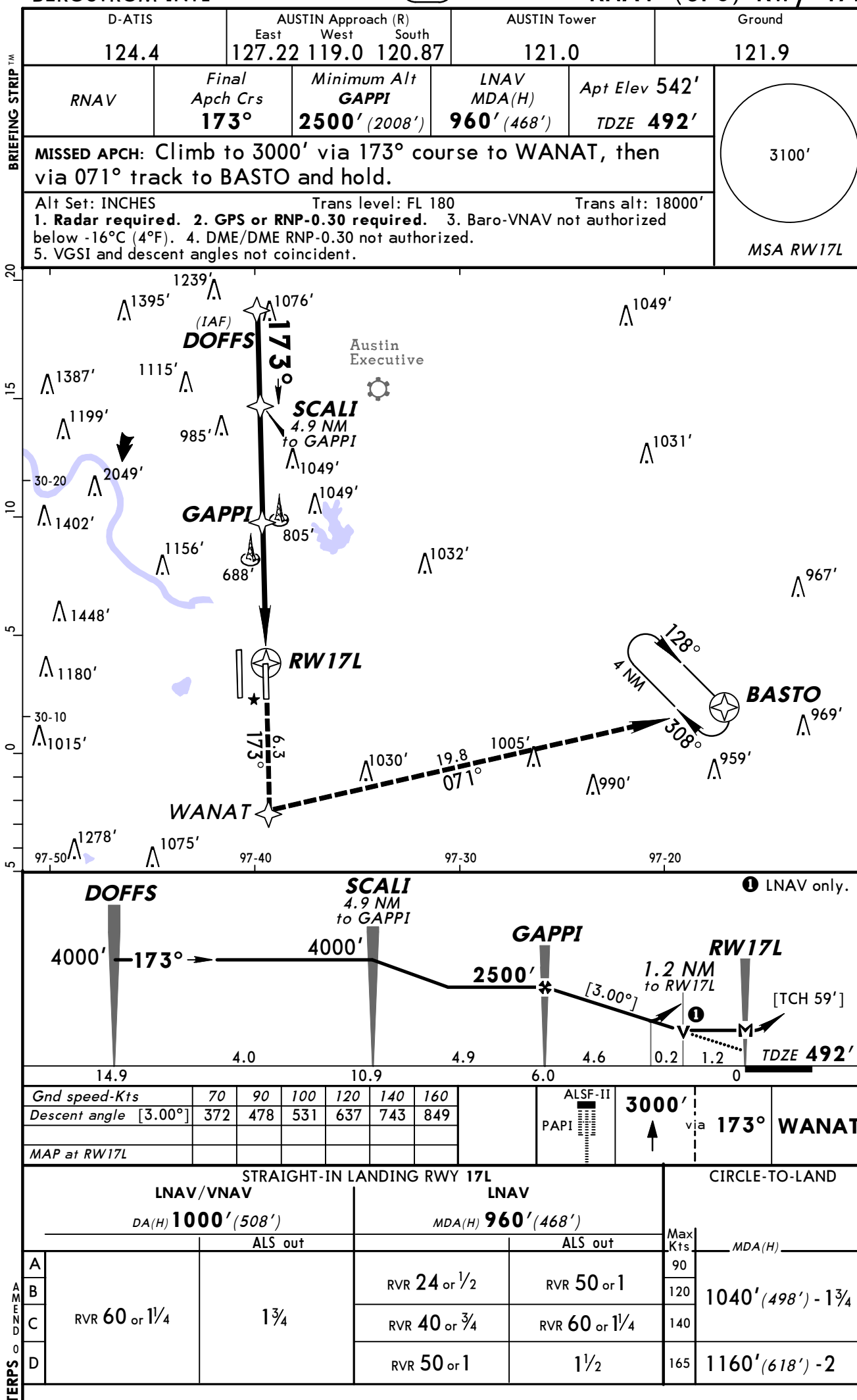
MSA CWK VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
ZEDKU to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

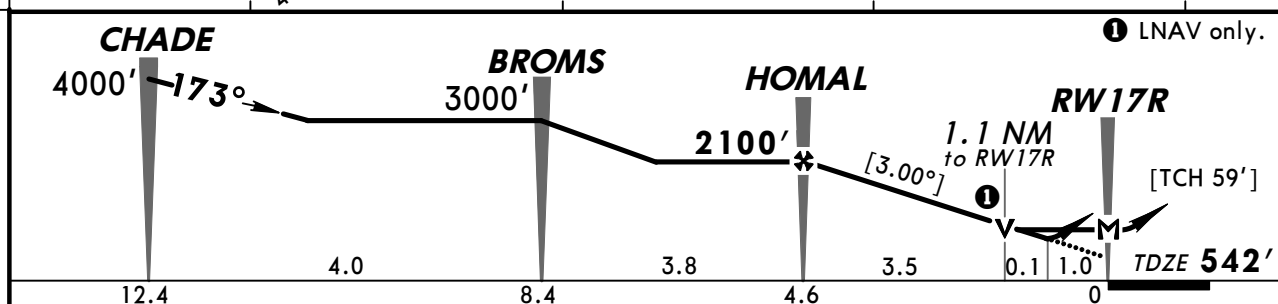
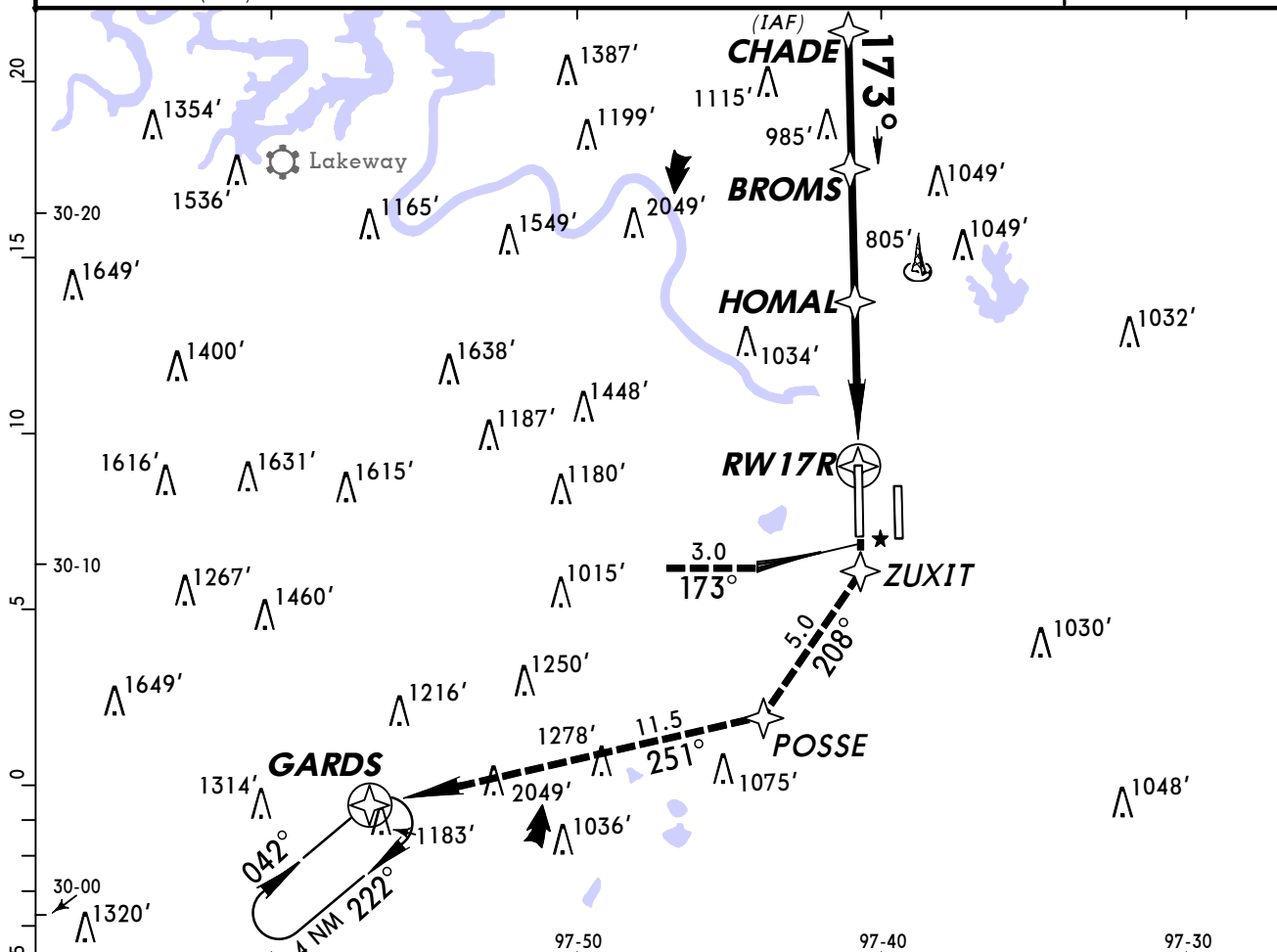
MALSR	1000'	3000'	CWK	BASTO
PAPI	↑	RT	via 112.8 R-128	

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 680' (200')		MDA(H) 980' (500')				
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A			RVR 24 or 1/2	RVR 40 or 3/4	90	1040' (498') - 1
B			RVR 40 or 3/4	RVR 50 or 1	120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	140	1040' (498') - 1 1/2
D			RVR 50 or 1	1 1/2	165	1160' (618') - 2



BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87		AUSTIN Tower 121.0		Ground 121.9	
RNAV		Final Apch Crs 173°	Minimum Alt HOMAL 2100' (1558')	LNAV/VNAV DA(H) 920' (378')	Apt Elev 542' TDZE 542'		3100' MSA RW17R
MISSED APCH: Climb to 3100' via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° track to GARDS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. GPS or RNP-0.30 required. 3. Baro-VNAV not authorized below -16°C (4°F). 4. DME/DME RNP-0.30 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MAP at RW17R	MALS PAPI	3100' via 173°	ZUXIT
Descent angle [3.00°]	372	478	531	637	743	849				

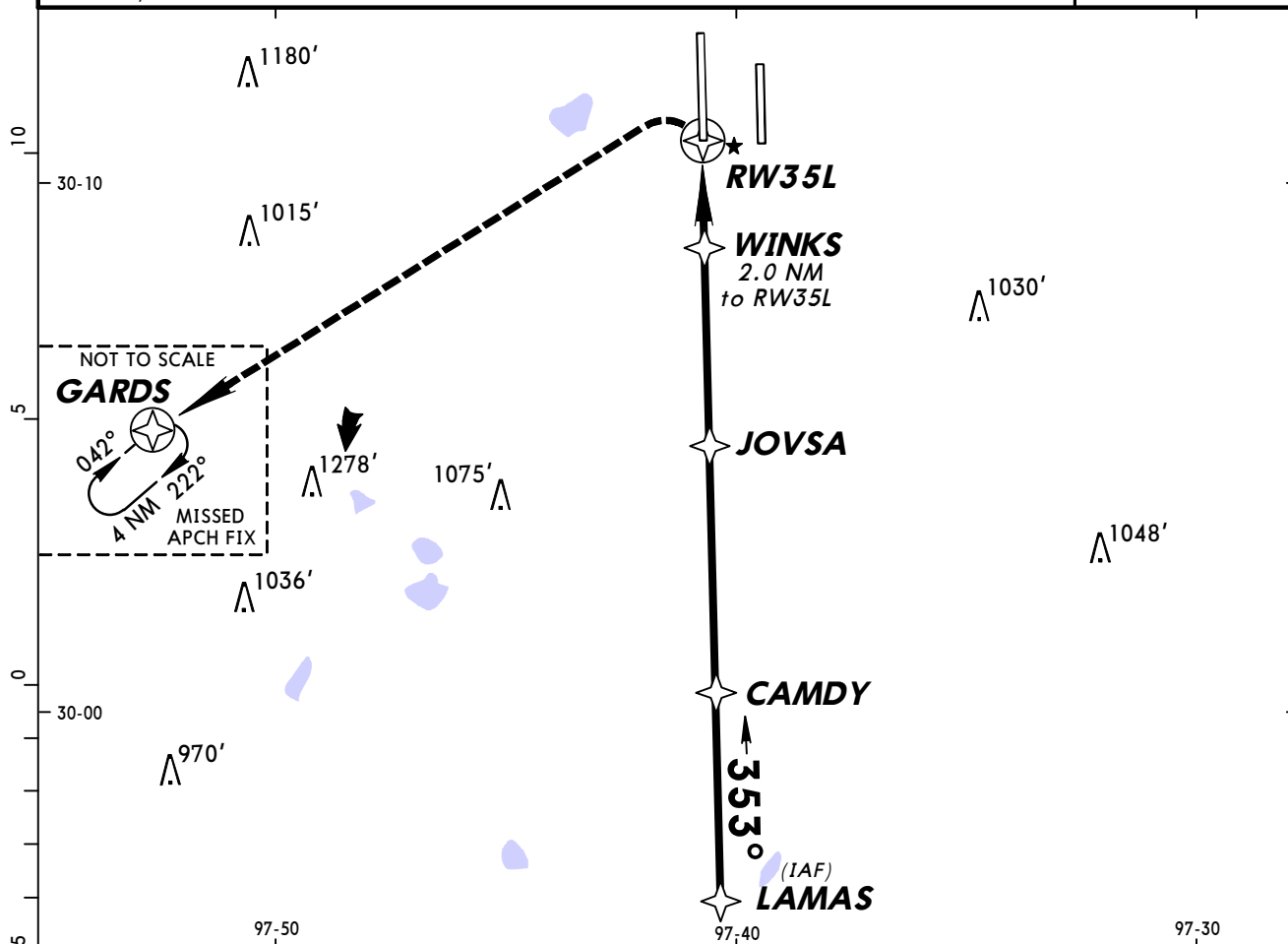
STRAIGHT-IN LANDING RWY 17R					CIRCLE-TO-LAND		
LNAV/VNAV			LNAV		Max Kts	MDA(H)	
DA(H) 920' (378')			MDA(H) 940' (398')				
ALS out			ALS out				
A	RVR 60 or 1¼			RVR 40 or ¾	RVR 50 or 1	90	1040' (498') - 1¼
B						120	
C						140	
D				RVR 60 or 1¼		165	1160' (618') - 2

KAUS/AUS
-BERGSTROM INTL

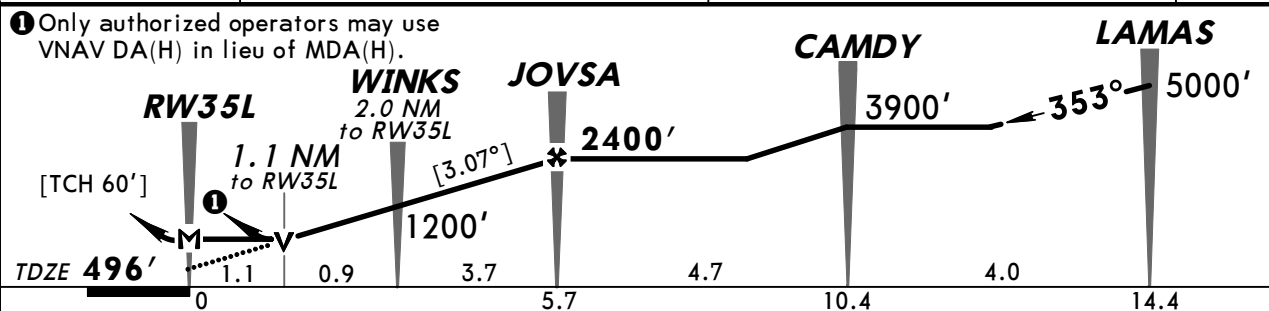
JEPPESEN
10 DEC 10 **(62-3)**

AUSTIN, TEXAS
RNAV (GPS) Y Rwy 35L

BRIEFING STRIP TM	D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87		AUSTIN Tower 121.0		Ground 121.9	
	RNAV	Final Apch Crs 353°	Minimum Alt JOVSA 2400' (1904')	LNAV MDA(H) 900' (404')	Apt Elev 542' TDZE 496'	3100' MSA RW35L		
	MISSED APCH: Climbing LEFT turn to 3100' direct GARDS and hold.							
	Alt Set: INCHES 1. Radar required. 2. GPS or RNP-0.30 required. 3. DME/DME RNP-0.30 not authorized.							
	Trans level: FL 180					Trans alt: 18000'		



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3100'	LT	D→	GARDS
Descent angle [3.07°]	380	489	543	652	760	869					
MAP at RW35L											

STRAIGHT-IN LANDING RWY 35L

LNAV
MDA(H) **900'** (404')

CIRCLE-TO-LAND

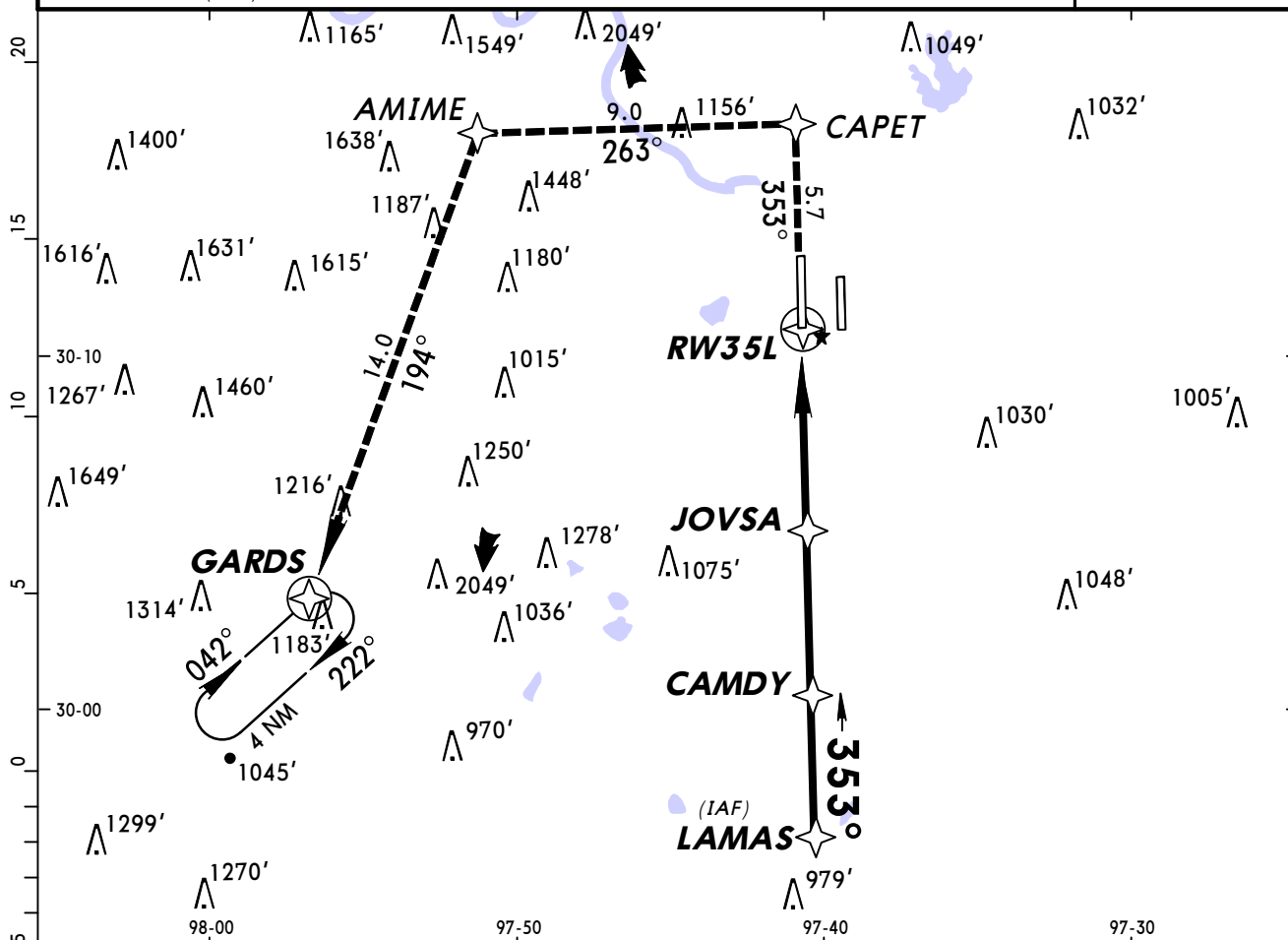
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1040' (498') - 1
B				120	
C	RVR 40 or 3/4	RVR 60 or 1 1/4		140	1040' (498') - 1 1/2
D	RVR 50 or 1			165	1160' (618') - 2

CHANGES: Approach frequency.

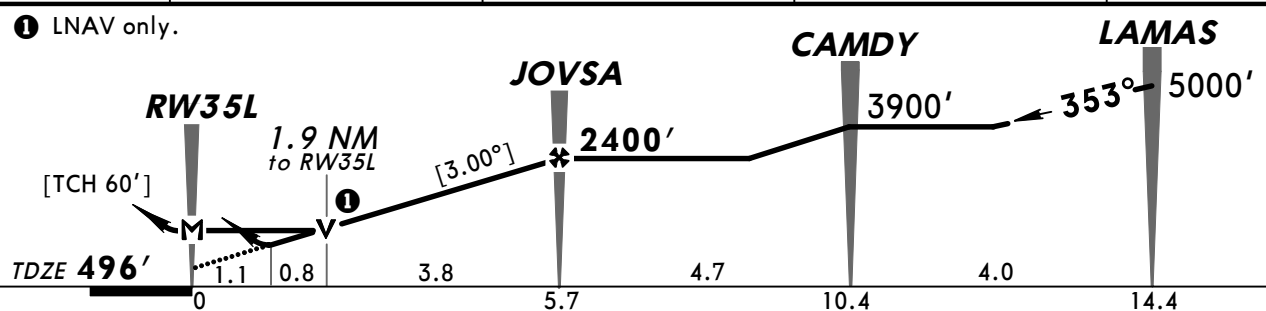
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BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87		AUSTIN Tower 121.0	Ground 121.9
RNAV	Final Apch Crs 353°	Minimum Alt JOVSA 2400' (1904')	LNAV/VNAV DA(H) 900' (404')	Apt Elev 542' TDZE 496'	3100' MSA RW35L
MISSED APCH: Climb to 3100 via 353° course to CAPET, then via 263° track to AMIME, then via 194° track to GARDS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. GPS or RNP-0.30 required. 3. Baro-VNAV not authorized below -16°C (4°F). 4. DME/DME RNP-0.30 not authorized.					



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3100'	via 353° CAPET
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW35L									

STRAIGHT-IN LANDING RWY 35L

CIRCLE-TO-LAND

LNAV/VNAV DA(H) 900' (404')			LNAV MDA(H) 1140' (644')			Max Kts	MDA(H)
RAIL out	ALS out		RAIL out	ALS out			
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1140' (598') - 1 1/2
B						120	
C	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	1 3/4		140	1140' (598') - 1 3/4
D			1 1/2	2		165	1160' (618') - 2

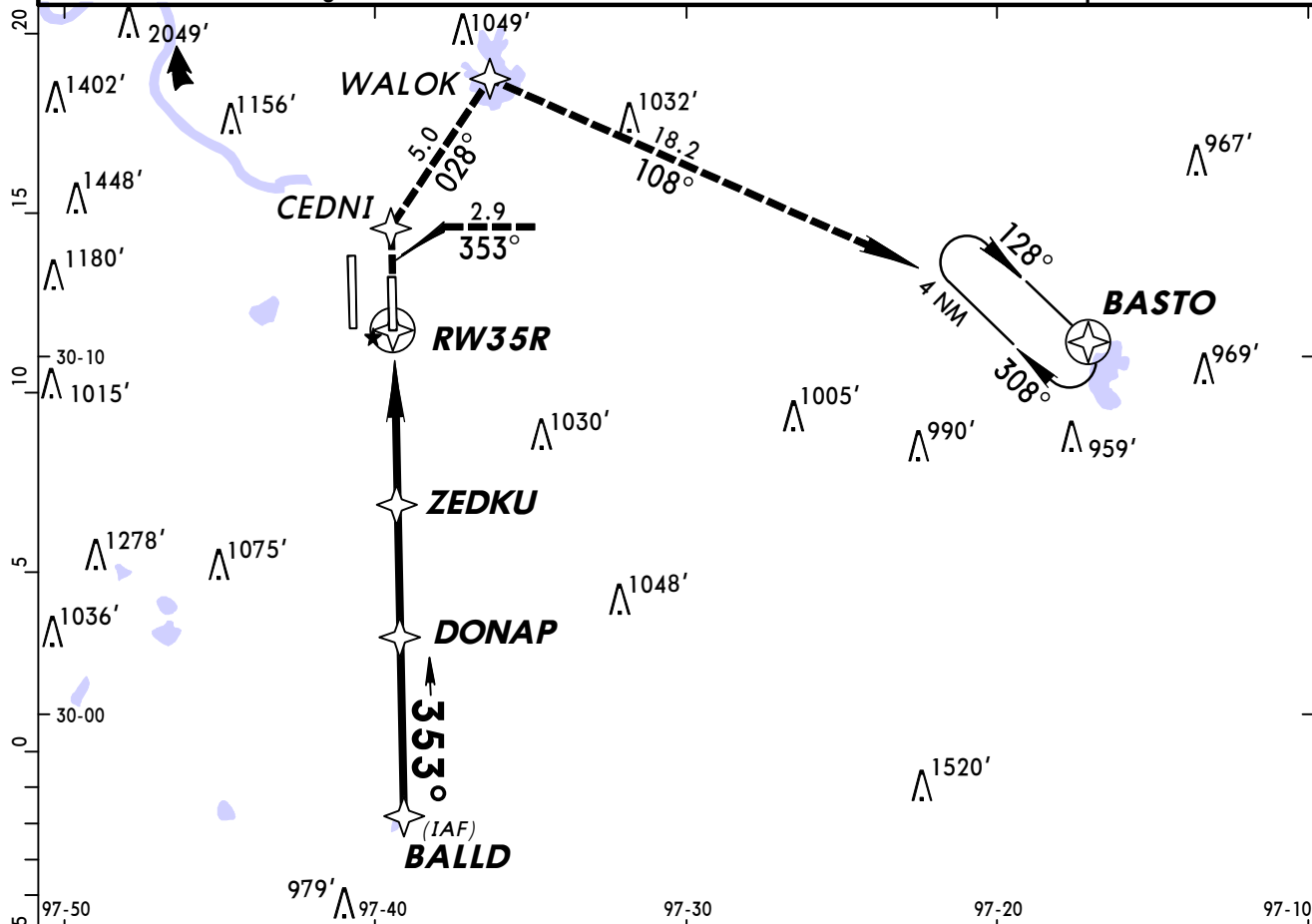
KAUS/AUS
-BERGSTROM INTL

JEPPESSEN
10 DEC 10 (62-5)

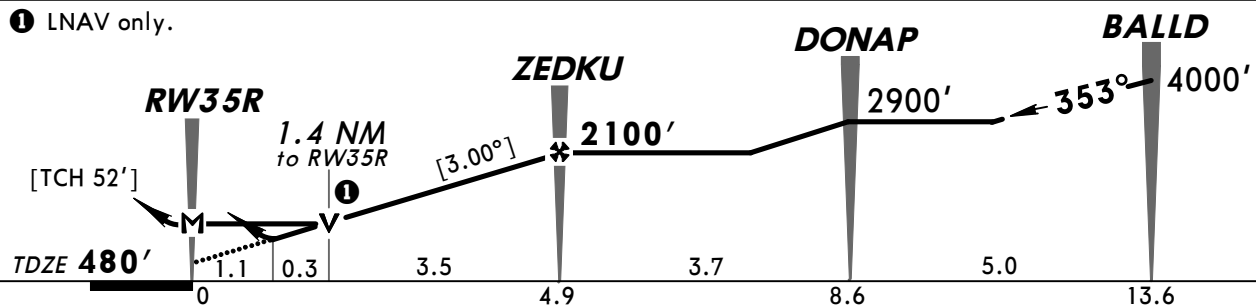
AUSTIN, TEXAS
RNAV (GPS) Rwy 35R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87		AUSTIN Tower 121.0		Ground 121.9	
RNAV	Final Apch Crs 353°	Minimum Alt ZEDKU 2100' (1620')	LNAV/VNAV DA(H) 880' (400')		Apt Elev 542' TDZE 480'		3100' MSA RW35R
MISSED APCH: Climb via 353° course to CEDNI then via 028° track to WALOK then via 108° track to 3000' to BASTO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. GPS or RNP-0.30 required. 3. Baro-VNAV not authorized below -15°C (4°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and descent angles not coincident.							



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	↑ via 353°	CEDNI
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW35R									

STRAIGHT-IN LANDING RWY 35R							CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 880'(400')				LNAV MDA(H) 980'(500')			Max Kts	MDA(H)
RAIL out		ALS out	RAIL out		ALS out			
A	RVR 50 or 1	1½	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1040'(498') - 1½	
B						120		
C			RVR 40 or 3/4	RVR 60 or 1¼		140		
D			RVR 50 or 1	1½		165	1160'(618') - 2	

CHANGES: Approach frequency.

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General Information

Location: FT Bliss TX USA
IATA Code: BIF
Lat/Long: N31° 51.0' W106° 22.8'
Elevation: 3948 ft

Airport Use: Military
Magnetic Variation: 8.7°E
Sectional Chart: El Paso

Fuel Types: Jet A+
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 2050 ft AGL

Sunrise: 1335 Z
Sunset: 0101 Z,

Runway Information

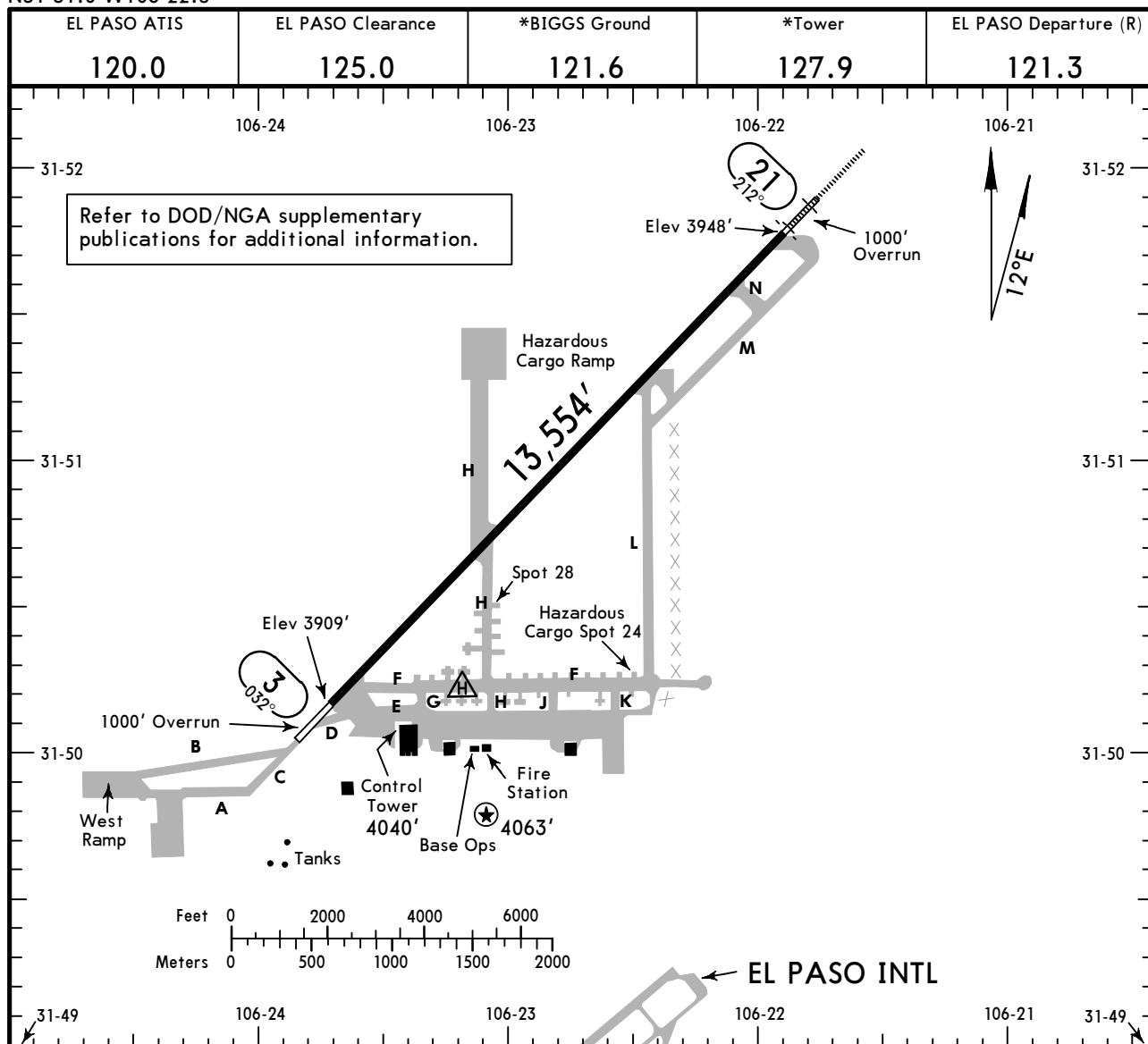
Runway: 03
Length x Width: 13554 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3910 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Runway: 21
Length x Width: 13554 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3948 ft
Lighting: Edge, ALS, REIL, Pilot controlled
Stopway: 1000 ft

Communication Information

ATIS 120.0
Biggs Tower 127.9 PCL
Biggs Ground Control 121.6
El Paso Clearance Delivery 125.0
El Paso Approach Control 124.25 Initial Contact
El Paso Approach Control 119.15
El Paso Departure Control 121.3
Biggs Operations 122.7

AIR Guard Operations 143.125



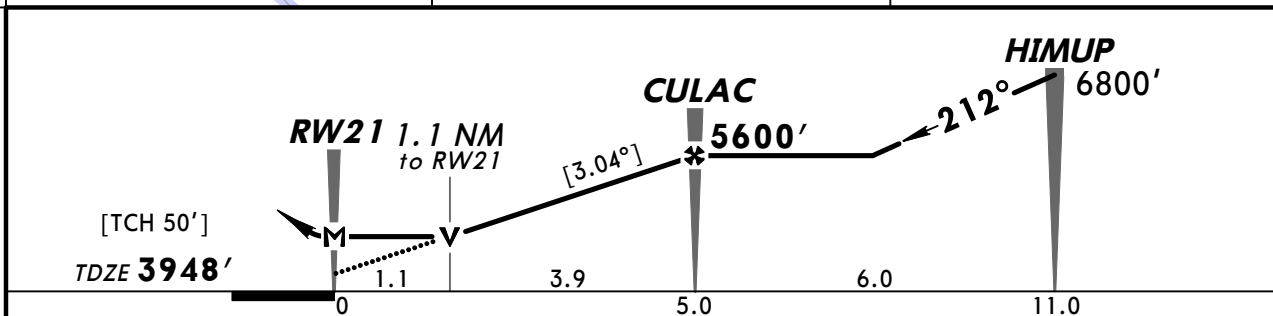
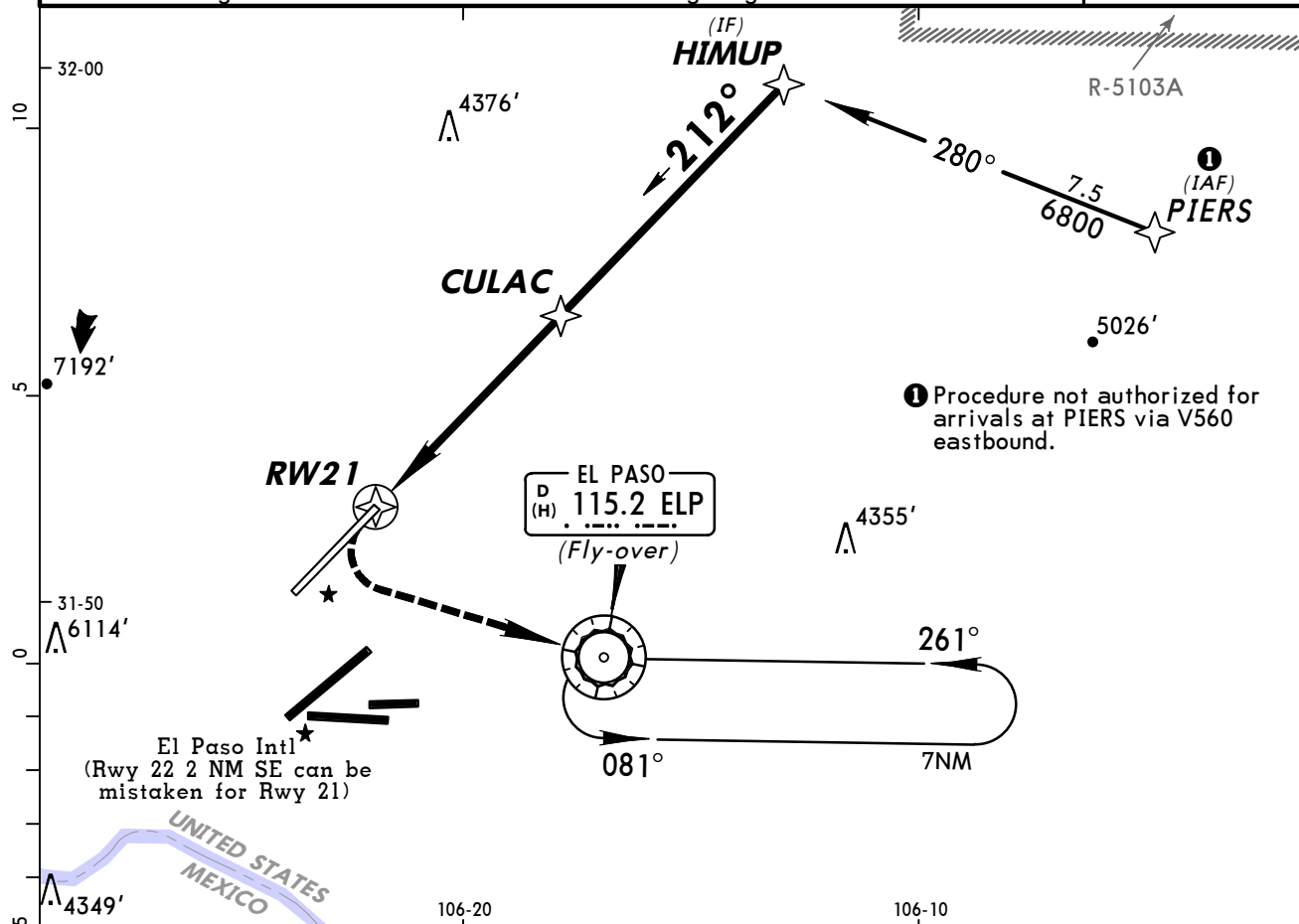
ADDITIONAL RUNWAY INFORMATION				
RWY		USABLE LENGTHS		WIDTH
		— LANDING BEYOND —	TAKE-OFF	
3	① HIRL REIL ① PAPI-L (angle 3.0°)	Threshold		150'
21	① HIRL REIL ALSF-I SFL ① PAPI-L (angle 3.0°)	Glide Slope		

① Activate on 127.9 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
All Rwys					
Adequate Vis Ref		STD			
1 & 2 Eng	1/4	1		A	NA
3 & 4 Eng		1/2		B	
				C	
				D	
OBSTACLE DP: Rwy 21 left turn, direct to ELP VOR, continue climb via ELP VOR R-130 to airway MEA or as directed by ATC. Rwy 3 right turn, direct to ELP VOR, continue climb via ELP VOR R-130 to				airway MEA or as directed by ATC.	

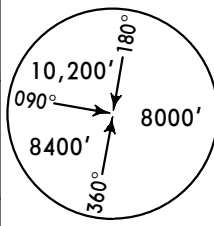
BRIEFING STRIP

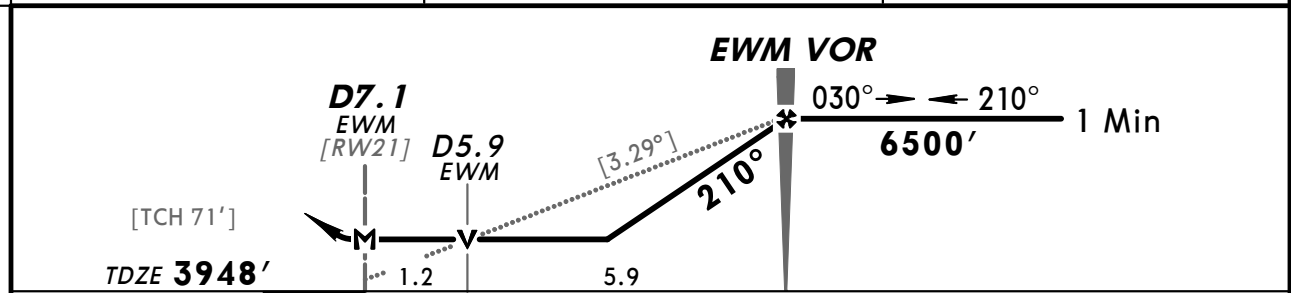
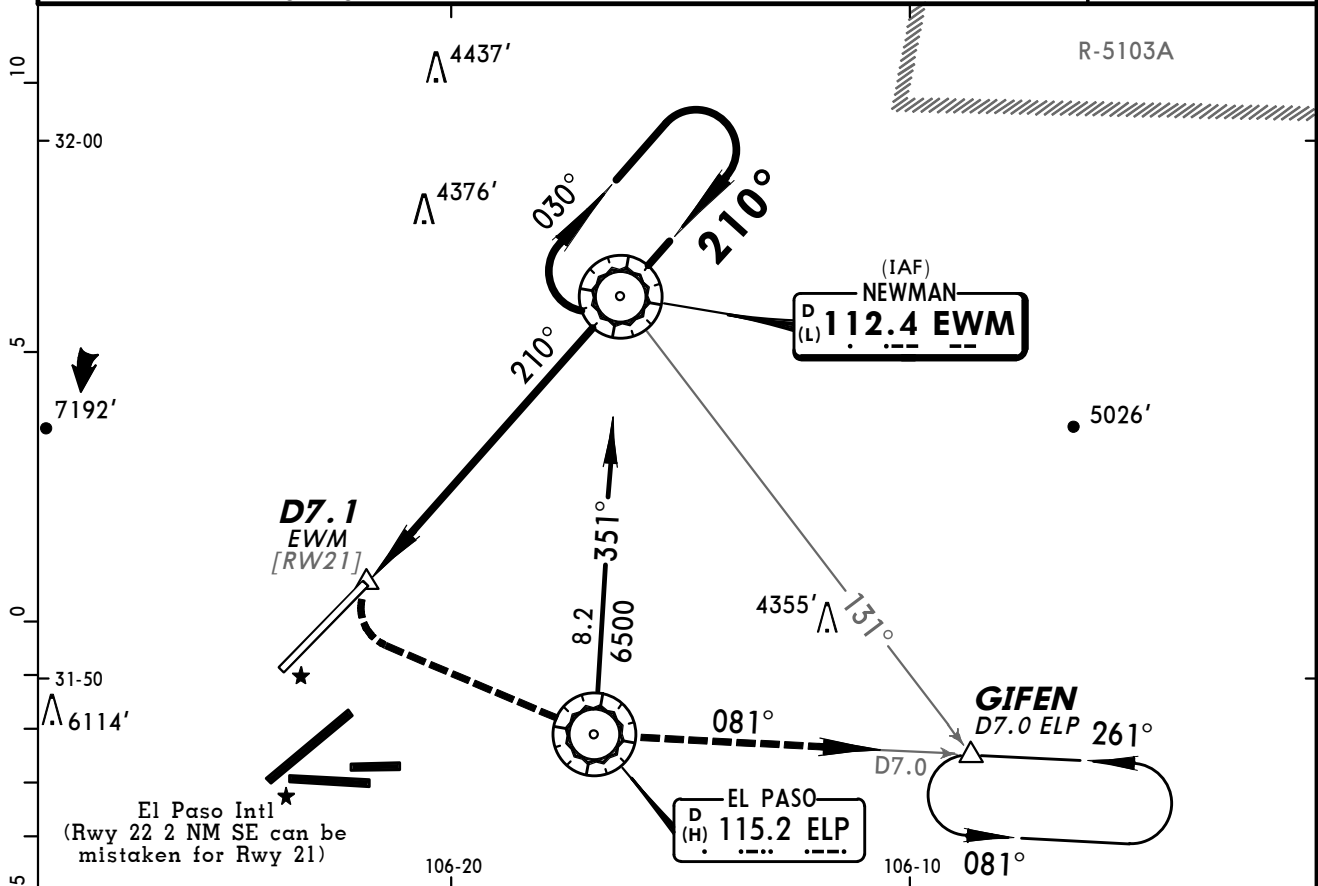
ATIS 120.0		EL PASO Approach (R) North 124.25 South 119.15		*BIGGS Tower 127.9	*Ground 121.6
RNAV	Final Apch Crs 212°	Minimum Alt CULAC 5600' (1652')	RNAV MDA(H) 4360' (412')	Apt Elev 3948' TDZE 3948'	9300' MSA RW21
MISSED APCH: Climbing LEFT turn to 7500' direct ELP VOR and hold. Continue climb-in-hold to 7500'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required when R-5103A in use. 2. CAUTION: Steeply rising terrain exceeding 7100' 4 NM west of airport. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 127.9.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI LT D ELP 115.2
Descent angle [3.04°]	376	484	538	645	753	861	
MAP at RW21							

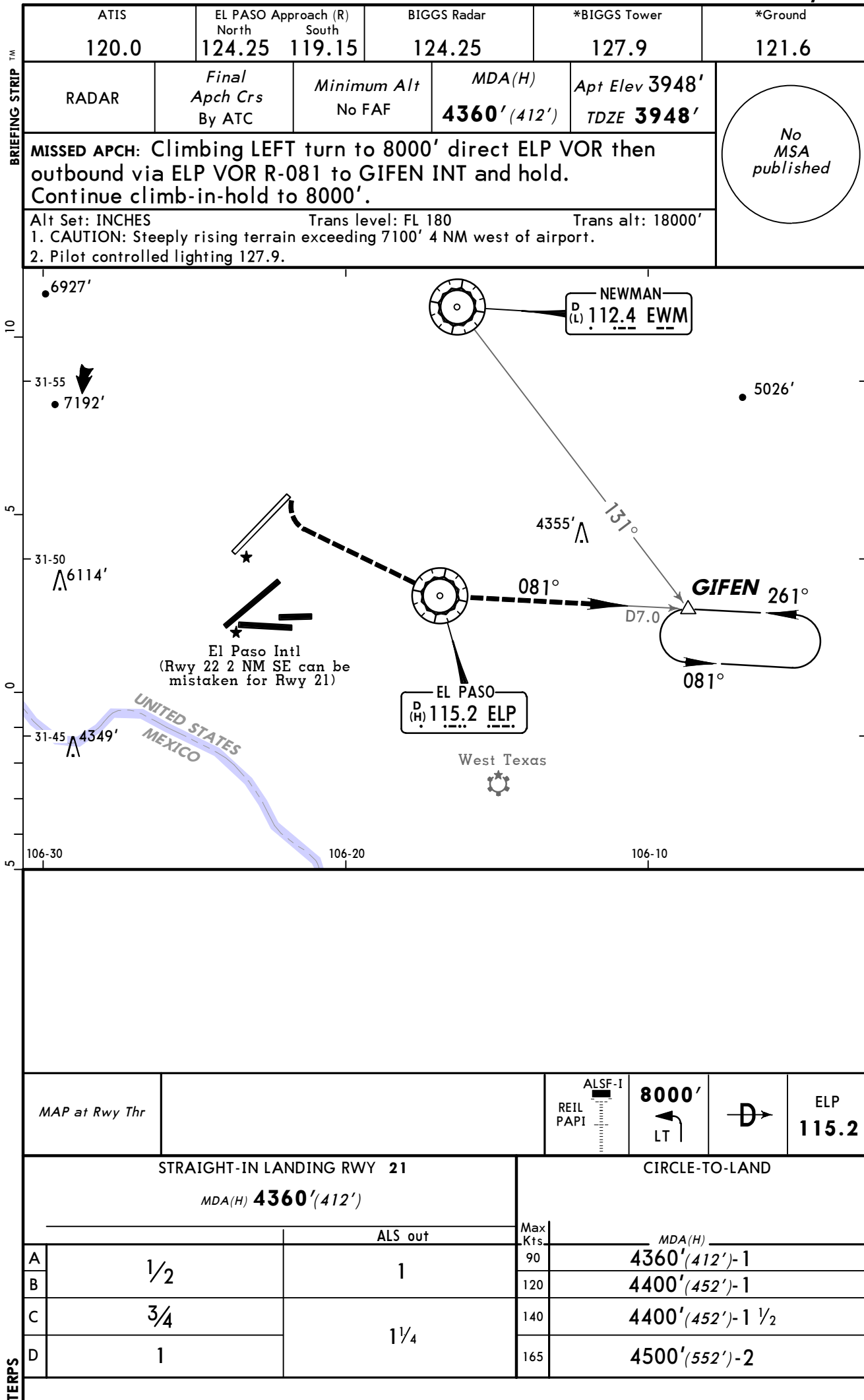
STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND		
RNAV MDA(H) 4360' (412')			MDA(H)		
ALS out			Max Kts		
A	1/2	1	90	4360' (412') -1	
B	1/2	1	120	4400' (452') -1	
C	3/4	1 1/4	140	4400' (452') -1 1/2	
D	1	1 1/4	165	4500' (552') -2	

ATIS 120.0		EL PASO Approach (R) North 124.25 South 119.15		*BIGGS Tower 127.9	*Ground 121.6
VOR EWM 112.4	Final Apch Crs 210°	Minimum Alt VOR 6500' (2552')	MDA(H) 4420' (472')	Apt Elev 3948' TDZE 3948'	 MSA EWM VOR
MISSED APCH: Climbing LEFT turn to 8000' direct to ELP VOR then outbound via ELP VOR R-081 to GIFEN/D7.0 ELP and hold. Continue climb-in-hold to 8000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required when R-5103A in use. 2. CAUTION: Steeply rising terrain exceeding 7100' 4 NM west of airport. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 127.9.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I		8000'	LT	ELP 115.2
Descent angle [3.29°]	407	524	582	699	815	931	REIL PAPI				
MAP at D7.1 EWM or VOR to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40				

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
MDA(H) 4420' (472')							
				Max Kts.	MDA(H)		
A	1/2	1		90	4420' (472')-1		
B	3/4	1 1/4		120	4420' (472')-1 1/2		
C	1	1 1/2		140	4420' (472')-2		
D				165			



General Information

Location: Beaumont/Port Arthur TX USA

IATA Code: BPT

Lat/Long: N29° 57.0' W094° 01.2'

Elevation: 15 ft

Airport Use: Public

Magnetic Variation: 2.3°E

Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: Low Pressure

Repair Types: Minor Airframe, Minor Engine

Customs: ADCUS

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1244 Z

Sunset: 0013 Z,

Runway Information

Runway: 12

Length x Width: 6750 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 15 ft

Lighting: Edge, ALS

Runway: 16

Length x Width: 5070 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 15 ft

Lighting: Edge, REIL

Runway: 30

Length x Width: 6750 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 13 ft

Lighting: Edge, REIL

Runway: 34

Length x Width: 5070 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 12 ft

Lighting: Edge, REIL

Communication Information

ATIS 126.3
ASOS 126.3
Beaumont Tower 119.5 CTAF
Beaumont Ground Control 124.85
Beaumont Clearance Delivery 118.3
Houston Approach Control 121.3 Arrival Service
Houston Departure Control 121.3 Departure Service
Jack Brooks Regl Unicom 122.95
Montgomery Co Flight Service Station 122.2 RCO

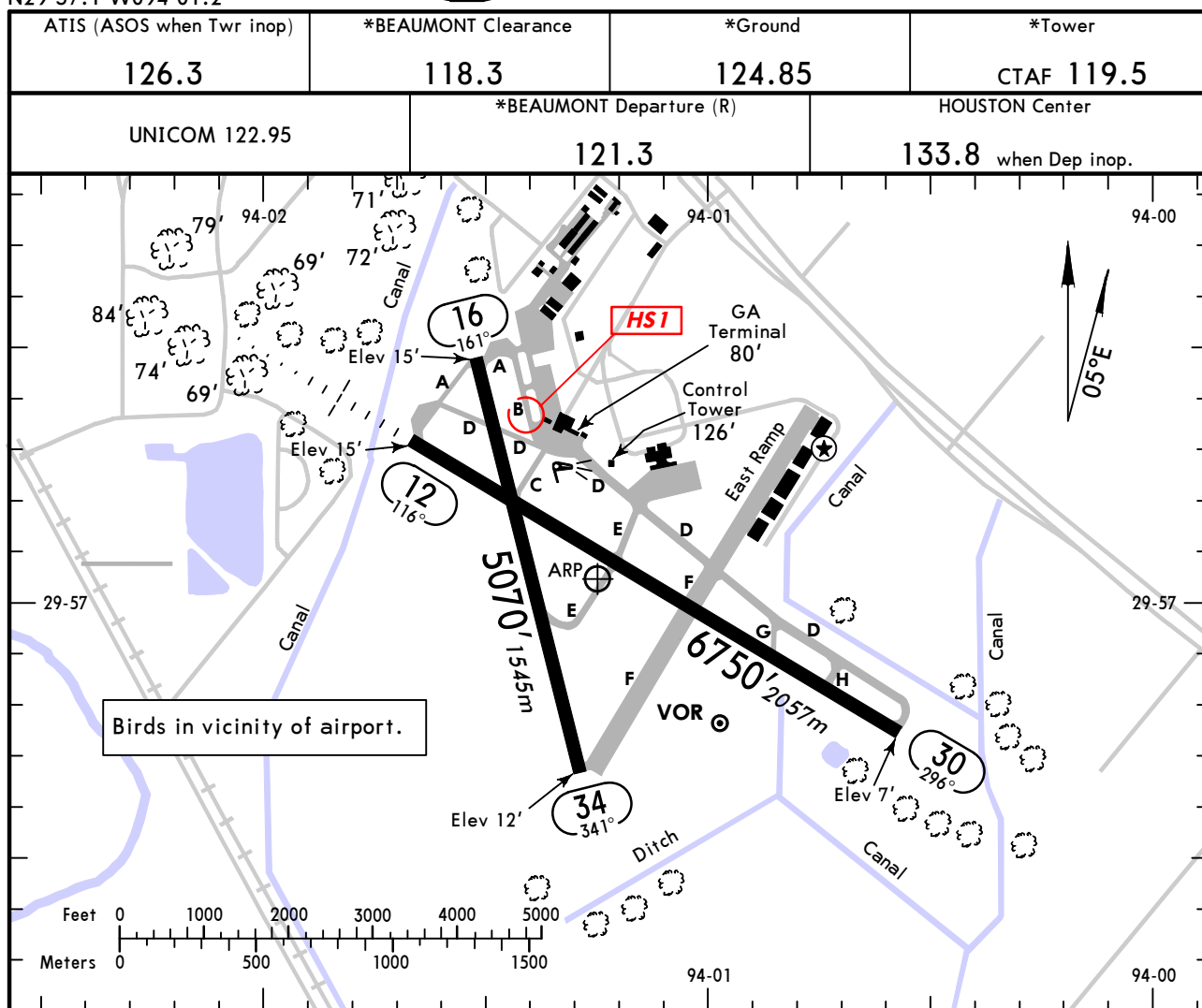
KBPT/BPT

Apt Elev 15'
N29 57.1 W094 01.2

JEPPesen BEAUMONT/PORT ARTHUR, TEXAS

10 DEC 10 (10-9)

BROOKS REGL



ADDITIONAL RUNWAY INFORMATION

		ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS			
RWY				LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold		Glide Slope			
12 30	① HIRL ② MALSR grooved RVR			5757' 1755m		150' 46m	
	① HIRL ② REIL VASI-L grooved						
16 34	① HIRL ② REIL VASI-L					150' 46m	

① Preset on medium intensity when Twr inop.

② Activate on 119.5 when Twr inop.

③ First 4271' (1302m) of Rwy 34 grooved.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

HSI South end of Twy B is not visible from the control tower.

TAKE-OFF

	All Rwy's	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 34
VOR Rwy 12

VOR DME Rwy 34
VOR-A
VOR-B
VOR-C
VOR DME-D

Authorized Only When Twr Operating
and Local Weather Available

LOC (BC) Rwy 30

ILS Rwy 12
LOC Rwy 12

A	800-2	800-2	900-2
B			900-2 1/4
C			900-2 1/2
D		800-2 1/4	900-2 1/2

CHANGES: Airport name, hot spot, east ramp added.

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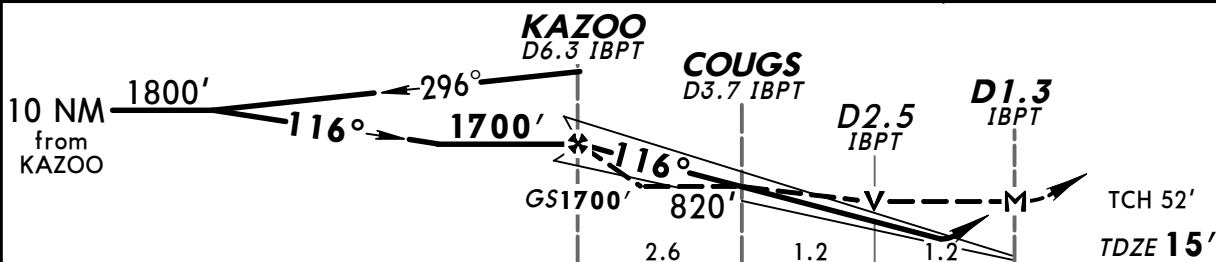
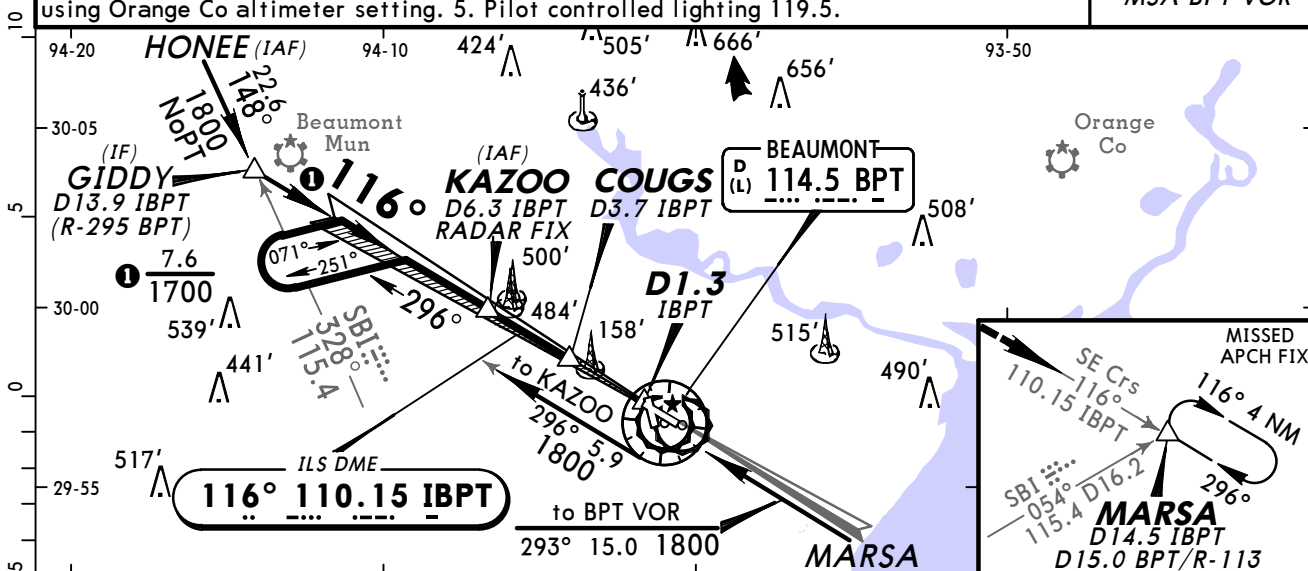
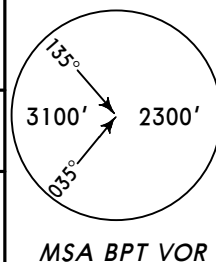
KBPT/BPT BEAUMONT/PORT ARTHUR, TEXAS

BROOKS REGL 10 DEC 10 (11-1) ILS or LOC Rwy 12

ATIS (ASOS when Twr inop) 126.3	*BEAUMONT Approach (R) 121.3	HOUSTON Center 133.8 when App inop.	*BEAUMONT Tower CTAF 119.5	*Ground 124.85
LOC IBPT 110.15	Final Apch Crs 116°	GS KAZOO 1700' (1685')	ILS DA(H) (CONDITIONAL) 215' (200')	Apt Elev 15' TDZE 15'

MISSED APCH: Climb to 3000' via IBPT LOC SOUTHEAST course to MARSA INT/D14.5 IBPT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Orange Co altimeter setting. 3. Use IBPT DME when on LOC course. 4. VDP not authorized when using Orange Co altimeter setting. 5. Pilot controlled lighting 119.5.



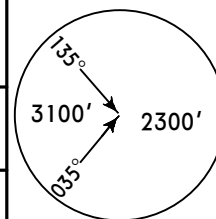
Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	377	484	538	646	753	861		
MAP at D1.3 IBPT or KAZOO to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55		

STRAIGHT-IN LANDING RWY 12										CIRCLE-TO-LAND			
With COUGS					Without COUGS					With COUGS		Without COUGS	
ILS			LOC (GS out)						With Local Altimeter Setting				
DA(H) 215' (200')			MDA(H) 460' (445')			MDA(H) 820' (805')							
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	480'(465')-1	820'(805')-1		
B			RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 60 or 1 1/4		120	820'(805')-1 1/4				
C			RVR 40 or 3/4	RVR 60 or 1 1/4		1 3/4		2 1/4	140		480'(465')-1 1/2 820'(805')-2 1/4		
D			RVR 50 or 1	1 1/2		2		2 1/2			165	580'(565')-2 820'(805')-2 1/2	
With Orange Co Altimeter Setting										With Orange Co Altimeter Setting			
ILS			LOC (GS out)										
DA(H) 247' (232')			MDA(H) 500' (485')			MDA(H) 860' (845')							
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	90	520'(505')-1	860'(845')-1		
B			RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 60 or 1 1/4		120	860'(845')-1 1/4				
C			RVR 40 or 3/4	RVR 60 or 1 1/4		2		2 1/2			140	520'(505')-1 1/2 860'(845')-2 1/2	
D			RVR 50 or 1	1 1/2		2 1/4		2 3/4			165	620'(605')-2 860'(845')-2 3/4	

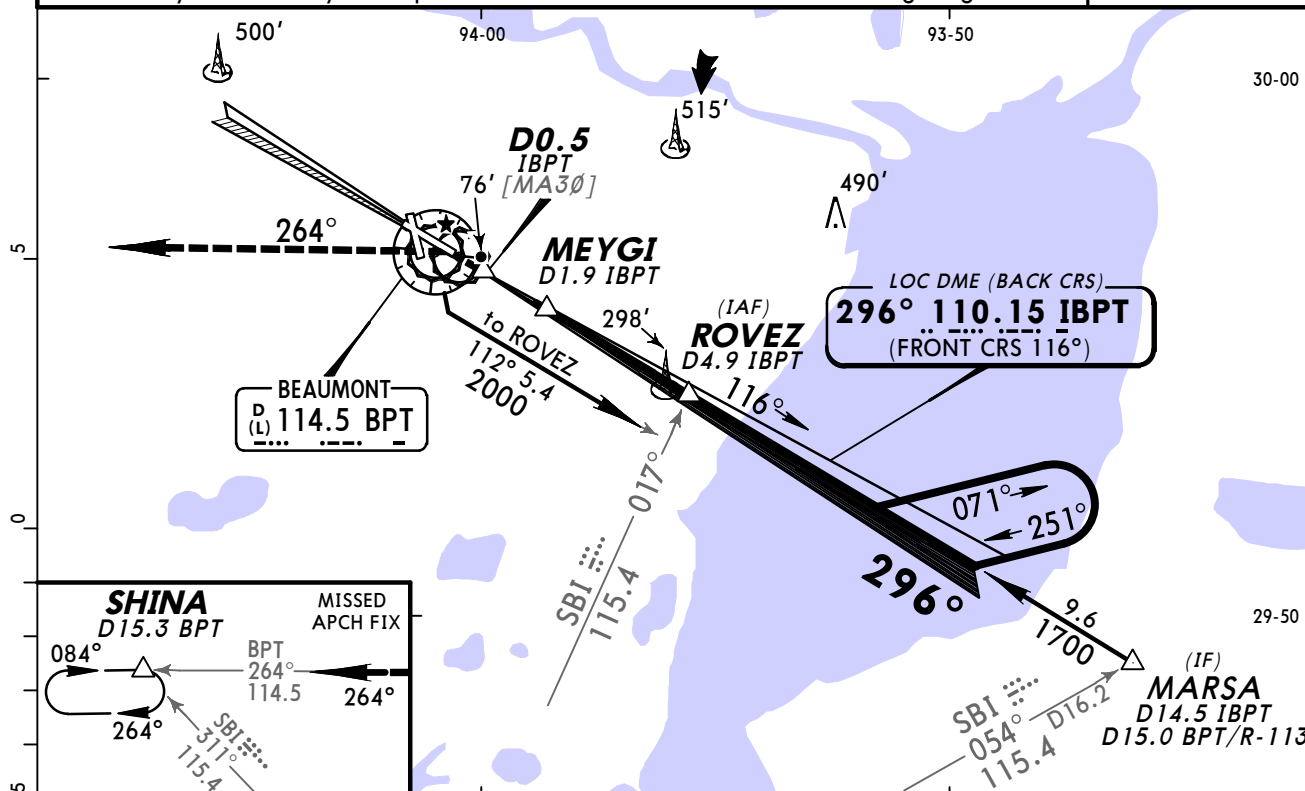
KBPT/BPT BEAUMONT/PORT ARTHUR, TEXAS

BROOKS REG. 10 DEC 10 11-2 LOC (BACK CRS) Rwy 30

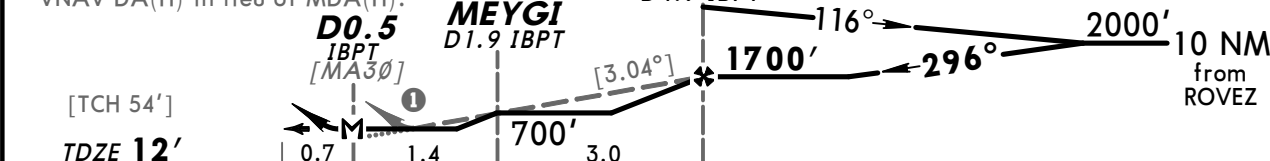
ATIS (ASOS when Twr inop)	*BEAUMONT Approach (R)	HOUSTON Center	*BEAUMONT Tower	*Ground
126.3	121.3	133.8 when App inop.	CTAF 119.5	124.85
LOC IBPT 110.15	Final Apch Crs 296° (Front Crs 116°)	Minimum Alt ROVEZ 1700' (1688')	MDA(H) (CONDITIONAL) 400' (388')	Apt Elev 15' TDZE 12'
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' via BPT VOR R-264 outbound to SHINA INT/D15.3 BPT VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Orange Co altimeter setting. 2. Use IBPT DME when on LOC course. 3. Disregard glide slope indications. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.5.				



MSA BPT VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL		500'	3000'	BPT	SHINA
Descent angle [3.04°]	376	484	538	645	753	861	VASI-L		↑	LT	via 114.5	
MAP at D0.5 IBPT or ROVEZ to MAP	4.4	3:46	2:56	2:38	2:12	1:53					R-264	

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
With MEYGI		Without MEYGI		With MEYGI		Without MEYGI	
With Local Altimeter Setting				With Local Altimeter Setting			
MDA(H) 400' (388')		MDA(H) 700' (688')		Max Kts	MDA(H)	MDA(H)	
A	1		1	90	480' (465') - 1	700' (685') - 1	
B				120			
C				140			
D	1¼	2¼	165	580' (565') - 2	700' (685') - 2¼		
With Orange Co Altimeter Setting				With Orange Co Altimeter Setting			
MDA(H) 440' (428')		MDA(H) 740' (728')		Max Kts	MDA(H)	MDA(H)	
A	1		1	90	520' (505') - 1	740' (725') - 1	
B				120			
C				140			
D	1½	2¼	165	620' (605') - 2	740' (725') - 2¼		

CHANGES: Airport name.

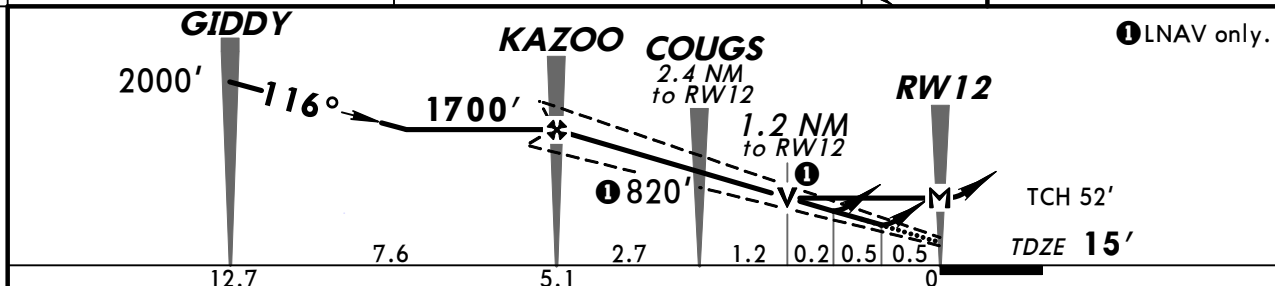
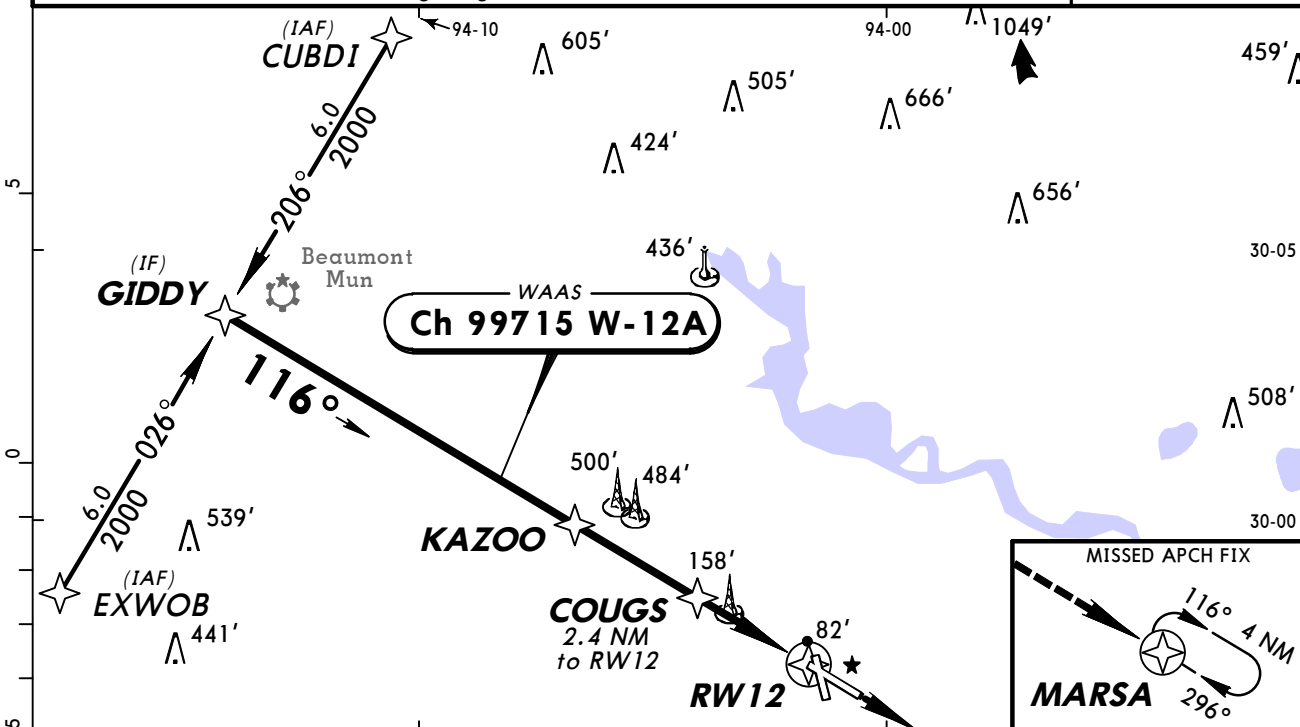
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TERPS AMEND 20 17 DEC 2009

KBPT/BPT BEAUMONT/PORT ARTHUR, TEXAS BROOKS REGD 10 DEC 10 (12-1) RNAV (GPS) Rwy 12

BRIEFING STRIP

ATIS (ASOS when Twr inop)	*BEAUMONT Approach (R)	HOUSTON Center	*BEAUMONT Tower	*Ground
126.3	121.3	133.8 when App inop.	CTAF 119.5	124.85
WAAS Ch 99715 W-12A	Final Aptch Crs 116°	Minimum Alt KAZOO 1700' (1685')	LPV DA(H) (CONDITIONAL) 215' (200')	Apt Elev 15' TDZE 15'
MISSED APCH: Climb to 3000' direct MARSA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Orange Co altimeter setting. 3. Baro-VNAV and VDP not authorized when using Orange Co altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting 119.5.				
				3100' MSA RW12



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	D	MARSA
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW12										

STRAIGHT-IN LANDING RWY 12							CIRCLE-TO-LAND	
With Local Altimeter Setting							With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV			Max Kts	MDA(H)
DA(H) 215' (200')		DA(H) 375' (360')		MDA(H) 460' (445')				
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	480' (465')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4			120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		140	480' (465')-1 1/2
D				RVR 50 or 1	1 1/2		165	580' (565')-2
With Orange Co Altimeter Setting							With Orange Co Altimeter Setting	
LPV		LNAV/VNAV		LNAV			Max Kts	MDA(H)
DA(H) 247' (232')		DA(H) 407' (392')		MDA(H) 500' (485')				
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	520' (505')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4			120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		140	520' (505')-1 1/2
D				RVR 50 or 1	1 1/2		165	620' (605')-2

CHANGES: Airport name.

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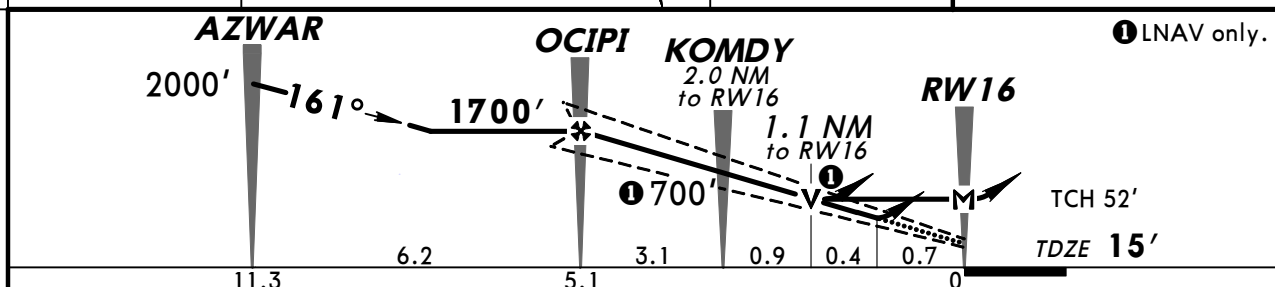
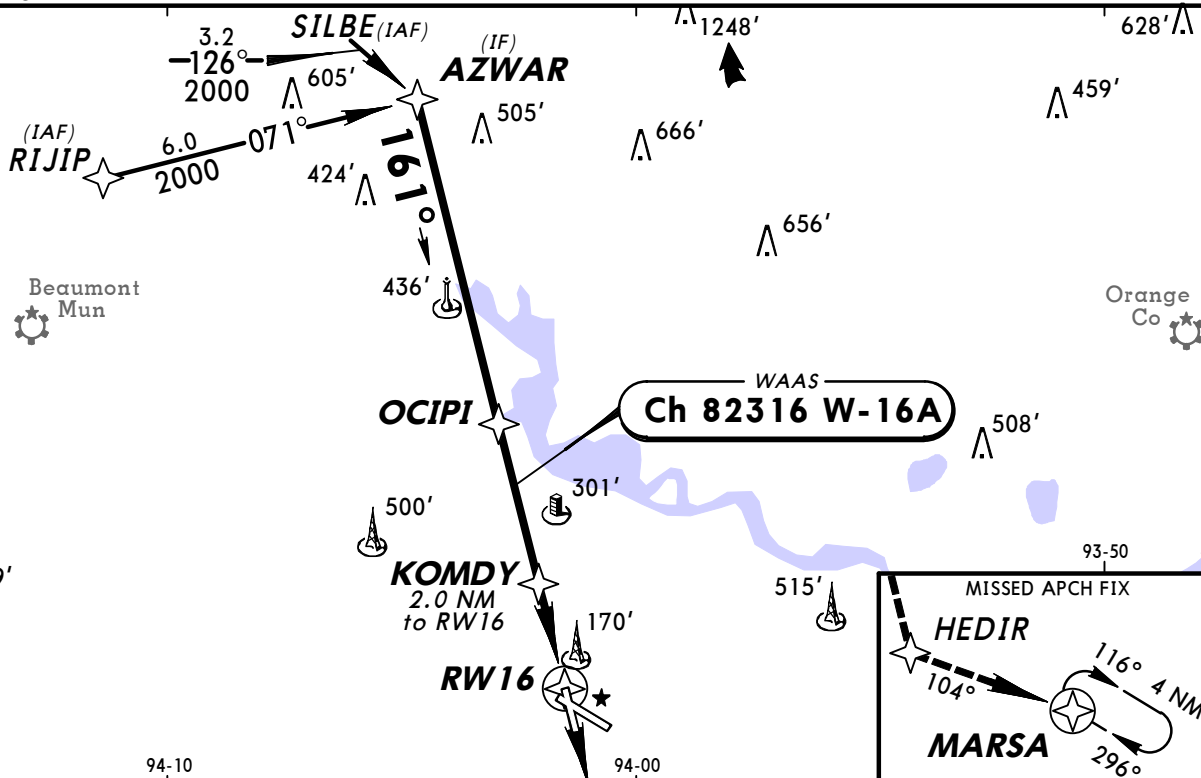
TERPS AMEND 0 17 DEC 2009

*Ground
124.85

MSA RW16

Trans alt: 18000'

lighting 119.5.

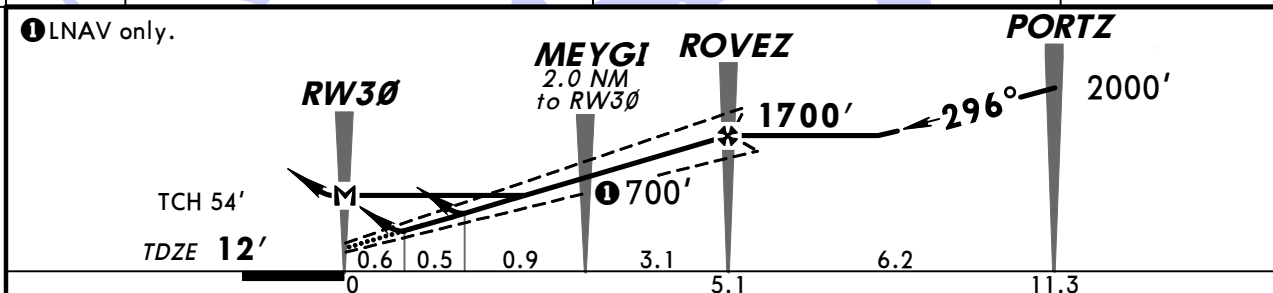
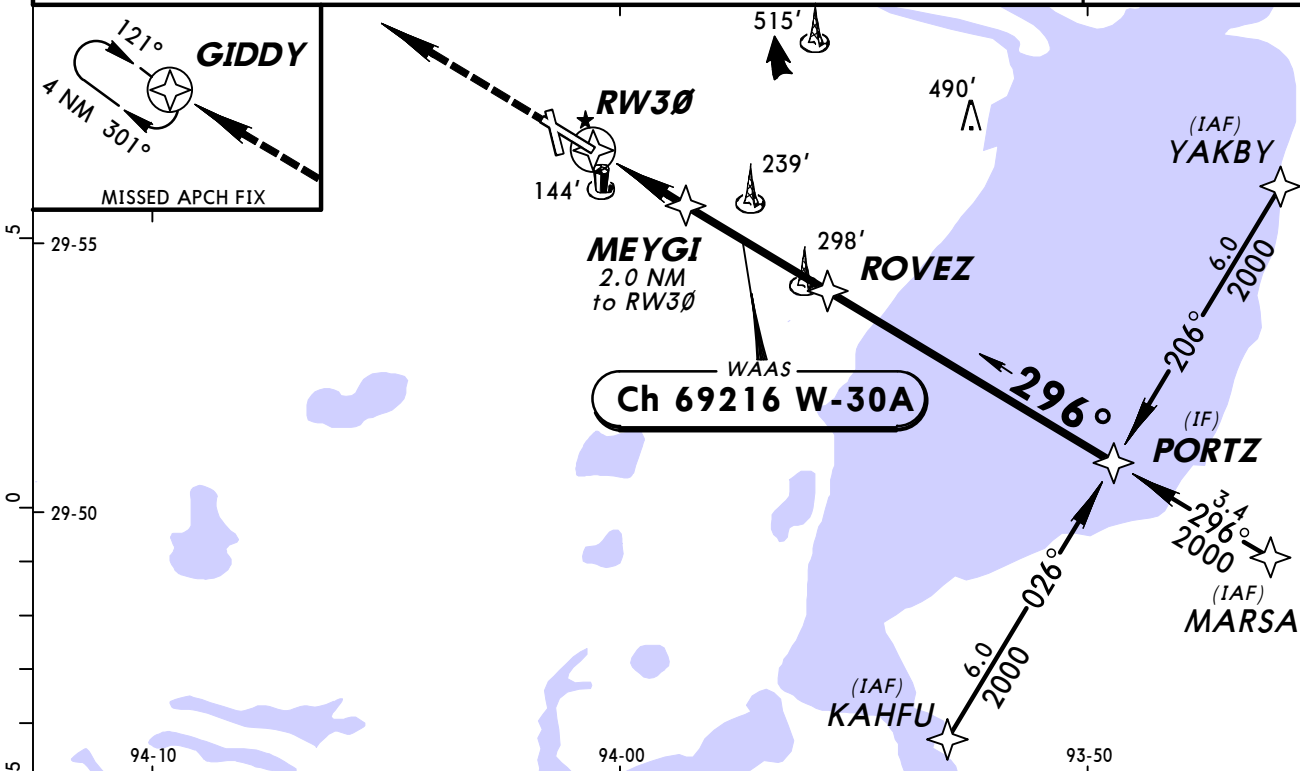


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL VASI-L 3000' ↑  HEDIR
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at RW16</i>							

STRAIGHT-IN LANDING RWY 16					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV DA(H) 273' (258')		LNAV/VNAV DA(H) 422' (407')		LNAV MDA(H) 420' (405')		
A	3/4	1 1/2	1	Max Kts 90	480' (465') - 1	
B				120		
C			1 1/4	140	480' (465') - 1 1/2	
D				165	580' (565') - 2	
With Orange Co Altimeter Setting					With Orange Co Altimeter Setting	
LPV DA(H) 305' (290')		LNAV/VNAV DA(H) 454' (439')		LNAV MDA(H) 460' (445')		
A	1	1 1/2	1	Max Kts 90	520' (505') - 1	
B				120		
C			1 1/4	140	520' (505') - 1 1/2	
D				1 1/2	165	620' (605') - 2

BRIEFING STRIP

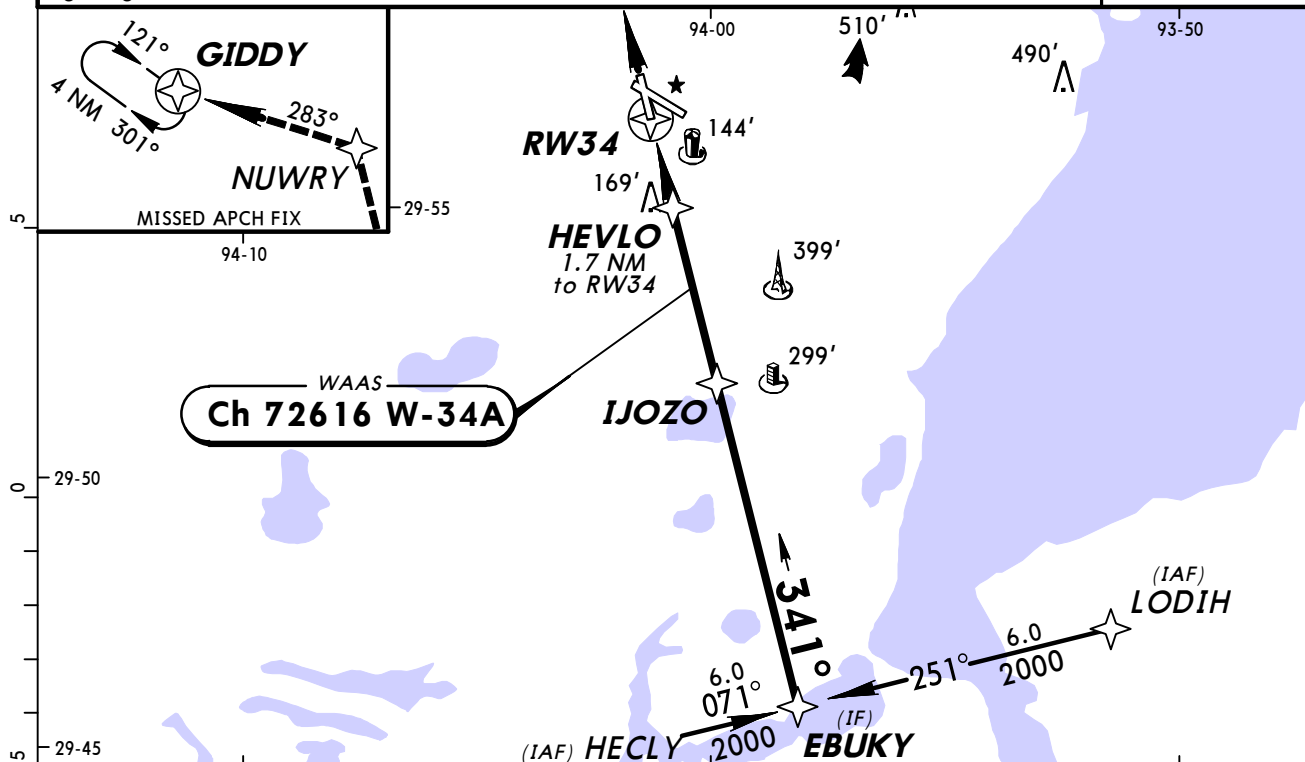
ATIS (ASOS when Twr inop)	*BEAUMONT Approach (R)	HOUSTON Center	*BEAUMONT Tower	*Ground
126.3	121.3	133.8 when App inop.	CTAF 119.5	124.85
WAAS Ch 69216 W-30A	Final Apch Crs 296°	Minimum Alt ROVEZ 1700' (1688')	LPV DA(H) (CONDITIONAL) 263' (251')	Apt Elev 15' TDZE 12'
MISSED APCH: Climb to 3000' direct GIDDY and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Orange Co altimeter setting. 3. Baro-VNAV not authorized when using Orange Co altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.5.				
				3100' MSA RW30



Gnd speed-Kts	70	90	100	120	140	160		REIL	3000'		GIDDY
Glide Path Angle 3.00°	372	478	531	637	743	849		VASI-L	↑	→	
MAP at RW30											

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND	
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting	
LPV	LNNAV/VNAV	LNNAV	Max Kts	MDA(H)		Max Kts	MDA(H)
DA(H) 263' (251')	DA(H) 404' (392')	MDA(H) 540' (528')	90			90	540' (525')-1
			120			120	540' (525')-1 1/2
			140			140	580' (565')-2
			165			165	580' (565')-2
With Orange Co Altimeter Setting			With Orange Co Altimeter Setting			With Orange Co Altimeter Setting	
LPV	LNNAV/VNAV	LNNAV	Max Kts	MDA(H)		Max Kts	MDA(H)
DA(H) 295' (283')	DA(H) 436' (424')	MDA(H) 580' (568')	90			90	580' (565')-1
			120			120	580' (565')-1 1/2
			140			140	580' (565')-1 1/2
			165			165	620' (605')-2

ATIS (ASOS when Twr Inop) 126.3	*BEAUMONT Approach (R) 121.3	HOUSTON Center 133.8 when App inop.	*BEAUMONT Tower CTAF 119.5	*Ground 124.85
WAAS Ch 72616 W-34A	Final Apch Crs 341°	Minimum Alt IJOZO 1700' (1685')	LPV DA(H) (CONDITIONAL) 215' (200')	Apt Elev 15' TDZE 15'
MISSED APCH: Climb to 3000' direct NUWRY and via 283° track to GIDDY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use Orange Co altimeter setting. 3. Baro-VNAV not authorized when using Orange Co altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting 119.5.				
3100' MSA RW34				



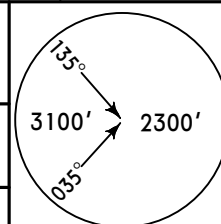
① LNAV only.		HEVLO 1.7 NM to RW34		IJOZO		EBUKY	
RW34		1700'		341°		2000'	
TCH 53'		0.5		0.7		0.5	
TDZE 15'		3.4		5.1		6.2	
						11.3	
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW34							

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		
DA(H) 215' (200')		DA(H) 437' (422')		MDA(H) 480' (465')		
A	3/4	1 1/2	1	Max Kts 90	480' (465')-1	
B				120		
C				140		
D				165		
			1 1/4		480' (465')-1 1/2	
			1 1/2		580' (565')-2	
With Orange Co Altimeter Setting					With Orange Co Altimeter Setting	
LPV		LNAV/VNAV		LNAV		
DA(H) 247' (232')		DA(H) 469' (454')		MDA(H) 520' (505')		
A	3/4	1 1/2	1	Max Kts 90	520' (505')-1	
B				120		
C				140		
D				165		
			1 1/2		520' (505')-1 1/2	
					620' (605')-2	

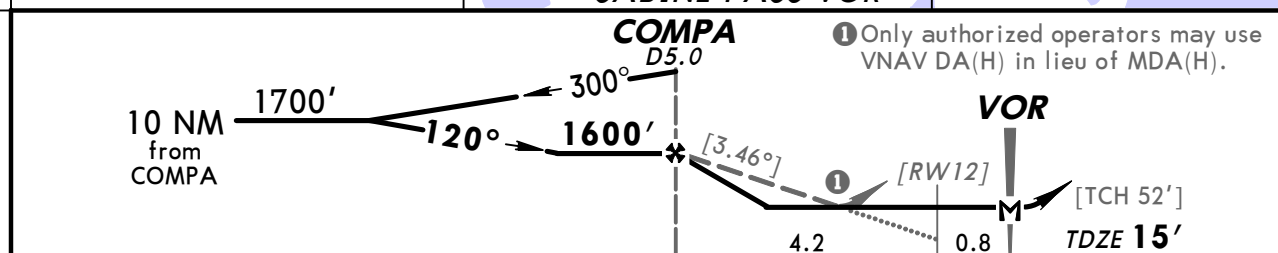
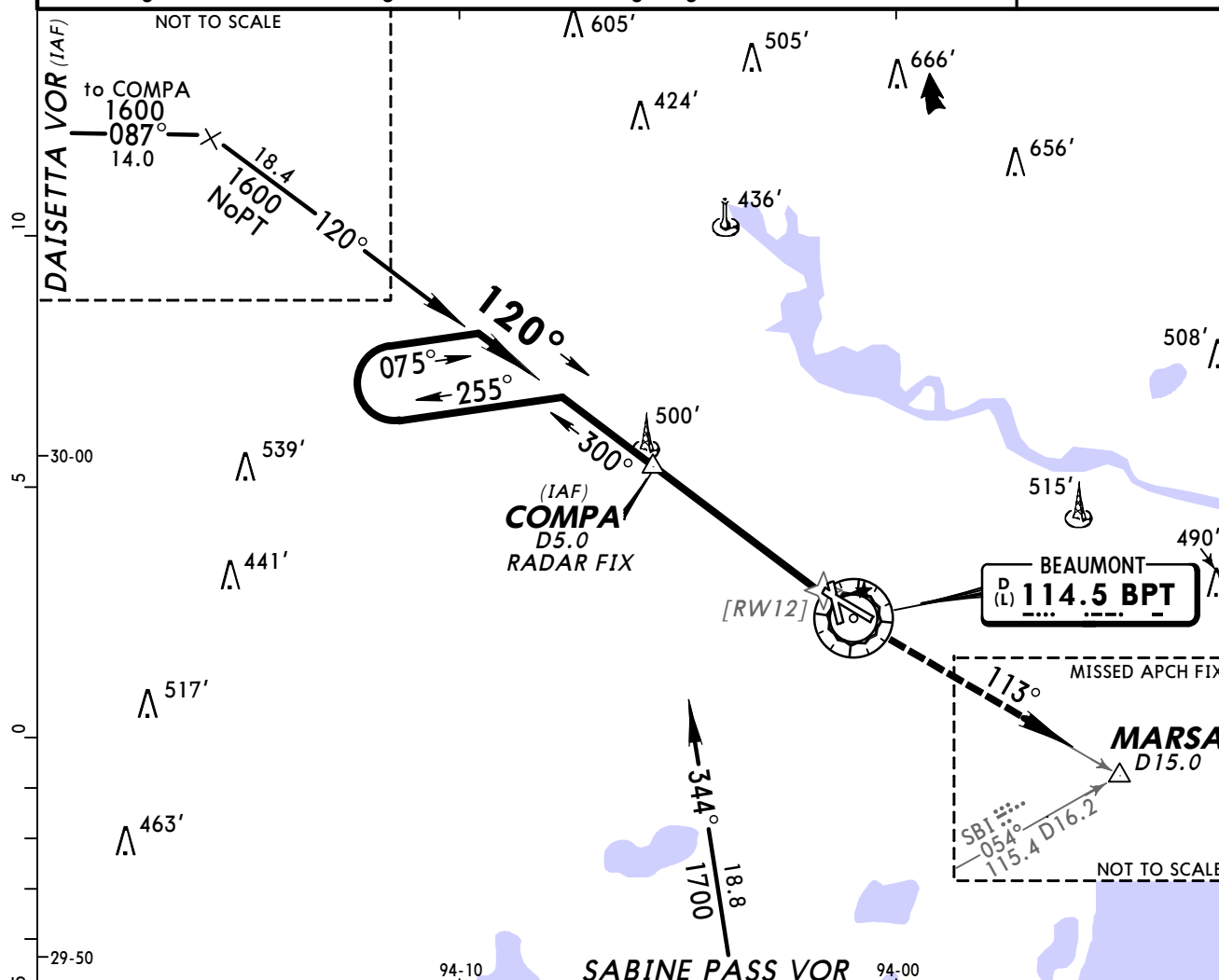
KBPT/BPT BEAUMONT/PORT ARTHUR, TEXAS

BROOKS REGL 10 DEC 10 13-1 VOR Rwy 12

ATIS (ASOS when Twr inop) 126.3	*BEAUMONT Approach (R) 121.3	HOUSTON Center 133.8 when App inop.	*BEAUMONT Tower CTAF 119.5	*Ground 124.85
VOR BPT 114.5	Final Apch Crs 120°	Minimum Alt COMPA 1600' (1585')	MDA(H) (CONDITIONAL) 420' (405')	Apt Elev 15' TDZE 15'
MISSED APCH: Climb to 1700' outbound via BPT VOR R-113 to MARSA INT/D15.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. Use local altimeter setting; if not received, use Orange Co altimeter setting. 3. Pilot controlled lighting 119.5.				



MSA BPT VOR



Gnd speed-Kts	70	90	100	120	140	160		MALSR	1700'	BPT	MARSA
Descent angle [3.46°]	429	551	612	735	857	980			↑	via 114.5 R-113	
MAP at VOR											

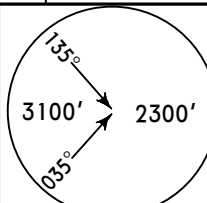
STRAIGHT-IN LANDING RWY12						CIRCLE-TO-LAND			
MDA(H) 420' (405')			MDA(H) 460' (445')			With Local Altimeter Setting		With Orange Co Altimeter Setting	
With Local Altimeter Setting			With Orange Co Altimeter Setting			MDA(H)		MDA(H)	
RAIL out			RAIL out			Max Kts			
ALS out			ALS out						
A	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	90	480' (465') - 1		520' (505') - 1	
B	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	120	480' (465') - 1 1/2		520' (505') - 1 1/2	
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	140	580' (565') - 2		620' (605') - 2	
D	RVR 50 or 1	RVR 60 or 1 1/4	RVR 50 or 1	1 1/2	165				

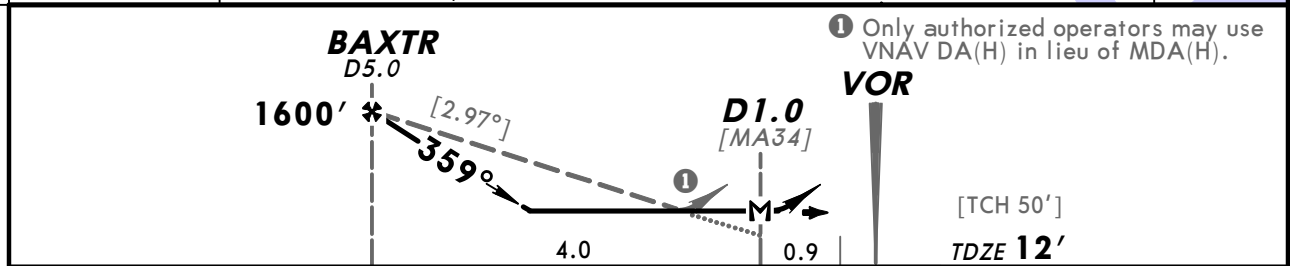
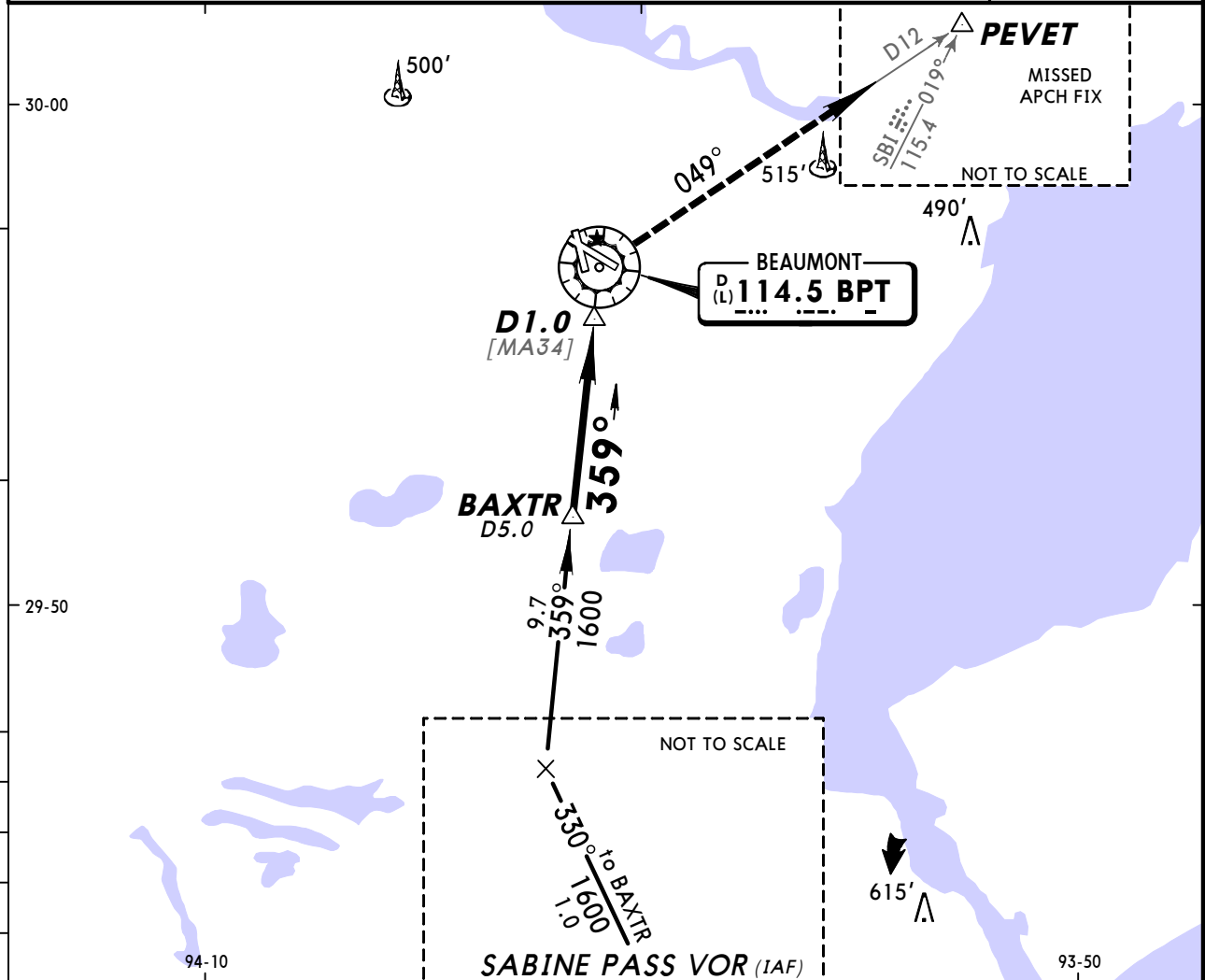
CHANGES: Airport name.

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TERPS AMEND 9B 26 AUG 2010

KBPT/BPT JEPPesen BEAUMONT/PORT ARTHUR, TEXAS BROOKS REGL 10 DEC 10 13-2 VOR DME Rwy 34

ATIS (ASOS when Twr Inop)	*BEAUMONT Approach (R)	HOUSTON Center	*BEAUMONT Tower	*Ground
126.3	121.3	133.8 when App inop.	CTAF 119.5	124.85
VOR BPT 114.5	Final Apch Crs 359°	Minimum Alt BAXTR 1600' (1588')	MDA(H) (CONDITIONAL) 500' (488')	Apt Elev 15' TDZE 12'
MISSED APCH: Climb to 2000' outbound via BPT VOR R-049 to PEVET INT.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Orange Co altimeter setting. 2. Pilot controlled lighting 119.5.				 MSA BPT VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2000' ↑ via	BPT 114.5 R-049	PEVET
Descent angle [2.97°]	368	473	525	630	736	841				
MAP at D1.0										

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND		
MDA(H) 500' (488')					With Local Altimeter Setting		With Orange Co Altimeter Setting
With Local Altimeter Setting					Max Kts	MDA(H)	MDA(H)
A					90	500' (485') - 1¼	540' (525') - 1¼
B	1¼				120		
C					140	500' (485') - 1½	540' (525') - 1½
D	1½				165	580' (565') - 2	620' (605') - 2

BEAUMONT/PORT ARTHUR, TEXAS
VOR-A

BRIEFING STRIPTMTERPS AMEND 6B 26 AUG 2010

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BRIEFING STRIP TM

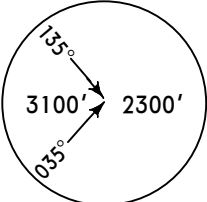
MAP at VORTERPS AMEND 6B 26 AUG 2010

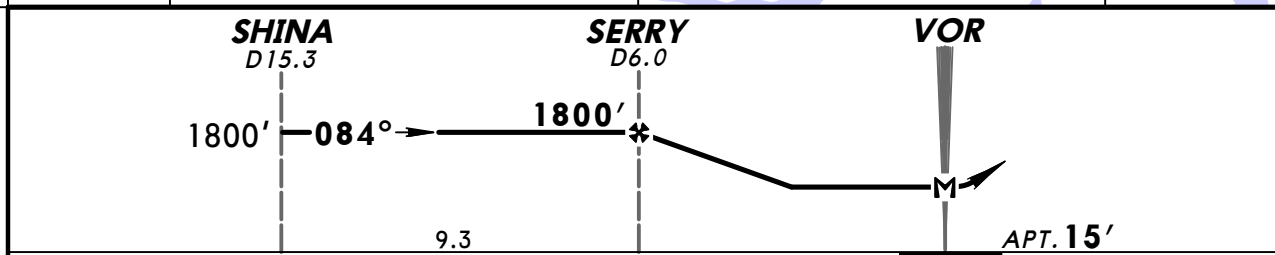
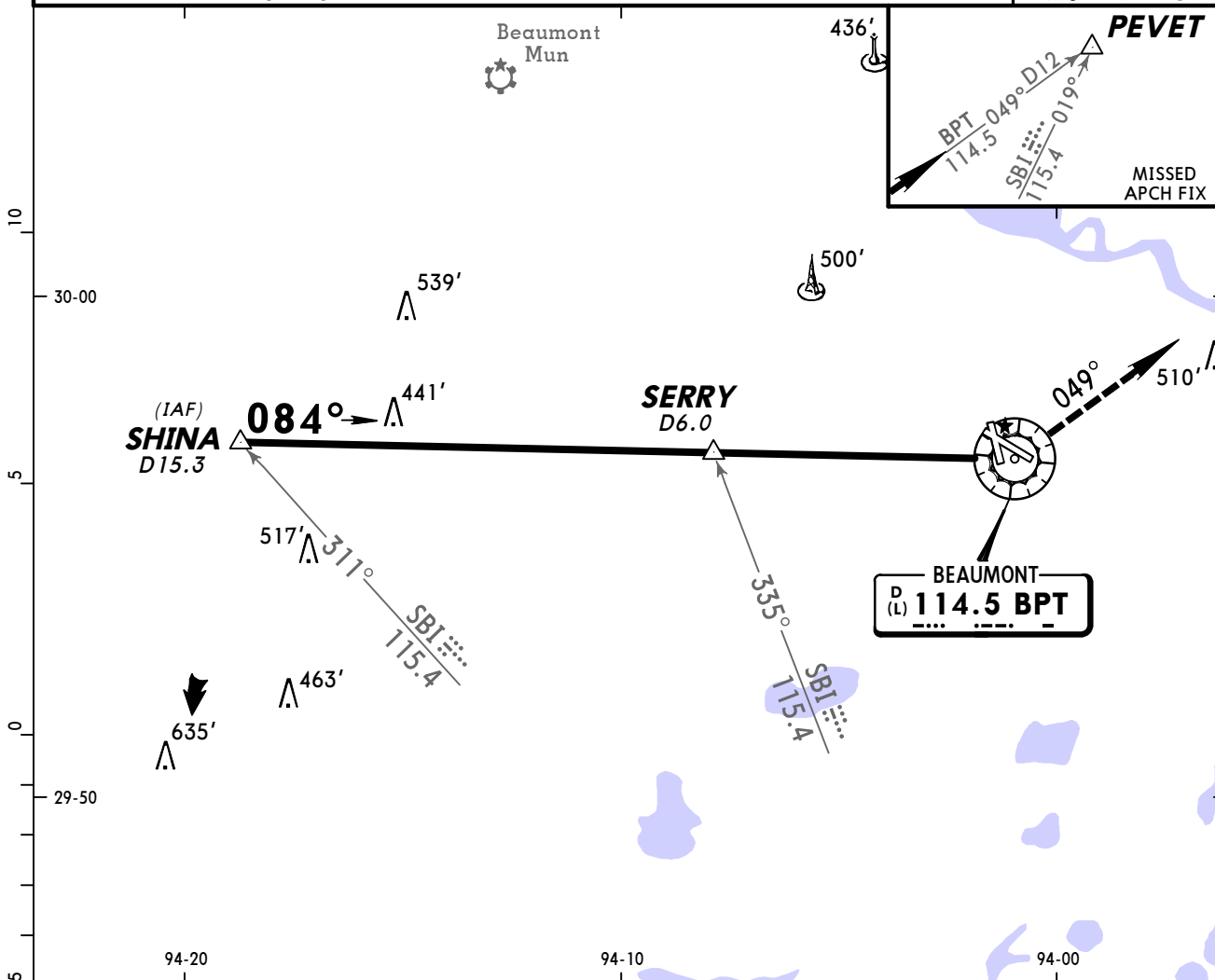
KBPT/BPT
BROOKS REGL

10 DEC 10

(13-5)

JEPPESSEN BEAUMONT/PORT ARTHUR, TEXAS
VOR-C

ATIS (ASOS when Twr Inop) 126.3	*BEAUMONT Approach (R) 121.3	HOUSTON Center 133.8 when App inop.	*BEAUMONT Tower CTAF 119.5	*Ground 124.85
VOR BPT 114.5	Final Apch Crs 084°	Minimum Alt SERRY 1800' (1785')	MDA(H) Refer to Minimums	Apt Elev 15'
MISSED APCH: Climb to 2000' outbound via BPT VOR R-049 to PEVET INT. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Orange Co altimeter setting. 2. Pilot controlled lighting 119.5.				
				 MSA BPT VOR



								Lighting - Refer to Airport Chart	2000' ↑ via	BPT 114.5 R-049	PEVET
MAP at VOR											

				CIRCLE-TO-LAND	
				With Local Altimeter Setting	With Orange Co Altimeter Setting
				MDA(H)	MDA(H)
	Max Kts				
	A 90			480' (465') - 1	520' (505') - 1
	B 120			480' (465') - 1½	520' (505') - 1½
	C 140			480' (465') - 1½	520' (505') - 1½
	D 165			580' (565') - 2	620' (605') - 2

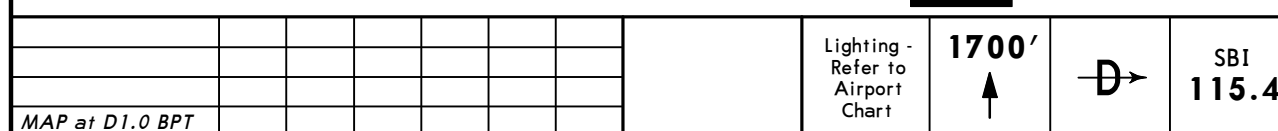
CHANGES: Airport name.

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TERPS AMEND 5B 26 AUG 2010

BEAUMONT/PORT ARTHUR, TEXAS
VOR DME-D

BRIEFING STRIP TM

TERPS AMEND 2A 26 AUG 2010

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General Information

Location: Brownsville TX USA
IATA Code: BRO
Lat/Long: N25° 54.4' W097° 25.5'
Elevation: 22 ft

Airport Use: Public
Magnetic Variation: 4.4 °E
Sectional Chart: Brownsville

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1255 Z
Sunset: 0030 Z,

Runway Information

Runway: 13L
Length x Width: 3000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 17 ft

Runway: 13R
Length x Width: 7399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS

Runway: 17
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge
Displaced Threshold: 190 ft

Runway: 31L
Length x Width: 7399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge

Runway: 31R
Length x Width: 3000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 19 ft

Runway: 35
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge

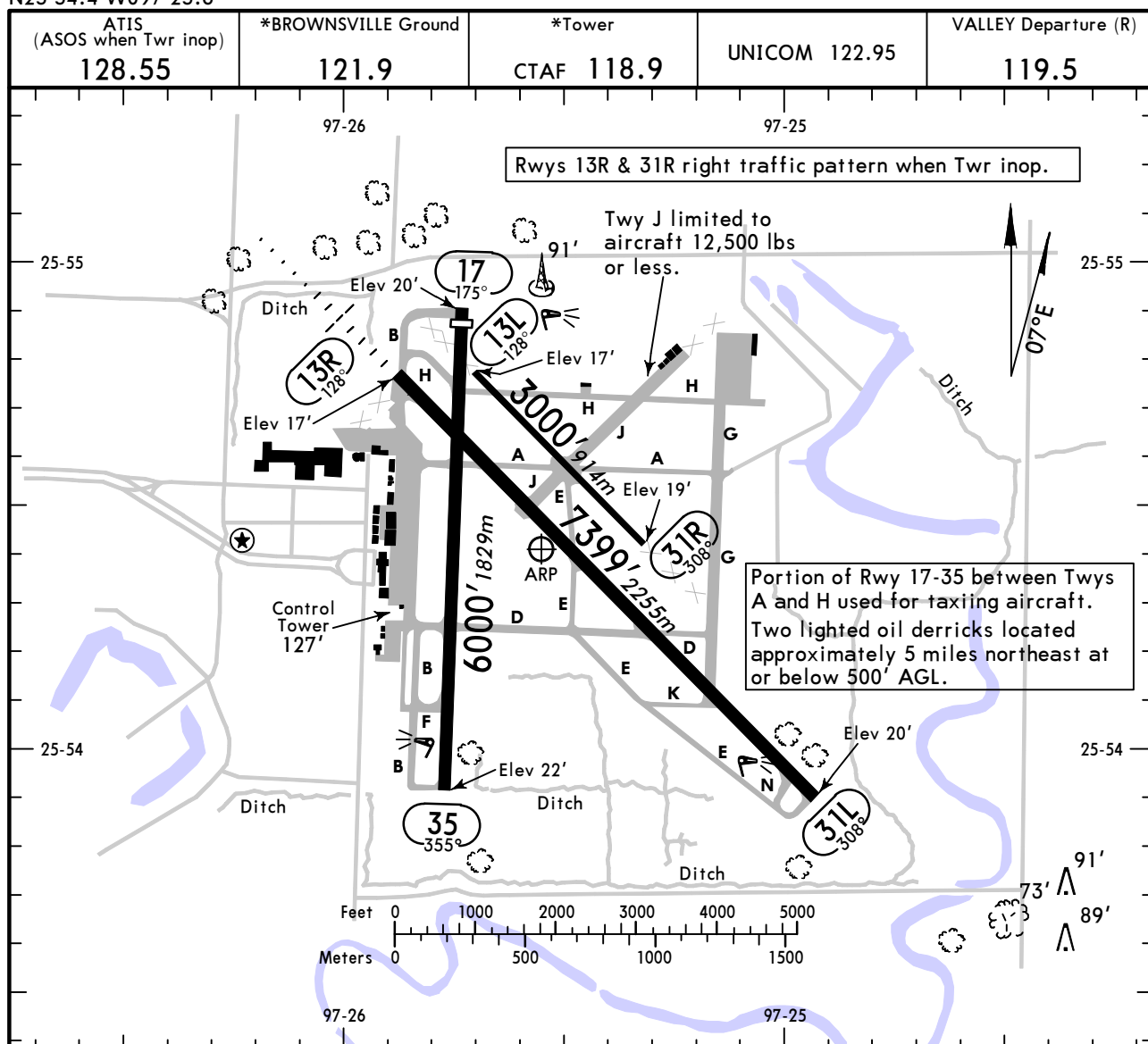
Communication Information

ATIS 128.55
ASOS 128.55
Brownsville Tower 118.9 CTAF
Brownsville Ground Control 121.9
Valley Approach Control 119.5
Valley Departure Control 119.5
Brownsville/South Padre I Unicom 122.95
San Angelo Flight Service Station 122.3 RCO

KBRO/BRO
 Apt Elev **22'**
 N25 54.4 W097 25.6

JEPPesen
 6 JAN 12 **(11-1)**

BROWNSVILLE, TEXAS
-SOUTH PADRE I INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS			WIDTH
			Threshold	Landing Beyond Glide Slope	Take-off	
13R	HIRL ① MALSR	grooved RVR		6152' 1875m		150' 46m
31L	HIRL PAPI-L (angle 3.00°)	grooved				
13L						75' 23m
31R						
17	MIRL PAPI-R (angle 3.00°)	grooved	5810' 1771m			150' 46m
35	MIRL VASI-L	grooved	② 5532' 1686m		5532' 1686m	

① Activate on 118.9 when Twr inop.

② Last 468' (143m) is unavailable for landing distance computations.

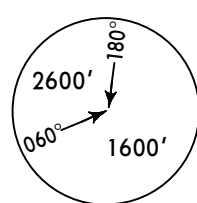
TAKE-OFF			FOR FILING AS ALTERNATE				
All Rwys			Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Twr Operating	Authorized Only When Local Weather Available	VOR-A
	Adequate Vis Ref	STD	ILS Rwy 13R	LOC Rwy 13R	LOC(BC) Rwy 31L	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 13R	VOR DME RNAV Rwy 35
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	600-2	800-2	800-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2					

CHANGES: Rwy 17 lighting.

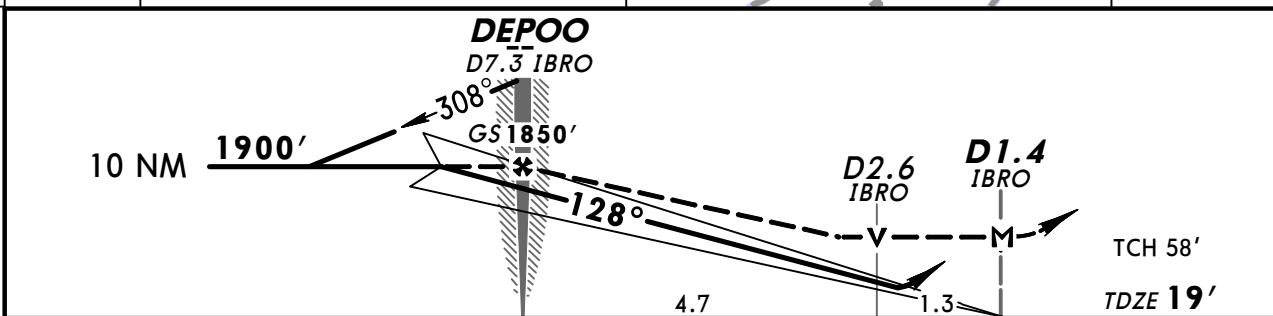
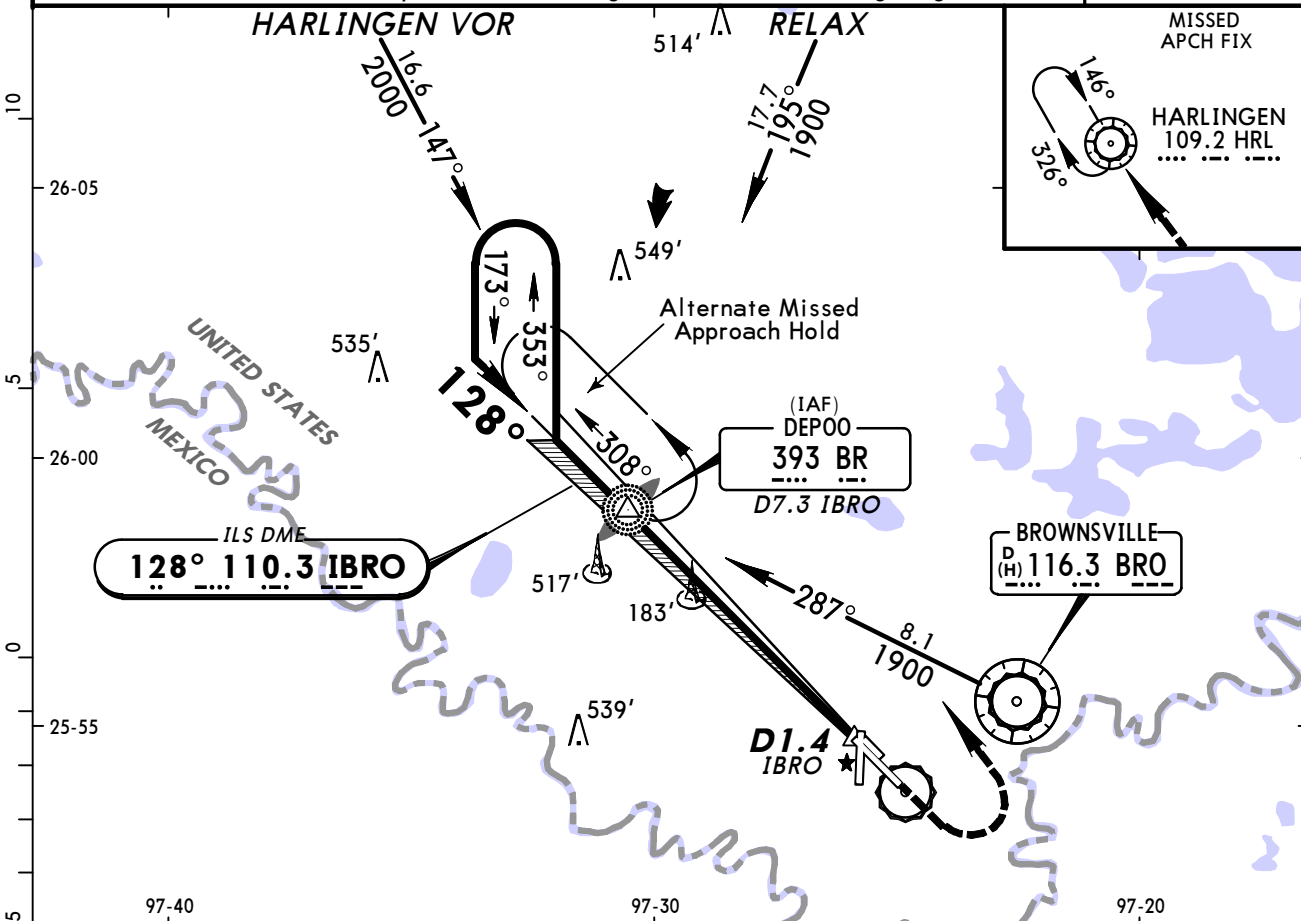
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AMEND 0

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 128.55		VALLEY Approach (R) 119.5		*BROWNSVILLE Tower CTAF 118.9		*Ground 121.9	
LOC IBRO 110.3	Final Apch Crs 128°	GS DEPOO 1850' (1831')	ILS DA(H) (CONDITIONAL) 219' (200')	Apt Elev 22' TDZE 19'			
MISSED APCH: Climb to 700' then climbing LEFT turn to 2000' direct HRL VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF, DME or Radar required. 2. Use local altimeter setting; if not received, use Port Isabel-Cameron County altimeter setting. 3. Pilot controlled lighting 118.9.							

MSA BR LOM

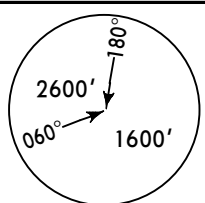


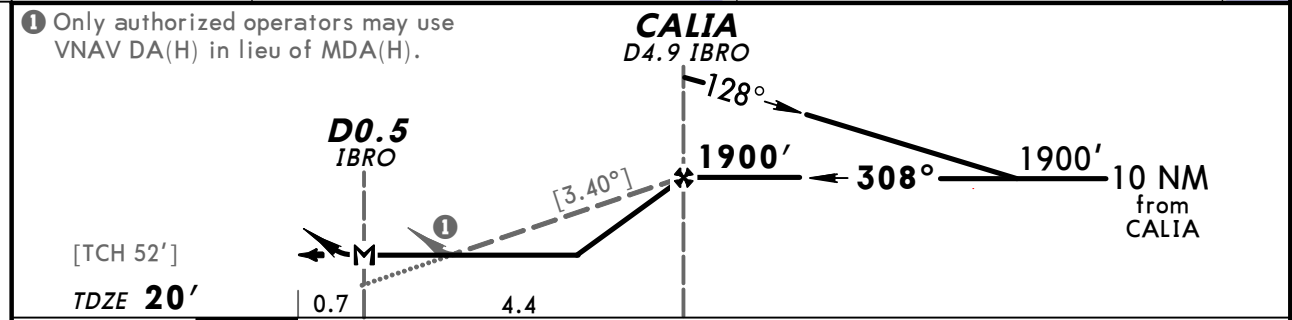
Gnd speed-Kts	70	90	100	120	140	160	MALSR	700'	2000'	D→	HRL 109.2
GS 2.75°	346	444	494	593	691	790					
MAP at D1.4 IBRO or DEPOO to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15					

ILS		STRAIGHT-IN LANDING RWY13R				CIRCLE-TO-LAND			
DA(H) 219' (200')		LOC (GS out)		MDA(H) 440' (421')		MDA(H) 480' (461')		With Local Altimeter Setting	
FULL		RAIL out		ALS out		RAIL out		ALS out	
A		RVR 24	RVR 40	RVR 50	RVR 24	RVR 40	RVR 50	Max Kts 90	MDA(H) 440' (418')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	540' (518')-1
C			RVR 40 or 3/4	RVR 60 or 1/4	RVR 40 or 3/4	RVR 60 or 1/4		140	540' (518')-1 1/2
D					RVR 50 or 1	1 1/2		165	580' (558')-2

DA(H) 257' (238') with Port Isabel-Cameron County altimeter setting.

KBRO/BRO **-SOUTH PADRE I INTL** **JEPPesen** **14 OCT 11** **Eff 20 Oct** **11-2** **BROWNSVILLE, TEXAS** **LOC (BACK CRS) Rwy 31L**

ATIS (ASOS when Twr inop) 128.55		VALLEY Approach (R) 119.5		*BROWNSVILLE Tower CTAF 118.9		*Ground 121.9	
LOC IBRO 110.3	Final Apch Crs 308° (Front Crs 128°)	Minimum Alt CALIA 1900' (1880')	MDA(H) 340' (320')	Apt Elev 22' TDZE 20'			
MISSED APCH: Climb to 1900' direct BR LOM and hold.						MSA BRO VOR	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Disregard glide slope indications. 2. VGSI and descent angles not coincident.							
3. Pilot controlled lighting 118.9.							

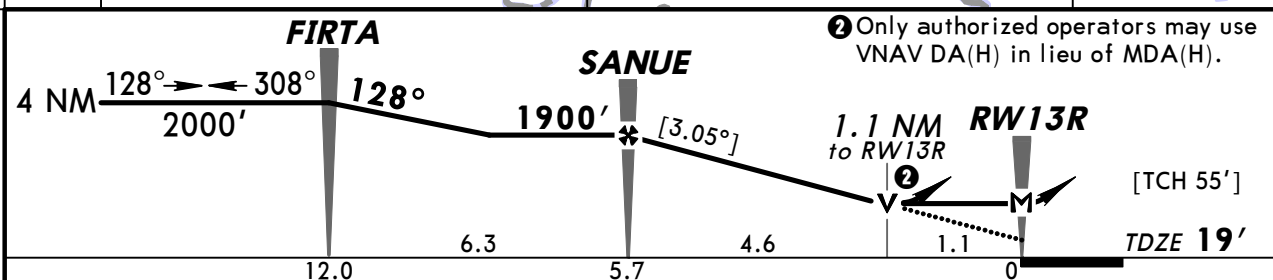
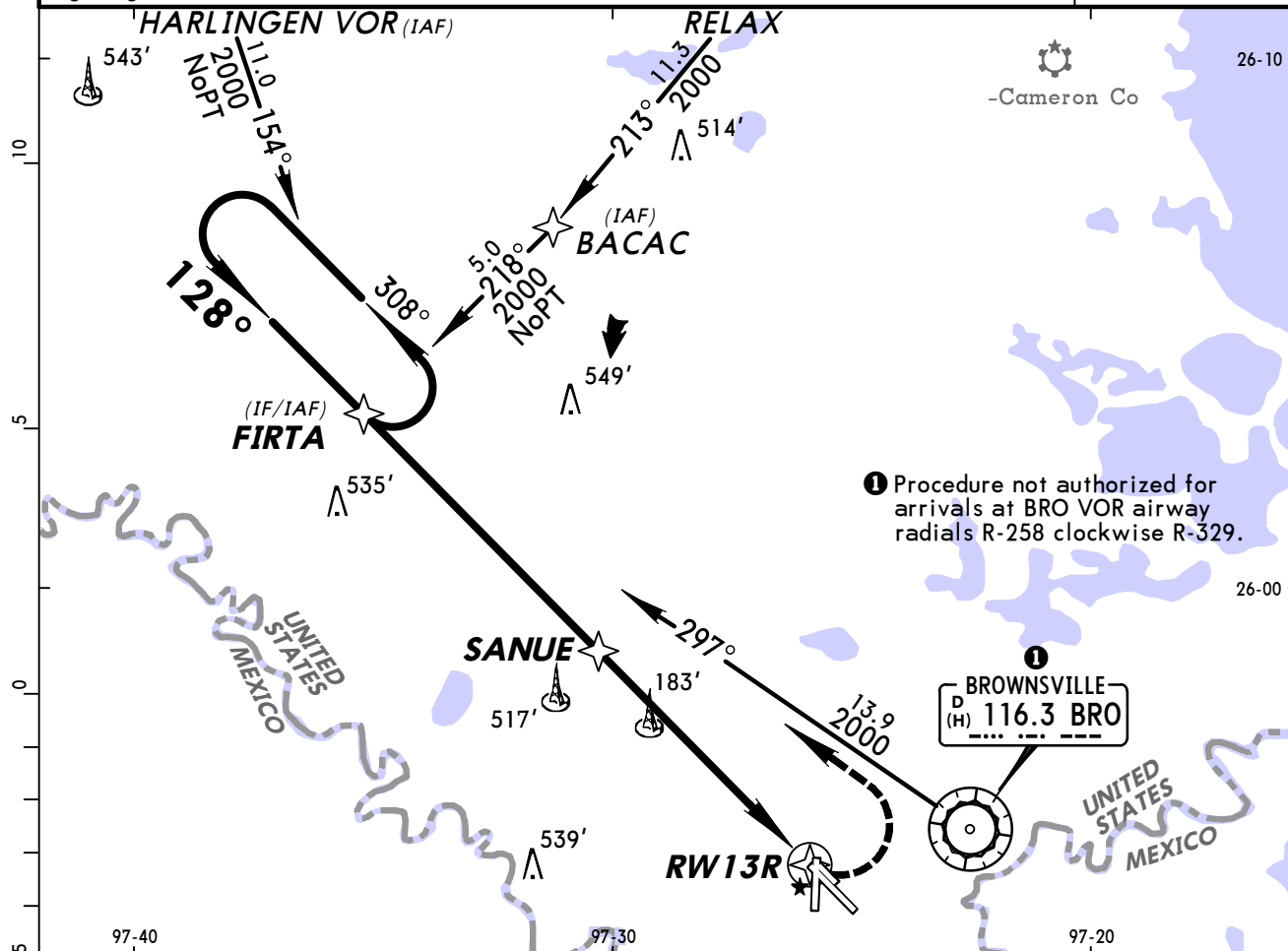


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.40°]	421	541	602	722	842	963				
MAP at D0.5 IBRO or CALIA to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39			

STRAIGHT-IN LANDING RWY 31L					CIRCLE-TO-LAND				
MDA(H) 340' (320')									
A					Max Kts	MDA(H)			
B					90	440' (418')-1			
C					120	540' (518')-1			
D					140	540' (518')-1½			
					165	580' (558')-2			

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		VALLEY Approach (R)		*BROWNSVILLE Tower		*Ground	
128.55		119.5		CTAF 118.9		121.9	
RNAV	Final Apch Crs 128°	Minimum Alt SANUE 1900' (1881')	LNAV MDA(H) (CONDITIONAL) 440' (421')	Apt Elev 22' TDZE 19'		2600' MSA RW13R	
MISSED APCH: Climbing LEFT turn to 2000' direct FIRTA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received use Port Isabel-Cameron County altimeter setting. 2. VDP not authorized when using Port Isabel-Cameron County altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 118.9.							

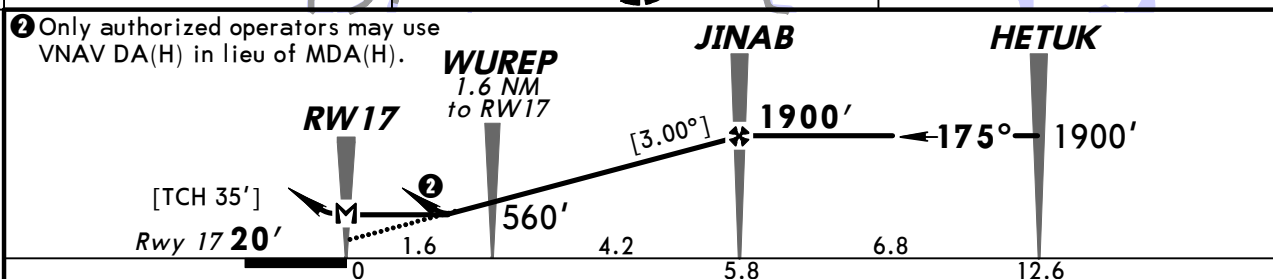
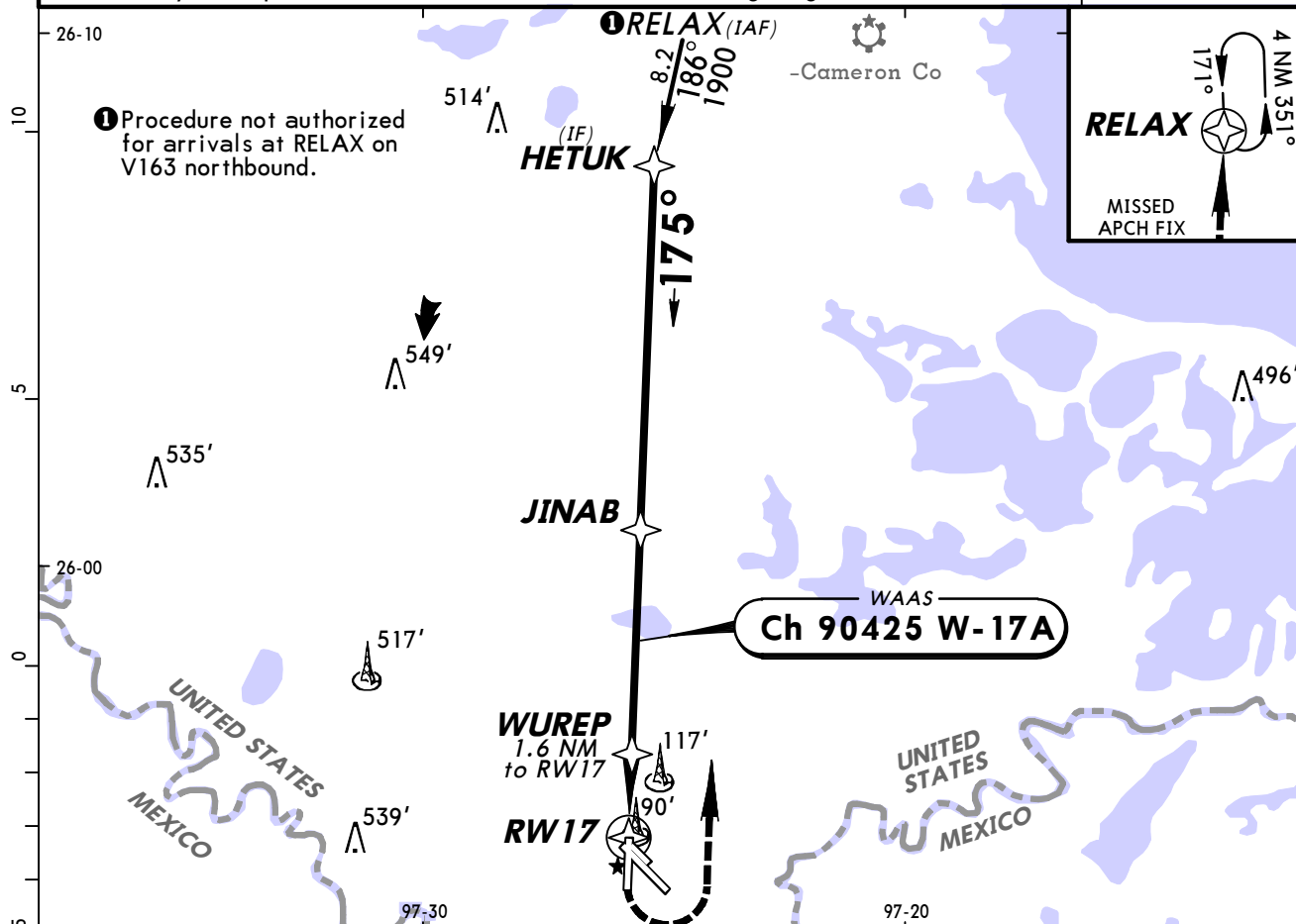


Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	D→	FIRTA
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW13R										

STRAIGHT-IN LANDING RWY 13R						CIRCLE-TO-LAND			
RNAV						With Local Altimeter Setting		With Port Isabel-Cameron County Altimeter Setting	
MDA(H) 440' (421')			MDA(H) 480' (461')			Max Kts		MDA(H)	
With Local Altimeter Setting			With Port Isabel-Cameron County Altimeter Setting						
	RAIL out	ALS out		RAIL out	ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	440' (418')-1	480' (458')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	540' (518')-1	580' (558')-1
C	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 40 or 3/4	RVR 60 or 1 1/4		140	540' (518')-1 1/2	580' (558')-1 1/2
D	RVR 50 or 1	RVR 60 or 1 1/4		RVR 50 or 1	RVR 60 or 1 1/4		165	580' (558')-2	620' (598')-2

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		VALLEY Approach (R)		*BROWNSVILLE Tower		*Ground	
128.55		119.5		CTAF 118.9		121.9	
WAAS Ch 90425 W-17A		Final Apch Crs 175°	Minimum Alt JINAB 1900' (1880')	LP MDA(H) (CONDITIONAL) 340' (320')	Apt Elev 22' Rwy 17 20'		2600' MSA RW17
MISSED APCH: Climb to 500' then climbing LEFT turn to 1900' direct RELAX and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	500' ↑	1900' ↩	RELAX
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW17										

TERPS		1 STRAIGHT-IN LANDING RWY 17				1 CIRCLE-TO-LAND			
		LP		LNAV		With Local Altimeter Setting		With Port Isabel-Cameron County Altimeter Setting	
		MDA(H) 340' (320')	MDA(H) 380' (360')	MDA(H) 380' (360')	MDA(H) 420' (400')				
		With Local Altimeter Setting	With Port Isabel-Cameron County Altimeter Setting	With Local Altimeter Setting	With Port Isabel-Cameron County Altimeter Setting	Max Kts	MDA(H)	MDA(H)	
A					1	90	440' (418')-1	480' (458')-1	
B						120	540' (518')-1	580' (558')-1	
C	1	1	1	1	1 1/8	140	540' (518')-1 1/2	580' (558')-1 1/2	
D						165	580' (558')-2	620' (598')-2	

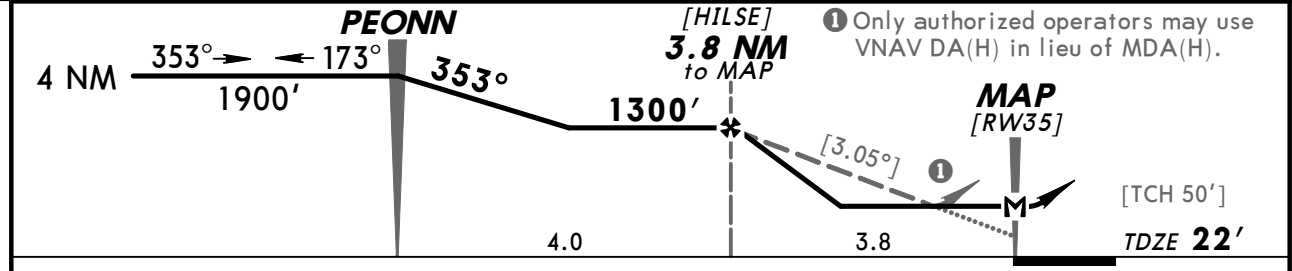
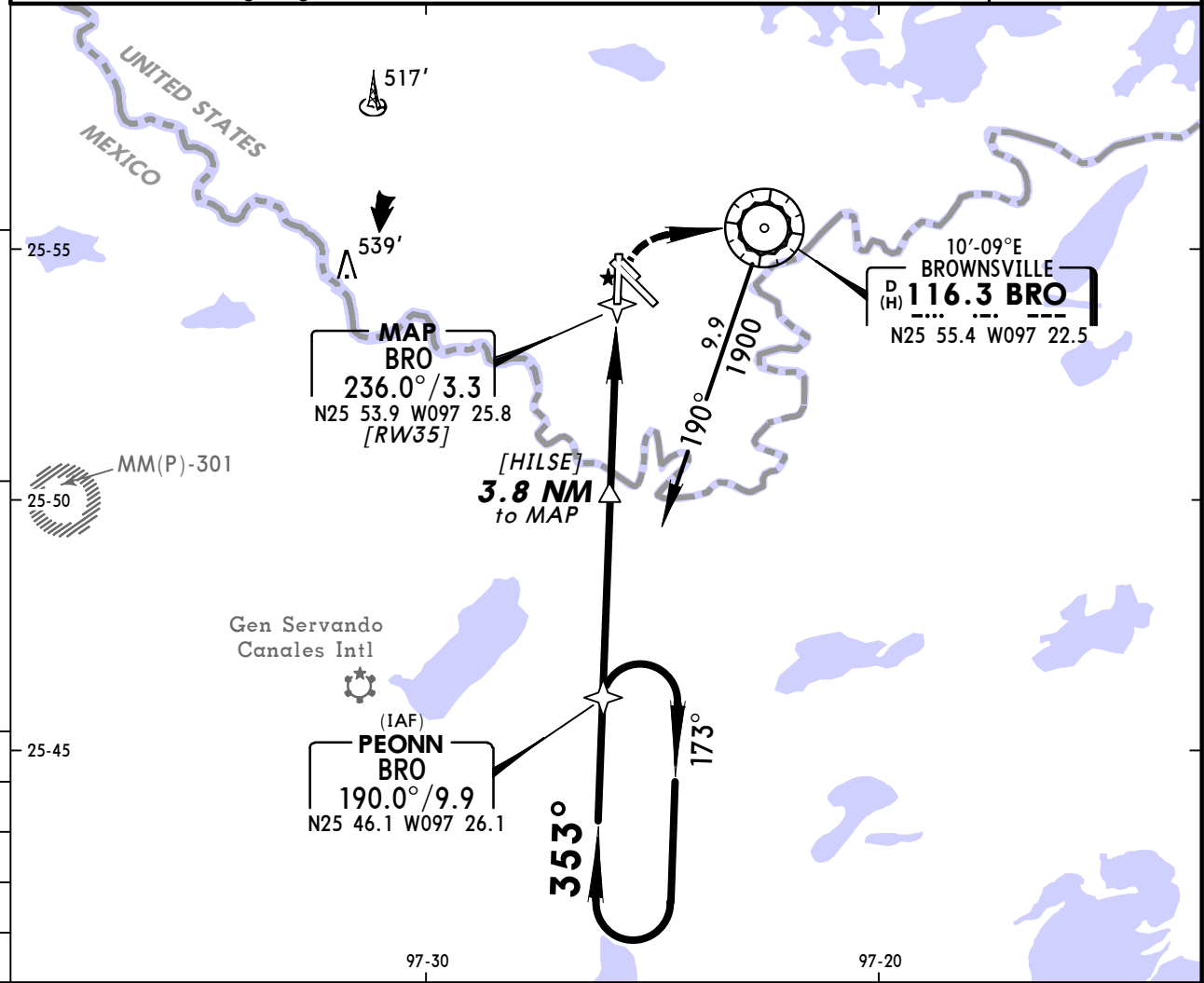
① When VGSI inop, Straight-in/Circling Rwy 17 procedure not authorized at night.

CHANGES: Lighting.

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KBRO/BRO -SOUTH PADRE I INTL 28 OCT 11 (19-1) BROWNSVILLE, TEXAS VOR DME RNAV or GPS Rwy 35

ATIS (ASOS when Twr inop) 128.55	VALLEY Approach (R) 119.5	*BROWNSVILLE Tower CTAF 118.9	*Ground 121.9
VOR BRO 116.3	Final Apch Crs 353°	Minimum Alt 3.8 NM to MAP 1300' (1278')	MDA(H) (CONDITIONAL) 440' (418')
Apt Elev 22' TDZE 22'			
MISSED APCH: Climbing RIGHT turn to 1900' direct BRO VOR. Alt Set: INCHES 1. Pilot controlled lighting 118.9. Trans level: FL 180 Trans alt: 18000'			
No MSA published			



Gnd speed-Kts	70	90	100	120	140	160	VASI-L		1900'	RT	BRO
Descent angle	[3.05°]	378	486	540	648	755	863				116.3

STRAIGHT-IN LANDING RWY35					1 CIRCLE-TO-LAND	
DAY		NIGHT		Max Kts	MDA(H)	
		When Twr Operating	When Twr Inop			
A	1	1	NA	90	440' (418')-1	
B	1	1		120	540' (518')-1	
C	1 1/4	1 1/4		140	540' (518')-1 1/2	
D	1 1/4	1 1/4		165	580' (558')-2	

General Information

Location: College Station TX USA

IATA Code: CLL

Lat/Long: N30° 35.3' W096° 21.8'

Elevation: 320 ft

Airport Use: Public

Magnetic Variation: 3.7°E

Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1254 Z

Sunset: 0022 Z,

Runway Information

Runway: 04

Length x Width: 5149 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 315 ft

Runway: 10

Length x Width: 5159 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 319 ft

Lighting: Edge

Runway: 16

Length x Width: 7000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 320 ft

Lighting: Edge, Pilot controlled

Runway: 22

Length x Width: 5149 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 318 ft

Runway: 28

Length x Width: 5159 ft x 150 ft

Surface Type: asphalt

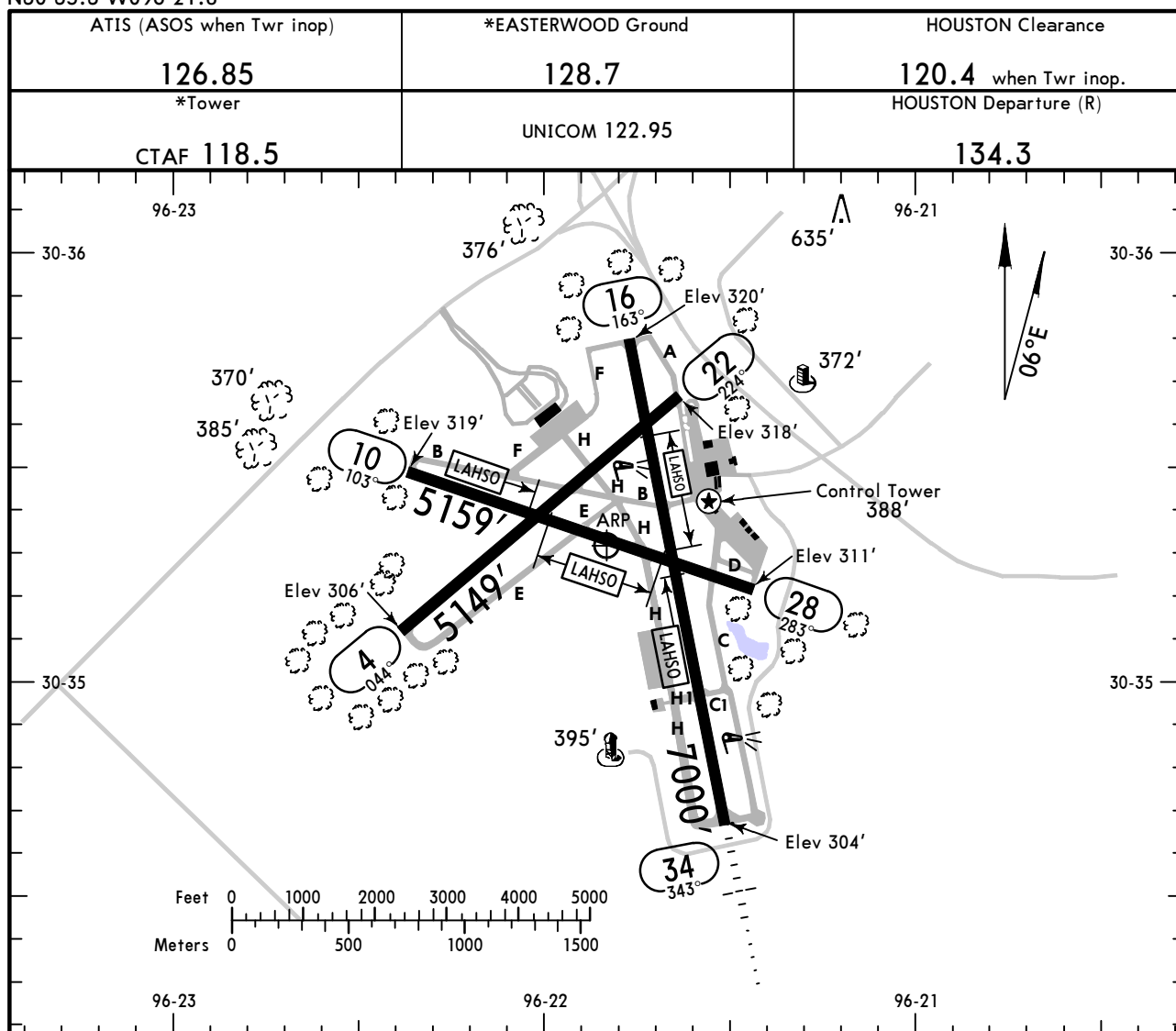
TDZ-Elev: 313 ft
Lighting: Edge, REIL

Runway: 34
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 310 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS 126.85
ASOS 126.85
Easterwood Tower 118.5 CTAF PCL
Easterwood Ground Control 128.7
Houston Clearance Delivery 120.4
Easterwood Clearance Delivery 128.7
Houston Approach Control 134.3
Houston Departure Control 134.3
Easterwood Unicom 122.95
Montgomery Co Flight Service Station 122.65 RCO
Montgomery Co Flight Service Station 122.2 RCO

KCLL/CLL
Apt Elev 320'
N30 35.3 W096 21.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope	LAHSO Distance			
4	Day VFR operations only						150'
22							
10	MIRL VASI-L grooved			4/22 1800'			150'
				16/34 3800'			
28	MIRL REIL VASI-L grooved			4/22 3050'			
16	② HIRL VASI-R			10/28 3050'			150'
①							
34	② HIRL ② MALSR		5926'	10/28 3600'			
				4/22 5600'			

- ① Grooved except south 200'.
② Activate on 118.5 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 10, 16, 22, 28, 34		Rwy 4		
	Adequate Vis Ref	STD	With Min climb of 243'/NM to 700'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1 3/4
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
ILS Rwy 34	LOC Rwy 34	LOC(BC) Rwy 16	Other
A 600-2	800-2	RNAV (GPS) Rwy 10	800-2
B 600-2	800-2	RNAV (GPS) Rwy 16	
C 700-2 1/4	800-2 1/4	RNAV (GPS) Rwy 28	
D 700-2 1/4	800-2 1/4	RNAV (GPS) Rwy 34	

OBSTACLE DP: Rwy 34, climb heading 343° to 1000' before turning right.

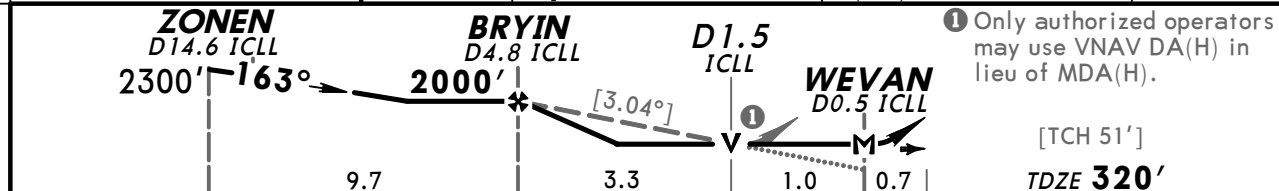
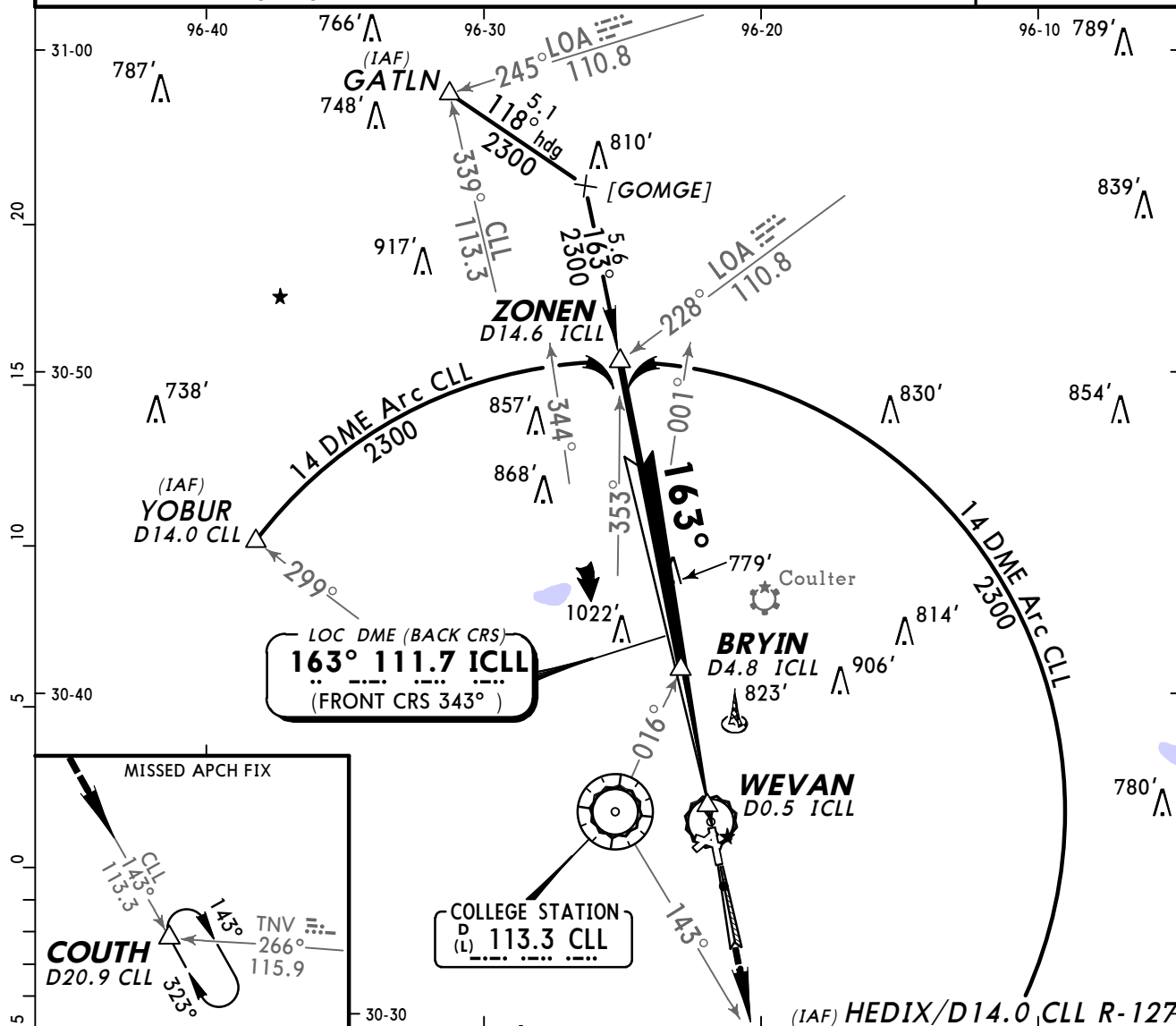
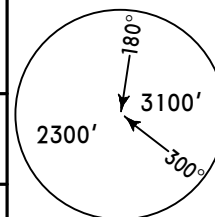
KCLL/CLL EASTERWOOD

15 OCT 10 11-1

COLLEGE STATION, TEXAS

LOC (BACK CRS) Rwy 16

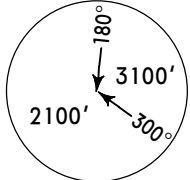
ATIS (ASOS when Twr inop) 126.85	HOUSTON Approach (R) 134.3	*EASTERWOOD Tower CTAF 118.5	*Ground 128.7
LOC ICLL 111.7	Final Apch Crs 163° (Front Crs 343°)	Minimum Alt BRYIN 2000' (1680')	MDA(H) 920' (600')
Apt Elev 320' TDZE 320'			
MISSED APCH: Climb to 2000' via ICLL LOC SOUTH course and outbound via CLL VOR R-143 to COUTH INT/D20.9 CLL and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Disregard glide slope indications. 2. Use ICLL DME when on localizer course. 3. Pilot controlled lighting 118.5.			

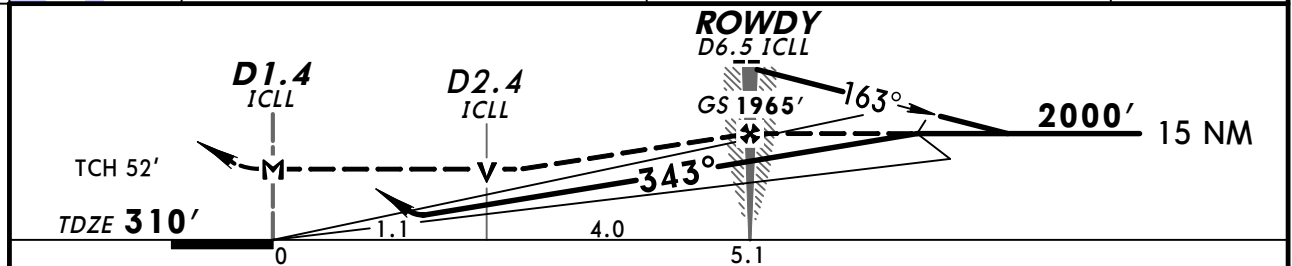
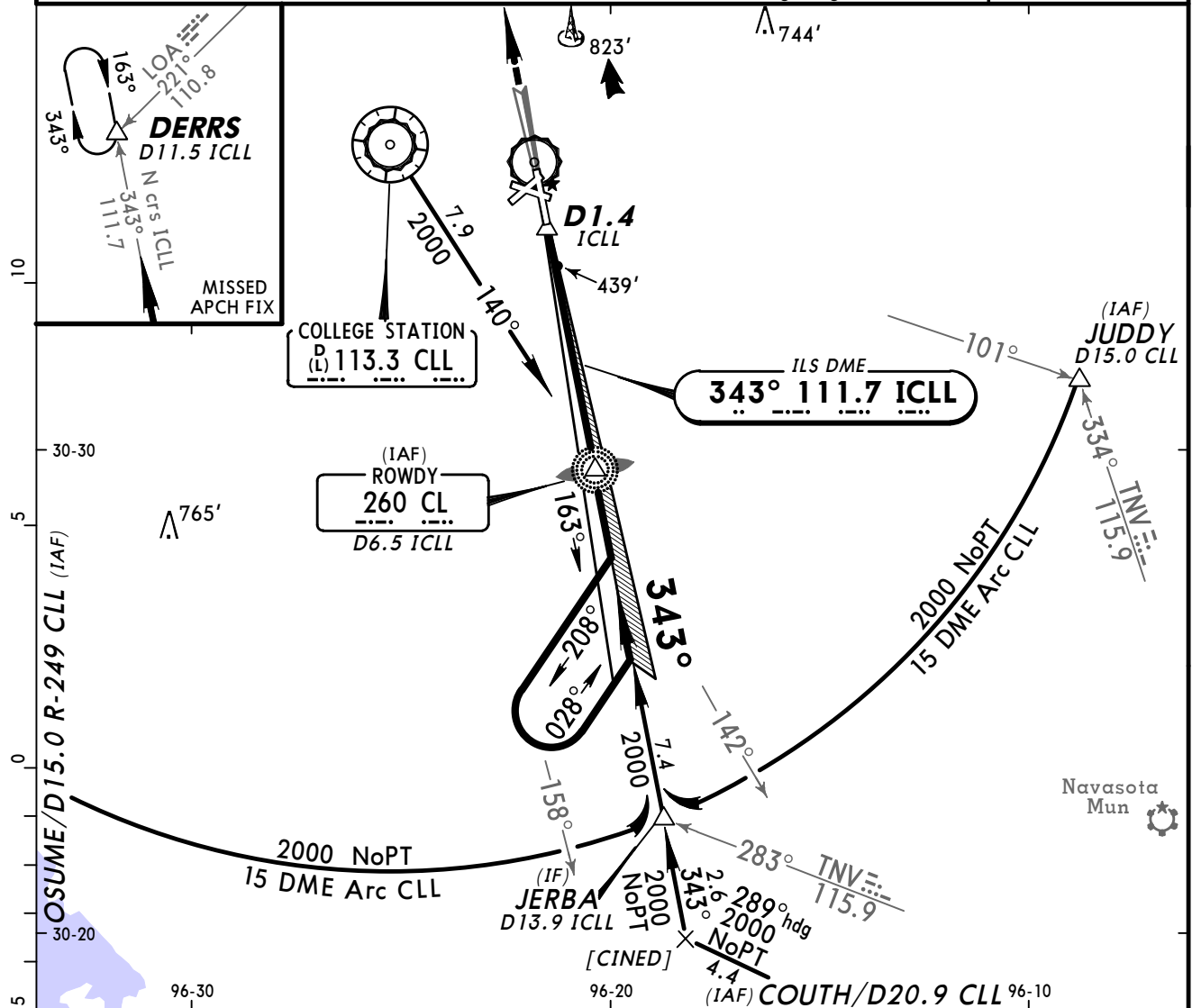


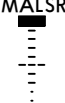
Gnd speed-Kts	70	90	100	120	140	160	VASI-R 2000' ↑ via 111.7 SOUTH course and 113.3 R-143 COUTH
Descent angle [3.04°]	376	484	538	645	753	861	
MAP at WEVAN or BRYIN to MAP	4.3	3:41	2:52	2:35	2:09	1:51	

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
MDA(H) 920' (600')			MDA(H)		
A	1		Max Kts	920' (600') - 1	
B			90		
C	1½		120	920' (600') - 1½	
D	1¾		140		
			165	1000' (680') - 2¼	

KCLL/CLL EASTERWOOD 15 OCT 10 11-2 JEPPesen COLLEGE STATION, TEXAS ILS or LOC Rwy 34

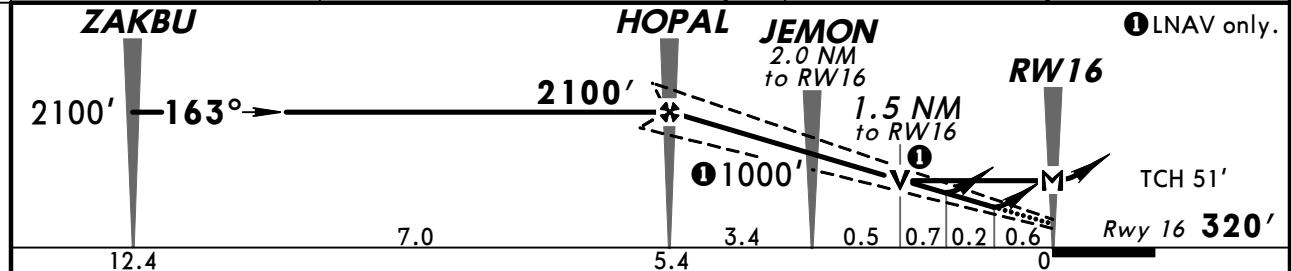
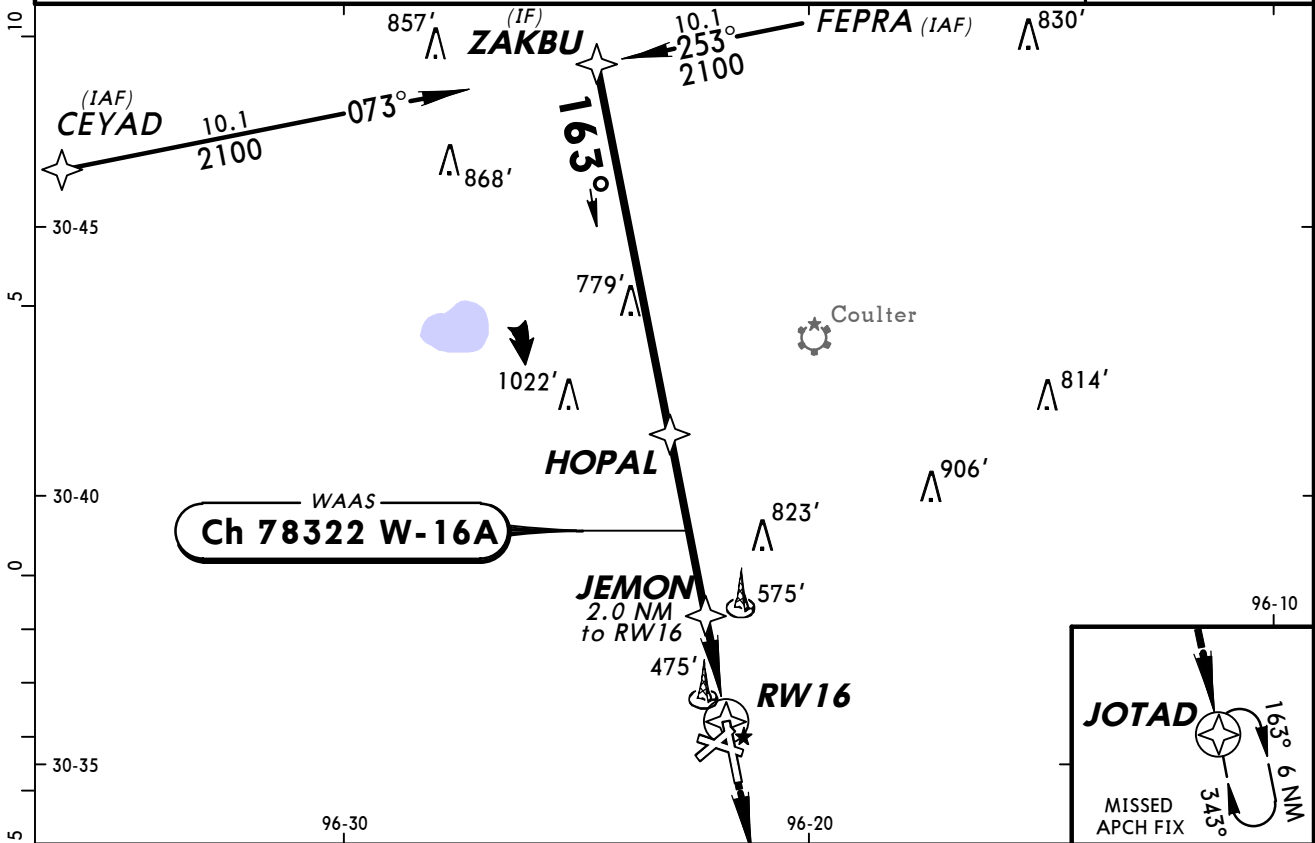
ATIS (ASOS when Twr inop) 126.85		HOUSTON Approach (R) 134.3		*EASTERWOOD Tower CTAF 118.5		*Ground 128.7	
LOC ICLL 111.7	Final Apch Crs 343°	GS LOM 1965' (1655')	ILS DA(H) 510' (200')	Apt Elev 320' TDZE 310'			
MISSED APCH: Climb to 2500' via ICLL LOC NORTH course to DERRS INT/D11.5 ICLL and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA CL LOM	
1. ADF or DME required. 2. ILS glide slope unusable for coupled approaches below 1050' MSL. 3. Use ICLL DME when on localizer course. 4. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	2500' 	via 111.7 NORTH course	DERRS
GS	2.90°	364	468	520	624	729				
MAP at D1.4 ICLL or ROWDY to MAP	5.1	4:22	3:24	3:04	2:33	2:11				

STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND	
ILS DA(H) 510' (200')			LOC (GS out) MDA(H) 700' (390')			Max Kts	MDA(H)
FULL		RAIL or ALS out		RAIL out	ALS out		
A	1/2	3/4	1/2	3/4	1	90	860' (540')- 1
B						120	880' (560')- 1
C						140	880' (560')- 1½
D				3/4	1¼		165

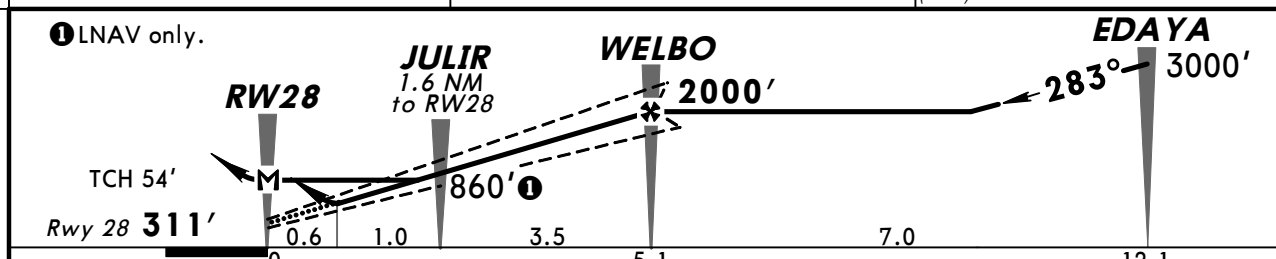
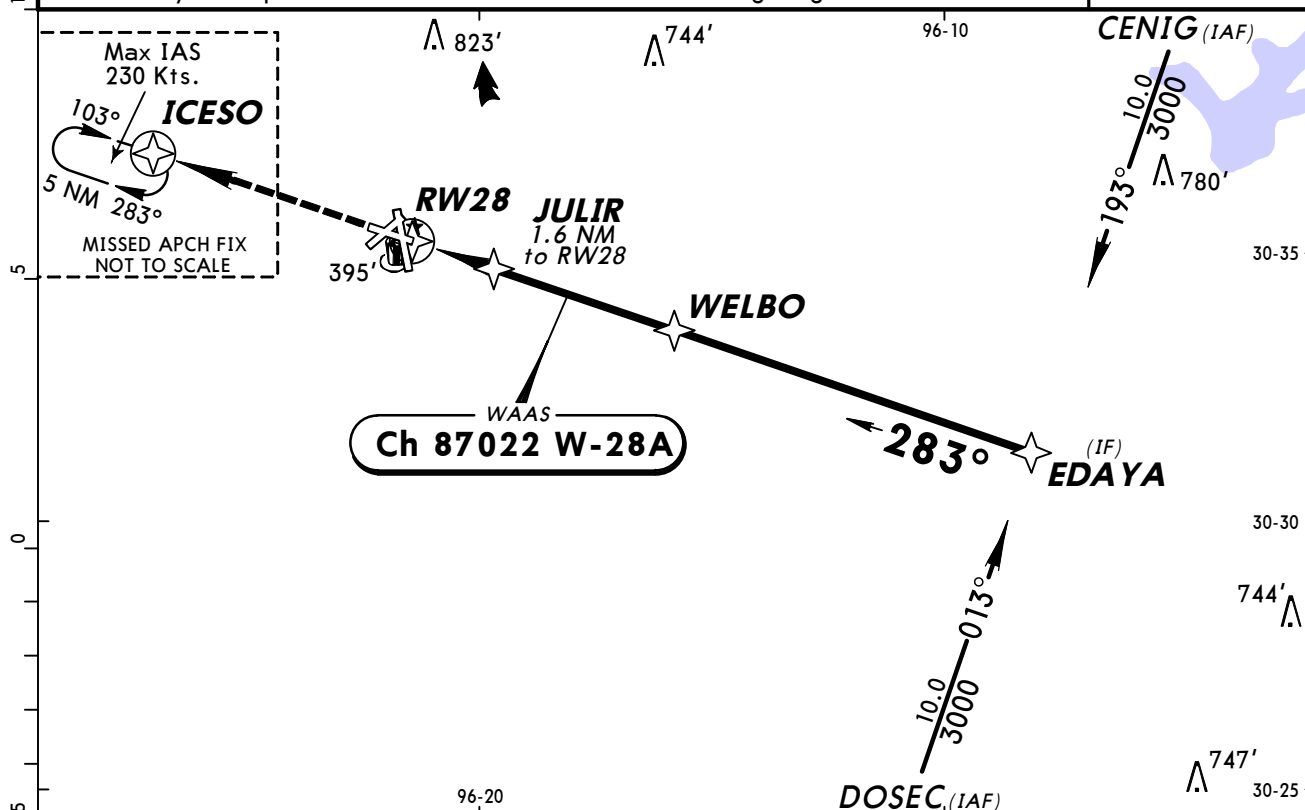
ATIS (ASOS when Twr inop) 126.85	HOUSTON Approach (R) 134.3	*EASTERWOOD Tower CTAF 118.5	*Ground 128.7
WAAS Ch 78322 W-16A	Final Apch Crs 163°	Minimum Alt HOPAL 2100' (1780')	LPV DA(H) (CONDITIONAL) 570' (250')
MISSED APCH: Climb to 2000' direct JOTAD and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Radar required. 2. Use local altimeter setting; if not received, use Caldwell altimeter setting. 3. VDP and Baro-VNAV not authorized when using Caldwell altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.5.			
			3000'
			MSA RW16



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW16											

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting			
LPV DA(H) 570' (250')			LNAV DA(H) 636' (316')			LNAV MDA(H) 840' (520')			Max Kts
									90
									120
									140
									165
With Caldwell Altimeter Setting			With Caldwell Altimeter Setting			With Caldwell Altimeter Setting			
LPV DA(H) 622' (302')			LNAV/VNAV DA(H) 688' (368')			LNAV MDA(H) 900' (580')			Max Kts
									90
									120
									140
									165

ATIS (ASOS when Twr inop) 126.85	HOUSTON Approach (R) 134.3	*EASTERWOOD Tower CTAF 118.5	*Ground 128.7
WAAS Ch 87022 W-28A	Final Apch Crs 283°	Minimum Alt WELBO 2000' (1689')	LPV DA(H) (CONDITIONAL) 561' (250')
MISSED APCH: Climb to 2000' direct ICESO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Radar required. 2. Use local altimeter setting; if not received, use Caldwell altimeter setting. 3. Baro-VNAV not authorized when using Caldwell altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.5.			
			3000' MSA RW28

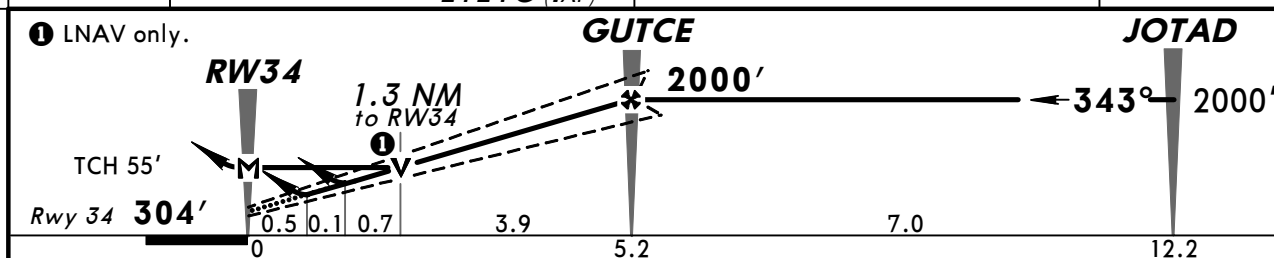
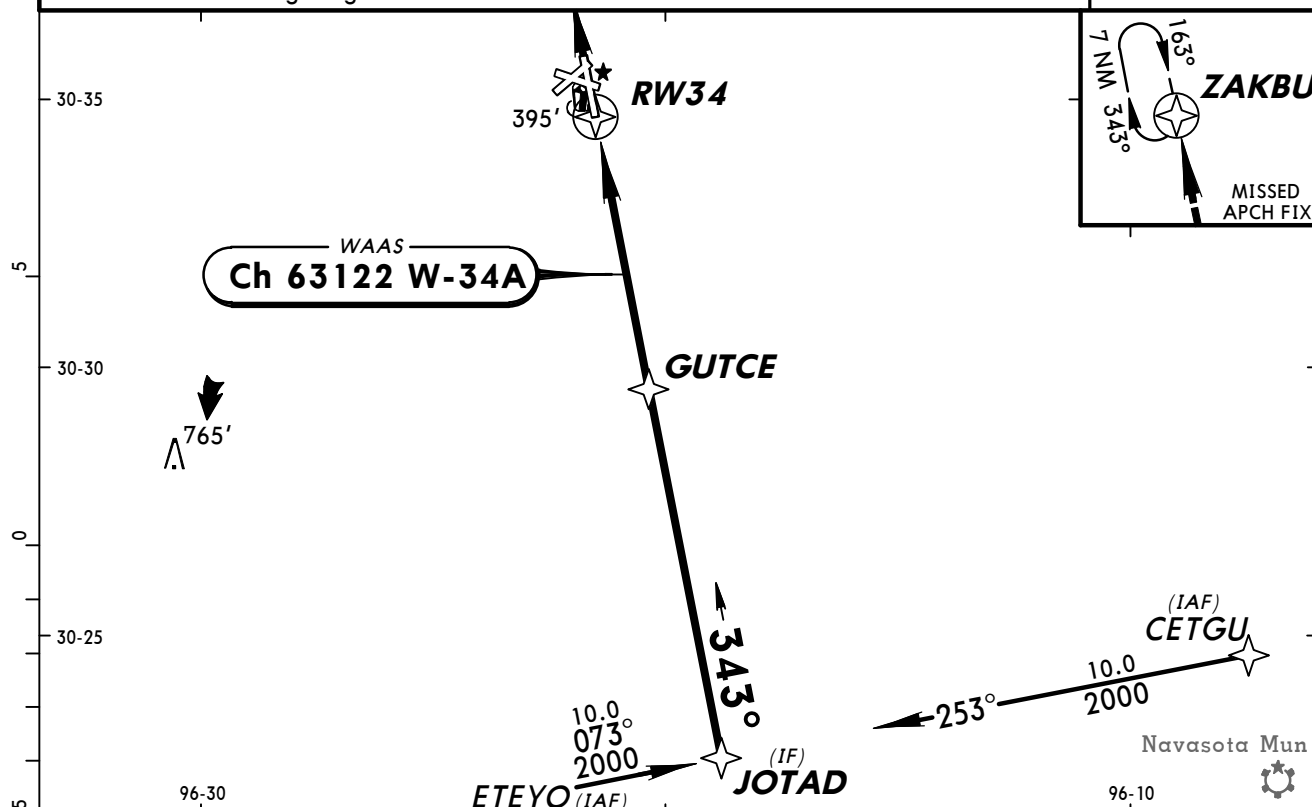


Gnd speed-Kts	70	90	100	120	140	160		REIL	2000'	→	ICESO
Glide Path Angle	3.00°	372	478	531	637	743	849	VASI-L	↑		
MAP at RW28											

1 STRAIGHT-IN LANDING RWY 28						1 CIRCLE-TO-LAND			
With Local Altimeter Setting			With Caldwell Altimeter Setting			With Local Altimeter Setting			
LPV	LNAV/VNAV	LNAV	LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)		
DA(H) 561' (250')	DA(H) 561' (250')	MDA(H) 720' (409')	DA(H) 613' (302')	DA(H) 613' (302')	MDA(H) 780' (469')	90	860' (540')-1		
A			A			120	880' (560')-1		
B			B			140	880' (560')-1 1/2		
C			C			165	1000' (680')-2 1/4		
D			D						
1	1	1 1/8	1	1	1 3/8				

1 When VGSI inop, straight-in/circling Rwy 28 procedure not authorized at night.

BRIEFING STRIP TM

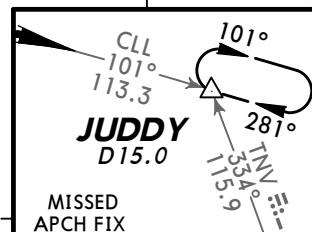


<i>Gnd speed-Kts</i>	70	90	100	120	140	160				
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW34</i>										

STRAIGHT-IN LANDING RWY 34										CIRCLE-TO-LAND	
With Local Altimeter Setting											
LPV			LNAV/VNAV			LNAV			With Local Altimeter Setting		
DA(H) 504' (200')			DA(H) 556' (252')			MDA(H) 760' (456')					
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out			Max Kts	MDA(H)	
A	1/2	3/4	1/2	3/4	1/2	3/4	1	90	860' (540')-1		
B								120	880' (560')-1		
C								140	880' (560')-1 1/2		
D								165	1000' (680')-2 1/2		

LPV <i>DA(H)</i> 556' (252')			With Caldwell Altimeter Setting LNAV/VNAV <i>DA(H)</i> 608' (304')			LNAV <i>MDA(H)</i> 820' (516')			With Caldwell Altimeter Setting	
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out			Max Kts	<i>MDA(H)</i>
A	1/2	3/4	1/2	3/4	7/8	1/2	3/4	1	90	920' (600') - 1
B									120	940' (620') - 1
C						140	940' (620') - 1 1/4			
D						165	1060' (740') - 2 1/2			

TERPS AMEND 1 25 AUG 2011

VASI-I

CIRCLE-TO-LAND

Max
Kts.

MDA(H) 740' (421')

 $MDA(H)$

1

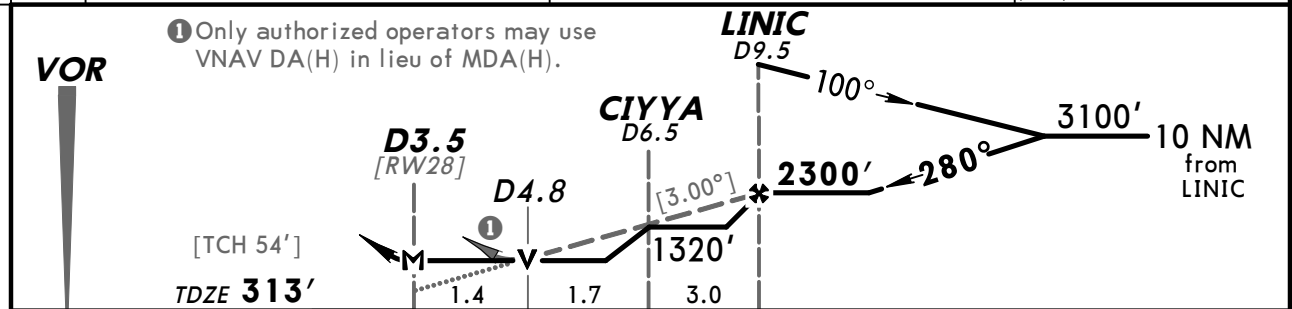
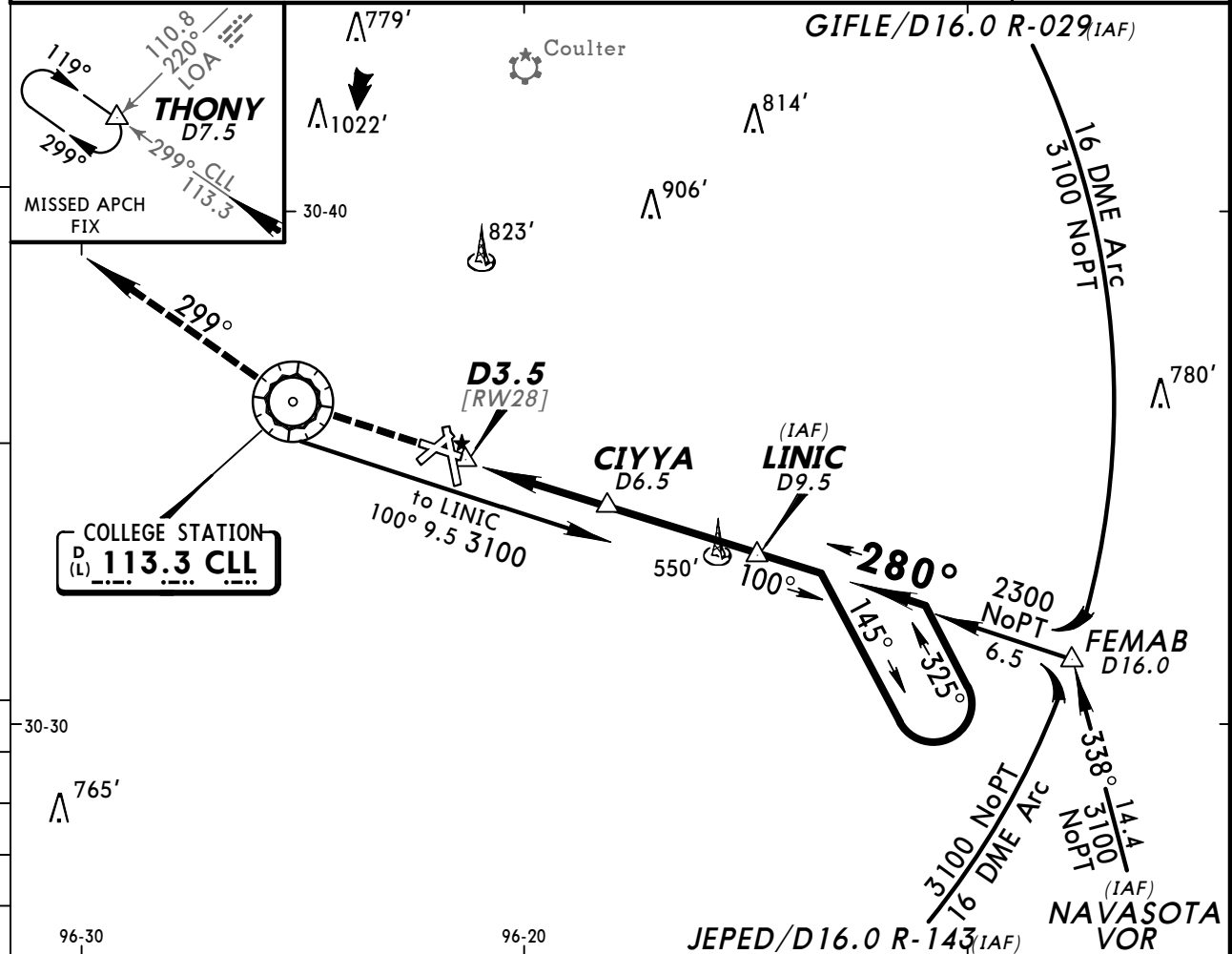
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$$860' (540') - 1$$
$$880'(560') - 1$$

880' (560') - 1½

1000' (680') - 2 1/4

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ATIS (ASOS when Twr inop)	HOUSTON Approach (R)	*EASTERWOOD Tower	*Ground
126.85	134.3	CTAF 118.5	128.7
VOR CLL 113.3	Final Apch Crs 280°	Minimum Alt LINIC 2300' (1987')	MDA(H) 800' (487')
		Apt Elev 320'	TDZE 313'
MISSED APCH: Climb to 2500' direct CLL VOR then outbound via CLL VOR R-299 to THONY INT/D7.5 and hold.			
Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. Pilot controlled lighting 118.5.			MSA CLL VOR



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at D3.5										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 800' (487')				Max Kts	MDA(H)		
A	1			90	860' (540') - 1		
B	1			120	880' (560') - 1		
C	1 1/4			140	880' (560') - 1 1/2		
D	1 1/2			165	1000' (680') - 2 1/4		

General Information

Location: Waco TX USA
IATA Code: CNW
Lat/Long: N31° 38.3' W097° 04.4'
Elevation: 470 ft

Airport Use: Public
Magnetic Variation: 4.1 °E
Sectional Chart: San Antonio

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 830 ft AGL

Sunrise: 1258 Z
Sunset: 0024 Z,

Runway Information

Runway: 17L
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 470 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1003 ft

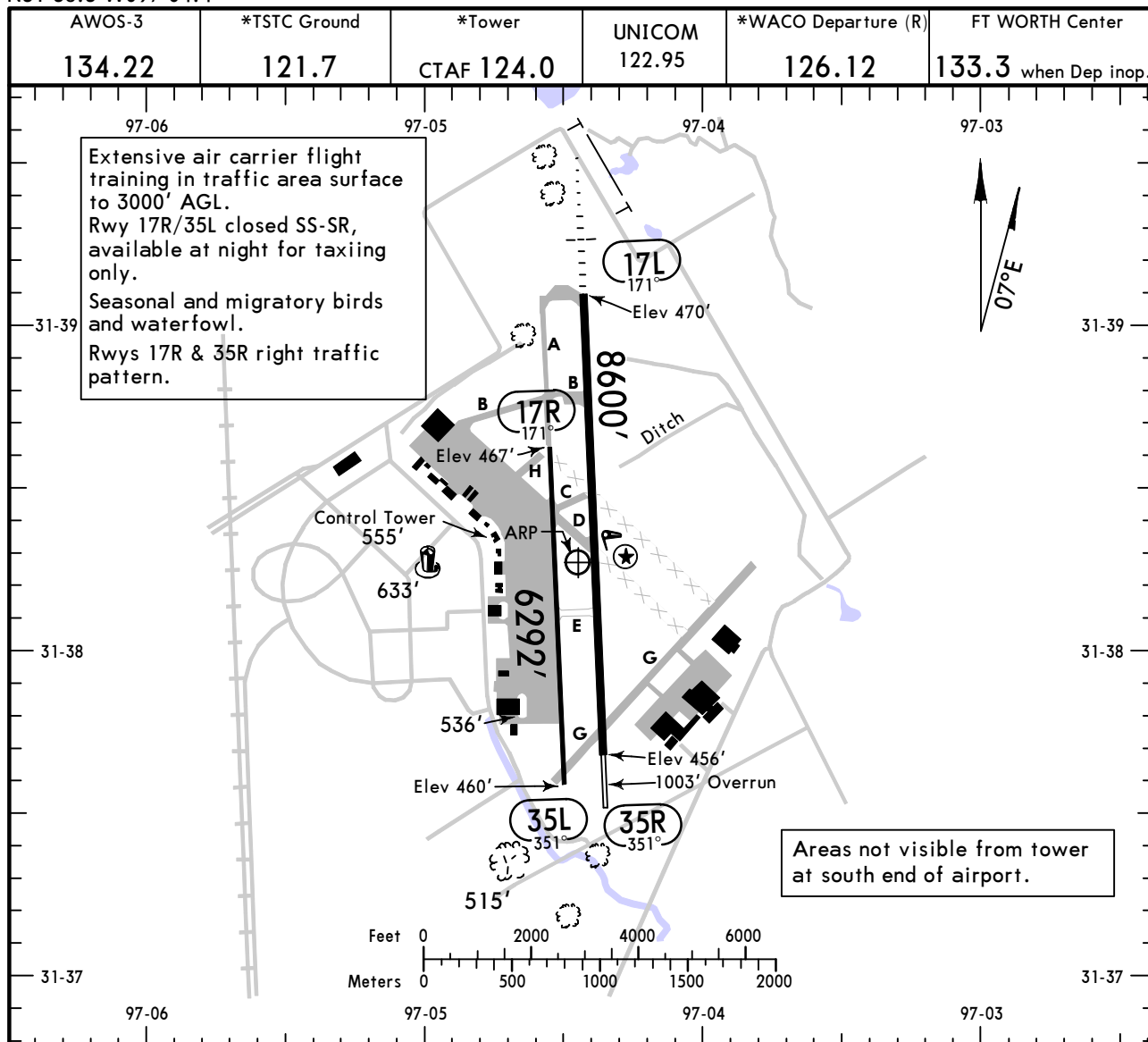
Runway: 17R
Length x Width: 6292 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 470 ft

Runway: 35L
Length x Width: 6292 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 469 ft

Runway: 35R
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 462 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 134.225
Tstc Tower 124.0 CTAF
Tstc Ground Control 121.7 PCL
Waco Approach Control 127.65
Waco Departure Control 126.125
Tsti-Waco Unicom 122.95
Ctas Radio 1796.4 Military
Ctas Radio 882.2 Military
Ctas Radio 123.55 Military
FT Worth Flight Service Station 122.15 RCO
FT Worth Center 133.3 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

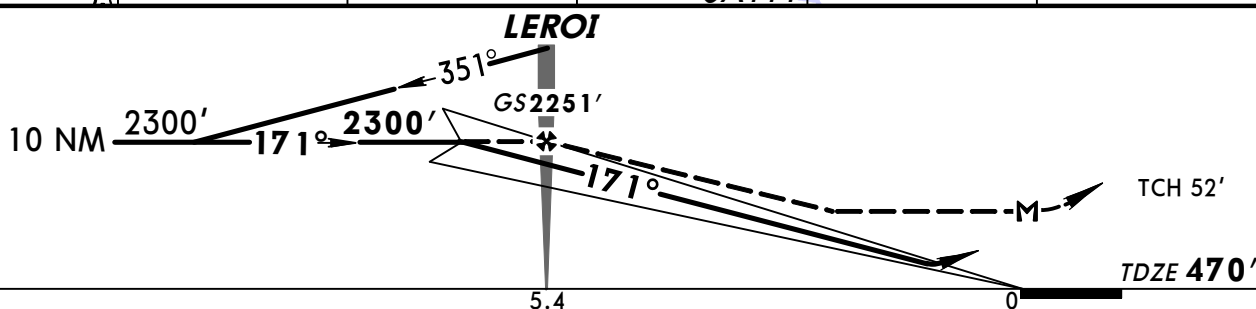
RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
17R	35L				75'
17L	35R	① MIRL ① MALSR ① VASI-R	7586'		75'
		① MIRL ① VASI-L			

① Activate on 121.7.

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Tower Operating Authorized Only When Local Weather Available		Authorized Only When Local Weather Available
	Adequate Vis Ref	STD	ILS Rwy 17L		RNAV (GPS) Rwy 17L RNAV (GPS) Rwy 35R
1 & 2 Eng	1/4	1	600-2	800-2	800-2
3 & 4 Eng		1/2			

*Ground
121.7

Apt Elev 470'
TDZE 470'



ILS			STRAIGHT-IN LANDING RWY17L LOC (GS out)						CIRCLE-TO-LAND		
1 DA(H) 670' (200')			With Local Altimeter Setting MDA(H) 860' (390')			With Waco Regl Altimeter Setting MDA(H) 900' (430')			Max Kts	With Local Altimeter Setting	With Waco Regl Altimeter Setting
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	MDA(H)		MDA(H)	
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	940' (470') - 1	980' (510') - 1
B									120	960' (490') - 1	1000' (530') - 1
C									140	1040' (570') - 1 1/2	1080' (610') - 1 1/2
D									165	1040' (570') - 2	1080' (610') - 2

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Eff 5 May

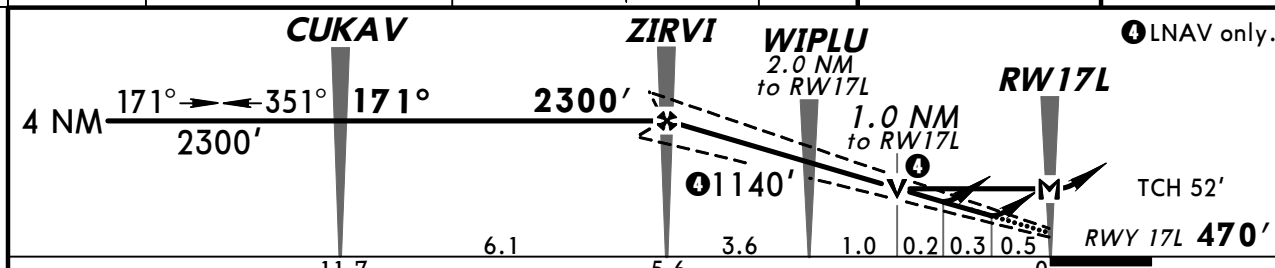
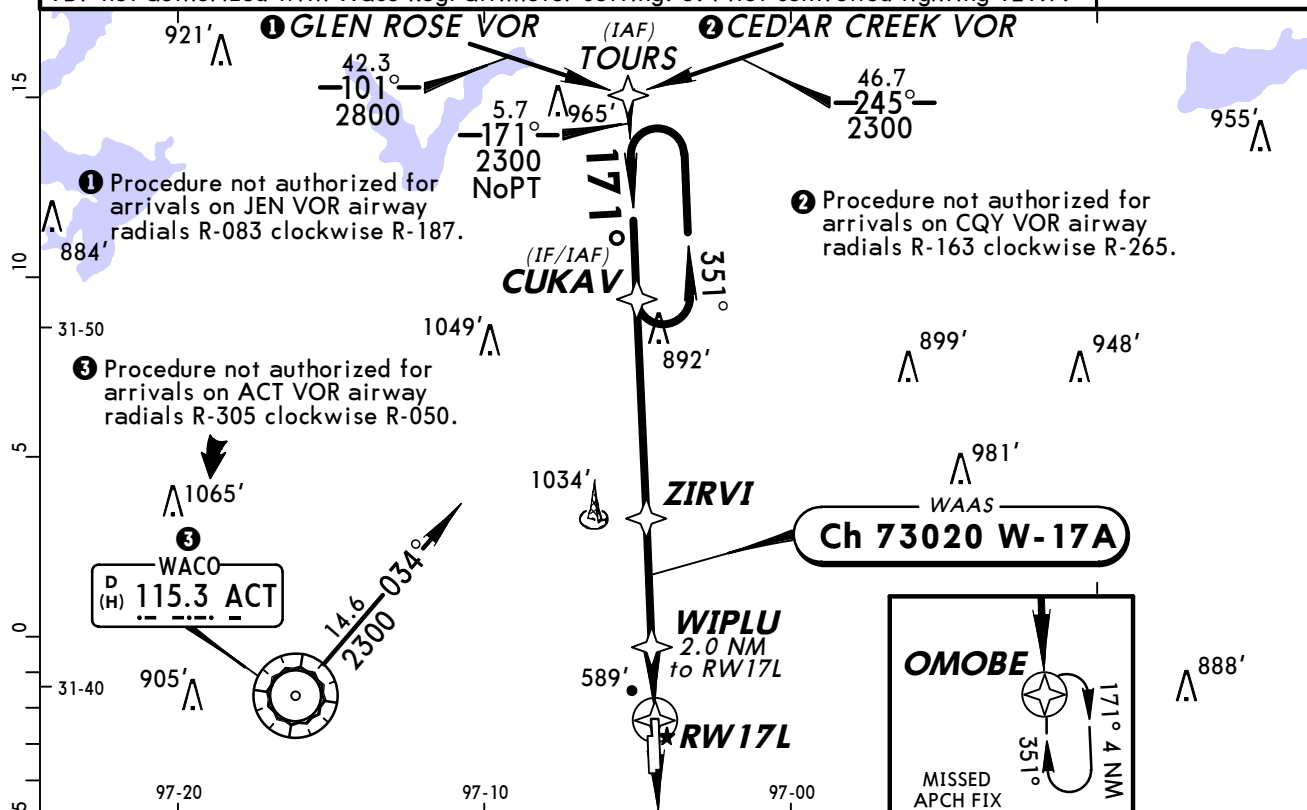
RNAV (GPS) Rwy 17L

BRIEFING STRIP TM

3600'

Trans alt: 18000'

MSA RW17L



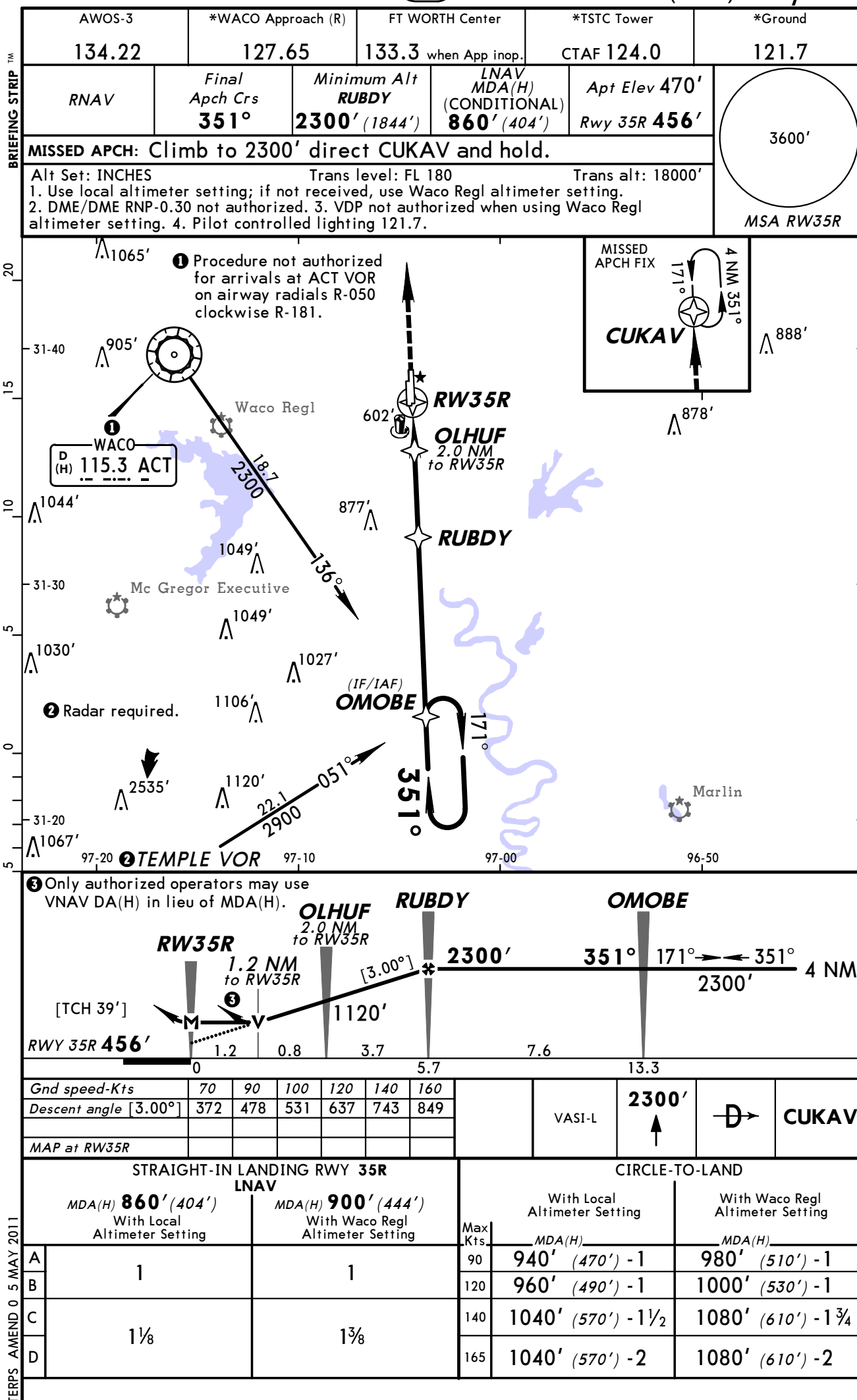
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 MALSR  VASI  2300'  DME  OMOB
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW17L</i>							

STRAIGHT-IN LANDING RWY 17L										CIRCLE-TO-LAND				
With Local Altimeter Setting										With Local Altimeter Setting				
LPV DA(H) 670' (200')			LNAV/VNAV DA(H) 770' (300')			LNAV MDA(H) 840' (370')			Max Kts	MDA(H)				
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out						
A	1/2		3/4		1/2		5/8		7/8	1/2	3/4	1	90	940' (470') - 1
B													120	960' (490') - 1
C													140	1040' (570') - 1 1/2
D													165	1040' (570') - 2

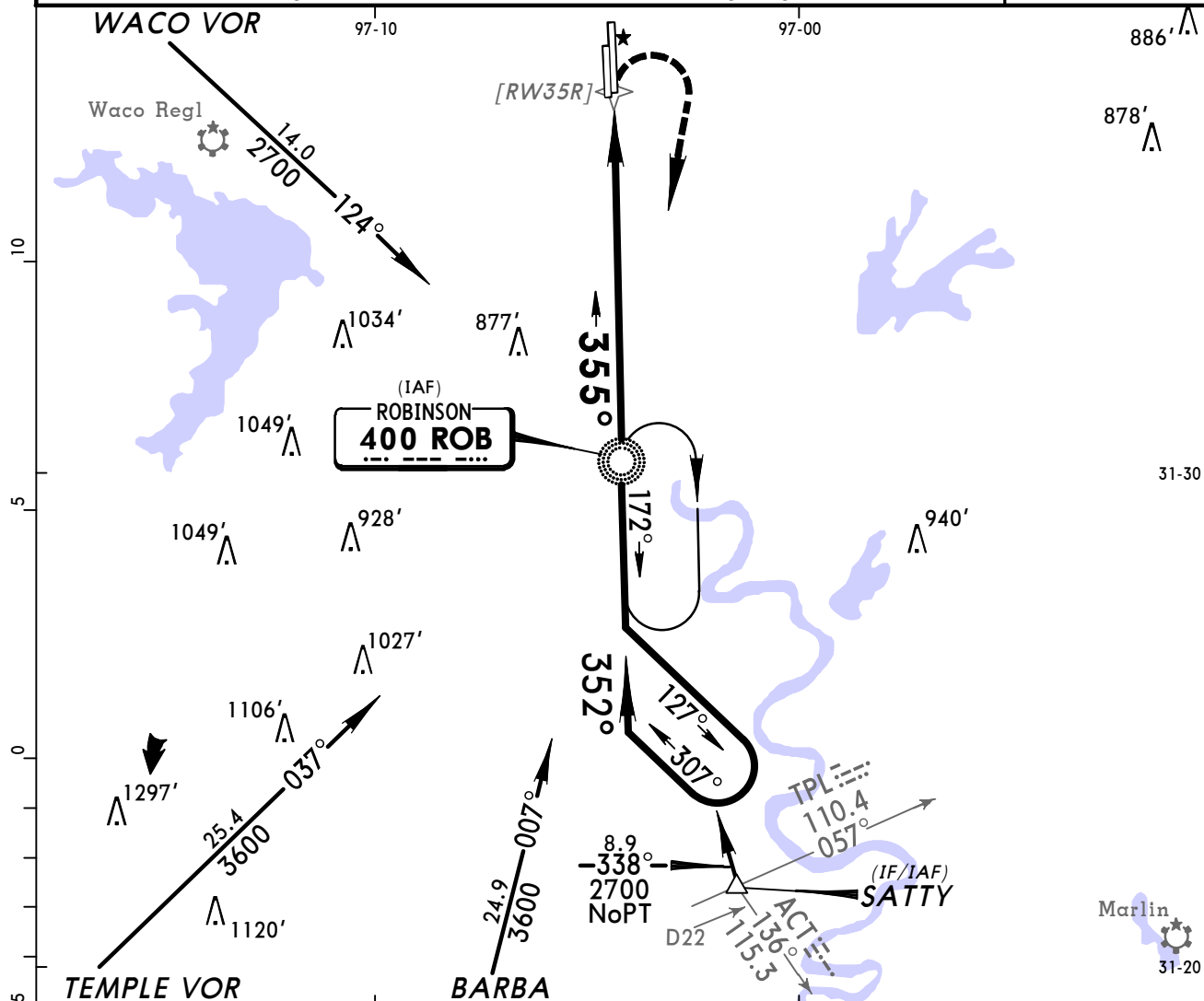
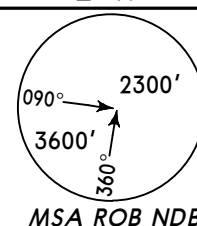
LPV <i>DA(H)</i> 696' (226')			With Waco Regl Altimeter Setting LNAV/VNAV <i>DA(H)</i> 796' (326')			LNAV <i>MDA(H)</i> 880' (410')			With Waco Regl Altimeter Setting		
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out	Max Kts	<i>MDA(H)</i>	
A	1/2		3/4		5/8	1	1/2	3/4	1	90	980' (510')-1
B										120	1000' (530')-1
C										140	1080' (610')-1 3/4
D										165	1080' (610')-2

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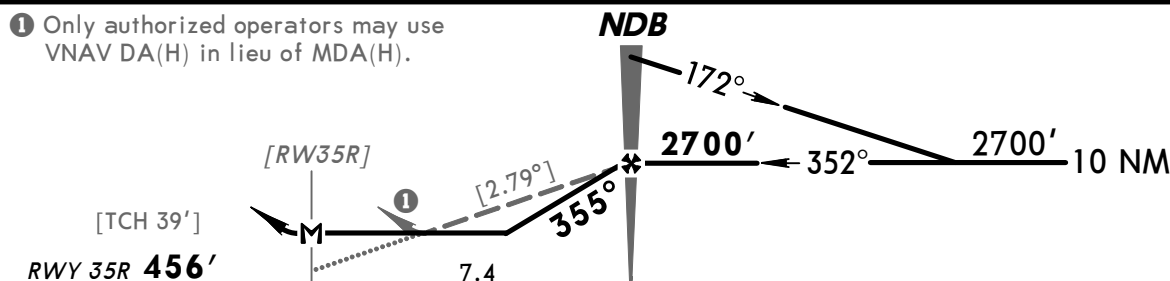
TERPS AMEND 0 5 MAY 2011



AWOS-3 134.22	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*TSTC Tower CTAF 124.0	*Ground 121.7
NDB ROB 400	Final Apch Crs 355°	Minimum Alt NDB 2700' (2244')	MDA(H) (CONDITIONAL) 1060' (604')	Apt Elev 470' Rwy 35R 456'
MISSED APCH: Climbing RIGHT turn to 2700' direct ROB NDB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Waco Regl altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 121.7.				



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		2700'		ROB 400
Descent angle [2.79°]	345	444	494	592	691	790		VASI-L	RT	
NDB to MAP	7.4	6:21	4:56	4:26	3:42	3:10	2:46			

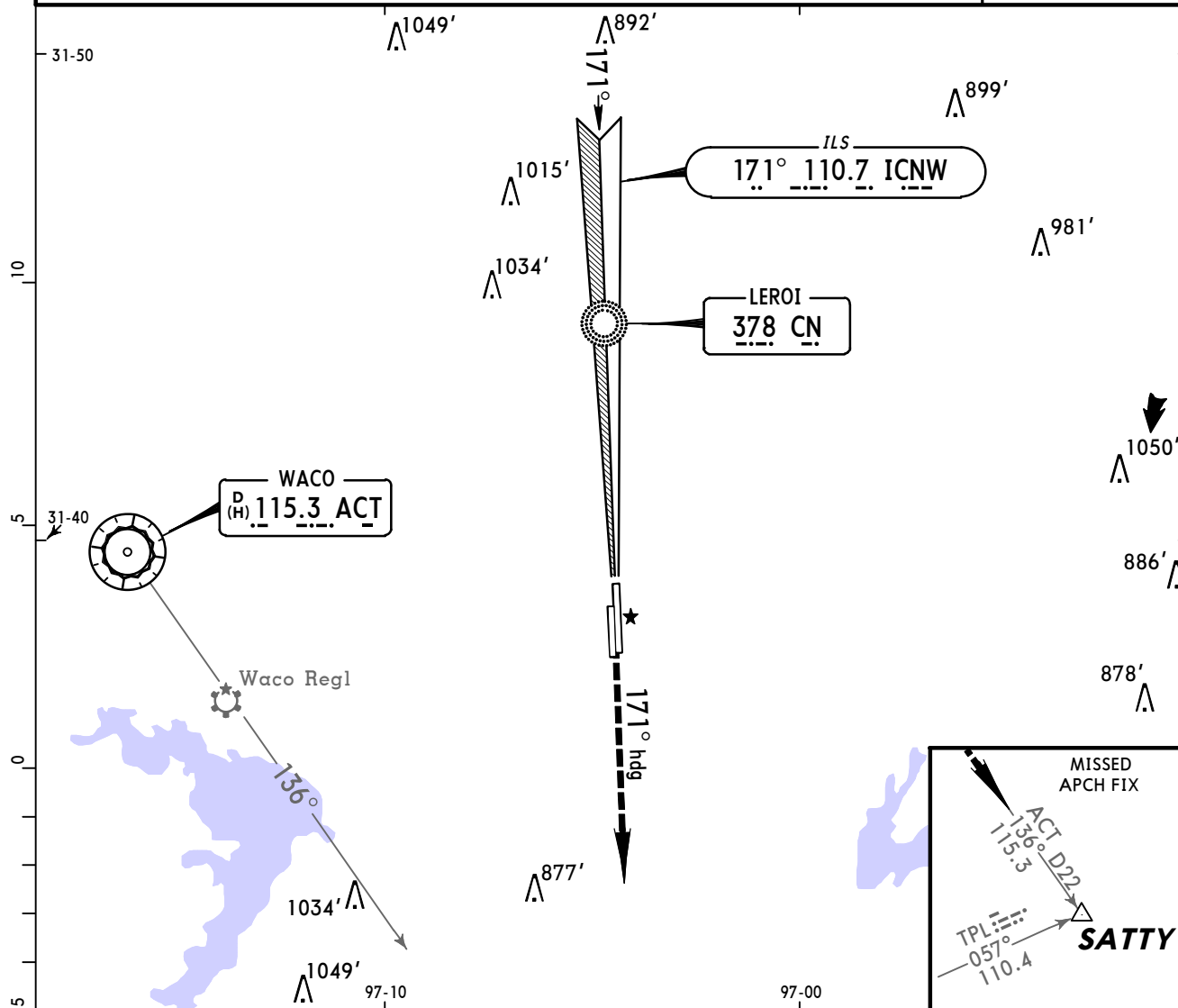
STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
MDA(H) 1060' (604')		MDA(H) 1100' (644')		With Local Altimeter Setting		With Waco Regl Altimeter Setting	
With Local Altimeter Setting		With Waco Regl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1060' (590') - 1	1100' (630') - 1	
B				120			
C	1 3/4	1 7/8		140	1060' (590') - 1 3/4	1100' (630') - 1 7/8	
D				165	1060' (590') - 2	1100' (630') - 2	

CHANGES: Missed apch altitude.

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TERPS AMEND 11A 28 JUL 2011

AWOS-3 134.22	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*TSTC Tower CTAF 124.0	*Ground 121.7
RADAR	Final Apch Crs 171°	No FAF	MDA(H) 1080' (610')	Apt Elev 470' TDZE 470'
MISSED APCH: Climb to 2700' via 171° heading and outbound on ACT VOR R-136 to SATTY INT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When Waco Regl approach control closed, ASR not authorized. 2. Pilot controlled lighting 121.7.				
No MSA published				



RWY 17L TDZE 470'				
MAP at Rwy Thr		MALSR VASI	2700' via 171° hdg and 115.3 ACT R-136	SATTY
STRAIGHT-IN LANDING RWY17L ASR MDA(H) 1080' (610')			CIRCLE-TO-LAND	
	RAIL out	ALS out	Max Kts	MDA(H)
A	1/2	3/4	90	1080' (610') - 1
B			120	
C	1 1/4	1 3/4	140	1080' (610') - 1 3/4
D	1 1/2	2	165	1080' (610') - 2

General Information

Location: Corpus Christi TX USA
IATA Code: CRP
Lat/Long: N27° 46.2' W097° 30.1'
Elevation: 44 ft

Airport Use: Public
Magnetic Variation: 4.4 °E
Sectional Chart: Brownsville

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1257 Z
Sunset: 0029 Z,

Runway Information

Runway: 13
Length x Width: 7508 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, ALS

Runway: 17
Length x Width: 6080 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 42 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 7508 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 44 ft
Lighting: Edge, ALS

Runway: 35
Length x Width: 6080 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 40 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.8
Corpus Tower 119.4
Corpus Ground Control 121.9
Corpus Clearance Delivery 118.55
Corpus Approach Control 124.8 Arrival Service
Corpus Approach Control 120.9 Initial Contact
Corpus Approach Control 125.4 (46°-149°) Arrival Service
Corpus App ARSA 124.8
Corpus App ARSA 120.9
Corpus App ARSA 125.4 (46°-149°)
Corpus Departure Control 124.8 Departure Service
Corpus Departure Control 120.9 Departure Service
Corpus Departure Control 125.4 (46°-149°) Departure Service
Corpus Christi Intl Unicom 122.95
San Angelo Flight Service Station 122.65 RCO

[illegible]

GENERAL

Cabaniss Field located 5 miles southeast of apt may be mistaken for Corpus Christi Intl Apt.

VFR traffic may be operating in the Cabaniss Field traffic pattern.

Cuddihy Field (closed apt) located 4 miles south of apt may be mistaken for Corpus Christi Intl Apt.

Birds in vicinity of airport.

Oil Rig 137' AGL 2400' east of Rwy 17 marked lighted.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
13	HIRL MALSR PAPI-L (angle 3.00°) grooved RVR		6515' 1986m		150'
31	HIRL MALSR PAPI-L (angle 3.00°) grooved				46m

17	HIRL ODALS PAPI-L (angle 3.00°) grooved				150'
35	HIRL MALSR grooved RVR		5000' 1524m		46m

RUNWAY INCURSION HOT SPOTS



For information only, not to be construed as ATC instructions.

HS1 Runways 35 and 31 share a common Hold Short Line on Taxiway Alpha, look for Wigwag Lights.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 17, 31		Rwy 35		
	Adequate Vis Ref	STD	With Min climb of 229'/NM to 600'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	400-2 3/4
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	

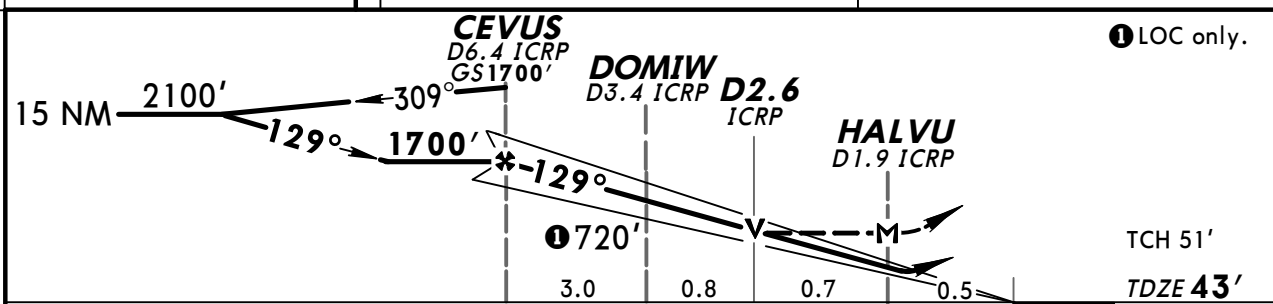
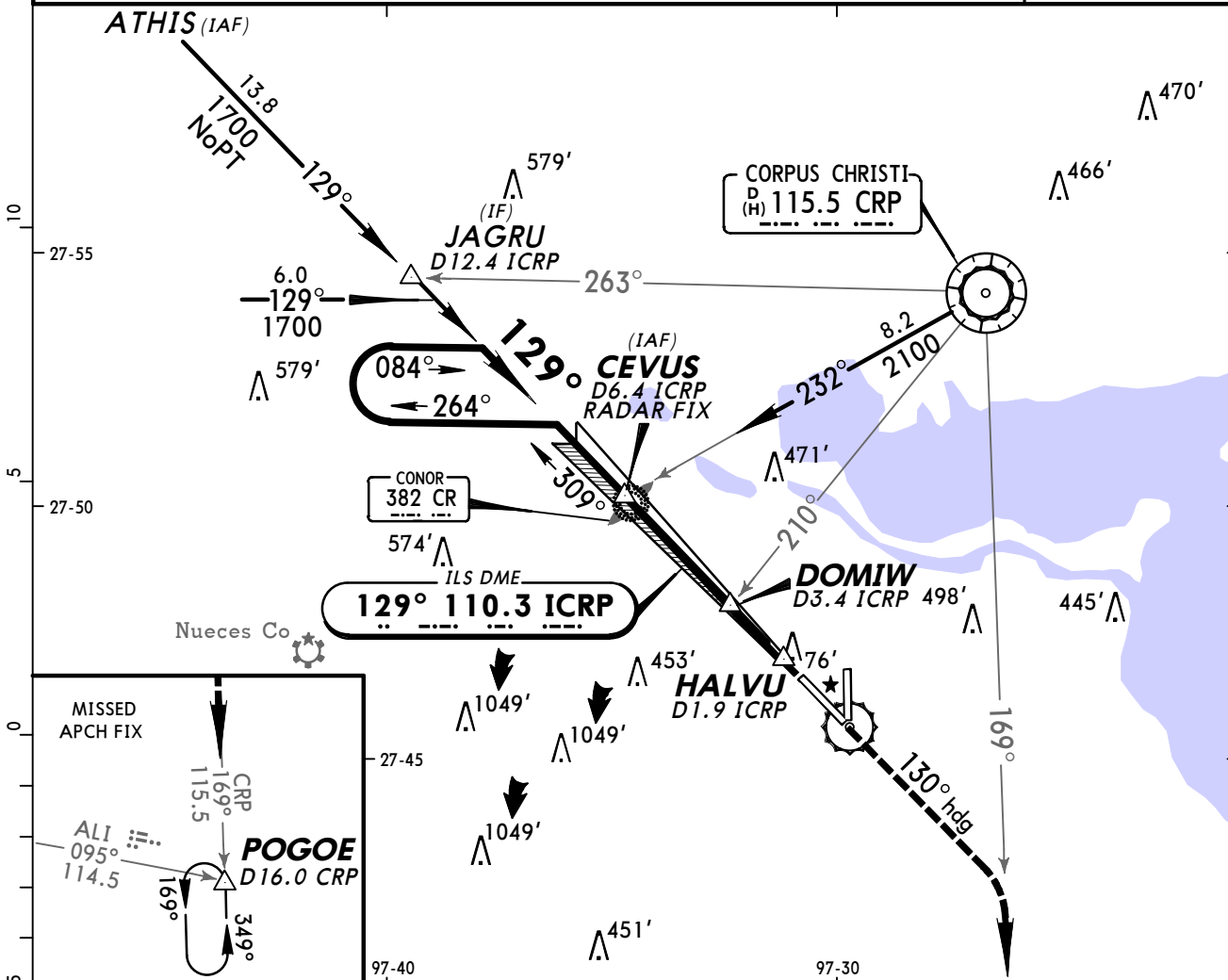
OBSTACLE DP

Rwy 31: Climb heading 309° to 1200' before turning westbound.

FOR FILING AS ALTERNATE

	ILS Rwy 13 ILS Rwy 35	RNAV (RNP) Z Rwy 13 RNAV (RNP) Z Rwy 31 RNAV (RNP) Z Rwy 35	LOC Rwy 13 LOC Rwy 31 LOC Rwy 35 RNAV (GPS) Y Rwy 13 RNAV (GPS) Y Rwy 31 RNAV (GPS) Y Rwy 35 VOR Rwy 17	RNAV (GPS) Rwy 17
A	600-2	800-2	800-2	NA
B				
C				
D	700-2 1/4		800-2 1/4	

BRIEFING STRIP TM	ATIS 126.8		CORPUS Approach (R) 120.9		CORPUS Tower 119.4		Ground 121.9	
	LOC ICRP 110.3	Final Apch Crs 129°	GS CEVUS 1700' (1657')		ILS DA(H) 243' (200')		Apt Elev 44' TDZE 43'	
	MISSED APCH: Climb to 500' then climbing RIGHT turn to 2000' via 130° heading and outbound on CRP VOR R-169 to POGOE INT/D16.0 CRP and hold.							2100' <



Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	2000'	130° hdg	CRP
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	via	115.5
MAP at HALVU/D1.9 ICRP or CEVUS to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				R-169

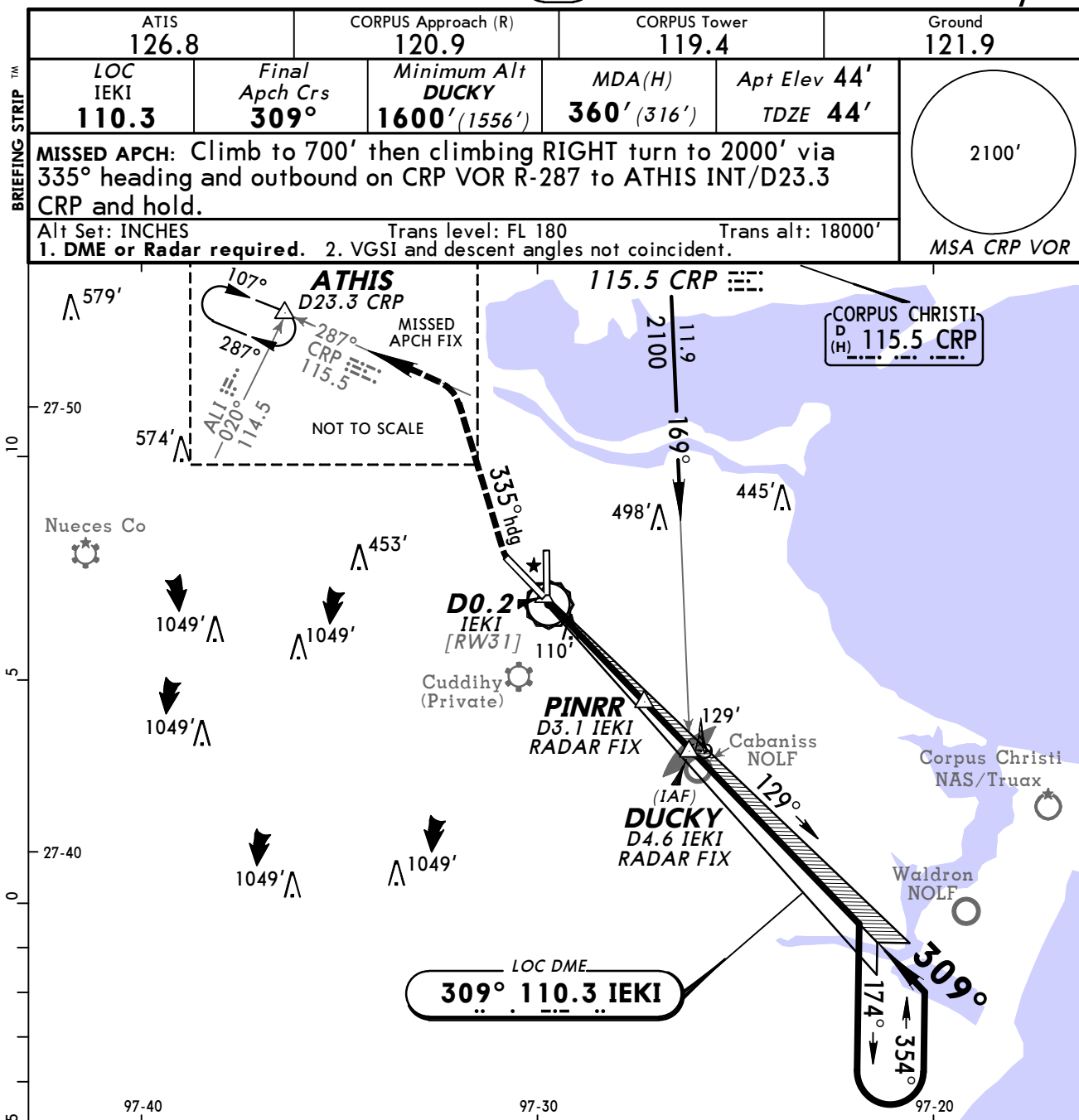
STRAIGHT-IN LANDING RWY13			LOC (GS out)			CIRCLE-TO-LAND	
ILS DA(H) 243' (200')			MDA(H) 480' (437')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	500' (456') - 1
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	520' (476') - 1
B			RVR 40 or 3/4	RVR 60 or 1 1/4		140	580' (536') - 1 1/2
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2		165	740' (696') - 2 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

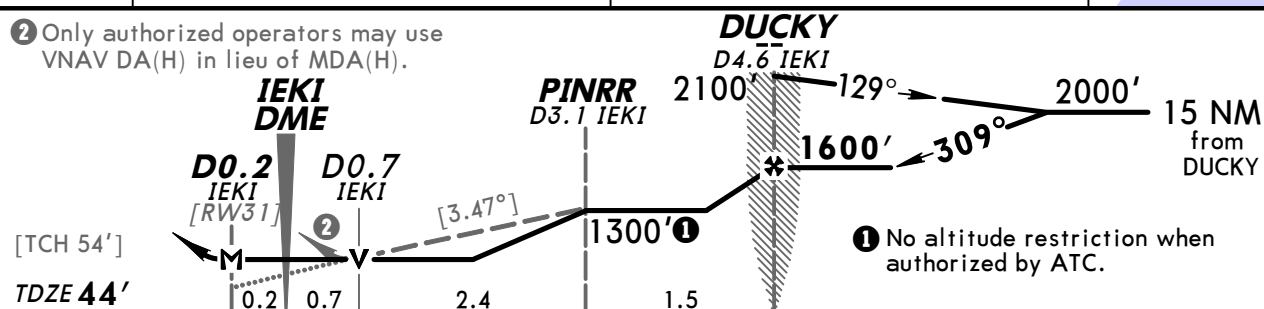
CHANGES: Procedure.

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TERPS AMEND 27 22 OCT 2009



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.47°]	430	553	614	737	860	983
MAP at D0.2 IEKI or DUCKY to MAP	4.7	4:02	3:08	2:49	2:21	1:46

MALSR	700'	2000'	335°
PAPI	↑	RT	via hdg

STRAIGHT-IN LANDING RWY31

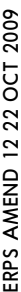
MDA(H) **360' (316')**

CIRCLE-TO-LAND

TERPS

	RAIL out	ALS out	Max Kts	MDA(H)
A			90	
B	1/2	3/4	120	520' (476')-1
C			140	640' (596')-1 1/2
D	3/4	1	165	740' (696')-2 1/4

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	377	484	538	646	753	861
<i>MAP at TENUH/D1.7 IOYC or</i>						
<i>OSSOE to MAP</i> 5.4	4:38	3:36	3:14	2:42	2:19	2:02

STRAIGHT-IN LANDING RWY35						CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 240' (200')			LOC (GS out) <i>MDA(H)</i> 380' (340')				
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts.	<i>MDA(H)</i>
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	500' (456') - 1
B						120	520' (476') - 1
C						140	580' (536') - 1 1/2
D						165	740' (696') - 2 1/4

Ground
121.9

<i>Apt Elev</i>	44'
<i>TDZE</i>	43'

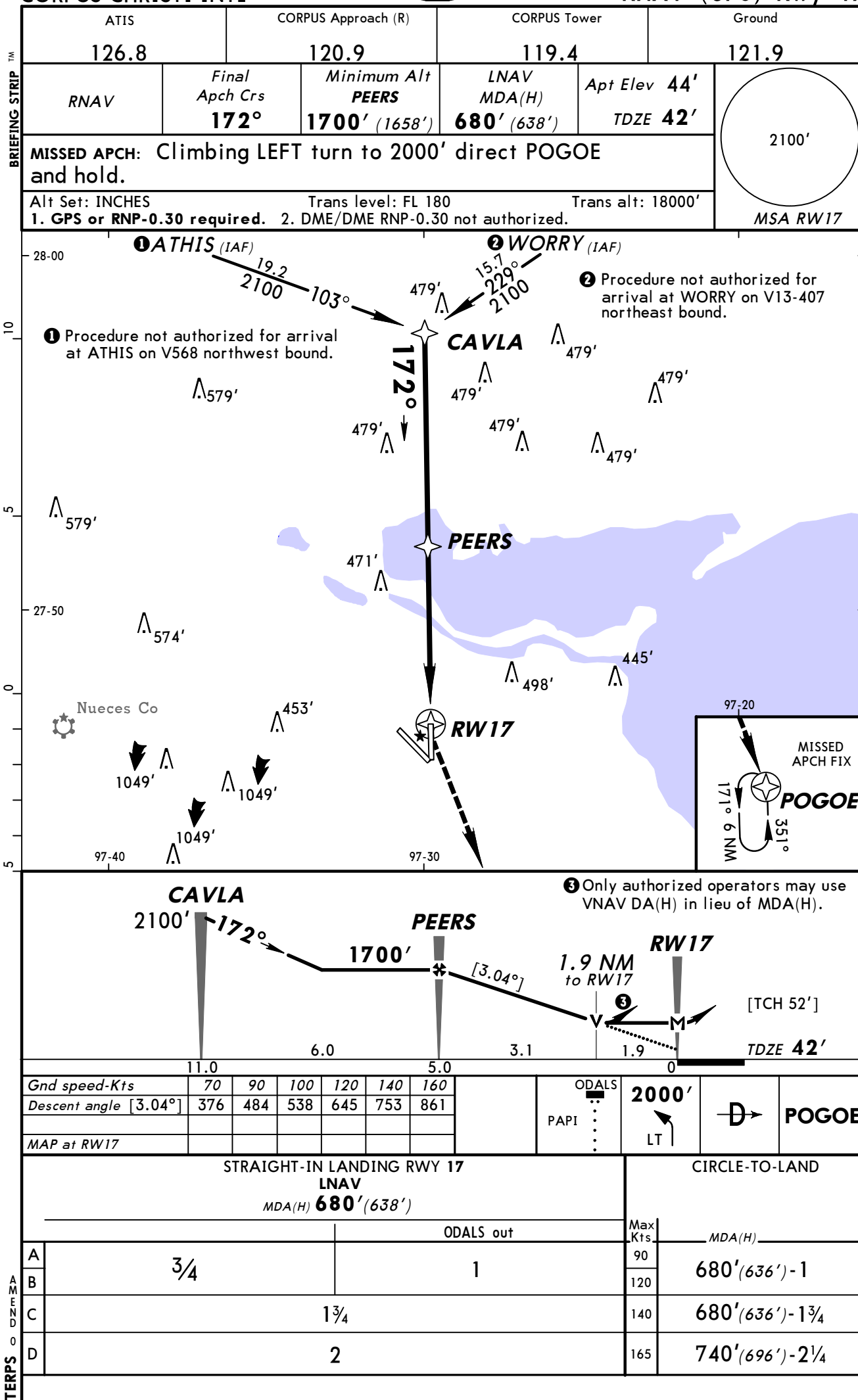
MSA RW13

Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.

MAP at RW13CIRCLE-TO-LAND

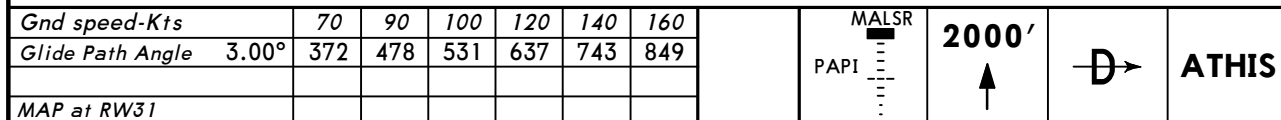
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12-3

RNAV (GPS) Y Rwy 31

BRIEFING STRIP™

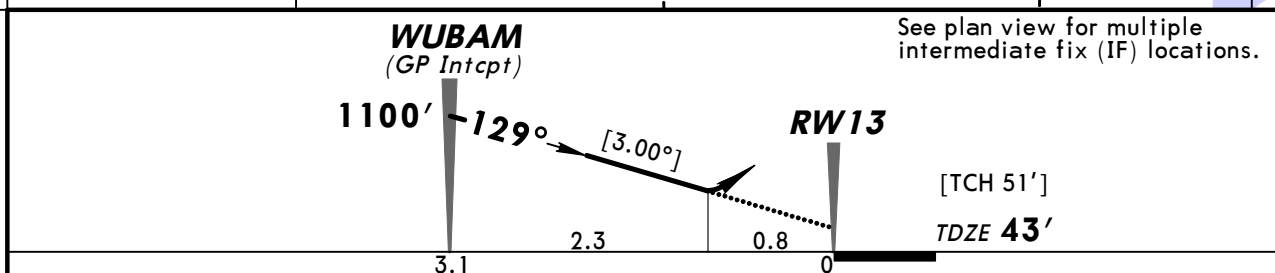
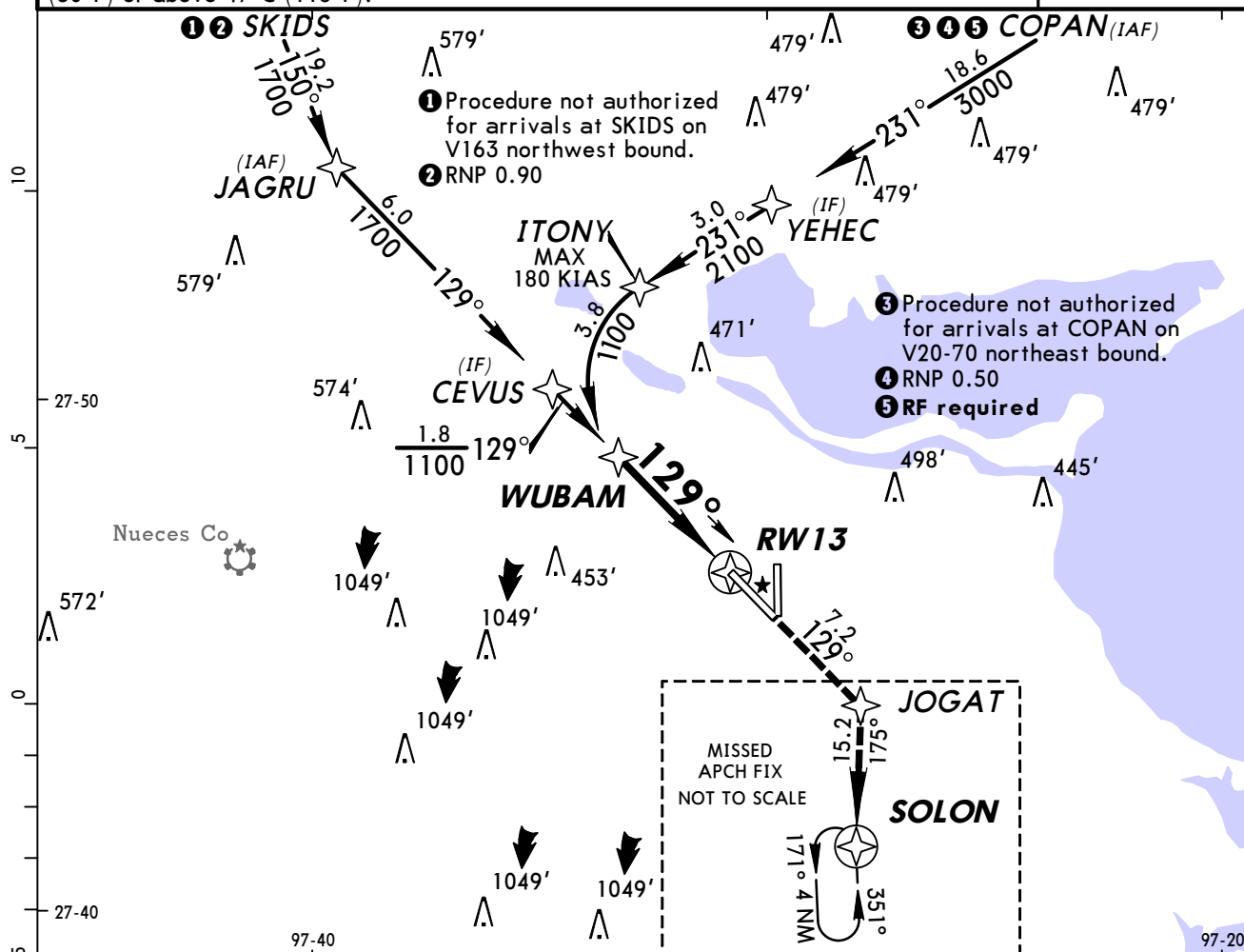


STRAIGHT-IN LANDING RWY 31								CIRCLE-TO-LAND		
LPV <i>DA(H)</i> 244' (200')			LNAV/VNAV <i>DA(H)</i> 450' (406')		LNAV <i>MDA(H)</i> 520' (476')			Max Kts	<i>MDA(H)</i>	
		RAIL or ALS out			RAIL or ALS out		RAIL out			ALS out
A	1/2	3/4	1	1 1/2	1/2	3/4	1	90	520' (476')- 1	
B								120		
C					3/4	1 1/4		140		580' (536')- 1 1/2
D					1	1 1/2		165		740' (696')- 2 1/4

Apt Elev **44'**
TDZE **40'**

MSA RW35

ATIS 126.8	CORPUS Approach (R) 120.9	CORPUS Tower 119.4	Ground 121.9
RNAV	Final Apch Crs 129°	Minimum Alt WUBAM 1100' (1057')	RNP 0.30 DA(H) (CONDITIONAL) 343' (300')
Apt Elev 44' TDZE 43'			
MISSED APCH: Climb to 2000' on track 129° to JOGAT and on track 175° to SOLON and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (30°F) or above 47°C (118°F).			
MSA RW13			



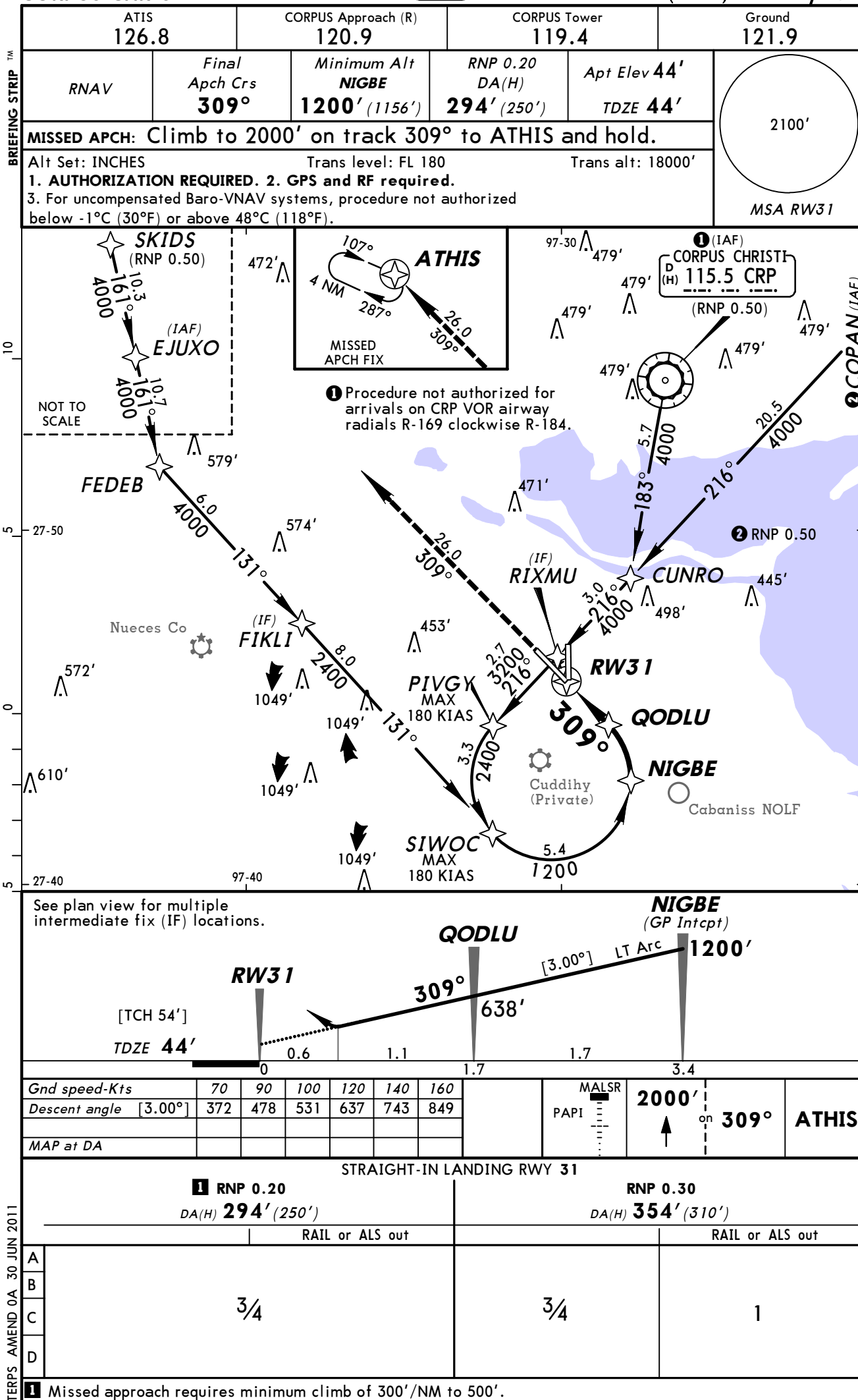
Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	on 129°	JOGAT
Descent angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										

STRAIGHT-IN LANDING RWY 13					
RNP 0.30 DA(H) 343' (300')		RNP 0.20 DA(H) 355' (312')		RNP 0.30 DA(H) 382' (339')	
RAIL or ALS out		RAIL or ALS out		RAIL or ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4
D					RVR 60 or 1 1/4

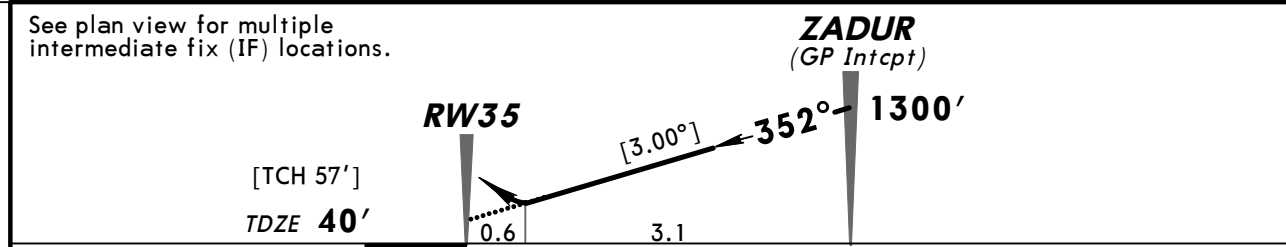
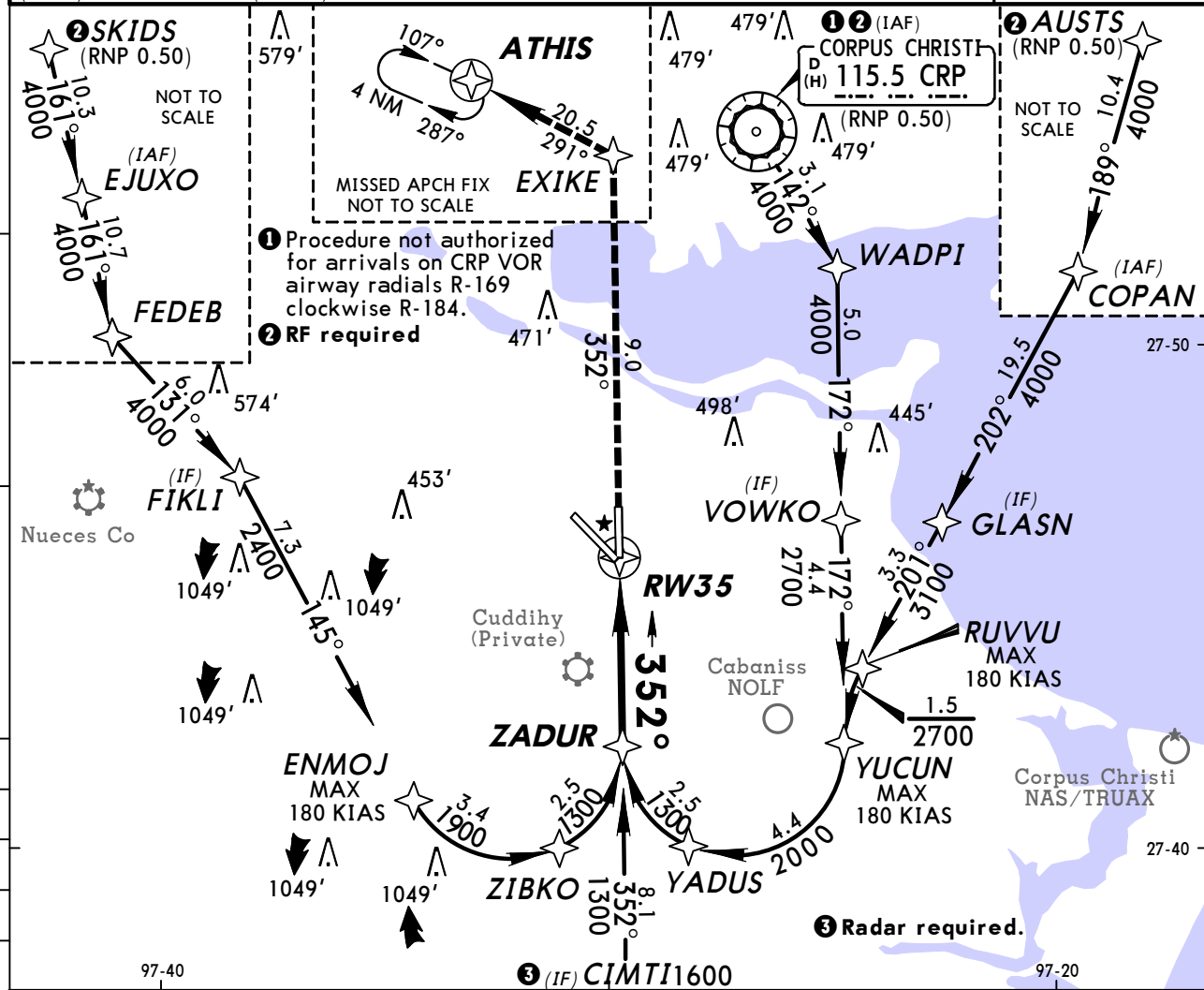
1 Missed approach requires minimum climb of 378'/NM to 500'.

CHANGES: Procedure authorization note.

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ATIS 126.8		CORPUS Approach (R) 120.9		CORPUS Tower 119.4		Ground 121.9	
RNAV	Final Apch Crs 352°	Minimum Alt ZADUR 1300' (1260')	RNP 0.11 DA(H) 290' (250')	Apt Elev 44' TDZE 40'		2100' MSA RW35	
MISSED APCH: Climb to 2000' on track 352° to EXIKE and on track 291° to ATHIS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. AUTHORIZATION REQUIRED. 2. GPS required.							
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (30°F) or above 48°C (119°F).							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2000'	352°	EXIKE
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

RNP 0.11		STRAIGHT-IN LANDING RWY 35		RNP 0.30	
DA(H) 290' (250')		DA(H) 335' (295')		DA(H) 385' (345')	
RAIL or ALS out		RAIL or ALS out		RAIL or ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4
D					

1 Missed approach requires minimum climb of 395'/NM to 500'.

BRIEFING STRIP™

VOR



ODALS
PAPI

2000'	CRP	
LT	via 115.5	POGOE
	R-169	

AMEND
27

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General Information

Location: Dallas TX USA
IATA Code: DAL
Lat/Long: N32° 50.8' W096° 51.1'
Elevation: 487 ft

Airport Use: Public
Magnetic Variation: 3.9°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A, Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1258 Z
Sunset: 0023 Z,

Runway Information

Runway: 13L
Length x Width: 7752 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 485 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13R
Length x Width: 8800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 478 ft
Lighting: Edge, Centerline
Displaced Threshold: 490 ft

Runway: 18
Length x Width: 6147 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 481 ft
Lighting: Edge

Runway: 31L
Length x Width: 8800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 476 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31R
Length x Width: 7752 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 487 ft
Lighting: Edge, ALS, Centerline

Runway: 36
Length x Width: 6147 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 482 ft
Lighting: Edge, REIL

Communication Information

ATIS 120.15
Dallas Love Tower 123.7
Dallas Love Tower 118.7 Secondary
Dallas Love Ground Control 121.75
Dallas Love Clearance Delivery 127.9 Pre-Departure Clearance
Regional Approach Control 125.2
Regional Approach Control 124.3
Regional Departure Control 118.55
Regional Departure Control 125.2
Regional Departure Control 125.125
Regional Departure Control 124.3
Dallas Love Unicom 122.95
FT Worth Flight Service Station 122.3 RCO

FOR OPERATING RULES AND PILOT AND
EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

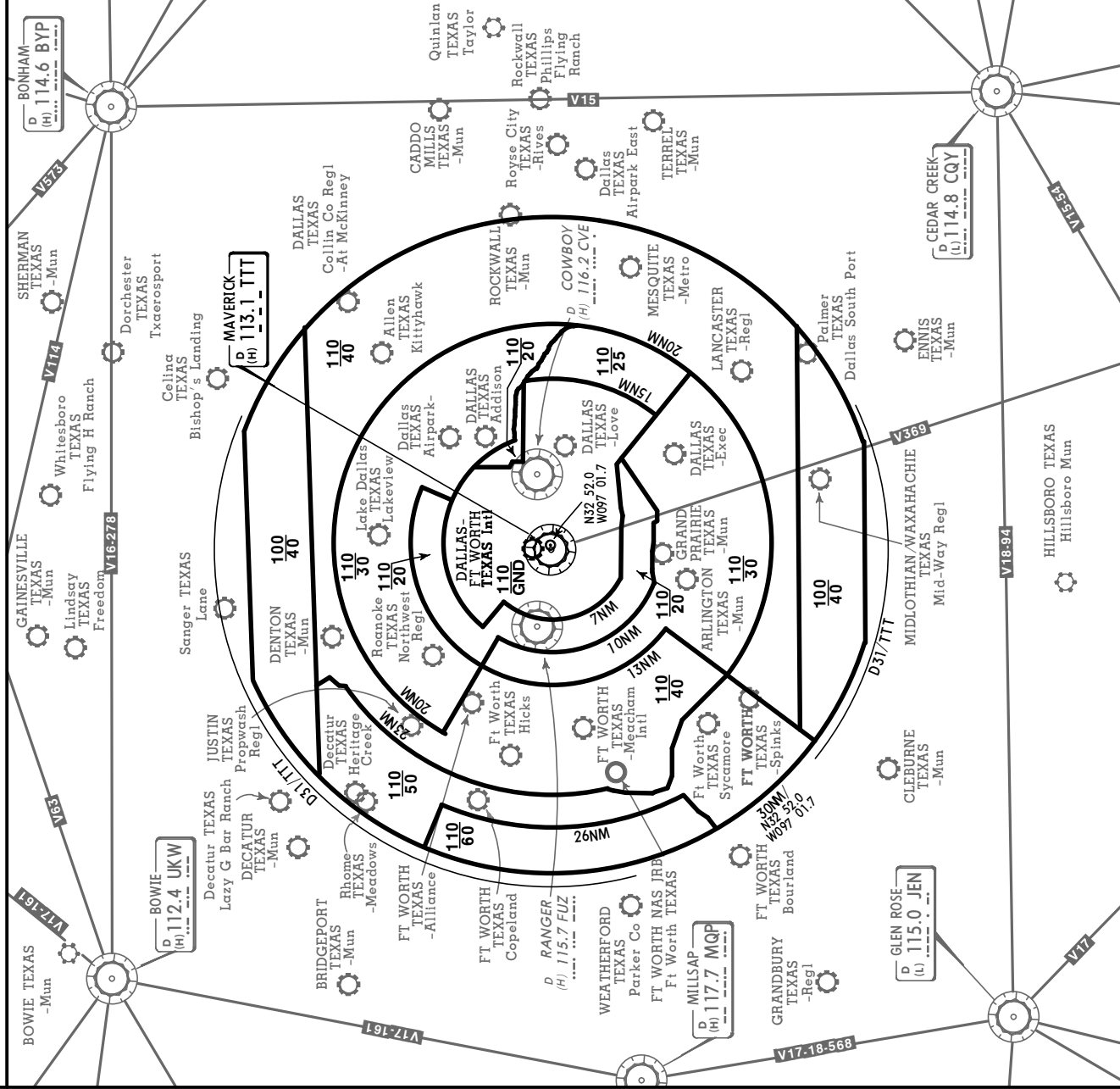
IFR Flights-Aircraft within Class B airspace are required to
operate in accordance with current IFR procedures.

VFR Flights-

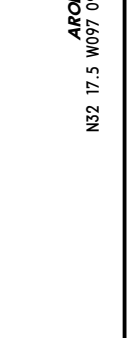
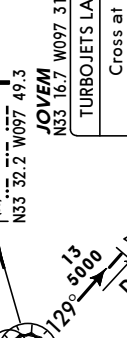
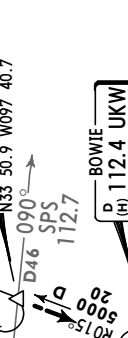
- a. Arriving aircraft, or aircraft desiring to transit Class B
airspace, should contact Regional Approach Control on
the frequency depicted. Pilots on initial contact should
state their position, direction of flight and destination.
- b. Aircraft departing the primary airport prior to taxiing
are requested to advise the Regional clearance delivery
position of the intended route of flight and altitude.
Aircraft departing from other than Dallas-Ft Worth Intl
Airport whose route of flight would penetrate Class B
airspace should give this information to ATC on
appropriate frequencies.
- c. Aircraft desiring to transit Class B airspace may obtain
an ATC clearance to transit Class B airspace when
traffic conditions permit and will be handled on an
equitable "first-come, first-served" basis, provided the
requirements of FAR 91 are met. Notwithstanding this,
VFR transiting traffic is encouraged, to the extent
possible, to fly beneath, above or around Class B
airspace.

DALLAS-FORT WORTH CLASS B AIRSPACE
CLASS B AIRSPACE VFR COMMUNICATIONS

NW Regional App (R) 118.1 SW Regional App (R) 135.97
NE Regional App (R) 124.3 SE Regional App (R) 125.2

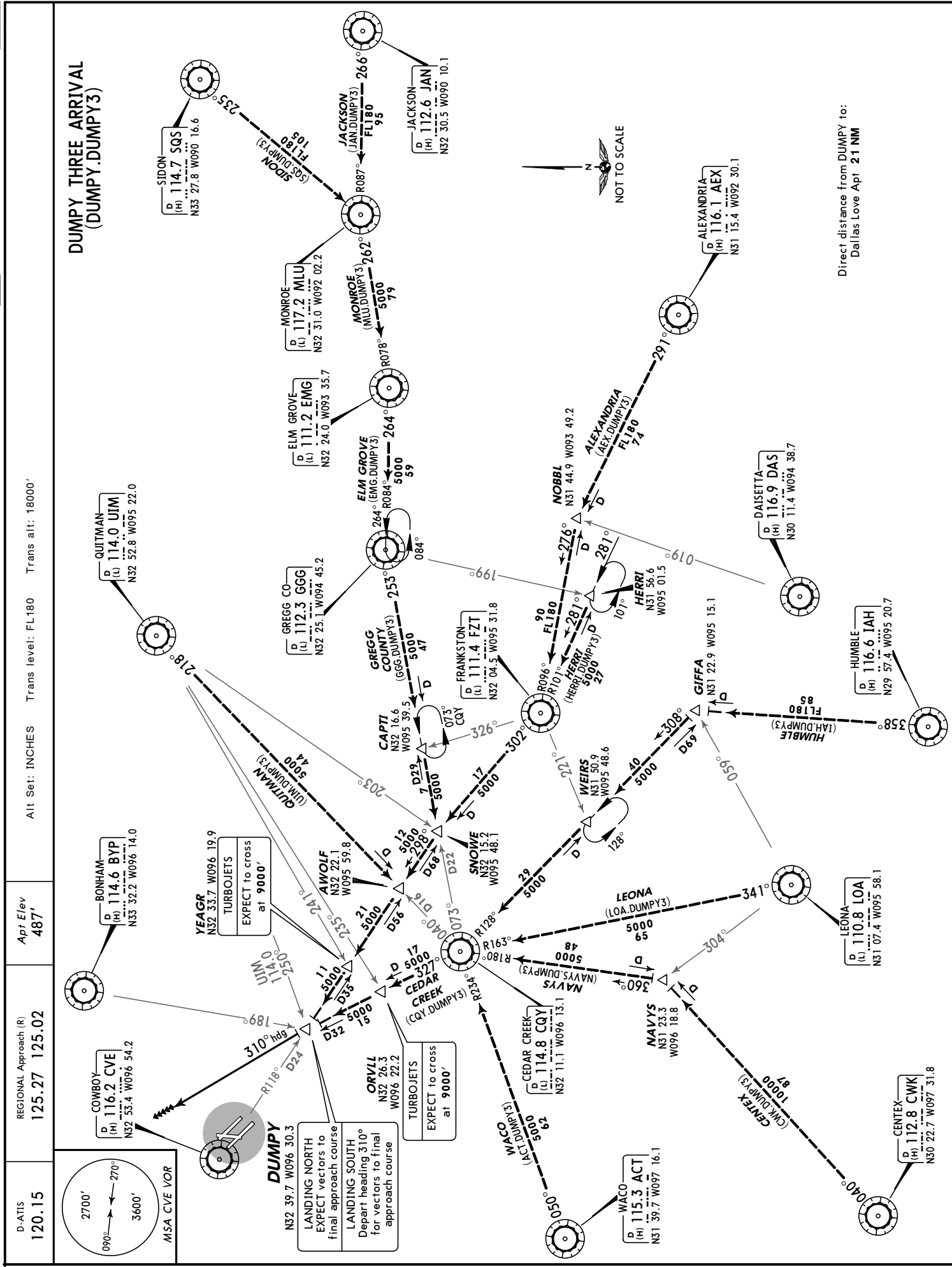


1. Turbojets only.
2. Turbojets EXPE



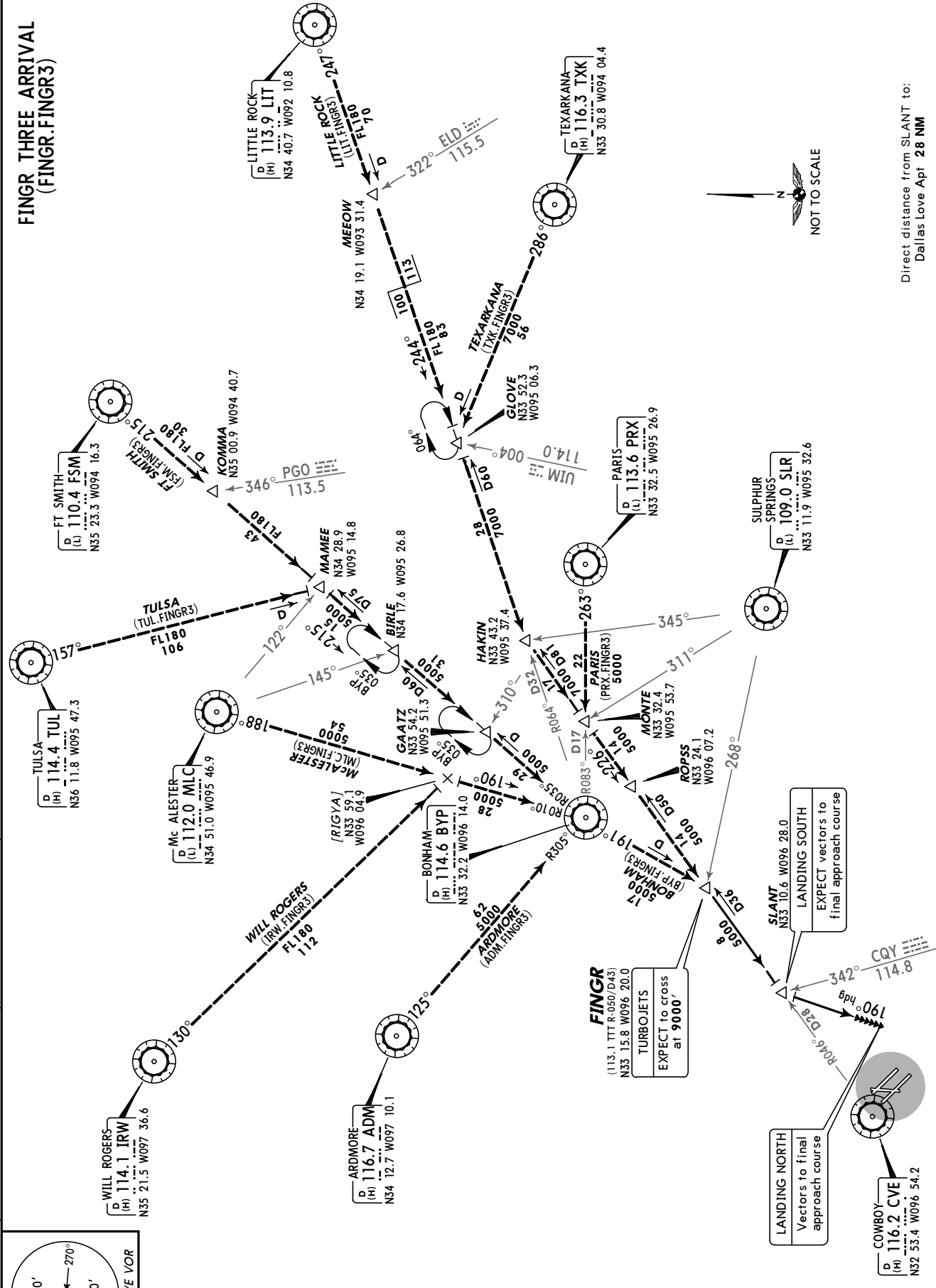
Direct distance from ARODD to:
Dallas Love Apt **37 NM**
Direct distance from HIKAY to:
Dallas Love Apt **35 NM**
Direct distance from SILER to:
Dallas Love Apt **18 NM**

		ROUTING
		From over UKW via UKW R-129/TTT R-310.
		LANDING
ALL AIRCRAFT LANDING SOUTH		To HIKAY, EXPECT vectors to final approach course.
JETS LANDING NORTH		① RNAV capable aircraft (DME/DME/IRU or GPS required. Pilots of RNP-capable aircraft, use RNP 2.0, Type B.); From over SILER direct ARODD, EXPECT vectors to final approach course prior to ARODD. If not received by ARODD, fly present heading.
ALL OTHERS		② To SILER. Depart SILER heading 175° for vectors to final approach course.



D-ATIS 120.15	REGIONAL Approach (R) 125.02 125.27	Apt Elev 487'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

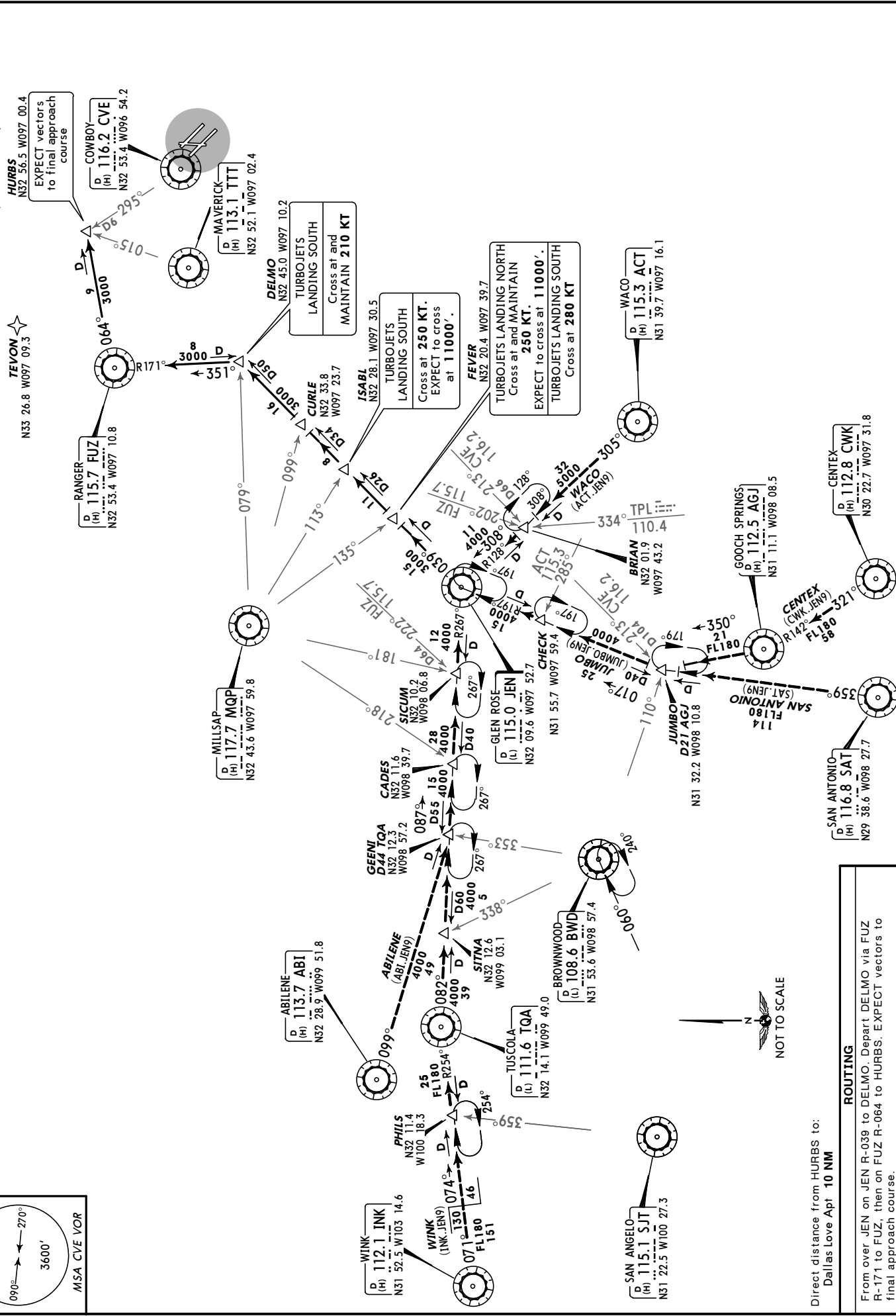
**FINGER THREE ARRIVAL
(FINGER.FINGER3)**



Direct distance from SLANT to:
Dallas Love Apt **28 NM**

D-ATIS 120.15	REGIONAL Approach (R) 119.87 133.62	<i>Apt E/lev</i> 487'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	Turbjets landing Dallas Love: EXPECT this STAR only when Dallas-Ft Worth Intl airport is landing SOUTH. When Dallas-Ft Worth Intl airport is landing NORTH, EXPECT the KNEAD STAR.

GLEN ROSE NINE ARRIVAL
(JEN.JEN9)



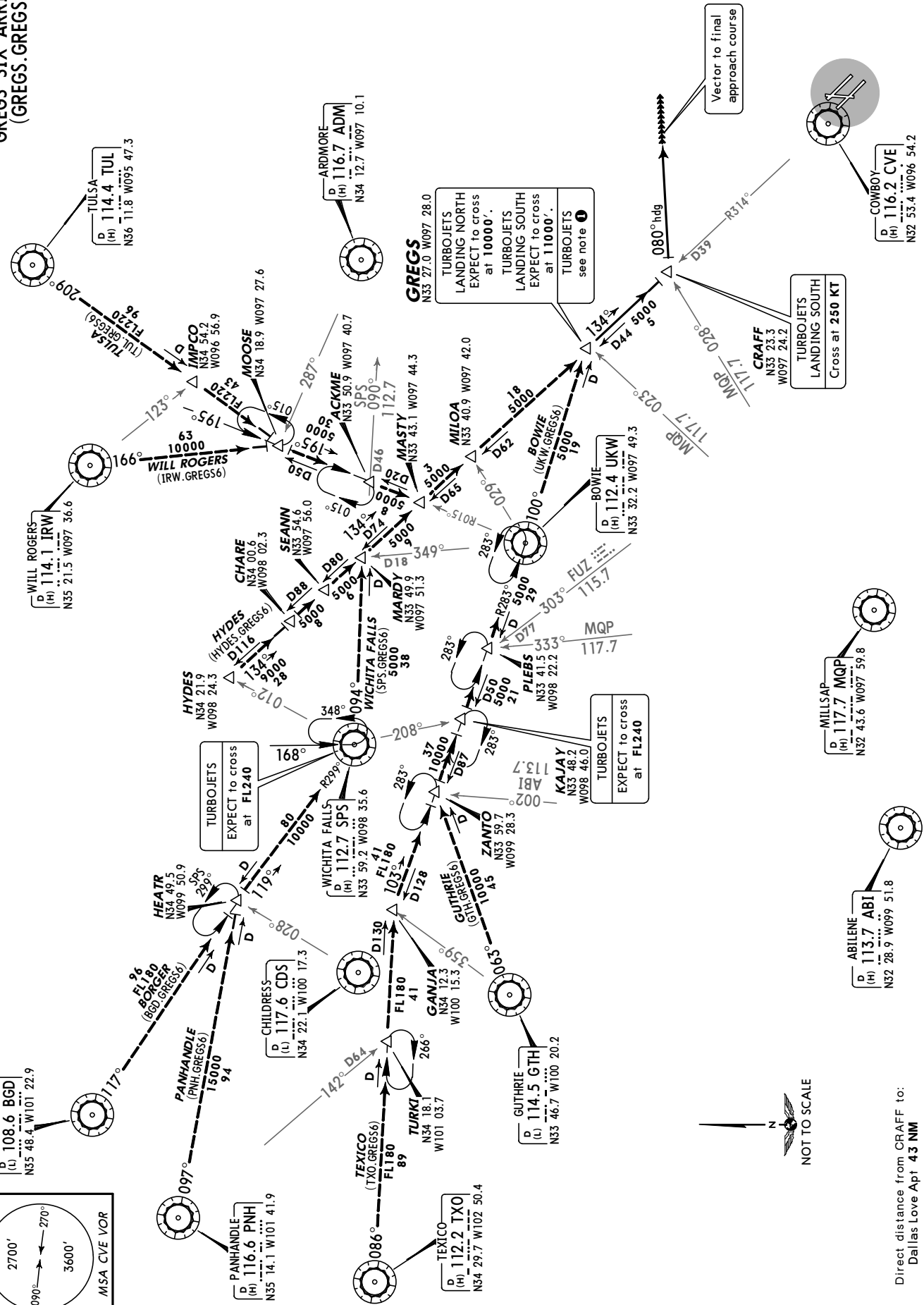
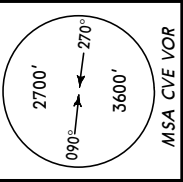
Direct distance from HURBS to:
Dallas Love Apt **10 NM**

ROUTING

From over JEN on JEN R-039 to DELMO. Depart DELMO via FUZ R-171 to FUZ, then on FUZ R-064 to HURBS. EXPECT vectors to final approach course.

D-ATIS
100 15

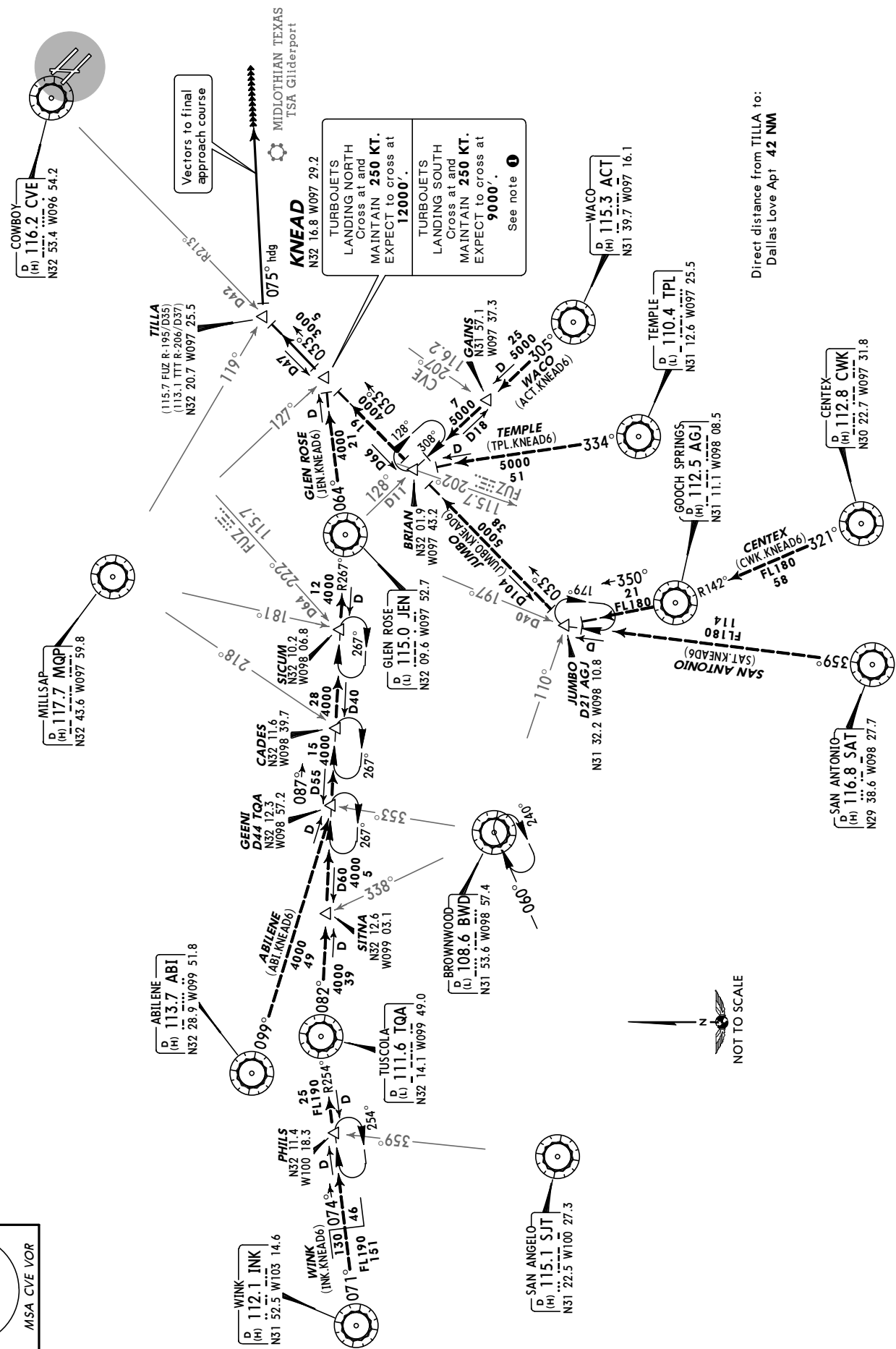
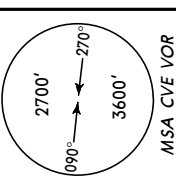
BORGER
D 108.6 BGD
(L) --- --- ---
N35 48 4 W101 22 0



Direct distance from CRAFF to:
Dallas Love Apt **43 NM**

D-ATIS 120.15	REGIONAL Approach (R) 124.82 135.97	<i>Apt Elev</i> 487'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1 Turbojet aircraft landing Dallas Love: EXPECT this STAR only when Dallas-Ft Worth Intl airport is landing NORTH. When Dallas-Ft Worth Intl airport is landing SOUTH, EXPECT the GLEN ROSE STAR.

KNEAD SIX ARRIVAL
(KNEAD.KNEAD6)



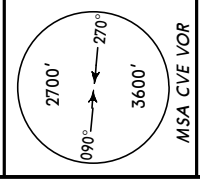
Direct distance from TILLA to:
Dallas Love Apt **42 NM**

REGIONAL Departure (R)
118.55

Apt Elev
487'

Trans level: FL180
Trans alt: 18000'

1. DME required.
2. RADAR required.
3. This DP is to be used only upon assignment by LOVE tower normally between 2100-0600 Local time.



MSA CVE VOR

This DP requires take-off minimums:
Rwy 13R: Standard (or lower than standard, if authorized) with a minimum obstacle climb of 314' per NM to **1700'**, ATC climb of 482' per NM to **1700'**.

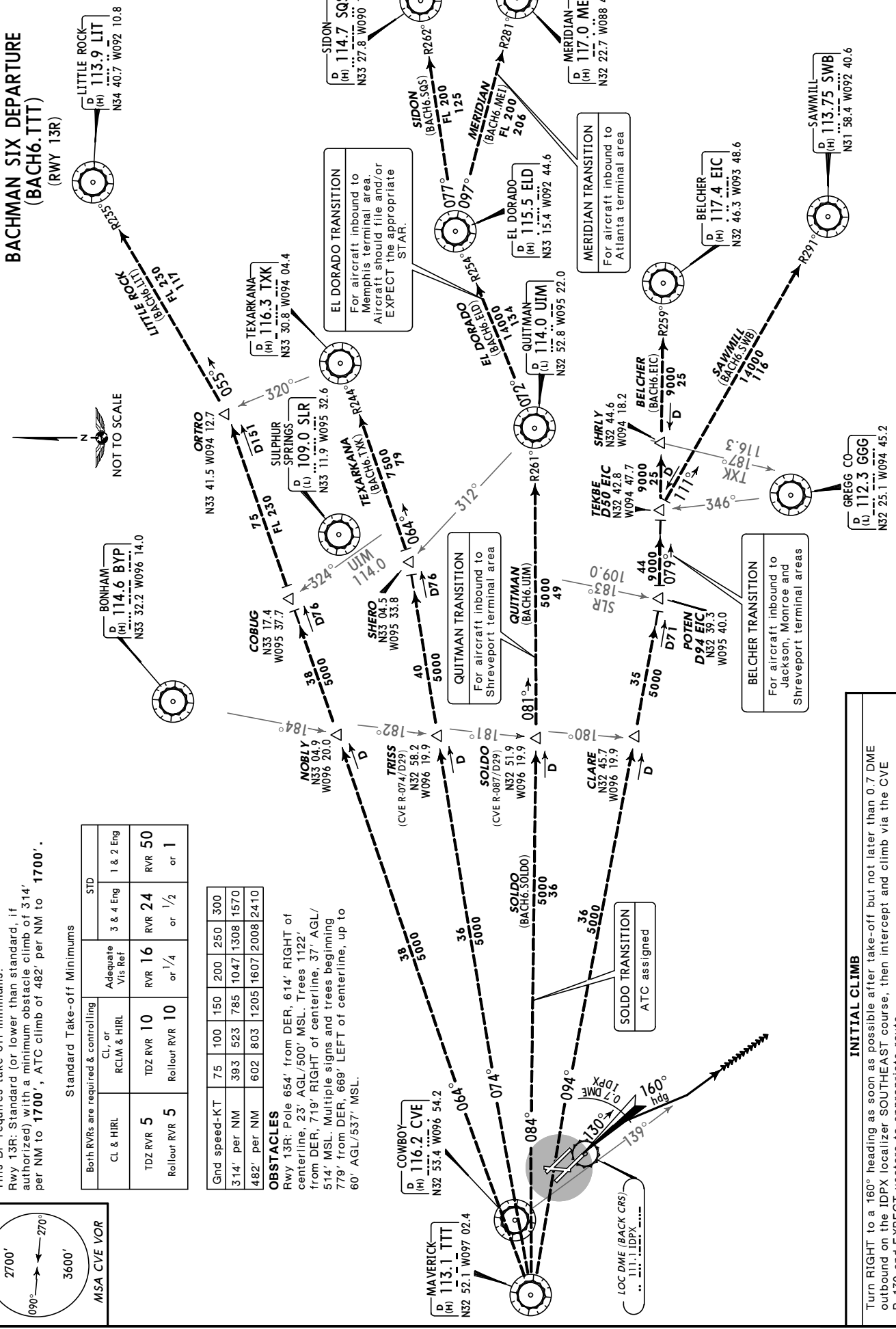
Standard Take-off Minimums

Both RVRs are required & controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16	RVR 24	RVR 50	
Rollout RVR 5	Rollout RVR 10	or 1/4	or 1/2	or 1	

Gnd speed-KT	75	100	150	200	250	300
314' per NM	393	523	785	1047	1308	1570
482' per NM	602	803	1205	1607	2008	2410

OBSTACLES

Rwy 13R: Pole 654' from DER, 614' RIGHT of centerline, 23' AGL/500' MSL. Trees 1122' from DER, 719' RIGHT of centerline, 37' AGL/514' MSL. Multiple signs and trees beginning 779' from DER, 669' LEFT of centerline, up to 60' AGL/537' MSL.



INITIAL CLIMB

Turn RIGHT to a 160° heading as soon as possible after take-off but not later than 0.7 DME outbound on the IDPX localizer SOUTHEAST course, then intercept and climb via the CVE R-139 and EXPECT vectors to appropriate route.

ROUTING

EXPECT filed altitude 10 minutes after departure.

ALTITUDE

MAINTAIN 5000'

CHANGES: Standard take-off minimums.

Jets EXPECT the WORTH Departure.

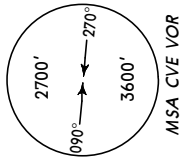
Trans level: FL180 Trans alt: 18000'

Apt Elev

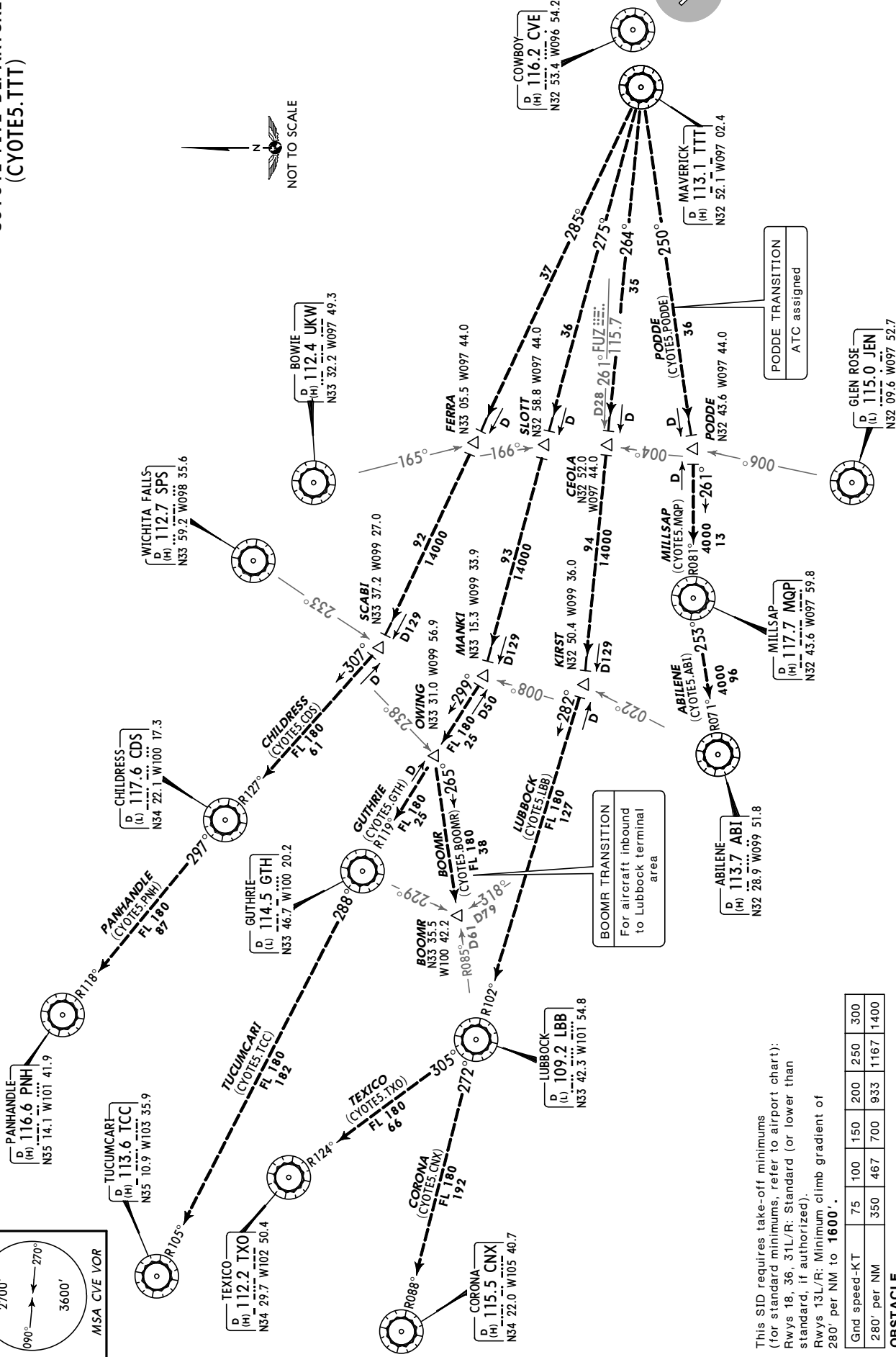
487'

REGIONAL Departure (R)

125.2



**COYOTE FIVE DEPARTURE
(CYOTE5.TTT)**



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwys 18, 36: 31'L/R: Standard (or lower than standard, if authorized).
 Rwys 13L/R: Minimum climb gradient of 280' per NM to 1600'.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400

OBSTACLE

OBSTACLE
For TAKEOFF OBSTACLES see 10-30B1.

INITIAL CLIMB

Probs departing DAI must contact clearance delivery for departure instructions

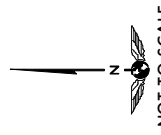
Rwy 18: Climb runway heading to **1300'** before turning LEFT.

Bwys 31L/B: Climb runway

Apt Elev

Trans level: FL180

1071
ΑΡΙΣΤΕΥ



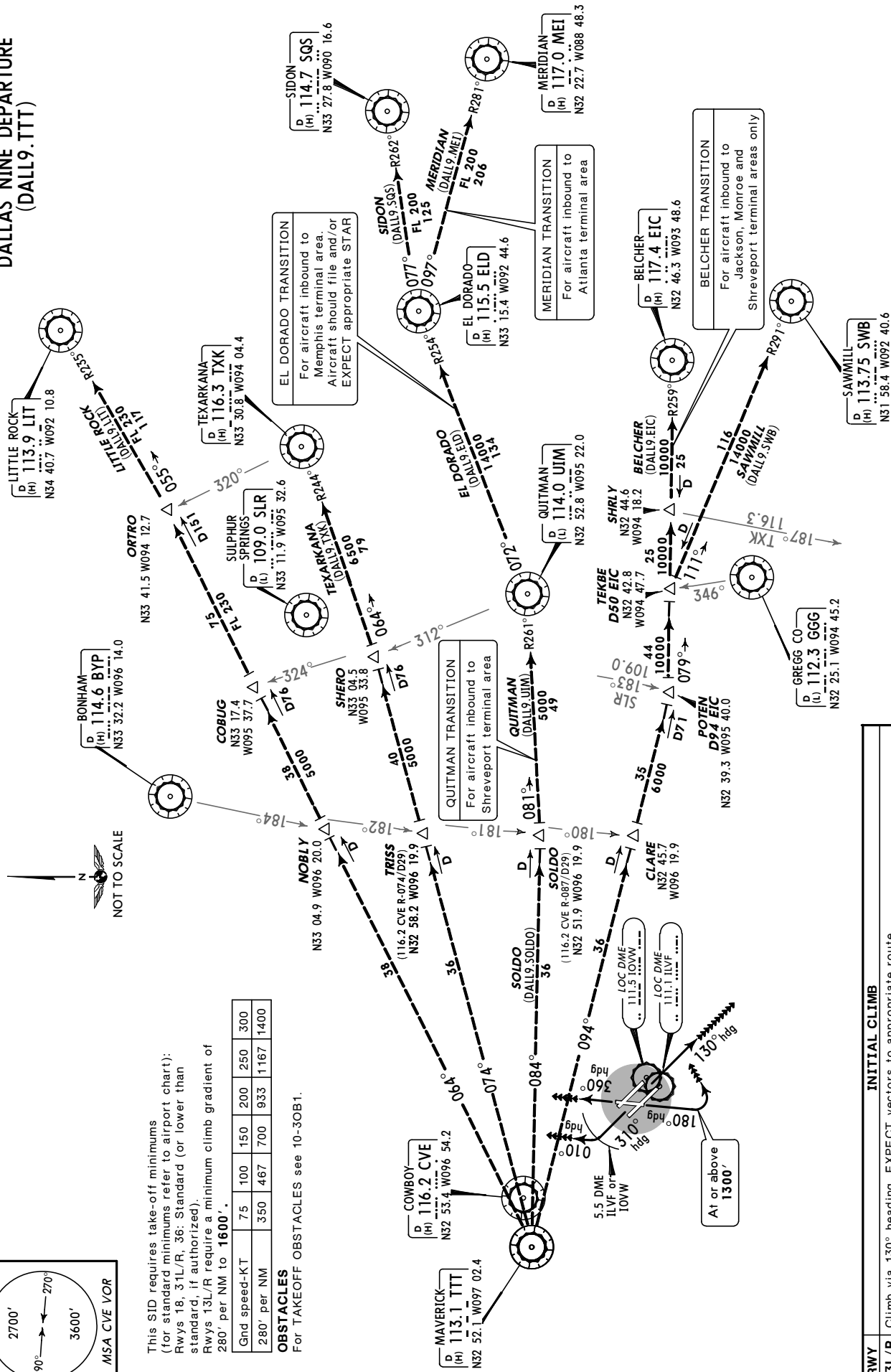
DALLAS NINE DEPARTURE
(DALL9.TTT)

This SID requires take-off minimums (Rwy for standard minimums refer to airport chart):
 Rwy 18, 31L/R, 36: Standard (or lower than standard, if authorized).
 Rwy 13L/R require a minimum climb gradient of 280' per NM to **1600'**.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400

OBSTACLES

For TAKEOFF OBSTACLES see 10-30B1.



RWY	INITIAL CLIMB
13L/R	Climb via 130° heading, EXPECT vectors to appropriate route.
18	Climb via assigned heading and altitude (before turning LEFT, climb via 180° heading to 1300'), EXPECT vectors to appropriate route.
31L/R	Climb via 310° heading until the TLVF or TOVW localizer 5.5 DME, then turn RIGHT heading 010° for vectors to appropriate route, MAINTAIN 5000' and EXPECT filed altitude 10 minutes after departure.
36	Climb via 360° heading and assigned altitude, EXPECT vectors to appropriate route.

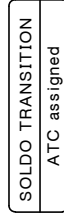
CHANGES: MSA formations REICHER Transition text procedure renumbered

REGIONAL Department
118.55



Gnd speed-KT	75	100	150	200	250	300
244' per NM	305	407	610	813	1017	1220
304' per NM	380	507	760	1013	1267	1520

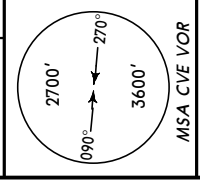
For TAKEOFF OBSTACLES see 10-30B1.



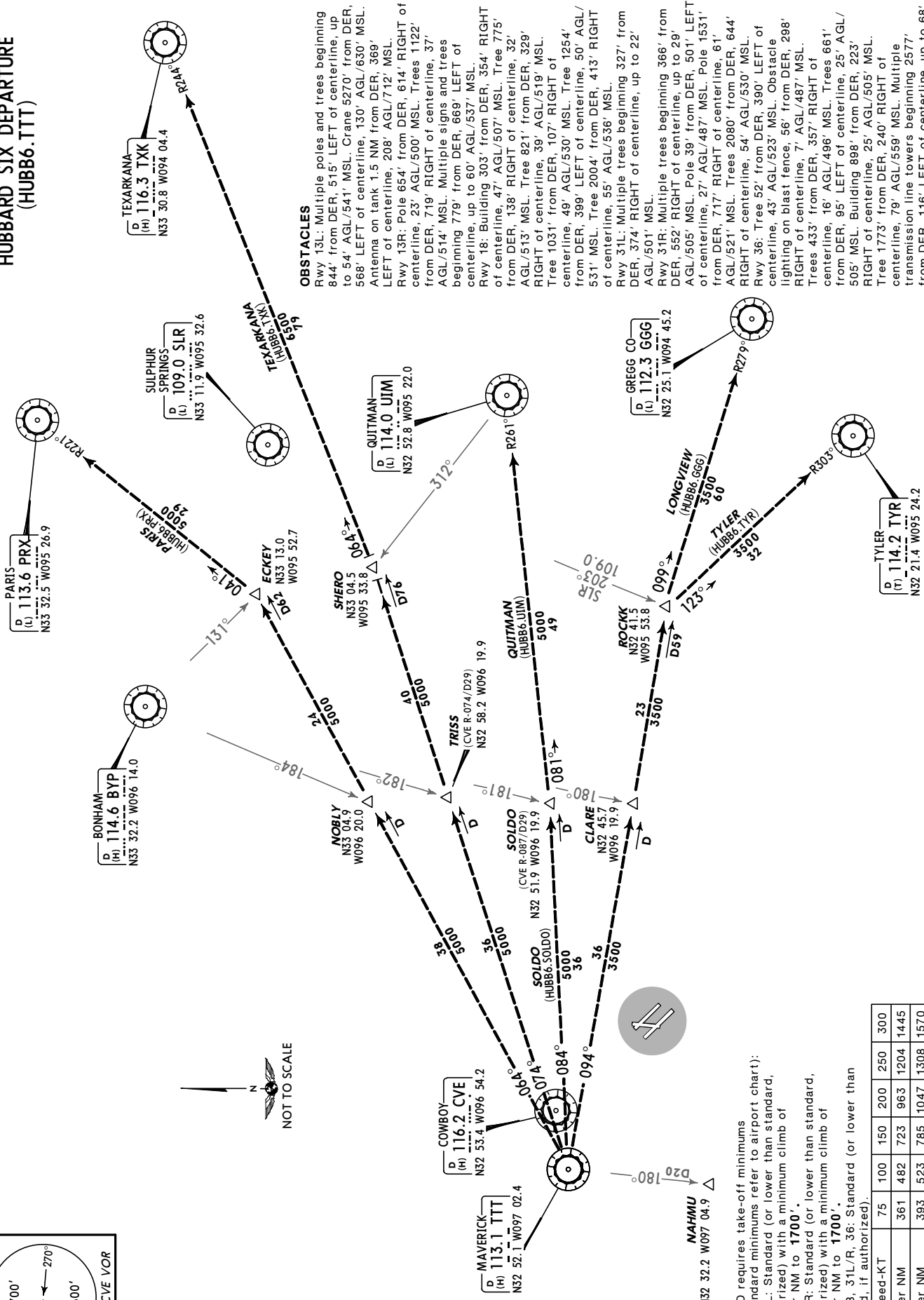
CHANGES: MSA, formations, SHRLY added, procedure renumbered

KDAL/DAL
DALLAS LOVE

REGIONAL Departure (R)		Apt Elev 487'	Trans level: FL180	Trans alt: 18000'	1. For props requesting FL230 and below. 2. RADAR required.
Rwys 13L/R	Rwys 31L/R				
125.2	124.3				



HUBBARD SIX DEPARTURE
(HUBB6.TTT)



This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwy 13L: Standard (or lower than standard, if authorized) with a minimum climb of 289' per NM to **1700'**.
Rwy 13R: Standard (or lower than standard, if authorized) with a minimum climb of 314' per NM to **1700'**.
Rwys 18, 31L/R, 36: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
289' per NM	361	482	723	963	1204	1445
314' per NM	393	523	785	1047	1308	1570

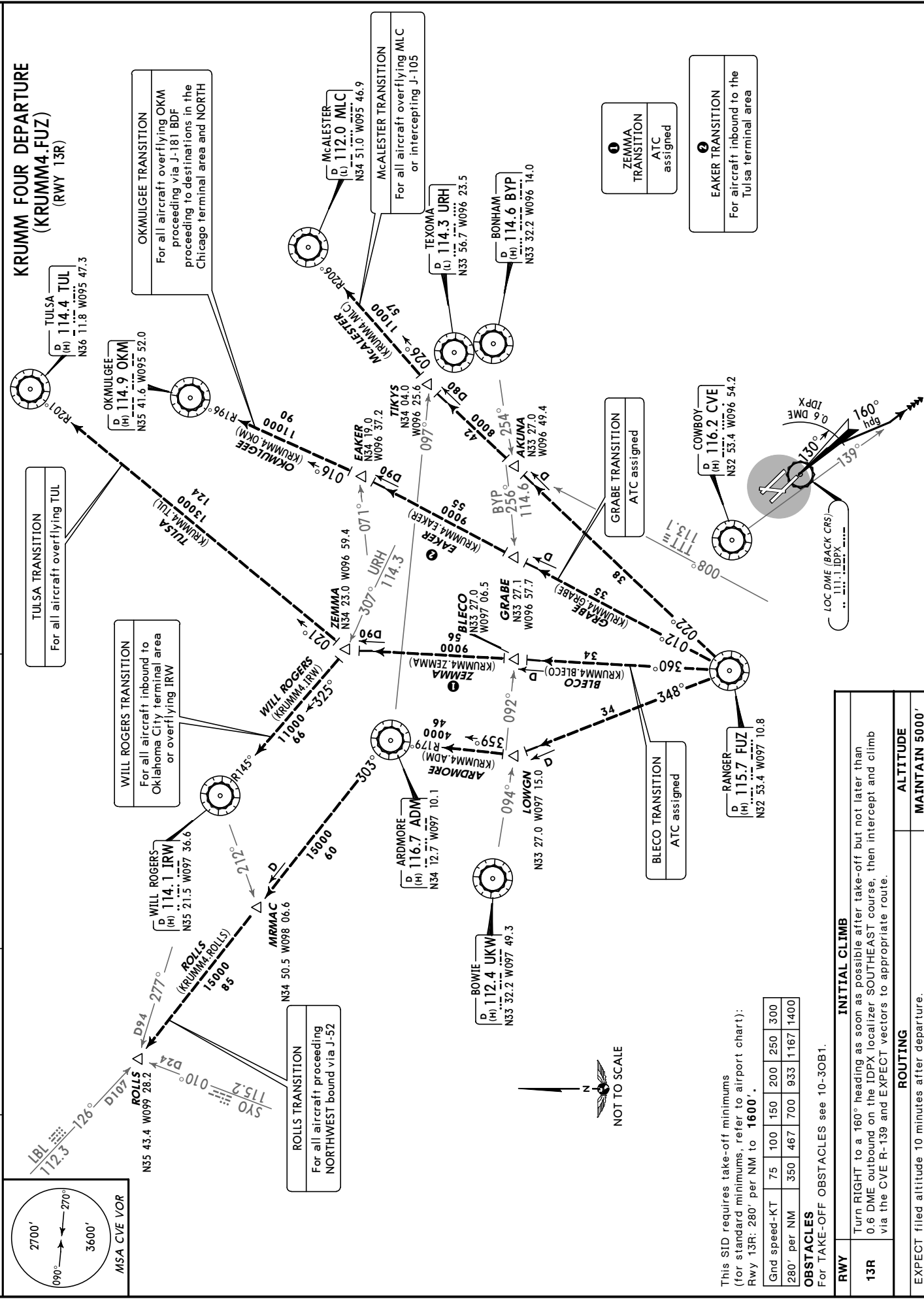
INITIAL CLIMB

All aircraft must contact clearance delivery for departure instructions.

CHANGES: None.

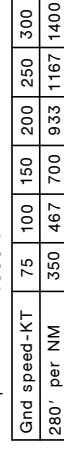
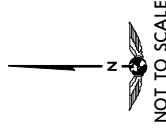
REGIONAL Departure (R)	Apt Elev 487'	Trans level: FL180	Trans alt: 18000'
118.55			

1. DME required.
2. To be used only upon assignment by LOVE tower, normally between 2100-0600 LT.



Trans alt: 18000'

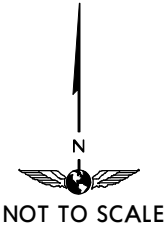
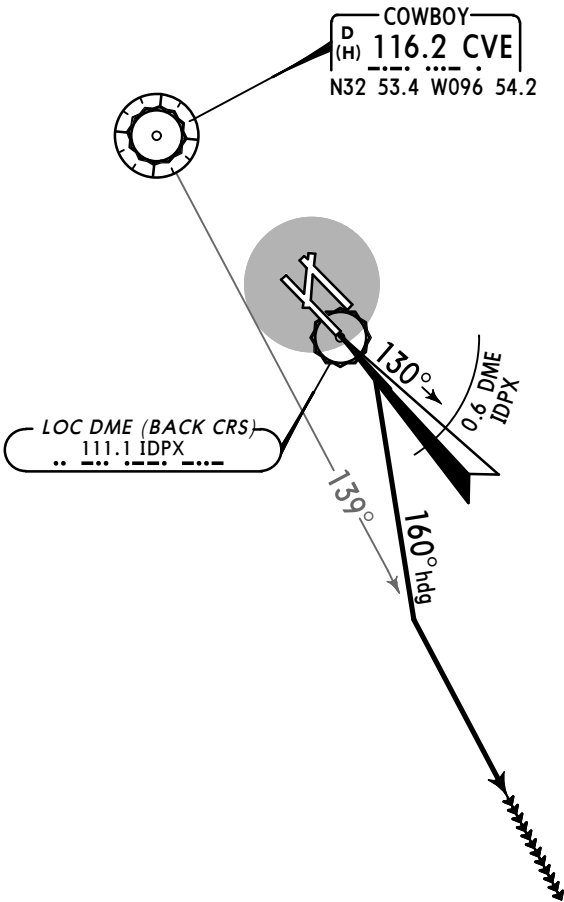
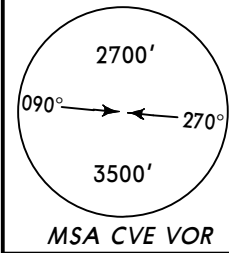
LOVE TWO DEPARTURE
(LOVE2.TTT)
(RWY 13R)



RWY	INITIAL CLIMB
13R	Turn RIGHT to a 160° heading as soon as possible after take-off but not later than 0.6 DME outbound on the IDPX localizer SOUTHEAST course, then intercept and climb via the CVE R-139 and EXPECT vectors to appropriate route.
	ROUTING
EXPECT	filled altitude 10 minutes after departure.
	ALTITUDE
	MAINTAIN 5000'

REGIONAL Departure (R)		Apt Elev 487'	Trans level: FL180 Trans alt: 18000'. 1. DME required. 2. To be used only upon assignment by LOVE tower only, normally used between 2100-0600 LT.
North & East	South & West		
118.55	125.12		

TRINITY SIX DEPARTURE
(RWY 13R)



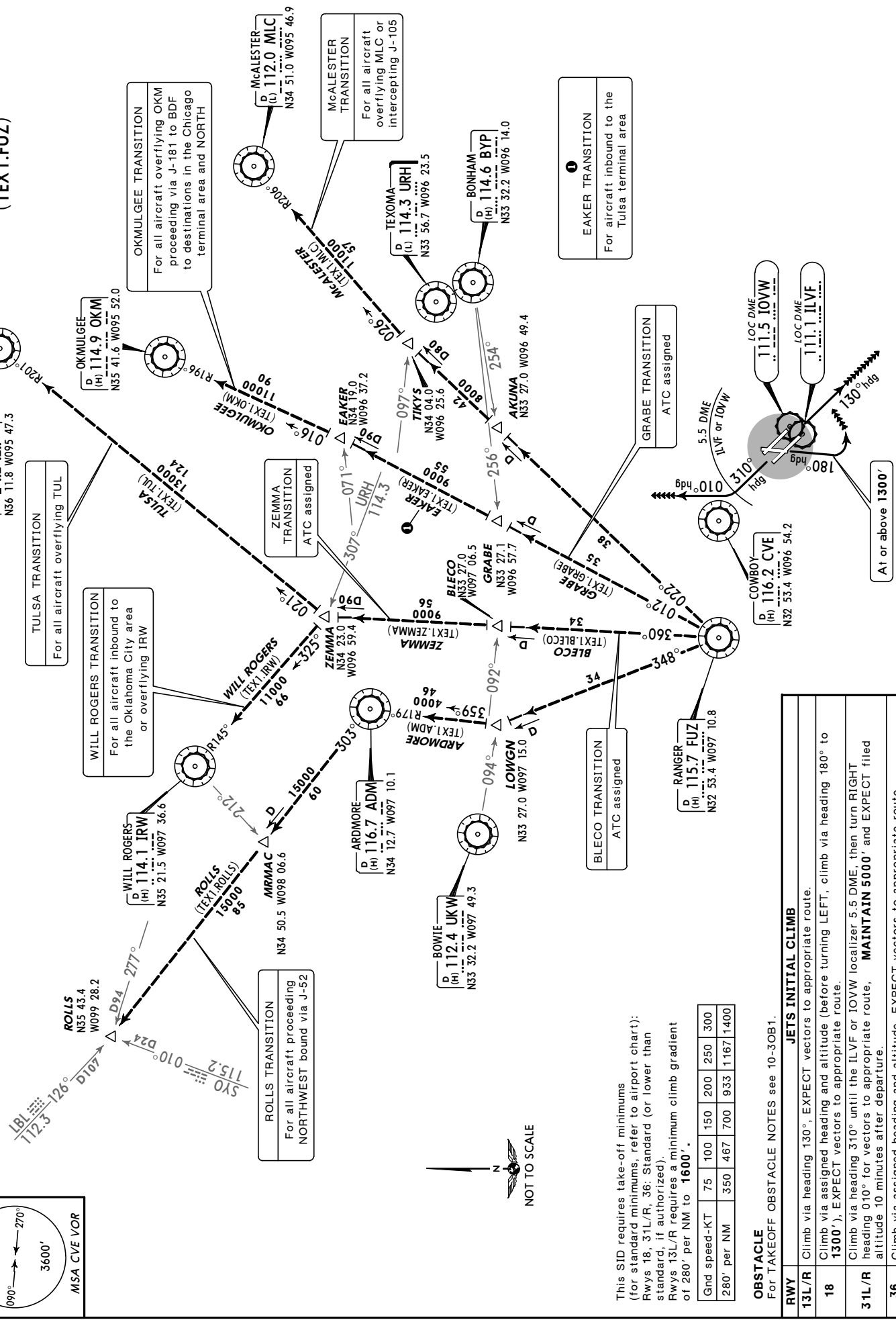
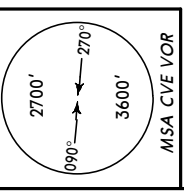
This SID requires a minimum climb gradient of 280' per NM to 1600'.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400

OBSTACLE
For DEPARTURE OBSTACLES see 10-3-OB1.

RWY	INITIAL CLIMB
13R	Turn RIGHT heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the IDPX localizer SOUTHEAST course, then intercept and climb via the CVE R-139 and EXPECT vectors to appropriate route.
ROUTING	
EXPECT filed altitude 10 minutes after departure.	
ALTITUDE	
MAINTAIN 5000'	

TEXOMA ONE DEPARTURE
(TEX1.FUZ)



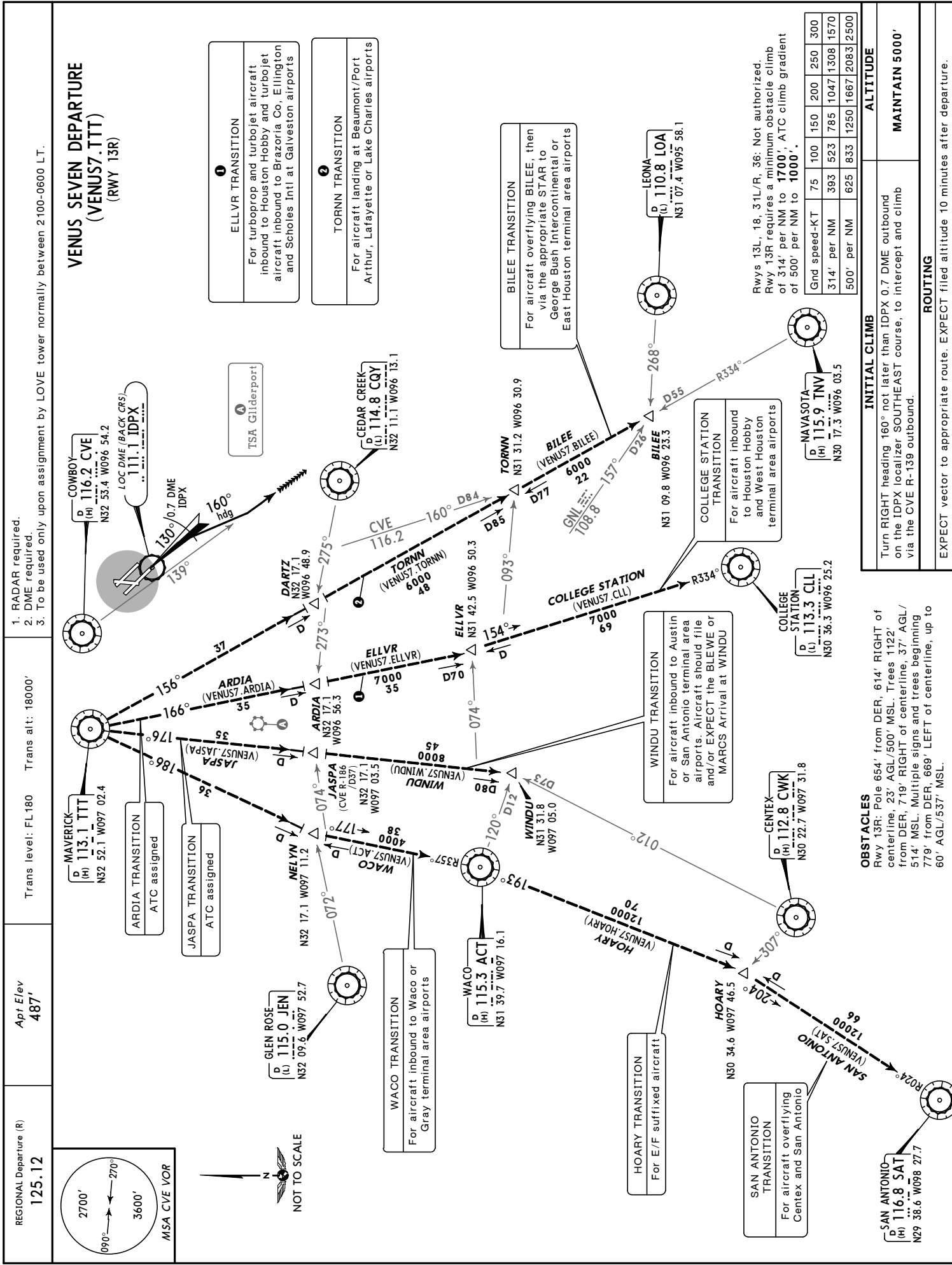
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 18, 31L/R, 36: Standard (or lower than standard, if authorized).
Rwys 13L/R requires a minimum climb gradient of 280' per NM to 1600'.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400

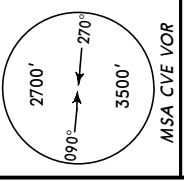
OBSTACLE
For TAKEOFF OBSTACLE NOTES see 10-30B1.

JETS INITIAL CLIMB	
RWY	
13L/R	Climb via heading 130°, EXPECT vectors to appropriate route. Climb via assigned heading and altitude (before turning LEFT, climb via heading 180° to 1300'), EXPECT vectors to appropriate route.
18	1300', EXPECT vectors to appropriate route. Climb via heading 310° until the ILVF or IOVW localizer 5.5 DME, then turn RIGHT heading 010° for vectors to appropriate route, MAINTAIN 5000' and EXPECT filed altitude 10 minutes after departure.
31L/R	Climb via assigned heading and altitude, EXPECT vectors to appropriate route.

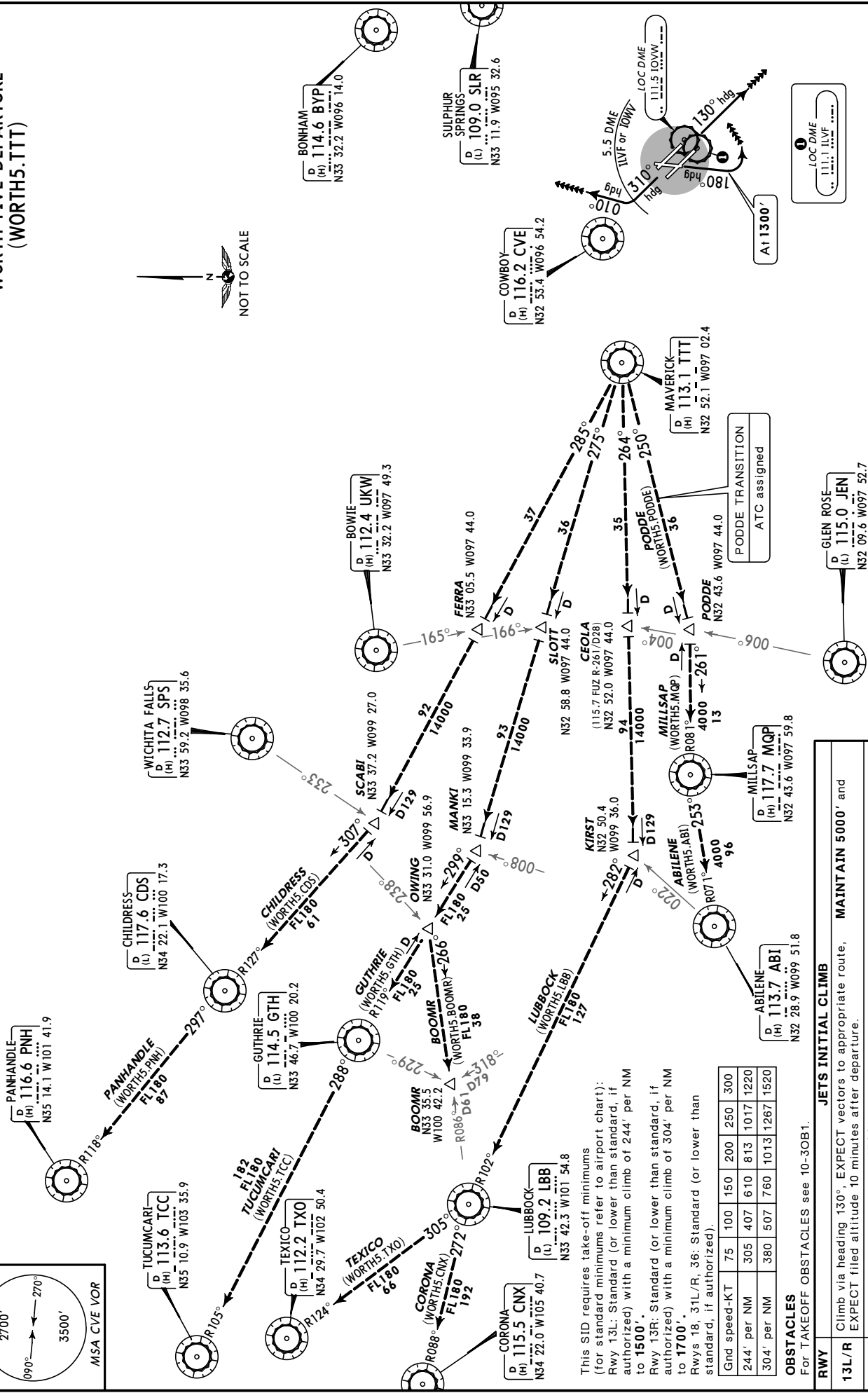
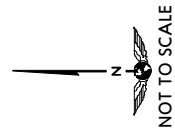
CHANGES: MSA, AKUNA formation, procedure renumbered.



REGIONAL Departure (R)		Apt Elev	Trans level: FL180	Trans alt: 18000'	Props EXPECT the COYOTE or KINGDOM departure.
13L/R	31L/R	487'			
125.12	118.55				



WORTH FIVE DEPARTURE
(WORTH5.TTT)



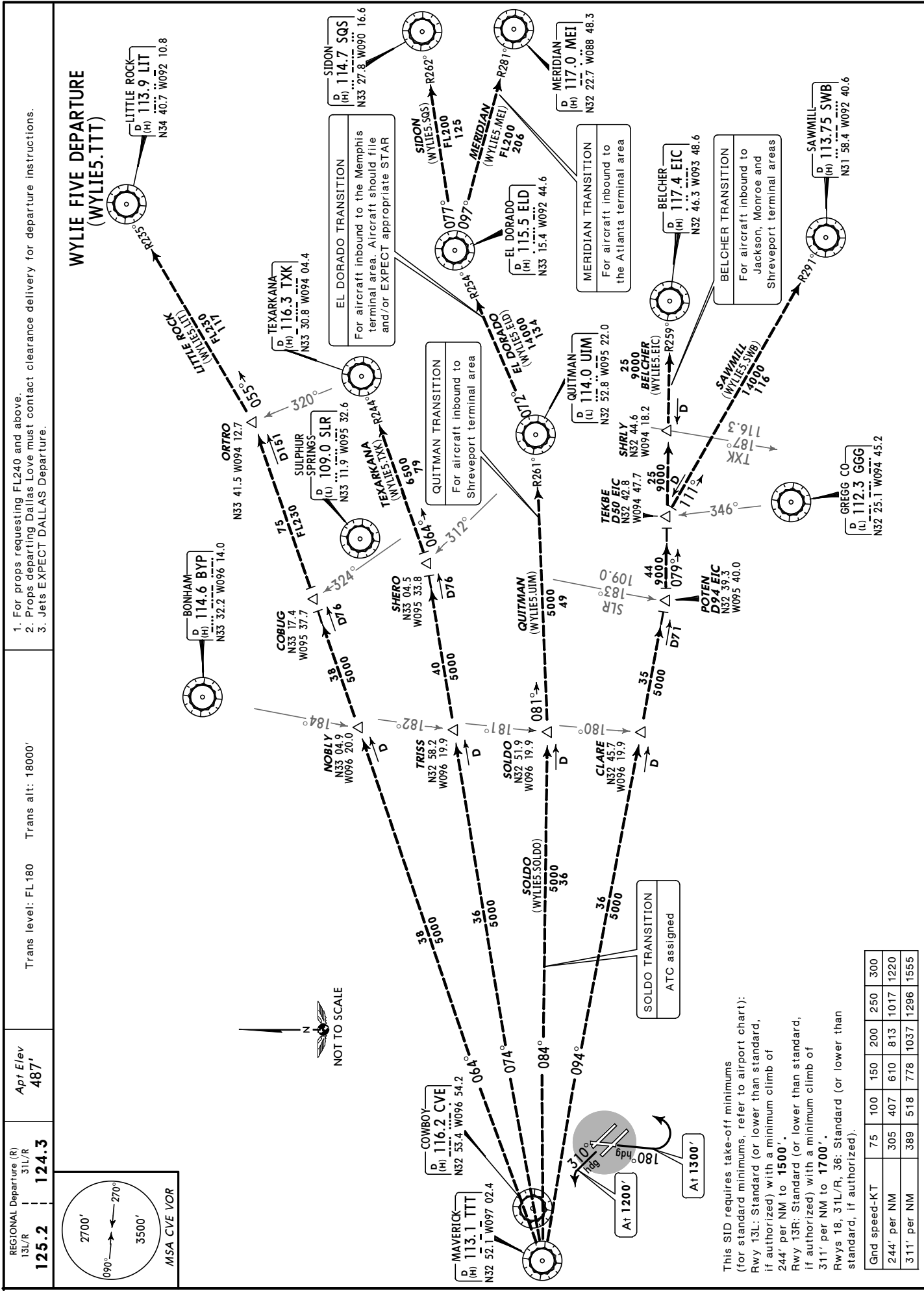
This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwy 13L: Standard (or lower than standard, if authorized) with a minimum climb of 244' per NM to 1500'.
Rwy 13R: Standard (or lower than standard, if authorized) with a minimum climb of 304' per NM to 1700'.
Rwys 18, 31L/R, 36: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
244' per NM	305	407	610	813	1017	1220
304' per NM	380	507	760	1013	1267	1520

OBSTACLES
FOR TAKEOFF OBSTACLES see 10-30B1.

JETS INITIAL CLIMB	
13L/R	Climb via heading 130°, EXPECT vectors to appropriate route, EXPECT filed altitude 10 minutes after departure.
18	Climb via heading 180° to 1300' before turning LEFT, then fly assigned heading and altitude. EXPECT vectors to appropriate route.
31L/R	Climb via heading 310° until the ILV or IOVW localizer 5.5 DME, then turn RIGHT heading 010° for vectors to appropriate route, MAINTAIN 5000' and EXPECT filed altitude 10 minutes after departure.
36	Climb via assigned heading and altitude, EXPECT vectors to appropriate route.

CHANGES: None.



RWY	INITIAL CLIMB
18	Climb heading 180° to 1300' before turning LEFT.
31L/R	Climb heading 310° to 1200' before turning LEFT.

CHANGES: Take-off minimums. procedure renumbered.

I TAKEOFF OBSTACLE NOTES

- RWY 13L:
FLOODLIGHT 965 FEET FROM DER, 743 FEET RIGHT OF CENTERLINE, 31 FEET AGL/514 FEET MSL; MULTIPLE TREES AND POLES BEGINNING 1166 FEET FROM DER, 516 FEET TO 759 FEET LEFT OF CENTERLINE, UP TO 60 FEET AGL/547 FEET MSL.
- RWY 13R:
ROAD, TREE AND POLE BEGINNING 203 FEET FROM DER, 480 FEET TO 721 FEET RIGHT OF CENTERLINE, UP TO 38 FEET AGL/514 FEET MSL; LIGHT STANDARD, SIGN, ROD ON STACK BEGINNING 691 FEET FROM DER, 555 FEET TO 991 FEET LEFT OF CENTERLINE, UP TO 61 FEET AGL/537 FEET MSL.
- RWY 18:
MULTIPLE TREES AND PIPE BEGINNING 605 FEET FROM DER, 93 FEET TO 415 FEET LEFT OF CENTERLINE, UP TO 41 FEET AGL/523 FEET MSL; MULTIPLE TREES, BLDG, AND OBSTRUCTION LIGHT ON HANGER BEGINNING 300 FEET FROM DER, 90 FEET TO 572 FEET RIGHT OF CENTERLINE, UP TO 48 FEET AGL/ 530 FEET MSL.
- RWY 31L:
TREE 340 FEET FROM DER, 408 FEET RIGHT OF CENTERLINE, 10 FEET AGL/ 486 FEET MSL, TREE 253 FEET FROM DER, 429 FEET LEFT OF CENTERLINE, 7 FEET AGL/483 FEET MSL.
- RWY 31R:
MULTIPLE TREES AND POLE BEGINNING 38 FEET FROM DER, 392 FEET TO 524 FEET LEFT OF CENTERLINE, UP TO 13 FEET AGL/490 FEET MSL, MULTIPLE TREES AND POLES BEGINNING 366 FEET FROM DER, 553 FEET TO 720 FEET RIGHT OF CENTERLINE 48 FEET AGL/525 FEET MSL.

KDAL/DAL

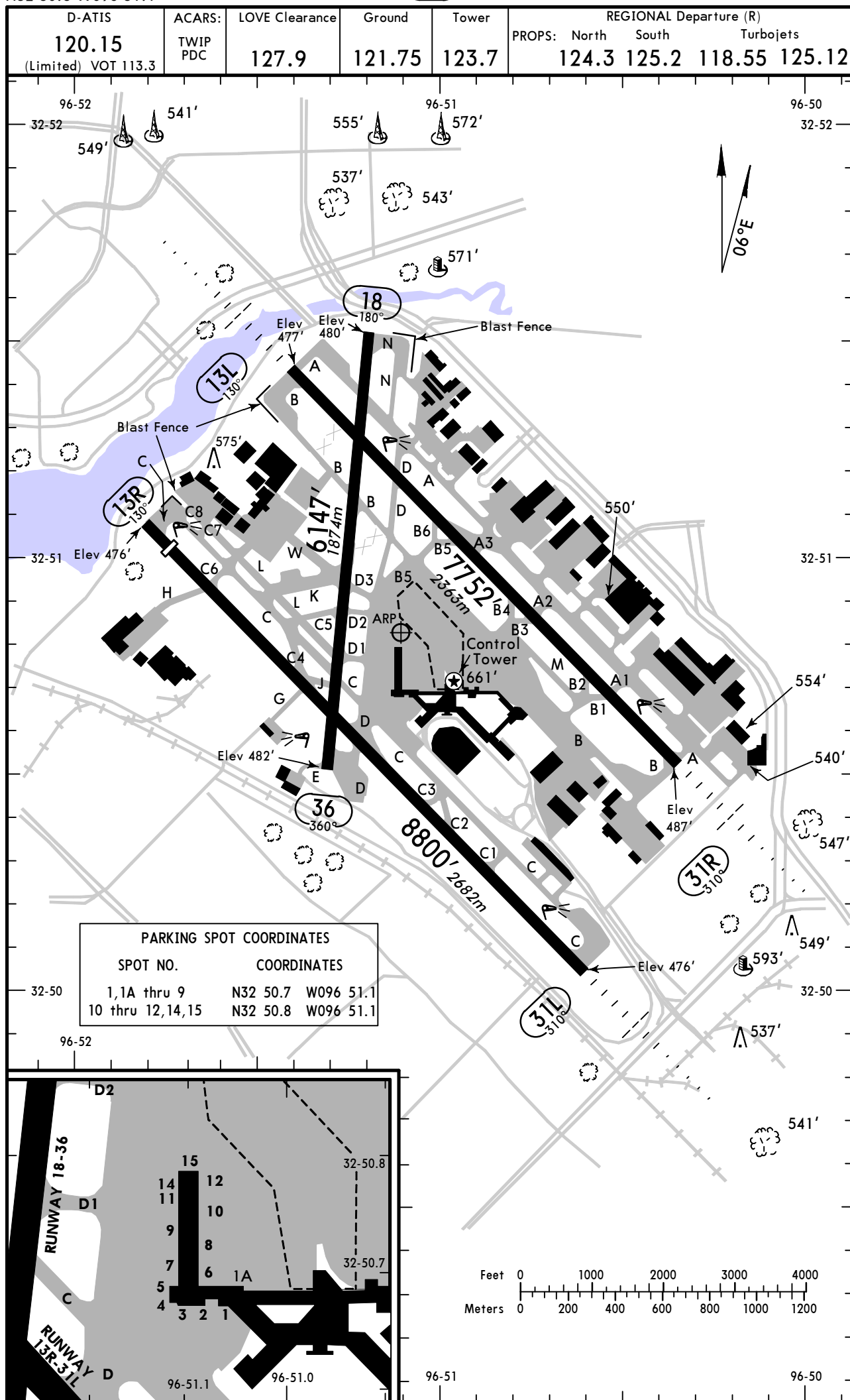
Apt Elev **487'**
N32 50.8 W096 51.1

JEPPesen

25 NOV 11 **(10-9)**

DALLAS, TEXAS

DALLAS LOVE



CHANGES: None.

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GENERAL

Birds in vicinity of airport.
Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND— Threshold	Glide Slope	
13R	HIRL CL PAPI-R (angle 3.0°)	grooved RVR	8310' 2533m	7314' 2229m	150' 46m
31L	HIRL CL MALSR TDZ	grooved RVR	① 8000' 2438m	6980' 2128m	

① Last 800' of Rwy 31L not available for landing distance computations.

13L	HIRL CL MALSR TDZ	grooved RVR		6612' 2015m	150' 46m
31R	HIRL CL MALSR ② PAPI-L (angle 3.00°)	grooved RVR		6798' 2072m	

② Unusable beyond 7° either side of centerline.

18	HIRL VASI-L				150' 46m
36	HIRL REIL VASI-L				

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 31L, 31R					Rwy 13L				
Both RVRs are required & controlling		Adequate Vis Ref	STD		With Mim climb of 290'/NM to 1700'				
					Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10				Rollout RVR 5	Rollout RVR 10			
Rwys 18, 36					Rwy 13R				
Adequate Vis Ref		STD			With Mim climb of 315'/NM to 1700'				
					Both RVRs are required & controlling		Adequate Vis Ref	STD	
		3 & 4 Eng	1 & 2 Eng		CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
1/4	1/2		1		TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
					Rollout RVR 5	Rollout RVR 10			

OBSTACLE DP

Rwy 18: Climb via heading 180° to 1300' before turning left.

Rwy 31L & 31R: Climb via heading 310° to 1200' before turning left.

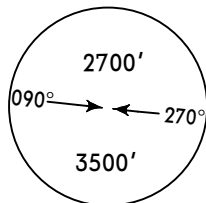
FOR FILING AS ALTERNATE

		LOC Rwy 13L LOC Rwy 13R RNAV (GPS) Y Rwy 13L RNAV (GPS) Z Rwy 13L RNAV (GPS) Y Rwy 13R RNAV (GPS) Rwy 31R		ILS Rwy 31R LOC Rwy 31R	ILS Rwy 31L LOC Rwy 31L	RNAV (GPS) Rwy 31L
A	600-2	800-2	800-2	900-2	1100-2	NA
B			800-2 ¼	900- 2¾	1100-3	
C						
D						

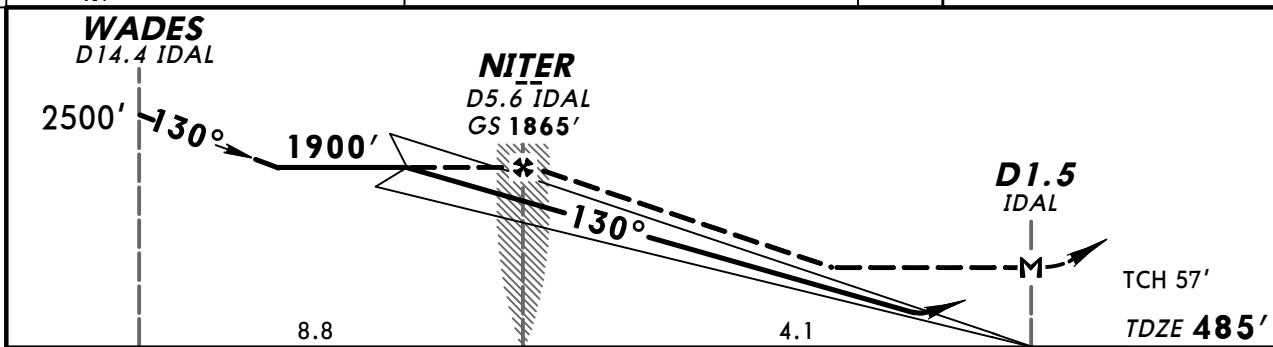
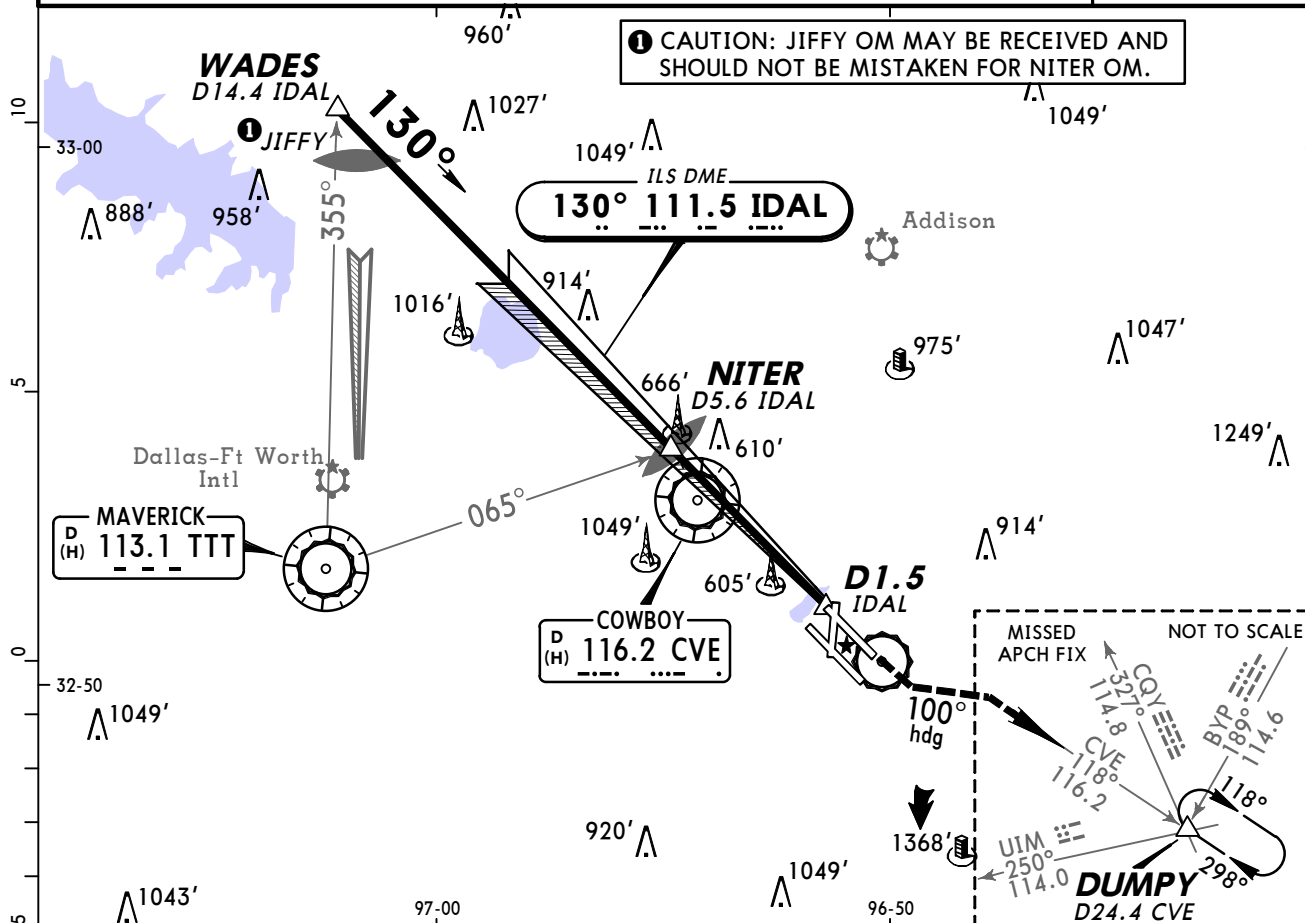
CHANGES: Rwy 31L usable lengths.

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BRIEFING STRIP™

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
LOC IDAL 111.5	Final Apch Crs 130°	GS NITER 1865' (1380')	ILS DA(H) 685' (200')	Apt Elev 487' TDZE 485'	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 100° heading and outbound on CVE VOR R-118 to DUMPY INT/D24.4 CVE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with DFW Rwy 17L.					

MSA CVE VOR

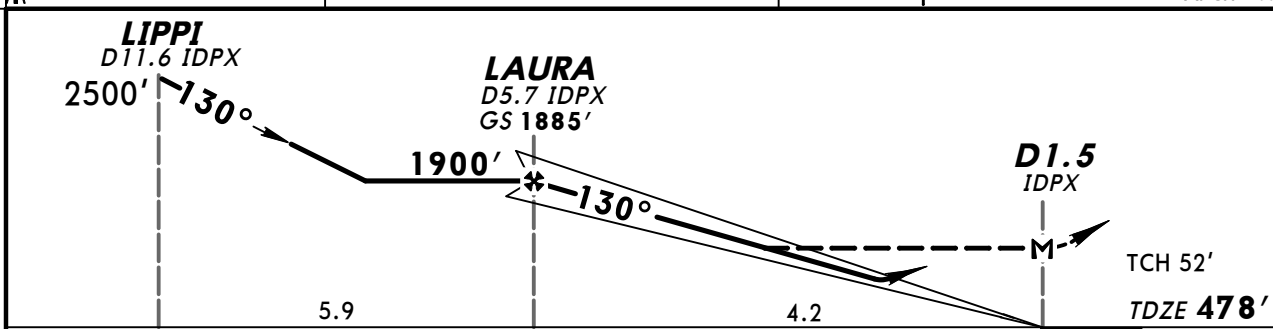
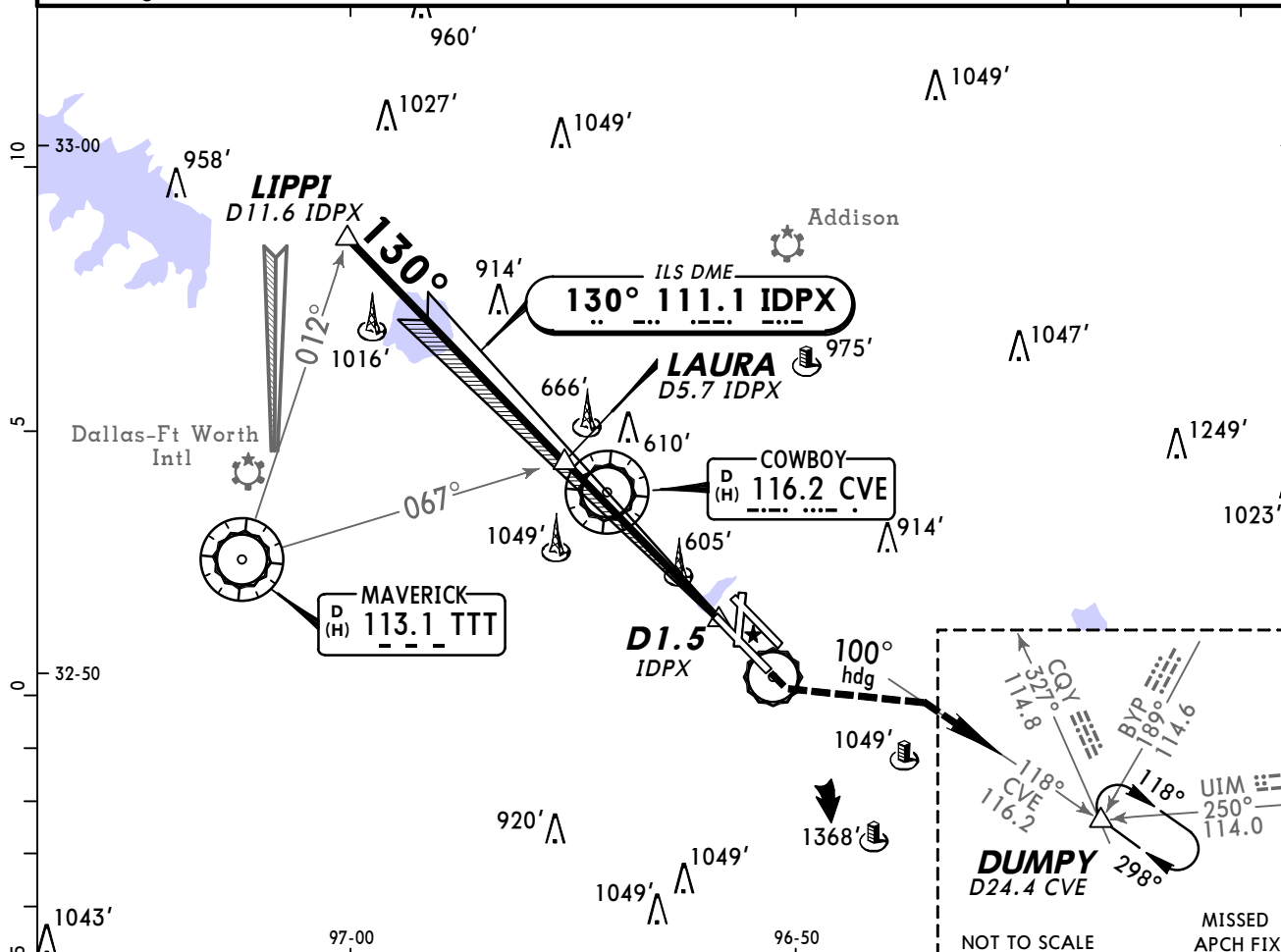


Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	5000'	100°	CVE
GS	3.00°	377	484	538	646	753	861			hdg	and 116.2
MAP at D1.5 IDAL or NITER to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32				R-118

STRAIGHT-IN LANDING RWY 13L						CIRCLE-TO-LAND	
ILS DA(H) 685' (200')			LOC (GS out) MDA(H) 840' (355')			Max Kts	MDA(H)
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		90	1020' (533') - 1
A						120	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	140	1020' (533') - 1 1/2
C						165	1160' (673') - 2 1/4
D							

BRIEFING STRIP™

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
LOC IDPX 111.1	Final Apch Crs 130°	GS LAURA 1885' (1407')	ILS DA(H) 678' (200')	Apt Elev 487' TDZE 478'	2700' 090° → ← 270° 3500' MSA CVE VOR
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 100° heading and outbound on CVE VOR R-118 to DUMPY INT/D24.4 CVE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with DFW Rwy 17L. 3. Disregard outer marker indication.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R		1000'	5000'	100°	CVE
GS	3.00°	377	484	538	646	753			↑	LT	hdg	and 116.2
MAP at D1.5 IDPX or LAURA to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:34					R-118

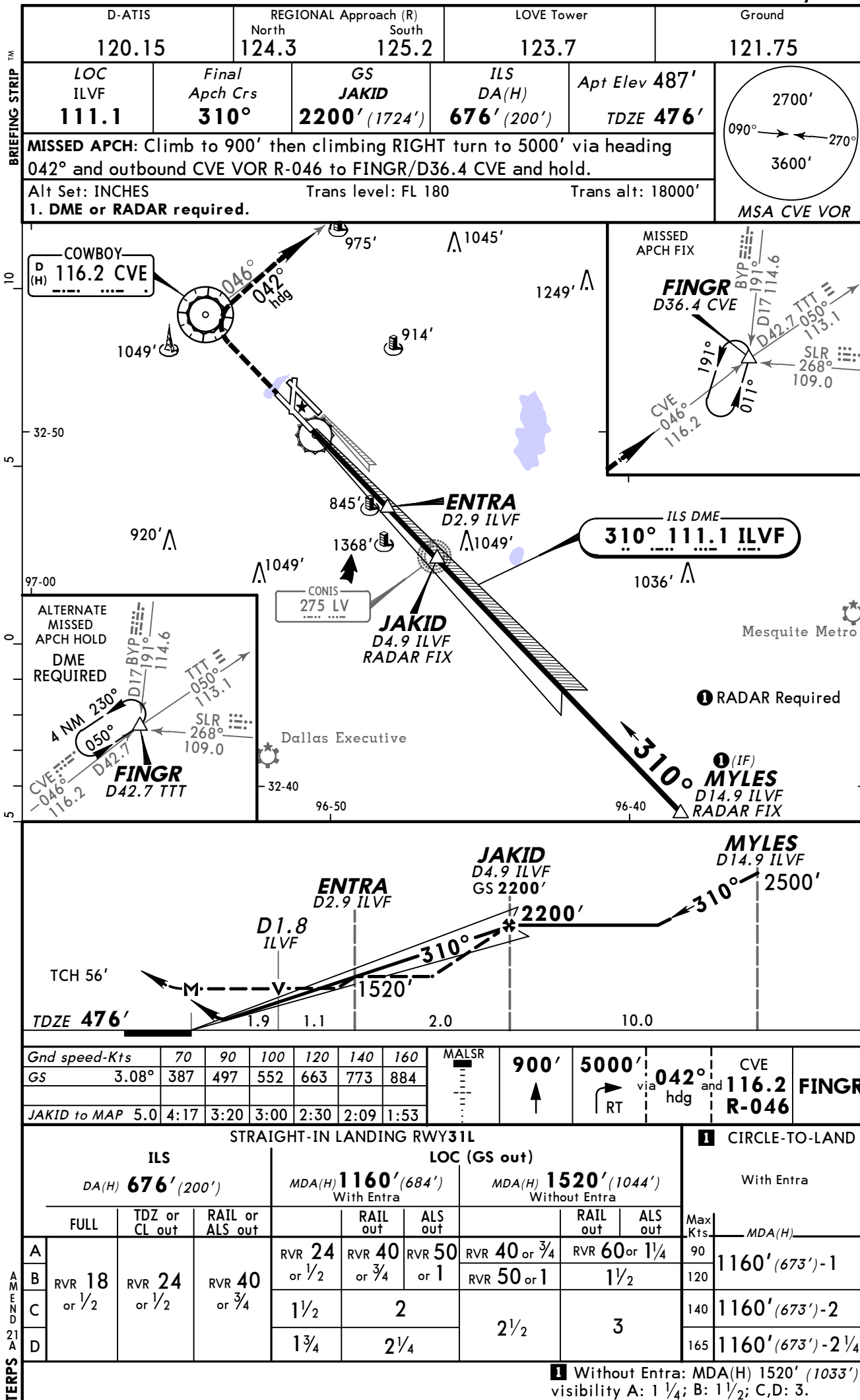
STRAIGHT-IN LANDING RWY13R				CIRCLE-TO-LAND	
ILS DA(H) 678' (200')		LOC (GS out) MDA(H) 960' (482')		Max Kts	MDA(H)
3/4		1		90	1020' (533') - 1
				120	
				140	1020' (533') - 1½
				165	1160' (673') - 2¼

KDAL/DAL DALLAS LOVE

3 SEP 10

11-3

DALLAS, TEXAS ILS or LOC Rwy 31L



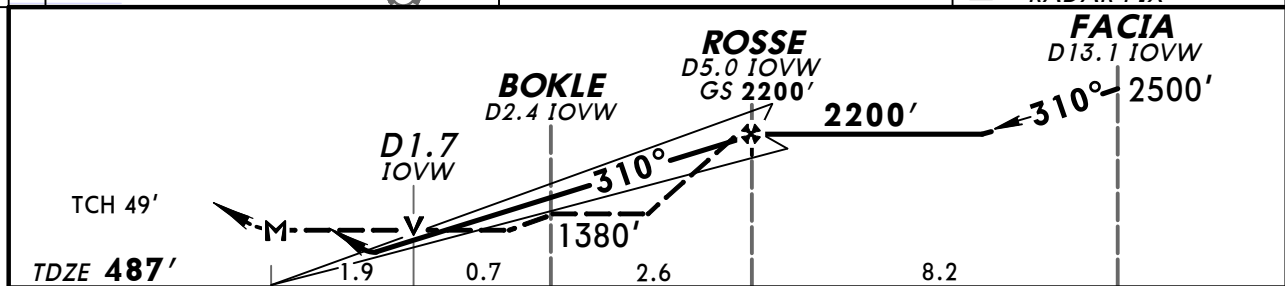
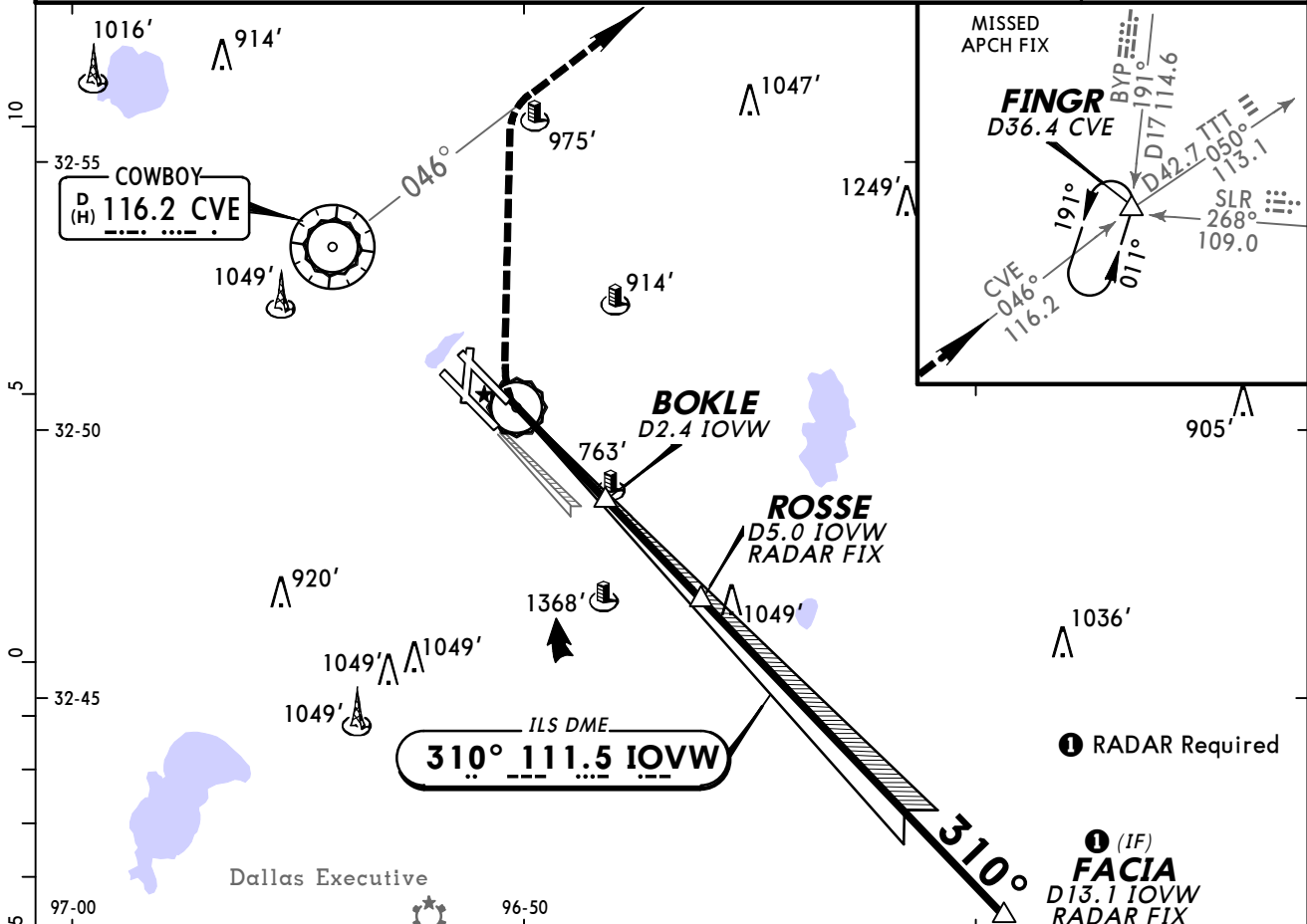
KDAL/DAL DALLAS LOVE

JEPPesen
3 SEP 10 11-4

DALLAS, TEXAS
ILS or LOC Rwy 31R

BRIEFING STRIP™

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
LOC IOVW 111.5	Final Apch Crs 310°	GS ROSSE 2200' (1713')	ILS DA(H) 687' (200')	Apt Elev 487' TDZE 487'	
MISSED APCH: Climbing RIGHT turn to 5000' outbound via CVE VOR R-046 to FINGR INT/D36.4 CVE and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.					MSA CVE VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	CVE	FINGR
GS	3.00°	377	484	538	646	753	PAPI		RT	via 116.2	
ROSSE to MAP	5.2	4:27	3:28	3:07	2:36	2:14				R-046	

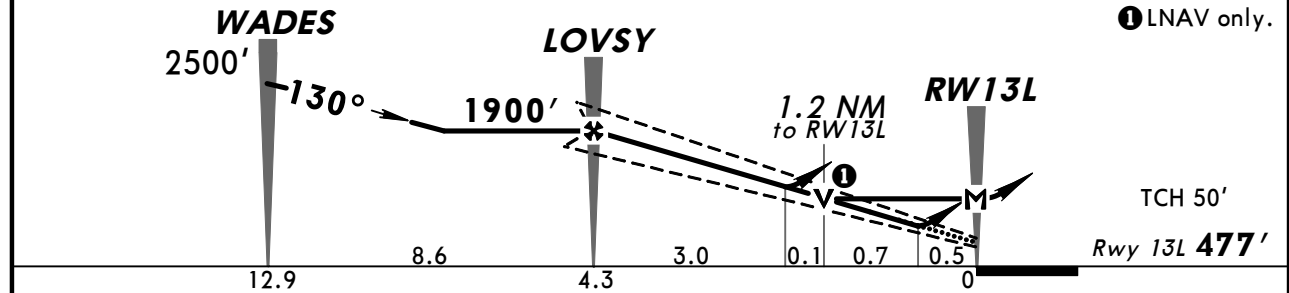
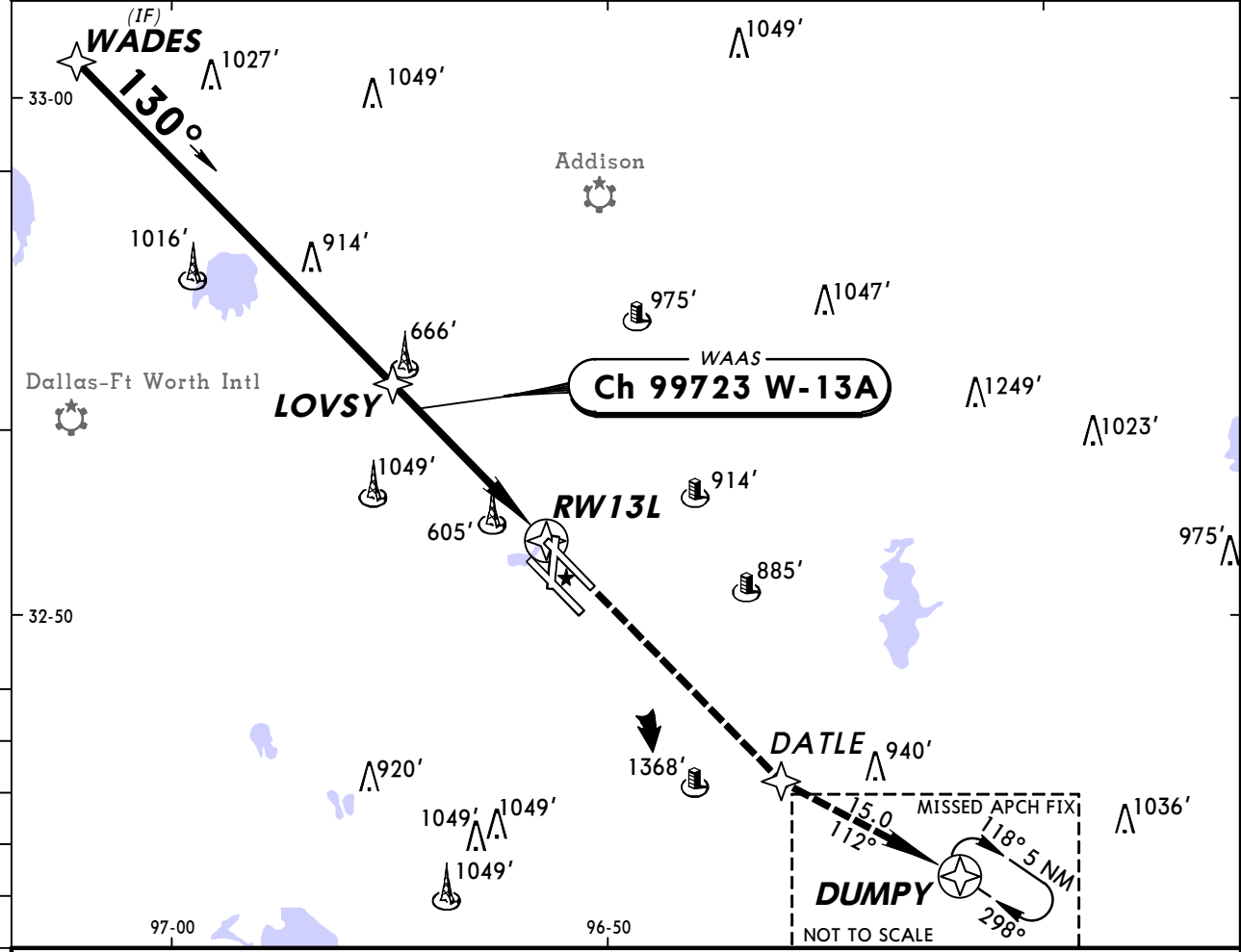
STRAIGHT-IN LANDING RWY 31R								CIRCLE-TO-LAND				
ILS			LOC (GS out)					With BOKLE		Without BOKLE		
DA(H) 687'(200')			MDA(H) 1140'(653')		MDA(H) 1380'(893')							
FULL			RAIL or ALS out		RAIL out		ALS out		Max Kts		MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4		90	1140' (653') - 1	1380' (893') - 1 1/4	
B			RVR 60 or 1 1/4		1 3/4	2 1/4	2 3/4		120	1140' (653') - 1 3/4	1380' (893') - 2 3/4	
C									140	1140' (653') - 2 1/4	1380' (893') - 3	
D					1 1/2	2	2 1/2	3		165	1160' (673') - 2 1/4	1380' (893') - 3

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Lighting.

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D-ATIS		REGIONAL Approach (R) North South		LOVE Tower	Ground
120.15		124.3 125.2		123.7	121.75
WAAS Ch 99723 W-13A	Final Apch Crs 130°	Minimum Alt LOVSY 1900' (1423')	LPV DA(H) 677' (200')	Apt Elev 487' Rwy 13L 477'	3600' MSA RW13L
MISSED APCH: Climb to 5000' direct DATLE and on track 112° to DUMPY and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	D	DATLE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW13L										

STRAIGHT-IN LANDING RWY 13L							CIRCLE-TO-LAND		
LPV DA(H) 677' (200')		LNAV/VNAV DA(H) 945' (468')		LNAV MDA(H) 920' (443')			Not Authorized to Rwy 18/36 at Night		
RAIL or ALS out		RAIL out		ALS out		Max Kts	MDA(H)		
A						90	1020' (533')-1		
B	RVR 24	RVR 40				120			
C	or 1/2	or 3/4	RVR 60		1 1/2	140	1020' (533')-1 1/2		
D			or 1 1/8			165	1160' (673')-2 1/4		

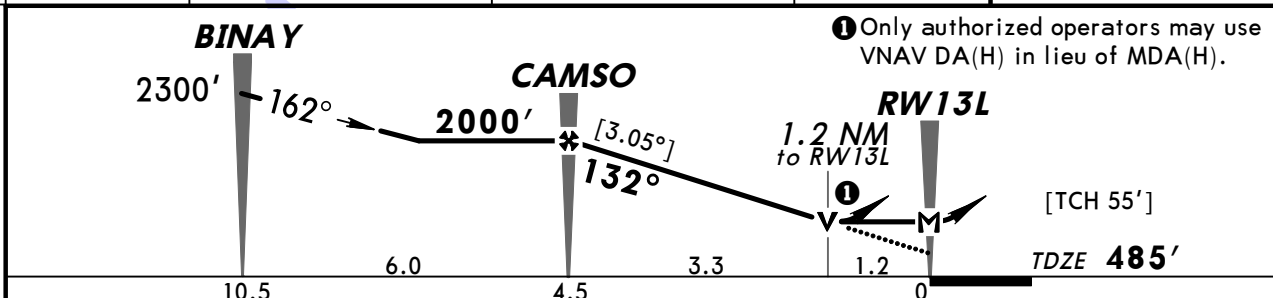
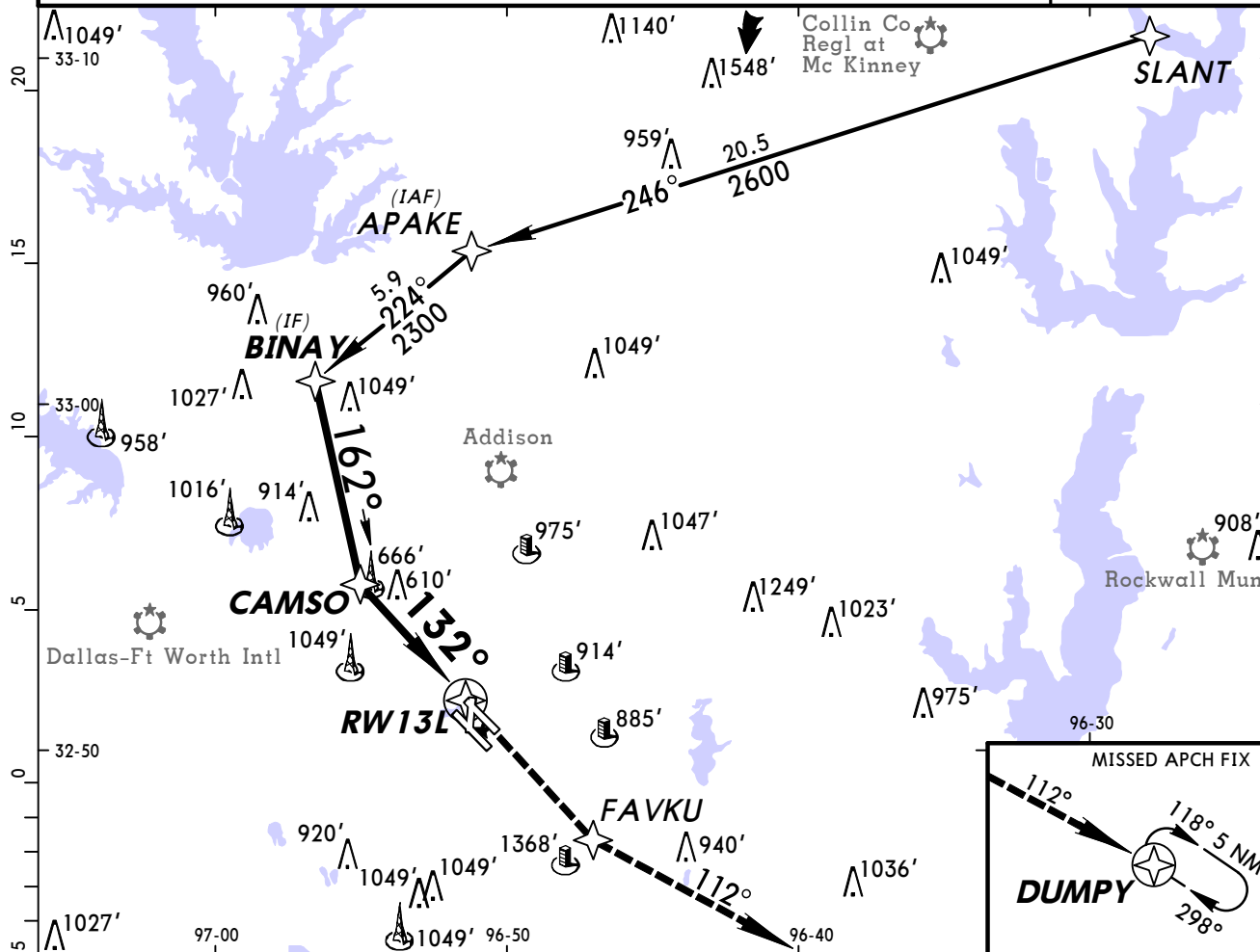
KDAL/DAL
DALLAS LOVE

JEPPESSEN
14 OCT 11
Eff 20 Oct (12-2)

DALLAS, TEXAS
RNAV (GPS) Y Rwy 13L

BRIEFING STRIP™

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
RNAV	Final Aptch Crs 132°	Minimum Alt CAMSO 2000' (1515')	LNAV MDA(H) 920' (435')	Apt Elev 487' TDZE 485'	3600' MSA RW13L
MISSED APCH: Climb to 5000' direct FAVKU and via 112° track to DUMPY and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. DME/DME RNP-0.30 not authorized.					



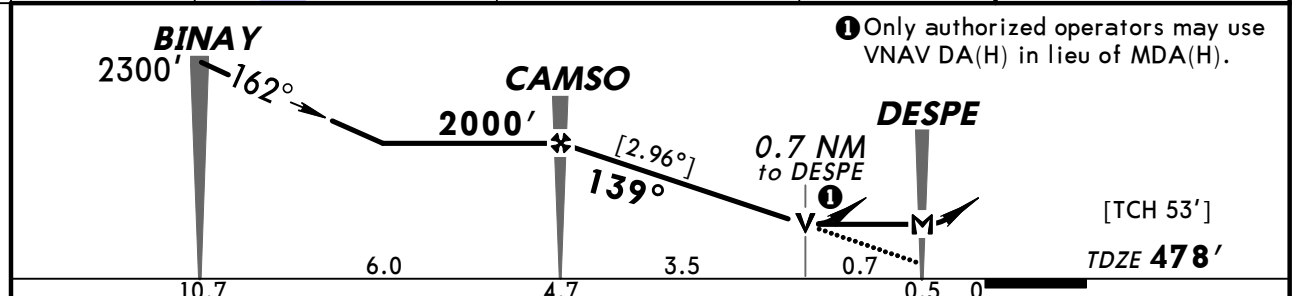
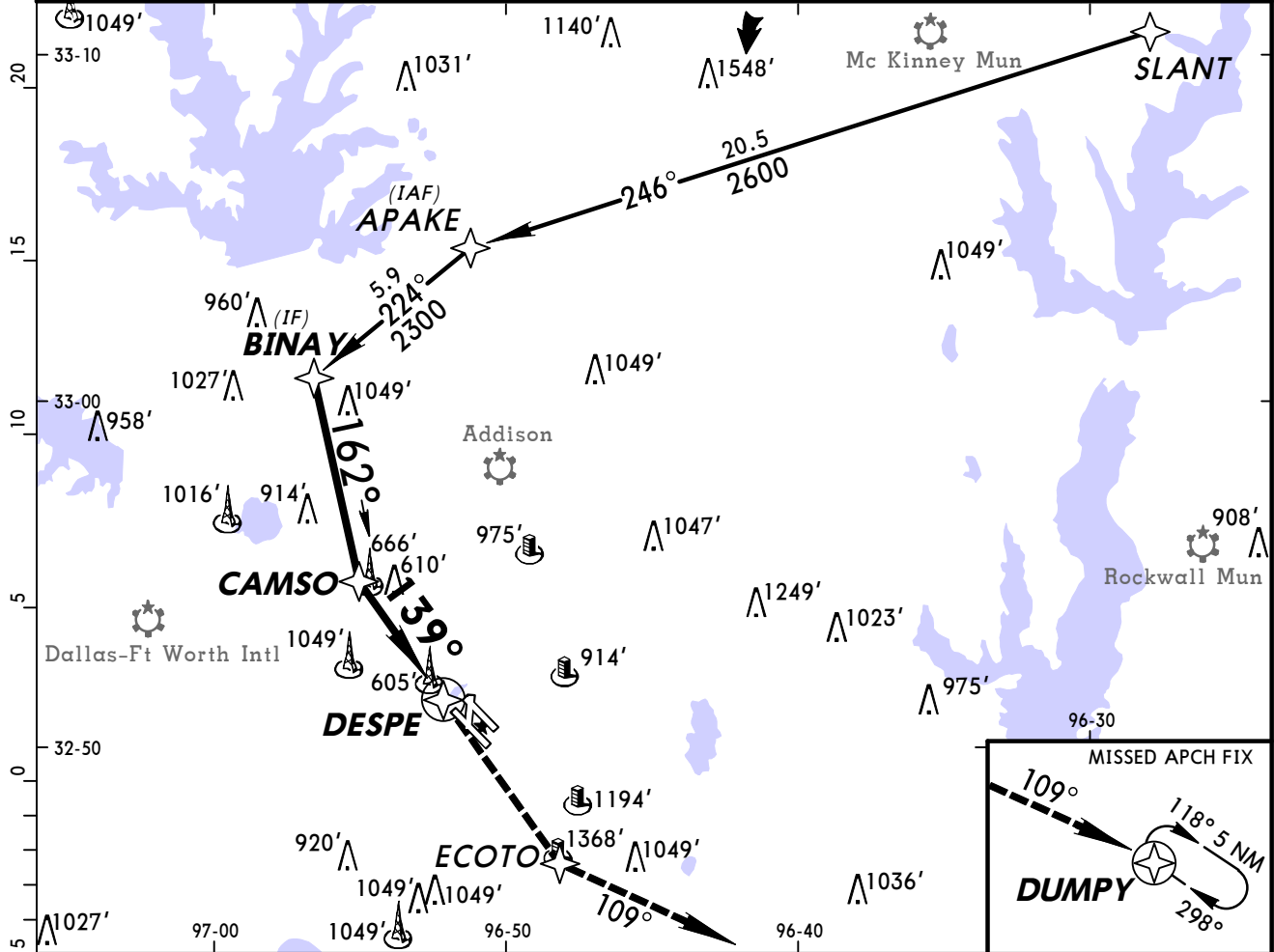
Gnd speed-Kts	70	90	100	120	140	160	MALSR 5000' FAVKU
Descent Angle [3.05°]	378	486	540	648	755	863	
MAP at RW13L							

STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND	
LNAV					
MDA(H) 920' (435')				MDA(H)	
	RAIL out		ALS out	Max Kts	
A				90	1020' (533') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4		120	
C	RVR 40 or 3/4	RVR 60 or 1/4		140	1020' (533') - 1 1/2
D	RVR 50 or 1	1 1/2		165	1160' (673') - 2 1/4

CHANGES: Chart reindexed.

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D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
RNAV	Final Apch Crs 139°	Minimum Alt CAMSO 2000' (1522')	LNAV MDA(H) 920' (442')	Apt Elev 487' TDZE 478'	3600' MSA DESPE
MISSED APCH: Climb to 5000' direct ECOTO and via 109° track to DUMPY and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R		5000'	→	ECOTO
Descent angle [2.96°]	367	471	524	628	733	838					
MAP at DESPE											

STRAIGHT-IN LANDING RWY 13R						CIRCLE-TO-LAND					
LNAV											
MDA(H) 920' (442')											
A						Max Kts	MDA(H)				
B	1					90	1020' (533')- 1				
C	1¼					140	1020' (533')- 1½				
D	1½					165	1160' (673')- 2¼				

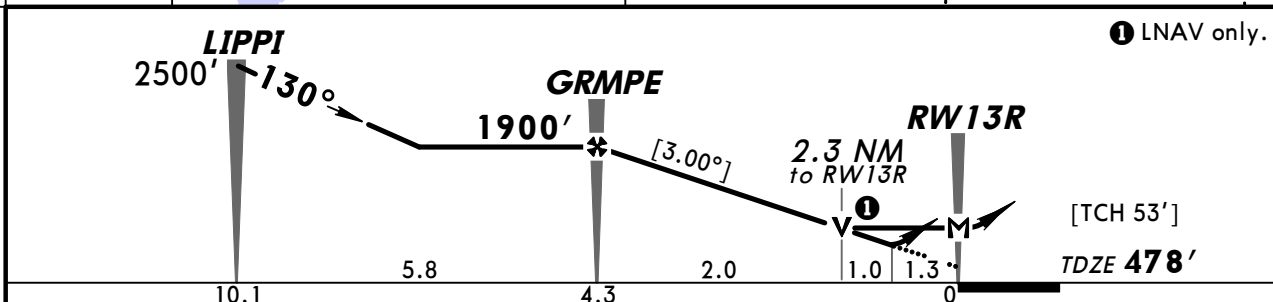
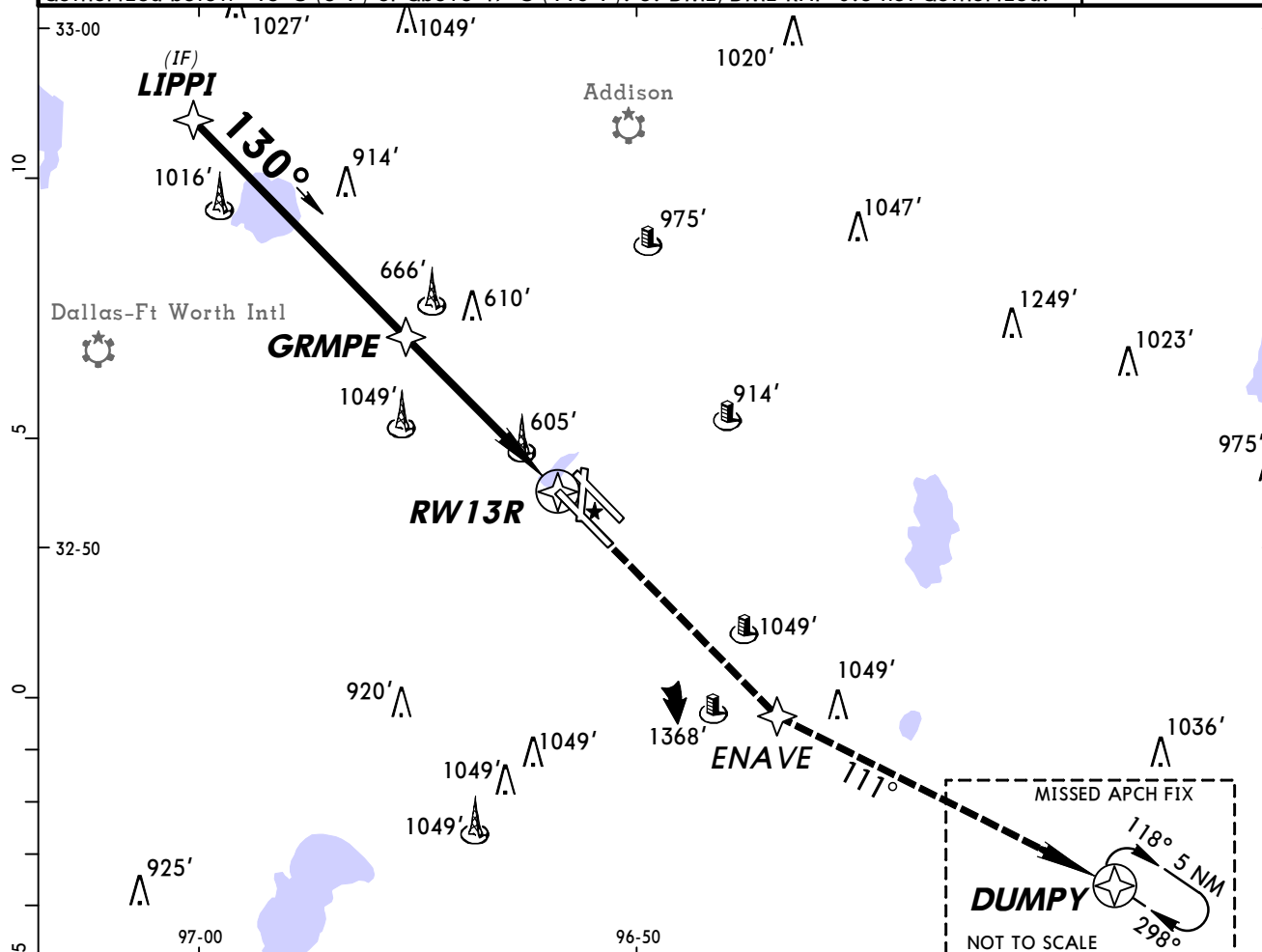
KDAL/DAL
DALLAS LOVE

JEPPesen
31 OCT 08 **(12-4)**

DALLAS, TEXAS
RNAV (GPS) Z Rwy 13R

BRIEFING STRIP

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
RNAV	Final Apch Crs 130°	Minimum Alt GRMPE 1900' (1422')	LNAV/VNAV DA(H) 946' (468')	Apt Elev 487' TDZE 478'	3600' MSA RW13R
MISSED APCH: Climb to 5000' direct ENAVE and via 111° track to DUMPY and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW13R										

STRAIGHT-IN LANDING RWY 13R				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 946' (468')		MDA(H) 1260' (782')			
A	1 3/4	1		90	1260' (773') - 1 1/2
B		1 1/4		120	
C		2 1/4		140	1260' (773') - 2 1/4
D		2 1/2		165	1260' (773') - 2 1/2

CHANGES: Lighting, RVR removed.

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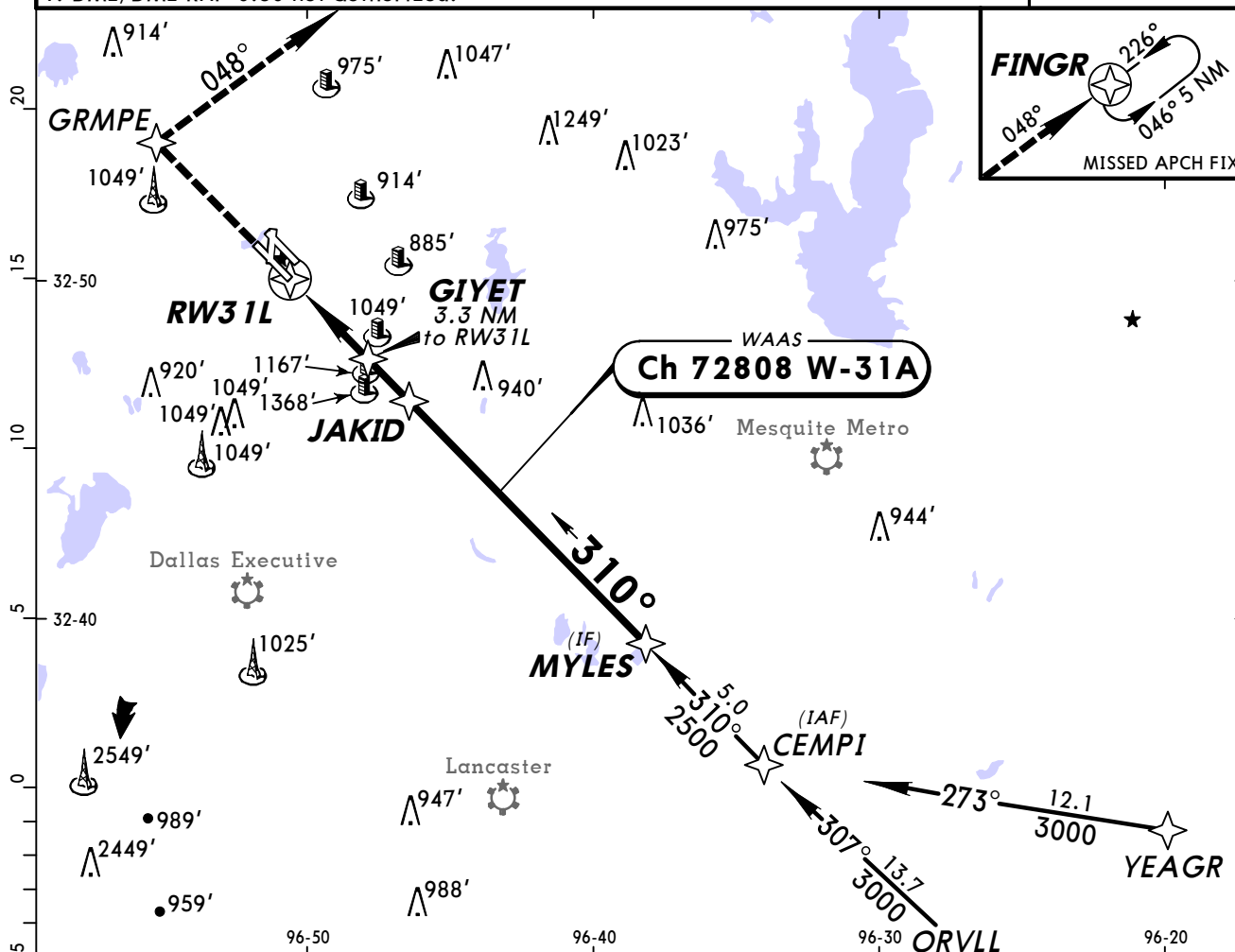
KDAL/DAL
DALLAS LOVE

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14 OCT 11
Eff 20 Oct (12-5)

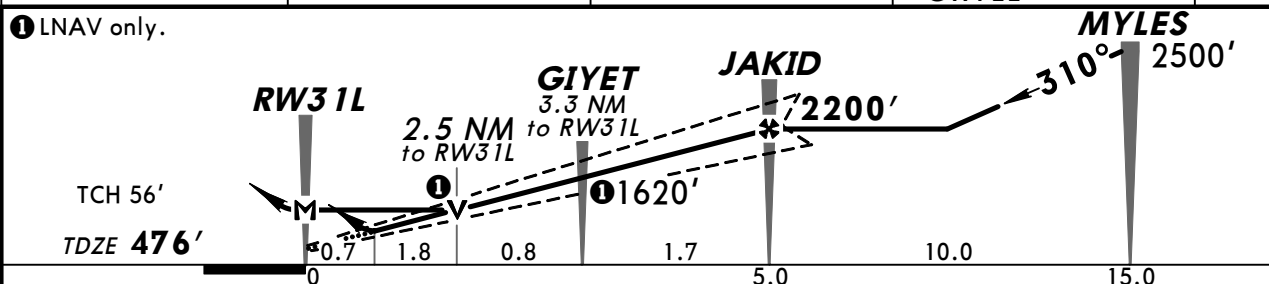
DALLAS, TEXAS
RNAV (GPS) Rwy 31L

BRIEFING STRIP

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
WAAS Ch 72808 W-31A	Final Apch Crs 310°	Minimum Alt JAKID 2200' (1724')	LPV DA(H) 769' (293')	Apt Elev 487' TDZE 476'	3600' MSA RW31L
MISSED APCH: Climb to 5000' direct GRMPE and RIGHT turn via 048° track to FINGR and hold.					
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized.		Trans level: FL 180		Trans alt: 18000'	



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	D →	GRMPE
Glide Path Angle 3.08°	381	490	545	654	763	872				
MAP at RW31L										

STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND	
LPV DA(H) 769' (293')		LNAV MDA(H) 1360' (884')		Max Kts	MDA(H)
RAIL or ALS out		RAIL out		ALS out	
A		RVR 40 or 3/4	RVR 60 or 1 1/4	90	1360' (873') - 1 1/4
B				120	
C	RVR 24 or 1/2	RVR 50 or 1	2 1/4	140	1360' (873') - 2 3/4
D			2 1/2	165	1360' (873') - 3

CHANGES: Obstructions.

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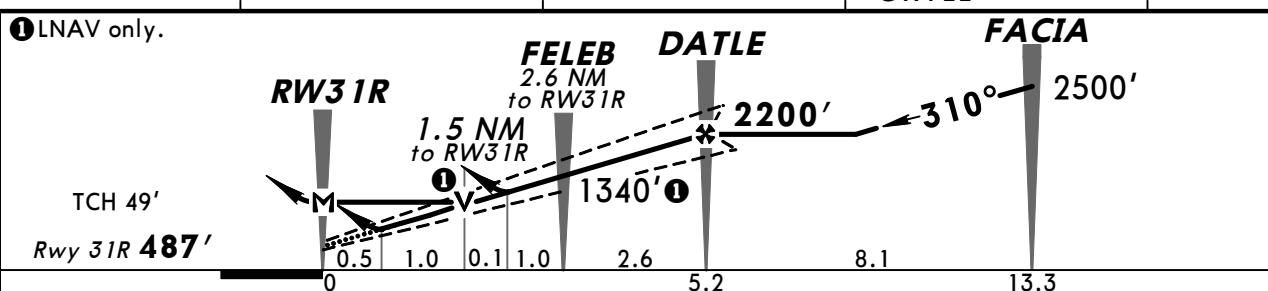
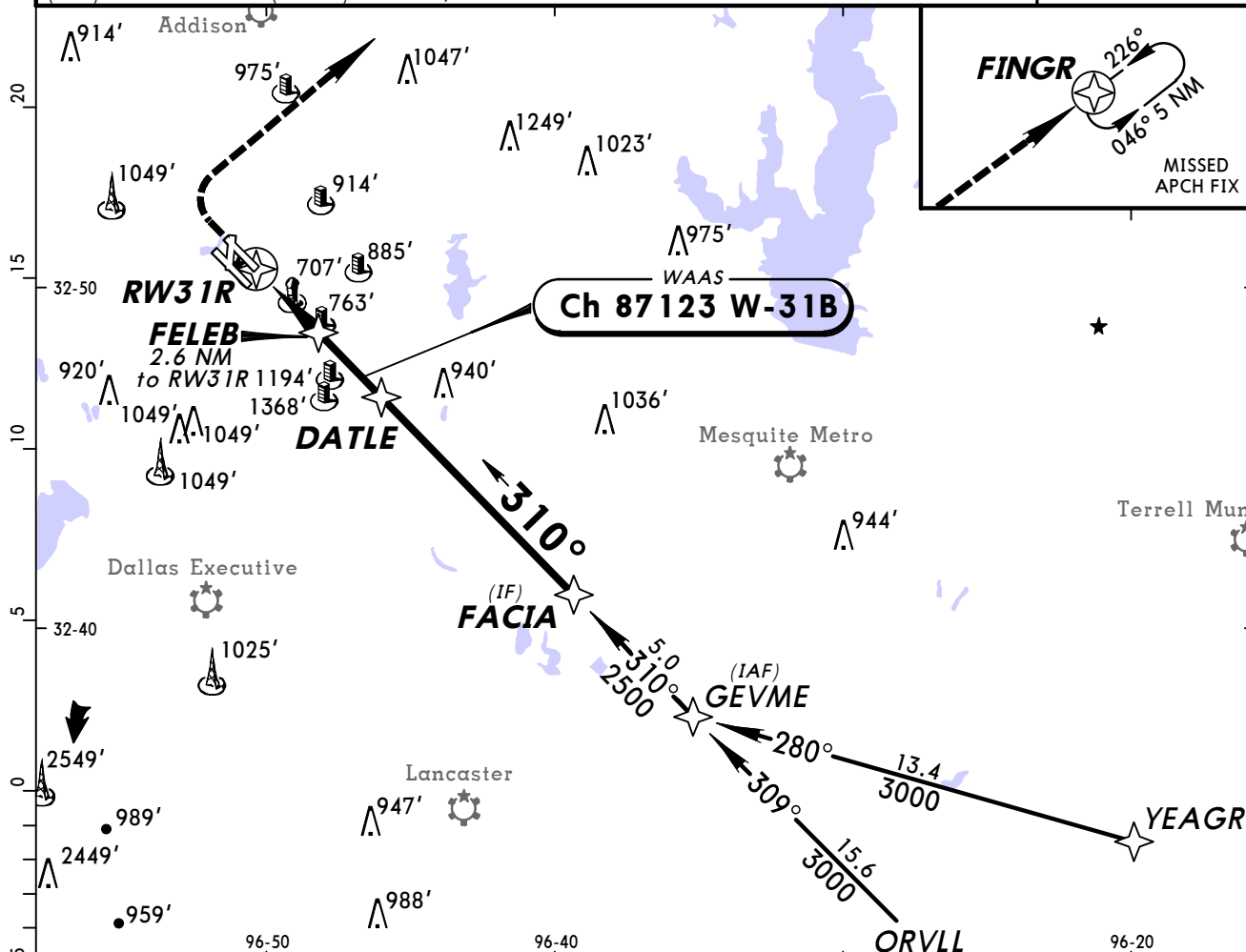
KDAL/DAL
DALLAS LOVE

JEPPESSEN
14 OCT 11
Eff 20 Oct (12-6)

DALLAS, TEXAS
RNAV (GPS) Rwy 31R

BRIEFING STRIP™

D-ATIS 120.15		REGIONAL Approach (R) North 124.3 South 125.2		LOVE Tower 123.7	Ground 121.75
WAAS Ch 87123 W-31B	Final Apch Crs 310°	Minimum Alt DATLE 2200' (1713')	LPV DA(H) 687' (200')	Apt Elev 487' Rwy 31R 487'	3600' MSA RW31R
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 5000' direct FINGR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 40°C (104°F). 2. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR 1100' 5000' D → FINGR
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW31R							

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND	
LPV DA(H) 687' (200')		LNAV/VNAV DA(H) 1031' (544')		LNAV MDA(H) 1020' (533')	
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out	
A				RVR 24	RVR 40
B				or 1/2	or 3/4
C	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 3/4	1 1/2
D				RVR 55 or 1	1 1/4

CHANGES: Procedure.

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EN DALLAS, TEXAS
LOVE WEST VISUAL Rwy 13R

BRIEFING STRIP TM



5.

o.

5.

TERPS
AMEND
0

Ceiling **3000'** -Vis 5

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General Information

Location: Dallas-FT Worth TX USA

IATA Code: DFW

Lat/Long: N32° 53.8' W097° 02.3'

Elevation: 607 ft

Airport Use: Public

Magnetic Variation: 4.0°E

Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, HP Bottle

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: Yes

Beacon: Yes

Sunrise: 1259 Z

Sunset: 0023 Z,

Runway Information

Runway: 13L

Length x Width: 9000 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 550 ft

Lighting: Edge, Centerline, REIL

Displaced Threshold: 625 ft

Runway: 13R

Length x Width: 9301 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 591 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 17C

Length x Width: 13401 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 562 ft

Lighting: Edge, Centerline, REIL, TDZ

Runway: 17L

Length x Width: 8500 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 545 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 17R
Length x Width: 13401 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 567 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 13400 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 602 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18R
Length x Width: 13400 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 607 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31L
Length x Width: 9301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 581 ft
Lighting: Edge, Centerline, REIL

Runway: 31R
Length x Width: 9000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 523 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35C
Length x Width: 13401 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 563 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35L
Length x Width: 13401 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 564 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 575 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 13400 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 588 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36R
Length x Width: 13400 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 581 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 135.925 Departure Service
ATIS 123.775 Arrival Service
Dfw Tower 134.9 Initial Contact
Dfw Tower 124.15
Dfw Tower 127.5 Initial Contact
Dfw Tower 126.55
Dfw Ground Control 121.85 Initial Contact
Dfw Ground Control 121.8 Initial Contact
Dfw Ground Control 121.65
Dallas-FT Worth Intl Ramp/Taxi Control 129.95
Dfw Clearance Delivery 128.25
Regional Approach Control 133.625 Secondary
Regional Approach Control 119.875
Regional Approach Control 135.5
Regional Approach Control 118.425
Regional Approach Control 127.075
Regional Approach Control 119.4
Regional Approach Control 133.15
Regional Approach Control 125.275
Regional Approach Control 133.525 Secondary
Regional Approach Control 125.025 Initial Contact
Regional Approach Control 125.2
Regional Approach Control 118.1
Dallas-FT Worth App TCA 135.975 (181°-270°)
Dallas-FT Worth App TCA 125.2 (91°-180°)
Dallas-FT Worth App TCA 124.3 (1°-90°)
Dallas-FT Worth App TCA 118.1 (271°-360°)
Regional Departure Control 126.475
Regional Departure Control 125.125
Regional Departure Control 124.825
Regional Departure Control 118.55
Dallas-FT Worth Intl Unicom 122.95

FOR OPERATING RULES AND PILOT AND
EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

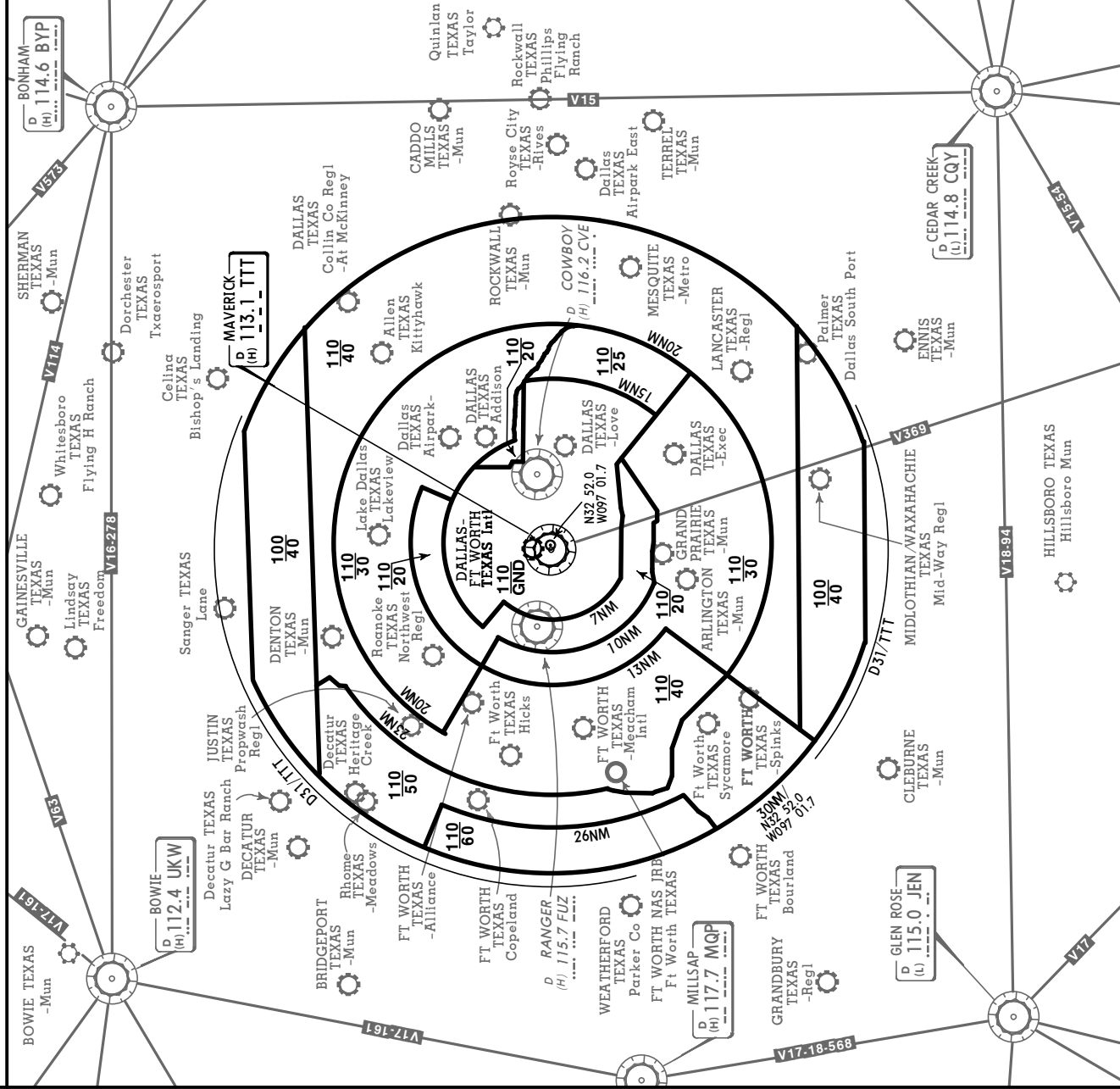
IFR Flights-Aircraft within Class B airspace are required to
operate in accordance with current IFR procedures.

VFR Flights-

- a. Arriving aircraft, or aircraft desiring to transit Class B airspace, should contact Regional Approach Control on the frequency depicted. Pilots on initial contact should state their position, direction of flight and destination.
- b. Aircraft departing the primary airport prior to taxiing are requested to advise the Regional clearance delivery position of the intended route of flight and altitude. Aircraft departing from other than Dallas-Ft Worth Intl Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance to transit Class B airspace when traffic conditions permit and will be handled on an equitable "first-come, first-served" basis, provided the requirements of FAR 91 are met. Notwithstanding this, VFR transiting traffic is encouraged, to the extent possible, to fly beneath, above or around Class B airspace.

DALLAS-FT WORTH CLASS B AIRSPACE
CLASS B AIRSPACE VFR COMMUNICATIONS

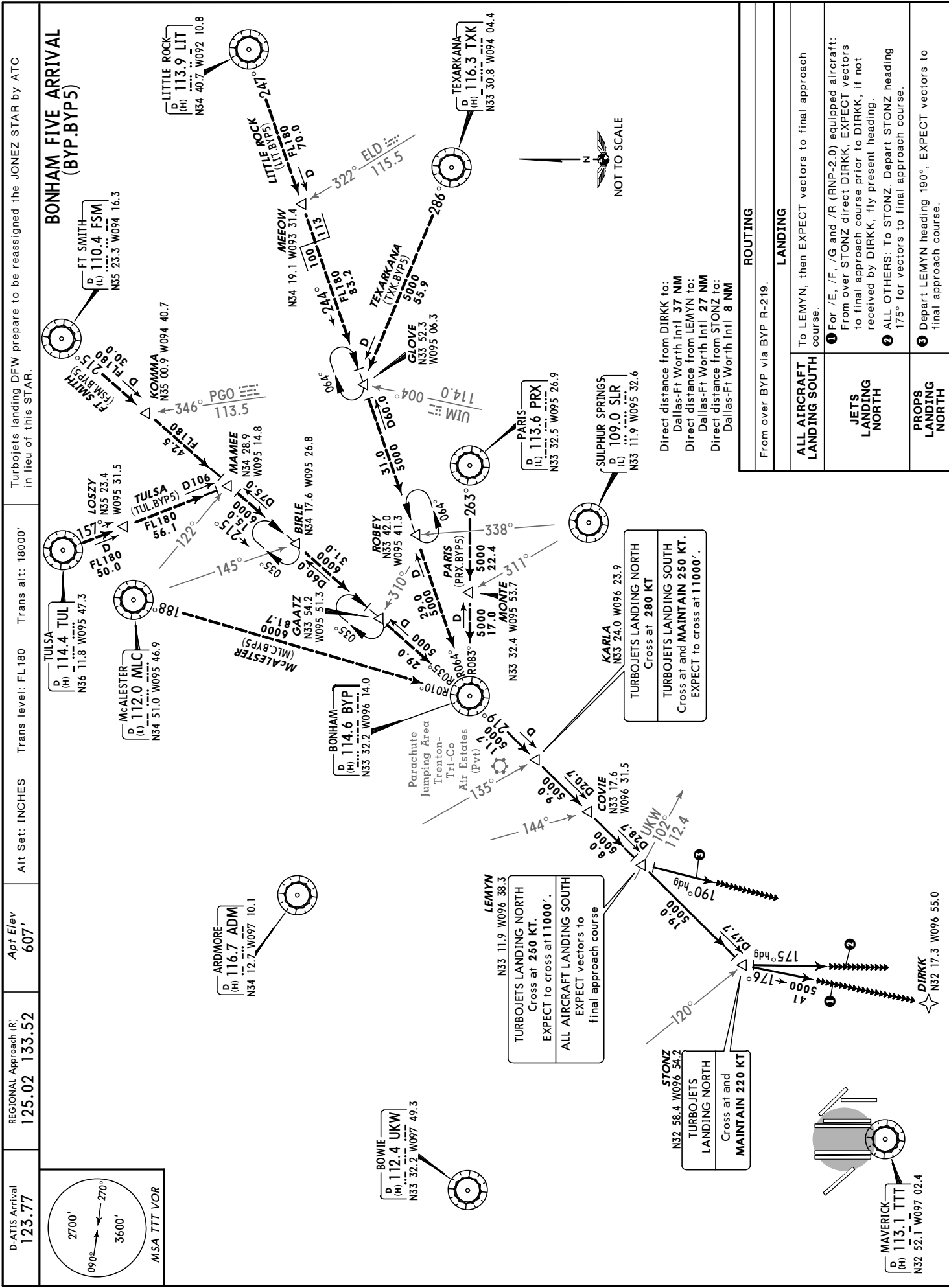
NW Regional App (R) 118.1 SW Regional App (R) 135.97
NE Regional App (R) 124.3 SE Regional App (R) 125.2



KDFW/DFW
DALLAS-FT WORTH INTL

JEPPESEN FT WORTH, TEXAS
DALLAS
STAR

18 FEB 11 60-2

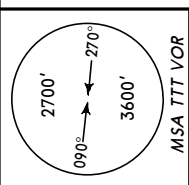


Turbojets landing DFW prepare to be reassigned the MASTY STAR by ATC in lieu of this STAR.

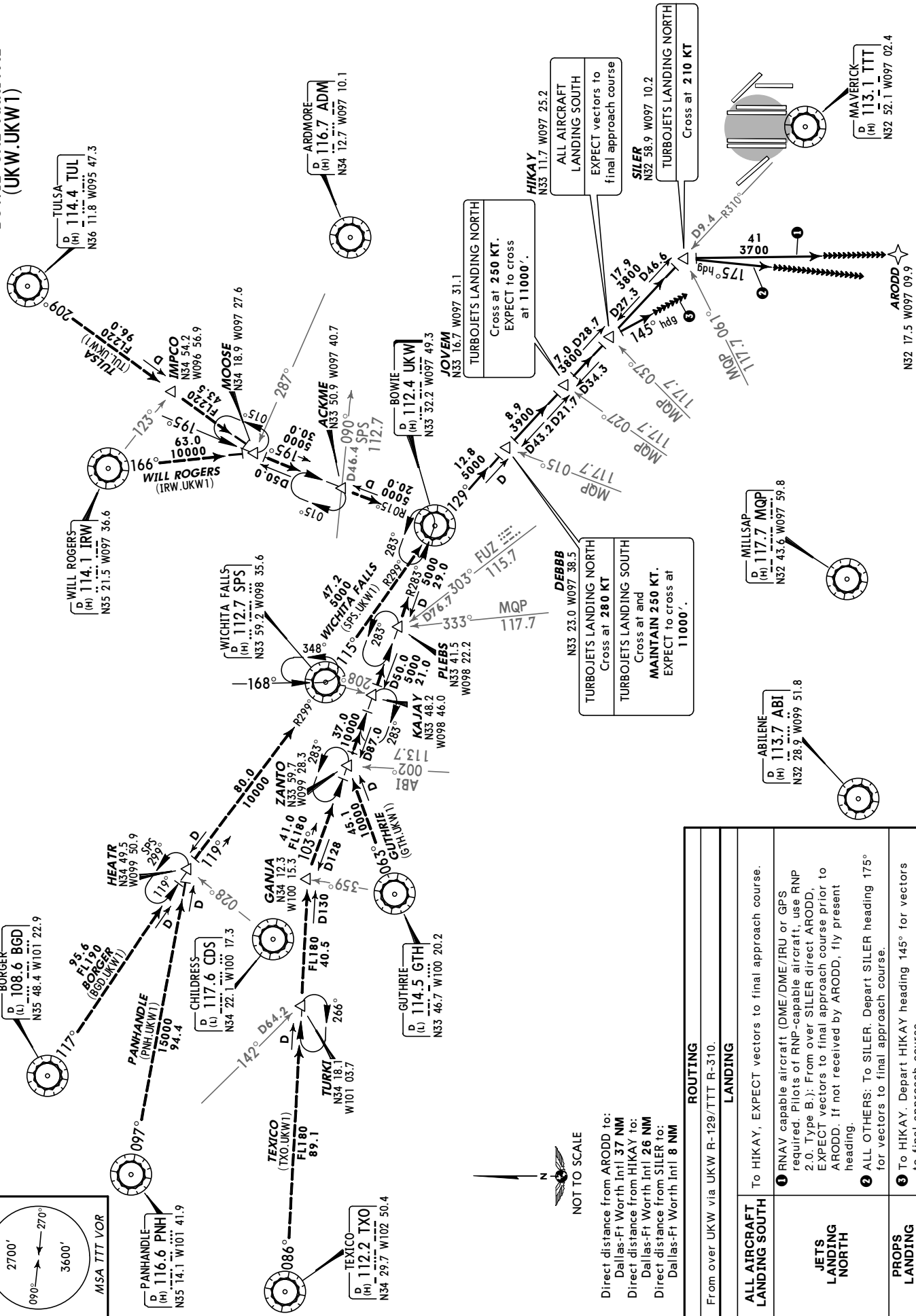
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

REGIONAL Approach (R) 119.87 133.62 Apt Elev 607'

D-ATIS Arrival 123.77



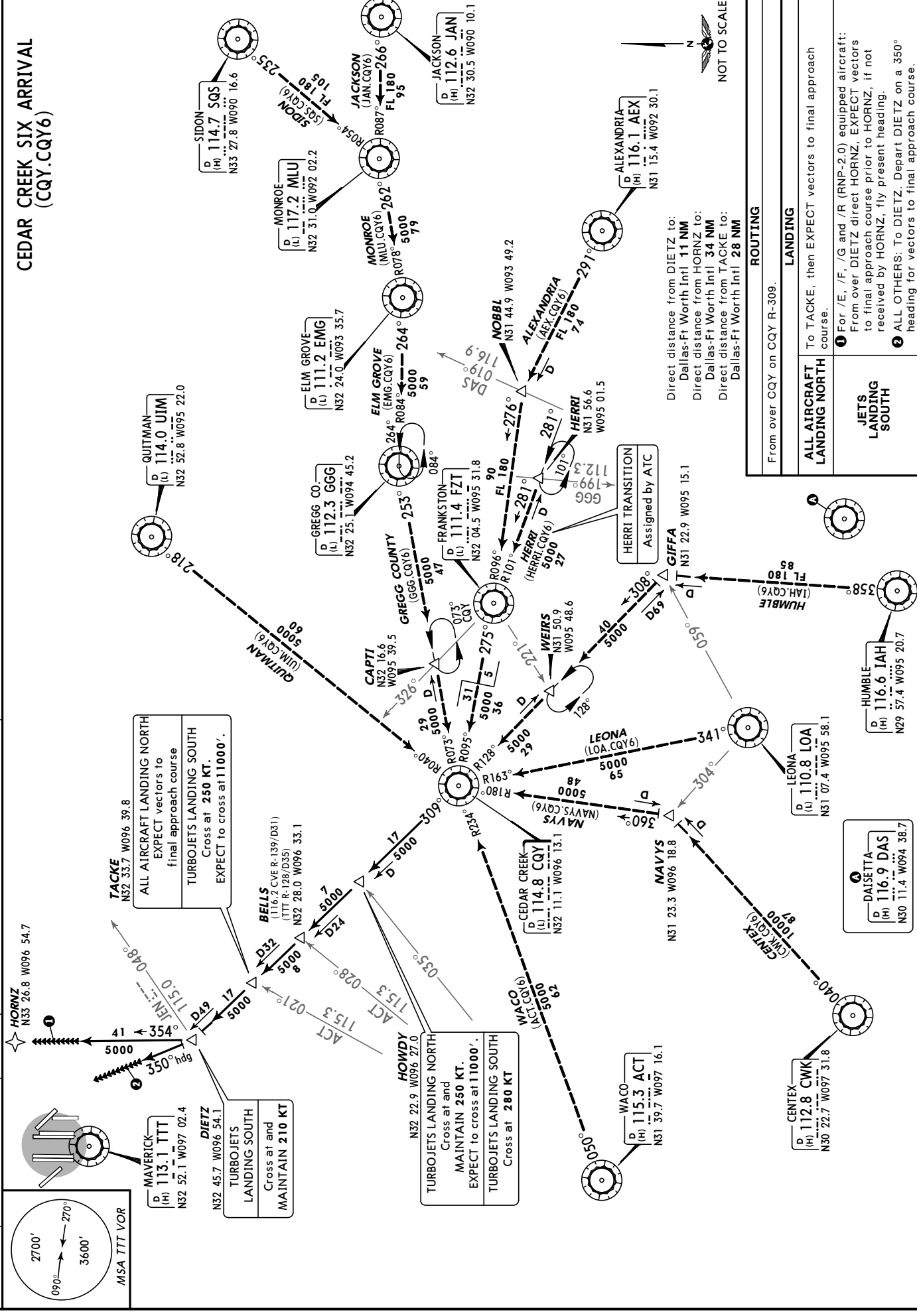
BOWIE ONE ARRIVAL
(UKW.UKW1)



Direct distance from ARODD to:
Dallas-Ft Worth Intl 37 NM
Direct distance from HIKAY to:
Dallas-Ft Worth Intl 26 NM
Direct distance from SILER to:
Dallas-Ft Worth Intl 8 NM

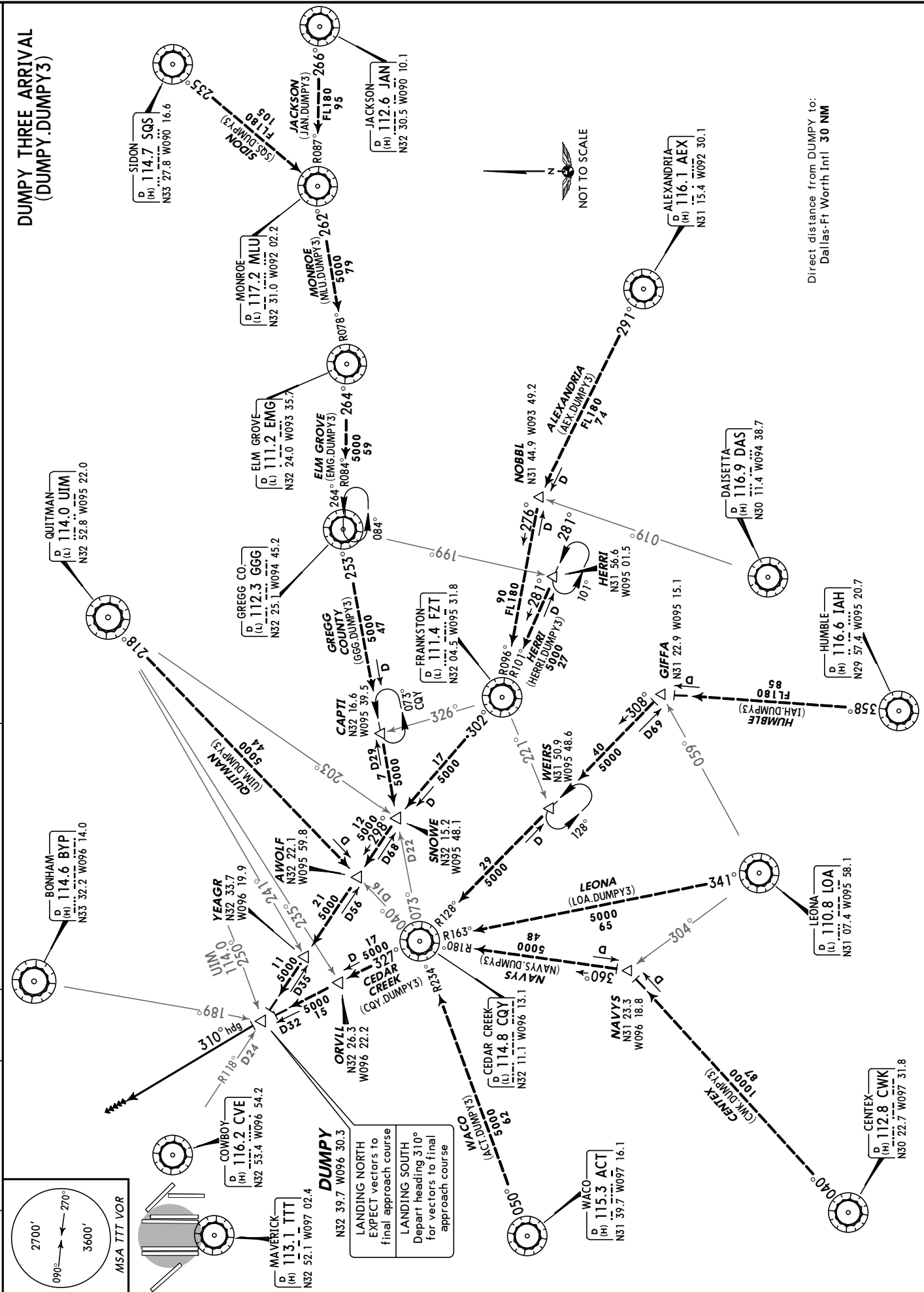
ROUTING	
From over UKW via UKW R-129/TTT R-310.	
LANDING	
ALL AIRCRAFT LANDING SOUTH	To HIKAY, EXPECT vectors to final approach course.
JETS LANDING NORTH	1 RNAV capable aircraft (DME/DME/IRU or GPS required. Pilots of RNP-capable aircraft, use RNP 2.0. Type B.): From over SILER direct ARODD, EXPECT vectors to final approach course prior to ARODD. If not received by ARODD, fly present heading. 2 ALL OTHERS: To SILER. Depart SILER heading 175° for vectors to final approach course.
PROPS LANDING NORTH	3 To HIKAY. Depart HIKAY heading 145° for vectors to final approach course.

CHANGES: None.



From over CQY on CQY R-309.	
ROUTING	
LANDING	
ALL AIRCRAFT LANDING NORTH	To TACKE, then EXPECT vectors to final approach course.
JETS LANDING SOUTH	① For /E, /F, /G and /R (RNP-2.0) equipped aircraft: From over DIETZ direct HORNZ, EXPECT vectors to final approach course prior to HORNZ, if not received by HORNZ, fly present heading. ② ALL OTHERS: To DIETZ. Depart DIETZ on a 350° heading for vectors to final approach course.

D-ATIS Arrival	123.77	REGIONAL Approach (R)	125.27 125.02	Apt Elev 607'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'



Direct distance from DUMPY to:
Dallas-Ft Worth Intl 30 NM

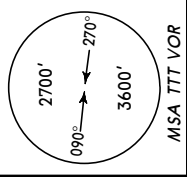
KDFW/DFW
DALLAS-FT WORTH INTL

DALLAS
JEPPesen FT WORTH, TEXAS
STAR

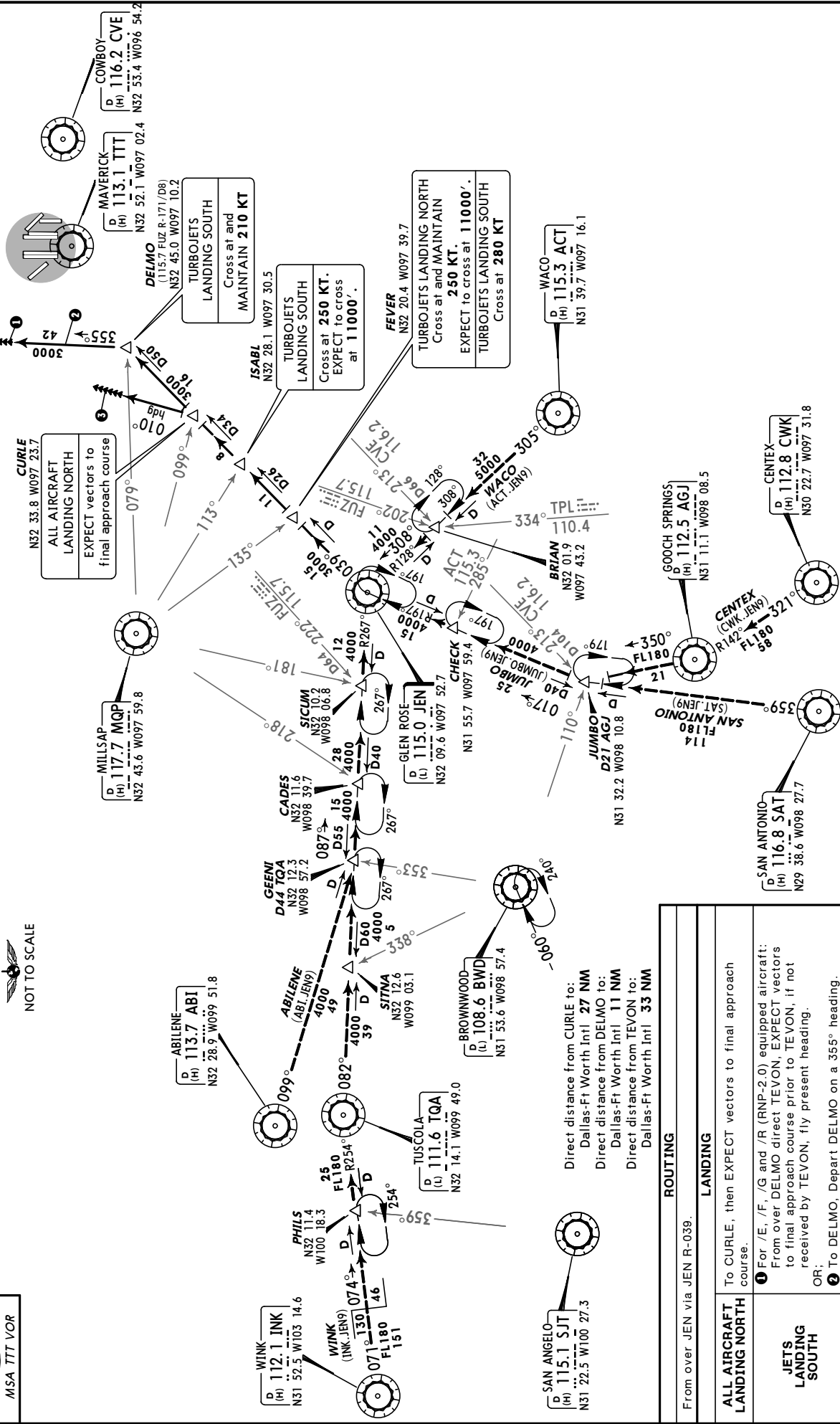
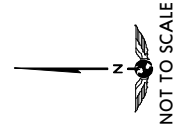
11 DEC 09 (60-2D) Eff 17 Dec

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

Turbojets landing Dallas-Ft Worth Intl prepare to be reassigned the JUMBO STAR by ATC in lieu of this STAR.



GLEN ROSE NINE ARRIVAL
(JEN.JEN9)

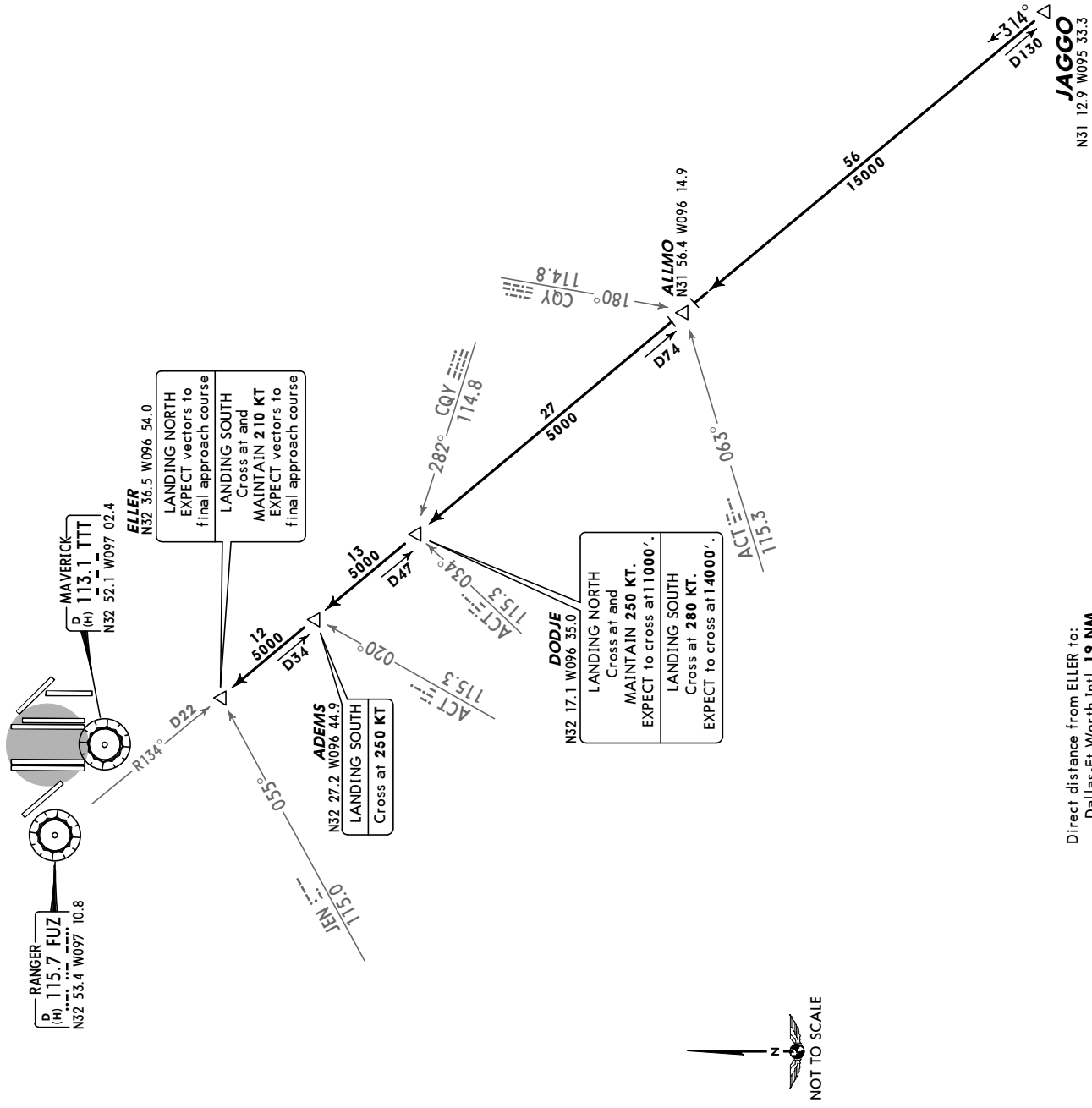


ROUTING	
From over JEN via JEN R-039.	
LANDING	
ALL AIRCRAFT LANDING NORTH	To CURLE; then EXPECT vectors to final approach course.
JETS LANDING SOUTH	1 For /E, /F, /G and /R (RNP-2.0) equipped aircraft: From over DELMO direct TEVON, EXPECT vectors to final approach course prior to TEVON, if not received by TEVON, fly present heading. OR: 2 To DELMO, Depart DELMO on a 355° heading.
NON-TURBOJETS LANDING SOUTH	3 To CURLE; depart CURLE on a 010° heading for vectors to final approach course.

CHANGES: Procedure renumbered, revised, MSA.

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JAGGO THREE ARRIVAL
(JAGGO.JAGGO3)



Direct distance from ELLER to:
Dallas-Ft Worth Intl **19 NM**

ROUTING

From JAGGO via FUZ R-134 to ELLER. EXPECT vectors to final approach course.

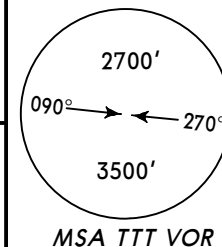
CHANGES: MSA:

D-ATIS
ARRIVAL
123.77

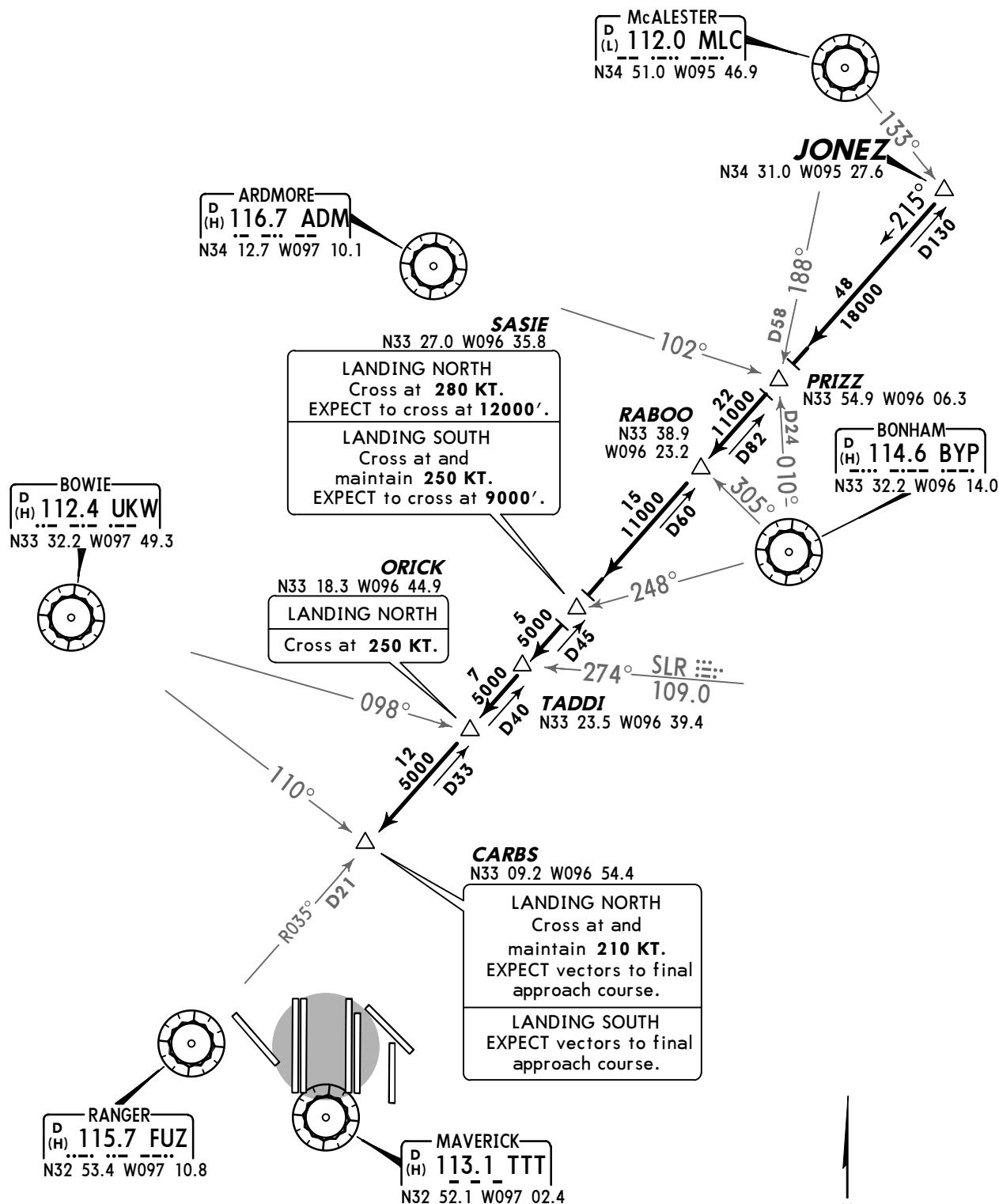
REGIONAL
Approach (R)
125.02
133.52

Apt Elev
607'

Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
1. Assigned by ATC only.

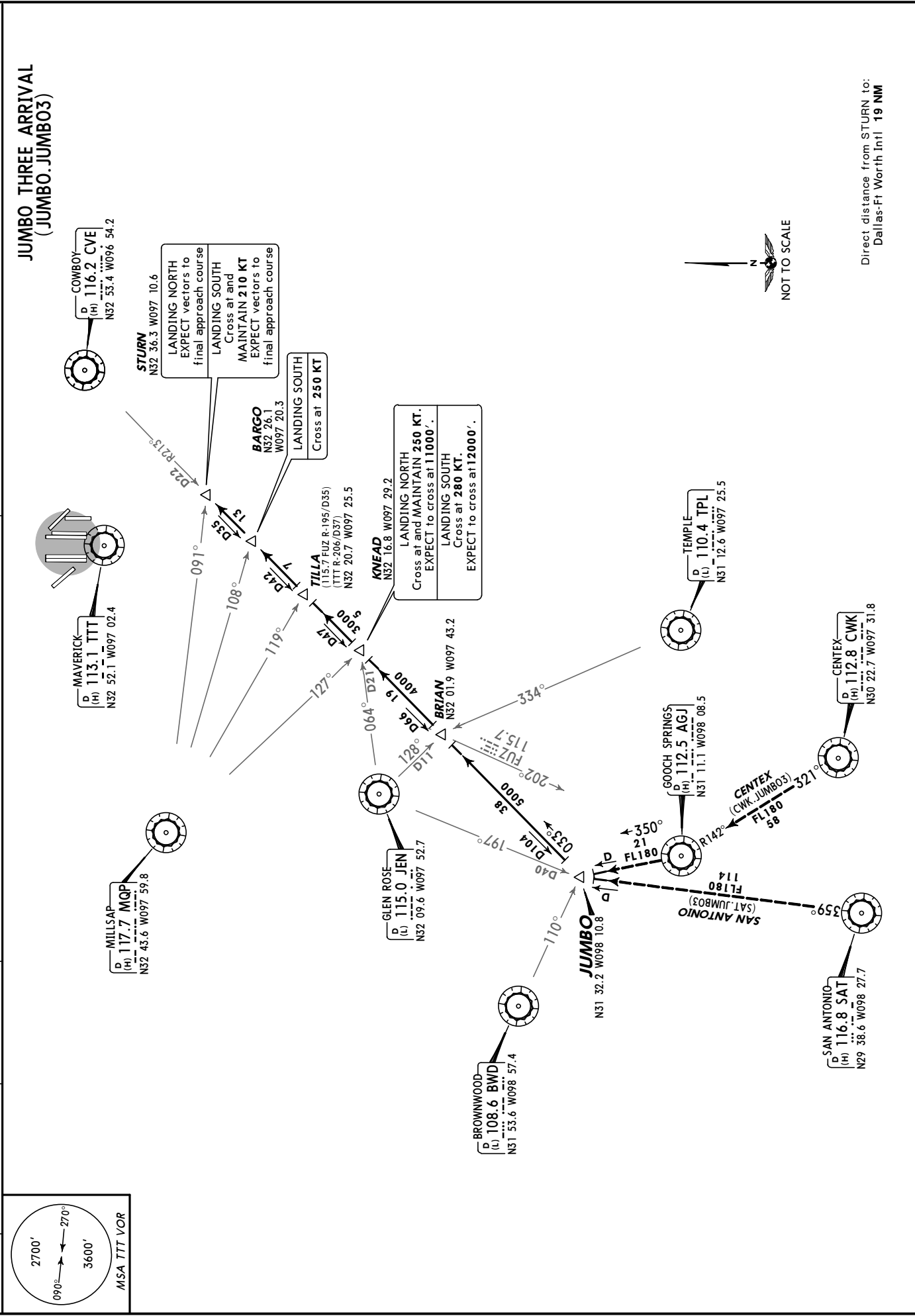


JONEZ FOUR ARRIVAL (JONEZ.JONEZ4)



KDFW/DFW
DALLAS-FT WORTH INTL

D-ATIS ARRIVAL 123.77	REGIONAL Approach (R) 119.87 133.62	Apt Elev 607'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'	Assigned by ATC only.



KDFW/DFW
DALLAS-FT WORTH INTL

D-ATIS Arrival
123.77

REGIONAL Approach (R)
119.87 133.62

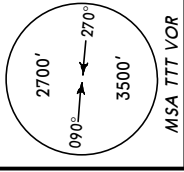
Apr Elev
607'

Alt Set: INCHES

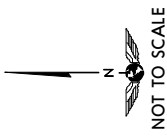
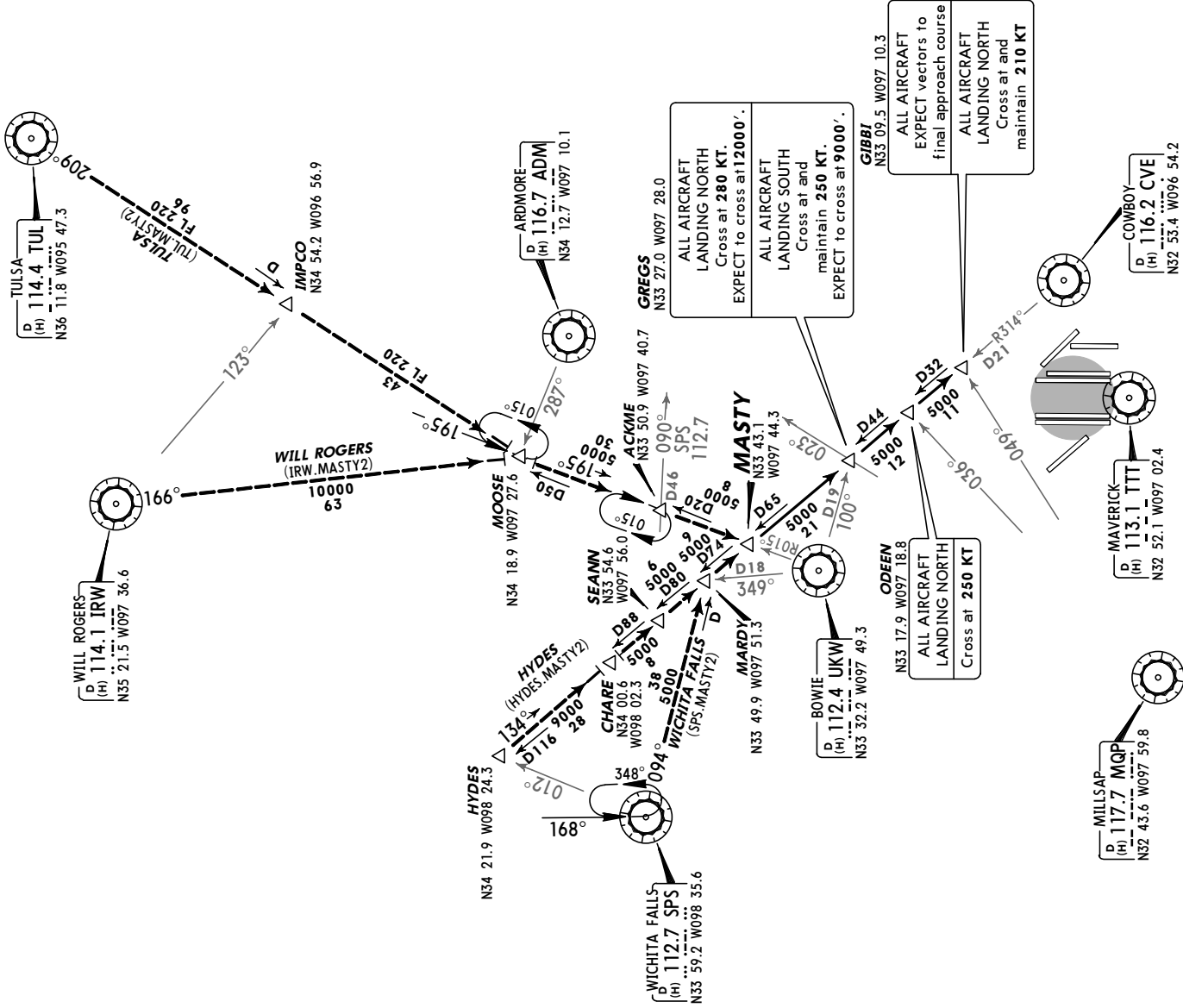
Trans level: FL180

Trans alt: 18000'

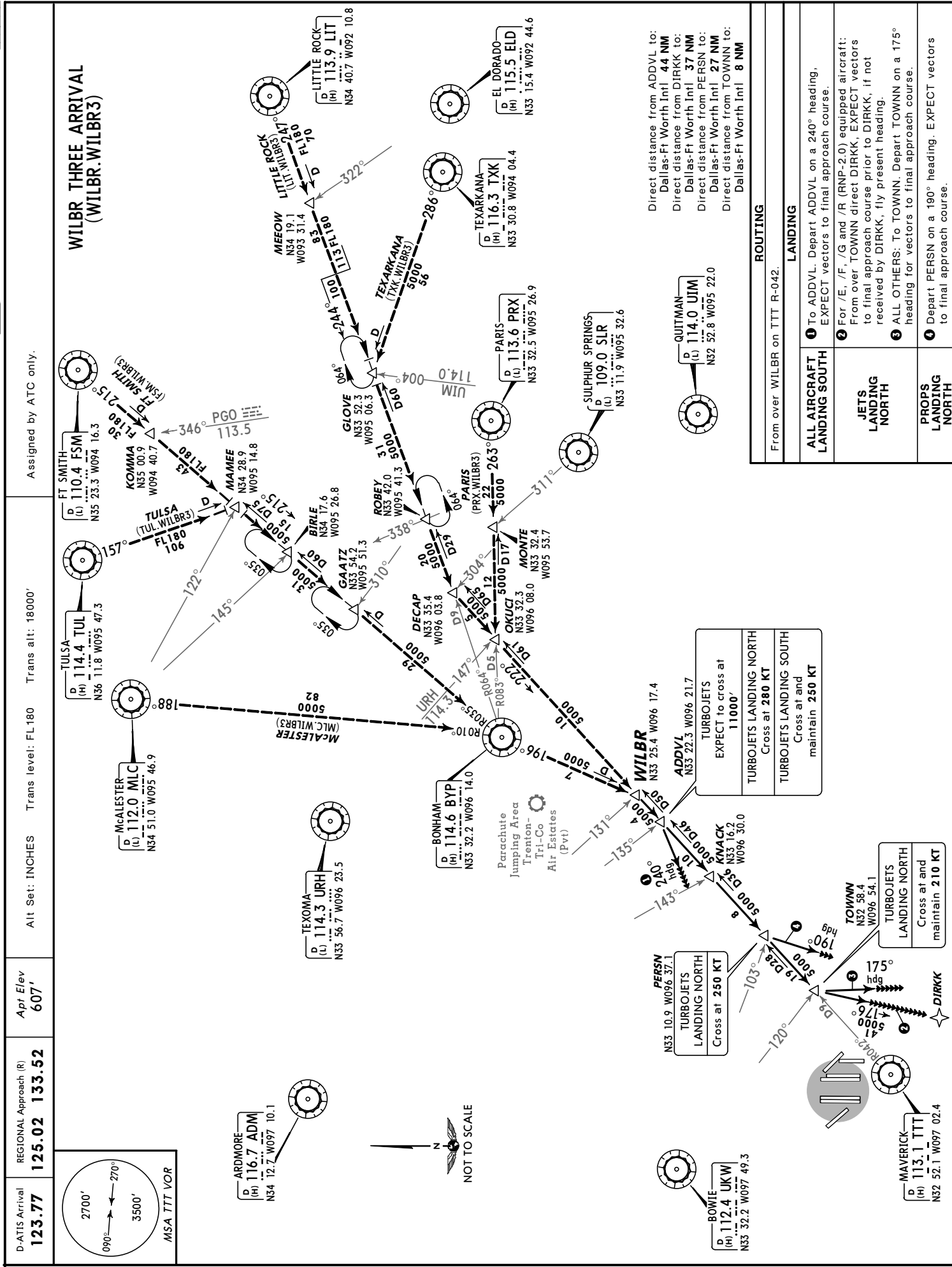
Assigned by ATC only.



MASTY TWO ARRIVAL
(MASTY.MASTY2)



Direct distance from GIBBI to:
Dallas-Ft Worth Intl 17 NM

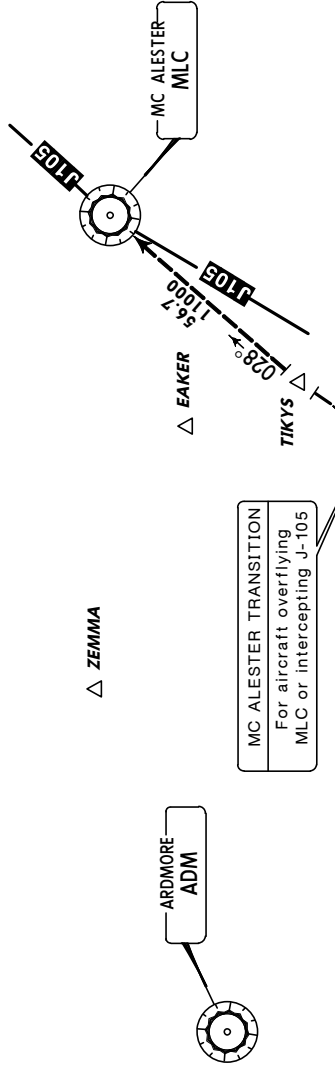
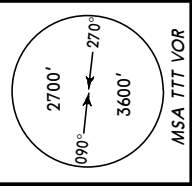


1. DME/DME/IRU or GPS required. 2. Props file and EXPECT JACKY or TRI-GATE Departure procedure. 3. RNAV 1.
4. For Turbo-Jets only. 5. RADAR required. 6. For non-GPS equipped aircraft departing RWYS 17C/R, 35C: CVE must be operational. 7. For non-GPS aircraft departing RWY 35L: FUZ must be operational. 8. For non-GPS equipped aircraft departing RWYS 18L/R: CVE and FUZ must be operational. 9. For non-GPS equipped aircraft departing RWY 36R: ADM and BYP must be operational. 10. For non-GPS equipped aircraft departing RWY 36L: ADM, BYP and FUZ must be operational.

Trans level: FL180
Trans alt: 18000'

Apf Elev
607'

REGIONAL Departure (R)
RWYS 18L/R : RWYS 35L/C, 36L/R
118.55 : 126.47 : 125.12



Direct distance from Dallas-Ft Worth Intl
(Rwys 17C/R) to: NAVYE 7 NM
(Rwys 18L/R) to: BPARK 8 NM
(Rwys 35L/C) to: CUZEN 11 NM
(Rwys 36L/R) to: HAZKL 10 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
RWYS 17C/R, 18L/R, 35L/C, 36L/R: Standard
(or lower than standard, if authorized) with a
minimum climb of 500' per NM to 5000'.
RWYS 13L/R, 17L, 31L/R, 35R: Not authorized -
Air traffic.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
17C	Climb heading 174° to intercept 155° course to NAVYE, then on 105° track to JGIRL, cross JGIRL at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until JGIRL.	
17R	Climb heading 174° to intercept 153° course to NAVYE, then on 105° track to JGIRL, cross JGIRL at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until JGIRL.	
18L	Climb heading 174° to intercept 190° course to BPARK, then on 253° track to YAMEL, cross YAMEL at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until YAMEL.	
18R	Climb heading 174° to intercept 190° course to BPARK, then on 253° track to YAMEL, cross YAMEL at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until YAMEL.	
35L	Climb heading 354° to 1107', then direct CUZEN, cross CUZEN at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until CUZEN.	MAINTAIN 10000'
35C	Climb heading 354° to 1107', then direct CUZEN, cross CUZEN at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until CUZEN.	
36L	Climb heading 354° to 1120', then direct HAZKL, cross HAZKL at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until HAZKL.	
36R	Climb heading 354° to 1120', then direct HAZKL, cross HAZKL at or above 5000', then on depicted route to AKUNA. NOTE: Do not exceed 240 KT until HAZKL.	

ROUTING

DFW RNAV SID ADVISORY NOTICE**Flight Crew Procedures for Simultaneous RNAV SIDs off Parallel Runways**

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. *Ensure all transitions are loaded correctly.*
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s). For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. *If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.*
3. **LINE-UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via an assigned heading to be maintained. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance will state, for example, *"American 123, RNAV to TREXX, Runway 17R, Cleared for Takeoff"*. After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, *"American 123, RNAV to TREXX, Runway 17R, Cleared for Takeoff"*. If the takeoff clearance does not match the planned/loading procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. *If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.*

1. DME/DME/IRU or GPS
2. RNAV 1.
3. RADAR required.

Trans level: FL180
Trans alt: 18000'

Apt Elev
607'

REGIONAL Departure (R)

RWYS 17C/R, 18L/R	RWYS 35L/C	RWYS 36L/R
125.12	118.55	126.47

MSA TTT VOR

Direct distance from Dallas-Ft Worth Intl
(Rwys 17C/R) to: TREXX **11 NM**
(Rwys 18L/R) to: LARRN **11 NM**
(Rwys 35L/C) to: MECHL **8 NM**
(Rwys 36L/R) to: GVINE **7 NM**

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17C/R, 18L/R: Standard (or lower than
standard, if authorized) with a minimum climb
of 500' per NM to **5000'** (ATC).
Rwy 35L: Standard (or lower than standard,
if authorized) with a minimum climb of 530'
per NM to **6500'** (ATC).
Rwy 35C: Standard (or lower than standard,
if authorized) with a minimum climb of 536'
per NM to **6500'** (ATC).
Rwys 36L/R: Standard (or lower than standard,
if authorized) with a minimum climb of 500'
per NM to **5500'** (ATC).
Rwys 13L/R, 17L, 31L/R, 35R: Not authorized -
ATC request.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
530' per NM	663	883	1325	1767	2208	2650
536' per NM	670	893	1340	1787	2233	2680

RWY	INITIAL CLIMB
17C	Climb via 174° heading to 1080' , then RIGHT turn direct TREXX, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until TREXX.
17R	Climb via 174° heading to 1080' , then LEFT turn direct TREXX, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until TREXX.
18L	Climb via 174° heading to 1080' , then RIGHT turn direct LARRN, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until LARRN.
18R	Climb via 174° heading to 1100' , then LEFT turn direct LARRN, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until LARRN.
35L	Climb via 354° heading to at or above 1100' , then via 011° course to MECHL, then via 089° track to MAVVS, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until MAVVS.
35C	Climb via 354° heading to at or above 1100' , then via 009° course to MECHL, then via 089° track to MAVVS, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until MAVVS.
36L	Climb via 354° heading to at or above 1110' , then via 338° course to GVINE, then via 260° track to KMART, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until KMART.
36R	Climb via 354° heading to at or above 1110' , then via 336° course to GVINE, then via 260° track to KMART, then via depicted route to ARDIA. NOTE: Do not exceed 240 KT until KMART.

ALTITUDE

MAINTAIN 10000'

ROUTING

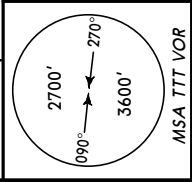
Via transition. EXPECT filed altitude within 10 minutes after departure.

KDFW/DFW
DALLAS-FT WORTH INTL

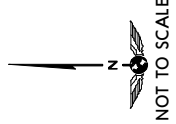
JEPPESEN
DALLAS-FT WORTH
TEXAS

2 APR 10 (60-3B) Eff 8 Apr RNAV SID

REGIONAL Departure (R)				Apt Elev 607'	Trans level: FL180 Trans alt: 18000'
RWYS 17C/R	RWYS 18L/R	RWYS 35L/C, 36L/R			
118.55	126.47	125.12			



1. DME/DME/IRU or GPS required. 2. Props file and EXPECT JACKY or TRI-GATE Departure procedure. 3. RNAV 1.
4. For Turbo-Jets only. 5. RADAR required. 6. Aircraft landing TULSA terminal area file and/or EXPECT the GRABE Departure
7. For non-GPS equipped aircraft departing RWYS 17C/R, 36L/R: CVE and FUZ must be operational. 8. For non-GPS equipped
aircraft departing RWYS 18L/R: CVE, FUZ and UKW must be operational. 9. For non-GPS equipped aircraft departing RWY 35C:
CVE must be operational. 10. For non-GPS equipped aircraft using TULSA Transition: ADM, IRW, TUL and URH must be operational.
11. For non-GPS equipped aircraft using WILL ROGERS Transition: ADM, OKM and URH must be operational. 12. For non-GPS
equipped aircraft using ZEMMA Transition: ADM and URH must be operational.



Direct distance from Dallas-Ft Worth Intl
(Rwys 17C/R) to: NAVYE 7 NM
(Rwys 18L/R) to: BPARK 8 NM
(Rwys 35L/C) to: CUZEN 11 NM
(Rwys 36L/R) to: HAZKL 10 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or
lower than standard, if authorized) with a
minimum climb of 500' per NM to 5000'.
Rwys 13L/R, 17L, 31L/R, 35R: Not authorized -
Air traffic.

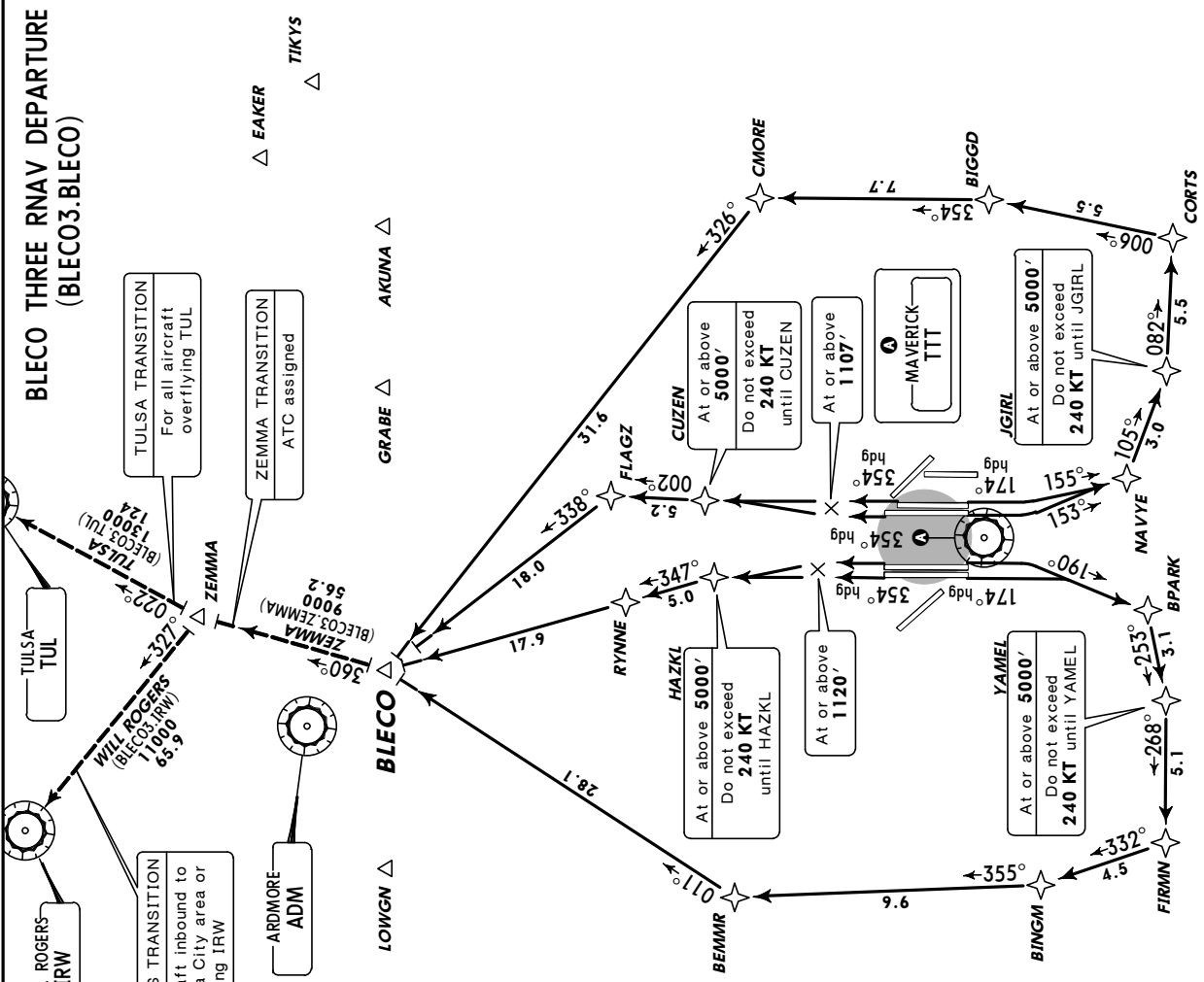
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
17C	Climb heading 174° to intercept 155° course to NAVYE, then on 105° track to JGIRL, cross JGIRL at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until JGIRL.	MAINTAIN 10000'
17R	Climb heading 174° to intercept 153° course to NAVYE, then on 105° track to JGIRL, cross JGIRL at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until JGIRL.	
18L	Climb heading 174° to intercept 190° course to BPARK, then on 253° track to YAMEL, cross YAMEL at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until YAMEL.	
18R	Climb heading 174° to intercept 190° course to BPARK, then on 253° track to YAMEL, cross YAMEL at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until YAMEL.	
35L	Climb heading 354° to 1107', then direct CUZEN, cross CUZEN at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until CUZEN.	
35C	Climb heading 354° to 1107', then direct CUZEN, cross CUZEN at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until CUZEN.	
36L	Climb heading 354° to 1120', then direct HAZKL, cross HAZKL at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until HAZKL.	
36R	Climb heading 354° to 1120', then direct HAZKL, cross HAZKL at or above 5000', then on depicted route to BLECO. NOTE: Do not exceed 240 KT until HAZKL.	
		ROUTING

Via transition. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered, MSA.

BLECO THREE RNAV DEPARTURE
(BLEC03.BLECO)

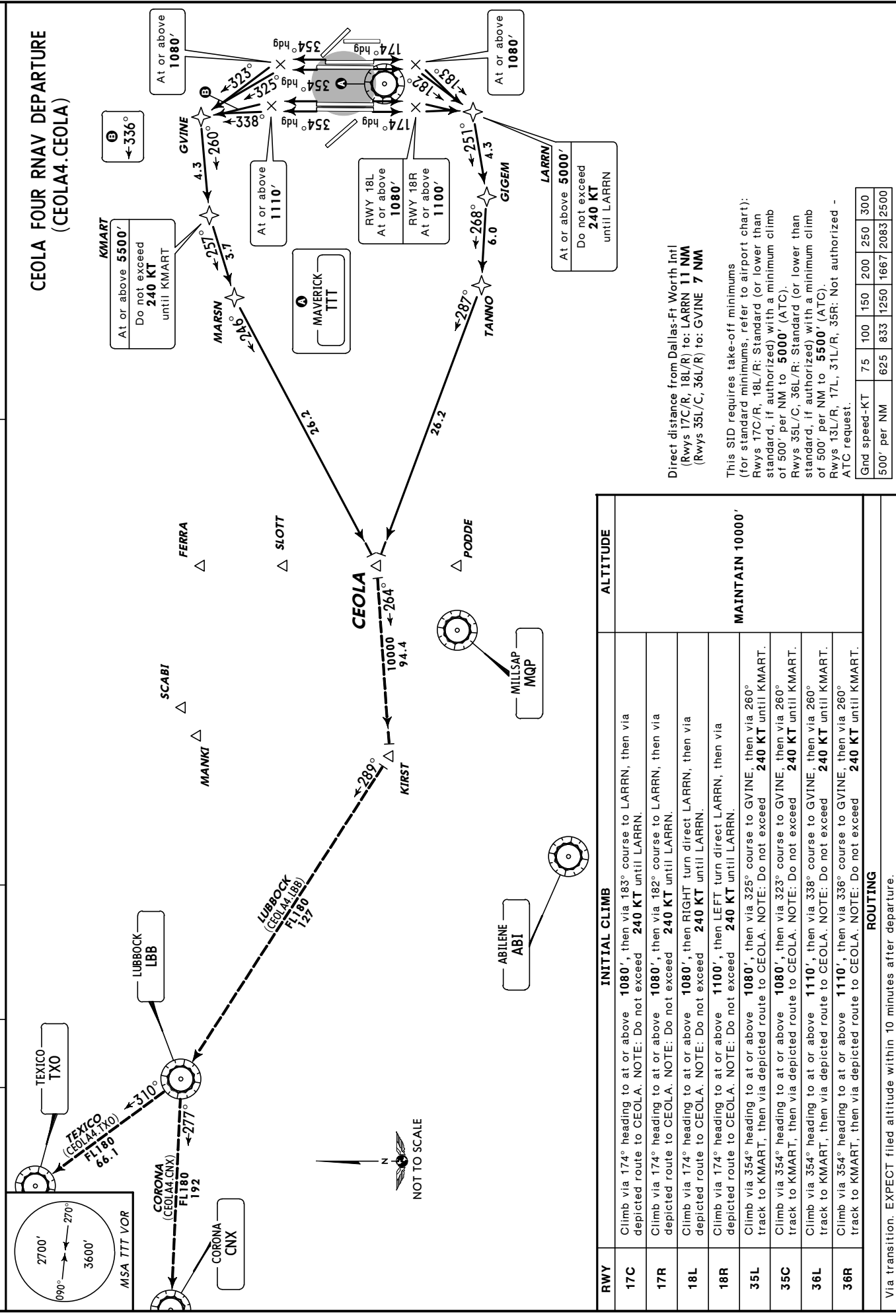


1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. For Turbo-Jets only.
4. Props file and EXPECT KINGDO

5. Aircraft landing Lubbock terminal area file and/or EXPECT the SLOTT departure procedure.
6. RADAR required.

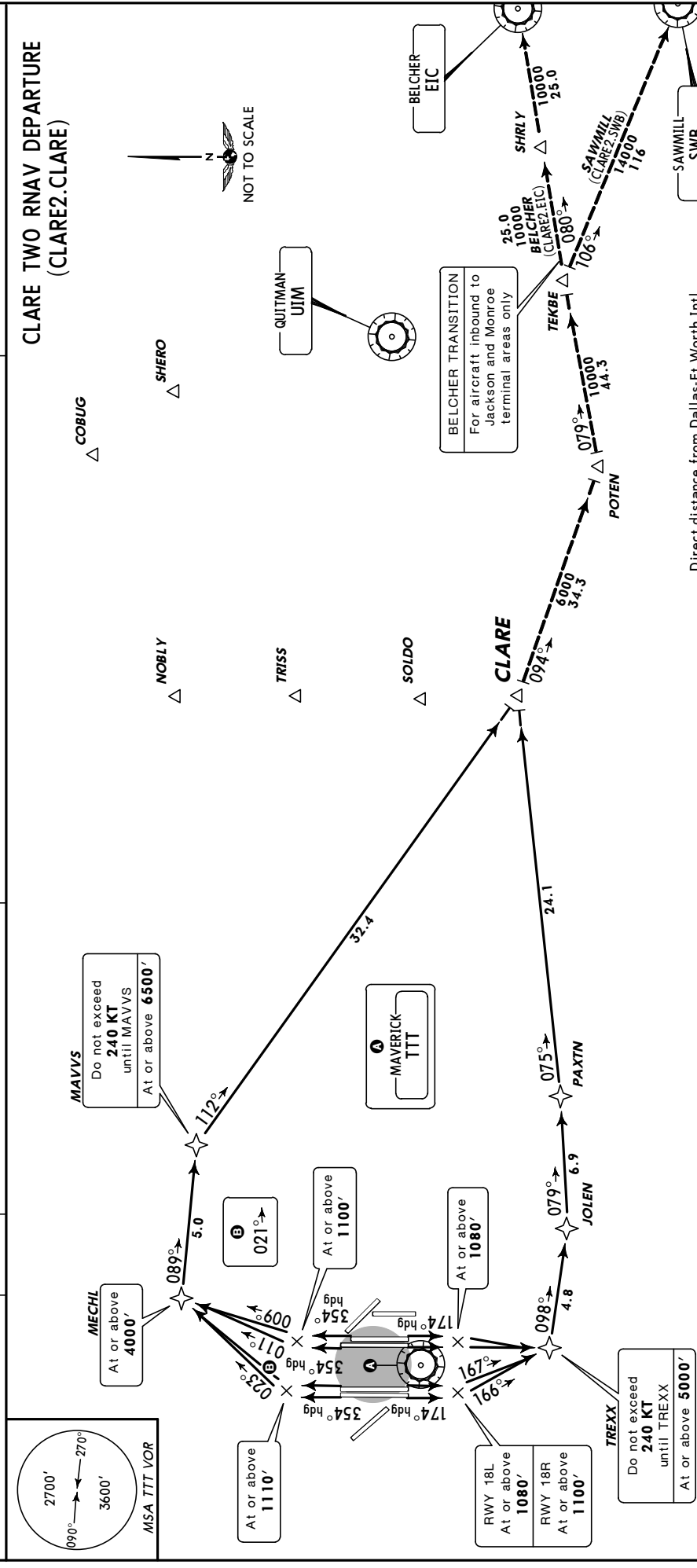
Trans level: FL180
Trans alt: 18000'

Apt Elev

126.47
ONAL Departure (R)

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. For Jets requesting FL180 or above
4. Props file and EXPECT WYLIE or H

5. Jets requesting 17000' and below EXPECT GARLAND departure procedure.
6. RADAR required.



RWY	INITIAL CLIMB	ALTITUDE
17C	Climb via 174° heading to 1080' , then RIGHT turn direct TREXX, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until TREXX.	
17R	Climb via 174° heading to 1080' , then direct TREXX, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until TREXX.	
18L	Climb via 174° heading to at or above 1080' , then via 167° course to TREXX, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until TREXX.	
18R	Climb via 174° heading to at or above 1100' , then via 166° course to TREXX, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until TREXX.	
35L	Climb via 354° heading to at or above 1100' , then via 011° course to MECHL, then via 089° track to MAVVS, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until MAVVS.	
35C	Climb via 354° heading to at or above 1100' , then via 009° course to MECHL, then via 089° track to MAVVS, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until MAVVS.	
36L	Climb via 354° heading to at or above 1110' , then via 023° course to MECHL, then via 089° track to MAVVS, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until MAVVS.	
36R	Climb via 354° heading to at or above 1110' , then via 021° course to MECHL, then via 089° track to MAVVS, then via depicted route to CLARE. NOTE: Do not exceed 240 KT until MAVVS.	
ROUTING		
Via (transition). EXPECT filed altitude within 10 minutes after departure.		

CHANGES: MSA:

Jets EXPECT the WORTH departure.

Trans level: FL180 Trans alt: 18000'

Apt Elev

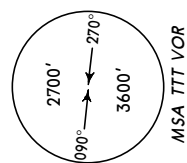
607'

REGIONAL Departure (R)

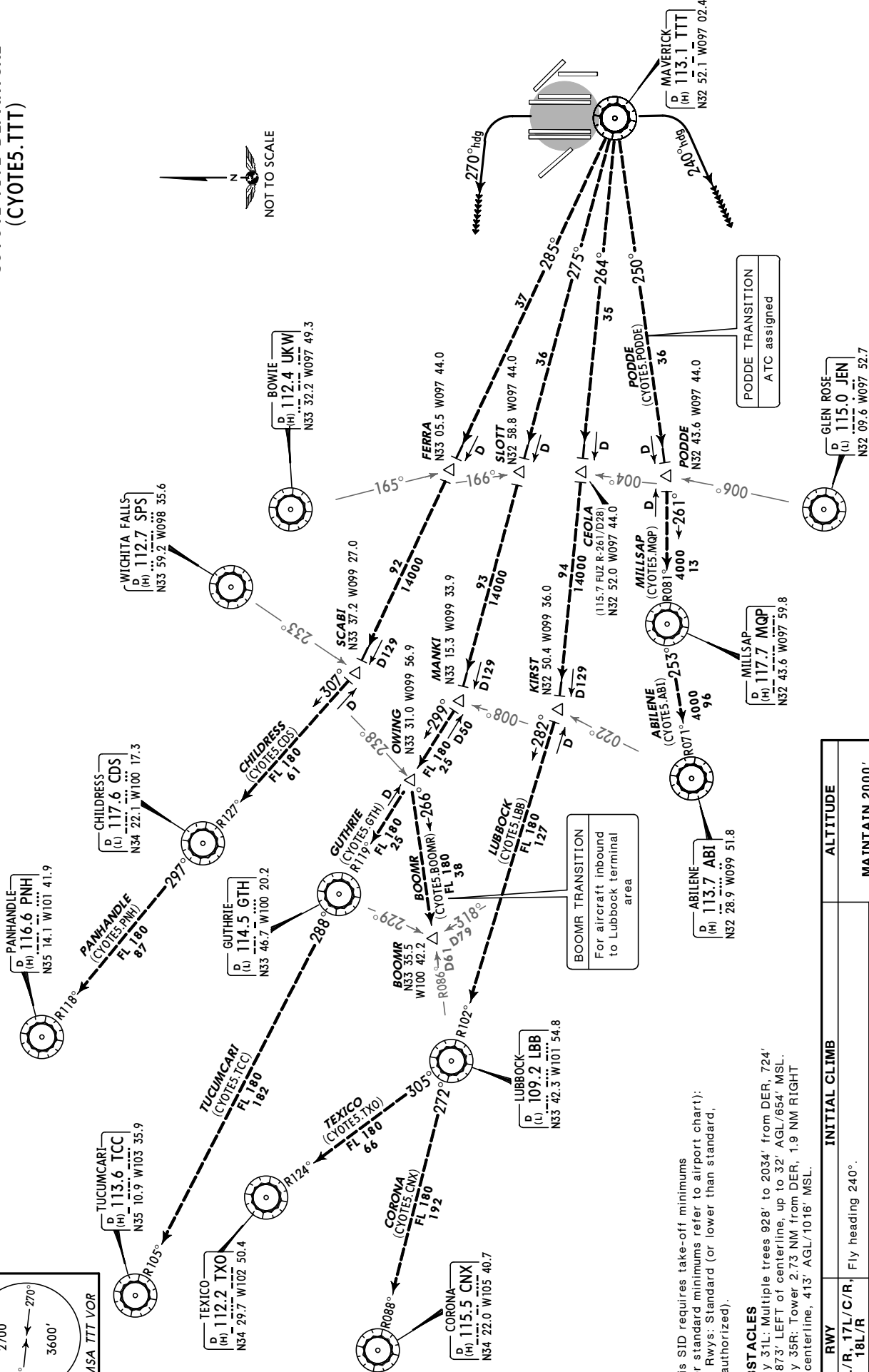
RWYS 13L/R, 17L/C/R, 18L/R
RWYS 31L/R, 35L/C/R, 36L/R

118.1

135.97



COYOTE FIVE DEPARTURE (CYOTE5.TTT)



This SID requires take-off minimums
(for standard minimums refer to airport chart):
All RWys: Standard (or lower than standard,
if authorized).

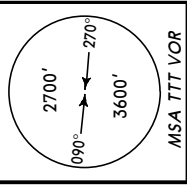
OBSTACLES
Rwy 31L: Multiple trees 928' to 2034' from DER, 724'
to 873' LEFT of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Tower 2.73 NM from DER, 1.9 NM RIGHT
of centerline, 413' AGL/1016' MSL.

RWY	INITIAL CLIMB	ALTITUDE
13L/R, 17L/C/R, 18L/R	Fly heading 240°.	MAINTAIN 2000'
31L/R, 35L/C/R, 36L/R	Fly heading 270°.	
ROUTING		
EXPECT vectors to appropriate fix and EXPECT filed altitude 10 minutes after departure.		

CHANGES: MSA, communications.

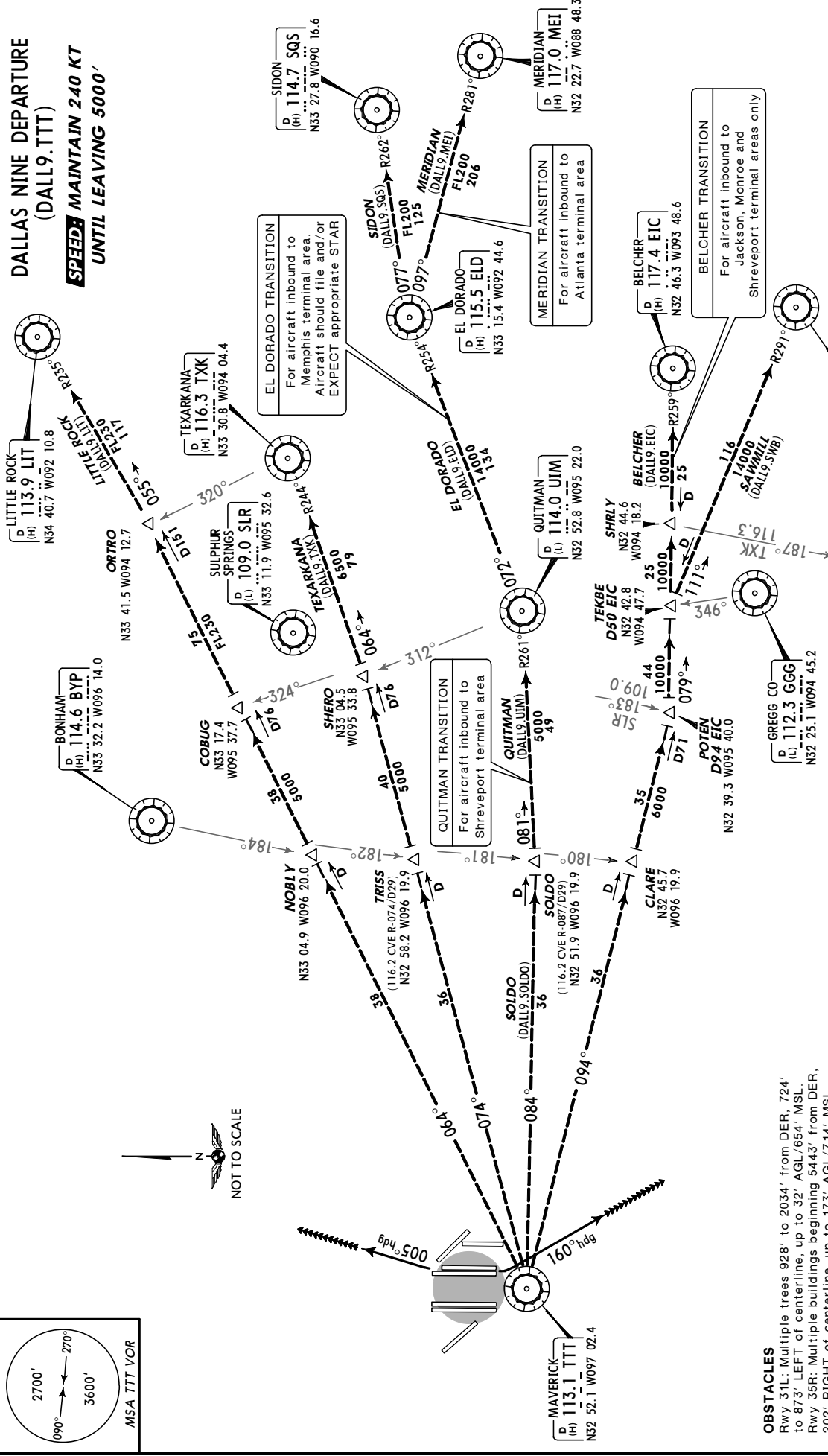
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REGIONAL Departure (R)	Apt Elev 607'	Trans level: FL180	Trans alt: 18000'



DALLAS NINE DEPARTURE
(DALL9.TTT)
**SPEED: MAINTAIN 240 KT
UNTIL LEAVING 5000'**

- For Jets requesting FL 180 and above.
- Jets requesting 17000' and below EXPECT the GARLAND departure.
- Props EXPECT the HUBBARD or WYLIE departure.



OBSTACLES
Rwy 31L: Multiple trees 928' to 2034' from DER, 724' to 873' LEFT of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple buildings beginning 5443' from DER, 202' RIGHT of centerline, up to 173' AGL/714' MSL.

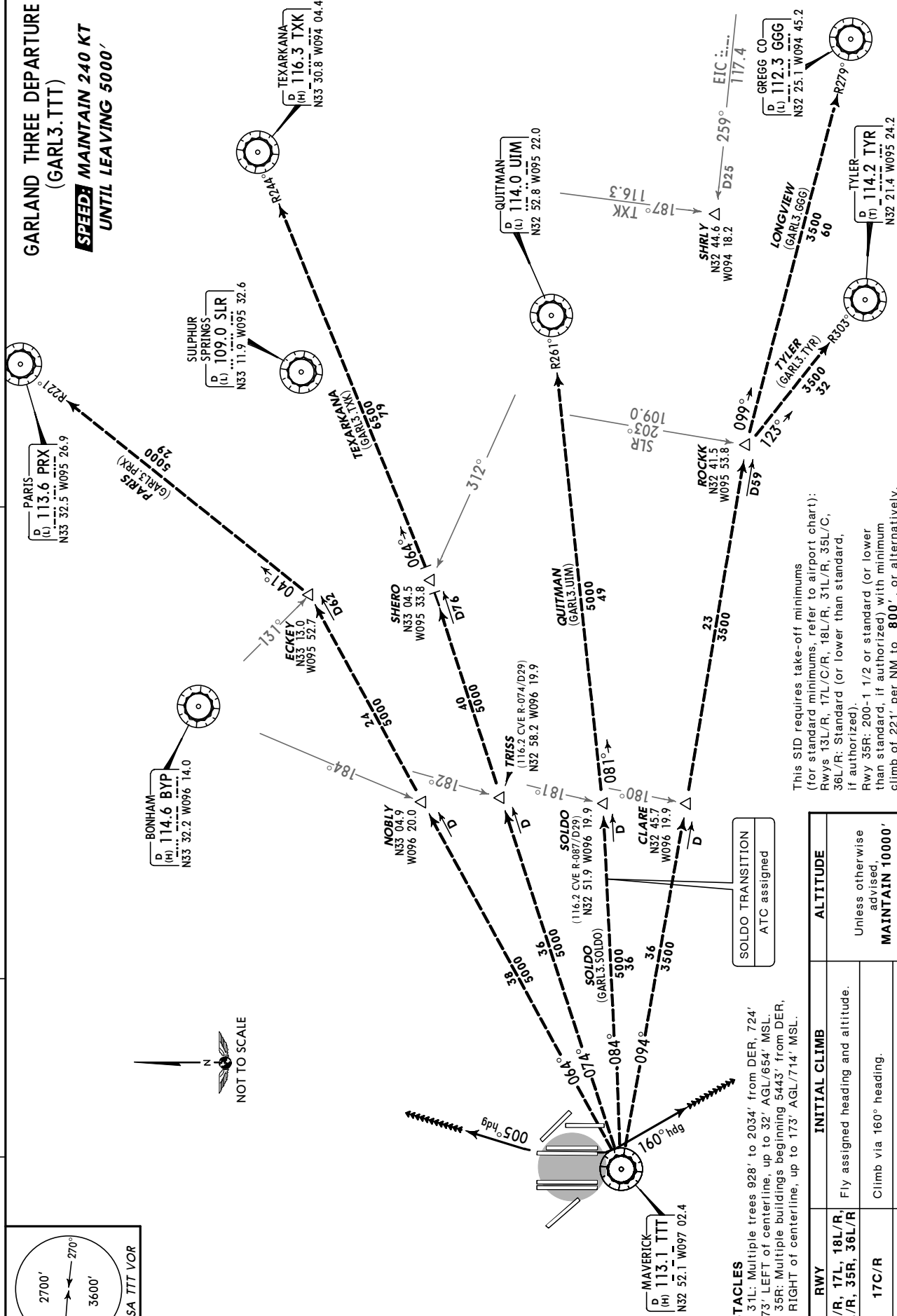
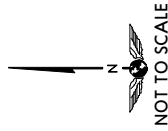
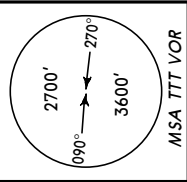
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized).
Rwy 35R: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 221' per NM to 800', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

RWY	INITIAL CLIMB	ALTITUDE
13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R	Climb via assigned heading and altitude.	Unless otherwise advised, MAINTAIN 10000'
17C/R	Climb via 160° heading.	
35L/C	Climb via 005° heading.	
ROUTING		
EXPECT vectors to appropriate route and EXPECT filled altitude 10 minutes after departure.		

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

1. For Jets requesting 17000' and below.
2. Props EXPECT HUBBARD or WYLIE departure.

GARLAND THREE DEPARTURE (GARL3.TTT)
SPEED: MAINTAIN 240 KT UNTIL LEAVING 5000'



OBSTACLES
Rwy 31L: Multiple trees 928' to 2034' from DER, 724' to 873' LEFT of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple buildings beginning 5443' from DER, 202' RIGHT of centerline, up to 173' AGL/714' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized).
Rwy 35R: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 221' per NM to 800', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

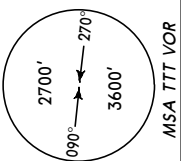
RWY	INITIAL CLIMB	ALTITUDE
13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R	Fly assigned heading and altitude.	Unless otherwise advised, MAINTAIN 10000'
17C/R	Climb via 160° heading.	
35L/C	Climb via 005° heading.	
ROUTING		
EXPECT vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.		

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

REGIONAL Departure (R)		
RWYS 17C/R	RWYS 18L/R	RWYS 35L/C, 36L/R
118.55	126.47	125.12

Trans level: FL180
Trans alt: 18000'

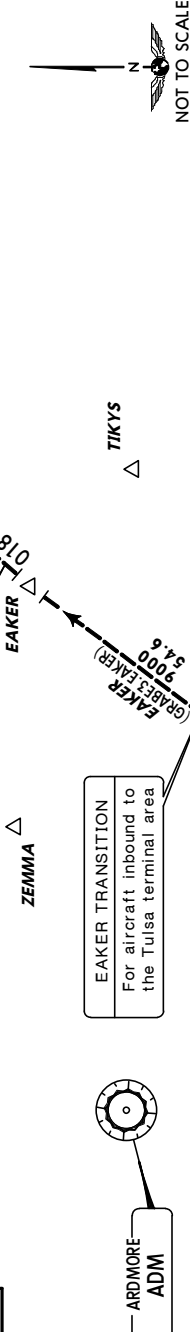
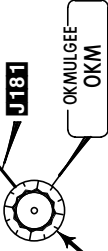
1. DME/DME/IRU or GPS required. 2. Props file and EXPECT JACKY or TRI-GATE Departure procedure. 3. RNAV 1.
4. For Turbo-Jets only. 5. RADAR required. 6. For non-GPS equipped aircraft departing RWYS 17C/R, 18L/R: CVE and FUZ must be operational. 7. For non-GPS equipped aircraft departing RWY 35C: CVE must be operational. 8. For non-GPS equipped aircraft departing RWY 36L: FUZ must be operational. 9. For non-GPS equipped aircraft using EAKER Transition: URH must be operational. 10. For non-GPS equipped aircraft using OKMULGEE Transition: ADM, MLC, OKM and URH must be operational.



MSA TTT VOR

OKMULGEE TRANSITION
For all aircraft overflying
OKM proceeding via J-181 to
BDF to destinations in the
Chicago terminal area and NORTH

EAKER TRANSITION
For aircraft inbound to
the Tulsa terminal area



Direct distance from Dallas-Ft Worth Intl
(Rwys 17C/R) to: NAVYE 7 NM
(Rwys 18L/R) to: BPARK 8 NM
(Rwys 35L/C) to: CUZEN 11 NM
(Rwys 36L/R) to: HAZKL 10 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower
than standard, if authorized) with a minimum climb
of 500' per NM to 5000'.
Rwys 13L/R, 17L, 31L/R, 35R: Not authorized -
Air traffic.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

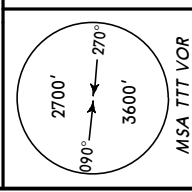
RWY	INITIAL CLIMB	ALTITUDE
17C	Climb heading 174° to intercept 155° course to NAVYE, then on 105° track to JGIRL, cross JGIRL at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until JGIRL.	MAINTAIN 10000'
17R	Climb heading 174° to intercept 153° course to NAVYE, then on 105° track to JGIRL, cross JGIRL at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until JGIRL.	
18L	Climb heading 174° to intercept 190° course to BPARK, then on 253° track to YAMEL, cross YAMEL at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until YAMEL.	
18R	Climb heading 174° to intercept 190° course to BPARK, then on 253° track to YAMEL, cross YAMEL at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until YAMEL.	
35L	Climb heading 354° to 1107' , then direct CUZEN, cross CUZEN at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until CUZEN.	
35C	Climb heading 354° to 1107' , then direct CUZEN, cross CUZEN at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until CUZEN.	
36L	Climb heading 354° to 1120' , then direct HAZKL, cross HAZKL at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until HAZKL.	
36R	Climb heading 354° to 1120' , then direct HAZKL, cross HAZKL at or above 5000' , then on depicted route to GRABE. NOTE: Do not exceed 240 KT until HAZKL.	

Via transition. EXPECT filed altitude 10 minutes after departure.

ROUTING

REGIONAL Departure (R)
Profs North 124.3
Profs South 125.2
Apt Elev 607'
Trans level: FL180
Trans alt: 18000'

1. For props requesting FL230 and below.
2. RADAR required.
3. Props requesting FL240 and above EXPECT WYLIE departure.
4. Jets EXPECT DALLAS or GARLAND departure.

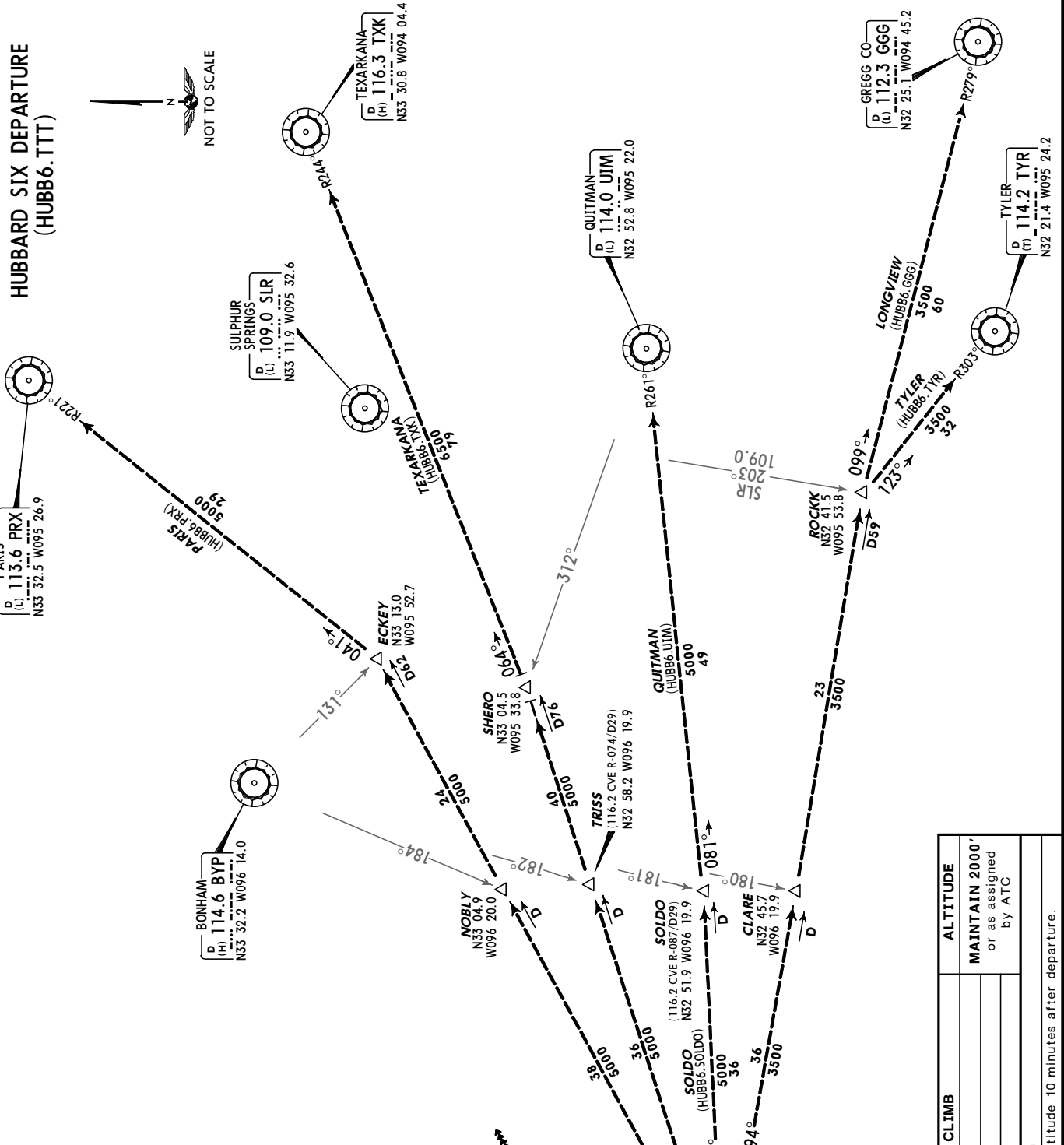


HUBBARD SIX DEPARTURE
(HUBB6.TTT)

PARIS
D 113.6 PRX
(H) 113.6 PRX
N33 32.5 W095 26.9

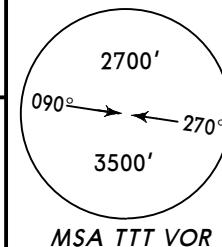
This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31R, 35L/C, 36L/R:
Standard (or lower than standard, if authorized).
Rwy 35R: Not authorized.

OBSTACLES
Rwy 31L: Tree 1229' from DER, 730' RIGHT of
centerline, 28' AGL/637' MSL. Transmission pole
3403' from DER, 1399' RIGHT of centerline,
86' AGL/708' MSL. Multiple trees beginning 928'
from DER, 724' LEFT of centerline, up to 55' AGL/
654' MSL.

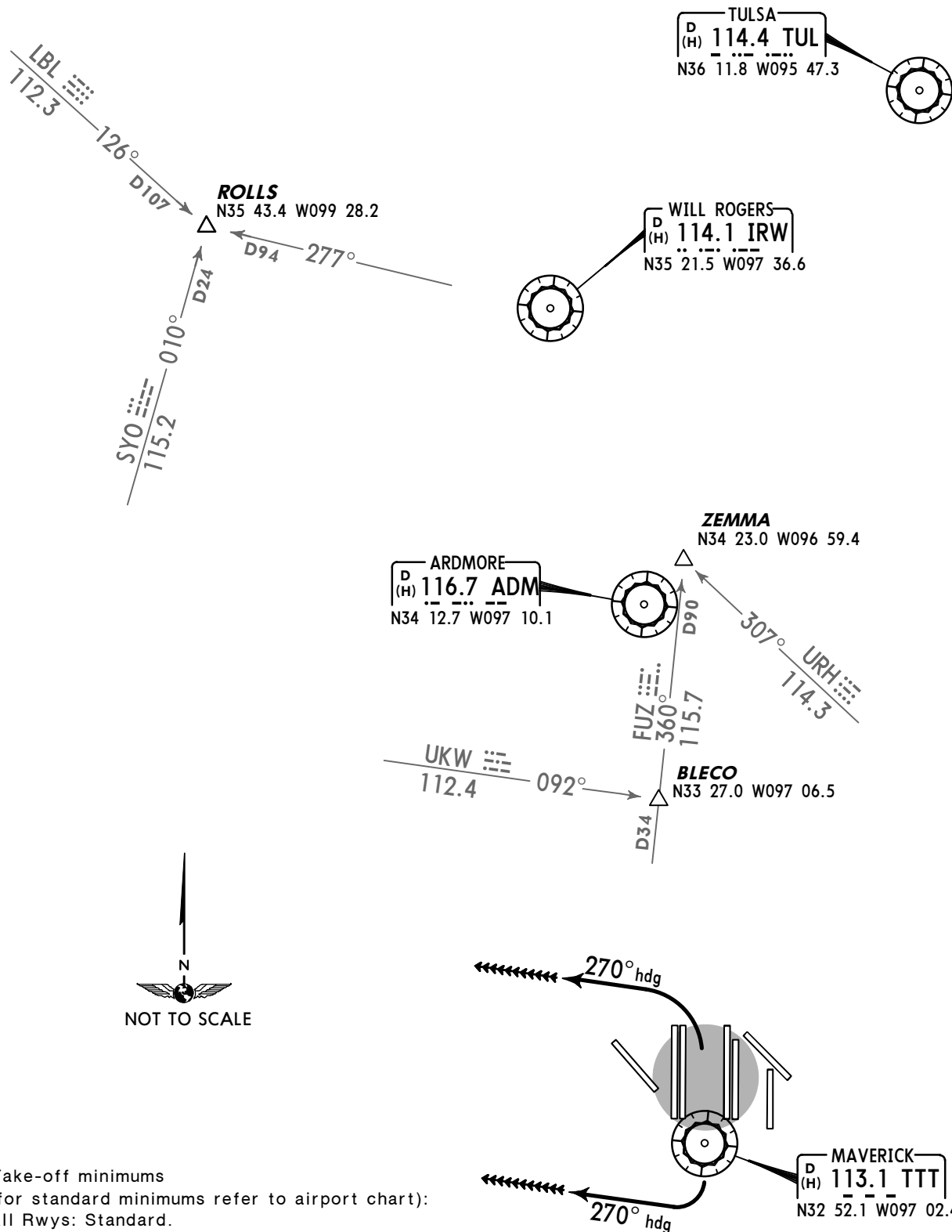


RWY	INITIAL CLIMB	ALTITUDE
13L	Climb heading 130°.	MAINTAIN 2000' or as assigned by ATC
13R, 17L/C/R, 18L/R	Fly heading 130°.	
31L/R, 35L/C, 36L/R	Fly heading 030°.	
ROUTING		
EXPECT vector to appropriate route. EXPECT filed altitude 10 minutes after departure.		

Trans level: FL180 Trans alt: 18000'
Applicable in RADAR environment and for prop
aircraft.



JACKY FOUR DEPARTURE (JACKY4.DFW)



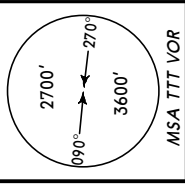
Take-off minimums
(for standard minimums refer to airport chart):
All Rwy's: Standard.

OBSTACLE

Rwy 31L: Multiple trees 928' to 2034' from DER, 724' to 873' LEFT of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Tower 2.73 NM from DER, 1.9 NM RIGHT of centerline, 413' AGL/1016' MSL.

INITIAL CLIMB	ALTITUDE
Fly 270° heading, EXPECT vectors to appropriate fix. EXPECT filed altitude 10 minutes after departure.	MAINTAIN 2000'

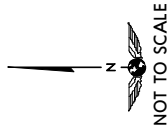
REGIONAL Departure (R)				Apt Elev	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. For Turbo-Jets only.		4. Props file and EXPECT KEENE or TRI-GATE departure procedure. 5. RADAR required.	
RWYS 17C/R, 18L/R	RWYS 35L/C	RWYS 36L/R		607'					
125.12	118.55	126.47							



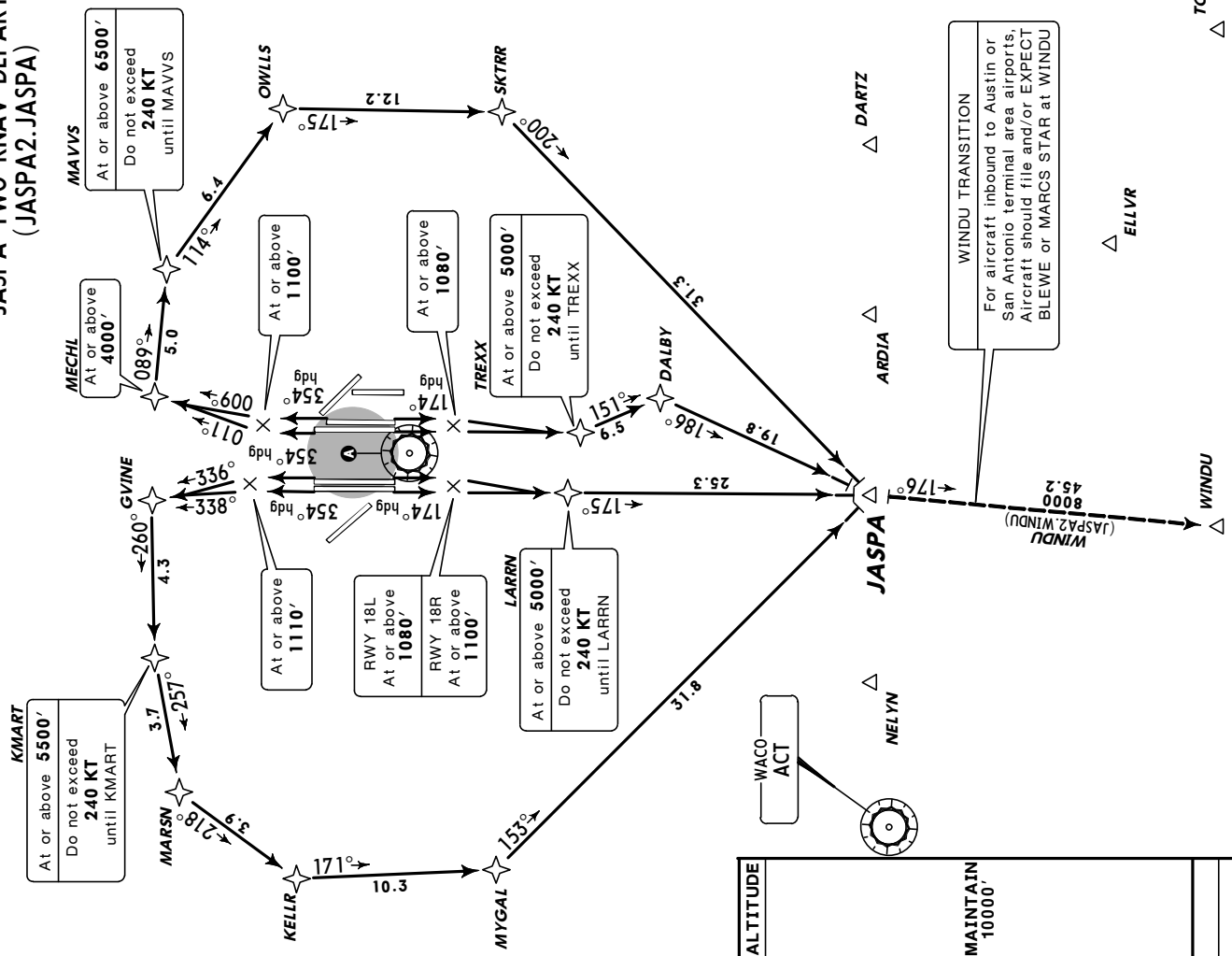
Direct distance from Dallas-Ft Worth Intl
(Rwys 17C/R) to: TREXX 11 NM
(Rwys 18L/R) to: LARRN 11 NM
(Rwys 35L/C) to: MECHL 8 NM
(Rwys 36L/R) to: GVINE 7 NM

This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwys 17C/R, 18L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 5000' (ATC).
Rwy 35L: Standard (or lower than standard, if authorized) with a minimum climb of 530' per NM to 6500' (ATC).
Rwy 36C: Standard (or lower than standard, if authorized) with a minimum climb of 536' per NM to 6500' (ATC).
Rwys 36L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 5500' (ATC).
Rwys 13L/R, 17L, 31L/R, 35R: N/A - ATC request.

Qnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
530' per NM	663	883	1325	1767	2208	2650
536' per NM	670	893	1340	1787	2233	2680

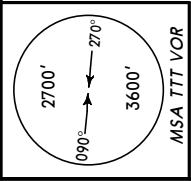


JASPA TWO RNAV DEPARTURE
(JASPA2.JASPA)



RWY	INITIAL CLIMB	ALTITUDE
17C	Climb via 174° heading to 1080', then RIGHT turn direct TREXX, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until TREXX.	
17R	Climb via 174° heading to 1080', then direct TREXX, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until TREXX.	
18L	Climb via 174° heading to 1080', then RIGHT turn direct LARRN, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until LARRN.	
18R	Climb via 174° heading to 1100', then direct LARRN, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until LARRN.	
35L	Climb via 354° heading to at or above 1100', then via 011° course to MECHL, then via 089° track to MAVVS, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until MAVVS.	MAINTAIN 10000'
35C	Climb via 354° heading to at or above 1100', then via 009° course to MECHL, then via 089° track to MAVVS, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until MAVVS.	
36L	Climb via 354° heading to at or above 1110', then via 338° course to GVINE, then via 260° track to KMART, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until KMART.	
36R	Climb via 354° heading to at or above 1110', then via 336° course to GVINE, then via 260° track to KMART, then via depicted route to JASPA. NOTE: Do not exceed 240 KT until KMART.	
ROUTING		
Via (transition), EXPECT filed altitude within 10 minutes after departure.		

South 125.12	REGIONAL Departure (R) North via TTT R-186 or R-176 126.47	North via TTT R-166 or R-156 118.55	Apt Elev 607'	Trans level: FL180	Trans alt: 18000'



JOE POOL FOUR DEPARTURE (JPOOL4.TTT)

SPEED MAINTAIN 240 KT UNTIL LEAVING 5000'

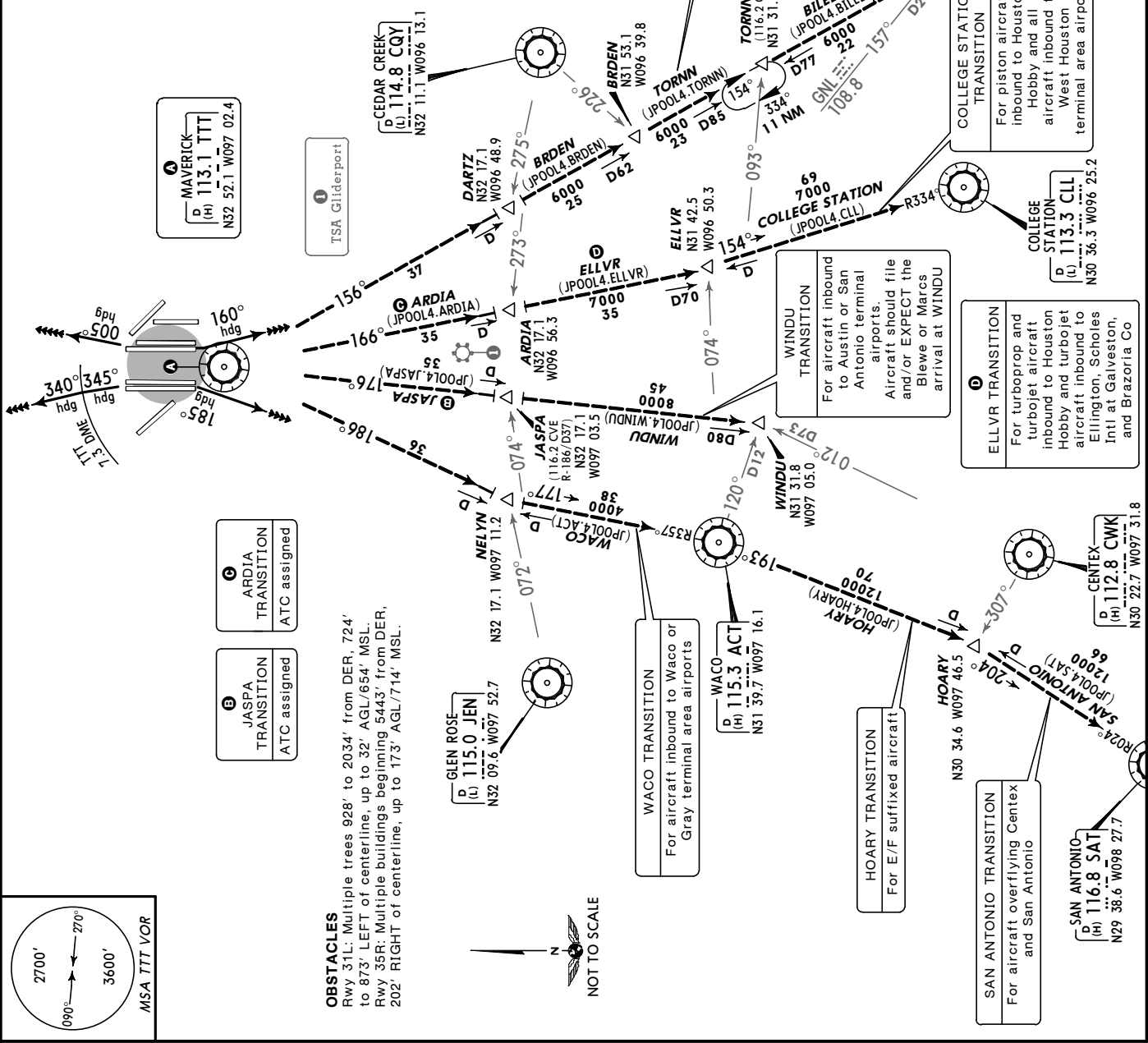
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized).
Rwy 35R: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 221' per NM to 800', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

Grnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

RWY	JETS INITIAL CLIMB	ALTITUDE
13L/R, 17L, 31L/R, 35R	Fly assigned heading and altitude.	
17C/R	Climb via heading 160°.	Unless otherwise advised, MAINTAIN 10000'.
18L/R	Climb via heading 185°.	
35L/C	Climb via heading 005°.	
36L/R	Climb via heading 345° to TTT 7.3 DME, then fly heading 340°.	

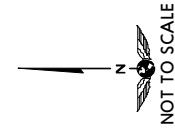
ROUTING

EXPECT vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.



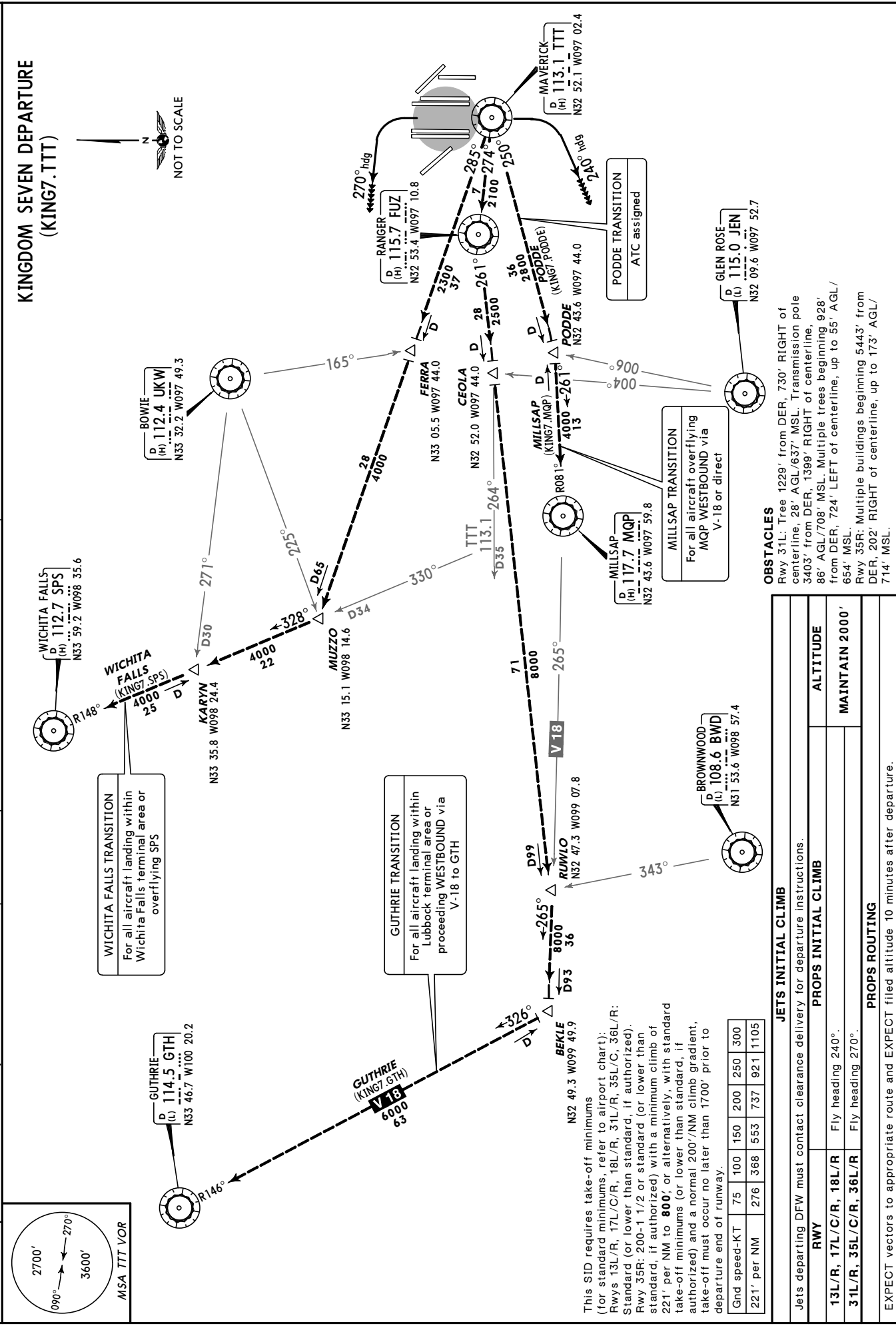
OBSTACLES

Rwy 31L: Multiple trees 928' to 2034' from DER, 724' to 873' LEFT of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple buildings beginning 5443' from DER, 202' RIGHT of centerline, up to 173' AGL/714' MSL.



REGIONAL Departure (R)				Trans level: FL180 Trans alt: 18000'	
125.8	135.97	RWYS 13L/R, 17L/C/R, 18L/R (Propeller Aircraft Only)	RWYS 31L/R, 35L/C/R, 36L/R (Propeller Aircraft Only)	Apt Elev 607'	
			118.1		

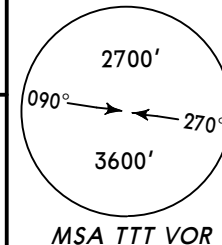
For all aircraft requesting 17000' and below.



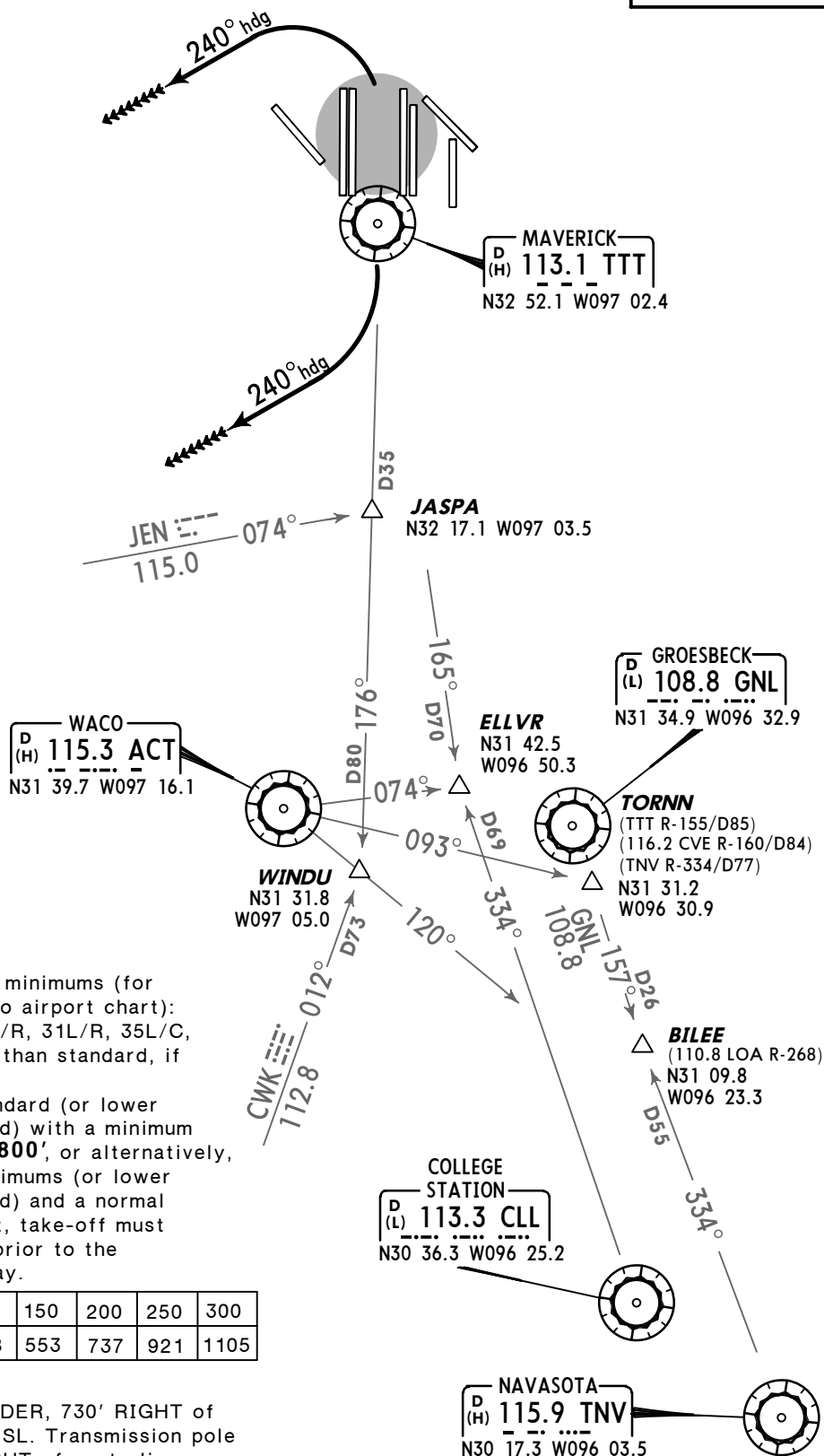
REGIONAL
Departure (R)
135.97

Apt Elev
607'

Trans level: FL180 Trans alt: 18000'
Applicable in RADAR environment and for
non-turbojets aircraft only.



KEENE SIX DEPARTURE (KEENE6.DFW)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized).

Rwy 35R: 200-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 221' per NM to **800'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to the departure end of the runway.

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

OBSTACLES

Rwy 31L: Tree 1229' from DER, 730' RIGHT of centerline, 28' AGL/637' MSL. Transmission pole 3403' from DER, 1399' RIGHT of centerline, 86' AGL/708' MSL. Multiple trees 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL.
Rwy 35R: Multiple buildings beginning 5443' from DER, 202' RIGHT of centerline, up to 173' AGL/714' MSL.

INITIAL CLIMB

Fly 240° heading, EXPECT vectors to appropriate fix. EXPECT filed altitude 10 minutes after departure.

ALTITUDE

MAINTAIN 2000'

REGIONAL Departure (R)

126.47

Apt Elev

607'

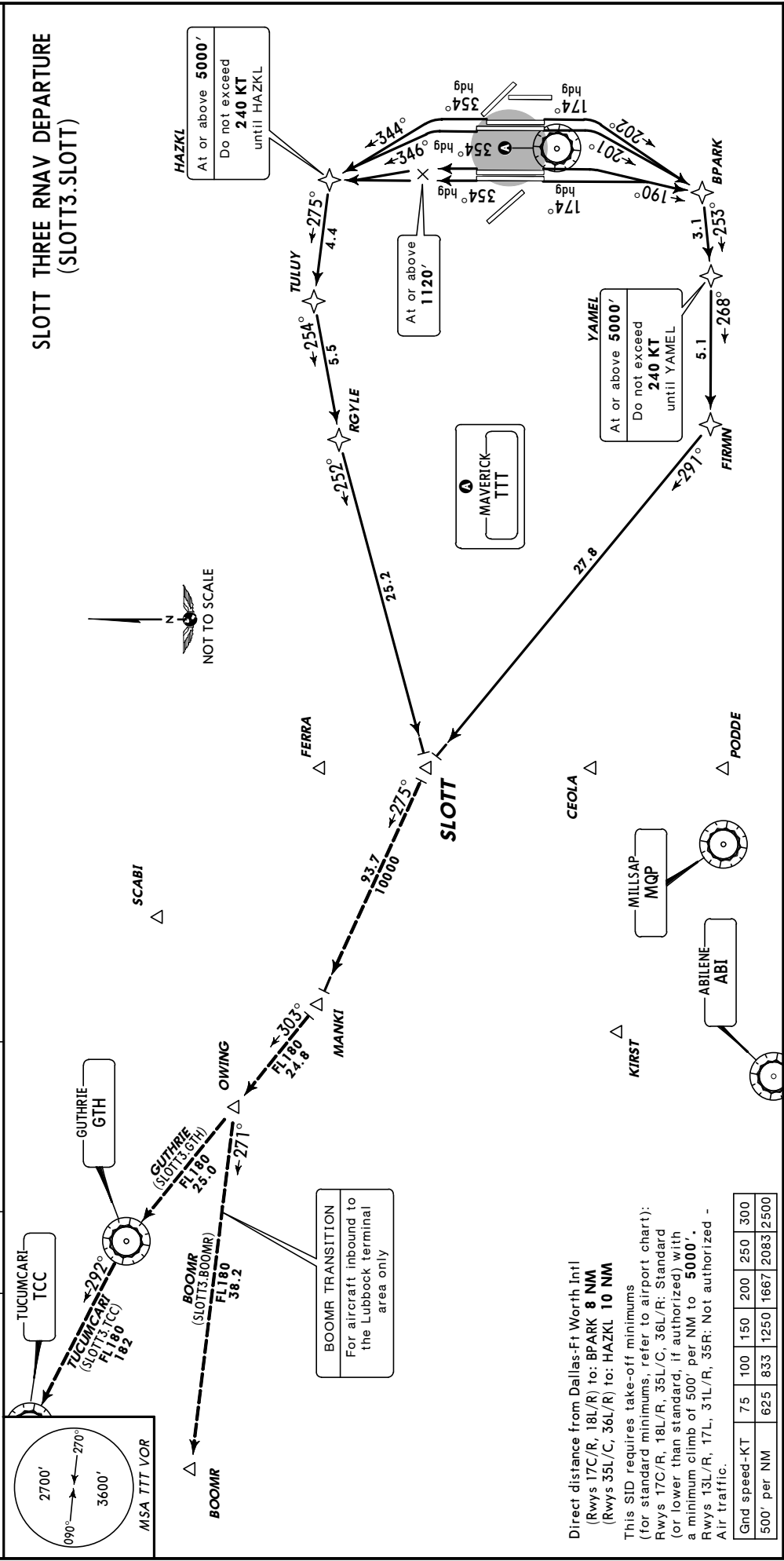
Trans level: FL180

Trans alt: 18000'

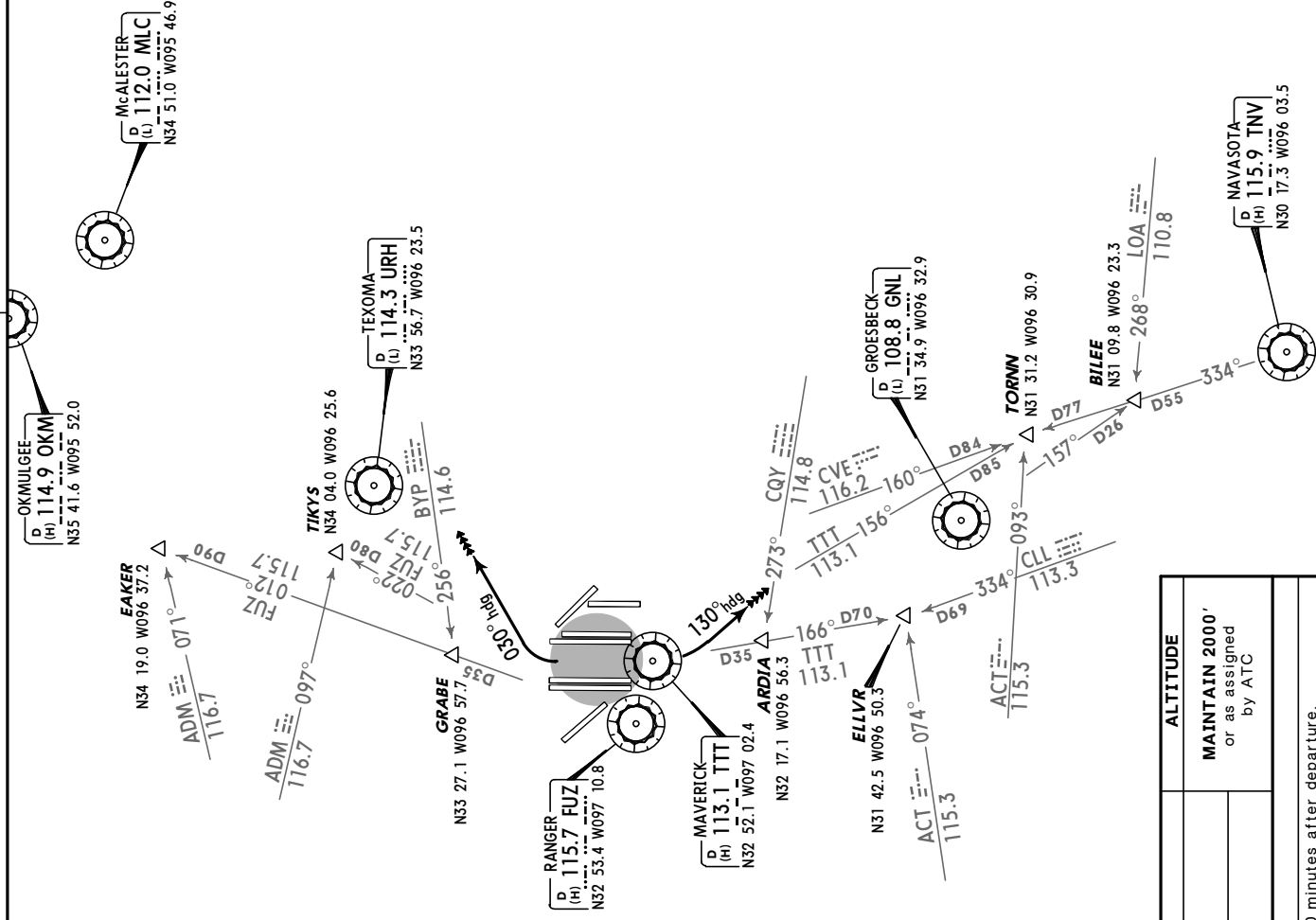
1. DME/DME/IRU or GPS required. 2. Props file and EXPECT KINGDOM or COYOTE Departure procedure. 3. RNAV 1.

4. For Turbo-Jets only. 5. RADAR required. 6. For non-GPS equipped aircraft departing RWYS 17C/R, 18L/R: FUZ must be operational

7. For non-GPS equipped aircraft using TUCUMCARI Transition: GDS, GTH, TCC and TXO must be operational.



**TRI-GATE SIX DEPARTURE
(TGATE6.DFW)**



This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R:
Standard (or lower than standard, if authorized).
Rwy 35R: Not authorized.

OBSTACLES

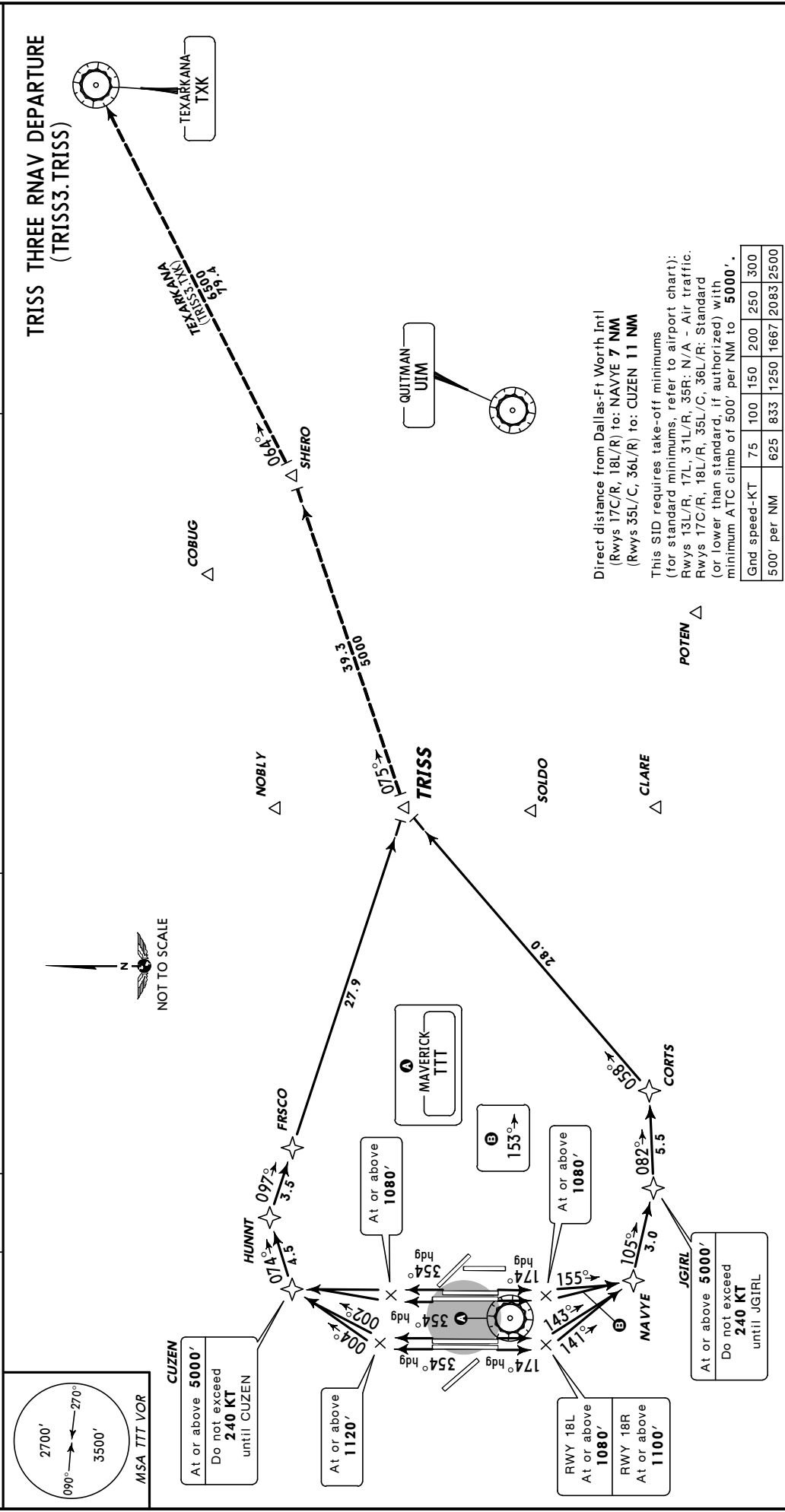
CUSTOMERS:
Rwy 31L; Tree 1229' from DER, 730' RIGHT of centerline
28' AGL/637' MSL. Transmission pole 3403' from DER,
1399' RIGHT of centerline, 86' AGL/708' MSL.
Multiple trees beginning 928' from DER, 724' LEFT
of centerline, up to 55' AGL/654' MSL.

RWY	INITIAL CLIMB	ALTITUDE
13L/R, 17L/C/R, 18L/R	Fly heading 130°.	MAINTAIN 2000' or as assigned by ATC
31R, 35L/C, 36L/R	Fly heading 030°.	
ROUTING		
EXPECT vectors to appropriate fix. EXPECT filed altitude 10 minutes after departure.		

EXPECT vectors to appropriate fix. EXPECT filed altitude 10 minutes after departure.

CHANGES: MSA:

REGIONAL Departure (R)	Apt Elev	Trans level: FL180	Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. For Jets requesting FL180 or above. 4. Props file and EXPECT WYLIE or HUBBARD departure procedure.	5. Jets requesting 17000' and below EXPECT the GARLAND departure. 6. RADAR required.
118.55	607'				



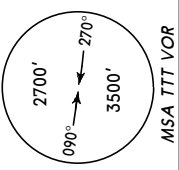
RWY	INITIAL CLIMB	ALTITUDE
17C	Climb via 174° heading to at or above 1080', then via 155° course to NAVYE, then via 105° track to JGIRL, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until JGIRL.	
17R	Climb via 174° heading to at or above 1080', then via 153° course to NAVYE, then via 105° track to JGIRL, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until JGIRL.	
18L	Climb via 174° heading to at or above 1080', then via 143° course to NAVYE, then via 105° track to JGIRL, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until JGIRL.	
18R	Climb via 174° heading to at or above 1100', then via 141° course to NAVYE, then via 105° track to JGIRL, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until JGIRL.	
35L	Climb via 354° heading to 1080', then RIGHT turn direct CUZEN, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until CUZEN.	
35C	Climb via 354° heading to 1080', then direct CUZEN, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until CUZEN.	
36L	Climb via 354° heading to at or above 1120', then via 004° course to CUZEN, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until CUZEN.	
36R	Climb via 354° heading to at or above 1120', then via 002° course to CUZEN, then via depicted route to TRISS. NOTE: Do not exceed 240 KT until CUZEN.	
ROUTING		
Via (transition). EXPECT filed altitude 10 minutes after departure.		

1. This procedure is for jets departing Dallas-Ft Worth Intl.
2. Props EXPECT the COYOTE or KINGDOM departure.

Trans level: FL180 Trans alt: 18000'

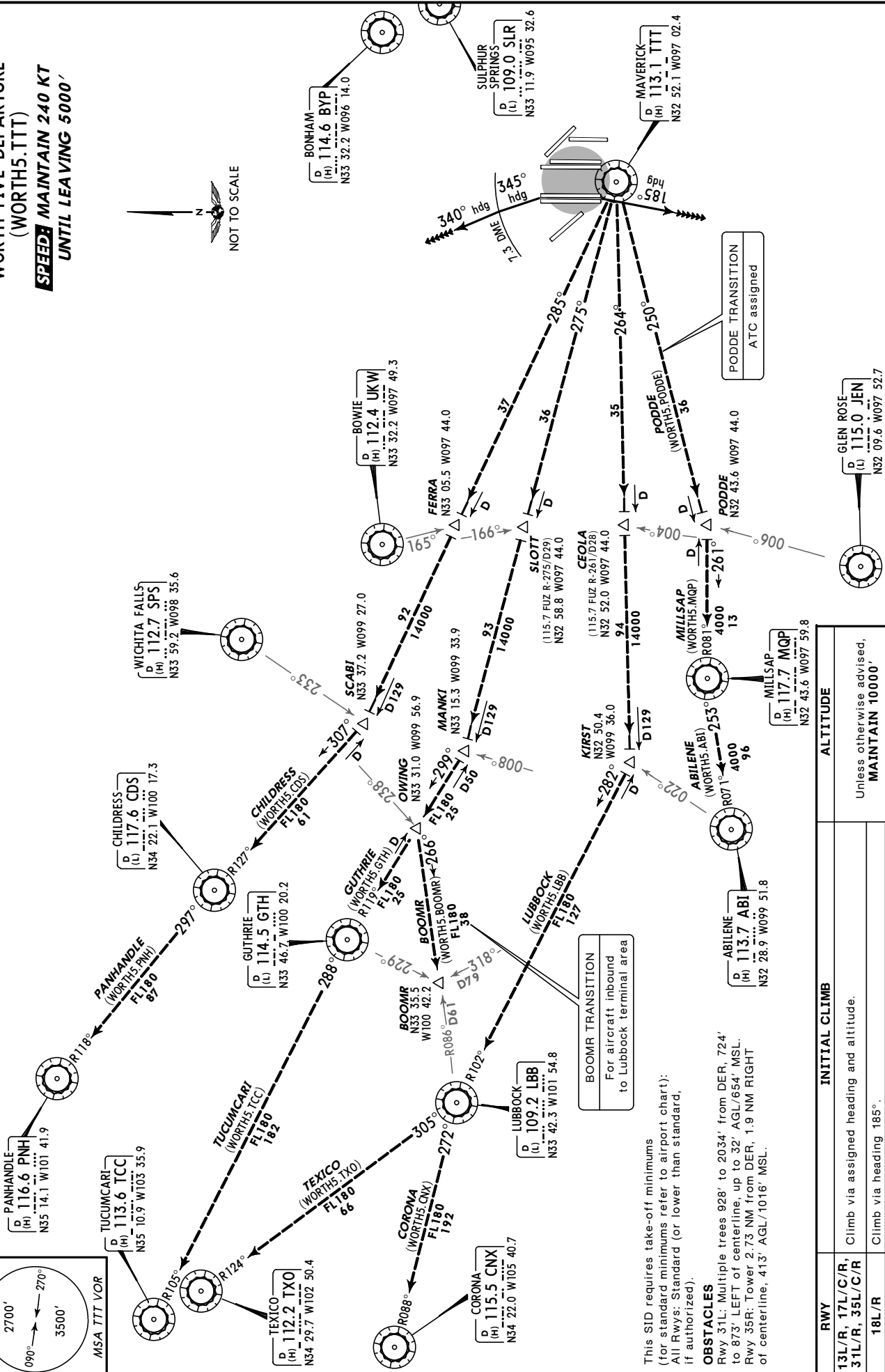
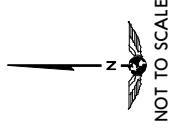
Apt Elev
607'

REGIONAL Departure (R)
126.47



MSA TTT VOR

WORTH FIVE DEPARTURE
(WORTH5.TTT)
SPEED: MAINTAIN 240 K7
UNTIL LEAVING 5000'



This SID requires take-off minimums
(for standard minimums refer to airport chart):
All Rwys: Standard (or lower than standard,
if authorized).

OBSTACLES
Rwy 31L: Multiple trees 928' to 2034' from DER, 724'
to 873' LEFT of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Tower 2.73 NM from DER, 1.9 NM RIGHT
of centerline, 413' AGL/1016' MSL.

RWY	INITIAL CLIMB	ALTITUDE
13L/R, 17L/C/R, 31L/R, 35L/C/R	Climb via assigned heading and altitude.	Unless otherwise advised, MAINTAIN 10000'
18L/R	Climb via heading 185°.	
36L/R	Climb via heading 345° to TTT 7.3 DME, then fly heading 340°.	
ROUTING		
EXPECT vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.		

CHANGES: SLOTT formation.

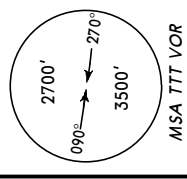
KDFW/DFW
DALLAS-FORT WORTH INTL

REGIONAL Departure (R)	
North	124.3
South	125.2

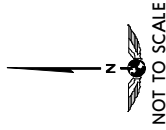
Apt Elev
607'

Trans level: FL180

Trans alt: 18000'

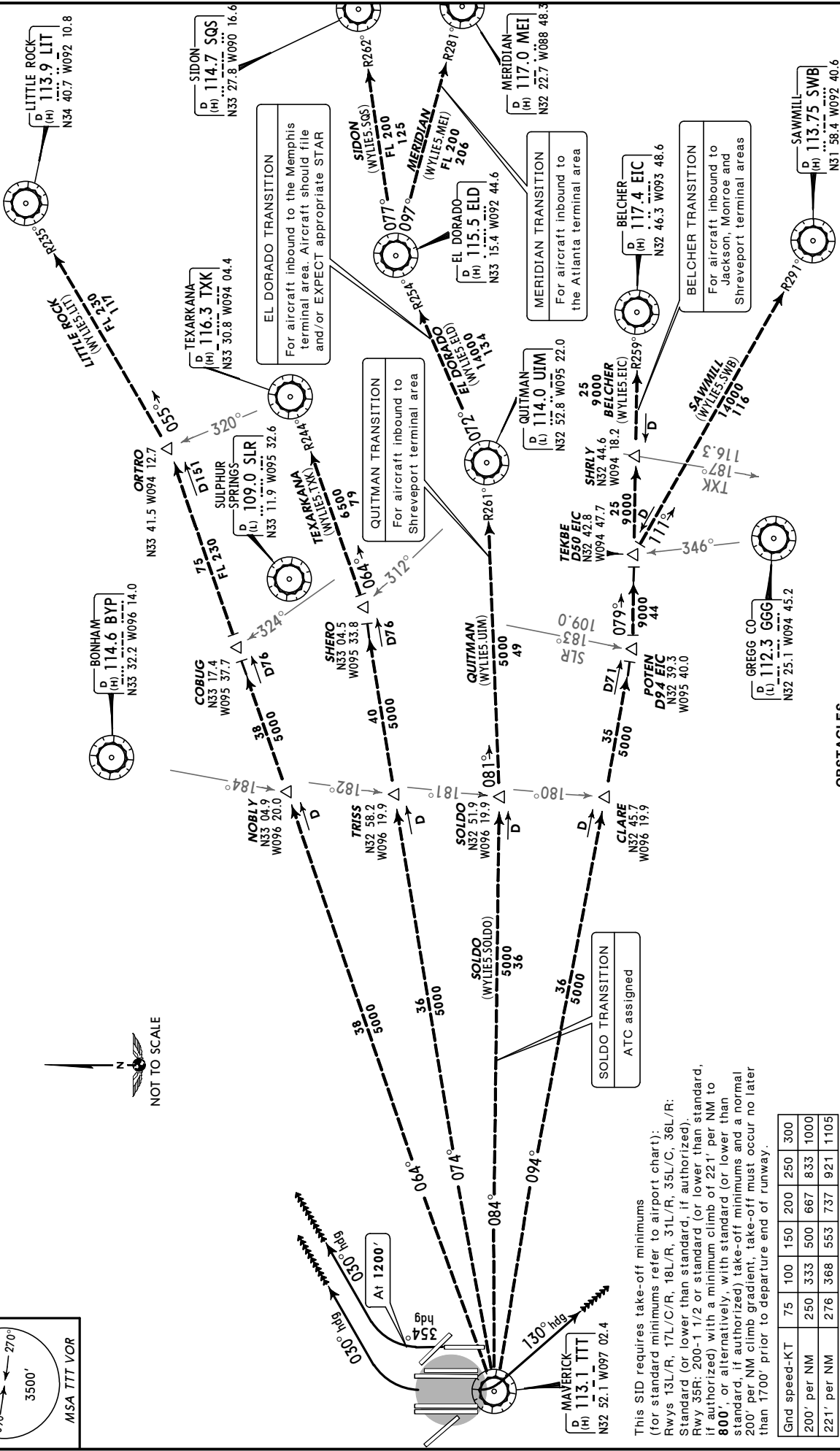


MSA TTT VOR



WYLIE FIVE DEPARTURE
(WYLIE5.TTT)

- For props requesting FL 240 and above.
- Jets EXPECT DALLAS or GARLAND departure.
- Props requesting FL 230 and below EXPECT HUBBARD departure.



OBSTACLES

Rwy 31L: Tree 1229' from DER, 730' RIGHT of centerline, 28' AGL/637' MSL. Transmission pole 3403' from DER, 1399' RIGHT of centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL.
Rwy 35R: Multiple buildings beginning 5443' from DER, 202' RIGHT of centerline, up to 173' AGL/714' MSL.

RWY		INITIAL CLIMB	ALTITUDE
13L/R, 17L/C/R, 18L/R	Climb heading 130°.	ROUTING	
31L/R, 35L/C, 36L/R	Climb heading 030°.		
35R	Climb heading 354° to 1200', then via heading 030°.		
EXPECT vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.			

Gnd speed-KT	75	100	150	200	250	300
200' per NM	250	333	500	667	833	1000
221' per NM	276	368	553	737	921	1105

This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R:
Standard (or lower than standard, if authorized).
Rwy 35R: 200-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 221' per NM to 800', or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to departure end of runway.

PILOT GUIDE TO RUNWAY STATUS LIGHT SYSTEM (RWSL) DALLAS/FORT WORTH INTERNATIONAL AIRPORT (DFW)

The FAA has initiated a project to reduce the frequency and severity of runway incursions through the use of a new automatic, surveillance-driven lighting system. DFW was chosen because of its early implementation of ASDE-X radar surveillance. The Runway Status Light System (RWSL) uses surveillance to monitor runway usage and automatically illuminates the appropriate red Runway Entrance Lights (RELs) to indicate to pilots when the runway is unsafe for entry or crossing at that location. RELs turn on and off with every landing and departure on Runway 18L/36R (see Figure 1).

Red RELs are illuminated when it is unsafe to enter or cross the runway on which an aircraft is about to land or take off. RELs are turned off 1) when a landing aircraft has slowed, 2) when a departing aircraft is airborne, and 3) just prior to when an aircraft on the runway will enter the intersection. RELs are not controlled by ATC. To preclude confusion with red stop bar lights, RELs are placed longitudinally along the taxiway centerline instead of in a "stop bar" configuration. An ATIS message will indicate to pilots when the RELs are operational.

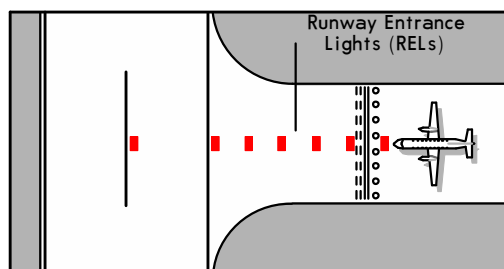


Figure 1. Runway Entrance Lights (RELs)

RELs are a series of five red, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is just before the hold line and one REL is near the runway centerline. RELs are directed toward the taxiway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

Project Overview

In-pavement RELs have been installed on Runway 18L/36R only, and only at high traffic intersections (see red bars representing RELs in Figure 2). Please provide feedback online at www.RWSL.net or by calling toll free 1-877-DFW-RWSL (1-877-339-7975).

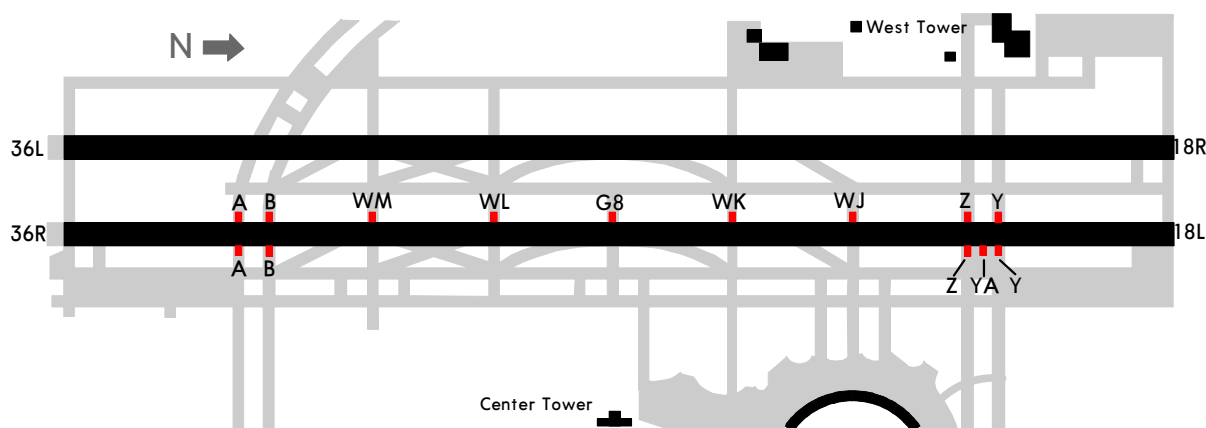


Figure 2 DFW west side with REL locations on 18L/36R taxiway intersections.

(CONTINUED ON REVERSE SIDE)

Operational Evaluation of Runway Status Lights

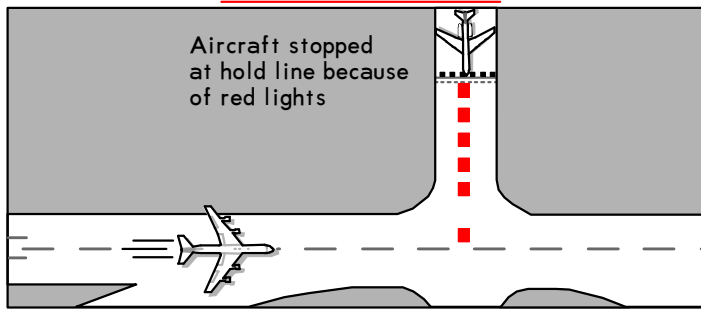
RED MEANS STOP!

Figure 3 RWSL Operational Concept.

As shown in Figure 3, the RWSL system is designed to provide a direct status indication to pilots that a runway is unsafe to enter or cross. Remember, **RELs TURNING OFF DOES NOT CONSTITUTE A CLEARANCE TO CROSS OR ENTER A RUNWAY!** Pilots should be familiar with the RWSL operational concept and REL phraseology before the DFW RWSL operational evaluation commences.

- When the RELs illuminate, the flight crew should remain clear of the runway.
- When cleared for takeoff, to cross the runway, to position and hold, or for immediate takeoff, and RELs are illuminated; stop the aircraft and indicate to Air Traffic that they are stopped with red lights and then wait for further clearance.
- If the aircraft crosses the hold line and the flight crew subsequently observes illuminated lights, then if practical the flight crew should stop the airplane and notify Air Traffic that they are stopped across the hold line because of red lights.
- If remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

An ATIS message will indicate to pilots when the RELs are operational. All pilots and vehicle operators are cautioned to maintain a high state of positional and traffic awareness, and comply with ATC clearances whether the system is operating or not.

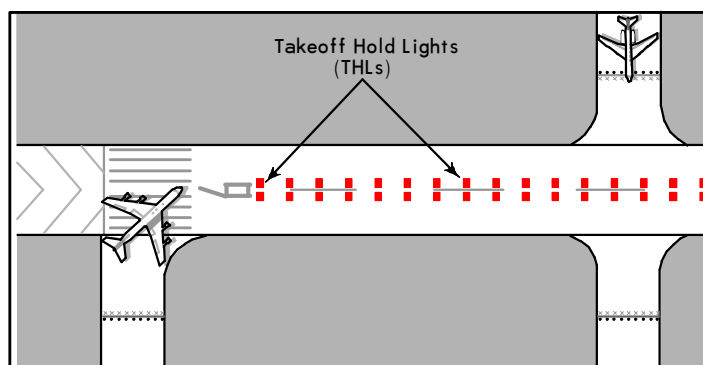
www.RWSL.net

PILOT GUIDE TO RUNWAY STATUS LIGHT SYSTEM (RWSL) DALLAS/FORT WORTH INTERNATIONAL AIRPORT (DFW)

TAKEOFF HOLD LIGHTS (THLs) ON RUNWAY 18L/36R

The FAA is continuing a project to reduce the frequency and severity of runway incursions through use of **Takeoff Hold Lights (THLs)**, part of a new automatic surveillance-driven lighting system at DFW. DFW was chosen because of its early implementation of ASDE-X surveillance system. The Runway Status Light System (RWSL) uses surveillance to monitor 18L/36R runway usage and automatically illuminates the appropriate red THLs to indicate to pilots when the runway is unsafe for departing aircraft from that location.

Red THLs illuminate to indicate an unsafe condition when an aircraft is in position for takeoff and another aircraft or vehicle is on or about to be on the runway in front of it. THLs extinguish 1) when that aircraft or vehicle has cleared the runway, or 2) when a previous departure is safely separated from the aircraft in position-and-hold on the runway. THLs are not controlled by ATC. To be consistent in appearance with Runway Entrance Lights (RELs), THLs are placed longitudinally along the runway centerline. An ATIS message will indicate to pilots when the THLs and RELs are operational.



THLs are directed toward the approach end of the runway. THLs are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are four sets of THLs, each comprising a series of eleven red in-pavement lights at 100' spacing along the runway centerline (see illustration in Figure 1, *not to scale*).

Figure 1 Takeoff Hold Lights (THLs).

The four sets of THLs are operational at the full-length and intersection departure positions on Runway 18L/36R, as follows:

- Runway 18L: from 875' beyond the runway threshold for a length of 1000' and from 875' beyond the northern edge of the Y taxiway intersection for a length of 1000'.
- Runway 36R: from 875' beyond the runway threshold for a length of 1000' and from 875' beyond the southern edge of the A taxiway intersection for a length of 1000'.

(CONTINUED ON REVERSE SIDE)

Project Overview

THLs and RELs have been installed on Runway 18L/36R only, and only at high-traffic intersections and the common departure locations (see red bars for THLs and RELs in Figure 2).

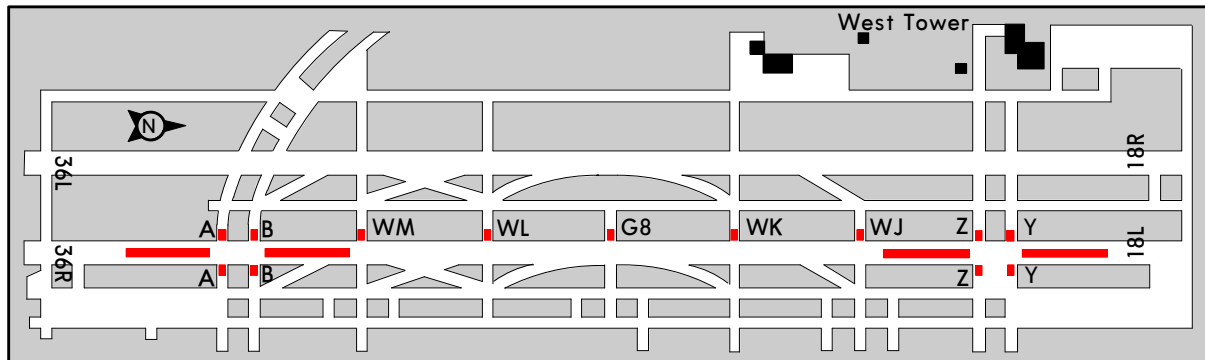


Figure 2 DFW west side with THLs and RELs on runway 18L/36R.

Operational Evaluation of Runway Status Lights

As shown in Figure 3, the RWSL system is designed to provide a direct status indication to pilots that a runway is unsafe. **NOTE: LIGHTS TURNING OFF DOES NOT CONSTITUTE A CLEARANCE TO CROSS, ENTER, OR DEPART FROM A RUNWAY!** Pilots should be familiar with the RWSL operational concept and THL phraseology before the DFW RWSL operational evaluation commences.

RED MEANS STOP!

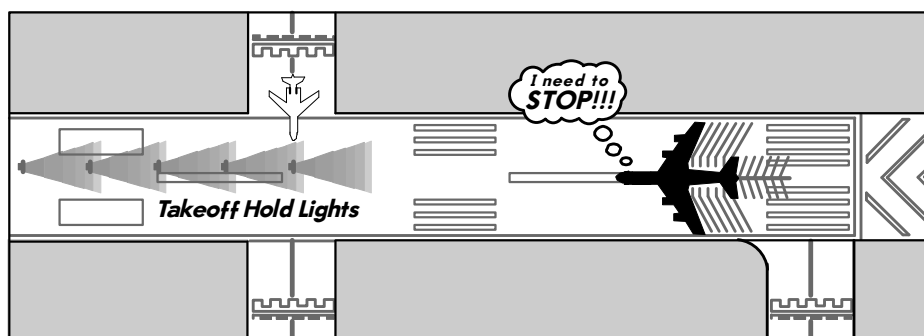


Figure 3 THL Operational Concept.

Remember:

- If in position and holding on the runway and the THLs illuminate, then the flight crew should remain in position for takeoff.
- If an aircraft begins its takeoff roll and the flight crew subsequently observes illuminated THLs, then - if practical - the flight crew should stop the airplane and notify Air Traffic that they are stopped because of red lights.
- If aborting the takeoff is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for departure) and contact ATC at the earliest opportunity.
- If on short final and THLs are illuminated red, then crews should inform ATC they are going around because of red lights on the runway.

Please provide feedback online at www.RWSL.net

PILOT GUIDE TO RUNWAY STATUS LIGHT SYSTEM (RWSL) DALLAS/FORT WORTH INTERNATIONAL AIRPORT (DFW) EAST SIDE

DFW East Runway Entrance Lights (RELs)

The FAA is continuing the Runway Status Lights (RWSL) project at DFW airport to reduce the frequency and severity of runway incursions. RWSL is a fully automatic, surveillance-driven lighting system that monitors runway usage and directly indicates runway occupancy status to pilots. Runway Entrance Lights (RELs) illuminate red when it is unsafe to cross or enter a runway and Takeoff Hold Lights (THLs) illuminate red to indicate when it is unsafe to depart from a runway. Runway Status Lights are not controlled by ATC and indicate status only, never clearance.

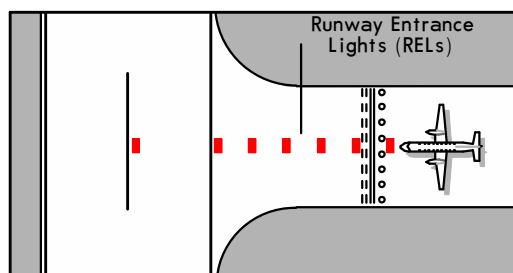


Figure 1. Runway Entrance Lights (RELs)

RELs consist of a series of red in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One additional REL is located near the runway centerline. RELs are directed toward the taxiway hold line, as shown in Figure 1. RELs are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

RED MEANS STOP!

- When the RELs illuminate, you should remain clear of the runway.
- When cleared to either "takeoff, cross the runway, position and hold, or immediate takeoff", and RELs are illuminated; stop the aircraft and indicate to ATC that you are stopped with red lights and wait for further clearance.
- If your aircraft crosses the hold line and you subsequently observe illuminated lights, stop the airplane and notify ATC that you are stopped across the hold line because of red lights.
- If remaining clear of the runway is impractical for safety reasons, you should proceed according to your best judgment of safety (understanding that the illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

RELs TURNING OFF DOES NOT CONSTITUTE CLEARANCE TO CROSS OR ENTER A RUNWAY!

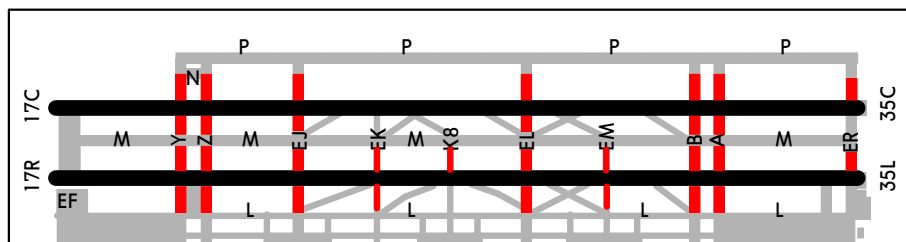


Figure 2. DFW east side REL locations (shown as red bars)

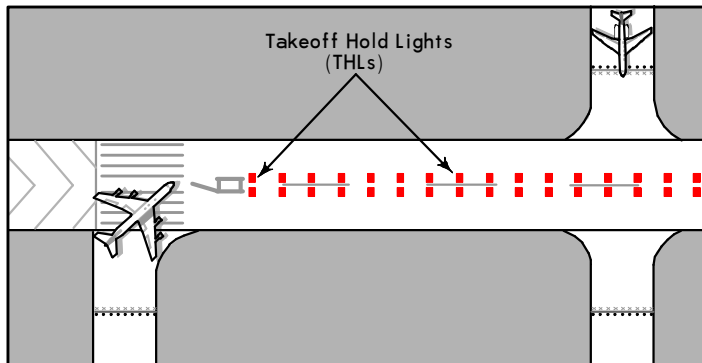
Thirty-one arrays of RELs have been installed on runways 17R/35L and 17C/35C at selected taxiway intersections as illustrated by red bars in Figure 2.

An ATIS message will broadcast the current operational status of RELs.

(CONTINUED ON REVERSE SIDE)

DFW East Takeoff Hold Lights (THLs)

Illuminated Takeoff Hold Lights (THLs) indicate a runway is unsafe for departing aircraft!



THLs on the east side of DFW are comprised of two rows of 16 in-pavement red lights straddling the centerline, as shown in Figure 3. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, during initial takeoff roll, and on final approach to land.

Figure 3. Takeoff Hold Lights (THLs)

RED MEANS STOP!

- If in position and holding on the runway and THLs illuminate, remain in position for takeoff
- If you begin your takeoff roll and subsequently observe illuminated THLs, then--if practical--stop the airplane and notify ATC that you are stopped because of red lights.
- If aborting the takeoff is impractical for safety reasons, proceed according to your best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for departure) and contact ATC at the earliest opportunity.
- If on short final and THLs illuminate, you should inform ATC you are going around because of red lights on the runway.

THLs TURNING OFF DOES NOT CONSTITUTE CLEARANCE
TO DEPART FROM A RUNWAY!

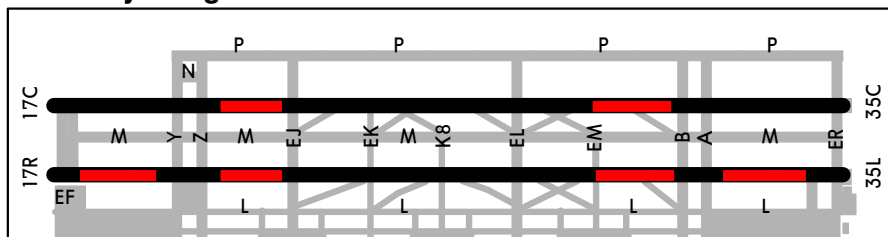
Runway Diagram for DFW East THLs

Figure 4. DFW east side with THL locations (shown as red bars)

Six arrays of THLs have been installed on runways 17R/35L and 17C/35C at common departure locations as illustrated by red bars in Figure 4.

An ATIS message will broadcast the current operational status of THLs

An operational evaluation of THLs and RELs on the east side of DFW is scheduled to commence in September 2008 and will last approximately 3 months. During this time, pilot feedback is essential to assess system acceptability. To participate, please visit: www.RWSL.net

PILOT GUIDE TO FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS) DALLAS/FORT WORTH INTERNATIONAL AIRPORT (DFW)



Final Approach Runway Occupancy Signal (FAROS) has been installed at DFW to reduce the frequency and severity of runway incursions. FAROS directly indicates to pilots on final approach that the runway is occupied and may be unsafe for landing by flashing the Precision Approach Path Indicator (PAPI) lights. FAROS is a fully autonomous, surveillance-driven system that is not controlled by ATC and indicates runway occupancy status only, never clearance.



Figure 1. Final Approach Runway Occupancy Signal (FAROS)

FAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment by flashing the PAPIs to indicate the runway is occupied.

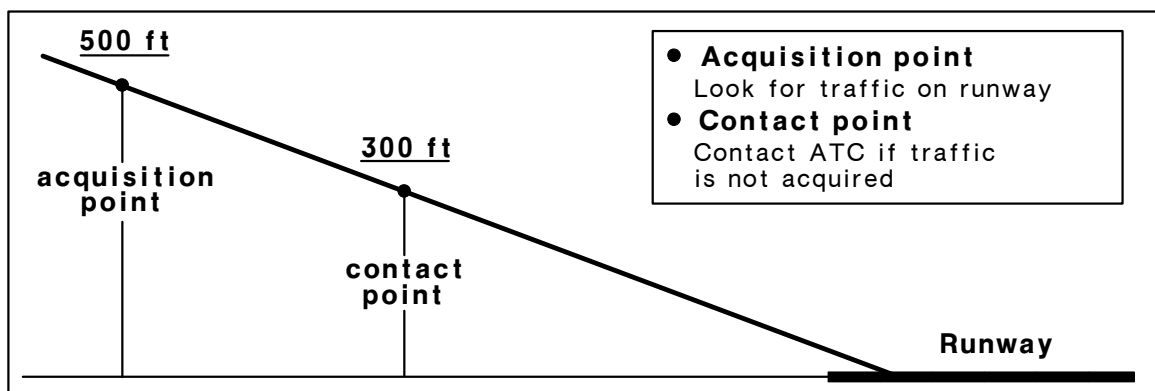


Figure 2. Pilot Action Points

Pilot Protocol:

When FAROS acquisition point of 500ft AGL is reached with flashing PAPIs

- Attempt to see traffic on runway
- If seen, evaluate the situation then proceed with caution
- If not seen, prepare to contact ATC at contact point

When FAROS contact point of 300ft AGL is reached with flashing PAPIs

- Attempt to see traffic on runway
- If seen, evaluate the situation then proceed with caution
- If **not seen**, contact ATC to verify landing clearance and prepare for an immediate go around

If ATC does not verify landing clearance promptly, go around

If ATC cancels the landing clearance, go around

A STEADY PAPI SIGNAL DOESNOT CONSTITUTE CLEARANCE TO LAND!

(CONTINUED ON 60-8G)

DFW Final Approach Runway Occupancy (FAROS) Locations

An operational evaluation of FAROS at DFW is scheduled to commence on or about September 10th, 2011 and will last approximately 3 months with the option to extend testing indefinitely if successful. FAROS at DFW consists of flashing PAPIs on runways:

18L/36R**18R/36L****17R/35L****17C/35C**

During the operational evaluation period, flashing PAPIs will be active 24/7 for the FAROS equipped runways. An ATIS message will advise pilots of current FAROS operational locations.

Note: Flashing PAPIs intended for landing aircraft may be visible to traffic on FAROS equipped runways and to approaching traffic beyond 1 NM.

Do not contact the tower unless a safety concern exists.

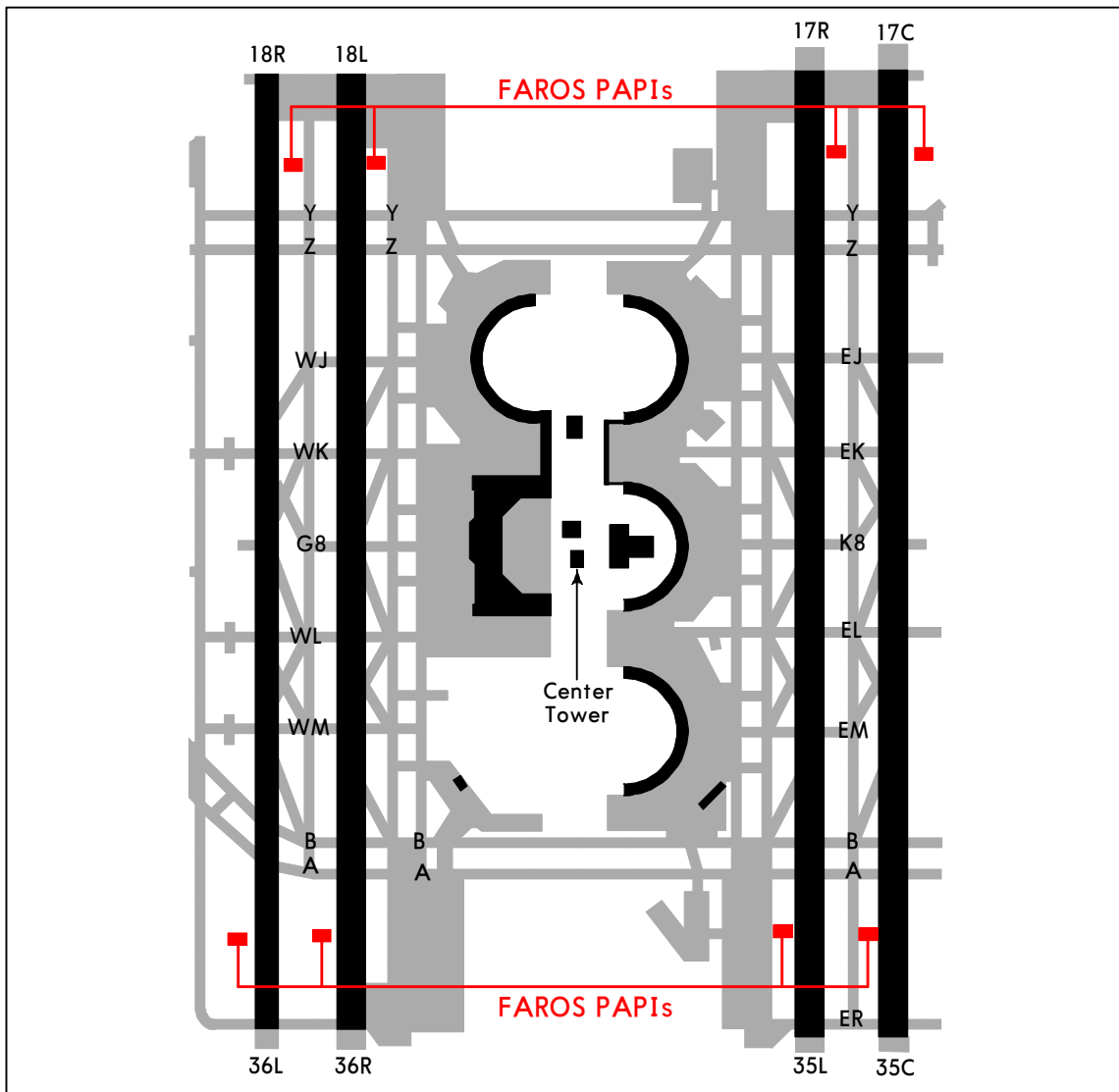


Figure 3 - FAROS PAPI Locations (shown as red bars)

Pilot feedback is essential in order to assess system acceptability of FAROS. To participate, please visit: www.RWSL.net



D-ATIS Departure		ACARS: D-ATIS	DFW Clearance	DFW Ramp Tower	Ground	
		PDC	TPWP		West	East
Tower		Rwys 13L/31R & 17L/35R			121.85	121.65
East		Rwys 13R/31L	North		125.12	126.47
West			South		126.55	127.5
			East		126.55	127.5

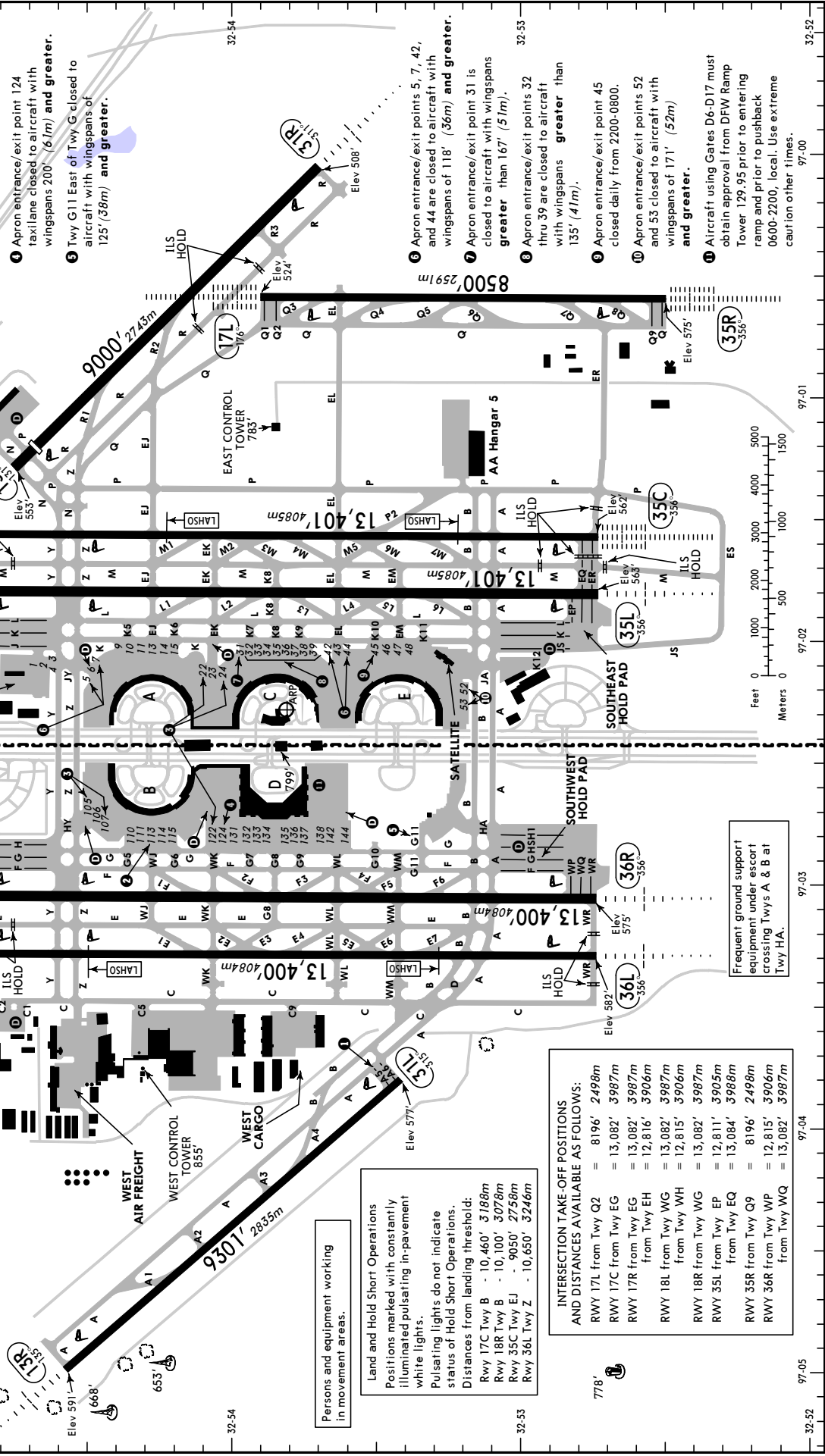
Well drilling project in progress in vicinity of airport.
Several drilling rigs present in all quadrants.
Check current NOTAMS for exact location and height.

WEST	
DFW Ground	121.85
Tower	124.15
(Rwy 13R/31L)	134.9

NORTHWEST HOLD PAD	
DFW Ground	121.85
Tower	124.15
(Rwy 13R/31L)	134.9

NORTHEAST HOLD PAD	
DFW Ground	121.85
Tower	124.15
(Rwy 13L/31R)	126.55
(Rwy 17L/35R)	127.5

EAST	
DFW Ground	121.65
Tower	121.8
(Rwy 13L/31R)	126.55
(Rwy 17L/35R)	127.5



Persons and equipment working in movement areas.

Land and Hold Short Operations
Positions marked with constantly illuminated pulsating in-pavement white lights.
Pulsating lights do not indicate status of Hold Short Operations.
Distances from landing threshold:
Rwy 17C Twy B - 10,460' 3188m
Rwy 18R Twy B - 10,100' 3078m
Rwy 35C Twy E - 9050' 2758m
Rwy 36L Twy Z - 10,650' 3246m

INTERSECTION TAKE-OFF POSITIONS AND DISTANCES AVAILABLE AS FOLLOWS:	
Rwy 17L from Twy Q2	= 8196' 2498m
Rwy 17C from Twy EG	= 13,082' 3987m
Rwy 17R from Twy EG	= 13,082' 3987m
Rwy 18R from Twy EG	= 12,816' 3906m
Rwy 18L from Twy WG	= 13,082' 3987m
Rwy 18R from Twy WG	= 12,815' 3906m
Rwy 18R from Twy WG	= 13,082' 3987m
Rwy 35L from Twy EP	= 12,811' 3905m
Rwy 35R from Twy Q9	= 13,084' 3988m
Rwy 35R from Twy Q9	= 8196' 2498m
Rwy 36R from Twy WP	= 12,815' 3906m
Rwy 36R from Twy WQ	= 13,082' 3987m

GENERAL
ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways. During taxi, change Ground Control frequency when crossing the bridges dividing East and West airport sectors.
Taxiways may require judgmental oversteering for large aircraft.
Proper minimum object free area distances may not be maintained for central terminal area and air freight taxi lanes.
Low-level wind shear alert system.
Birds in vicinity of airport.
Prior permission required for general aviation operations 2200-0600.
Prior permission required for aircraft with a wingspan greater than 215' (66m) ; call Airport Operations for Follow-Me services while taxiing to or from ramps or runways.
Terminal Doppler Weather Radar.

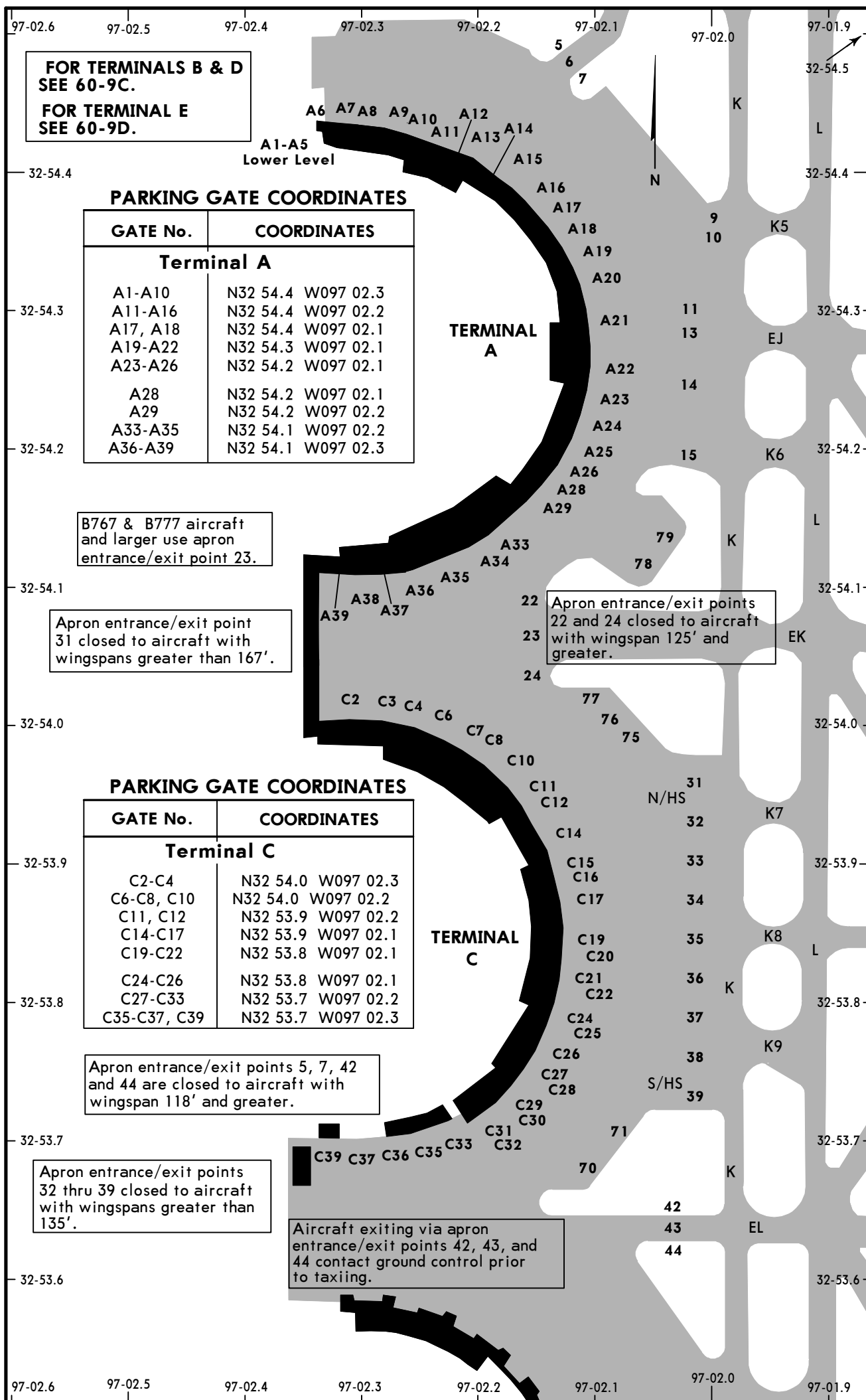
RWY		ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS	
		LANDING BEYOND		TAKE-OFF	WIDTH	Threshold	Glide Slope
13L	HIRL CL REIL PAPI-L (angle 3.0°)	grooved	RVR 8375' 2553m				
31R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR 8375' 2553m	8375' 2553m	200' 61m		
① Closed 2200-0600LT except PPR. ② Last 625' (190m) is unavailable for landing distance computations.							
13R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR		150' 46m		
31L	HIRL CL REIL PAPI-L (angle 3.0°)	grooved	RVR	8221' 2506m			
③ Closed 2200-0600LT except PPR.							
17L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved	RVR	7620' 2323m	150' 46m		
35R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	grooved	RVR	7125' 2172m			
④ Closed 2200-0600LT except PPR.							
17C	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved	RVR	12,301' 3749m 12,351' 3765m	150' 46m		
17R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR	12,313' 3753m 12,291' 3746m	200' 61m		
18L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR	12,220' 3725m 12,335' 3760m	200' 61m		
18R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved	RVR	12,240' 3731m 12,385' 3775m	150' 46m		
36L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved	RVR				

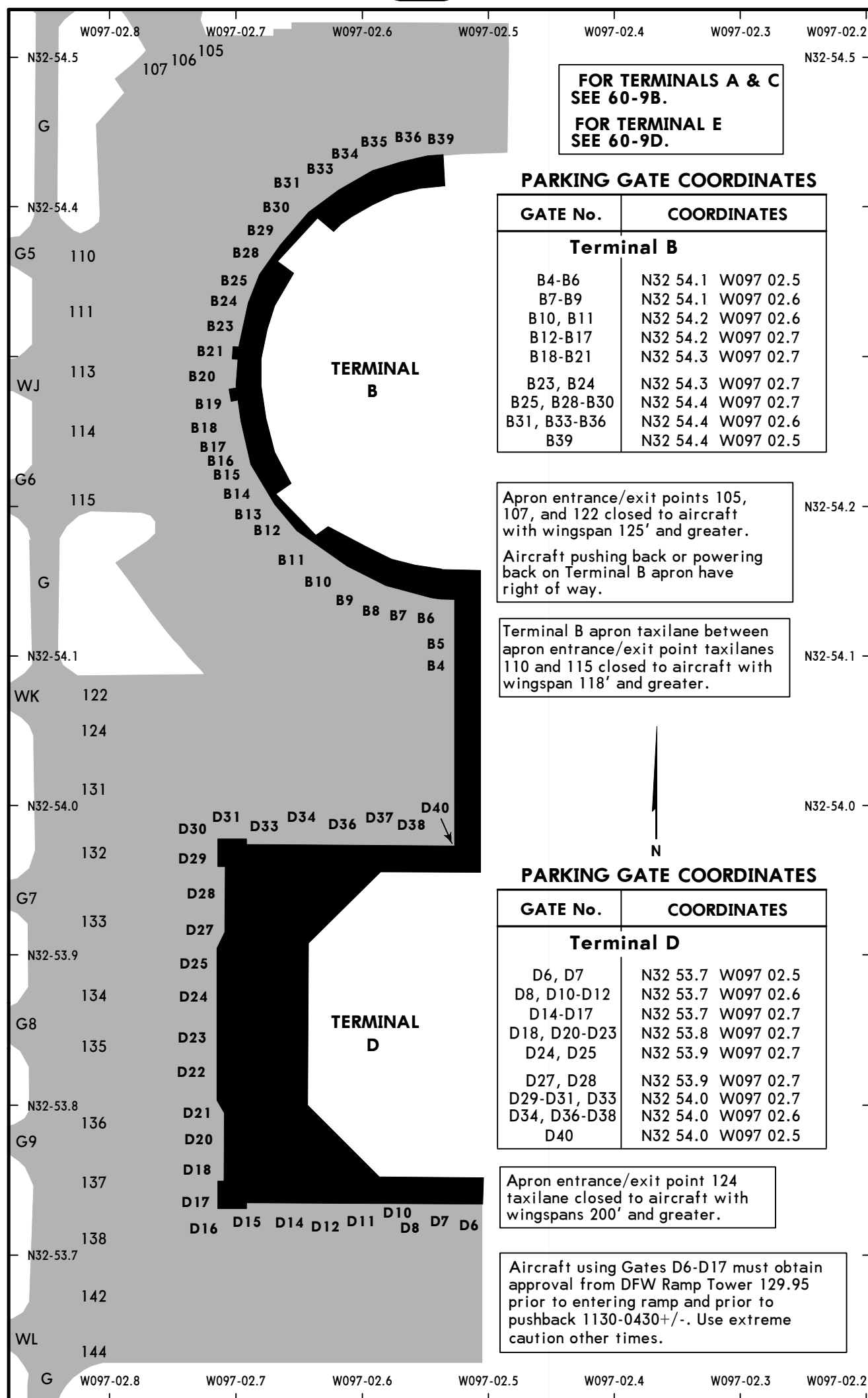
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			
Rwys 13L, 17L/C/R, 18L/R, 31R, 35L/C, 36L/R			
2 operating RVRs are required All operating RVRs are controlling		STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2 RVR 50 or 1
Rwys 13R, 31L			
Both RVRs are required and controlling		STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng 1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2 RVR 50 or 1
Rwy 35R			
① With Min climb of 221' /NM to 800'			
2 operating RVRs are required All operating RVRs are controlling		STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng 1 & 2 Eng Other
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2 RVR 50 or 1 200-1 1/2
② Alternatively, with standard take-off minimums and a normal 200' /NM climb gradient, take-off must occur no later than 1700' prior to departure end of runway.			

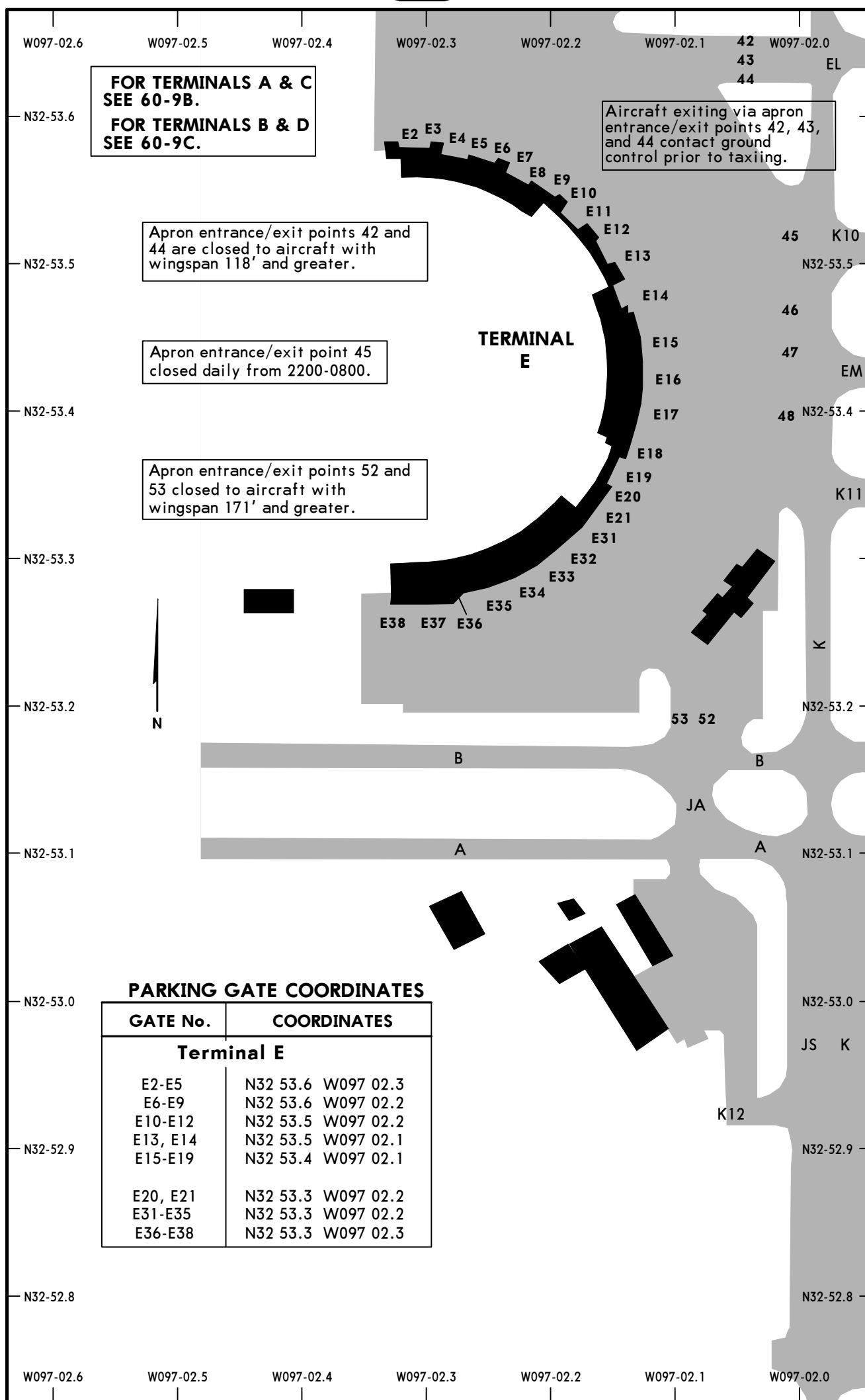
OBSTACLE DP
Rwy 35R, climb heading 354° to 1200' before turning right.

FOR FILING AS ALTERNATE

Converging ILS Rwy 13R ILS Rwy 17L/C/R ILS Rwy 18L/R ILS Rwy 31R ILS Rwy 35C/R ILS Rwy 36L/R		LOC Rwy 13R LOC Rwy 17L/C/R LOC Rwy 18L/R LOC Rwy 31R LOC Rwy 35C/R LOC Rwy 36L/R VOR Rwy 13R	RNAV (RNP) Z Rwy 13R RNAV (RNP) Z Rwy 31L RNAV (RNP) Z Rwy 31R RNAV (GPS) Rwy 17L/C/R RNAV (GPS) Rwy 18L/R RNAV (GPS) Rwy 35L/C/R RNAV (GPS) Rwy 36L/R	Other Converging ILS Rwy 13R
A	600-2	700-2	800-2	NA
B				
C				
D				

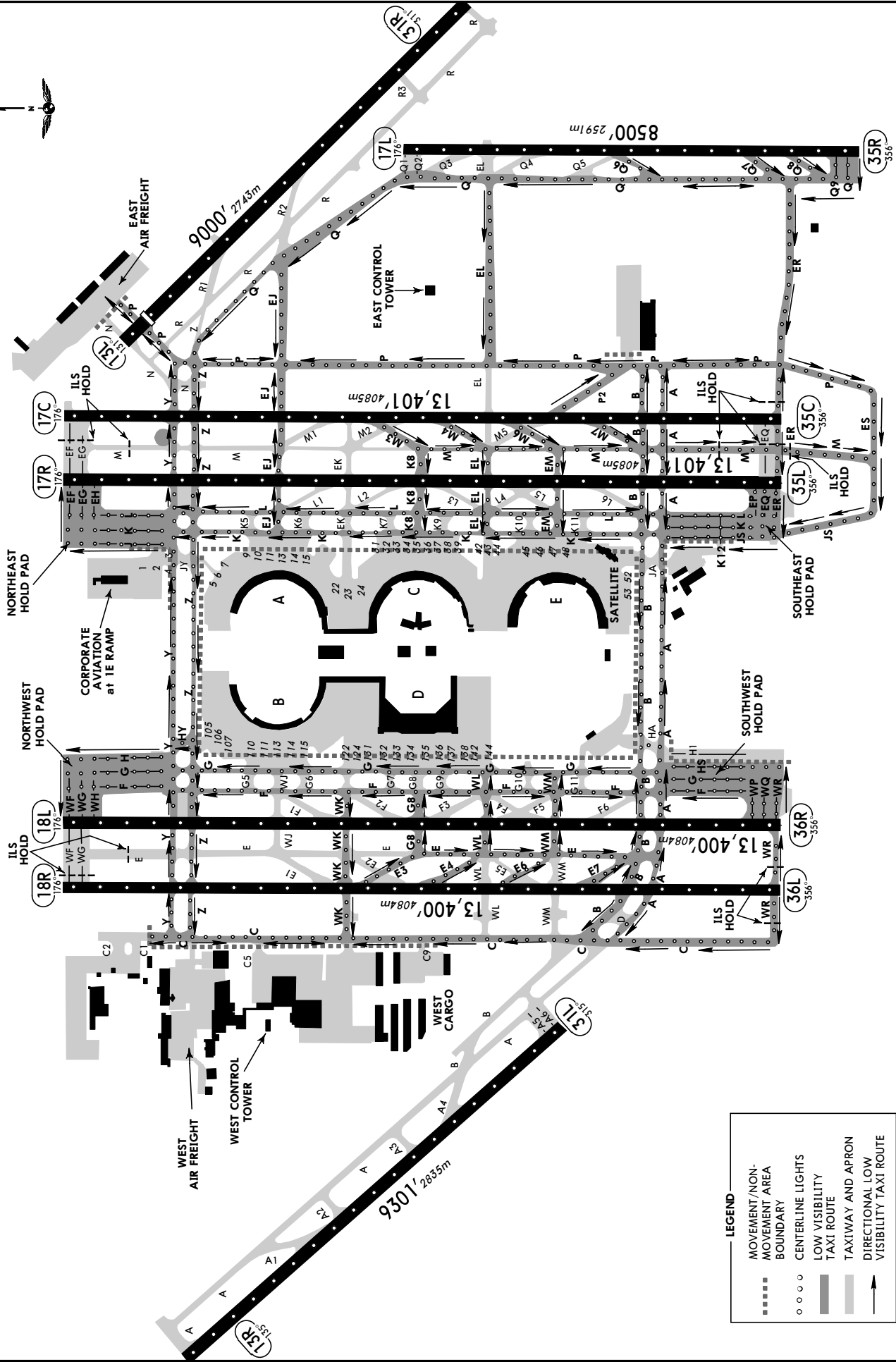






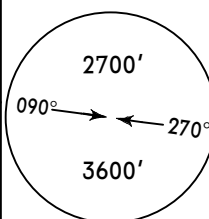
D-ATIS Departure		ACARS: D-ATIS PDC TWIP		DFW Clearance		DFW Ramp Tower		Ground	
135.92				128.25		129.95		121.85	
								121.65	
								121.8	

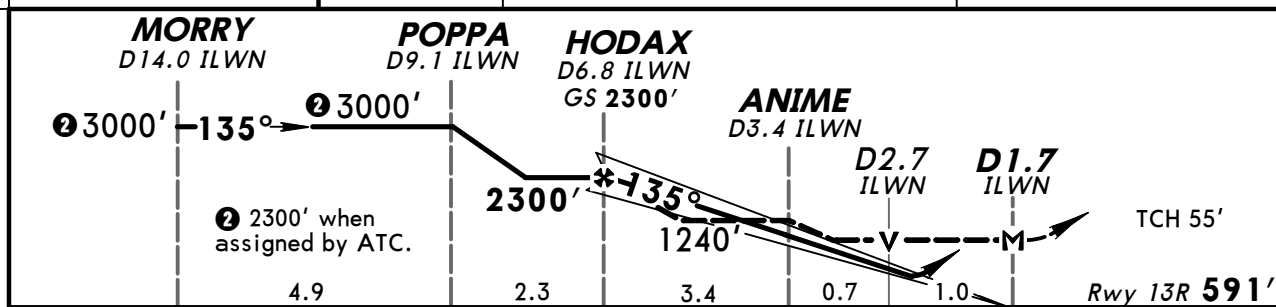
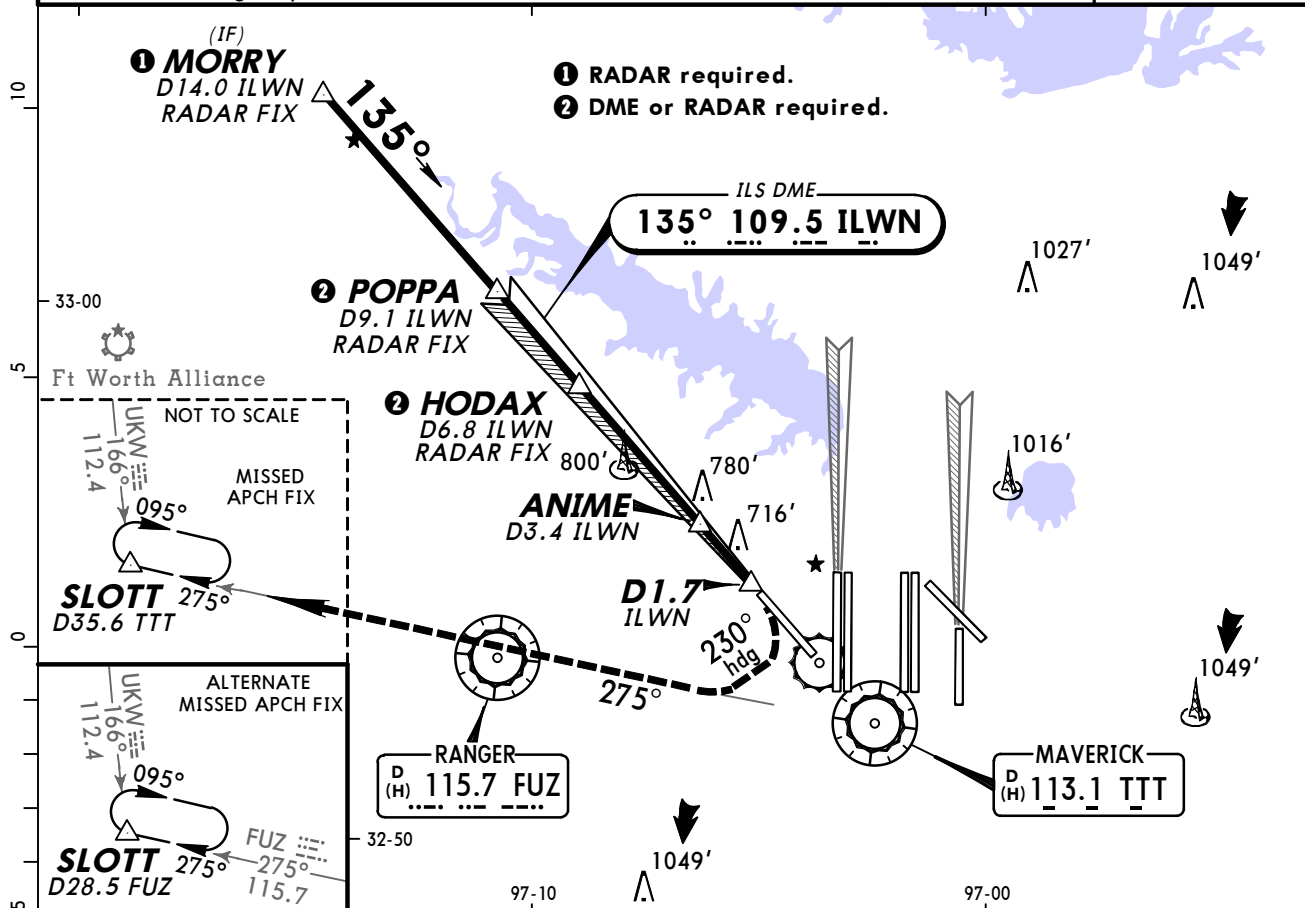
D-ATIS Departure		ACARS: D-ATIS PDC TWIP	DFW Clearance	DFW Ramp Tower	West	Ground	East
135.92			128.25	129.95	121.85	121.65	121.8
Tower		REGIONAL Departure (R)					
West		Rwys 13L/31R & 17L/35R		North	South	West	East
124.15		Rwys 13R/31L		124.82	125.12	126.47	118.55
126.55		134.9					



KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 9 DEC 11 (61-1) Eff 15 Dec ILS or LOC Rwy 13R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
		West		East		West	East
123.77	133.15 118.1	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC ILWN 109.5	Final Aptch Crs 135°	GS HODAX 2300' (1709')	ILS DA(H) 791' (200')	Apt Elev 607' Rwy 13R 591'			
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 5000' on heading 230° and outbound on TTT VOR R-275 to SLOTT INT/D35.6 TTT and hold, or as directed by ATC.							
Alt Set: INCHES 1. VGSI and ILS glidepath not coincident.							
		Trans level: FL 180		Trans alt: 18000'		MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	5000'	230°	TTT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	and 113.1 R-275
MAP at D1.7 ILWN or HODAX to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				

TERPS			STRAIGHT-IN LANDING RWY13R						
ILS			2 LOC (GS out)						
DA(H) 791' (200')			MDA(H) 980' (389')			MDA(H) 1240' (649')			
			With ANIME			Without ANIME			
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RAIL 40 or 3/4	RVR 24	RVR 40	RVR 50	RVR 24	RVR 40	RVR 50
B				or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1
C				RVR 35	RVR 45	RVR 60	1 3/8	1 5/8	1 7/8
D				or 5/8	or 7/8	or 1 1/8			

1 RVR 18 with Flight Director or HUD to DA. 2 DME or RADAR required.

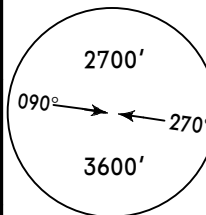
CHANGES: Alternate missed approach, notes, minimums.

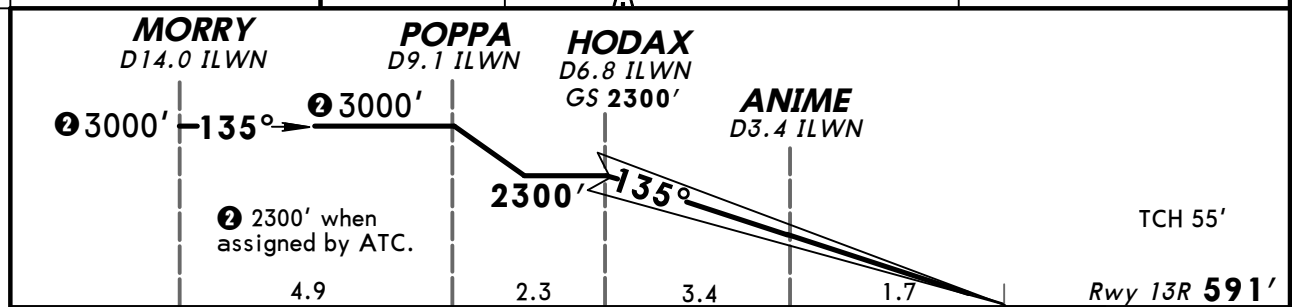
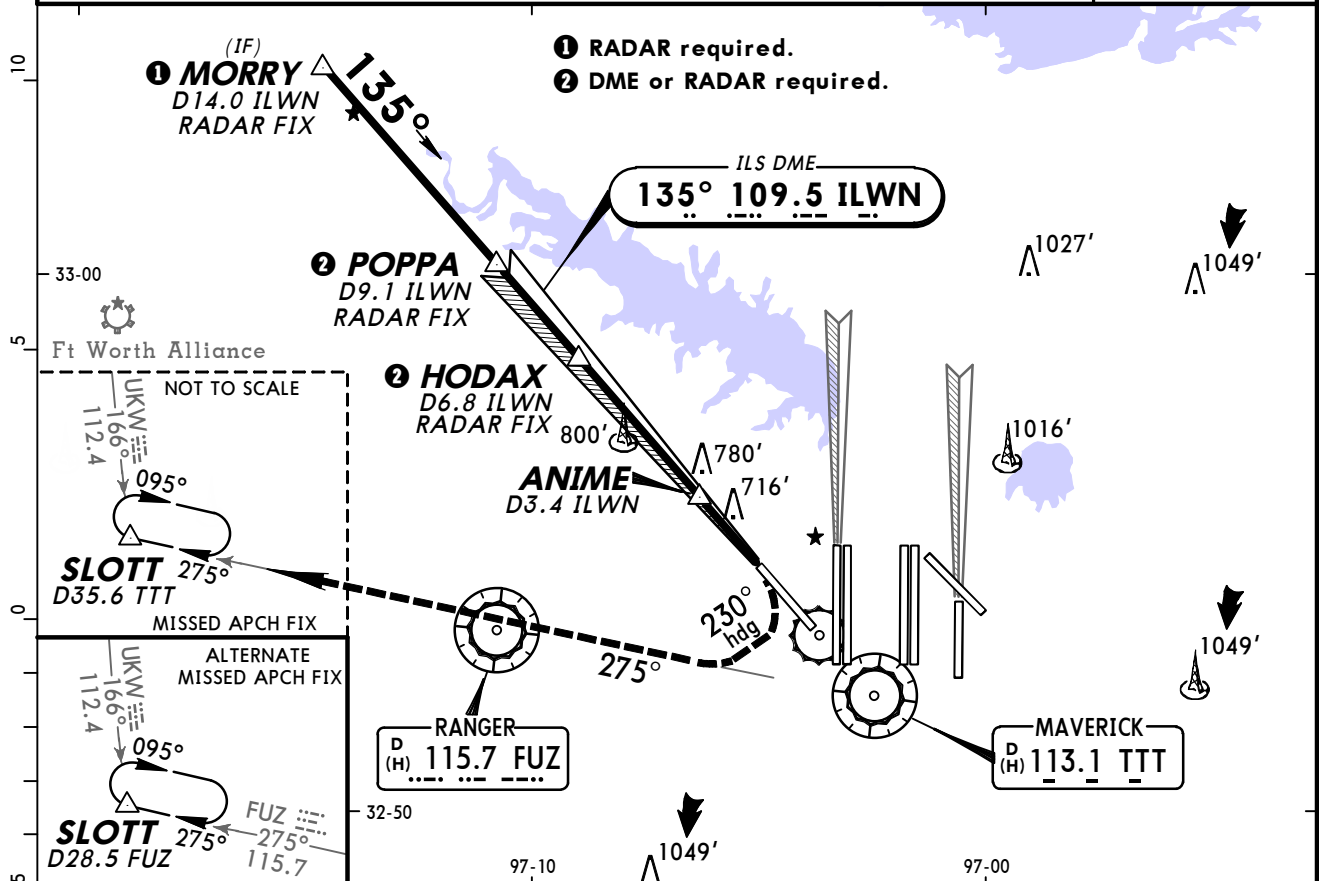
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TERPS AMEND 8 15 DEC 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

9 DEC 11 61-1A ILS Rwy 13R SA CAT II

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
		West		East		West	East
123.77	133.15 118.1	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC ILWN 109.5	Final Apch Crs 135°	GS HODAX 2300' (1709')	SA CAT II ILS RA 99' DA(H) 691' (100')		Apt Elev 607' Rwy 13R 591'		
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 5000' on heading 230° and outbound on TTT VOR R-275 to SLOTT INT/D35.6 TTT and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA TTT VOR	
1. Special Aircrew and Acft Certification Required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	5000'	230°	TTT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	and 113.1 R-275

TERPS STRAIGHT-IN LANDING RWY13R

1 SA CAT II ILS RA 99'
DA(H) 691' (100')

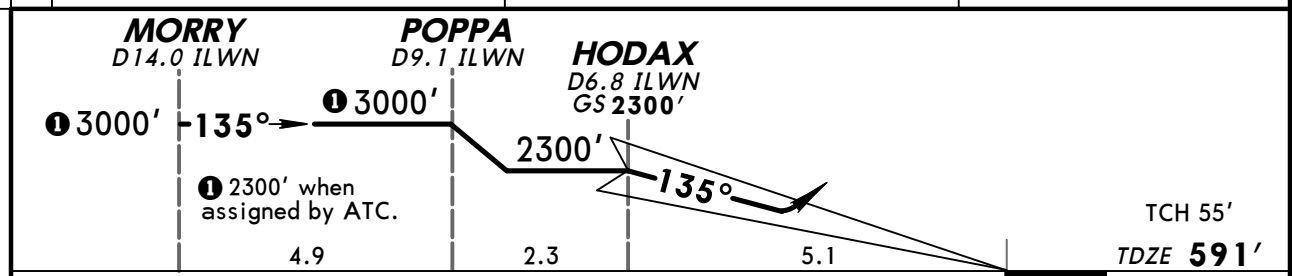
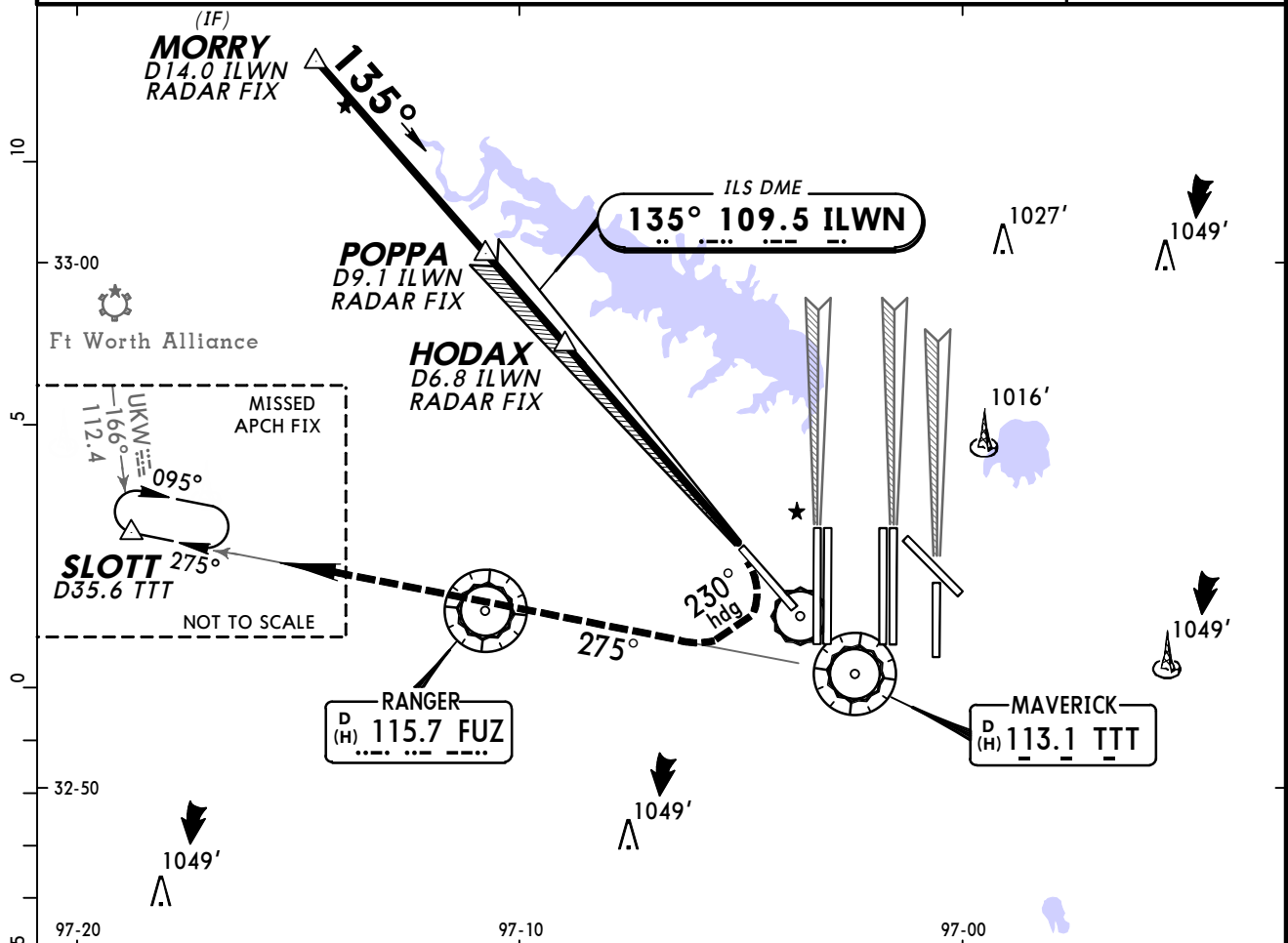
A	RVR 12
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 9 DEC 11 61-2 CAT A, B & C CONVERGING ILS Rwy 13R

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower		Ground	
123.77	133.15	118.1	West 124.15 134.9	East 126.55 127.5	West 121.85	East 121.65 121.8
LOC ILWN 109.5	Final Apch Crs 135°	GS HODAX 2300' (1709')	ILS DA(H) Refer to Minimums	Apt Elev 607' TDZE 591'		
MISSED APCH: Climbing RIGHT turn to 5000' via heading 230° and outbound via TTT VOR R-275 to SLOTT/D35.6 TTT and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous converging approach authorized with CONVERGING ILS Rwy 18L/R and CONVERGING ILS Rwy 17C/R. 3. VGSI and ILS glidepath not coincident.						MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	230°	TTT	SLOTT
GS	3.00°	372	478	531	637	743	PAPI		RT	via	R-275	

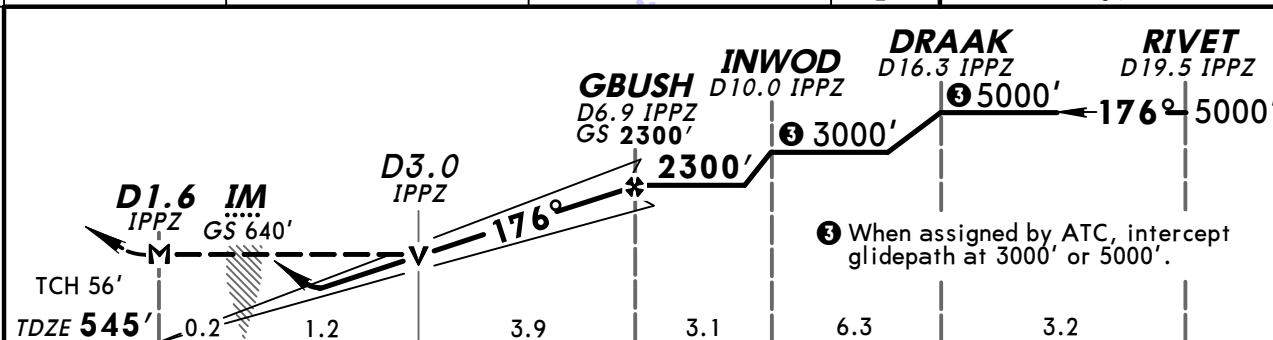
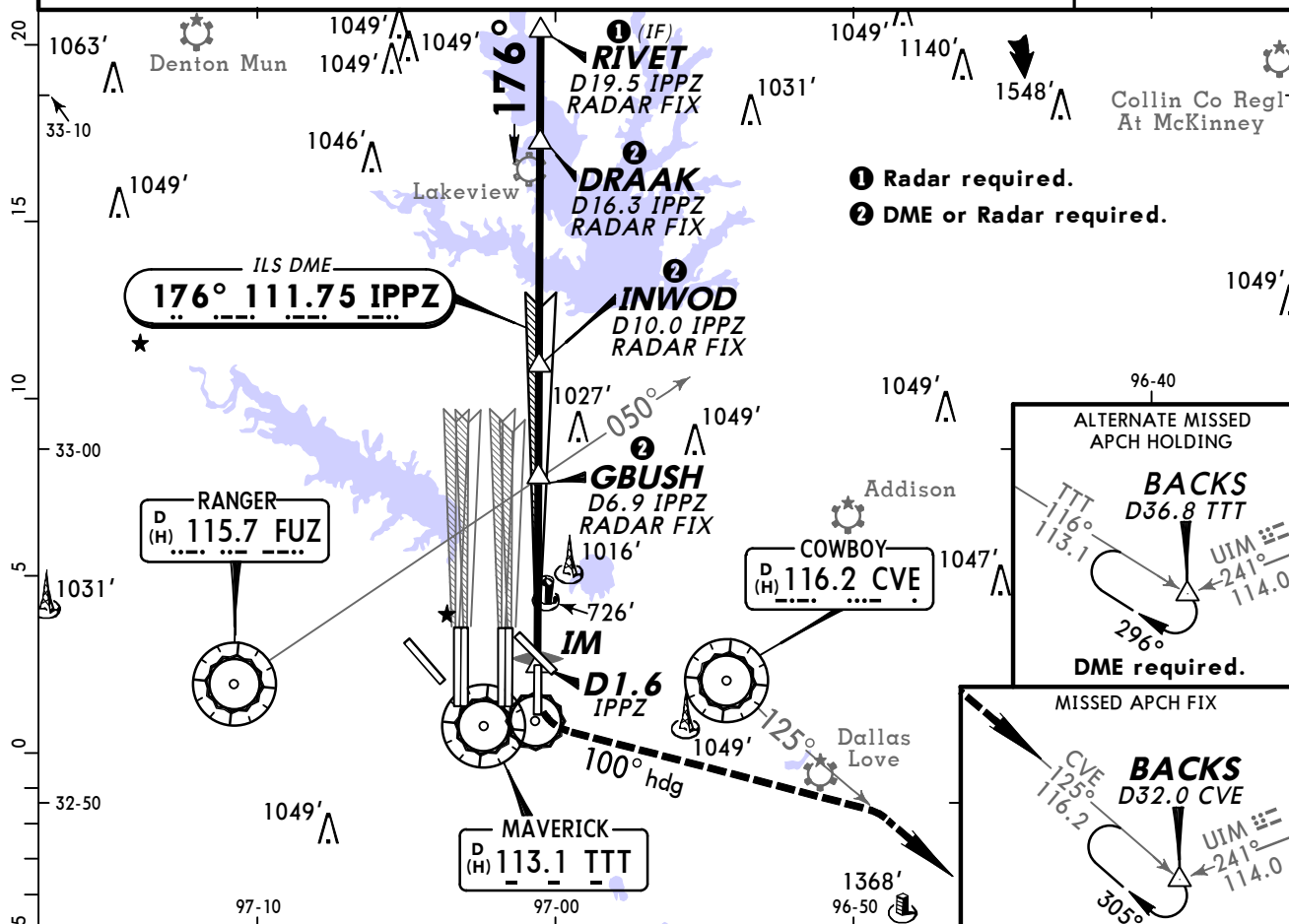
STRAIGHT-IN LANDING RWY 13R											
ILS											
A, B: DA(H) 1351' (760')											
C: DA(H) 1391' (800')											

FULL										RAIL or ALS out										
A																				
B	2 3/4																			
C																				
D	NA																			

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-3) ILS or LOC Rwy 17L

BRIEFING STRIP	D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
	123.77	119.4	West	East	West	East	West	East
	LOC IPPZ 111.75	Final Aptch Crs 176°	GS GBUSH 2300' (1755')	ILS DA(H) 745' (200')	Apt Elev 607' TDZE 545'			
MISSED APCH: Climb to 1000', then climbing LEFT turn to 5000' via 100° heading and outbound via CVE VOR R-125 to BACKS INT/D32.0 CVE and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 17C/R, 18L/R. 2. VGSI and ILS glidepath not coincident.							MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	5000'	100°	CVE
GS	3.00°	377	484	538	646	753	861				
MAP at D1.6 IPPZ or GBUSH to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59				

STRAIGHT-IN LANDING RWY 17L				
ILS DA(H) 745' (200')			1 LOC (GS out) MDA(H) 1040' (495')	
FULL	TDZ or CL out	ALS out	ALS out	
A			RVR 24 or 1/2	RVR 50 or 1
B			RVR 40 or 3/4	RVR 60 or 1 1/4
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4
D			RVR 50 or 1	1 1/2

1 Not authorized during simultaneous operations.

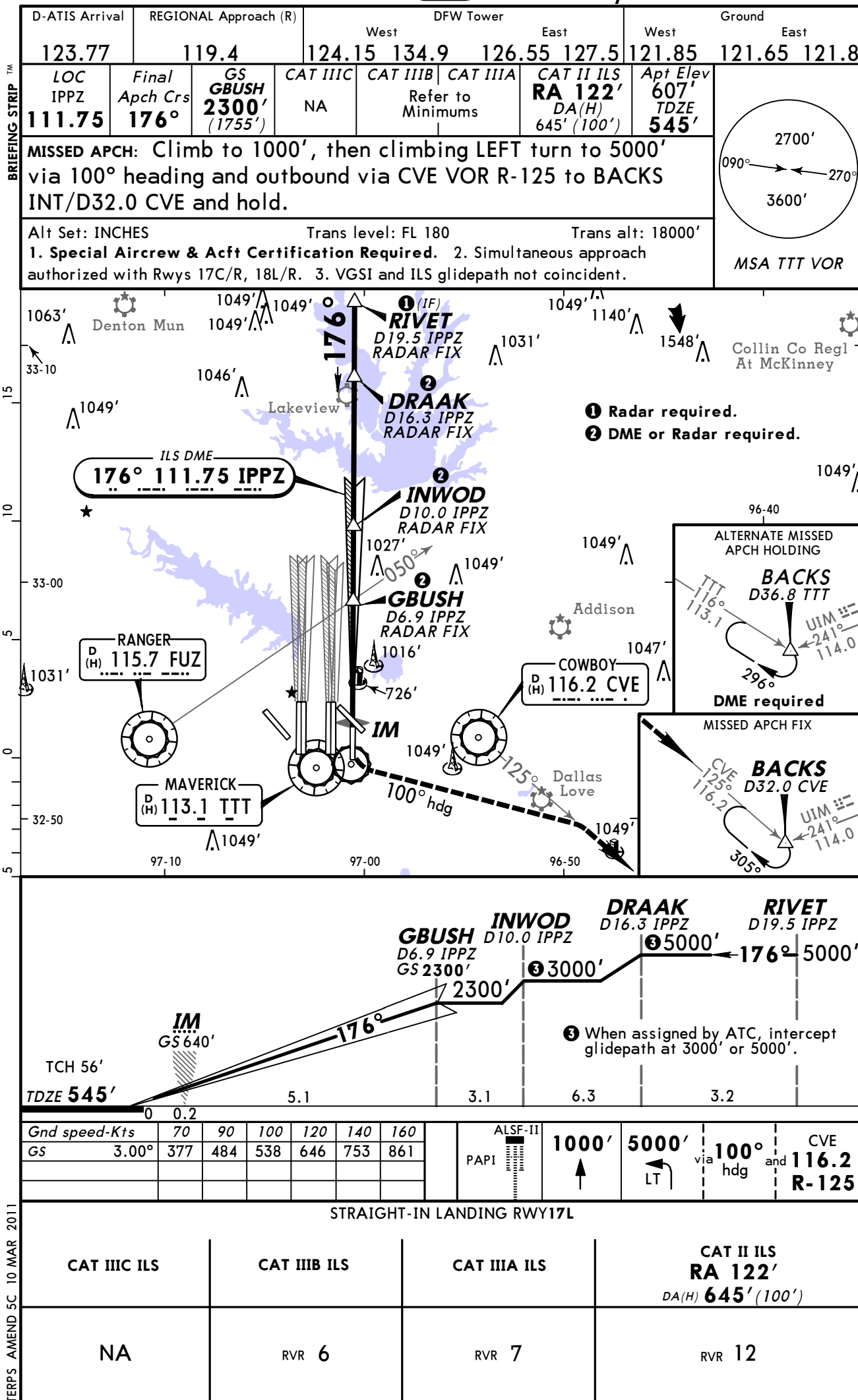
CHANGES: Final approach course.

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TERPS AMEND 5C 10 MAR 2011

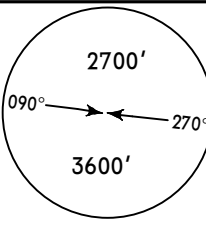
KDFW/DFW DALLAS-FT WORTH, TEXAS

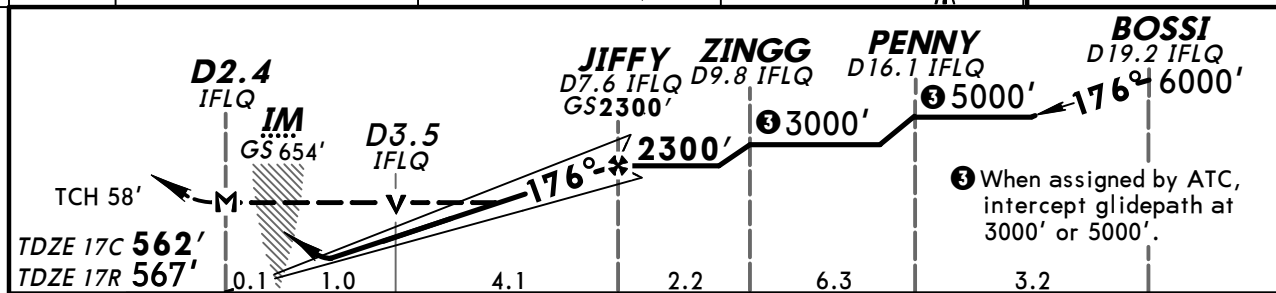
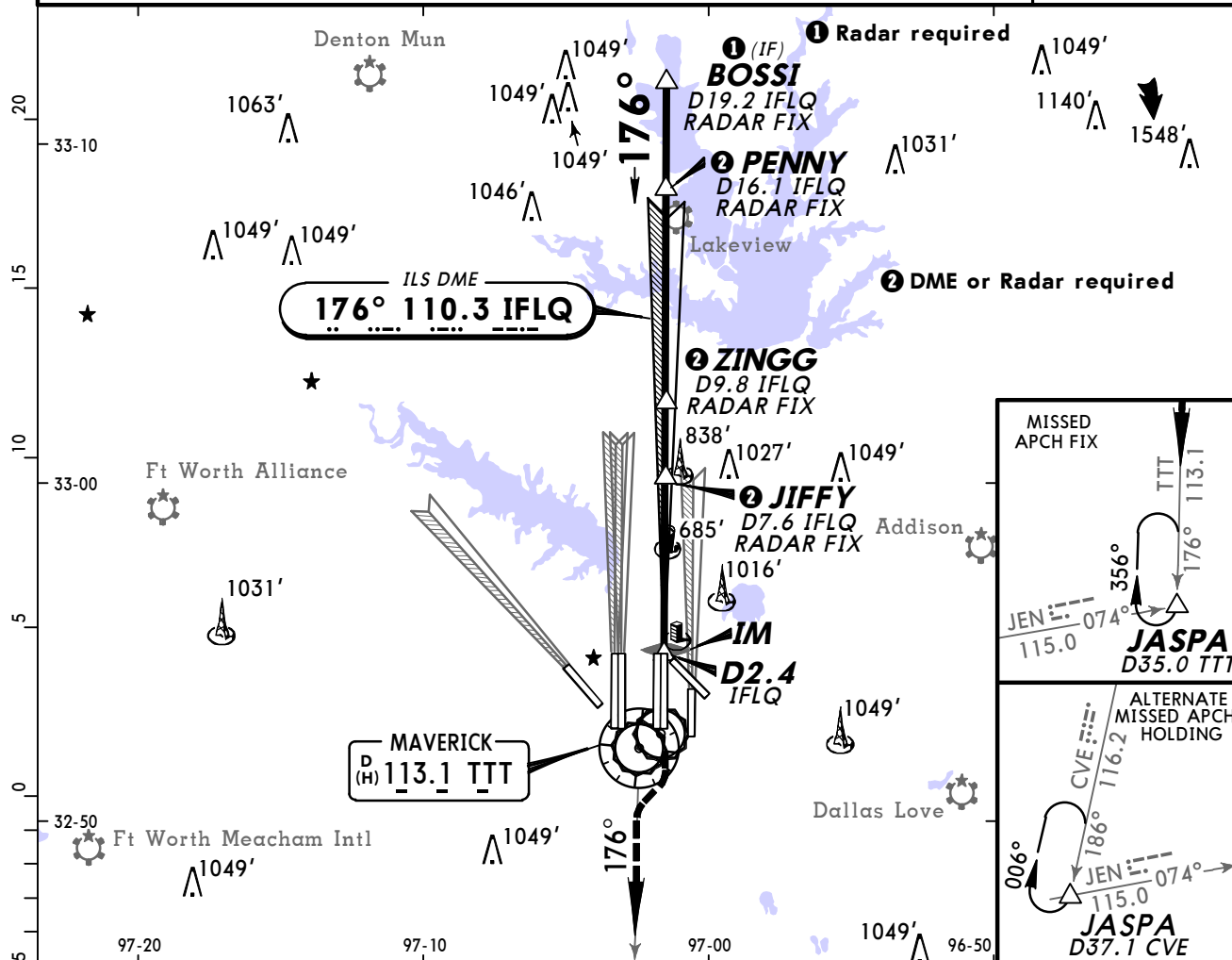
DALLAS-FT WORTH INTL 4 MAR 11 (61-3A) ILS Rwy 17L CAT II & III



KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-4) ILS or LOC Rwy 17C

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
123.77	127.07	West 124.15	134.9	East 126.55	127.5	West 121.85	East 121.65 121.8
LOC IFLQ 110.3	Final Apch Crs 176°	GS JIFFY 2300' (1738')	ILS DA(H) 762' (200')	Apt Elev 607' TDZE 17C 562'			
MISSED APCH: Climb to 5000' outbound via TTT VOR R-176 to JASPA INT/ D35.0 TTT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Simultaneous approach authorized with Rwy 18L/R and Rwy 17L. 2. VGSI and ILS glidepath not coincident. 3. MALSR and PAPI-L on Rwy 17R.							
						MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	5000'	TTT	JASPA
GS	3.00°	377	484	538	646	753	861			
MAP at D2.4 IFLQ or JIFFY to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			

STRAIGHT-IN LANDING RWY17C					SIDESTEP LANDING RWY 17R	
ILS					LOC (GS out)	
DA(H) 762' (200')					MDA(H) 1000' (438')	
FULL	TDZ or CL out	ALS out			ALS out	RAIL or ALS out
A						
B						
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	1
D				RVR 40 or 3/4	RVR 60 or 1/4	1 1/2
				RVR 50 or 1	1 1/2	2

1 Not authorized during simultaneous operations.

CHANGES: Final approach course.

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TERPS AMEND 9A 10 MAR 2011

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-4A) ILS Rwy 17C CAT II & III

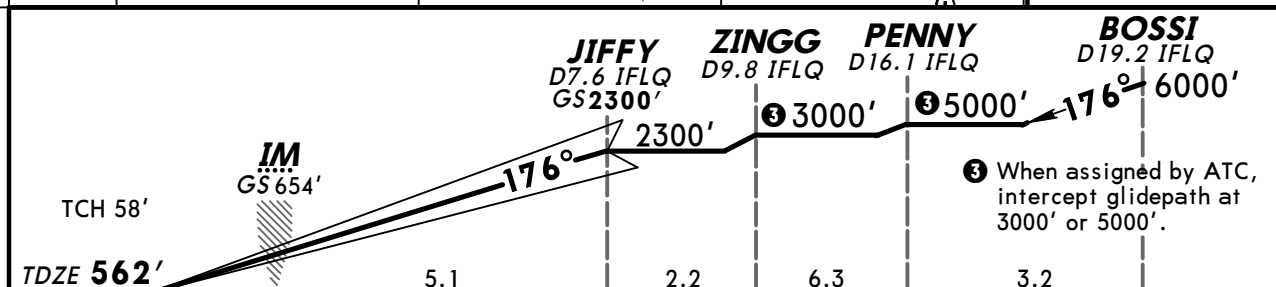
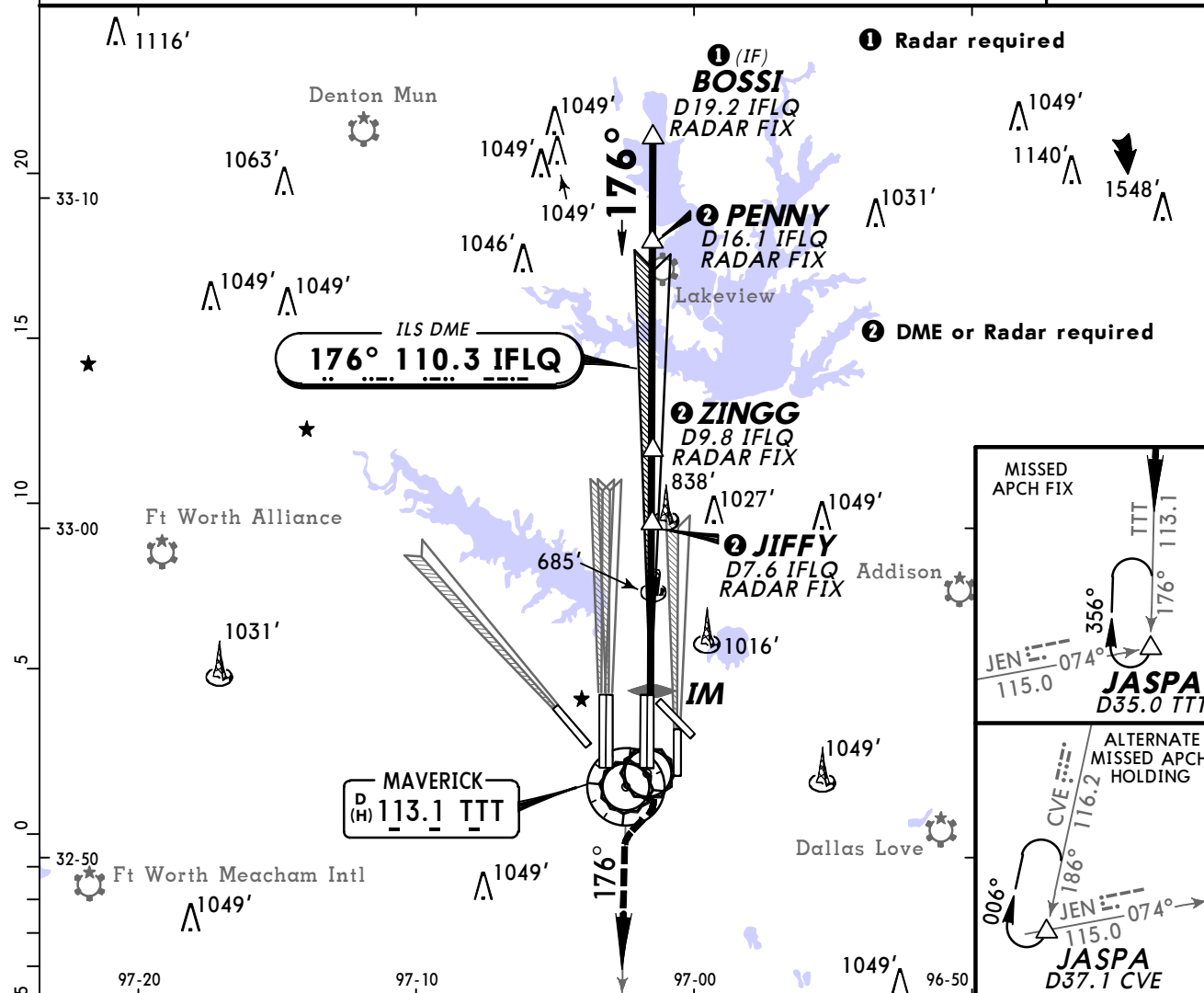
D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IFLQ	Apch Crs	JEFFY	NA	Refer to		RA 102'	607'
110.3	176°	2300' (1738')		Minimums		DA(H) 662' (100')	TDZE 562'

MISSED APCH: Climb to 5000' outbound via TTT VOR R-176 to JASPA INT/D35.0 TTT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 18L/R and Rwy 17L. 3. VGSI and ILS glidepath not coincident.

MSA TTT VOR

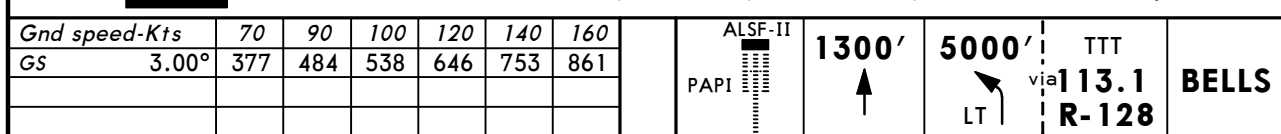


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5000'	TTT	JASPA
GS	3.00°	377	484	538	646	753	PAPI	↑	via 113.1	R-176

STRAIGHT-IN LANDING RWY 17C			
CAT IIIC	CAT IIIB	CAT IIIA	CAT II
NA	RVR 6	RVR 7	RA 102'
			DA(H) 662' (100')
			RVR 12

CONVERGING ILS Rwy 17C

BRIEFING STRIP™



$DA_{(H)}$ **762'** (200')

A
B
C
D

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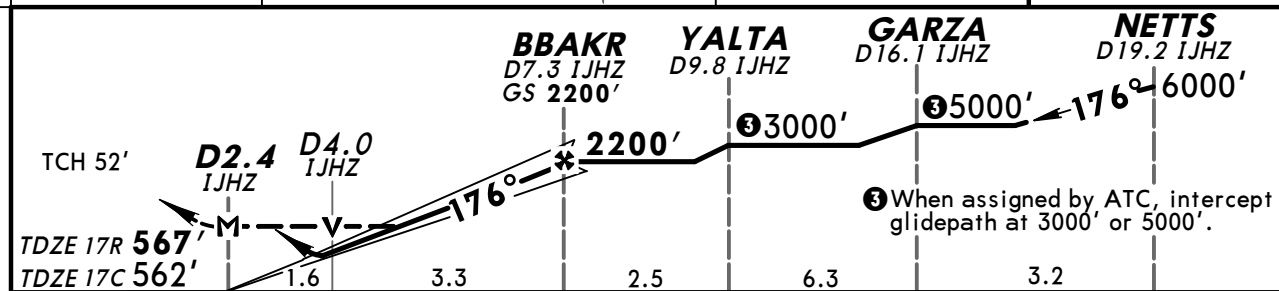
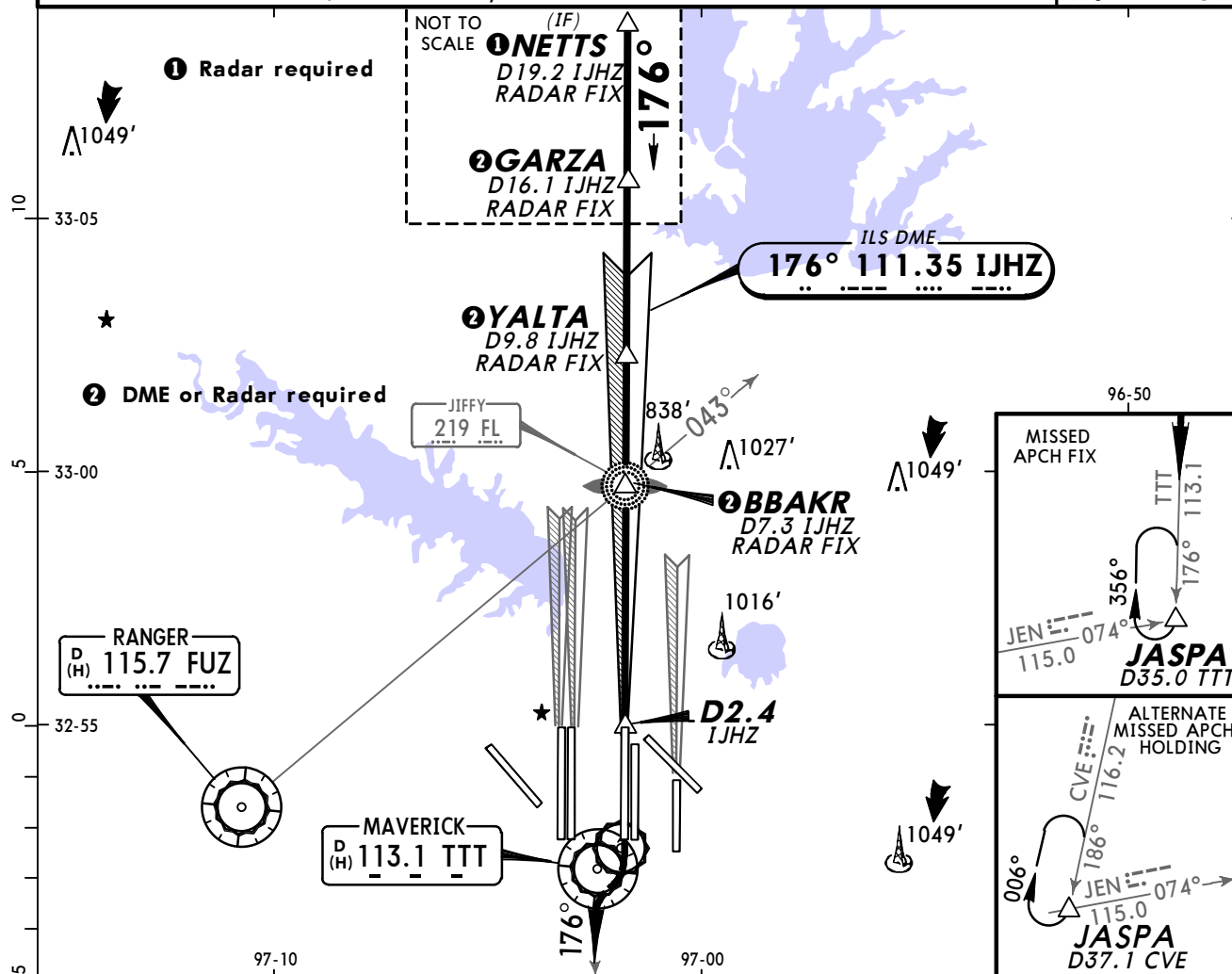
TERPS AMEND 6A 10 MAR 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

4 MAR 11 (61-7) ILS or LOC Rwy 17R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	127.07	West 124.15	East 134.9	West 126.55	East 127.5
LOC 111.35	Final Apch Crs 176°	GS BBAKR 2200' (1633')	ILS DA(H) 767' (200')	Apt Elev 607'	TDZE 17R 567'
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' outbound via TTT VOR R-176 to JASPA INT/D35.0 TTT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 17L, 18L/R. 2. VGSI and ILS glidepath not coincident. 3. ALSF-II, PAPI-L on Rwy 17C.					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1200'	4000'	TTT	JASPA
GS	3.00°	377	484	538	646	753	PAPI		↑	↑ RT	113.1	R-176
MAP at D2.4 1JHZ or BBAKR to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50					

STRAIGHT-IN LANDING RWY 17R				SIDESTEP LANDING RWY 17C	
ILS DA(H) 767' (200')		LOC (GS out) MDA(H) 1140' (573')		MDA(H) 1140' (578')	
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	ALS out
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1
C			RVR 50 or 1	1 1/2	1 1/2
D			RVR 60 or 1 1/4	1 3/4	2

1 Not authorized during simultaneous operations.

CHANGES: Final approach course.

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TERPS AMEND 22A 10 MAR 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-8) CONVERGING ILS Rwy 17R

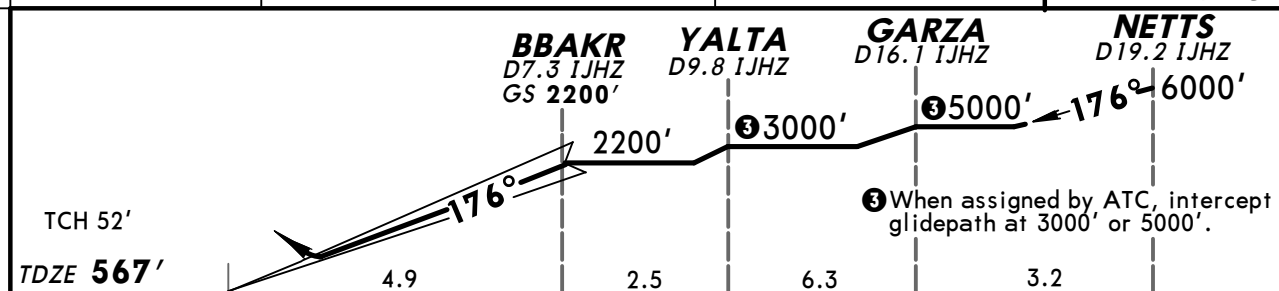
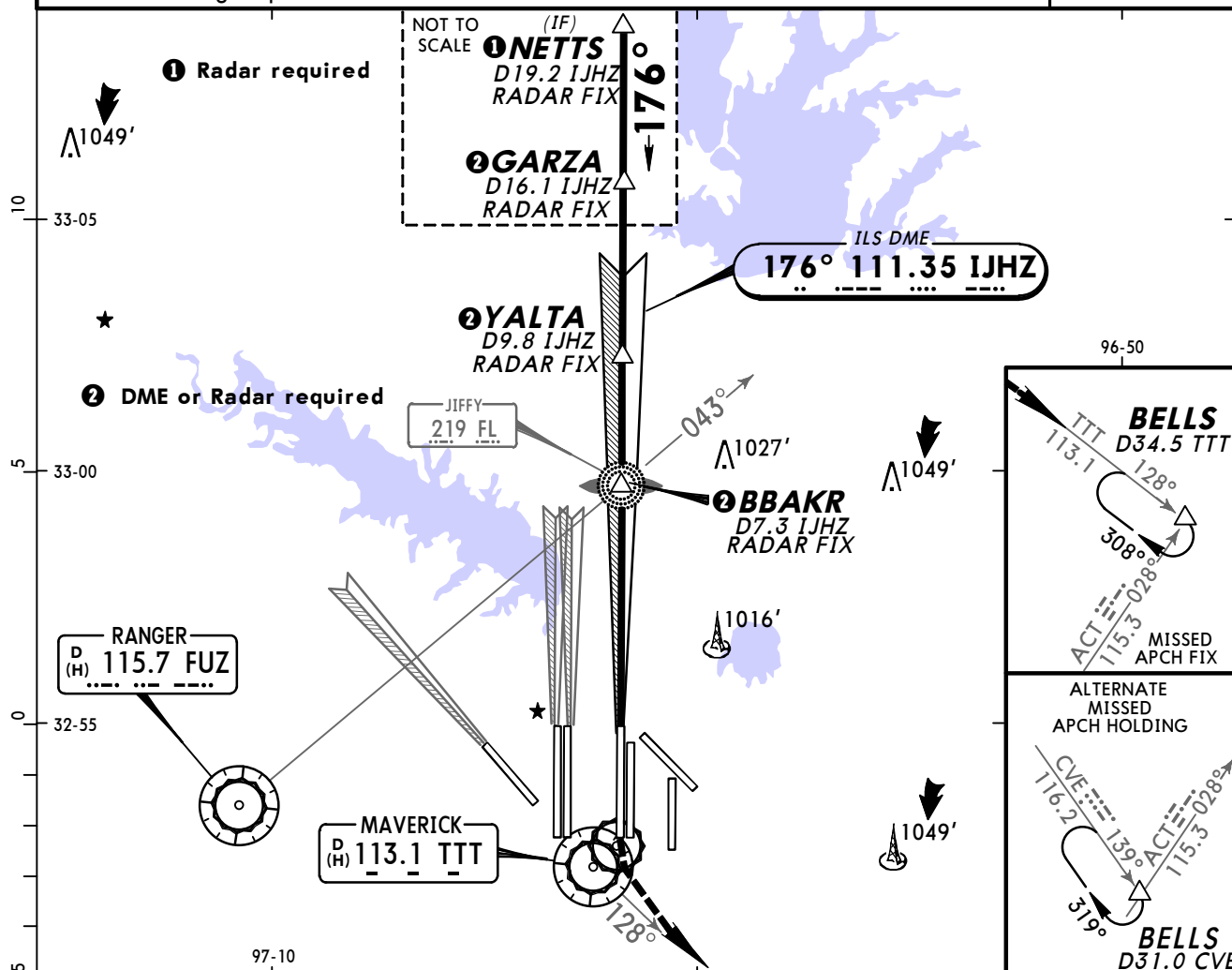
D-ATIS Arrival		REGIONAL Approach (R)		DFW Tower		Ground	
123.77		127.07		West 124.15 134.9		East 126.55 127.5	
West 121.85		East 121.65 121.8					
LOC 1JHZ 111.35		Final Apch Crs 176°		GS BBAKR 2200' (1633')		ILS DA(H) 767' (200')	
Apt Elev 607'		TDZE 567'					
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' outbound via TTT VOR R-128 to BELLS INT/D34.5 TTT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Simultaneous approach authorized with Rwy 13R, 18L/R. 2. VGSI and ILS glidepath not coincident.							

2700'

090°→←270°

3600'

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	5000'	TTT	BELLS
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	via 113.1 R-128	

STRAIGHT-IN LANDING RWY 17R			ILS		
FULL			TDZ or CL out		
RAIL or ALS out					
A					
B					
C	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4
D					

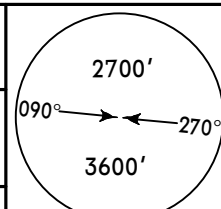
CHANGES: Final approach course.

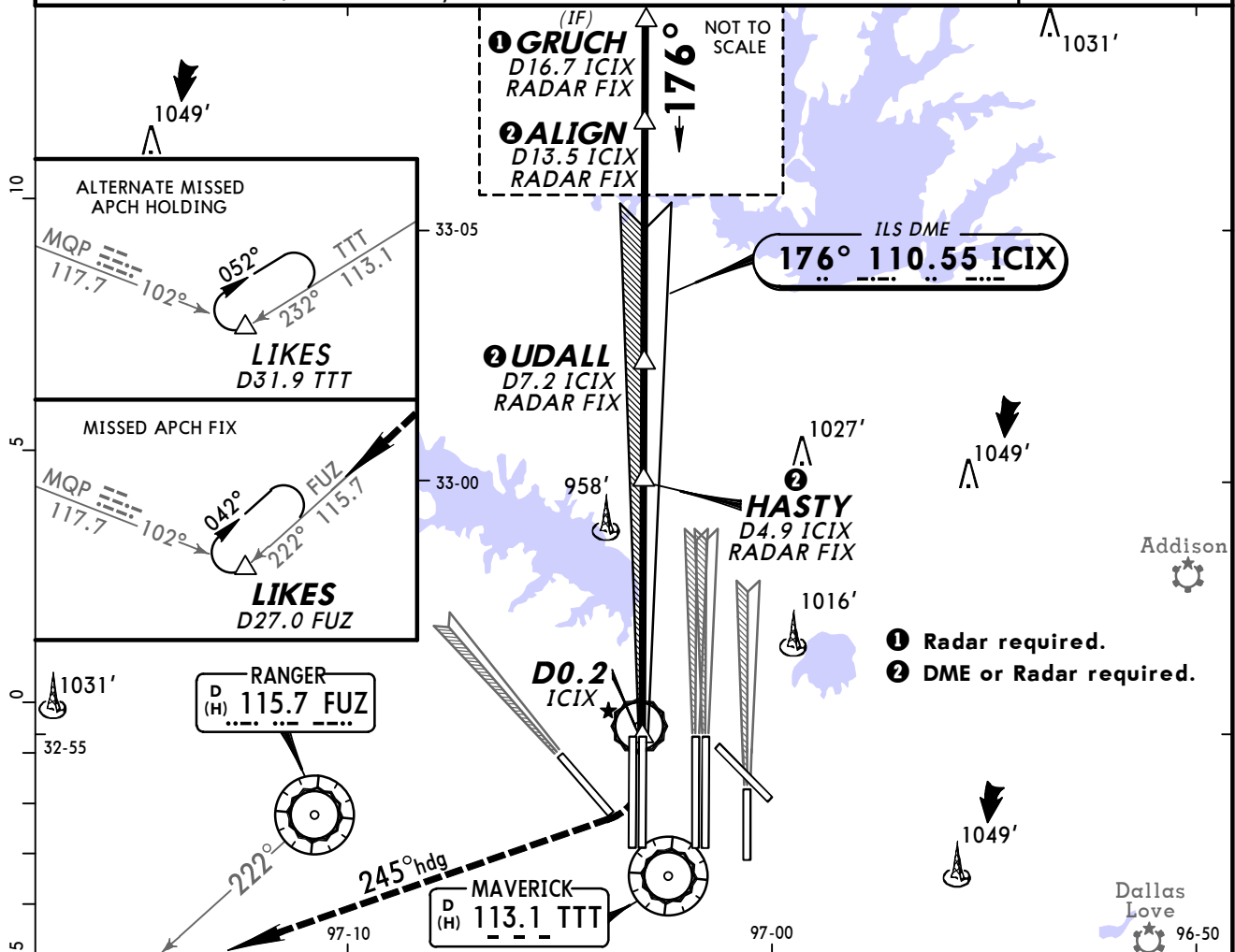
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TERPS AMEND 8A 10 MAR 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-9) ILS or LOC Rwy 18L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground						
123.77	118.42	West	124.15	134.9	East	126.55	127.5	121.85	West	121.65	East	121.8
LOC ICIX 110.55	Final Apch Crs 176°	GS HASTY 2300' (1698')	ILS DA(H) 802' (200')	Apt Elev 607'			TDZE 18L 602'					
MISSED APCH: Climb to 1300' then climbing RIGHT turn to 5000' via heading 245° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold.												
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'							
1. Simultaneous approach authorized with Rwy 17L/C/R. 2. VGSI and ILS glidepath not coincident. 3. ALSF-II, PAPI-L on Rwy 18R.												
									MSA TTT VOR			



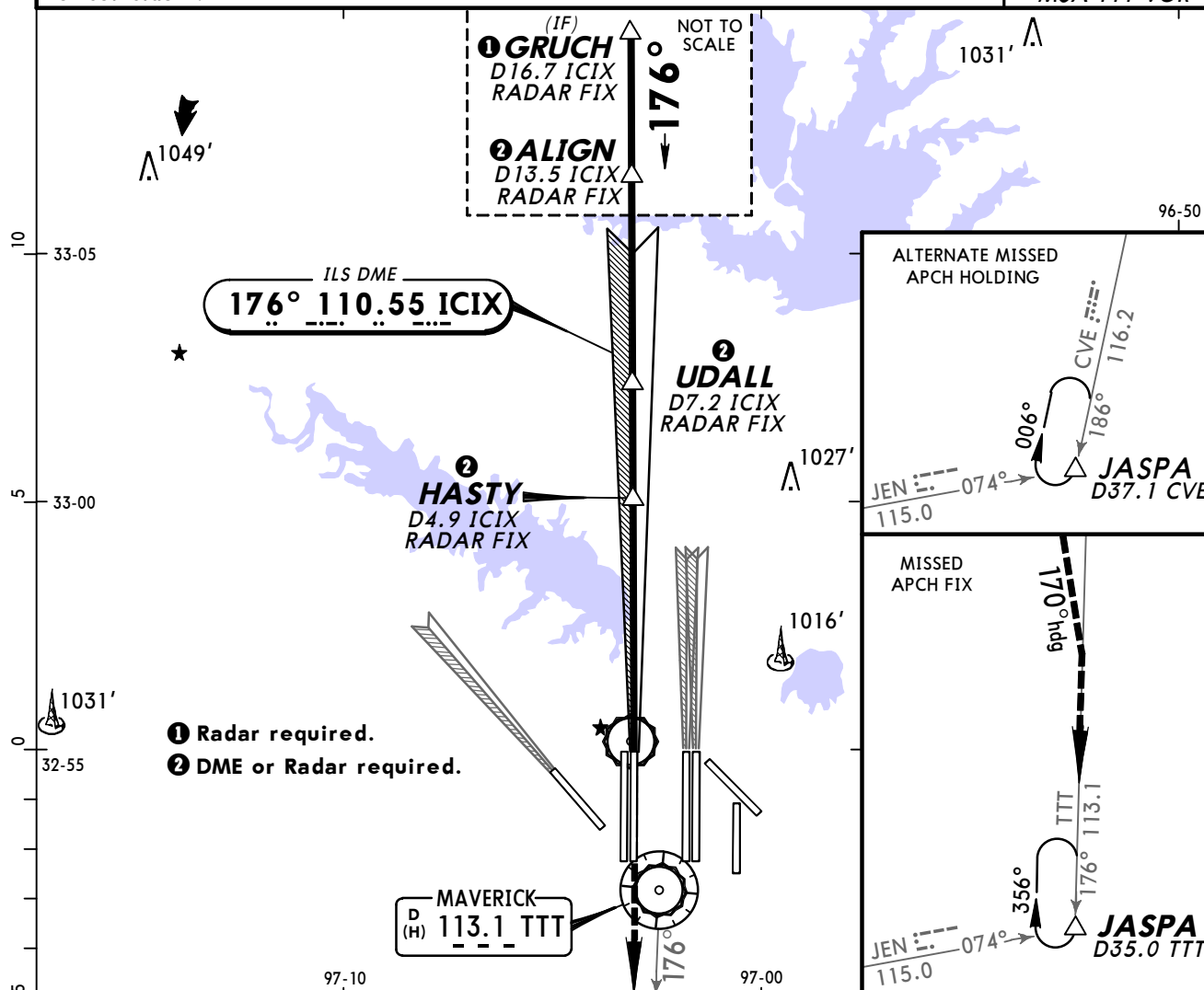
ICIX DME		HASTY		UDALL		ALIGN		GRUCH	
D0.2 ICIX		D4.9 ICIX GS 2300'		D7.2 ICIX		D13.5 ICIX		D16.7 ICIX	
TCH 55'		2300'		3000'		3000'		4000'	
TDZE 18L 602'		TDZE 18R 607'		3.4		2.3		6.3	
Gnd speed-Kts		70	90	100	120	140	160	MALSR	
GS		3.00°	377	484	538	646	753	PAPI	
MAP at D0.2 ICIX or								1300'	
HASTY to MAP		5.1	4:22	3:24	3:04	2:33	2:11	5000'	
								via 245° and 115.7	
								R-222	

STRAIGHT-IN LANDING RWY 18L				LOC (GS out)		SIDESTEP LANDING RWY 18R	
ILS DA(H) 802' (200')				MDA(H) 1220' (618')		MDA(H) 1220' (613')	
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out	ALS out
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1
B							
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4		1 1/2 1 3/4
D				1 1/2	2		2

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 61-10 CONVERGING ILS Rwy 18L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground		
		West		East		West	East	
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
LOC ICIX 110.55	Final Apch Crs 176°	GS HASTY 2300' (1698')	ILS DA(H) 802' (200')	Apt Elev 607' TDZE 602'		2700' 090° → ← 270° 3600' MSA TTT VOR		
MISSED APCH: Climb to 5000', then LEFT turn via 170° heading and outbound via TTT VOR R-176 to JASPA INT/D35.0 TTT and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Simultaneous approach authorized with Rwy 13R, 17C/R. 2. VGSI and ILS glidepath not coincident.								



	HASTY	UDALL	ALIGN	GRUCH
	D4.9 ICIX	D7.2 ICIX	D13.5 ICIX	D16.7 ICIX
	GS 2300'	GS 2300'	GS 3000'	GS 3000'
	2300'	3000'	3000'	4000'
	5.1	2.3	6.3	3.2
	③ When assigned by ATC, intercept glidepath at 3000'.			
	TCH 55'			
	TDZE 602'			

Gnd speed-Kts	70	90	100	120	140	160	MALS	5000'	LT	via	170°	TTT	JASPA
GS	3.00°	377	484	538	646	753	861	PAPI	↑	↙	hdg	113.1	R-176

STRAIGHT-IN LANDING RWY 18L			
ILS DA(H) 802' (200')			
FULL	TDZ or CL out	RAIL or ALS out	
A			
B			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
D			

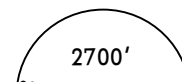
CHANGES: Final approach course.

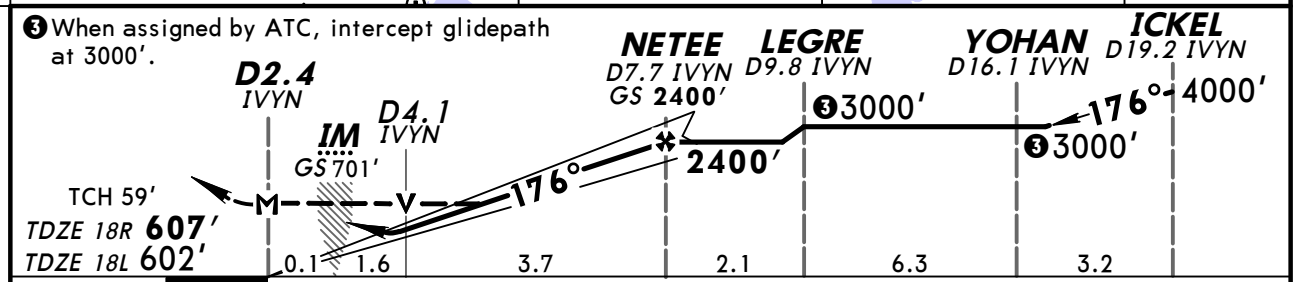
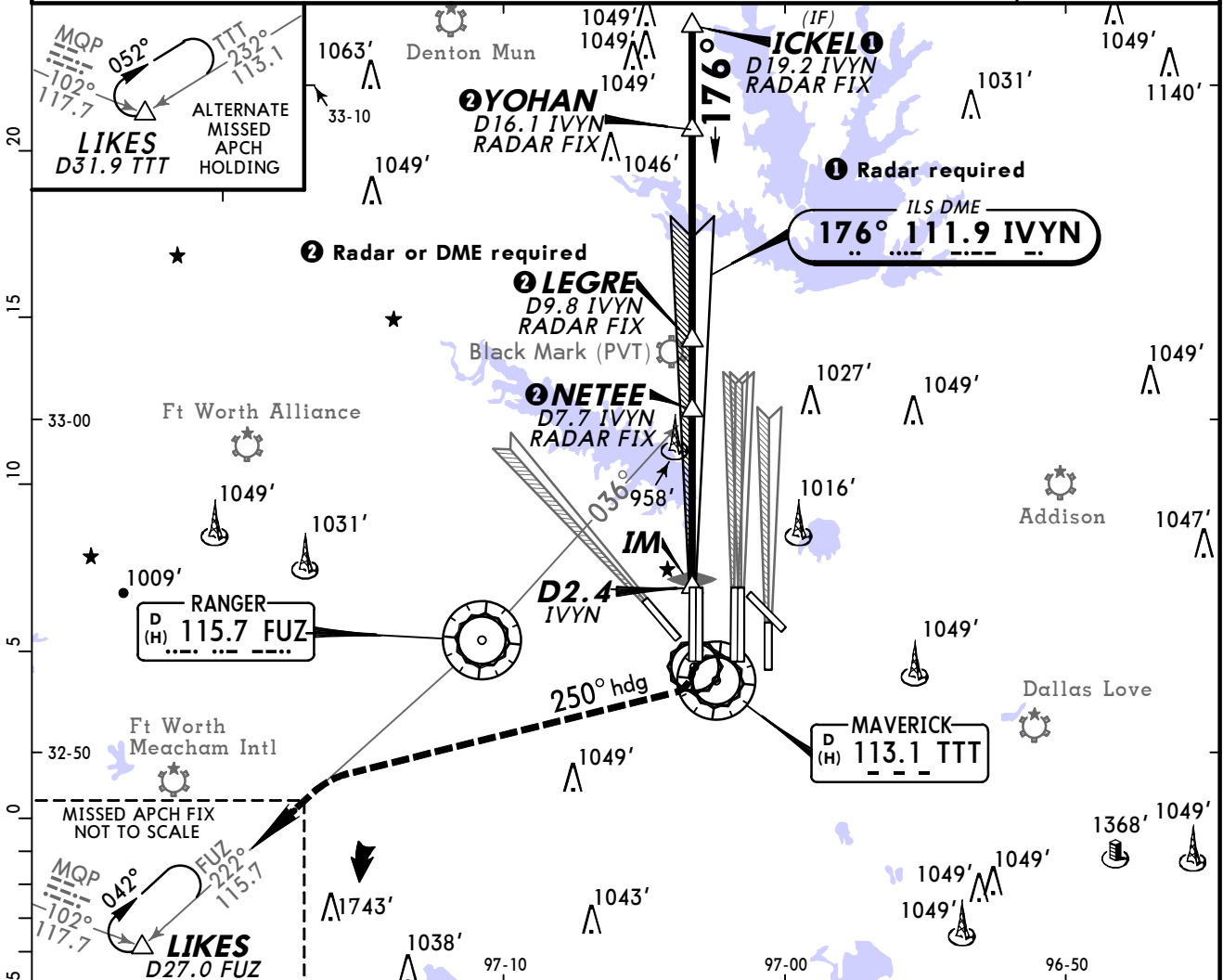
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TERPS AMEND 1A 10 MAR 2011

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-11) ILS or LOC Rwy 18R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				West	Ground	East	
123.77	118.42	West	124.15 134.9	East	126.55 127.5	West	121.85	East	121.8
LOC IVYN 111.9	Final Apch Crs 176°	GS NETEE 2400' (1793')	ILS DA(H) 807' (200')	Apt Elev 607' TDZE 18R 607'					
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 5000' via 250° heading and FUZ VOR R-222 outbound to LIKES INT/D27.0 FUZ and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA TTT VOR			
1. VGSI and ILS glidepath not coincident. 2. Simultaneous approaches authorized with Rwys 17L/C/R. 3. MALSR and PAPI-L no Rwy 18L.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	5000'	250°	FUZ
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	hdg	115.7
MAP at D2.4 IVYN or NETEE to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				R-222

STRAIGHT-IN LANDING RWY 18R					SIDESTEP LANDING RWY 18L	
ILS DA(H) 807' (200')			LOC (GS out) MDA(H) 1220' (613')		MDA(H) 1220' (618')	
FULL	TDZ or CL out	ALS out	ALS out		RAIL or ALS out	
A					1	
B	RVR 18	RVR 24	RVR 24 or 1/2	RVR 50 or 1		
C	or 1/2	or 1/2	RVR 60 or 1 1/4	1 3/4	1 1/4	1 3/4
D			1 1/2	2	1 1/2	2

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-11A) ILS Rwy 18R CAT II & III

D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8

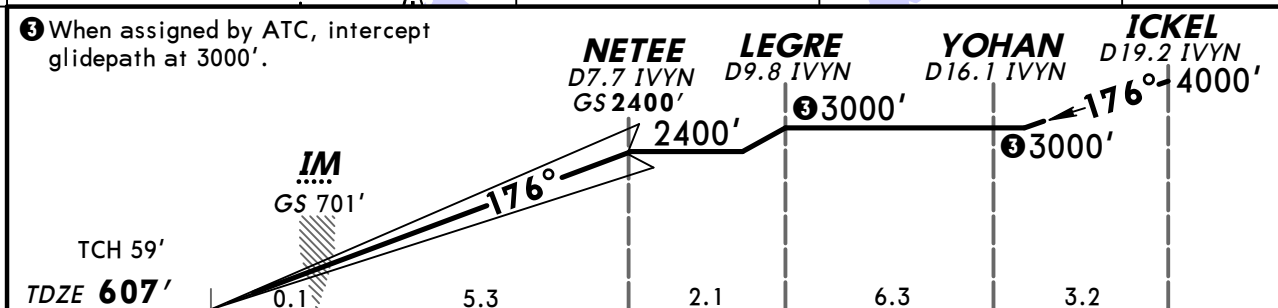
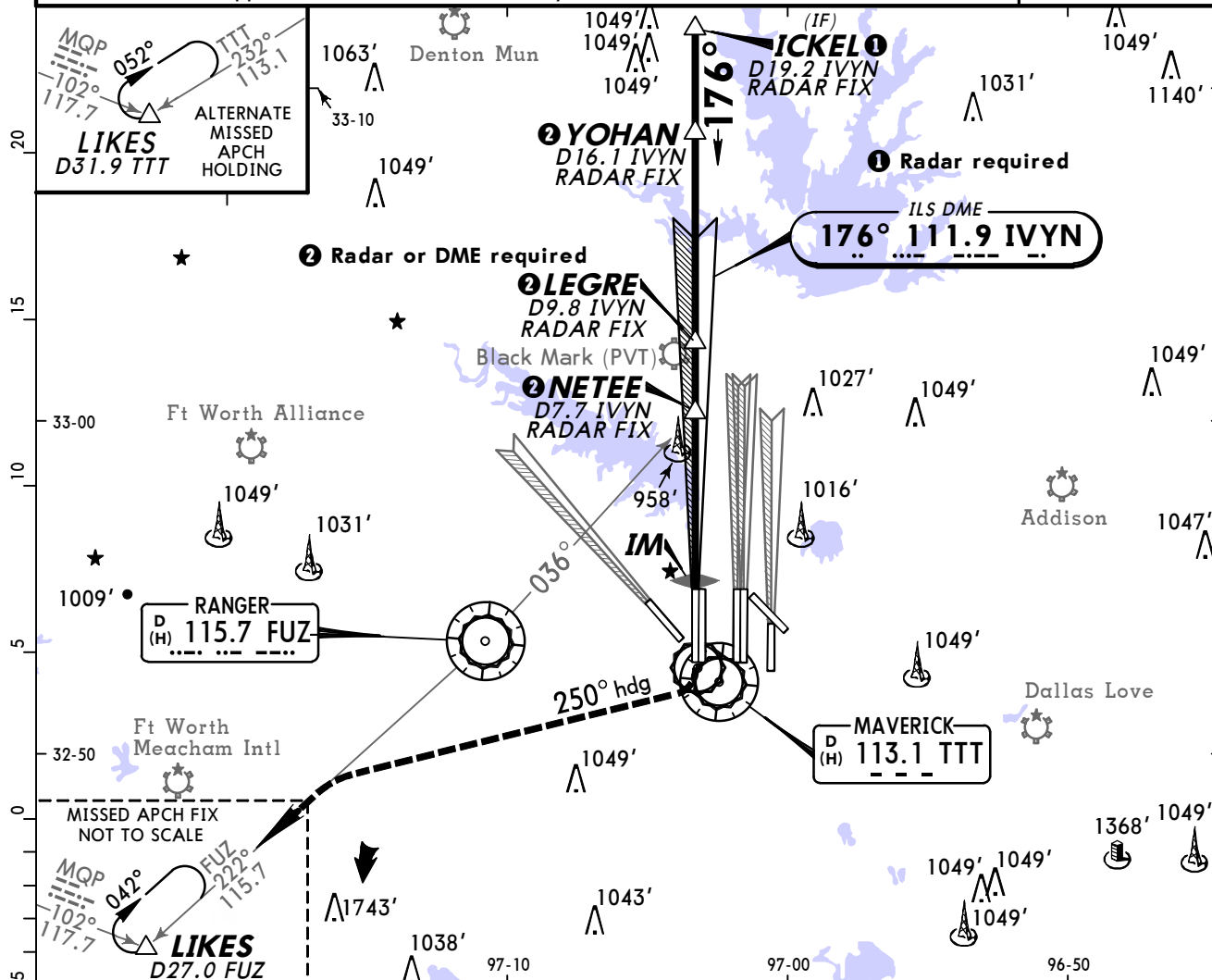
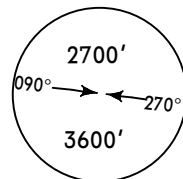
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IVYN	Apch Crs	NETEE	NA	Refer to	Minimums	RA 106'	607'
111.9	176°	2400'				DA(H) 707' (100')	TDZE 607'

MISSED APCH: Climb to 1100' then climbing RIGHT turn to 5000' via 250° heading and FUZ VOR R-222 outbound to LIKES INT/D27.0 FUZ and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required.
2. VGSI and ILS glidepath not coincident.
3. Simultaneous approaches authorized with Rwy 17L/C/R.

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	5000'	250°	FUZ
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	115.7

STRAIGHT-IN LANDING RWY 18R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II
NA	RVR 6	RVR 7	RA 106'
			DA(H) 707' (100')
			RVR 12

CHANGES: Final approach course.

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TERPS AMEND 7A 10 MAR 2011

ILS or LOC Rwy 31R

BRIEFING STRIP™

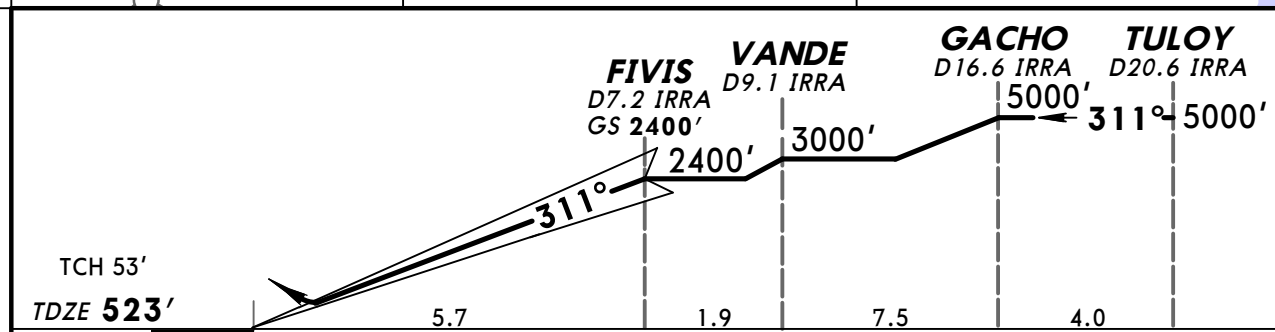
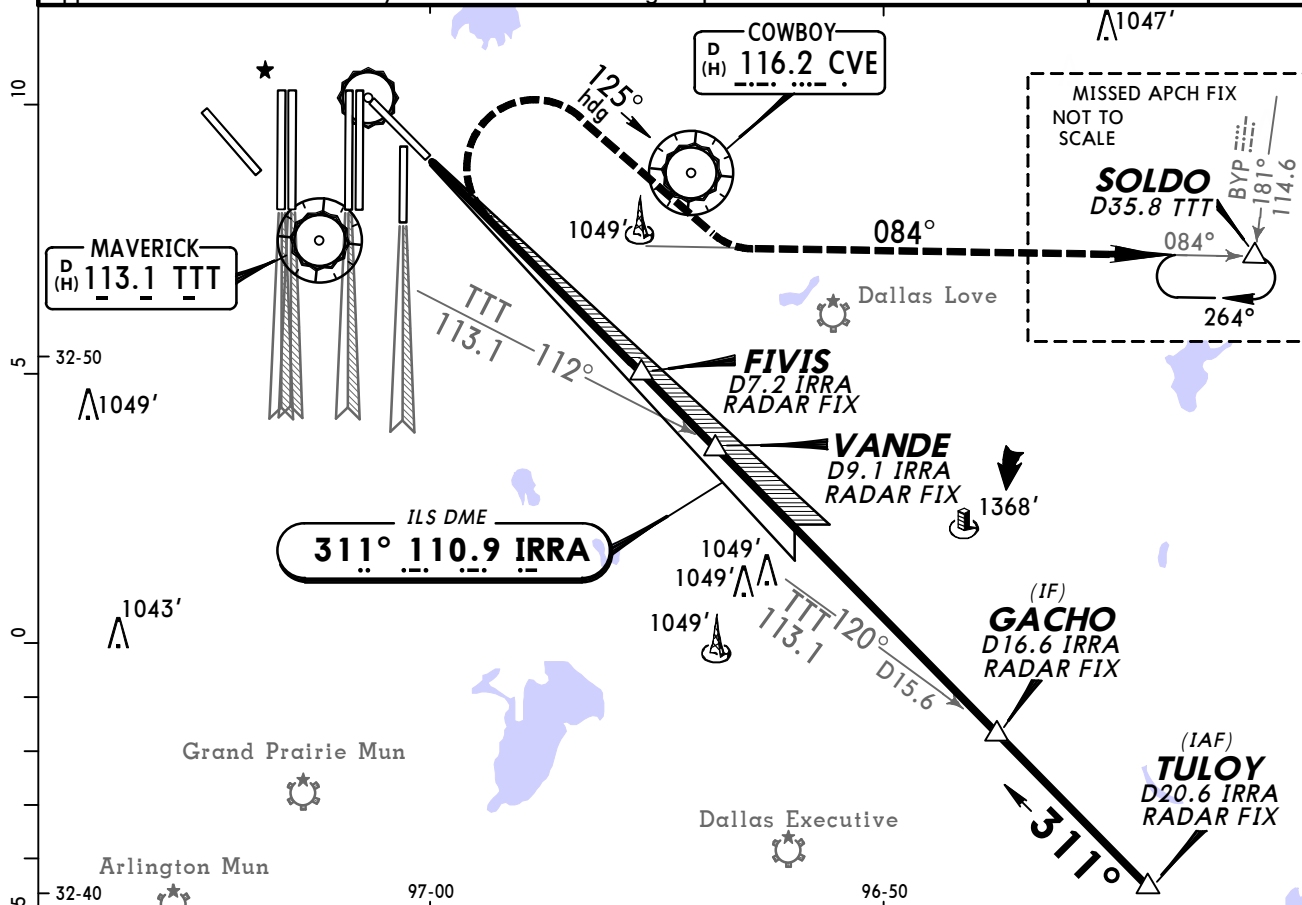
TERPS AMEND 13A 10 MAR 2011

1	DME or Radar required.

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 16 SEP 11 (61-14) CAT A, B & C CONVERGING ILS Rwy 31R

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower		Ground				
			West	East	West	East			
123.77	135.5	125.2	124.15	134.9	126.55	127.5	121.85	121.65	121.8
LOC IRRA 110.9	Final Apch Crs 311°	GS FIVIS 2400' (1877')	ILS DA(H) Refer to Minimums	Apt Elev 607' TDZE 523'	2700' 090°→←270° 3600' MSA TTT VOR				
MISSED APCH: Climbing RIGHT turn to 5000' via heading 125° and outbound via TTT VOR R-084 to SOLDO INT/D35.8 TTT and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Radar required. 2. Simultaneous converging approach authorized with CONVERGING ILS Rwys 35L/C and CONVERGING ILS Rwys 36L/R. 3. Simultaneous approach authorized with Rwy 31L. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	125°	TTT	SOLDO
GS	3.00°	372	478	531	637	743	PAPI		RT	hdg	R-084	

STRAIGHT-IN LANDING RWY 31R											
ILS											
A,B: DA(H) 1463' (940')											
C: DA(H) 1498' (975')											

RAIL or ALS out											
A											
B	3										
C											
D	NA										

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 16 SEP 11 (61-15) ILS or LOC Rwy 35L

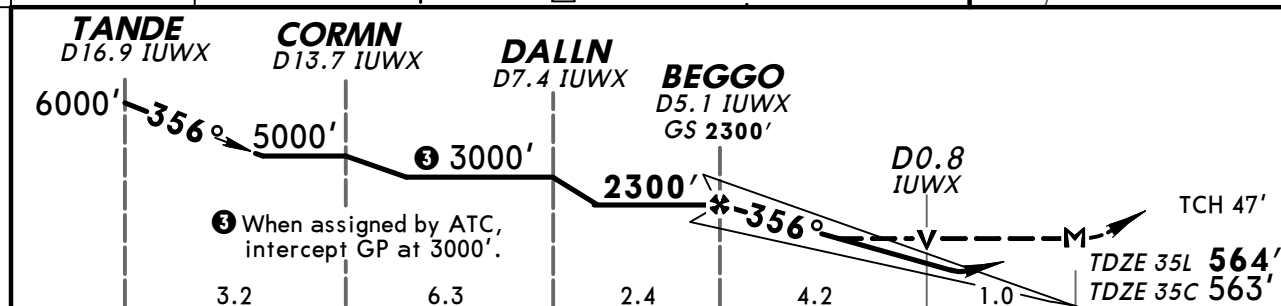
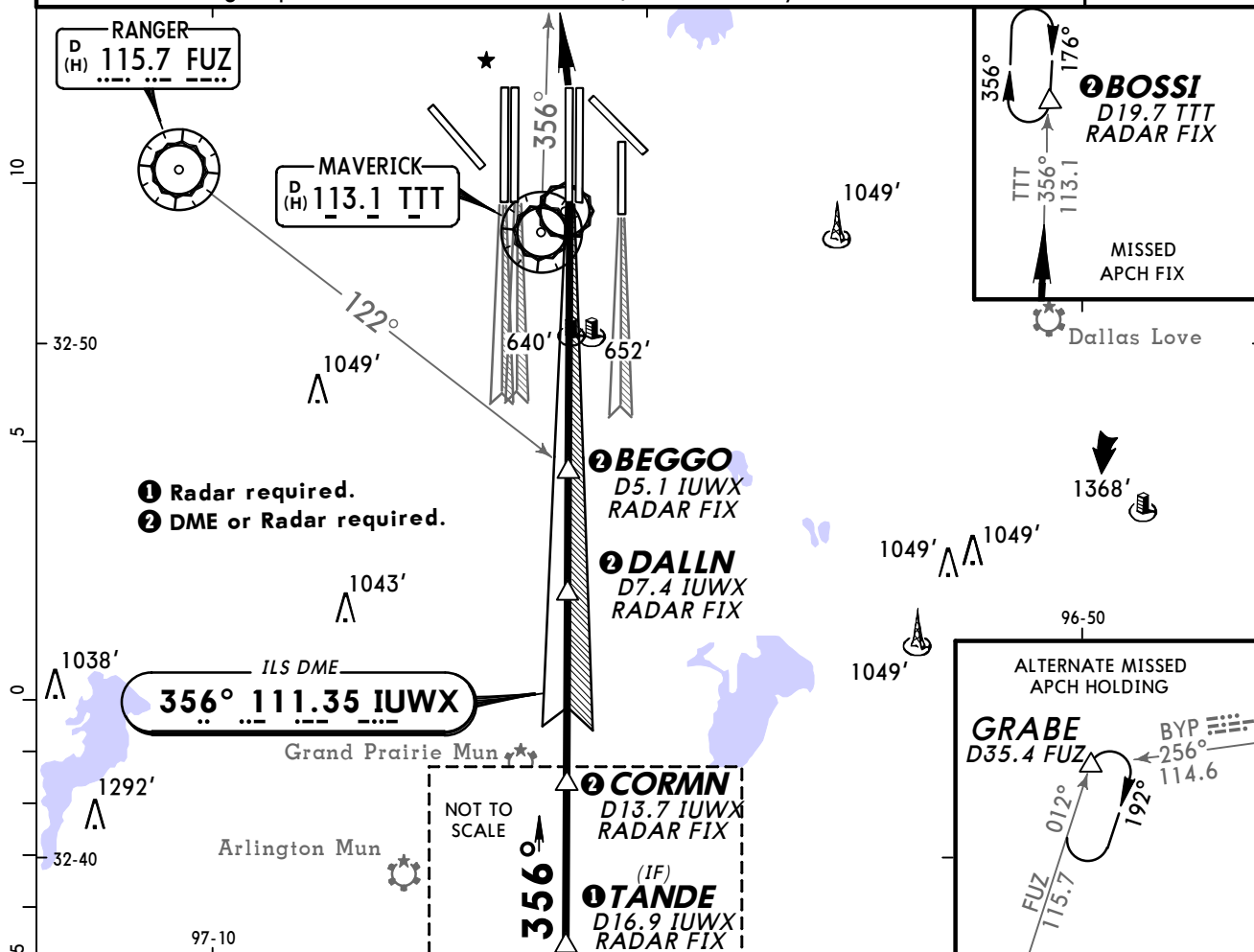
D-ATIS Arrival		REGIONAL Approach (R)		DFW Tower		Ground	
123.77		127.07		West 124.15 134.9	East 126.55 127.5	West 121.85	East 121.65 121.8
LOC IUWX 111.35		Final Apch Crs 356°		GS BEGGO 2300' (1736')		ILS DA(H) 764' (200')	
				Apt Elev 607'		TDZE 35L 564'	
MISSED APCH: Climb to 4000' outbound via TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold.							
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
1. Simultaneous approach authorized with Rwy 36L/R and Rwy 35R. 2. VGSI and ILS glidepath not coincident. 3. ALSF-II, PAPI-L on Rwy 35C.							

2700'

090°→←270°

3600'

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		TTT		BOSSI
GS	3.00°	372	478	531	637	743	849		4000'	113.1	
BEGGO to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			R-356	

STRAIGHT-IN LANDING RWY 35L						SIDESTEP LANDING RWY 35C	
ILS			LOC (GS out)			MDA(H) 960' (397')	
DA(H) 764' (200')			MDA(H) 940' (376')				
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		ALS out	
A						1	
B						1 1/2	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	2
D				RVR 40 or 3/4	RVR 60 or 1/4		

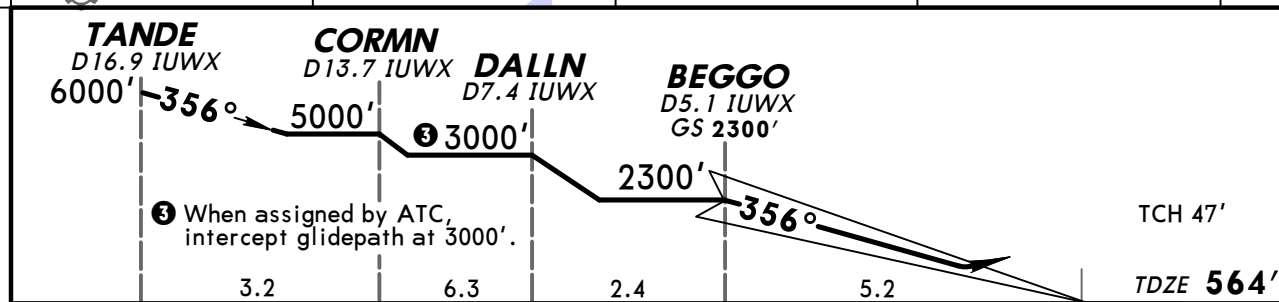
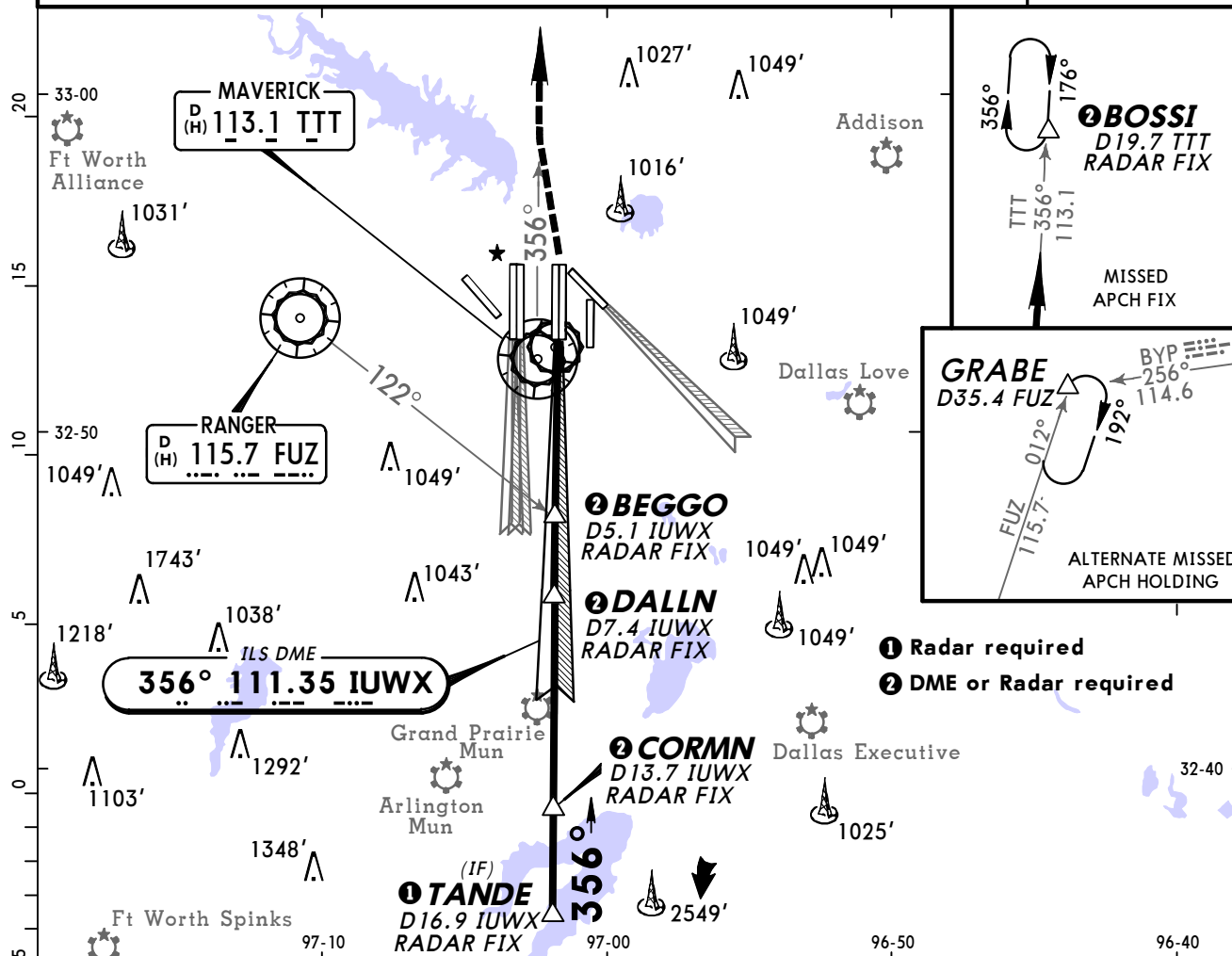
1 Not authorized during simultaneous operations.

CHANGES: Obstruction.

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KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS DALLAS-FT WORTH INTL 4 MAR 11 (61-16) CONVERGING ILS Rwy 35L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground						
123.77	127.07	West	124.15	134.9	East	126.55	127.5	West	121.85	East	121.65	121.8
LOC IUWX 111.35	Final Apch Crs 356°	GS BEGGO 2300' (1736')	ILS DA(H) 764' (200')		Apt Elev 607' TDZE 564'		2700' 090° → ← 270° 3600' MSA TTT VOR					
MISSED APCH: Climb to 4000' outbound via TTT VOR R-356 to BOSSI/D19.7 TTT/RADAR FIX and hold.												
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 31R, 36L/R. 2. VGSI and ILS glidepath not coincident.												



Gnd speed-Kts	70	90	100	120	140	160	MALSR		TTT	BOSSI
GS	3.00°	377	484	538	646	753	861	PAPI	4000' via 113.1 R-356	

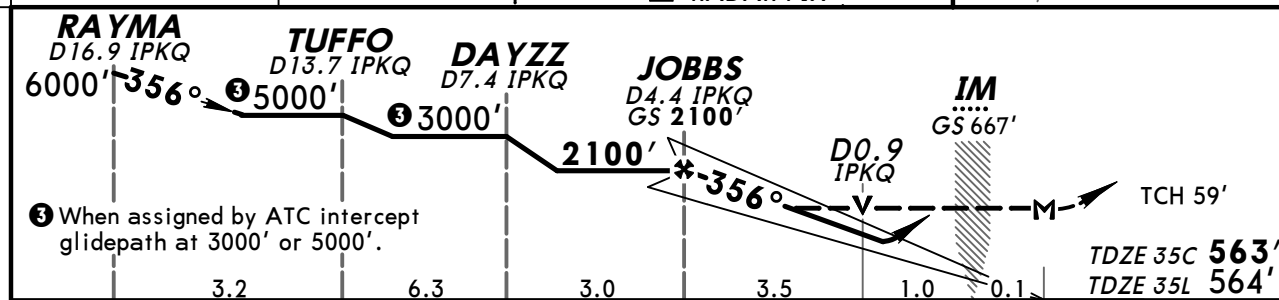
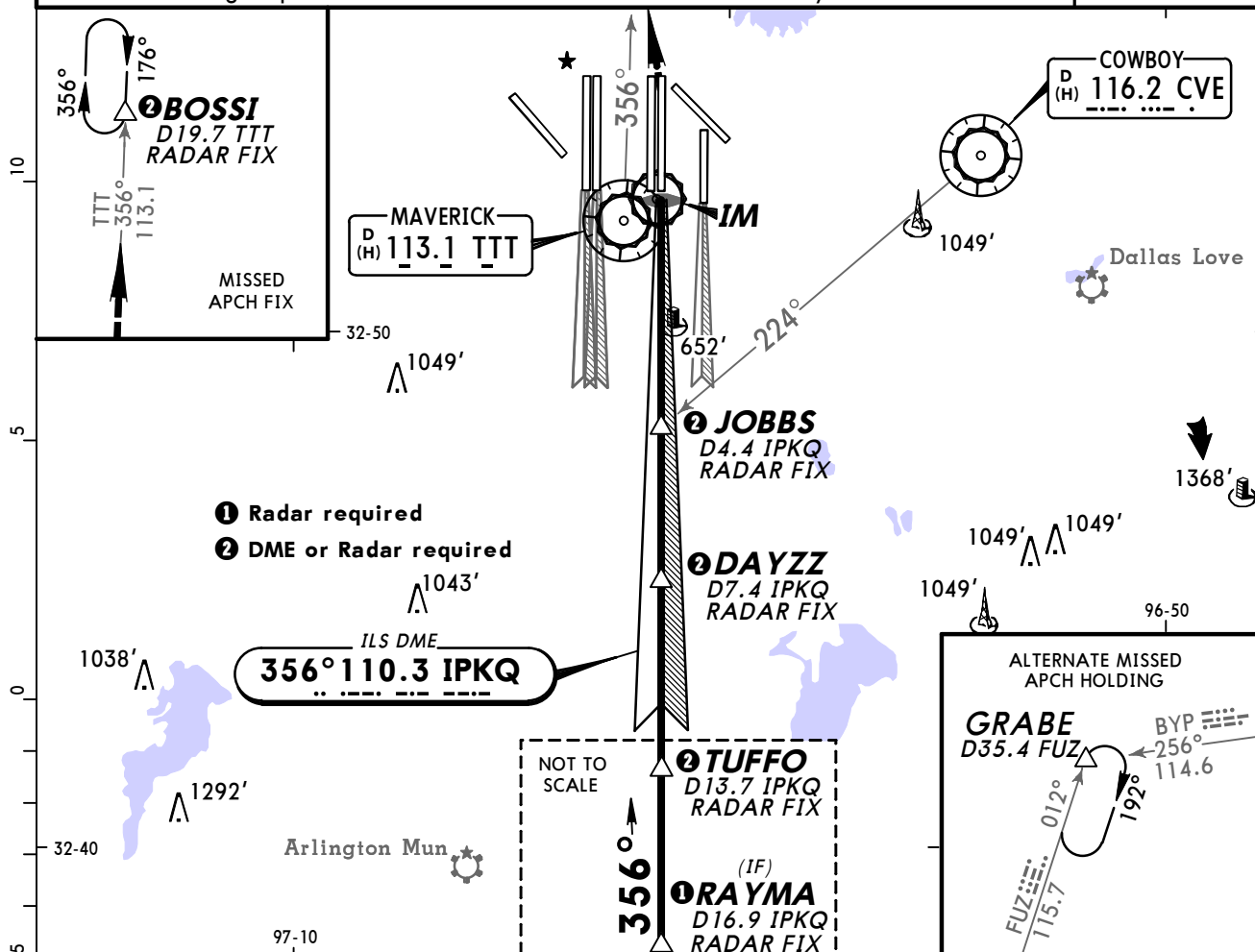
STRAIGHT-IN LANDING RWY 35L		
ILS		
DA(H) 764' (200')		
FULL	TDZ or CL out	RAIL or ALS out
A		
B		
C	RVR 18 or 1/2	RVR 24 or 1/2
D		RVR 40 or 3/4

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL ILS or LOC Rwy 35C

4 MAR 11 61-17

D-ATIS Arrival	REGIONAL Approach (R)	West		DFW Tower	East		West	Ground	East	
123.77	127.07	124.15	134.9	126.55	127.5	121.85		121.65	121.8	
LOC IPKQ 110.3	Final Apch Crs 356°	GS JOBBS 2100' (1537')		ILS DA(H) 763' (200')		Apt Elev 607' TDZE 35C 563'		2700' 090° → ← 270° 3600' MSA TTT VOR		
MISSED APCH: Climb to 4000' outbound via TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold.										
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'				
1. Simultaneous approach authorized with Rwy 35R, 36L/R. 2. VGSI and ILS glidepath not coincident. 3. MALSR and PAPI-L on Rwy 35L.										



Gnd speed-Kts	70	90	100	120	140	160			TTT 113.1 R-356 BOSSI	
GS	3.00°	377	484	538	646	753				
JOBBS to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43			

STRAIGHT-IN LANDING RWY 35C					SIDESTEP LANDING RWY 35L		
ILS DA(H) 763' (200')			1 LOC (GS out) MDA(H) 960' (397')		MDA(H) 960' (396')		
FULL		TDZ or CL out	ALS out	ALS out		RAIL or ALS out	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	1	
B							
C						1	1 1/2
D						1 1/2	2

1 Not authorized during simultaneous operations.

CHANGES: Final approach course.

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TERPS AMEND 1A 10 MAR 2011

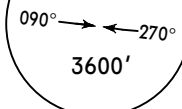
KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-17A) ILS Rwy 35C CAT II & III

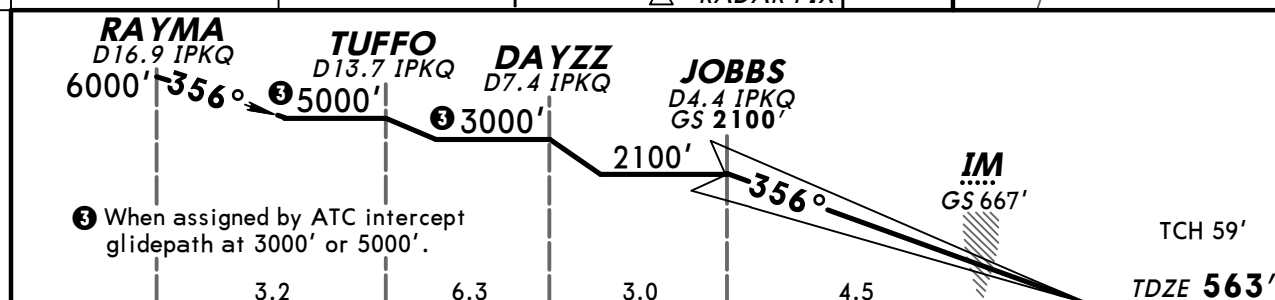
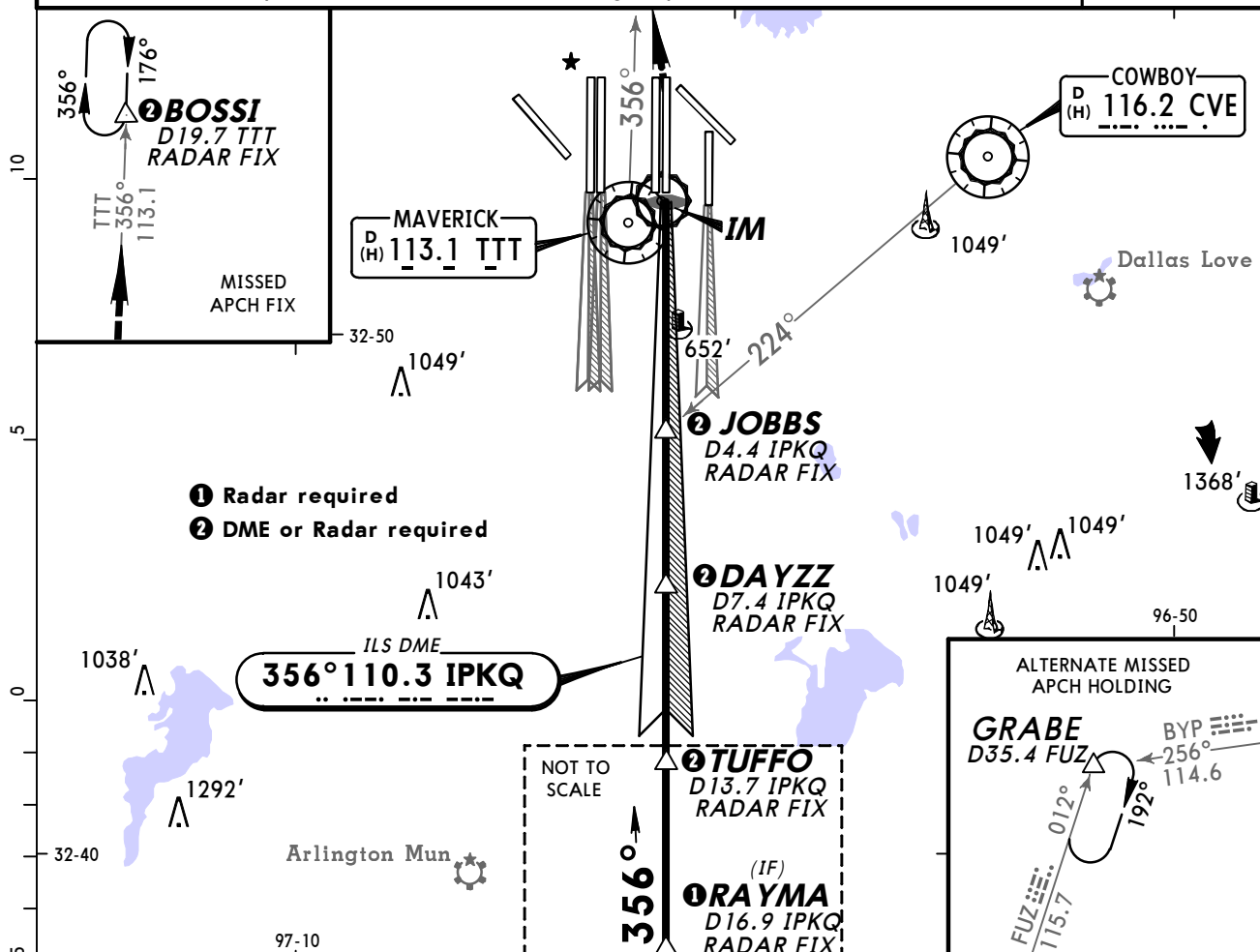
D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IPKQ	Apch Crs	JOBBS	NA	Refer to	Minimums	RA 100'	607'
110.3	356°	2100'				DA(H) 663' (100')	TDZE 563'

MISSED APCH: Climb to 4000' outbound via TTT VOR R-356 to BOSSI/
D19.7 TTT/RADAR FIX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. **Special Aircrew & Aircraft Certification Required.** 2. Simultaneous approach
authorized with Rwy 35R, 36L/R. 3. VGSI and ILS glidepath not coincident.



MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	TTT	BOSSI
GS	3.00°	377	484	538	646	753	861	↑	113.1	
									R-356	

STRAIGHT-IN LANDING RWY35C

CAT IIIC	CAT IIIB	CAT IIIA	CAT II
NA	RVR 6	RVR 7	RA 100' DA(H) 663' (100')
			RVR 12

KDFW/DFW DALLAS-FT WORTH, TEXAS DALLAS-FT WORTH INTL 4 MAR 11 61-18 CONVERGING ILS Rwy 35C

D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC IPKQ 110.3	Final Apch Crs 356°	GS JOBBS 2100' (1537')	ILS DA(H) 763' (200')	Apt Elev 607' TDZE 563'			

MISSED APCH: Climb to 4000' outbound via TTT VOR R-356 to BOSSI
D19.7 TTT/RADAR FIX and hold.

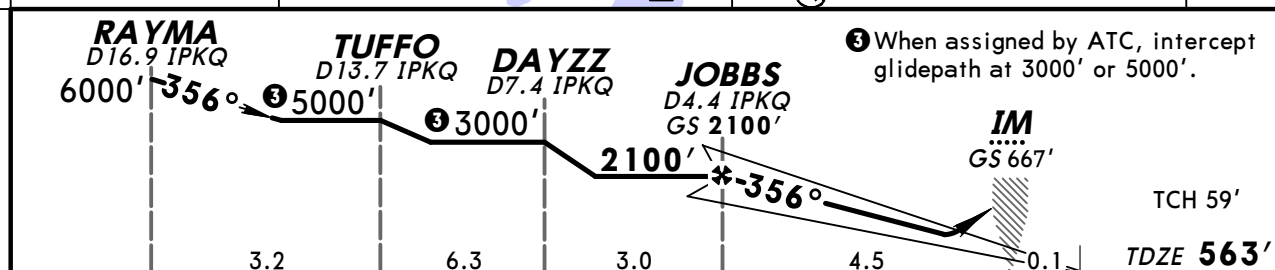
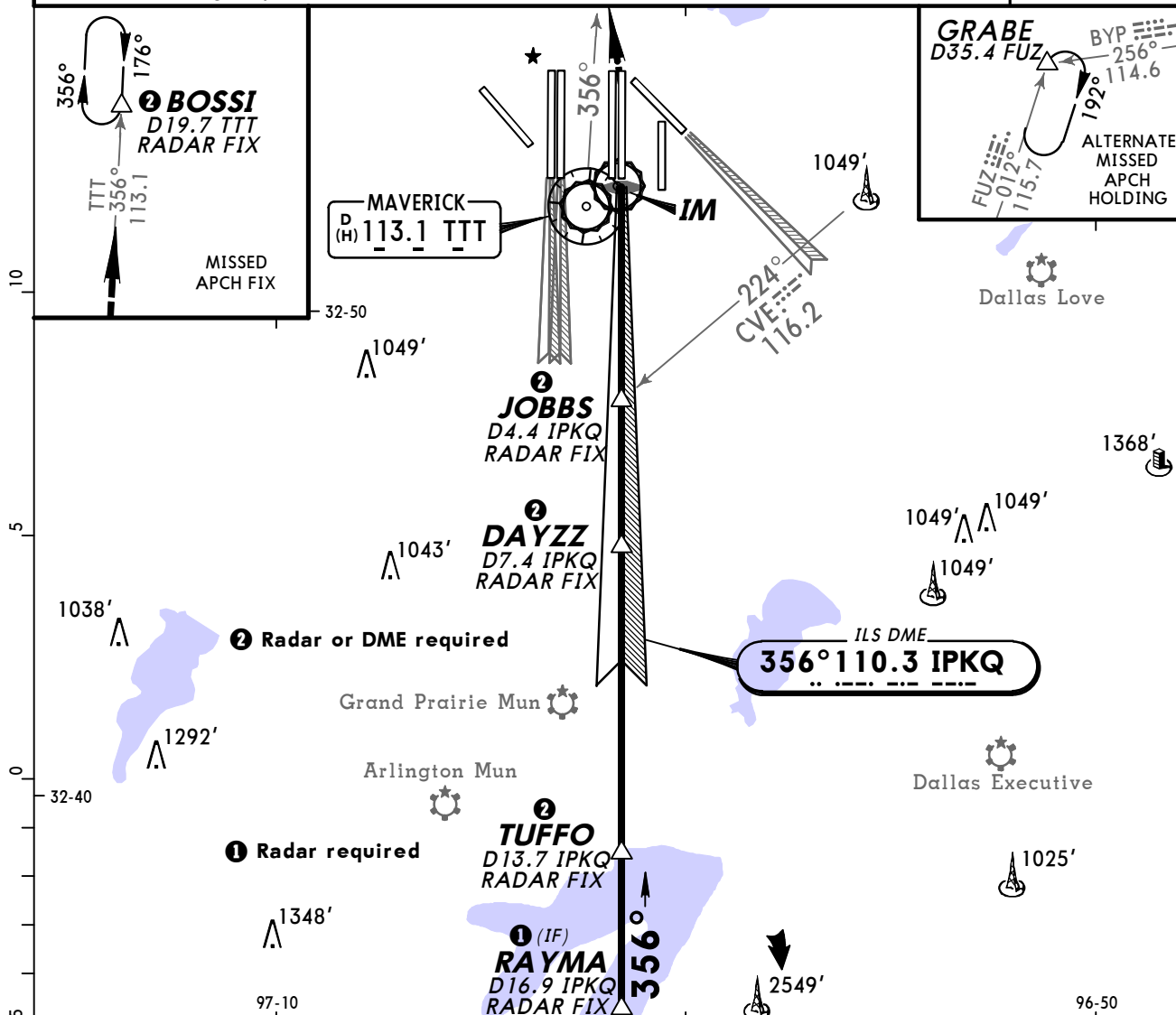
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Simultaneous approach authorized with Rwy 31R and Rwy 36L/R.
2. VGSI and ILS glidepath not coincident.

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	TTT	BOSSI
GS	3.00°	377	484	538	646	753	861	↑	113.1	
									R-356	

STRAIGHT-IN LANDING RWY 35C

ILS

DA(H) **763'** (200')

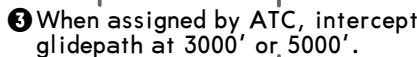
	FULL	TDZ or CL out	ALS out
A			
B			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
D			

CHANGES: Final approach course.

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TERPS AMEND 1B 10 MAR 2011

ILS or LOC Rwy 35R

20

Gnd speed-Kts

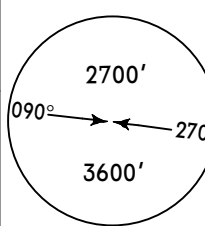
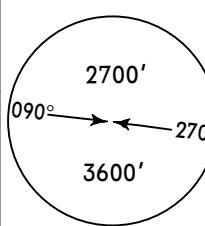
ILS
DA(H) **775'** (200')

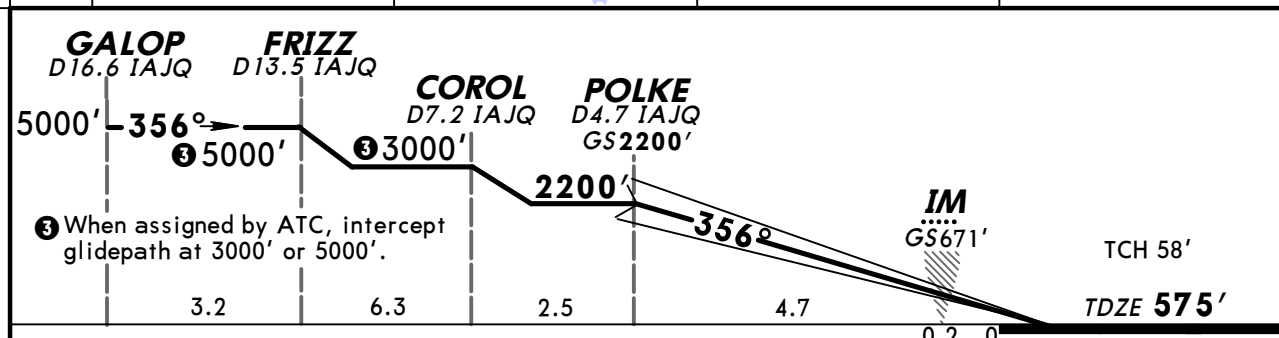
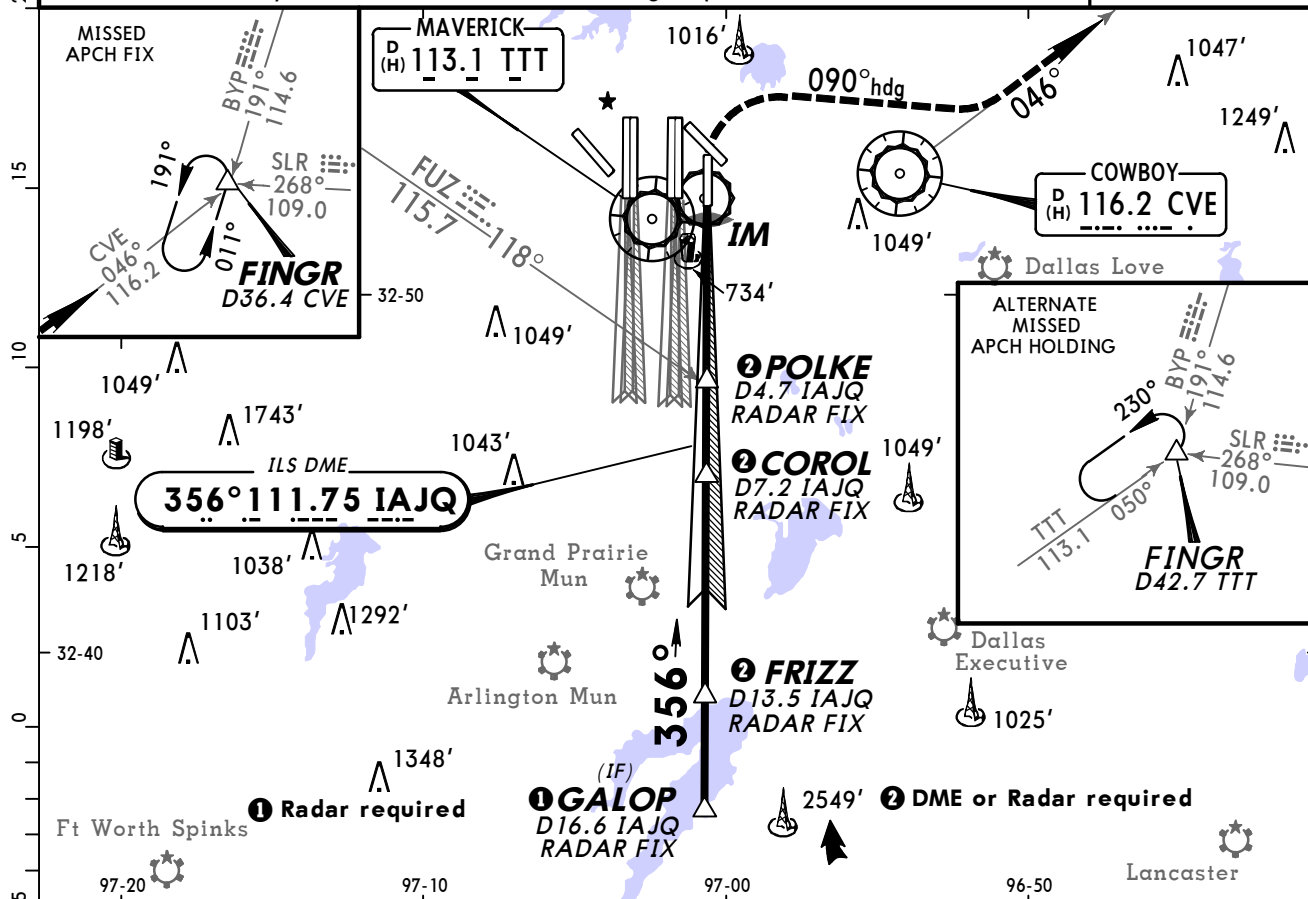
CHANGES: Final approach course.

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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-19A) ILS Rwy 35R CAT II & III

D-ATIS Arrival		REGIONAL Approach (R)		DFW Tower				Ground	
123.77		119.4		West		East		West	East
124.15 134.9		126.55 127.5		121.85		121.65 121.8			
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev		
IAJQ	Apch Crs	POLKE	NA	Refer to		RA 94'	607'		
111.75	356°	2200'		Minimums		DA(H) 675' (100')	TDZE 575'		
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 5000' via heading 090° and outbound via CVE VOR R-046 to FINGR INT/D36.4 CVE and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 36L/R, 35L/C. 3. VGSI and ILS glidepath not coincident.									



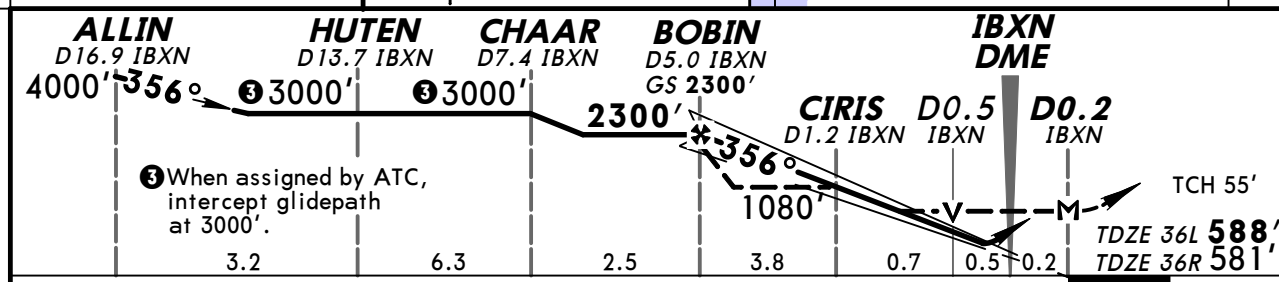
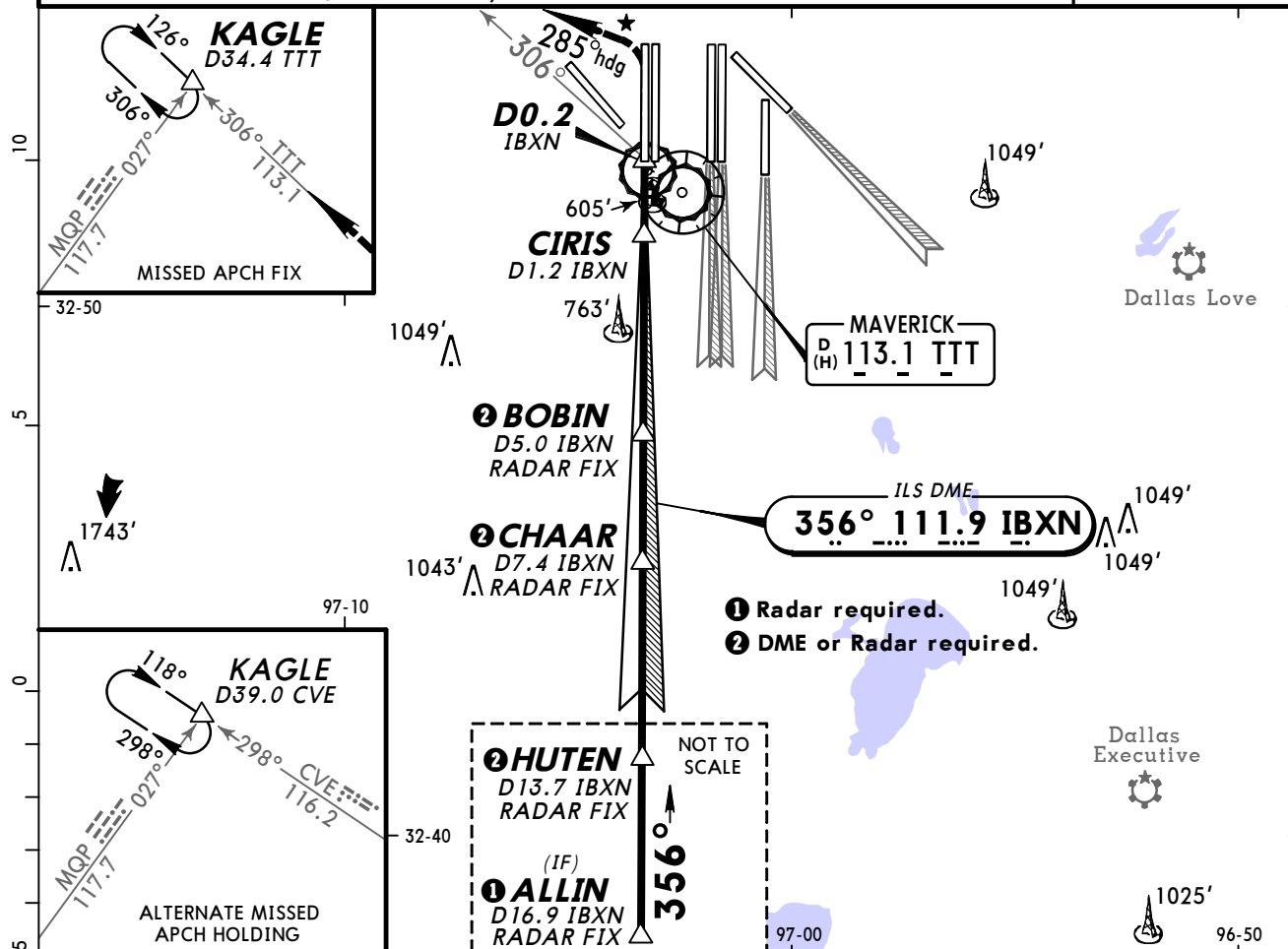
ALSIF-II	PAPI	1000'	5000'	090°	CVE
		↑	RT	hdg	and 116.2
					R-046

STRAIGHT-IN LANDING RWY 35R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
NA	RVR 6	RVR 7	RA 94' DA(H) 675' (100')
			RVR 12

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-20) ILS or LOC Rwy 36L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower			Ground			
		West		East	West	East		
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65	121.8
LOC IBXN 111.9	Final Aptch Crs 356°	GS BOBIN 2300' (1712')	ILS DA(H) 788' (200')	Apt Elev 607' TDZE 36L 588'		2700' 090°→←270° 3600' MSA TTT VOR		
MISSED APCH: Climb to 1100', then climbing LEFT turn to 5000' via heading 285° and outbound via TTT VOR R-306 to KAGLE INT/D34.4 TTT and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Simultaneous approach authorized with Rwy 35R/L/C. 2. VGSI and ILS glidepath not coincident. 3. MALSR, PAPI-L on Rwy 36R.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	5000'	285°	TTT
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	113.1
MAP at D0.2 IBXN or BOBIN to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				R-306

ILS						STRAIGHT-IN LANDING RWY 36L			SIDESTEP LANDING RWY 36R		
DA(H) 788' (200')						1 LOC (GS out)			MDA(H) 1080' (499')		
						MDA(H) 880' (292')			Without CIRIS		
						With CIRIS					
						RAIL out	ALS out		RAIL out	ALS out	
						FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	RAIL or ALS out
A						RVR 24	RVR 40	RVR 50			1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
C									RVR 40 or 3/4	RVR 60 or 1/4	1 1/2
D									RVR 50 or 1	1 1/2	2

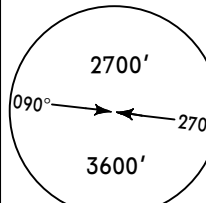
1 Not authorized during simultaneous operations.

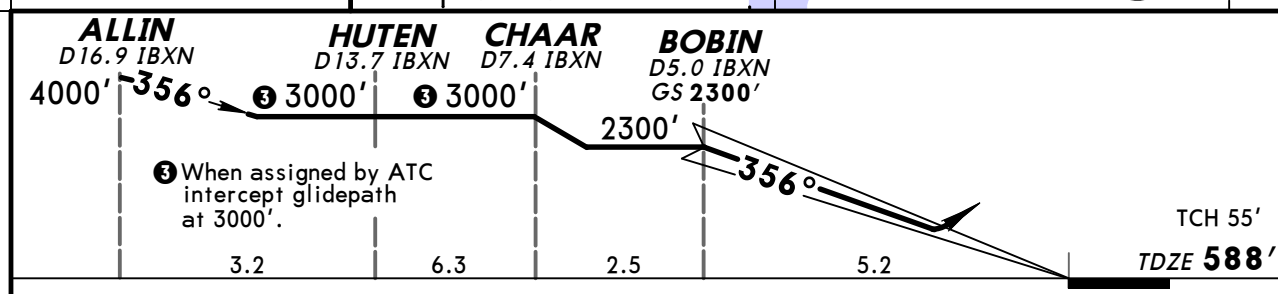
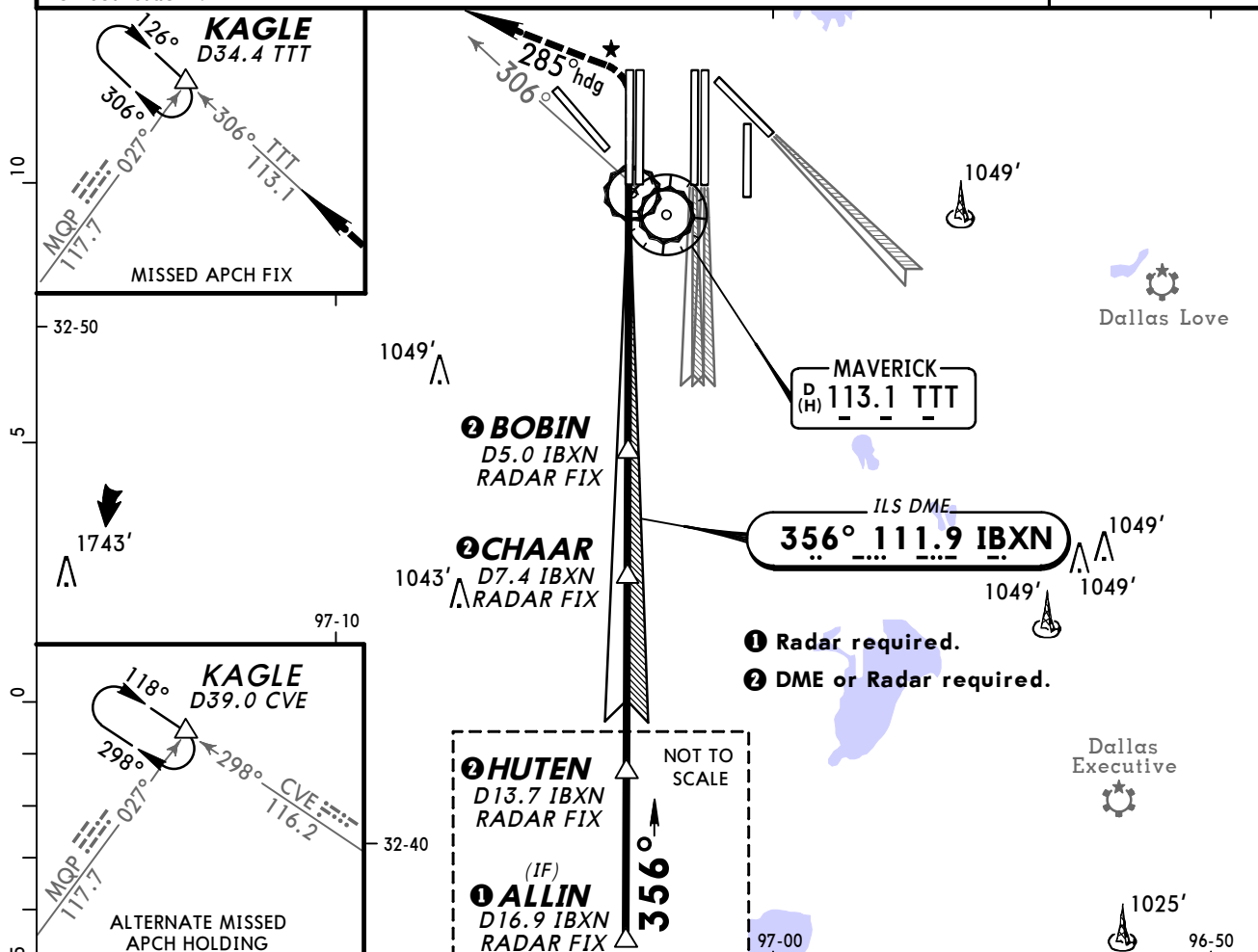
CHANGES: Final approach course.

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KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 61-21 CONVERGING ILS Rwy 36L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower			Ground			
		West		East	West	East		
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65	121.8
LOC IBXN 111.9	Final Apch Crs 356°	GS BOBIN 2300' (1712')	ILS DA(H) 788' (200')	Apt Elev 607' TDZE 588'				
MISSED APCH: Climb to 1100', then climbing LEFT turn to 5000' via heading 285° and outbound via TTT VOR R-306 to KAGLE INT/D34.4 TTT and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 31R, 35L/C. 2. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	5000'	285°	TTT
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	113.1
											R-306

STRAIGHT-IN LANDING RWY36L		
ILS		
DA(H) 788' (200')		
FULL	TDZ or CL out	RAIL or ALS out
A		
B		
C	RVR 18 or 1/2	RVR 24 or 1/2
D		RVR 40 or 3/4

TERPS AMEND 1A, 10 MAR 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL ILS or LOC Rwy 36R

4 MAR 11 (61-22)

BRIEFING STRIP™

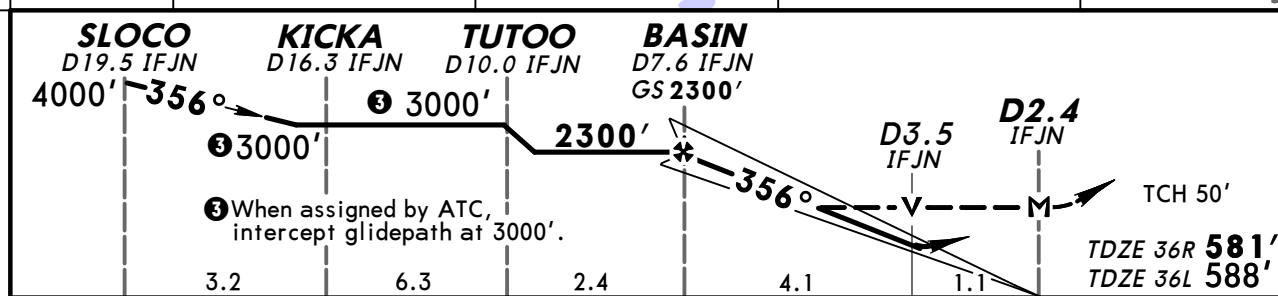
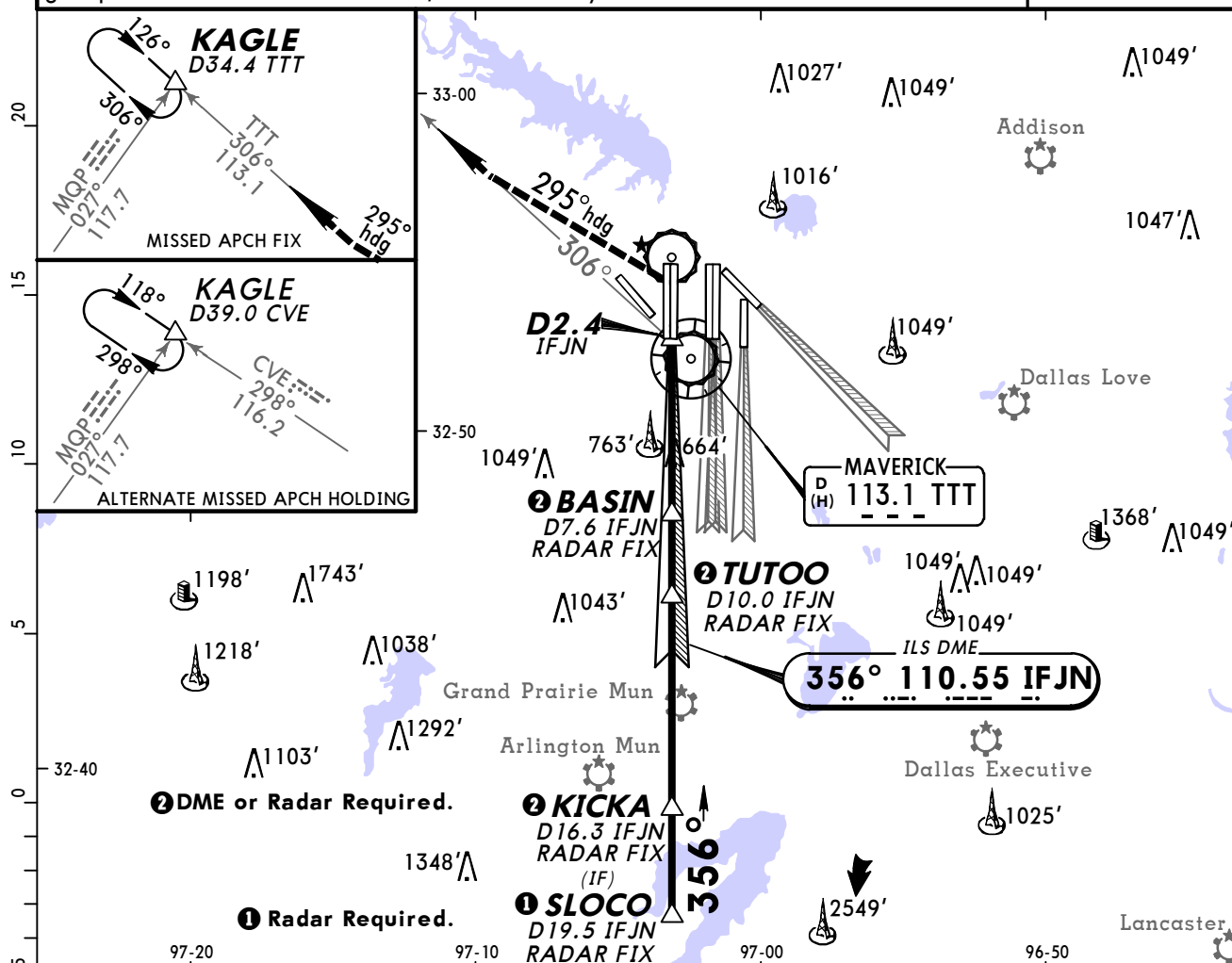
D-ATIS Arrival		REGIONAL Approach (R)		DFW Tower		Ground	
123.77		118.42		West 124.15 134.9 East 126.55 127.5		West 121.85 East 121.65 121.8	
LOC IFJN 110.55		Final Apch Crs 356°		GS BASIN 2300' (1719')		ILS DA(H) 781' (200') Apt Elev 607' TDZE 36R 581'	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 295° heading and TTT VOR R-306 outbound to KAGLE INT/D34.4 TTT and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 35L/C/R. 2. VGSI and ILS glidepath not coincident. 3. MALSR, PAPI-L on Rwy 36L.							

2700'

090° → ← 270°

3600'

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	5000'	via 295° hdg
GS	3.00°	377	484	538	646	753	PAPI		↑	LT	
MAP at D2.4 IFJN or BASIN to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

STRAIGHT-IN LANDING RWY 36R						SIDESTEP LANDING RWY 36L	
ILS			LOC (GS out)			MDA(H) 1080' (492')	
DA(H) 781' (200')			MDA(H) 980' (399')				
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	RAIL or ALS out	
A						1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2
C							
D				RVR 40 or 3/4	RVR 60 or 1/4		2

Not authorized during simultaneous operations.

CHANGES: Final approach course.

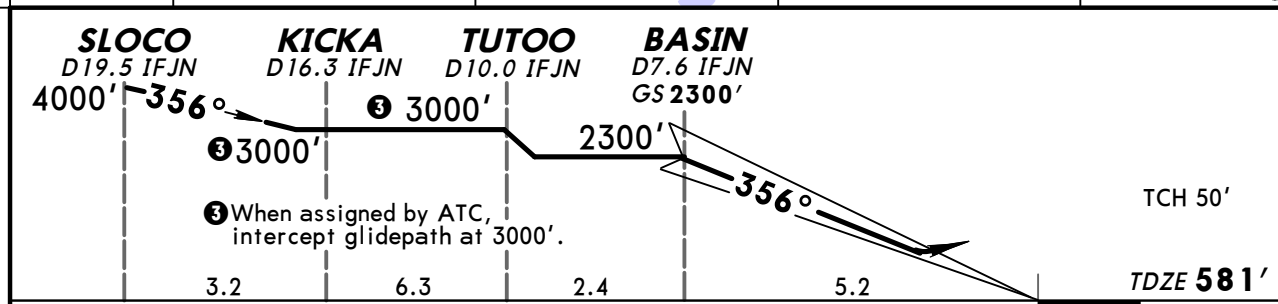
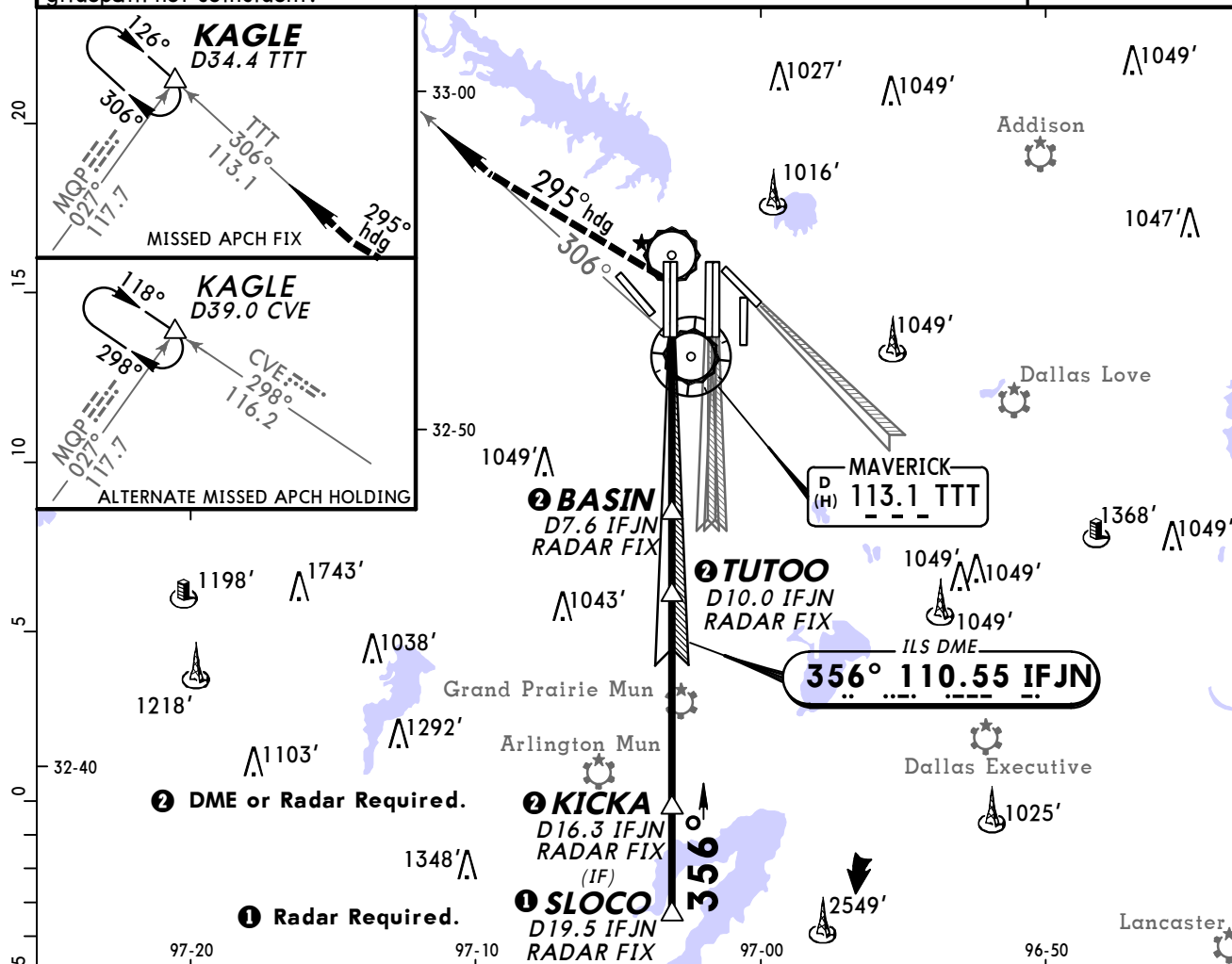
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TERPS AMEND 4A, 10 MAR 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 4 MAR 11 (61-23) CONVERGING ILS Rwy 36R

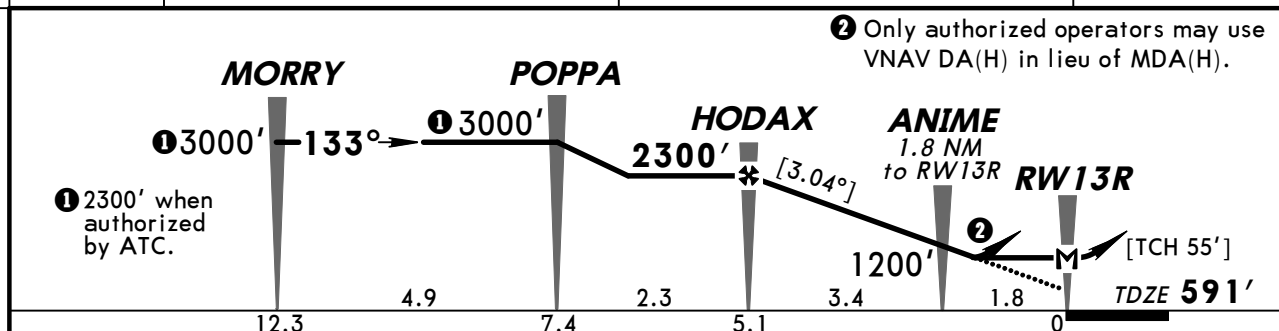
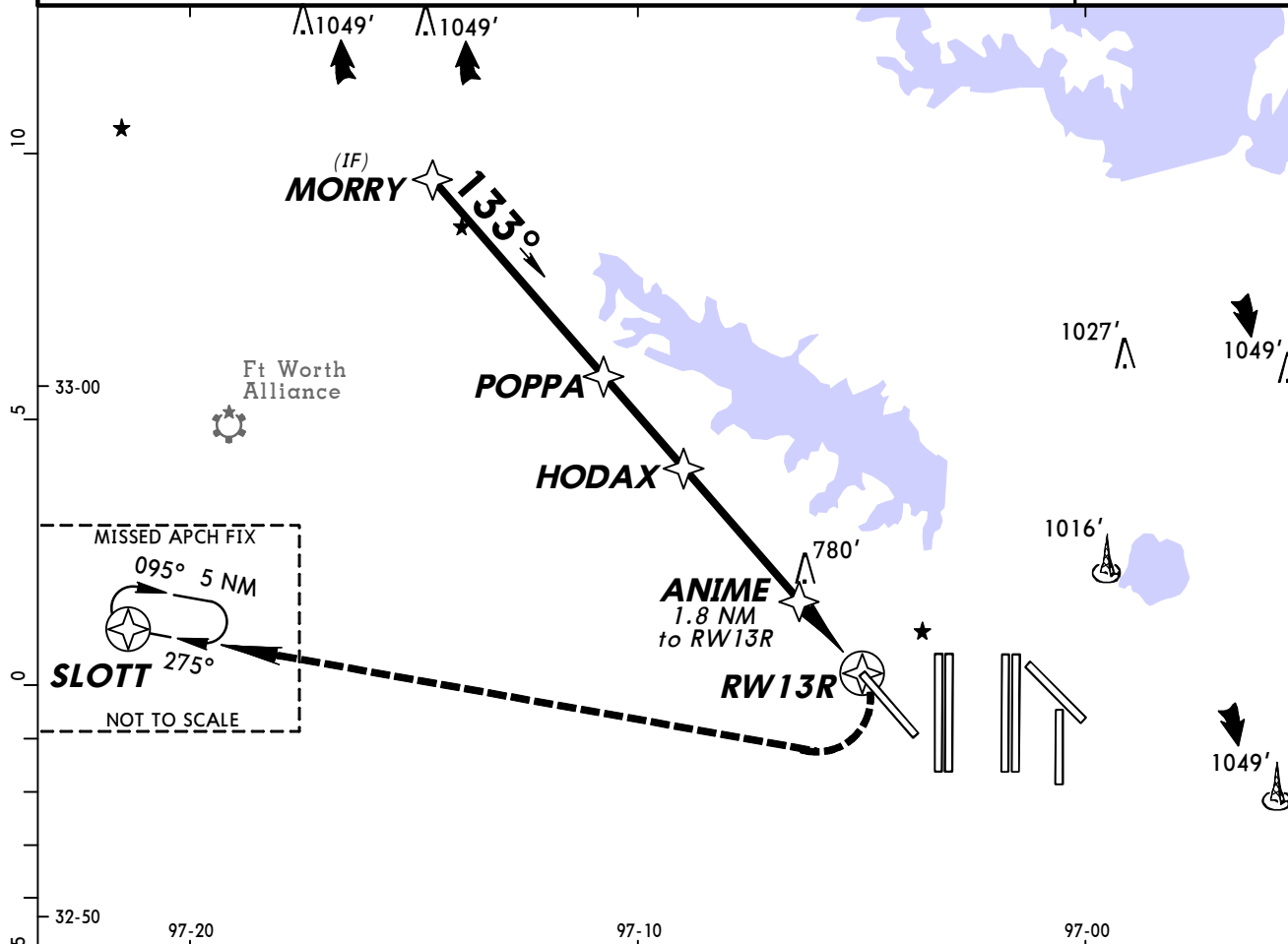
D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	118.42	West	East	West	East
124.15 134.9	126.55 127.5	121.85	121.65 121.8		
LOC IFJN 110.55	Final Apch Crs 356°	GS BASIN 2300' (1719')	ILS DA(H) 781' (200')	Apt Elev 607' TDZE 581'	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 295° heading and TTT VOR R-306 outbound to KAGLE INT/D34.4 TTT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 31R, 35L/C. 2. VGSI and ILS glidepath not coincident.					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160		MALSR	1000'	5000'	295° hdg
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	

STRAIGHT-IN LANDING RWY 36R		
ILS DA(H) 781' (200')		
FULL	TDZ or CL out	RAIL or ALS out
A		
B		
C		
D		

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground		
			West		East		West	East	
123.77	133.15	118.1	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
RNAV	Final Apch Crs 133°	Minimum Alt HODAX 2300' (1709')	LNAV MDA(H) 1080' (489')	Apt Elev 607' TDZE 591'		3600' MSA RW13R			
MISSED APCH: Climbing RIGHT turn to 5000' direct SLOTT and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	D	SLOTT
Descent angle [3.04°]	376	484	538	645	753	861					
MAP at RW13R											

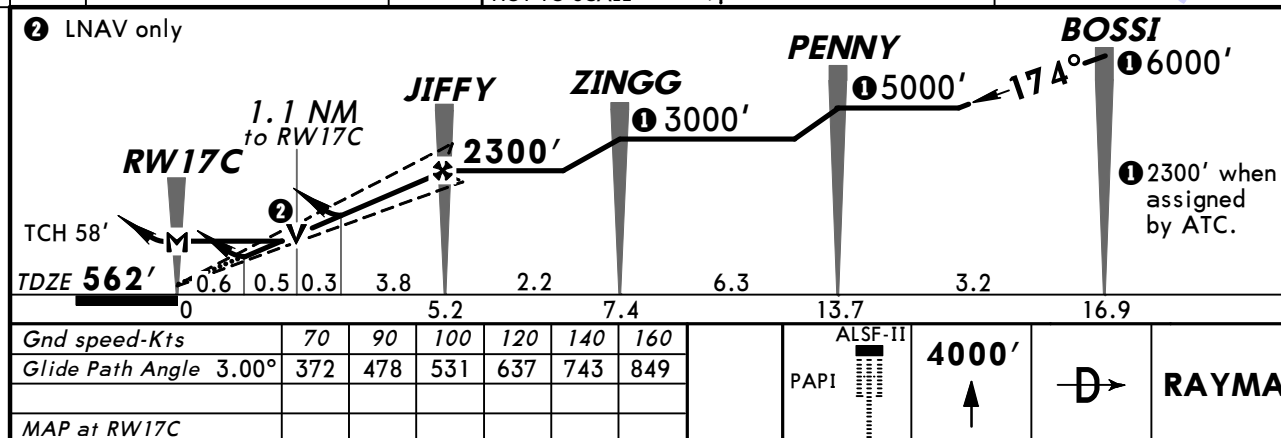
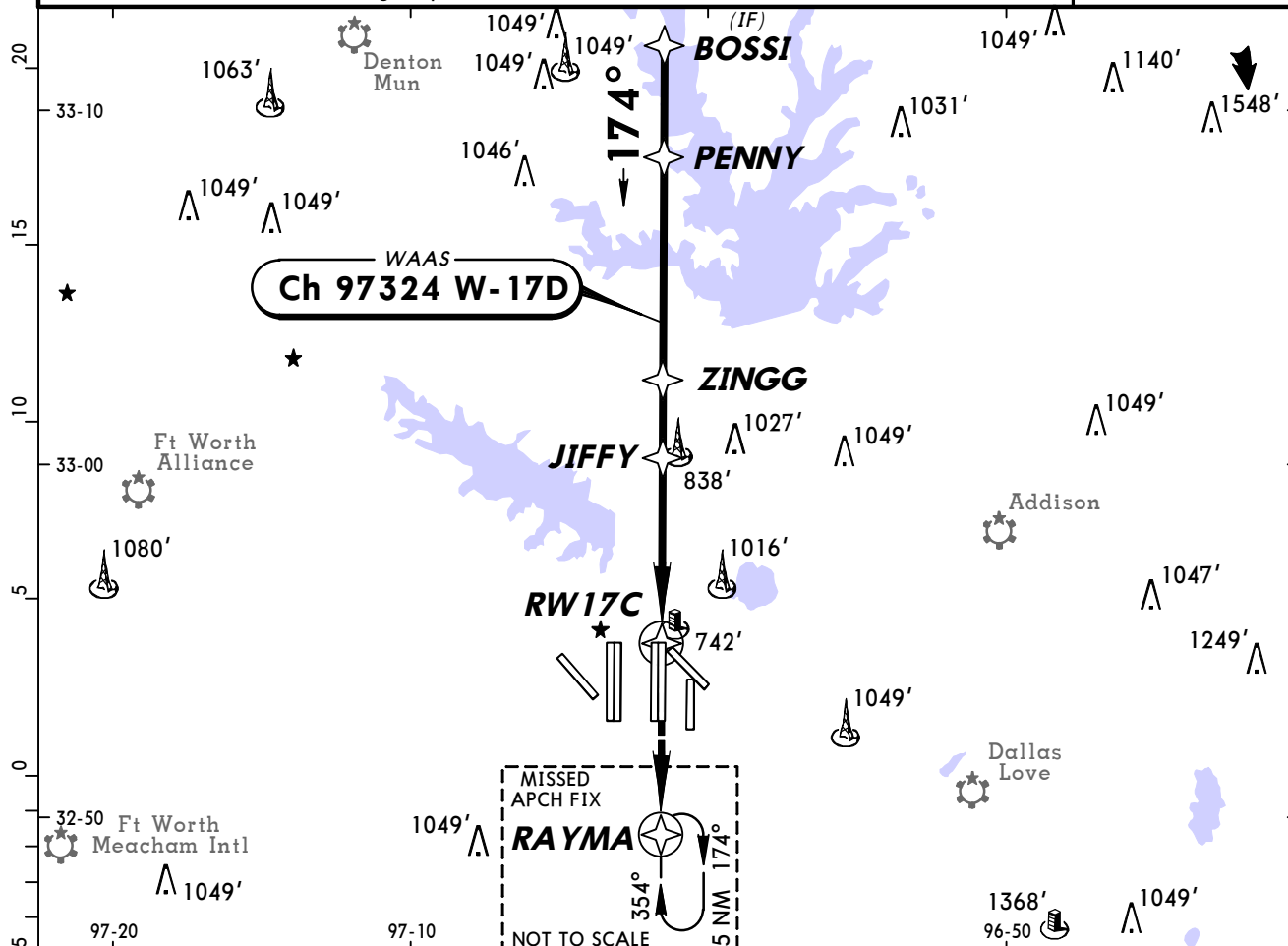
STRAIGHT-IN LANDING RWY 13R		
LNAV		
MDA(H) 1080' (489')		

TERPS	RAIL out		ALS out	
	A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
	C	RVR 40 or 3/4	RVR 60 or 1/4	
	D	RVR 50 or 1	1 1/2	

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 14 MAY 10 (62-2) RNAV (GPS) Rwy 17C

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
		West		East		West	East
123.77	119.4	124.15	134.9	126.55	127.5	121.85	121.65 121.8
WAAS Ch 97324 W-17D	<i>Final</i> <i>Apch Crs</i> 174°	<i>Minimum Alt</i> JEFFY 2300' (1738')	<i>LPV</i> <i>DA(H)</i> 812' (250')	<i>Apt Elev</i> 607' <i>TDZE</i> 562'	3600' MSA RW17C		
MISSED APCH: Climb to 4000' direct RAYMA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.							



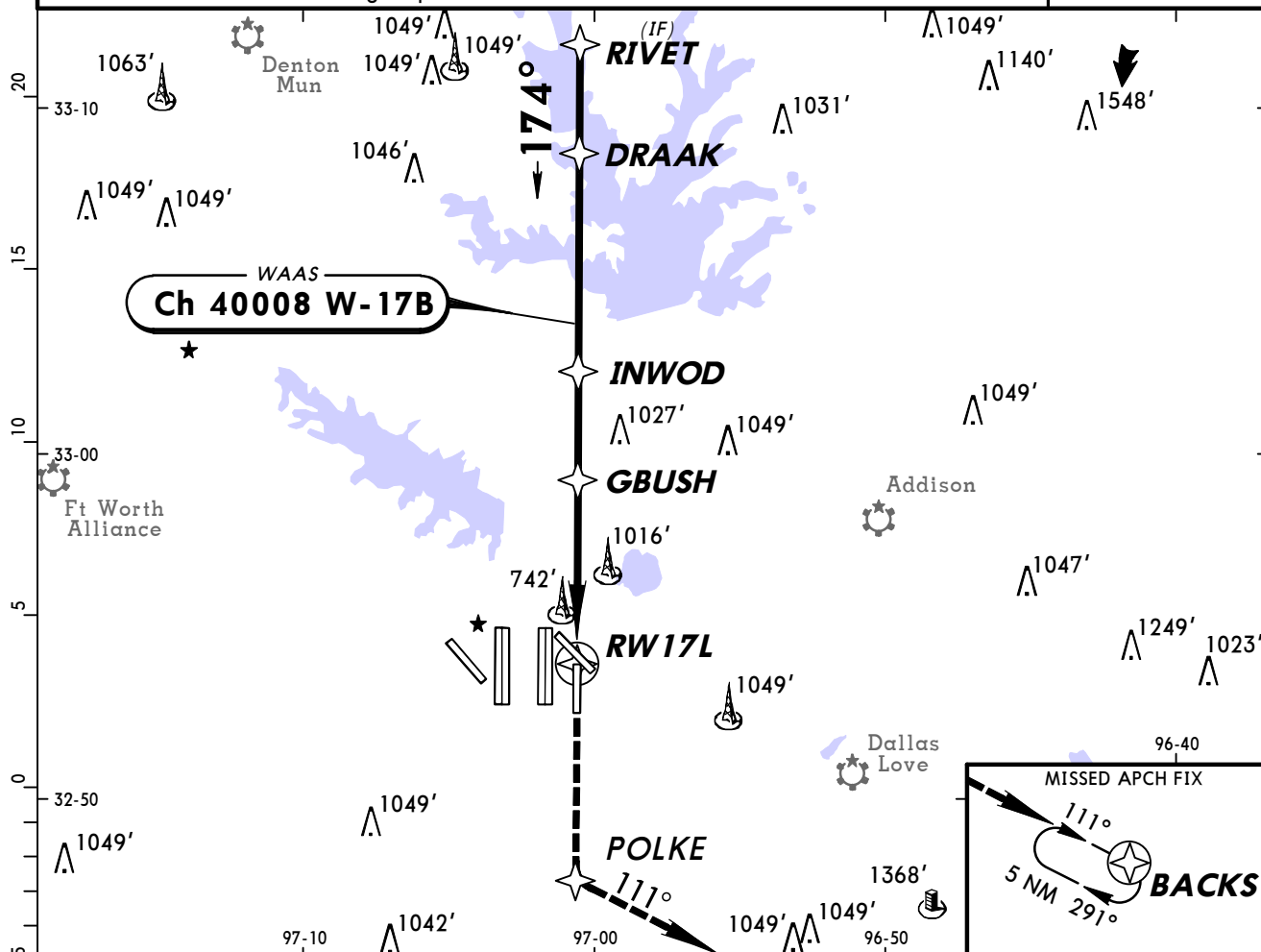
STRAIGHT-IN LANDING RWY 17C					
LPV		LNAV/VNAV		LNAV	
DA(H) 812' (250')		DA(H) 1068' (506')		MDA(H) 1000' (438')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B				RVR 40 or 3/4	RVR 60 or 1/4
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	
D				RVR 50 or 1	1 1/2

KDFW/DFW DALLAS-FT WORTH, TEXAS

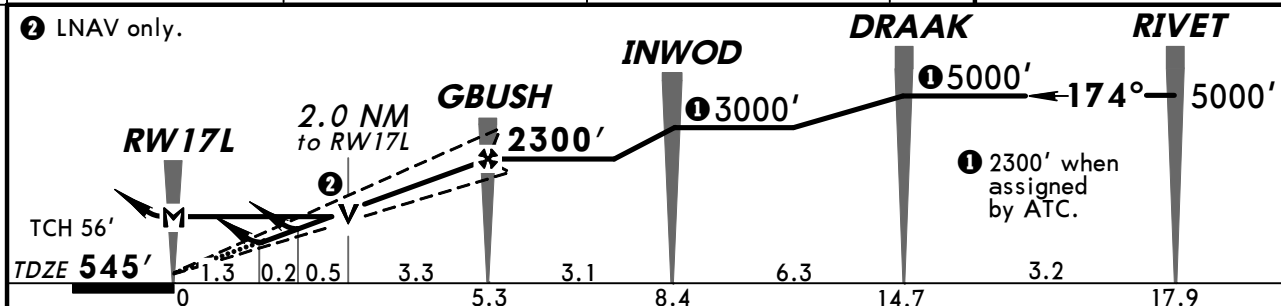
DALLAS-FT WORTH INTL 14 MAY 10 (62-3) RNAV (GPS) Rwy 17L

BRIEFING STRIP™

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
		West		East		West	East
123.77	119.4	124.15	134.9	126.55	127.5	121.85	121.65 121.8
WAAS Ch 40008 W-17B	Final Aptch Crs 174°	Minimum Alt GBUSH 2300' (1755')	LPV DA(H) 984' (439')	Apt Elev 607' TDZE 545'	3600' MSA RW17L		
MISSED APCH: Climb to 5000' direct POLKE and via 111° track to BACKS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.							



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		5000'	D →	POLKE
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑		
MAP at RW17L											

STRAIGHT-IN LANDING RWY 17L

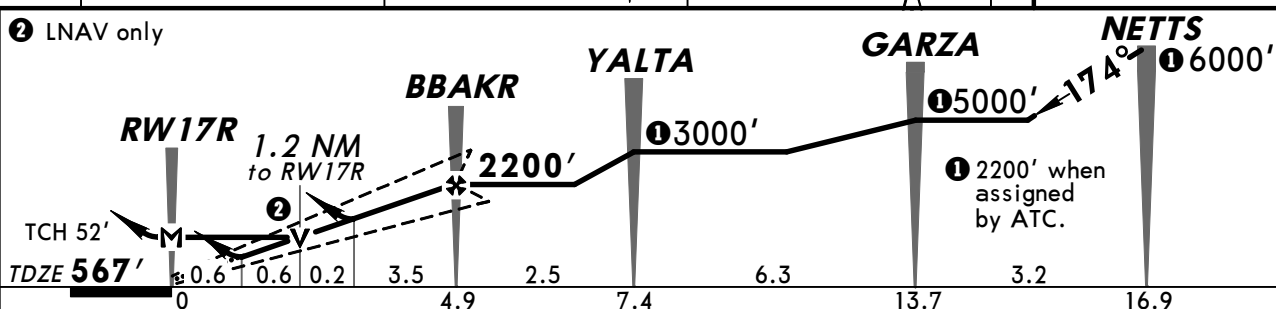
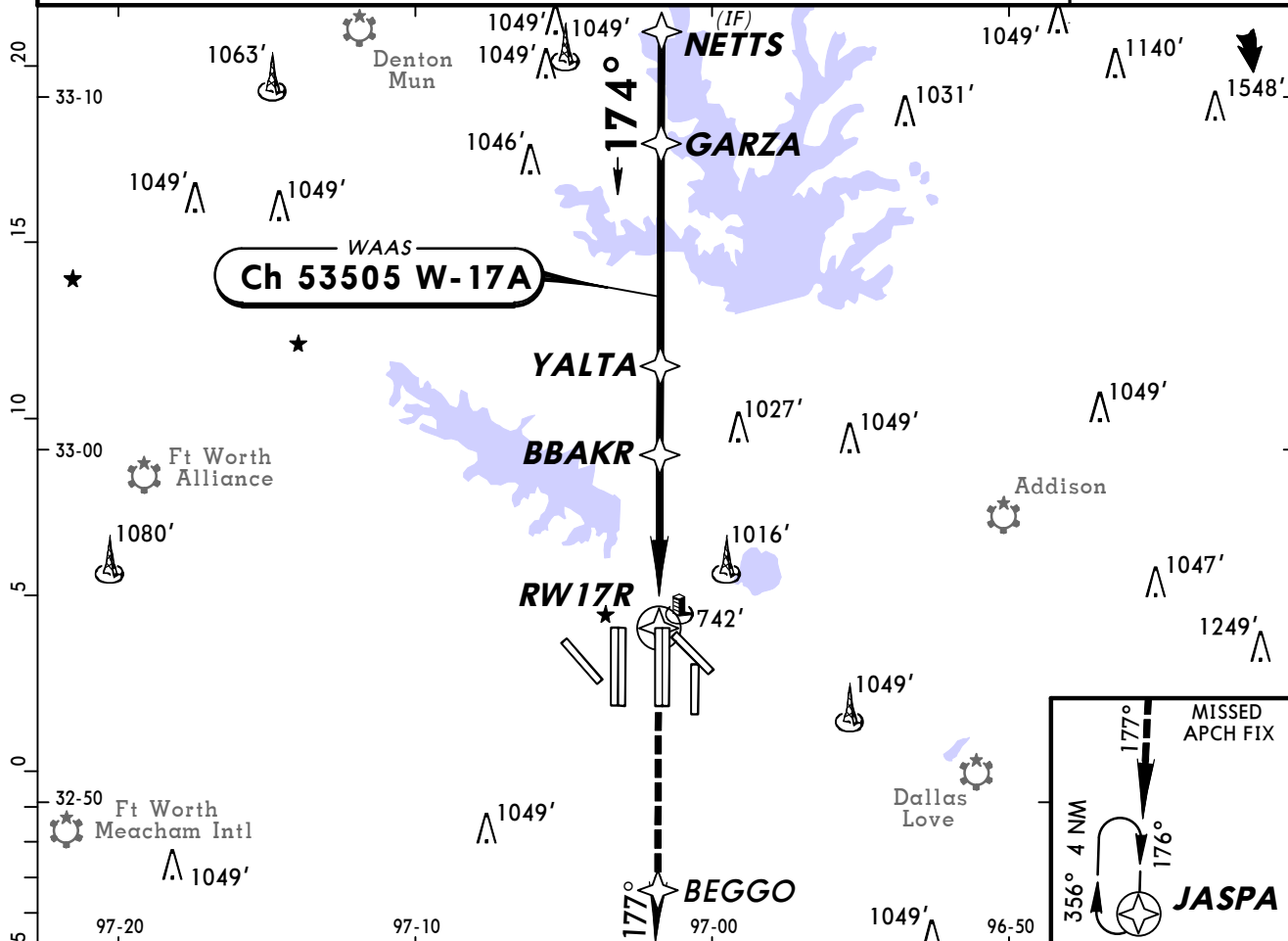
TERPS	LPV DA(H) 984' (439')		LNAV/VNAV DA(H) 1042' (497')		LNAV MDA(H) 1240' (695')	
	ALS out		ALS out		ALS out	
	A				RVR 24 or 1/2	RVR 50 or 1
	B					
	C	RVR 50 or 1	1 1/2	RVR 60 or 1/4	1 3/4	2
	D				1 3/4	2 1/4

CHANGES: Charted obstructions.

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BRIEFING STRIP™

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
		West		East		West	East
123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65 121.8
WAAS Ch 53505 W-17A	Final Apch Crs 174°	Minimum Alt BBAKR 2200' (1633')	LPV DA(H) 817' (250')	Apt Elev 607' TDZE 567'	3600' MSA RW17R		
MISSED APCH: Climb to 4000' direct BEGGO then via 177° track to JASPA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.							



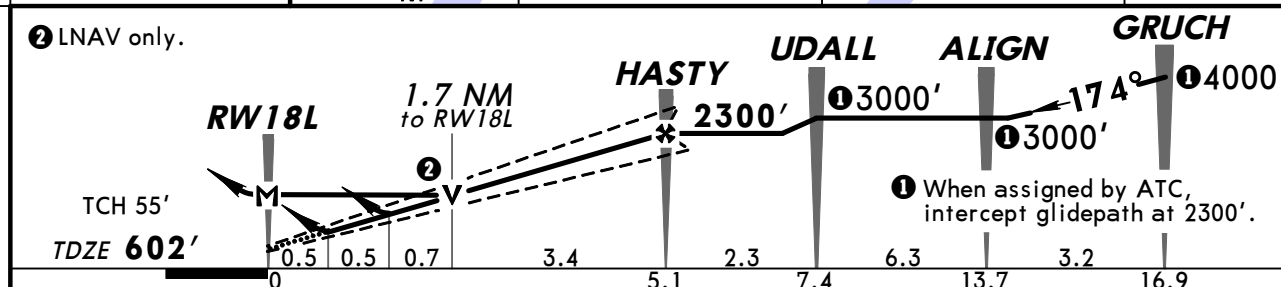
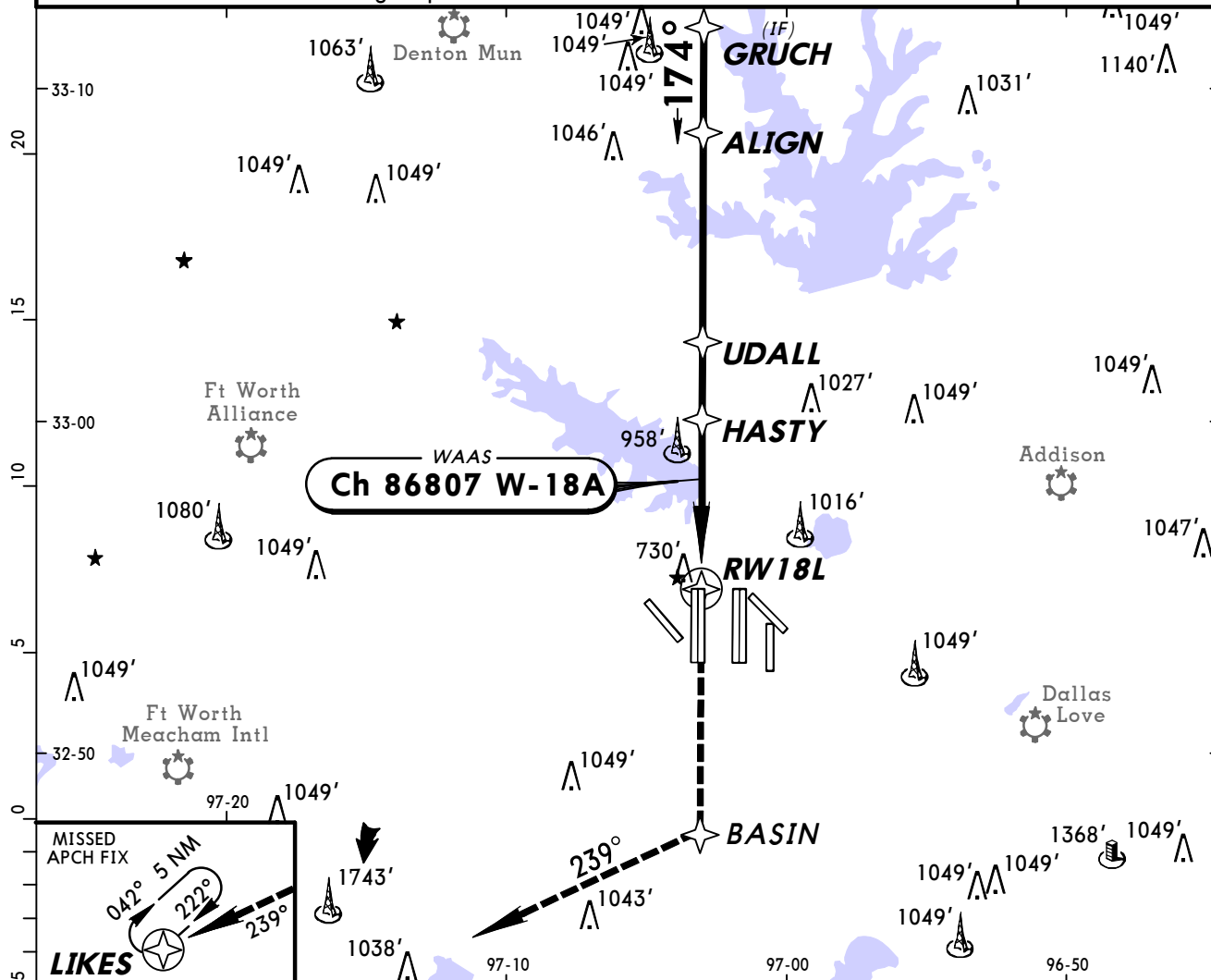
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' ↑ D → BEGGO	
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW17R								

STRAIGHT-IN LANDING RWY 17R						
LPV DA(H) 817' (250')		LNAV/VNAV DA(H) 1066' (499')		LNAV MDA(H) 1000' (433')		
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	
A				RVR 24	RVR 40	RVR 50
B				or 1/2	or 3/4	or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	RVR 40 or 3/4	RVR 60 or 1/4
D					RVR 50 or 1	1 1/2

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 6 MAR 09 (62-5) Eff 12 Mar RNAV (GPS) Rwy 18L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
		West		East		West	East
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8
WAAS Ch 86807 W-18A	Final Apch Crs 174°	Minimum Alt HASTY 2300' (1698')	LPV DA(H) 802' (200')	Apt Elev 607' TDZE 602'		3600' MSA RW18L	
MISSED APCH: Climb to 5000' direct BASIN and via 239° track to LIKES and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000' ↑	→	BASIN
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW18L										

LPV		STRAIGHT-IN LANDING RWY 18L				LNAV	
DA(H) 802' (200')		DA(H) 980' (378')				MDA(H) 1220' (618')	
RAIL or ALS out		RAIL out		ALS out		RAIL out	ALS out
A						RVR 24 or 1/2	RVR 40 or 3/4
B							RVR 50 or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 60 or 1 1/4	1 3/4
D						1 1/2	2

CHANGES: New procedure.

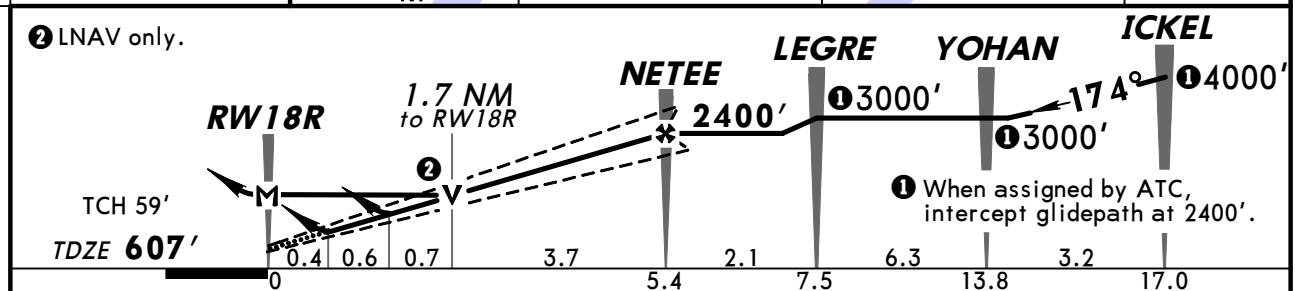
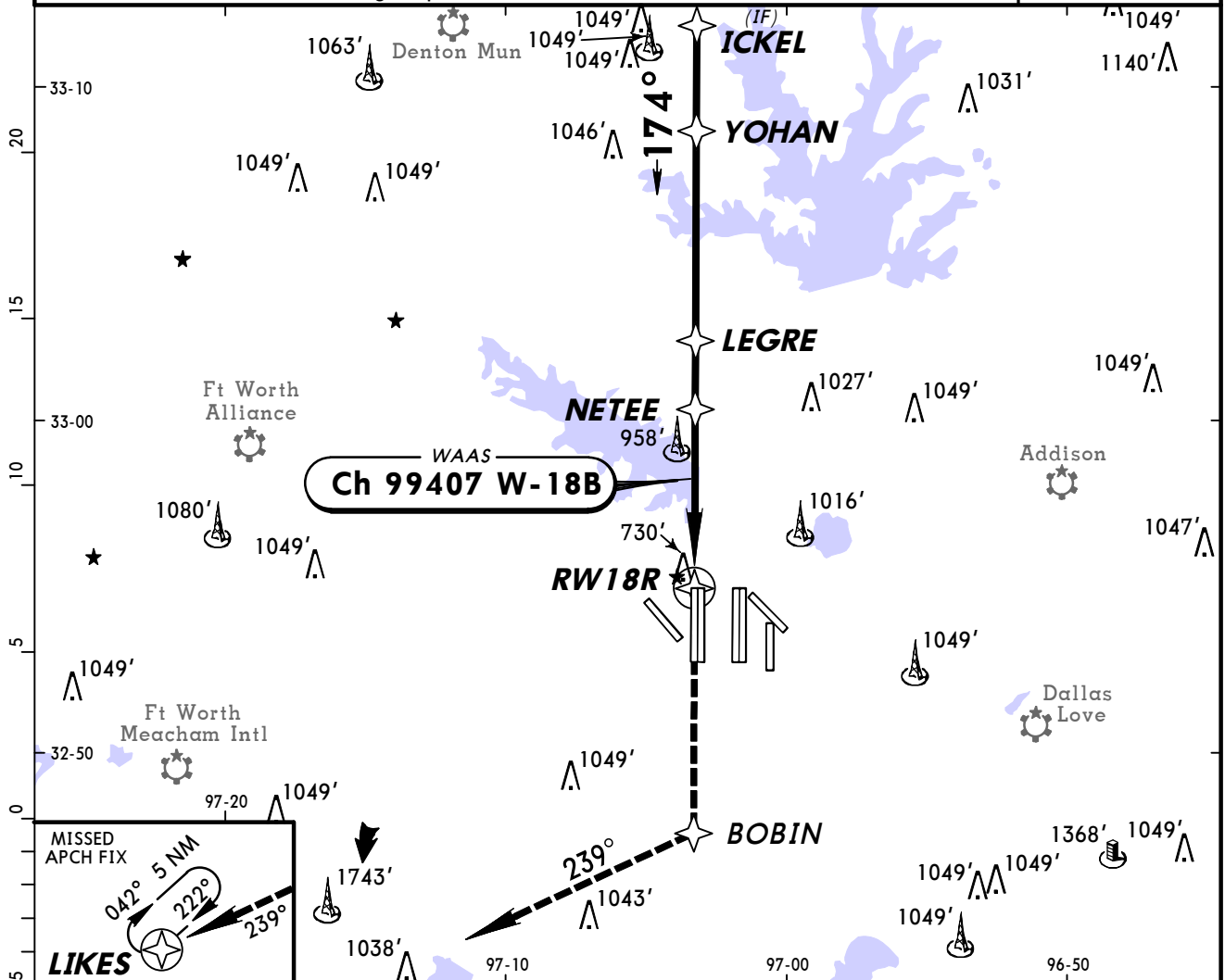
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KDFW/DFW

DALLAS-FT WORTH INTL

6 MAR 09 (62-6) Eff 12 Mar RNAV (GPS) Rwy 18R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
		West	East	West	East
123.77	118.42	124.15	134.9	126.55	127.5
121.85	121.65	121.8			
WAAS Ch 99407 W-18B	Final Apch Crs 174°	Minimum Alt NETEE 2400' (1793')	LPV DA(H) 807' (200')	Apt Elev 607' TDZE 607'	3600' MSA RW18R
MISSED APCH: Climb to 5000' direct BOBIN and via 239° track to LIKES and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		PAPI		5000'		BOBIN	
Glide Path Angle 3.00°	372	478	531	637	743	849								
MAP at RW18R														

LPV		STRAIGHT-IN LANDING RWY 18R		LNAV	
DA(H) 807' (200')		LNAV/VNAV DA(H) 980' (373')		MDA(H) 1220' (613')	
ALS out		ALS out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1
D					

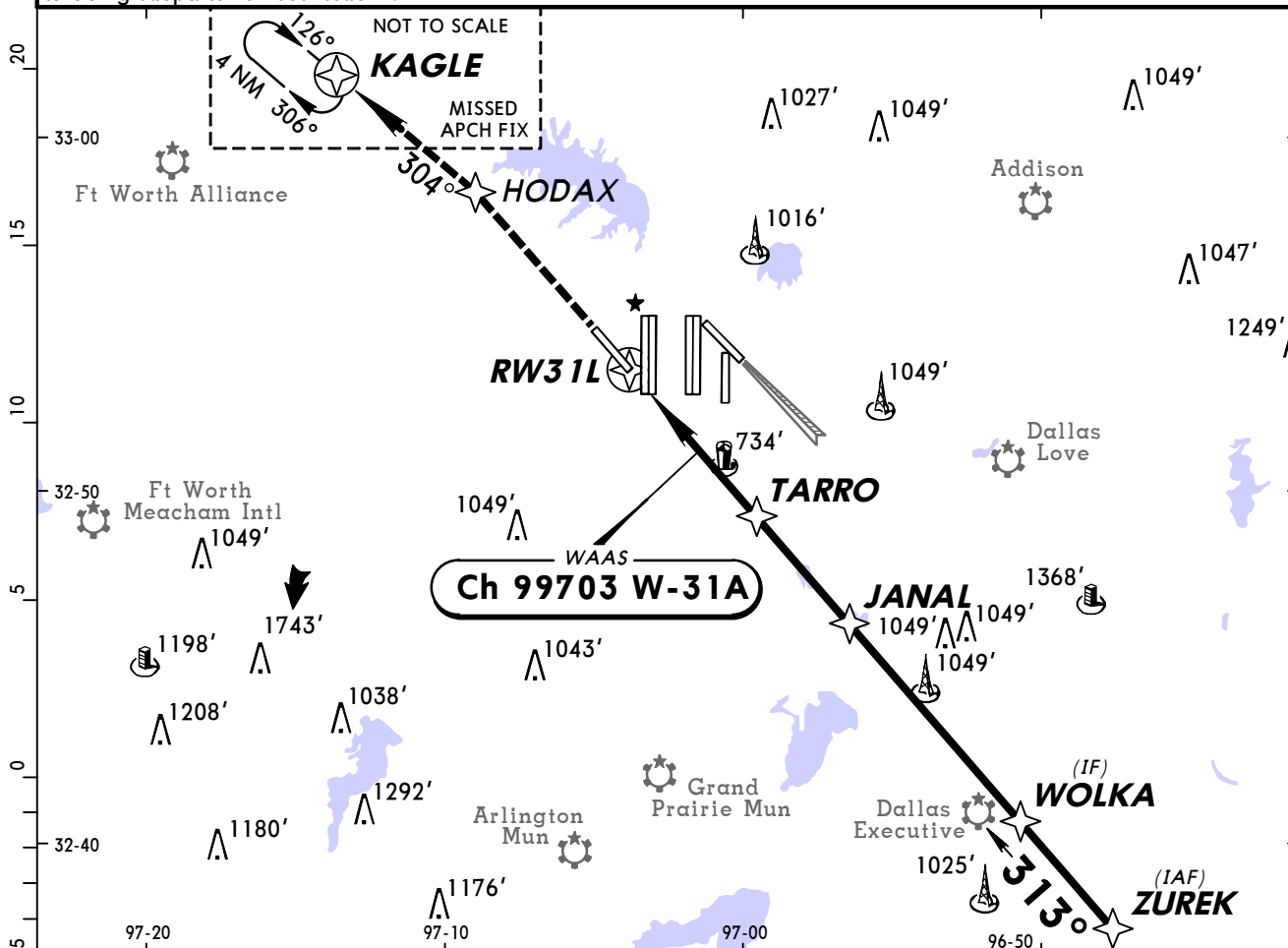
CHANGES: New procedure.

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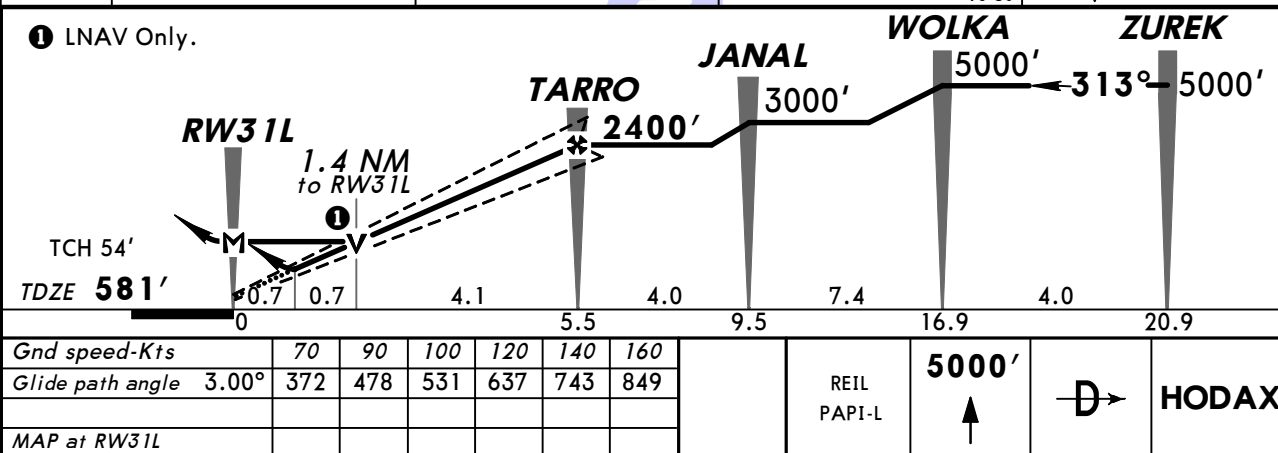
KDFW/DFW DALLAS-FT WORTH, TEXAS DALLAS-FT WORTH INTL 16 SEP 11 (62-7) RNAV (GPS) Y Rwy 31L

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground		
			West		East		West		East
123.77	135.5	125.2	124.15	134.9	126.55	127.5	121.85	121.65	121.8
WAAS Ch 99703 W-31A	Final Apch Crs 313°	Minimum Alt TARRO 2400' (1819')	LPV DA(H) 837' (256')		Apt Elev 607' TDZE 581'		3600' MSA RW31L		
MISSED APCH: Climb to 5000' direct HODAX and via 304° track to KAGLE and hold.									

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. RADAR required. 2. Simultaneous approach authorized with Rwy 31R. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.



① LNAV Only.



STRAIGHT-IN LANDING RWY 31L

LPV DA(H) 837' (256')						LNAV MDA(H) 1060' (479')				
A						RVR 50 or 1				
B										
C	RVR 40 or 3/4					RVR 60 or 1/4				
D						1 1/2				

CHANGES: Rwy 31R LOC.

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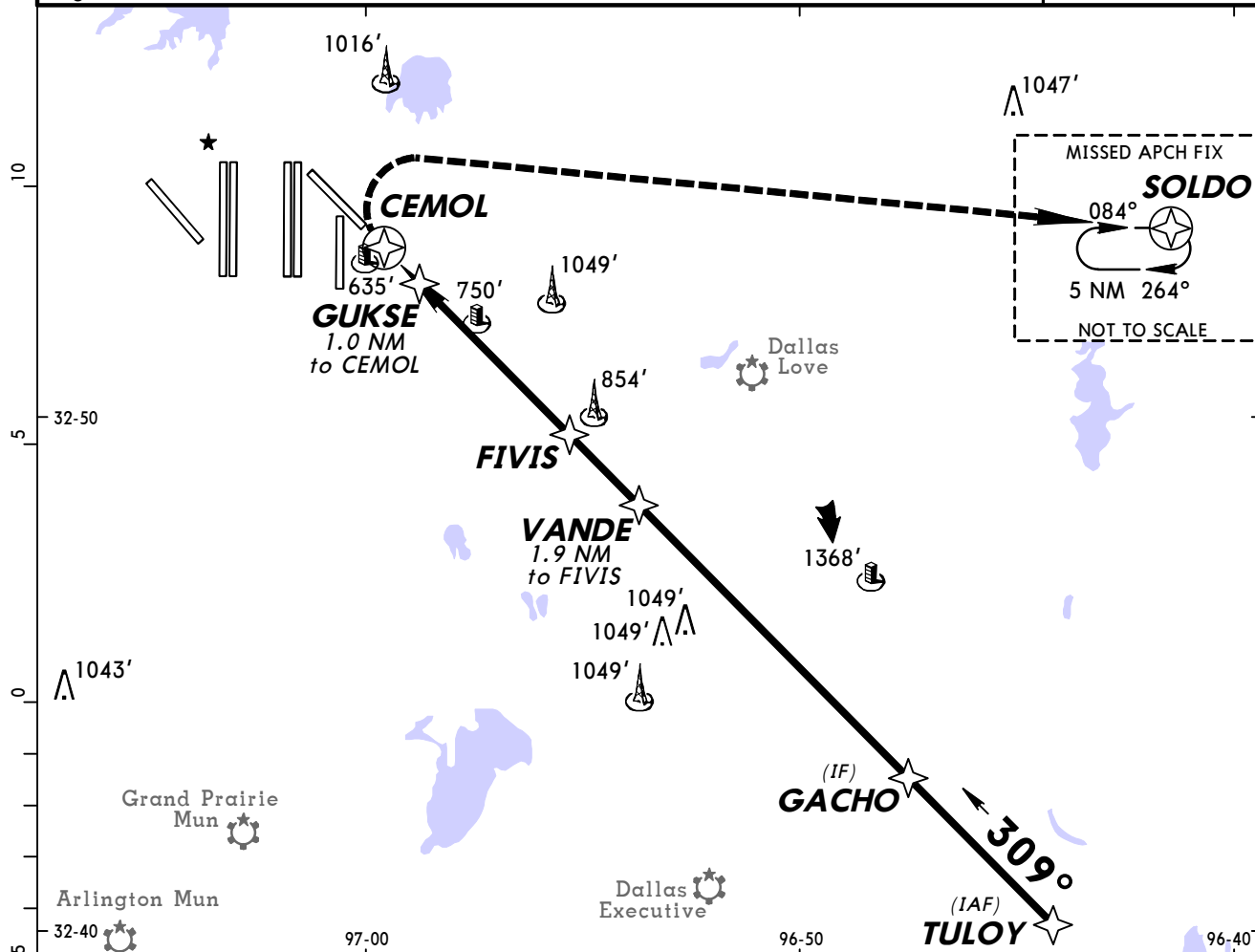
TERPS AMEND OA 22 SEP 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS DALLAS-FT WORTH INTL 16 SEP 11 (62-8) RNAV (GPS) Y Rwy 31R

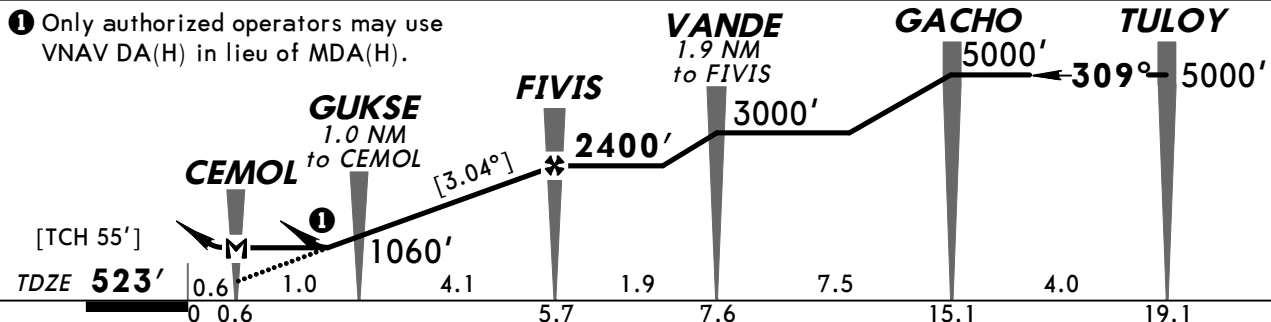
BRIEFING STRIP

TM

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground		
			West		East		West	East	
123.77	135.5	125.2	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
RNAV	Final Apch Crs 309°	Minimum Alt FIVIS 2400' (1877')	LNAV MDA(H) 940' (417')		Apt Elev 607' TDZE 523'		3600' MSA CEMOL		
MISSED APCH: Climbing RIGHT turn to 5000' direct SOLD0 and hold.									
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'				
1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.									



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5000'	D	SOLD0
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at CEMOL										

STRAIGHT-IN LANDING RWY 31R

LNAV

MDA(H) **940'** (417')

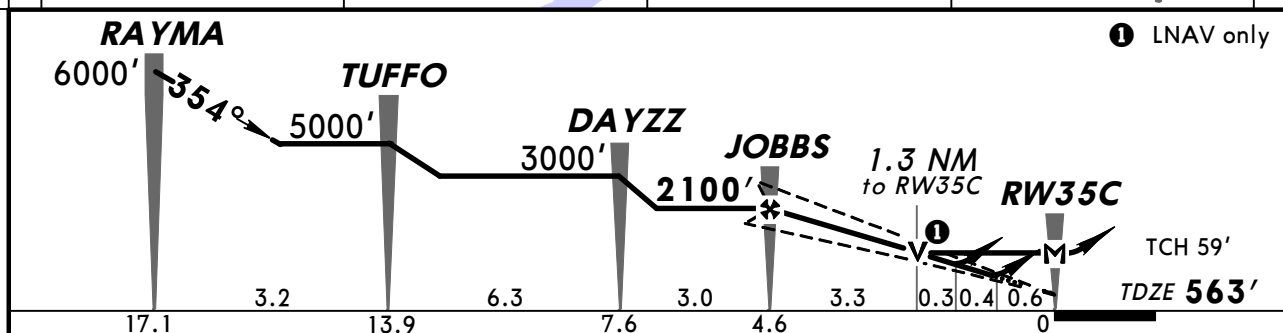
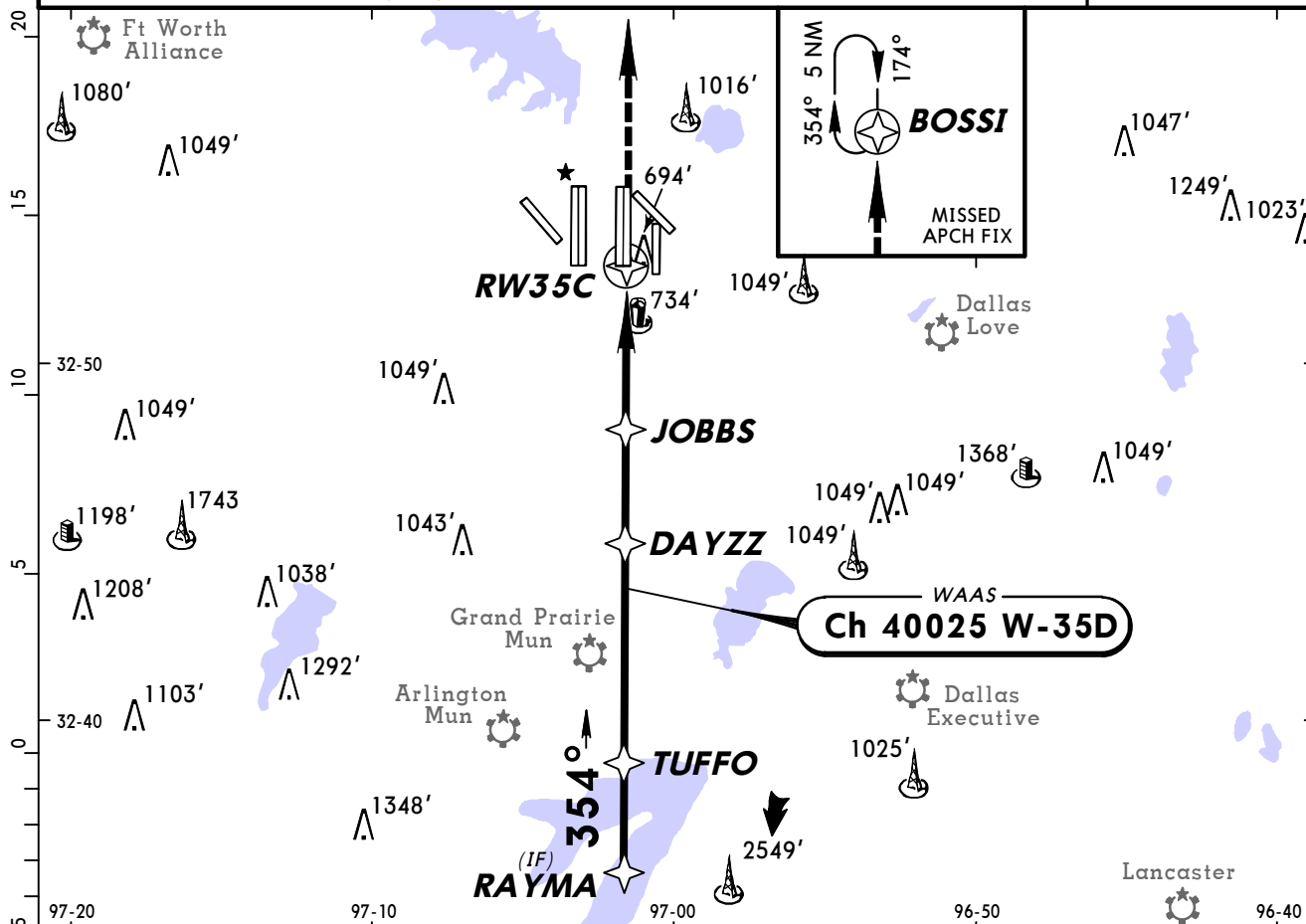
TERPS	RAIL out		ALS out	
	A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
	B	RVR 40 or 3/4	RVR 60 or 1 1/4	
	C	RVR 50 or 1		

CHANGES: None.

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KDFW/DFW **JEPPesen DALLAS-FT WORTH, TEXAS** DALLAS-FT WORTH INTL 6 MAR 09 **(62-9)** Eff 12 Mar RNAV (GPS) Rwy 35C

BRIEFING STRIP™	D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground	
				West		East		West	East
	123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65	121.8
	WAAS Ch 40025 W-35D	Final Apch Crs 354°	Minimum Alt JOBBS 2100' (1537')	LPV DA(H) 813' (250')	Apt Elev 607' TDZE 563'	3600' MSA RW35C			
	MISSED APCH: Climb to 4000' direct BOSSI and hold.								
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.								



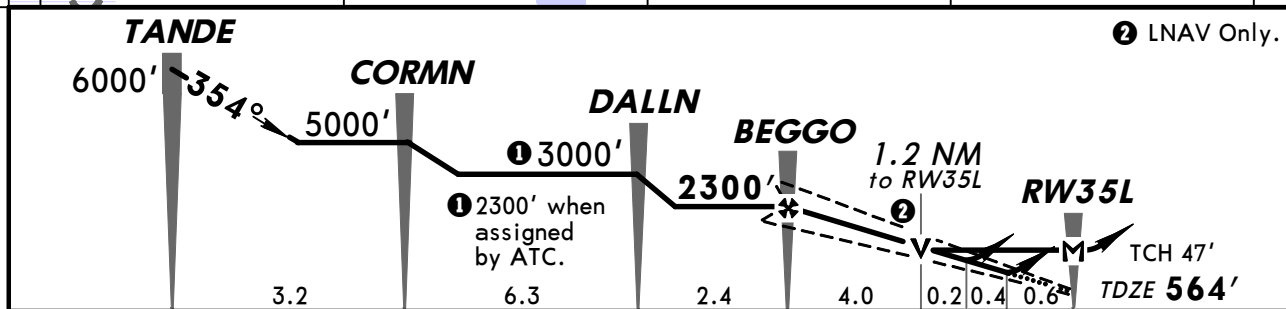
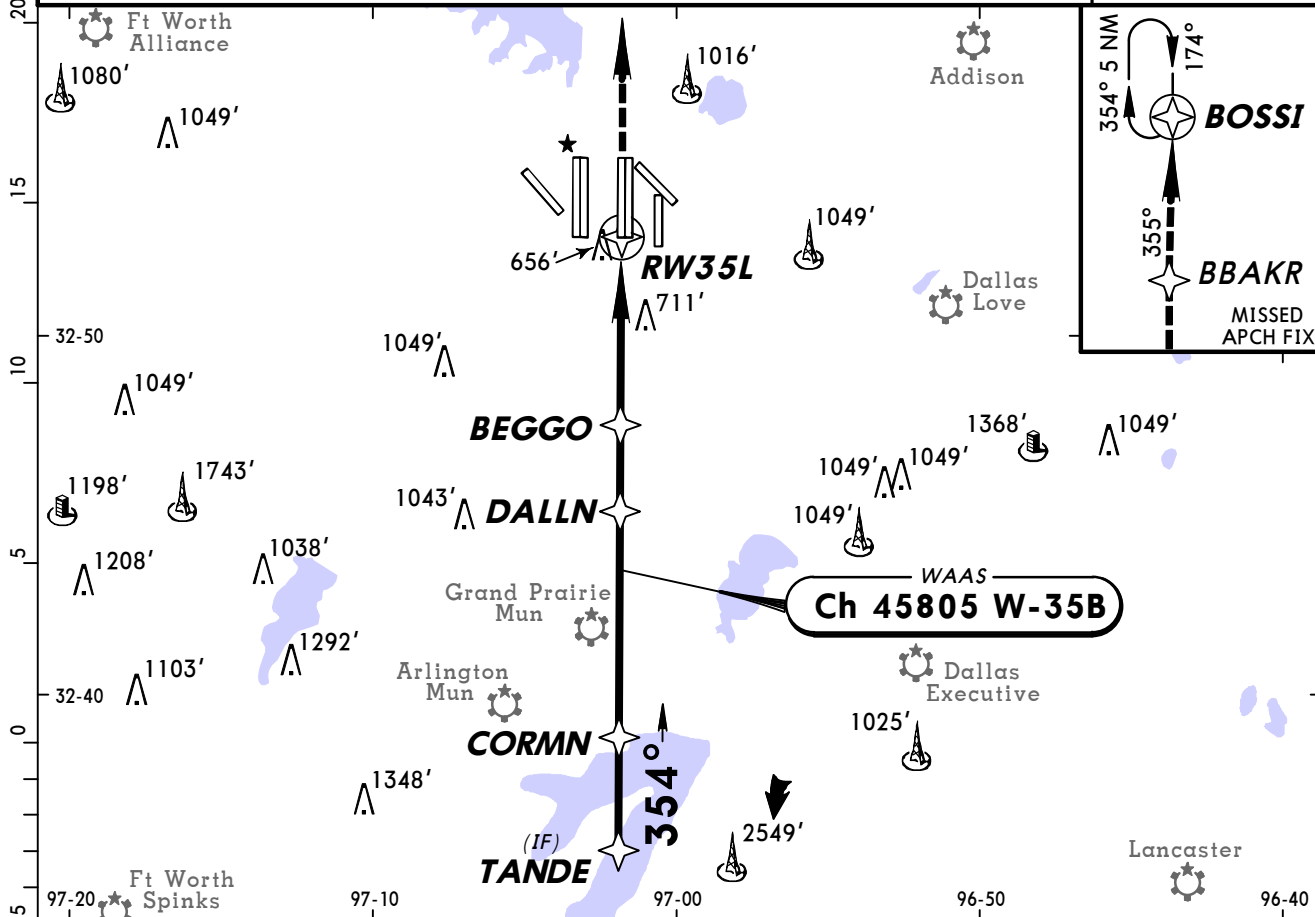
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	BOSSI
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW35C									

STRAIGHT-IN LANDING RWY 35C					
LPV DA(H) 813' (250')		LNAV/VNAV DA(H) 931' (368')		LNAV MDA(H) 1040' (477')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D				RVR 50 or 1	1 1/2

KDFW/DFW **JEPPESEN** DALLAS-FT WORTH, TEXAS DALLAS-FT WORTH INTL 6 MAR 09 **(62-10)** Eff 12 Mar RNAV (GPS) Rwy 35L

BRIEFING STRIP™

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground		
		West		East		West	East	
123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65	121.8
WAAS Ch 45805 W-35B	Final Apch Crs 354°	Minimum Alt BEGGO 2300' (1736')	LPV DA(H) 814' (250')	Apt Elev 607' TDZE 564'		3600' MSA RW35L		
MISSED APCH: Climb to 4000' direct BBAKR then via 355° track to BOSSI and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.								



17.1		13.9		7.6		5.2		0		
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000'	→	BBAKR
Glide Path Angle 3.00°	372	478	531	637	743	849		↑		
MAP at RW35L										

STRAIGHT-IN LANDING RWY 35L										
LPV DA(H) 814' (250')			LNAV/VNAV DA(H) 927' (363')			LNAV MDA(H) 1020' (456')				
RAIL or ALS out			RAIL out ALS out			RAIL out		ALS out		
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		
B										
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4		RVR 40 or 3/4	RVR 60 or 1/4			
D						RVR 50 or 1	1 1/2			

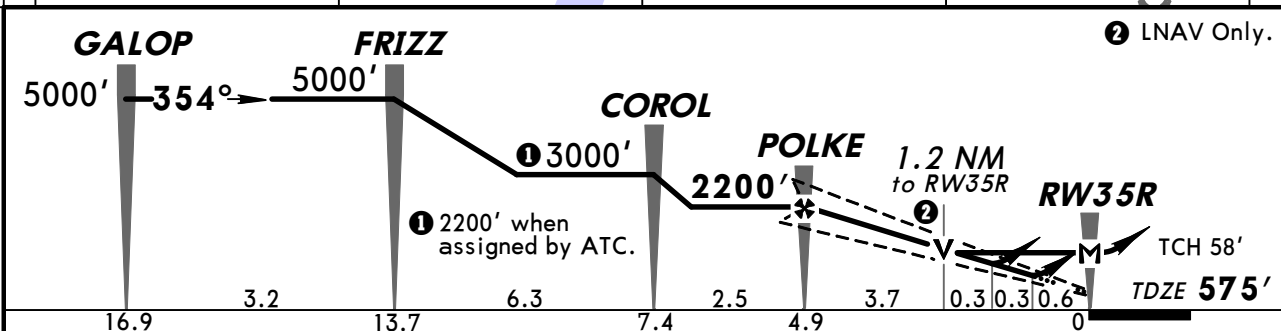
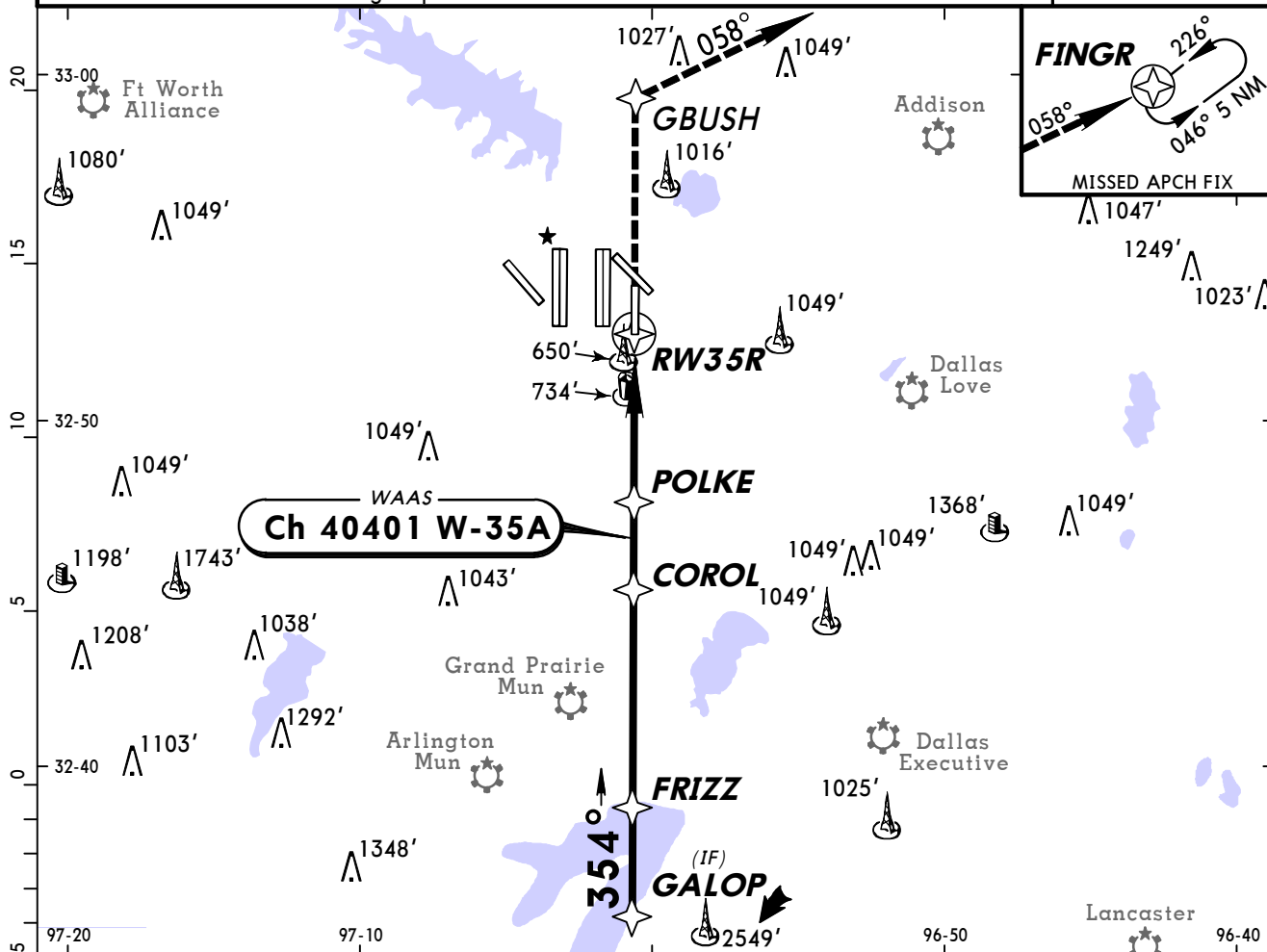
CHANGES: Charted obstructions, chart reindexed.

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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 6 MAR 09 62-11 Eff 12 Mar RNAV (GPS) Rwy 35R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	119.4	West 124.15	East 134.9	West 126.55	East 127.5
WAAS Ch 40401 W-35A	Final Apch Crs 354°	Minimum Alt POLKE 2200' (1625')	LPV DA(H) 825' (250')	Apt Elev 607' TDZE 575'	
MISSED APCH: Climb to 5000' direct GBUSH and via 058° track to FINGR and hold.					3600' MSA RW35R
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.					



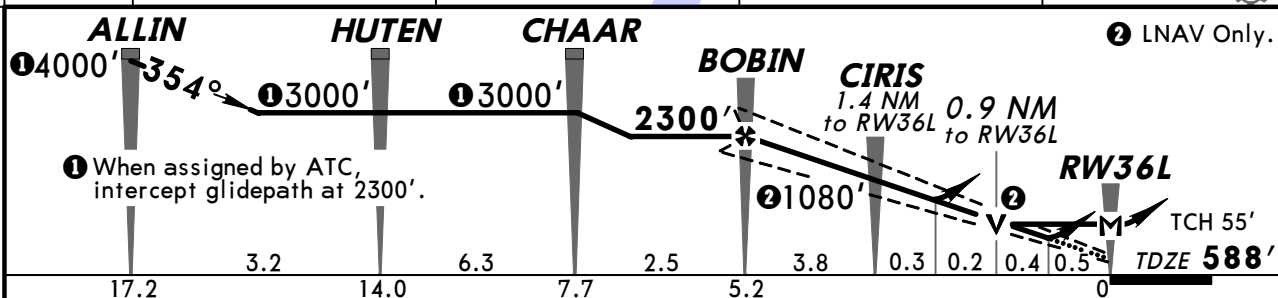
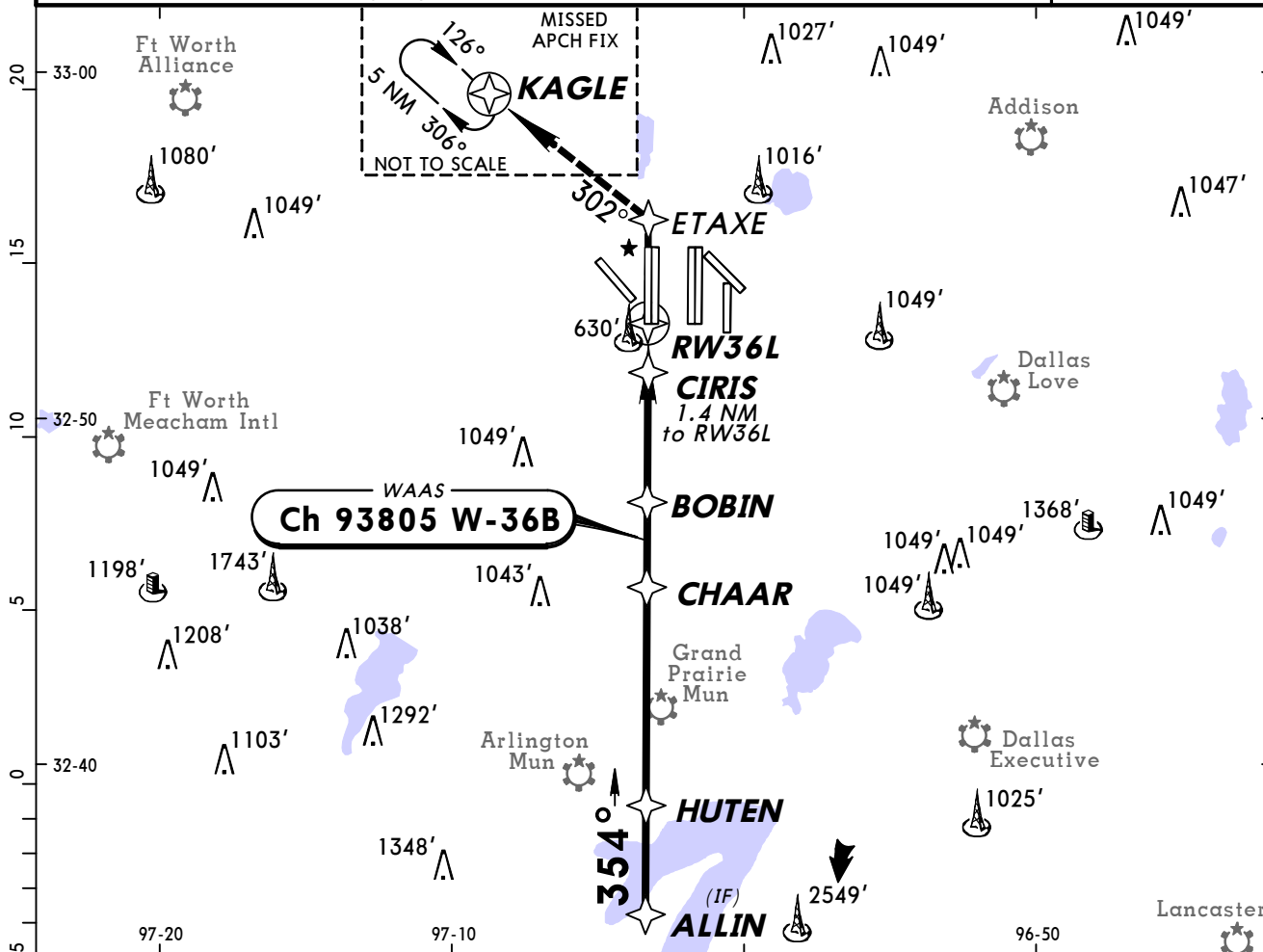
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5000'	GBUSH
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW35R									

STRAIGHT-IN LANDING RWY 35R					
LPV		LNAV/VNAV		LNAV	
DA(H) 825' (250')		DA(H) 917' (342')		MDA(H) 1040' (465')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D				RVR 50 or 1	1 1/2

CHANGES: Missed approach, charted obstructions, chart reindexed.

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BRIEFING STRIP™	D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground		
			West		East		West	East	
	123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
	WAAS Ch 93805 W-36B	Final Apch Crs 354°	Minimum Alt BOBIN 2300' (1712')	LPV DA(H) 788' (200')	Apt Elev 607' TDZE 588'		3600' MSA RW36L		
	MISSED APCH: Climb to 5000' direct ETAXE and via 302° track to KAGLE and hold.								
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	D →	ETAXE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at RW36L											

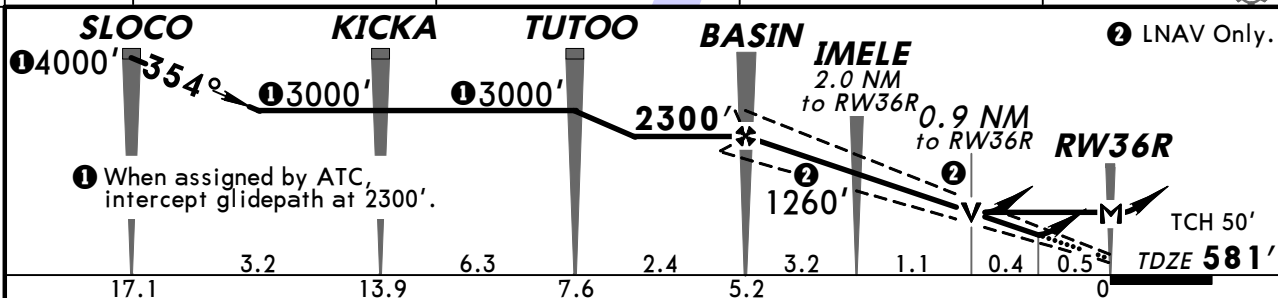
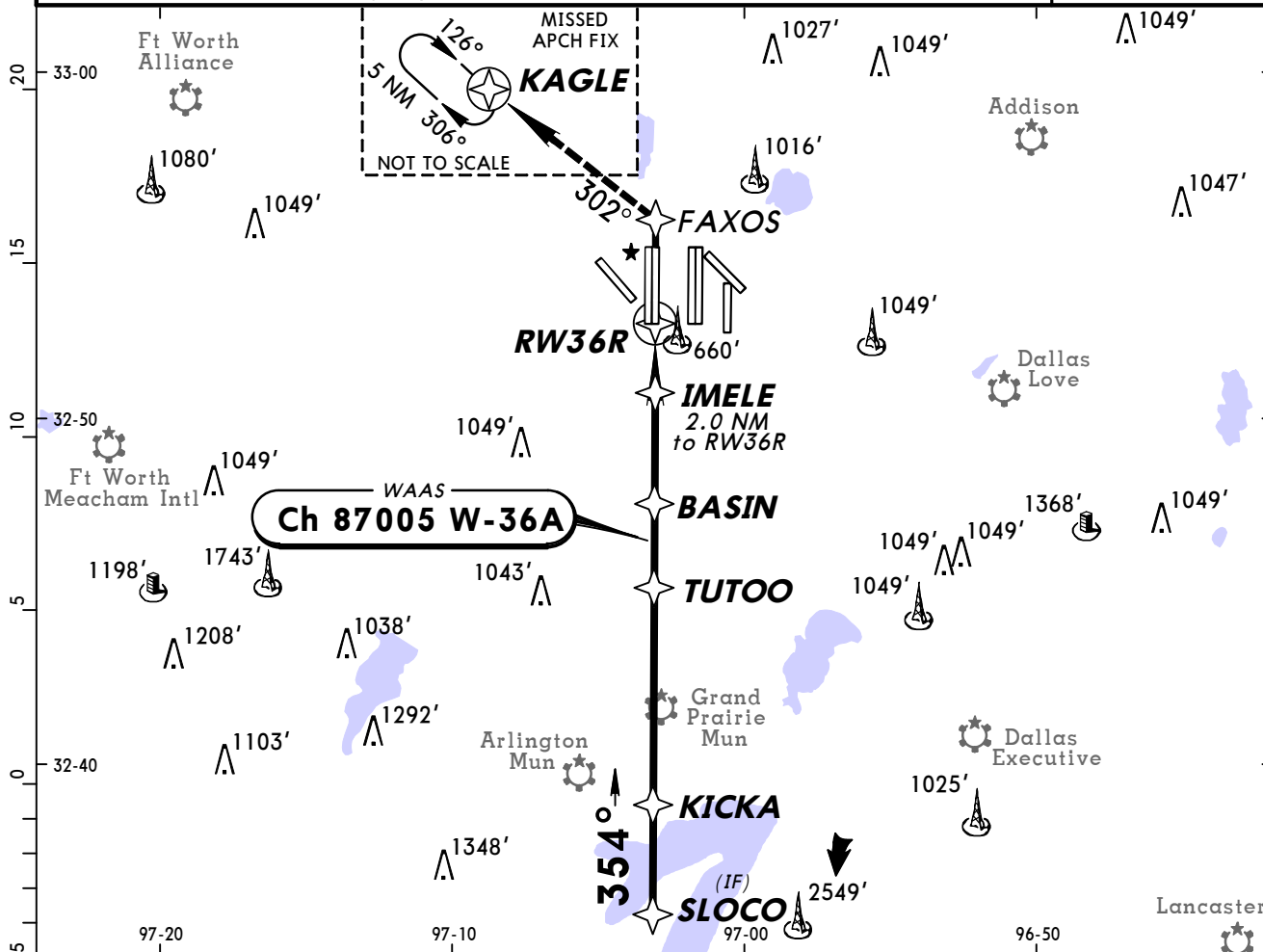
STRAIGHT-IN LANDING RWY 36L

LPV		LNAV/VNAV		LNAV	
DA(H) 788' (200')		DA(H) 987' (399')		MDA(H) 940' (352')	
RAIL or ALS out		RAIL out		RAIL out	
ALS out		ALS out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/4	RVR 24 or 1/2 RVR 40 or 3/4 RVR 50 or 1
D					RVR 50 or 1 RVR 60 or 1/4

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 6 MAR 09 62-13 Eff 12 Mar RNAV (GPS) Rwy 36R

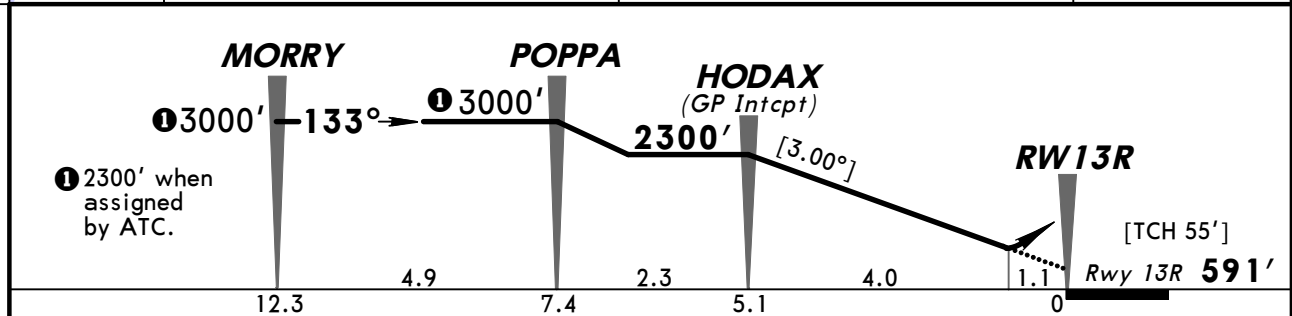
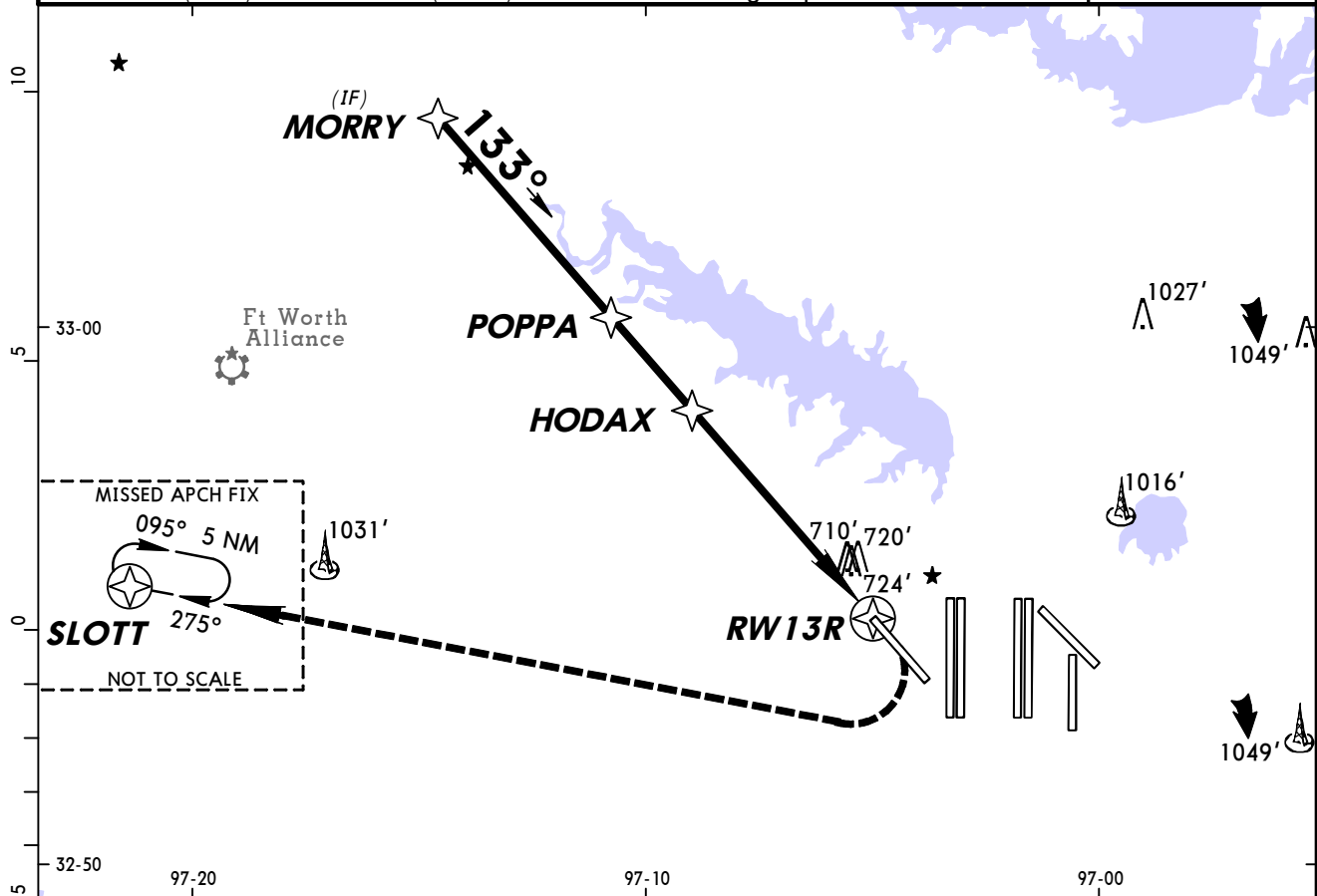
BRIEFING STRIP™	D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground			
			West		East		West		East	
	123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65	121.8	
	WAAS Ch 87005 W-36A	Final Apch Crs 354°	Minimum Alt BASIN 2300' (1719')	LPV DA(H) 781' (200')	Apt Elev 607' TDZE 581'	3600' MSA RW36R				
	MISSED APCH: Climb to 5000' direct FAXOS and via 302° track to KAGLE and hold.									
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.										



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	D → FAXOS
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI			
MAP at RW36R										

STRAIGHT-IN LANDING RWY 36R							
LPV		LNAV/VNAV			LNAV		
DA(H) 781' (200')		DA(H) 941' (360')			MDA(H) 940' (359')		
RAIL or ALS out		RAIL out		ALS out	RAIL out		ALS out
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D					RVR 50 or 1	RVR 60 or 1/4	

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground		
			West		East		West	East	
123.77	133.15	118.1	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
RNAV	Final Apch Crs 133°	Minimum Alt HODAX 2300' (1709')	RNP 0.14 DA(H) 1009' (418')	Apt Elev 607' Rwy 13R 591'	3600' MSA RW13R				
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 5000' direct SLOTT and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 41°C (106°F). 5. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1200'	5000'	→	SLOTT
Descent angle	[3.00°]	372	478	531	637	743	849	PAPI	↑	RT	
MAP at DA											

TERPS			STRAIGHT-IN LANDING RWY 13R					
RNP 0.14 DA(H) 1009' (418')			RNP 0.30 DA(H) 1034' (443') Missed Apch requires a minimum climb of 390'/NM to 1100'					
RAIL out			ALS out			RAIL out		
A								
B	RVR 45 or 7/8	RVR 50 or 1	1 3/8	RVR 50 or 1	RVR 55 or 1	1 1/2	RVR 60 or 1/8	1 1/2
C								
D								

1 When VGSI inop, procedure not authorized at night.

CHANGES: Notes, minimums.

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TERPS AMEND 0D 15 DEC 2011

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL **Eff 15 Dec**

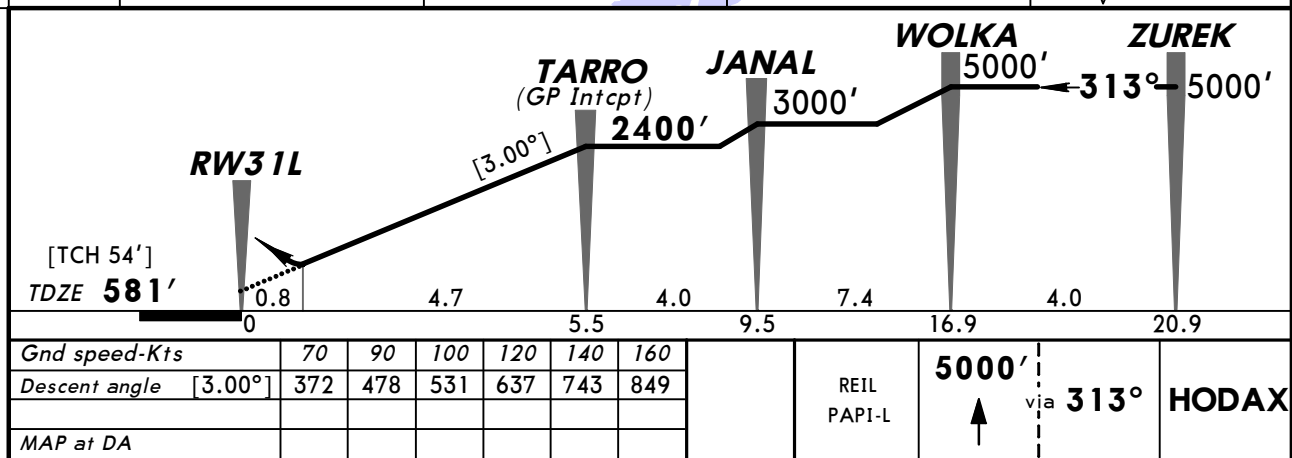
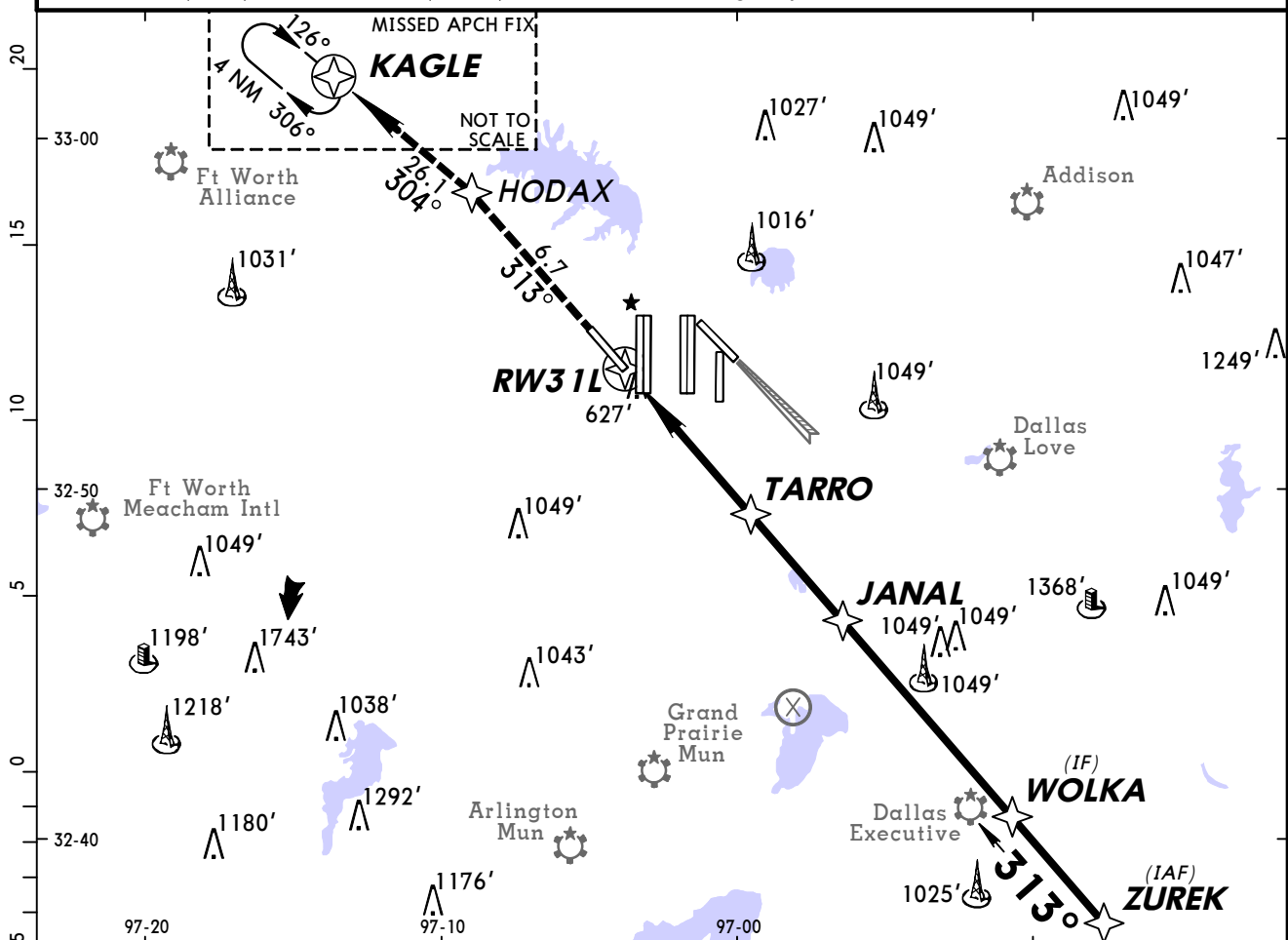
62-21

RNAV (RNP) Z Rwy 31L

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground	
			West		East		West	East
123.77	135.5	125.2	124.15	134.9	126.55	127.5	121.85	121.65 121.8
RNAV	Final Apch Crs 313°	Minimum Alt TARRO 2400' (1819')	RNP 0.30 DA(H) (CONDITIONAL) 882' (301')		Apt Elev 607' TDZE 581'		3600' MSA RW31L	
MISSED APCH: Climb to 5000' via 313° track to HODAX and via 304° track to KAGLE and hold.								

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. GPS required. 4. Simultaneous approach authorized with Rwy 31R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 47°C (117°F). 7. VGSI and RNAV glidepath not coincident.



STRAIGHT-IN LANDING RWY 31L	
RNP 0.30 DA(H) 882' (301') Missed Apch requires a minimum climb of 280'/NM to 1200'	RNP 0.30 DA(H) 940' (359')
RVR 50 or 1	RVR 60 or 1 1/4

CHANGES: None.

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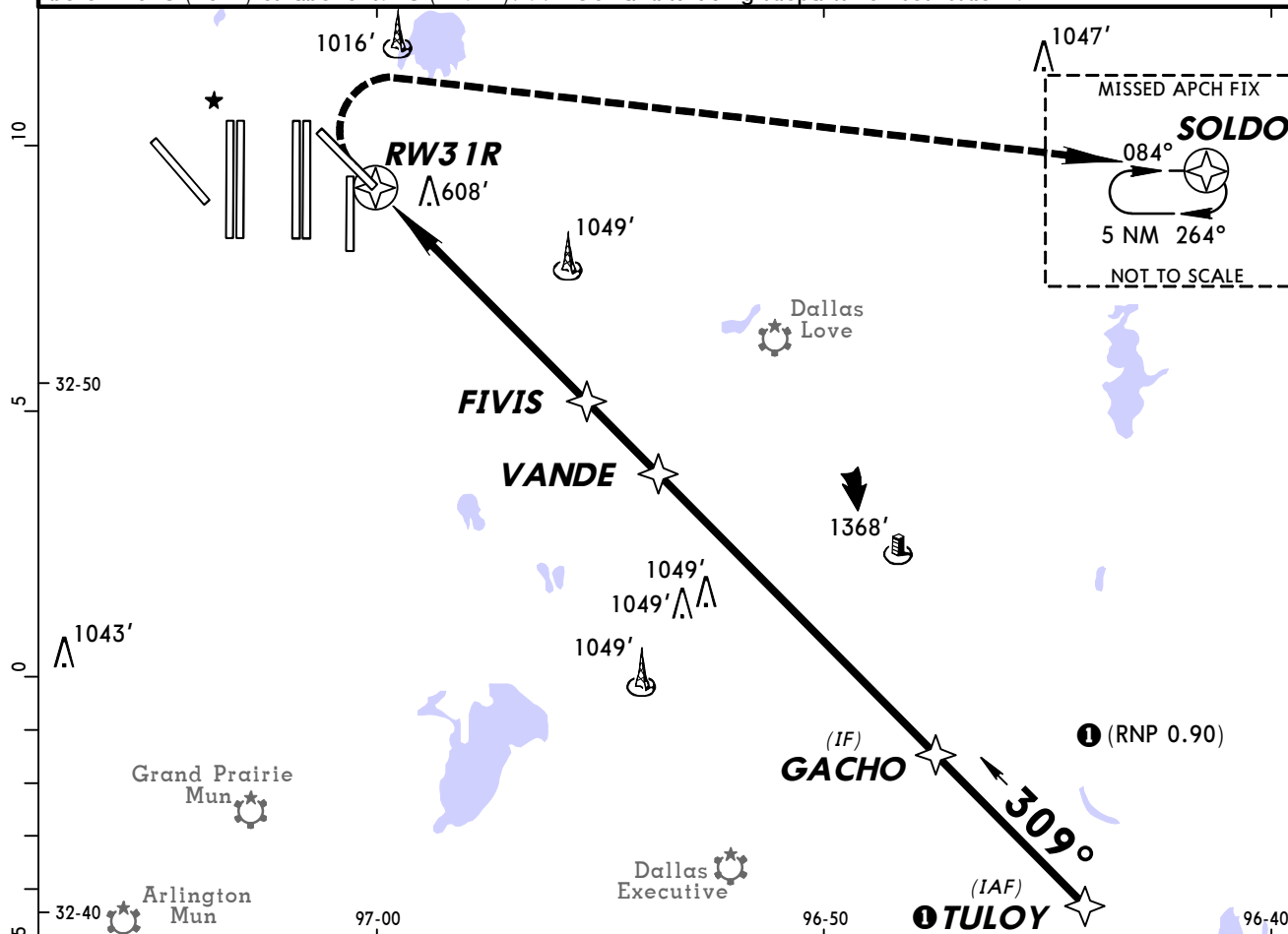
KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 16 SEP 11 62-22 RNAV (RNP) Z Rwy 31R

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground		
			West		East		West	East	
123.77	135.5	125.2	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
RNAV	Final Apch Crs 309°	Minimum Alt FIVIS 2400' (1877')	RNP 0.16 DA(H) 822' (299')		Apt Elev 607' TDZE 523'		3600' MSA RW31R		
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 5000' direct SOLDO and hold.									

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. GPS required. 4. Simultaneous approach authorized with Rwy 31L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 47°C (117°F). 7. VGSI and RNAV glidepath not coincident.



0 0.8 4.9 5.7 1.9 7.6 7.5 15.1 4.0 19.1									
Gnd speed-Kts		70	90	100	120	140	160	MALSR	
Descent angle [3.00°]		372	478	531	637	743	849	PAPI	
MAP at DA								↑	
								RT	
								D→	
								SOLDO	

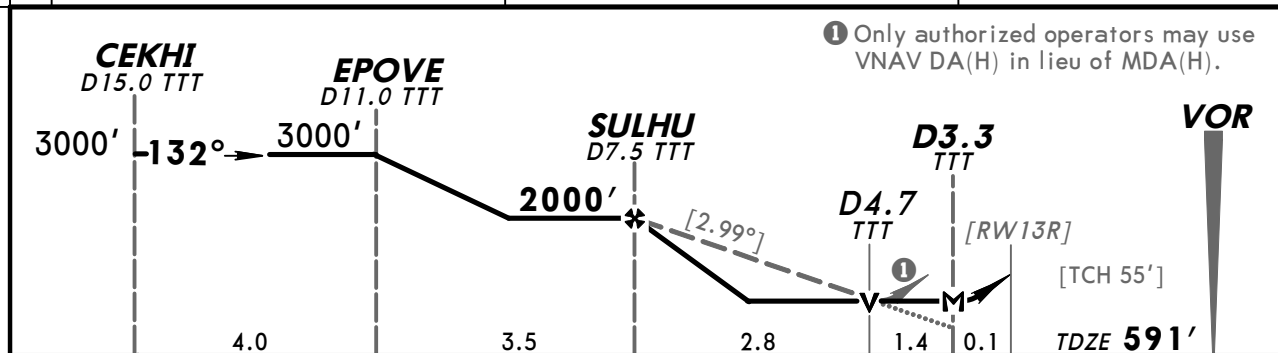
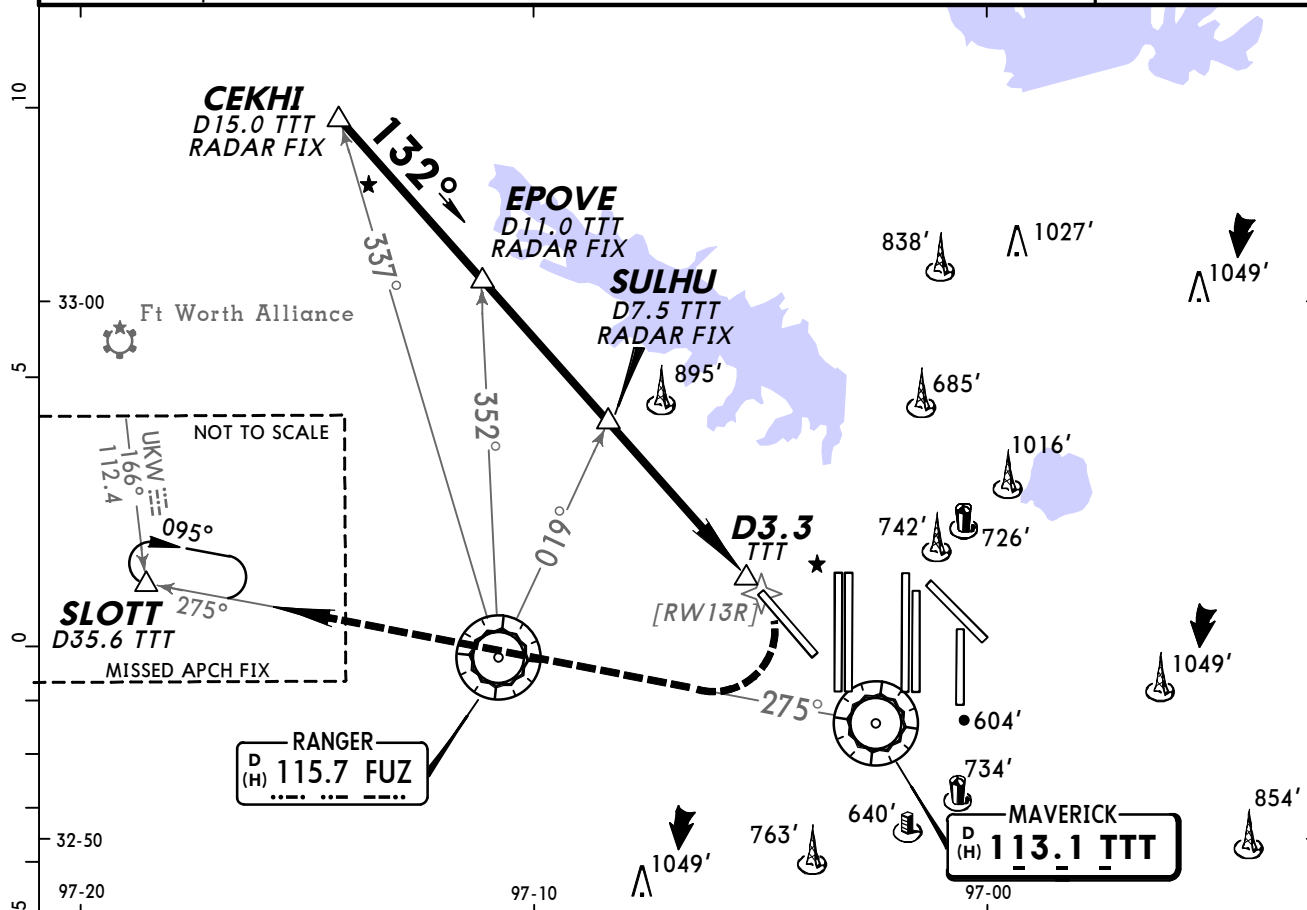
STRAIGHT-IN LANDING RWY 31R							
RNP 0.16				RNP 0.28		RNP 0.30	
DA(H) 822' (299')				DA(H) 951' (428')		DA(H) 972' (449')	
		RAIL out	ALS out	RAIL or ALS out		RAIL or ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	1 1/2
B							
C							
D		RVR 50 or 1					

CHANGES: Notes.

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TERPS AMEND 1C 22 SEP 2011

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground			
		West		East		West		East	
123.77	133.15 118.1	124.15	134.9	126.55	127.5	121.85	121.65	121.8	
VOR TTT 113.1	Final Apch Crs 132°	Minimum Alt SULHU 2000' (1409')		MDA(H) 1100' (509')		Apt Elev 607' TDZE 591'			
MISSED APCH: Climbing RIGHT turn to 5000' outbound via TTT VOR R-275 to SLOTT INT/D35.6 TTT and hold.							2700' 090° → ← 270° 3500' MSA TTT VOR		
Alt Set: INCHES 1. RADAR required.		Trans level: FL 180			Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5000'	TTT	SLOTT
Descent angle [2.99°]	370	476	529	635	741	846	PAPI		via	113.1	
MAP at D3.3 TTT or SULHU to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35	RT		R-275	

STRAIGHT-IN LANDING RWY 13R		
MDA(H) 1100' (509')		
	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1
B	RVR 40 or 3/4	
C	RVR 50 or 1	1 1/2
D		

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

6 OCT 06 (63-2) VOR Rwy 31L

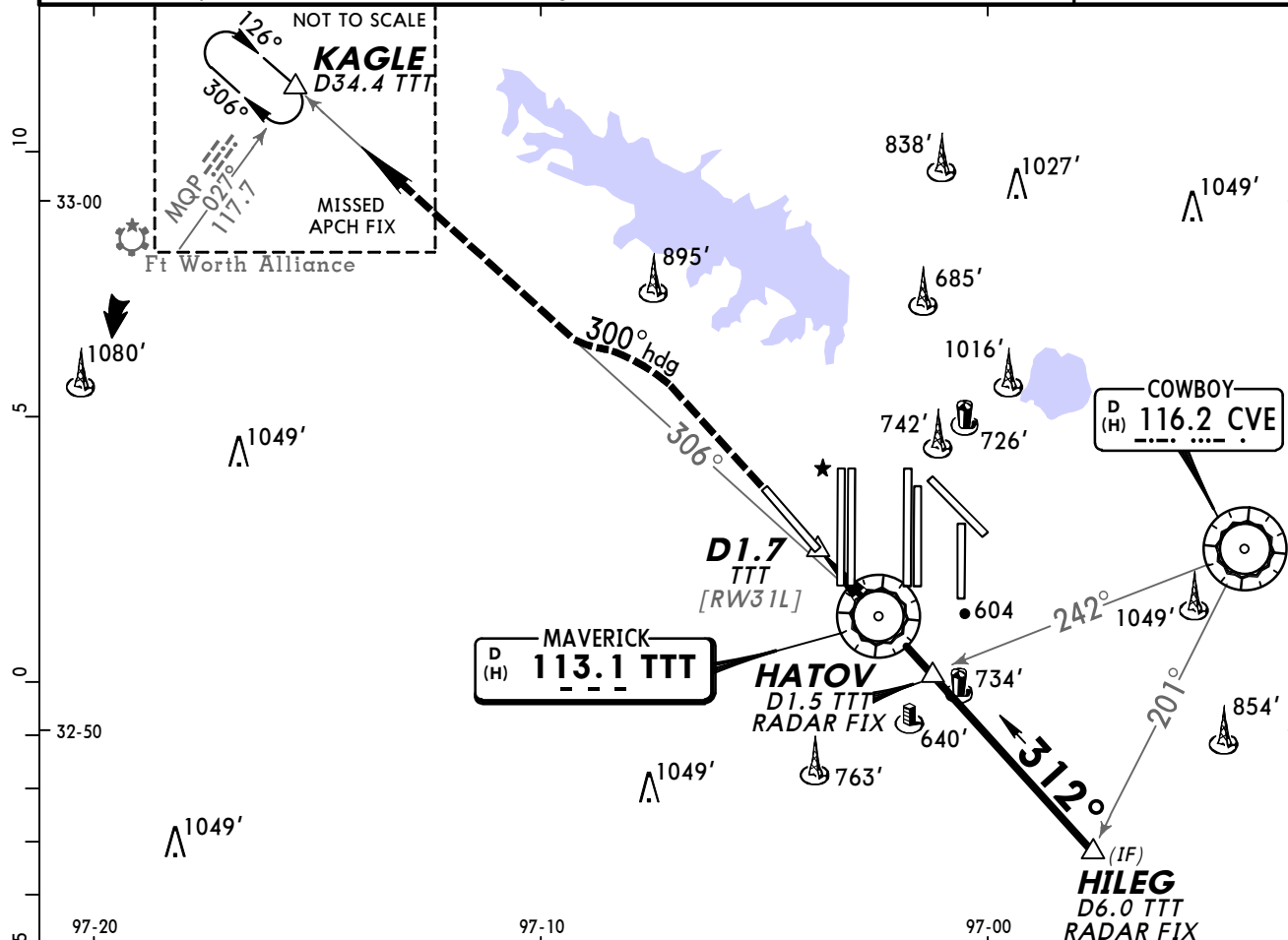
D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower			Ground		
123.77	133.15 118.1	West	East		West	East	
VOR TTT	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev	607'		
113.1	312°	1200' (619')	1020' (439')	TDZE	581'		

MISSED APCH: Climb to 1200' then climbing LEFT turn to 5000' via heading 300° and TTT VOR R-306 to KAGLE INT/D34.4 TTT and hold.

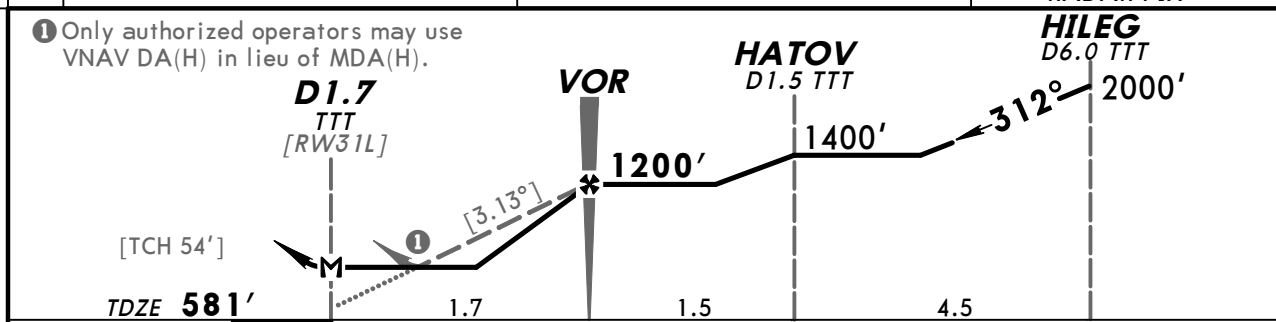
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2. VGSI and descent angles not coincident.

MSA TTT VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	1200'	5000'	300°	TTT
Descent angle [3.13°]	388	498	554	665	775	886			↑	LT	via hdg	113.1
VOR to MAP	1.7	1:27	1:08	1:01	0:51	0:44	0:38					R-306

STRAIGHT-IN LANDING RWY 31L

MDA(H) 1020' (439')

A	RVR 50 or 1
B	
C	RVR 60 or 1/4
D	1 1/2

CHANGES: Lighting.

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AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)
125.95 125.2
Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

DODGE THREE ARRIVAL
(DODJE.DODJE3)

- 1 AIRPORTS SERVED
- ARLINGTON MUN KGKY
- DALLAS EXECUTIVE KRBD
- DENTON MUN KDTIO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWs
- GRAND PRAIRIE MUN KGPM
- LANCASTER KLNC

DENTON TEXAS
Denton Mun
642

FT WORTH TEXAS
Ft Worth Alliance
722

RANGER
(H) 115.7 FUZ
N32 53.4 W097 10.8

FT WORTH TEXAS
Ft Worth Meacham Intl
710

FT WORTH TEXAS
NAS JRB
650

ARLINGTON TEXAS
Arlington Mun
628

LANCASTER TEXAS
Lancaster
501

FT WORTH TEXAS
Ft Worth Spinks
700

MIDLOTHIAN TEXAS
TSA Gliderport

GRAND PRAIRIE TEXAS
Grand Prairie Mun
589

DODJE

N32 17.1 W096 35.0

TURBOJETS
Cross at and
MAINTAIN 250 KT.
TURBOJETS LANDING NORTH
EXPECT TO CROSS AT 12000'.
TURBOJETS LANDING SOUTH
EXPECT TO CROSS AT 9000'.

TURBOJETS
Cross at and
MAINTAIN 250 KT.
TURBOJETS LANDING AT
ARLINGTON MUN,
DALLAS EXECUTIVE,
GRAND PRAIRIE MUN
EXPECT TO CROSS AT 8000'.

When directed
by ATC

QUITMAN
(L) 114.0 UJM
N32 52.8 W095 22.0

ELM GROVE
(L) 111.2 EMG
N32 24.0 W093 35.7

GREGG CO.
(L) 112.3 GGG
N32 25.1 W094 45.2

FRANKSTON
(L) 111.4 FZT
N32 04.5 W095 31.8

WEIRS
(L) 110.9 W095 48.6

ACT
(L) 115.3 W096 14.9

ALLMO
(L) 110.9 W096 14.9

NAVYS
(L) 112.3 W096 18.8

NAVYS
(L) 112.3 W096 18.8

NAVYS
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NAVYS
(L) 112.3 W096 18.8

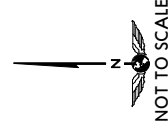
NAVYS
(L) 112.3 W096 18.8

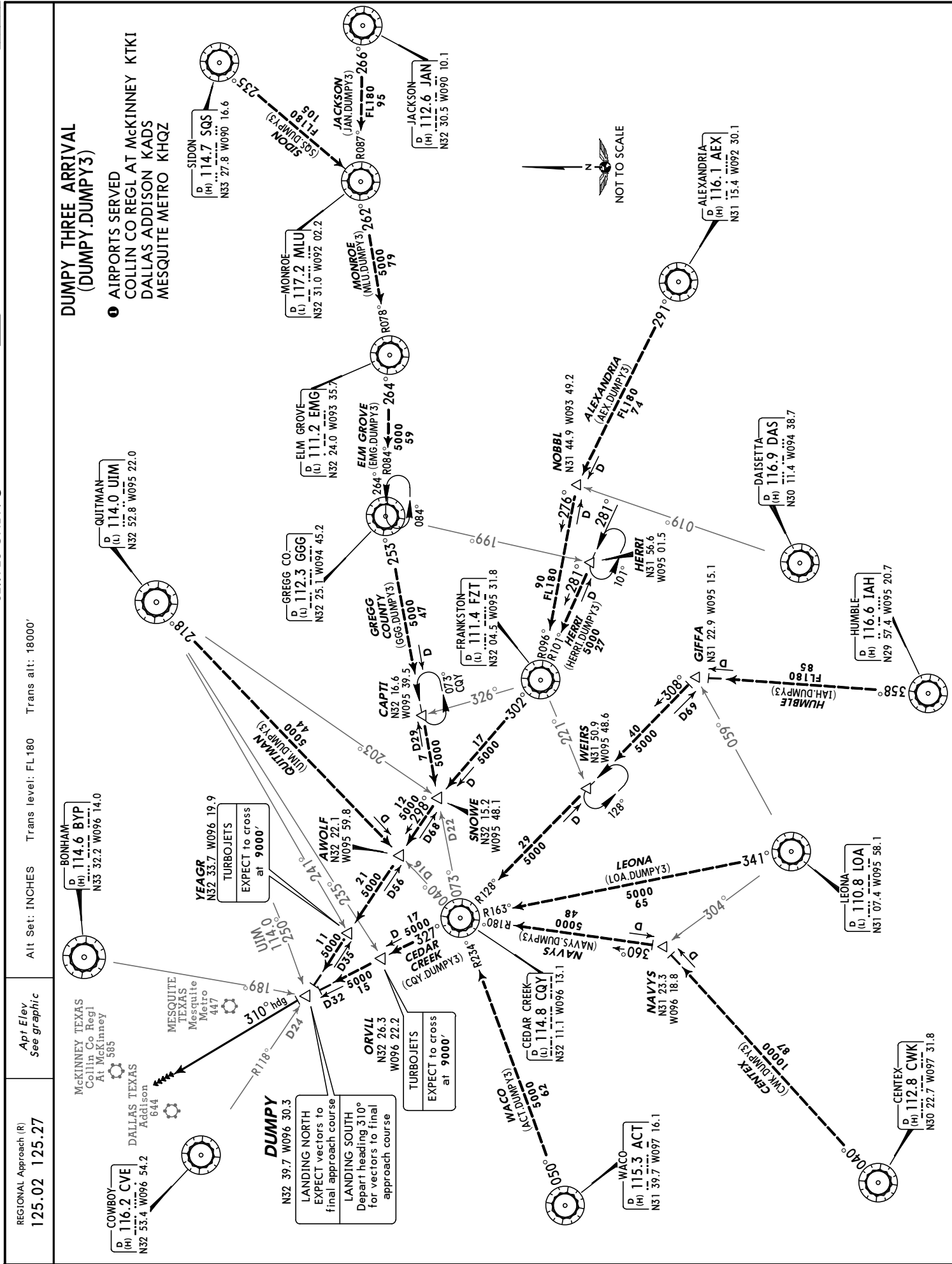
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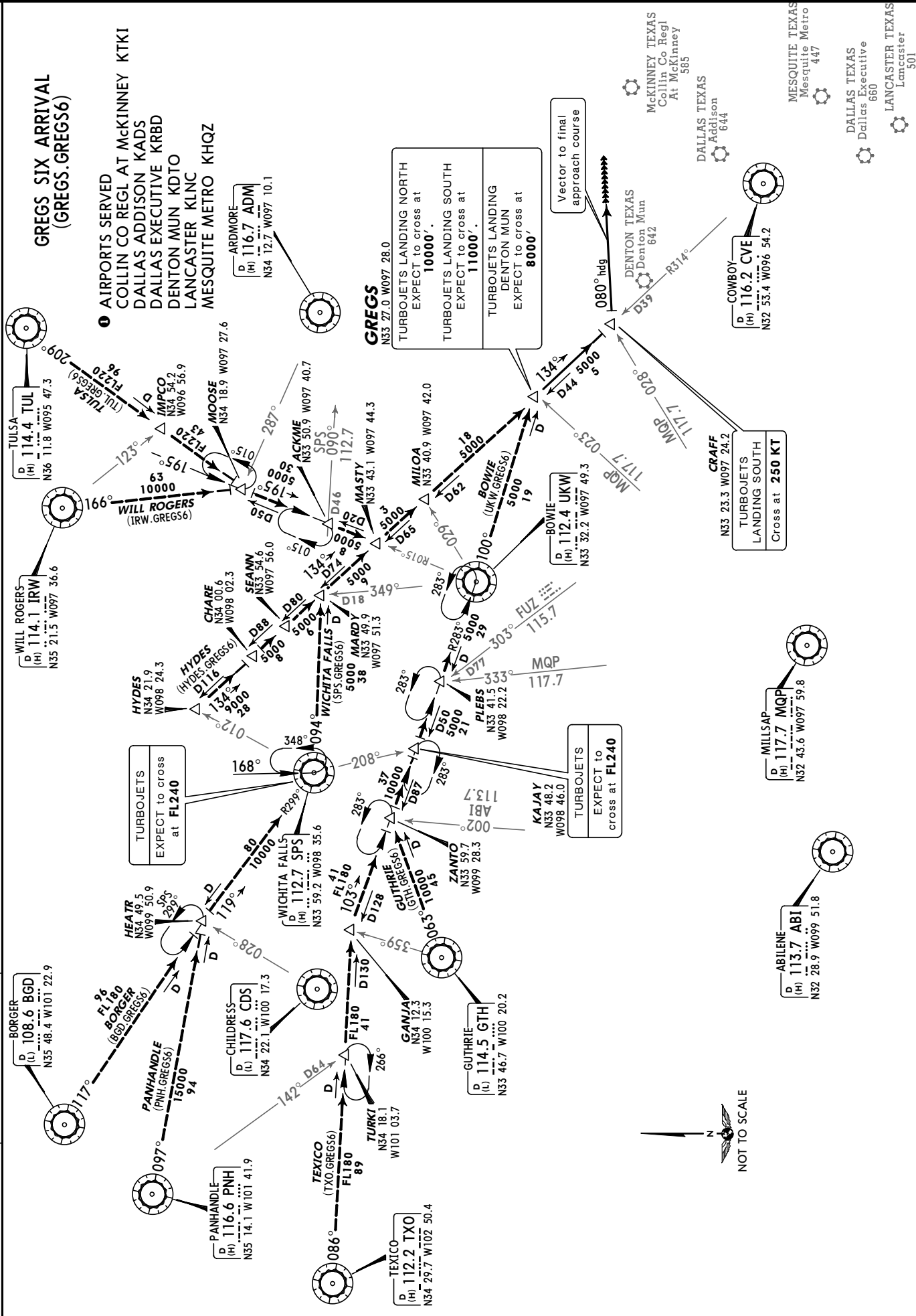
NAVYS
(L) 112.3 W096 18.8

NAVYS
(L) 112.3 W096 18.8

NAVYS
(L) 112.3 W096 18.8







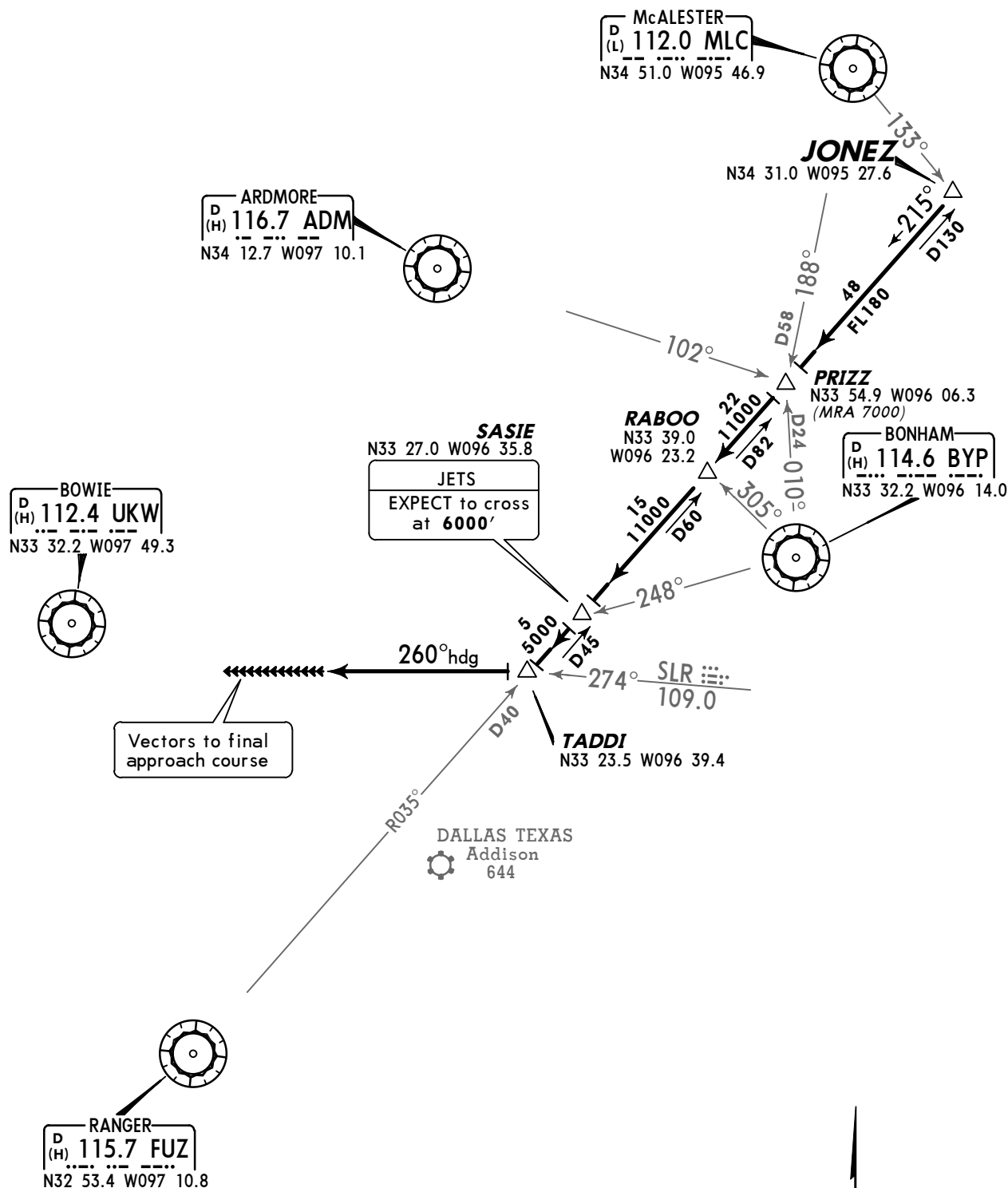
REGIONAL Approach (R)
125.02 133.52

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
Assigned by ATC only.

JONEZ FOUR ARRIVAL (JONEZ.JONEZ4)

① AIRPORT SERVED
DALLAS ADDISON KADS



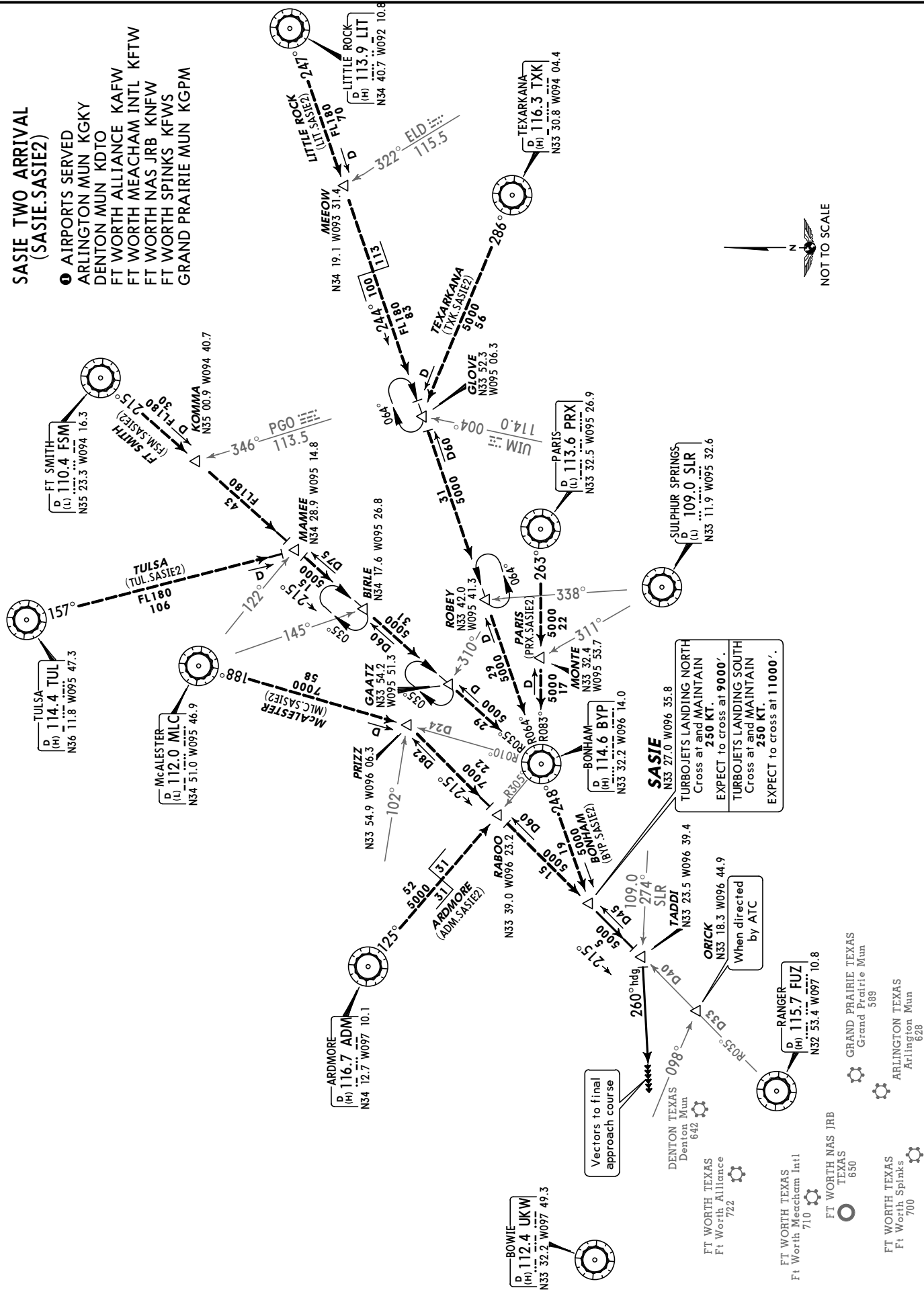
AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)
124.25 124.3
Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

SASIE TWO ARRIVAL
(SASIE.SASIE2)

- AIRPORTS SERVED
- ARLINGTON MUN KGKY
- DENTON MUN KDTO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWS
- GRAND PRAIRIE MUN KGPM



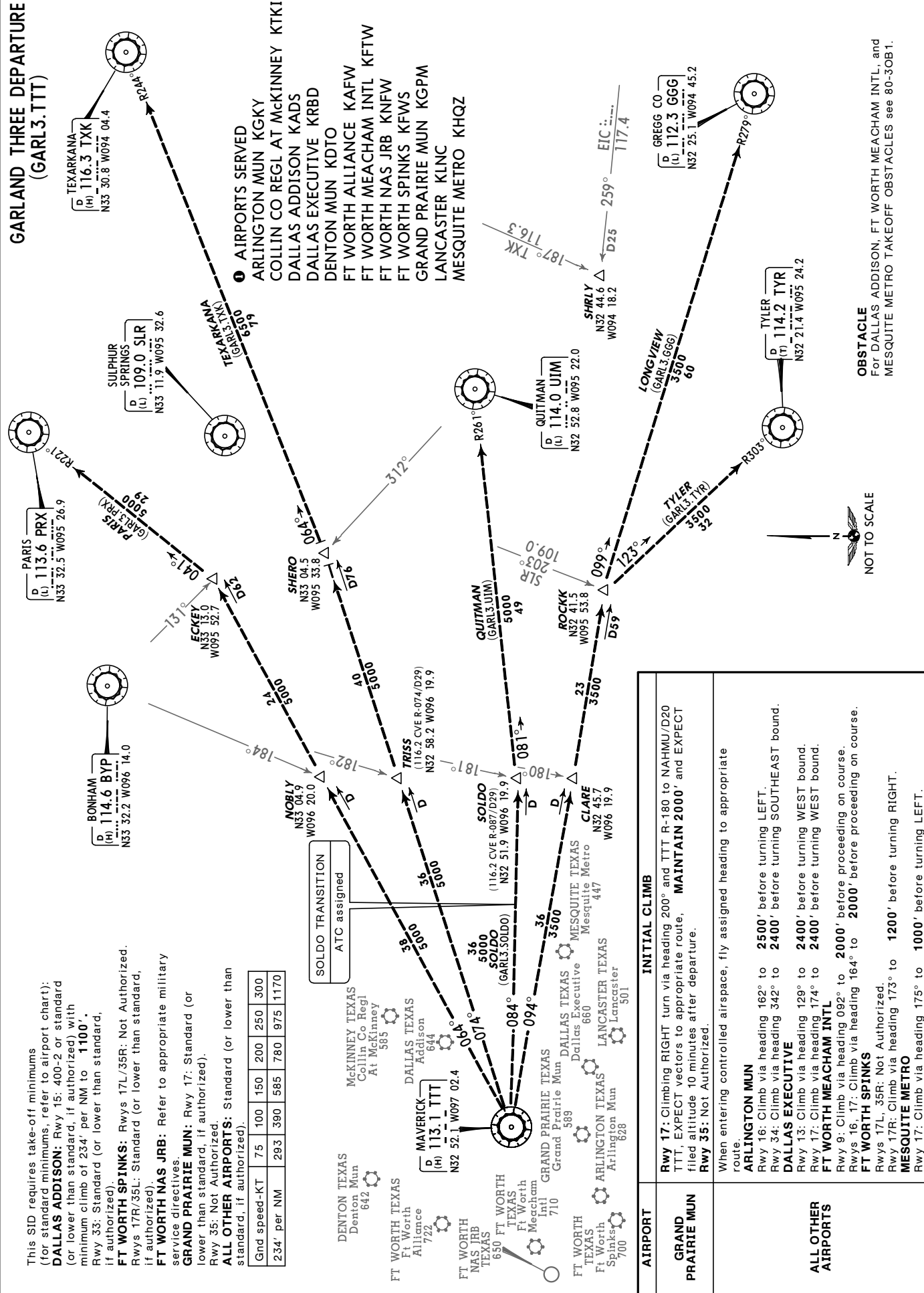
AREA SID SERVES ONLY: ●

- 1. For jets requesting 17000' and below.
- 2. GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

Apt Elev
See graphic

GARLAND THREE DEPARTURE
(GARL3.TTT)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not Authorized. Rwy 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not Authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170

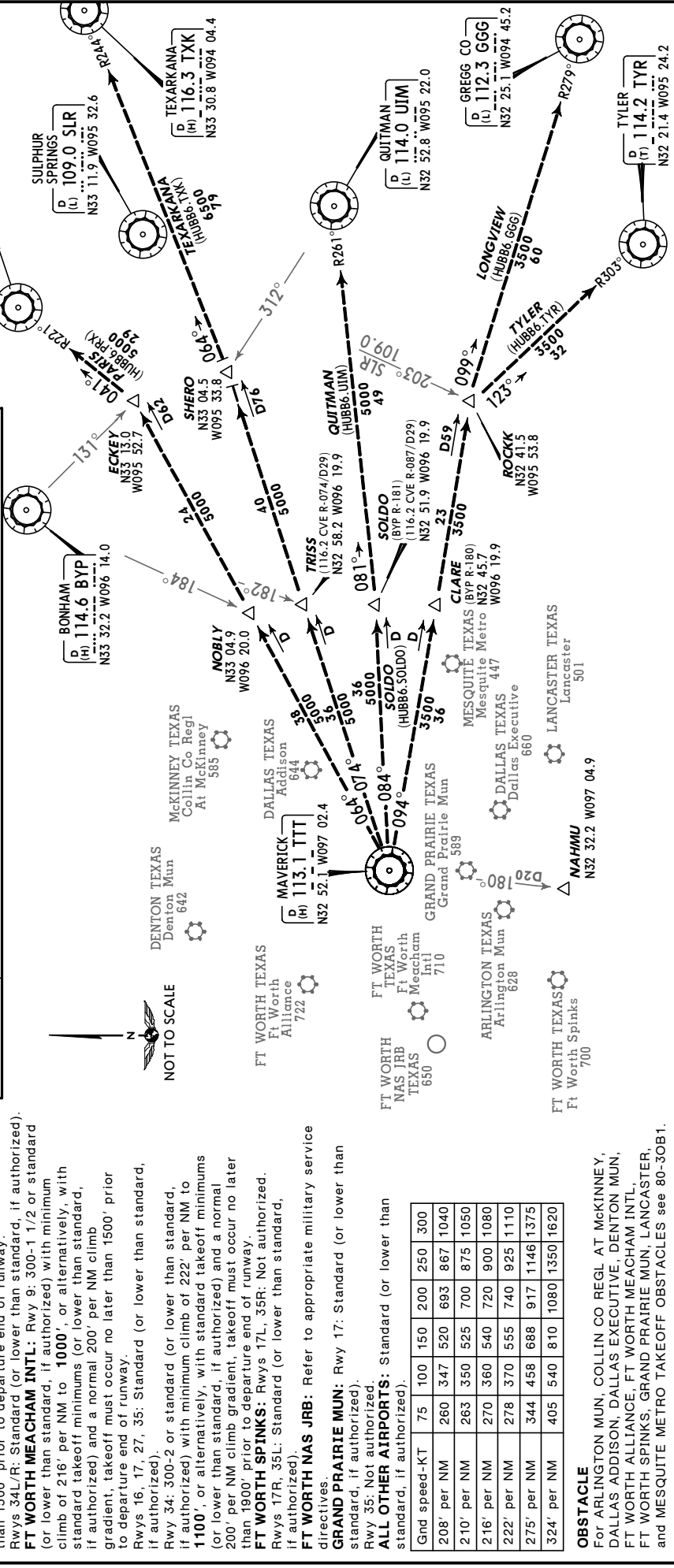
AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT, EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not Authorized.
ALL OTHER AIRPORTS	When entering controlled airspace, fly assigned heading to appropriate route. ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound. FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwys 17L, 35R: Not Authorized. Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT. MESQUITE METRO Rwy 17: Climb via heading 175° to 1000' before turning LEFT.

CHANGES: Location name, departure text, formations, procedure renumbered.

AREA SID SERVES ONLY: 0

Apt Elev See graphic	Trans level: FL180	Trans alt: 18000'	AIRPORT	INITIAL CLIMB
1. For props requesting FL230 and below. 2. RADAR required.				

HUBBARD SIX DEPARTURE (HUBB6.TTT)	
1 AIRPORTS SERVED ARLINGTON MUN KGKY COLLIN CO REGL AT MCKINNEY KTKI DALLAS ADDISON KADS DALLAS EXECUTIVE KRBD DENTON MUN KDTO FT WORTH ALLIANCE KAFW FT WORTH MEACHAM INTL KFTW FT WORTH NAS JRB KNFW FT WORTH SPINKS KFWs GRAND PRAIRIE MUN KGPM LANCASTER KINC MESQUITE METRO KHQZ	
INITIAL CLIMB Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/ D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.	
When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb 162° heading to 2500' before turning LEFT. Rwy 34: Climb 342° heading to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb 129° heading to 2600' before turning WEST bound. Rwy 17: Climb 174° heading to 2600' before turning WEST bound. Rwy 31: Climb 309° heading to 1600' before turning SOUTH bound. Rwy 35: Climb 354° heading to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb 163° heading to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb 092° heading to 2000' before proceeding on course. Rwys 16, 17: Climb 164° heading to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb 173° heading to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb via 314° heading to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb 175° heading to 900' before turning LEFT.	



GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

INITIAL CLIMB

GRAND PRAIRIE MUN
Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHNU/D20 TTT. EXPECT RADAR vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.

ARLINGTON MUN
Rwy 16: Climb via heading 162° to 2500' before turning LEFT.
Rwy 34: Climb via heading 342° to 1400' before turning SOUTHEAST bound.

DALLAS EXECUTIVE
Rwy 13: Climb via heading 129° to 2400' before turning WEST bound.
Rwy 17: Climb via heading 174° to 2400' before turning WEST bound.
Rwy 31: Climb via heading 309° to 1600' before turning SOUTH bound.
Rwy 35: Climb via heading 354° to 1600' before turning SOUTH bound.

FT WORTH ALLIANCE
Rwy 16R: Climb heading 163° before turning RIGHT.
FT WORTH MEACHAM INTL
Rwy 6: Climb via heading 092° to 1800' before turning SOUTH bound.
Rwys 16, 17: Climb via heading 164° to 1800' before proceeding on course.

FT WORTH SPINKS
Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT.

This SID requires take-off minimums (for standard minimums refer to airport chart):

DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.

FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

Rwys 34L/R: Standard (or lower than standard, if authorized).

FT WORTH SPINKS: Rwys 17L/35R: Not authorized. Rwys 17R/35L: Standard (or lower than standard, if authorized).

FT WORTH NAS JRB: Refer to appropriate military service directives.

GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).

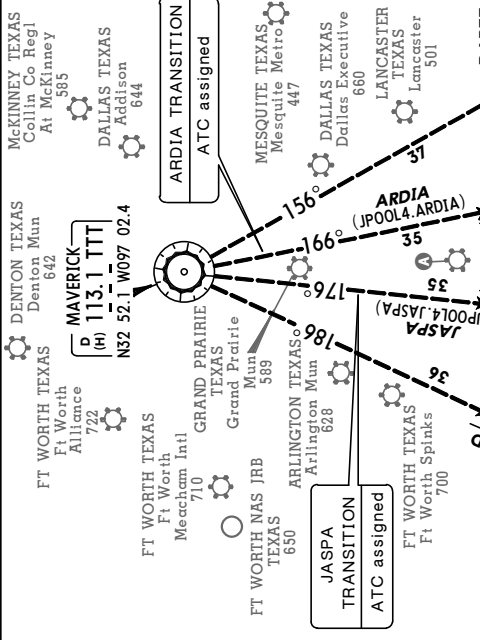
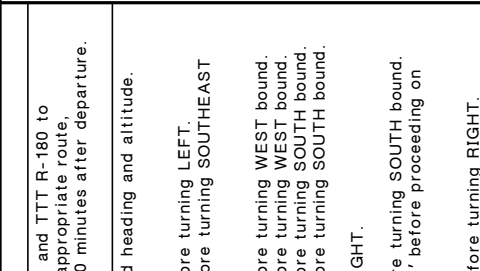
Rwy 35: Not authorized.

ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

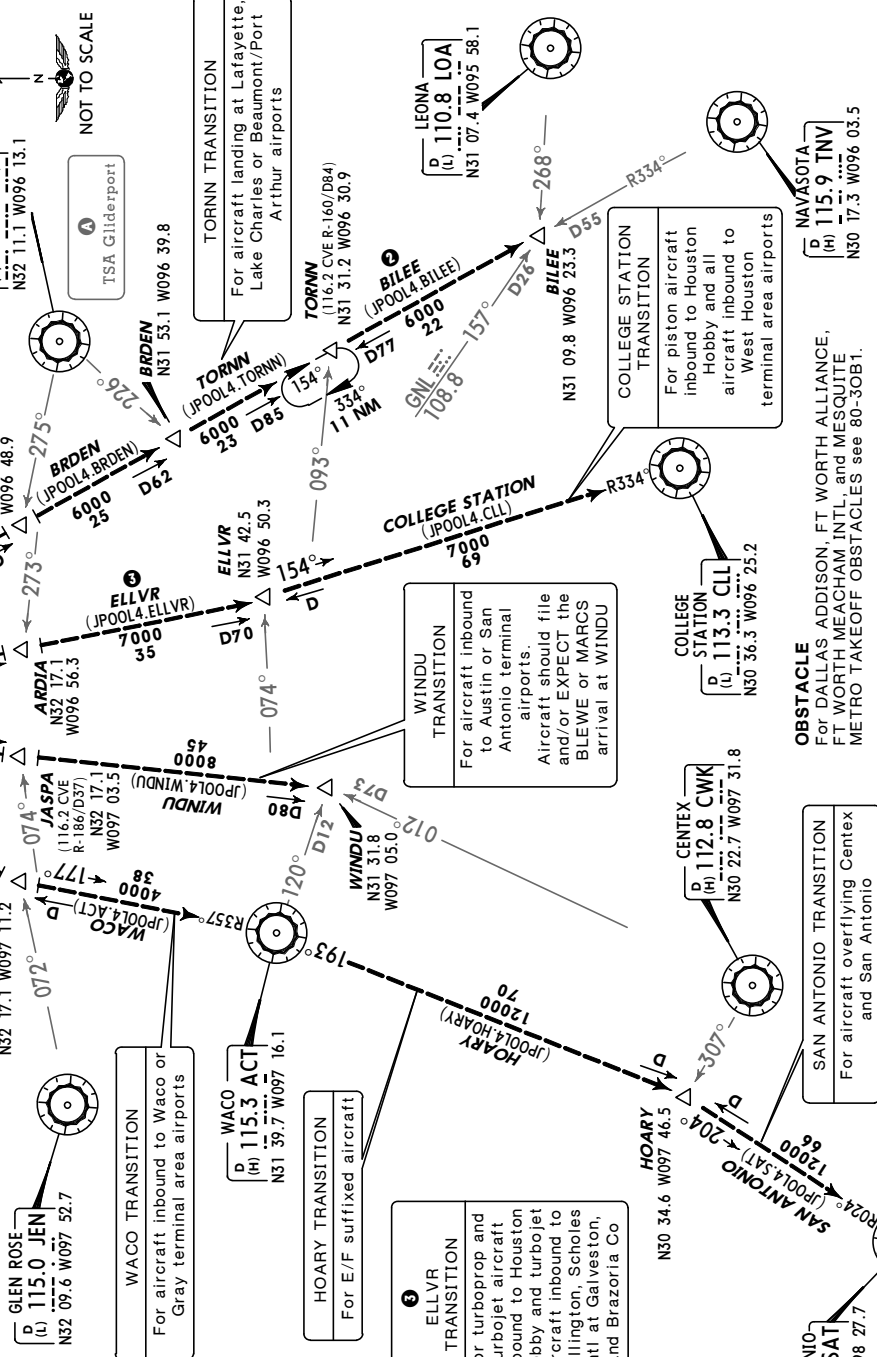
Grnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
234' per NM	293	390	585	780	975	1170

BILEE TRANSITION

For aircraft overflying BILEE, then via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly TNV



JOE POOL FOUR DEPARTURE (JP00L4.TTT)
1 AIRPORTS SERVED
ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KDTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC
MESQUITE METRO KHQZ



Apt Elev See graphic	Trans level: FL180 Trans alt: 18000'	
	INITIAL CLIMB	
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route, MAINTAIN 2000' and EXPECT filled altitude 10 minutes after departure. Rwy 35: Not authorized.	When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb heading 162° to 2500' before turning LEFT. Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb heading 129° to 2600' before turning WEST bound. Rwy 17: Climb heading 174° to 2600' before turning WEST bound. Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound. Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb heading 163° to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb heading 092° to 2000' before proceeding on course. Rwy 16, 17: Climb heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb heading 173° to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb heading 314° to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb heading 175° to 900' before turning LEFT.
ALL OTHER AIRPORTS		

This SID requires take-off minimums (for standard minimums, refer to airport chart):

ARLINGTON MUN: Rwy 16, 34: Standard (or lower than standard, if authorized).

COLLIN CO REGL AT MCKINNEY: Rwys 17, 35: Standard (or lower than standard, if authorized).

DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to **1100'**.

Rwy 33: Standard (or lower than standard, if authorized).

DALLAS EXECUTIVE: Rwys 13, 31, 35: Standard (or lower than standard, if authorized).

Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to **1200'**.

DENTON MUN: Rwys 17, 35: Standard (or lower than standard, if authorized).

FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to **1100'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.

Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to **1100'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.

Rwys 34L/R: Standard (or lower than standard, if authorized).

FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to **1000'**, or alternatively with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.

Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized).

Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to **1100'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.

FT WORTH NAS JRB: Refer to appropriate military service directives.

FT WORTH SPINKS: Rwys 17L, 35R: Not authorized - environmental.

Rwys 17R, 35L: Standard (or lower than standard, if authorized).

GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).

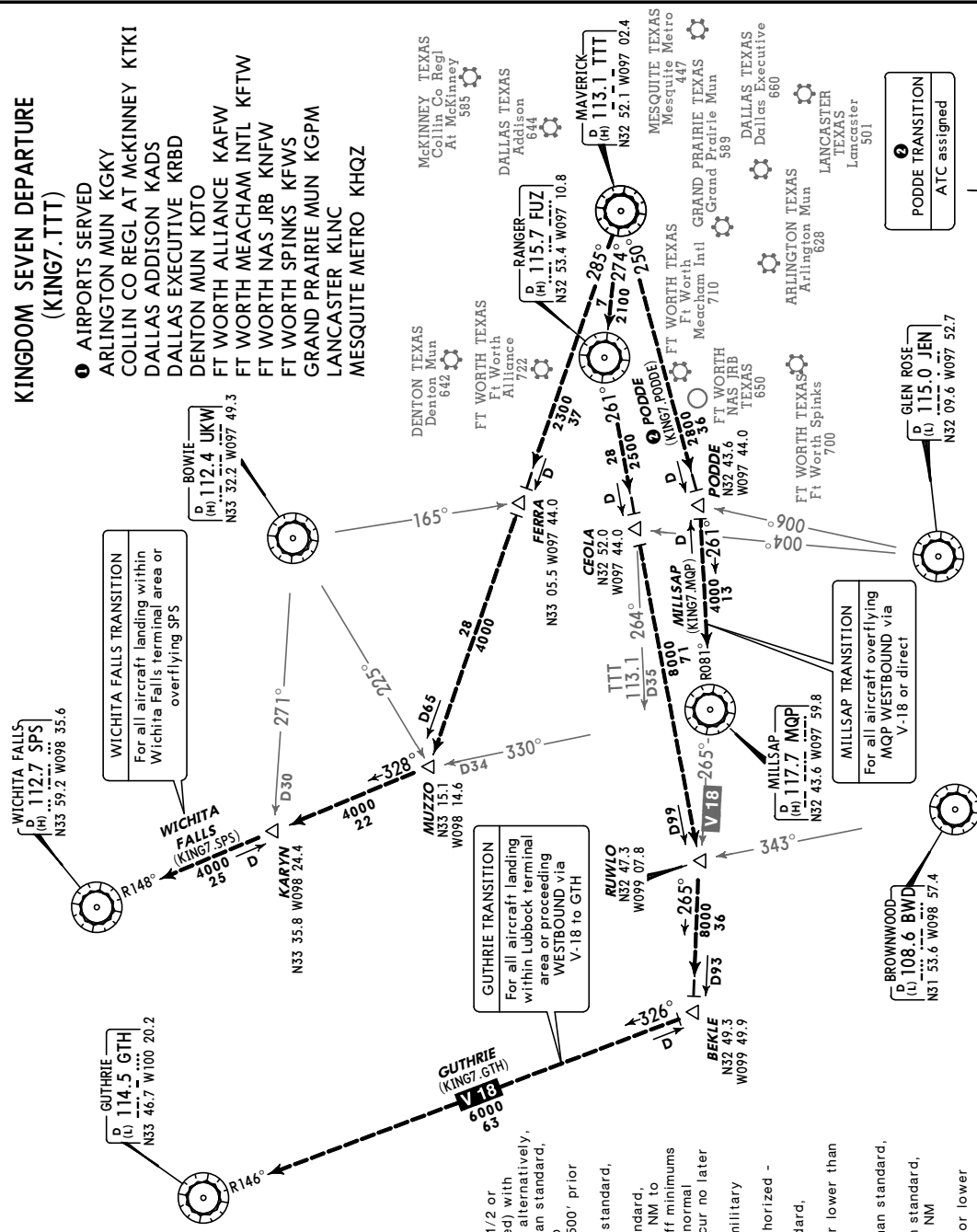
Rwy 35: Not authorized - environmental.

LANCASTER: Rwy 13: Standard (or lower than standard, if authorized).

Rwy 21: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to **800'**.

MESQUITE METRO: Rwys 17, 35: Standard (or lower than standard, if authorized).

Grnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
216' per NM	270	360	540	720	900	1080
222' per NM	278	370	555	740	925	1110
225' per NM	344	458	688	917	1146	1375
324' per NM	405	540	810	1080	1350	1620



OBSTACLE
For ARLINGTON MUN, COLLIN CO REGL AT McKINNEY,
DALLAS ADDISON, DALLAS EXECUTIVE, DENTON MUN,
FT WORTH ALLIANCE, FT WORTH MEACHAM INTL,
FT WORTH SPINKS, GRAND PRAIRIE MUN, LANCASTER,
and MESQUITE METRO TAKEOFF OBSTACLE NOTES see

AREA SID SERVES ONLY: ①

GRAND PRAIRIE MUN DME required.

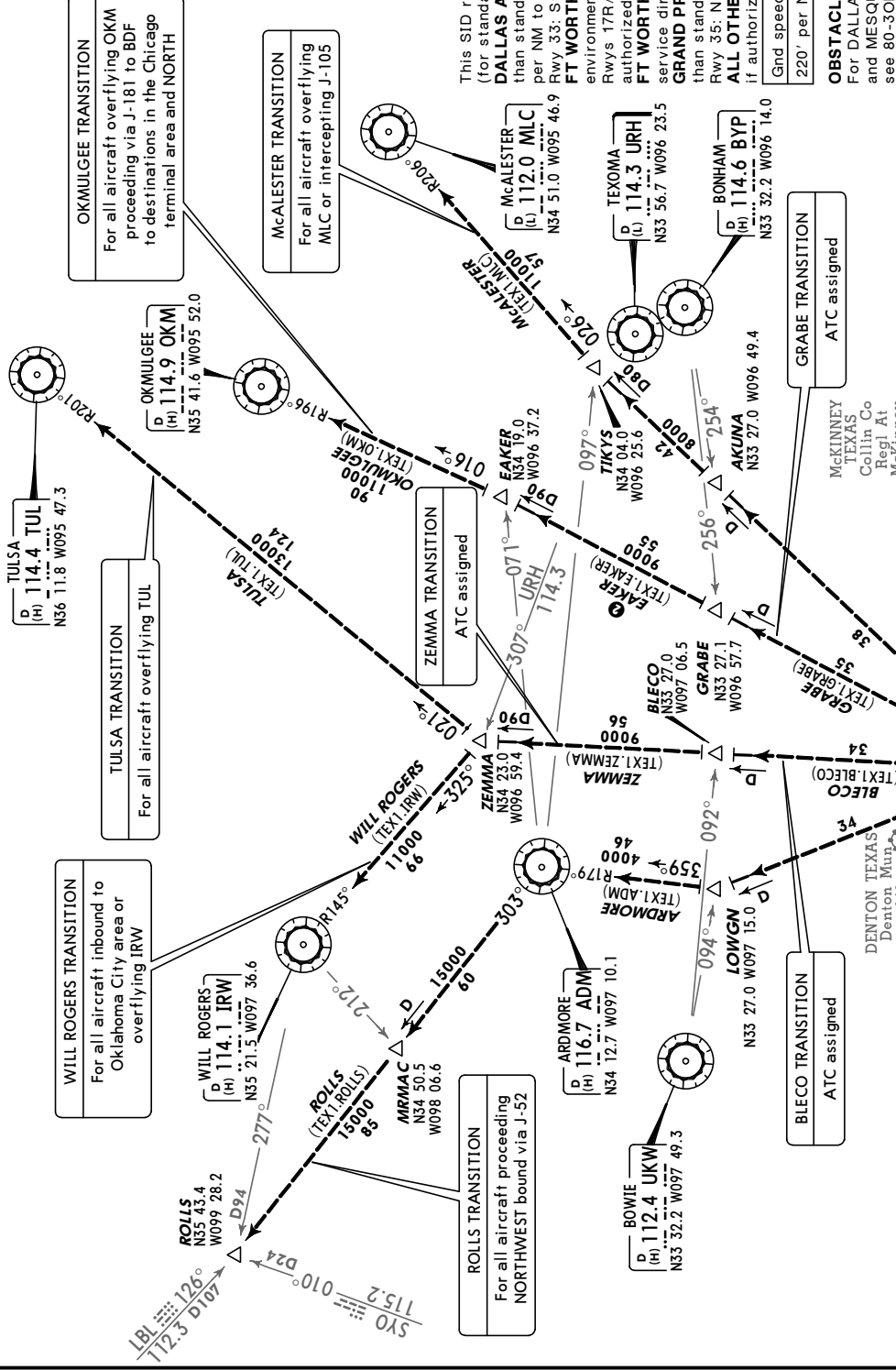
Trans level: FL 180 Trans alt: 18000'

Apt Elev
See graphic

TEXOMA ONE DEPARTURE
(TEX1.FUZ)

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KOTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWS
GRAND PRAIRIE MUN KGPM
LANCASTER KINC
MESQUITE METRO KHQZ



② EAKER TRANSITION
For aircraft inbound to the
Tulsa terminal area

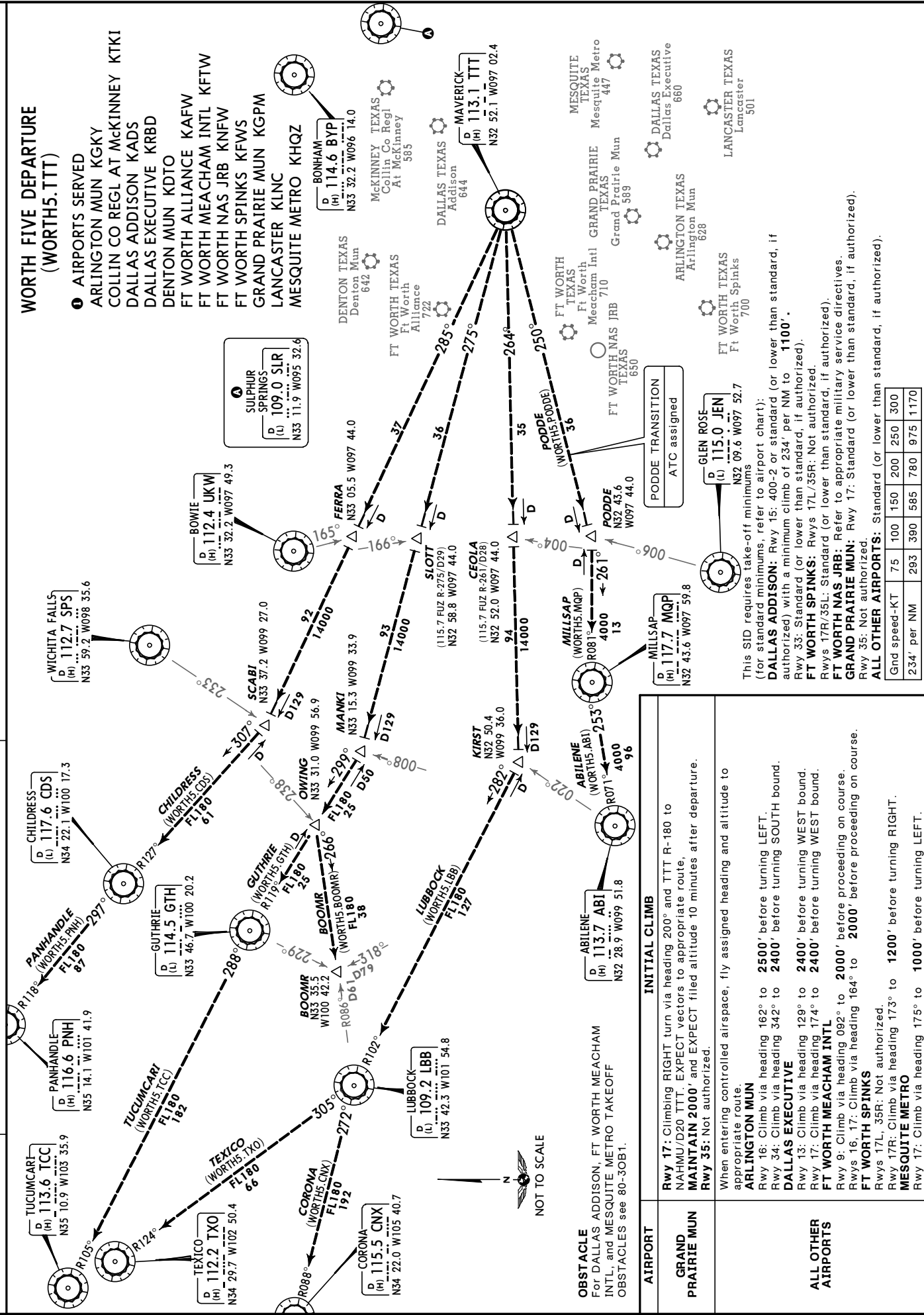
INITIAL CLIMB

Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route, **MAINTAIN 2000'** and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace fly assigned heading and altitude to appropriate route.
DALLAS EXECUTIVE
Rwy 13: Climb via 129° heading to **2400'** before turning WEST bound.
Rwy 17: Climb via 174° heading to **2400'** before turning WEST bound.
Rwy 31: Climb via 309° heading to **1600'** before turning SOUTH bound.
Rwy 35: Climb via 354° heading to **1600'** before turning SOUTH bound.
FT WORTH MEACHAM INTL
Rwy 9: Climb via 091° heading to **2000'** before proceeding on course.
Rwys 16, 17: Climb via 164° heading to **2000'** before proceeding on course.
FT WORTH SPINKS
Rwy 17R: Climb via 173° heading to **1200'** before turning RIGHT.
MESQUITE METRO
Rwy 17: Climb via 175° heading to **1000'** before turning LEFT.

AREA SID SERVES ONLY: 1

GRAND PRAIRIE MUN DME required.



AREA SID SERVES ONLY: 1

For props requesting FL240 and above.

Trans alt: 18000'

Trans level: FL180

Apt Elev
See graphic

This SID requires take-off minimums

(for standard minimums, refer to airport chart):
ARLINGTON MUN: Rwy 16, 34: Standard (or lower than standard, if authorized).

DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 300' per NM to 1100'.

Rwy 33: Standard (or lower than standard, if authorized).
DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized).

Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 1200', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

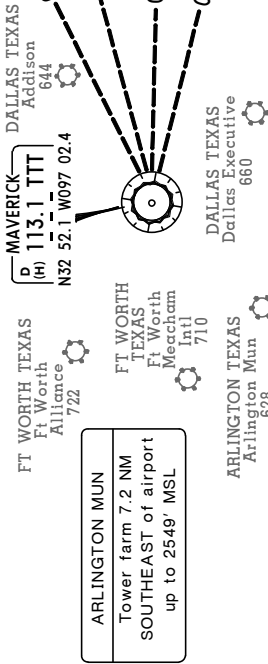
FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized).

Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

OBSTACLE

For ARLINGTON MUN, DALLAS ADDISON, DALLAS EXECUTIVE, FT WORTH ALLIANCE, and FT WORTH MEACHAM INTL TAKEOFF OBSTACLES see 80-30B1.



INITIAL CLIMB

When entering controlled airspace fly assigned heading and altitude to appropriate route.

- ARLINGTON MUN**
Rwy 16: Climb heading 162° to 2500' before turning LEFT.
Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound.
- DALLAS EXECUTIVE**
Rwy 13: Climb heading 129° to 2600' before turning WEST bound.
Rwy 17: Climb heading 174° to 2600' before turning WEST bound.
Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound.
Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound.
- FT WORTH ALLIANCE**
Rwy 16R: Climb heading 163° to 1200' before turning RIGHT.
- FT WORTH MEACHAM INTL**
Rwy 9: Climb heading 092° to 2000' before proceeding on course.
Rwys 16, 17: Climb heading 164° to 2000' before proceeding on course.

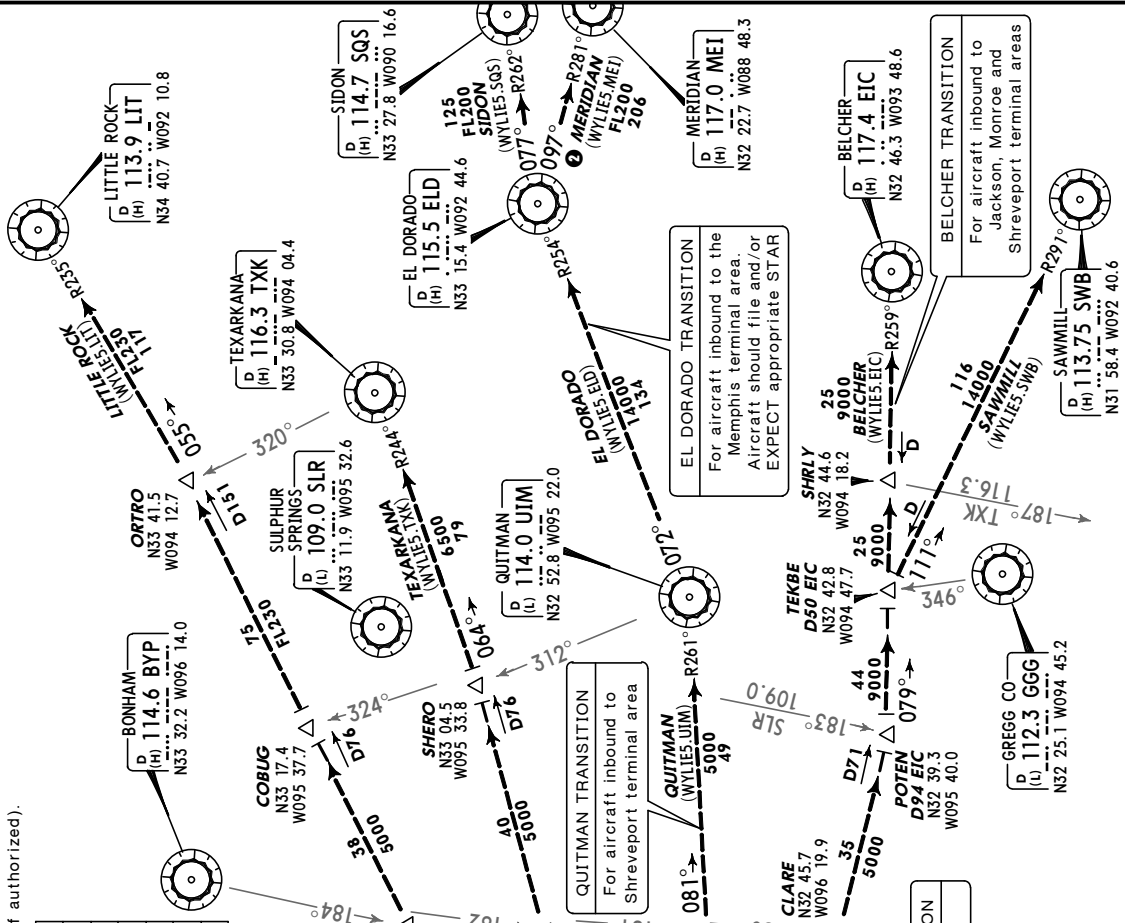
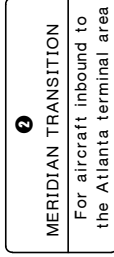
CHANGES: Location name, departure text, formations.

FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

Rwys 34L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
216' per NM	270	360	540	720	900	1080
222' per NM	278	370	555	740	925	1110
275' per NM	344	458	688	917	1146	1375
300' per NM	375	500	750	1000	1250	1500



TAKEOFF OBSTACLE NOTES**ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL; MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' TO 801' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL; MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

HUBBARD DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**HUBBARD DEPARTURE (CONT):****COLLIN CO REGL AT MC KINNEY:**

- RWY 17:
BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.
- RWY 35:
TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

- RWY 13:
OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.
- RWY 17:
TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.
- RWY 31:
TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.
- RWY 35:
TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

- RWY 17:
MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.
- RWY 35:
TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

- RWY 16L:
LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.
- RWY 16R:
FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.
- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 1)**HUBBARD DEPARTURE (CONT):****FT WORTH MEACHAM INTL:**

◦ RWY 9:

WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.

◦ RWY 17:

BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.

◦ RWY 27:

TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.

◦ RWY 34:

MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.

◦ RWY 35:

TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

◦ RWY 17R:

TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

◦ RWY 17:

ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

◦ RWY 31:

MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

◦ RWY 17:

MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.

◦ RWY 35:

HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 2)**JOE POOL DEPARTURE:****ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL. MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL. MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

◦ RWY 34R:

ANTENNA 218' FROM DER 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

KINGDOM DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/956' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 3)**KINGDOM DEPARTURE (CONT):****ARLINGTON MUN:**

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

COLLIN CO REGL AT MC KINNEY:

◦ RWY 17:

BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.

◦ RWY 35:

TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

◦ RWY 17:

MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.

◦ RWY 35:

TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 4)**KINGDOM DEPARTURE (CONT):**

- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:
WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 1.2 NM FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.
- RWY 17:
BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.
- RWY 27:
TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.
- RWY 34:
MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.
- RWY 35:
TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

- RWY 17R:
TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

- RWY 17:
ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

- RWY 31:
MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

- RWY 17:
MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.
- RWY 35:
HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 5)**WYLIE DEPARTURE:****ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 495' RIGHT OF CENTERLINE UP TO 21' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/607' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES 1093' FROM DER, 415' TO 576' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

◦ TOWER FARM 7.2 NM SOUTHEAST OF AIRPORT UP TO 2549' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL, TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 6)**WYLIE DEPARTURE (CONT):**

- RWY 34R:

ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:

WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BUILDING 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP 229' AGL/877' MSL.

- RWY 16:

TOWER 5.8 NM SOUTHEAST FROM DER, 1113' AGL/1743' MSL, BLDG 3.5 NM SOUTHEAST FROM DER, 590' AGL/1196' MSL.

- RWY 17:

BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.

- RWY 27:

TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.

- RWY 34:

MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL.

- RWY 35:

TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

General Information

Location: Del Rio TX USA
IATA Code: DLF
Lat/Long: N29° 21.6' W100° 46.7'
Elevation: 1082 ft

Airport Use: Military
Magnetic Variation: 6.0°E
Sectional Chart: San Antonio

Fuel Types: Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 1311 Z
Sunset: 0041 Z,

Runway Information

Runway: 13C
Length x Width: 8857 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1082 ft
Lighting: Edge, ALS
Stopway: 997 ft

Runway: 13L
Length x Width: 8311 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1079 ft
Lighting: Edge
Stopway: 991 ft

Runway: 13R
Length x Width: 6574 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1077 ft
Lighting: Edge

Runway: 31C
Length x Width: 8857 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1077 ft
Lighting: Edge
Stopway: 995 ft

Runway: 31L
Length x Width: 6574 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1079 ft
Lighting: Edge
Displaced Threshold: 328 ft

Runway: 31R
Length x Width: 8311 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1077 ft
Lighting: Edge
Stopway: 1000 ft

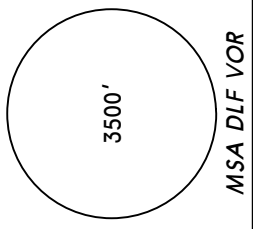
Communication Information

ATIS 114.4
Laughlin Tower 125.2
Laughlin Clearance Delivery 120.5
Del Rio Approach Control 119.6
Del Rio App ARSA 119.6
Del Rio Departure Control 119.6
Houston Center 125.75 Remote Communications Air-Ground

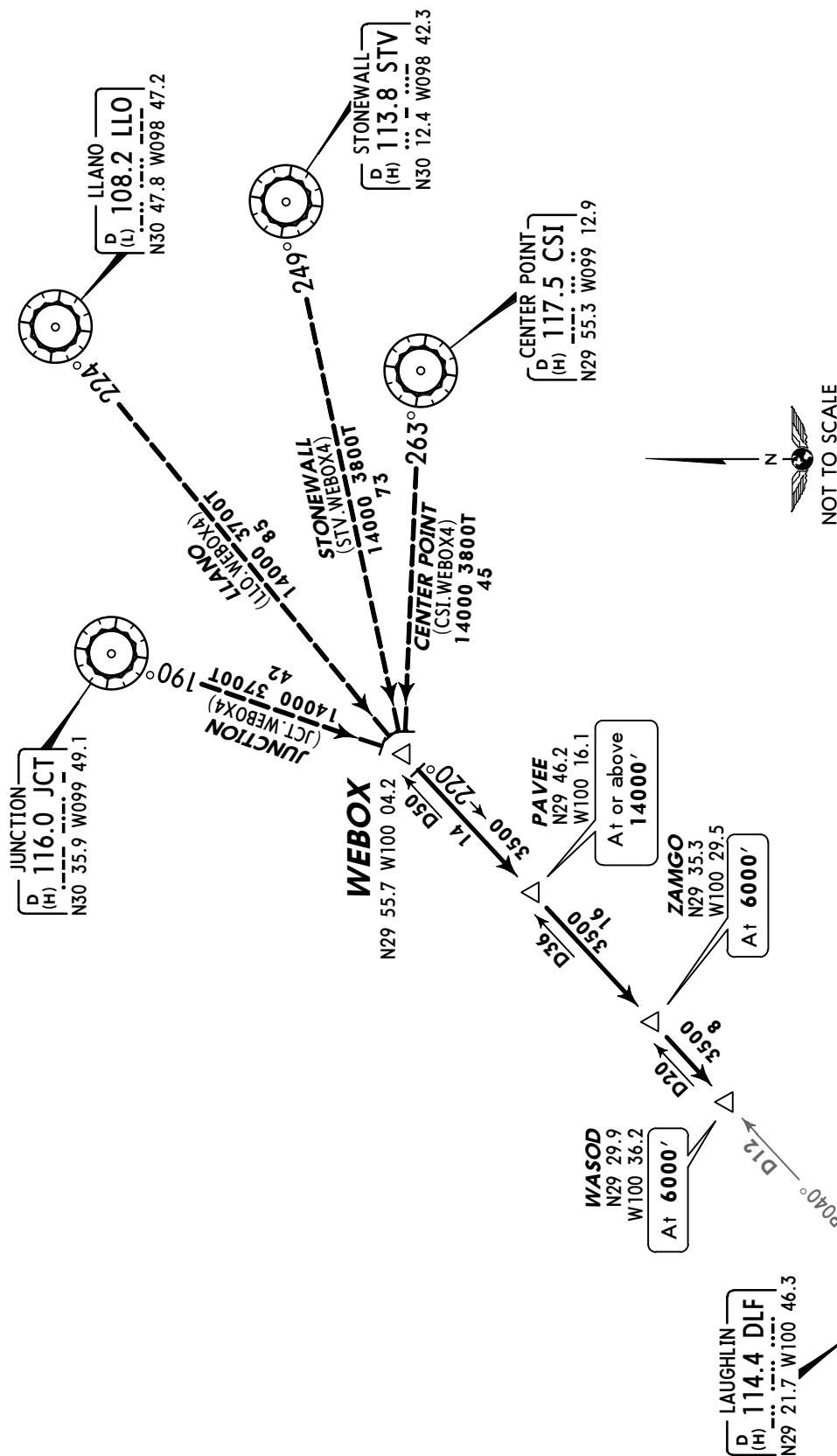
*ATIS
114.4

Apt Elev
1082'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
RADAR or DME required.



WEBOX FOUR ARRIVAL (WEBOX.WEBOX4)



ROUTING

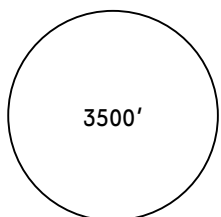
From over WEBOX fly DLF R-040 to WASOD. EXPECT vectors for an instrument approach to runway in use.

*DEL RIO Departure (R)
119.6

HOUSTON Center
125.75 when Dep Inop.

Apt Elev
1082'

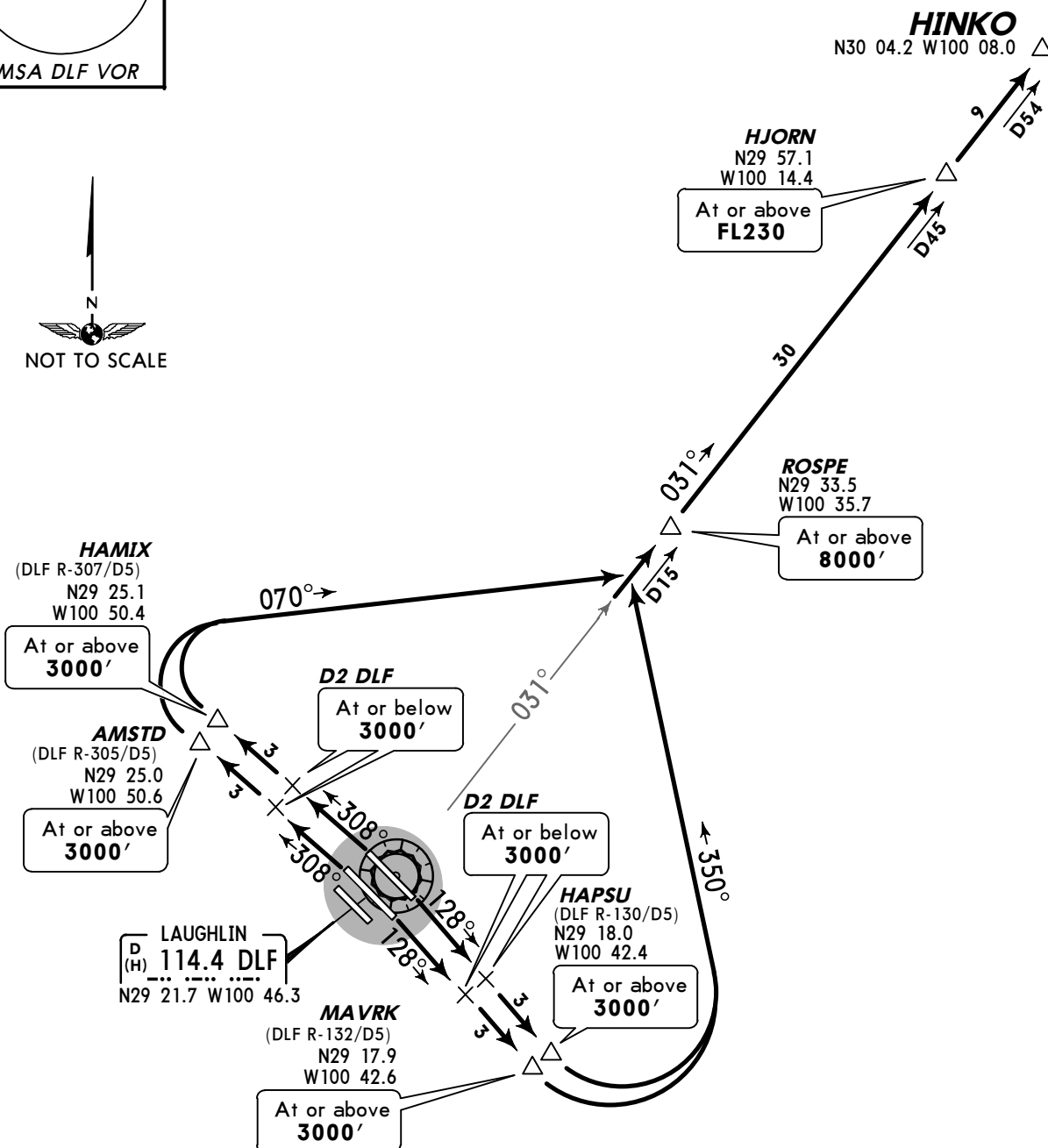
Trans level: FL180 Trans alt: 18000'



MSA DLF VOR



HINKO ONE DEPARTURE (HINKO1.HINKO)



ATC Climb Rate to HJORN (FL230)

Rwys	Gnd speed-Kts	75	100	150	200	250	300
13L/C	V/V (fpm)	563	750	1125	1500	1875	2250
31C/R	V/V (fpm)	575	767	1150	1533	1917	2300

RWY	INITIAL CLIMB
13L	Climb on track 128°, cross DER at or below 1600' , cross D2 DLF at or below 3000' , cross HAPSU at or above 3000' , then turn LEFT and track 350°.
13C	Climb on track 128°, cross D2 DLF at or below 3000' , cross MAVRK at or above 3000' , then turn LEFT and track 350°.
31C	Climb on track 308°, cross D2 DLF at or below 3000' , cross AMSTD at or above 3000' , then turn RIGHT and track 070°.
31R	Climb on track 308°, cross DER at or below 1600' , cross D2 DLF at or below 3000' , cross HAMIX at or above 3000' , then turn RIGHT and track 070°.
ROUTING	
Intercept DLF R-031 prior to ROSPE, then to HJORN, then direct to HINKO.	

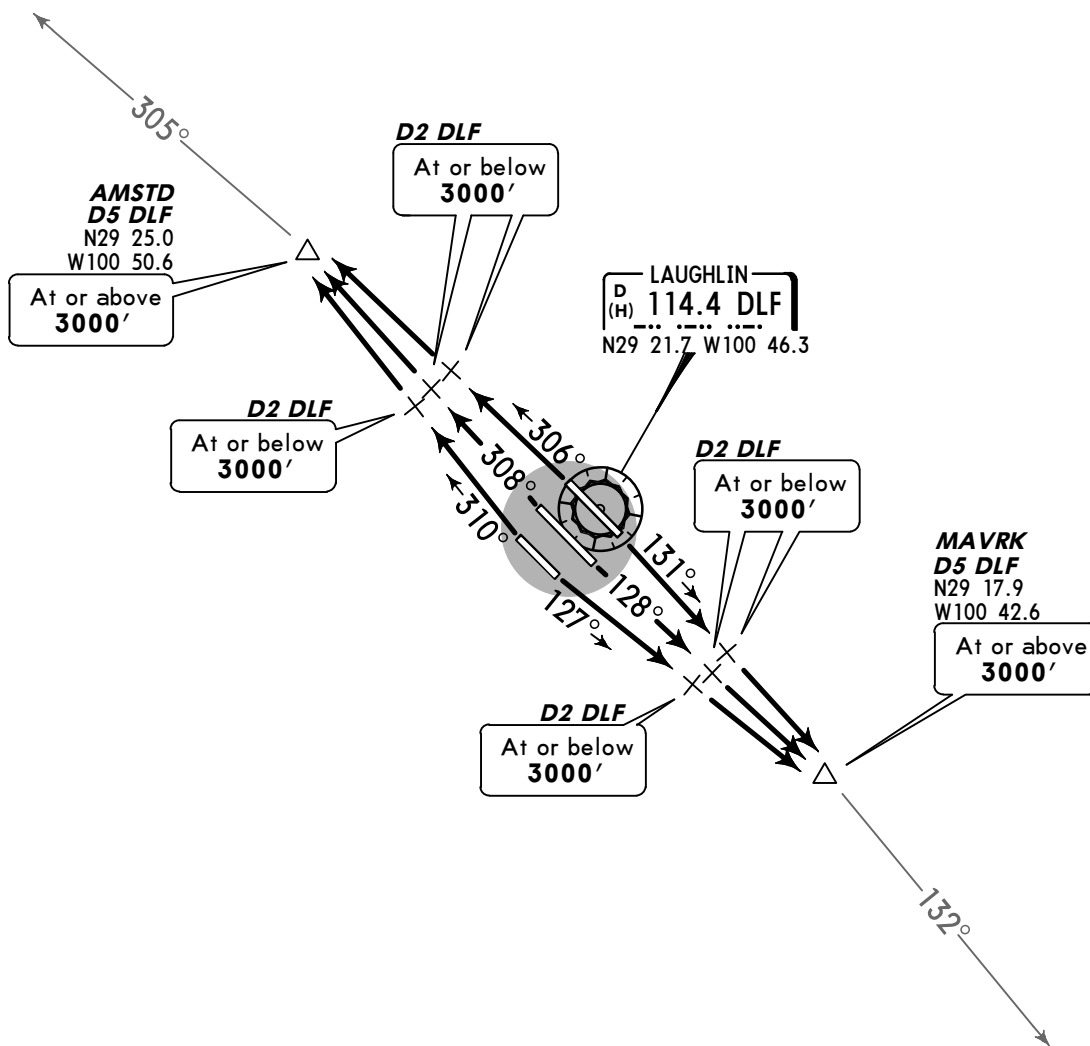
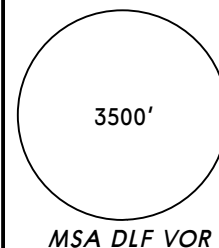
*DEL RIO Departure (R)
119.6

HOUSTON Center
125.75 when Dep Inop.

Apt Elev
1082'

Trans level: FL180 Trans alt: 18000'

LAUGHLIN ONE DEPARTURE (DLF1.DLF)



ATC Climb Rate to 5 DME

Rwys	Gnd speed-Kts	75	100	150	200	250	300
13L	V/V (fpm)	563	750	1125	1500	1875	2250
13C	V/V (fpm)	550	733	1100	1467	1833	2200
13R	V/V (fpm)	513	683	1025	1367	1708	2050
31L/C/R	V/V (fpm)	588	783	1175	1567	1958	2350

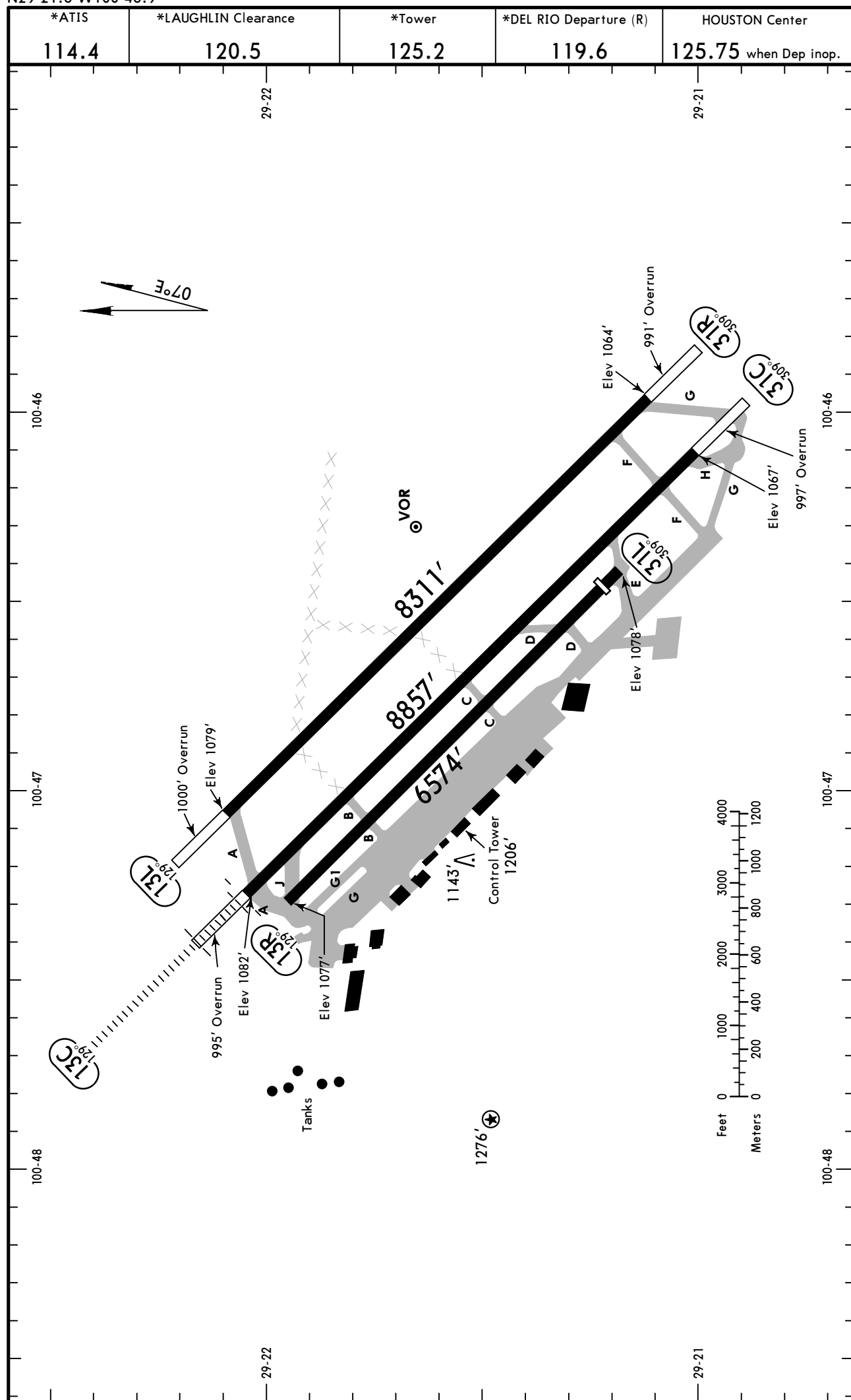


RWY	INITIAL CLIMB
13L	Climb on track 131°, cross DER at or below 1600' , then intercept DLF R-132 to MAVRK.
13C	Climb on track 128° to intercept DLF R-132 to MAVRK.
13R	Climb on track 127°, cross DER at or below 1600' , then intercept DLF R-132 to MAVRK.
31L	Climb on track 310°, cross DER at or below 1600' , then intercept DLF R-305 to AMSTD.
31C	Climb on track 308° to intercept DLF R-305 to AMSTD.
31R	Climb on track 306°, cross DER at or below 1600' , then intercept DLF R-305 to AMSTD.
ROUTING	
Then as directed by ATC.	

KDLF/DLF
Apt Elev 1082'
N29 21.6 W100 46.9

JEPPESEN
17 FEB 12 (30-9)

LAUGHLIN AFB
DEL RIO, TEXAS



CHANGES: Notes.

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GENERAL

Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13R ① 31L	MIRL	6246'		② 6246'	150'

① For local use only.

② Last 328' is unavailable for takeoff computations or takeoff roll.

13C	HIRL	ALSF-I	PAPI-L (angle 3.0°)	RVR	7989'		150'
31C	HIRL		PAPI-L (angle 3.0°)		7884'		

13L 31R	HIRL	PAPI-L				150'

TAKE-OFF

All Rwys

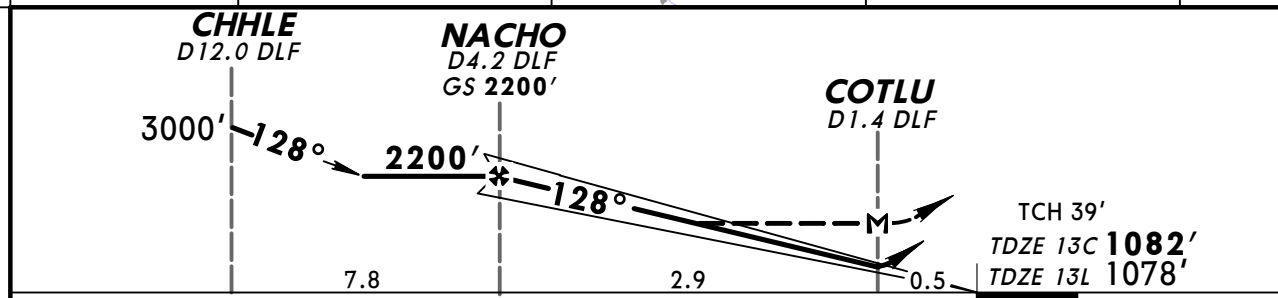
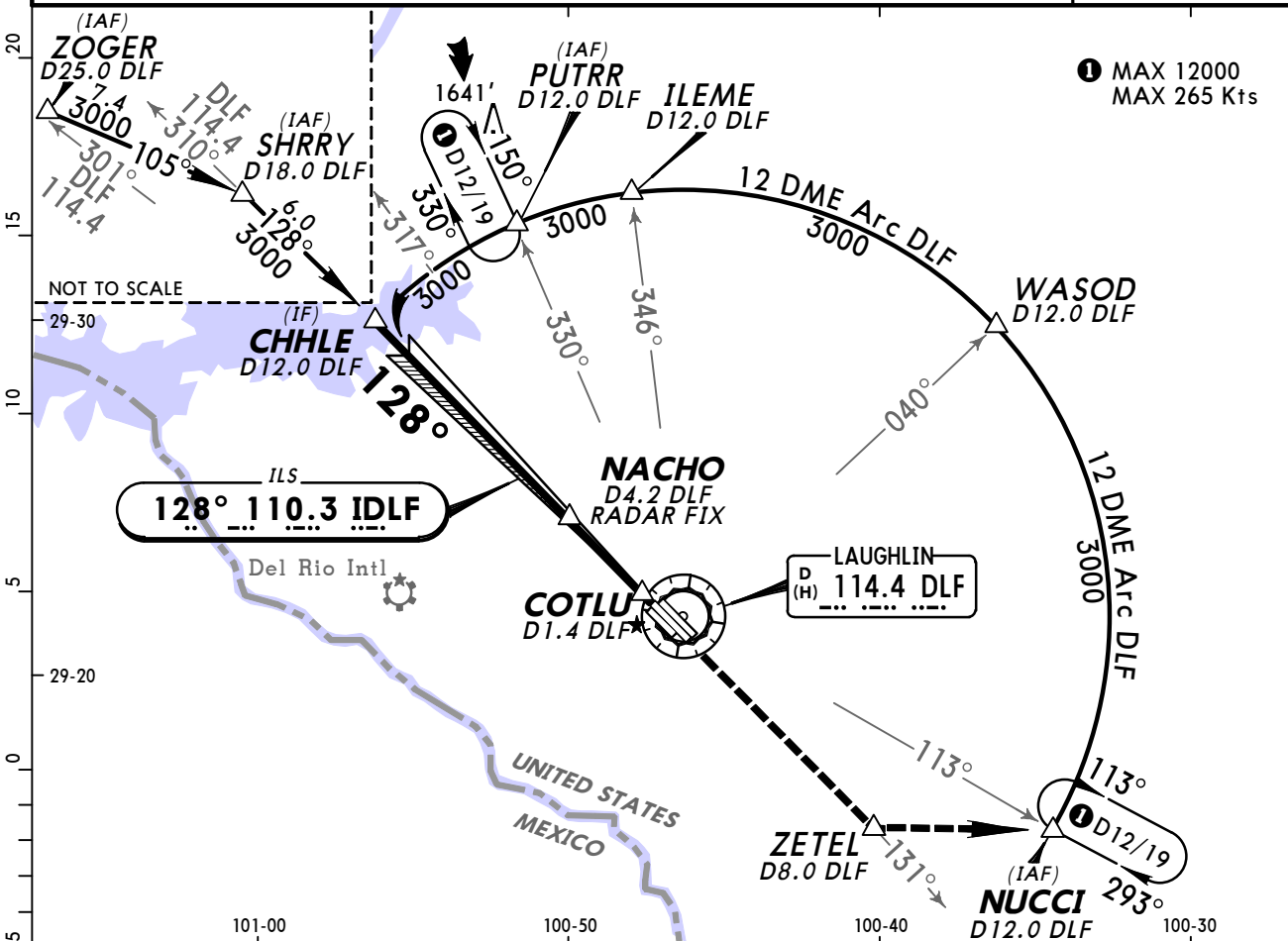
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

KDLF/DLF
DEL RIO, TEXAS

JEPPESSEN
13 NOV 09
Eff 19 Nov 31-1

LAUGHLIN AFB
ILS or LOC DME Rwy 13C

BRIEFING STRIP TM	*ATIS 114.4		*DEL RIO Approach (R) 119.6		HOUSTON Center 125.75 when App inop.		*LAUGHLIN Tower 125.2	
	LOC IDLF 110.3	Final Apch Crs 128°	GS NACHO 2200' (1118')	ILS DA(H) 1282' (200')	Apt Elev 1082' TDZE 13C1082'		3400'	
	MISSED APCH: Climb to 3000' direct ZETEL, DLF VOR R-131/D8.0 DLF, then LEFT turn direct NUCCI and hold.							
	Alt Set: INCHES							



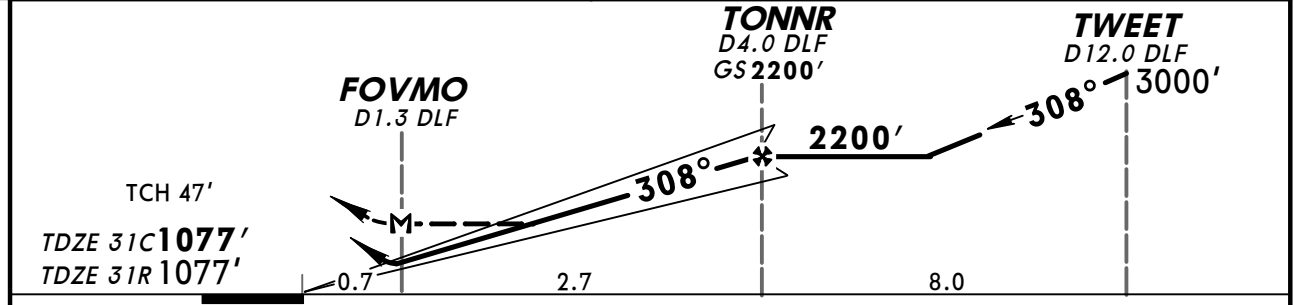
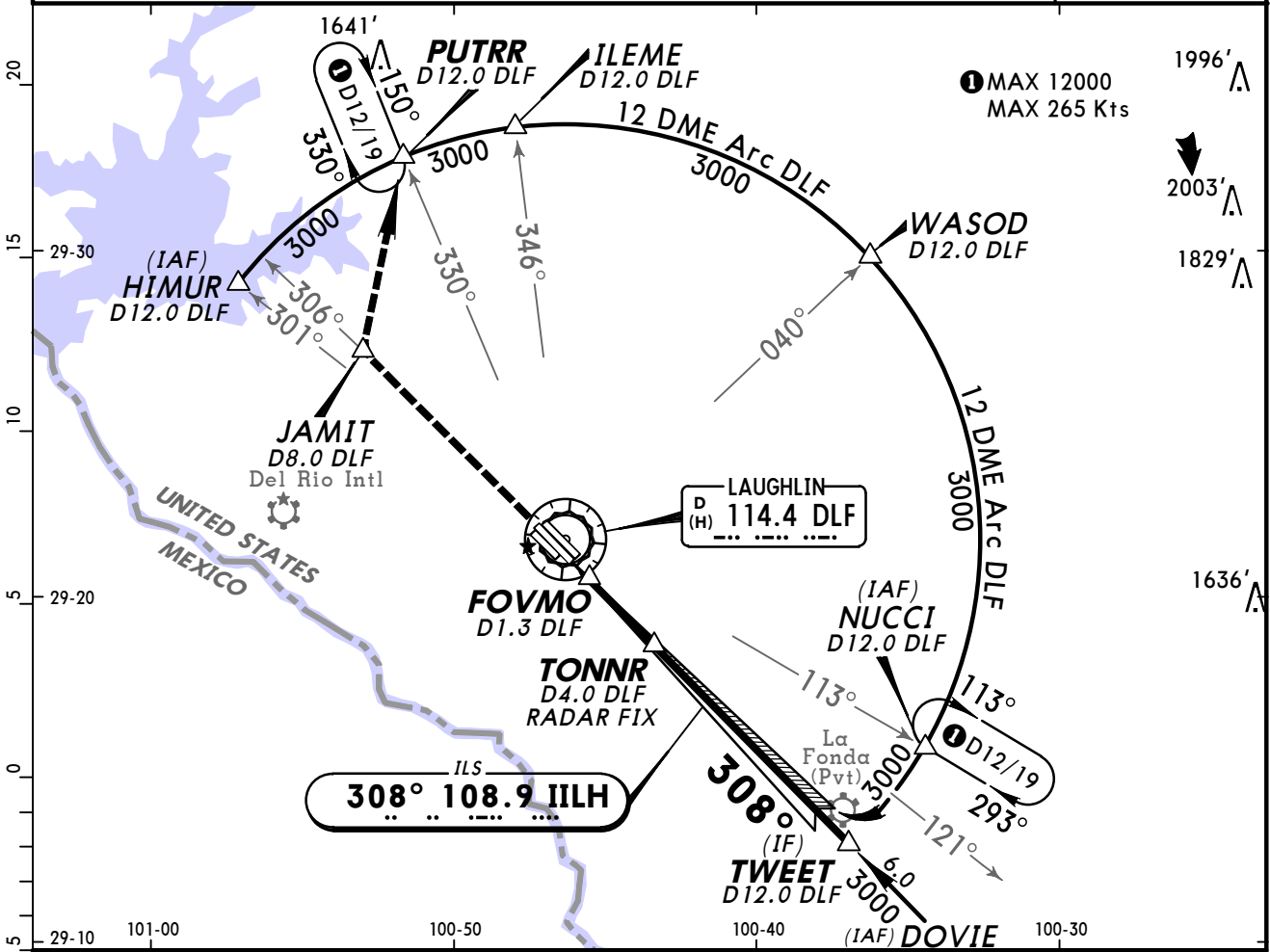
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-1 3000' D → ZETEL
GS	3.00°	377	484	538	646	753	
MAP at COTLU or NACHO to MAP	2.9	2:29	1:56	1:44	1:27	1:15	

STRAIGHT-IN LANDING RWY13C				SIDESTEP LANDING RWY 13L	CIRCLE-TO-LAND	
ILS		LOC (GS out)		MDA(H) 1440' (362')	Max Kts	Not Authorized West of Rwy 13R-31L MDA(H)
DA(H) 1282' (200')		MDA(H) 1420' (338')				
FULL		ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1500' (418')-1
B					120	1540' (458')-1
C	RVR 40 or 3/4		RVR 40 or 3/4		140	1540' (458')-1 1/2
D					165	1640' (558')-2

CHANGES: Procedure.

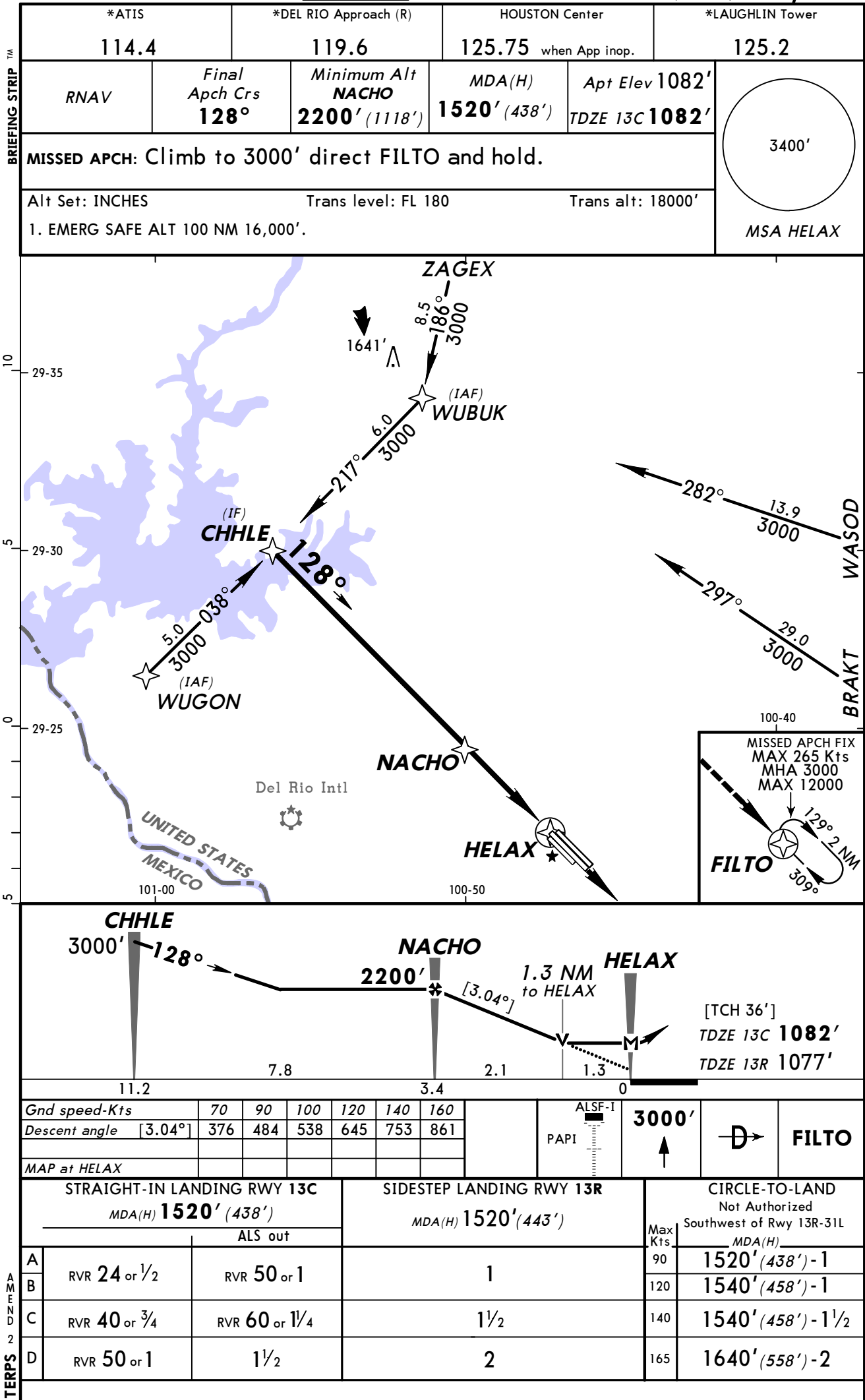
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*ATIS 114.4	*DEL RIO Approach (R) 119.6	HOUSTON Center 125.75 when App inop.	*LAUGHLIN Tower 125.2
LOC IILH 108.9	Final Apch Crs 308°	GS TONNR 2200' (1123')	ILS DA(H) 1327' (250')
Apt Elev 1082' TDZE 31C1077'			
MISSED APCH: Climb to 3000' direct JAMIT, DLF VOR R-306/D8.0 DLF, then turn RIGHT direct PUTRR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. VGSI and descent angles not coincident. 3. PAPI-L on Rwy 31R.			
3400' MSA DLF VOR			



Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	377	484	538	646	753	861			
MAP at FOVMO or TONNR to MAP 2.7	2:19	1:48	1:37	1:21	1:09	1:01				

STRAIGHT-IN LANDING RWY 31C		SIDESTEP LANDING RWY 31R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized West of Rwy 13R-31L	
DA(H) 1327' (250')		MDA(H) 1380' (303')		Max Kts MDA(H)	
TERPS	A	1	1	90	1500' (418') - 1
	B			120	1540' (458') - 1
	C			140	1540' (458') - 1½
	D			165	1640' (558') - 2

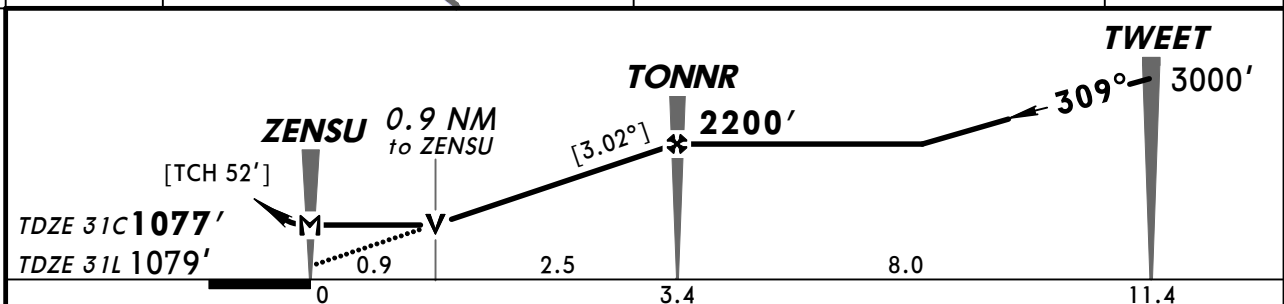
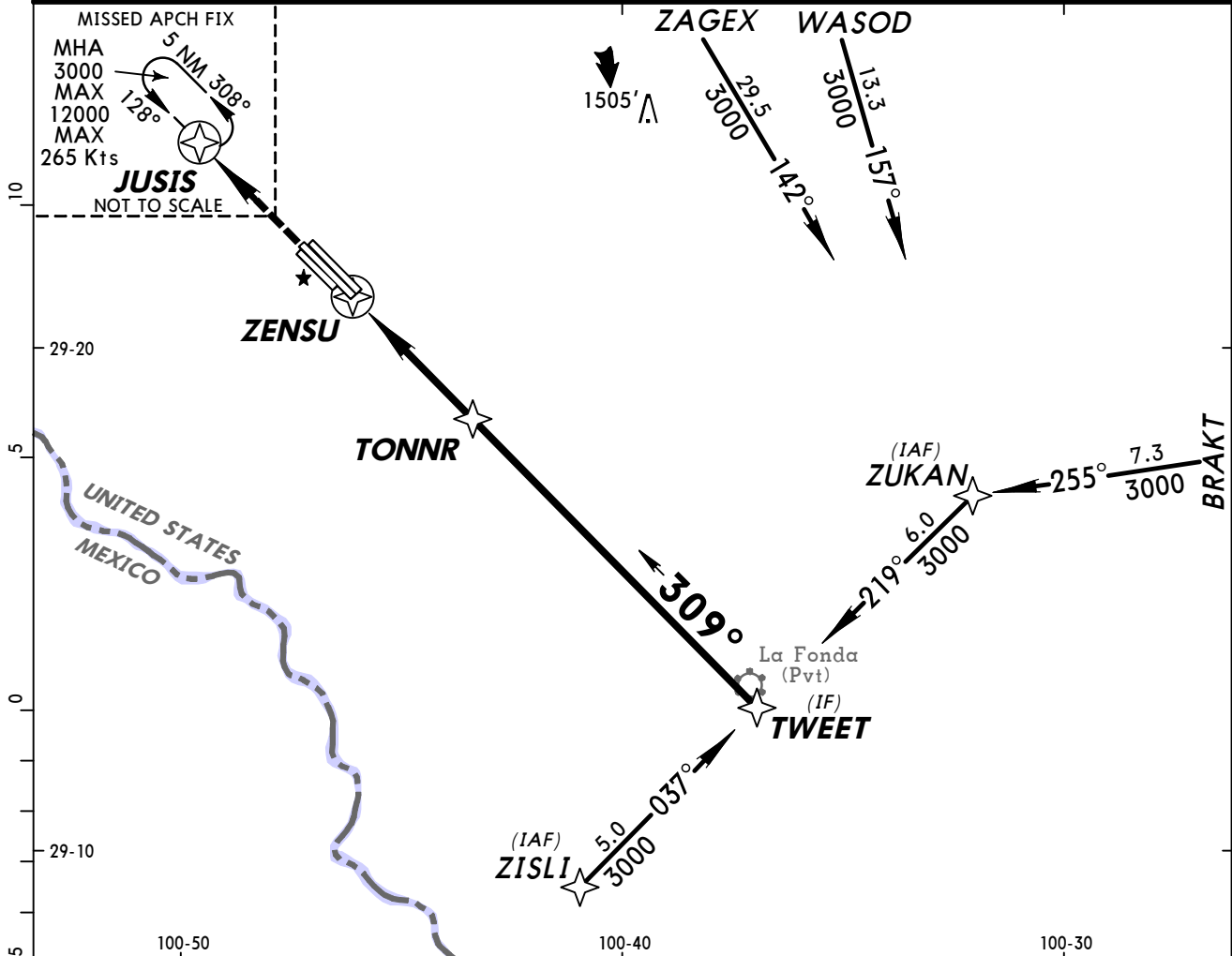


KDLF/DLF
DEL RIO, TEXAS

JEPPESEN
11 NOV 11
Eff 17 Nov 32-2

LAUGHLIN AFB
RNAV (GPS) Rwy 31C

BRIEFING STRIP™	*ATIS 114.4		*DEL RIO Approach (R) 119.6		HOUSTON Center 125.75 when App inop.		*LAUGHLIN Tower 125.2	
	RNAV	Final Apch Crs 309°	Minimum Alt TONNR 2200' (1123')	MDA(H) 1420' (343')	Apt Elev 1082' TDZE 31C 1077'	3400' MSA ZENSU		
	MISSED APCH: Climb to 3000' direct JUSIS and hold.							
	Alt Set: INCHES 1. EMERG SAFE ALT 100 NM 16,000'.							
	Trans level: FL 180 Trans alt: 18000'							

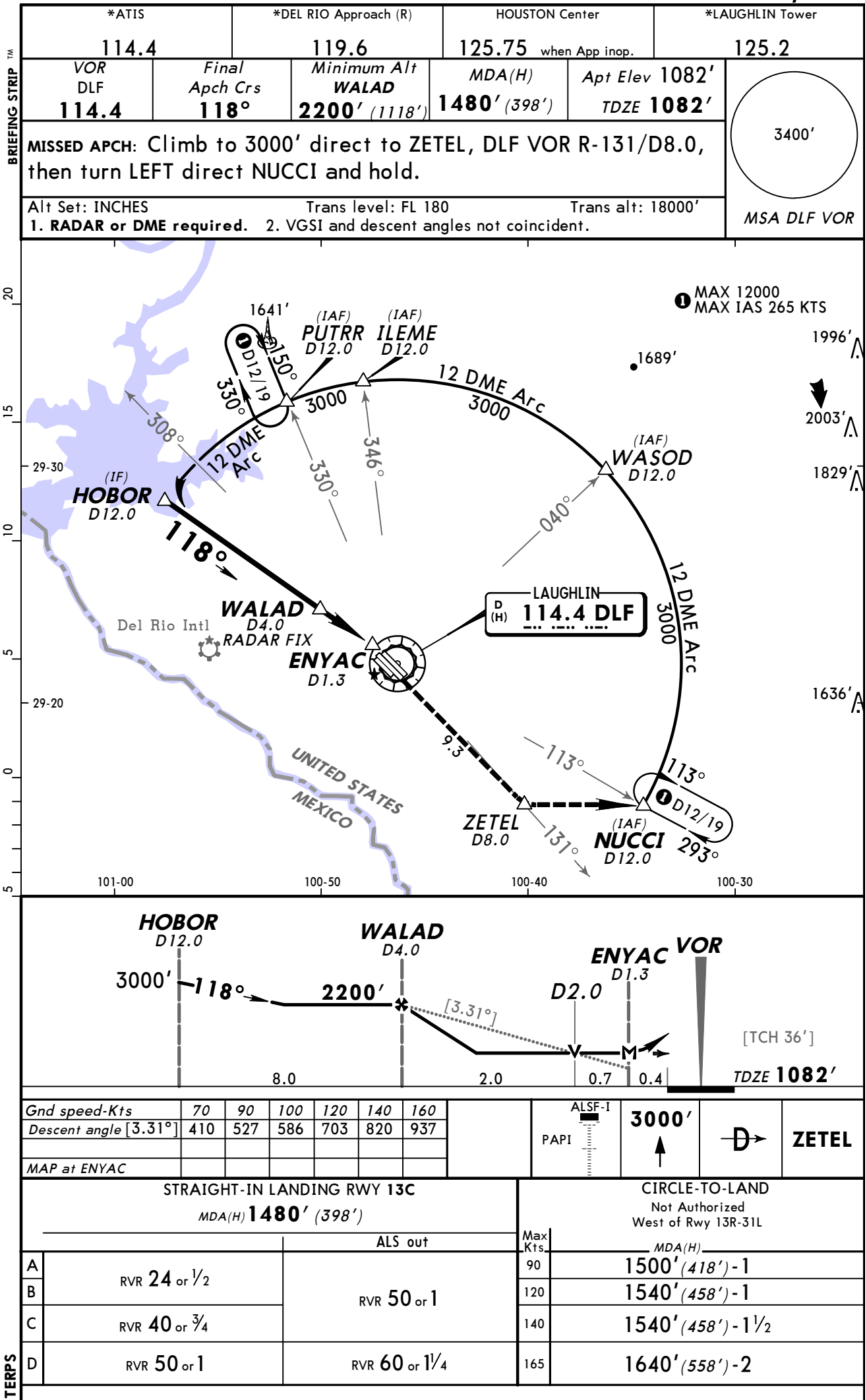


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D➔	JUSIS
Descent angle [3.02°]	374	481	534	641	748	855				
MAP at ZENSU										

STRAIGHT-IN LANDING RWY 31C		SIDESTEP LANDING RWY 31L		CIRCLE-TO-LAND Not Authorized Southwest of Rwy 13R-31L	
MDA(H) 1420' (343')		MDA(H) 1440' (361')		Max Kts	MDA(H)
A				90	1500' (418') - 1
B	1	1		120	1540' (458') - 1
C				140	1540' (458') - 1½
D	1¼	1¼		165	1640' (558') - 2

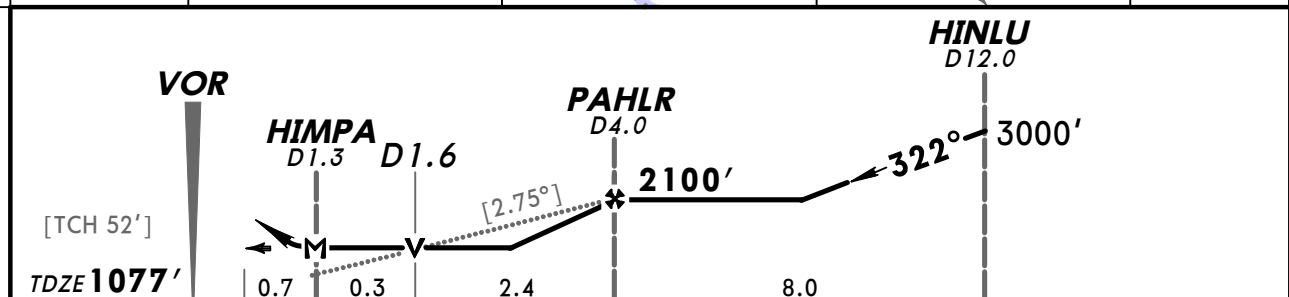
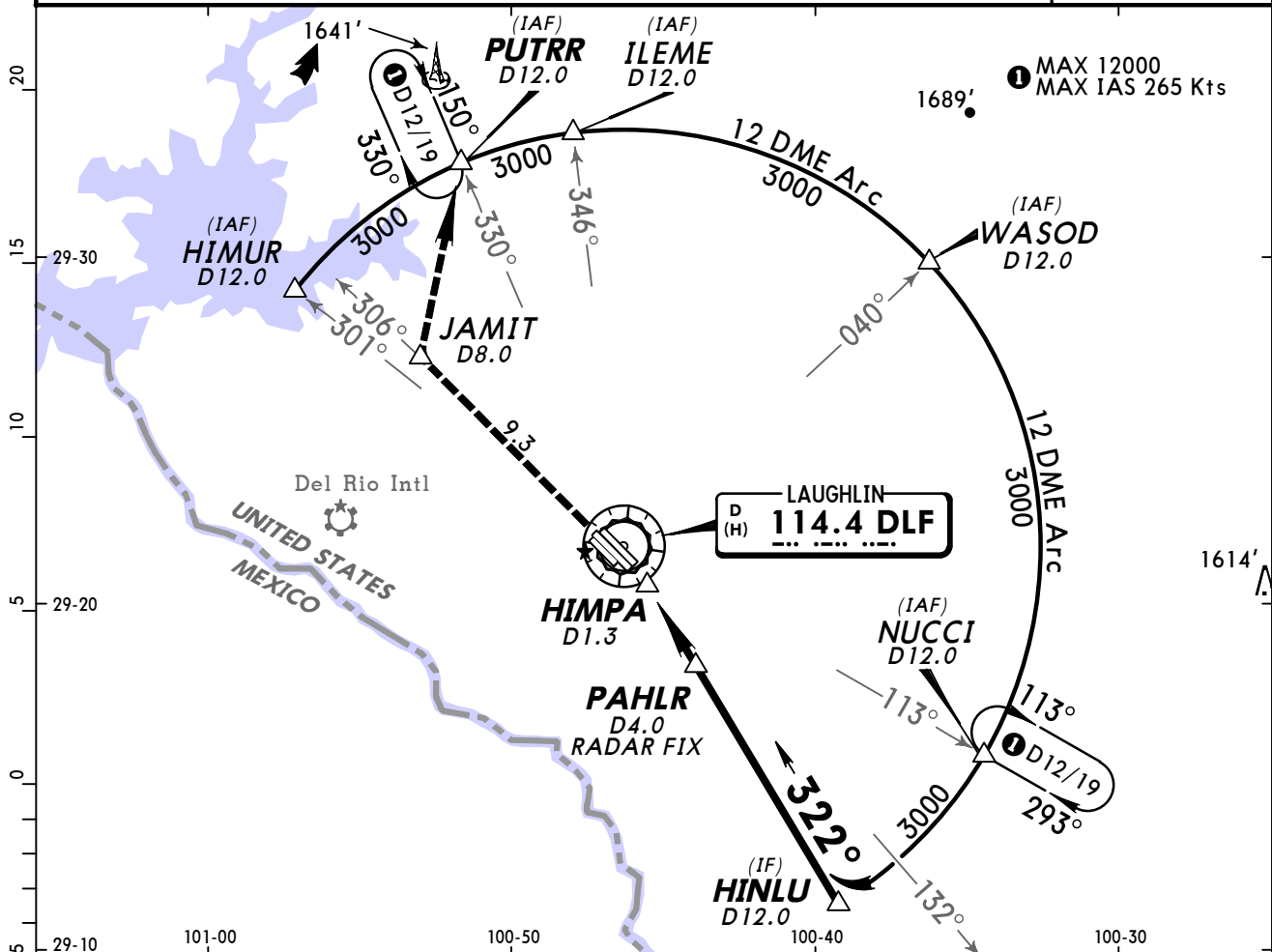
CHANGES: Notes, missed approach, obstructions.

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BRIEFING STRIP™

*ATIS		*DEL RIO Approach (R)		HOUSTON Center		*LAUGHLIN Tower	
114.4		119.6		125.75 when App inop.		125.2	
VOR DLF 114.4	Final Apch Crs 322°	Minimum Alt PAHLR 2100' (1023')	MDA(H) 1420' (343')	Apt Elev 1082' TDZE 1077'		3400' MSA DLF VOR	
MISSED APCH: Climb to 3000' direct JAMIT, DLF VOR R-306/D8.0, then turn RIGHT direct PUTRR, DLF VOR R-330/D12.0 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. VGSI and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D	JAMIT
Descent angle [2.75°]	340	438	486	584	681	778				
MAP at HIMPA										

STRAIGHT-IN LANDING RWY 31C			CIRCLE-TO-LAND		
MDA(H) 1420' (343')			Not Authorized West of Rwy 13R-31L		
A	1	90	1500' (418') - 1		
B		120	1540' (458') - 1		
C		140	1540' (458') - 1½		
D		165	1640' (558') - 2		

General Information

Location: Houston TX USA
IATA Code: DWH
Lat/Long: N30° 03.7' W095° 33.2'
Elevation: 152 ft

Airport Use: Public
Magnetic Variation: 3.2°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1251 Z
Sunset: 0019 Z,

Runway Information

Runway: 17L
Length x Width: 3987 ft x 35 ft
Surface Type: asphalt
TDZ-Elev: 150 ft

Runway: 17R
Length x Width: 7009 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 152 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1007 ft

Runway: 35L
Length x Width: 7009 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 152 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35R
Length x Width: 3987 ft x 35 ft
Surface Type: asphalt
TDZ-Elev: 144 ft
Displaced Threshold: 208 ft

Communication Information

ATIS 124.95
ASOS 124.95
Hooks Meml Tower 118.4 CTAF PCL
Hooks Meml Tower 127.4
Hooks Meml Ground Control 121.8
Hooks Meml Clearance Delivery 119.45
Houston Approach Control 119.7
Houston Departure Control 119.7
Hooks Meml Unicom 122.95

KDWH/DWH

Apt Elev **152'**

N30 03.7 W095 33.2

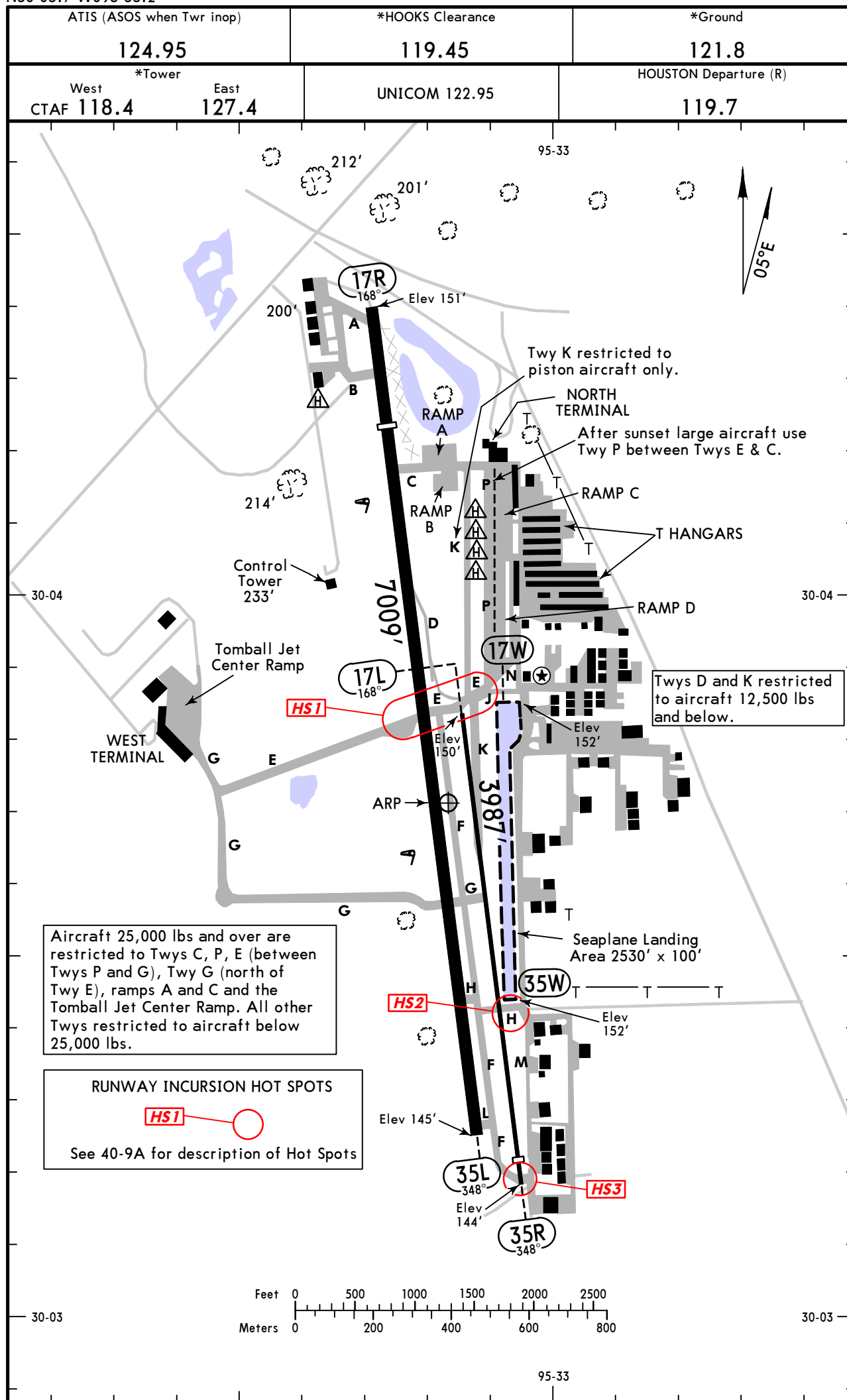
JEPPesen

21 JAN 11

(40-9)

HOUSTON, TEXAS

HOOKS MEML



CHANGES: Notes, variation.

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GENERAL

For STARs and SIDs see Houston, Texas (George Bush Intercontinental/Houston).

Rwy 35R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
17R	① HIRL ①② REIL PAPI-R	6012'			100'
35L	① HIRL ① REIL PAPI-L (angle 3.0°)	③ 6700'		③ 6700'	

① Activate on 118.4 when Twr inop.

② Located at displaced threshold.

③ Last 309' unavailable for landing or take-off computations.

17L					35'
35R		3779'			

17W					100'
35W					

RUNWAY INCURSION HOT SPOTS



For information only, not to be construed as ATC instructions.

- HS1** 1) Pilots should pay close attention to orientation of hold short lines and signage.
- 2) Pilots should use caution for opposite direction taxiing aircraft when exiting Taxiway E after landing Runway 35L.
- 3) The runup area for Runway 17L is not adjacent to the runway. Further clearance is required to get to the runway.

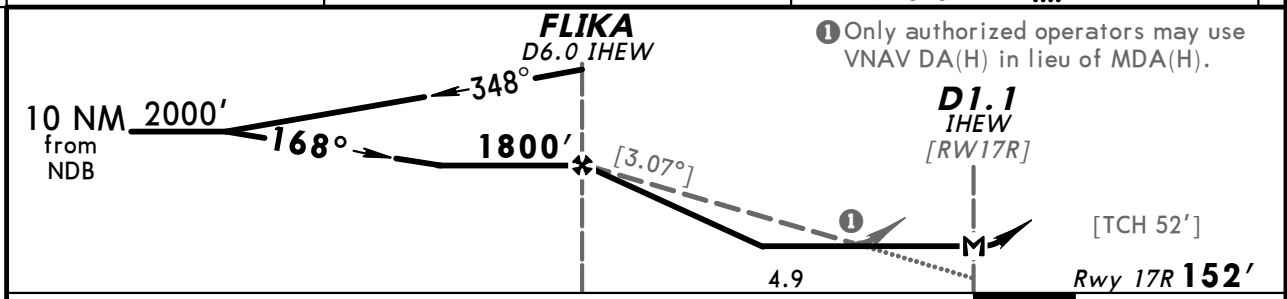
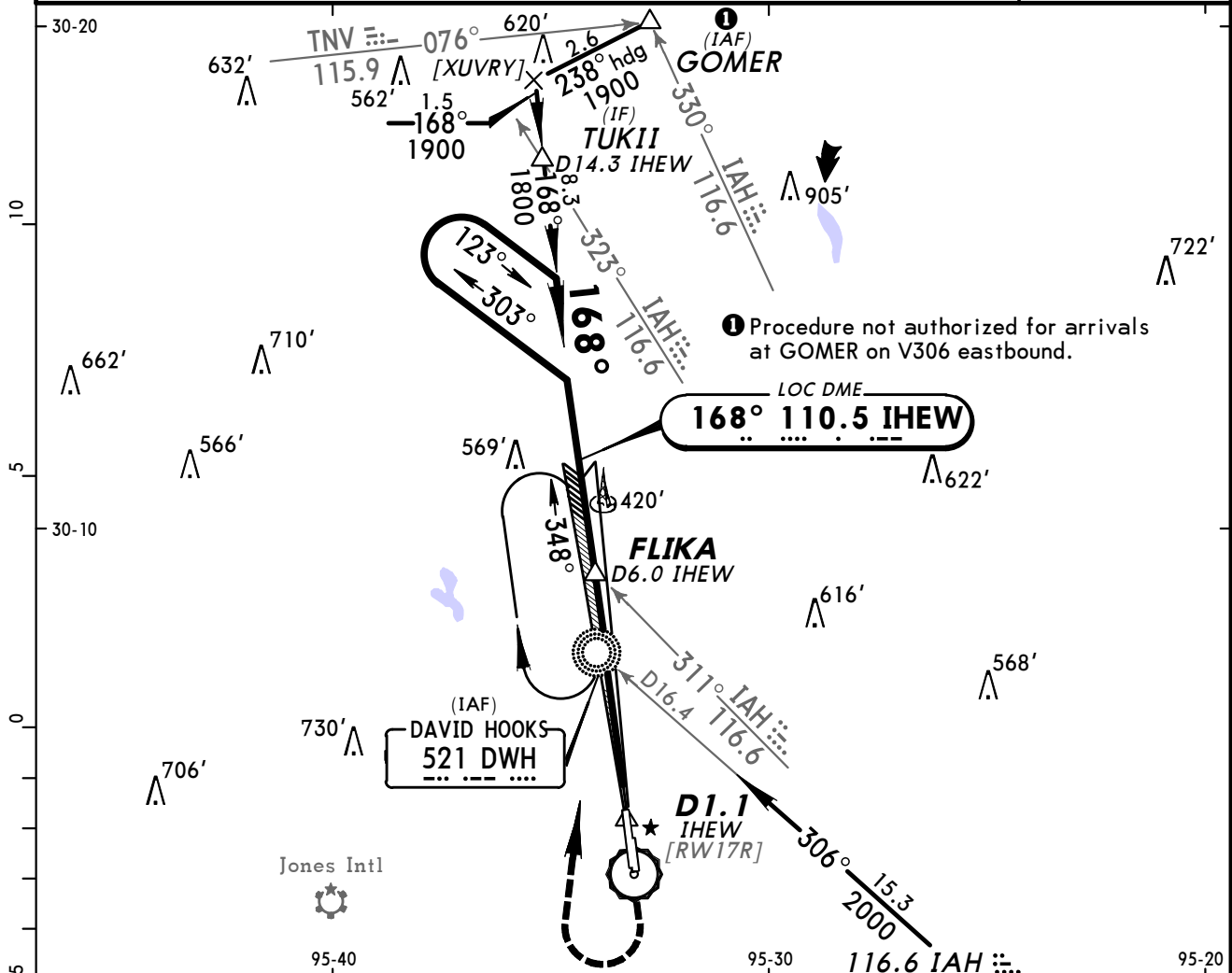
- HS2** 1) Pilots should obtain permission from ATC prior to Turning onto Taxiway H east of Runway 17L/35R due to possible activity on Runway 17W/35W.

- HS3** 1) Runway 35R has a displaced threshold.

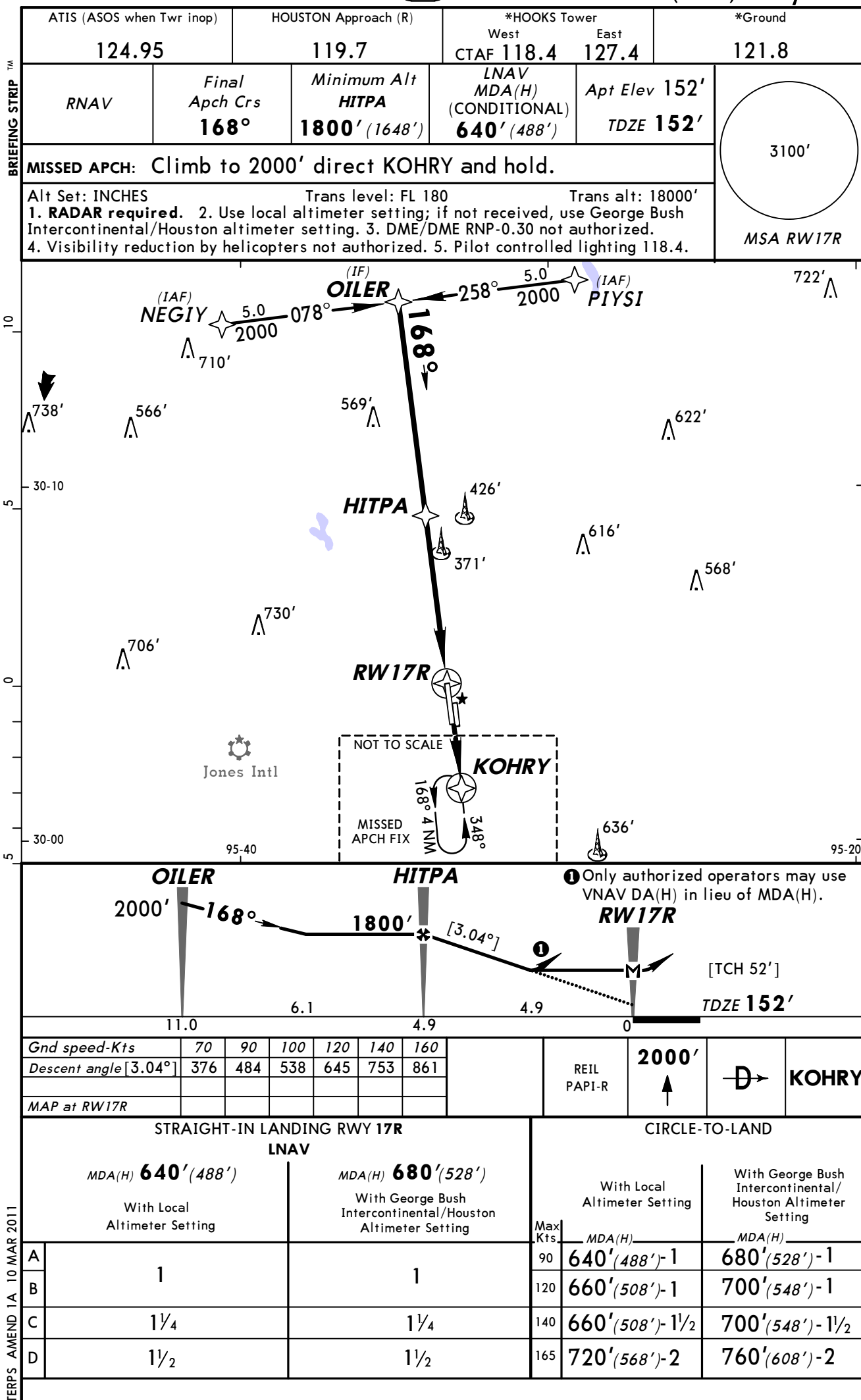
TAKE-OFF				FOR FILING AS ALTERNATE	
	Rwys 17R, 35L		Rwys 17L, 35R, 17W, 35W	Authorized Only When Local Weather Available RNAV (GPS) Rwy 17R RNAV (GPS) Rwy 35L	Other
	Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	NA	A	800-2
3 & 4 Eng		1/2		B	
				C	
				D	

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		HOUSTON Approach (R)		*HOOKS Tower West East		*Ground	
124.95		119.7		CTAF 118.4 127.4		121.8	
LOC IHEW 110.5	Final Apch Crs 168°	Minimum Alt FLIKA 1800' (1648')	MDA(H) (CONDITIONAL) 640' (488')	Apt Elev 152' Rwy 17R 152'		3100' MSA DWH NDB	
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 2000' direct DWH NDB and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use George Bush Intercontinental/Houston altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.4.							

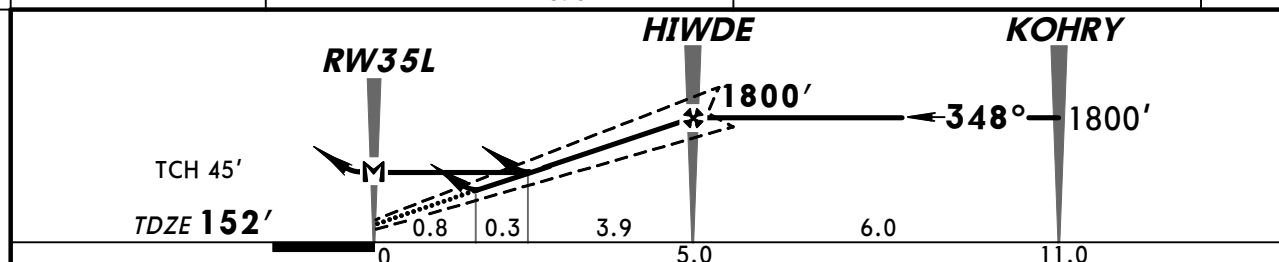
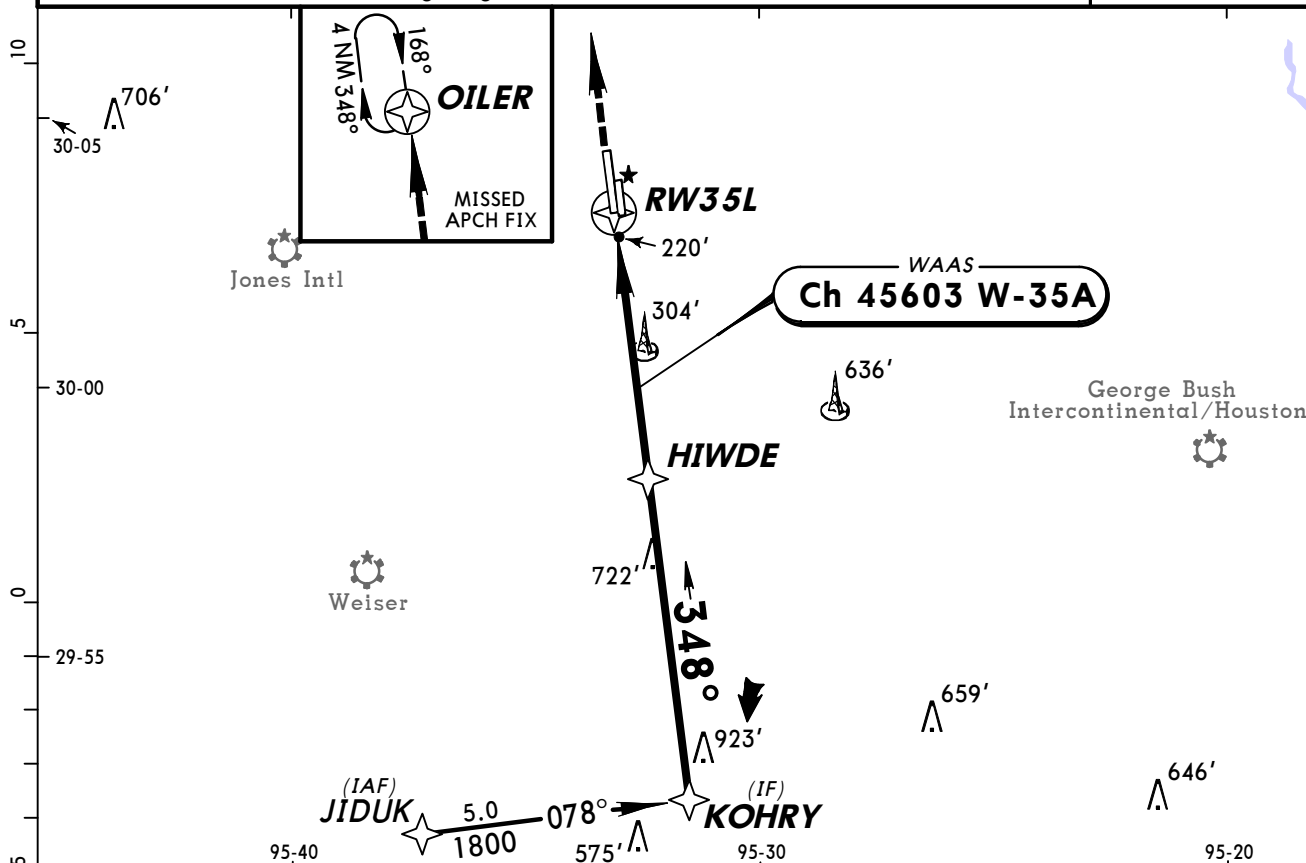


Gnd speed-Kts		70	90	100	120	140	160	REIL PAPI-R	1200' ↑	2000' ↗ RT	↘ D	DWH 521				
Descent angle [3.07°]		380	489	543	652	760	869									
MAP at D1.1 IHEW or																
FLIKA to MAP 4.9		4:12	3:16	2:56	2:27	2:06	1:50									
STRAIGHT-IN LANDING RWY 17R													CIRCLE-TO-LAND			
MDA(H) 640'(488')								MDA(H) 680'(528')								
With Local Altimeter Setting								With George Bush Intercontinental/Houston Altimeter Setting								
Max Kts								Altitude Setting				Altitude Setting				
MDA(H)								MDA(H)				MDA(H)				
A	1							90	640'(488') - 1				680'(528') - 1			
B	1							120	640'(488') - 1				680'(528') - 1			
C	1 3/8							140	660'(508') - 1 1/2				700'(548') - 1 1/2			
D	1 1/2							165	720'(568') - 2				760'(608') - 2			



BRIEFING STRIP™

ATIS (ASOS when Twr inop)		HOUSTON Approach (R)		*HOOKS Tower West East		*Ground
124.95		119.7		CTAF 118.4 127.4		121.8
WAAS Ch 45603 W-35A	Final Apch Crs 348°	Minimum Alt HIWDE 1800' (1648')	LPV DA(H) (CONDITIONAL) 451' (299')	Apt Elev 152' TDZE 152'		3100' MSA RW35L
MISSED APCH: Climb to 2000' direct OILER and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Use local altimeter setting; if not received, use George Bush Intercontinental/Houston altimeter setting. 3. Baro-VNAV not authorized with George Bush Intercontinental/Houston altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.4.						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000'	D	OILER
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW35L										

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
1 LPV		2 LNAV/VNAV		3 LNAV		With Local Altimeter Setting	
DA(H) 451' (299')		DA(H) 552' (400')		MDA(H) 560' (408')		Max Kts	With George Bush Intercontinental/Houston Altimeter Setting
							MDA(H)
A				1	90	640' (488')-1	680' (528')-1
B					120	660' (508')-1	700' (548')-1
C	1	1½		1¼	140	660' (508')-1½	700' (548')-1½
D				1½	165	720' (568')-2	760' (608')-2

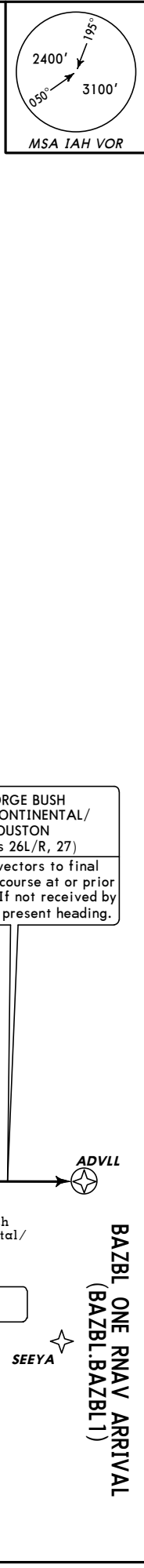
- 1 DA(H) **487'** (335') with George Bush Intercontinental/Houston altimeter setting.
 2 DA(H) **588'** (436') with George Bush Intercontinental/Houston altimeter setting.
 3 MDA(H) **600'** (448') with George Bush Intercontinental/Houston altimeter setting.

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON D-ATIS
124.05

Alt Set: INCHES
Trans level: FL180
Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. COLLEGE STATION and ILEXY transitions: For non-GPS equipped aircraft TNV DME
must be operational. 5. COWBOY transition: For non-GPS equipped aircraft CQY, LOA
and TNV DMEs must be operational.

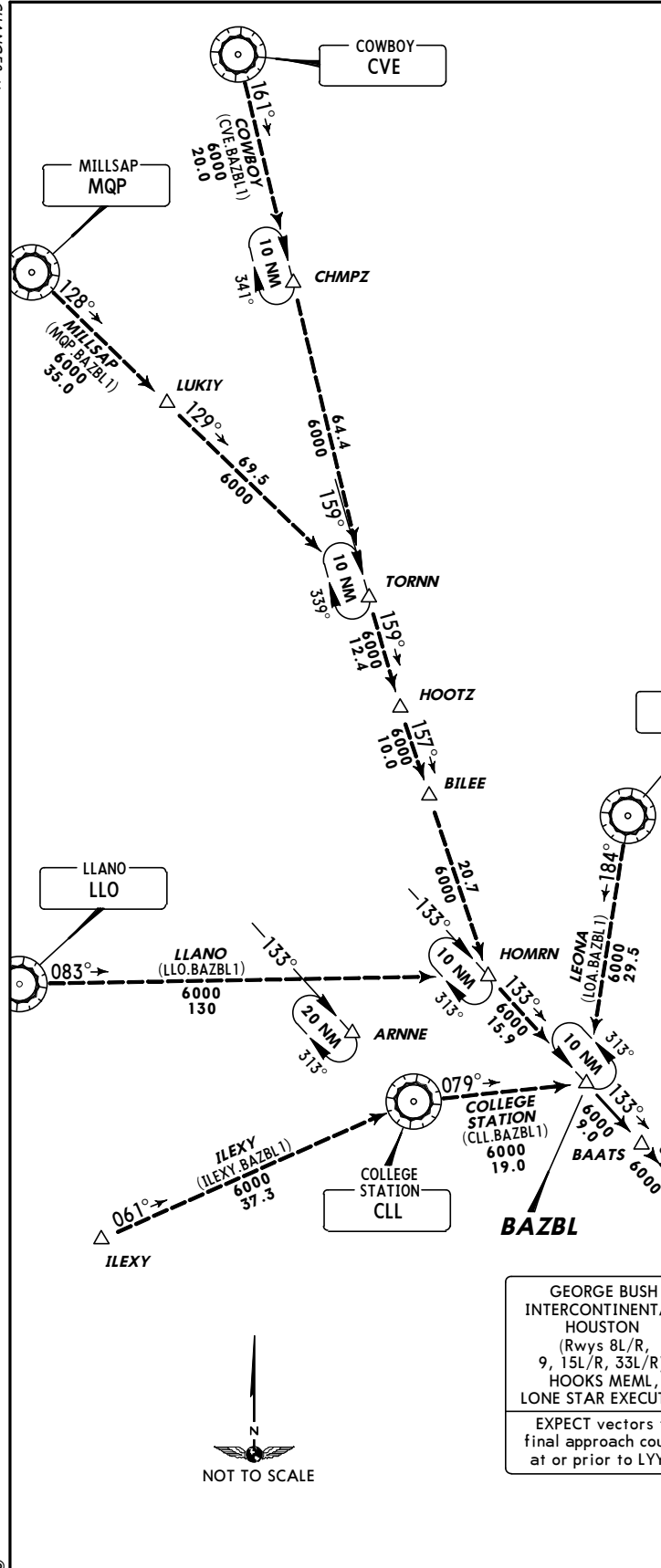
6. LEONA transition: For non-GPS equipped aircraft, CLL and TNV DMEs must be
operational. 7. LLANO transition: For non-GPS equipped aircraft CLL, CWR, LOA and
TNV DMEs must be operational. 8. MILLSAP transition: For non-GPS equipped aircraft
ACT, GNL, LOA and TNV DMEs must be operational. 9. Also Serves



Direct distance from ADVLL to:
George Bush Intercontinental/Houston 30 NM

Direct distance from LYYTE to:
George Bush Intercontinental/Houston 11 NM

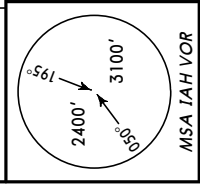
Direct distance from LYYTE to:
1 AIRPORTS SERVED
Hooks Meml 4 NM
Lone Star Executive 15 NM



ROUTING	
From BAZBL via 133° track to BAATS. Then as depicted to RIICE.	
RWY	LANDING GEORGE BUSH INTERCONTINENTAL/HOUSTON
26L/R, 27	From RIICE via 133° track to BRKMN. Then as depicted to ADVLL. EXPECT vectors to final approach course at or prior to ADVLL. If not received by ADVLL, fly present heading.
ALL OTHER	From RIICE via 133° track to BRKMN. Then as depicted to LYYTE. EXPECT vectors to final approach course at or prior to LYYTE.
LANDING AIRPORTS SERVED	
From RIICE via 133° track to BRKMN. Then as depicted to LYYTE. EXPECT vectors to final approach course at or prior to LYYTE.	

GEORGE BUSH INTERCONTINENTAL/ HOUSTON D-ATIS 124.05	Apt Elev See graphic	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'

1. For conventional navigation equipped aircraft only.
2. DME/DME/IRU or GPS equipped aircraft file via the WOLDE (RNAV) STAR.
3. KLAMS transition: DME required.
4. SABINE PASS transition: ATC assigned only. Do not file.
5. Also Serves **1**



GILCO ONE ARRIVAL
(GILCO.GILCO1)

1 GEORGE BUSH
INTERCONTINENTAL/
HOUSTON
(Rwys 15L/R,
26L/R, 27, 33L/R),
HOOKS MEML,
LONE STAR EXECUTIVE

EXPECT vectors to
final approach course
at or prior to GILCO

5 SABINE PASS
(SBI.GILCO1) ← 233°
6000 1300T
18.5

HOUSTON TEXAS
Lone Star Executive
245

HUMBLE
(H) 116.6 IAH
N29 57.4 W095 20.7

GILCO
(HUB R-009)
N29 53.9 W095 12.4
W094 39.3

SABINE PASS
(S) 115.4 SBI
N29 41.2 W094 02.3

DRAPH
(MHF R-027)
N29 40.0 W094 39.3

HOBBY
(H) 117.1 HUB
N29 39.3 W095 16.6

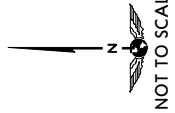
TRINITY
(L) 113.6 MHF
N29 32.8 W094 44.9

WOLDE
N29 32.0 W094 20.7

TUBEROJETS
At 280 KT.
EXPECT clearance
to cross at 13000'.

2 JEPEG
(LLA R-196)
N29 27.4 W092 27.5

5 HOUSTON TEXAS
Hooks Meml
152



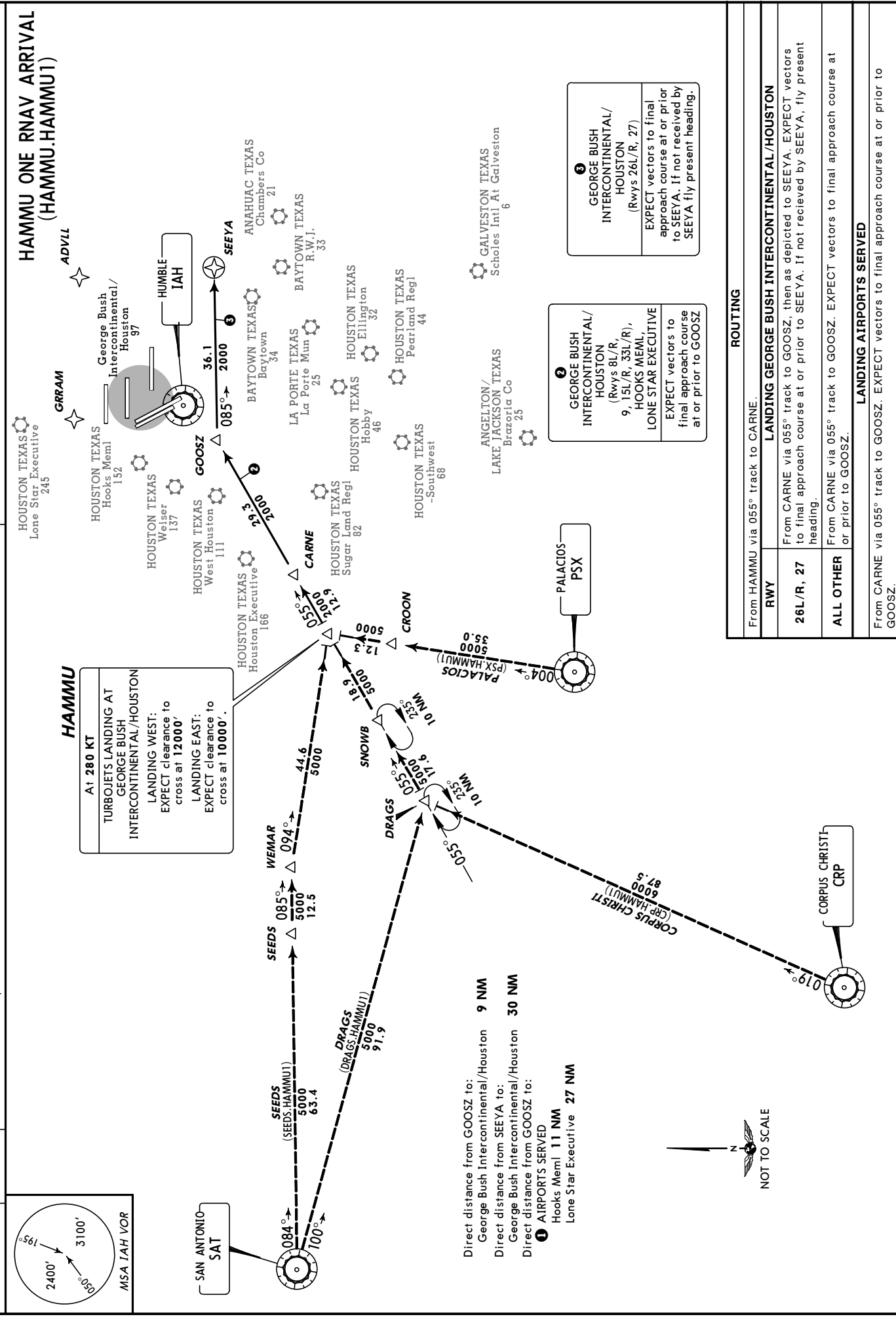
Direct distance from GILCO to:
George Bush Intercontinental/Houston **9 NM**

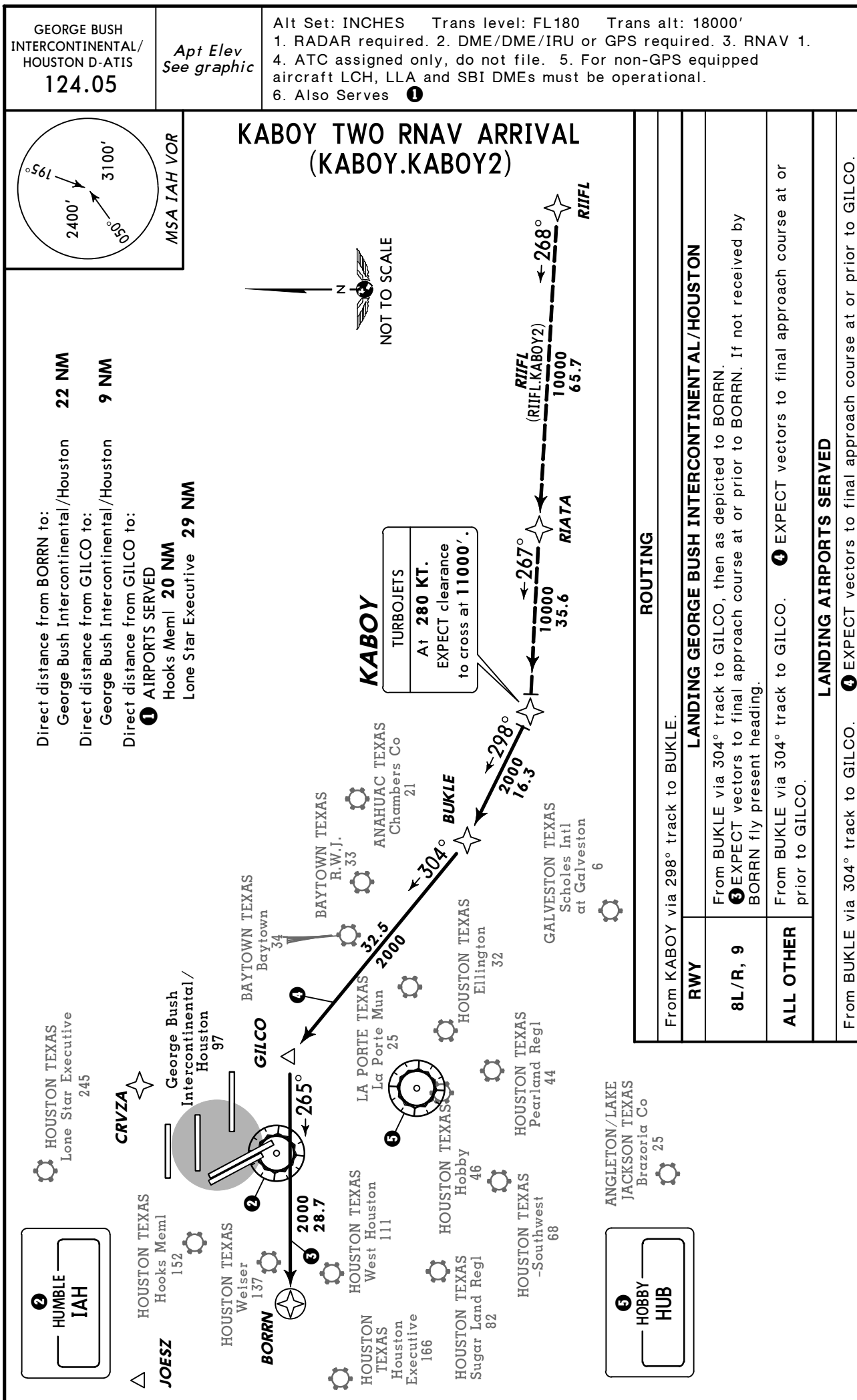
Direct distance from GILCO to:
1 AIRPORTS SERVED
Hooks Meml **20 NM**
Lone Star Executive **29 NM**

RWY	ROUTING GEORGE BUSH INTERCONTINENTAL/HOUSTON
8L/R, 9	6 From GILCO fly 265° heading for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to GILCO.
ROUTING AIRPORTS SERVED	
EXPECT vectors to final approach course at or prior to GILCO.	

CHANGES: None.

GEORGE BUSH INTERCONTINENTAL/ HOUSTON D-ATIS 124.05	<i>Apt Elev</i> <i>See graphic</i>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. CORPUS CHRISTI transition: For non-GPS equipped aircraft IDU, PSX and VCT DMEs must be operational. 5. DRAGS transition: For non-GPS equipped aircraft IDU, PSX, SAT, THX and VCT DMEs must be operational.	6. PALACIOS transition: For non-GPS equipped aircraft VCT DME must be operational. 7. SEEDS transition: For non-GPS equipped aircraft ELA, IDU, SAT and THX DMEs must be operational. 8. Also Serves 1





GEORGE BUSH INTERCONTINENTAL/
HOUSTON D-ATIS
124.05

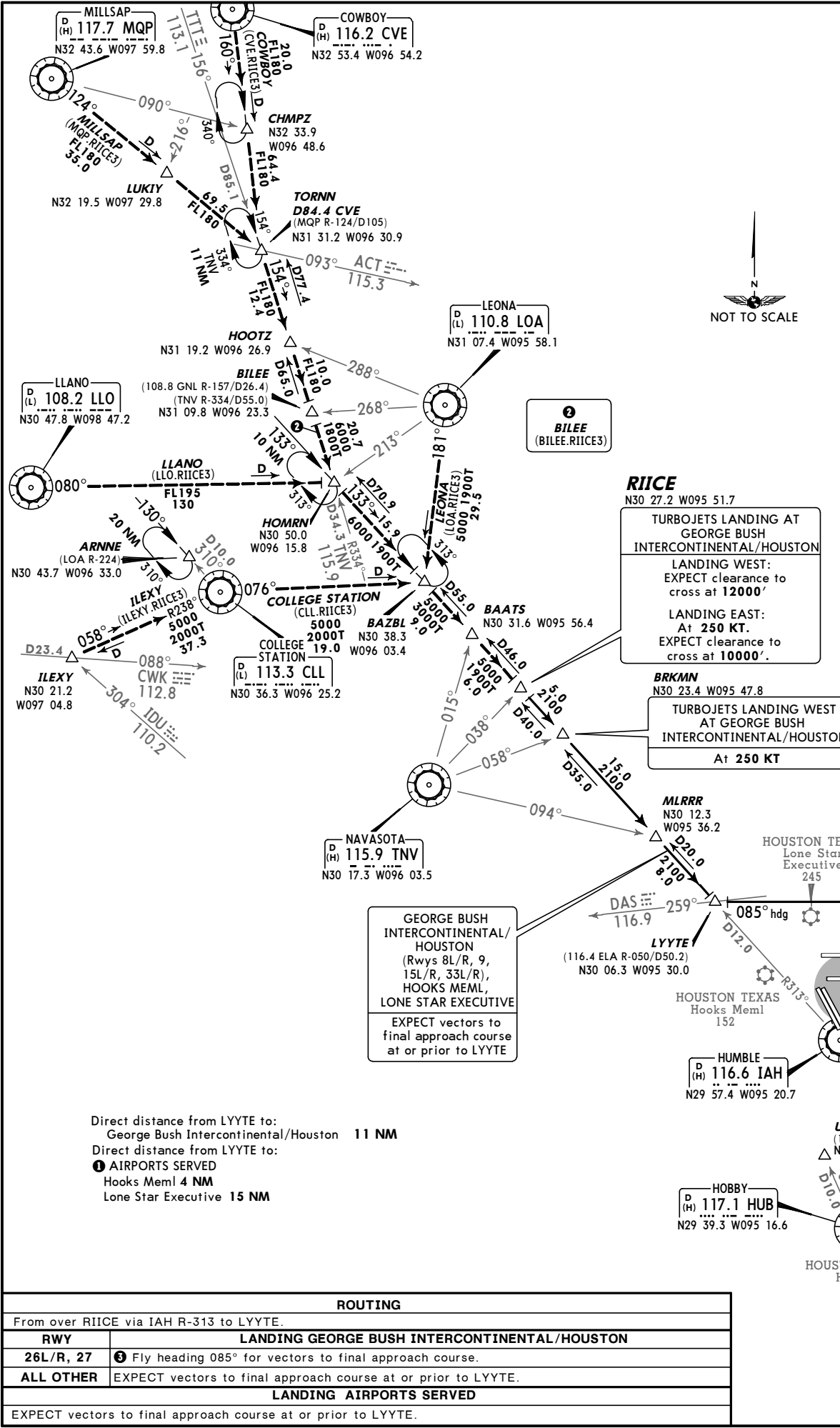
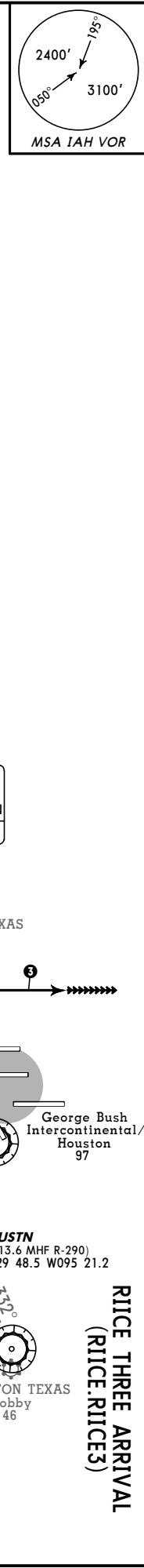
Ap't Elev
See graphic

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. For conventional navigation equipped aircraft only. 2. DME/DME/IRU or GPS equipped aircraft file via the BAZBL (RNAV) STAR. 3. ILEXY transition for Austin terminal area departures only. 4. Also Serves ①

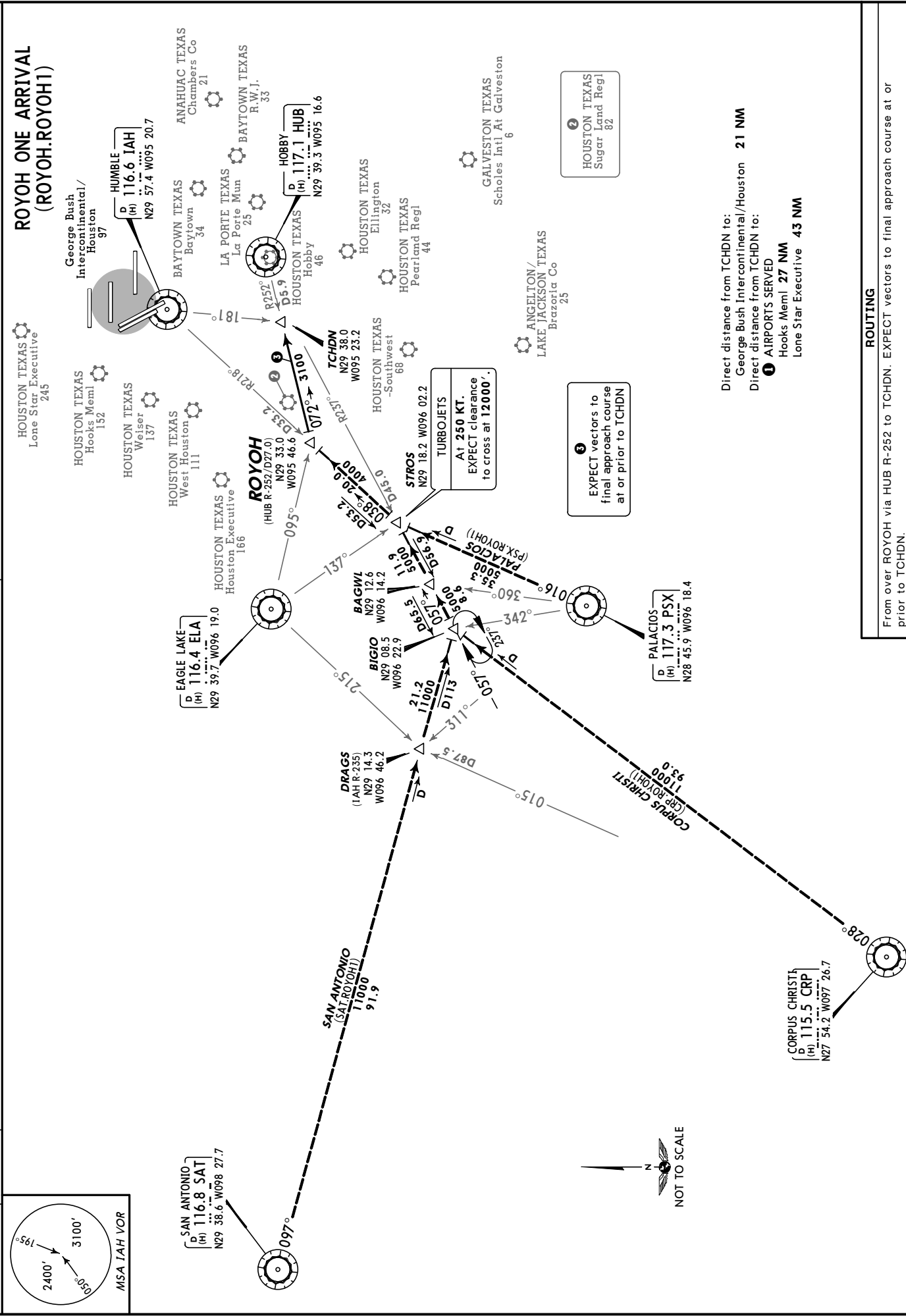


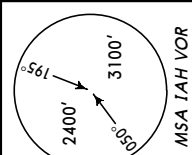
Direct distance from LYYTE to:
George Bush Intercontinental/Houston 11 NM

Direct distance from LYYTE to:
① AIRPORTS SERVED
Hooks Meml 4 NM
Lone Star Executive 15 NM

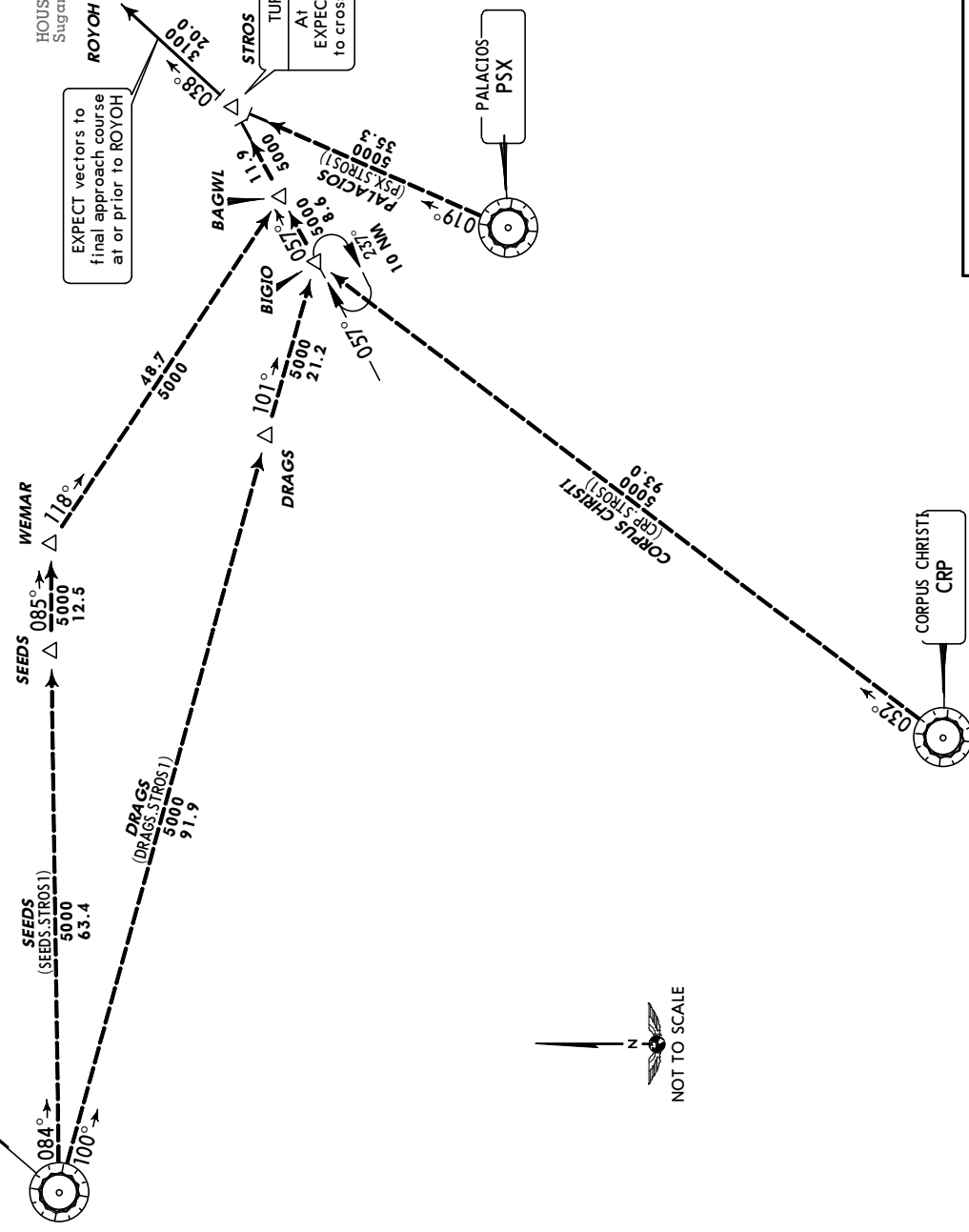
ROUTING	
From over RIICE via IAH R-313 to LYYTE.	
RWY	LANDING GEORGE BUSH INTERCONTINENTAL/HOUSTON
26L/R, 27	① Fly heading 085° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to LYYTE.
LANDING AIRPORTS SERVED	
EXPECT vectors to final approach course at or prior to LYYTE.	

GEORGE BUSH INTERCONTINENTAL/ HOUSTON D-AIS 124.05	Apt Elev See graphic	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
1. For conventional navigation equipped aircraft only. 2. DME/DME/IRU or GPS equipped aircraft file via the STROS (RNAV) STAR. 3. ATC assigned only for aircraft landing George Bush Intercontinental/Houston. 4. Also Serves 1				

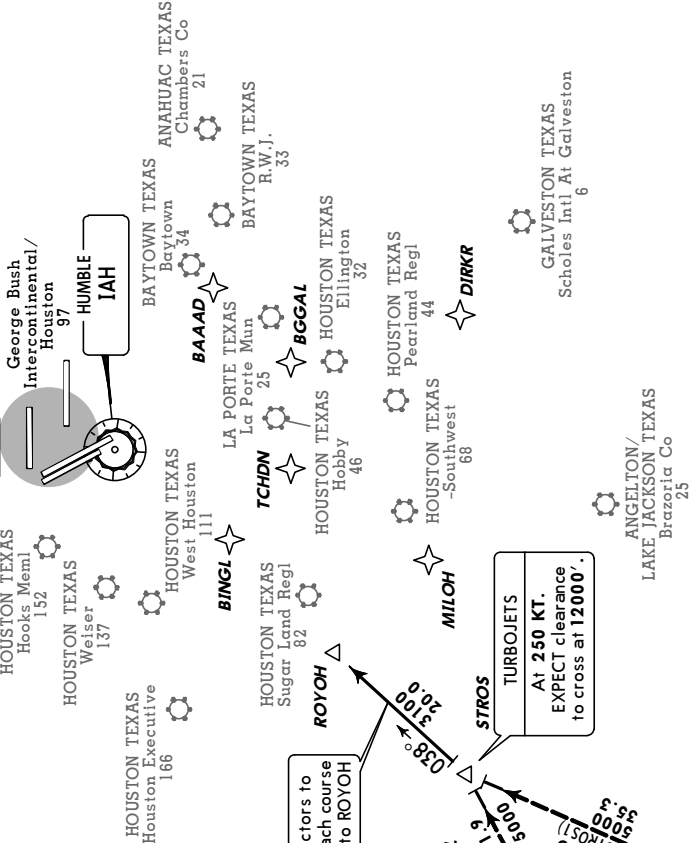




SAN ANTONIO
SAT



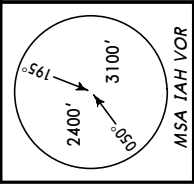
STROS ONE RNAV ARRIVAL (STROS.STROS1)



Direct distance from ROYOH to:
George Bush Intercontinental/Houston **35 NM**

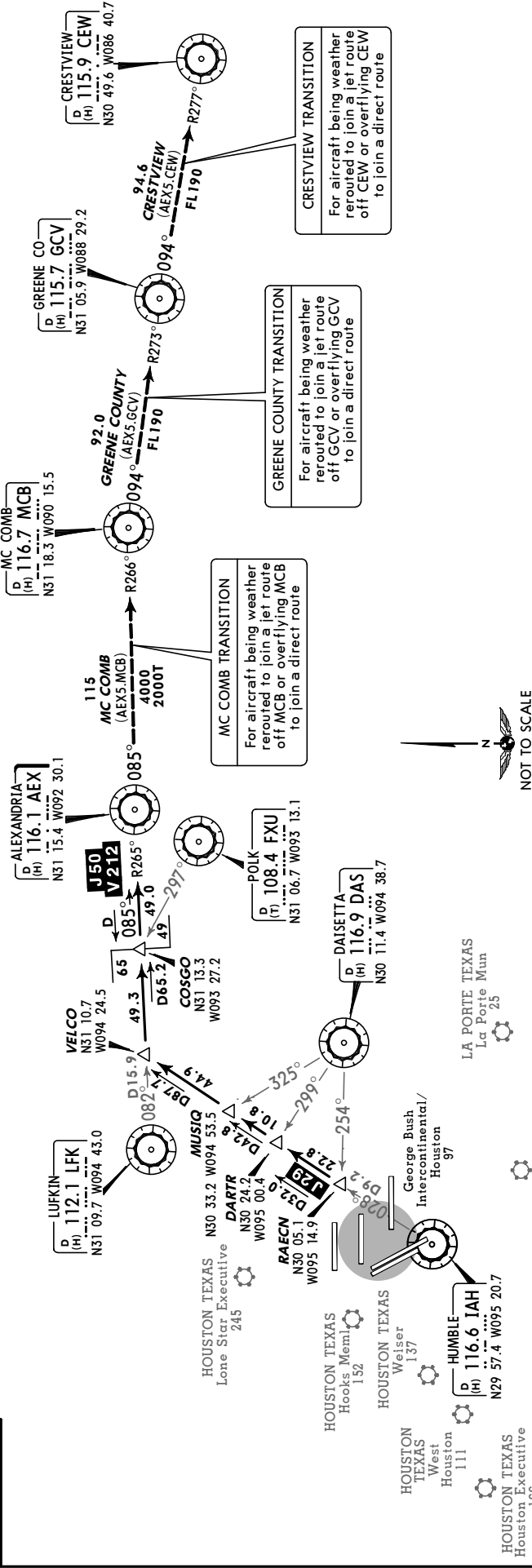
Direct distance from ROYOH to:
1 AIRPORTS SERVED
Hooks Meml **33 NM**
Lone Star Executive **52 NM**

HOUSTON Departure (R)	Trans level: FL180	Trans alt: 18000'
North 132.25	East 133.6	West 126.67
South 127.12		



ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX)

1. RADAR required.
2. CRESTVIEW, GREENE COUNTY and MC COMB Transitions are ATC assigned only, do not file.
3. Also Serves 1



This SID requires take-off minimums (for standard minimums, refer to airport chart):
GEORGE BUSH INTERCONTINENTAL/HOUSTON:
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized).
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
LONE STAR EXECUTIVE: Rwys 1, 14, 19, 32: Standard (or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-30B1.

Direct distance from George Bush Intercontinental/Houston to:
RAECN 8 NM
Direct distance from AIRPORTS SERVED to RAECN:
1 AIRPORTS SERVED
Hooks Meml 16 NM
Lone Star Executive 18 NM

AIRPORT	INITIAL CLIMB	ALTITUDE
GEORGE BUSH INTERCONTINENTAL/HOUSTON	Climb on assigned heading for RADAR vectors to RAECN.	MAINTAIN 4000'
1 ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	
ROUTING		
At RAECN via IAH R-028 to VELCO, then R1GHT turn via LFK R-082 and AEX R-265 to AEX. EXPECT filed altitude 10 minutes after departure.		

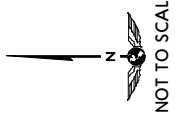
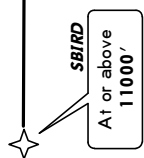
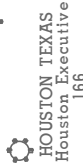
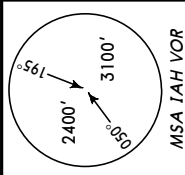
Trans level: FL180 Trans alt: 18000
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.

Apt Elev
See graphic

126 West

Latitude (R)
South
27 12

ON Depa
11



**BOWFN THREE RNAV DEPARTURE
(BOWFN3.BOWFN)**

Direct distance from George Bush Intercontinental/Houston to:
VUH **49 NM**

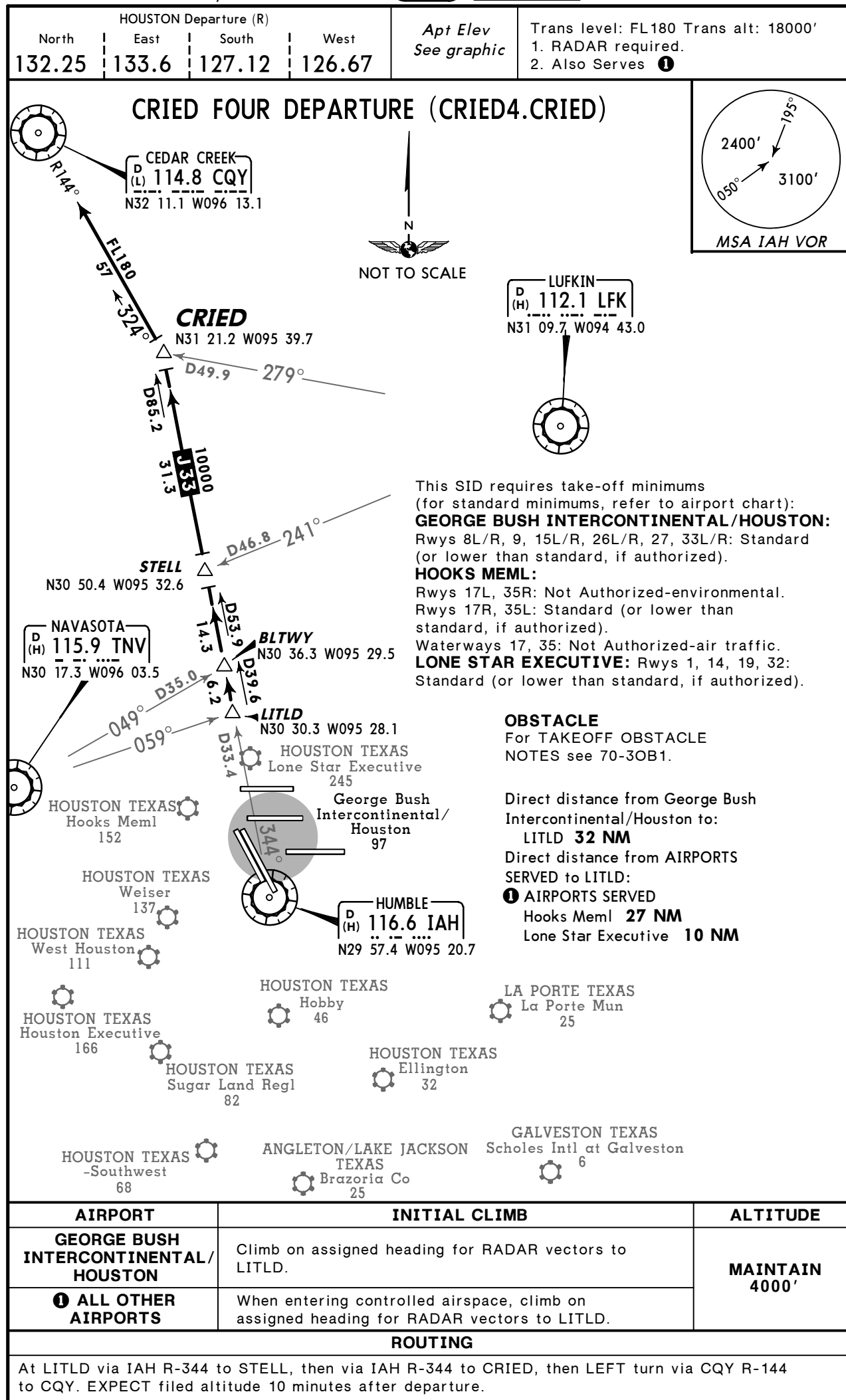
Direct distance from AIRPORTS SERVED to VUH:

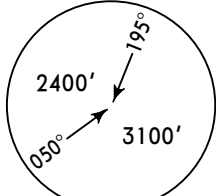
1 AIRPORTS SERVED
Hooks Meml **59 NM**
Lone Star Executive **71 NM**

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-30B1.

AIRPORT	INITIAL CLIMB	ALTITUDE
GEORGE BUSH INTERCONTINENTAL/ HOUSTON	Climb on assigned heading for RADAR vectors to VUH.	MAINTAIN 4000' or ATC assigned altitude on depicted route to HOOOO.
① ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to VUH.	
ROUTING		
Cross SBIRD at or above 11000' on depicted route to BOWFN. Then via transition. EXPECT filed altitude 10 minutes after departure.		

This STD requires take-off minimums
(for standard minimums, refer to airport chart):
GEORGE BUSH INTERCONTINENTAL/HOUSTON:
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).
HOOKS MEML: Rwys 17L, 35R: Not Authorized-
environmental.
Rwys 17R, 35L: Standard (or lower than standard,
if authorized).
Waterways 17, 35: Not Authorized-air traffic.
LONE STAR EXECUTIVE: Rwys 1, 14, 19, 32:
Standard (or lower than standard, if authorized).



HOUSTON Departure (R) 132.25	<i>Apt Elev</i> <i>See graphic</i>	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. For aircraft destined Memphis Intl, or filed via Q-32 or J-42. 3. Also Serves ①	 MSA IAH VOR

EL DORADO THREE DEPARTURE (ELD3.ELD)

This SID requires take-off minimums
(for standard minimums, refer to
airport chart):

GEORGE BUSH INTERCONTINENTAL/

HOUSTON: Rwy 8L/R, 9, 15L/R,
26L/R, 27, 33L/R: Standard (or
lower than standard, if authorized).

HOOKS MEML: Rwy 17L, 35R:

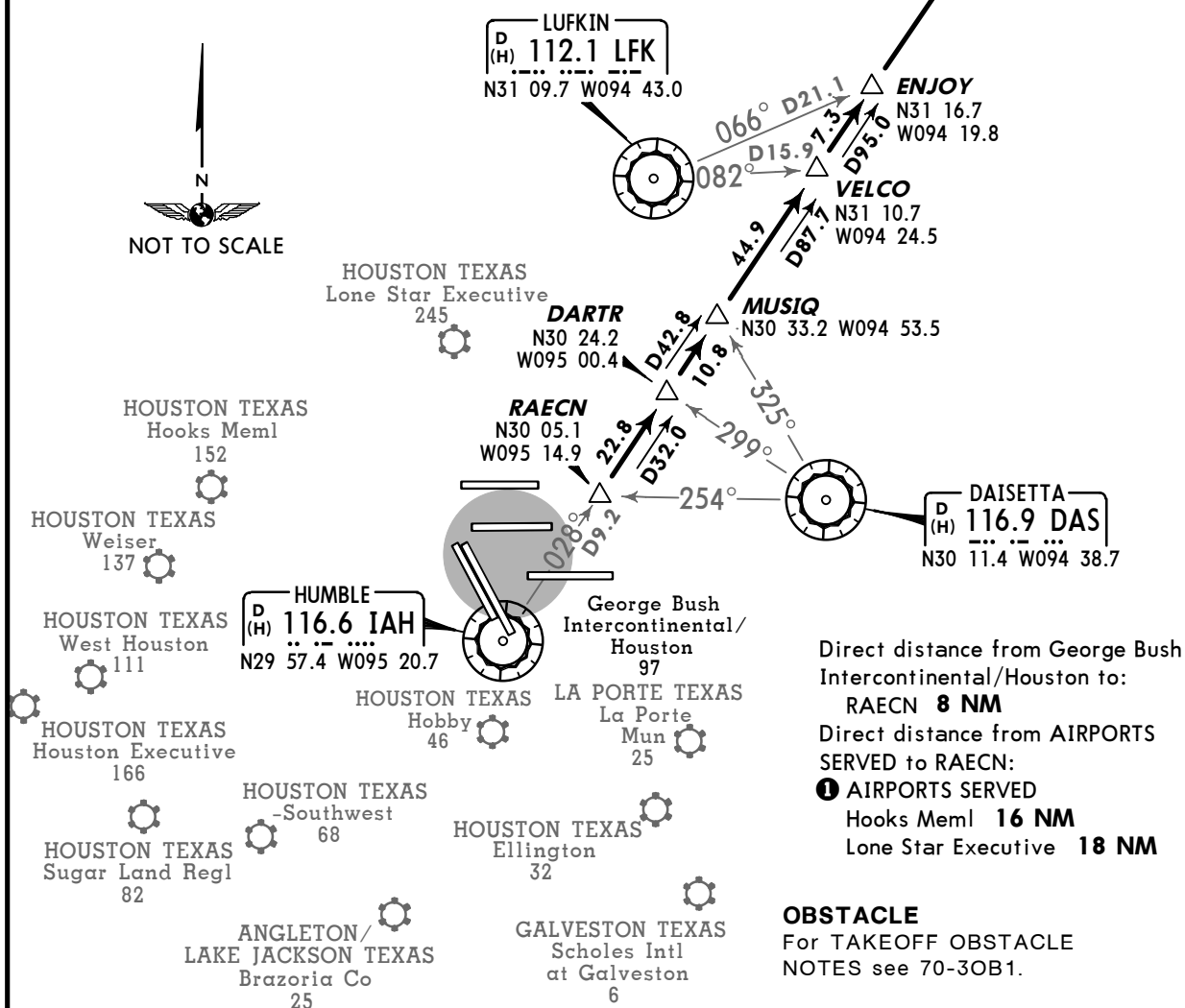
Not Authorized-environmental.

Rwy 17R, 35L: Standard (or lower
than standard, if authorized).

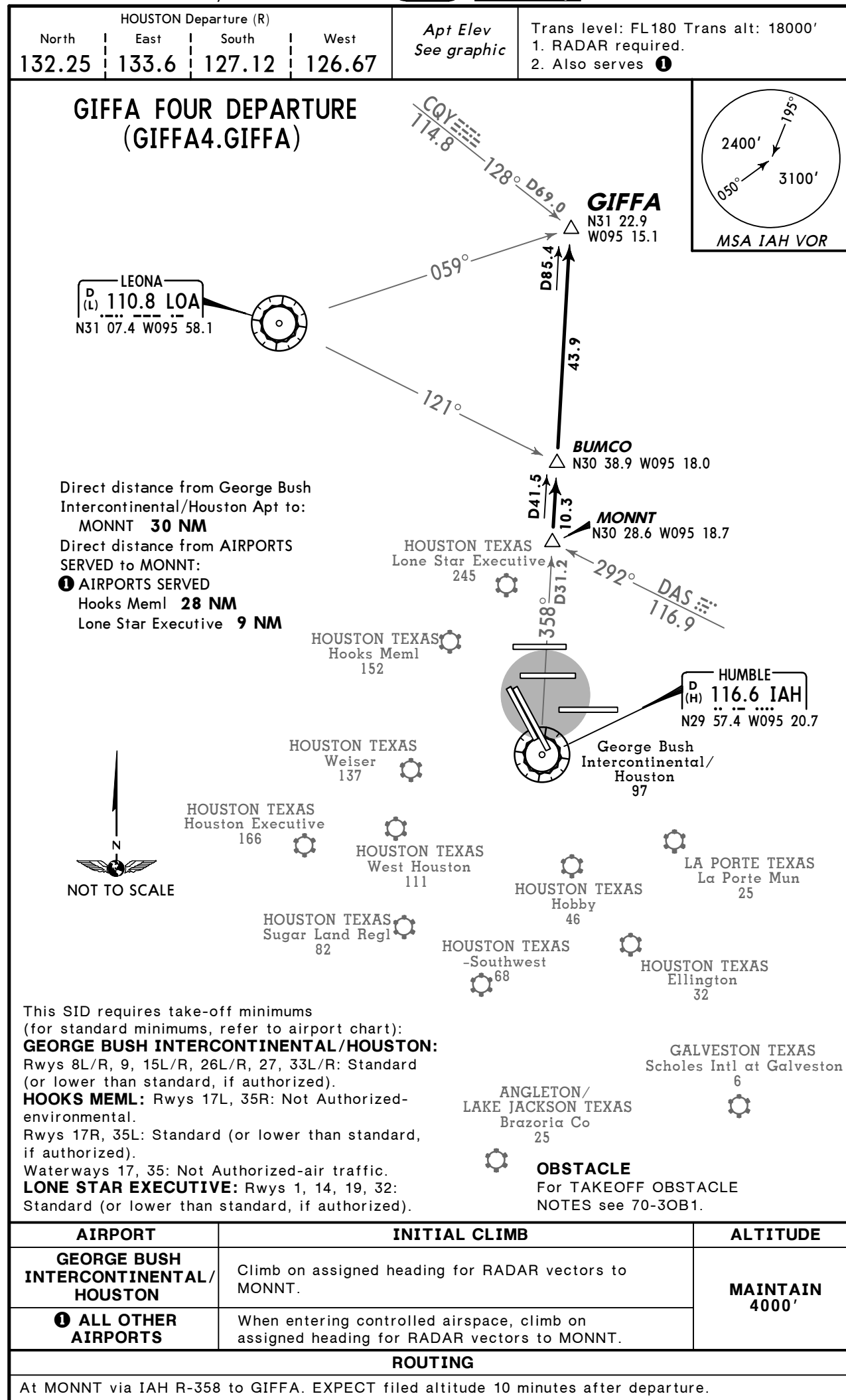
Waterways 17, 35: Not Authorized-
air traffic.

LONE STAR EXECUTIVE:

Rwy 1, 14, 19, 32: Standard (or
lower than standard, if authorized).



AIRPORT	INITIAL CLIMB	ALTITUDE
GEORGE BUSH INTERCONTINENTAL/ HOUSTON	Climb on assigned heading for RADAR vectors to RAECN.	MAINTAIN 4000'
❶ ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	
ROUTING		
At RAECN via IAH R-028 and the ELD R-208 to ELD. EXPECT filed altitude 10 minutes after departure.		



HOUSTON Departure (R)

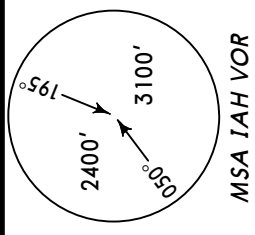
North	East	South	West
132.25	133.6	127.12	126.67

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. For non-GPS equipped aircraft BPT, HRV, LCH, LFT, LLA and SBI DMEs must be operational. 5. Also Serves

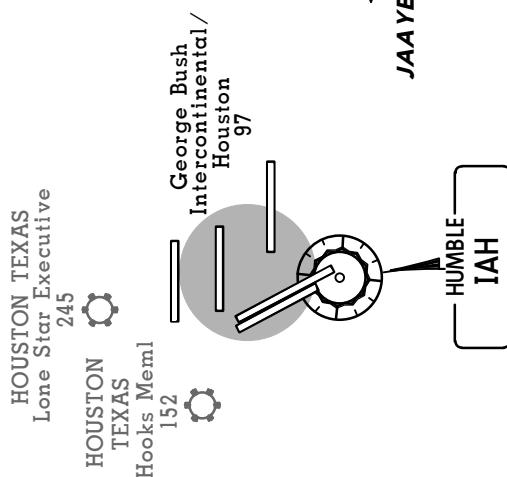
1

GUSTI TWO RNAV DEPARTURE (GUSTI2.GUSTI)



NOT TO SCALE

OBSTACLE
For TAKEOFF OBSTACLE NOTES
see 70-30B1.



This SID requires take-off minimums
(for standard minimums, refer to airport chart):

GEORGE BUSH INTERCONTINENTAL/HOUSTON:

Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.

Rwys 17R, 35L: Standard (or lower than standard, if authorized).

Waterways 17, 35: Not Authorized-air traffic.

LONE STAR EXECUTIVE: Rwys 1, 14, 19, 32: Standard

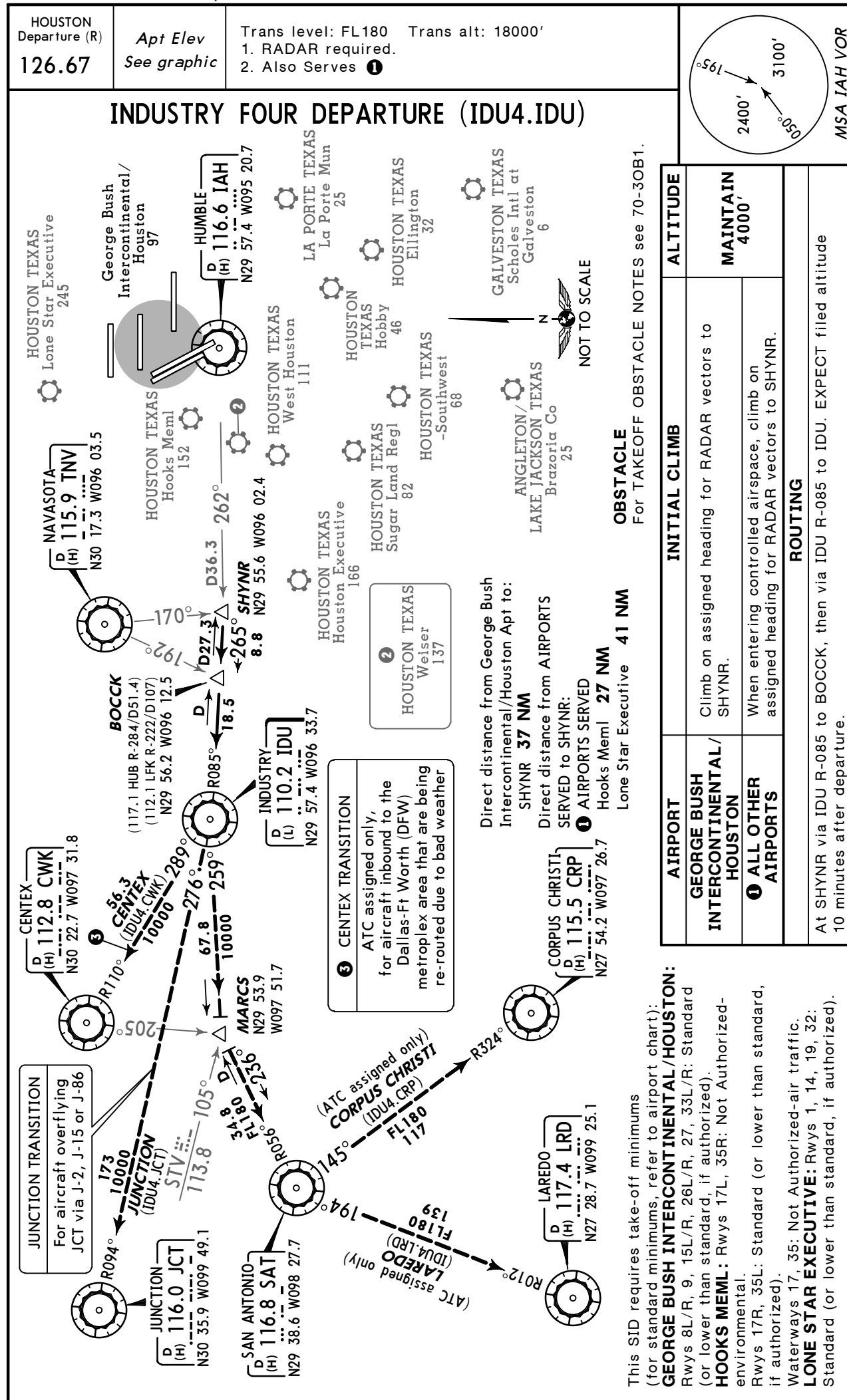
(or lower than standard, if authorized).

Direct distance from George Bush
Intercontinental/Houston to:
JAAVE **54 NM**

Direct distance from AIRPORTS
SERVED to JAAVE:

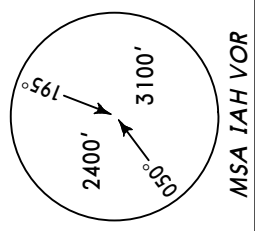
1 AIRPORTS SERVED
Hooks Meml **65 NM**
Lone Star Executive **64 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
GEORGE BUSH INTERCONTINENTAL/ HOUSTON	Climb on assigned heading for RADAR vectors to JAAVE.	MAINTAIN 4000'
① ALL OTHER AIRPORTS	When entering controlled airspace, Climb on assigned heading for RADAR vectors to JAAVE.	
ROUTING		
At JAAVE via 087° track to SPINY, then via 078° track to GUSTI, then via transition. EXPECT filed altitude 10 minutes after departure.		

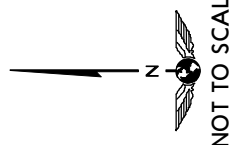
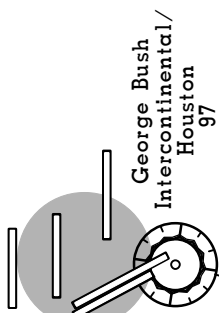
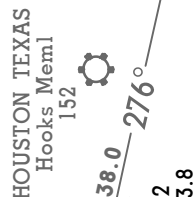
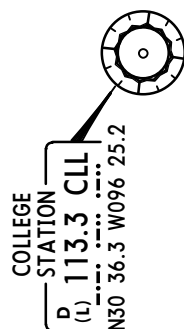


Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. For aircraft overflying JCT via J-86
filing FL240 or above.
3. Also Serves **1**



HOUSTON TEXAS
Lone Star Executive



NOT TO SCALE

Standard (or lower than standard, if authorized).

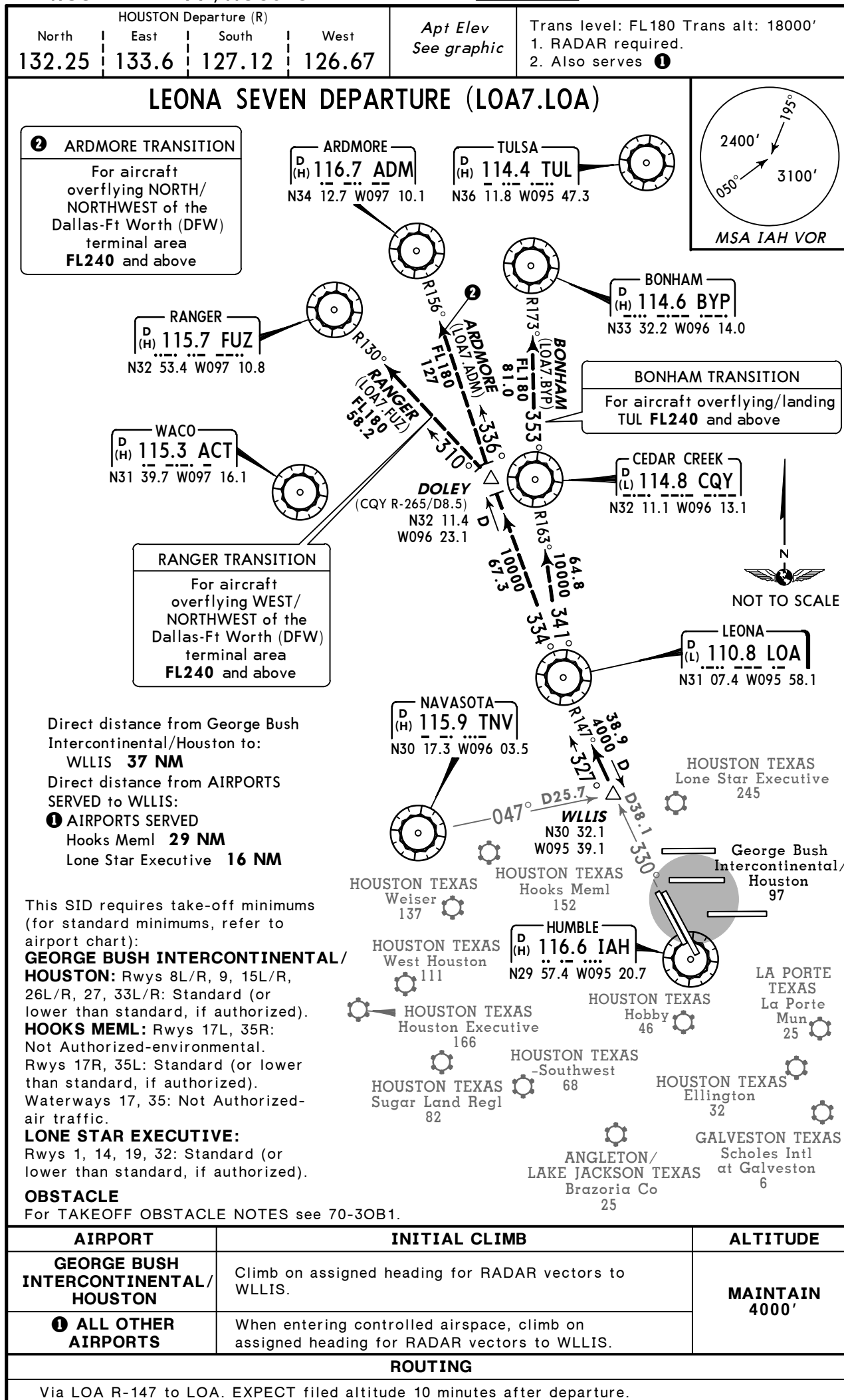
For TAKEOFF OBSTACLE NOTES see 70-30B1.

Lone Star Executive 38 NM

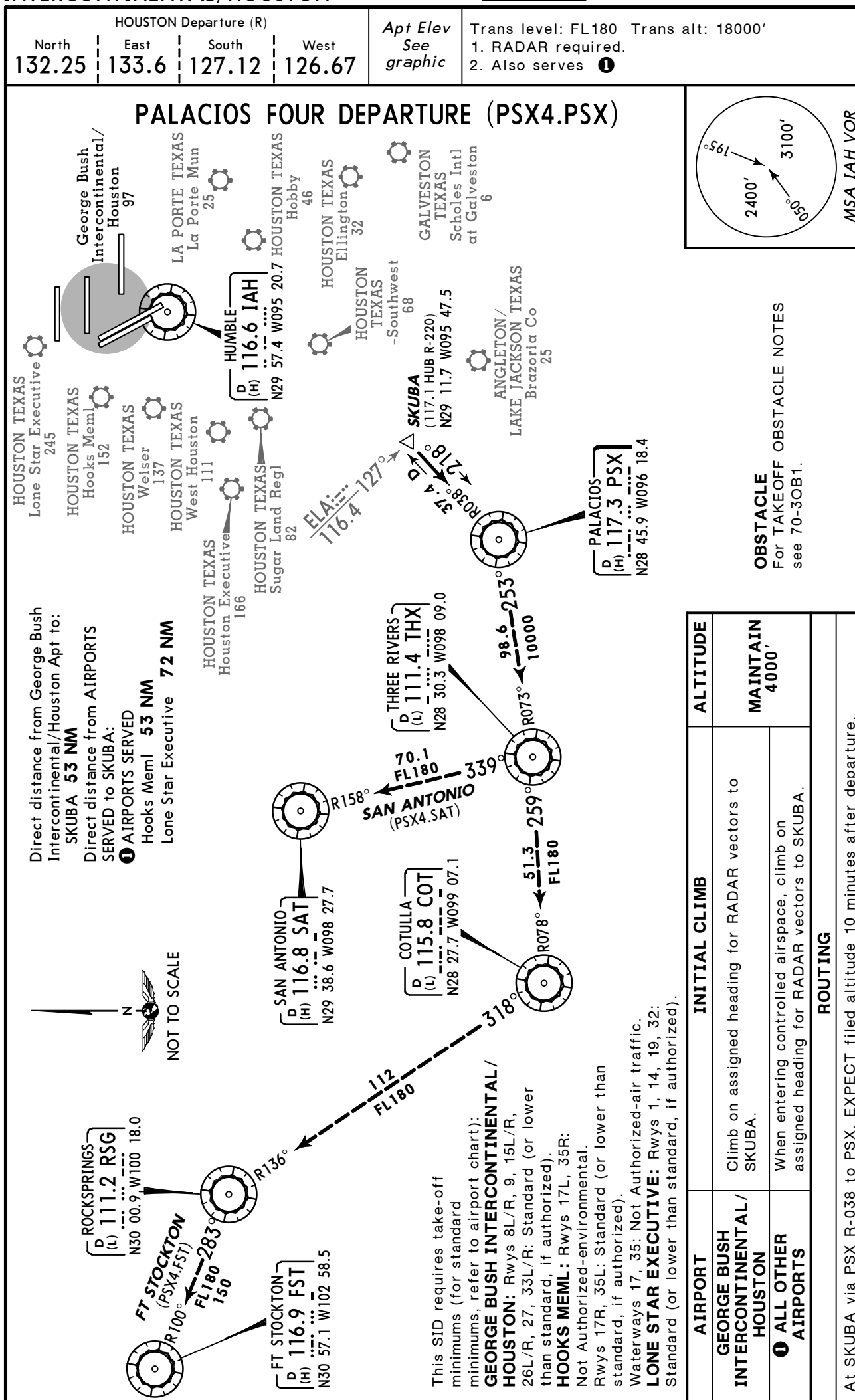
AIRPORT	INITIAL CLIMB	ALTITUDE
GEORGE BUSH INTERCONTINENTAL/ HOUSTON	Climb on assigned heading for RADAR vectors to CUZZZ.	MAINTAIN 4000'
① ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to CUZZZ.	
ROUTING		
Via IAH R-276 and JCT R-090 to JCT. EXPECT filed altitude 10 minutes after departure.		

/ia IAH R-276 and JCT R-090 to JCT. EXPECT filed altitude 10 minutes after departure.

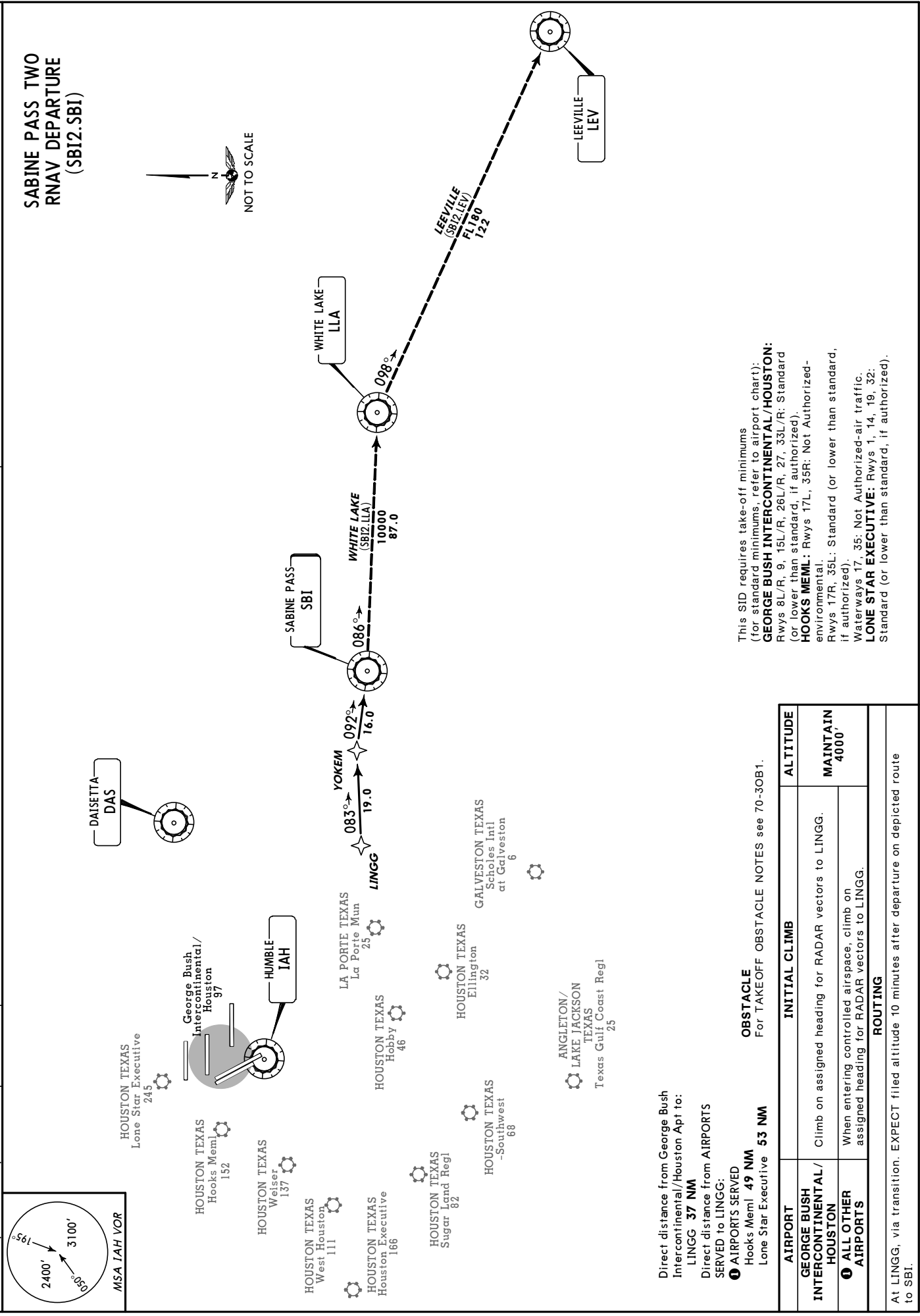
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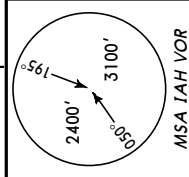
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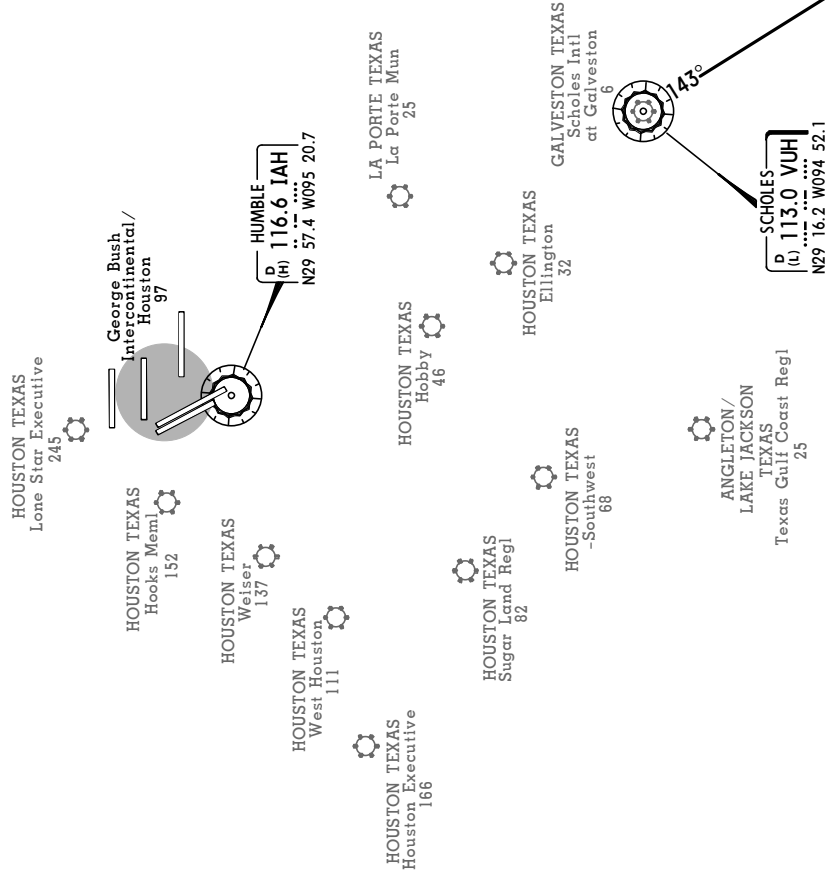
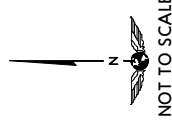
HOUSTON Departure (R)		Trans level: FL180	Trans alt: 18000'
North	East/South	<i>Apt Elev</i>	
132.25	133.6	See graphic	
		1. RADAR required. 2. DME/DME/IRU or GPS required.	
3. RNAV 1. 4. For non-GPS equipped aircraft LCH DME must be operational. 5. Also serves 1			



HOUSTON Departure (R)				Apt <i>Elev</i> See <i>graphic</i>	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. Also serves 1
North	East	South	West			
132.25	133.6	127.12	126.67			



SCHOLES FOUR DEPARTURE
(VUH4.VUH)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
GEORGE BUSH INTERCONTINENTAL/HOUSTON:
 Rwy's 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
 (or lower than standard, if authorized).
HOOKS MEML: Rwy's 17L, 35R: Not Authorized-environmental.
 Rwy's 17R, 35L: Standard (or lower than standard, if authorized).
 Waterways 17, 35: Not Authorized-air traffic.
LONE STAR EXECUTIVE: Rwy's 1, 14, 19, 32: Standard (or lower than standard, if authorized).

INITIAL CLIMB	AIRPORT	ALTITUDE
Climb on assigned heading for RADAR vectors to VUH.	GEORGE BUSH INTERCONTINENTAL/ HOUSTON	MAINTAIN 4000'
When entering controlled airspace, climb on assigned heading for RADAR vectors to VUH.	① ALL OTHER AIRPORTS	

ROUTING

At VUH, via VUH R-143 to MUSYL. EXPECT filed altitude 10 minutes after departure.

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-30B1.

TAKEOFF OBSTACLE NOTES**GEORGE BUSH INTERCONTINENTAL/HOUSTON**

◦ RWY 8L:

TREE 2866' FROM DER, 921' LEFT OF CENTERLINE, 107' AGL/201' MSL. MULTIPLE TREES BEGINNING 2750' FROM DER, 106' RIGHT OF CENTERLINE, UP TO 80' AGL/174' MSL.

◦ RWY 15L:

MULTIPLE TREES BEGINNING 2638' FROM DER, 758' RIGHT OF CENTERLINE, UP TO 76' AGL/160' MSL.

◦ RWY 15R:

TOWER 1431' FROM DER, 591' LEFT OF CENTERLINE, 48' AGL/133' MSL. ANTENNA ON GLIDESLOPE 1469' FROM DER, 621' LEFT OF CENTERLINE, 49' AGL/133' MSL.

◦ RWY 26R:

POLE 950' FROM DER, 660' RIGHT OF CENTERLINE, 40' AGL/129' MSL.

◦ RWY 33R:

TREES 2868' FROM DER, 1027' RIGHT OF CENTERLINE, 73' AGL/172' MSL.

LONE STAR EXECUTIVE

◦ RWY 1:

TREES BEGINNING 194' FROM DER, 130' RIGHT OF CENTERLINE, UP TO 100' AGL/374' MSL. TREES BEGINNING 817' FROM DER, 15' LEFT OF CENTERLINE, UP TO 100' AGL/359' MSL.

◦ RWY 14:

TREES AND OBSTRUCTION LIGHT ON DME BEGINNING 399' FROM DER, 80' RIGHT OF CENTERLINE, UP TO 100' AGL/329' MSL. TREES BEGINNING 640' FROM DER, 408' LEFT OF CENTERLINE, UP TO 100' AGL/329' MSL.

◦ RWY 19:

TREES BEGINNING 68' FROM DER, 64' RIGHT OF CENTERLINE, UP TO 100' AGL/344' MSL. TREES BEGINNING 1' FROM DER, 159' LEFT OF CENTERLINE, UP TO 100' AGL/339' MSL.

◦ RWY 32:

TREES BEGINNING 1785' FROM DER, 973' RIGHT OF CENTERLINE, UP TO 100' AGL/339' MSL. TREES AND VEHICLES ON ROAD BEGINNING 603' FROM DER, 458' LEFT OF CENTERLINE, UP TO 100' AGL/354' MSL.

HOOKS MEML

◦ RWY 17R:

MULTIPLE TREES BEGINNING 708' FROM DER, 68' LEFT OF CENTERLINE, UP TO 71' AGL/220' MSL. MULTIPLE HANGARS BEGINNING 433' FROM DER, 515' LEFT OF CENTERLINE, UP TO 37' AGL/182' MSL. DME ANTENNA 653' FROM DER, 256' LEFT OF CENTERLINE, 13' AGL/162' MSL. MULTIPLE TREES AND POLE BEGINNING 85' FROM DER, 294' RIGHT OF CENTERLINE, UP TO 45' AGL/189' MSL.

◦ RWY 35L:

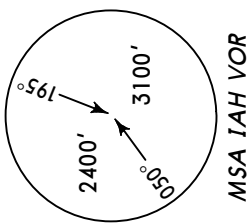
MULTIPLE TREES AND POLES BEGINNING 144' FROM DER, 32' LEFT OF CENTERLINE, UP TO 79' AGL/238' MSL. MULTIPLE HANGARS AND BUILDINGS BEGINNING 85' FROM DER, 9' LEFT OF CENTERLINE, UP TO 53' AGL/202' MSL. MULTIPLE TREES, TOWER AND POLES BEGINNING 100' FROM DER, 124' RIGHT OF CENTERLINE, UP TO 93' AGL/247' MSL. VEHICLE AND ROAD 315' FROM DER, ON CENTERLINE, 15' AGL/166' MSL. BUILDING 894' FROM DER, 231' RIGHT OF CENTERLINE, 23' AGL/173' MSL.

HOUSTON Departure (R)

North 132.25 East 133.6 South 127.12 West 126.67

Apt Elev
See graphic

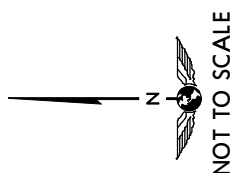
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. For advanced navigation aircraft
destined San Antonio terminal area.
San Antonio: Departing all Houston
airports.
5. Also Serves ①



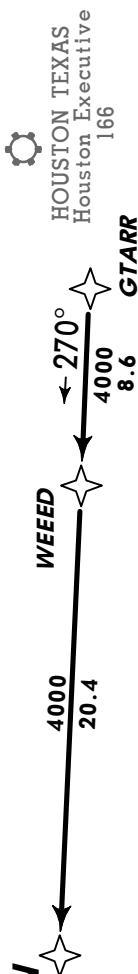
WAILN ONE RNAV DEPARTURE (WAILN1.WAILN)

Direct distance from George Bush
Intercontinental/Houston to:
GTARR 38 NM
Direct distance from AIRPORTS
SERVED to GTARR:
① AIRPORTS SERVED
Hooks Meml 30 NM
Lone Star Executive 47 NM

OBSTACLE
For TAKEOFF OBSTACLE NOTES
see 70-30B1.



WAILN



This SID requires take-off minimums

(for standard minimums, refer to airport chart):

GEORGE BUSH INTERCONTINENTAL/HOUSTON:

Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.

Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.

LONE STAR EXECUTIVE: Rwys 1, 14, 19, 32: Standard
(or lower than standard, if authorized).

AIRPORT	INITIAL CLIMB	ALTITUDE
GEORGE BUSH INTERCONTINENTAL/ HOUSTON	Climb on assigned heading for RADAR vectors to GTARR.	MAINTAIN 4000'
① ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to GTARR.	
ROUTING		
EXPECT filed altitude 10 minutes after departure on depicted route to WAILN.		

HOUSTON TEXAS
Lone Star Executive
245

HOUSTON TEXAS
Hooks Meml
152

George Bush
Intercontinental/
Houston
97

HOUSTON TEXAS
Weiser
137

HOUSTON TEXAS
West Houston
111

HOUSTON TEXAS
Houston Executive
166

LA PORTE TEXAS
La Porte Mun
25

HOUSTON TEXAS
Hobby
46

HOUSTON TEXAS
Sugar Land Regl
82

HOUSTON TEXAS
-Southwest
68

HOUSTON TEXAS
Ellington
32

GALVESTON TEXAS
Scholes Intl at
Galveston
6

ANGLETON/
LAKE JACKSON TEXAS
Brazoria Co
25

General Information

Location: Abilene TX USA
IATA Code: DYS
Lat/Long: N32° 25.2' W099° 51.3'
Elevation: 1789 ft

Airport Use: Military
Magnetic Variation: 5.7°E
Sectional Chart: Dallas Ft Worth

Fuel Types: Jet, Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1310 Z
Sunset: 0035 Z,

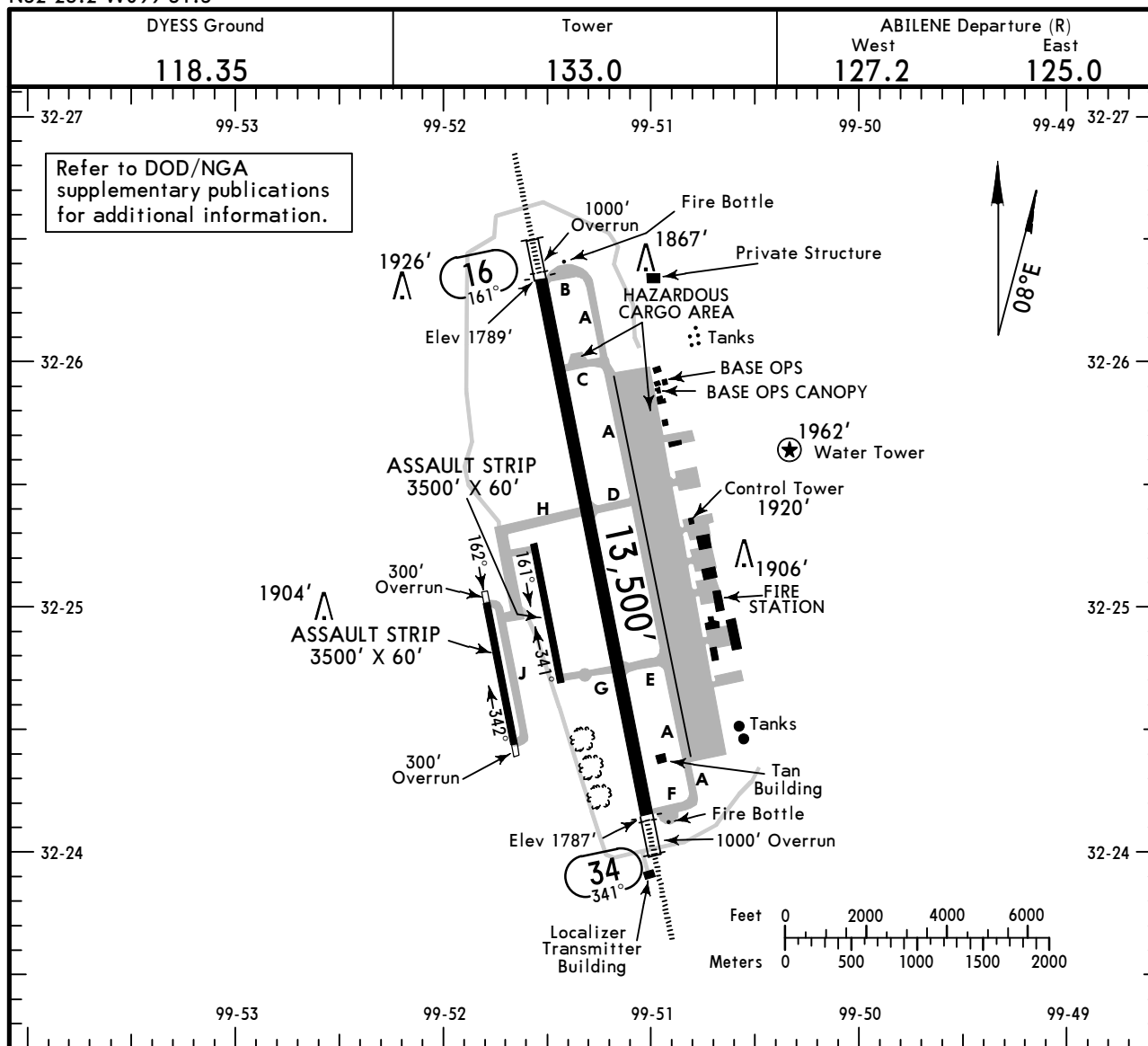
Runway Information

Runway: 16
Length x Width: 13498 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 1789 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 34
Length x Width: 13498 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 1786 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

Dyess Tower Tower 133.0
Dyess AFB Ground Control 118.35
Abilene Approach Control 127.2
Abilene Approach Control 125.0
Abilene App ARSA 127.2 (181°-360°)
Abilene App ARSA 125.0 (1°-180°)
Abilene Departure Control 127.2
Abilene Departure Control 125.0
Dyess Operations 139.3



ADDITIONAL RUNWAY INFORMATION

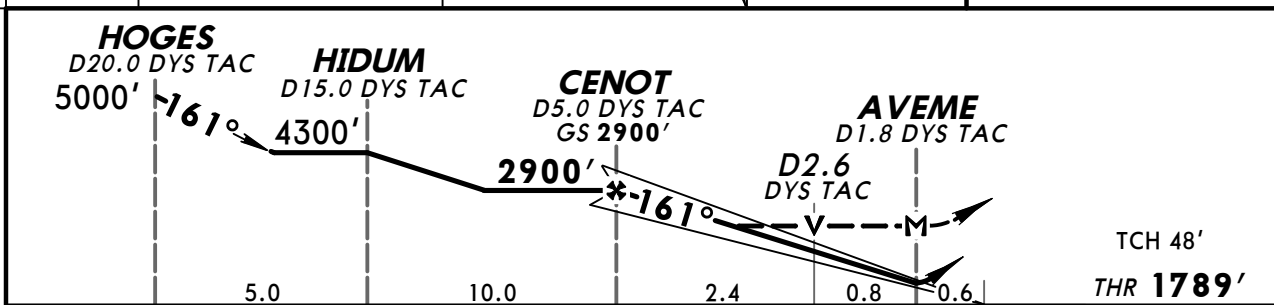
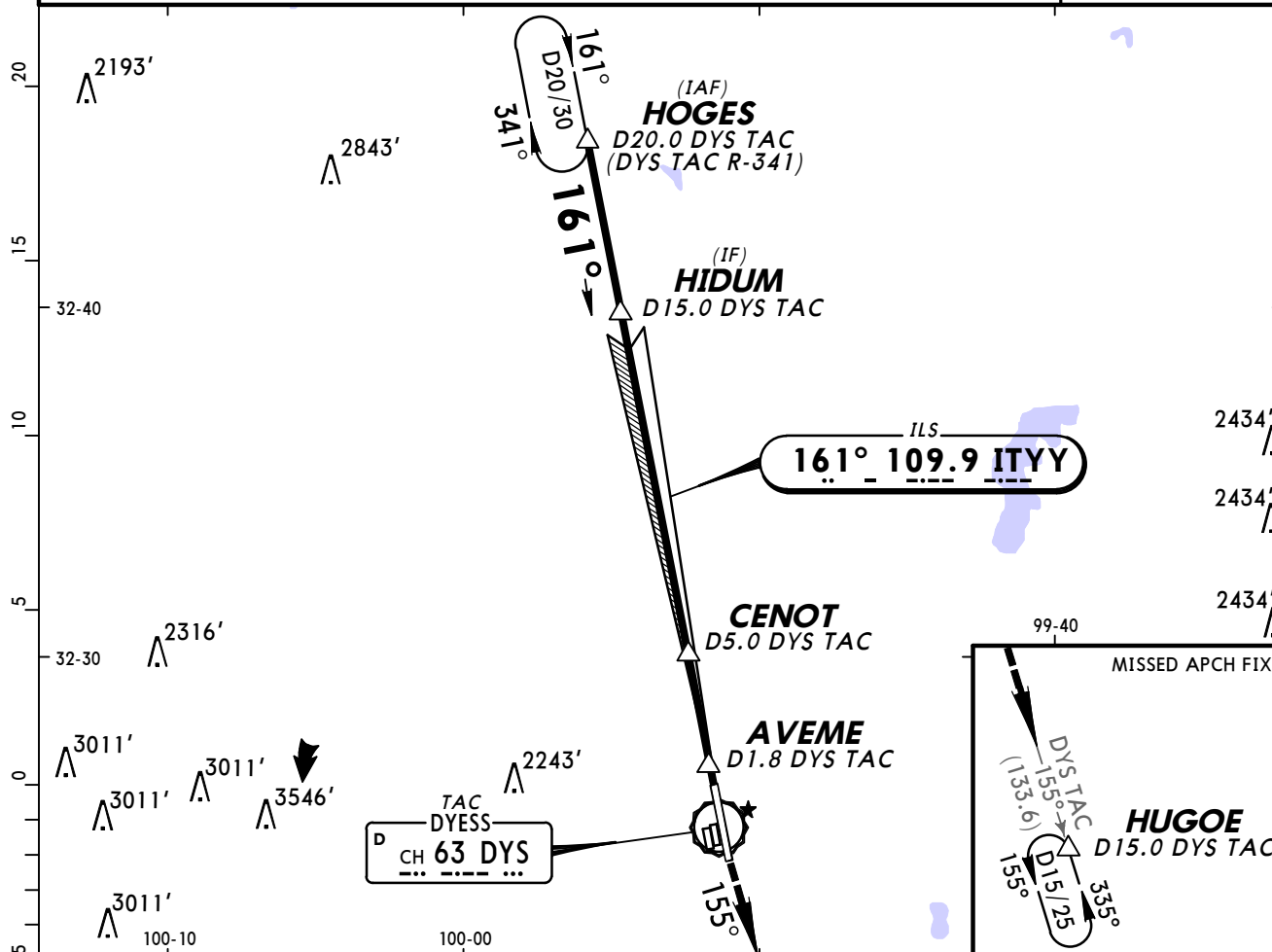
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
16	34	HIRL ALSF-I PAPI-L (angle 2.5°) ① grooved RVR		12,292'		300'
161°	341°	ASSAULT STRIP		12,248'		60'
162°	342°	ASSAULT STRIP				60'

① First 1500' of Rwy 16-34 non-grooved, middle 10,500' grooved, width 75'.

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys		Precision	Non-Precision
	Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2		

BRIEFING STRIP

ABILENE Approach (R)		DYESS Tower		Ground	
West 127.2	East 125.0	133.0		118.35	
LOC ITYY 109.9	Final Apch Crs 161°	GS CENOT 2900' (1111')	ILS DA(H) 1989' (200')	Apt Elev 1789' THR 1789'	 MSA DYS TAC
MISSED APCH: Climb to 4000' outbound via DYS TAC R-155 to HUGOE D15.0 DYS TAC and hold.					
Alt Set: INCHES 1. EMERG SAFE ALT 100 NM 4600'.		Trans level: FL 180		Trans alt: 18000'	

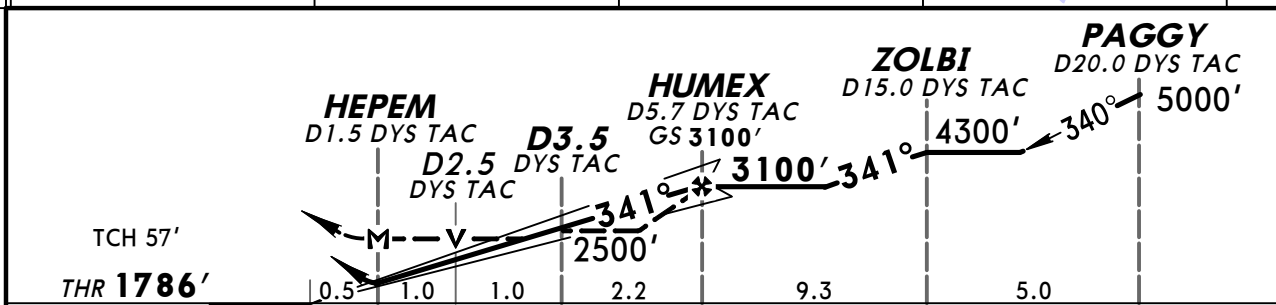
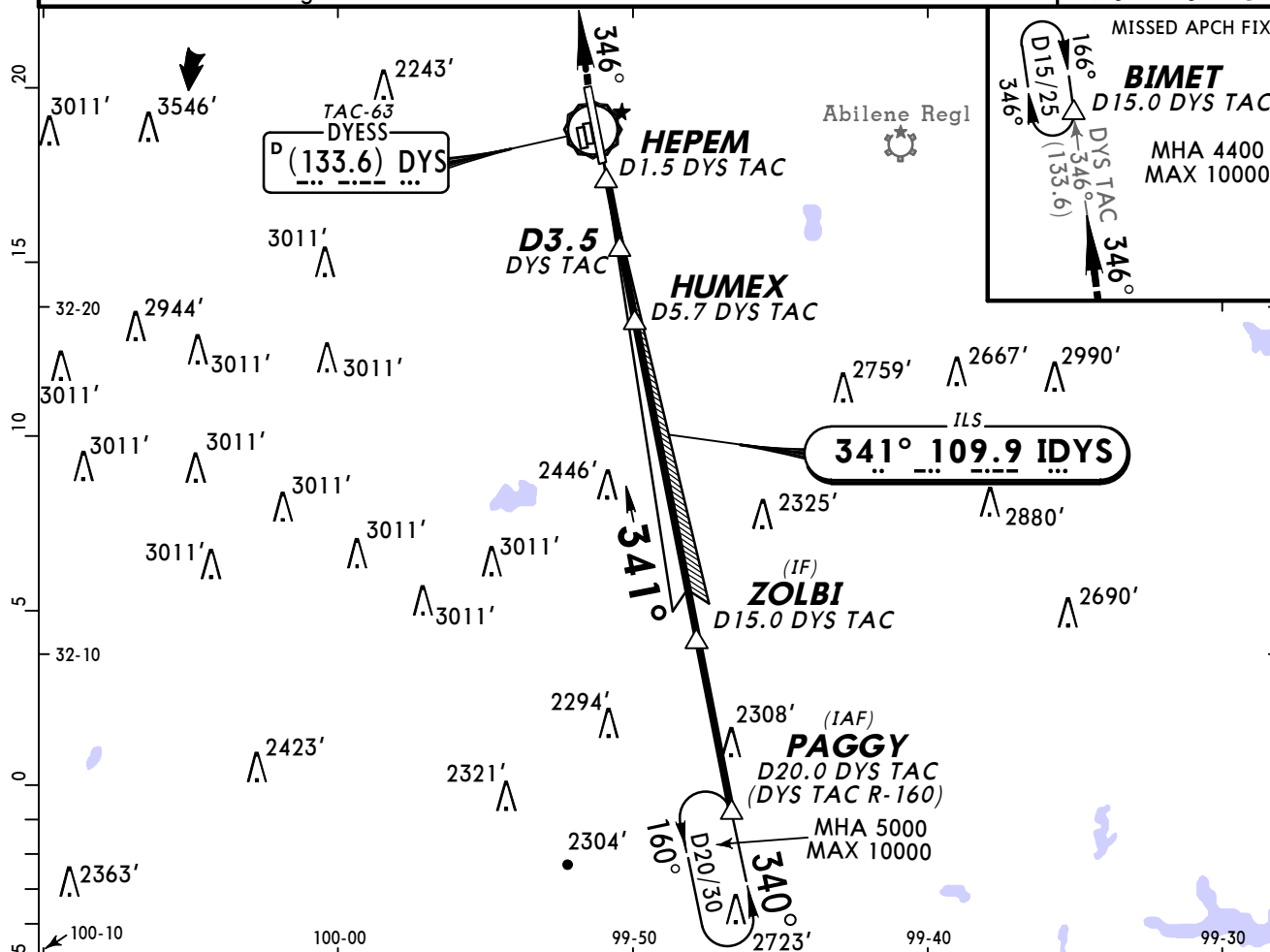


Gnd speed-Kts	70	90	100	120	140	160		4000'	DYS TAC TAC-63 (133.6) R-155	HUGOE
GS	2.60°	322	414	460	552	644				
MAP at AVEME or CENOT to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12				

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized Other Than Rwy 34	
DA(H) 1989' (200')		MDA(H) 2220' (431')			
FULL		ALS out		Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	90	2300' (511') - 1
				120	
				140	2300' (511') - 1 1/2
				165	2360' (571') - 2

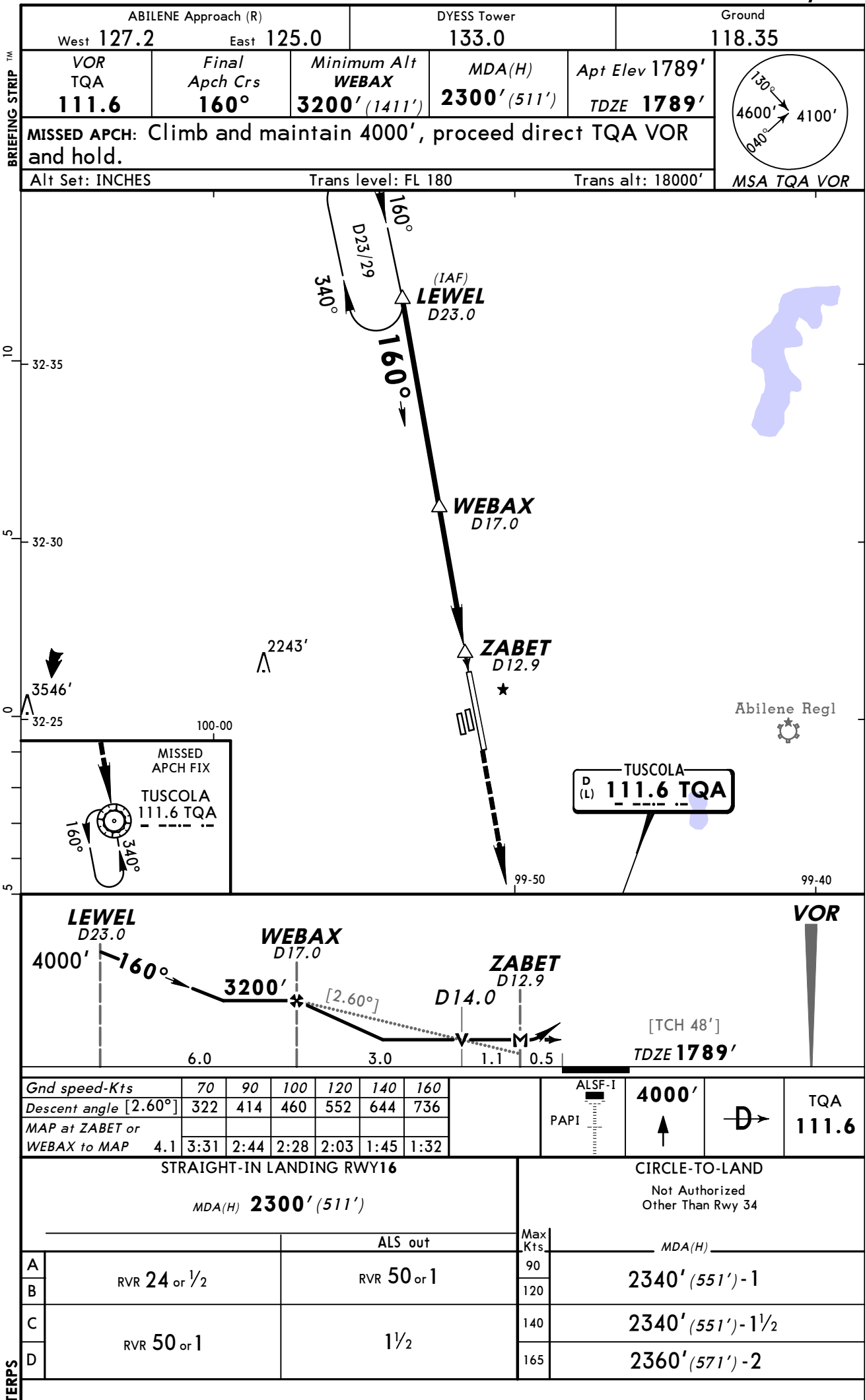
BRIEFING STRIP™

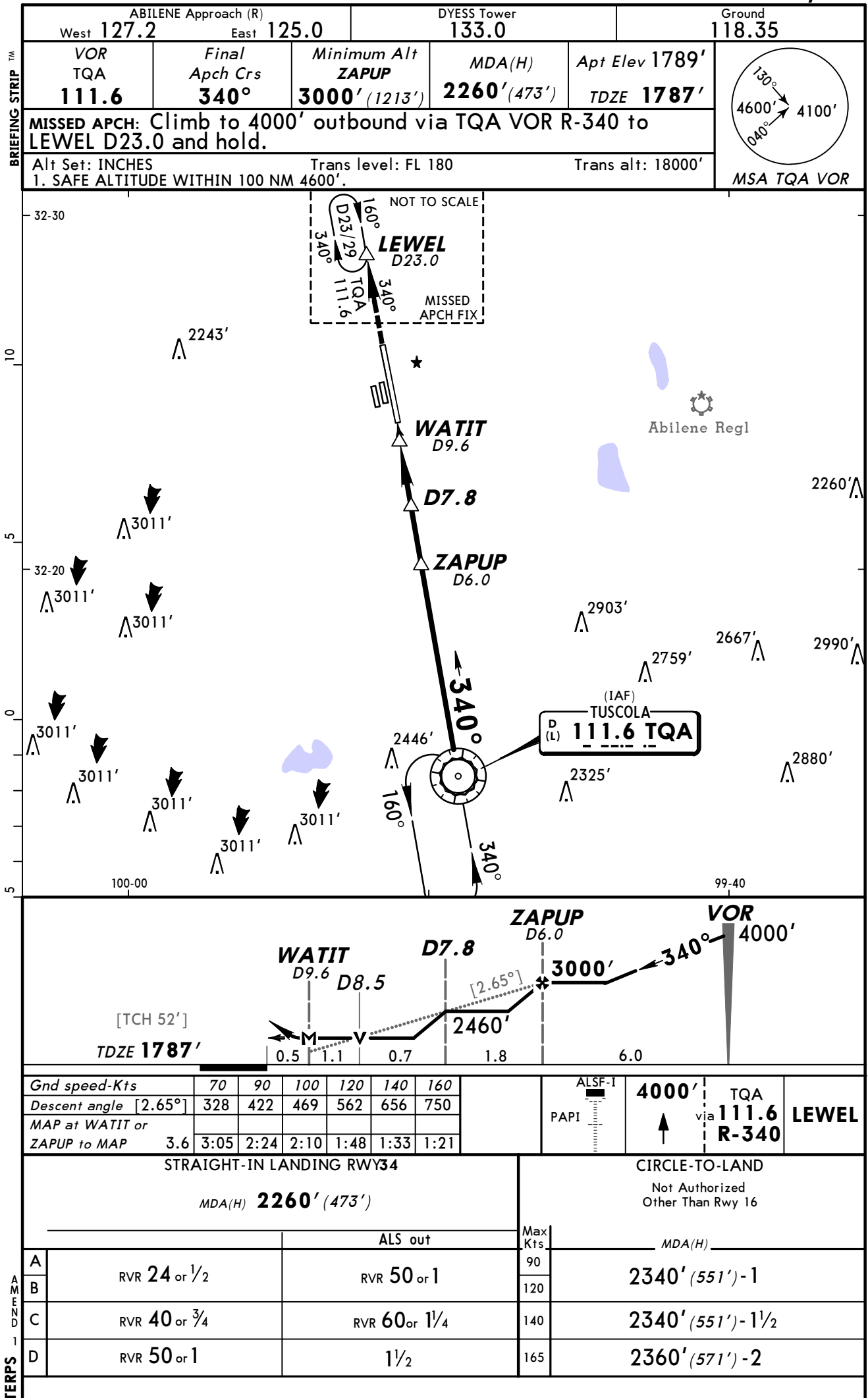
ABILENE Approach (R)		DYESS Tower		Ground	
West	East				
127.2	125.0	133.0		118.35	
LOC IDYS 109.9	Final Apch Crs 341°	GS HUMEX 3100' (1314')	ILS DA(H) 1986' (200')	Apt Elev 1789' THR 1786'	MSA DYS TAC
MISSED APCH: Climb to 4400' via DYS R-346 to BIMET D15.0 DYS and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and descent angles not coincident.					

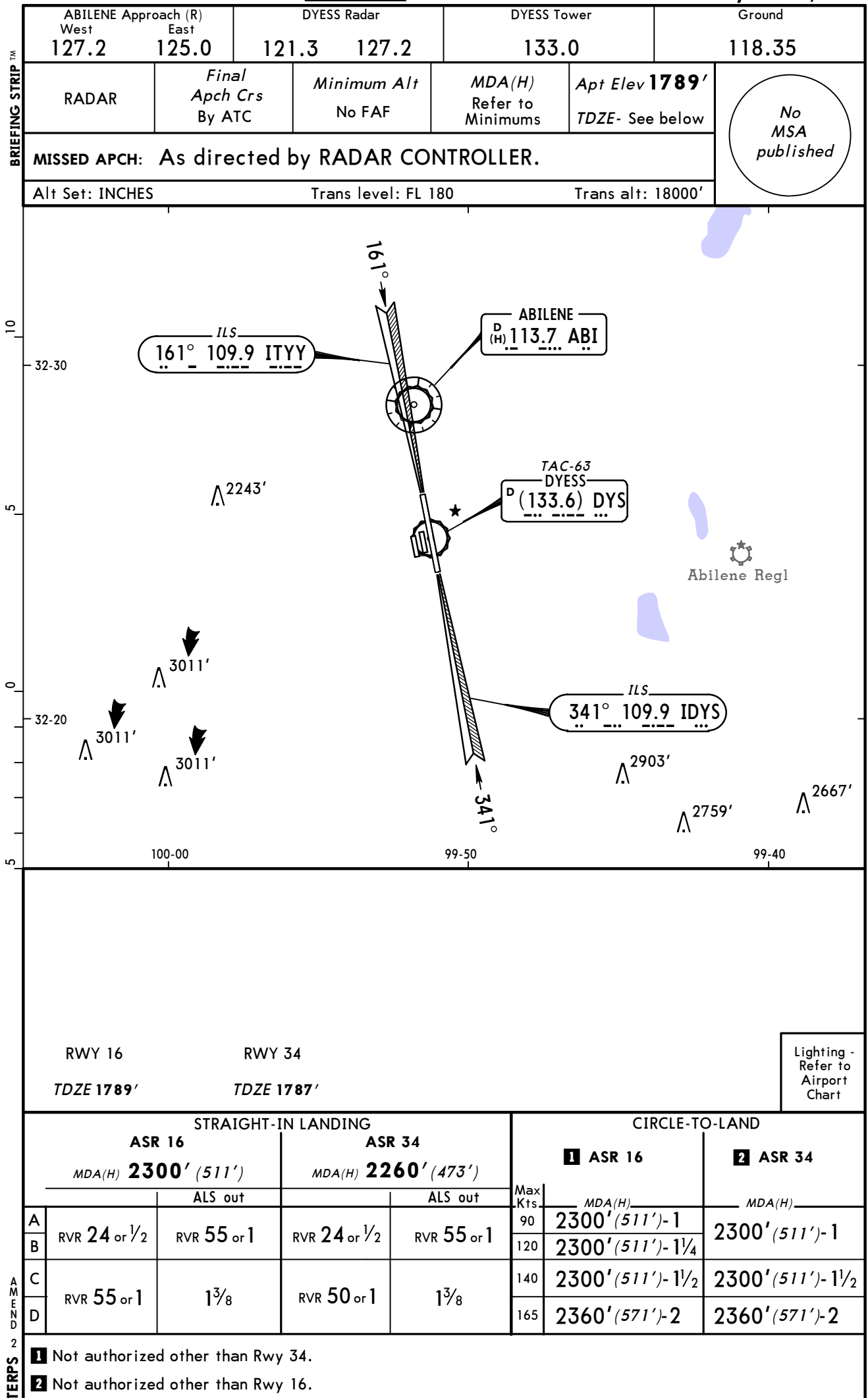


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I		4400'	DYS TAC	BIMET
GS 2.50°	310	398	442	531	619	707	PAPI		↑	TAC-63	
MAP at HEPER or HUMEX to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35			via (133.6)	R-346	

STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND			
ILS		LOC (GS out)				Not Authorized Other Than Rwy 16			
DA(H) 1986' (200')		MDA(H) 2240' (454')		MDA(H) 2320' (534')		With D3.5 DYS TAC		Without D3.5 DYS TAC	
		With D3.5 DYS TAC		Without D3.5 DYS TAC					
FULL	ALS out		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)	
A		RVR 24	RVR 55	RVR 24	RVR 50	90	2300' (511')-1	2320' (531')-1	
B		or 1/2	or 1	or 1/2	or 1	120			
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8	RVR 50 or 1	140	2300' (511')-1 1/2	2320' (531')-1 1/2	
D					RVR 60 or 1 1/4	165	2360' (571')-2	2360' (571')-2	







General Information

Location: Houston TX USA

IATA Code: EFD

Lat/Long: N29° 36.4' W095° 09.5'

Elevation: 32 ft

Airport Use: Joint

Magnetic Variation: 3.0°E

Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A, Jet A-1

Oxygen Types: HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1249 Z

Sunset: 0018 Z,

Runway Information

Runway: 04

Length x Width: 8001 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 30 ft

Lighting: Edge, Centerline

Runway: 17L

Length x Width: 4609 ft x 75 ft

Surface Type: concrete

TDZ-Elev: 32 ft

Runway: 17R

Length x Width: 9001 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 31 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 22

Length x Width: 8001 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 31 ft

Lighting: Edge, ALS, Centerline, TDZ

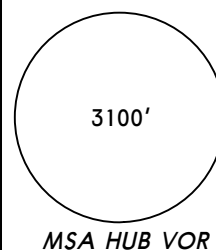
Runway: 35L

Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ

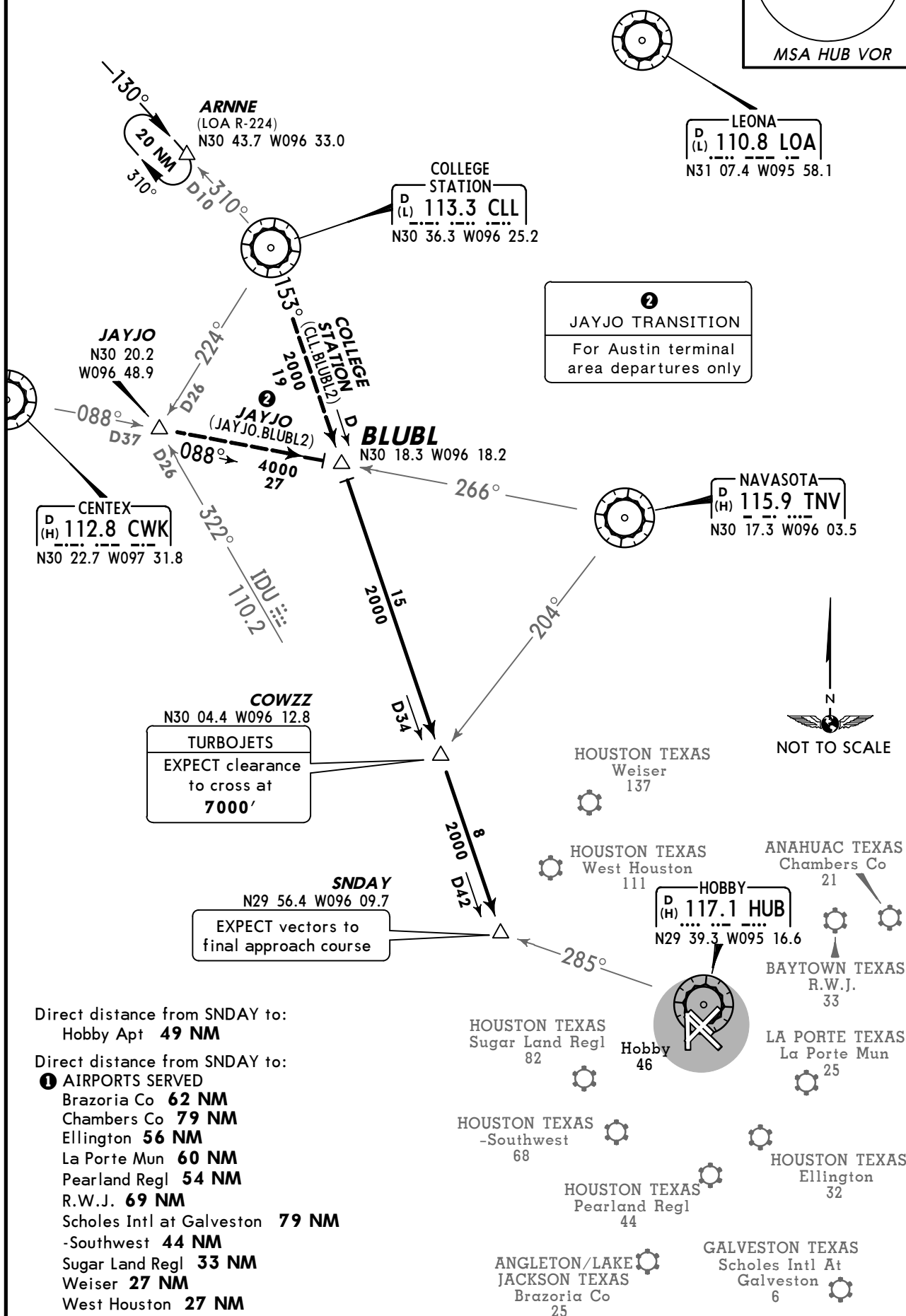
Runway: 35R
Length x Width: 4609 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 32 ft

Communication Information

ATIS 135.575
Ellington Tower 126.05
Ellington Ground Control 121.6
Houston Approach Control 134.45
Houston Departure Control 134.45
Ellington Unicom 122.95
Houston AIR Radio 569.3 Military
Houston AIR Radio 532.0 Military

HOBBY
D-ATIS
124.6Apt Elev
See graphicAlt set: INCHES
Trans level: FL180 Trans alt: 18000'
Also Serves ①

BLUBELL TWO ARRIVAL (BLUBL.BLUBL2)

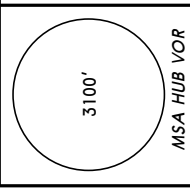


HOBBY D-ATIS
124.6

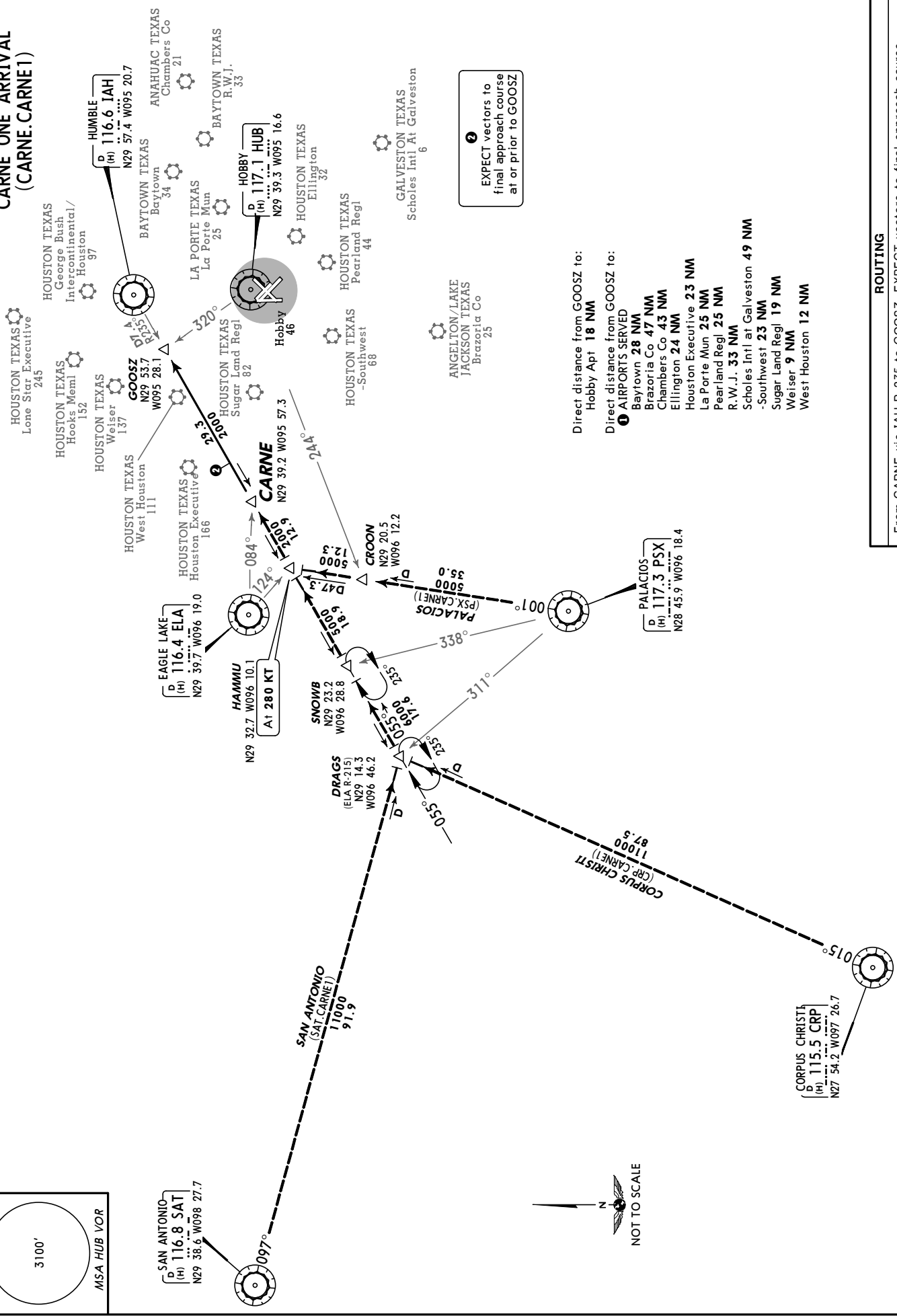
Apt Elev
See graphic

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For conventional navigation equipped aircraft only.
2. DME/DME/IRU or GPS equipped aircraft file via the HAMMU (RNAV) STAR.
3. Also Serves 1

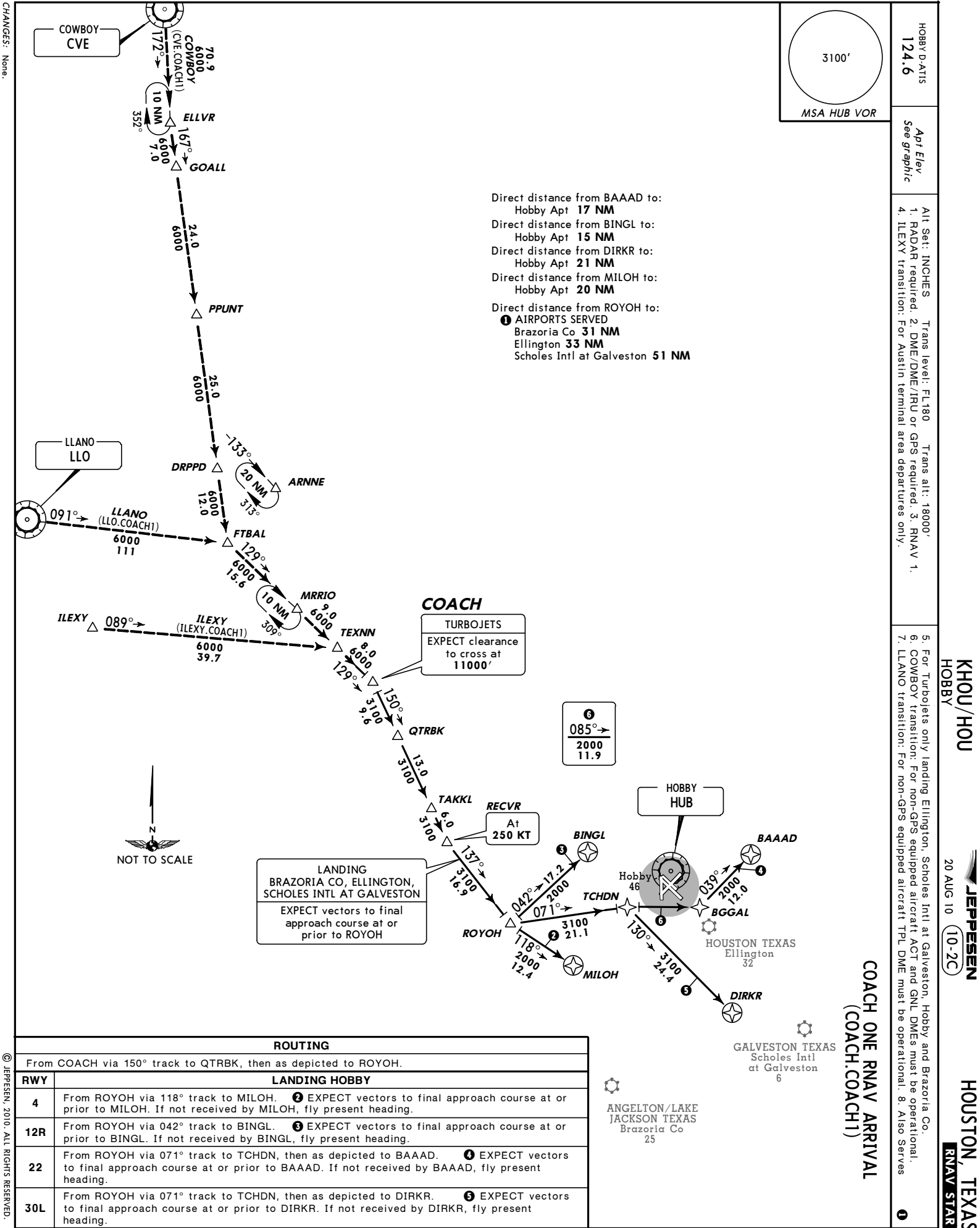


CARNE ONE ARRIVAL
(CARNE.CARNE1)



- Direct distance from GOOSZ to:
Hobby Apt 18 NM
- Direct distance from GOOSZ to:
1 AIRPORTS SERVED
Baytown 28 NM
Brazoria Co 47 NM
Chambers Co 43 NM
Ellington 24 NM
Houston Executive 23 NM
La Porte Mun 25 NM
Pearland Regl 25 NM
R.W.J. 33 NM
Scholes Intl at Galveston 49 NM
Southwest 23 NM
Sugar Land Regl 19 NM
Weiser 9 NM
West Houston 12 NM

ROUTING
From CARNE via IAH R-235 to GOOSZ. EXPECT vectors to final approach course at or prior to GOOSZ.



Direct distance from BAAAD to:
Hobby Apt **17 NM**
Direct distance from BINGL to:
Hobby Apt **15 NM**
Direct distance from DIRKR to:
Hobby Apt **21 NM**
Direct distance from MILOH to:
Hobby Apt **20 NM**
Direct distance from ROYOH to:
1 AIRPORTS SERVED
Brazoria Co **31 NM**
Ellington **33 NM**
Scholes Intl at Galveston **51 NM**

COACH
TURBOJET
EXPECT clearance
to cross at
11000'

LANDING
BRAZORIA CO, ELLINGTON,
SCHOLES INTL AT GALVESTON
EXPECT vectors to final
approach course at or
prior to ROYOH

ROUTING

From COACH via 150° track to QTRBK, then as depicted to ROYOH.

LANDING HOBBY

RWY	
4	From ROYOH via 118° track to MILOH. 2 EXPECT vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.
12R	From ROYOH via 042° track to BINGL. 3 EXPECT vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.
22	From ROYOH via 071° track to TCHDN, then as depicted to BAAAD. 4 EXPECT vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.
30L	From ROYOH via 071° track to TCHDN, then as depicted to DIRKR. 5 EXPECT vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

HOBBY D-ATIS 124.6	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. ILEXY transition: For Austin terminal area departures only.	5. For Turbojets only landing Ellington, Scholes Intl at Galveston, Hobby and Brazoria Co. 6. COWBOY transition: For non-GPS equipped aircraft ACT and GNL DMEs must be operational. 7. LLANO transition: For non-GPS equipped aircraft TPL DME must be operational. 8. Also Serves	

COACH ONE RNAV ARRIVAL
(COACH.COACH1)

HOBBY D-ATIS
124.6

Apt Elev
See graphic

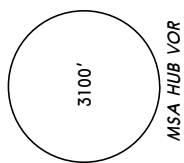
Alt Set: INCHES

Trans alt: 18000'

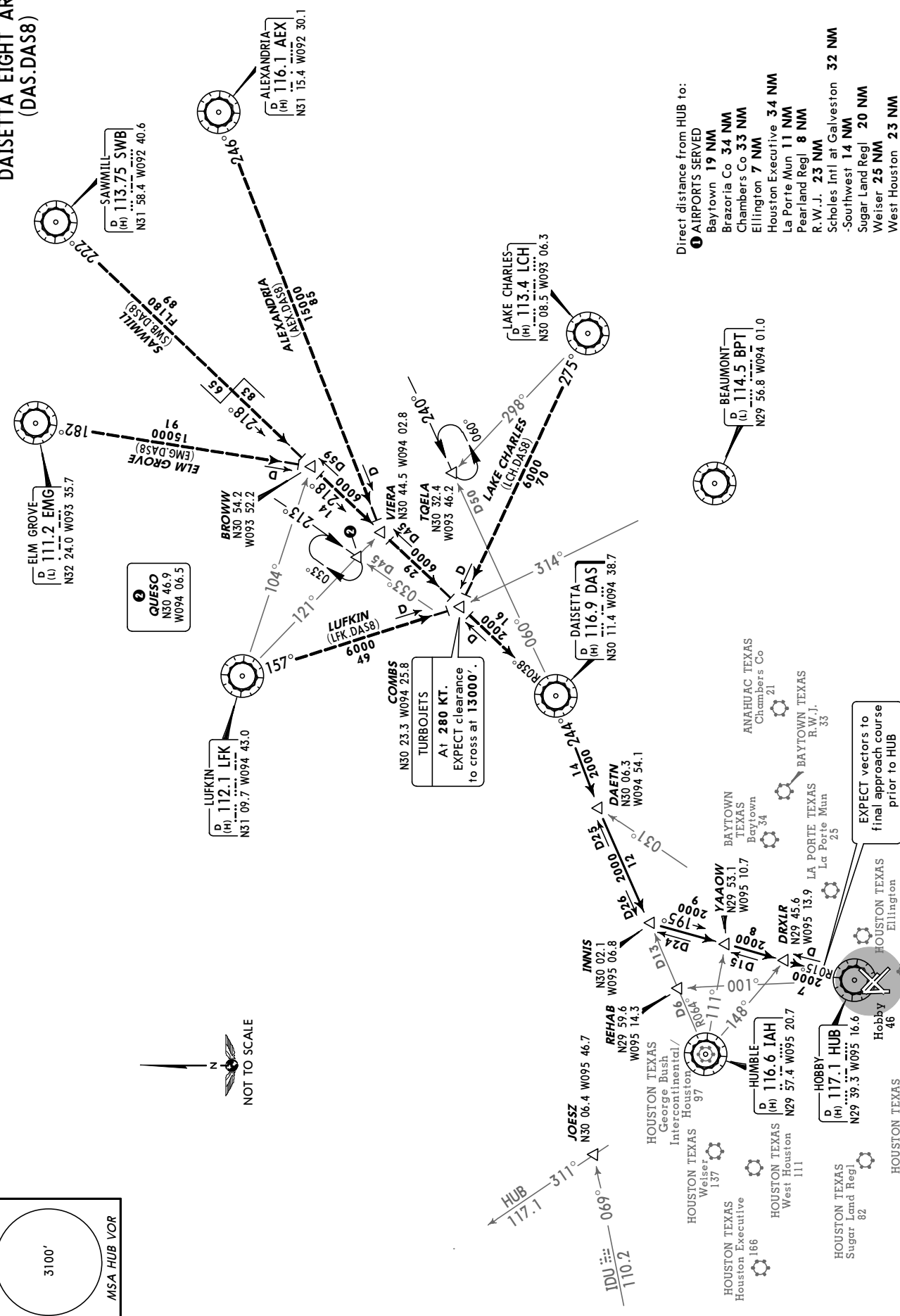
...RADAR required.
...For all conventional
...For all Turboprop

. RADAR required.

(



DAISETTA EIGHT ARRIVAL
(DAS.DAS8)



Direct distance from HUB to:

- 1 AIRPORTS SERVED**
 Baytown **19 NM**
 Brazoria Co **34 NM**
 Chambers Co **33 NM**
 Ellington **7 NM**
 Houston Executive **34 NM**
 La Porte Mun **11 NM**
 Pearland Regl **8 NM**
 R.W.J. **23 NM**
 Scholes Intl at Galveston **32 NM**
 -Southwest **14 NM**
 Sugar Land Regl **20 NM**
 Weiser **25 NM**
 West Houston **23 NM**

ROUTING

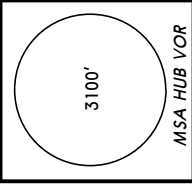
From over DAS via DAS R-244 to INNIS, then via HUB R-015 to HUB. EXPECT vectors to final approach course prior to HUB.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. ATC assigned only, do not file.

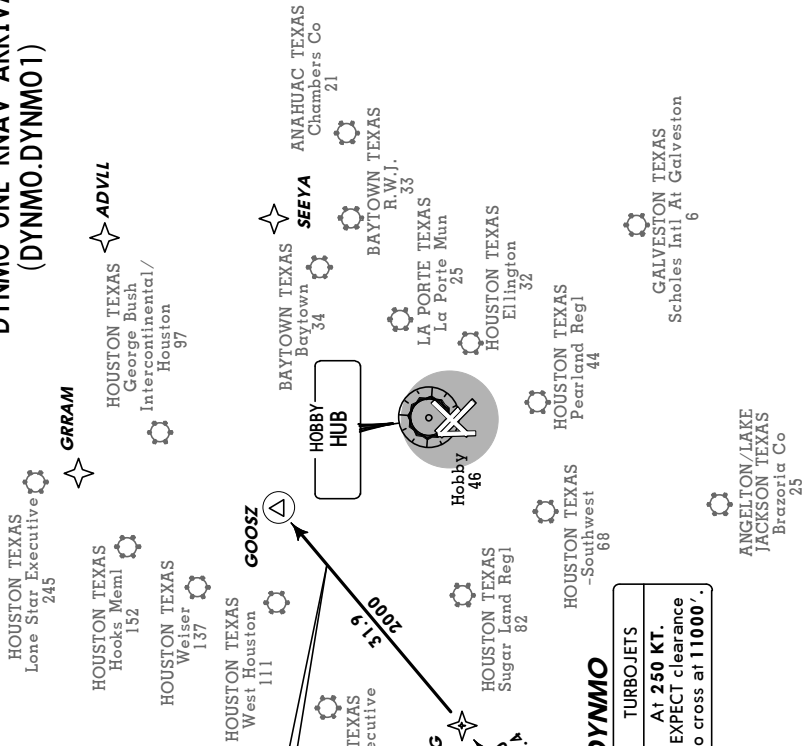
Apt Elev
See graphic

HOBBY
D-ATIS
124.6

5. CORPUS CHRISTI transition: For non-GPS equipped aircraft ELA, HUB, IAH, PSX and VCT DMEs must be operational. 6. SAN ANTONIO transition: For non-GPS equipped aircraft CWK, ELA, HUB, IAH, PSX and SAT DMEs must be operational. 7. Also Serves 1



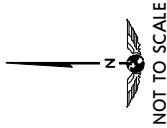
DYNMO ONE RNAV ARRIVAL
(DYNMO.DYNMO1)



Direct distance from GOOSZ to:
Hobby Apt 18 NM

Direct distance from GOOSZ to:
1 AIRPORTS SERVED

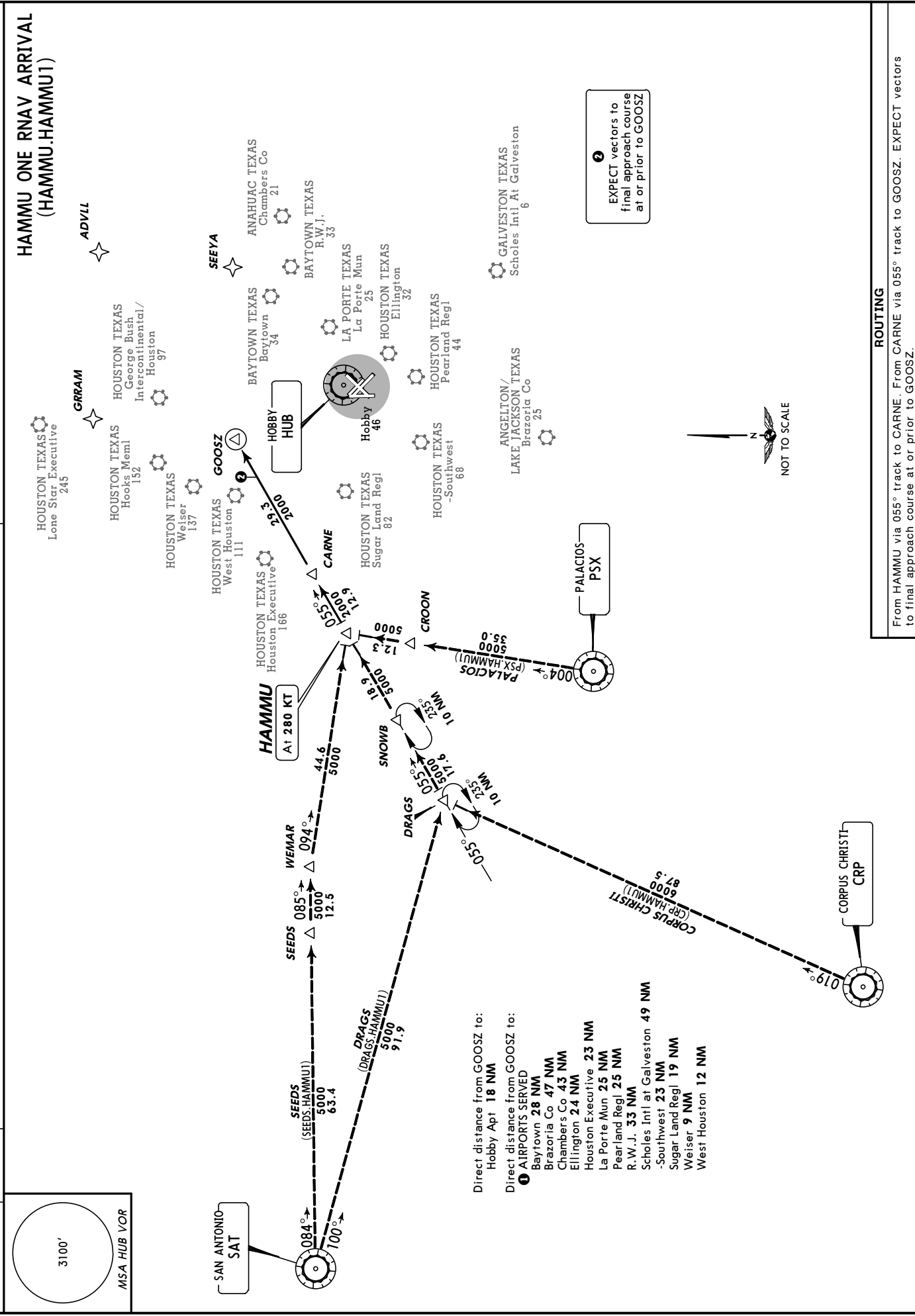
- Baytown 28 NM
- Brazoria Co 47 NM
- Chambers Co 43 NM
- Ellington 24 NM
- Houston Executive 23 NM
- La Porte Mun 25 NM
- Pearland Regl 25 NM
- R.W.J. 33 NM
- Scholes Intl at Galveston 49 NM
- Southwest 23 NM
- Sugar Land Regl 19 NM
- Weiser 9 NM
- West Houston 12 NM



ROUTING

From DYNMO via 045° track to CHNNG. From CHNNG via 045° track to GOOSZ.
EXPECT vectors to final approach course at or prior to GOOSZ.

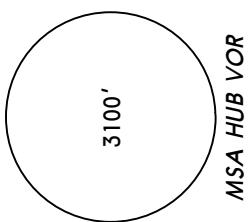
HOBBY D-ATIS 124.6	<i>Apt Elev</i> <i>See graphic</i>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. CORPUS CHRISTI transition: For non-GPS equipped aircraft IDU, PSX and VCT DMEs must be operational. 5. DRAGS transition: For non-GPS equipped aircraft IDU, PSX, SAT, THX and VCT DMEs must be operational.	6. PALACIOS transition: For non-GPS equipped aircraft VCT DME must be operational. 7. SEEDS transition: For non-GPS equipped aircraft ELA, IDU, SAT and THX DMEs must be operational. 8. Also Serves 1



HOBBY
D-ATIS
124.6

Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. ATC assigned only, do not file. 5. For non-GPS equipped aircraft
LCH, LLA and SBI DMEs must be operational. 6. Also Serves **1**



KABOY TWO RNAV ARRIVAL (KABOY.KABOY2)

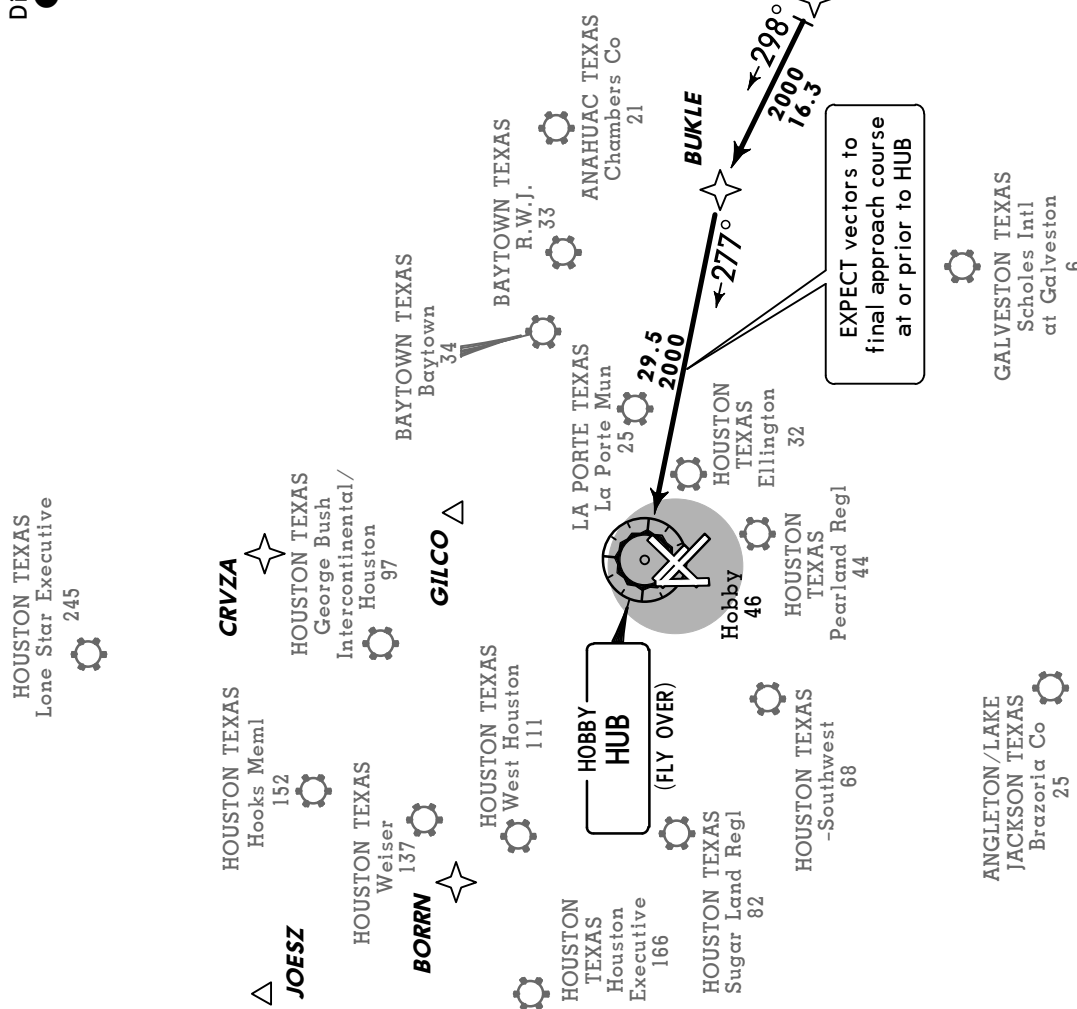
Direct distance from HUB to:

1 AIRPORTS SERVED

Baytown 19 NM
Brazoria Co 34 NM
Chambers Co 33 NM
Ellington 7 NM
Houston Executive 34 NM
La Porte Mun 11 NM
Pearland Regl 8 NM
R.W.J. 23 NM
Scholes Intl at Galveston 32 NM
-Southwest 14 NM
Sugar Land Regl 20 NM
Weiser 25 NM
West Houston 23 NM

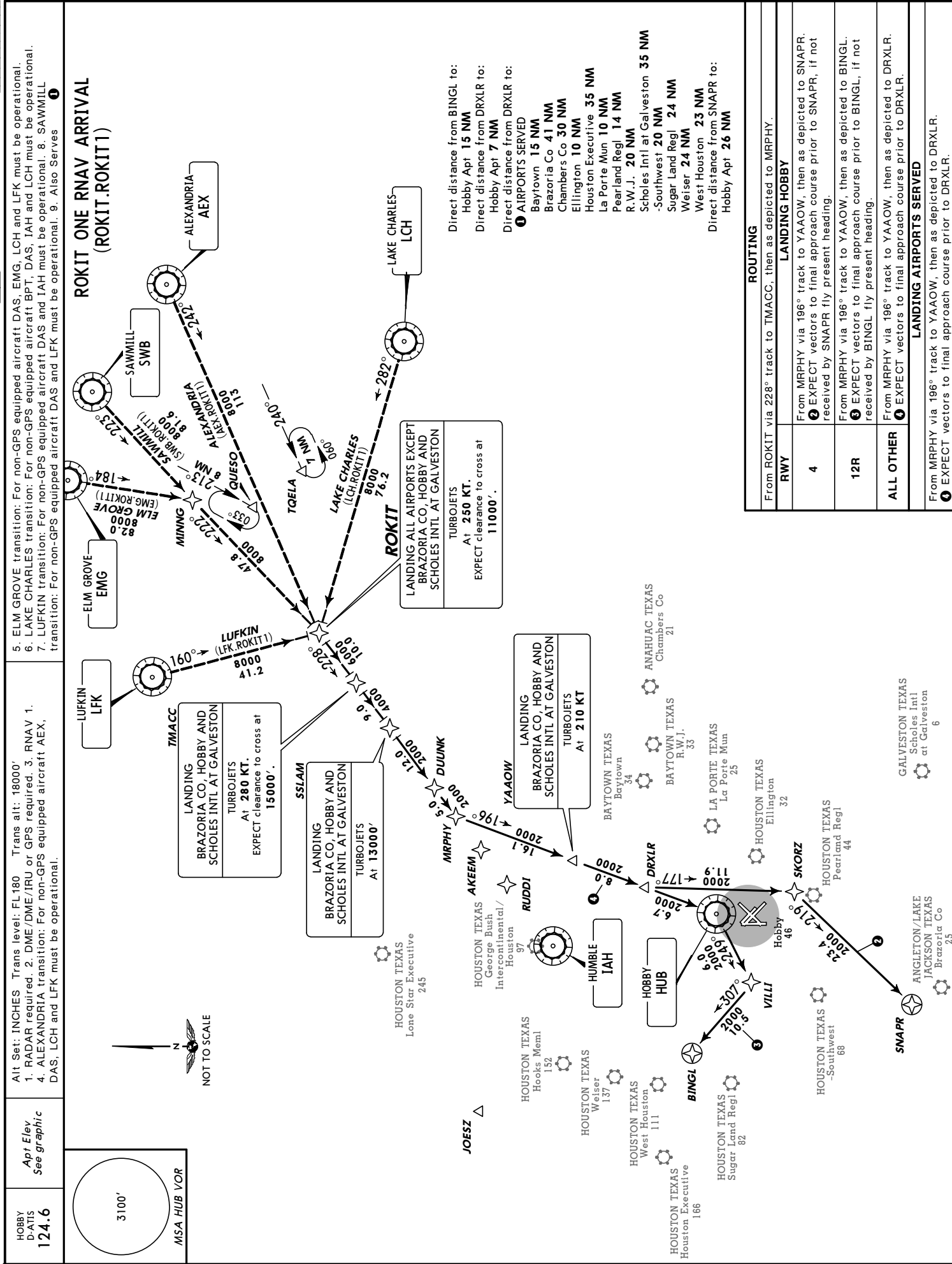
KABOY

TURBOJETS
At 280 KT.
EXPECT clearance
to cross at 11000'.



ROUTING

From KABOY via 298° track to BUKLE, then via 277° track to HUB.
EXPECT vectors to final approach course at or prior to HUB.



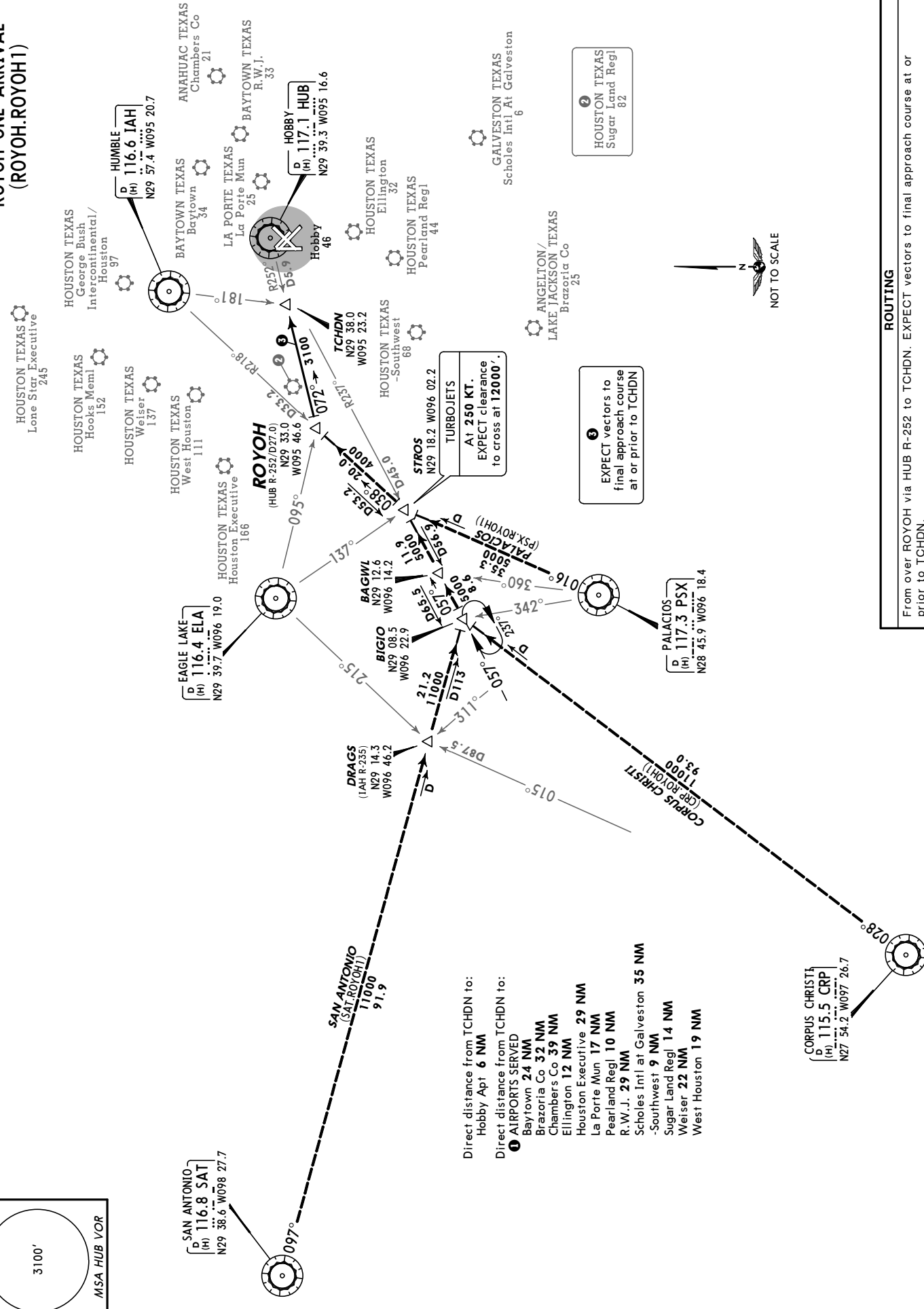
CHANGES: Procedure reapproved airports served

Apt Elev
See graphic

Trans alt: 18000'

**ROYOH ONE ARRIVAL
(ROYOH.ROYOH1)**

1. For conventional navigation equipped aircraft only.
2. DME/DME/IRU or GPS equipped aircraft file via the STROS (RNAV) STAR.
3. Also Serves **1**



ROUTING

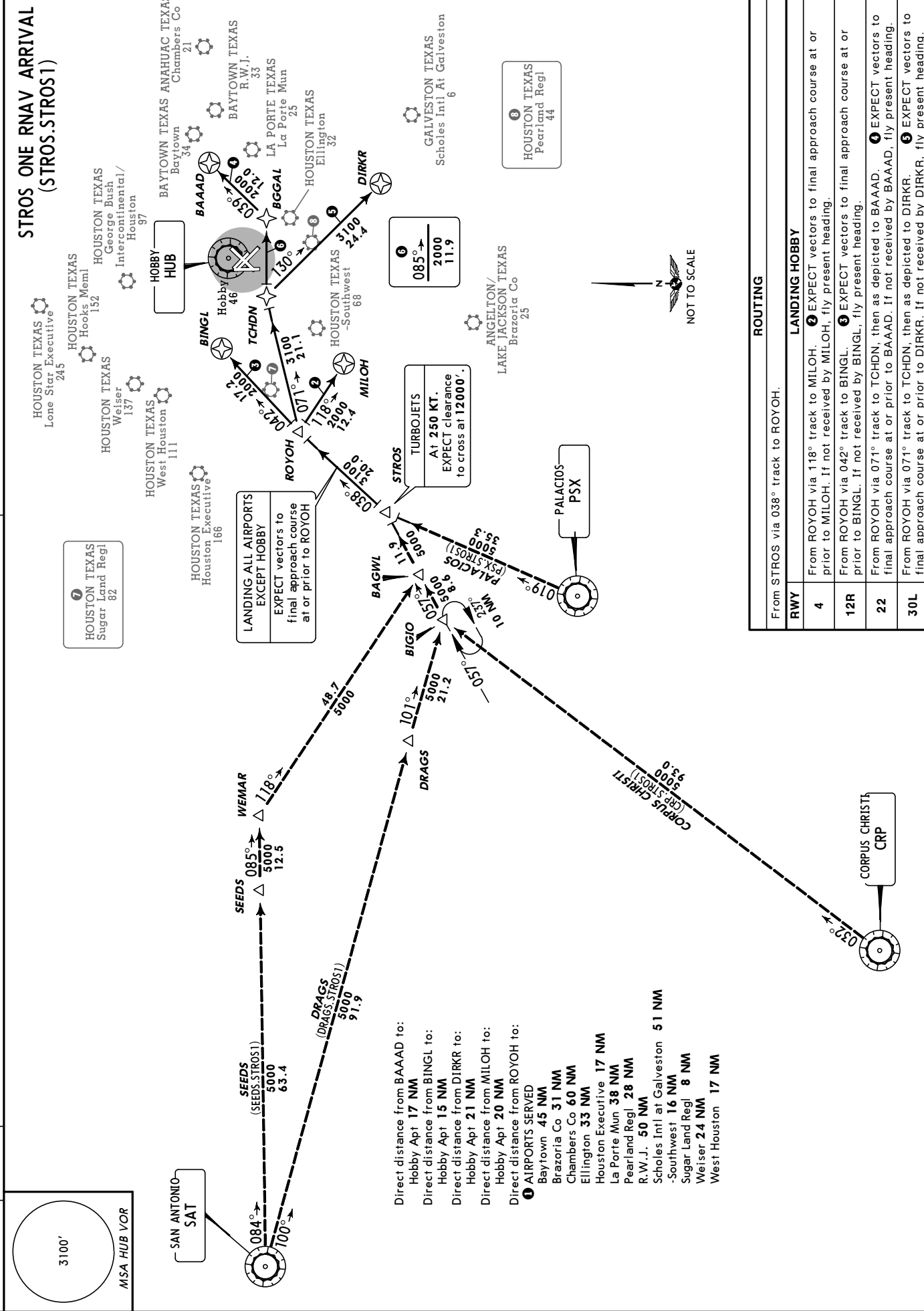
From over ROYOH via HUB R-252 to TCHDN. EXPECT vectors to final approach course at or prior to TCHDN

CHANGES: New procedure at this airport.

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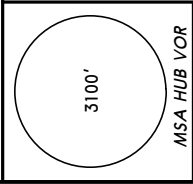
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. CORPUS CHRISTI transition: For non-GPS equipped aircraft COT, CRP, PSX and VCT DMEs must be operational.

5. DRAGS transition: For non-GPS equipped aircraft, CWK, PSX and SAT DMEs must be operational. 6. PALCIOS transition: For non-GPS equipped aircraft ELA DME must be operational. 7. SEEDS transition: For non-GPS equipped aircraft CWK, ELA, PSX and SAT DMEs must be operational. 8. Also Serves **1**



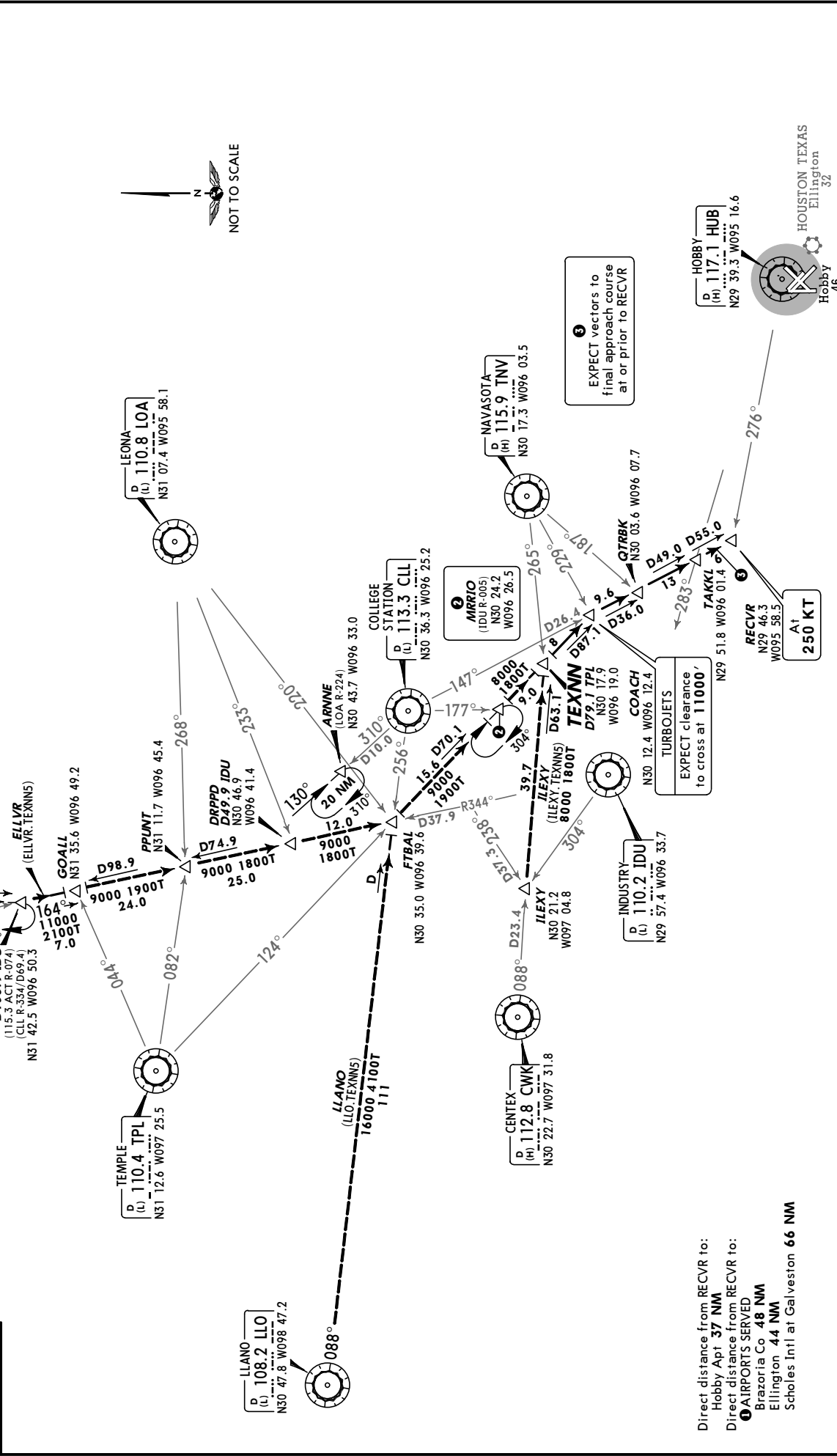
ROUTING	
From STROS via 038° track to ROYOH.	
RWY	LANDING HOBBY
4	From ROYOH via 118° track to MILOH. 2 EXPECT vectors to final approach course at or prior to MILOH. If not received by MILOH, fly present heading.
12R	From ROYOH via 042° track to BINGL. 3 EXPECT vectors to final approach course at or prior to BINGL. If not received by BINGL, fly present heading.
22	From ROYOH via 071° track to TCHDN, then as depicted to BAAAD. 4 EXPECT vectors to final approach course at or prior to BAAAD. If not received by BAAAD, fly present heading.
30L	From ROYOH via 071° track to TCHDN, then as depicted to DIRKR. 5 EXPECT vectors to final approach course at or prior to DIRKR. If not received by DIRKR, fly present heading.

HOBBY D-ATIS 124.6	Apt Elev See graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'



TEXNN FIVE ARRIVAL
(TEXNN.TEXNN5)

1. For turbojets only landing Brazoria Co, Ellington, Hobby and Scholes Intl at Galveston.
2. For conventional navigation equipped aircraft only.
3. DME/DME/IRU or GPS equipped aircraft file via the COACH (RNAV) STAR.
4. ILEXY transition for Austin terminal area departures only.
5. Also Serves



Direct distance from RECVR to:
Hobby Apt **37 NM**
Direct distance from RECVR to:
AIRPORTS SERVED
Brazoria Co **48 NM**
Ellington **44 NM**
Scholes Intl at Galveston **66 NM**

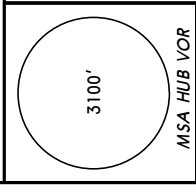
ROUTING
From over TEXNN via TPL R-124 to COACH, then via CLL R-147 to RECVR, EXPECT vectors to final approach course at or prior to RECVR.
CHANGES: Procedure renumbered, revised, reindexed.

HOUSTON Departure (R)
132.25

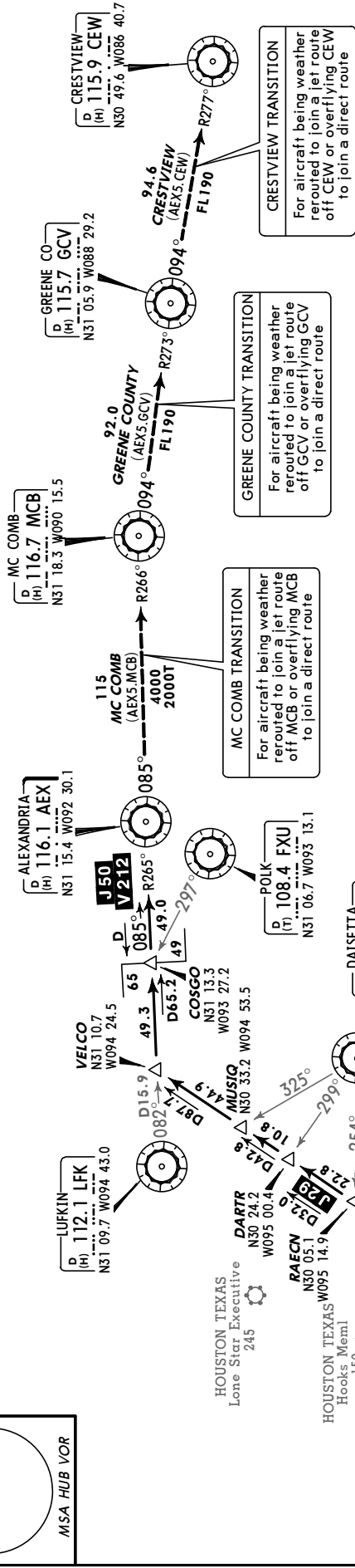
Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. CRESTVIEW, GREENE COUNTY and MC COMB Transitions are ATC assigned only, do not file.
3. Also serves **1**



ALEXANDRIA FIVE DEPARTURE
(AEX5.AEX)



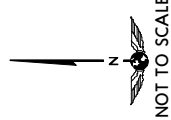
OBSTACLE
For TAKEOFF OBSTACLE NOTES
see 10-30B1.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
ELLINGTON: Rwy 4, 17L/R, 22, 35L/R: Standard
(or lower than standard, if authorized).
HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.
Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).
Rwy 17: 300-1.
Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290' per
NM to **1500'**.
HOUSTON EXECUTIVE: Rwy 18, 36: Standard
(or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwy 9, 27: Standard
(or lower than standard, if authorized).
LA PORTE MUN: Rwy 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:
Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).
Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.
SUGAR LAND REGL: Rwy 17, 35: Standard
(or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwy 17, 35:
Standard (or lower than standard, if authorized).
WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.
Rwy 27: Standard (or lower than standard,
if authorized).
WEST HOUSTON: Rwy 15, 33: Standard
(or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

Direct distance from Hobby Apt to:
RAECN **26 NM**
Direct distance from AIRPORTS
SERVED to RAECN:
1 AIRPORTS SERVED
Ellington **29 NM**
Houston Executive **38 NM**
La Porte Mun **27 NM**
Scholes Intl at Galveston **53 NM**
-Southwest **37 NM**
Sugar Land Regl **35 NM**
Texas Gulf Coast Regl **59 NM**
Weiser **22 NM**
West Houston **27 NM**



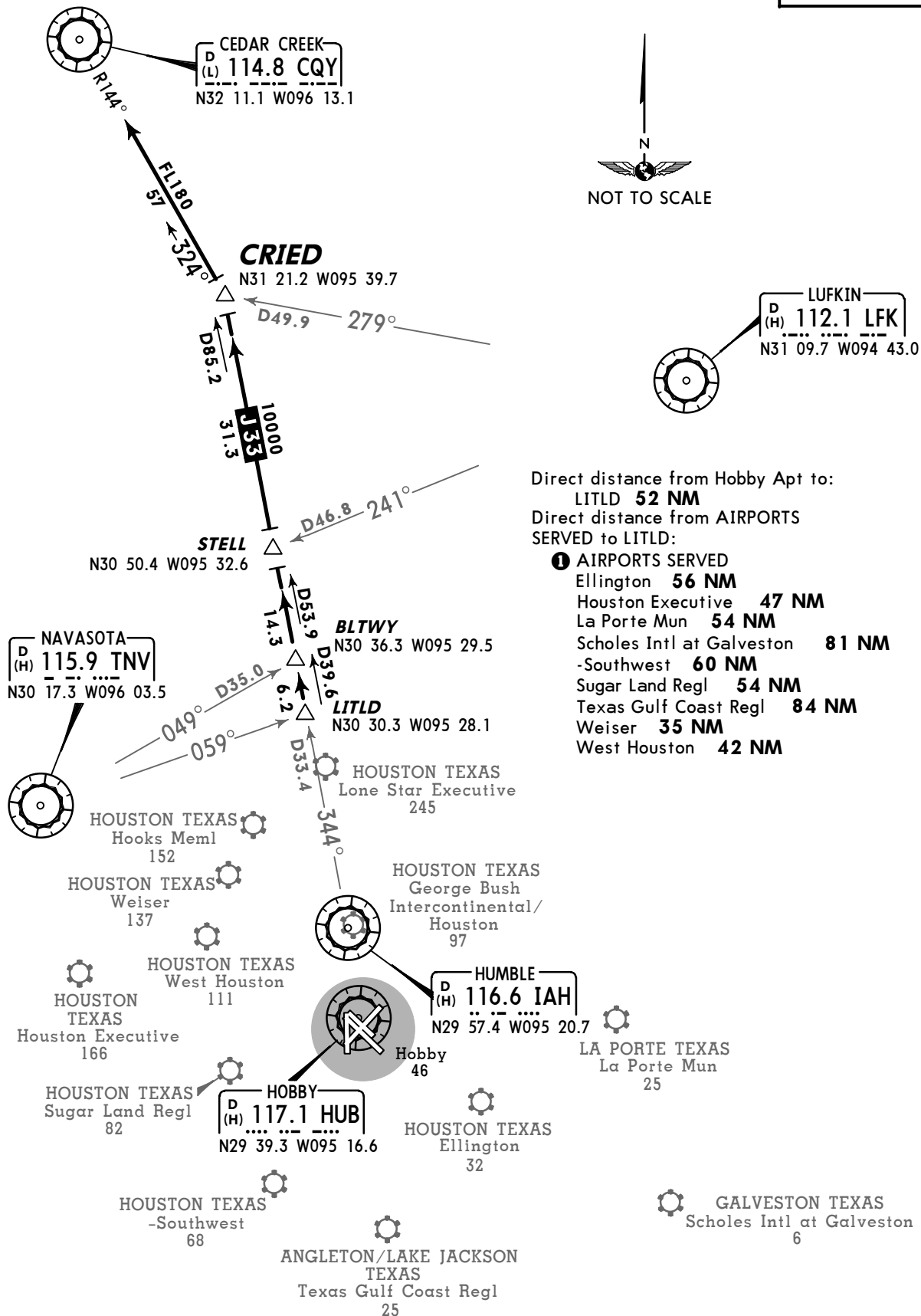
AIRPORT		INITIAL CLIMB		ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to RAECN.			MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to RAECN.			MAINTAIN 4000'
1 ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.			MAINTAIN 4000'
ROUTING				
At RAECN, via IAH R-028 to VELCO, then RIGHT turn via LFK R-082 and AEX R-265 to AEX. EXPECT filed altitude 10 minutes after departure.				

HOUSTON Departure (R)
132.25Apt Elev
See
graphicTrans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Also serves ①

3100'

MSA HUB VOR

CRIED FOUR DEPARTURE (CRIED4.CRIED)

For Procedure Text, Takeoff Minimums
see 10-3A-1

OBSTACLE

For TAKEOFF OBSTACLE NOTES
see 10-3OB1.

CRIED FOUR DEPARTURE (CRIED4.CRIED)

For Procedure Graphic see 10-3A
PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwy 4, 17L/R, 22, 35L/R:
Standard (or lower than standard,
if authorized).

HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).

Rwy 17: 300-1.

Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290'
per NM to **1500'**.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard
(or lower than standard, if authorized).

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard
(or lower than standard, if authorized).

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).

Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.

SUGAR LAND REGL: Rwys 17, 35: Standard
(or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwys 17, 35:
Standard (or lower than standard, if authorized).

WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.
Rwy 27: Standard (or lower than standard,
if authorized).

WEST HOUSTON: Rwys 15, 33: Standard
(or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to LITLD.	MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to LITLD.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to LITLD.	
ROUTING		
At LITLD, via IAH R-344 to STELL, then via IAH R-344 to CRIED, then LEFT turn via CQY R-144 to CQY. EXPECT filed altitude 10 minutes after departure.		

HOUSTON
Departure (R)
132.25*Apt Elev*
See graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required.2. For aircraft destined Memphis Intl, or filed
via Q-32 or J-42.3. Also serves **1**

3100'

MSA HUB VOR

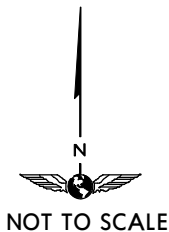
EL DORADO THREE DEPARTURE (ELD3.ELD)For Procedure Text and Takeoff Minimums
see 10-3B-1

Direct distance from Hobby Apt to:

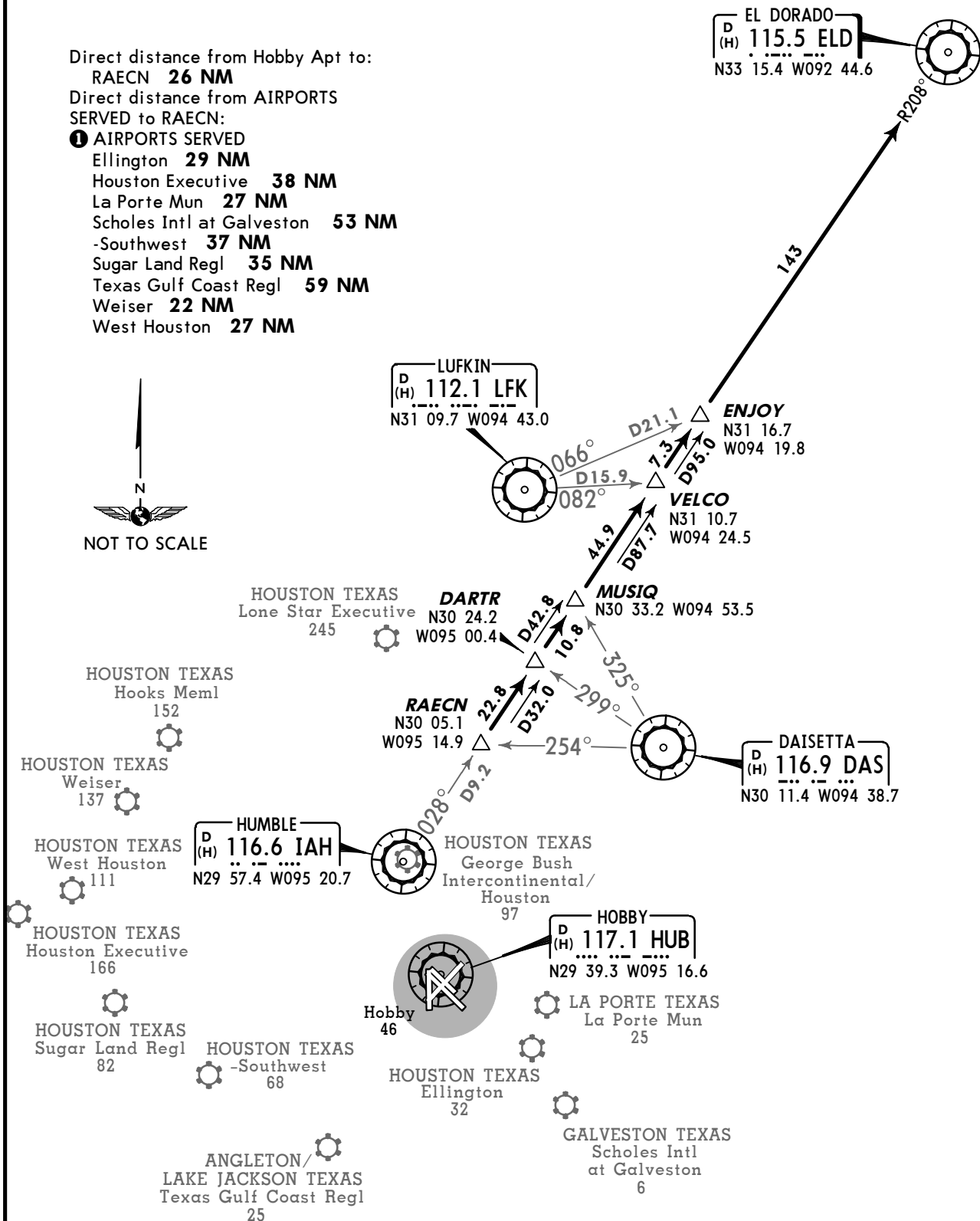
RAECN **26 NM**

Direct distance from AIRPORTS

SERVED to RAECN:

1 AIRPORTS SERVEDEllington **29 NM**Houston Executive **38 NM**La Porte Mun **27 NM**Scholes Intl at Galveston **53 NM**-Southwest **37 NM**Sugar Land Regl **35 NM**Texas Gulf Coast Regl **59 NM**Weiser **22 NM**West Houston **27 NM**

NOT TO SCALE

**OBSTACLE**

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

EL DORADO THREE DEPARTURE (ELD3.ELD)

For Procedure Graphic see 10-3B
PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwy 4, 17L/R, 22, 35L/R:
Standard (or lower than standard,
if authorized).

HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).

Rwy 17: 300-1.

Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290'
per NM to **1500'**.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard
(or lower than standard, if authorized).

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard
(or lower than standard, if authorized).

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).

Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.

SUGAR LAND REGL: Rwys 17, 35: Standard
(or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwys 17, 35:
Standard (or lower than standard, if authorized).

WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.
Rwy 27: Standard (or lower than standard,
if authorized).

WEST HOUSTON: Rwys 15, 33: Standard
(or lower than standard, if authorized).

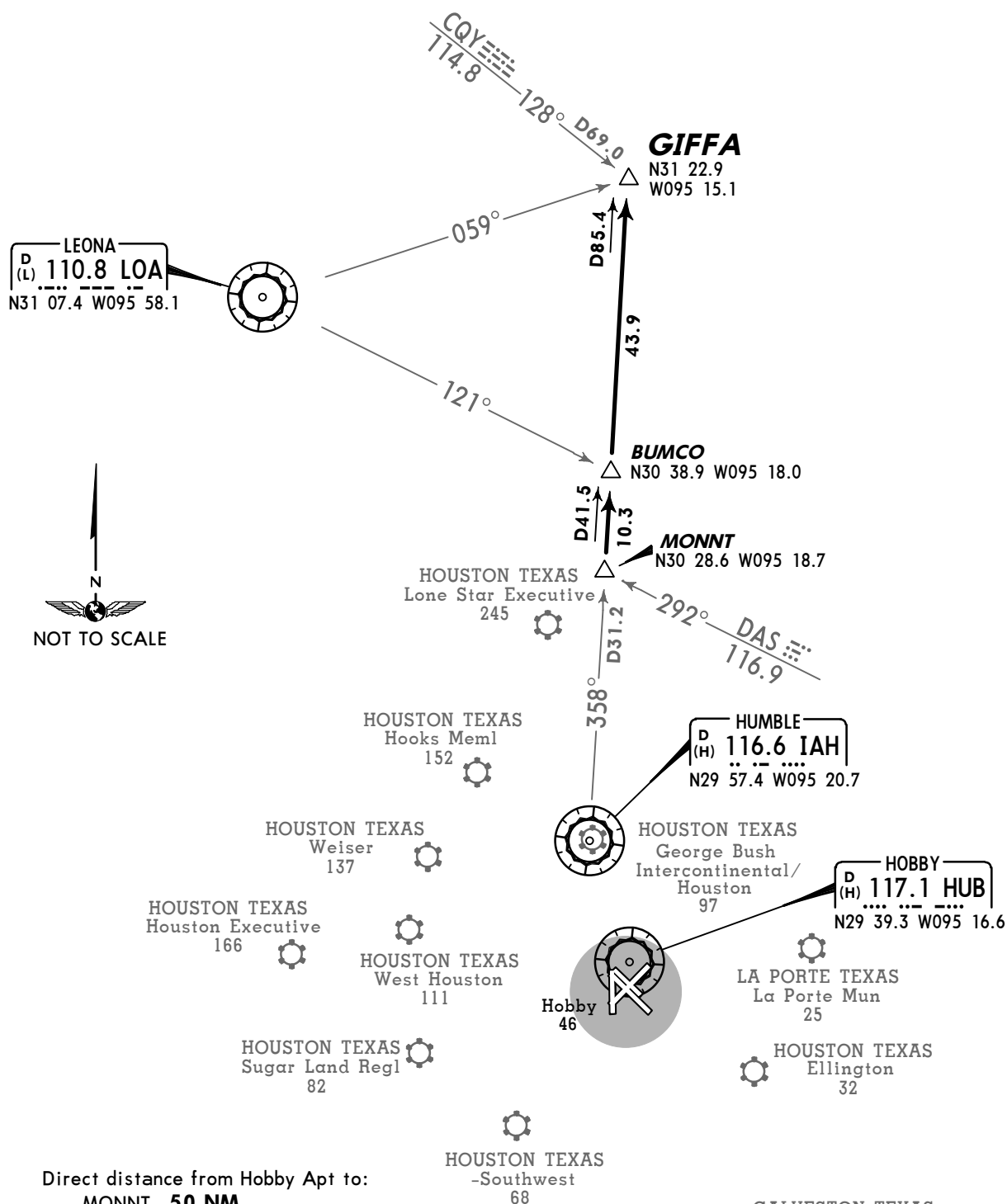
Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to RAECN.	MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to RAECN.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	
ROUTING		
At RAECN via IAH R-028 and the ELD R-208 to ELD. EXPECT filed altitude 10 minutes after departure.		

HOUSTON Departure (R)
132.25Apt Elev
See
graphicTrans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Also serves **1**

3100'

MSA HUB VOR

GIFFA FOUR DEPARTURE (GIFFA4.GIFFA)For Procedure Text and Takeoff Minimums
see 10-3C-1Direct distance from Hobby Apt to:
MONNT 50 NMDirect distance from AIRPORTS
SERVED to MONNT:

- 1 AIRPORTS SERVED**
- Ellington **53 NM**
 - Houston Executive **51 NM**
 - La Porte Mun **50 NM**
 - Scholes Intl at Galveston **76 NM**
 - Southwest **59 NM**
 - Sugar Land Regl **54 NM**
 - Texas Gulf Coast Regl **82 NM**
 - Weiser **37 NM**
 - West Houston **44 NM**

OBSTACLEFor TAKEOFF OBSTACLE NOTES
see 10-3OB1.

GIFFA FOUR DEPARTURE (GIFFA4.GIFFA)

For Procedure Graphic see 10-3C

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwy 4, 17L/R, 22, 35L/R:
Standard (or lower than standard,
if authorized).

HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).

Rwy 17: 300-1.

Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290'
per NM to **1500'**.

HOUSTON EXECUTIVE: Rwy 18, 36: Standard
(or lower than standard, if authorized).

HOUSTON-SOUTHWEST: Rwy 9, 27: Standard
(or lower than standard, if authorized).

LA PORTE MUN: Rwy 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).

Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.

SUGAR LAND REGL: Rwy 17, 35: Standard
(or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwy 17, 35:
Standard (or lower than standard, if authorized).

WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.
Rwy 27: Standard (or lower than standard,
if authorized).

WEST HOUSTON: Rwy 15, 33: Standard
(or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to MONNT.	MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to MONNT.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to MONNT.	
ROUTING		
At MONNT, via IAH R-358 to GIFFA. EXPECT filed altitude 10 minutes after departure.		

[illegible]

HOUSTON Departure (R)
132.25Apt Elev
See
graphicTrans level: FL180 Trans alt: 18000'
1. **RADAR required.**
2. For aircraft destined LIT, or overflying
LIT or PXV.
3. Also serves ①

3100'

MSA HUB VOR

LUFKIN SIX DEPARTURE (LFK6.LFK)

For Procedure Text and Takeoff Minimums
see 10-3F-1

Direct distance from Hobby Apt to:

KYANN 37 NM

Direct distance from AIRPORTS
SERVED to KYANN:

① AIRPORTS SERVED

Ellington 39 NM

Houston Executive 44 NM

La Porte Mun 36 NM

Scholes Intl at Galveston 63 NM

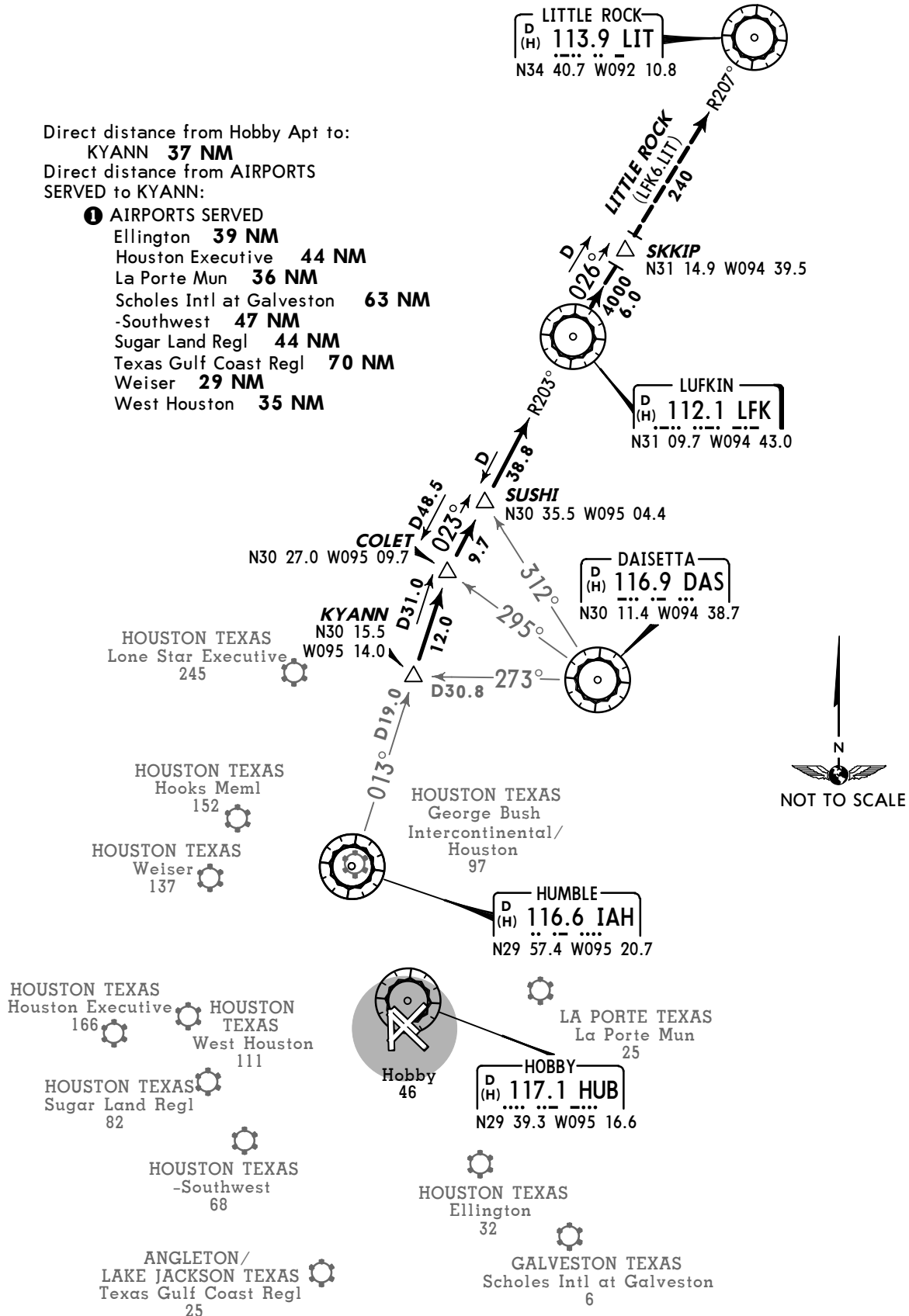
-Southwest 47 NM

Sugar Land Regl 44 NM

Texas Gulf Coast Regl 70 NM

Weiser 29 NM

West Houston 35 NM



OBSTACLE

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

LUFKIN SIX DEPARTURE (LFK6.LFK)

For Procedure Graphic see 10-3F
PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwy 4, 17L/R, 22, 35L/R:

Standard (or lower than standard,
if authorized).

HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).

Rwy 17: 300-1.

Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290'
per NM to **1500'**.

HOUSTON EXECUTIVE: Rwy 18, 36: Standard
(or lower than standard, if authorized).

HOUSTON-SOUTHWEST: Rwy 9, 27: Standard
(or lower than standard, if authorized).

LA PORTE MUN: Rwy 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).

Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.

SUGAR LAND REGL: Rwy 17, 35: Standard
(or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwy 17, 35:
Standard (or lower than standard, if authorized).

WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.
Rwy 27: Standard (or lower than standard,
if authorized).

WEST HOUSTON: Rwy 15, 33: Standard
(or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to KYANN.	MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to KYANN.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to KYANN.	
ROUTING		
At KYANN via IAH R-013 to COLET, then RIGHT turn via LFK R-203 to LFK. EXPECT filed altitude 10 minutes after departure.		

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. Also serves ①

SID

see 10-3G-1



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PALACIOS FOUR DEPARTURE (PSX4.PSX)

For Procedure Graphic see 10-3G

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwys 4, 17L/R, 22, 35L/R:

Standard (or lower than standard,
if authorized).

HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).

Rwy 17: 300-1.

Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290'
per NM to **1500'**.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard
(or lower than standard, if authorized).

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard
(or lower than standard, if authorized).

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).

Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.

SUGAR LAND REGL: Rwys 17, 35: Standard
(or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwys 17, 35:
Standard (or lower than standard, if authorized).

WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.

Rwy 27: Standard (or lower than standard,
if authorized).

WEST HOUSTON: Rwys 15, 33: Standard
(or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to SKUBA.	MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to SKUBA.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to SKUBA.	
ROUTING		
At SKUBA via PSX R-038 to PSX. EXPECT filed altitude 10 minutes after departure.		

[illegible]

HOUSTON Departure (R) 127.12	<i>Apt Elev</i> <i>See graphic</i>	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP to international destinations. 3. Also serves ①

TRUAX TWO DEPARTURE (NGP2.NGP)

Direct distance from AIRPORTS

SERVED to YAWNS:

① AIRPORTS SERVED

Ellington **52 NM**
Scholes Intl at Galveston **46 NM**
Sugar Land Regl **48 NM**
Texas Gulf Coast Regl **18 NM**

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwy 4, 17L/R, 22, 35L/R: Standard
(or lower than standard, if authorized).

HOBBY: Rwy 4: 200-1 or standard (or lower than standard, if authorized) with a minimum climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower than standard, if authorized).

Rwy 17: 200-1 or standard (or lower than standard, if authorized) with a minimum climb of 827' per NM to **300'**.

Rwy 22: Standard (or lower than standard, if authorized) with a minimum climb of 290' per NM to **1500'**.

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than standard, if authorized).

Rwy 17: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 502' per NM to **300'**.

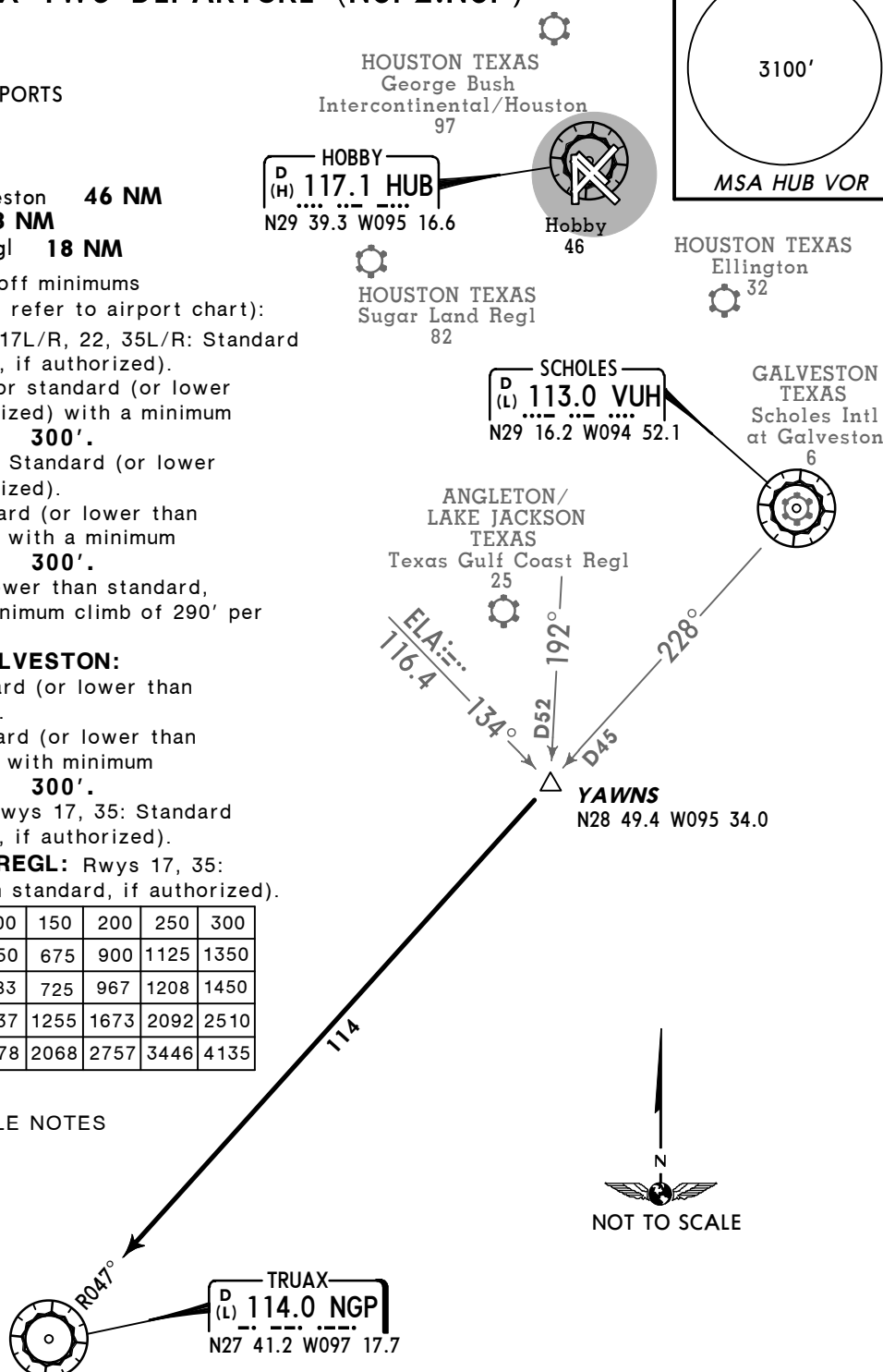
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
502' per NM	628	837	1255	1673	2092	2510
827' per NM	1034	1378	2068	2757	3446	4135

OBSTACLE

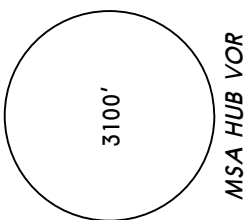
For TAKEOFF OBSTACLE NOTES
see 10-3OB1.



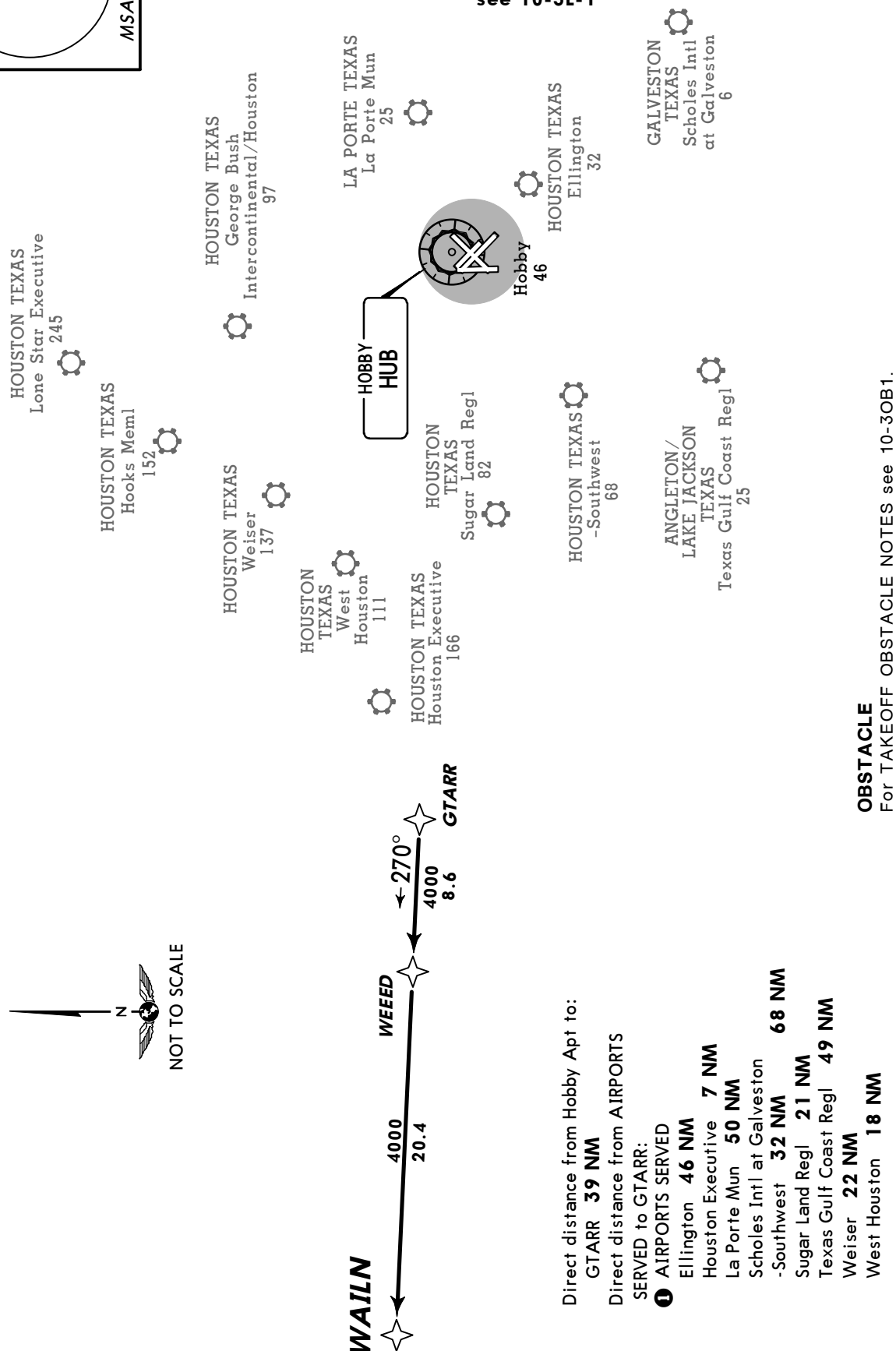
AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	EXPECT vectors to YAWNS. Rwy 17: Climb heading 174° to 700' before turning WESTBOUND. Rwys 30L/R: Climb heading 309° to 800' before turning WESTBOUND.	MAINTAIN 5000'
ELLINGTON	EXPECT vectors to YAWNS.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace fly assigned heading for vectors to YAWNS. SUGAR LAND REGL: Rwy 17: Climb heading 170° to 1500' before turning EASTBOUND. Rwy 35: Climb heading 350° to 1100' before turning SOUTHBOUND.	
ROUTING		
Via VUH R-228 and NGP R-047 to NGP. EXPECT filed altitude 10 minutes after departure.		

HOUSTON
Departure (R)
126.67*Apt Elev*
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For advanced navigation aircraft destined Austin/San Antonio
terminal areas. Austin: Departing all Houston airports except George
Bush Intercontinental/Houston, Hooks Meml, Lone Star Executive.
San Antonio: Departing all Houston airports. 5. Also serves **1**



MSA HUB VOR

WAILN ONE RNAV DEPARTURE
(WAILN1.WAILN)**For Procedure Text and Takeoff Minimums**
see 10-3L-1

WAILN ONE RNAV DEPARTURE (WAILN1.WAILN)

For Procedure Graphic see 10-3L

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

ELLINGTON: Rwy 4, 17L/R, 22, 35L/R:

Standard (or lower than standard,
if authorized).

HOBBY: Rwy 4: 300-1 or standard (or lower
than standard, if authorized) with a minimum
climb of 270' per NM to **300'**.

Rwys 12L/R, 30L/R, 35: Standard (or lower
than standard, if authorized).

Rwy 17: 300-1.

Rwy 22: Standard (or lower than standard,
if authorized) with a minimum climb of 290'
per NM to **1500'**.

HOUSTON EXECUTIVE: Rwy 18, 36: Standard
(or lower than standard, if authorized).

HOUSTON-SOUTHWEST: Rwy 9, 27: Standard
(or lower than standard, if authorized).

LA PORTE MUN: Rwy 5, 12, 23, 30: Standard
(or lower than standard, if authorized).

SCHOLES INTL at GALVESTON:

Rwys 13, 31, 35: Standard (or lower than
standard, if authorized).

Rwy 17: 200-1 or standard (or lower than
standard, if authorized) with minimum
climb of 502' per NM to **300'**.

SUGAR LAND REGL: Rwy 17, 35: Standard
(or lower than standard, if authorized).

TEXAS GULF COAST REGL: Rwy 17, 35:
Standard (or lower than standard, if authorized).

WEISER: Rwy 9: 200-1 or standard (or
lower than standard, if authorized) with
minimum climb of 399' per NM to **400'**.

Rwy 27: Standard (or lower than standard,
if authorized).

WEST HOUSTON: Rwy 15, 33: ATC climb
gradient 213' per NM to 4000'.

Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	355	533	710	888	1065
270' per NM	338	450	675	900	1125	1350
290' per NM	363	483	725	967	1208	1450
399' per NM	499	665	998	1330	1663	1995
502' per NM	628	837	1255	1673	2092	2510

AIRPORT	INITIAL CLIMB	ALTITUDE
HOBBY	Climb on assigned heading for RADAR vectors to GTARR.	MAINTAIN 5000'
ELLINGTON	Climb on assigned heading for RADAR vectors to GTARR.	MAINTAIN 4000'
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to GTARR.	
ROUTING		
At GTARR, EXPECT filed altitude 10 minutes after departure on depicted route to WAILN.		

TAKEOFF OBSTACLE NOTES**ELLINGTON**

- RWY 17R:
POLE 1489' FROM DER, 817' RIGHT OF CENTERLINE, 40' AGL/74' MSL.
- RWY 22:
ANTENNA ON BUILDING 1998' FROM DER, 598' RIGHT OF CENTERLINE, 54' AGL/83' MSL. OBSTACLE LIGHT ON GLIDESLOPE 327' FROM DER, 543' LEFT OF CENTERLINE, 39' AGL/68' MSL.
- RWY 35L:
MULTIPLE TREES BEGINNING 1118' FROM DER, 679' RIGHT OF CENTERLINE, UP TO 37' AGL/77' MSL. CRANE 2352' FROM DER, 1024' LEFT OF CENTERLINE, 37' AGL/97' MSL.
- RWY 35R:
TREE 1597' FROM DER, 32' LEFT OF CENTERLINE, 33' AGL/80' MSL.

HOBBY

- RWY 4:
POLE 4403' FROM DER, 1069' RIGHT OF CENTERLINE, 121' AGL/166' MSL. LIGHT ON BUILDING 1562' FROM DER, 859' RIGHT OF CENTERLINE, 59' AGL/103' MSL. BUILDING 3990' FROM DER, 1223' RIGHT OF CENTERLINE, 139' AGL/174' MSL. LIGHT ON FLAGPOLE 4618' FROM DER, 768' RIGHT OF CENTERLINE, 117' AGL/161' MSL.
- RWY 12L:
ANTENNA ON HANGAR 1548' FROM DER, 424' LEFT OF CENTERLINE, 45' AGL/85' MSL.
- RWY 12R:
VEHICLE ON ROAD 514' FROM DER, 543' RIGHT OF CENTERLINE, 17' AGL/55' MSL. TREE 1217' FROM DER, 756' RIGHT OF CENTERLINE, 43' AGL/89' MSL. FENCE 85' FROM DER, 492' LEFT OF CENTERLINE, 4' AGL/45' MSL. VEHICLE AND ROAD 176' FROM DER, 497' LEFT OF CENTERLINE, 17' AGL/55' MSL. POLE 1011' FROM DER, 696' LEFT OF CENTERLINE, 33' AGL/73' MSL. TREE 1256' FROM DER, 783' LEFT OF CENTERLINE, 38' AGL/78' MSL.
- RWY 17:
MULTIPLE POLES BEGINNING 606' FROM DER, 393' RIGHT OF CENTERLINE, UP TO 79' AGL/124' MSL. CRANE 1795' FROM DER, 689' RIGHT OF CENTERLINE, 100' AGL/150' MSL. ANTENNA ON BUILDING 620' FROM DER, 312' LEFT OF CENTERLINE, 27' AGL/72' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 260' LEFT OF CENTERLINE, UP TO 71' AGL/116' MSL. RADAR REFLECTOR 1214' FROM DER, 258' LEFT OF CENTERLINE, 32' AGL/77' MSL.
- RWY 22:
POLE 727' FROM DER, 626' RIGHT OF CENTERLINE, 28' AGL/77' MSL. TREE 1310' FROM DER, 679' RIGHT OF CENTERLINE, 27' AGL/76' MSL. ANTENNA ON LIGHT POLE, 1805' FROM DER, 968' RIGHT OF CENTERLINE, 60' AGL/109' MSL.
- RWY 30L:
ANTENNA ON BUILDING 547' FROM DER, 274' RIGHT OF CENTERLINE, 23' AGL/69' MSL. MULTIPLE POLES BEGINNING 341' FROM DER, 501' LEFT OF CENTERLINE, UP TO 39' AGL/84' MSL. MULTIPLE TREES BEGINNING 1392' FROM DER, 466' LEFT OF CENTERLINE, UP TO 78' AGL/118' MSL.
- RWY 30R:
POLE 1096' FROM DER, 785' RIGHT OF CENTERLINE, 29' AGL/75' MSL. ANTENNA ON BUILDING 500' FROM DER, 525' LEFT OF CENTERLINE, 33' AGL/69' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 2)**HOBBY (CONTD)**

◦ RWY 35:

ANTENNA ON LIGHT POLE 738' FROM DER, 519' RIGHT OF CENTERLINE, 40' AGL/86' MSL. LIGHT POLE 1119' FROM DER, 353' RIGHT OF CENTERLINE, 31' AGL/77' MSL. ANTENNA ON BUILDING 66' FROM DER, 471' LEFT OF CENTERLINE, 33' AGL/69' MSL

HOUSTON EXECUTIVE

◦ RWY 36:

POWER POLES FROM LEFT TO RIGHT BEGINNING 703' FROM DER, 623 LEFT TO 685' RIGHT OF CENTERLINE, UP TO 32' AGL/196' MSL.

HOUSTON-SOUTHWEST

◦ RWY 9:

MULTIPLE HANGARS BEGINNING 239' FROM DER, 360' RIGHT OF CENTERLINE, UP TO 42' AGL/106' MSL. MULTIPLE TREES BEGINNING 501' FROM DER, 355' RIGHT OF CENTERLINE, UP TO 43' AGL/111' MSL. MULTIPLE HANGARS BEGINNING 119' FROM DER, 498' LEFT OF CENTERLINE, UP TO 41' AGL/105' MSL. POLE 332' FROM DER, 299' LEFT OF CENTERLINE, 43' AGL/97' MSL. ANTENNA 1172' FROM DER, 658' LEFT OF CENTERLINE, 51' AGL/115' MSL. MULTIPLE TREES BEGINNING 558' FROM DER, 68' LEFT OF CENTERLINE, UP TO 58' AGL/122' MSL.

◦ RWY 27:

MULTIPLE TREES BEGINNING 1050' FROM DER, 40' LEFT OF CENTERLINE, UP TO 71' AGL/140' MSL. VEHICLE AND ROAD 99' FROM DER, 291' RIGHT OF CENTERLINE, 15' AGL/83' MSL. MULTIPLE TREES BEGINNING 873' FROM DER, 514' RIGHT OF CENTERLINE, UP TO 59' AGL/130' MSL. MULTIPLE TRANSMISSION POLES BEGINNING 1304' FROM DER, 131' RIGHT OF CENTERLINE, UP TO 41' AGL/110' MSL.

LA PORTE MUN

◦ RWY 12:

TREES AND POLES BEGINNING 128' FROM DER, 42' LEFT OF CENTERLINE, UP TO 50' AGL/74' MSL. TREES AND POLES BEGINNING 131' FROM DER, 114' RIGHT OF CENTERLINE, UP TO 39' AGL/63' MSL. CHIMNEY 676' FROM DER, 412' RIGHT OF CENTERLINE, 31' AGL/55' MSL.

◦ RWY 23:

TREES BEGINNING 1320' FROM DER, 43' LEFT OF CENTERLINE, UP TO 63' AGL/87' MSL. HANGARS BEGINNING 233' FROM DER, 288' RIGHT OF CENTERLINE, UP TO 35' AGL/59' MSL. VEHICLE ON ROAD 594' FROM DER, 513' LEFT OF CENTERLINE, 15' AGL/39' MSL. TREES 1010' FROM DER, 1010' RIGHT OF CENTERLINE, UP TO 63' AGL/87' MSL.

◦ RWY 30:

TREES AND POLES BEGINNING 114' FROM DER, 67' LEFT OF CENTERLINE, UP TO 63' AGL/87' MSL. BUILDINGS 335' FROM DER, 356' LEFT OF CENTERLINE, 25' AGL/50' MSL. TREES AND POLES BEGINNING 44' FROM DER, 35' RIGHT OF CENTERLINE, UP TO 52' AGL/76' MSL.

SCHOLES INTL AT GALVESTON

◦ RWY 13:

BUSH 381' FROM DER, 533' LEFT OF CENTERLINE, 15' AGL/20' MSL. FENCE 201' FROM DER, 490' LEFT OF CENTERLINE, 6' AGL/11' MSL. TREE 343' FROM DER, 468' RIGHT OF CENTERLINE, 12' AGL/17' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 3)**SCHOLES INTL AT GALVESTON (CONTD)**

- RWY 17:
BUILDING 3057' FROM DER, 339' LEFT OF CENTERLINE, 123' AGL/130' MSL. MULTIPLE POLES BEGINNING 2034' FROM DER, 87' RIGHT OF CENTERLINE, UP TO 60' AGL/70' MSL. MULTIPLE TRANSMISSION TOWERS BEGINNING 636' FROM DER, 551' RIGHT OF CENTERLINE, UP TO 55' AGL/60' MSL. TREE 460' FROM DER, 316' RIGHT OF CENTERLINE, 22' AGL/29' MSL.
- RWY 31:
MULTIPLE CRANES BEGINNING 4341' FROM DER, 1017' LEFT OF CENTERLINE, UP TO 131' AGL/131' MSL.
- RWY 35:
TREE 730' FROM DER, 501' RIGHT OF CENTERLINE, 27' AGL/32' MSL.

SUGAR LAND REGL

- RWY 17:
MULTIPLE POLES BEGINNING 436' FROM DER, 172' RIGHT OF CENTERLINE, UP TO 44' AGL/124' MSL. RAILROAD 110' FROM DER, 10' LEFT OF CENTERLINE, 23' AGL/104' MSL. MULTIPLE POLES BEGINNING 135' FROM DER, 270' LEFT OF CENTERLINE, UP TO 44' AGL/111' MSL.
- RWY 35:
VEHICLE AND ROAD 65' FROM DER, 2' RIGHT OF CENTERLINE, 15' AGL/96' MSL. MULTIPLE TREES BEGINNING 37' FROM DER, 275' RIGHT OF CENTERLINE, UP TO 81' AGL/164' MSL. DME ANTENNA 380' FROM DER, 253' RIGHT OF CENTERLINE, 24' AGL/100' MSL. MULTIPLE TREES BEGINNING 83' FROM DER, 65' LEFT OF CENTERLINE, UP TO 81' AGL/155' MSL.

TEXAS GULF COAST REGL

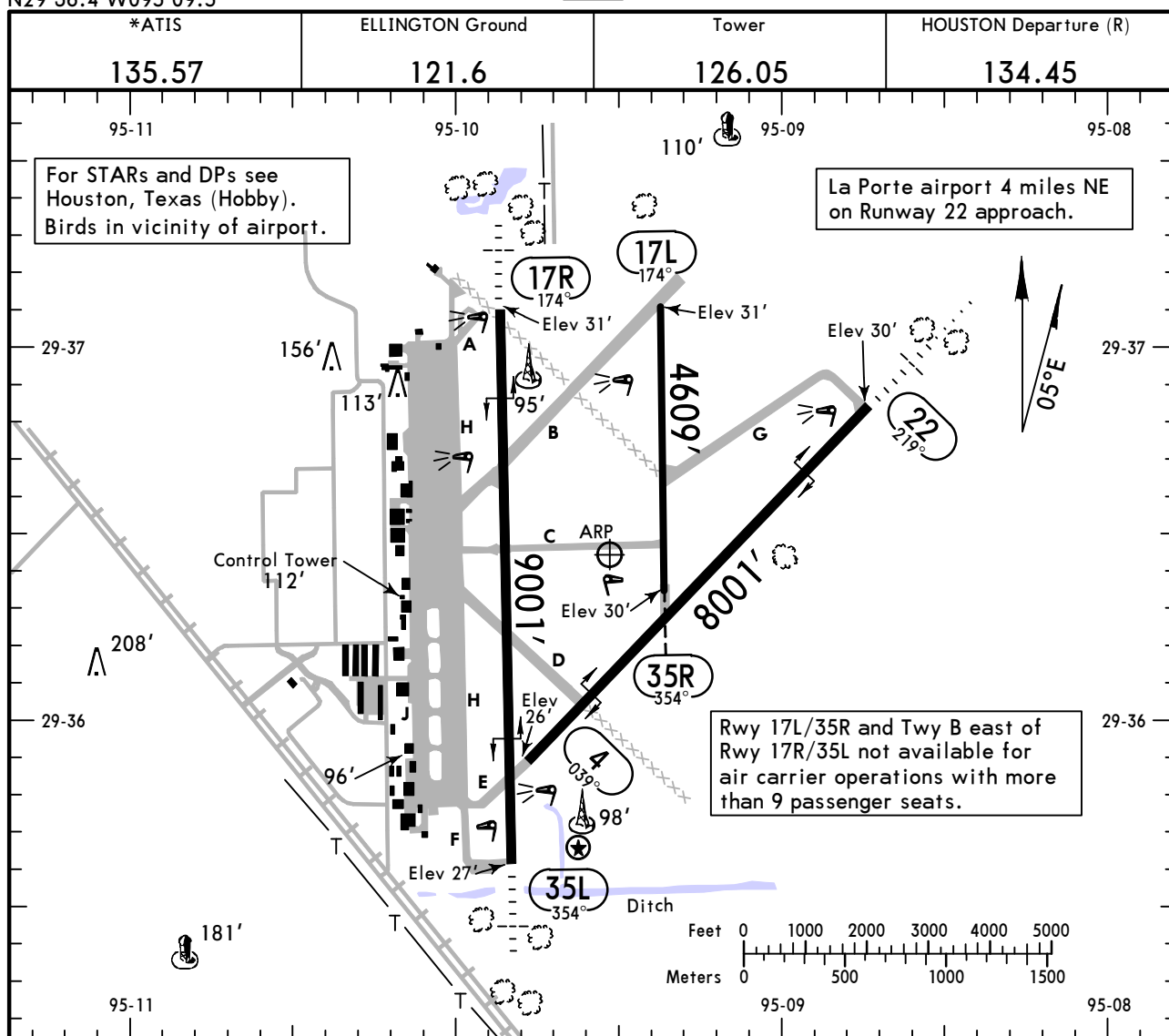
- RWY 35:
TREE 1510' FROM DER, 721' LEFT OF CENTERLINE, 48' AGL/68' MSL.

WEST HOUSTON

- RWY 15:
VEHICLES ON ROADWAY BEGINNING ABEAM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/124' MSL. BUILDING 177' FROM DER, 398' LEFT OF CENTERLINE, 18' AGL/126' MSL. TREES BEGINNING 178' FROM DER, 289' RIGHT OF CENTERLINE, UP TO 100' AGL/209' MSL.
- RWY 33:
BUILDING 265' FROM DER, 364' LEFT OF CENTERLINE, 35' AGL/143' MSL. TREES BEGINNING 2706' FROM DER, 700' LEFT OF CENTERLINE, UP TO 100' AGL/214' MSL. TREES BEGINNING 3159' FROM DER, 747' RIGHT OF CENTERLINE, UP TO 100' AGL/216' MSL.

WEISER

- RWY 9:
TANK 4127' FROM DER, 1455' LEFT OF CENTERLINE, 147' AGL/282' MSL.
- RWY 27:
RAILROAD 462' FROM DER, 555' LEFT OF CENTERLINE, 23' AGL/165' MSL. VEHICLE AND ROAD 650' FROM DER, 7' LEFT OF CENTERLINE, 17' AGL/159' MSL.



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		
						LANDING BEYOND	TAKE-OFF	WIDTH
						Threshold	Glide Slope	
4 ① 22	HIRL	CL	PAPI-L (angle 3.0°)	RVR				150'
	HIRL	CL	MALSR TDZ PAPI-L (angle 3.0°)	RVR			6950'	
17R ① 35L	HIRL	CL	MALSF TDZ PAPI-L (angle 3.0°)				8003'	150'
							7954'	
17L ② 35R								75'

① Grooved ② Rwy 17L/35R between Rwy 4/22 and Taxiway C closed to jet aircraft. Day VFR only.

TAKE-OFF

Rwy 4, 22					Rwys 17R, 35L, 17L, 35R		
Both RVRs are required & controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL, or RCLM & HIRL						
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10						

FOR FILING AS ALTERNATE

ILS Rwy 35L		LOC Rwy 35L RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 35L	ILS Rwy 17R LOC Rwy 17R	ILS or LOC Rwy 22
A	600-2	800-2	1100-2	NA
			1100-3	

Eff 9 Feb

ILS or LOC Rwy 17R

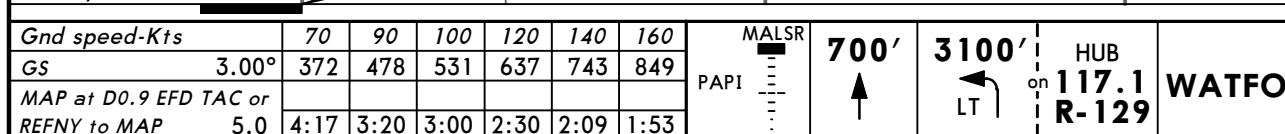
BRIEFING STRIP™

TERPS

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HOUSTON, TEXAS
ILS or LOC Rwy 22

BRIEFING STRIP TM



TERPS			STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
ILS DA(H) 230' (200')			LOC (GS out) MDA(H) 460' (430')			Not Authorized West of Rwy 17R-35L		
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	500' (468')-1
B							120	
C							140	500' (468')-1 1/2
D							165	600' (568')-2

CHANGES: Procedure.

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TERPS AMEND 3E 9 FEB 2012

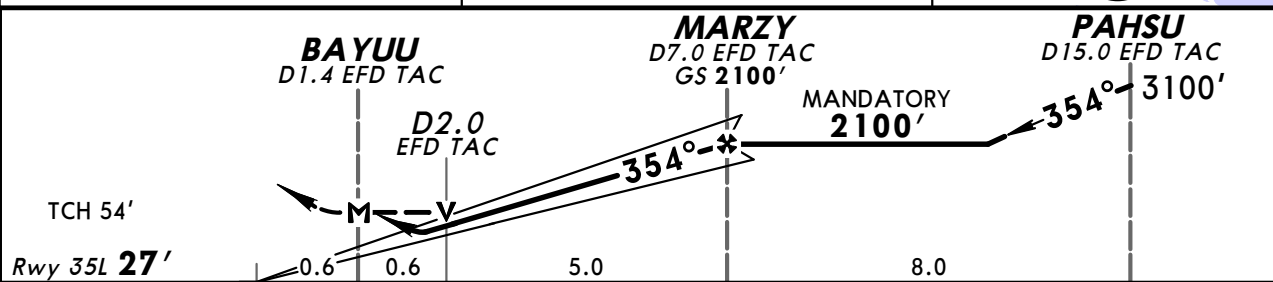
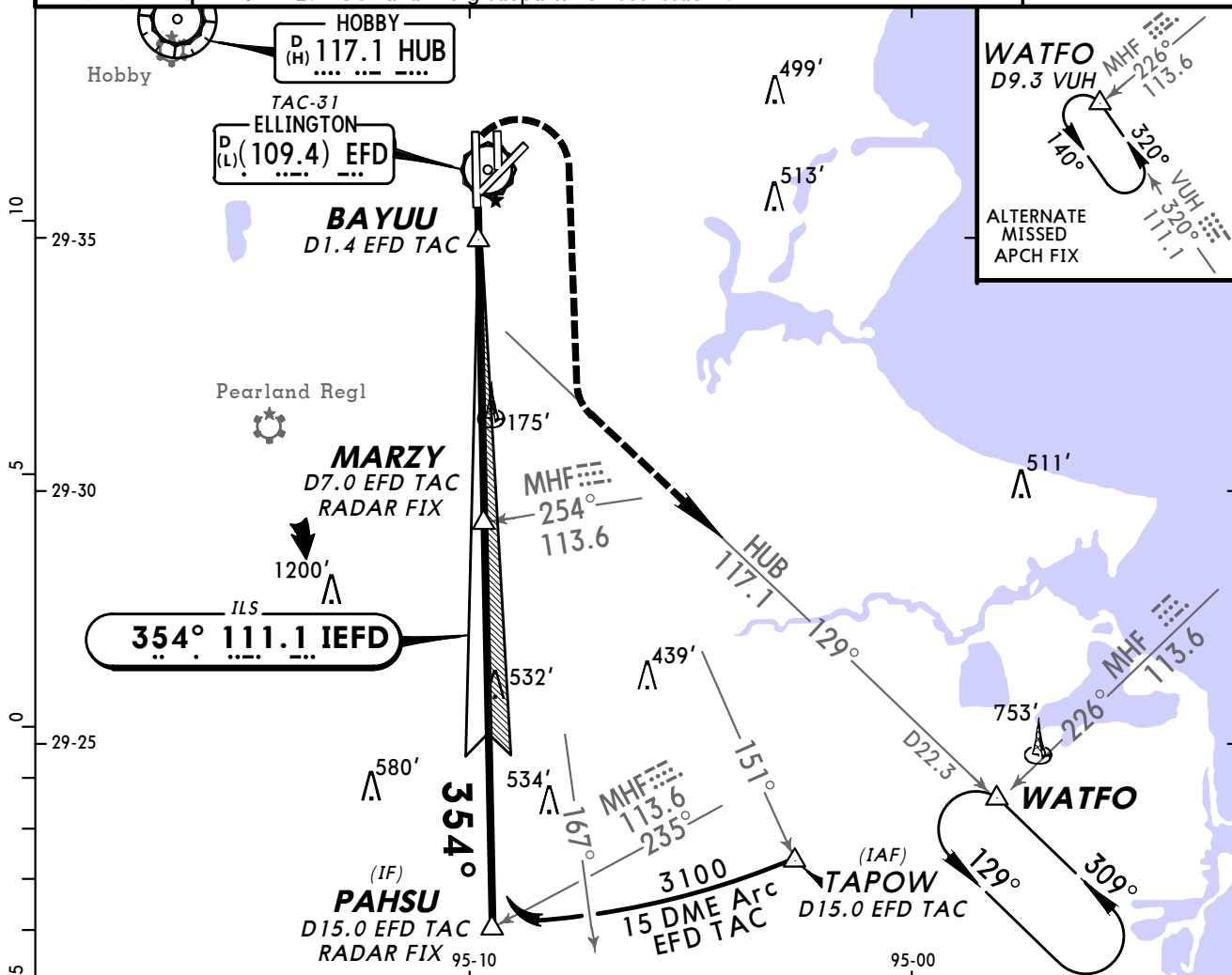
KEFD/EFD ELLINGTON

JEPPESEN
3 FEB 12 131-3 Eff 9 Feb

HOUSTON, TEXAS
ILS or LOC Rwy 35L

BRIEFING STRIP™

*ATIS 135.57		HOUSTON Approach (R) 134.45		ELLINGTON Tower 126.05		Ground 121.6		
LOC IEFD 111.1	Final Apch Crs 354°	Mandatory Alt GS MARZY 2100' (2073')	ILS DA(H) 227' (200')	Apt Elev 32' Rwy 35L 27'	3100' MSA HUB VOR			
MISSED APCH: Climb to 700' then climbing RIGHT turn to 3100' outbound on HUB VOR R-129 to WATFO INT/D22.3 and hold, or as directed by ATC.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. RADAR required. 2. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	MAVSF PAPI 700' 3100' HUB ↑ RT on 117.1 R-129 WATFO
GS	3.00°	372	478	531	637	743	
MAP at BAYUU or MARZY to MAP	5.6	4:48	3:44	3:22	2:48	2:24	

TERPS				STRAIGHT-IN LANDING RWY 35L		CIRCLE-TO-LAND	
ILS		1 LOC (GS out)		Not Authorized West of Rwy 17R-35L		Max Kts	
DA(H) 227' (200')		MDA(H) 440' (413')		MDA(H)			
FULL	ALS out		ALS out				
A						90	500' (468') - 1
B						120	
C	RVR 26 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1		140	500' (468') - 1 1/2
D			RVR 50 or 1	RVR 60 or 1 1/8		165	600' (568') - 2

1 DME or RADAR required.

CHANGES: Procedure.

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TERPS AMEND 5B 9 FEB 2012

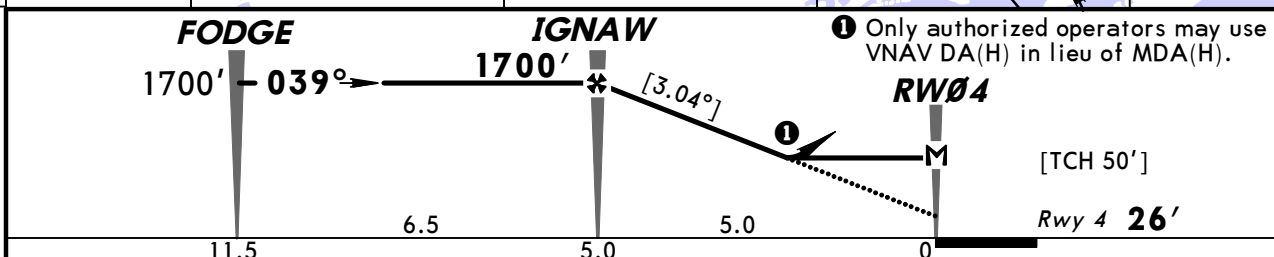
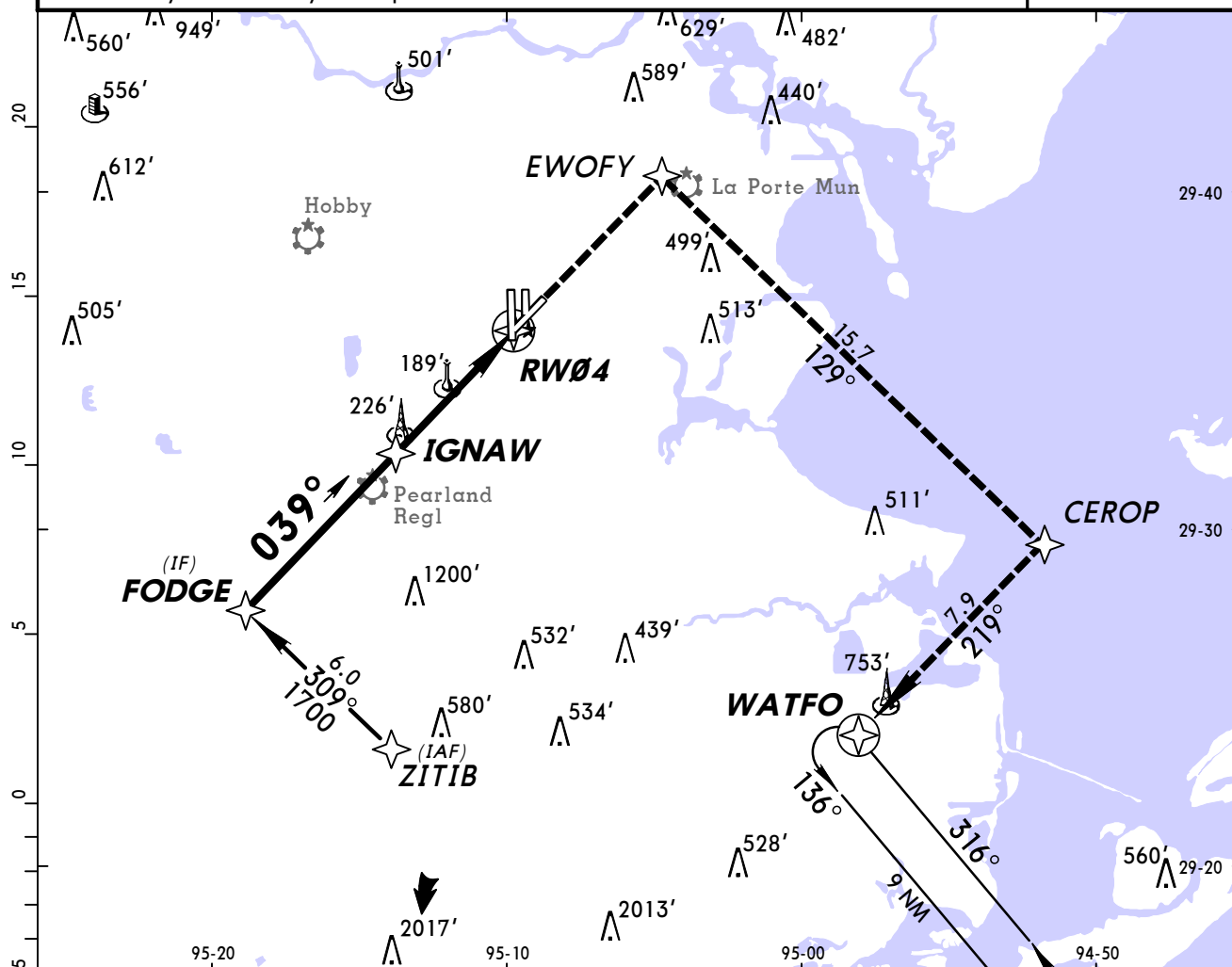
KEFD/EFD
ELLINGTON

JEPPESEN
3 FEB 12 (132-1) Eff 9 Feb

HOUSTON, TEXAS
RNAV (GPS) Rwy 4

BRIEFING STRIP™

*ATIS 135.57		HOUSTON Approach (R) 134.45		ELLINGTON Tower 126.05		Ground 121.6				
RNAV		Final Apch Crs 039°		Minimum Alt IGNAW 1700' (1674')		LNAV MDA(H) 500' (474')		Apt Elev 32' Rwy 4 26'		3100' MSA RW04
MISSED APCH: Climb to 3100' direct EWOFFY and RIGHT turn on track 129° to CEROP and RIGHT turn on track 219° to WATFO and hold.										
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'		
1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.										



Gnd speed-Kts	70	90	100	120	140	160					
Descent Angle [3.04°]	376	484	538	645	753	861					
MAP at RW04											

TERPS						CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 4						Not Authorized West of Rwy 17R-35L			
LNAV						MDA(H)			
MDA(H) 500' (474')									
A	1					Max Kts			
B						90	500' (468')-1		
C						120			
D	1 3/8					140	500' (468')-1 1/2		
						165	600' (568')-2		

CHANGES: Procedure.

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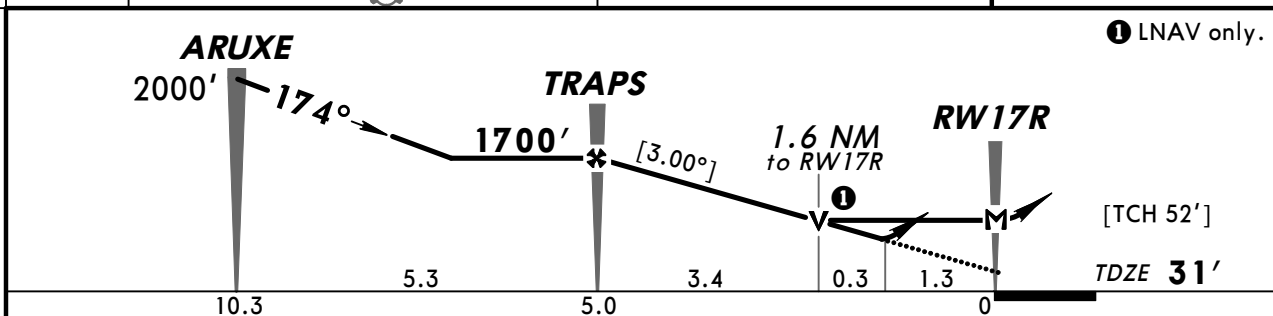
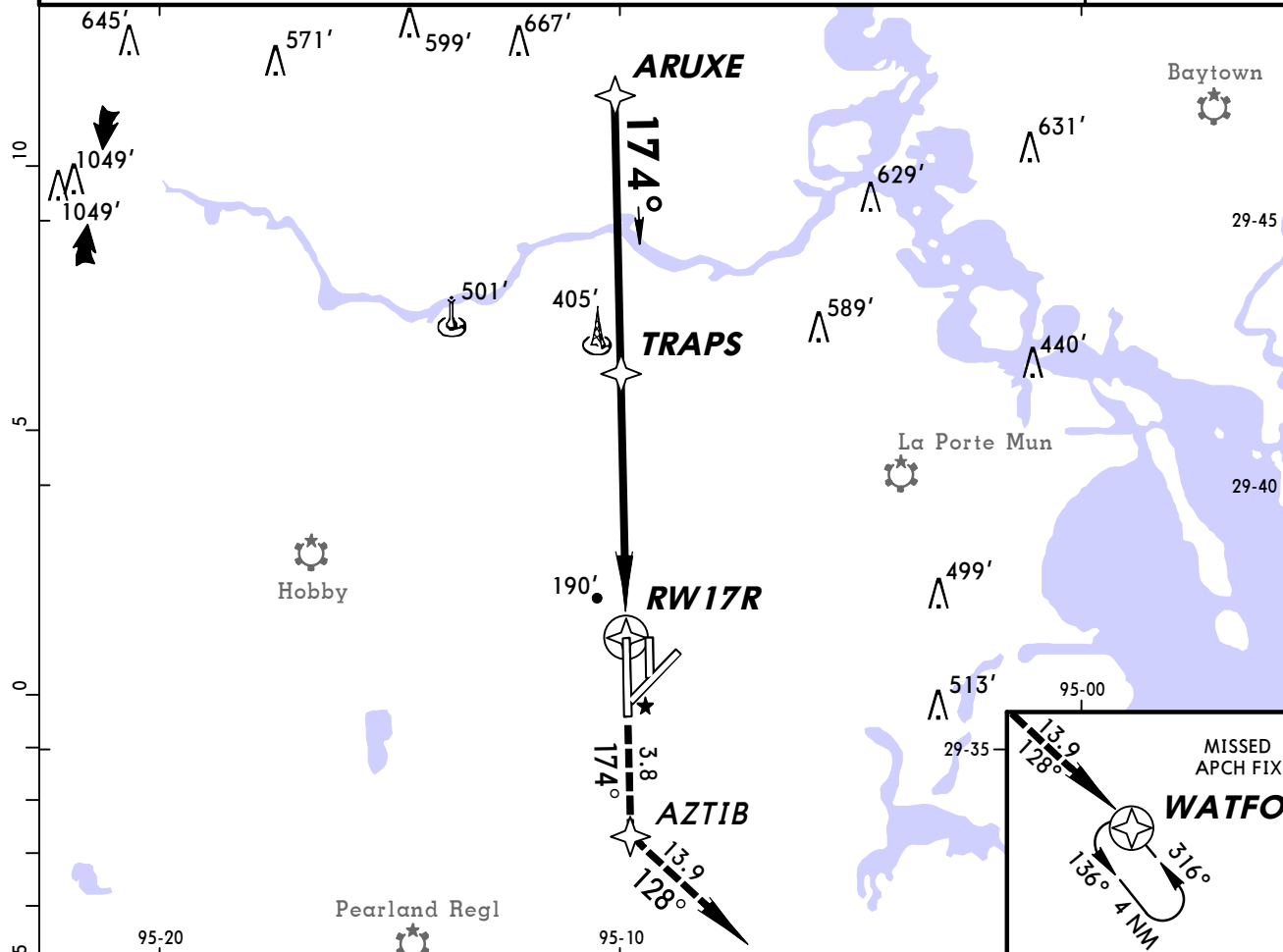
KEFD/EFD
ELLINGTON

JEPPESSEN
3 FEB 12 132-2 Eff 9 Feb

HOUSTON, TEXAS
RNAV (GPS) Rwy 17R

BRIEFING STRIP

*ATIS 135.57		HOUSTON Approach (R) 134.45		ELLINGTON Tower 126.05		Ground 121.6	
RNAV	Final Apch Crs 174°	Minimum Alt TRAPS 1700' (1669')	LNAV/VNAV DA(H) 500' (469')	Apt Elev 32' TDZE 31'		3100' MSA RW17R	
MISSED APCH: Climb to 2500' via 174° course to AZTIB then via 128° course to WATFO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. GPS or RNP-0.30 required. 3. Baro-VNAV not authorized below -15°C (5°F). 4. DME/DME RNP-0.30 not authorized. 5. WAAS VNAV not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 2500' via 174° AZTIB	[TCH 52'] TDZE 31'
Descent Angle [3.00°]	372	478	531	637	743	849		
MAP at RW17R								

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND Not Authorized West of Rwy 17R-35L	
LNAV/VNAV		LNAV		Max Kts	
DA(H) 500' (469')		MDA(H) 600' (569')			
ALS out		ALS out		90	
1 3/4		RVR 40 or 3/4	RVR 50 or 1	120	600' (568')-1 3/4
		1 1/2		140	
		1 3/4		165	600' (568')-2

CHANGES: Lighting.

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KEFD/EFD
ELLINGTON

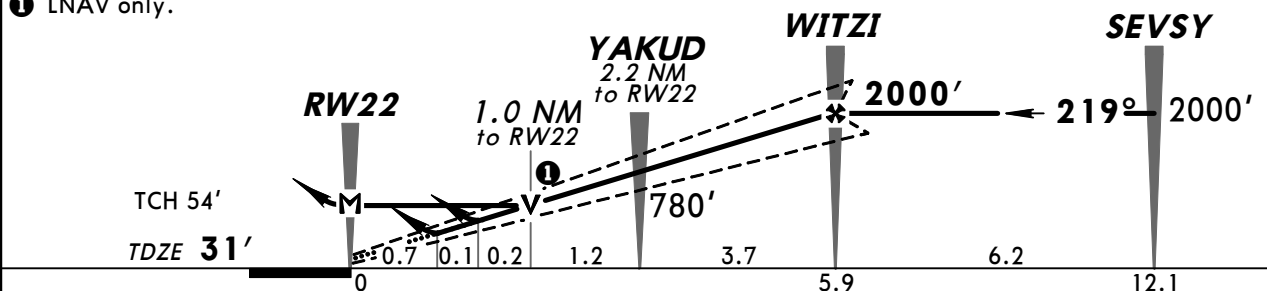
JEPPESSEN
3 FEB 12 132-3 Eff 9 Feb

HOUSTON, TEXAS
RNAV (GPS) Rwy 22

*ATIS 135.57	HOUSTON Approach (R) 134.45	ELLINGTON Tower 126.05	Ground 121.6
WAAS Ch 61111 W-22A	Final Apch Crs 219°	Minimum Alt WITZI 2000' (1969')	LPV DA(H) 290' (259')
Apt Elev 32' TDZE 31'			
MISSED APCH: Climb to 2500' direct UYATI and via 111° track to WATFO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.			
3100' MSA RW22			



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2500'	UYATI
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at RW22										

STRAIGHT-IN LANDING RWY 22								CIRCLE-TO-LAND Not Authorized West of Rwy 17R-35L	
LPV DA(H) 290' (259')		LNAV/VNAV DA(H) 342' (311')			LNAV MDA(H) 400' (369')			Max Kts	MDA(H)
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out				
A								90	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	120	500' (468')-1
C								140	500' (468')-1 1/2
D								165	600' (568')-2

CHANGES: None.

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KEFD/EFD
ELLINGTON

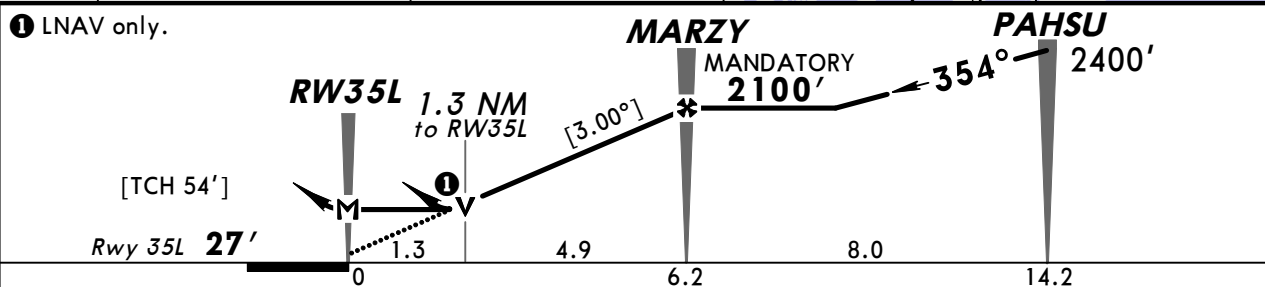
JEPPESSEN
3 FEB 12 132-4

HOUSTON, TEXAS
Eff 9 Feb RNAV (GPS) Rwy 35L

*ATIS 135.57	HOUSTON Approach (R) 134.45	ELLINGTON Tower 126.05	Ground 121.6
RNAV	Final Apch Crs 354°	Mandatory Alt MARZY 2100' (2073')	LNAV MDA(H) 460' (433')
Apt Elev 32' Rwy 35L 27'			
MISSED APCH: Climb to 3100' direct EHAWO and RIGHT turn on track 084° to LAMAJ and RIGHT turn on track 174° to WATFO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP -0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.			
3100' MSA RW35L			



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSFPAPI	3100'	→	EHAWO
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at RW35L										

TERPS				STRAIGHT-IN LANDING RWY 35L		CIRCLE-TO-LAND Not Authorized West of Rwy 17R-35L	
LNAV/VNAV		LNAV		Max Kts		MDA(H)	
DA(H) 498' (471')		MDA(H) 460' (433')					
ALS out		ALS out					
A					90	500' (468')-1	
B				RVR 40 or 3/4	RVR 55 or 1		
C	RVR 60 or 1/4	1 3/8		RVR 55 or 1	RVR 60 or 1/4	500' (468')-1 1/2	
D						600' (568')-2	

CHANGES: Missed approach, notes, lighting, profile, minimums.

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General Information

Location: El Paso TX USA
IATA Code: ELP
Lat/Long: N31° 48.4' W106° 22.7'
Elevation: 3962 ft

Airport Use: Public
Magnetic Variation: 8.7°E
Sectional Chart: El Paso

Fuel Types: 100 Octane (LL), Jet A-1, Jet B, Jet 4
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1335 Z
Sunset: 0101 Z,

Runway Information

Runway: 04
Length x Width: 12020 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3923 ft
Lighting: Edge, REIL

Runway: 08L
Length x Width: 5499 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3957 ft
Lighting: Edge

Runway: 08R
Length x Width: 9028 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3937 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 12020 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3949 ft
Lighting: Edge, ALS

Runway: 26L
Length x Width: 9028 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3962 ft
Lighting: Edge, ALS

Runway: 26R
Length x Width: 5499 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3951 ft
Lighting: Edge

Communication Information

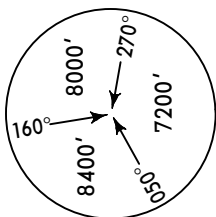
ATIS 120.0
El Paso Tower 118.3
El Paso Ground Control 121.9
El Paso Clearance Delivery 125.0
El Paso Pre-Taxi Clearance 125.0
El Paso Approach Control 124.25
El Paso Approach Control 119.15
El Paso App ARSA 119.15 (82°-259°)
El Paso App ARSA 124.25 (260°-81°)
El Paso Departure Control 119.15
El Paso Intl Unicom 122.95
Albuquerque Flight Service Station 122.55 RCO
Albuquerque Flight Service Station 122.4 RCO

D-ATIS
120.0

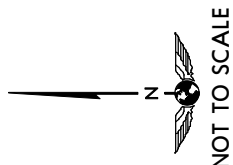
Apt Elev
3962'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. For turbojet aircraft only.

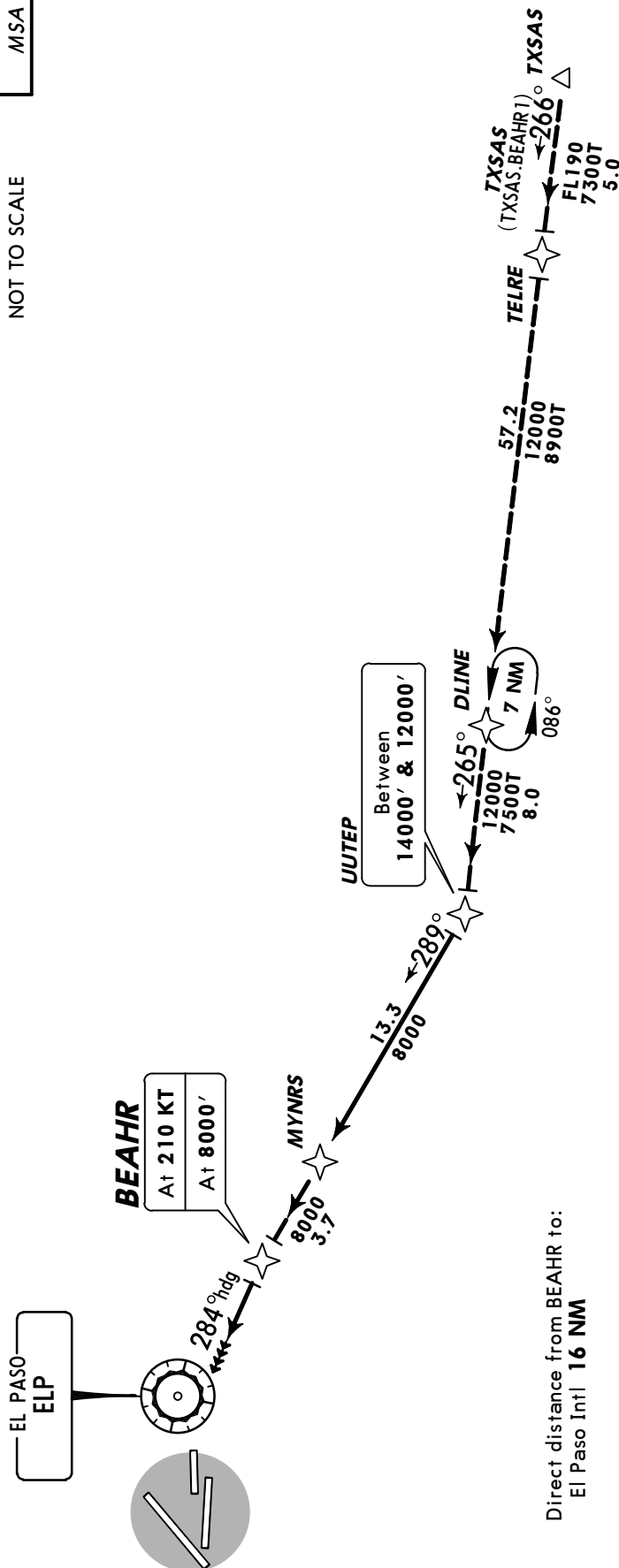


MSA ELP VOR



BEAHR ONE RNAV ARRIVAL (BEAHR.BEAHR1)

(RWYS 4, 8R, 22, 26L)



Direct distance from BEAHR to:
El Paso Intl 16 NM

ROUTING

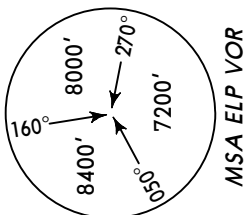
From UUTEF on track 289° to MYNRS, then on track 289° to BEAHR, then on heading 284°. EXPECT RADAR vectors to final approach course.

D-ATIS
120.0

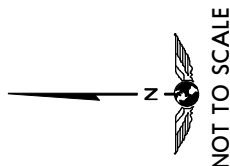
Apt Elev
3962'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. For turbojet aircraft only.
5. For non-GPS equipped aircraft using the COCHISE transition, CUS, SSO and SVC must be operational.
6. For non-GPS equipped aircraft using the SAN SIMON transition, CUS must be operational.

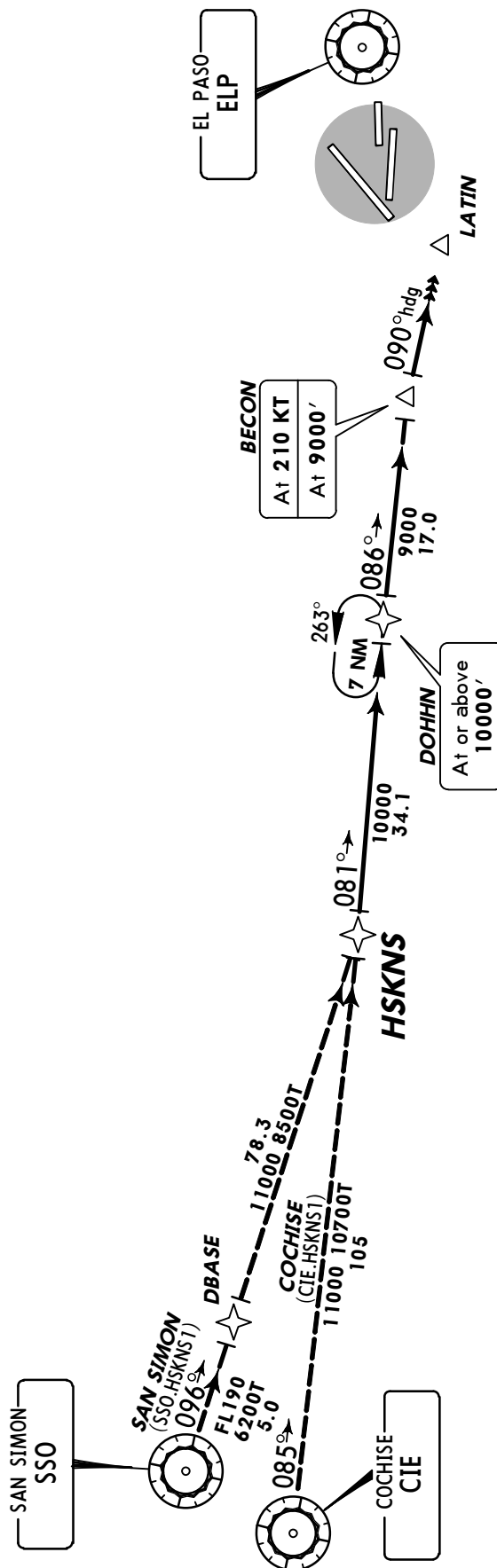


MSA ELP VOR



HSKNS ONE RNAV ARRIVAL (HSKNS.HSKNS1)

(RWYS 4, 8R, 22, 26L)



Direct distance from BECON to:
El Paso Intl 17 NM

ROUTING

From HSKNS on track 081° to DOHHN, then on track 086° to BECON, then on heading 090°. EXPECT RADAR vectors to final approach course.

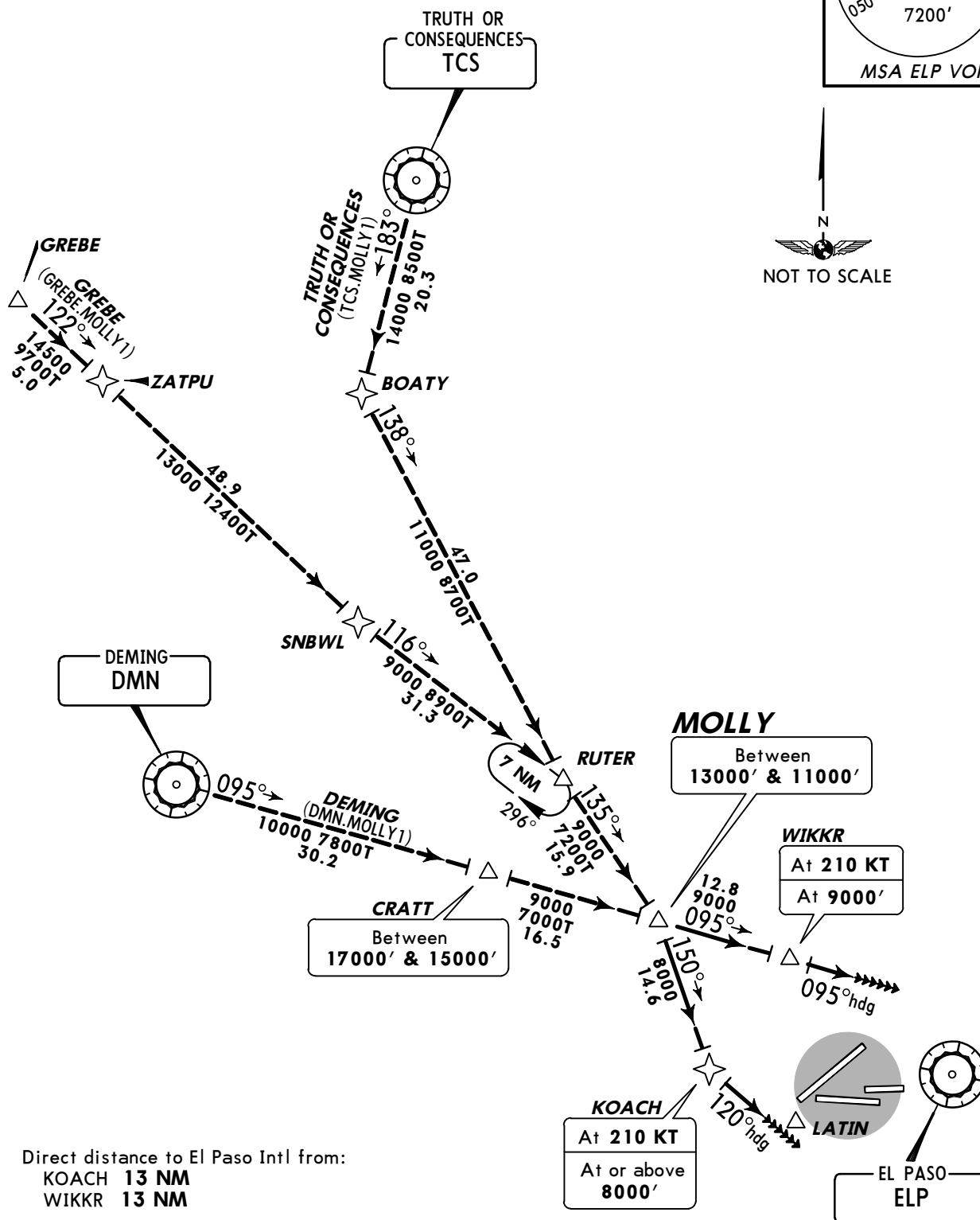
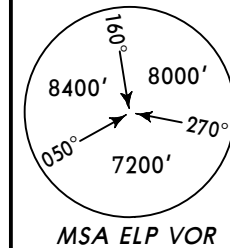
D-ATIS
120.0

Apt Elev
3962'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. For turbojet aircraft only.
5. For non-GPS equipped aircraft using DEMING, GREBE, TRUTH OR CONSEQUENCES transitions, CUS must be operational.

MOLLY ONE RNAV ARRIVAL (MOLLY.MOLLY1)



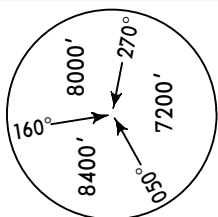
RWY	ROUTING
4, 8R	From MOLLY on track 150° to KOACH, then on heading 120°. EXPECT RADAR vectors to final approach course.
22, 26L	From MOLLY on track 095° to WIKKR, then on heading 095°. EXPECT RADAR vectors to final approach course.

D-ATIS
120.0

Apt Elev
3962'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

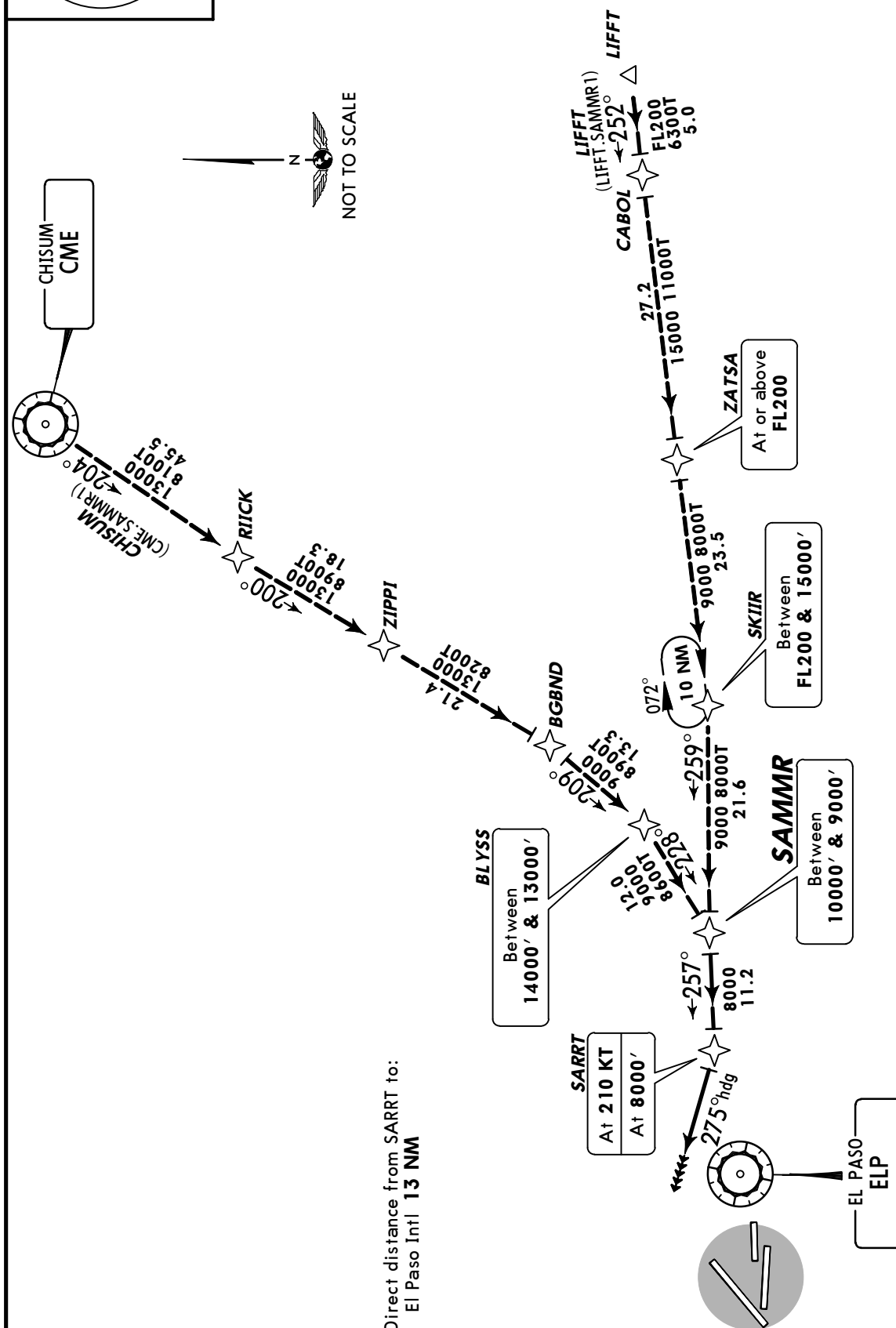
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. For turbojet aircraft only.



MSA ELP VOR

SAMMR ONE RNAV ARRIVAL (SAMMR.SAMMR1)

(RWYS 4, 8R, 22, 26L)



ROUTING

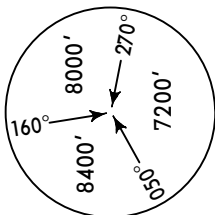
From SAMMR on track 257° to SARRT, then on heading 275°. EXPECT RADAR vectors to final approach course.

EL PASO
Departure (R)
119.15

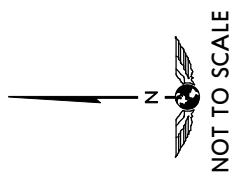
Apt Elev
3962'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. For turbojet aircraft only.
5. For non-GPS equipped aircraft departing on the COCHISE transition, CUS DME must be operational.
6. For non-GPS equipped aircraft departing on the GREBE transition, DMN and BWS DMEs must be operational.
7. For non-GPS equipped aircraft departing on the SSO transition, CUS, DMN, and SVC DMEs must be operational.



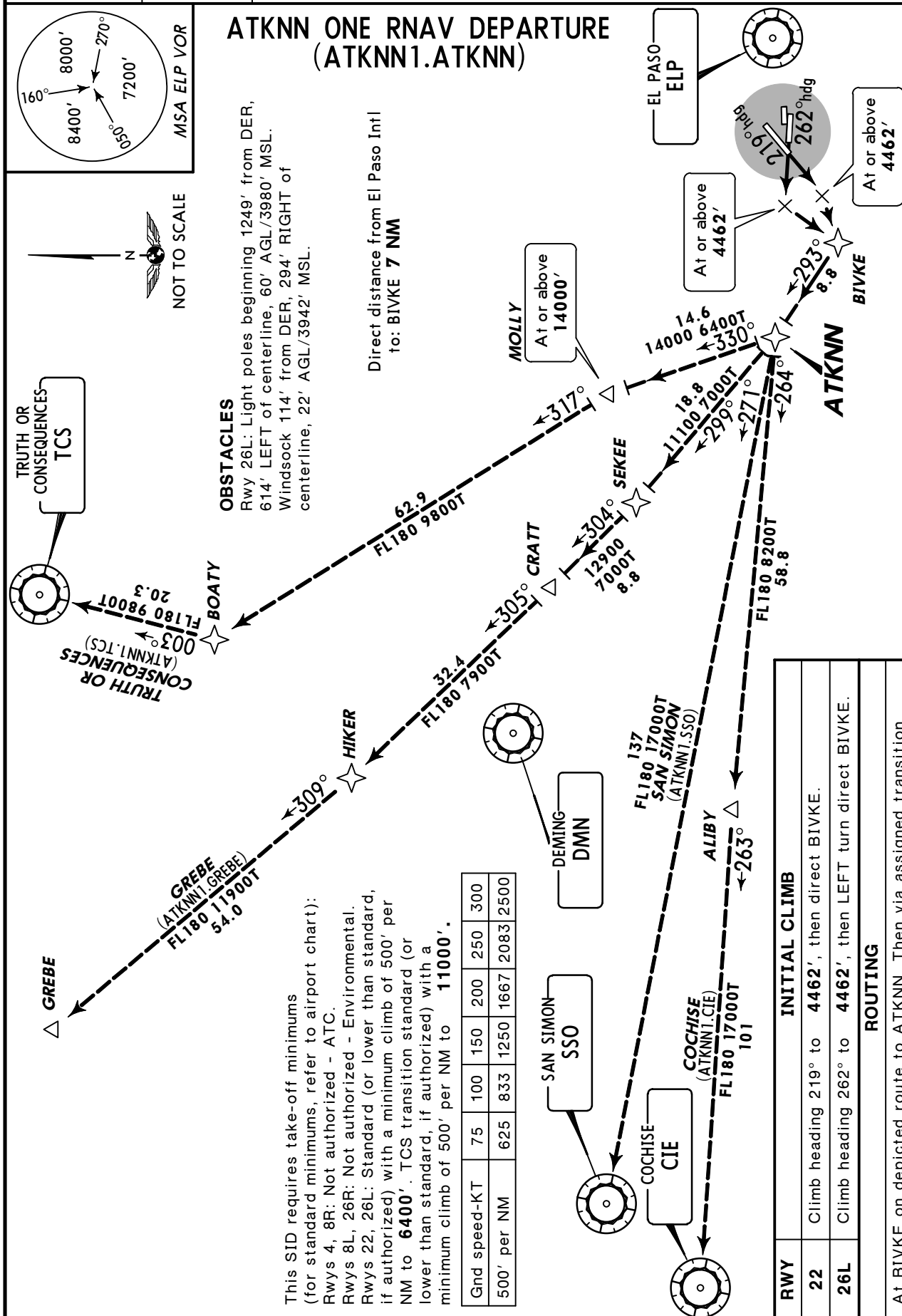
MSA ELP VOR



ATKNN ONE RNAV DEPARTURE (ATKNN1.ATKNN)

OBSTACLES
Rwy 26L: Light poles beginning 1249' from DER, 614' LEFT of centerline, 60' AGL/3980' MSL.
Windsock 114' from DER, 294' RIGHT of centerline, 22' AGL/3942' MSL.

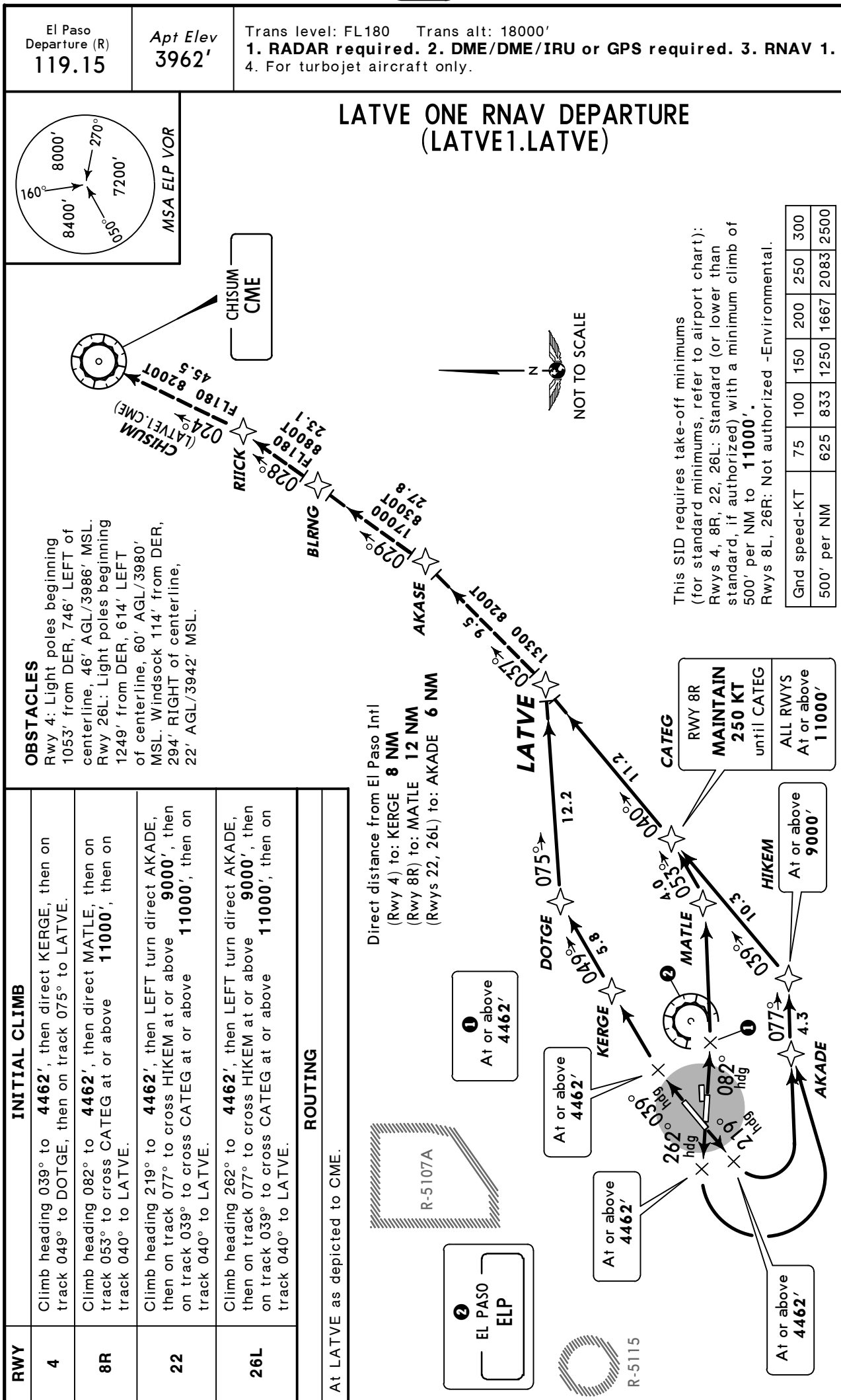
Direct distance from El Paso Intl
to: BIVKE **7 NM**



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 8R: Not authorized - ATC.
Rwys 8L, 26R: Not authorized - Environmental.
Rwys 22, 26L: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to **6400'**. TCS transition standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to **11000'**.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ROUTING
22	Climb heading 219° to 4462' , then direct BIVKE.	
26L	Climb heading 262° to 4462' , then LEFT turn direct BIVKE.	
At BIVKE on depicted route to ATKNN. Then via assigned transition.		

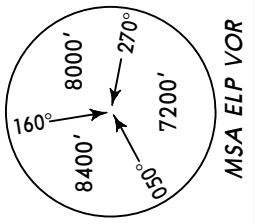


El Paso
Departure (R)
119.15

Apt Elev
3962'

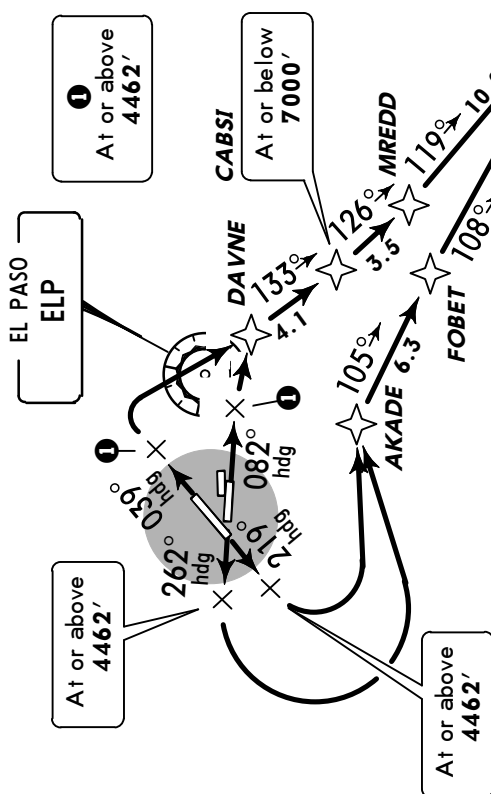
Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. For non-GPS equipped aircraft EWM and HUP must be operational.
5. For turbojet aircraft only.



NEVUE ONE RNAV DEPARTURE (NEVUE1.NEVUE)

Direct distance from El Paso Intl
(Rwys 4, 8R) to: DAVNE **6 NM**
(Rwys 22, 26L) to: AKADE **6 NM**



OBSTACLES

Rwy 4: Light poles beginning 1053' from DER, 746' LEFT of centerline, 46' AGL/3986' MSL.
Rwy 26L: Light poles beginning 1249' from DER, 614' LEFT of centerline, 60' AGL/3980' MSL. Windsock 114' from DER, 294' RIGHT of centerline, 22' AGL/3942' MSL.

RWY	INITIAL CLIMB
4	Climb heading 039° to 4462' , then RIGHT turn direct DAVNE, then on track 133° to cross CABSI at or below 7000' , then on track 126° to MREDD, then on track 119° to NEVUE.
8R	Climb heading 082° to 4462' , then direct DAVNE, then on track 133° to cross CABSI at or below 7000' , then on track 126° to MREDD, then on track 119° to NEVUE.
22	Climb heading 219° to 4462' , then LEFT turn direct AKADE, then on track 105° to FOBET, then on track 108° to NEVUE.
26L	Climb heading 262° to 4462' , then LEFT turn direct AKADE, then on track 105° to FOBET, then on track 108° to NEVUE.
ROUTING	
At NEVUE as depicted to FST.	

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 8R, 22, 26L: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to **4462'**.
Rwys 8L, 26R, :Not authorized-ATC

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

CHANGES: New procedure at this airport.

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GENERAL

Low-level wind shear alert system.

Sailplane & ultralight operations in vicinity of Horizon Apt 8 NM East-Southeast.

Noise abatement procedures in effect. Contact Air Traffic Control Tower for details.

Engine power is restricted to idle power on one engine at a time for maximum of 5 minutes on any terminal or parking aprons. Cross-bleed starts or other pre-departure activity on movement areas only. Maintenance or other requirements needing longer or higher power, contact tower for directions to designated runup areas.

Rwys 22, 26R and 8R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH
RWY							— LANDING BEYOND —			
							Threshold	Glide Slope		
4	HIRL	REIL	PAPI-L (angle 3.0°)	grooved	RVR					150'
22	HIRL	MALSR	PAPI-R (angle 3.0°)	grooved	RVR			10800' 3292m		46m
8R	HIRL	REIL	PAPI-L (angle 3.0°)	grooved						150'
26L	HIRL	ODALS	PAPI-L (angle 3.0°)	grooved						46m
8L										75'
26R	MIRL									23m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 4, 22

Both RVRs are required and controlling	Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8R			Rwy 26L			Rwys 8L, 26R
Adequate Vis Ref	STD		With Mim climb of 490' /NM to 6300'			
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD		
				3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	1/4	1/2	1	NA

OBSTACLE DP

Rwy 4, climbing right turn heading 120° and ELP VOR R-150 to 9000', then proceed on course.

Rwy 8R, climbing right turn heading 120° and ELP VOR R-150 to 9000', then proceed on course.

Rwy 22, climbing left turn heading 120° and ELP VOR R-150 to 9000', then proceed on course.

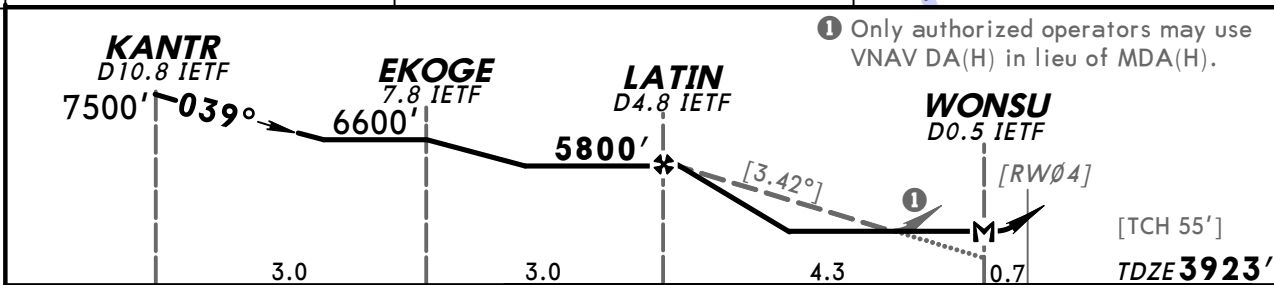
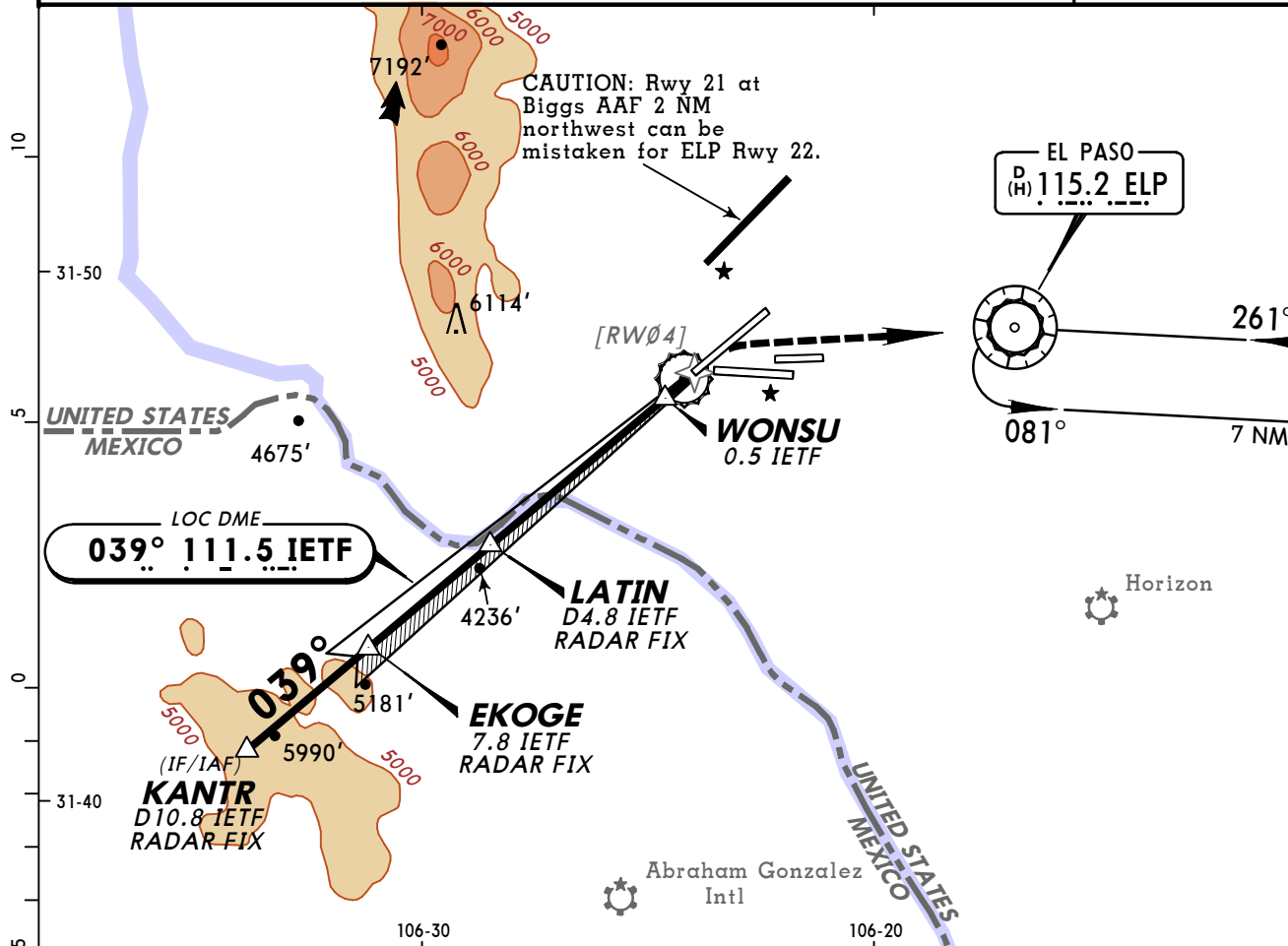
Rwy 26L, climbing left turn heading 120° and ELP VOR R-150 to 9000', then proceed on course.

FOR FILING AS ALTERNATE

		FOR FILMS AS ALTERNATE		
		LOC DME Rwy 4 LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Y Rwy 22 RNAV (GPS) Y Rwy 26L	RNAV (RNP) Z Rwy 22 VOR Rwy 26L ASR Rwy 4 ASR Rwy 22 ASR Rwy 26L	Other
A	600-2	800-2		NA
B				
C				
D				

BRIEFING STRIP™

D-ATIS 120.0		EL PASO Approach (R) 124.25		EL PASO Tower 118.3		Ground 121.9	
LOC IETF 111.5	Final Apch Crs 039°	Minimum Alt LATIN 5800' (1877')	MDA(H) 4300' (377')	Apt Elev 3959' TDZE 3923'	 MSA ELP VOR		
MISSED APCH: Climb to 4500' then climbing RIGHT turn to 6900' direct ELP VOR and hold. Continue climb-in-hold to 6900'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. If local altimeter setting not received procedure not authorized. 3. Disregard glide slope indications. 4. VGSI and descent angles not coincident.							

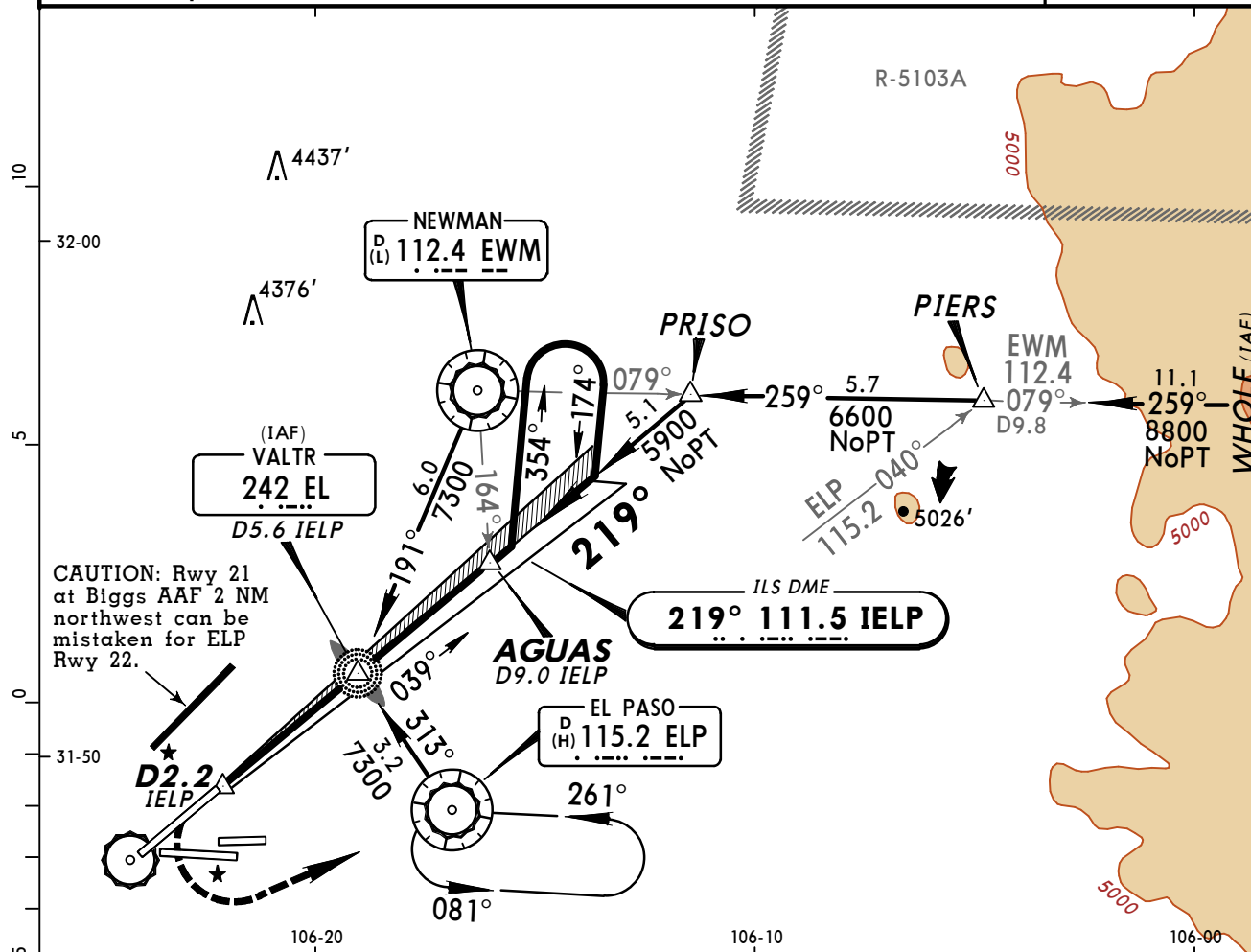


Gnd speed-Kts	70	90	100	120	140	160	REIL		4500'	6900'	D →	ELP 115.2
Descent angle [3.42°]	424	545	605	726	847	968	PAPI-L		↑	RT		
MAP at WONSU												

STRAIGHT-IN LANDING RWY 4					CIRCLE-TO-LAND		
MDA(H) 4300' (377')					Max Kts	MDA(H)	
A B C	RVR 50 or 1				90	4420' (461') - 1	
					120	4460' (501') - 1	
					140	4460' (501') - 1½	
D	RVR 60 or 1¼				165	4520' (561') - 2	

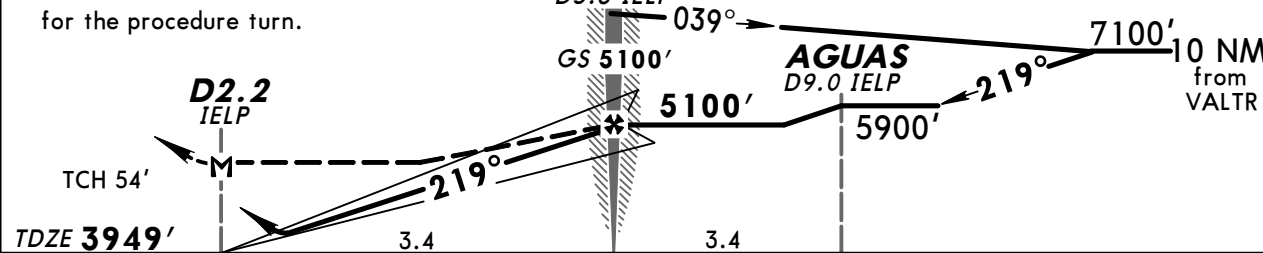
BRIEFING STRIP™

D-ATIS 120.0		EL PASO Approach (R) 124.25		EL PASO Tower 118.3		Ground 121.9	
LOC IELP 111.5	Final Apch Crs 219°	GS VALTR 5100' (1151')	ILS DA(H) 4149' (200')	Apt Elev 3959' TDZE 3949'			
MISSED APCH: Climb to 4600' then climbing LEFT turn to 7300' direct ELP VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required when R-5103 in use.		2. Use IELP LOC DME when on LOC course.		MSA ELP VOR			



1 Maintain 7300' or above until established outbound for the procedure turn.

0 VALTR
D5.6 IELP



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IELP or VALTR to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:17

MALSR	4600'	7300'	ELP 115.2
PAPI	↑	LT	

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
ILS DA(H) 4149' (200')		LOC (GS out) MDA(H) 4300' (351')		Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out	90	
A				120	4420' (461')-1
B				140	4420' (461')-1 1/2
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	165	4520' (561')-2
D		RVR 40 or 3/4	RVR 60 or 1 1/4		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

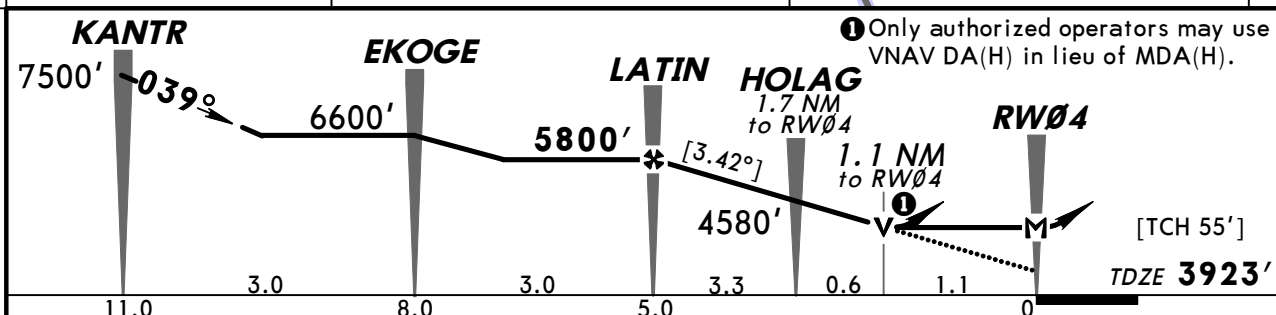
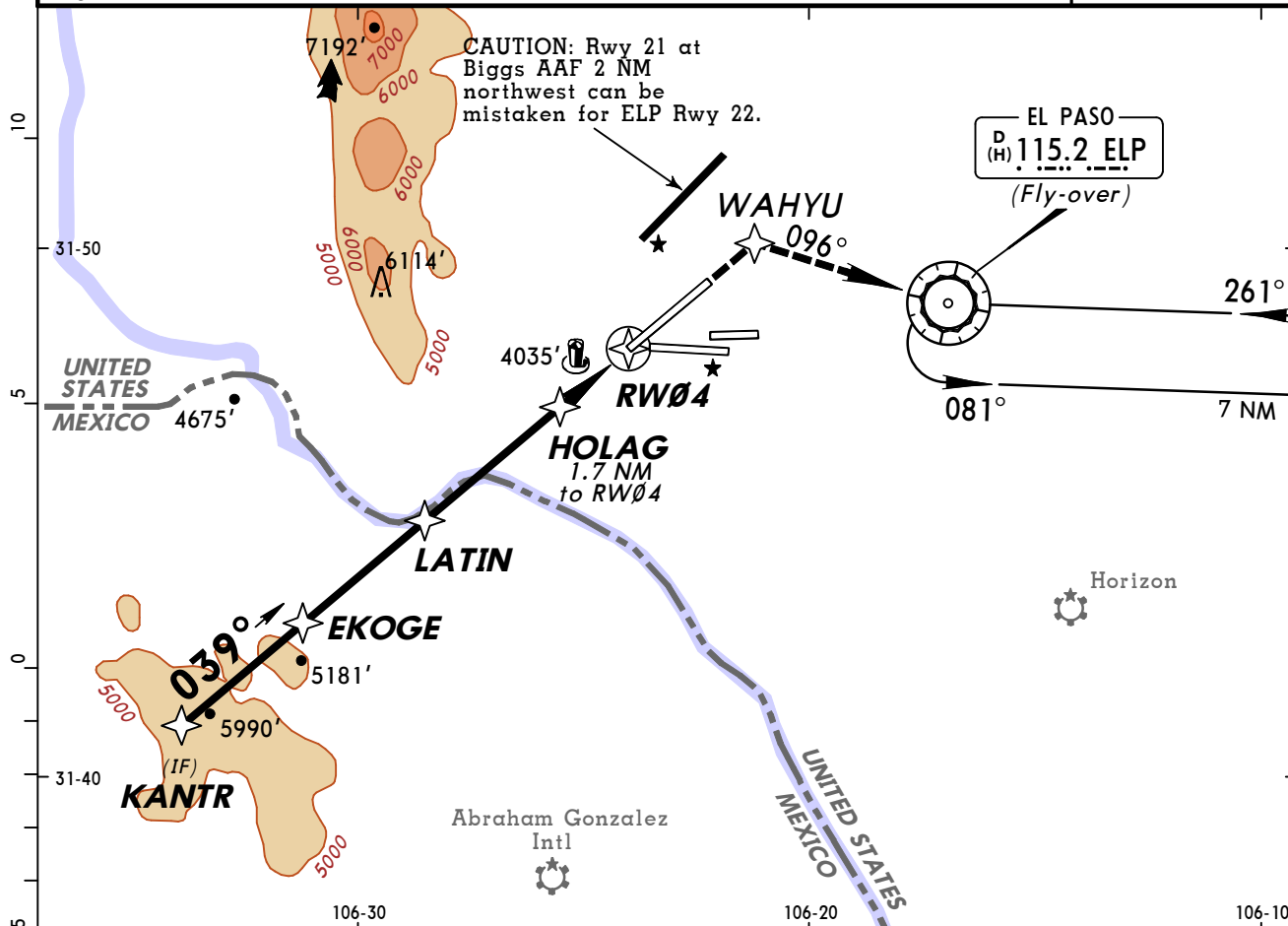
KELP/ELP EL PASO INTL

19 AUG 11 **(12-1)** **Eff 25 Aug**

EL PASO, TEXAS
RNAV (GPS) Rwy 4

BRIEFING STRIP™

D-ATIS 120.0		EL PASO Approach (R) 124.25		EL PASO Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 039°	Minimum Alt LATIN 5800' (1877')	LNAV MDA(H) 4320' (397')	Apt Elev 3962' TDZE 3923'		8900' MSA RW04	
MISSED APCH: Climb to 6900' direct WAHYU and on 096° track to ELP VOR and hold, continue climb-in-hold to 6900'.							
Alt Set: INCHES 1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.							
		Trans level: FL 180		Trans alt: 18000'			



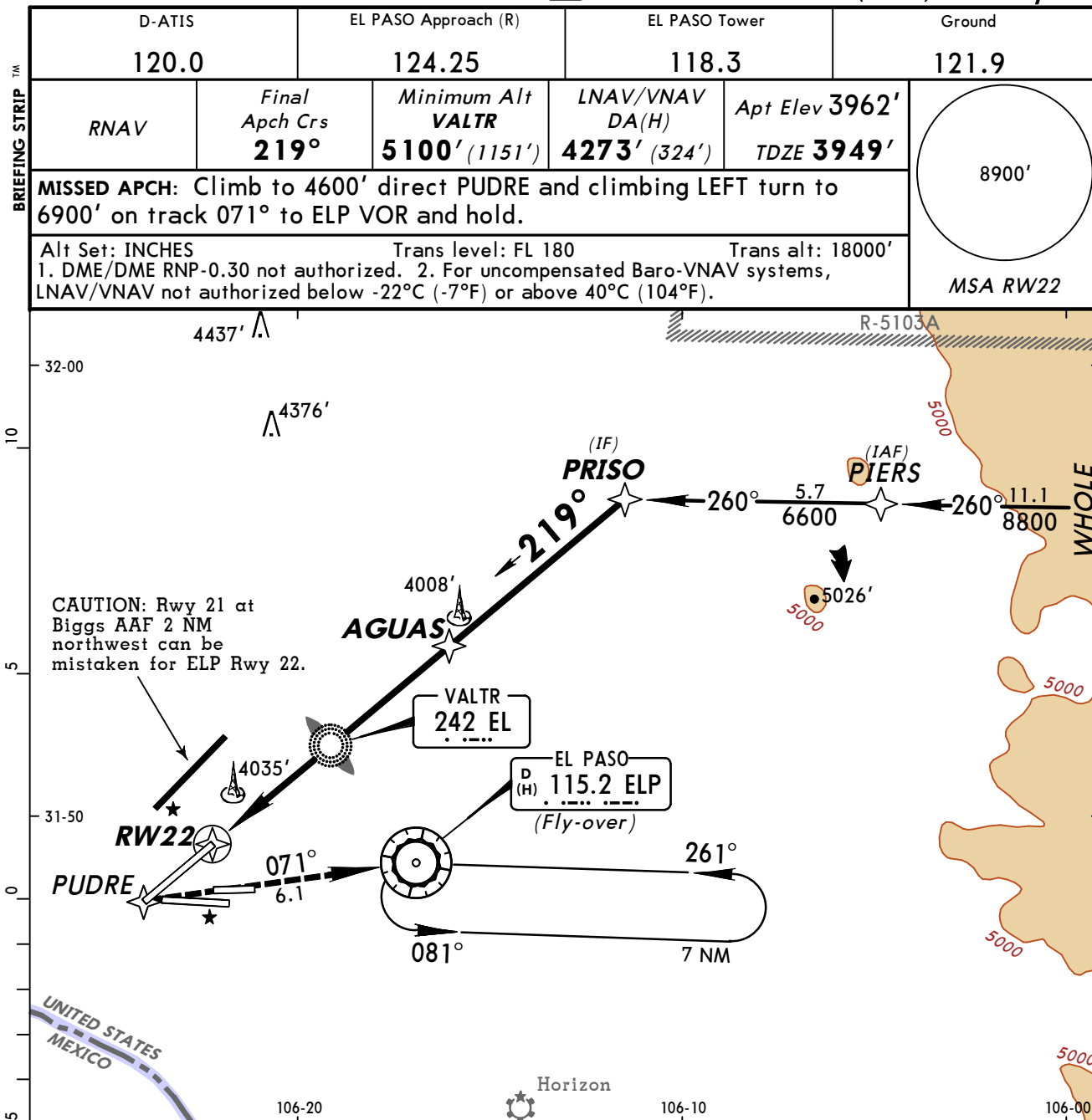
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	6900' ↑	D→	WAHYU
Descent angle [3.42°]	424	545	605	726	847	968				
MAP at RW04										

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND					
RNAV						MDA(H)					
MDA(H) 4320' (397')						Max Kts					
A	RVR 50 or 1					90	4420' (458')-1				
B						120	4460' (498')-1				
C						140	4460' (498')-1½				
D	RVR 60 or 1¼					165	4520' (558')-2				

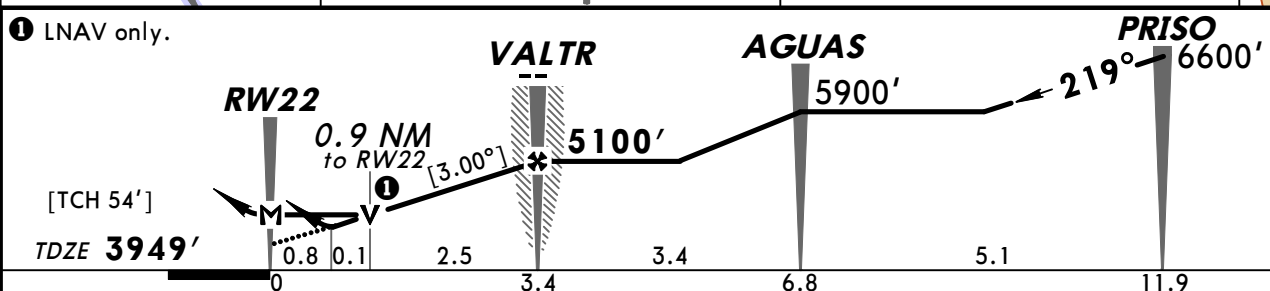
CHANGES: Airport elevation.

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TERPS AMEND 0 8 APR 2010

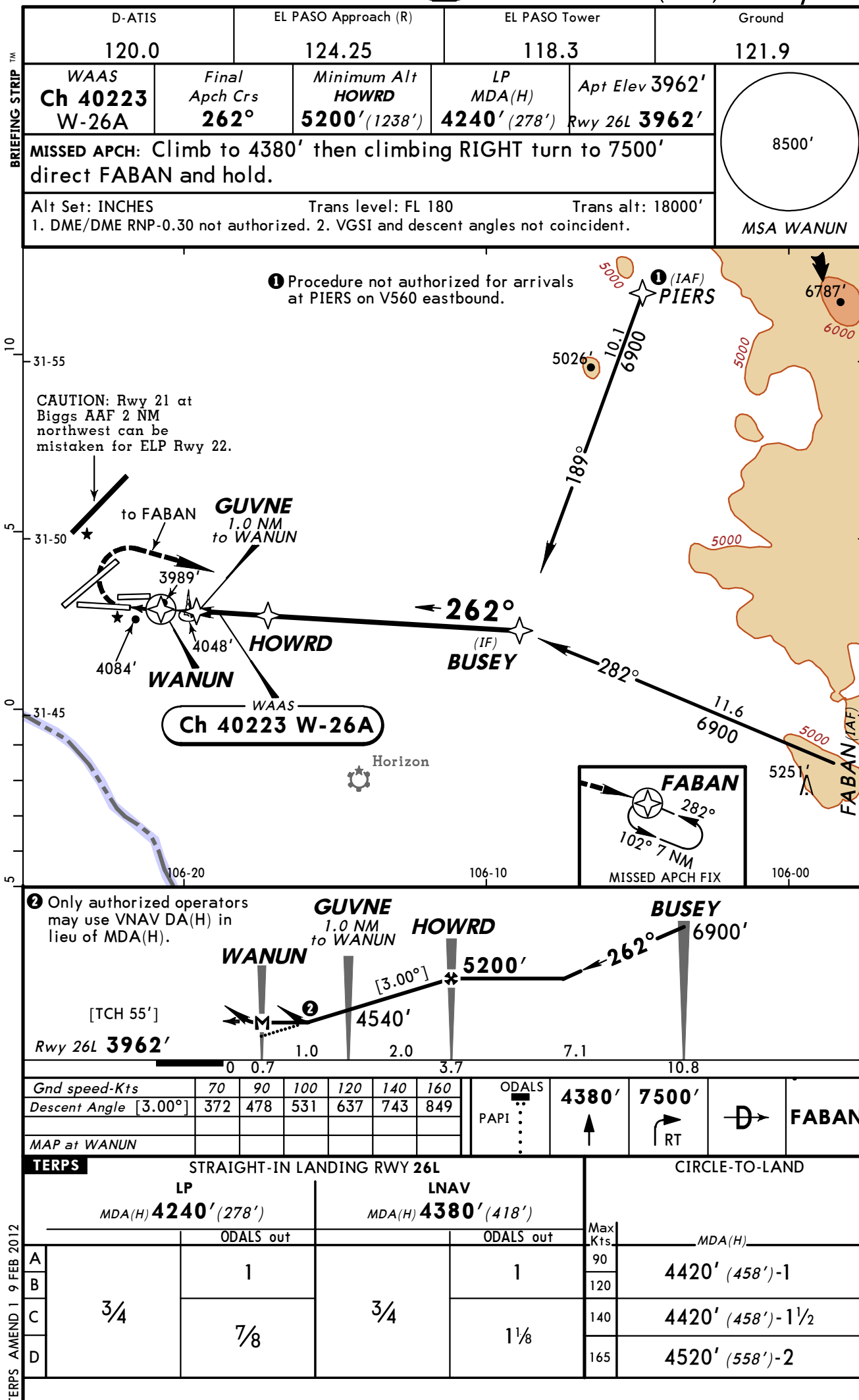


① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW22										

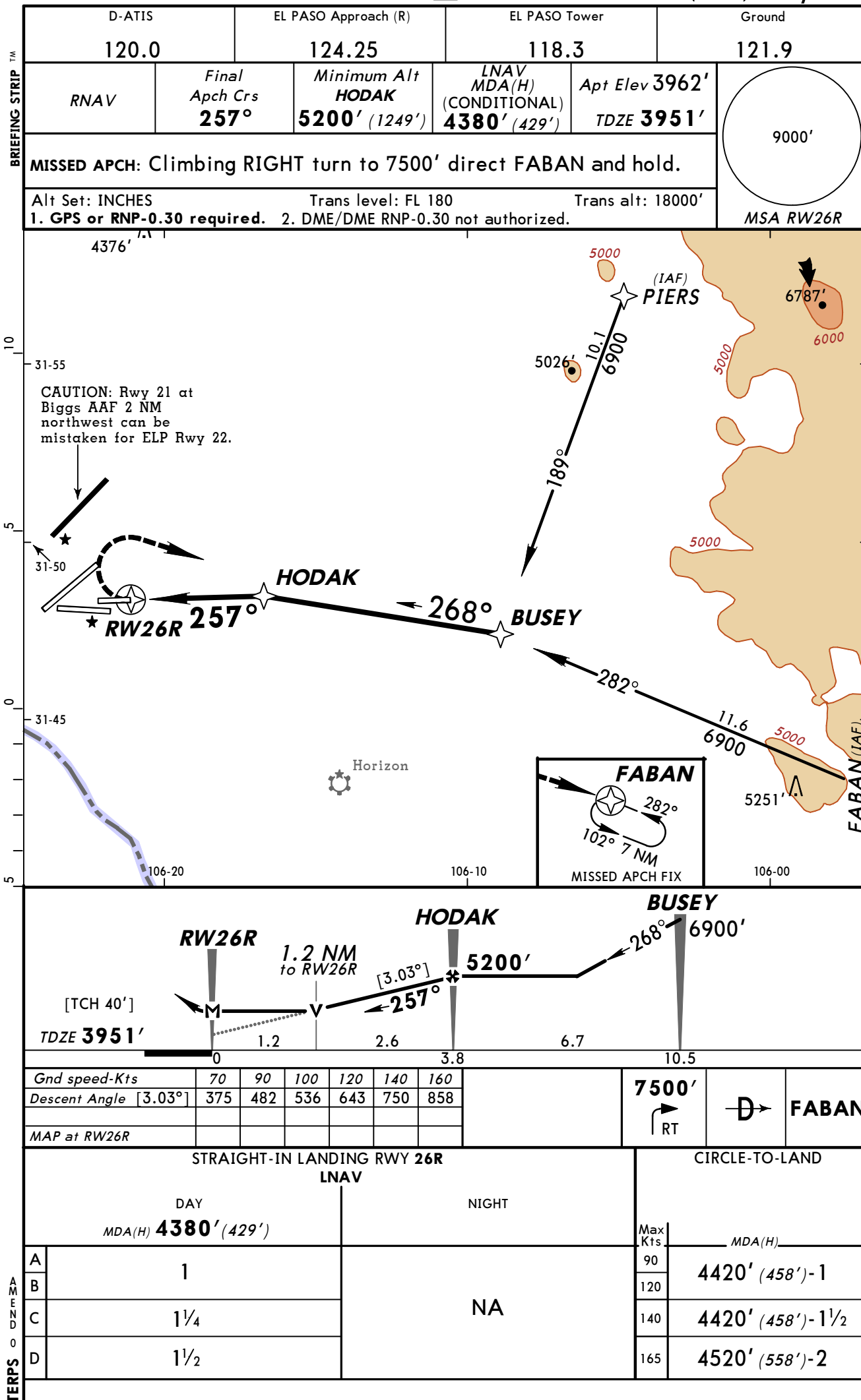
STRAIGHT-IN LANDING RWY 22						CIRCLE-TO-LAND		
LNAV/VNAV			LNAV					
DA(H) 4273' (324')			MDA(H) 4300' (351')					
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A						90	4420' (458')-1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	120	4420' (458')-1 1/2	
C						140	4420' (458')-1 1/2	
D	RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1	RVR 60 or 1 1/4	165	4520' (558')-2	



KELP/ELP EL PASO INTL

JEPPESEN
3 FEB 12 (12-4) Eff 9 Feb

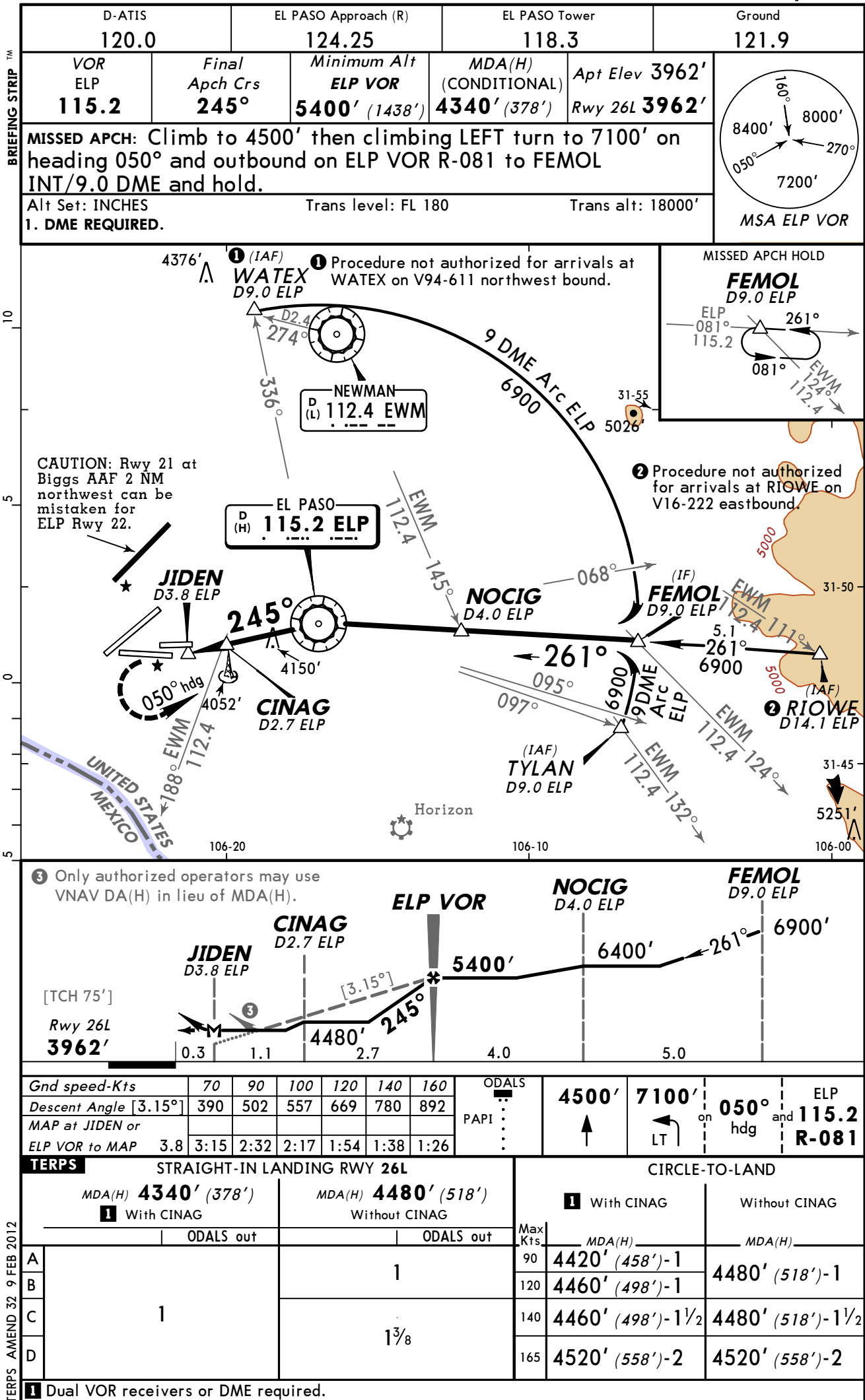
EL PASO, TX
RNAV (GPS) Rwy 26R



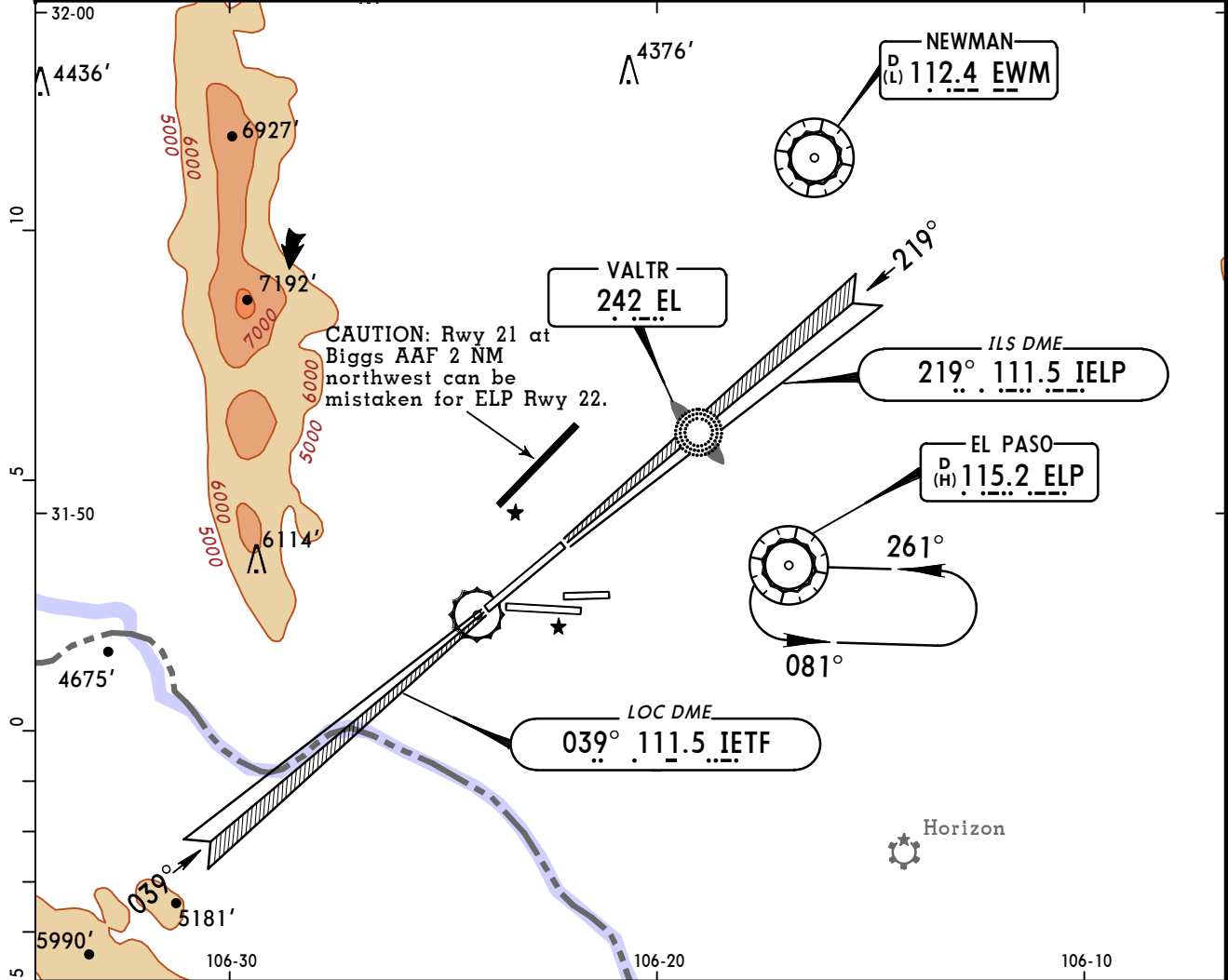
BRIEFING STRIP™



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D-ATIS		EL PASO Approach (R)		EL PASO Tower		Ground	
120.0		124.25		118.3		121.9	
RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 3962' TDZE- See Below		No MSA published	
Missed Approach-See below							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. CAUTION: Steeply rising terrain 4.5 NM west of airport.							



MISSED APPROACH:
Runways 4, 26L: Climbing RIGHT turn to 6900' direct ELP VOR and hold, continue climb-in-hold to 6900'.
Runway 22: Climbing LEFT turn to 6900' direct ELP VOR and hold, continue climb-in-hold to 6900'.

RWY 4 TDZE 3923'	RWY 22 TDZE 3949'	RWY 26L TDZE 3962'

ASR Rwy 4, 22, 26L: MAP at Rwy Thr	Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING					CIRCLE-TO-LAND			
ASR 4 MDA(H) 4400' (477')		ASR 22 MDA(H) 4320' (371')		ASR 26L MDA(H) 4380' (418')		Max Kts.	MDA(H)	
		RAIL out	ALS out		ODALS out			
A	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	3/4	1	90	4420' (458') - 1
B							120	4460' (498') - 1
C	RVR 60 or 1 1/4				1 1/4		140	4460' (498') - 1 1/2
D	1 1/2	RVR 50 or 1	RVR 60 or 1 1/4				165	4520' (558') - 2

General Information

Location: FT Stockton TX USA
IATA Code: FST
Lat/Long: N30° 54.9' W102° 54.8'
Elevation: 3011 ft

Airport Use: Public
Magnetic Variation: 7.1 °E
Sectional Chart: San Antonio

Fuel Types: 100 Octane (LL), Jet A+
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1321 Z
Sunset: 0048 Z,

Runway Information

Runway: 03
Length x Width: 4400 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 3007 ft
Lighting: Edge, Pilot controlled

Runway: 07
Length x Width: 4961 ft x 150 ft
Surface Type: turf
TDZ-Elev: 2994 ft

Runway: 11
Length x Width: 3348 ft x 100 ft
Surface Type: turf
TDZ-Elev: 3004 ft

Runway: 12
Length x Width: 7508 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 3002 ft
Lighting: Edge, Pilot controlled

Runway: 16
Length x Width: 3981 ft x 150 ft
Surface Type: turf

TDZ-Elev: 2994 ft

Runway: 21

Length x Width: 4400 ft x 60 ft

Surface Type: asphalt

TDZ-Elev: 2957 ft

Lighting: Edge, Pilot controlled

Runway: 25

Length x Width: 4961 ft x 150 ft

Surface Type: turf

TDZ-Elev: 2983 ft

Runway: 29

Length x Width: 3348 ft x 100 ft

Surface Type: turf

TDZ-Elev: 3005 ft

Runway: 30

Length x Width: 7508 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 3011 ft

Lighting: Edge, Pilot controlled

Runway: 34

Length x Width: 3981 ft x 150 ft

Surface Type: turf

TDZ-Elev: 3004 ft

Communication Information

ASOS 118.525

FT Stockton-Pecos Co Unicom 122.8 CTAF PCL

San Angelo Radio 122.1 RCO

San Angelo Radio 116.9

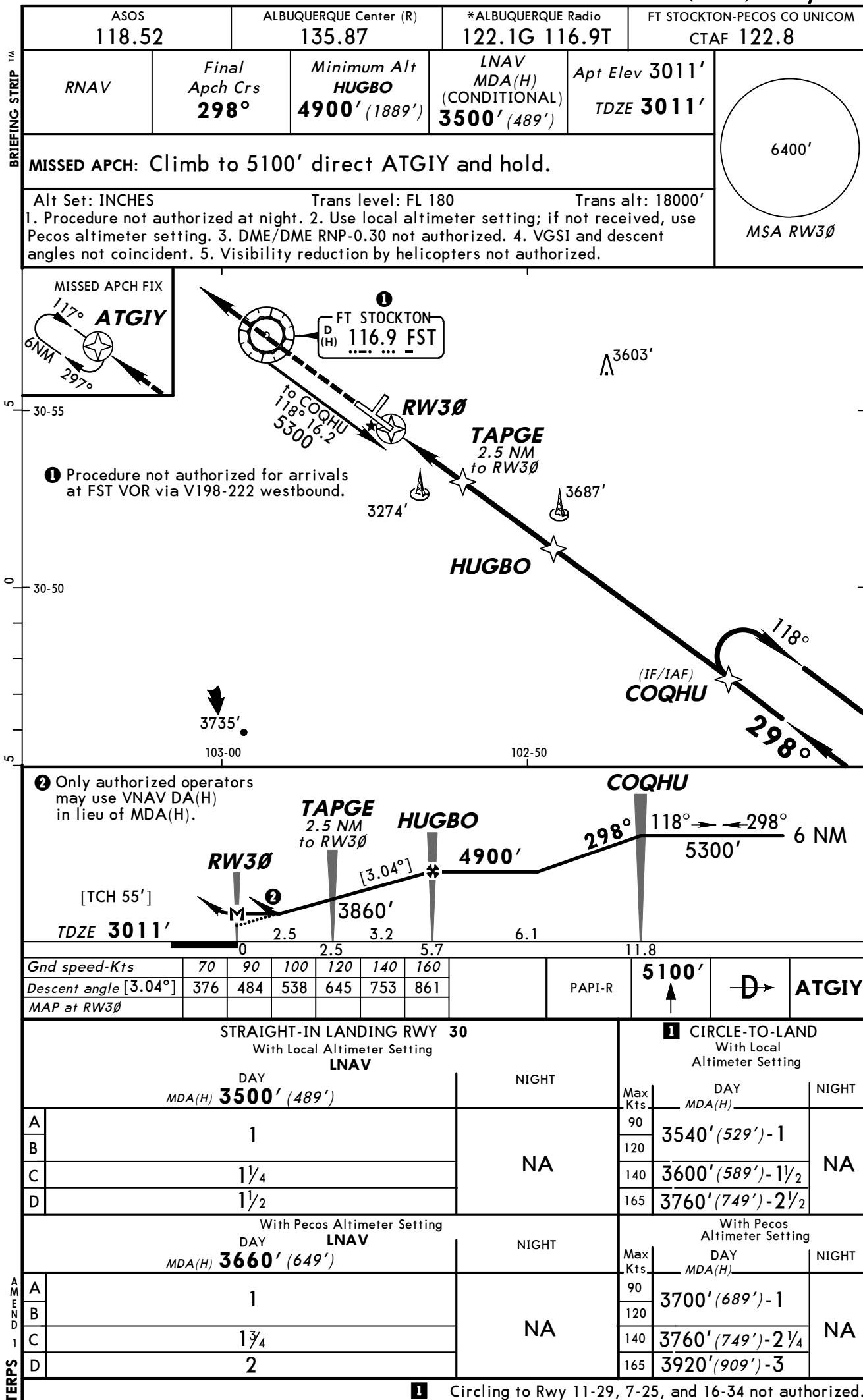
Albuquerque Center 135.875 Remote Communications Air-Ground

OBSTACLE DP: Rwy 21 climb heading 208° to 3600' before turning left.

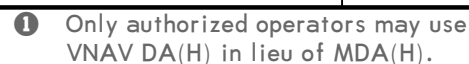
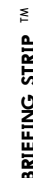
MSA RW12PAPI-R

TERPS

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A diagram of a circular sector. The radius is labeled as 4500'. The central angle is labeled as 230°. The arc length is labeled as 6000'.

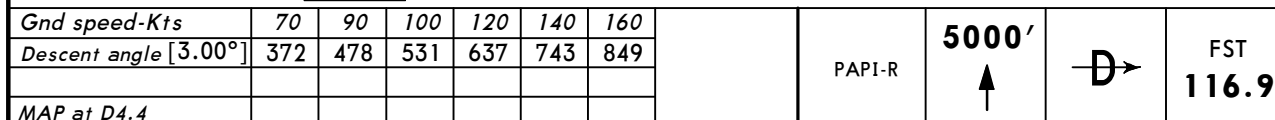
PAPI-RTERPS
8
A
M
E
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8

FT STOCKTON, TEXAS
VOR DME Rwy 30

BRIEFING STRIP™



IFEPU
D8 0

TERPS
0 AMENDMENTS

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General Information

Location: FT Worth TX USA
IATA Code: FTW
Lat/Long: N32° 49.2' W097° 21.7'
Elevation: 710 ft

Airport Use: Public
Magnetic Variation: 4.2°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1300 Z
Sunset: 0025 Z,

Runway Information

Runway: 09
Length x Width: 3677 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 710 ft
Lighting: Edge

Runway: 16
Length x Width: 7501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 710 ft
Lighting: Edge, ALS

Runway: 17
Length x Width: 4006 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 668 ft
Lighting: Edge

Runway: 27
Length x Width: 3677 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 710 ft
Lighting: Edge

Runway: 34
Length x Width: 7501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 680 ft
Lighting: Edge, ALS

Runway: 35
Length x Width: 4006 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 667 ft
Lighting: Edge

Communication Information

ATIS 120.7
Meacham Tower 118.3
Meacham Ground Control 121.9
Meacham Clearance Delivery 124.65
Regional Approach Control 135.975
Regional Approach Control 118.1
Regional Departure Control 135.975
Regional Departure Control 118.1
FT Worth Meacham Unicom 122.95
FT Worth Flight Service Station 122.6 RCO

GENERAL

24-hour prior permission required for Air Carrier operations with more than 30 passenger seats.
 For STARs and SIDs see Dallas-Ft Worth, Texas Area STAR 80-2/SID 80-3 Series.
 Birds.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
RWY		Threshold	Glide Slope		
9 1 27	MIRL				100' 30m
	MIRL PAPI-R (angle 3.0°)				

① Rwy surface has raveling in cracks and block cracks spaced 5' apart or less.

16	HIRL MALSR PAPI-R (angle 3.0°) grooved RVR		6252' 1906m		150'
34	HIRL MALSGrooved		6401' 1951m		46m

17	MIRL PAPI-L (angle 3.75°)				75'
35	MIRL PAPI-L (angle 3.25°)				23m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 16, 17, 27, 35		Rwy 9			Rwy 34		
	Adequate Vis Ref	STD	① With Min climb of 216'/NM to 1000'		Other	② With Min climb of 222'/NM to 1100'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1 1/2	1/4	1	300-2
3 & 4 Eng		RVR 24 or 1/2		1/2			1/2	

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.

② Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.

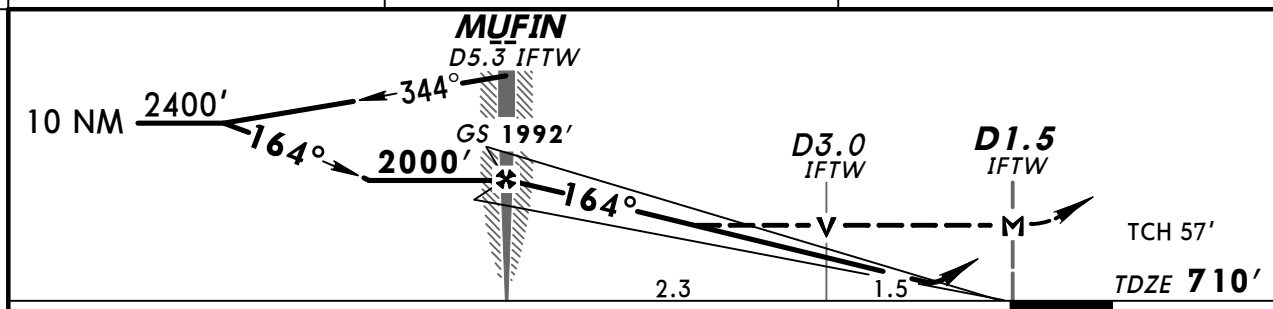
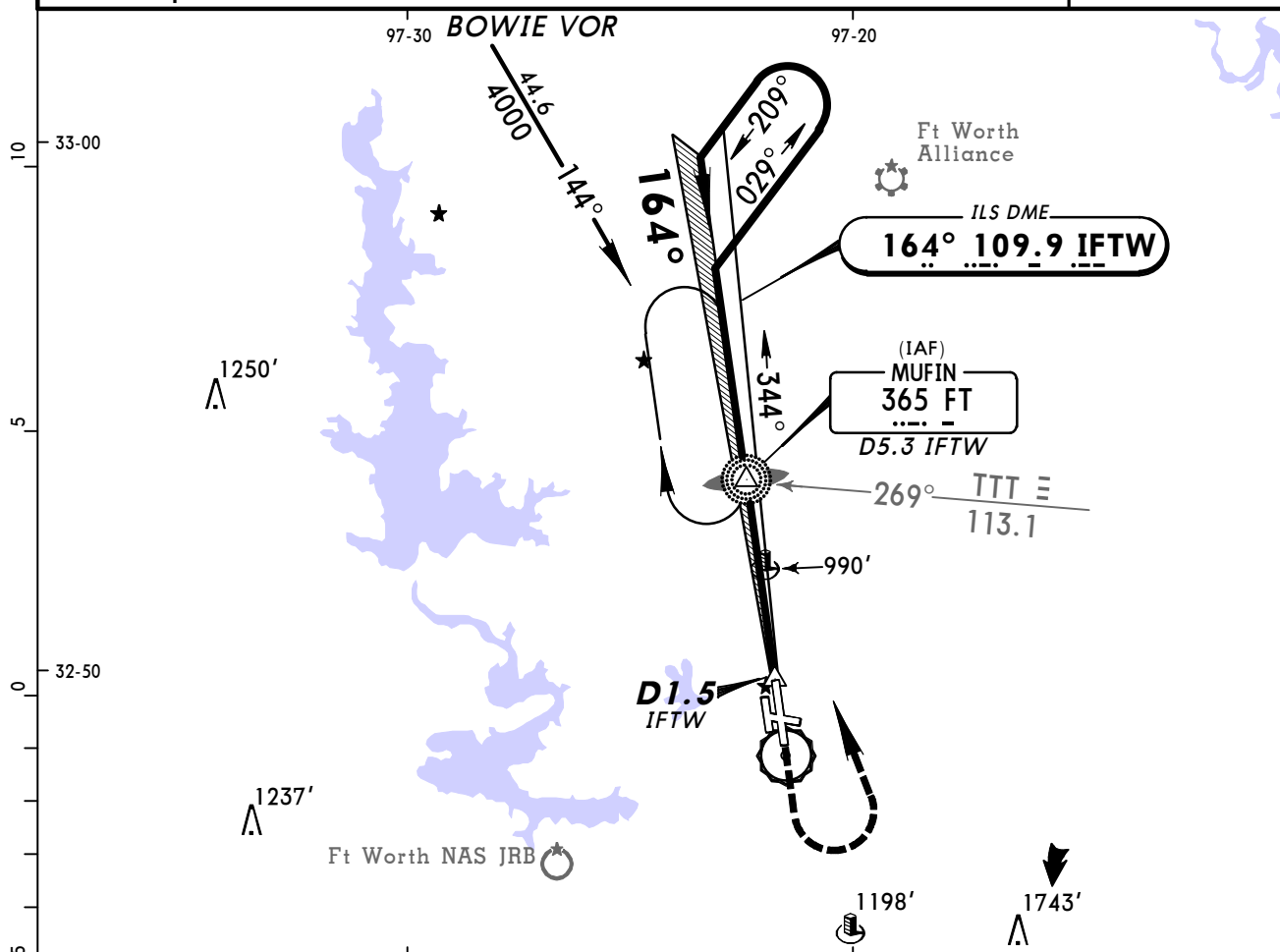
OBSTACLE DP

Rwy 9, Climb heading 092° to 2000' before proceeding on course.
 Rwy 16, Climb heading 164° to 2000' before proceeding on course.
 Rwy 17, Climb heading 164° to 2000' before proceeding on course.

FOR FILING AS ALTERNATE

A B C D	ILS Rwy 16 ILS Rwy 34	LOC Rwy 16 LOC Rwy 34 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
	600-2	800-2

ATIS 120.7		REGIONAL Approach (R) North South 118.1 135.97		MEACHAM Tower 118.3		Ground 121.9	
LOC IFTW 109.9	Final Apch Crs 164°	GS MUFIN 1992' (1282')	ILS DA(H) 910' (200')	Apt Elev 710' TDZE 710'			
MISSED APCH: Climb to 1300', then climbing LEFT turn to 2500' direct FT LOM and hold. Continue climb-in-hold to 2500'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. ADF required.						MSA FT LOM	

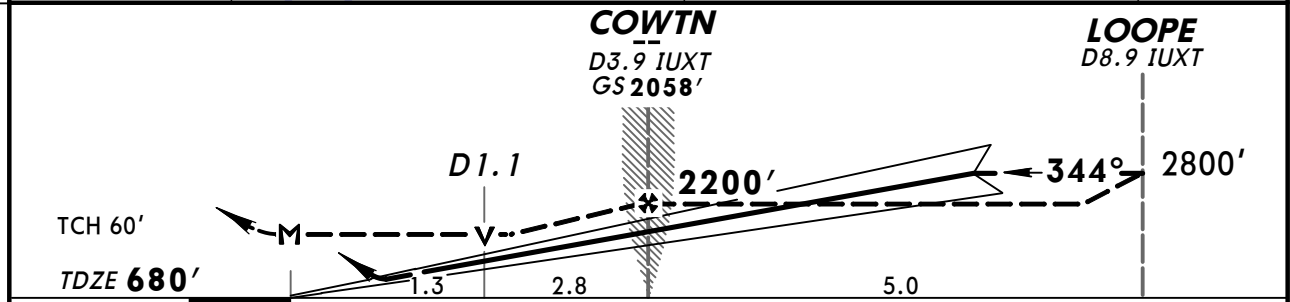
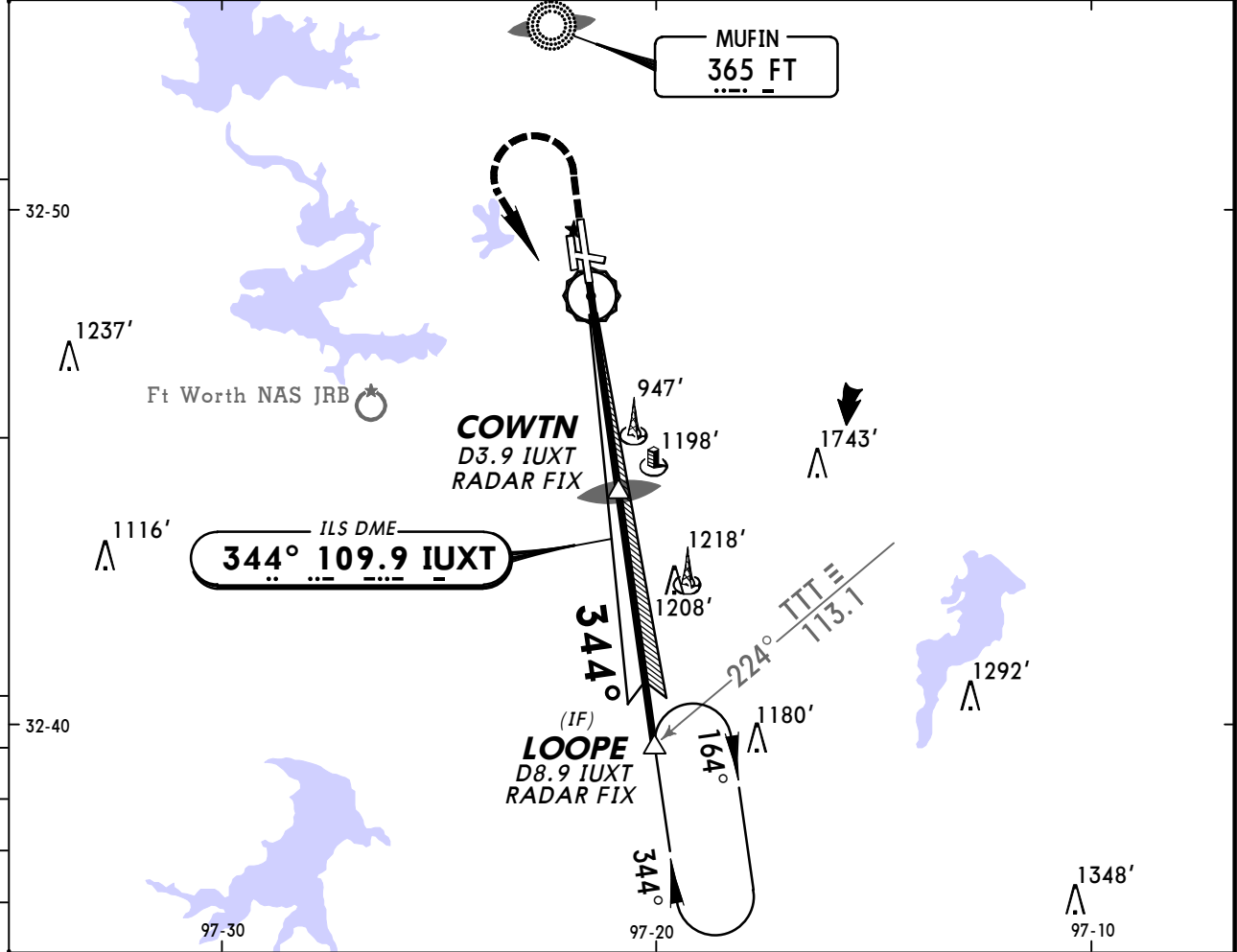


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		FT 365
<i>GS</i> 3.00°	372	478	531	637	743	849		
<i>MAP at D1.5 IFTW or MUFIN to MAP</i> 3.8	3:15	2:32	2:17	1:54	1:38	1:26		

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND		
ILS <i>DA(H)</i> 910' (200')			LOC (GS out) <i>MDA(H)</i> 1240' (530')					
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts.	<i>MDA(H)</i>	
A	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1260' (550') - 1	
B						120		
C			RVR 50 or 1	1 1/2		140		1280' (570') - 1 1/2
D			RVR 60 or 1 1/4	1 3/4		165		1300' (590') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

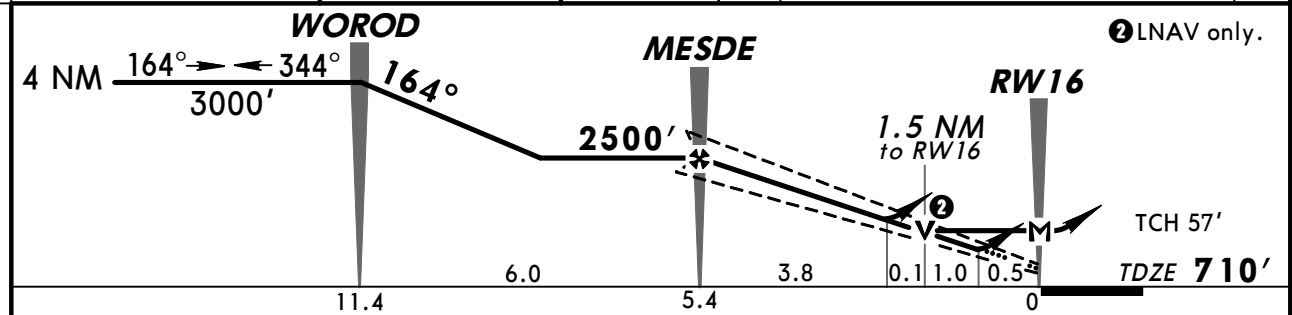
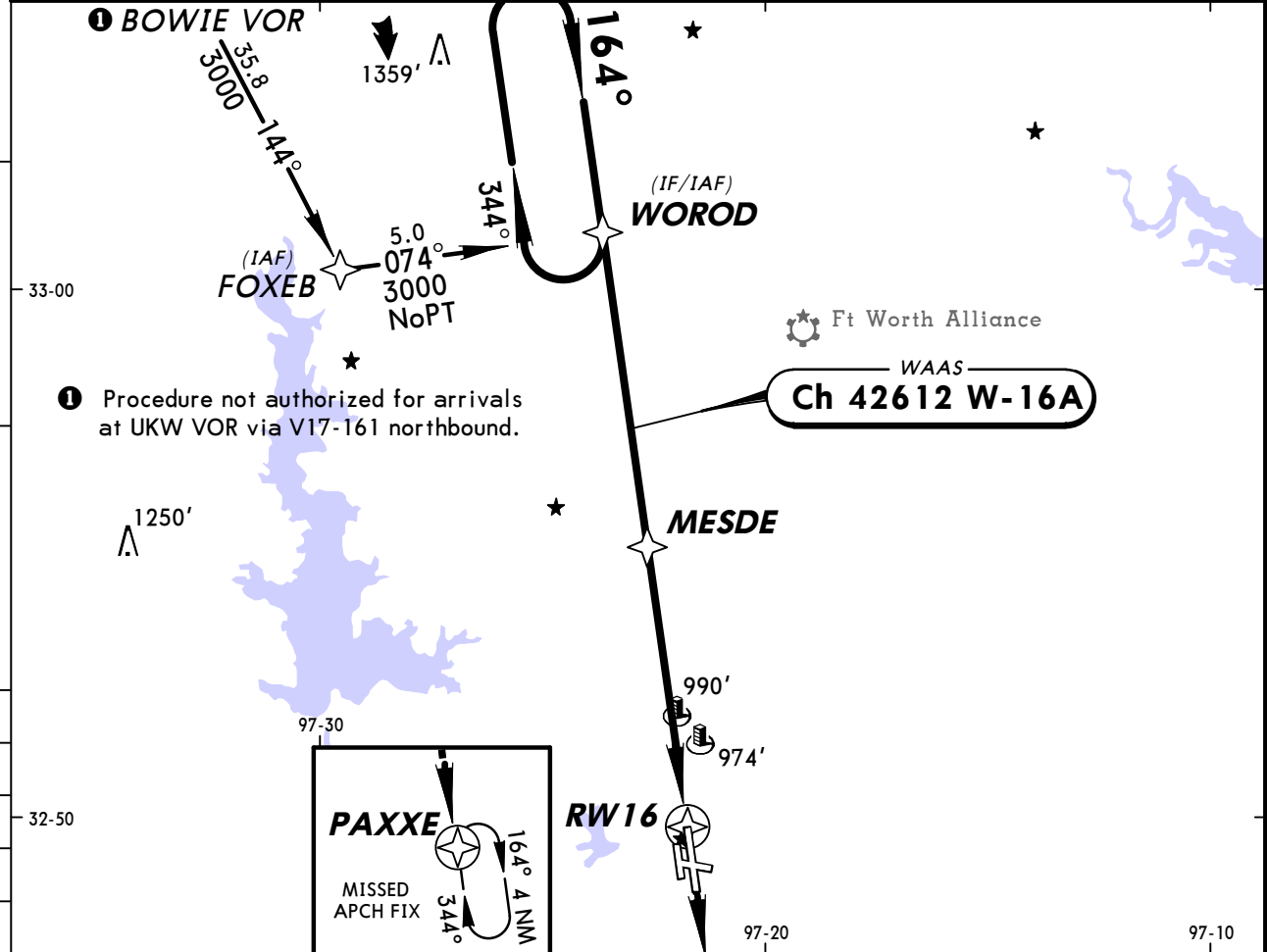
ATIS 120.7		REGIONAL Approach (R) North 118.1 South 135.97		MEACHAM Tower 118.3	Ground 121.9
LOC IUCT 109.9	Final Apch Crs 344°	GS COWTN 2058' (1378')	ILS DA(H) 880' (200')	Apt Elev 710' TDZE 680'	 MSA FT LOM
MISSED APCH: Climb to 1500', then climbing LEFT turn to 2800' via IUCT LOC SOUTH course to LOOPE INT/D8.9 IUCT and hold.					
Alt Set: INCHES 1. RADAR required.		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	MALS 1500' 2800' via IUCT South Course LOOPE
GS	3.00°	372	478	531	637	743	
COWTN to MAP	4.1	3:31	2:44	2:28	2:03	1:45	

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
FULL	ALS out	FULL	ALS out		
3/4		3/4	1	90	1260' (550') - 1
3/4		1 1/2		120	1280' (570') - 1 1/2
3/4		1 3/4		140	1280' (570') - 1 1/2
3/4		1 3/4		165	1300' (590') - 2

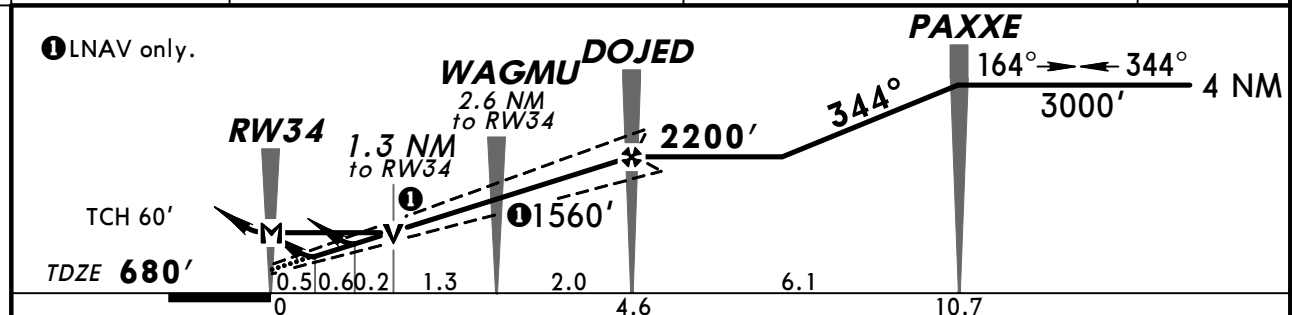
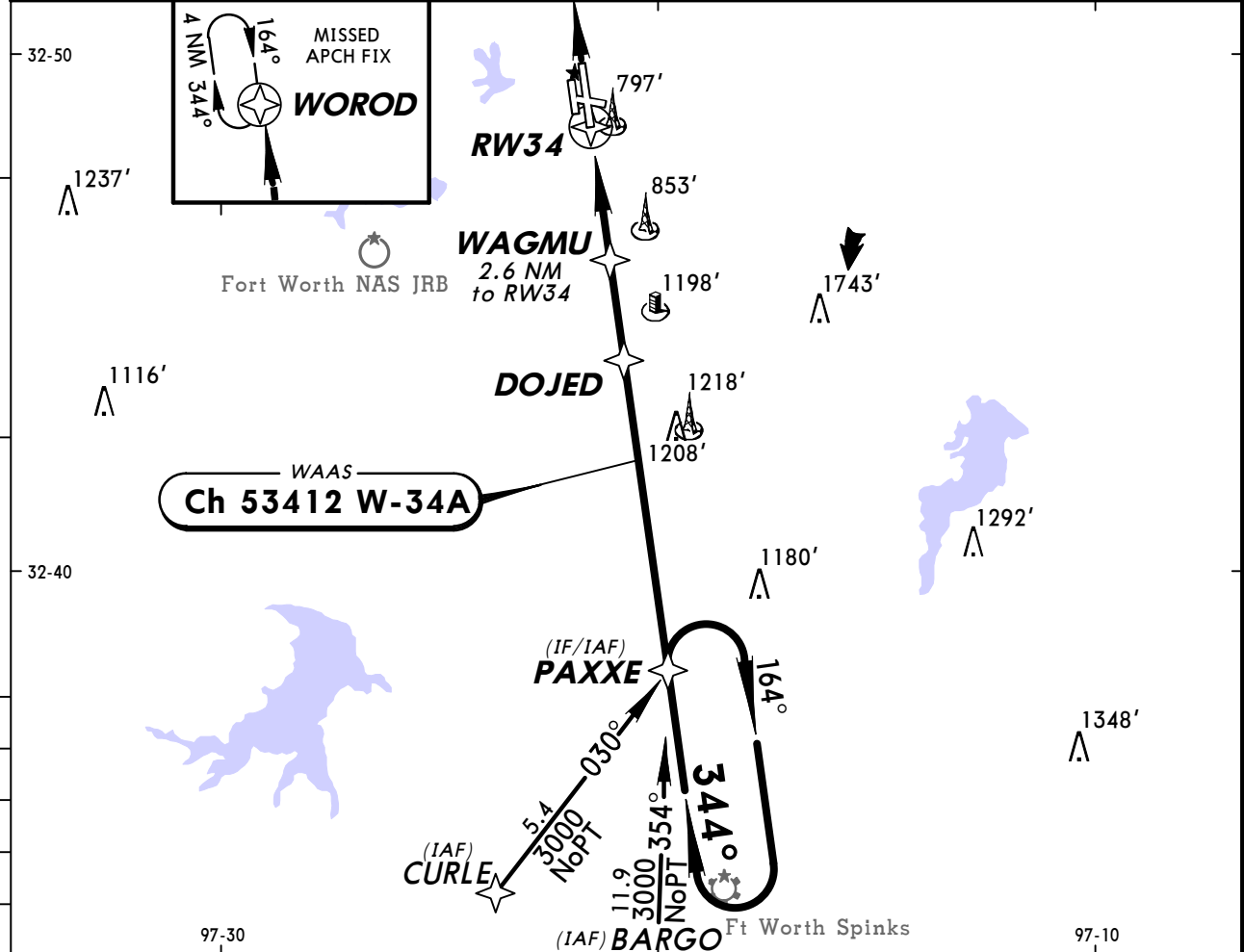
ATIS 120.7		REGIONAL Approach (R) North 118.1 South 135.97		MEACHAM Tower 118.3	Ground 121.9
WAAS Ch 42612 W-16A	Final Apch Crs 164°	Minimum Alt MESDE 2500' (1790')	LPV DA(H) 910' (200')	Apt Elev 710' TDZE 710'	3600' MSA RW16
MISSED APCH: Climb to 3000' direct PAXXE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑		PAXXE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW16										

STRAIGHT-IN LANDING RWY 16							CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV				
DA(H) 910' (200')		DA(H) 1284' (574')		MDA(H) 1240' (530')				
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	2	RVR 24 or 1/2	RVR 40 or 3/4	90	1260' (550') - 1
					RVR 50 or 1	1 1/2	120	
					RVR 60 or 1 1/4	1 3/4	140	
							165	

ATIS 120.7		REGIONAL Approach (R) North 118.1 South 135.97		MEACHAM Tower 118.3	Ground 121.9
WAAS Ch 53412 W-34A	Final Apch Crs 344°	Minimum Alt DOJED 2200' (1520')	LPV DA(H) 880' (200')	Apt Elev 710' TDZE 680'	3600' MSA RW34
MISSED APCH: Climb to 3000' direct WOROD and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).					



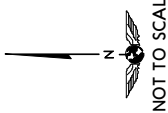
Gnd speed-Kts	70	90	100	120	140	160	MALS 3000' → WOROD
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW34							

STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND		
LPV <i>DA(H)</i> 880' (200')		LNAV/VNAV <i>DA(H)</i> 1091' (411')		LNAV <i>MDA(H)</i> 1160' (480')		Max Kts	<i>MDA(H)</i>	
ALS out		ALS out		ALS out				
A	3/4		1 1/2		3/4	1	90	1260' (550') - 1
B					120			
C					1 1/4		140	1280' (570') - 1 1/2
D					1 1/2		165	1300' (590') - 2



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AREA SID SERVES ONLY: ●

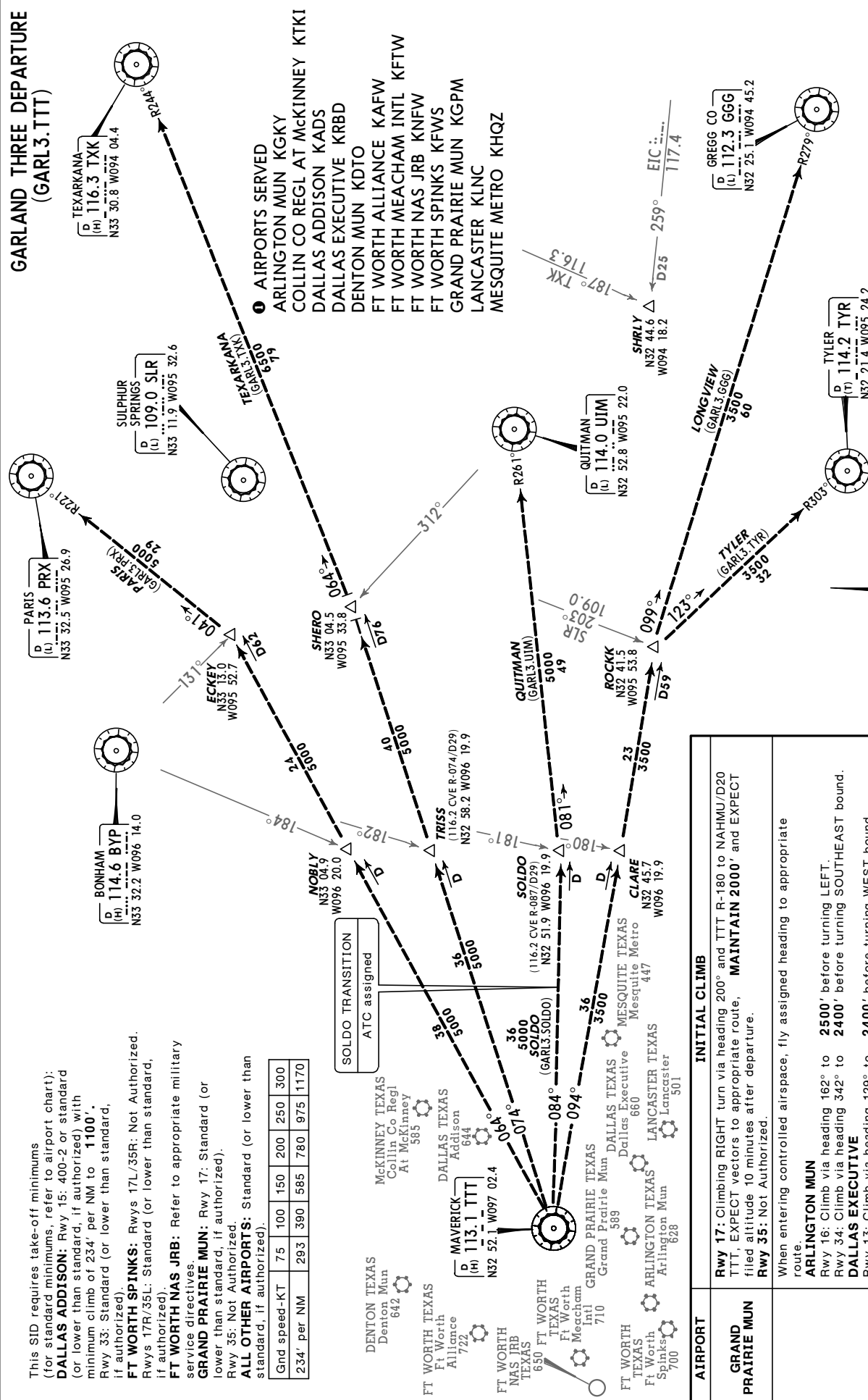
- 1. For jets requesting 17000' and below.
- 2. GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

Apt Elev
See graphic

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not Authorized.
Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not Authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170



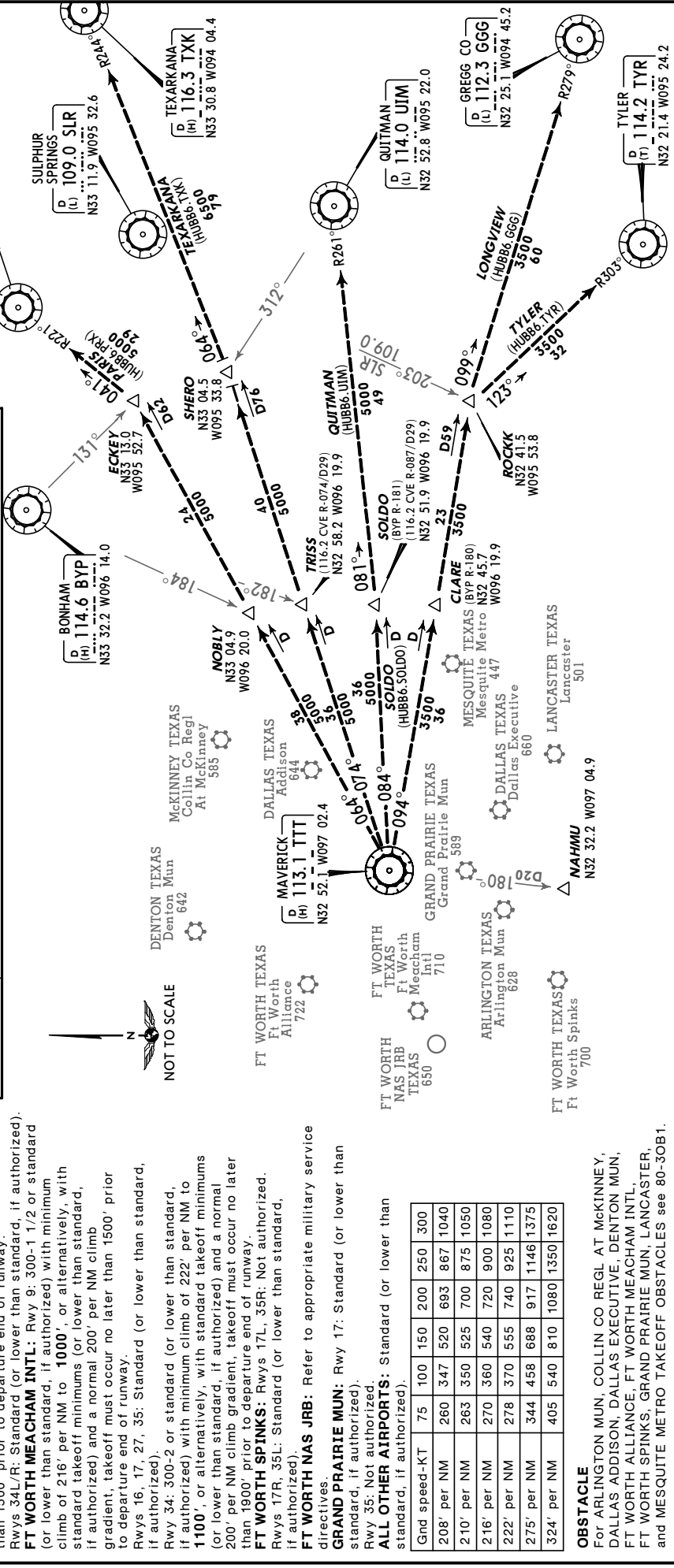
AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT, EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not Authorized.
ALL OTHER AIRPORTS	When entering controlled airspace, fly assigned heading to appropriate route. ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound. FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwys 17L, 35R: Not Authorized. Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT. MESQUITE METRO Rwy 17: Climb via heading 175° to 1000' before turning LEFT.

CHANGES: Location name, departure text, formations, procedure renumbered.

AREA SID SERVES ONLY: 0

Apt Elev See graphic	Trans level: FL180	Trans alt: 18000'	AIRPORT	INITIAL CLIMB
			GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.
				When entering controlled airspace fly assigned heading and altitude to appropriate route.

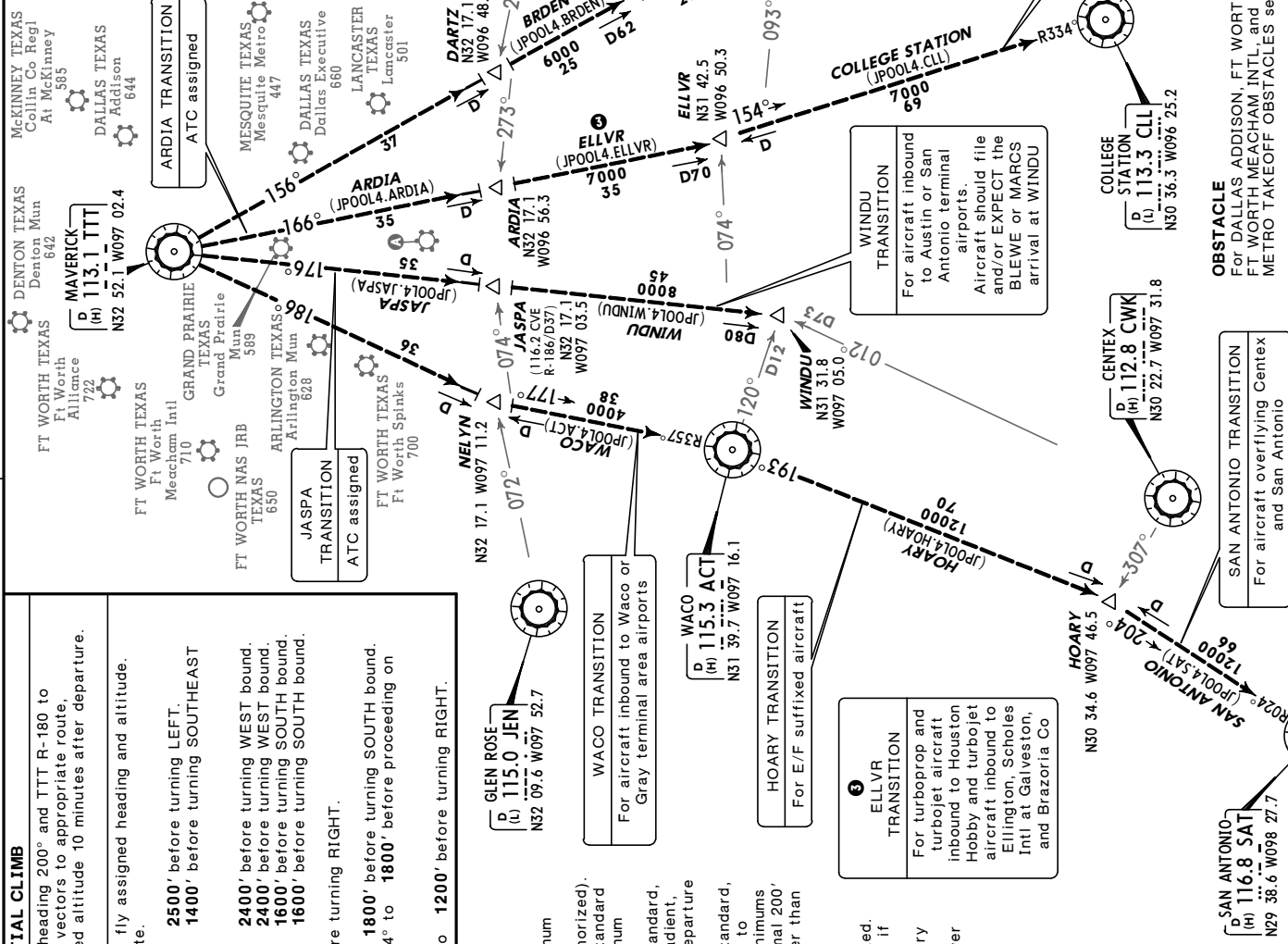
This SID requires take-off minimums (for standard minimums refer to airport chart): DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to 1100' . Rwy 33: Standard (or lower than standard, if authorized). DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized). Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized). FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwy 34L/R: Standard (or lower than standard, if authorized). FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized). Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100' , or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. FT WORTH SPINKS: Rwy 17L, 35R: Not authorized. Rwys 17R, 35L: Standard (or lower than standard, if authorized). FT WORTH NAS JRB: Refer to appropriate military service directives. GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized). Rwy 35: Not authorized. ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).	GRAND PRAIRIE MUN ALL OTHER AIRPORTS	INITIAL CLIMB GRAND PRAIRIE MUN Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized. When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb 162° heading to 2500' before turning LEFT. Rwy 34: Climb 342° heading to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb 129° heading to 2600' before turning WEST bound. Rwy 17: Climb 174° heading to 2600' before turning WEST bound. Rwy 31: Climb 309° heading to 1600' before turning SOUTH bound. Rwy 35: Climb 354° heading to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb 163° heading to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb 092° heading to 2000' before proceeding on course. Rwys 16, 17: Climb 164° heading to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb 173° heading to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb via 314° heading to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb 175° heading to 900' before turning LEFT.



**JOE POOL FOUR DEPARTURE
(JPOOL4.TTT)**

1 AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REG AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KDTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFW5
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC
MESQUITE METRO KHQZ



OBSTACLE

SAN ANTONIO TRANSITION
For aircraft overflying Centex
and San Antonio

SAN ANTONIO
D
(H) 116.8 SAT
... ..
N29 38.6 W098 27.7

CHANGES: Procedure renumbered: revised: location name:

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Apt Elev See graphic	Trans level: FL180 Trans alt: 18000'	
	AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.	
ALL OTHER AIRPORTS	When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb heading 162° to 2500' before turning LEFT. Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb heading 129° to 2600' before turning WEST bound. Rwy 17: Climb heading 174° to 2600' before turning WEST bound. Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound. Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb heading 163° to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb heading 092° to 2000' before proceeding on course. Rwy 16, 17: Climb heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb heading 173° to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb heading 314° to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb heading 175° to 900' before turning LEFT.	

This SID requires take-off minimums (for standard minimums, refer to airport chart):

ARLINGTON MUN: Rwy 16, 34: Standard (or lower than standard, if authorized).

COLLIN CO REGL AT MCKINNEY: Rwys 17, 35: Standard (or lower than standard, if authorized).

DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to **1100'**.

Rwy 33: Standard (or lower than standard, if authorized).

DALLAS EXECUTIVE: Rwys 13, 31, 35: Standard (or lower than standard, if authorized).

Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to **1200'**.

DENTON MUN: Rwys 17, 35: Standard (or lower than standard, if authorized).

FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to **1100'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.

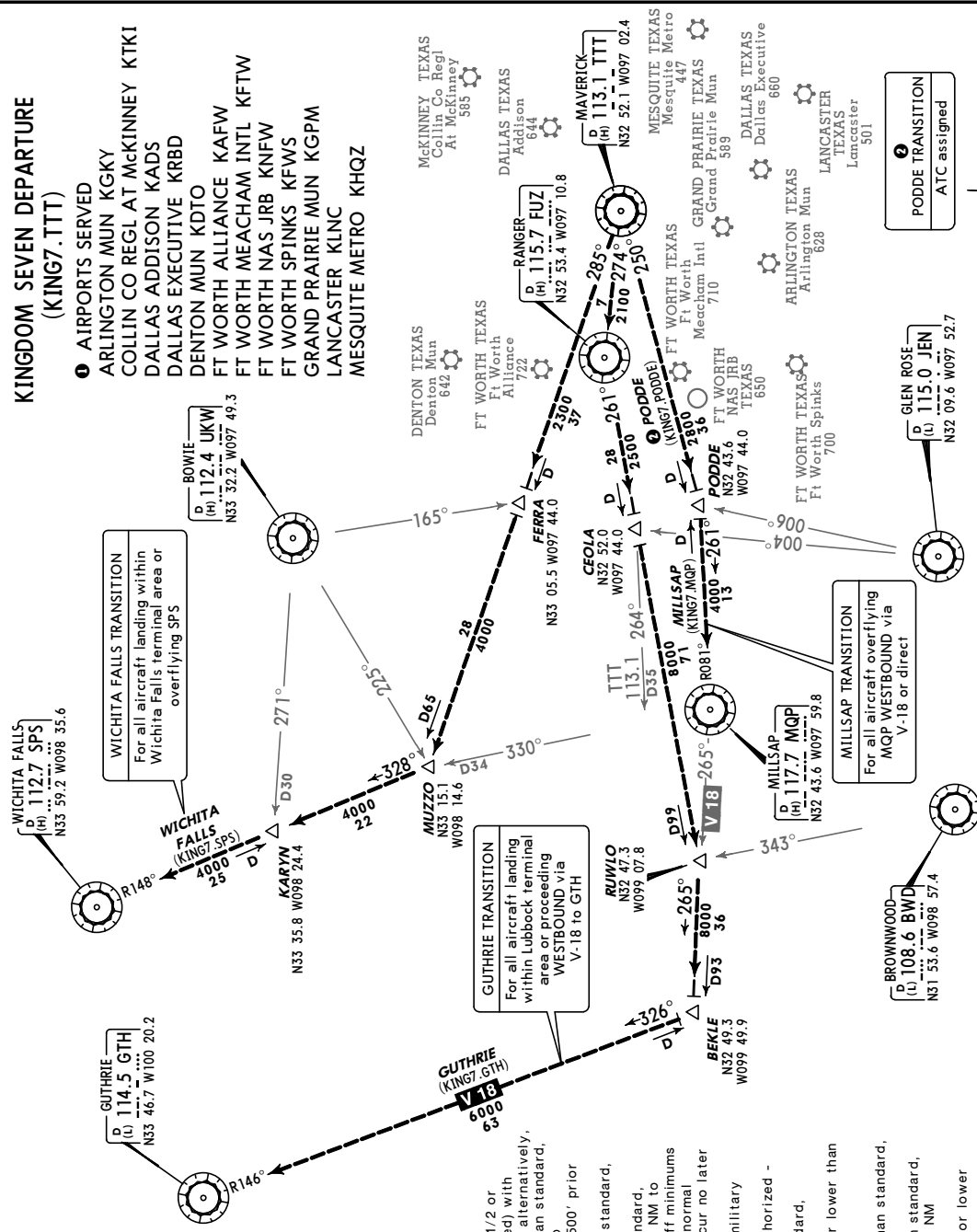
Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to **1100'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.

Rwys 34L/R: Standard (or lower than standard, if authorized).

FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to **1000'**, or alternatively with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.
Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized).
Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to **1100'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.

FT WORTH NAS JRB: Refer to appropriate military service directives.
FT WORTH SPINKS: Rwys 17L, 35R: Not authorized - environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not authorized - environmental.
LANCASTER: Rwy 13: Standard (or lower than standard, if authorized).
Rwy 21: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to **800'**.
MESQUITE METRO: Rwys 17, 35: Standard (or lower than standard, if authorized).

Grnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
216' per NM	270	360	540	720	900	1080
222' per NM	278	370	555	740	925	1110
225' per NM	344	458	688	917	1146	1375
324' per NM	405	540	810	1080	1350	1620



OBSTACLE
For ARLINGTON MUN, COLLIN CO REGL AT McKINNEY,
DALLAS ADDISON, DALLAS EXECUTIVE, DENTON MUN,
FT WORTH ALLIANCE, FT WORTH MEACHAM INTL,
FT WORTH SPINKS, GRAND PRAIRIE MUN, LANCASTER,
and MESQUITE METRO TAKEOFF OBSTACLE NOTES see

AREA SID SERVES ONLY: ①

GRAND PRAIRIE MUN DME required.

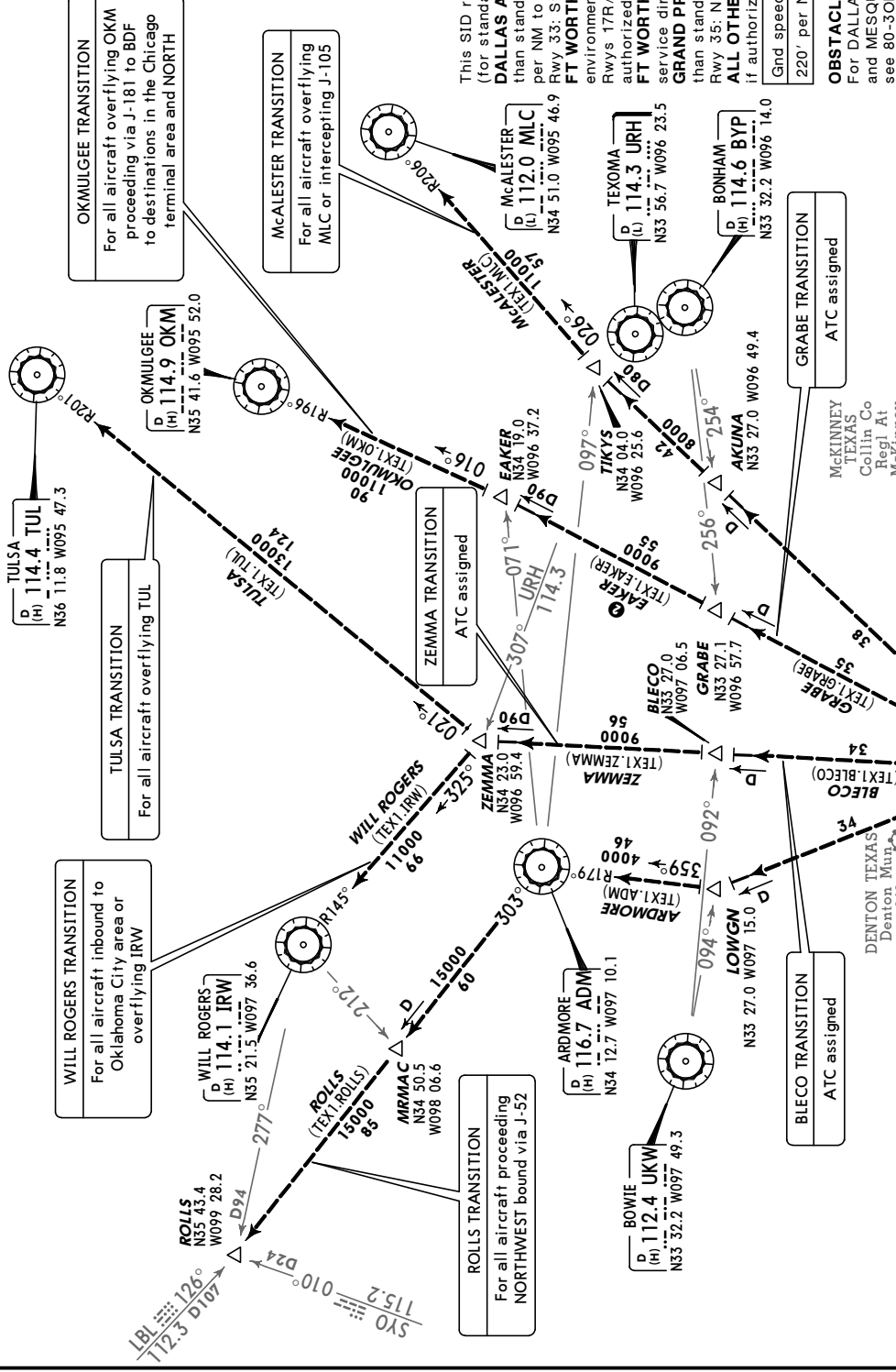
Trans level: FL 180 Trans alt: 18000'

Apt Elev
See graphic

TEXOMA ONE DEPARTURE
(TEX1.FUZ)

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KOTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWS
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC
MESQUITE METRO KHQZ



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower
than standard, if authorized) with minimum climb of 220'
per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not authorized -
environmental.
Rwys 17R/35L: Standard (or lower than standard, if
authorized).
FT WORTH NAS JRB: Refer to appropriate military
service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower
than standard, if authorized).
Rwy 35: Not authorized - airspace actions.
ALL OTHER AIRPORTS: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100

OBSTACLE
For DALLAS ADDISON, FT WORTH MEACHAM INTL,
and MESQUITE METRO TAKEOFF OBSTACLE NOTES
see 80-30B1.

②
EAKER TRANSITION
For aircraft inbound to the
Tulsa terminal area

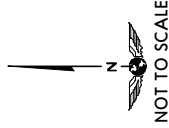
INITIAL CLIMB

Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/
D20 TTT. EXPECT RADAR vectors to appropriate route, **MAINTAIN 2000'**
and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace fly assigned heading and altitude to
appropriate route.

DALLAS EXECUTIVE
Rwy 13: Climb via 129° heading to **2400'** before turning WEST bound.
Rwy 17: Climb via 174° heading to **2400'** before turning WEST bound.
Rwy 31: Climb via 309° heading to **1600'** before turning SOUTH bound.
Rwy 35: Climb via 354° heading to **1600'** before turning SOUTH bound.
FT WORTH MEACHAM INTL
Rwy 9: Climb via 091° heading to **2000'** before proceeding on course.
Rwys 16, 17: Climb via 164° heading to **2000'** before proceeding on course.

FT WORTH SPINKS
Rwy 17R: Climb via 173° heading to **1200'** before turning RIGHT.
MESQUITE METRO
Rwy 17: Climb via 175° heading to **1000'** before turning LEFT.



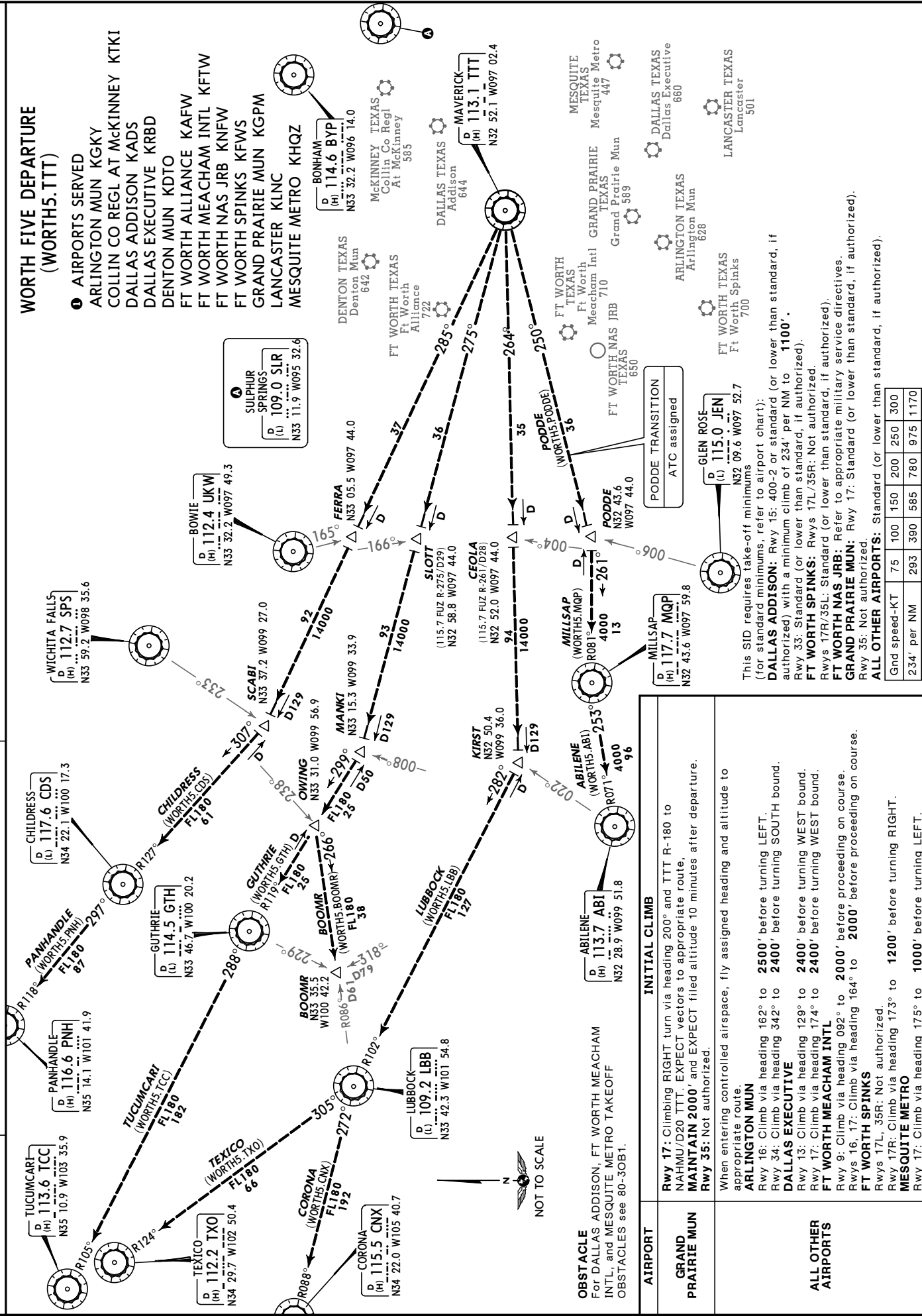
AREA SID SERVES ONLY: 1

GRAND PRAIRIE MUN DME required.

WORTH FIVE DEPARTURE
(WORTH5.TTT)

1 AIRPORTS SERVED

- ARLINGTON MUN KGKY
- COLLIN CO REGL AT MCKINNEY KTKI
- DALLAS ADDISON KADS
- DALLAS EXECUTIVE KRBD
- DENTON MUN KDTO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWs
- GRAND PRAIRIE MUN KGPM
- LANCASTER KLNC
- MESQUITE METRO KHQZ



AIRPORT	INITIAL CLIMB	
	When entering controlled airspace, fly assigned heading and altitude to appropriate route.	
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.	
	When entering controlled airspace, fly assigned heading and altitude to appropriate route.	
ALL OTHER AIRPORTS	ARLINGTON MUN	
	Rwy 16: Climb via heading 162° to 2500' before turning LEFT.	
	Rwy 34: Climb via heading 342° to 2400' before turning SOUTH bound.	
	DALLAS EXECUTIVE	
	Rwy 13: Climb via heading 129° to 2400' before turning WEST bound.	
	Rwy 17: Climb via heading 174° to 2400' before turning WEST bound.	
	FT WORTH MEACHAM INTL	
	Rwy 9: Climb via heading 092° to 2000' before proceeding on course.	
	Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course.	
	FT WORTH SPINKS	
	Rwys 17L, 35R: Not authorized.	
	Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT.	
	MESQUITE METRO	
	Rwy 17: Climb via heading 175° to 1000' before turning LEFT.	

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to 1100'.
FT WORTH SPINKS: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Standard (or lower than standard, if authorized).
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170

AREA SID SERVES ONLY: 1

For props requesting FL240 and above.

Trans alt: 18000'

Trans level: FL180

Apt Elev
See graphic

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ARLINGTON MUN: Rwy 16, 34: Standard (or lower than standard, if authorized).

DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 300' per NM to 1100'.

Rwy 33: Standard (or lower than standard, if authorized).

DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized).
Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 1200', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

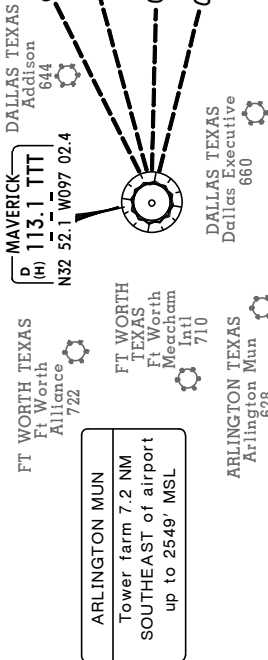
FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

Rwys 16, 17, 27, 35: Standard (or lower than standard, if authorized).

Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

OBSTACLE

For ARLINGTON MUN, DALLAS ADDISON, DALLAS EXECUTIVE, FT WORTH ALLIANCE, and FT WORTH MEACHAM INTL TAKEOFF OBSTACLES see 80-30B1.



INITIAL CLIMB

When entering controlled airspace fly assigned heading and altitude to appropriate route.

- ARLINGTON MUN**
Rwy 16: Climb heading 162° to 2500' before turning LEFT.
Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound.
- DALLAS EXECUTIVE**
Rwy 13: Climb heading 129° to 2600' before turning WEST bound.
Rwy 17: Climb heading 174° to 2600' before turning WEST bound.
Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound.
Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound.
- FT WORTH ALLIANCE**
Rwy 16R: Climb heading 163° to 1200' before turning RIGHT.
- FT WORTH MEACHAM INTL**
Rwy 9: Climb heading 092° to 2000' before proceeding on course.
Rwys 16, 17: Climb heading 164° to 2000' before proceeding on course.

FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

Rwys 34L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
216' per NM	270	360	540	720	900	1080
222' per NM	278	370	555	740	925	1110
275' per NM	344	458	688	917	1146	1375
300' per NM	375	500	750	1000	1250	1500

2
MERIDIAN TRANSITION
For aircraft inbound to the Atlanta terminal area

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TAKEOFF OBSTACLE NOTES**ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL; MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' TO 801' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL; MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

HUBBARD DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**HUBBARD DEPARTURE (CONT):****COLLIN CO REGL AT MC KINNEY:**

- RWY 17:
BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.
- RWY 35:
TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

- RWY 13:
OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.
- RWY 17:
TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.
- RWY 31:
TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.
- RWY 35:
TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

- RWY 17:
MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.
- RWY 35:
TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

- RWY 16L:
LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.
- RWY 16R:
FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.
- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 1)**HUBBARD DEPARTURE (CONT):****FT WORTH MEACHAM INTL:**

- RWY 9:
WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.
- RWY 17:
BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.
- RWY 27:
TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.
- RWY 34:
MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.
- RWY 35:
TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

- RWY 17R:
TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

- RWY 17:
ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

- RWY 31:
MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

- RWY 17:
MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.
- RWY 35:
HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 2)**JOE POOL DEPARTURE:****ADDISON:**

◦ RWY 15:

BUILDING 2.1 NM FROM DER, ON CENTERLINE, 360' AGL/974' MSL. MULTIPLE BLDGS BEGINNING 258' TO 1.8 NM FROM DER, 21' TO 1307' ON OR LEFT OF CENTERLINE, UP TO 152' AGL/787' MSL. MULTIPLE BLDGS, RAILROAD, ROAD BEGINNING 268' TO 1.9 NM FROM DER, 5' TO 995' RIGHT OF CENTERLINE, UP TO 311' AGL/955' MSL.

◦ RWY 33:

MULTIPLE POLES AND BLDGS BEGINNING 46' TO 3124' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 84' AGL/720' MSL. MULTIPLE POLES AND BLDGS BEGINNING 640' TO 2690' FROM DER, 21' TO 647' LEFT OF CENTERLINE, UP TO 65' AGL/709' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

◦ RWY 34R:

ANTENNA 218' FROM DER 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

◦ RWY 34:

BILLBOARD 692' FROM DER, 686' RIGHT OF CENTERLINE, 37' AGL/739' MSL.

◦ RWY 35:

TREE 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL, TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 36' AGL/699' MSL.

MESQUITE METRO:

◦ RWY 17:

TOWER 2.0 NM FROM DER, 1.8 NM LEFT OF CENTERLINE, 456' AGL/944' MSL.

KINGDOM DEPARTURE:**ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/956' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 23' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/697' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 3)**KINGDOM DEPARTURE (CONT):****ARLINGTON MUN:**

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES BEGINNING 1093' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

COLLIN CO REGL AT MC KINNEY:

◦ RWY 17:

BUSH 29' FROM DER, 499' RIGHT OF CENTERLINE, 5' AGL/591' MSL. OBSTACLE LIGHT ON DME 400' FROM DER, 266' RIGHT OF CENTERLINE, 16' AGL/602' MSL. TREES 784' FROM DER, 574' RIGHT OF CENTERLINE, 39' AGL/625' MSL.

◦ RWY 35:

TREES 1060' FROM DER, 634' RIGHT OF CENTERLINE, 65' AGL/605' MSL. MULTIPLE TREES BEGINNING 1532' FROM DER, 632' LEFT OF CENTERLINE, UP TO 79' AGL/626' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL. TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

DENTON MUN:

◦ RWY 17:

MULTIPLE TREES BEGINNING 190' FROM DER, 178' RIGHT OF CENTERLINE, UP TO 66' AGL/665' MSL. BUILDING 371' FROM DER, 261' LEFT OF CENTERLINE, 14' AGL/643' MSL.

◦ RWY 35:

TREE 1242' FROM DER, 806' RIGHT OF CENTERLINE, 63' AGL/692' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 4)**KINGDOM DEPARTURE (CONT):**

- RWY 34L:
FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.
- RWY 34R:
ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:
WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BLDG 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 1.2 NM FROM DER, 2191' LEFT OF CENTERLINE, UP TO 229' AGL/877' MSL.
- RWY 17:
BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.
- RWY 27:
TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.
- RWY 34:
MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL. GRAIN ELEVATOR 1.52 NM FROM DER, 2775' RIGHT OF CENTERLINE, 254' AGL/969' MSL.
- RWY 35:
TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

FT WORTH SPINKS:

- RWY 17R:
TREE 4909' FROM DER, 1556' LEFT OF CENTERLINE, 60' AGL/830' MSL.

GRAND PRAIRIE MUN:

- RWY 17:
ANTENNA 190' FROM DER, 456' RIGHT OF CENTERLINE, 26' AGL/615' MSL. ROAD, MULTIPLE POLES AND SIGNS BEGINNING 570' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 31' AGL/620' MSL. TREE 1506' FROM DER, 517' RIGHT OF CENTERLINE, 37' AGL/617' MSL.

LANCASTER:

- RWY 31:
MULTIPLE TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 40' AGL/541' MSL. TREES 886' FROM DER, 637' RIGHT OF CENTERLINE, 35' AGL/536' MSL. MULTIPLE POLES BEGINNING 5613' FROM DER, 1171' RIGHT OF CENTERLINE, UP TO 101' AGL/661' MSL.

MESQUITE METRO:

- RWY 17:
MULTIPLE TREES, SIGN AND FENCES BEGINNING 10' FROM DER, 362' LEFT OF CENTERLINE, UP TO 35' AGL/478' MSL.
- RWY 35:
HANGAR 53' FROM DER, 497' LEFT OF CENTERLINE, 23' AGL/470' MSL. MULTIPLE TREES AND POLES BEGINNING 999' FROM DER, 708' LEFT OF CENTERLINE, UP TO 44' AGL/483' MSL. BUSH 45' FROM DER, 466' RIGHT OF CENTERLINE, 10' AGL/457' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. CONSTRUCTION EQUIPMENT 892' FROM DER, 628' RIGHT OF CENTERLINE, 59' AGL/489' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 5)**WYLIE DEPARTURE:****ADDISON:**

◦ RWY 15:

MULTIPLE BLDGS BEGINNING 1085' FROM DER, 21' LEFT OF CENTERLINE, UP TO 321' AGL/945' MSL. BLDG WITH ANTENNA 1.9 NM FROM DER, 968' RIGHT OF CENTERLINE, 345' AGL/975' MSL. POLE 666' FROM DER, 640' LEFT OF CENTERLINE, 60' AGL/681' MSL. MULTIPLE TREES BEGINNING 721' FROM DER, 115' LEFT OF CENTERLINE, UP TO 40' AGL/675' MSL. ROAD, RAILROAD BEGINNING 268' FROM DER, 495' RIGHT OF CENTERLINE UP TO 21' AGL/655' MSL.

◦ RWY 33:

MULTIPLE POLES AND TREES BEGINNING 640' FROM DER, 21' LEFT OF CENTERLINE, UP TO 60' AGL/709' MSL. MULTIPLE BLDGS BEGINNING 1225' FROM DER, 147' LEFT OF CENTERLINE, UP TO 37' AGL/607' MSL. MULTIPLE BLDGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 57' AGL/696' MSL. MULTIPLE POLES BEGINNING 922' FROM DER, 186' RIGHT OF CENTERLINE, UP TO 60' AGL/720' MSL.

ARLINGTON MUN:

◦ RWY 16:

MULTIPLE REILS BEGINNING 77' FROM DER, 127' RIGHT OF CENTERLINE, 7' AGL/601' MSL. MULTIPLE REILS BEGINNING 74' FROM DER, 126' LEFT OF CENTERLINE, 7' AGL/603' MSL. TREE 590' FROM DER, 480' RIGHT OF CENTERLINE, 16' AGL/614' MSL.

◦ RWY 34:

TREE 1083' FROM DER, 710' RIGHT OF CENTERLINE, 35' AGL/670' MSL. TREE 705' FROM DER, 403' LEFT OF CENTERLINE, 38' AGL/654' MSL. TREE 231' FROM DER, 464' LEFT OF CENTERLINE, 35' AGL/642' MSL. MULTIPLE TREES 1093' FROM DER, 415' TO 576' RIGHT OF CENTERLINE, UP TO 39' AGL/663' MSL.

◦ TOWER FARM 7.2 NM SOUTHEAST OF AIRPORT UP TO 2549' MSL.

DALLAS EXECUTIVE:

◦ RWY 13:

OBSTACLE LIGHT ON BLAST FENCE 109' FROM DER, 347' LEFT OF CENTERLINE, 6' AGL/658' MSL.

◦ RWY 17:

TREE 468' FROM DER, 454' LEFT OF CENTERLINE, 35' AGL/699' MSL. TREE 113' FROM DER, 516' RIGHT OF CENTERLINE, 30' AGL/679' MSL. TREE 871' FROM DER, 405' LEFT OF CENTERLINE, 35' AGL/685' MSL. TREE 651' FROM DER, 303' RIGHT OF CENTERLINE, 35' AGL/699' MSL.

◦ RWY 31:

TREE 481' FROM DER, 552' RIGHT OF CENTERLINE, 30' AGL/677' MSL, TREE 2978' FROM DER, 802' LEFT OF CENTERLINE, 46' AGL/732' MSL.

◦ RWY 35:

TREE 534' FROM DER, 302' LEFT OF CENTERLINE, 34' AGL/671' MSL. TREE 745' FROM DER, 371' LEFT OF CENTERLINE, 35' AGL/672' MSL. TREE 972' FROM DER, 405' RIGHT OF CENTERLINE, 35' AGL/675' MSL.

FT WORTH ALLIANCE:

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 48' AGL/697' MSL. WATER TOWER 1.8 NM FROM DER, 3122' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 250' RIGHT OF CENTERLINE, 12' AGL/669' MSL. WATER TOWER 1.8 NM FROM DER, 2521' RIGHT OF CENTERLINE, 148' AGL/954' MSL. TOWER 1.5 NM SOUTH OF DER, 4138' RIGHT OF CENTERLINE, 203' AGL/1002' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 6' AGL/719' MSL. RAILROAD 421' FROM DER, 409' LEFT OF CENTERLINE, 23' AGL/738' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 6)**WYLIE DEPARTURE (CONT):**

- RWY 34R:

ANTENNA 218' FROM DER, 146' LEFT OF CENTERLINE, 28' AGL/728' MSL.

FT WORTH MEACHAM INTL:

- RWY 9:

WINDSOCK 293' FROM DER, 354' LEFT OF CENTERLINE, 51' AGL/721' MSL. SIGN ON BUILDING 481' FROM DER, 407' RIGHT OF CENTERLINE, 39' AGL/702' MSL. SIGN 2448' FROM DER, 540' LEFT OF CENTERLINE, 75' AGL/742' MSL. GRAIN ELEVATORS BEGINNING 7085' FROM DER, 2191' LEFT OF CENTERLINE, UP 229' AGL/877' MSL.

- RWY 16:

TOWER 5.8 NM SOUTHEAST FROM DER, 1113' AGL/1743' MSL, BLDG 3.5 NM SOUTHEAST FROM DER, 590' AGL/1196' MSL.

- RWY 17:

BUSH 13' FROM DER, 160' RIGHT OF CENTERLINE, 21' AGL/674' MSL. ANTENNA 953' FROM DER, 394' LEFT OF CENTERLINE, 72' AGL/722' MSL. HANGAR 1380' FROM DER, 744' LEFT OF CENTERLINE, 43' AGL/703' MSL.

- RWY 27:

TREE 239' FROM DER, 492' LEFT OF CENTERLINE, 35' AGL/685' MSL.

- RWY 34:

MULTIPLE TREES 974' FROM DER, 682' RIGHT OF CENTERLINE, UP TO 47' AGL/746' MSL.

- RWY 35:

TREE 1' FROM DER, 248' LEFT OF CENTERLINE, 40' AGL/690' MSL. TREE 567' FROM DER, 225' RIGHT OF CENTERLINE, 45' AGL/699' MSL. BUSH 55' FROM DER, 143' LEFT OF CENTERLINE, 21' AGL/681' MSL. OBSTACLE LIGHT ON DAM 1359' FROM DER, 1' RIGHT OF CENTERLINE, 46' AGL/706' MSL.

General Information

Location: FT Worth TX USA
IATA Code: FWH
Lat/Long: N32° 46.2' W097° 26.5'
Elevation: 650 ft

Airport Use: Military
Magnetic Variation: 4.3°E
Sectional Chart: Dallas Ft Worth

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1300 Z
Sunset: 0025 Z,

Runway Information

Runway: 17
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 636 ft
Lighting: Edge, REIL
Stopway: 1000 ft

Runway: 35
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 650 ft
Lighting: Edge, ALS
Stopway: 1000 ft

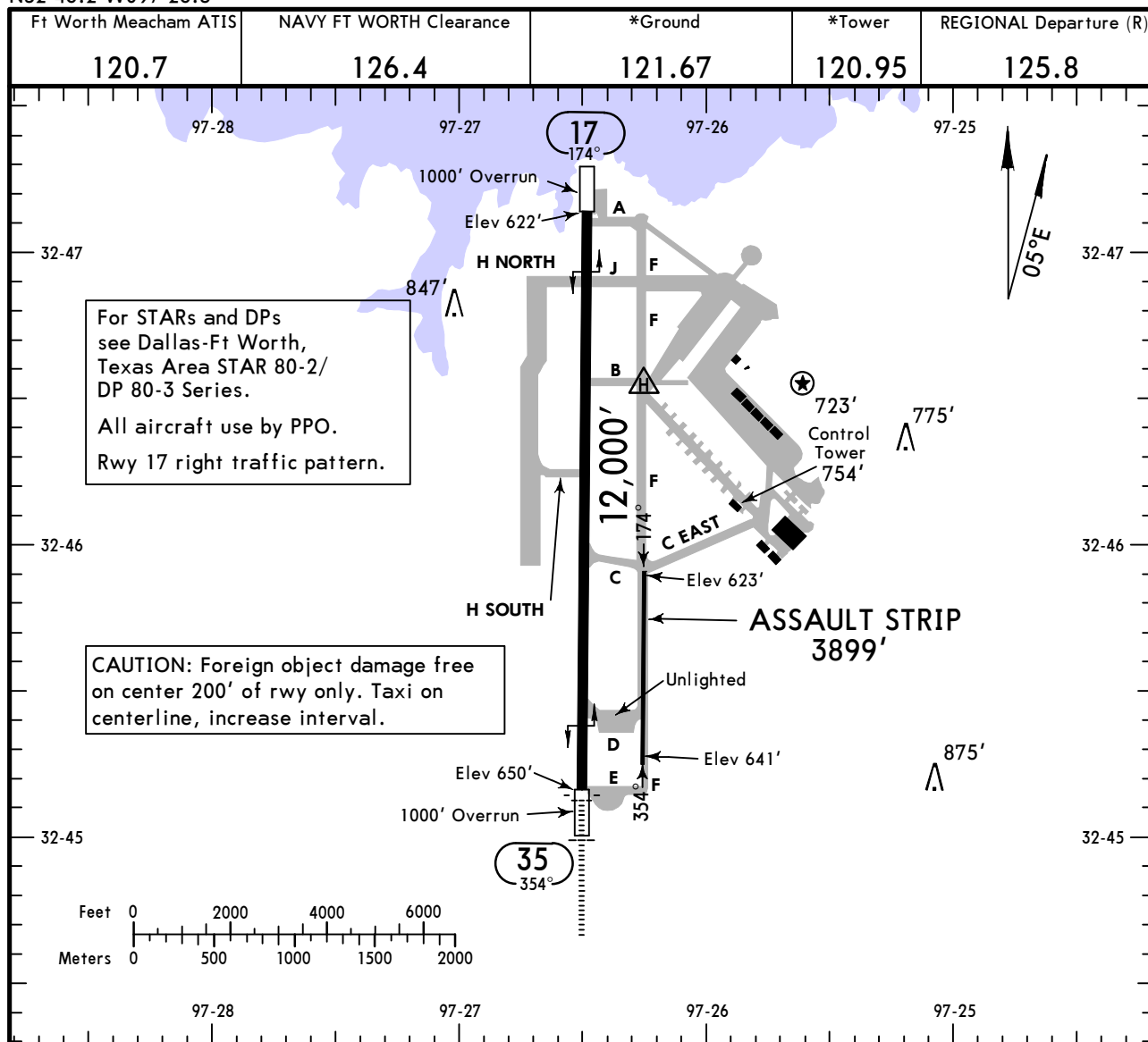
Communication Information

ATIS 120.7
Navy FT Worth Tower 120.95 CTAF Military
Navy FT Worth Ground Control 121.675 Military
Navy FT Worth Clearance Delivery 126.4 Military
Regional Approach Control 125.8
Navy FT Worth Arrival Control 128.775 Arrival Service Military
Regional Departure Control 125.8
FT Worth NAS JRB Radar 128.775 Military
FT Worth NAS JRB Radar 120.95 Military

KFW/FWH
 Apt Elev **650'**
 N32 46.2 W097 26.5

JEPPesen
 12 NOV 10 **(30-9)** **Eff 18 Nov**

FT WORTH NAS JRB
 FT WORTH, TEXAS



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					LANDING BEYOND	TAKE-OFF	WIDTH
	HIRL	REIL	PAPI-R		Threshold	Glide Slope	
17				① grooved		10,901'	200'
35				① grooved		10,777'	
174° 354°	ASSAULT STRIP						75'

① South 2800'.

TAKE-OFF			
All Rwys			
Adequate Vis Ref		STD	
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

Ft Worth Meacham ATIS
120.7

LOC
INFW
108.7

REGIONAL Approach (R)
125.8

Final
Apch Crs
174°

*NAVY FT WORTH Arrival
128.77

GS
CAMIN
2700' (2064')

*NAVY FT WORTH Tower
120.95

ILS
DA(H)
(CONDITIONAL)
836' (200')

*Ground
121.67

Apt Elev 650'
TDZE 636'

3000'

3500'

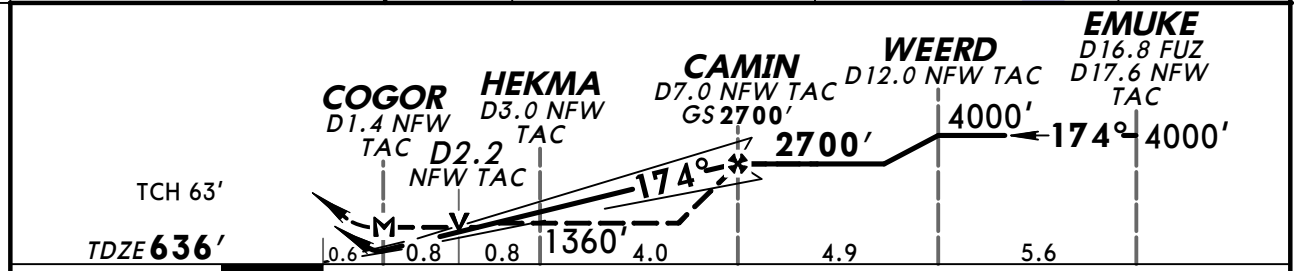
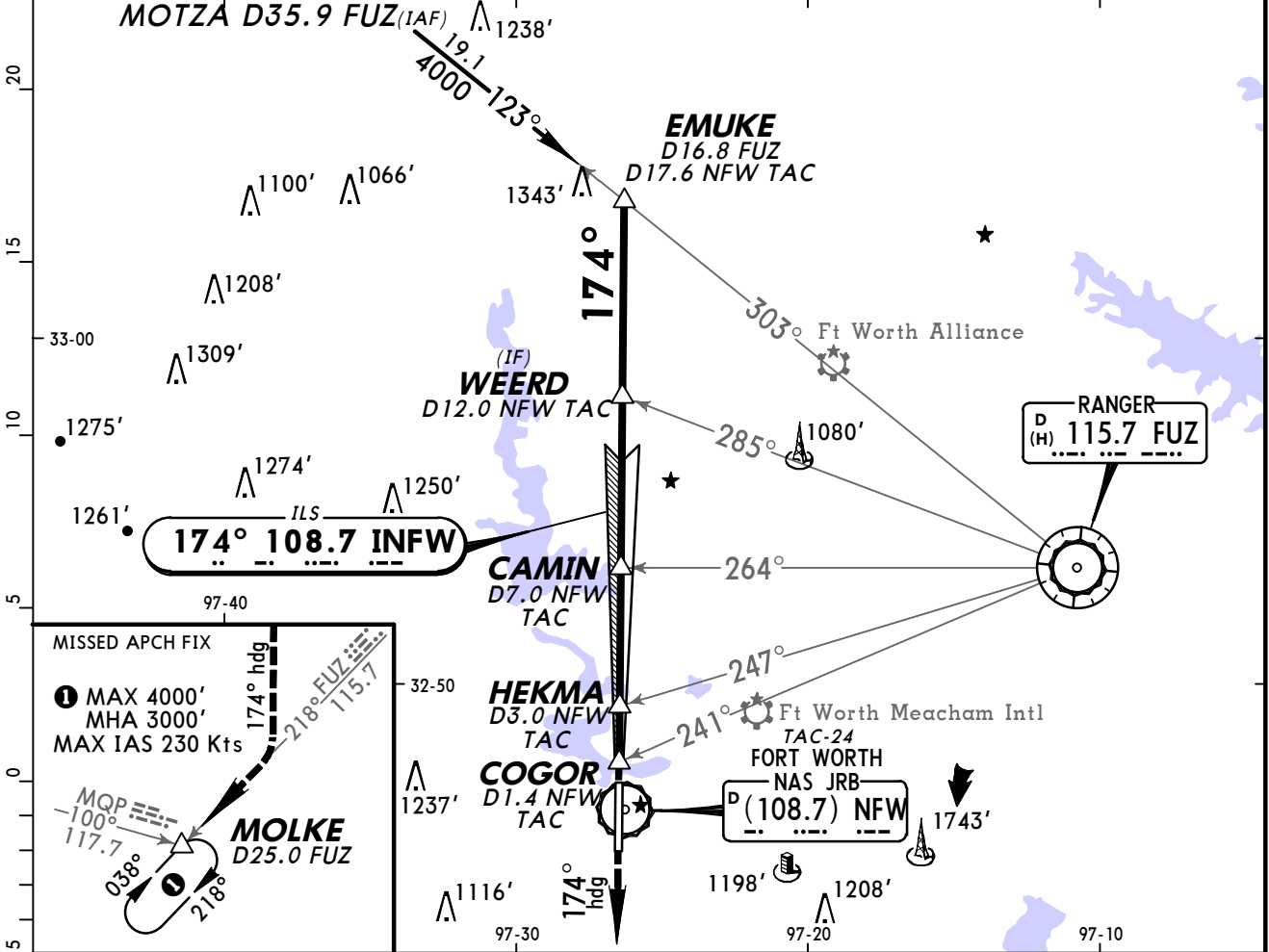
232°

322°

MSA NFW TAC

MISSED APCH: Climb to 3000' via heading 174° and FUZ VOR R-218
outbound to MOLKE and hold.

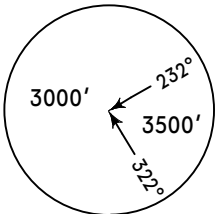
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. CAUTION: ILS TCH exceeds 60' AGL. 2. Use local altimeter setting; if not received
use Ft Worth Meacham altimeter setting. 3. VDP not authorized when using Ft Worth
Meacham altimeter setting.

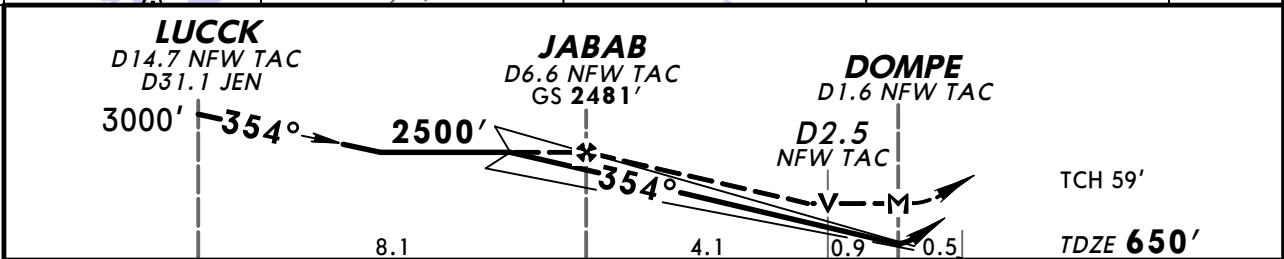
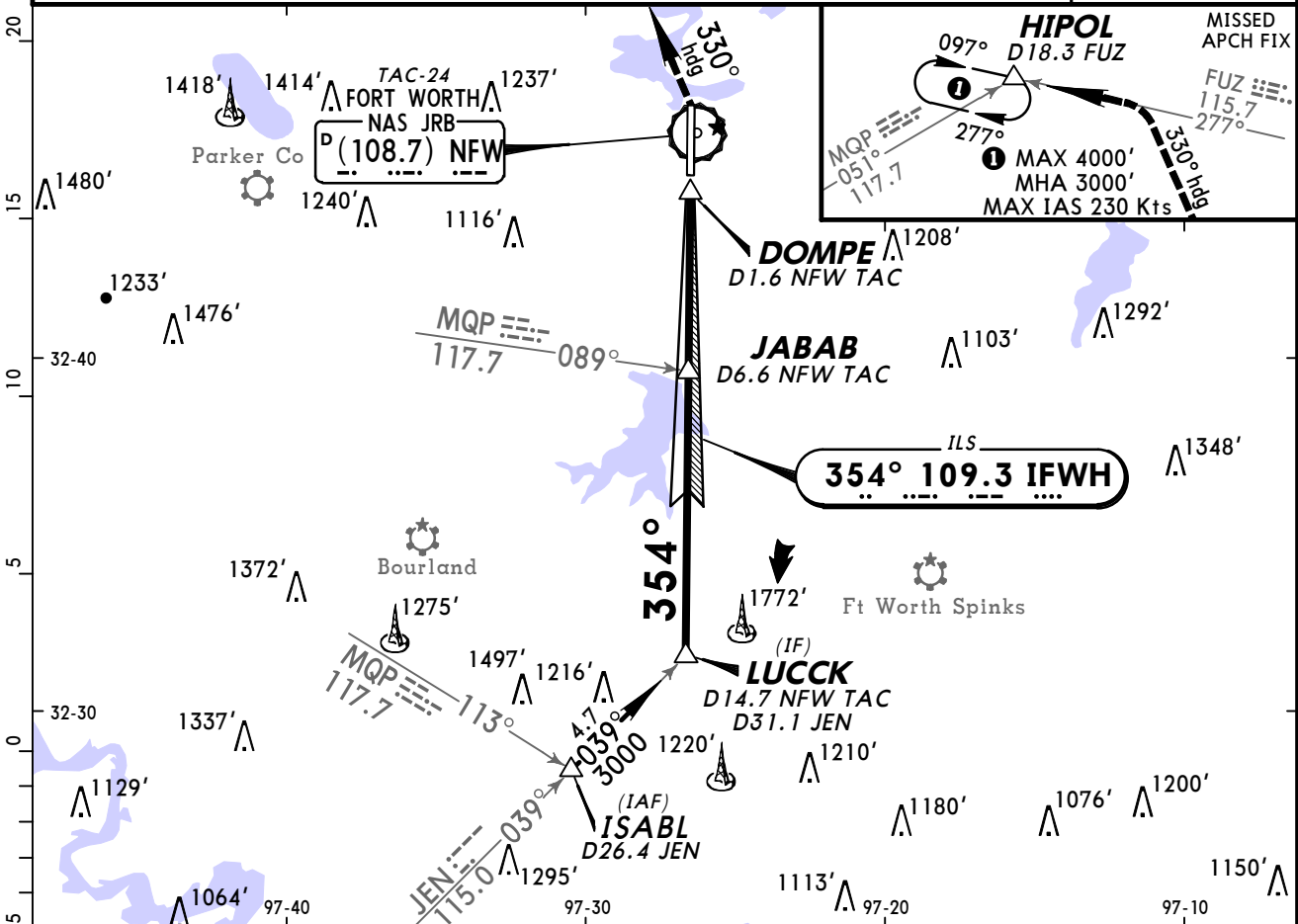


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	3000' ↑	via 174° hdg and 115.7 R-218	FUZ MOLKE
GS	3.00°	377	484	538	646	753				
MAP at COGOR or CAMIN to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06				

STRAIGHT-IN LANDING RWY 17						CIRCLE-TO-LAND		
ILS		LOC (GS out)				Not Authorized East of Rwy 17-35		
DA(H) 836'(200') With Local Altimeter Setting		DA(H) 856'(220') With Ft Worth Meacham Altimeter Setting	MDA(H) 1080'(444') With Local Altimeter Setting	MDA(H) 1100'(464') With Ft Worth Meacham Altimeter Setting		With Local Altimeter Setting	With Ft Worth Meacham Altimeter Setting	
					Max Kts	MDA(H)	MDA(H)	
A	3/4	3/4	1	1	90	1220'(570')-1	1240'(590')-1	
B					120			
C		1	1 1/4	1 1/4	140	1220'(570')-1 1/2	1240'(590')-1 1/2	
D			1 1/2	1 1/2	165	1280'(630')-2	1300'(650')-2	

BRIEFING STRIP TM

Ft Worth Meacham ATIS		REGIONAL Approach (R)		*NAVY FT WORTH Arrival		*NAVY FT WORTH Tower		*Ground	
120.7		125.8		128.77		120.95		121.67	
LOC IFWH 109.3		Final Apch Crs 354°		GS JABAB 2481' (1831')		ILS DA(H) (CONDITIONAL) 850' (200')		Apt Elev 650' TDZE 650'	
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' via 330° heading and FUZ VOR R-277 outbound to HIPOL and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use local altimeter setting; if not received use Ft Worth Meacham altimeter setting. 2. VDP not authorized when using Ft Worth Meacham altimeter setting.									
								MSA NFW TAC	



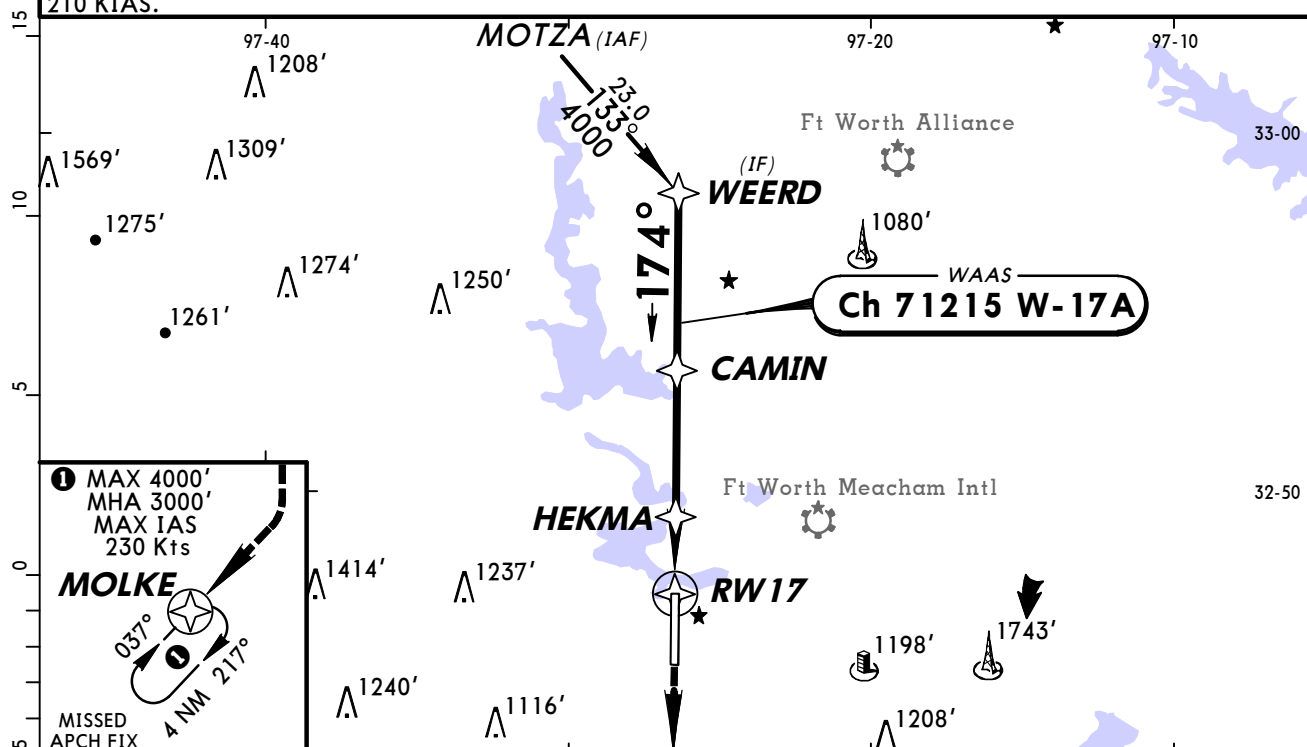
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 	2000'	3000'	330°	FUZ	HIPOL R-277
GS	3.00°	377	484	538	646	753		↑	LT	via	and	
MAP at DOMPE or JABAB to MAP 5.0		4:17	3:20	3:00	2:30	2:09				hdg		

TERPS	STRAIGHT-IN LANDING RWY 35								CIRCLE-TO-LAND	
	ILS				LOC (GS out)				Not Authorized East of Rwy 17-35	
	DA(H)		DA(H)		MDA(H)		MDA(H)			
	850' (200')		870' (220')		1140' (490')		1160' (510')			
	With Local Altimeter Setting		With Ft Worth Meacham Altimeter Setting		With Local Altimeter Setting		With Ft Worth Meacham Altimeter Setting			
	FULL	ALS out	FULL	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A									90	1220' (570') - 1
B									120	1240' (590') - 1
C	1/2	3/4	1/2		3/4	1 1/4	1	1 1/2	140	1220' (570') - 1 1/2
D			1		1	1 1/2			165	1280' (630') - 2
										1300' (650') - 2

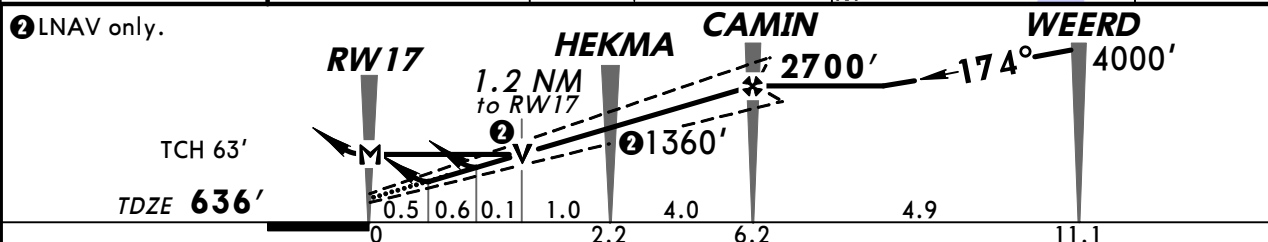
BRIEFING STRIP

Ft Worth Meacham ATIS 120.7	REGIONAL Approach (R) 125.8	*NAVY FT WORTH Arrival 128.77	*NAVY FT WORTH Tower 120.95	*Ground 121.67
WAAS Ch 71215 W-17A	Final Apch Crs 174°	Minimum Alt CAMIN 2700' (2064')	LPV DA(H) (CONDITIONAL) 836' (200')	Apt Elev 650' TDZE 636'
MISSED APCH: Climb to 2300', then climbing RIGHT turn to 3000' direct MOLKE and hold.				3500' MSA RW17

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. CAUTION: LPV TCH exceeds 60'. 2. CAUTION DAFIF USERS: When executing missed approach, climb to 2300' as soon as practical but no later than 6.4 NM from the point missed approach was executed from.
 3. Use local altimeter setting; if not received use Ft Worth Meacham altimeter setting. 4. DME/DME-RNP -0.30 not authorized. 5. Baro-VNAV not authorized when local altimeter setting not received. 6. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (3°F) or above 38°C (100°F).
 7. VDP not authorized when using Ft Worth Meacham altimeter setting. 8. Max speed all segments 210 KIAS.



② LNAV only.

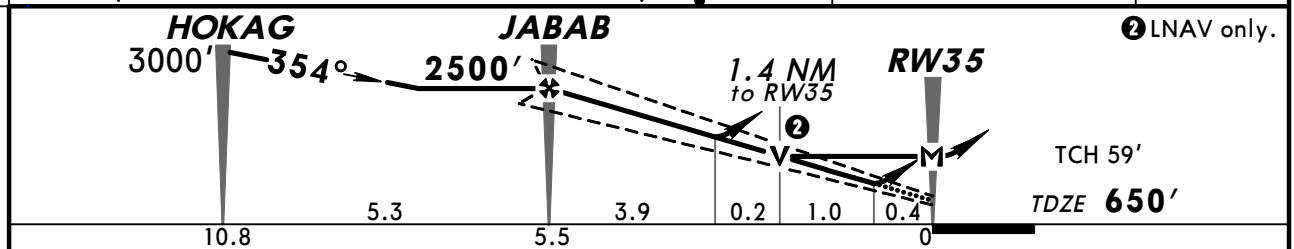
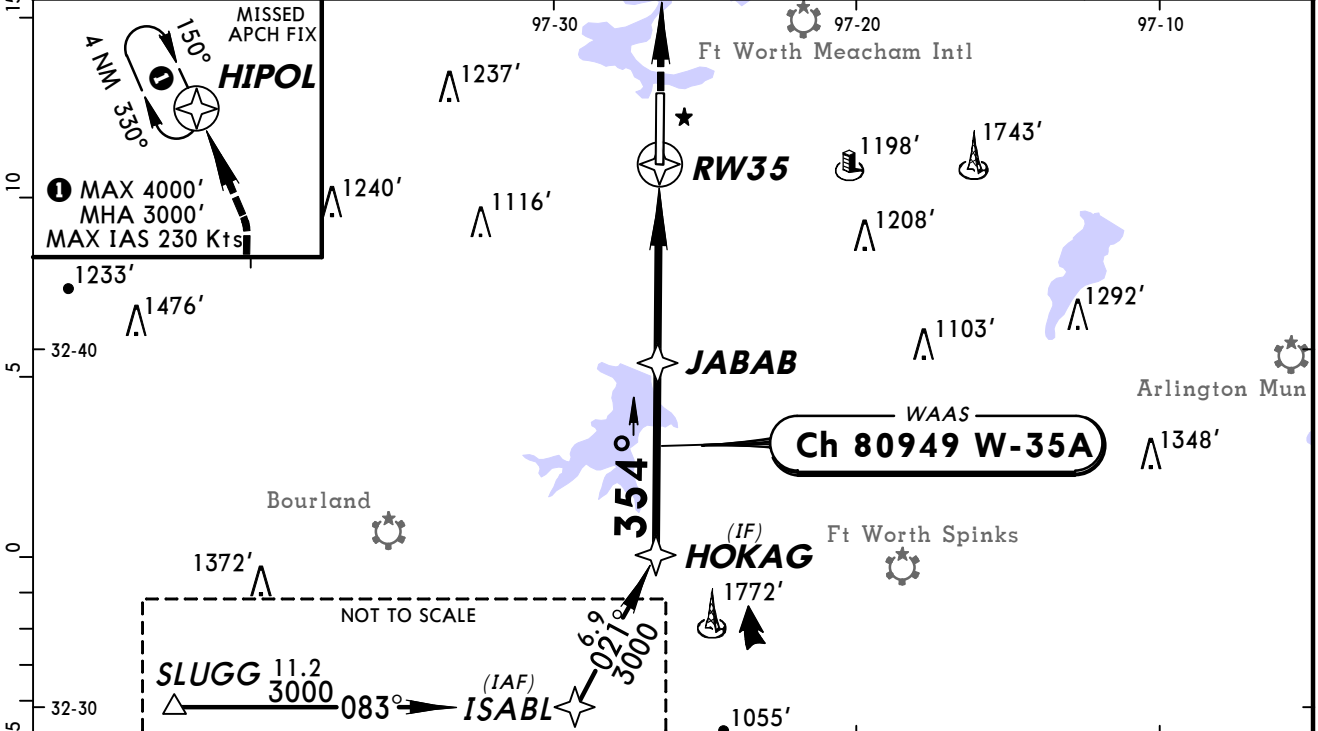


Gnd speed-Kts	70	90	100	120	140	160	REIL	2300'	3000'	→	MOLKE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-R	↑	↑ RT		
MAP at RW17											

STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting						CIRCLE-TO-LAND Not Authorized East of Rwy 17-35 With Local Altimeter Setting MDA(H)	
LPV DA(H) 836' (200')		LNAV/VNAV DA(H) 1040' (404')		LNAV MDA(H) 1080' (444')		Max Kts	
A						90	
B	3/4	1 1/2		1		120	1220' (570') - 1 1/2
C				1 1/4		140	
D				1 1/2		165	1280' (630') - 2
With Ft Worth Meacham Altimeter Setting						Not Authorized East of Rwy 17-35 With Ft Worth Meacham Altimeter Setting MDA(H)	
LPV DA(H) 856' (220')		LNAV MDA(H) 1100' (464')				Max Kts	
A						90	
B	3/4	1				120	1240' (590') - 1
C	1			1 1/4		140	1240' (590') - 1 1/2
D				1 1/2		165	1300' (650') - 2

BRIEFING STRIP™

Ft Worth Meacham ATIS 120.7	REGIONAL Approach (R) 125.8	*NAVY FT WORTH Arrival 128.77	*NAVY FT WORTH Tower 120.95	*Ground 121.67
WAAS Ch 80949 W-35A	Final Apch Crs 354°	Minimum Alt JABAB 2500' (1850')	LPV DA(H) (CONDITIONAL) 850' (200')	Apt Elev 650' TDZE 650'
MISSED APCH: Climb to 1300', then climbing LEFT turn to 3000' direct HIPOL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received use Ft Worth Meacham altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized when local altimeter setting not received. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (3°F) or above 38°C (102°F). 5. VDP not authorized when using Ft Worth Meacham altimeter setting. 6. Max speed all segments 220 KIAS.				
3500' MSA RW35				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	1300'	3000'	HIPOL
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	
MAP at RW35										

STRAIGHT-IN LANDING RWY 35 With Local Altimeter Setting							CIRCLE-TO-LAND Not Authorized East of Rwy 17-35 With Local Altimeter Setting MDA(H)	
LPV DA(H) 850'(200')		LNAV/VNAV DA(H) 1220'(570')		LNAV MDA(H) 1140'(490')				
ALS out		ALS out		ALS out		Max Kts	1220'(570')-2	
A	1/2	3/4	1 1/2	2	1/2	90		
B					3/4	1 1/4		120
C					1	1 1/2		140
D					1	1 1/2	165	
With Ft Worth Meacham Altimeter Setting							Not Authorized East of Rwy 17-35 With Ft Worth Meacham Altimeter Setting MDA(H)	
LPV DA(H) 870'(220')		LNAV MDA(H) 1160'(510')						
ALS out		ALS out		ALS out		Max Kts	1240'(590')-1	
A	1/2	3/4	1 1/2	1	90			
B					120			
C					140			
D					165			
							140	1240'(590')-1 1/2
							165	1300'(650')-2

TERPS

FT WORTH, TEXAS

12 NOV 10 (38-1) Eff 18 Nov

*ASR All Rwys

TERPS

CHANGES: Ground frequency.

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AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)
125.95 125.2
Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

DODGE THREE ARRIVAL
(DODJE.DODJE3)

- 1 AIRPORTS SERVED
ARLINGTON MUN KGKY
DALLAS EXECUTIVE KRBD
DENTON MUN KDT0
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC

DENTON TEXAS
Denton Mun
642

FT WORTH TEXAS
Ft Worth Alliance
722

GRAND PRAIRIE TEXAS
Grand Prairie Mun
589

RANGER
(H) 115.7 FUZ
N32 53.4 W097 10.8

FT WORTH TEXAS
Ft Worth Meacham Intl
710

FT WORTH TEXAS
NAS JRB
650

ARLINGTON TEXAS
Arlington Mun
628

LANCASTER TEXAS
Lancaster
501

MIDLOTHIAN TEXAS
TSA Gliderport

ADAMS
N32 27.2 W096 44.9

CABBY
N32 20.3 W096 38.1

EXPECT RADAR vectors
to final approach course

WACO
(ACT.DODJE3)
N31 36.7 W097 16.1

THING
N32 05.8 W096 24.0

NAVYS
(NAVYS.DODJE3)
N31 23.3 W096 18.8

NAVYS
(NAVYS.DODJE3)
N31 23.3 W096 18.8

ACT
N31 56.4 W096 14.9

ALLMO
N31 56.4 W096 14.9

WEIRS
N31 50.9 W095 48.6

HERRI
(HERRI.DODJE3)
N31 50.9 W095 48.6

NOBBL
N31 44.9 W093 49.2

ALEXANDRIA
(ALEX.DODJE3)
N31 15.4 W092 30.1

GIFFA
N31 22.9 W095 15.1

HUMBLE
(IAH.DODJE3)
N29 57.4 W095 20.7

2
When directed
by ATC

DODJE
N32 17.1 W096 35.0

TURBOJETS
Cross at and
MAINTAIN 250 KT.
TURBOJETS LANDING NORTH
EXPECT TO CROSS AT 12000'.
TURBOJETS LANDING SOUTH
EXPECT TO CROSS AT 9000'.

TURBOJETS
Cross at and
MAINTAIN 250 KT.
TURBOJETS LANDING AT
ARLINGTON MUN,
DALLAS EXECUTIVE,
GRAND PRAIRIE MUN
EXPECT TO CROSS AT 8000'.

CEDAR CREEK
(CQY.DODJE3)
N32 11.1 W096 13.1

FRANKSTON
(FZT)
N32 04.5 W095 31.8

GREGG CO.
(GGG.DODJE3)
N32 25.1 W094 45.2

ELM GROVE
(EMG.DODJE3)
N32 24.0 W093 35.7

MONROE
(MLU.DODJE3)
N32 31.0 W092 02.2

JACKSON
(JAN.DODJE3)
N32 30.5 W090 10.1

SIDON
(SOS.DODJE3)
N33 27.8 W090 16.6

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITTAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

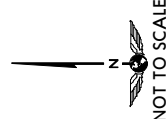
QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0

QUITMAN
(UM.DODJE3)
N32 52.8 W095 22.0



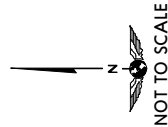
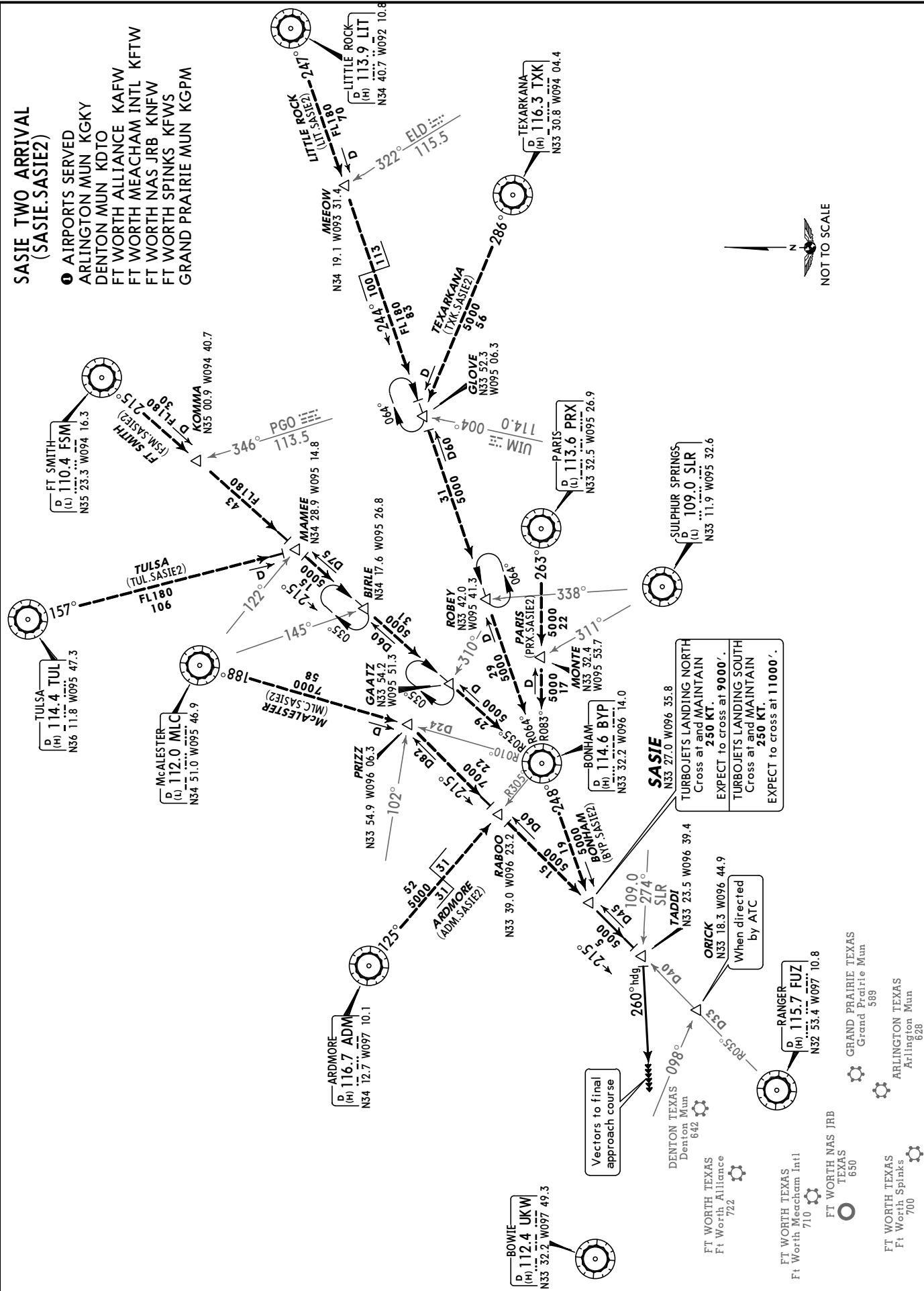
AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)
124.25 124.3
Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

SASIE TWO ARRIVAL
(SASIE.SASIE2)

- AIRPORTS SERVED
- ARLINGTON MUN KGKY
- DENTON MUN KDTO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWS
- GRAND PRAIRIE MUN KGPM



AREA SID SERVES ONLY: ●

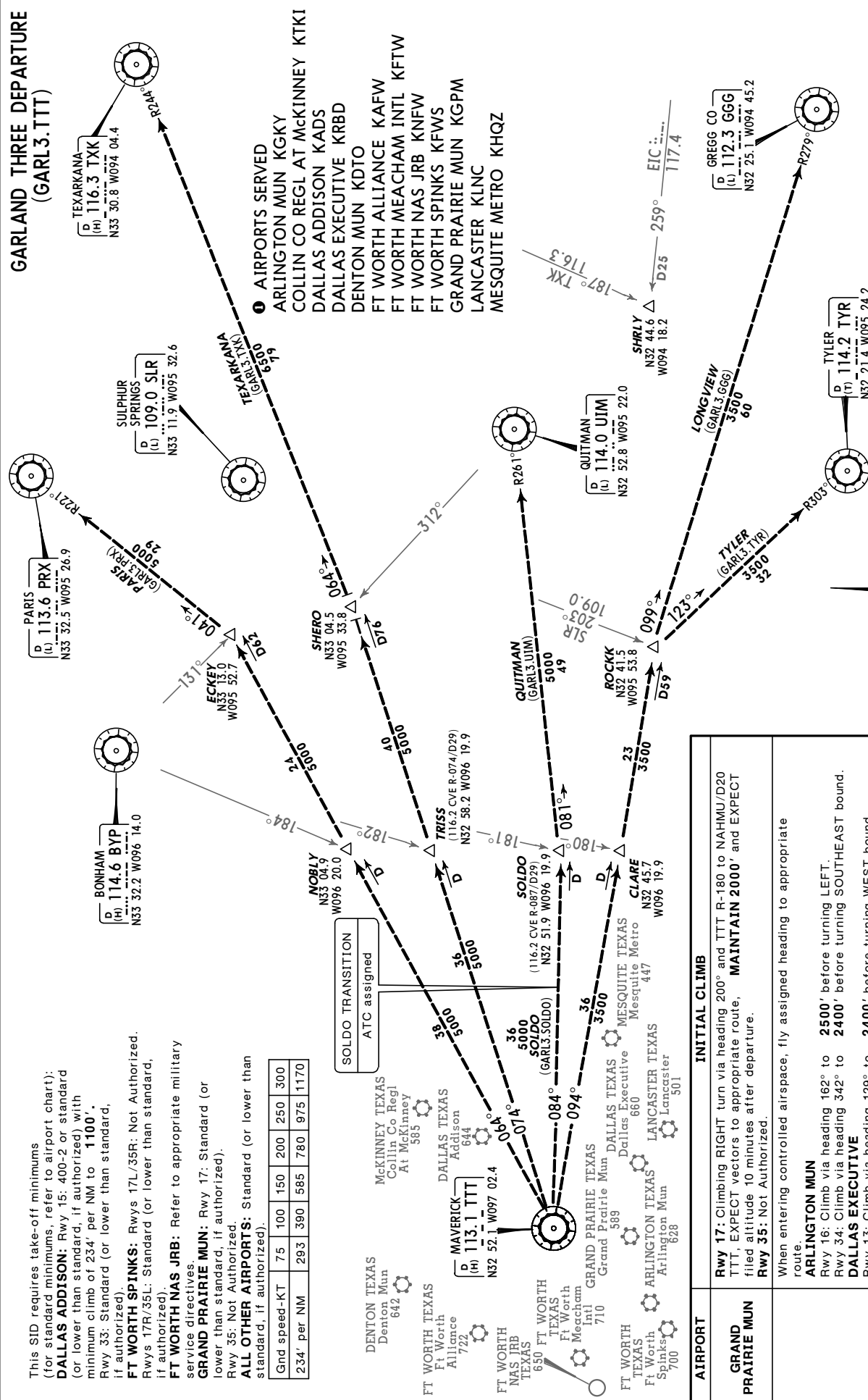
- 1. For jets requesting 17000' and below.
- 2. GRAND PRAIRIE MUN DME required.

Trans level: FL180 Trans alt: 18000'

Apt Elev
See graphic

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not Authorized.
Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not Authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Grnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170



AIRPORT	INITIAL CLIMB
GRAND PRAIRIE MUN	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT, EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not Authorized.
ALL OTHER AIRPORTS	When entering controlled airspace, fly assigned heading to appropriate route. ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound. FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwys 17L, 35R: Not Authorized. Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT. MESQUITE METRO Rwy 17: Climb via heading 175° to 1000' before turning LEFT.

CHANGES: Location name, departure text, formations, procedure renumbered.

Trans level: FL180 Trans alt: 18000'

INITIAL CLIMB

GRAND PRAIRIE MUN
Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.

ARLINGTON MUN
Rwy 16: Climb via heading 162° to 2500' before turning LEFT.
Rwy 34: Climb via heading 342° to 1400' before turning SOUTHEAST bound.

DALLAS EXECUTIVE
Rwy 13: Climb via heading 129° to 2400' before turning WEST bound.
Rwy 17: Climb via heading 174° to 2400' before turning WEST bound.
Rwy 31: Climb via heading 309° to 1600' before turning SOUTH bound.
Rwy 35: Climb via heading 354° to 1600' before turning SOUTH bound.

FT WORTH ALLIANCE
Rwy 16R: Climb heading 163° before turning RIGHT.
FT WORTH MEACHAM INTL
Rwy 6: Climb via heading 092° to 1800' before turning SOUTH bound.
Rwys 16, 17: Climb via heading 164° to 1800' before proceeding on course.

FT WORTH SPINKS
Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT.

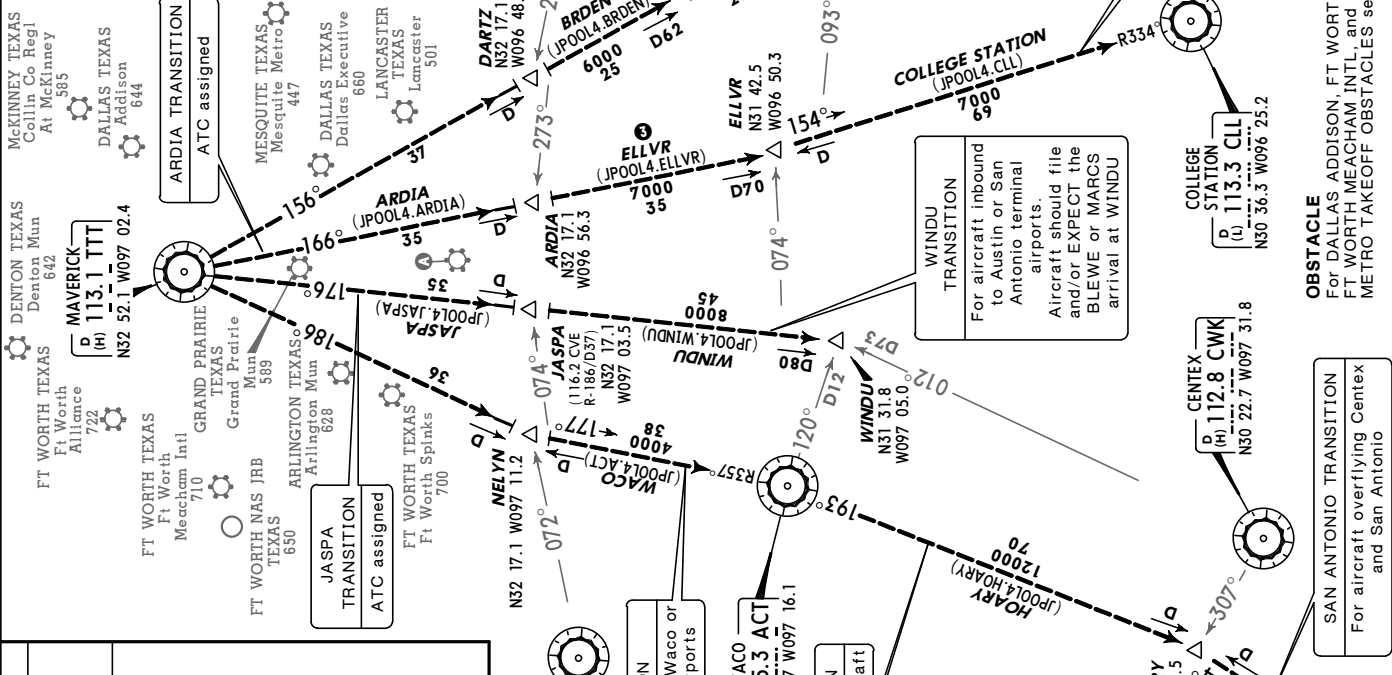
This SID requires take-off minimums (for standard minimums refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 234' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.
Rwys 34L/R: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not authorized. Rwys 17R/35L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not authorized.

ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Grnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
234' per NM	293	390	585	780	975	1170

BILEE TRANSITION	
For aircraft overflying BILEE, then via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly TNV	



AREA SID SERVES ONLY: ①

1. For all aircraft requesting 17000' and below.
2. GRAND PRAIRIE MUN DME required.

APRT Elev See graphic	Trans level: FL180 Trans alt: 18000'	INITIAL CLIMB
GRAND PRAIRIE MUN		Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT RADAR vectors to appropriate route. MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.
ALL OTHER AIRPORTS		When entering controlled airspace fly assigned heading and altitude to appropriate route. ARLINGTON MUN Rwy 16: Climb heading 162° to 2500' before turning LEFT. Rwy 34: Climb heading 342° to 1400' before turning SOUTHEAST bound. DALLAS EXECUTIVE Rwy 13: Climb heading 129° to 2600' before turning WEST bound. Rwy 17: Climb heading 174° to 2600' before turning WEST bound. Rwy 31: Climb heading 309° to 1600' before turning SOUTH bound. Rwy 35: Climb heading 354° to 1600' before turning SOUTH bound. FT WORTH ALLIANCE Rwy 16R: Climb heading 163° to 1200' before turning RIGHT. Rwy 17: Climb heading 163° to 1200' before turning RIGHT. FT WORTH MEACHAM INTL Rwy 9: Climb heading 092° to 2000' before proceeding on course. Rwy 16, 17: Climb heading 164° to 2000' before proceeding on course. FT WORTH SPINKS Rwy 17R: Climb heading 173° to 1200' before turning RIGHT. LANCASTER Rwy 31: Climb heading 314° to 1900' before turning LEFT. MESQUITE METRO Rwy 17: Climb heading 175° to 900' before turning LEFT.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ARLINGTON MUN: Rwy 16, 34: Standard (or lower than standard, if authorized).
COLLIN CO REGL AT MCKINNEY: Rwy 17, 35: Standard (or lower than standard, if authorized).
DALLAS ADDISON: Rwy 15: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 324' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized).
Rwy 17: 400-2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 275' per NM to 1200'.
DENTON MUN: Rwy 17, 35: Standard (or lower than standard, if authorized).
FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 208' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.
Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 210' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.
Rwy 34L/R: Standard (or lower than standard, if authorized).

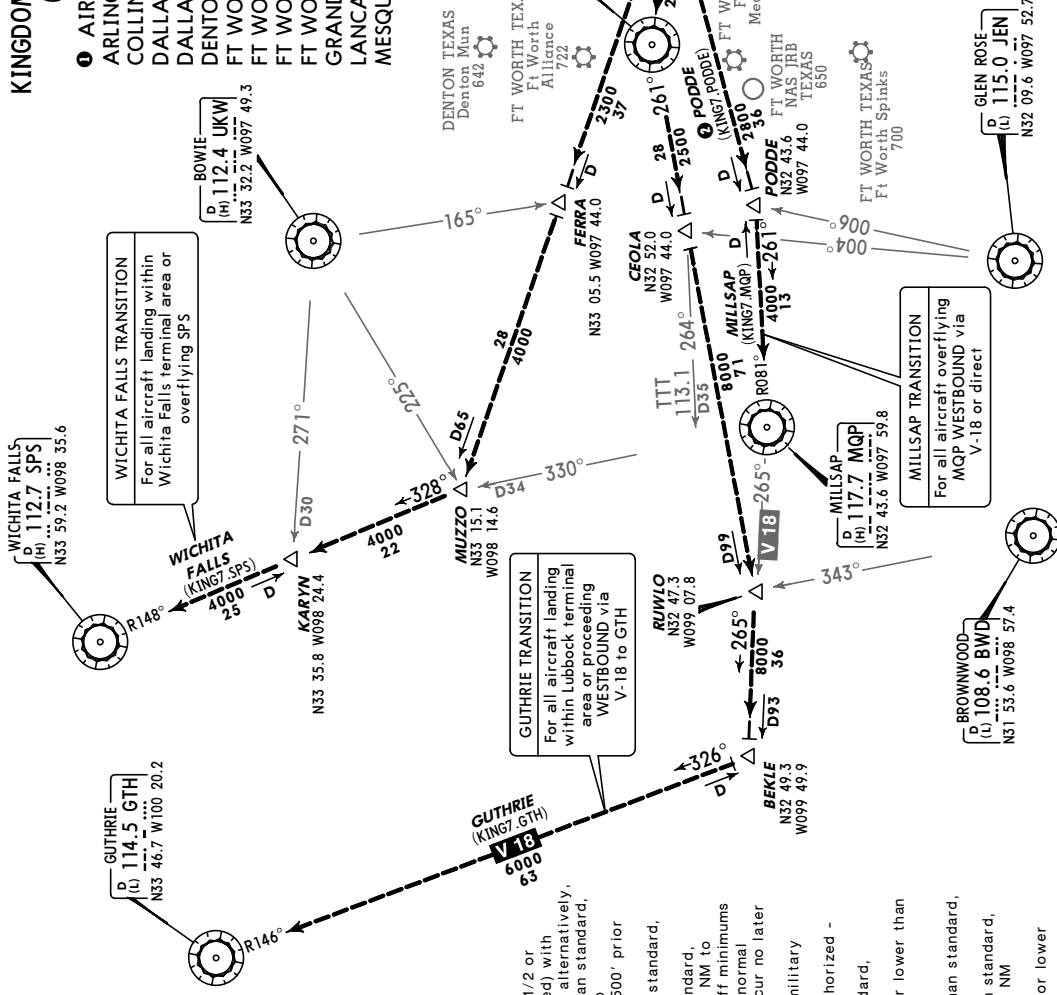
FT WORTH MEACHAM INTL: Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 216' per NM to 1000', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.
Rwy 16, 17, 27, 35: Standard (or lower than standard, if authorized).
Rwy 34: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1100', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.
FT WORTH NAS JRB: Refer to appropriate military service directives.
FT WORTH SPINKS: Rwy 17L, 35R: Not authorized - environmental.
Rwy 17R, 35L: Standard (or lower than standard, if authorized).
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Not authorized - environmental.
LANCASTER: Rwy 13: Standard (or lower than standard, if authorized).
Rwy 21: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 800'.
MESQUITE METRO: Rwy 17, 35: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
216' per NM	270	360	540	720	900	1080
222' per NM	278	370	555	740	925	1110
275' per NM	344	458	688	917	1146	1375
324' per NM	405	540	810	1080	1350	1620

**KINGDOM SEVEN DEPARTURE
(KING7.TTT)**

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KDTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
LANCASTER KINC
MESQUITE METRO KHQZ



AREA SID SERVES ONLY: ①

GRAND PRAIRIE MUN DME required.

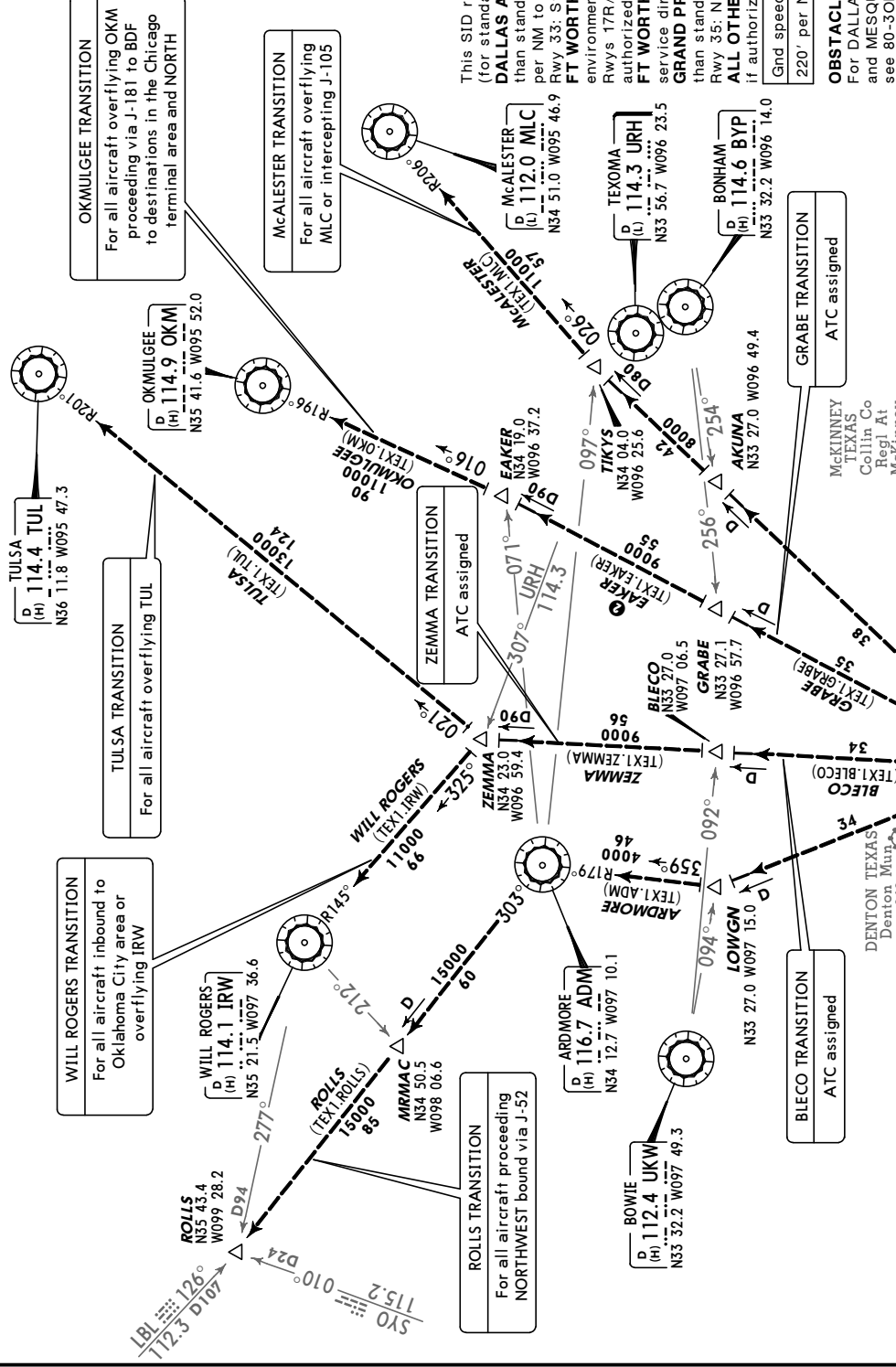
Trans level: FL 180 Trans alt: 18000'

Apt Elev
See graphic

TEXOMA ONE DEPARTURE
(TEX1.FUZ)

① AIRPORTS SERVED

ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS ADDISON KADS
DALLAS EXECUTIVE KRBD
DENTON MUN KOTO
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWS
GRAND PRAIRIE MUN KGPM
LANCASTER KLNC
MESQUITE METRO KHQZ



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower
than standard, if authorized) with minimum climb of 220'
per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).
FT WORTH SPINKS: Rwys 17L/35R: Not authorized -
environmental.
Rwys 17R/35L: Standard (or lower than standard, if
authorized).
FT WORTH NAS JRB: Refer to appropriate military
service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower
than standard, if authorized).
Rwy 35: Not authorized - airspace actions.
ALL OTHER AIRPORTS: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100

OBSTACLE
For DALLAS ADDISON, FT WORTH MEACHAM INTL,
and MESQUITE METRO TAKEOFF OBSTACLE NOTES
see 80-30B1.

②
EAKER TRANSITION
For aircraft inbound to the
Tulsa terminal area

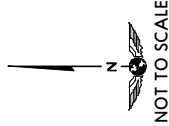
INITIAL CLIMB

Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/
D20 TTT. EXPECT RADAR vectors to appropriate route, **MAINTAIN 2000'**
and EXPECT filed altitude 10 minutes after departure.
Rwy 35: Not authorized.

When entering controlled airspace fly assigned heading and altitude to
appropriate route.

DALLAS EXECUTIVE
Rwy 13: Climb via 129° heading to **2400'** before turning WEST bound.
Rwy 17: Climb via 174° heading to **2400'** before turning WEST bound.
Rwy 31: Climb via 309° heading to **1600'** before turning SOUTH bound.
Rwy 35: Climb via 354° heading to **1600'** before turning SOUTH bound.
FT WORTH MEACHAM INTL
Rwy 9: Climb via 091° heading to **2000'** before proceeding on course.
Rwys 16, 17: Climb via 164° heading to **2000'** before proceeding on course.

FT WORTH SPINKS
Rwy 17R: Climb via 173° heading to **1200'** before turning RIGHT.
MESQUITE METRO
Rwy 17: Climb via 175° heading to **1000'** before turning LEFT.



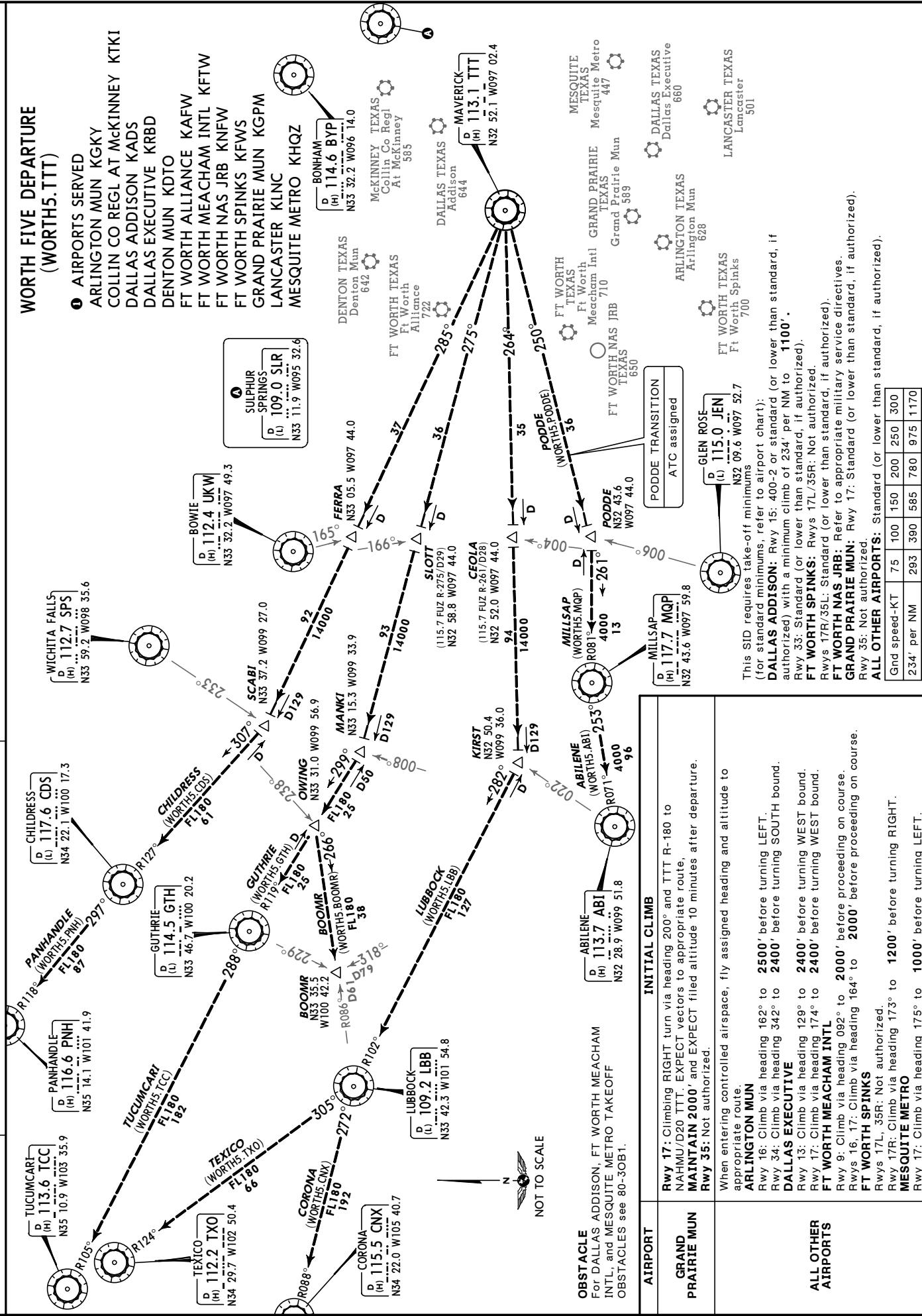
AREA SID SERVES ONLY: 1

GRAND PRAIRIE MUN DME required.

WORTH FIVE DEPARTURE
(WORTH5.TTT)

1 AIRPORTS SERVED

- ARLINGTON MUN KGKY
- COLLIN CO REGL AT MCKINNEY KTKI
- DALLAS ADDISON KADS
- DALLAS EXECUTIVE KRBD
- DENTON MUN KDTO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWs
- GRAND PRAIRIE MUN KGPM
- LANCASTER KLNC
- MESQUITE METRO KHQZ



AIRPORT	INITIAL CLIMB	
	Rwy 17: Climbing RIGHT turn via heading 200° and TTT R-180 to NAHMU/D20 TTT. EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure. Rwy 35: Not authorized.	
GRAND PRAIRIE MUN	When entering controlled airspace, fly assigned heading and altitude to appropriate route.	
	ARLINGTON MUN Rwy 16: Climb via heading 162° to 2500' before turning LEFT. Rwy 34: Climb via heading 342° to 2400' before turning SOUTH bound.	
ALL OTHER AIRPORTS	DALLAS EXECUTIVE Rwy 13: Climb via heading 129° to 2400' before turning WEST bound. Rwy 17: Climb via heading 174° to 2400' before turning WEST bound.	
	FT WORTH MEACHAM INTL Rwy 9: Climb via heading 092° to 2000' before proceeding on course. Rwys 16, 17: Climb via heading 164° to 2000' before proceeding on course.	
MESQUITE METRO	FT WORTH SPINKS Rwys 17L, 35R: Not authorized.	
	Rwy 17R: Climb via heading 173° to 1200' before turning RIGHT.	
MESQUITE METRO	Rwy 17: Climb via heading 175° to 1000' before turning LEFT.	

This SID requires take-off minimums (for standard minimums, refer to airport chart):
DALLAS ADDISON: Rwy 15: 400-2 or standard (or lower than standard, if authorized) with a minimum climb of 234' per NM to **1100'**.
FT WORTH SPINKS: Rwys 17L/35R: Not authorized.
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 17: Standard (or lower than standard, if authorized). Rwy 35: Not authorized.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
234' per NM	293	390	585	780	975	1170

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.			
ACT	PROCEDURE IDENT	INDEX	REV DATE EFF DATE
ABILENE, TX (ABILENE REGL - KABI)			
WACO, TX (WACO REGL - KACT)			
DALLAS, TX (ADDISON - KADS)			
FT WORTH, TX (FT WORTH ALLIANCE - KAFW)			
AMARILLO, TX (RICK HUSBAND AMARILLO INTL - KAMA)			
AUSTIN, TX (AUSTIN-BERGSTROM INTL - KAUS)			
FT BLISS, TX (BIGGS AAF - KBIF)			
REV	AIRPORT, AIRPORT INFO, TA...	30-9	17 Feb 2012
BEAUMONT/PORT ARTHUR, TX (JACK BROOKS REGL - KBPT)			
BROWNSVILLE, TX (BROWNSVILLE/SOUTH PADRE I INTL - KBRO)			
COLLEGE STATION, TX (EASTERWOOD - KCLL)			
WACO, TX (TSTC WACO - KCNW)			
CORPUS CHRISTI, TX (CORPUS CHRISTI INTL - KCRP)			
DALLAS, TX (DALLAS LOVE - KDAL)			
DALLAS-FT WORTH, TX (DALLAS-FT WORTH INTL - KDFW)			
DEL RIO, TX (LAUGHLIN AFB - KDLF)			
REV	AIRPORT, AIRPORT INFO	30-9	17 Feb 2012
REV	AIRPORT INFO (CONTD), TAK...	30-9A	17 Feb 2012
HOUSTON, TX (HOOKS MEML - KDWH)			
ABILENE, TX (DYESS AFB - KDYS)			
REV	ILS OR LOC DME RWY 34	31-2	17 Feb 2012
REV	VOR DME RWY 16	33-1	17 Feb 2012
HOUSTON, TX (ELLINGTON - KEFD)			
EL PASO, TX (EL PASO INTL - KERP)			
FT STOCKTON, TX (FT STOCKTON-PECOS CO - KFST)			
FT WORTH, TX (FT WORTH MEACHAM INTL - KFTW)			
FT WORTH, TX (FT WORTH NAS JRB - KNFW)			

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KABF

No Chart Change Notices for Airport KACT

No Chart Change Notices for Airport KADS

No Chart Change Notices for Airport KAFW

No Chart Change Notices for Airport KAMA

No Chart Change Notices for Airport KAUS

No Chart Change Notices for Airport KBIF

No Chart Change Notices for Airport KBPT

No Chart Change Notices for Airport KBRO

No Chart Change Notices for Airport KCLL

No Chart Change Notices for Airport KCNW

No Chart Change Notices for Airport KCRP

Chart Change Notices for Airport KDAL

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3J) Trinity 6 Dep computer code (TRNTY6.CVE) added.

Chart Change Notices for Airport KDFW

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For Dallas Area SID/STARs Lancaster airport name changed to Lancaster Regl.

No Chart Change Notices for Airport KDLF

No Chart Change Notices for Airport KDWH

No Chart Change Notices for Airport KDYS

No Chart Change Notices for Airport KEFD

No Chart Change Notices for Airport KELP

No Chart Change Notices for Airport KFST

No Chart Change Notices for Airport KFTW

No Chart Change Notices for Airport KNFW