

List of pages in this Trip Kit

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Airport Information For KDFW

Terminal Charts For KDFW

Revision Letter For Cycle 01-2015

Change Notices

Notebook

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: 3.7°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: 1332 Z

Sunset: 2336 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
ATIS 123.775
Dfw Tower 134.9 (181°-360°) Initial Contact
Dfw Tower 124.15 (181°-360°) Initial Contact
Dfw Tower 127.5 (1°-180°) Initial Contact
Dfw Tower 126.55 (1°-180°) Initial Contact
Dfw Ground Control 121.85 (181°-360°)
Dfw Ground Control 121.8 (1°-180°) Initial Contact
Dfw Ground Control 121.65 (1°-180°)
Dallas-FT Worth Intl Ramp/Taxi Control 129.95
Dfw Clearance Delivery 128.25
Regional Approach Control 133.625 (181°-360°) Arrival Service Secondary
Regional Approach Control 119.875 (226°-315°) Initial Contact
Regional Approach Control 135.975 (136°-225°) Arrival Service
Regional Approach Control 125.2 (136°-225°) Arrival Service
Regional Approach Control 124.3 (316°-45°) Arrival Service
Regional Approach Control 133.525 (1°-180°) Arrival Service Secondary
Regional Approach Control 125.025 (46°-135°) Arrival Service
Regional Approach Control 119.4 Arrival Service
Regional Approach Control 118.425 Arrival Service
Regional Approach Control 118.1 Arrival Service
Regional TCA 135.975 (181°-270°)
Regional TCA 125.2 (91°-180°)
Regional TCA 124.3 (1°-90°)
Regional TCA 118.1 (271°-360°)
Regional Departure Control 126.475 (226°-315°) Departure Service
Regional Departure Control 135.975 (136°-225°) Departure Service
Regional Departure Control 125.125 (136°-225°) Departure Service
Regional Departure Control 124.825 (316°-45°) Departure Service
Regional Departure Control 118.55 (46°-135°) Departure Service
Regional Departure Control 118.1 Departure Service
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

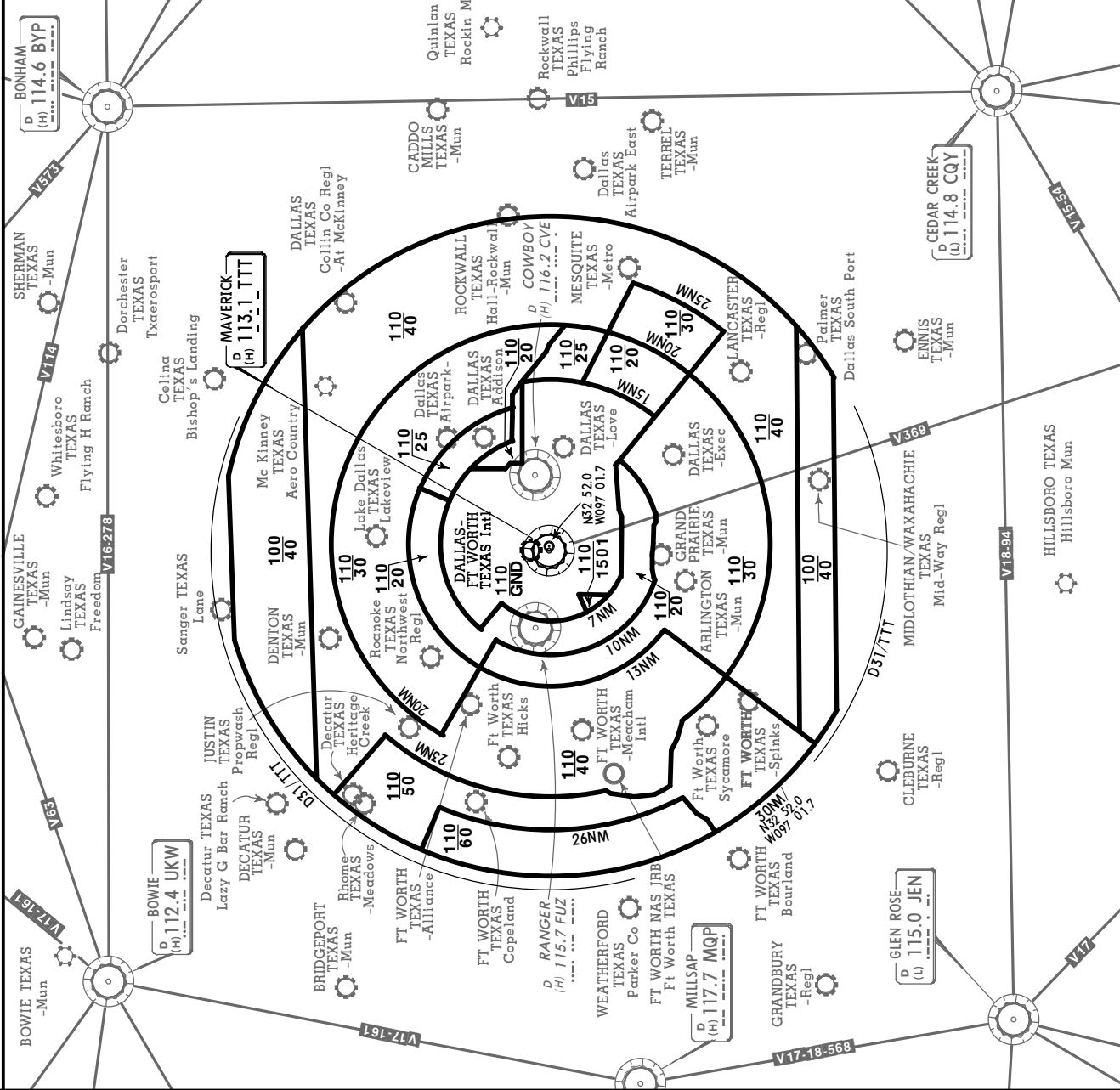
IFR Flights-Aircraft within Class B airspace are required to
operate in accordance with current IFR procedures.

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-FORT WORTH INTL

DALLAS

TEXAS

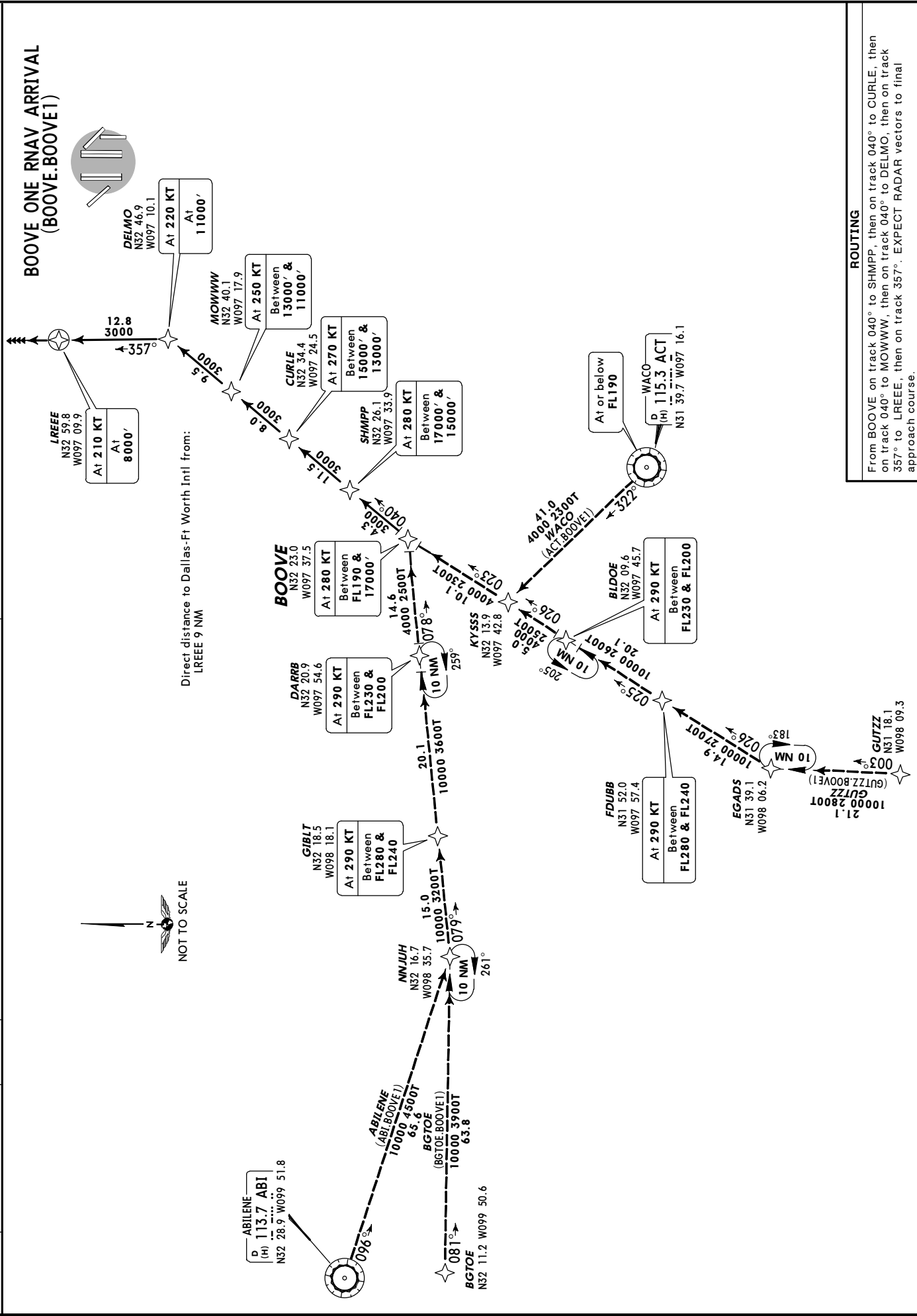


JEPPESEN FT WORTH, TEXAS

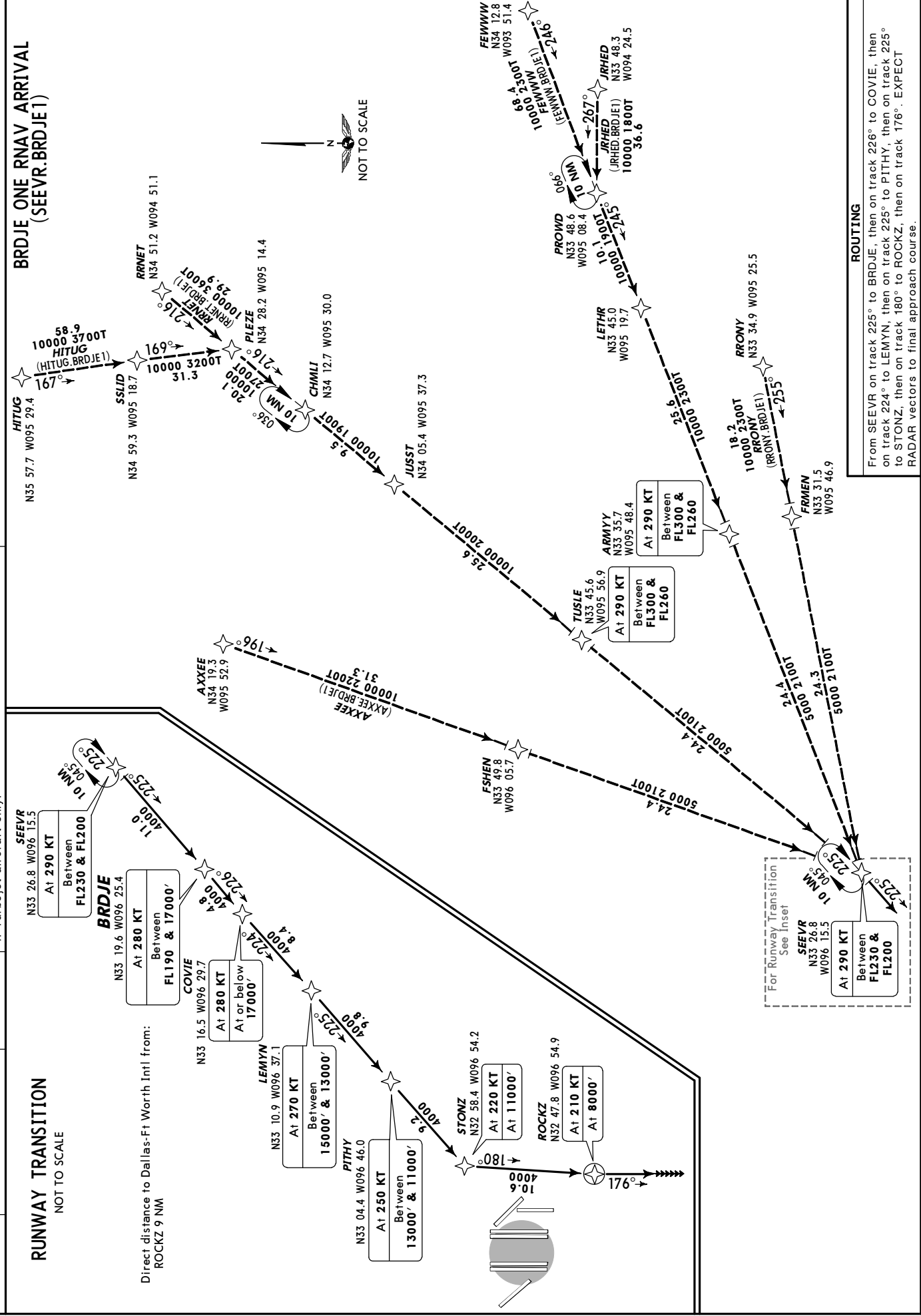
12 SEP 14 (60-2) Eff 18 Sep RNAV STAR

D-ATIS Arrival 123.775	REGIONAL Approach (R) 119.875 133.625	Alt Set: INCHES 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	Trans level: FL180 Trans alt: 18000'
Apt Elev 607'			

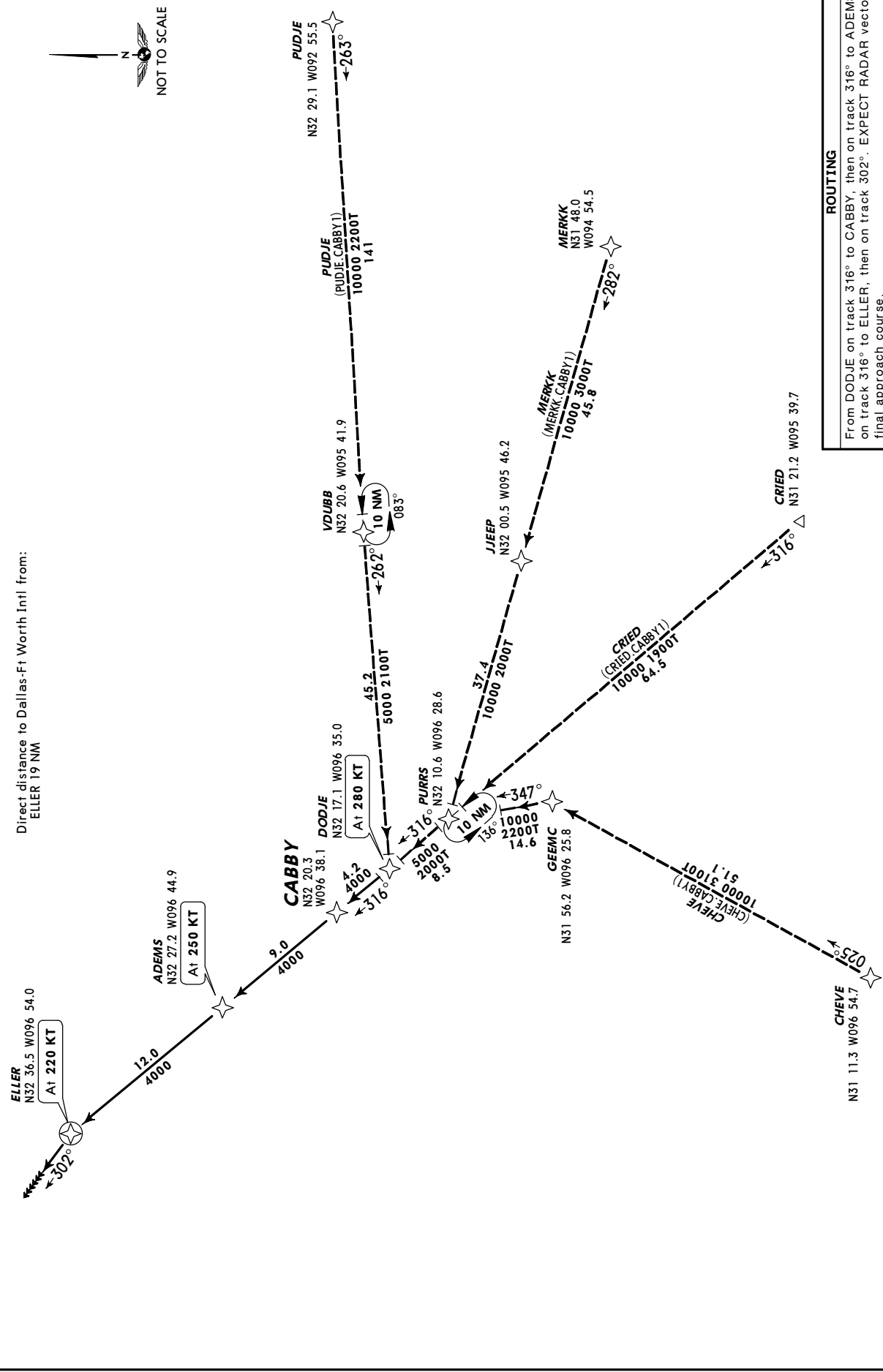
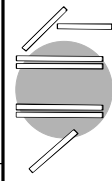
4. Turbojet aircraft only.
5. For use when Dallas-Ft Worth Intl is operating in SOUTH flow. When Dallas-Ft Worth Intl is in NORTH flow, file and EXPECT the SOCKK RNAV STAR.



D-ATIS Arrival 123.775	REGIONAL Approach (R) 125.025	Apt Elev 607'	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only.	Trans alt: 18000'	12 SEP 14 (60-2B) Eff 18 Sep RNAV STAR
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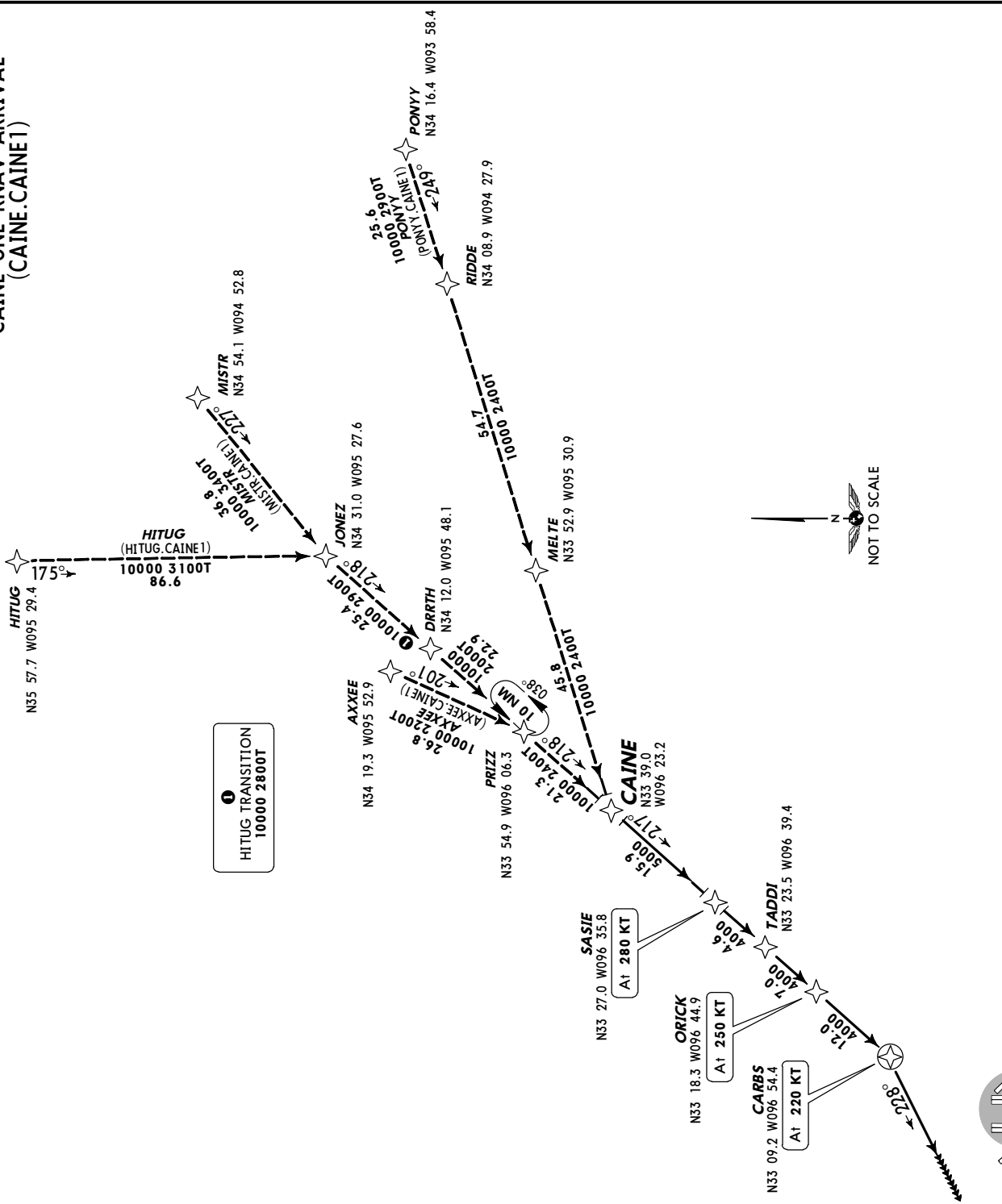
CABBY ONE RNAV ARRIVAL
(DODJE. CABBY1)




CHEVE
 N31 11.3 W096 54.7
 ROUTING
 From DODJE on track 316° to CABBY, then on track 316° to ADEMS, then on track 316° to ELLER, then on track 302° EXPECT RADAR vectors to final approach course.

D-ATIS Arrival 123.775	REGIONAL Approach (R) 119.875	Alt Set: INCHES 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	Trans level: FL180 Trans alt: 18000'	4. Turbojet aircraft only. 5. ATC assigned only. 6. AXXEE transition for aircraft filing at or below FL230 only.
Apt Elev 607'				

CAINE ONE RNAV ARRIVAL
(CAINE.CAINE1)

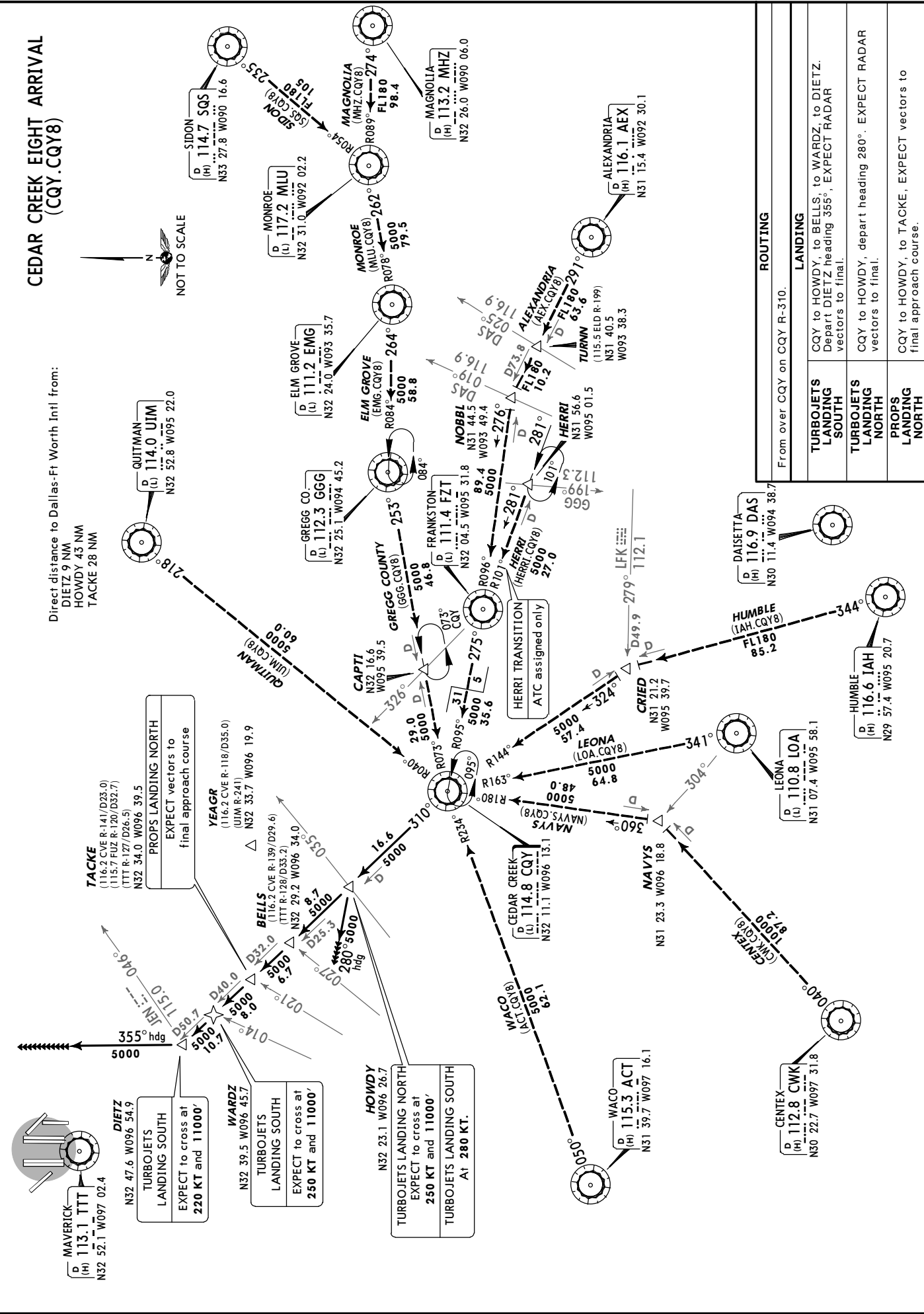


ROUTING

From CAINE on track 217° to SASIE, then on track 217° to TADDI, then on track 217° to ORICK, then on track 217° to CARBS, then on track 228°. EXPECT RADAR vectors to final approach course.

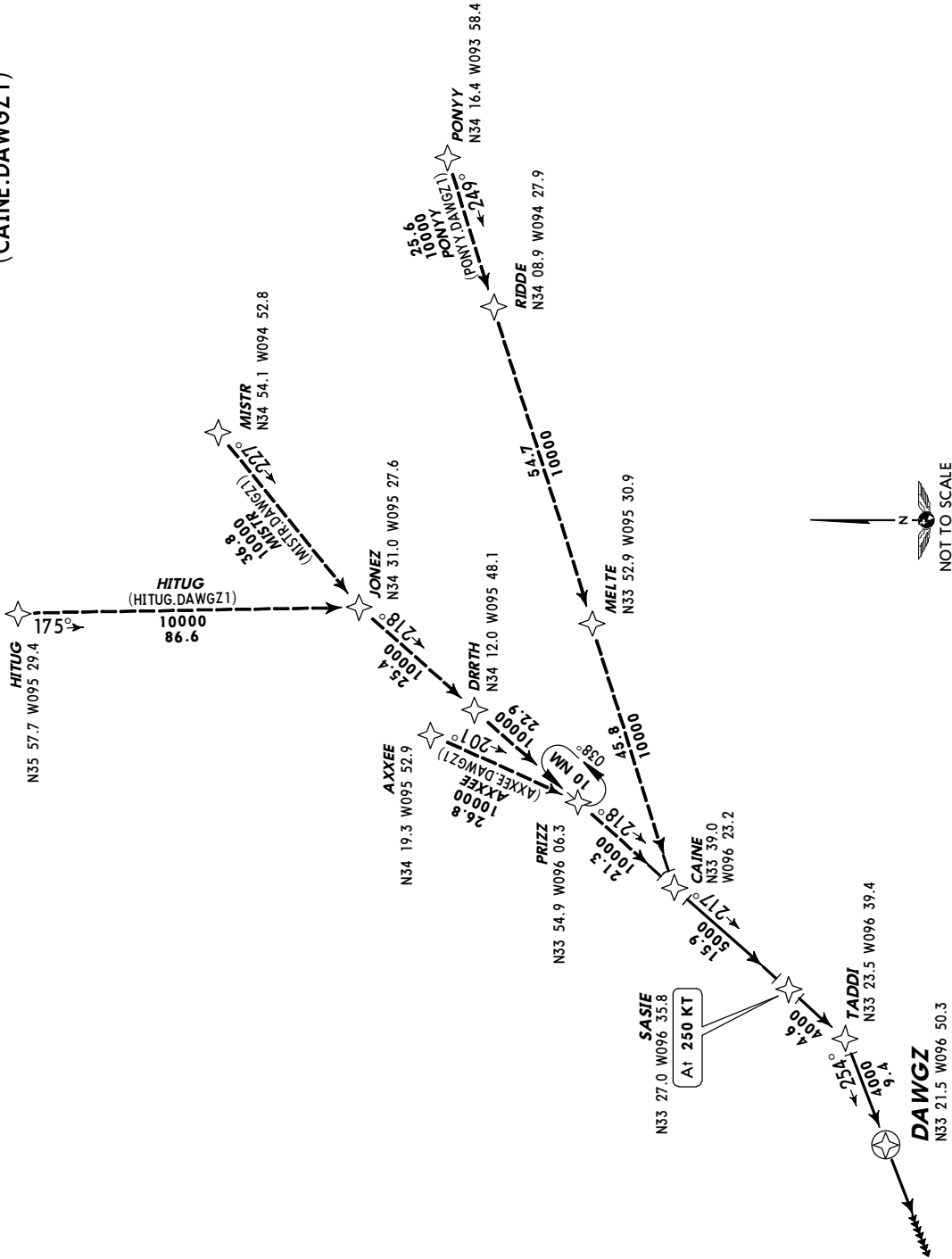
Direct distance from CARBS to:
Dallas-Ft Worth Intl 17 NM

D-ATIS Arrival	REGIONAL Approach (R)	Apt Elev	Alt Set: INCHES Trans level: FL180	Trans alt: 18000'	1. RADAR required. 2. Prop aircraft landing Dallas-Ft Worth Intl: EXPECT this STAR only when Dallas-Ft Worth Intl is landing NORTH, when Dallas-Ft Worth Intl is landing SOUTH, EXPECT and/or file the YEAGR STAR.
123.775	125.025 133.525	607'			



D-ATIS Arrival 123.775	REGIONAL Approach (R) 125.025	Apt Elev 607'	Alt Set: INCHES 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	Trans level: FL180 Trans alt: 18000'	4. Turbojet aircraft only. 5. ATC assigned only.
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DAWGZ ONE RNAV ARRIVAL
(CAINE.DAWGZ1)



Direct distance from DAWGZ to:
Dallas-Ft Worth Intl 29 NM



ROUTING

From CAINE on track 217° to SASIE, then on track 217° to TADDI, then on track 254° to DAWGZ, then on track 254°. EXPECT RADAR vectors to final approach course.

D-ATIS Arrival
123.775

REGIONAL Approach (R)
119.875

Apt Elev
607'

Alt Set: INCHES
Trans level: FL180

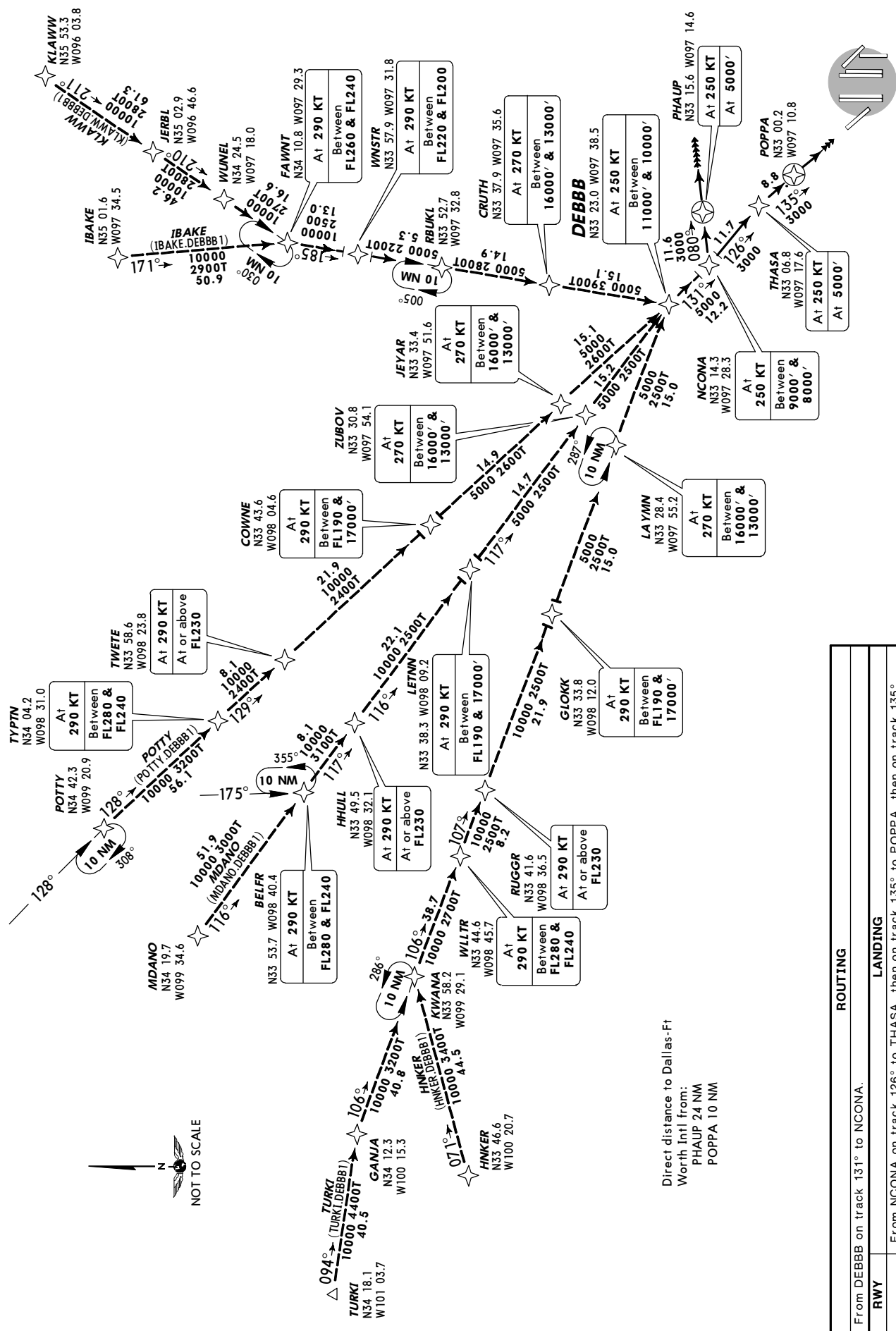
5. For use when Dallas-Fort Worth Intl is operating in a SOUTH flow. When Dallas-Fort Worth Intl is operating in a NORTH flow, file and EXPECT the JOVEM RNAV STAR.

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

3. RNAV 1, 4. For turbojet aircraft only.

6. Aircraft should EXPECT ILS or LOC RWY 18R.

DEBBB ONE RNAV ARRIVAL
(DEBBB.DEBBB1)

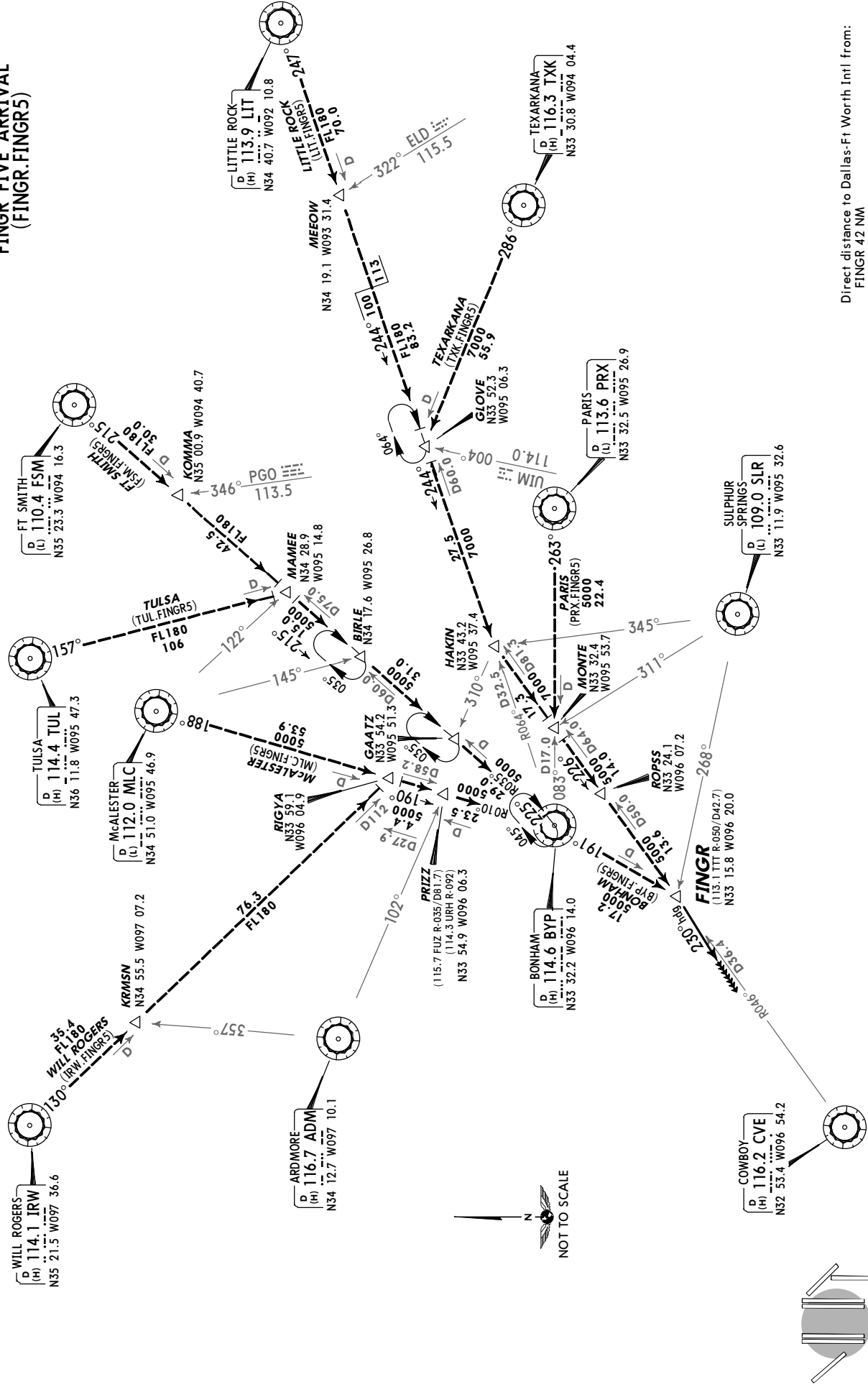


ROUTING	
From DEBBB on track 131° to NCONA.	
RWY	LANDING
13R	From NCONA on track 126° to THASA, then on track 135° to POPPA, then on track 135°.
17C, 17R, 18L, 18R	EXPECT RADAR vectors to final approach course.
	From NCONA on track 080° to PHAUP, then on track 080°.
	EXPECT RADAR vectors to final approach course.

D-ATIS Arrival	REGIONAL Approach (R)	<i>Apt Elev</i> 607'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
123-775	125.27 125.025		1. RADAR required. 2. WILL ROGERS Transition for OKC terminal departures only.

3. ATC assigned only.

**FINGER FIVE ARRIVAL
(FINGER.FINGER5)**



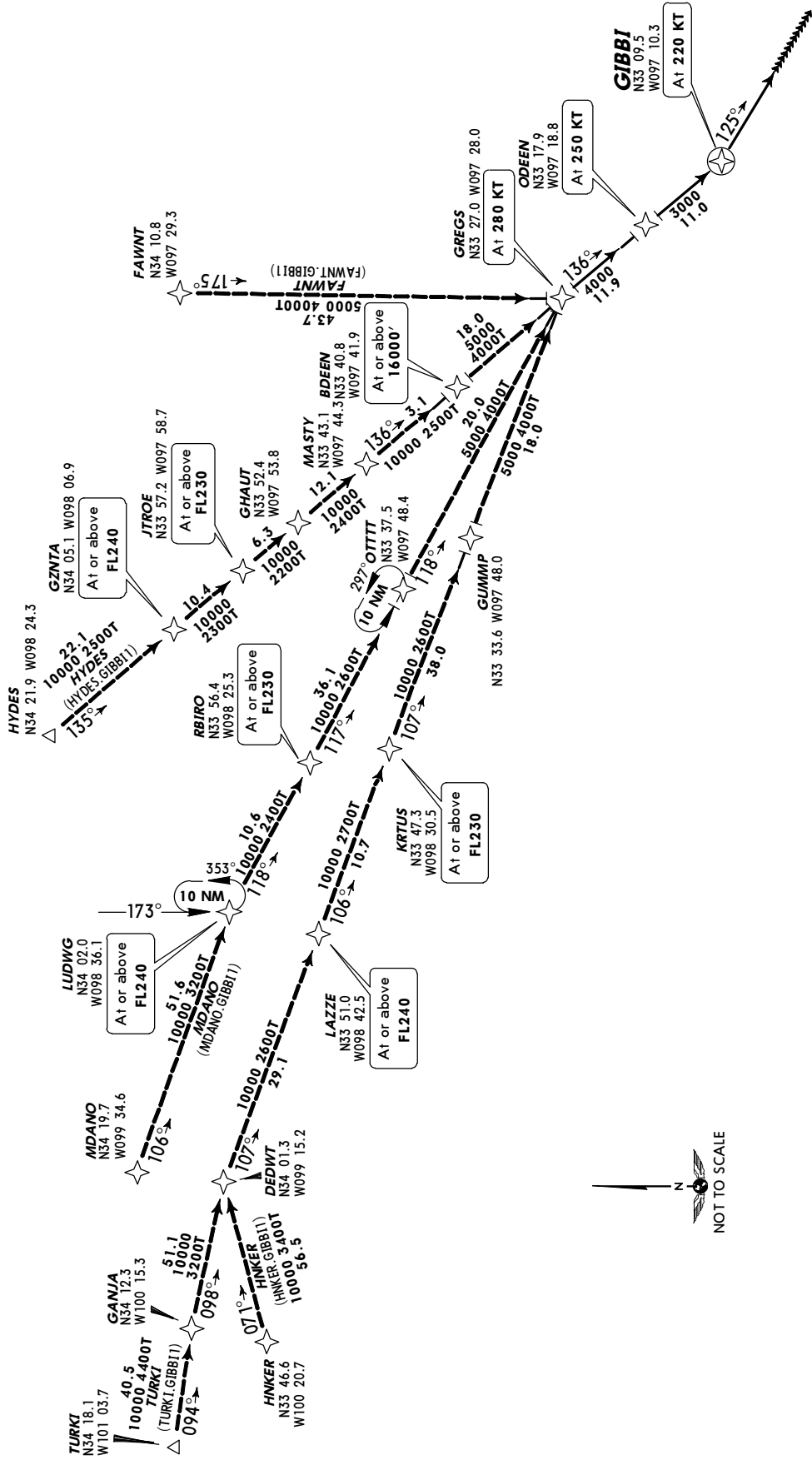
Direct distance to Dallas-Ft Worth Intl from:
FINGER 42 NM

ROUTING

From FINGER, then on 230° heading or as assigned by ATC.
EXPECT RADAR vectors to final approach course.

D-ATIS Arrival 123.775	REGIONAL Approach (R) 119.875	Apt Elev 607'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only. 5. ATC assigned only.
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GIBBI ONE RNAV ARRIVAL
(GREGS.GIBBI1)



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

ROUTING

From GREGS on track 136° to ODEEN; then on track 136° to GIBBI, then on track 125°. EXPECT RADAR vectors to final approach course.

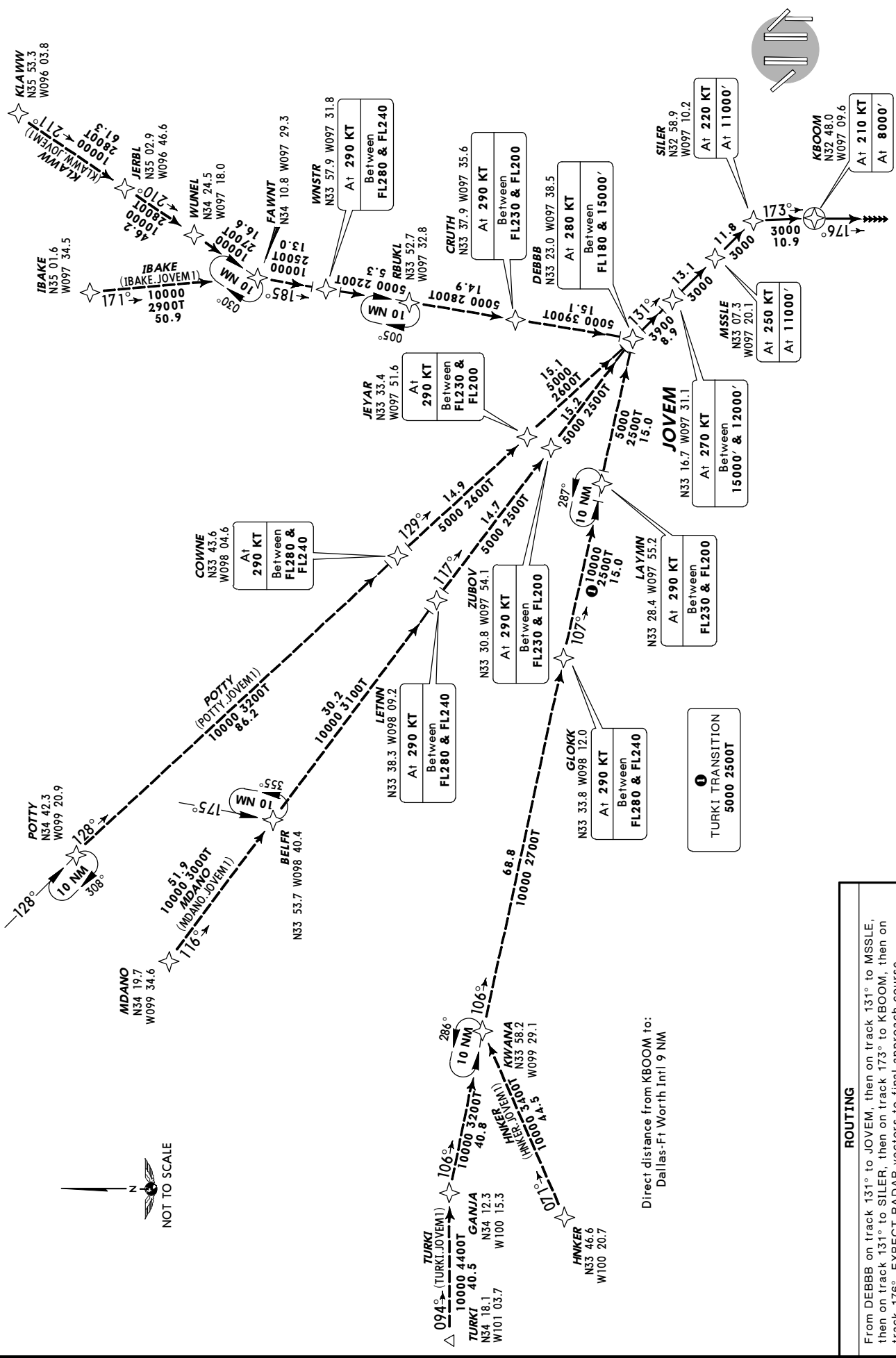
CHANGES: New procedure at this airport.

D-ATIS Arrival	REGIONAL Approach (R)	Apt Elev
123.775	119.875	607'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1. 4. Turbojet aircraft only.

5. For use when Dallas-Ft Worth Intl is operating in a NORTH flow. When Dallas-Ft Worth Intl is operating in a SOUTH flow, file and EXPECT the DEBBB RNAV STAR.

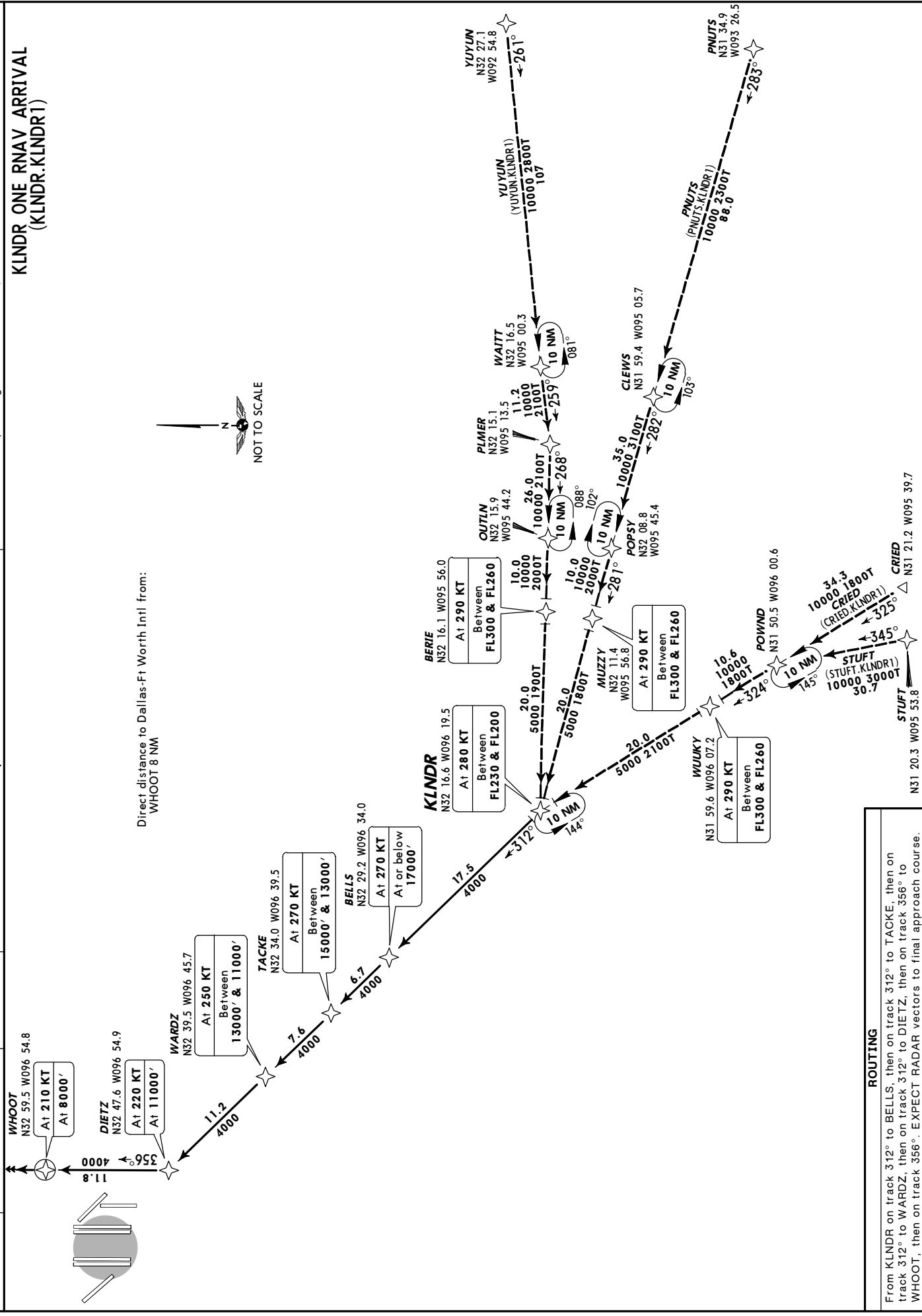
JOVEM ONE RNAV ARRIVAL
(DEBBB.JOVEM1)



KDFW/DFW
DALLAS-FT WORTH INTL

D-ATIS Arrival 123-7775	REGIONAL Approach (R) 125.025 133.525	<i>Apt E/lev</i> 607'	Alt Set: INCHES 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	Trans level: FL180 Trans alt: 18000'	4. Turbojet aircraft only. 5. For use when Dallas-Ft Worth Intl is operating in a SOUTH flow. When Dallas-Ft Worth Intl is operating in a NORTH flow, file and EXPECT the WHINY RNAV STAR.
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**KLNDR ONE RNAV ARRIVAL
(KLNDR.KLNDR1)**



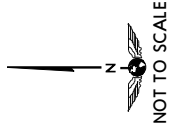
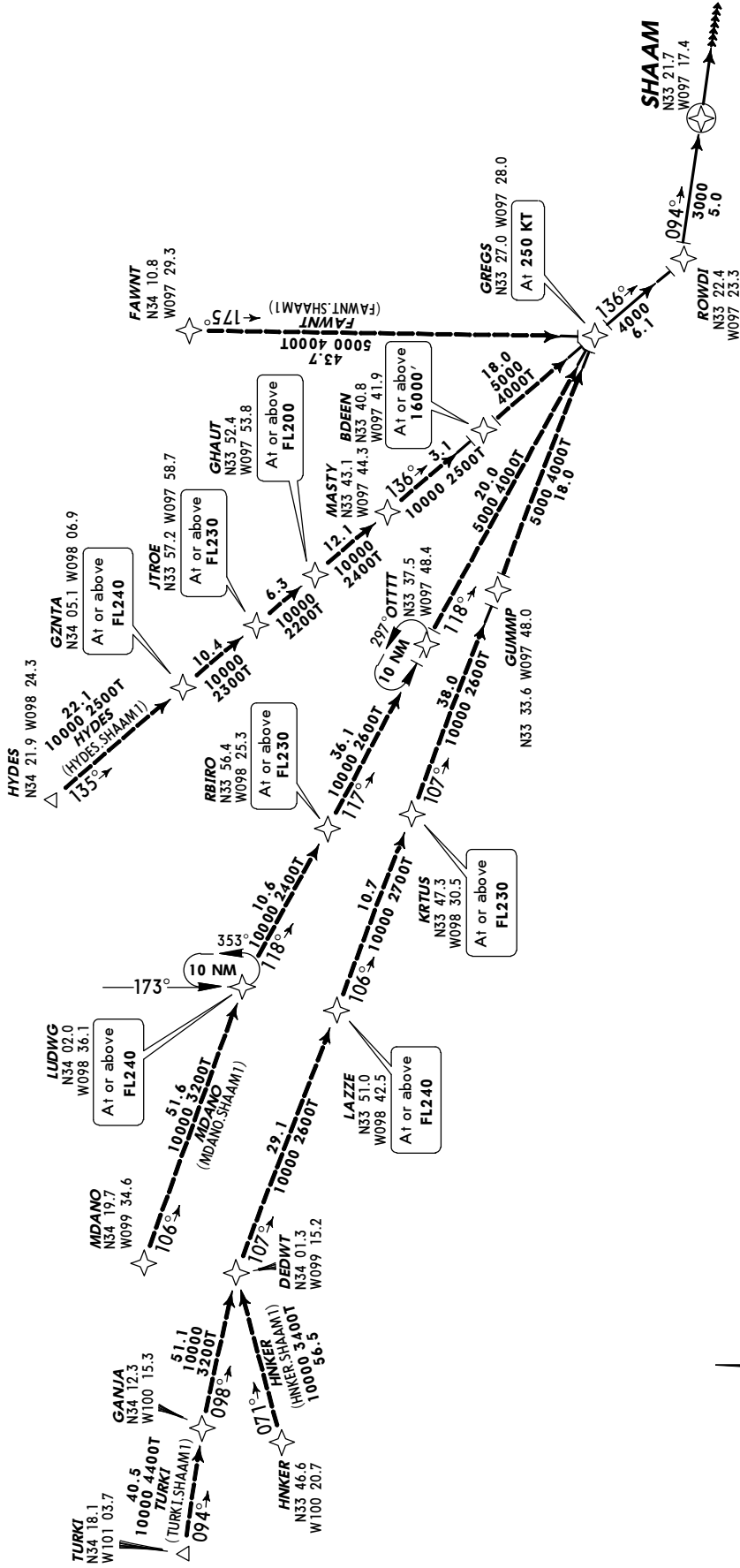
ROUTING

From KLNDR on track 312° to BELLS, then on track 312° to TACKE, then on track 312° to WARDZ, then on track 312° to DIETZ, then on track 356° to WHOOT, then on track 356°. EXPECT RADAR vectors to final approach course

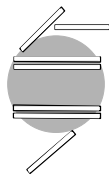
D-ATIS	REGIONAL Approach (R)	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
123.775	119.875	607'			

1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Turbojet aircraft only.
5. ATC assigned only.

SHAAM ONE RNAV ARRIVAL
(GREGS.SHAAM1)



Direct distance from SHAMM to:
Dallas-Ft Worth Intl 31 NM



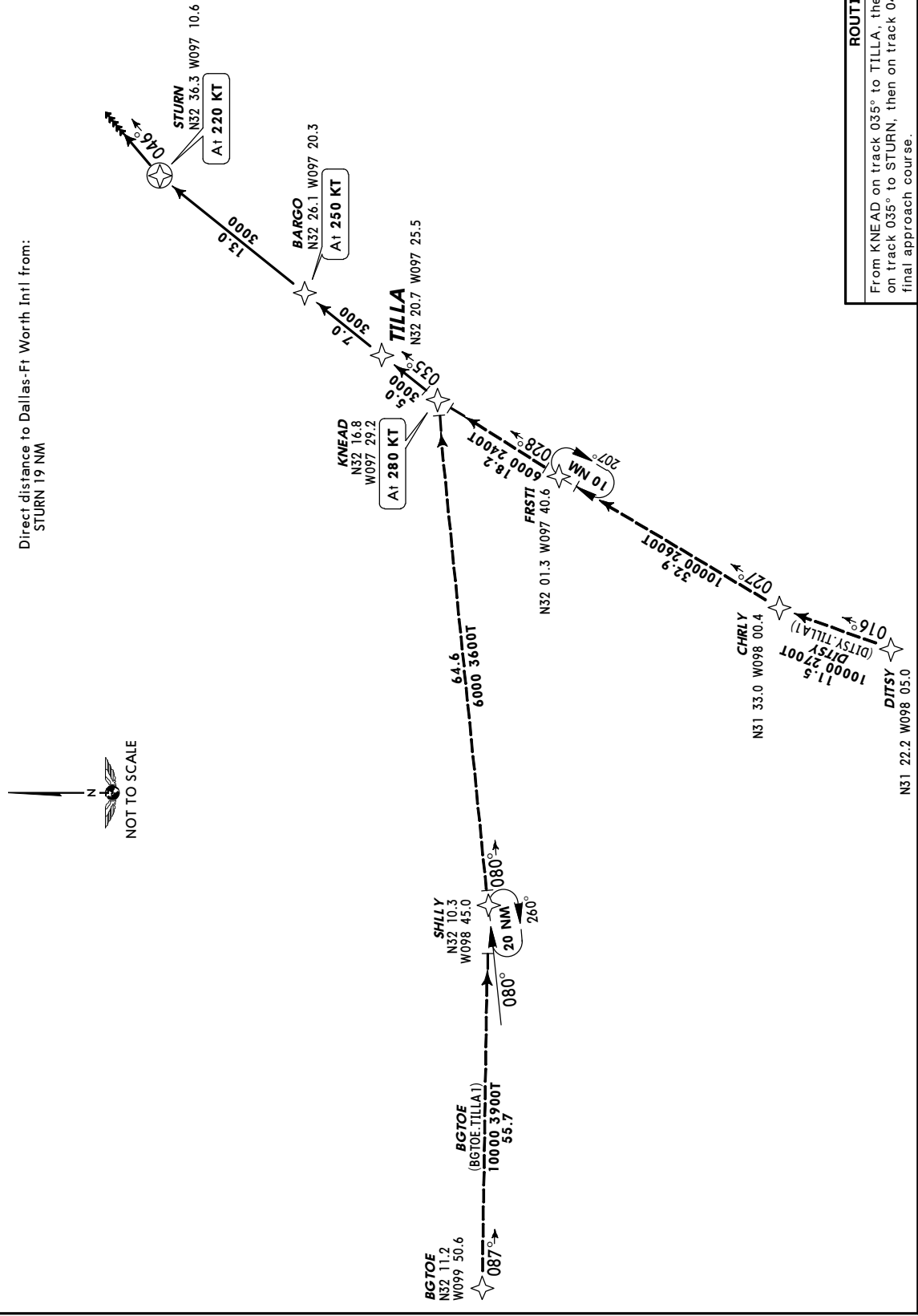
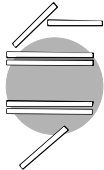
ROUTING

From GREGS on track 136° to ROWDI, then on track 094° to SHAAM, then on track 094°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

D-ATIS Arrival 123.775	REGIONAL Approach (R) 119.875 133.625	Apt Elev 607'	Alt Set: INCHES 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	Trans level: FL180 Trans alt: 18000'	4. Turbojet aircraft only. 5. ATC assigned only.
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TILLA ONE RNAV ARRIVAL
(KNEAD.TILLA1)



ROUTING

From KNEAD on track 035° to TILLA, then on track 035° to BARGO, then on track 035° to STURN, then on track 046°. EXPECT RADAR vectors to final approach course.

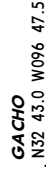
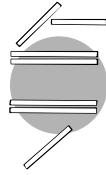
KDFW/DFW
DALLAS-FT. W.

WORTH INITI

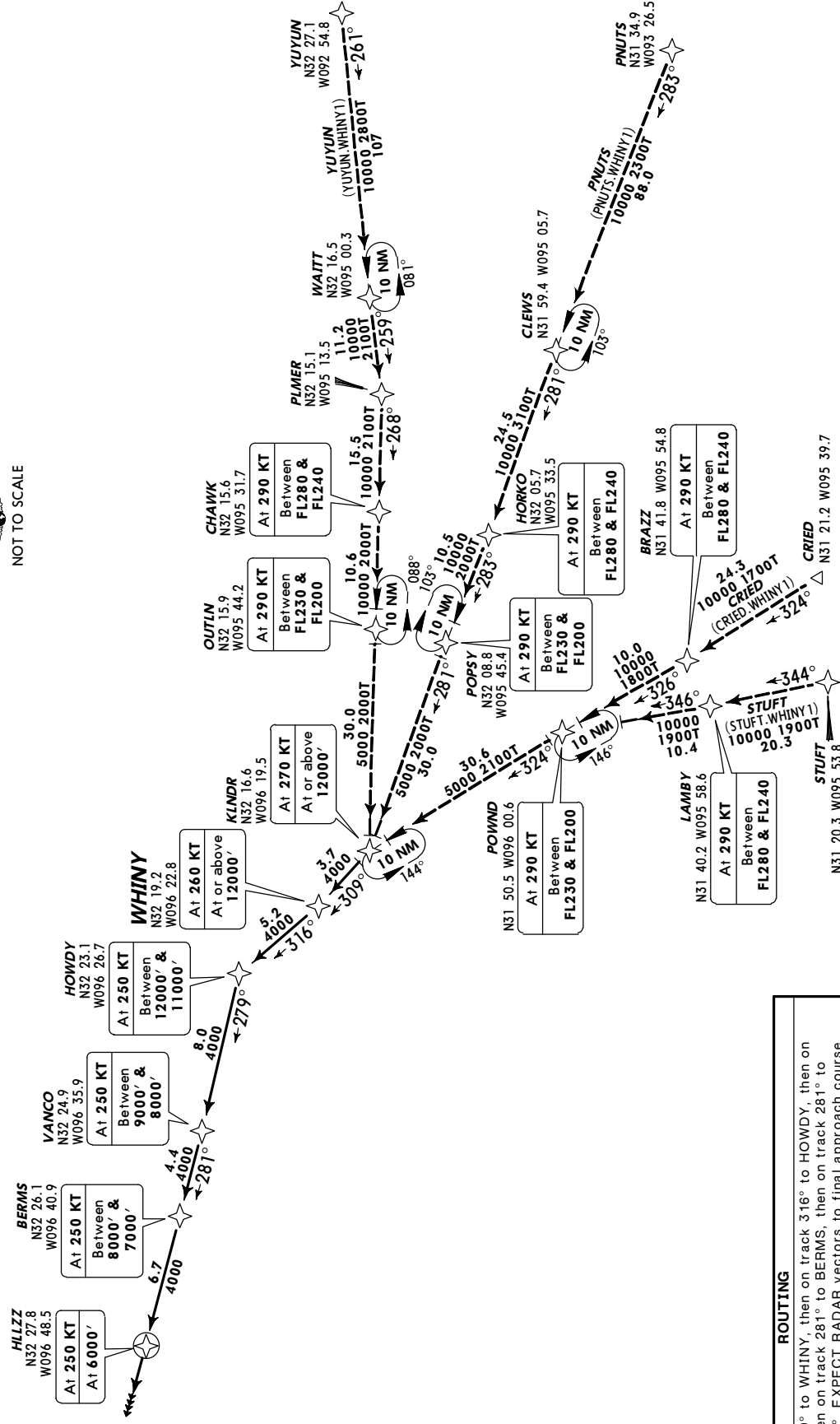
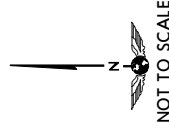
D-ATIS Arrival 123.775	REGIONAL Approach (R) 125.025 133.525	Apt Elev 607'	Alt Set: INCHES Tr 1. RADAR required. 2. 3. DME/DME/IRU or C
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4. Turbojet aircraft only.
5. For use when Dallas-Ft Worth Intl is operating in a NORTH flow. When Dallas-Ft Worth Intl is operating in a SOUTH flow, file and EXPECT the KLNDR RNAV STAR.

WHINY ONE RNAV ARRIVAL
(KLNDR.WHINY1)



Direct distance to Dallas-Ft Worth Intl from:
HLLZZ 28 NM

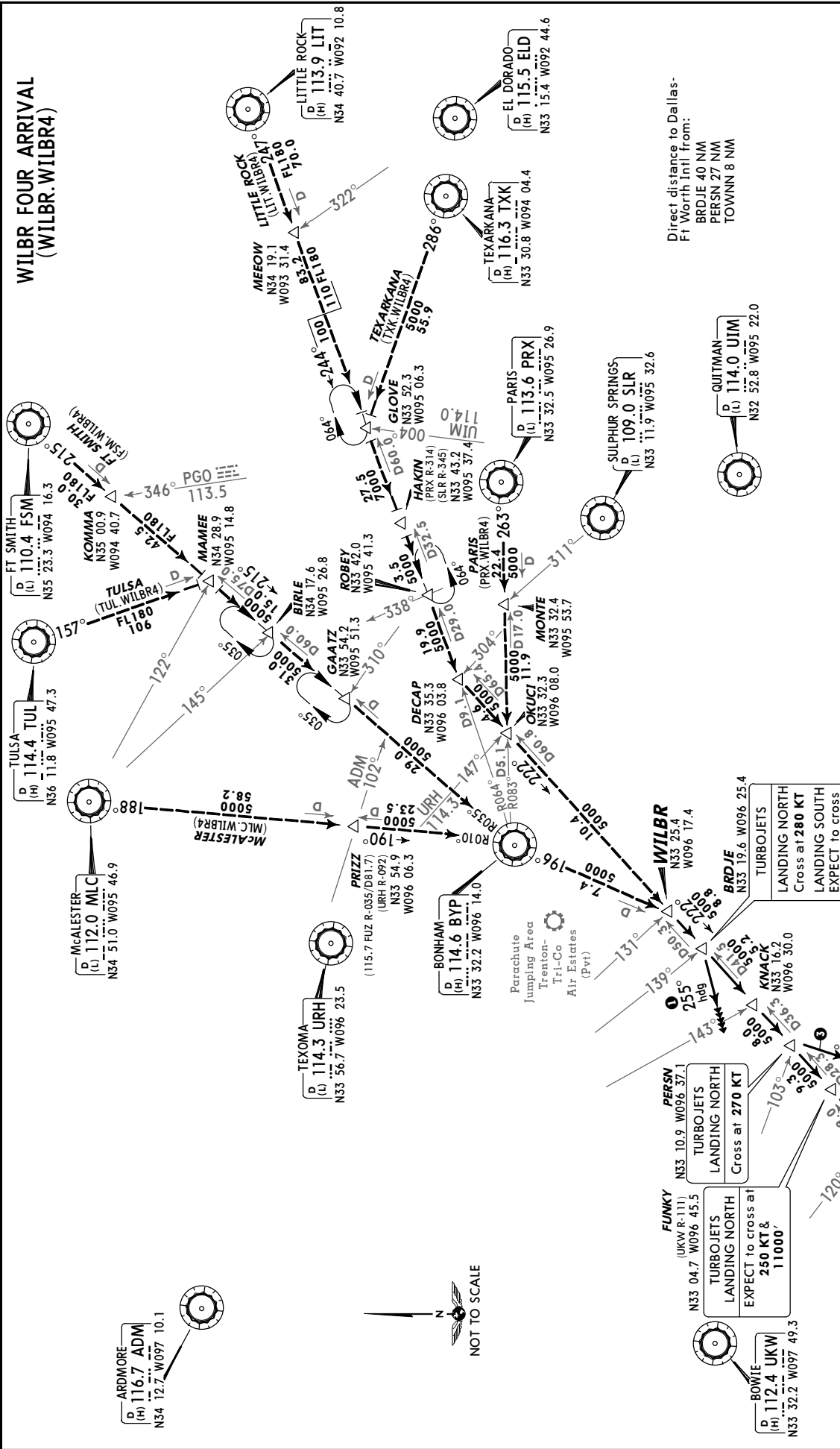


ROUTING

From KLNDR on track 309° to WHINY, then on track 316° to HOWDY, then on track 279° to VANCO, then on track 281° to BERMS, then on track 281° to HILZZ, then on track 281°. EXPECT RADAR vectors to final approach course

CHANGES: New procedure at this airport

D-ATIS Arrival 123.775	REGIONAL Approach (R) 125.025 133.525	Apt Elev 607'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
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ROUTING	
From over WILBR on TTT R-042.	
LANDING	
ALL AIRCRAFT LANDING SOUTH	1 To BRDJE, depart heading 255°, EXPECT RADAR vectors for base leg.
TURBOJETS LANDING NORTH	2 To BRDJE, to KNACK, to PERSN, to FUNKY, to TOWNN, depart heading 175°, EXPECT RADAR vectors.
PROPS LANDING NORTH	3 To BRDJE, to KNACK, to PERSN, depart heading 190°, EXPECT RADAR vectors.

YEARS



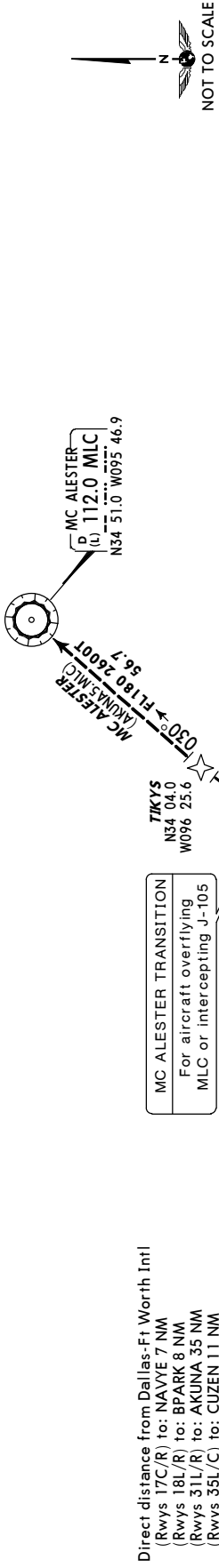
CHANGES: New procedure at this airport.

REGIONAL Departure (R)		
RWYS 17C/R	1	RWYS 18L/R
118.55	126.47	125.12

Trans level: FL180	Trans alt: 18000'
Apt Elev	607'

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV1.
4. Props file and EXPECT JACKY or TRI-GATE departure.
5. For use by turbojet aircraft only.

AKUNA FIVE RNAV DEPARTURE
(AKUNA5.AKUNA)



OBSTACLES
Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

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 minimum climb of 500' per NM to 1120'.
Rwys 31L/R: Standard (or lower than standard, if authorized).

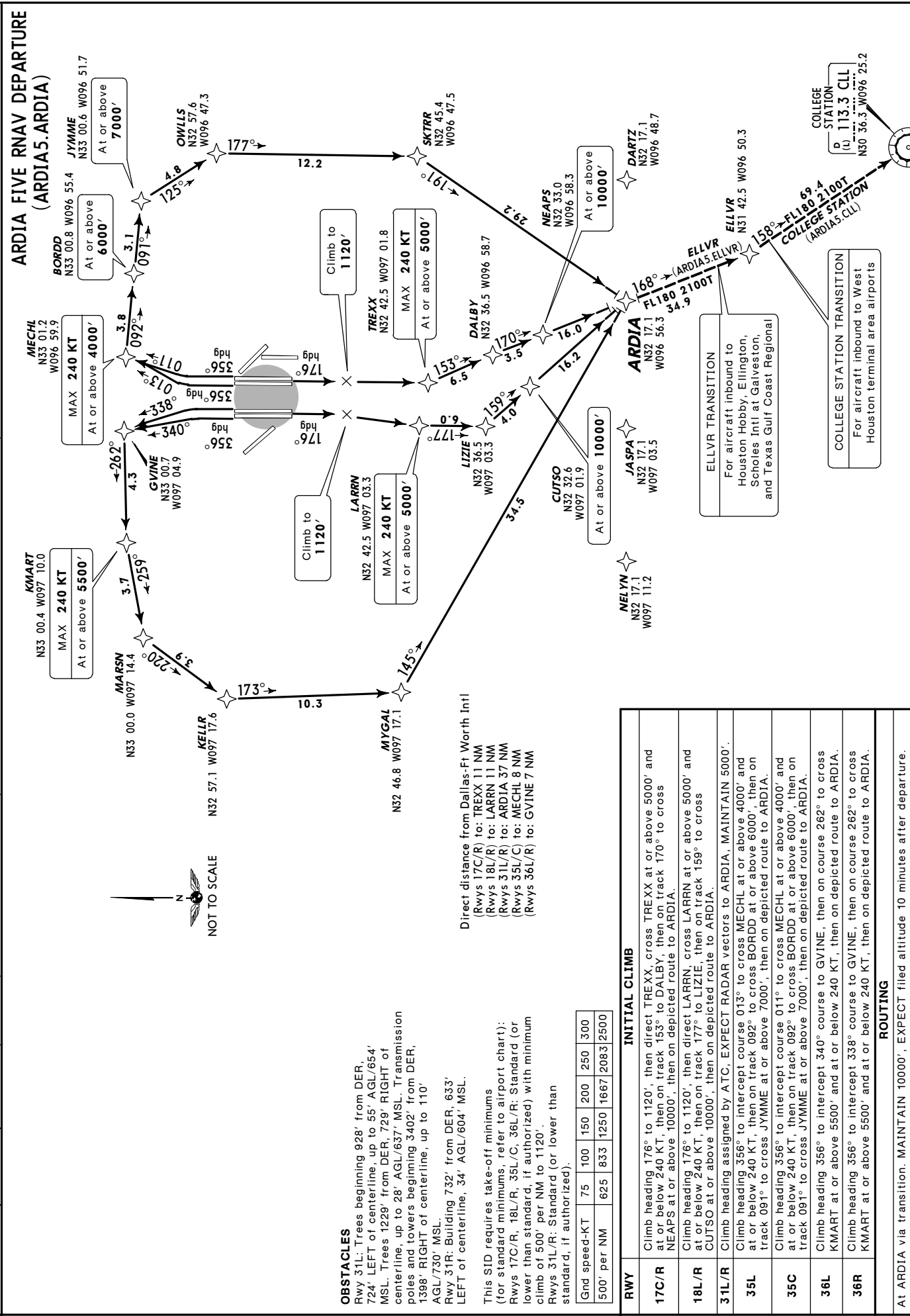
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB	
17C	Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to AKUNA.
17R	Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to AKUNA.
18L	Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000' and at or below 240 KT, then on depicted route to AKUNA.
18R	Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000' and at or below 240KT, then on depicted route to AKUNA.
31L/R	Climb heading assigned by ATC. EXPECT RADAR vectors to AKUNA. MAINTAIN 5000'.
35L/C	Climb heading 356° to 1120', then direct CUZEN, cross CUZEN at or above 5000' and at or below 240 KT, then on track 020° to cross ITTTT at or above 6000', then on depicted route to AKUNA.
36L/R	Climb heading 356° to 1120', then direct HAZKL, cross HAZKL at or above 5000' and at or below 240 KT, then on track 349° to cross RYNNE at or above 7000', then on depicted route to AKUNA.
ROUTING	
At AKUNA via transition. MAINTAIN 10000'. EXPECT filed altitude 10 minutes after departure.	

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/loaded 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.*

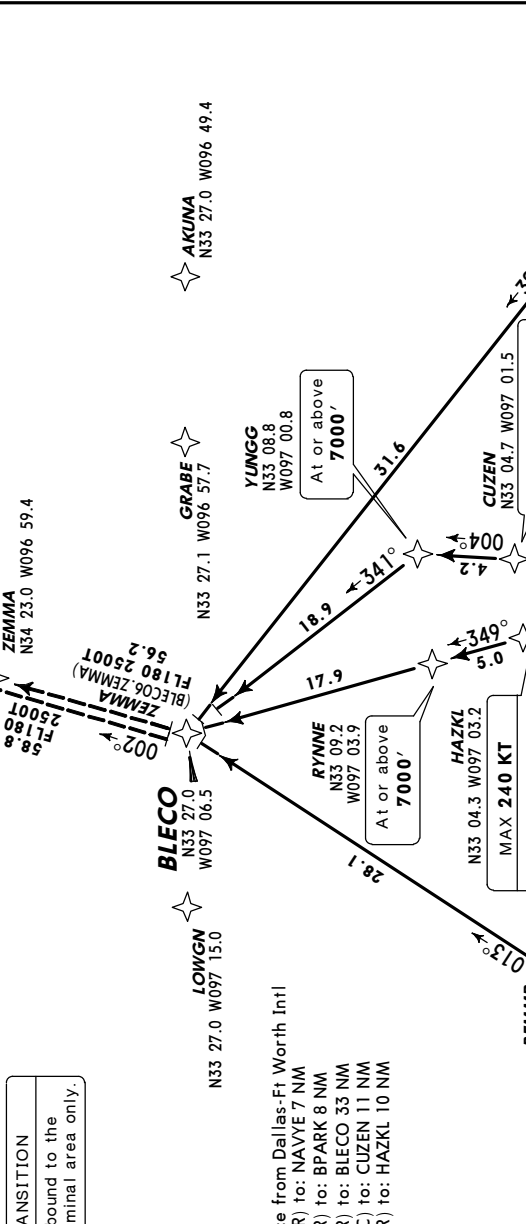
REGIONAL Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.	4. Props file and EXPECT KEENE or TRI-GATE departure. 5. For use by turbojet aircraft only.
RWYS 17C/R, 18L/R	RWYS 35L/C	607'			
125.12	118.55	126.47			



alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Props file and EXPECT JACKY or TRI-GATE departure. 5. For use by turbojet aircraft only.
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NOT TO SCALE

The diagram consists of a central globe with wings, labeled with the letter 'Z'. A long horizontal line extends to the left from the globe. The text 'NOT TO SCALE' is written vertically to the right of the globe.



BEMMR
N33 00.1 W097 16.2

BINGM
N32 50.5 W097 16.5

YAMEL
N32 45.9 W097 08.5
MAX 240 KT
At or above 5000'

JGRL
N32 45.9 W096 56.4
MAX 240 KT
At or above 5000'

NAVYE
N32 47.0 W096 59.7

BPARK
N32 46.5 W097 04.9

CORTS
N32 46.1 W096 49.9

CMORE
N32 59.3 W096 48.5

10/1 10/2 10/3 10/4 10/5 10/6 10/7 10/8 10/9 10/10

356° 176° 157° 192° 270° 334° 357° 008° 084° 107°

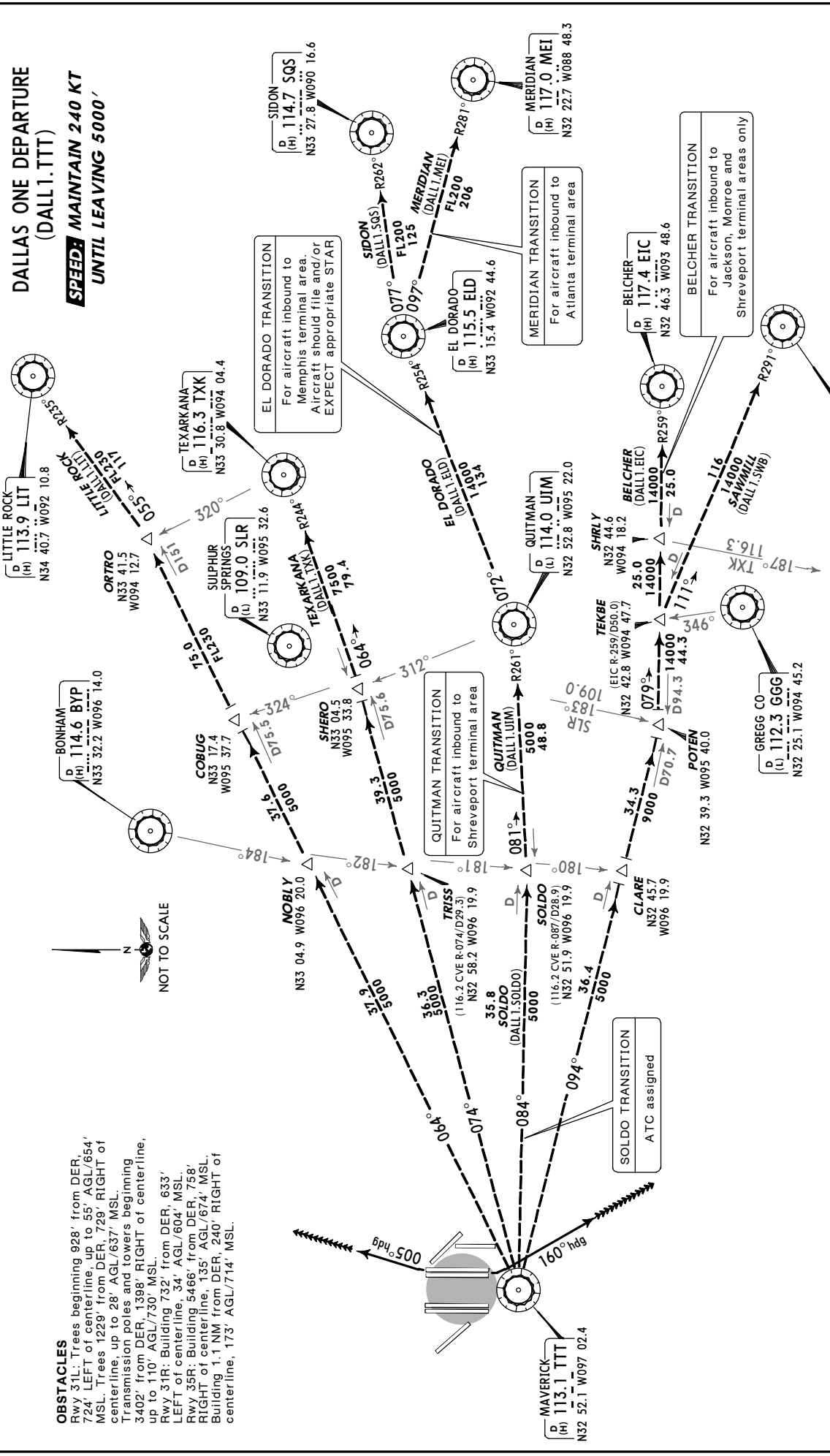
9.6 4.5 5.1 3.1 2.55° 5.5 3.0 3.56° 7.7 5.5

At or above 5000' Climb to 1120' MAX 240 KT At or above 5000' At or above 5000'

176° hdg 176° hdg 157° hdg 192° hdg 270° hdg 334° hdg 357° hdg 008° hdg 084° hdg 107° hdg

176° hdg 176° hdg 157° hdg 192° hdg 270° hdg 334° hdg 357° hdg 008° hdg 084° hdg 107° hdg

REGIONAL Departure (R)	Apt Elev	Trans level: FL180	Trans alt: 18000'
118.55	607'		



RWY	INITIAL CLIMB
13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R	Climb on assigned heading and altitude.
17C/R	Climb heading 160°.
35L/C	Climb heading 005°.
ROUTING	
EXPECT vectors to appropriate route, unless otherwise advised MAINTAIN 10000' and EXPECT filed altitude 10 minutes after departure.	

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: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to 1200'.

Grnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

CHANGES: Procedure reindexed.

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KDFW/DFW

DALLAS-Ft WORTH INTL



7 NOV 14 60-3F

EFF 13 Nov

RNAV SID

DALLAS-Ft WORTH TEXAS

REGIONAL Departure (R)	
RWYS 17C/R, 18L/R	RWYS 35L/C
125.12	118.55
126.47	

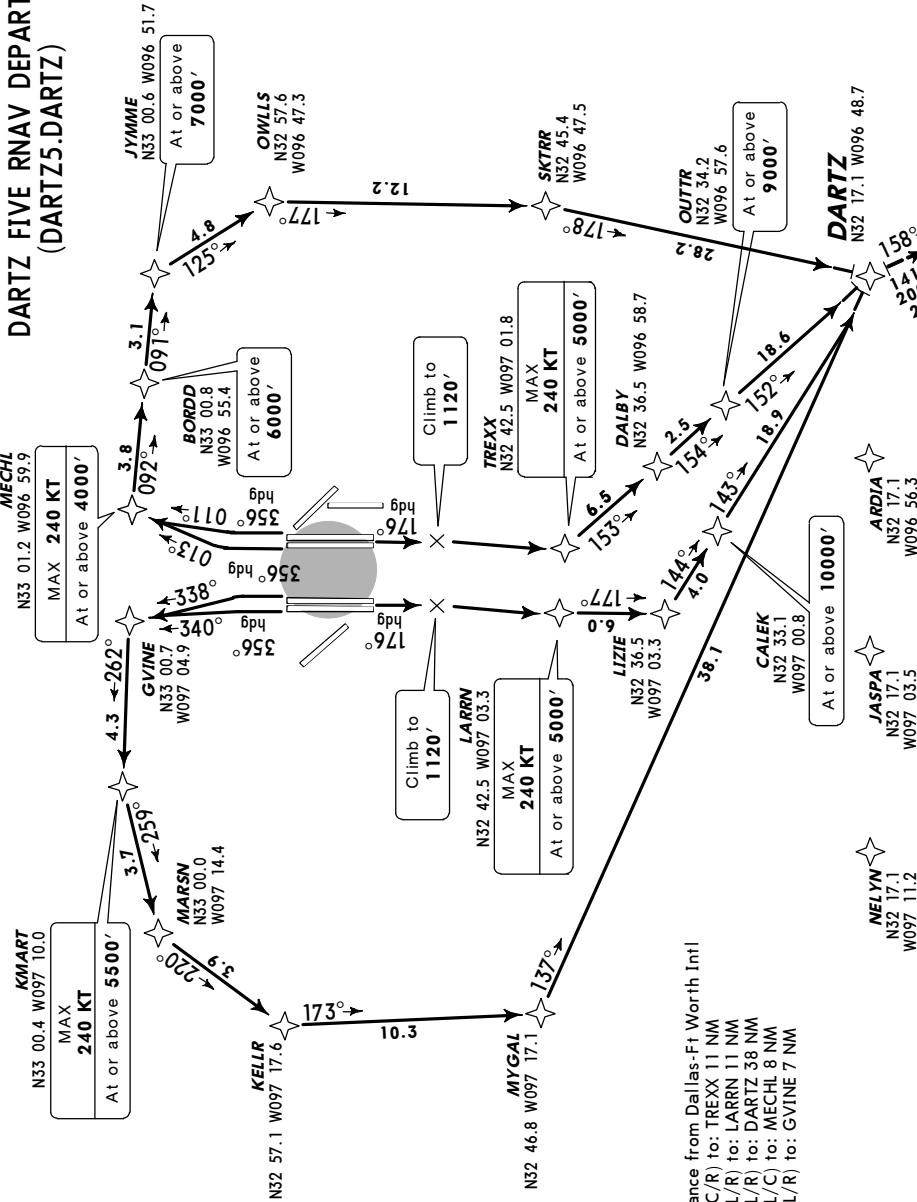
Apt Elev

607'

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required.
4. For use by turbojets only.

DARTZ FIVE RNAV DEPARTURE (DARTZ5.DARTZ)



TORNW TRANSITION
For aircraft overflying TORNW intersection, then on the appropriate RNAV STAR to George Bush Intercontinental, Lone Star Executive, or Hooks Memorial airports. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas.

BILEE TRANSITION
For aircraft overflying BILEE intersection on J87 to overfly TNV VORTAC

INITIAL CLIMB

RWY	17C/R	18L/R	31L/R	35L	35C	36L	36R
Climb heading 176° to 1120', then direct TREXX, cross TREXX at or above 5000' and at or below 240 KT, then on track 153° to DALBY, then on track 154° to cross OUTTR at or above 9000', then on depicted route to DARTZ.							
Climb heading 176° to 1120', then direct LARRN, cross LARRN at or above 5000' and at or below 240 KT, then on track 177° to LIZIE, then on track 144° to cross CALEK at or above 10000', then on depicted route to DARTZ.							
Climb heading assigned by ATC. EXPECT RADAR vectors to DARTZ, MAINTAIN 5000'.							
Climb heading 356° to intercept course 013° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to DARTZ.							
Climb heading 356° to intercept course 011° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to DARTZ.							
Climb heading 356° to intercept 340° course to GVINE, then on course 262° to cross KMWAT at or above 5500' and at or below 240 KT, then on depicted route to DARTZ.							
Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMWAT at or above 5500' and at or below 240 KT, then on depicted route to DARTZ.							

ROUTING

At DARTZ, via transition. MAINTAIN 10000', EXPECT filed altitude 10 minutes after departure.

OBSTACLES

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

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 minimum climb of 500' per NM to 1120'.
Rwys 31L/R: Standard (or lower than standard, if authorized).

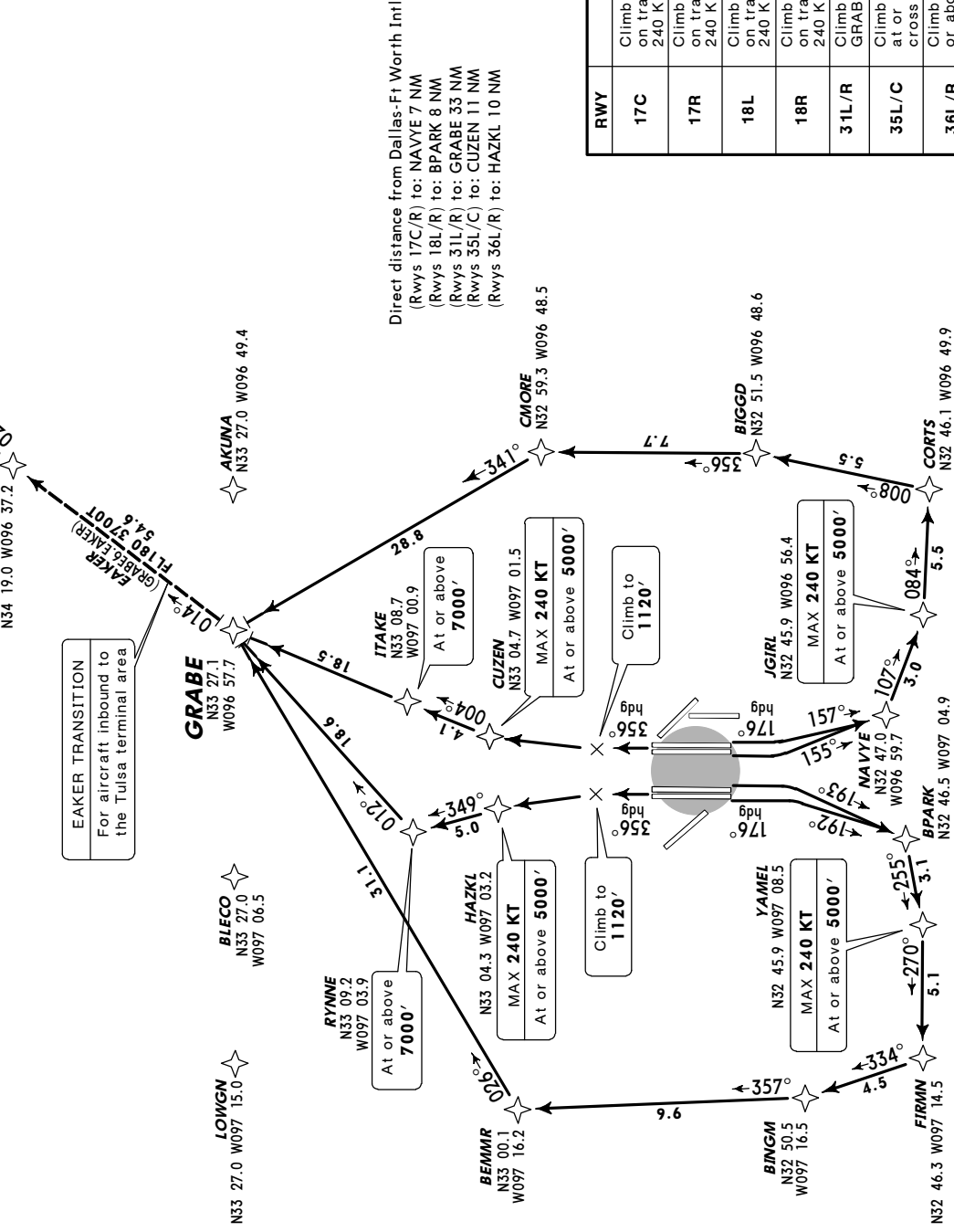
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure reindexed.

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REGIONAL Departure (R)		
RWYS 17C/R	RWYS 18L/R	RWYS 35L/C, 36L/R
118.55	126.47	125.12

OKMULGEE TRANSITION	
For all aircraft overlying OKM proceeding on J-181 to BDF then to destinations in the Chicago terminal area and NORTH	OKMULGEE P 114.9 OKM (N) N35 41.6 W095 52.0



Direct distance from Dallas-Ft Worth Intl
(Rwys 17C/R) to: NAVYE 7 NM
(Rwys 18L/R) to: BPARK 8 NM
(Rwys 31L/R) to: GRABE 33 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):
 Rws 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1120'.
 Rws 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

17C	Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to GRABE.
17R	Climb heading 178° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to GRABE.
18L	Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000' and at or below 240 KT, then on depicted route to GRABE.
18R	Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000' and at or below 240 KT, then on depicted route to GRABE.
31L/R	Climb heading assigned by ATC, EXPECT RADAR vectors to GRABE. MAINTAIN 5000'.

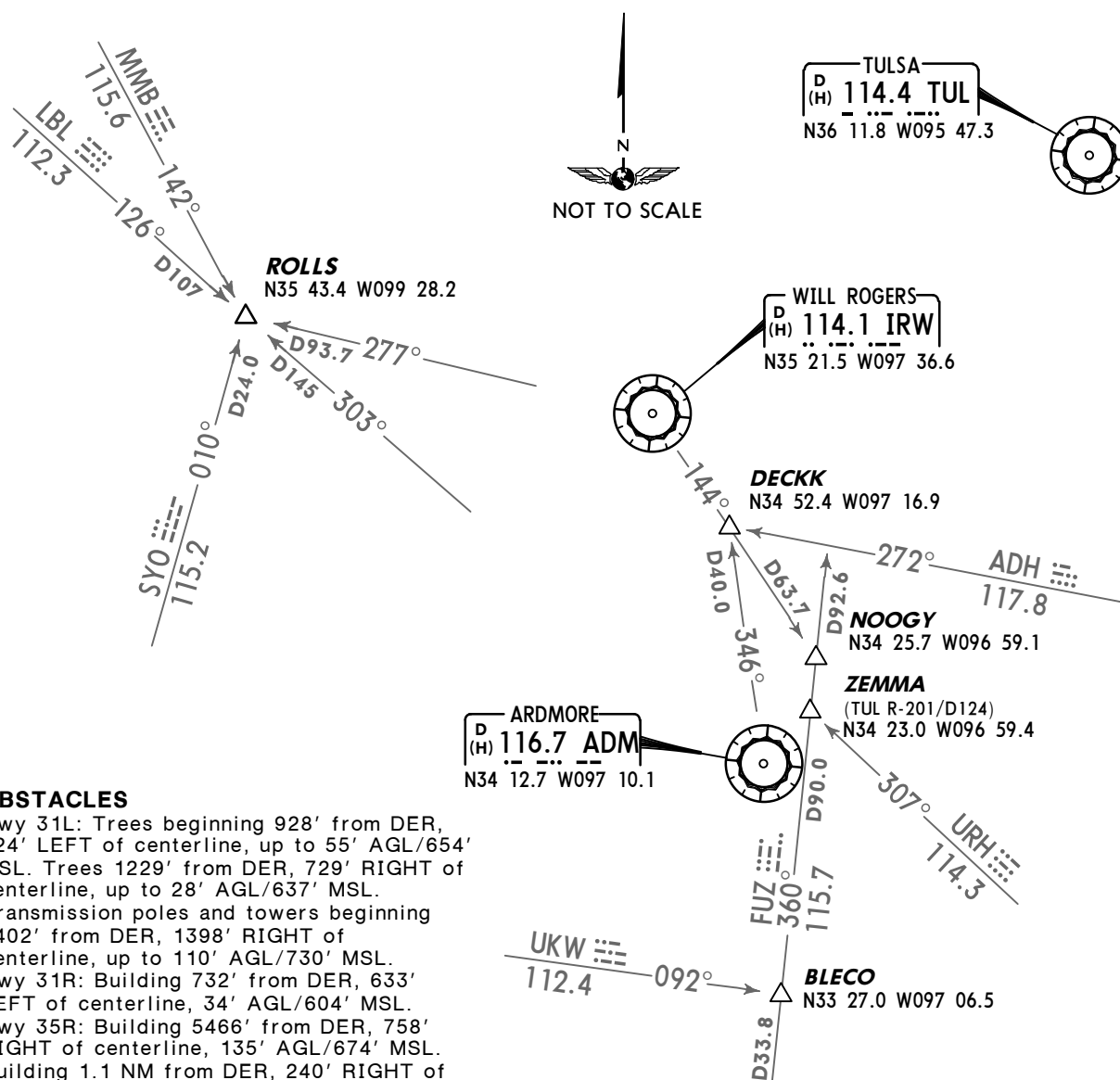
At GRABE, via transition. MAINTAIN 10000', EXPECT filed altitude 10 minutes after departure.

REGIONAL
Departure (R)
118.1

Apt Elev
607'

Trans level: FL180 Trans alt: 18000'
Applicable in RADAR environment and for
non-Turbojet aircraft only.

JACKY SIX DEPARTURE (JACKY6.DFW)



OBSTACLES

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL.
Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.
Rwy 35R: Building 5466' from DER, 758' RIGHT of centerline, 135' AGL/674' MSL.
Building 1.1 NM from DER, 240' RIGHT of centerline, 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: 300-1 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.

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

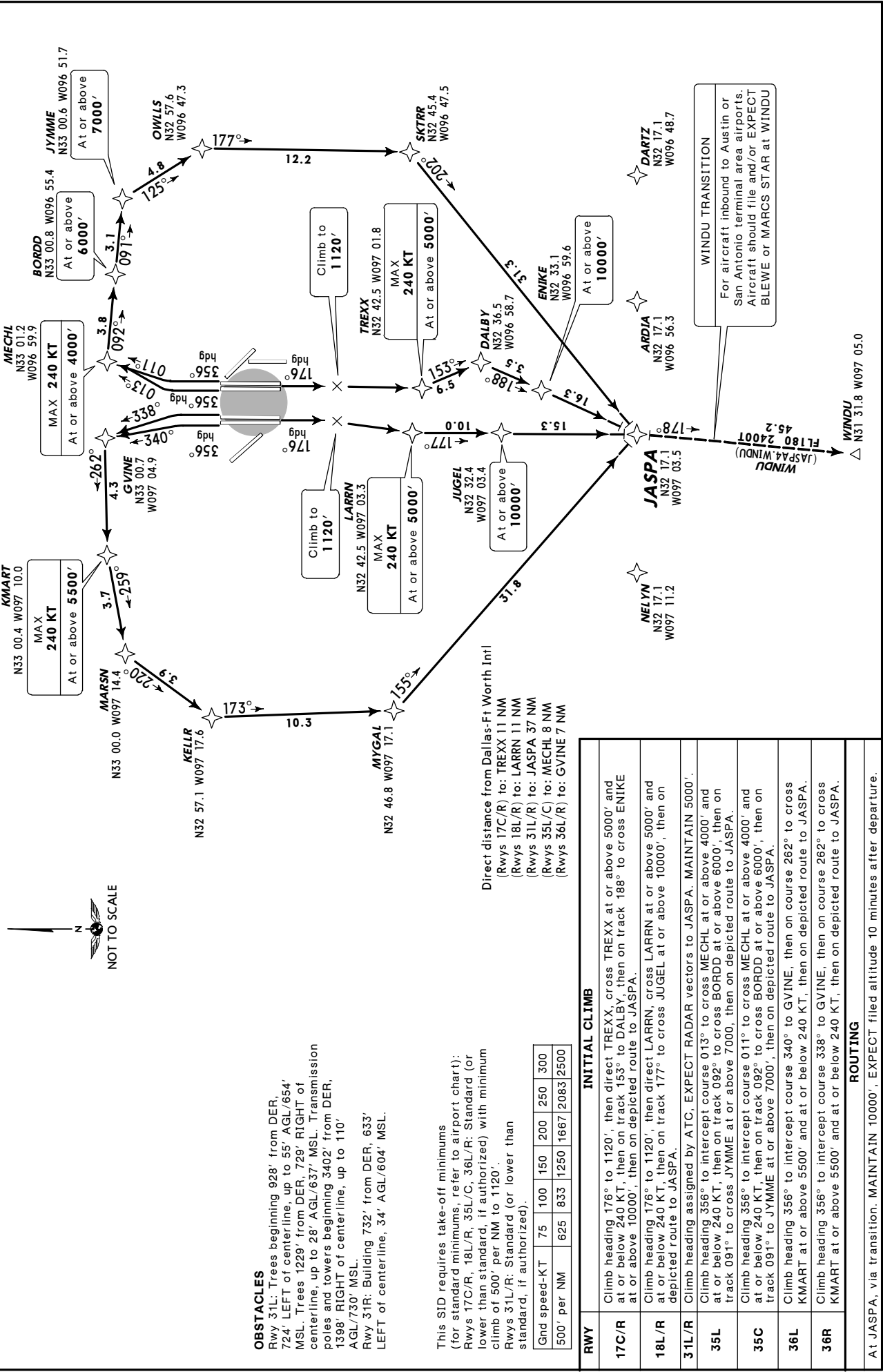
INITIAL CLIMB

FOR NON-TURBOJETS

Climb heading 270°, EXPECT vector to appropriate fix.
MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure.

REGIONAL Departure (R)			Apt Elev 607'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Props file and EXPECT KEENE or TRI-GATE departure. 5. For use by turbojets only.
RWYS 17C/R, 18L/R	RWYS 35L/C	RWYS 36L/R			
125.12	118.55	126.47			

JASPA FOUR RNAV DEPARTURE
(JASPA4.JASPA)

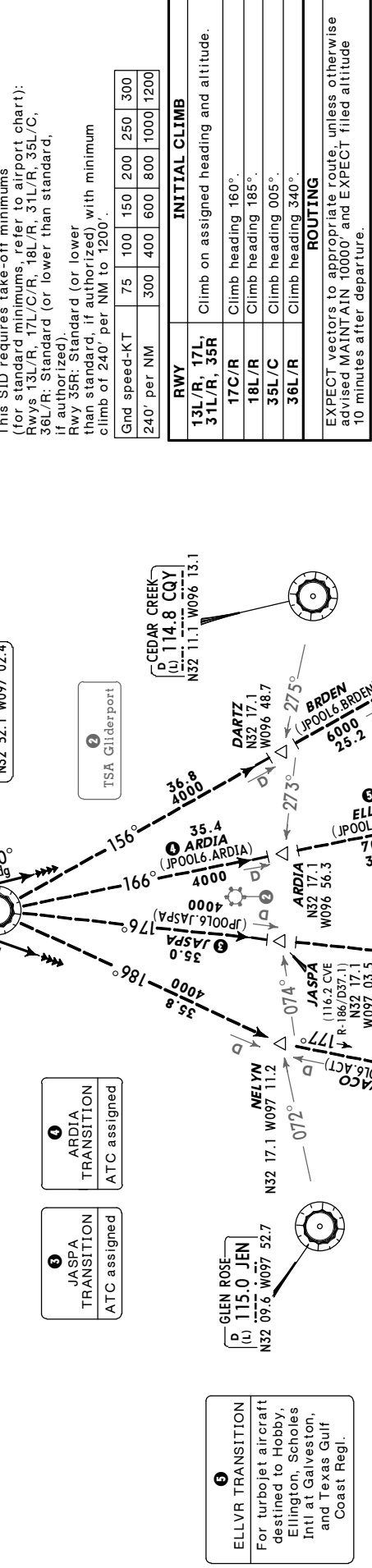


REGIONAL Departure (R)
Rwys 17C/R, 18L/R
125.125
Rwys 35L/C
118.55
Rwys 36L/C
126.475
Apt Elev
607'
Trans level: FL180
Trans alt: 18000'

1. RADAR required.
2. DME REQUIRED for BRDEN, TORN, and BILEE transitions.
3. Props: EXPECT KEENE or TRI-GATE departure.

OBSTACLES
Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline 34' AGL/604' MSL.
Rwy 35R: Building 5466' from DER, 758' RIGHT of centerline, 135' AGL/674' MSL. Building 1.1 NM from DER, 240' RIGHT of centerline, 173' AGL/714' MSL.

JOE POOL SIX DEPARTURE
(JP00L6.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: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to 1200'.

RWY	INITIAL CLIMB
13L/R, 17L, 31L/R, 35R	Climb on assigned heading and altitude.
17C/R	Climb heading 160°.
18L/R	Climb heading 185°.
35L/C	Climb heading 005°.
36L/R	Climb heading 340°.

ROUTING
EXPECT vectors to appropriate route, unless otherwise advised MAINTAIN 10000' and EXPECT filed altitude 10 minutes after departure.

TORN TRANSITION
For GPS or DME/DME/IRU equipped aircraft overflying TORN, then via the appropriate RNAV STAR to George Bush Intercontinental, Lone Star Executive, or Hooks Meml. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas.

BILEE TRANSITION
For non GPS or DME/DME/IRU equipped aircraft overflying BILEE, then via the appropriate STAR to George Bush Intercontinental, Lone Star Executive, or Hooks Meml. Also for aircraft overflying BILEE via J87 to TNV VORTAC.

COLLEGE STATION TRANSITION
For piston and turboprop aircraft destined to Hobby, Ellington, Scholes Intl at Galveston, or Texas Gulf Coast Regl. Also for all other aircraft types destined to all other Houston terminal area airports except George Bush Intercontinental, Lone Star Executive, or Hooks Meml.

Trans level: FL180 Trans alt: 18000'
Applicable in RADAR environment and for
non-turbojet aircraft only.

JASPA
(116.2 CVE R-186/D37.1)
N32 17.1 W097 03.5

MAVERICK
D (H) 113.1 TTT
N32 52.1 W097 02.4

WACO
5.3 ACT
N31 52.7 W097 16.1

ELLVR
(110.2 IDU R-344/D106)
(116.2 CVE R-171/D70.9)
N31 42.5 W096 50.3

GROESBECK
D (L) 108.8 GNL
N31 34.9 W096 32.9

TORN
(TTT R-156/D85.1)
(116.2 CVE R-160/D84.4)
(TNV R-334/D77.4)
N31 31.2 W096 30.9

WINDU
(ACT R-120 /D12.4)
N31 31.8 W097 05.0

COLLEGE STATION
D (L) 113.3 CLL
N30 36.3 W096 25.2

BILEE
(110.8 LOA R-268)
N31 09.9 W096 22.9

NAVASOTA
D (H) 115.9 TNV
N30 17.3 W096 03.5

0	200	250	300
3	737	921	1105

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.

Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

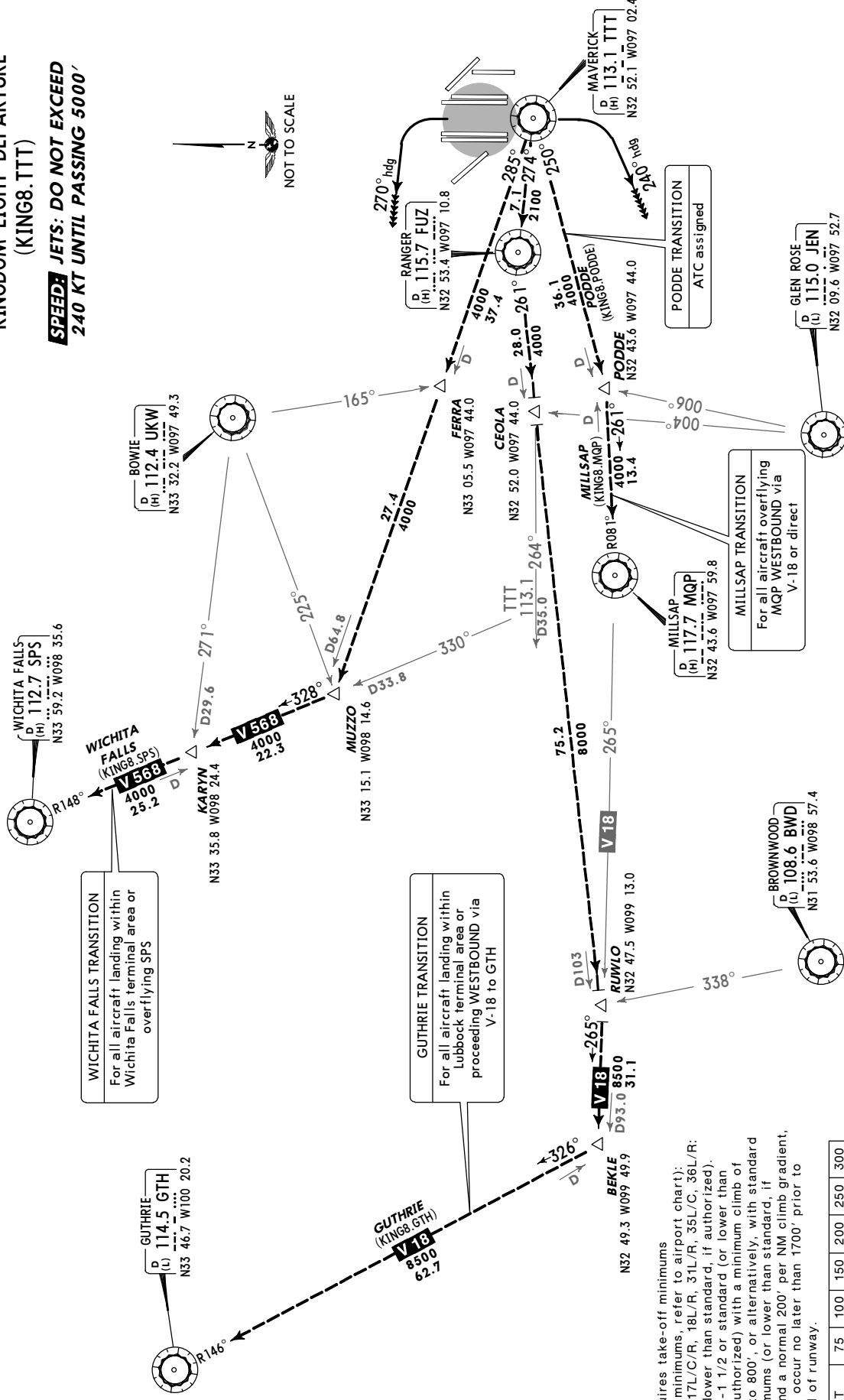
Rwy 35R: Building 5466' from DER, 758' RIGHT of centerline, 135' AGL/674' MSL. Building 1.1 NM from DER, 240' RIGHT of centerline, 173' AGL/714' MSL.

Climb heading 240°, EXPECT vector to appropriate fix.
MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure.

Jet's	REGIONAL Departure (R)	Apt Elev	Trans level: FL180	Trans alt: 18000'	1. RADAR required. 2. For all aircraft requesting 17000' and below.
126.475	RWYS 31L/R, 35L/C/R, 36L/R RWYS 13L/R, 17L/C/R, 18L/R 135.975	607'			

KINGDOM EIGHT DEPARTURE
(KING8.TTT)

SPEED: JETS: DO NOT EXCEED
240 KT UNTIL PASSING 5000'



This SID requires take-off minimums
 (Rwy 13L/R, 17L/C/R, refer to airport chart):
 Rwy 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R:
 Standard (or lower than standard, if authorized).
 Rwy 35R: 300-1 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
 departure end of runway.

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105

INITIAL CLIMB

Fly assigned heading, EXPECT vectors to appropriate route. Do not exceed 240 KT until passing 5000', MAINTAIN 10000' and EXPECT filed altitude 10 minutes after departure

Rwy 13L/R, 17L/C/R, 18L/R: Climb heading 240° ...

RWY 31L/R, 35L/C/R, 36L/R: Climb heading 270°...
...EXPECT vectors to appropriate route, MAINTAIN 2000' and EXPECT filed altitude 10 minutes after departure.

OBSTACLES

505 ACLES
 Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL.
 Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
 Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.
 Rwy 35R: Building 5466' from DER, 758' RIGHT of centerline, 135' AGL/674' MSL.
 Building 1.1 NM from DER, 240' RIGHT of centerline, 173' AGL/714' MSL.

1000000

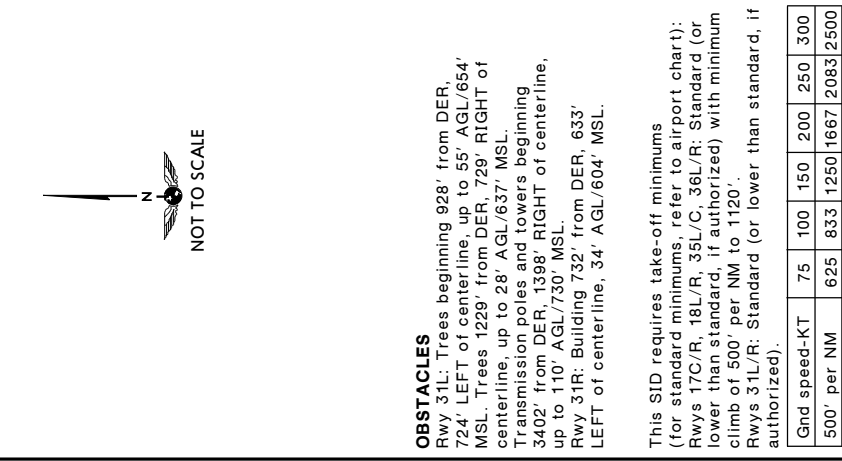


Diagram illustrating a flight path with waypoints and associated data:

- Waypoint BPARK:** N32 46.5 W097 04.9
- Waypoint NAVYE:** N32 47.0 W096 59.7
- Waypoint JGIRL:**

N32 45.9 W096 56.4
MAX 240 KT
At or above 5000'
- Waypoint CORTS:** N32 46.5 W096 56.4

Flight Path Details:

- From BPARK to NAVYE: Distance 3.0, Heading 107°
- From NAVYE to JGIRL: Distance 5.5, Heading 084°
- From JGIRL to CORTS: Distance 5.5, Heading 084°

Additional Information:

- At NAVYE: Climb to 1120'
- Headings (hdg) for various segments: 157°, 155°, 176°, 193°, 192°, 356°

REGIONAL Departure (R) 118.55		Apt Elev 607'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.				4. For use by turbojets requesting FL180 or above. 5. Props file and EXPECT WYLIE or HUBBARD departure. 6. Turbojets requesting 17000' and below EXPECT GARLAND departure.	
RWY		INITIAL CLIMB							
17C/R		Climb heading 176° to 1120', then direct TREXX, cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.							
18L		Climb heading 176° to intercept course 169° to cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.							
18R		Climb heading 176° to intercept course 168° to cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.							
31L/R		Climb heading assigned by ATC, EXPECT RADAR vectors to XXMEN, then on track 095° to TRZAN, then on track 096° to MRSSH, MAINTAIN 5000'.							
35L		Climb heading 356° to intercept course 013° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.							
35C		Climb heading 356° to intercept course 011° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.							
36L		Climb heading 356° to intercept course 025° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.							
36R		Climb heading 356° to intercept course 023° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.							
		ROUTING							
		At MRSSH, via transition. MAINTAIN 10000', EXPECT filed altitude 10 minutes after departure.							

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.		Trans level: FL180 Trans alt: 18000'		Apt Elev 607'		118.55		REGIONAL Departure (R)	
4. For use by turbojets requesting FL180 or above. 5. Props file and EXPECT WYLIE or HUBBARD departure. 6. Turbojets requesting 17000' and below EXPECT GARLAND departure.									

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 minimum climb of 500' per NM to 1120'. Rwys 31L/R: Standard (or lower than standard, if authorized).													
Gnd speed-KT		75		100		150		200		250		300	
500' per NM		625		833		1250		1667		2083		2500	

MRSSH ONE RNAV DEPARTURE (MRSSH1.MRSSH)		ZACHH N33 42.8 W094 15.9		NOT TO SCALE	
		TRYTN N33 33.1 W094 15.7			

OBSTACLES		Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.	
		Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.	

RWY		INITIAL CLIMB		ROUTING	
17C/R		Climb heading 176° to 1120', then direct TREXX, cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.		At MRSSH, via transition. MAINTAIN 10000', EXPECT filed altitude 10 minutes after departure.	
18L		Climb heading 176° to intercept course 169° to cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.			
18R		Climb heading 176° to intercept course 168° to cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.			
31L/R		Climb heading assigned by ATC, EXPECT RADAR vectors to XXMEN, then on track 095° to TRZAN, then on track 096° to MRSSH, MAINTAIN 5000'.			
35L		Climb heading 356° to intercept course 013° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			
35C		Climb heading 356° to intercept course 011° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			
36L		Climb heading 356° to intercept course 025° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			
36R		Climb heading 356° to intercept course 023° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			

RWY		INITIAL CLIMB		ROUTING	
17C/R		Climb heading 176° to 1120', then direct TREXX, cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.		At MRSSH, via transition. MAINTAIN 10000', EXPECT filed altitude 10 minutes after departure.	
18L		Climb heading 176° to intercept course 169° to cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.			
18R		Climb heading 176° to intercept course 168° to cross TREXX at or above 5000' and at or below 240 KT, then on depicted route to MRSSH.			
31L/R		Climb heading assigned by ATC, EXPECT RADAR vectors to XXMEN, then on track 095° to TRZAN, then on track 096° to MRSSH, MAINTAIN 5000'.			
35L		Climb heading 356° to intercept course 013° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			
35C		Climb heading 356° to intercept course 011° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			
36L		Climb heading 356° to intercept course 025° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			
36R		Climb heading 356° to intercept course 023° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME at or above 7000', then on depicted route to MRSSH.			

MRSSH ONE RNAV DEPARTURE
(MRSSH1.MRSSH)

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 minimum climb of 500' per NM to 1120'.
Rwys 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL.
Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

NOT TO SCALE

ZACHH
N33 42.8 W094 15.9

TRYTN
N33 33.1 W094 15.7

HGWSH
N33 15.7 W095 50.5

SWDIA
N33 10.4 W095 50.2

HHUGE
N33 09.0 W095 50.4

JAYXX
N33 03.4 W095 50.4

FORCK
N32 59.8 W094 16.2

LYING
N32 50.9 W095 50.3

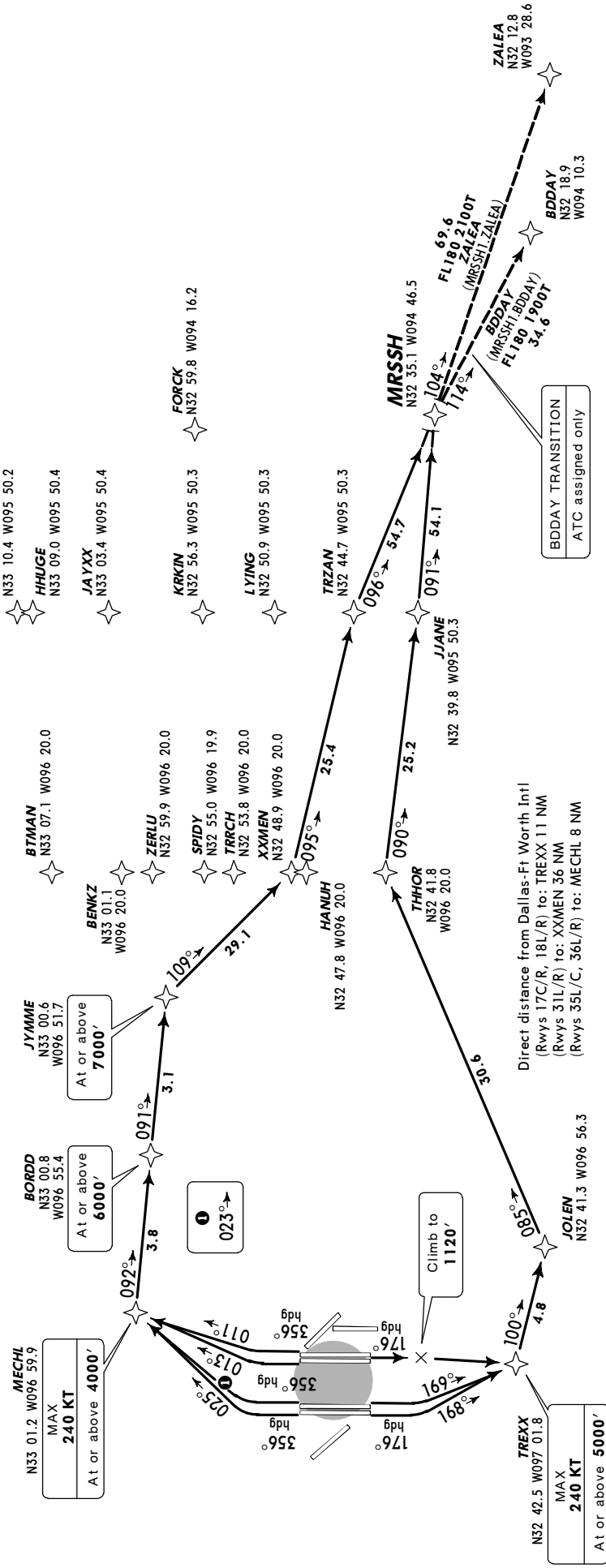
TRZAN
N32 44.7 W095 50.3

MRSSH
N32 35.1 W094 46.5

BDDAY
N32 18.9 W094 10.3

ZALEA
N32 12.8 W093 28.6

BDDAY TRANSITION
ATC assigned only



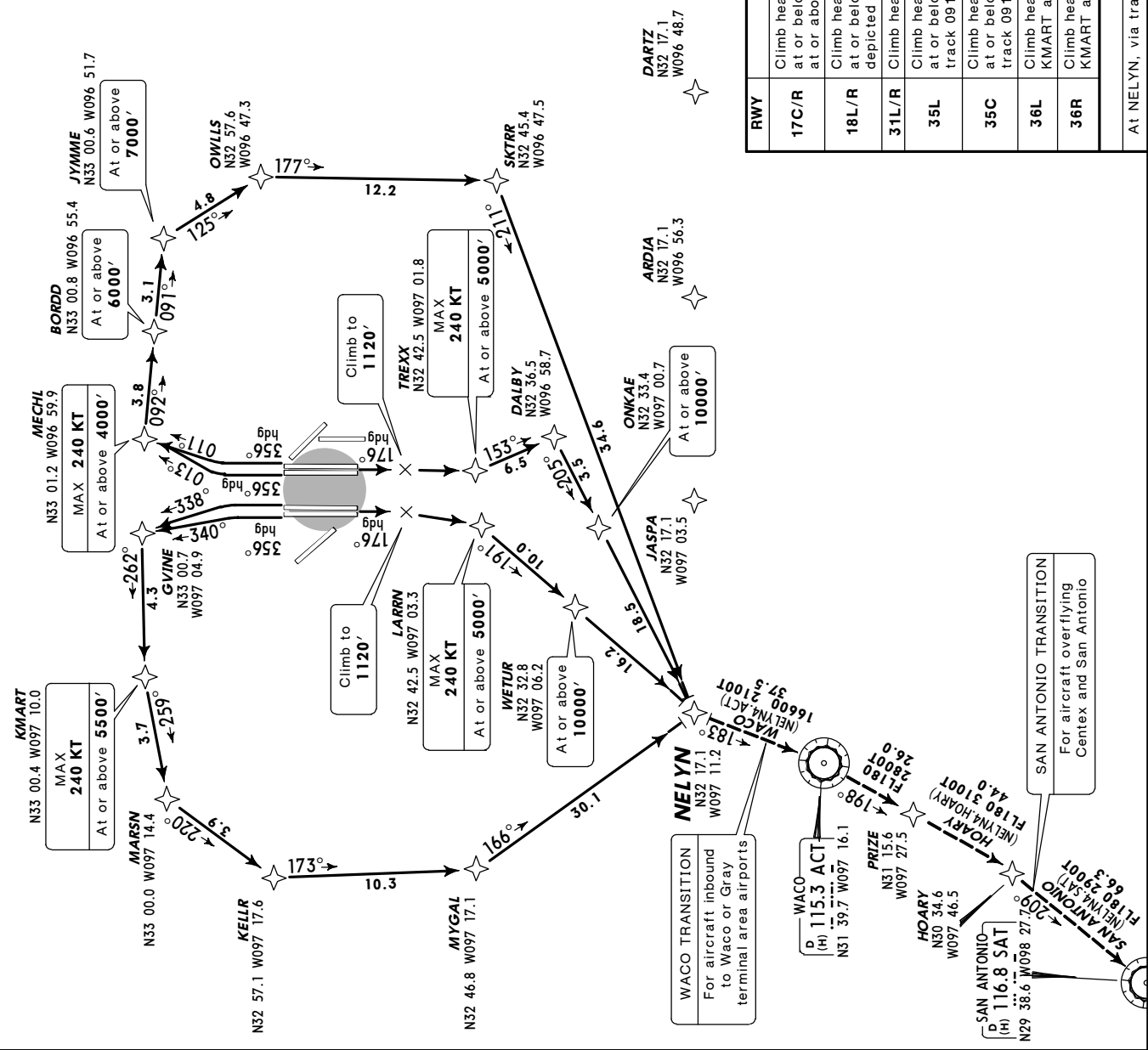
5. Props file and EXPECT KEENE or TRI-GATE departure.
6. Turbojet aircraft landing San Antonio or Austin terminal areas EXPECT the JASPA departure.

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.
4. For use turbojet aircraft only.

REGIONAL Departure (R)			Apt Elev	Trans level: FL180	Trans alt: 18000'
RWYS 17C/R, 18L/R	RWYS 35L/C	RWYS 36L/R	607'		
125.12	118.55	126.47			

NELYN FOUR RNAV DEPARTURE

(NELYN4.NELYN)



OBSTACLES

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.

Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

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 minimum climb of 500' per NM to 1120'.
Rwys 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

17C/R	Climb heading 176° to 1120', then direct TREXX, cross TREXX at or above 5000' and at or below 240 KT, then on track 153° to DALBY, then on track 205° to cross ONKAE at or above 10000', then on depicted route to NELYN.
18L/R	Climb heading 176° to 1120', then direct LARRN, cross LARRN at or above 5000' and at or below 240 KT, then on track 191° cross WETUR at or above 10000', then on depicted route to NELYN.
31L/R	Climb heading assigned by ATC, EXPECT RADAR vectors to NELYN. MAINTAIN 5000'.
35L	Climb heading 356° to intercept course 013° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME, at or above 7000', then on depicted route to NELYN.
35C	Climb heading 356° to intercept course 011° to cross MECHL at or above 4000' and at or below 240 KT, then on track 092° to cross BORDD at or above 6000', then on track 091° to cross JYMME, at or above 7000', then on depicted route to NELYN.
36L	Climb heading 356° to intercept 340° course to GVINE, then on course 262° to cross KMAAT at or above 5500' and at or below 240 KT, then on depicted route to NELYN.
36R	Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMAAT at or above 5500' and at or below 240 KT, then on depicted route to NELYN.

ROUTING

At NELYN, via transition. MAINTAIN 10000'. EXPECT filed altitude 10 minutes after departure.

REGIONAL Departure (R)		Apt Elev	Trans level
North 124.3	South 125.2	607'	
TRI-GATE SEVEN DEPARTURE (TGATE7.DFW)			
RWY		INITIAL CLIMB	
13L/R, 17L/C/R, 18L/R		Climb heading 130°.	
31L/R, 35L/C, 36L/R		Climb heading 030°.	
ROUTING			
EXPECT vectors to appropriate fix. MAINTAIN 2000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.			

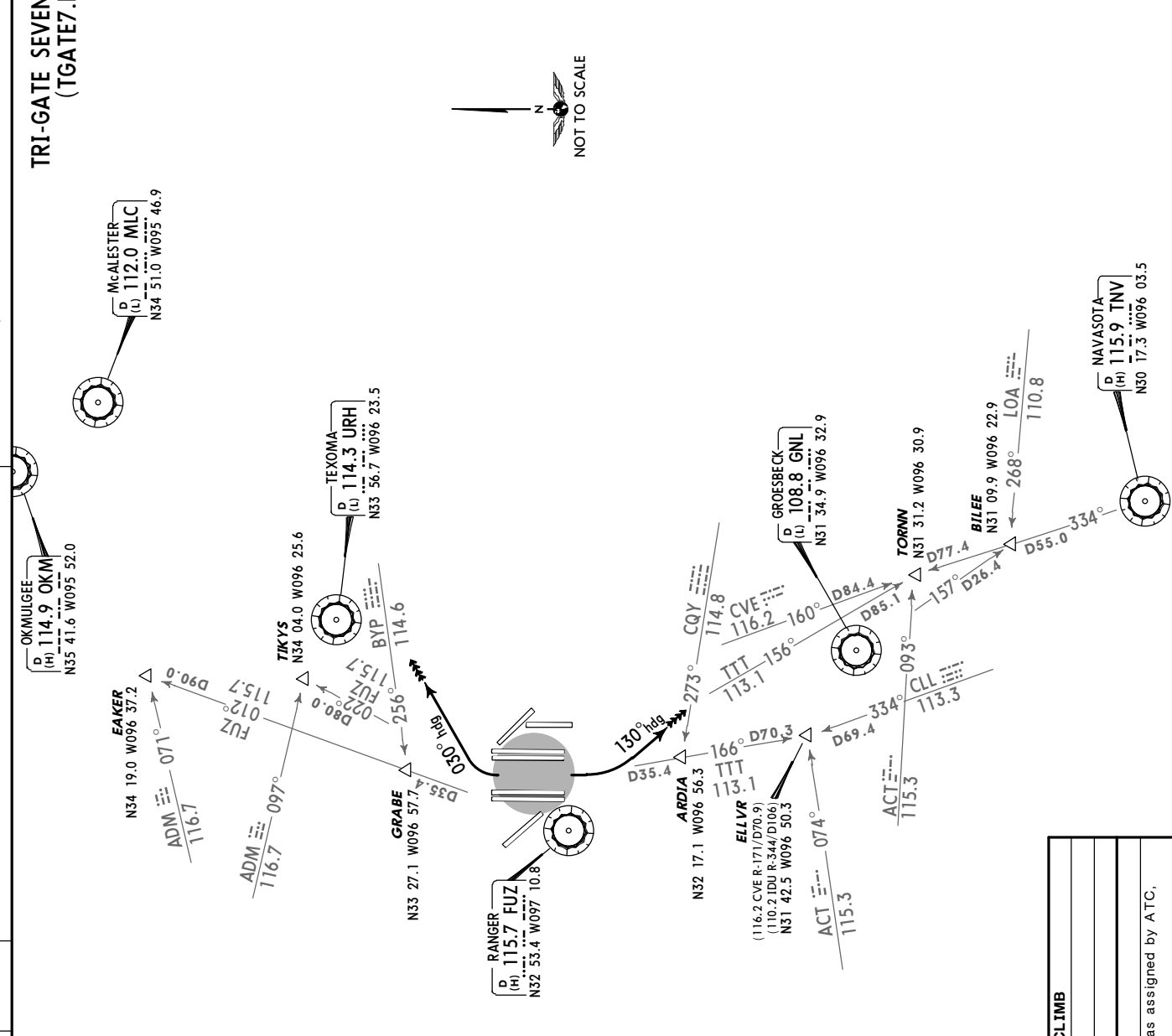
AD 11	
ADM 116.7	
G N33 27.1 W097	
EL (116.2 CVE R-171/D (110.2 IDU R-344/D N31 42.5 W096 ACT 115.3	
N32 17.1 W	
This SID requires take-off minimums (for standard minimums refer to airport chart): Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized). Rwy 35R: Not authorized - ATC.	
OBSTACLES	
Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.	
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.	

P (H) 115.7 FUZ N32 53.4 W097 10.8	
RANGER	
N33 27.1 W097	

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 - ATC.

OBSTACLES

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

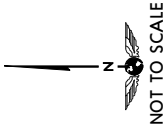


REGIONAL Departure (R) 118.55	Apt E ^{lev} 607'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. For use by Turbojets requesting FL180 or above.	5. Props file and EXPECT WYLIE or HUBBARD departure. 6. Turbojets requesting 17000' and below EXPECT GARLAND departure.
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RWY		INITIAL CLIMB	
17C		Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to TRYTN.	
17R		Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240KT, then on depicted route to TRYTN.	
18L		Climb heading 176° to intercept course 145° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to TRYTN.	
18R		Climb heading 176° to intercept course 143° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to TRYTN.	
31L/R		Climb heading assigned by ATC. EXPECT RADAR vectors to BENKZ, then on track 068° to HHUGE, then on track 069° to TRYTN, MAINTAIN 5000'.	
35L/C		Climb heading 356° to 1120', then direct CUZEN, cross CUZEN at or above 5000' and at or below 240 KT, then on track 082° to cross FEZTR at or above 7000', then on depicted route to TRYTN.	
36L		Climb heading 356° to intercept course 006° to cross CUZEN at or above 5000' and at or below 240 KT, then on track 082° to cross FEZTR at or above 7000', then on depicted route to TRYTN.	
36R		Climb heading 356° to intercept course 004° to cross CUZEN at or above 5000' and at or below 240 KT, then on track 082° to cross FEZTR at or above 7000', then on depicted route to TRYTN.	
ROUTING			
At TRYTN, via transition. MAINTAIN 10000', EXPECT filed altitude 10 minutes after departure.			

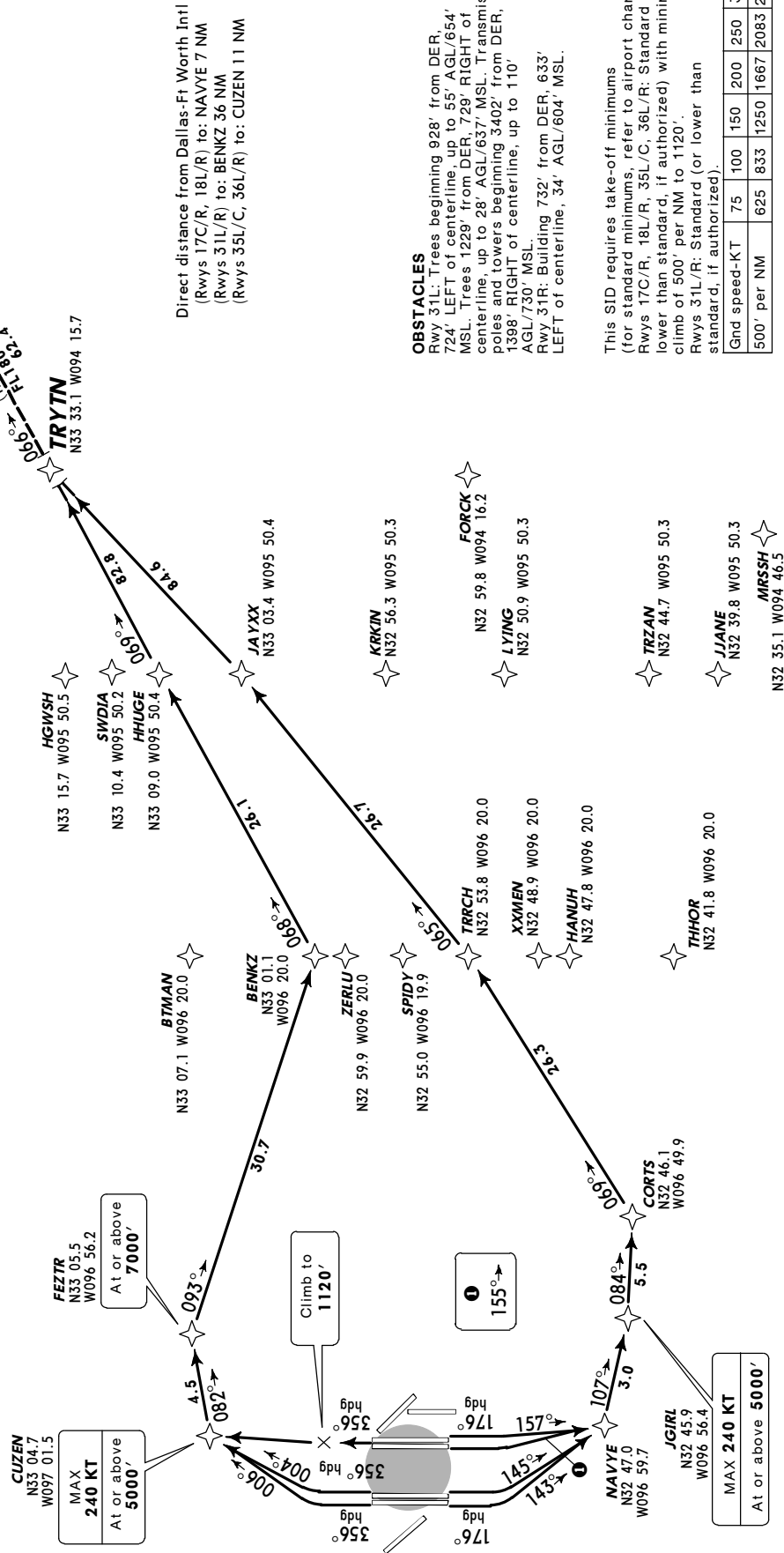
<

TRYTN ONE RNAV DEPARTURE
(TRYTN1.TRYTN)



ZACHH
N33 42.8 W094 15.9

LOOSE
N33 53.8 W093 05.1

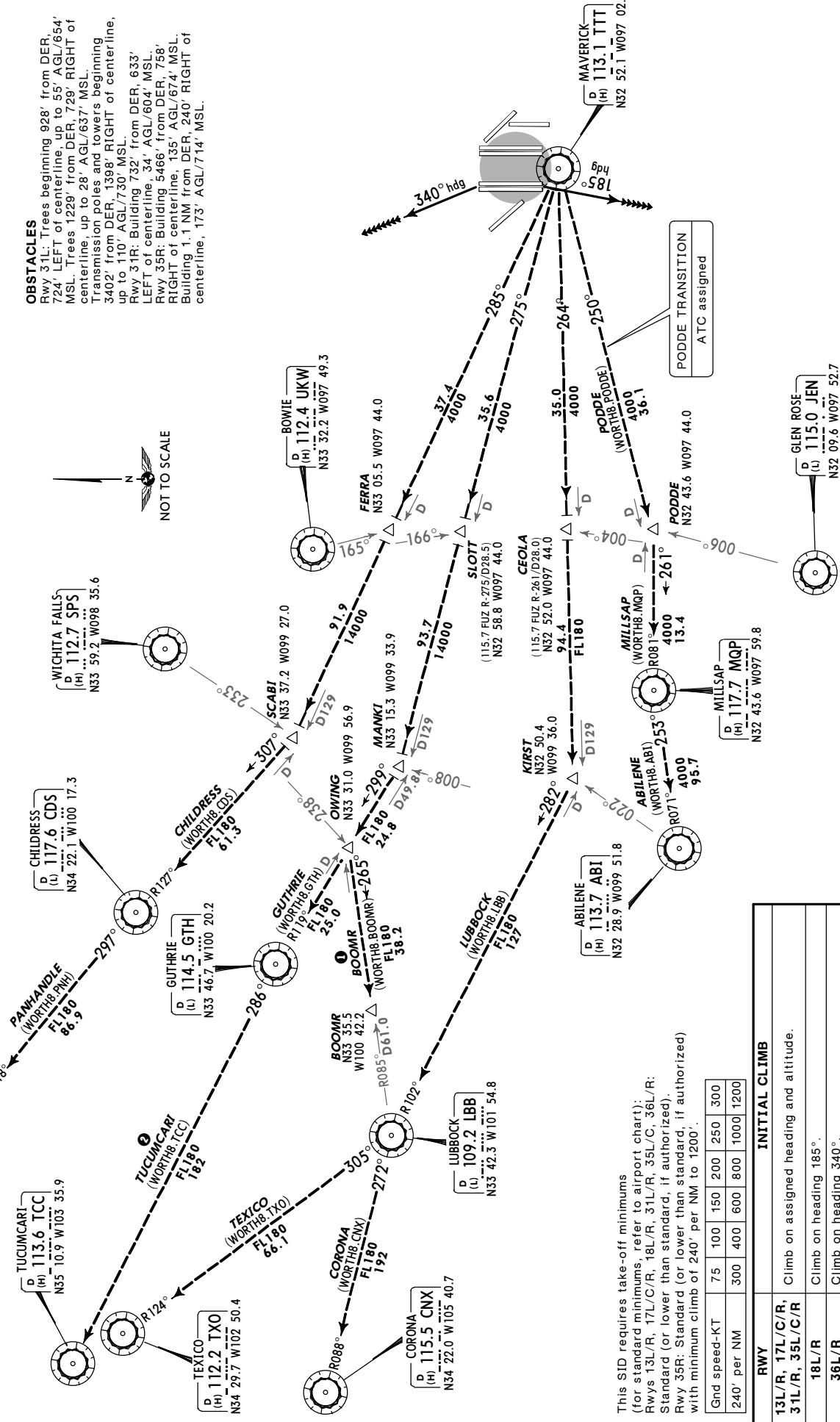


OBSTACLES
Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.
Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

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 minimum climb of 500' per NM to 1120'.
Rwys 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

NOT TO SCALE

A compass rose with a stylized globe at the center. The letter 'N' is positioned above the globe, indicating North. A line extends from the globe towards the top right corner of the map area.

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: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to 1200'.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

INITIAL CLIMB	RWY
Climb on assigned heading and altitude.	13L/R, 17L/C/R, 31L/R, 35L/C/R
Climb on heading 185°.	18L/R
Climb on heading 340°.	36L/R
ROUTING	
EXPECT RADAR vectors to appropriate route. Unless otherwise advised MAINTAIN 10000' and EXPECT filed altitude 10 minutes after departure.	

ADVANCES IN POLYMER SCIENCE

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.
4. For use by Turbojets requesting FL180 or above.

5. Props file and EXPECT WYLIE or HUBBARD departure.
6. Turbojets requesting 17000' and below EXPECT GARLAND departure.

ZACHH ONE RNAV DEPARTURE
(ZACHH1.ZACHH)

INITIAL CLIMB

RWY	Procedure
17C	Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to ZACHH.
17R	Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to ZACHH.
18L	Climb heading 176° to intercept course 145° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to ZACHH.
18R	Climb heading 176° to intercept course 143° to NAVYE, then on track 107° to cross JGIRL at or above 5000' and at or below 240 KT, then on depicted route to ZACHH.
31L/R	Climb heading assigned by ATC. EXPECT RADAR vectors to BTMAN, then on track 067° to ZACHH, MAINTAIN 5000'.
35L/C	Climb heading 356° to 1120', then direct CUZEN, cross ZACHH at or above 5000', then on depicted route to ZACHH.
36L	Climb heading 356° to intercept course 006° to cross CUZEN at or above 5000' and at or below 240 KT, then on track 082° to cross FEZTR at or above 7000', then on depicted route to ZACHH.
36R	Climb heading 356° to intercept course 004° to cross CUZEN at or above 5000' and at or below 240 KT, then on track 082° to cross FEZTR at or above 7000', then on depicted route to ZACHH.

ROUTING

At ZACHH, via transition. MAINTAIN 10000', EXPECT filled altitude 10 minutes after departure.

OBSTACLES

Rwy 31L: Trees beginning 928' from DER, 724' LEFT of centerline, up to 55' AGL/654' MSL. Trees 1229' from DER, 729' RIGHT of centerline, up to 28' AGL/637' MSL. Transmission poles and towers beginning 3402' from DER, 1398' RIGHT of centerline, up to 110' AGL/730' MSL.

Rwy 31R: Building 732' from DER, 633' LEFT of centerline, 34' AGL/604' MSL.

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 minimum climb of 500' per NM to 1120'.
Rwys 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

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.

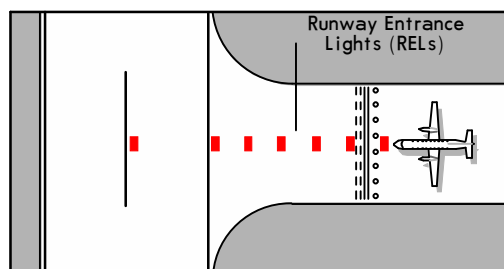


Figure 1. Runway Entrance Lights (RELs)

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).

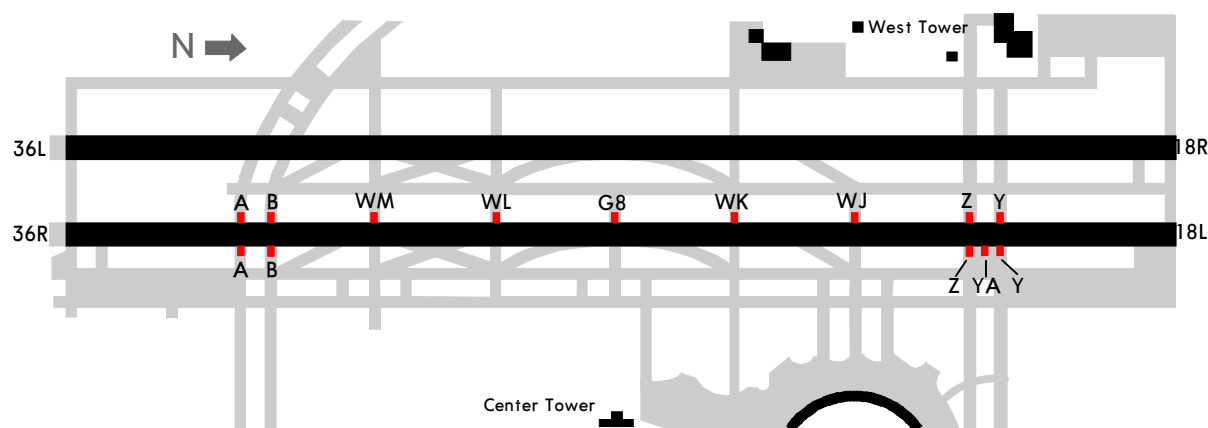


Figure 2 DFW west side with REL locations on 18L/36R taxiway intersections.

(CONTINUED ON REVERSE SIDE)

Operational Evaluation of Runway Status Lights

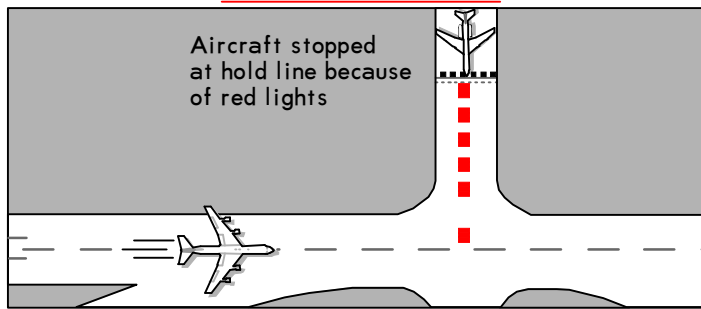
RED MEANS STOP!

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.

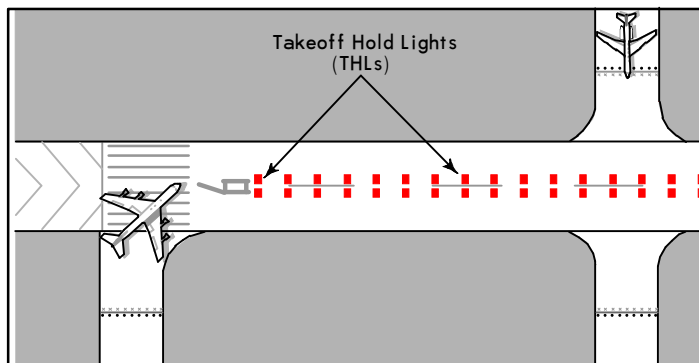
www.RWSL.net

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).

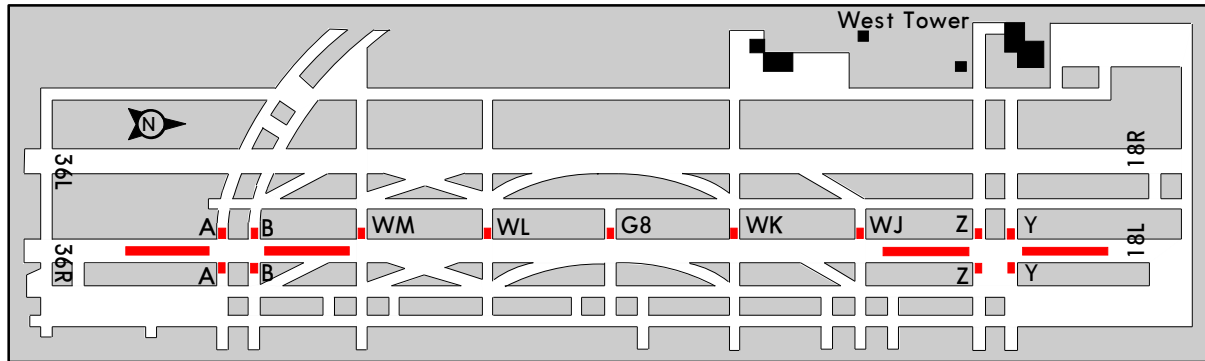


Figure 2 DFW west side with THLs and RELs on runway 18L/36R.

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!

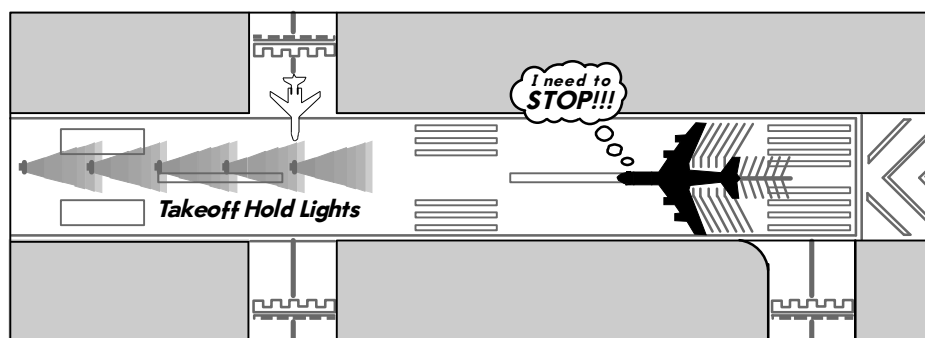


Figure 3 THL Operational Concept.

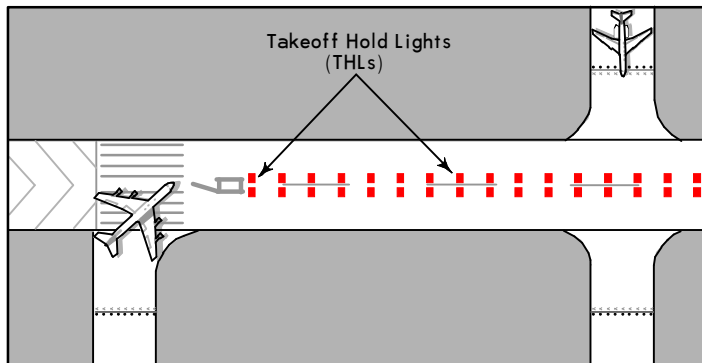
Remember:

- 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

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.

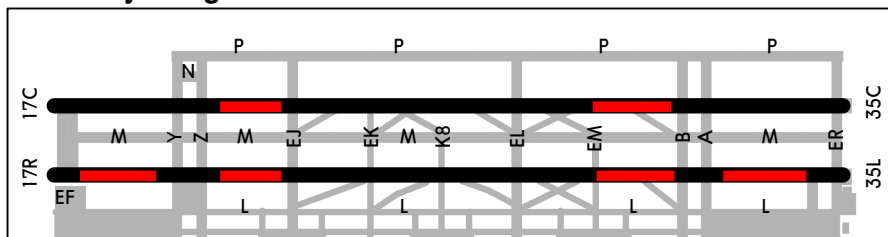
Figure 3. Takeoff Hold Lights (THLs)

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



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.

Figure 4. DFW east side with THL locations (shown as red bars)

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

Taxiway L Reconstruction Schedule

- Phases and/or section sizes are subject to change due to weather or operational needs.
- Taxiways EF, EG, EQ, ER to remain available for the duration.

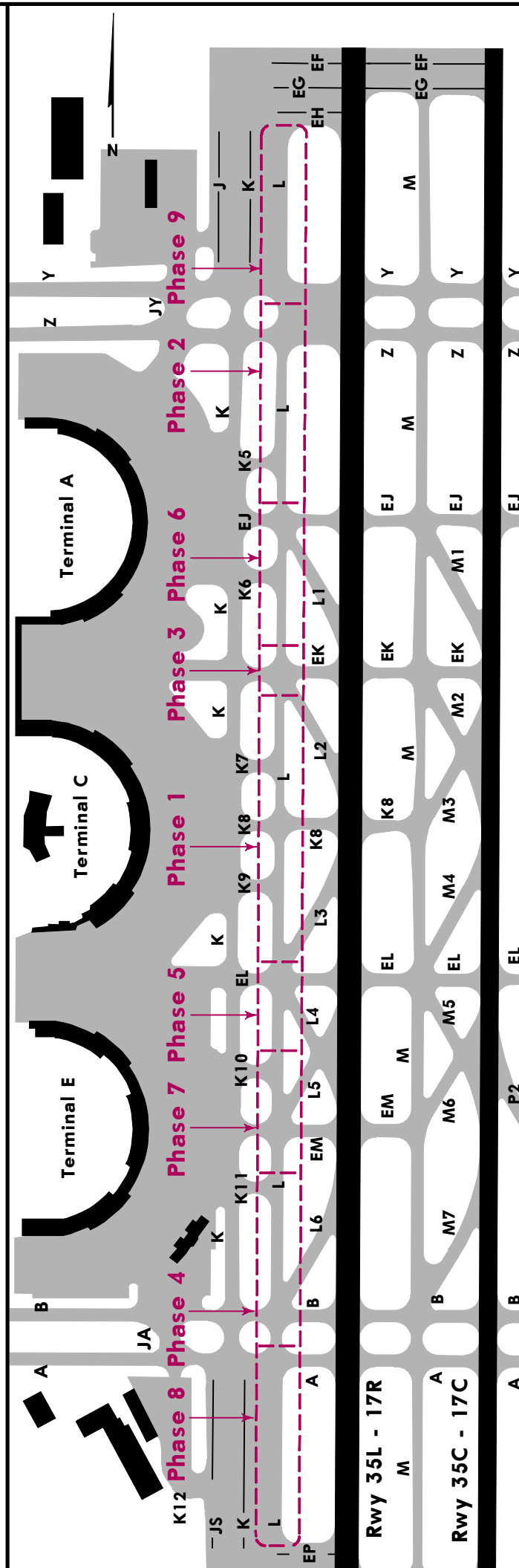
Phase 1: 6/2014 - 1/2015 Phase 6: 12/2015 - 2/2016

Phase 2: 1/2015 - 4/2015 Phase 7: 3/2016 - 5/2016

Phase 3: 4/2015 - 7/2015 Phase 8: 6/2016 - 8/2016

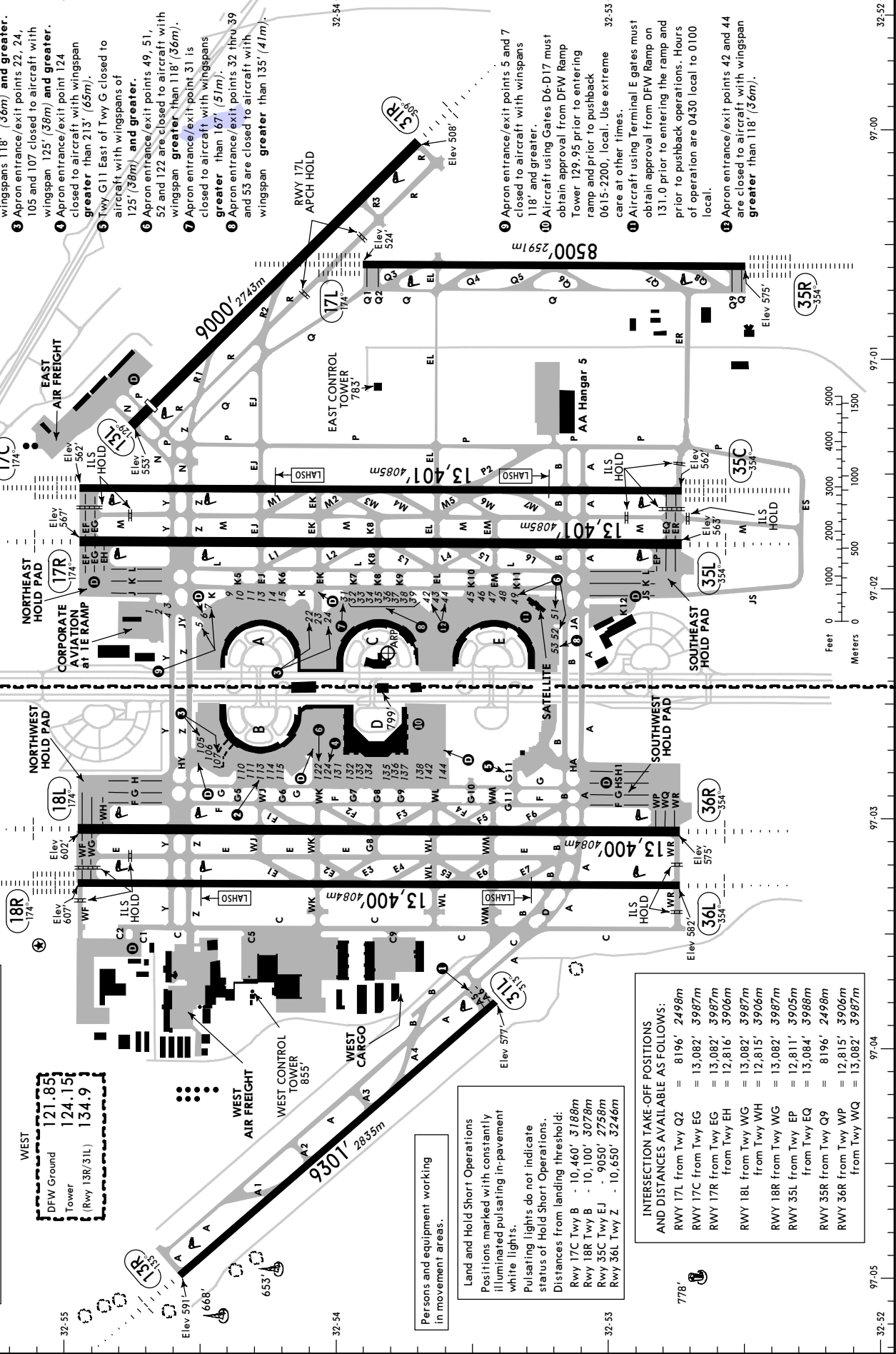
Phase 4: 7/2015 - 10/2015 Phase 9: 9/2016 - 11/2016

Phase 5: 10/2015 - 12/2015



D-ATIS Departure	ACARS: D-ATIS PDC	DFW Clearance	DFW Ramp Tower	Terminal E	West	East
135.92		128.25	129.95	131.0	121.85	121.65
REGIONAL Departure (R)						
Tower						
Rwys 13L/31L						
124.15	126.55	134.9	127.5	124.82	125.12	126.47
North						
Rwys 13R/31R & 17L/35R						
124.15	126.55	134.9	127.5	124.82	125.12	126.47
East						
Rwys 13L/31R & 17L/35R						
124.15	126.55	134.9	127.5	124.82	125.12	126.47
East						
Rwys 13L/31R & 17L/35R						
124.15	126.55	134.9	127.5	124.82	125.12	126.47

Well drilling project in progress in vicinity of airport.
Several drilling rigs present in all quadrants.
Check current NOTAMS for exact location and height.



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 EJ - 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 18L from Twy EG	= 12,816' 3906m
RWY 18L from Twy WG	= 13,082' 3987m
RWY 18L from Twy WH	= 12,815' 3906m
RWY 18R from Twy WG	= 13,082' 3987m
RWY 35L from Twy EP	= 12,811' 3905m
RWY 35R from Twy EQ	= 13,084' 3988m
RWY 36R from Twy Q9	= 8196' 2498m
RWY 36R from Twy WP	= 12,815' 3906m
RWY 36R from Twy WQ	= 13,082' 3987m

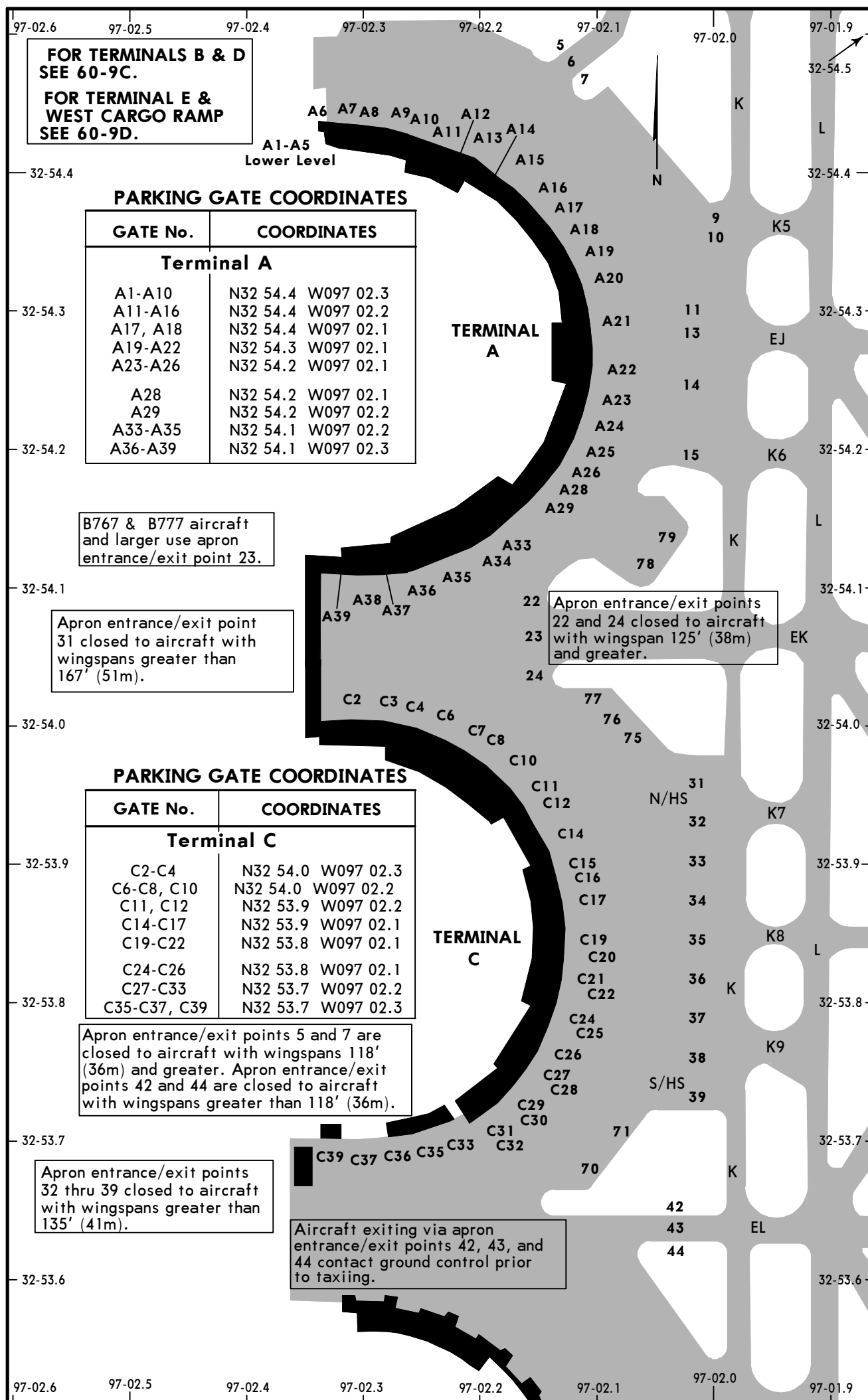
GENERAL
ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways. During taxi, change Ground Control frequency when crossing the bridges dividing East and West airport sectors.
Taxiways may require judgmental oversteering for large aircraft.
Proper minimum object 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 0000-0500.
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.

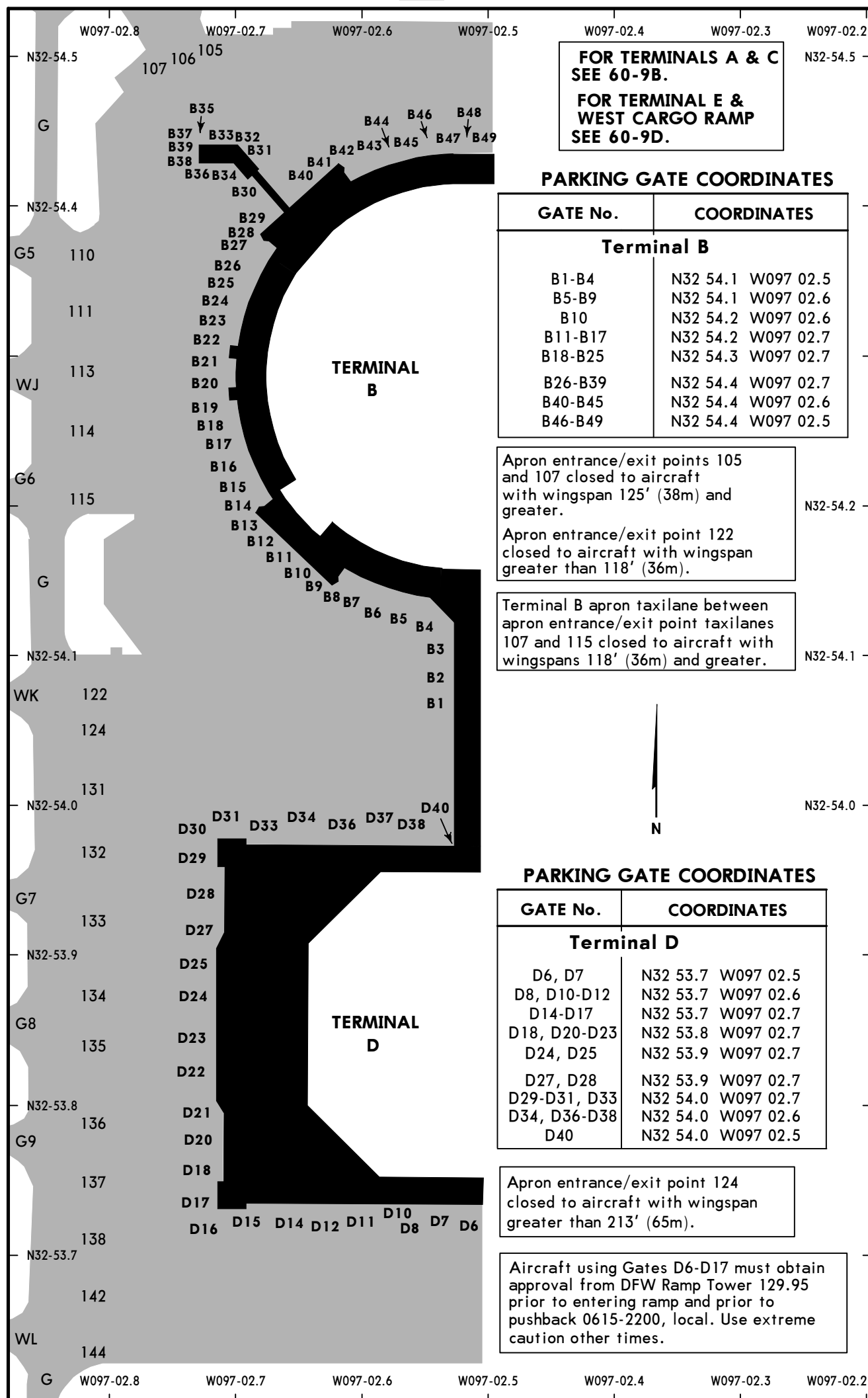
ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		
			Threshold	LANDING BEYOND Glide Slope	TAKE-OFF WIDTH
13L	HIRL CL REIL PAPI-L (angle 3.0°)	grooved RVR	8375' 2553m		200'
31R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR	8375' 2553m	7375' 2248m	8375' 2553m
① Closed 2200-0600LT except PPR. ② Last 625' (190m) is unavailable for landing distance computations.					
13R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR		8221' 2506m	150'
31L	HIRL CL REIL PAPI-L (angle 3.0°)	grooved RVR			46m
③ Closed 2200-0600LT except PPR.					
17L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR		7620' 2323m	150'
35R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	grooved RVR		7125' 2172m	46m
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'
35C					46m
17R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR		12,313' 3753m 12,291' 3746m	200'
35L					61m
18L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR		12,220' 3725m 12,335' 3760m	200'
36R					61m
18R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR		12,240' 3731m 12,385' 3775m	150'
36L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR			46m

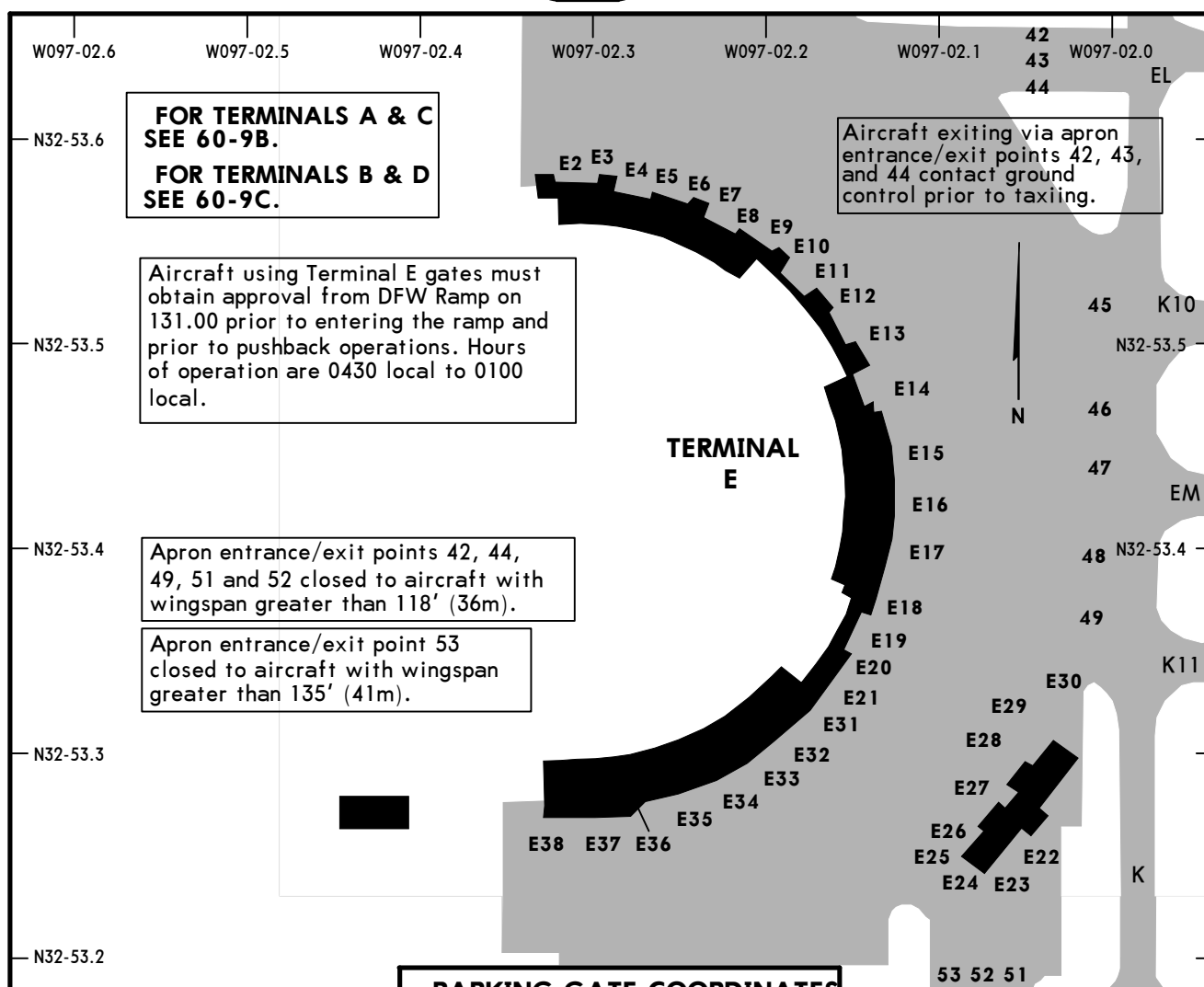
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					
Rwys 13L, 17L/C/R, 18L/R, 31R, 35L/C, 36L/R					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4		RVR 24 or 1/2 RVR 50 or 1	
Rwys 13R, 31L					
Both RVRs are required and controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			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		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 1 300-1 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 356° to 1200' before proceeding on course.

FOR FILING AS ALTERNATE					
Converging ILS Rwy 17C/R		LOC Rwy 13R		RNAV (RNP) Z Rwy 13R	
Converging ILS Rwy 18L/R		LOC Rwy 17L/C/R		RNAV (RNP) Z Rwy 31L	
Converging ILS Rwy 35L/C		LOC Rwy 18L/R		RNAV (RNP) Z Rwy 13R	
Converging ILS Rwy 36L/R		LOC Rwy 31R		RNAV (GPS) Y Rwy 13R	
		LOC Rwy 35L/C/R		RNAV (GPS) Y Rwy 31L	
		LOC Rwy 36L/R		RNAV (GPS) Rwy 17L/C/R	
		VOR Rwy 13R		RNAV (GPS) Rwy 18L/R	
		ILS Rwy 18L/R		RNAV (GPS) Rwy 35L/C/R	
		ILS Rwy 36L/R		RNAV (GPS) Rwy 36L/R	
				Converging ILS Rwy 31R	
A	600-2	700-2	800-2	900-2 1/2	1100-4
B				NA	NA
C					
D					



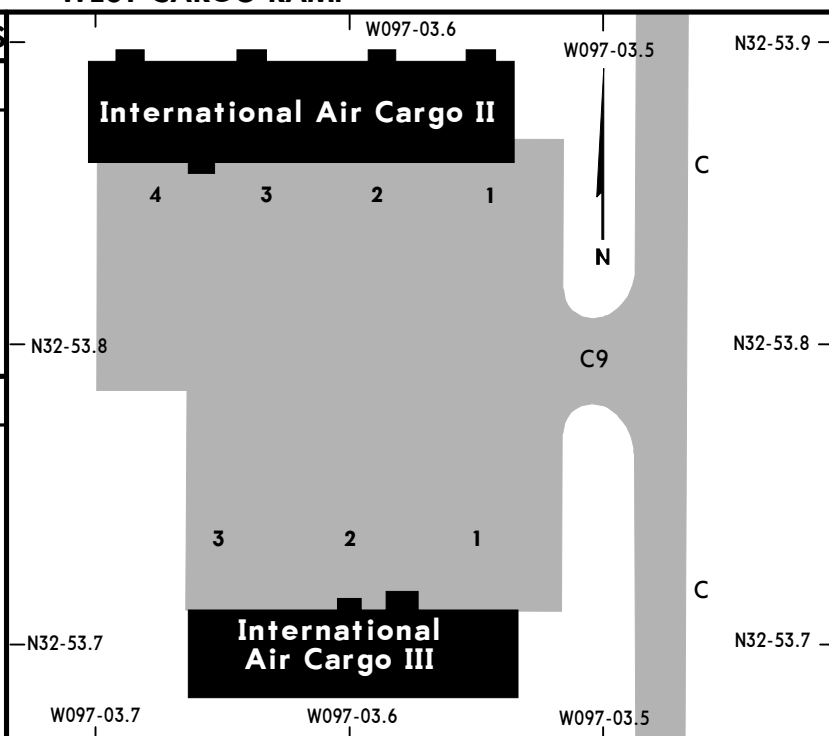


**PARKING GATE COORDINATES**

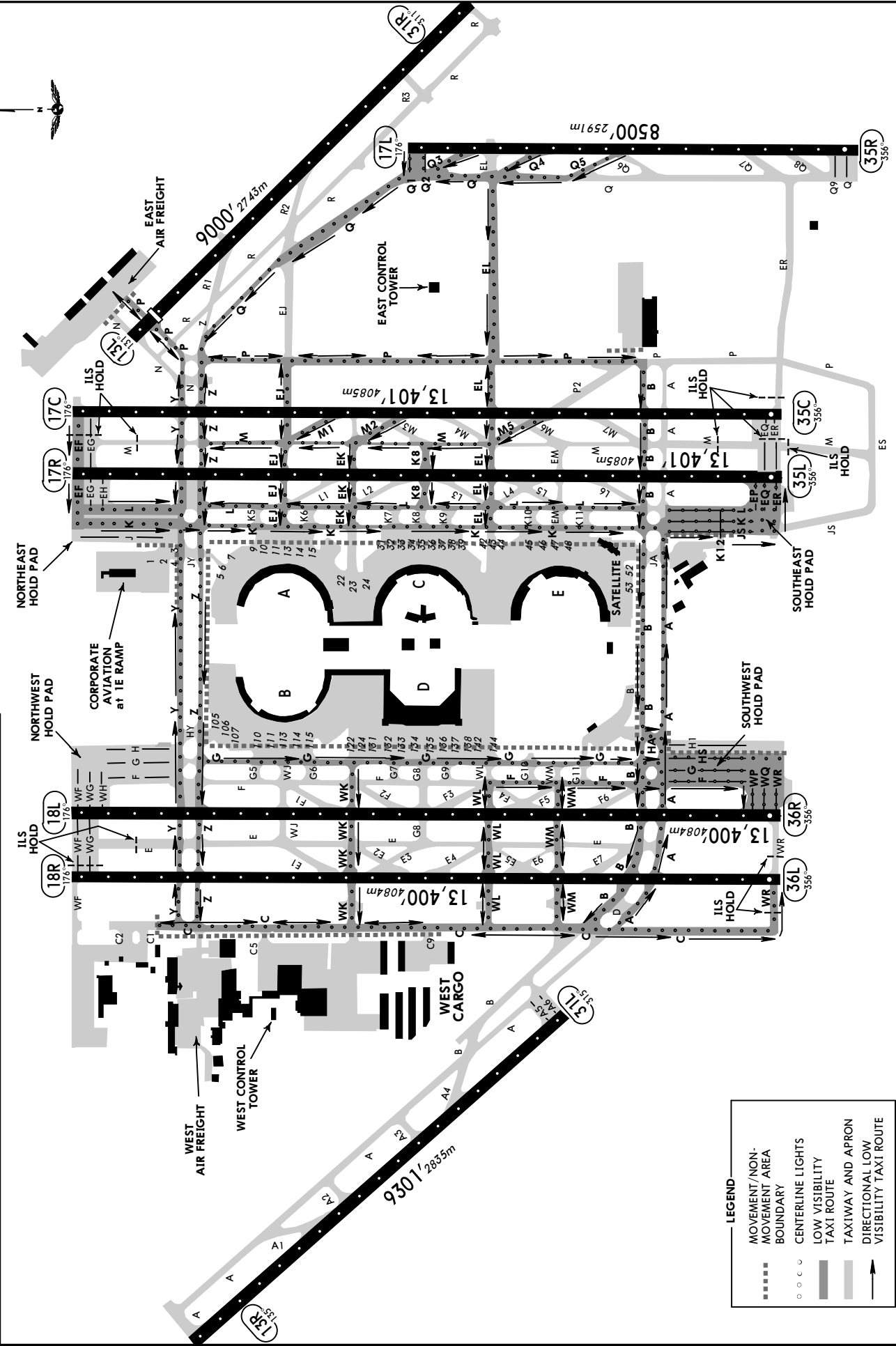
GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal E		Terminal E	
E2-E5	N32 53.6 W097 02.3	E20, E21	N32 53.3 W097 02.2
E6-E9	N32 53.6 W097 02.2	E22-E27	N32 53.3 W097 02.1
E10-E12	N32 53.5 W097 02.2	E28-E30	N32 53.2 W097 02.1
E13, E14	N32 53.5 W097 02.1	E31-E35	N32 53.3 W097 02.2
E15-E19	N32 53.4 W097 02.1	E36-E38	N32 53.3 W097 02.3

WEST CARGO RAMP**PARKING GATE COORDINATES**

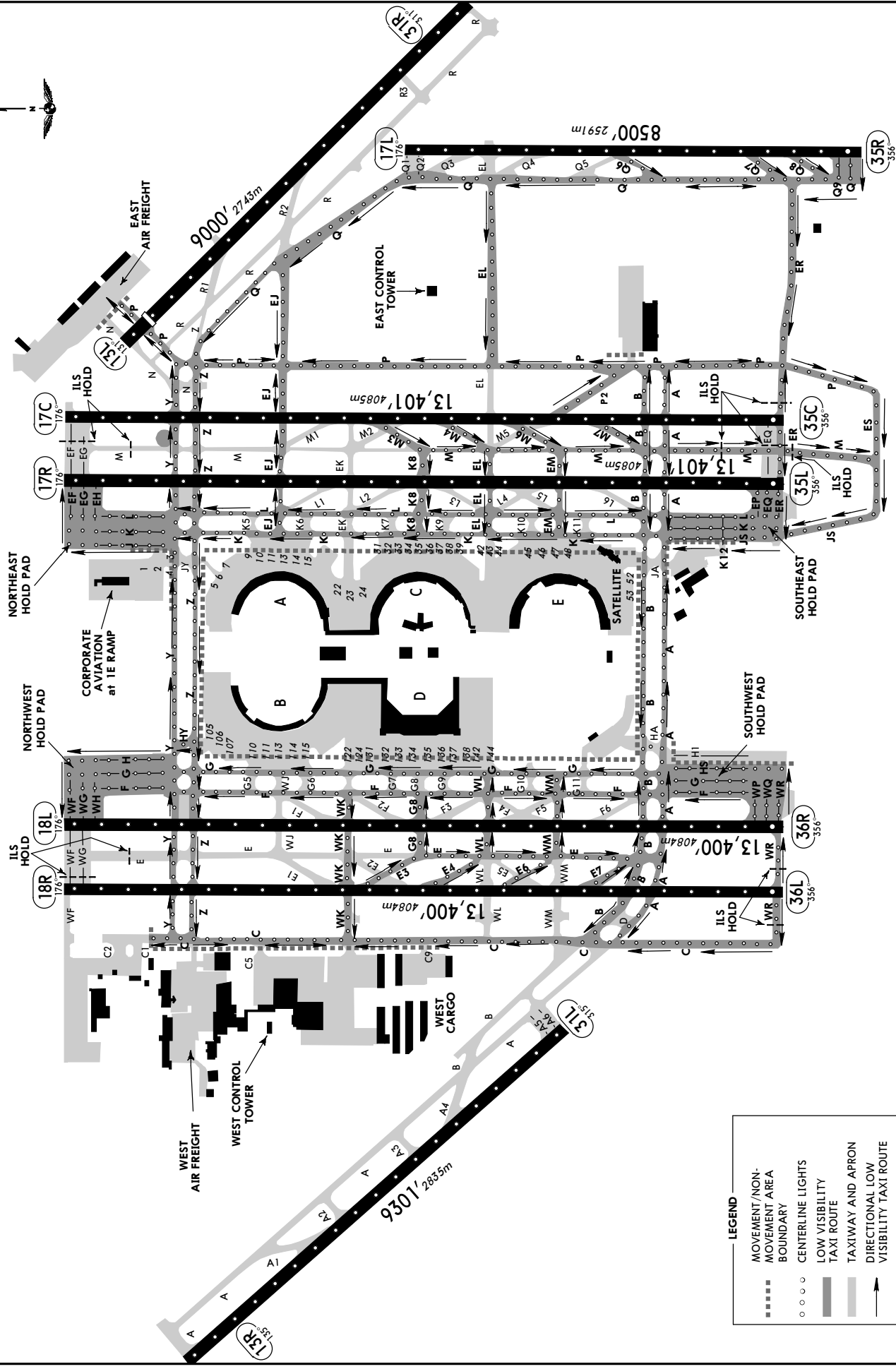
GATE No.	COORDINATES
International Air Cargo II	
1	N32 53.8 W097 03.5
2, 3	N32 53.8 W097 03.6
4	N32 53.8 W097 03.7
International Air Cargo III	
1	N32 53.7 W097 03.5
2, 3	N32 53.7 W097 03.6



D-ATIS Departure		ACARS: D-ATIS		DFW Clearance		DFW Ramp Tower		West		Ground		East	
135.92		PDC		128.25		129.95		121.85		121.65		121.8	
Tower		Rwys 13L/31R & 17L/35R		REGIONAL Departure (R)		North		South		West		East	
West		Rwys 13R/31L		127.5		124.82		125.12		126.47		118.55	
East													

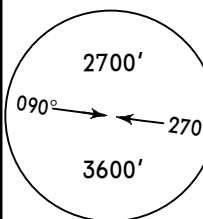


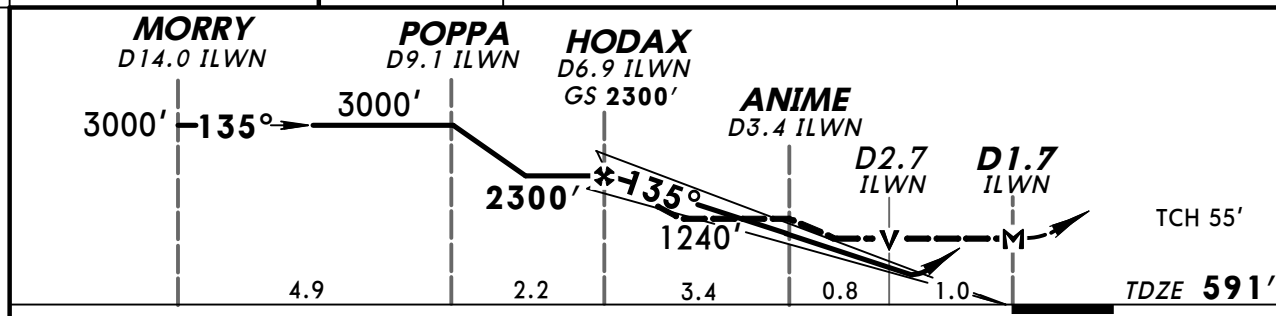
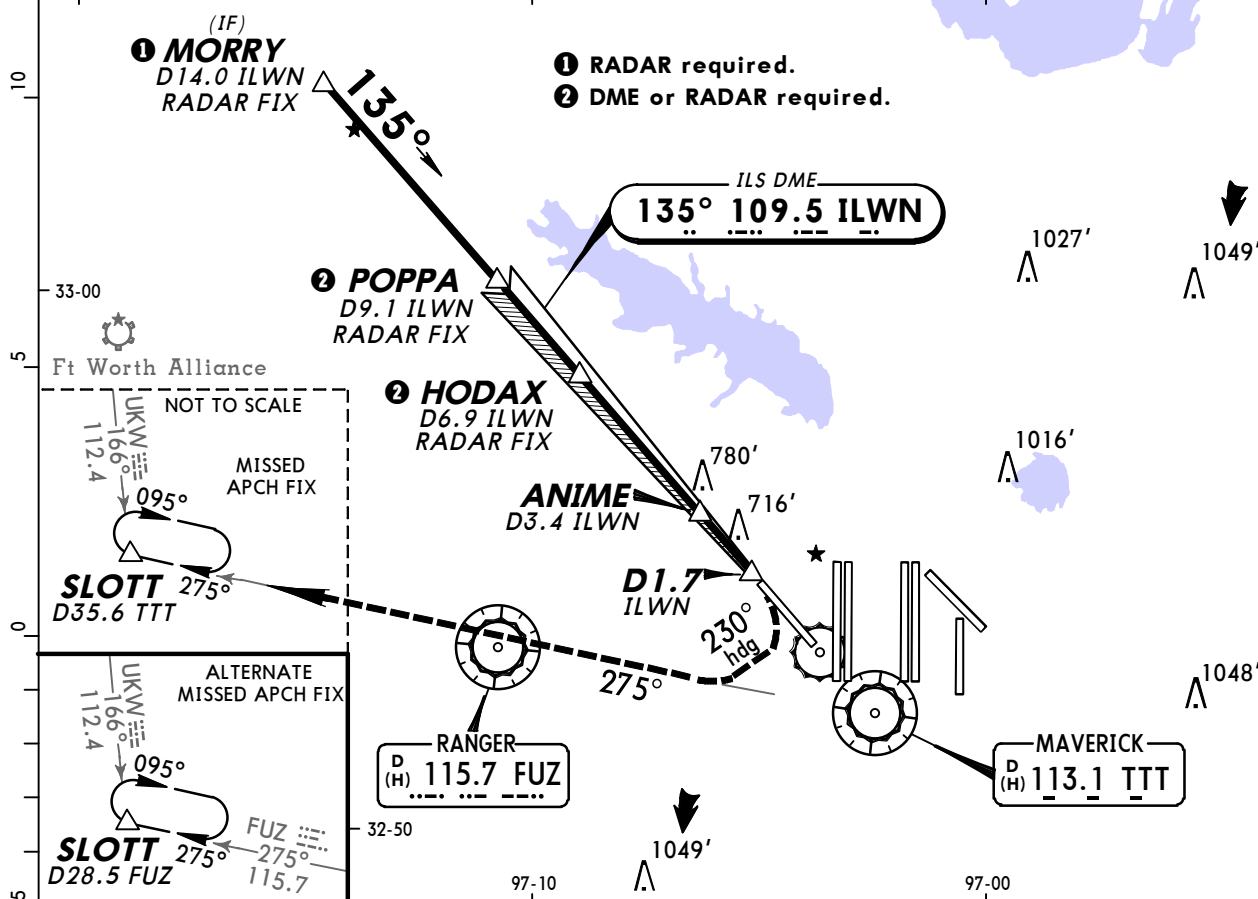
D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DFW Clearance	DFW Ramp Tower	West	Ground	East
135.92		128.25	129.95	121.85	121.65	121.8
Tower						
Rwys 13L/31R & 17L/35R						
West	Rwys 13R/31L	North	South	West	East	
124.15	134.9	124.82	125.12	126.47	118.55	
126.55						



KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-1) 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 Apch Crs 135°	GS HODAX 2300' (1709')	ILS DA(H) 791' (200')	Apt Elev 607' TDZE 591'			
MISSED APCH: Climb to 1560', then climbing RIGHT turn to 3000' on heading 230° and outbound TTT VOR R-275 to SLOTT INT/ D35.6 TTT and hold, or as directed by ATC.							
Alt Set: INCHES							

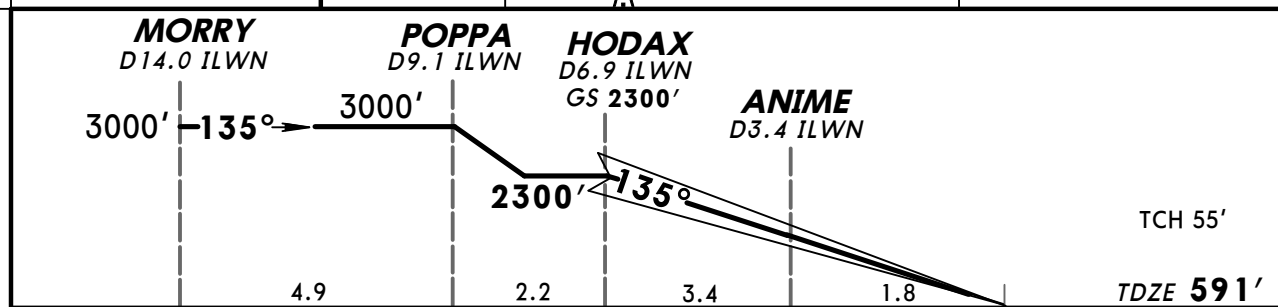
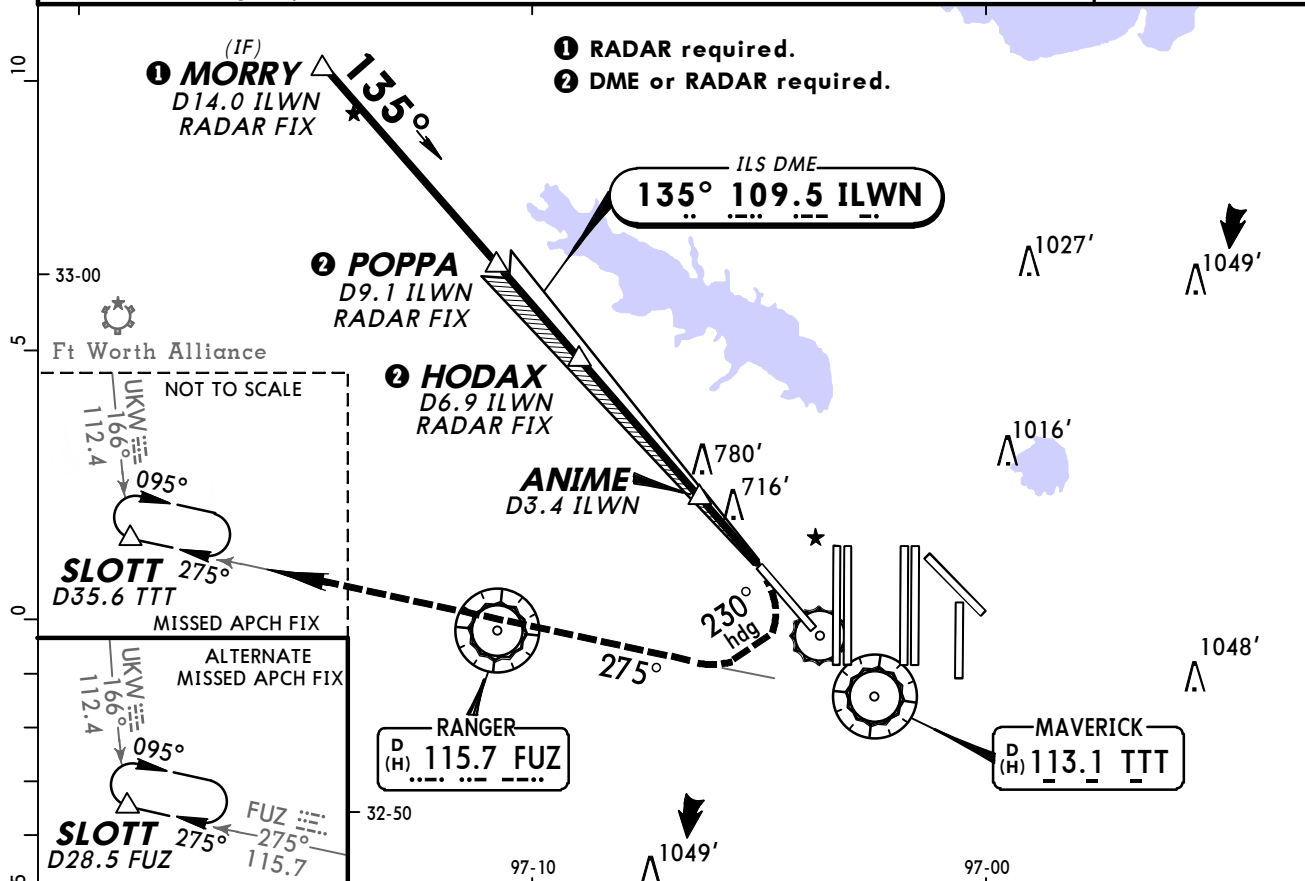


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1560'	3000'	230°	TTT	
GS	3.00°	372	478	531	637	743						849
MAP at D1.7 ILWN or HODAX to MAP	5.2	4:27	3:28	3:07	2:36	2:14						1:57
								↑	RT	on hdg	and 113.1 R-275	

TERPS			STRAIGHT-IN LANDING RWY13R						
ILS			LOC (GS out)						
DA(H) 791' (200')			MDA(H) 980' (389') With ANIME			MDA(H) 1240' (649') 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	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
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
LOC ILWN 109.5	Final Aptch Crs 135°	GS HODAX 2300' (1709')	SA CAT I ILS RA 149' DA(H) 741'(150')	Apt Elev 607' TDZE 591'	2700' 090° → ← 270° 3600'
MISSED APCH: Climb to 1560', then climbing RIGHT turn to 3000' on heading 230° and outbound 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'	
1. Special Aircrew and Acft Certification Required. 2. VGSI and ILS glidepath not coincident.					

MSA TTT VOR

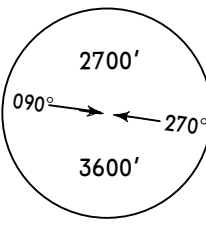


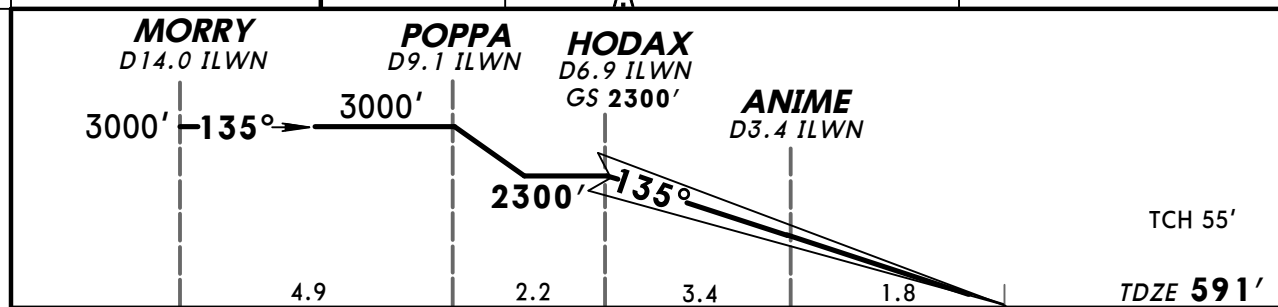
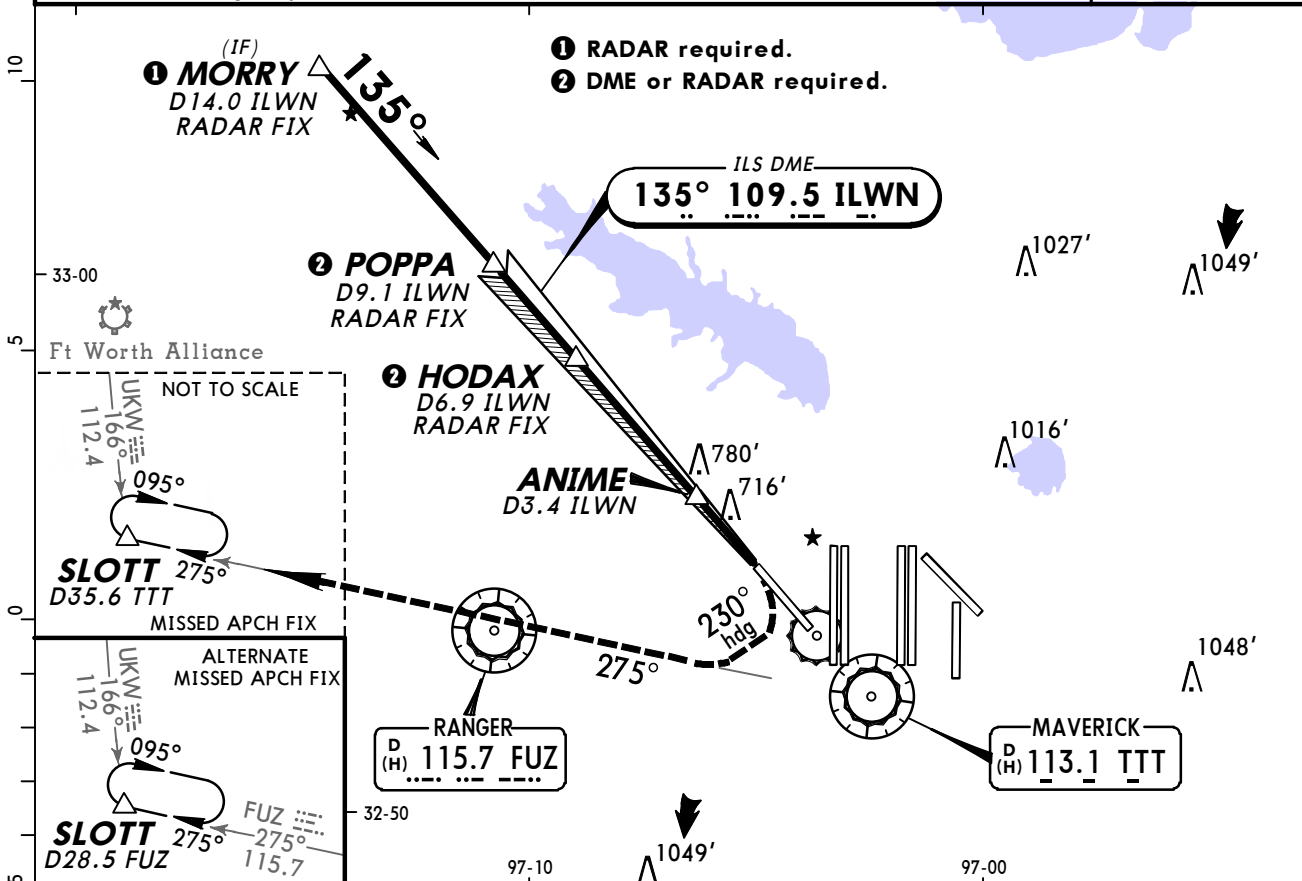
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1560'	3000'	230°	TTT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on
										hdg	and
											R-275

TERPS	STRAIGHT-IN LANDING RWY13R
1 SA CAT I ILS RA 149' DA(H) 741' (150')	
RVR 14	
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 61-1B 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 Aptch Crs 135°	GS HODAX 2300' (1709')	SA CAT II ILS RA 99' DA(H) 691' (100')	Apt Elev 607' TDZE 591'	
MISSED APCH: Climb to 1560', then climbing RIGHT turn to 3000' on heading 230° and outbound TTT VOR R-275 to SLOTT INT/ D35.6 TTT and hold, or as directed by ATC.					
Alt Set: INCHES					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1560'	3000'	230°	TTT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on
											hdg
											and
											R-275

TERPS	STRAIGHT-IN LANDING RWY13R
SA CAT II ILS RA 99' DA(H) 691' (100')	
RVR 12	
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.	

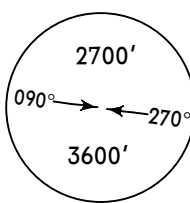
CHANGES: THR to TDZE.

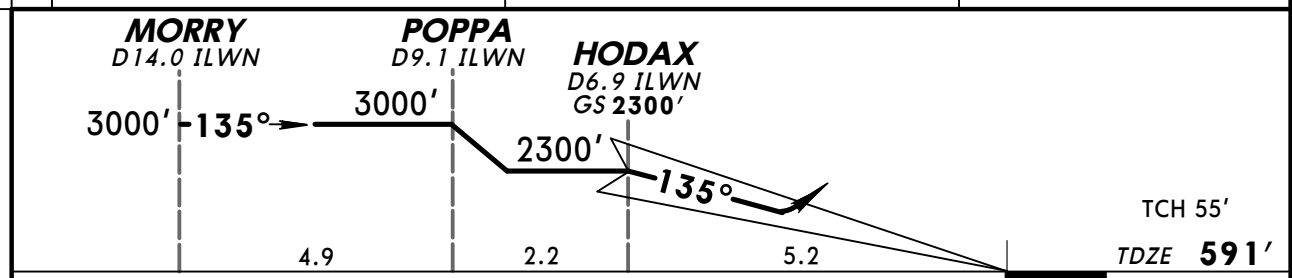
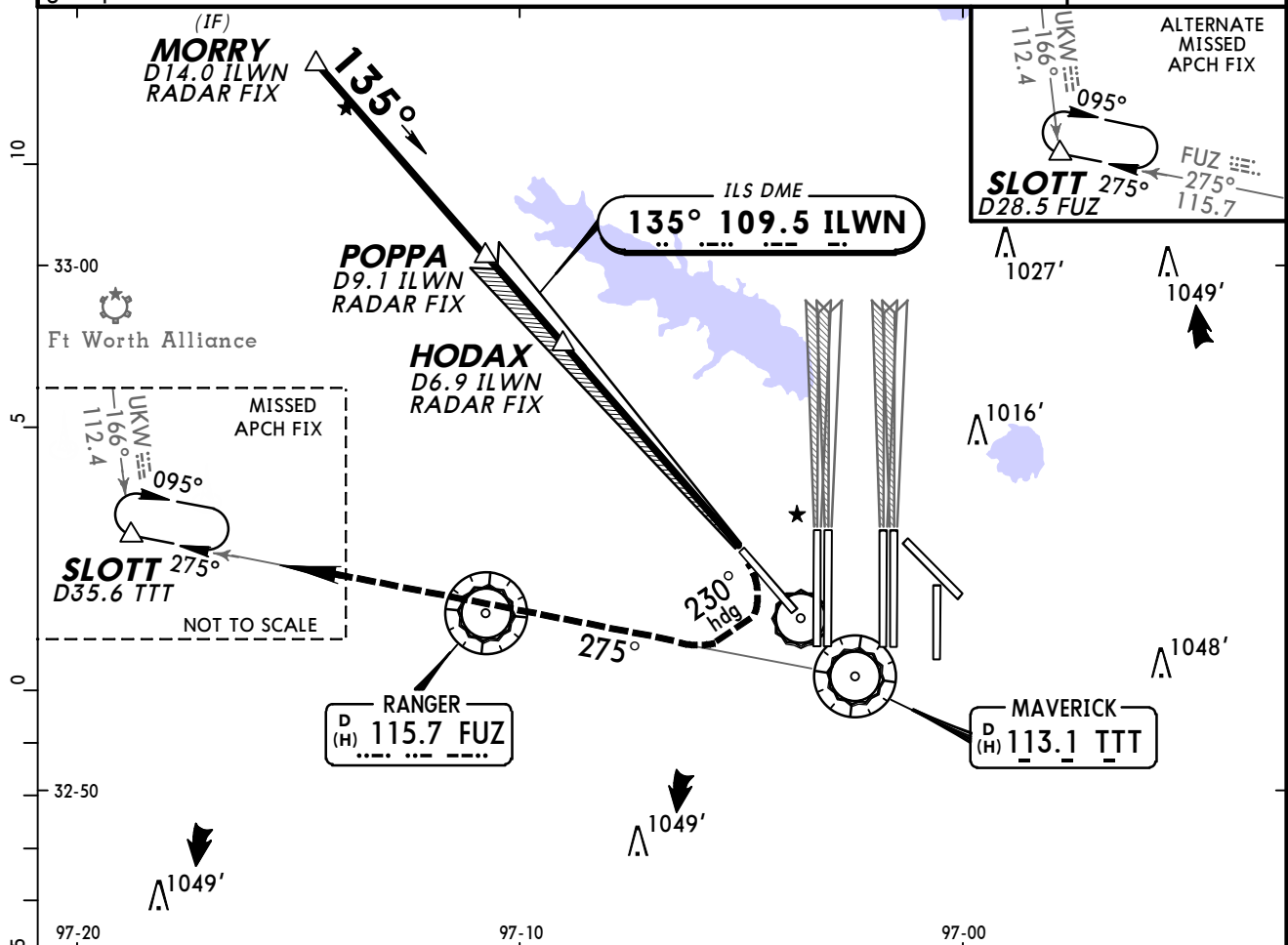
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TERPS AMEND 9A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-2) CAT A, B & C CONVERGING ILS Rwy 13R

D-ATIS Arrival	REGIONAL Approach (R)		West		DFW Tower		East		West	Ground		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')		ILS DA(H) Refer to Minimums		Apt Elev 607' TDZE 591'					
MISSED APCH: Climbing RIGHT turn to 3000' on heading 230° and outbound on TTT VOR R-275 to SLOTT/D35.6 TTT and hold, or as directed by ATC.												
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'						
1. Radar required. 2. Simultaneous converging approach authorized with CONVERGING ILS Rwys 18L/R and CONVERGING ILS Rwys 17C/R. 3. VGSI and ILS glidepath not coincident.												

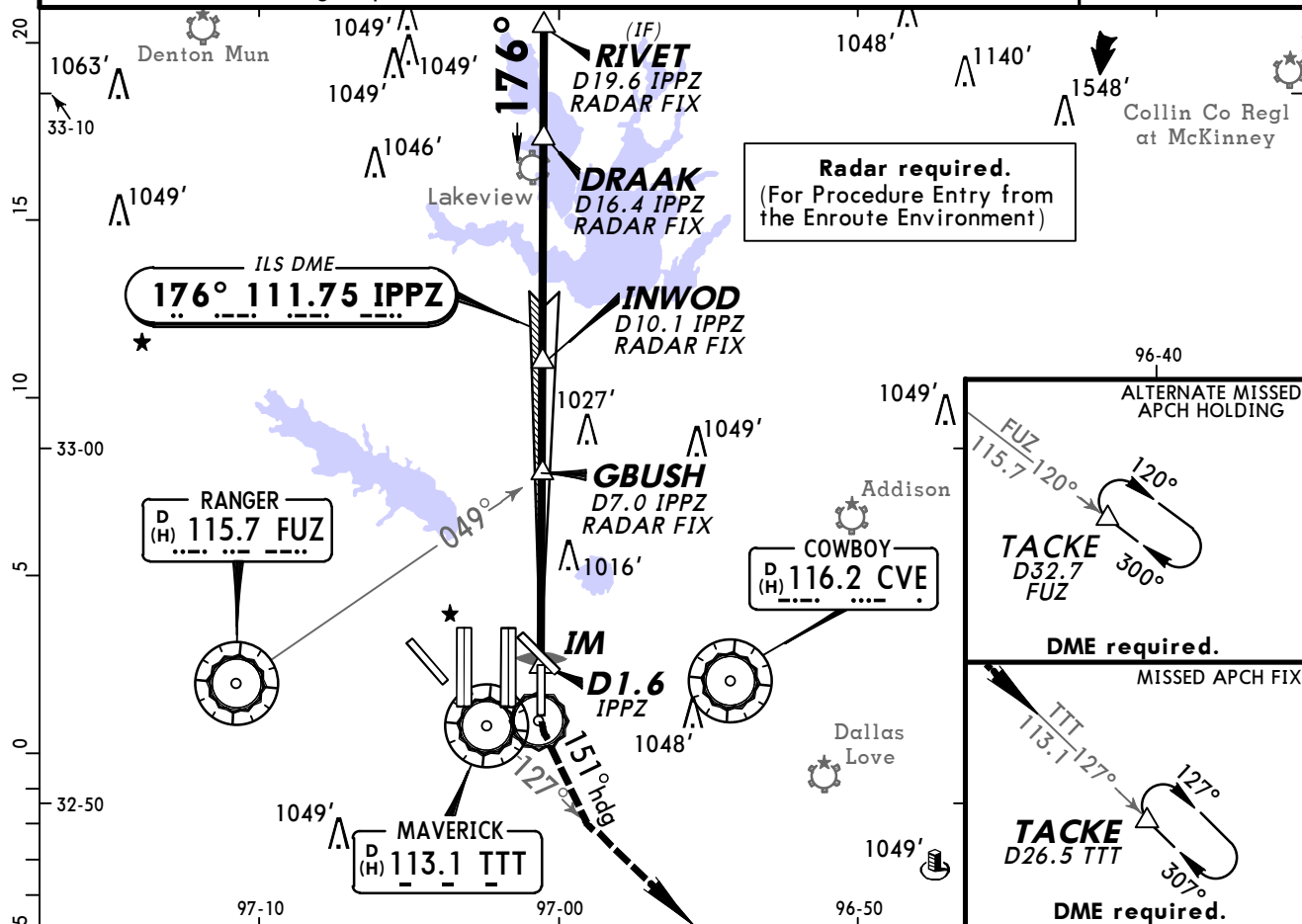


Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	230°	TTT	SLOTT
Gs	3.00°	372	478	531	637	743	PAPI	RT	on	hdg	113.1	
											R-275	

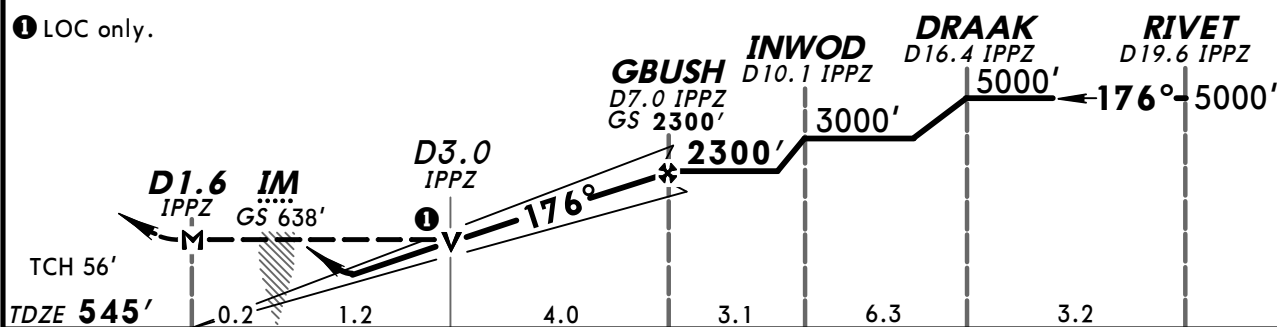
TERPS		STRAIGHT-IN LANDING RWY13R	
		ILS	
		A, B: DA(H) 1401' (810')	
		C: DA(H) 1441' (850')	
		FULL	RAIL or ALS out
A			
B		2½	2¾
C			
D		NA	

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	
LOC IPPZ 111.75	Final Apch Crs 176°	GS GBUSH 2300' (1755')	ILS DA(H) 745' (200')	Apt Elev 607' TDZE 545'		2700' 090°→←270° 3600' MSA TTT VOR		
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' on heading 151° and outbound TTT VOR R-127 to TACKE/D26.5 TTT and hold (DME required), or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. 3. VGSI and ILS glidepath not coincident.								



① LOC only.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1020'	3000'	151°	TTT
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	hdg and 113.1
MAP at D1.6 IPPZ or GBUSH to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				R-127

TERPS

STRAIGHT-IN LANDING RWY 17L

ILS			LOC (GS out)	
DA(H) 745' (200')			MDA(H) 1040' (495')	
FULL	TDZ or CL out	ALS out	ALS out	
A				
B				
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 24 or 1/2	RVR 55 or 1
D			RVR 50 or 1	1 3/8

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

CHANGES: MAP, notes, THR to TDZE, minimums.

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KDFW/DFW DALLAS-FT WORTH, TEXAS

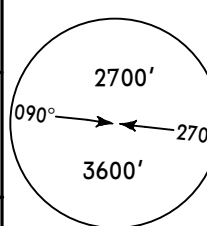
DALLAS-FT WORTH INTL

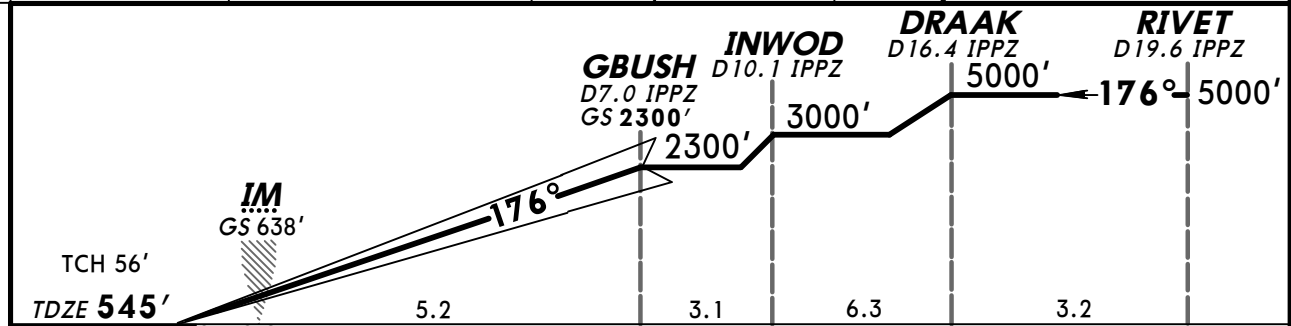
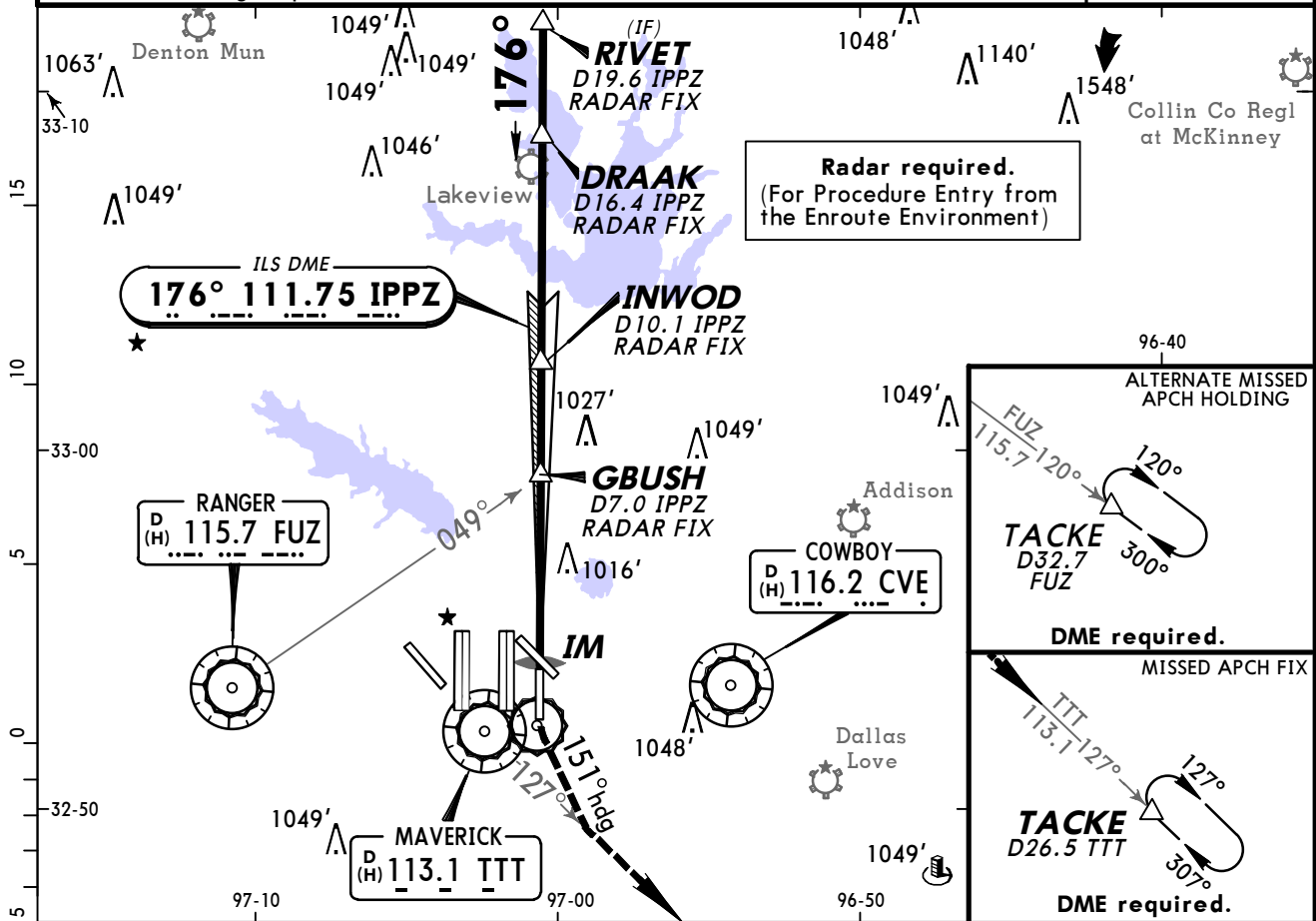
12 SEP 14
Eff 18 Sep

61-3A

ILS Rwy 17L CAT II & III

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					
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev		
IPPZ	Apch Crs	GBUSH	NA	Refer to		RA 122'	607'		
111.75	176°	2300'		Minimums		DA(H)	TDZE		
		(1755')				645' (100')		545'	
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' on heading 151° and outbound TTT VOR R-127 to TACKE/D26.5 TTT and hold (DME required), or as directed by ATC.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Special Aircrew & Acft Certification Required. 2. DME required.									
3. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R.									
4. VGSI and ILS glidepath not coincident.									
MSA TTT VOR									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1020'	3000'	151°	TTT
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	hdg	and 113.1
												R-127

TERPS				STRAIGHT-IN LANDING RWY17L			
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
NA		RVR 6		RVR 7		RA 122'	
						DA(H) 645' (100')	
						RVR 12	

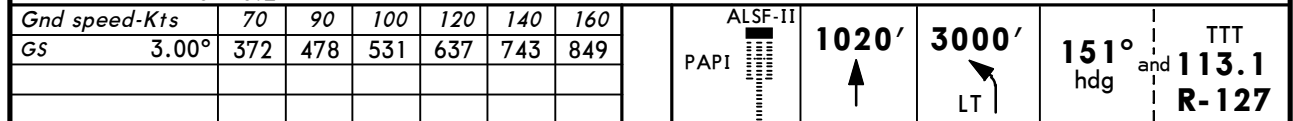
CHANGES: MAP, notes, THR to TDZE, minimums.

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TERPS AMEND 7 18 SEP 2014

ILS Rwy 17L SÁ CAT I

BRIEFING STRIP™



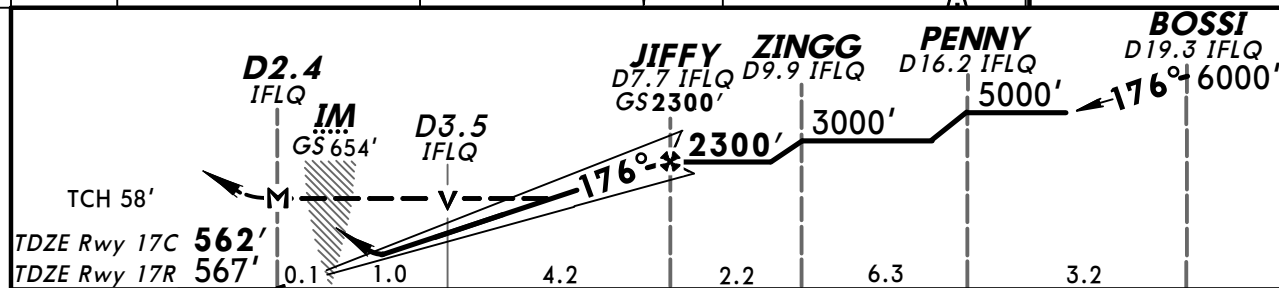
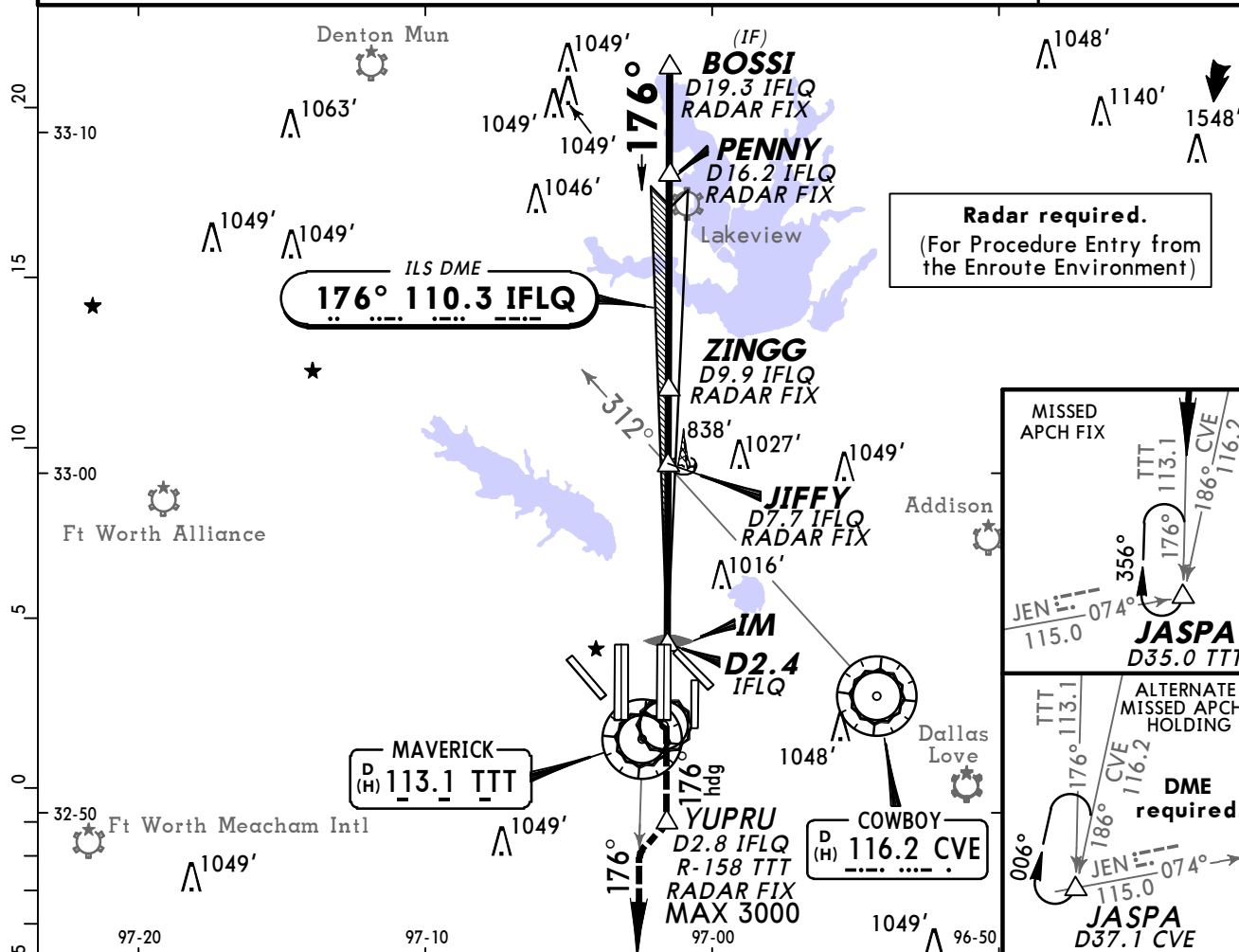
RVR 14

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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-4) Eff 18 Sep ILS or LOC Rwy 17C

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 IFLQ 110.3	Final Apch Crs 176°	GS JIFFY 2300' (1738')	ILS DA(H) 762' (200')	Apt Elev 607' TDZE 562'		2700' 090° 270° 3600' MSA TTT VOR	
MISSED APCH: Climb on heading 176° to cross YUPRU/D2.8 IFLQ/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA INT/D35.0 TTT and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or radar required. 2. Simultaneous approach authorized with Rwy 17L, 18L/R. 3. VGSI and ILS glidepath not coincident. 4. MALSR and PAPI-L on Rwy 17R.							



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	3000'	176°	YUPRU
GS	3.00°	372	478	531	637	743	PAPI	or below	hdg	
MAP at D2.4 IFLQ or JIFFY to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59			

TERPS				STRAIGHT-IN LANDING RWY 17C		SIDESTEP LANDING RWY 17R	
ILS				LOC (GS out)		SIDESTEP LANDING RWY 17R	
DA(H) 762' (200')				MDA(H) 1000' (438')		MDA(H) 1140' (573')	
FULL		TDZ or CL out	ALS out	ALS out		RAIL out	ALS out
A							
B							
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1	RVR 55 or 1
D				RVR 40 or 3/4	1 1/4	1 1/2	2

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

CHANGES: MAP, notes, THR to TDZE, minimums.

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KDFW/DFW DALLAS-FT WORTH, TEXAS

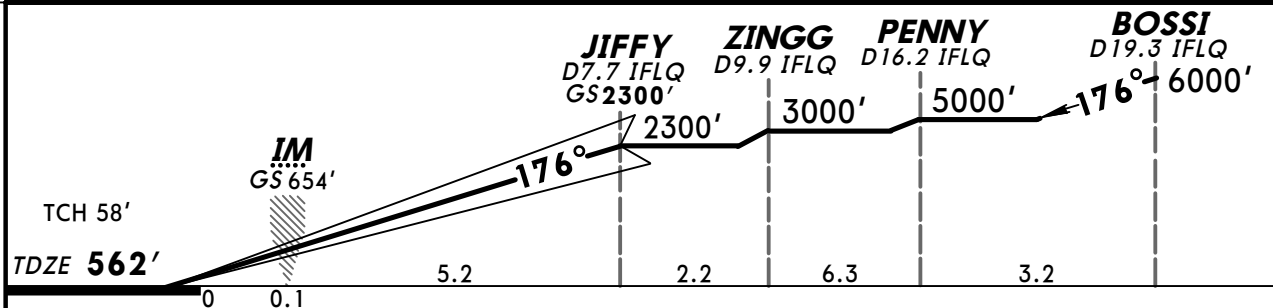
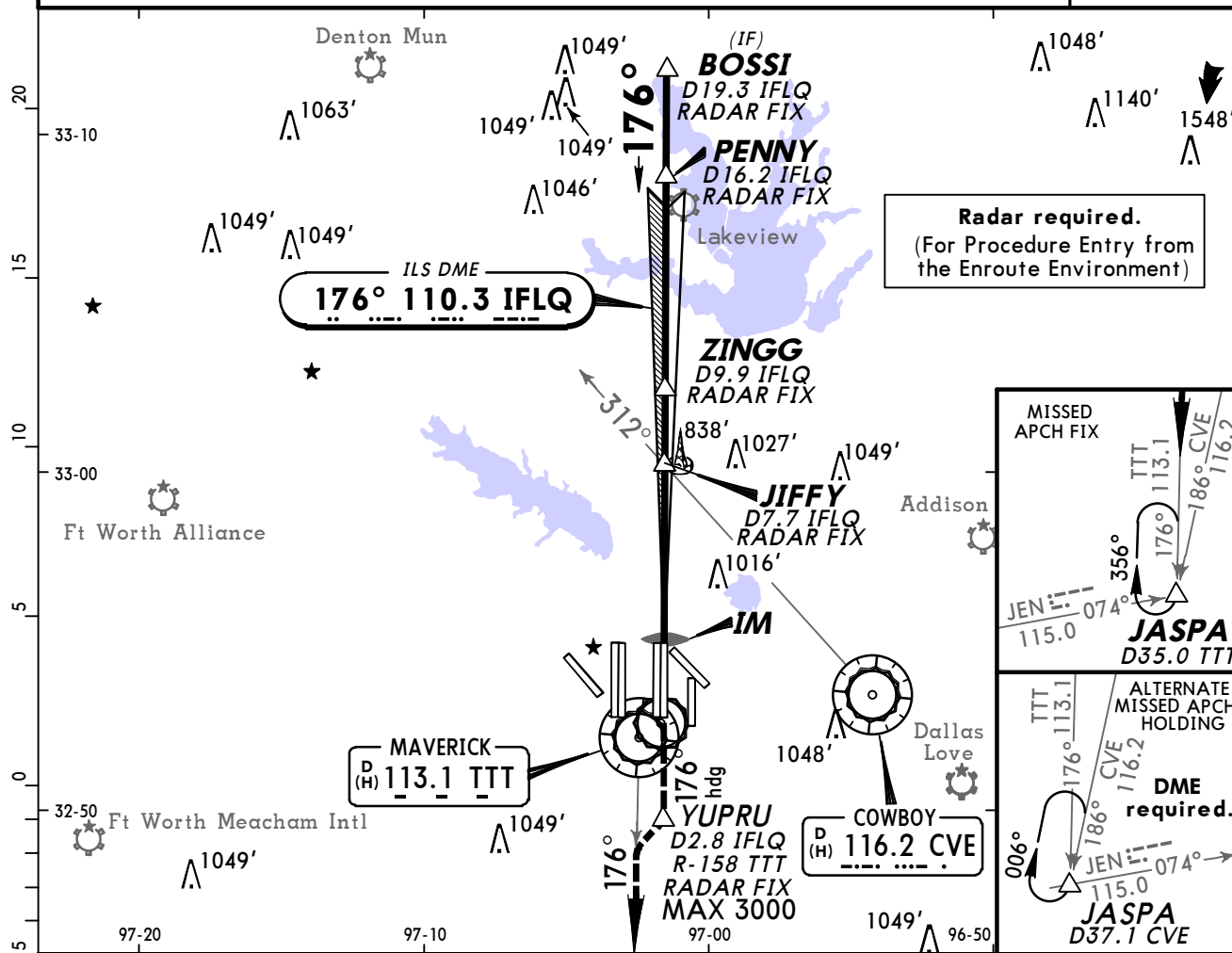
DALLAS-FT WORTH INTL ILS Rwy 17C CAT II & III

12 SEP 14
Eff 18 Sep

61-4A

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
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev	2700' 090°→←270° 3600' MSA TTT VOR	
IFLQ	Apch Crs	JEFFY	NA	Refer to Minimums		RA 102'	607'		
110.3	176°	2300'				DA(H)	TDZE		
		(1738')				662' (100')	562'		
MISSED APCH: Climb on heading 176° to cross YUPRU/D2.8 IFLQ/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA INT/D35.0 TTT and hold, or as directed by ATC.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
1. Special Aircrew & Aircraft Certification Required. 2. DME or radar required.									
3. Simultaneous approach authorized with Rwy 17L, 18L/R. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000' or below ↑ on	176° hdg	YUPRU
GS	3.00°	372	478	531	637	743				

TERPS				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			

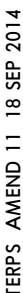
CHANGES: MAP, notes, THR to TDZE, minimums.

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TERPS AMEND 11 18 SEP 2014

ILS Rwy 17C SA CAT I

BRIEFING STRIP TM



RVR 14

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KDFW/DFW DALLAS-FT WORTH, TEXAS

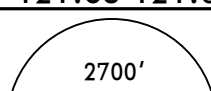
DALLAS-FT WORTH INTL

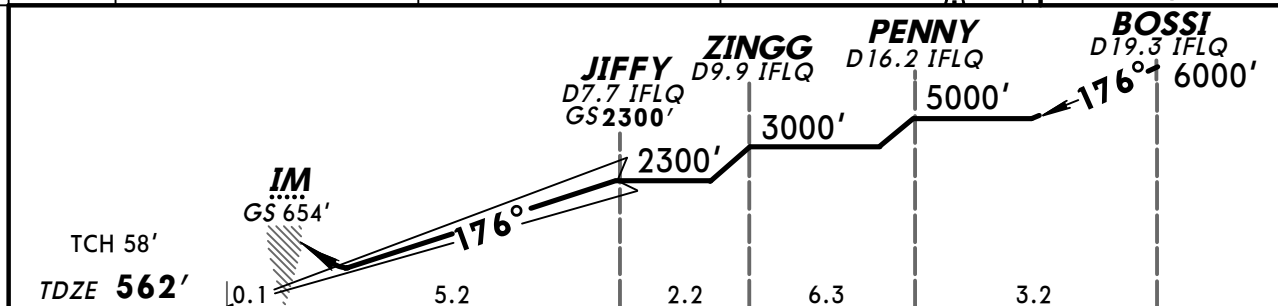
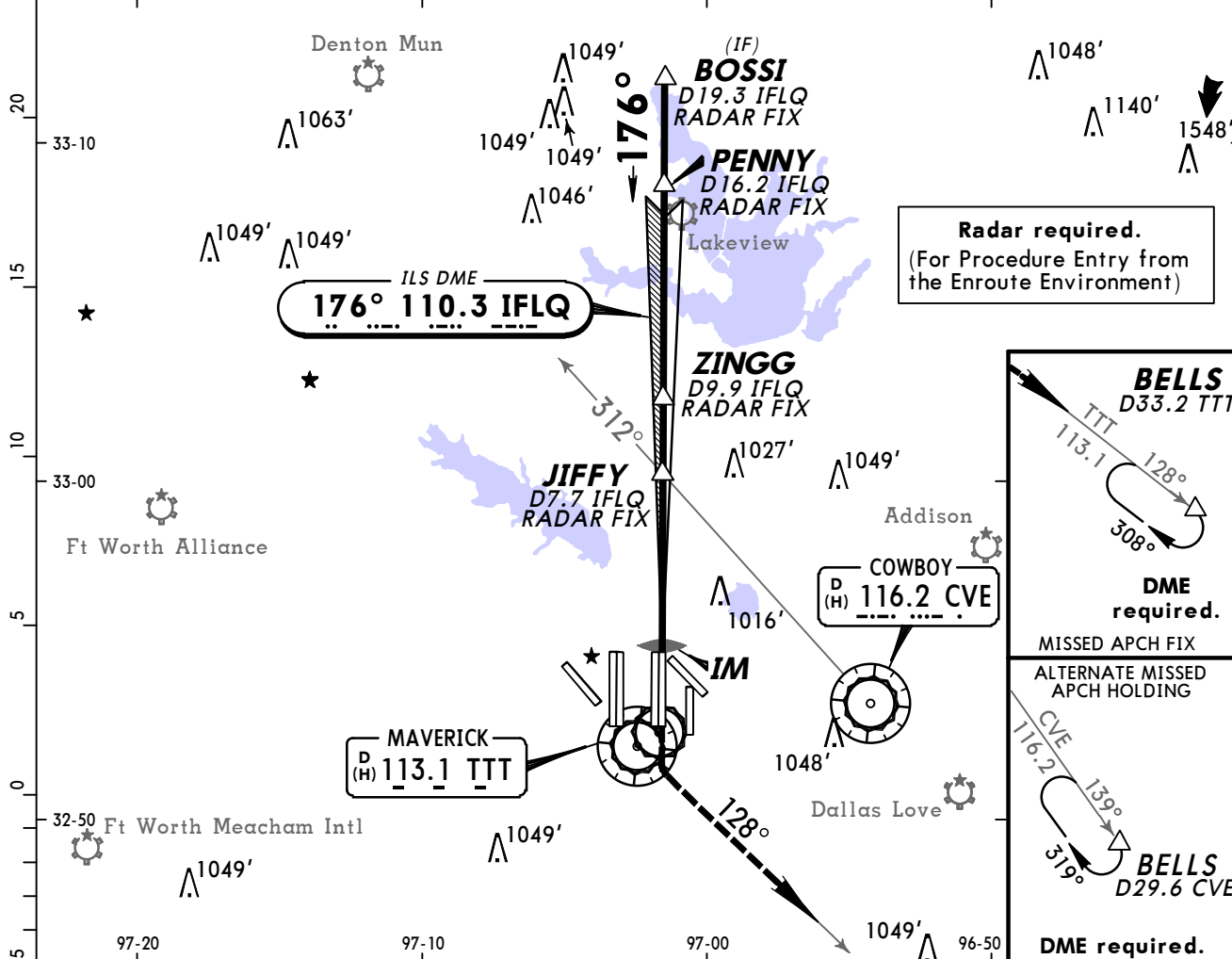
12 SEP 14

Eff 18 Sep

(61-5)

CONVERGING ILS 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 562'		 MSA TTT VOR	
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' outbound on TTT VOR R-128 to BELLS/D33.2 TTT and hold (DME required), or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME or radar required. 2. Simultaneous approach authorized with CONVERGING ILS Rwy 13R. 3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1300'	3000'	TTT	BELLS
GS	3.00°	372	478	531	637	743	PAPI	↑	←	on 113.1	R-128

TERPS			STRAIGHT-IN LANDING RWY 17C		
			ILS		
			DA(H) 762' (200')		
FULL		TDZ or CL out		ALS out	
A					
B					
C					
D					

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

CHANGES: MAP, notes, THR to TDZE, minimums.

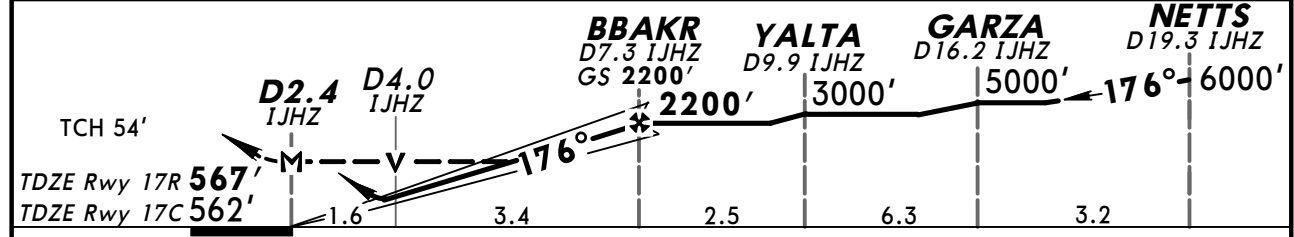
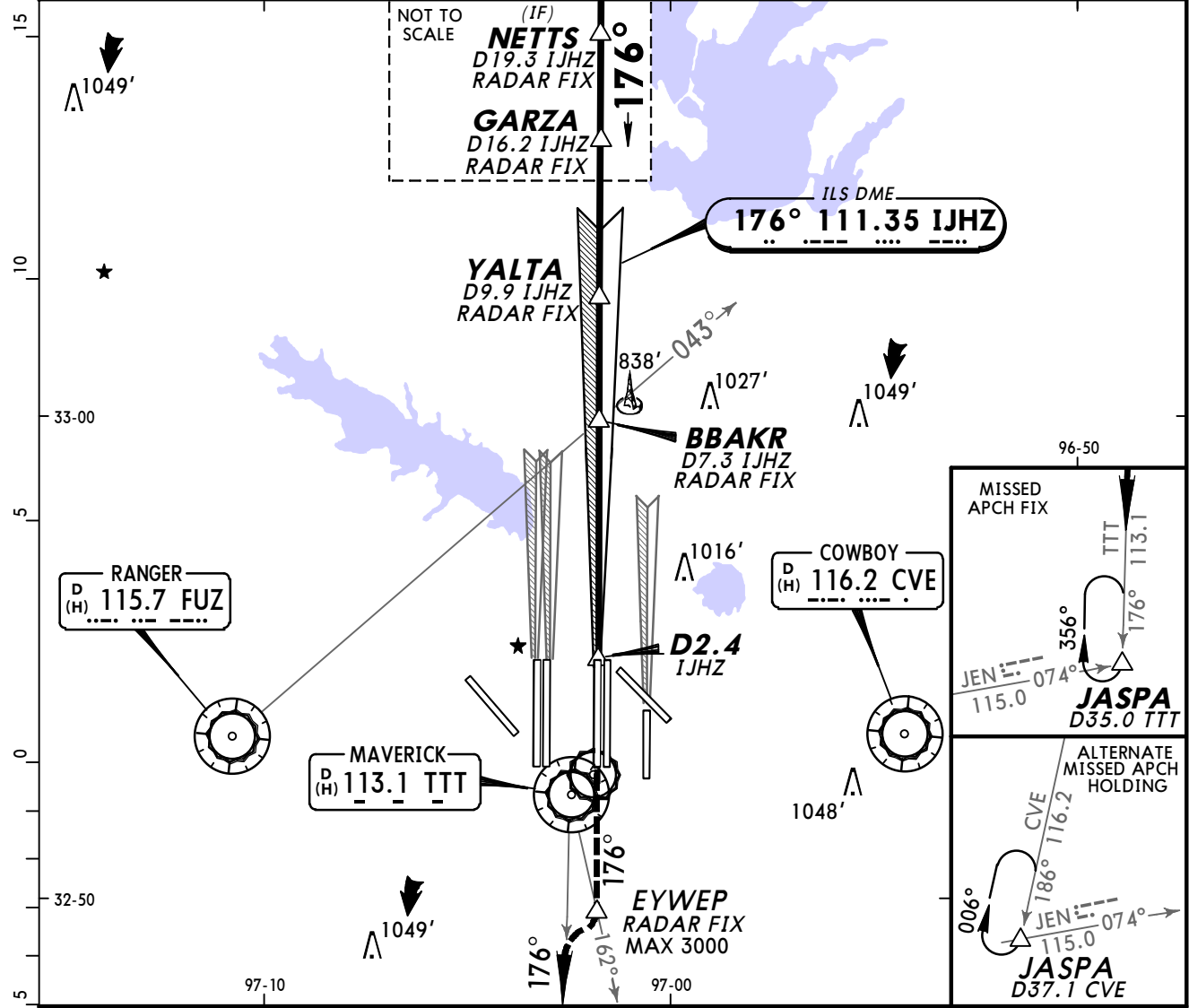
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TERPS AMEND 8 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-6) 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 1JHZ 111.35	Final Apch Crs 176°	GS BBAKR 2200' (1633')	ILS DA(H) 767' (200')	Apt Elev 607'	TDZE 567'
MISSED APCH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA INT/D35.0 TTT and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or radar required. 2. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 3. VGSI and ILS glidepath not coincident. 4. ALSF-II, PAPI-L on Rwy 17C.					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000' or below on 176° hdg		EYWEP
GS	3.00°	372	478	531	637	743	PAPI				
MAP at D2.4 1JHZ or BBAKR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

TERPS			STRAIGHT-IN LANDING RWY 17R			SIDESTEP LANDING RWY 17C	
ILS			LOC (GS out)			MDA(H) 1140' (578')	
DA(H) 767' (200')			MDA(H) 1140' (573')				
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 55 or 1	1	
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		1 1/2	1 5/8
C							
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: THR to TDZE.
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KDFW/DFW DALLAS-FT WORTH, TEXAS

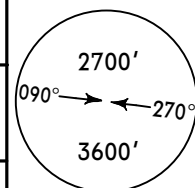
DALLAS-FT WORTH INTL 12 SEP 14 (61-6A) ILS Rwy 17R SA CAT I

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

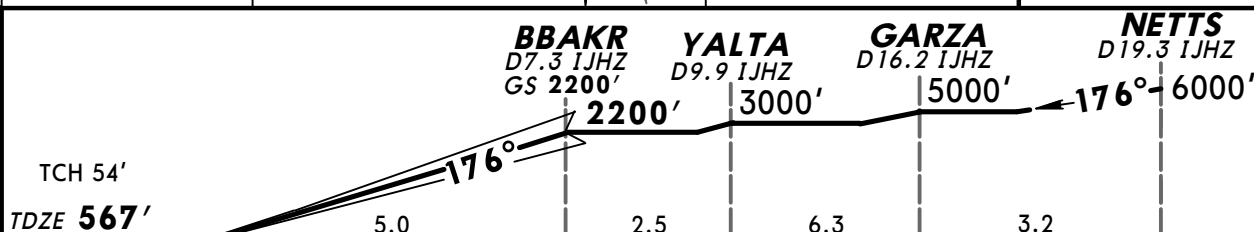
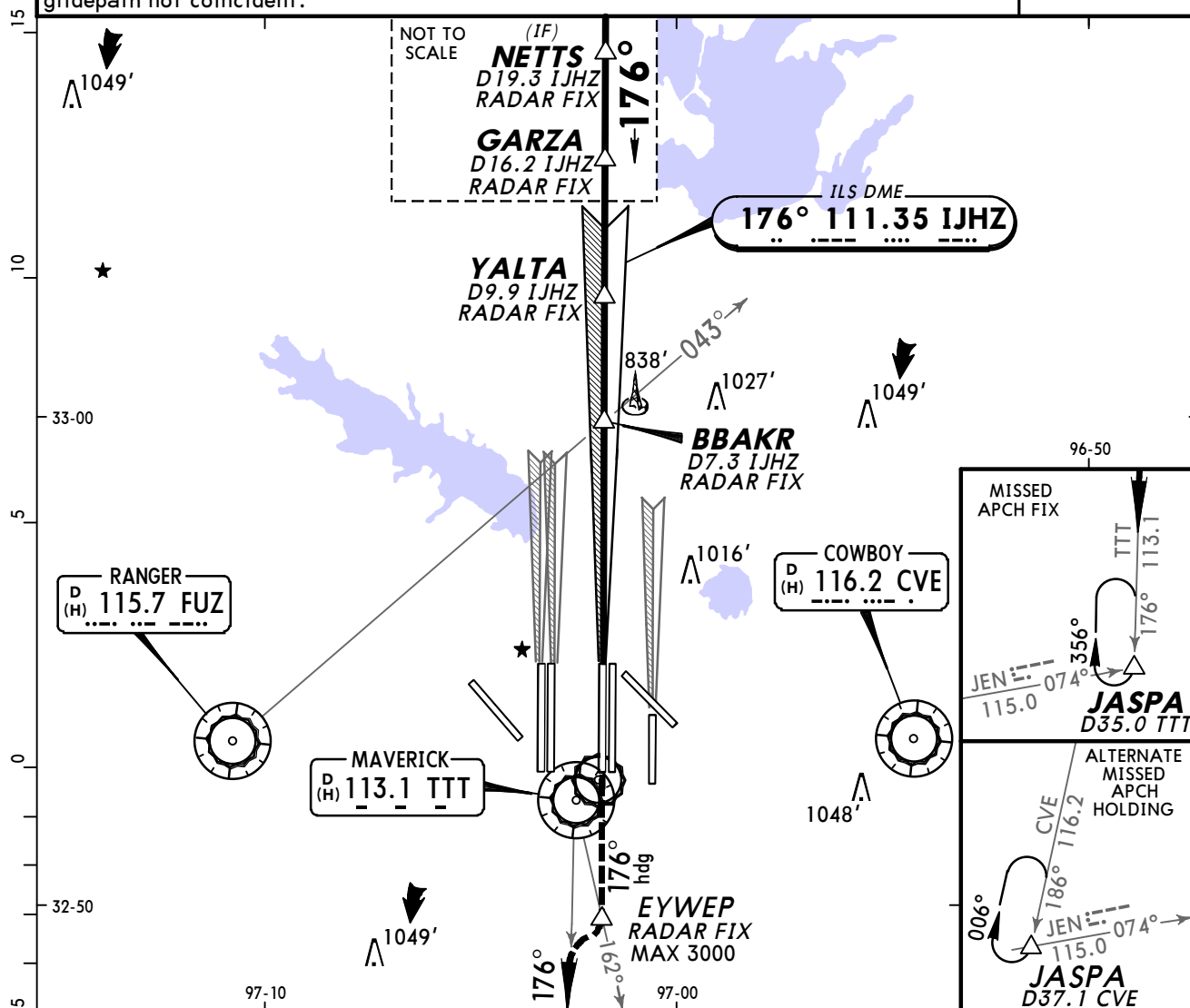
LOC IJHZ	Final Apch Crs	GS BBAKR	SA CAT I ILS RA 160'	Apt Elev 607'
111.35	176°	2200' (1633')	DA(H) 717' (150')	TDZE 567'

MISSED APCH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA INT/D35.0 TTT and hold, or as directed by ATC.

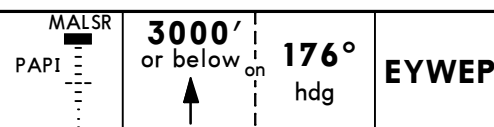
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Special Aircrew and Aircraft Certification Required. 2. DME or radar required.
 3. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 4. VGSI and ILS glidepath not coincident.



MSA TTT VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	372	478	531	637	743	849



TERPS

STRAIGHT-IN LANDING RWY 17R

1 SA CAT I ILS
RA 160'
 DA(H) 717' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: THR to TDZE.

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TERPS AMEND 23B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

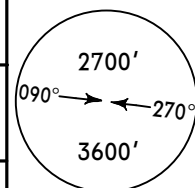
DALLAS-FT WORTH INTL 12 SEP 14 (61-6B) ILS Rwy 17R SA CAT II

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

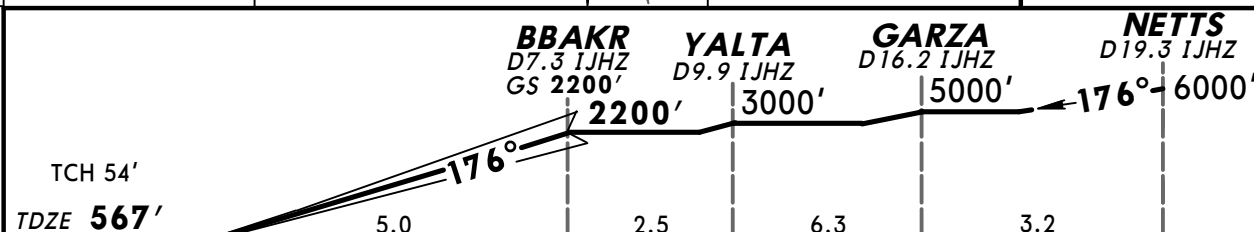
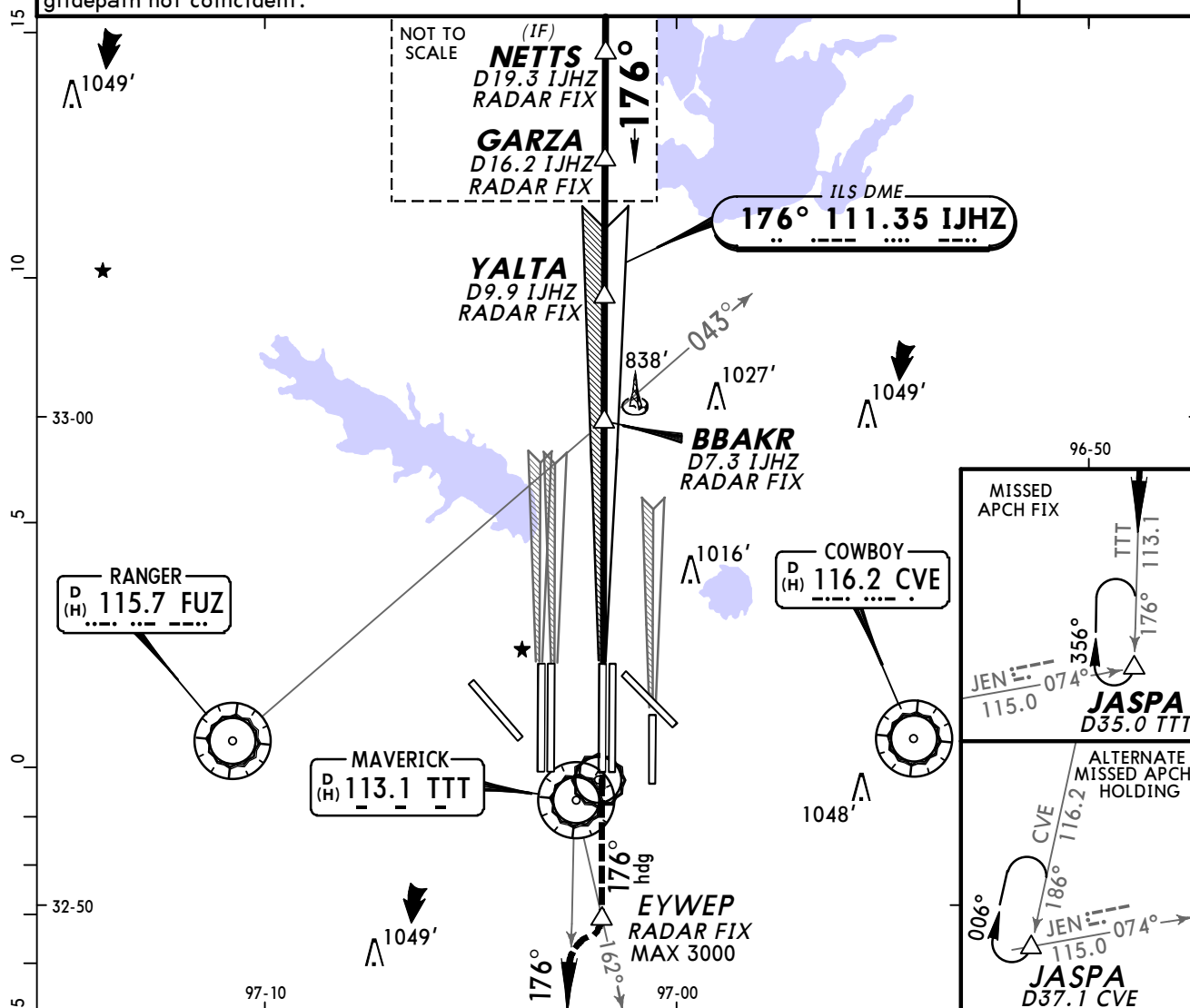
LOC IJHZ	Final Apch Crs	GS BBAKR	SA CAT II ILS RA 98'	Apt Elev 607'
111.35	176°	2200' (1633')	DA(H) 667' (100')	TDZE 567'

MISSED APCH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA INT/D35.0 TTT and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Special Aircrew and Aircraft Certification Required. 2. DME or radar required.
 3. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 4. VGSI and ILS glidepath not coincident.



MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	176°	EYWEP
GS	3.00°	372	478	531	637	743	849	or below	on	hdg

TERPS

STRAIGHT-IN LANDING RWY17R

1 SA CAT II ILS
 RA 98'
 DA(H) 667' (100')

RVR 12

1 Reduced visibility requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

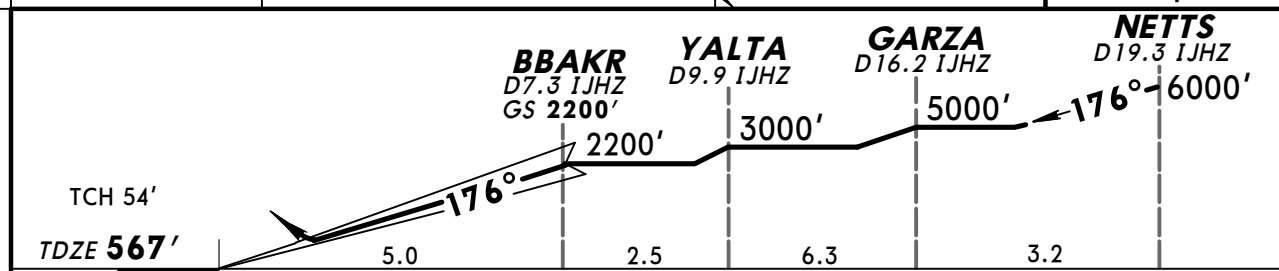
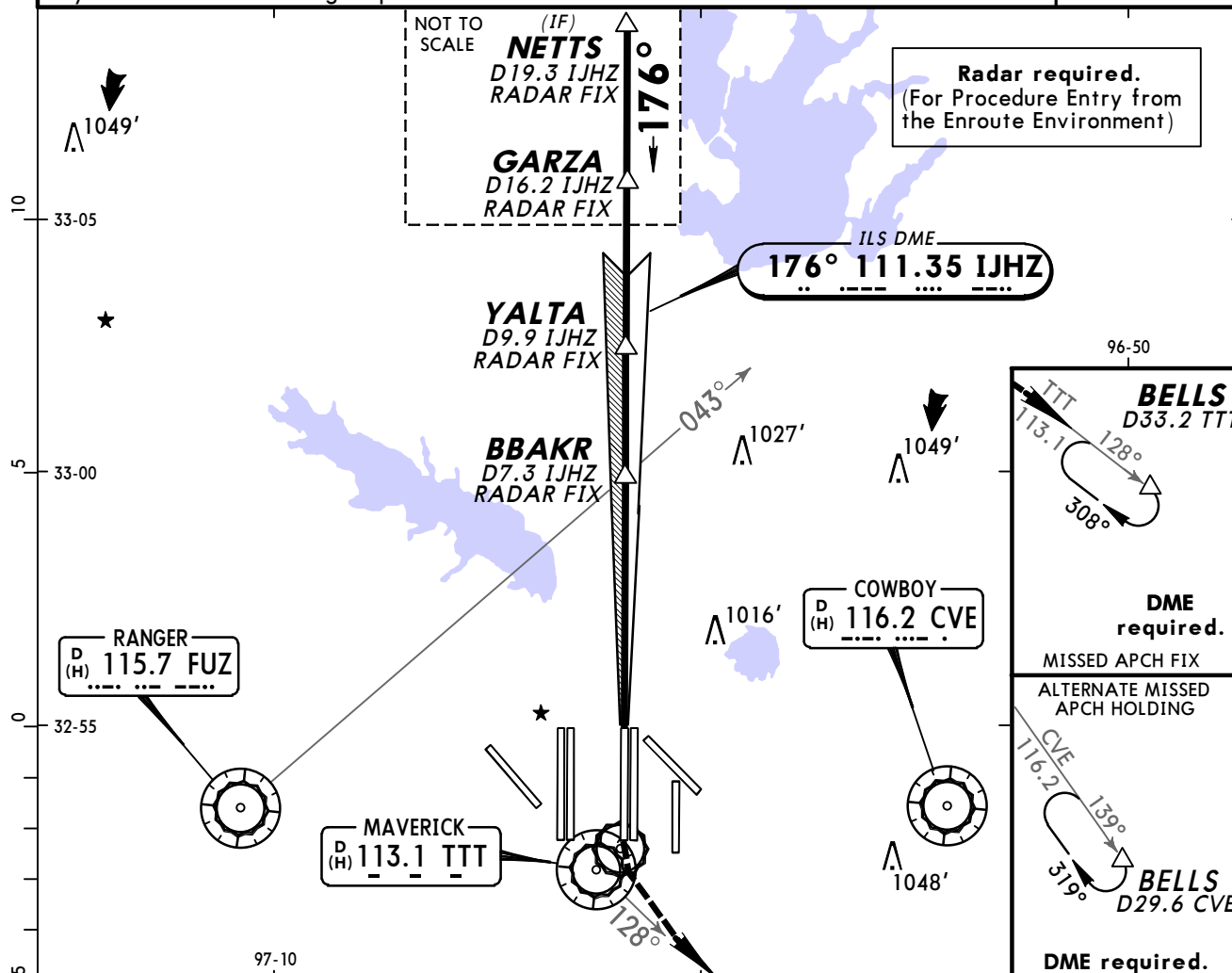
CHANGES: THR to TDZE.

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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 Eff 18 Sep (61-7) CONVERGING ILS Rwy 17R

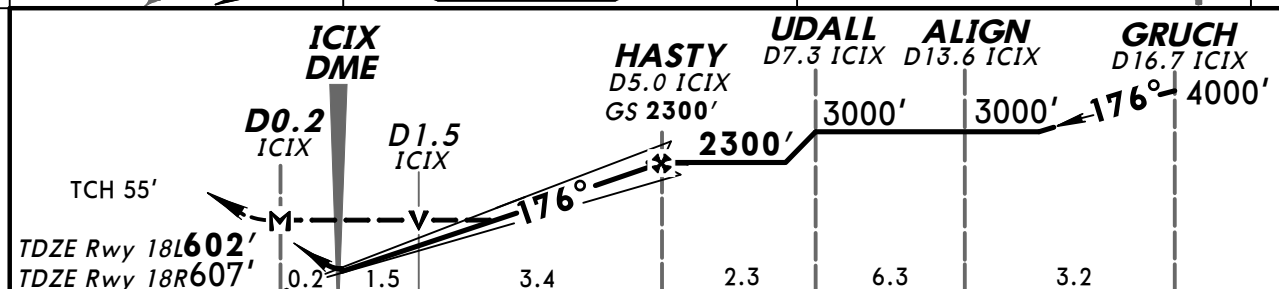
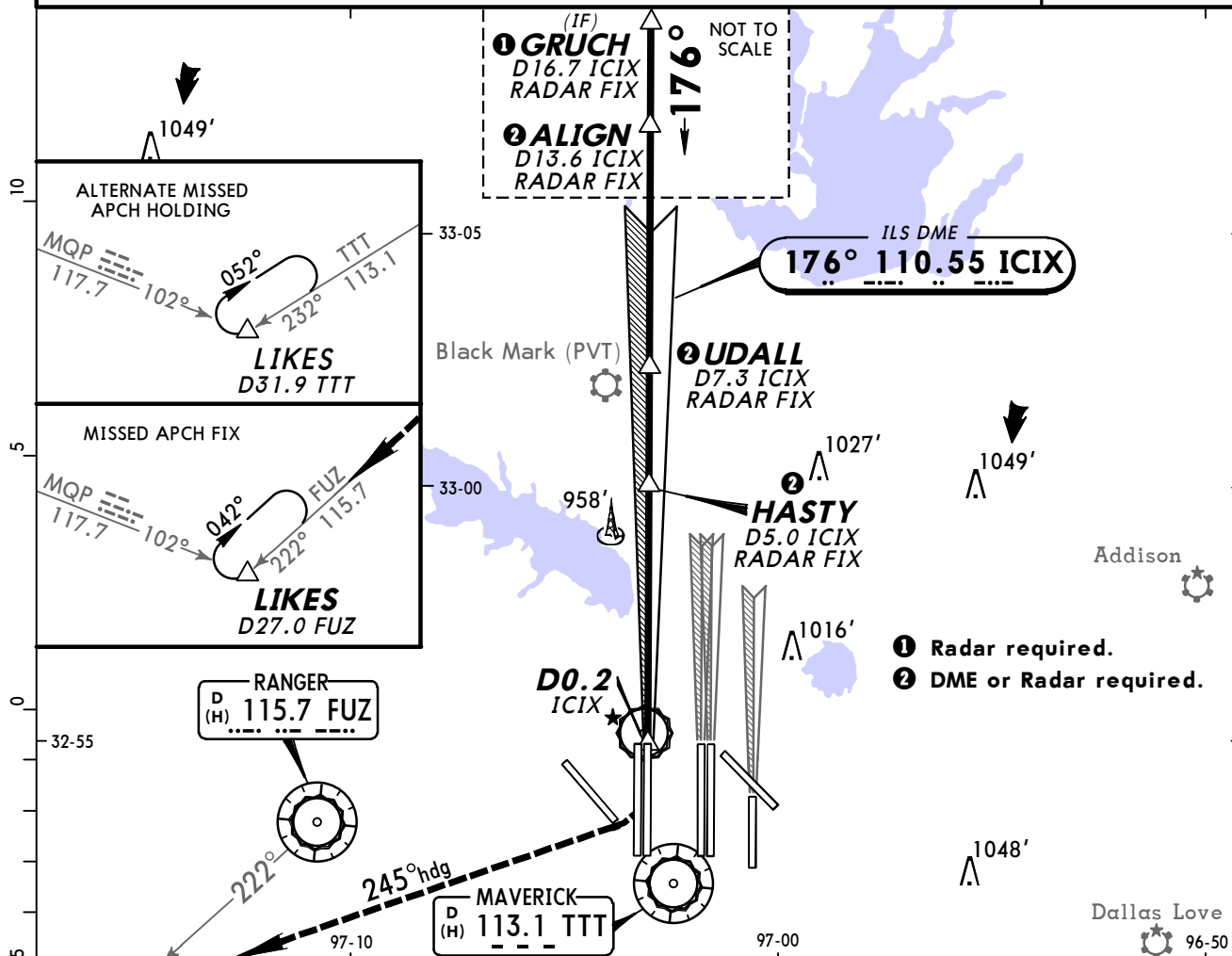
D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	127.07	West	East	West	East
124.15 134.9	126.55 127.5	121.85	121.65 121.8		
LOC 1JHZ 111.35	Final Apch Crs 176°	GS BBAKR 2200' (1633')	ILS DA(H) 767' (200')	Apt Elev 607' TDZE 567'	
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' outbound on TTT VOR R-128 to BELLS/D33.2 TTT and hold (DME required), or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or radar required. 2. Simultaneous approach authorized with CONVERGING ILS Rwy 13R. 3. VGSI and ILS glidepath not coincident.					MSA TTT VOR



MAJLSR	1020'	3000'	TTT on 113.1 R-128	BELLS
PAPI				
LT				

TERPS			STRAIGHT-IN LANDING RWY 17R		
FULL			ILS		
DA(H) 767' (200')			DA(H) 767' (200')		
FULL			TDZ or CL out		
FULL			RAIL or ALS out		
A					
B					
C					
D					

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 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 1100', then climbing RIGHT turn to 3000' on heading 245° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold, or as directed by ATC.							
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.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	FUZ	
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	245°	115.7
MAP at D0.2 ICIX or HASTY to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				hdg	R-222

TERPS			STRAIGHT-IN LANDING RWY 18L			SIDESTEP LANDING RWY 18R		
ILS DA(H) 802' (200')			LOC (GS out) MDA(H) 1220' (618')			SIDESTEP LANDING RWY 18R 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 55 or 1	RVR 50 or 1		
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4			1 3/8		
C			1 3/8		1 3/4	1 1/2		
D			1 1/2		1 3/4	1 3/4		

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

CHANGES: THR to TDZE.

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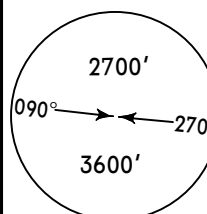
KDFW/DFW DALLAS-FT WORTH INTL

12 SEP 14

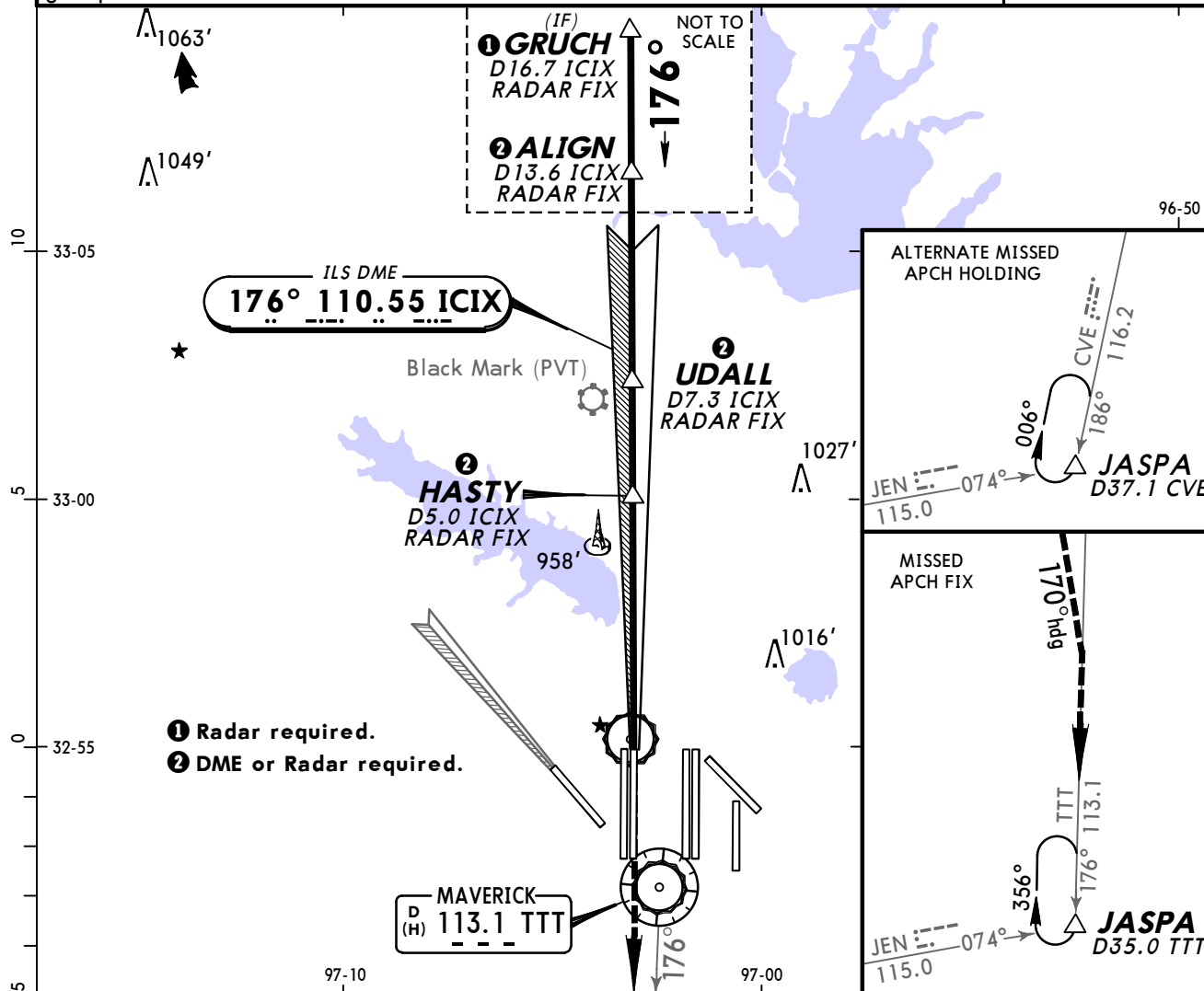
(61-9)

DALLAS-FT WORTH, TEXAS CONVERGING ILS Rwy 18L

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 ICIX 110.55	Final Apch Crs 176°	GS HASTY 2300' (1698')	ILS DA(H) 802' (200')	Apt Elev 607' TDZE 602'			
MISSED APCH: Climb to 3000', then climb to 4000' on heading 170° and outbound via TTT VOR R-176 to JASPA INT/D35.0 TTT and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Simultaneous approach authorized with CONVERGING ILS Rwy 13R. 2. VGSI and ILS glidepath not coincident.							

MSA TTT VOR



TCH 55' TDZE 602' 5.2 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 3000' 4000' 176° 2300' 3000' 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TERPS			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 ³ / ₈		1 RVR 24 or ¹ / ₂		RVR 40 or ³ / ₄
D					

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

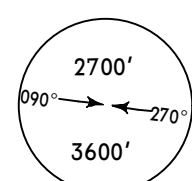
CHANGES: THR to TDZE.

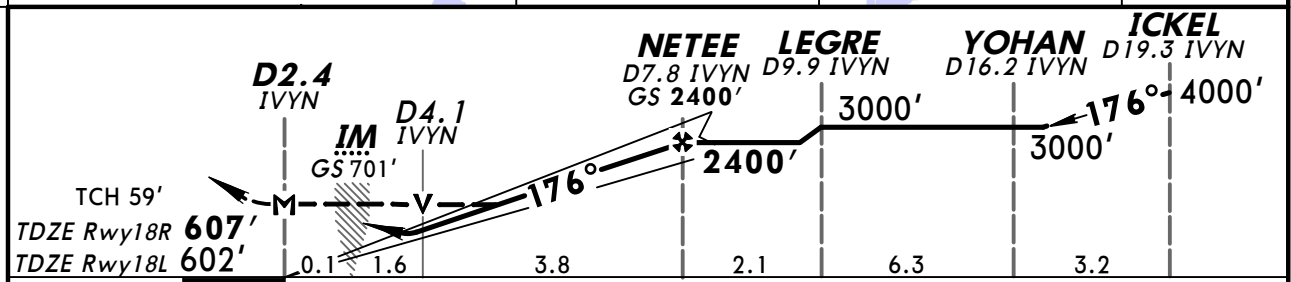
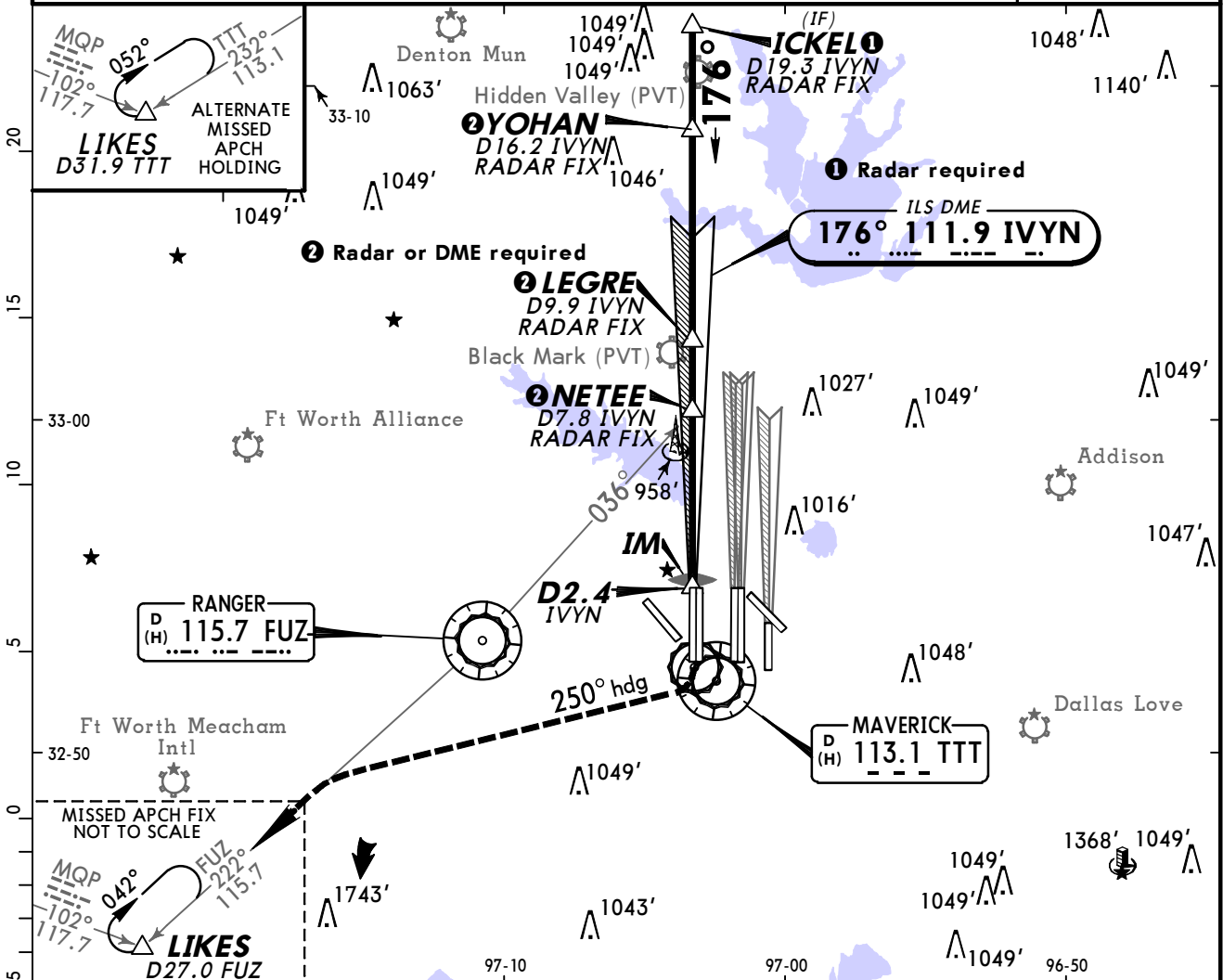
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TERPS AMEND 2A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-10) ILS or LOC Rwy 18R

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 IVYN 111.9	Final Apch Crs 176°	GS NETEE 2400' (1793')	ILS DA(H) 807' (200')	Apt Elev 607' TDZE 607'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 250° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold, or as directed by ATC.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGS and ILS glidepath not coincident. 2. Simultaneous approach authorized with Rwy 17L/C/R. 3. MALS and PAPI-L on Rwy 18L.					
MSA TTT VOR					



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	1100'	3000'	250°	FUZ
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on	115.7
MAP at D2.4 IVYN or NETEE to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04			hdg	R-222

TERPS			STRAIGHT-IN LANDING RWY 18R		SIDESTEP LANDING RWY 18L	
ILS			LOC (GS out)		MDA(H) 1220' (618')	
DA(H) 807' (200')			MDA(H) 1220' (613')		MDA(H) 1220' (618')	
FULL	TDZ or CL out	ALS out	ALS out		RAIL out	ALS out
A						
B	RVR 18	RVR 24	RVR 24 or 1/2		RVR 50 or 1	
C	or 3/8	or 1/2	1 3/8		1 3/8	1 1/2
D			1 3/4		1 1/2	1 3/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: THR to TDZE.
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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 61-10A ILS Rwy 18R CAT II & III

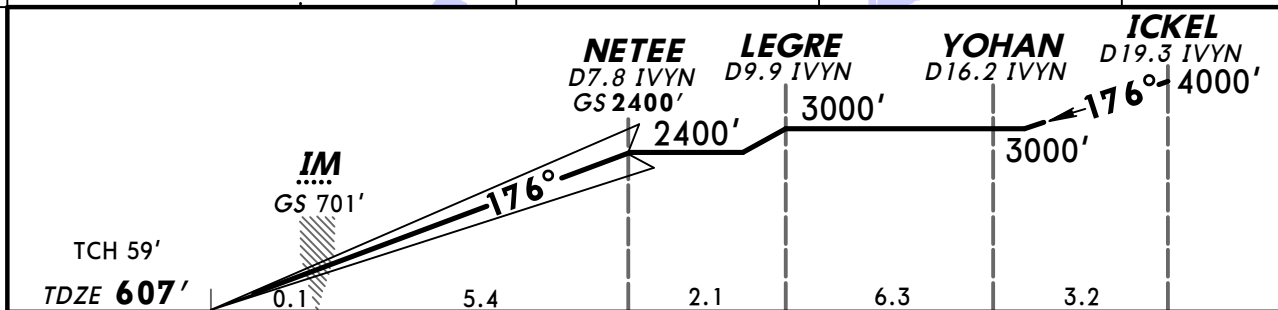
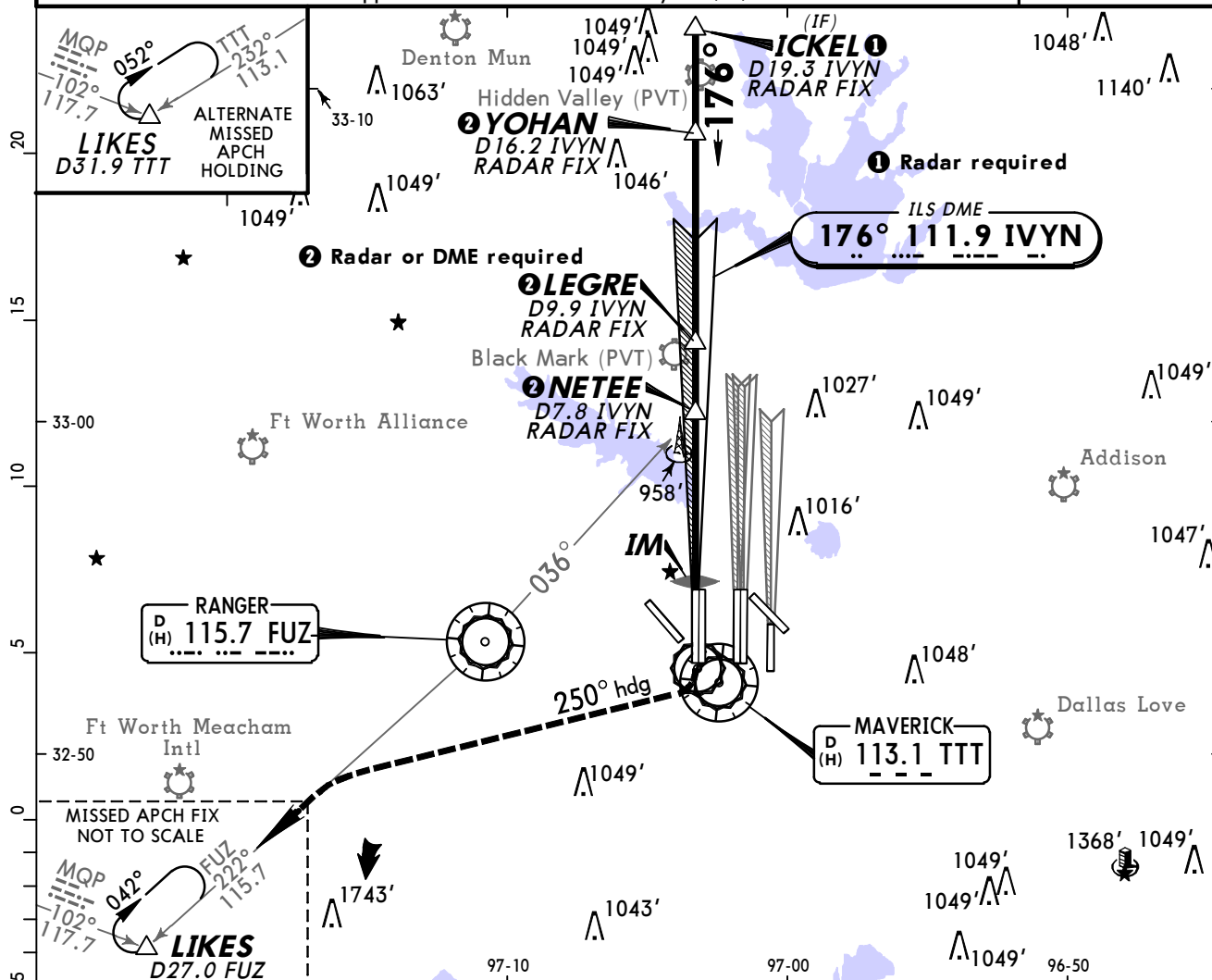
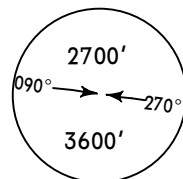
D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8

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 3000' on heading 250° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold, or as directed by ATC.

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 approach authorized with Rwy 17L/C/R.

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1100'	3000'	250°	FUZ
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on	115.7
											hdg	and R-222

TERPS 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: THR to TDZE.

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TERPS AMEND 8A 18 SEP 2014

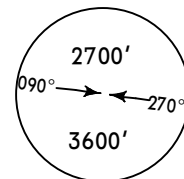
KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 61-10B ILS Rwy 18R SA CAT I

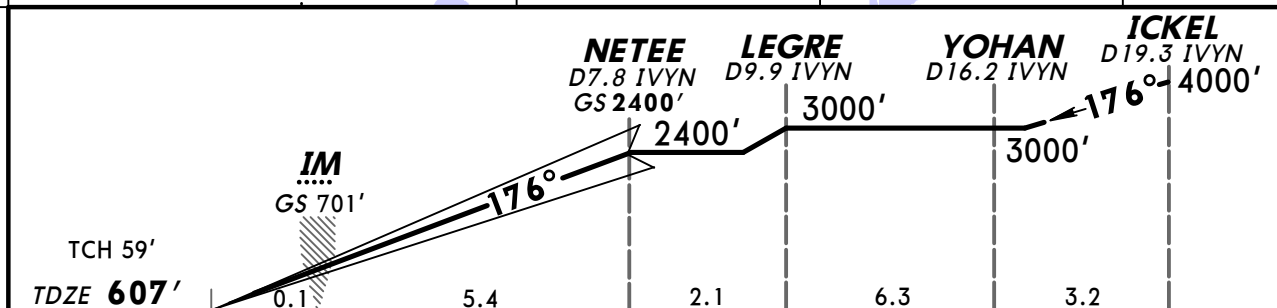
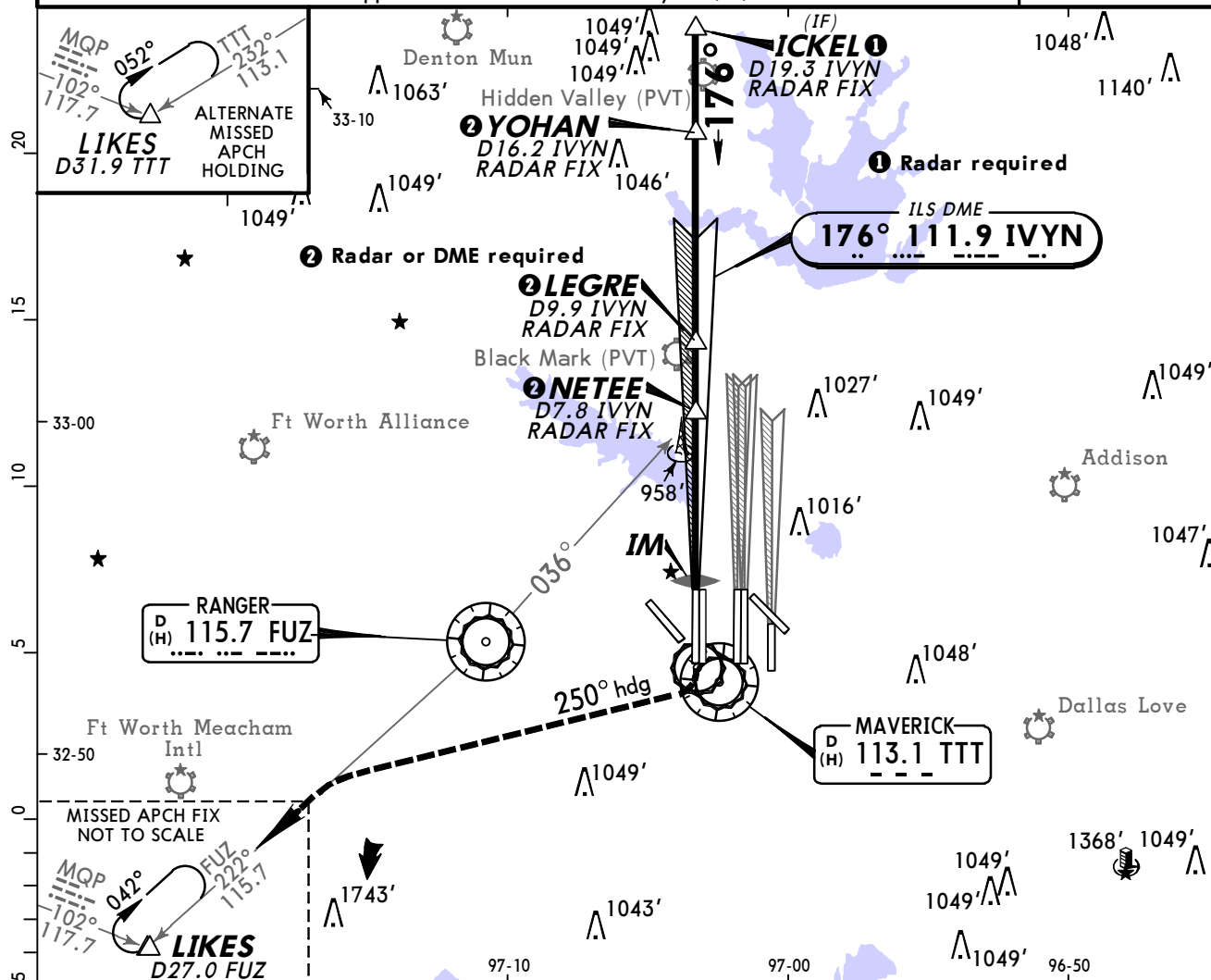
D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC IVYN 111.9	Final Apch Crs 176°	GS NETEE 2400' (1793')	SA CAT I ILS RA 158' DA(H)757'(150')	Apt Elev 607' TDZE 607'			

MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 250° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold, or as directed by ATC.

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 approach authorized with Rwy 17L/C/R.



MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	3000'	250°	FUZ
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on hdg and 115.7 R-222

TERPS STRAIGHT-IN LANDING RWY 18R
 1 SA CAT I ILS
 RA 158'
 DA(H) 757'(150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: THR to TDZE.

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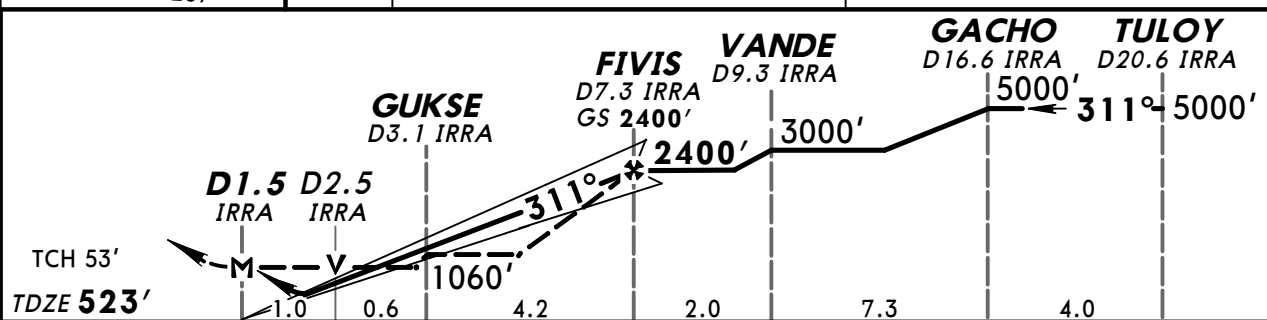
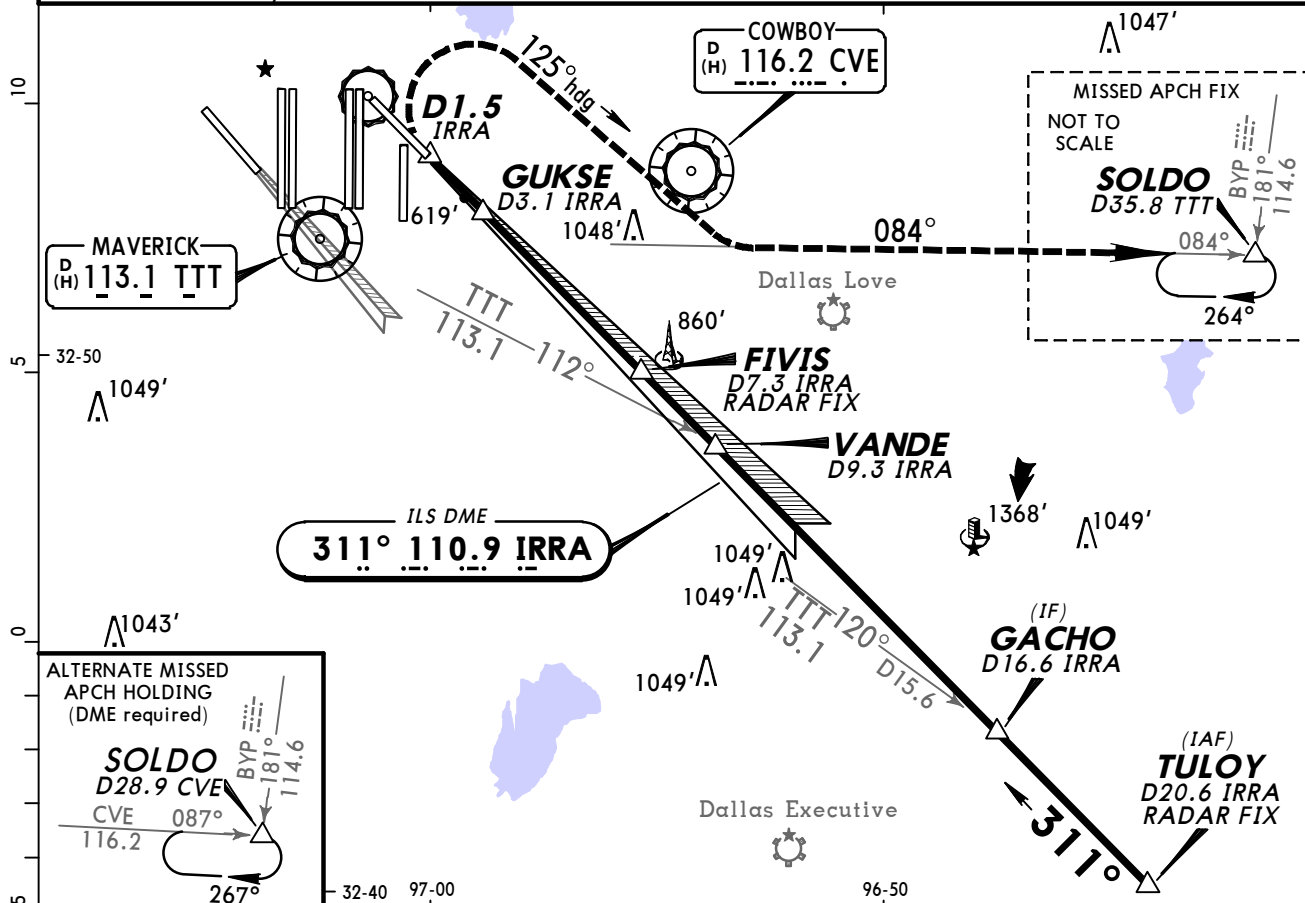
KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-12) ILS or LOC Rwy 31R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	135.5 125.2	East 126.55 127.5	West 124.15 134.9	East 121.65 121.8	West 121.85
LOC IRRA 110.9	Final Apch Crs 311°	GS FIVIS 2400' (1877')	ILS DA(H) 723' (200')	Apt Elev 607' TDZE 523'	2700' 090° → ← 270° 3600'
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 125° and outbound TTT VOR R-084 to SOLD0/D35.8 TTT and hold, or as directed by ATC.					MSA TTT VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Radar required. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 31L.



Gnd speed-Kts	70	90	100	120	140	160	MALS	1100'	3000'	125°	TTT
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	and 113.1
MAP at D1.5 IRRA or FIVIS to MAP	5.8	4:58	3:52	3:29	2:54	2:29					R-084

TERPS STRAIGHT-IN LANDING RWY 31R								
ILS			LOC (GS out)					
DA(H) 723' (200')			MDA(H) 880' (357') With GUKSE			MDA(H) 1060' (537') Without GUKSE		
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A			RVR 24 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2	
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	RVR 55 or 1
C			RVR 35 or 5/8		RVR 60 or 1 1/8		1 1/4	1 1/2
D								

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

CHANGES: THR to TDZE.

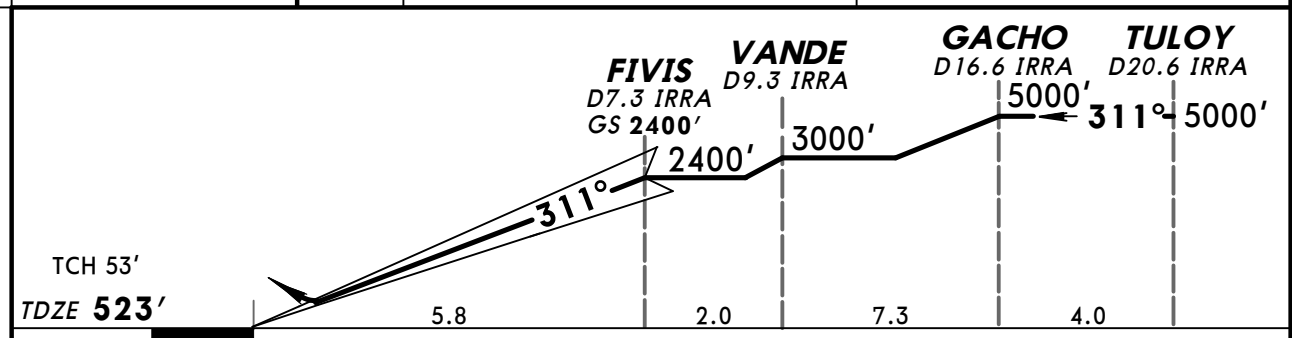
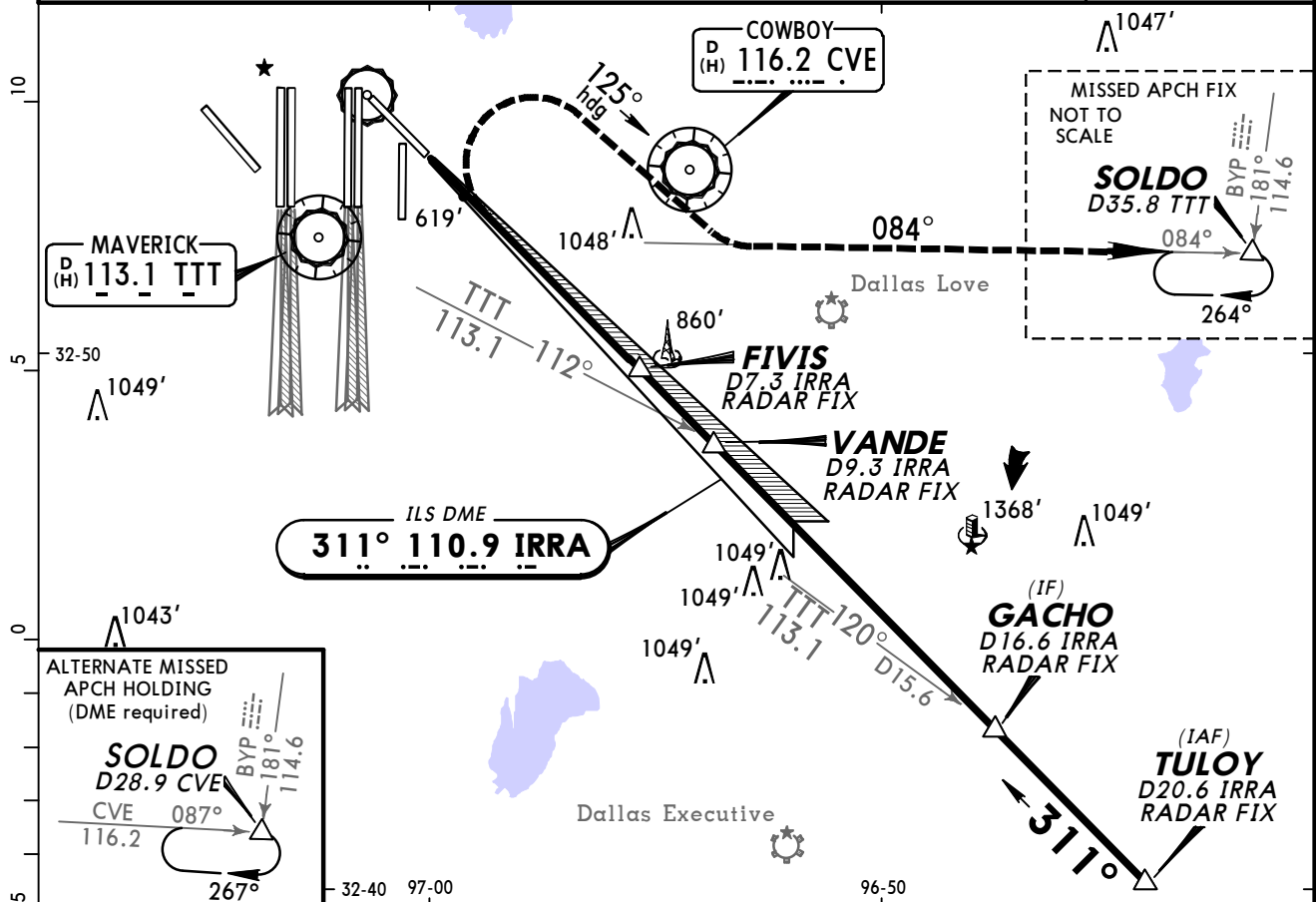
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TERPS AMEND 14B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-13) CAT A, B & C CONVERGING ILS Rwy 31R

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	135.5 125.2	East	West	East	West
126.55 127.5	124.15 134.9	121.65 121.8	121.85		
LOC IRRA 110.9	Final Apch Crs 311°	GS FIVIS 2400' (1877')	ILS DA(H) Refer to Minimums	Apt Elev 607' TDZE 523'	
MISSED APCH: Climbing RIGHT turn to 3000' on heading 125° and outbound on TTT VOR R-084 to SOLDO/D35.8 TTT and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Radar required. 3. Simultaneous converging approach authorized with CONVERGING ILS Rwy 35L/C and CONVERGING ILS Rwy 36L/R. 4. VGSI and ILS glidepath not coincident.					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	125°	TTT	
GS	3.00°	372	478	531	637	743	PAPI	RT	on	and	
									hdg	R-084	SOLDO

TERPS	STRAIGHT-IN LANDING RWY 31R
A, B: DA(H) 1528' (1005')	
C: DA(H) 1583' (1060')	
	RAIL or ALS out

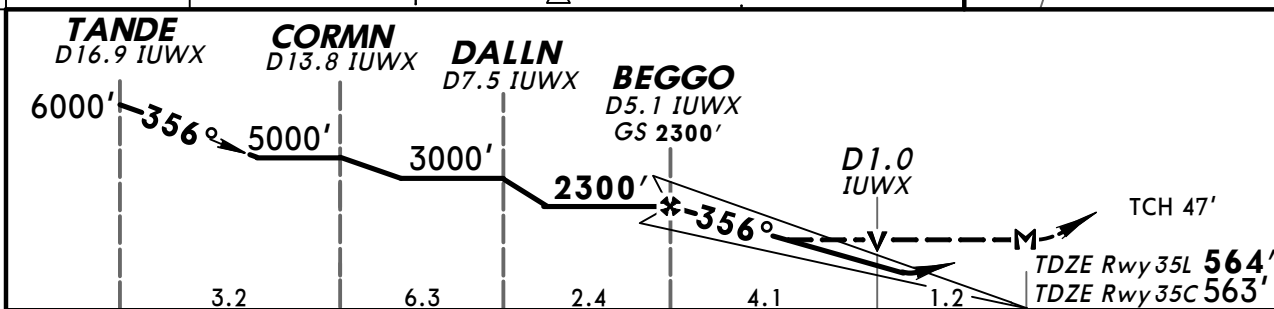
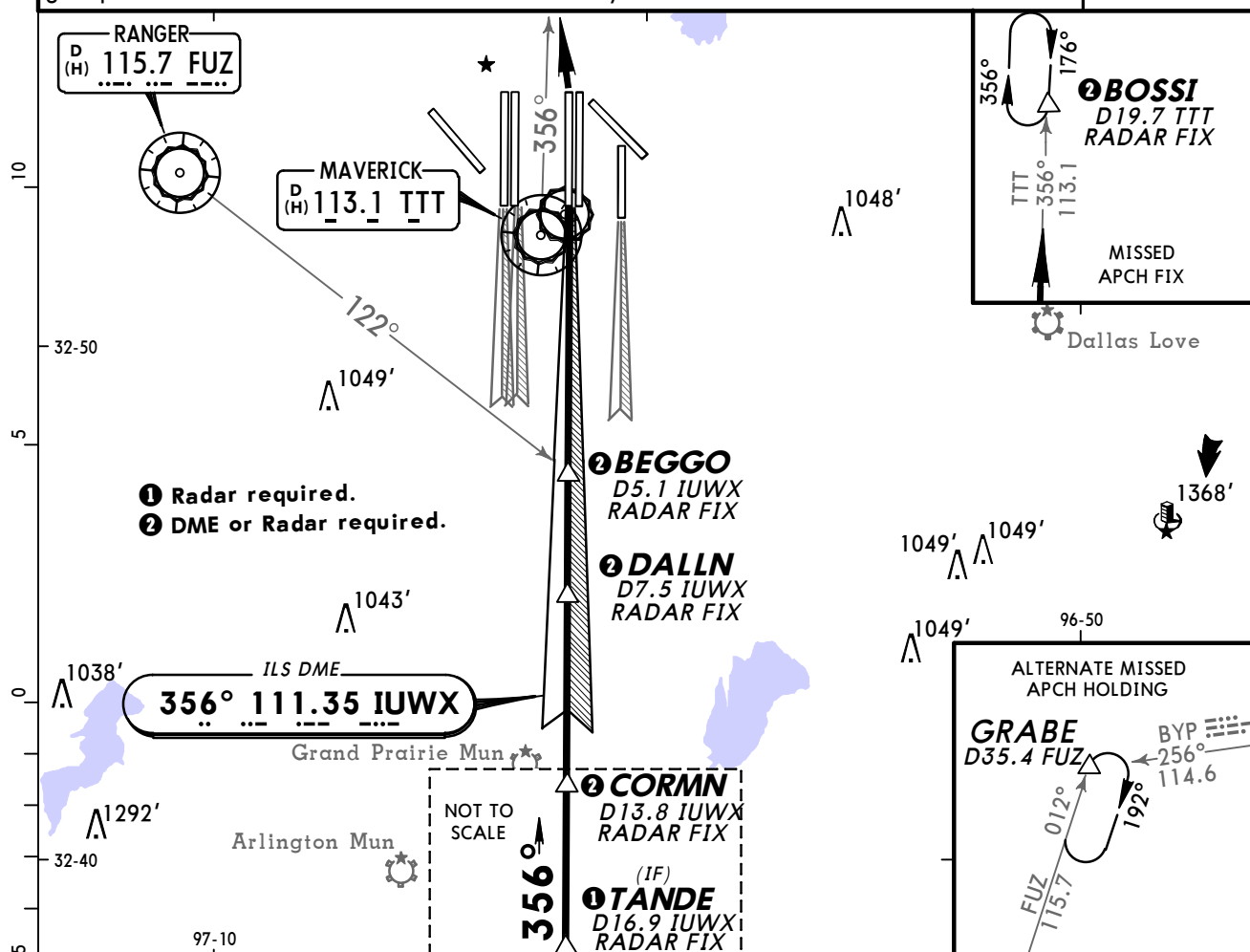
A	
B	4
C	
D	NA

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-14) ILS or LOC Rwy 35L

BRIEFING STRIP

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
123.77	127.07	East 126.55 127.5	West 124.15 134.9	East 121.65 121.8	West 121.85
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'
MISSED APCH: Climb to 2000' then climb to 3000' outbound on TTT VOR R-356 to BOSSI/D19.7 TTT/RADAR FIX and hold, or as directed by ATC.					
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.					
					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	TTT on 113.1	BOSSI
GS	3.00°	372	478	531	637	743	PAPI				
BEGGO to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59				

TERPS STRAIGHT-IN LANDING RWY 35L				LOC (GS out)		SIDESTEP LANDING RWY 35C	
ILS				MDA(H) 1000' (436')		MDA(H) 1000' (437')	
DA(H) 764' (200')							
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		ALS out
A							
B							
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
D				RVR 40 or 3/4	RVR 50 or 1	1 1/4	1 1/2
							2

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

CHANGES: THR to TDZE.

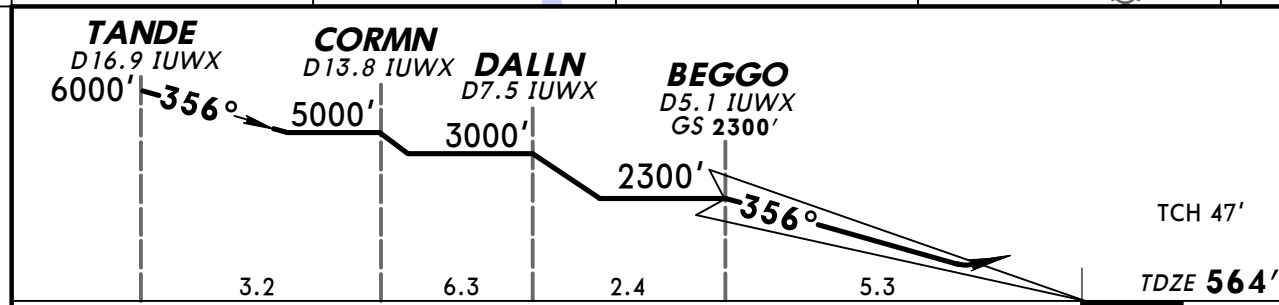
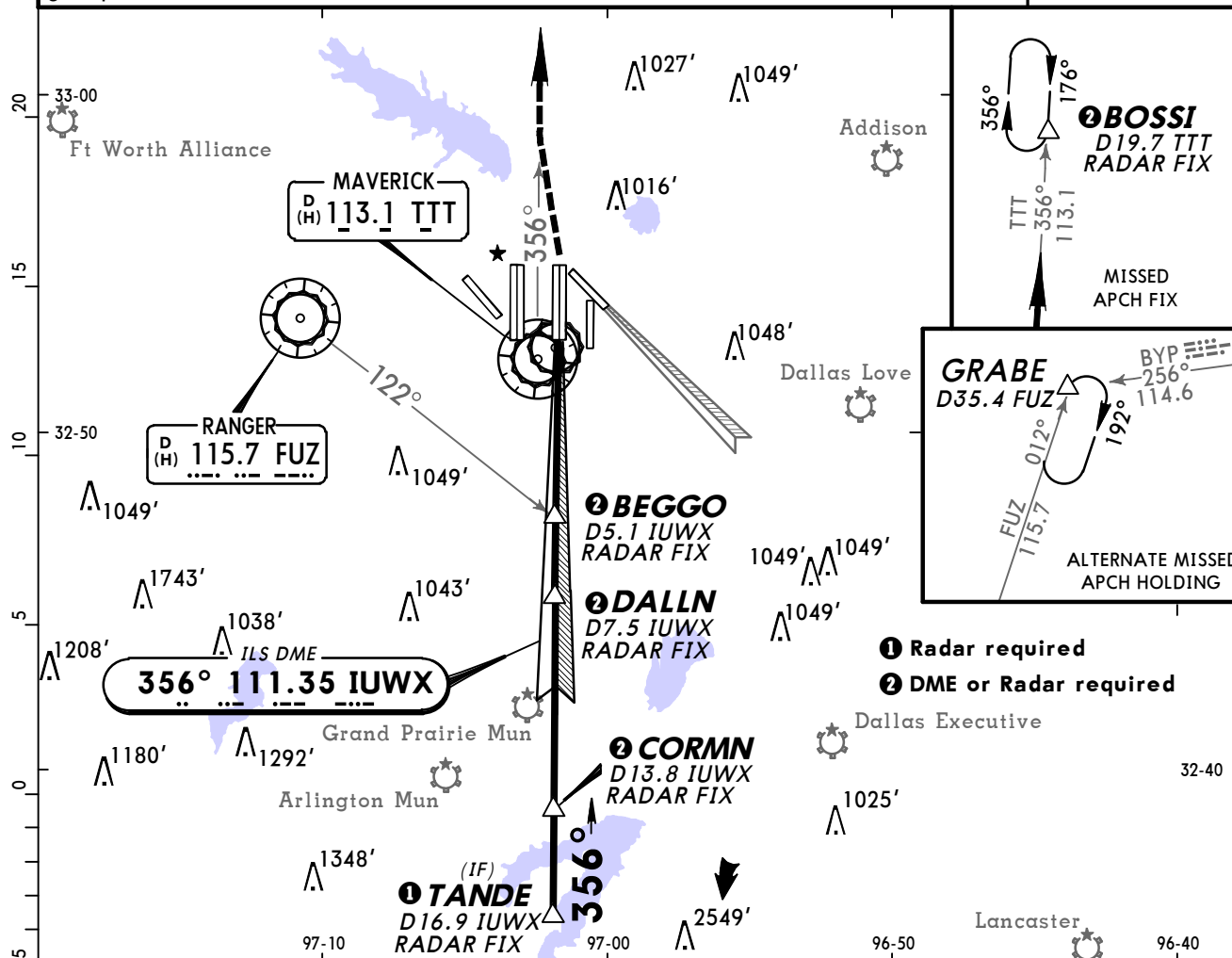
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TERPS AMEND 5A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-15) CONVERGING ILS Rwy 35L

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower			Ground		
		East		West		East	West
123.77	127.07	126.55	127.5	124.15	134.9	121.65	121.8 121.85
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 2000' then climb to 3000' outbound on TTT VOR R-356 to BOSSI/D19.7 TTT/RADAR FIX and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Simultaneous approach authorized with CONVERGING ILS Rwy 31R. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2000'	3000'	TTT	BOSSI
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↑	on 113.1 R-356	

TERPS			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 ³ / ₈		1 RVR 24 or ¹ / ₂		RVR 40 or ³ / ₄
D					

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

CHANGES: THR to TDZE.

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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-16) Eff 18 Sep ILS or LOC Rwy 35C

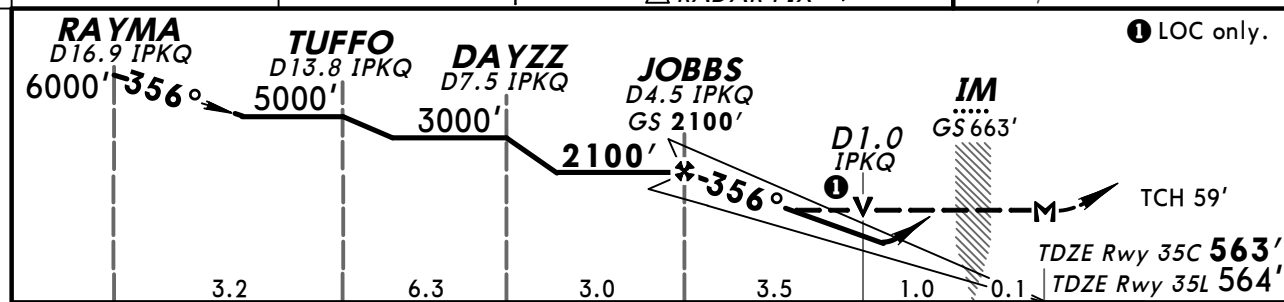
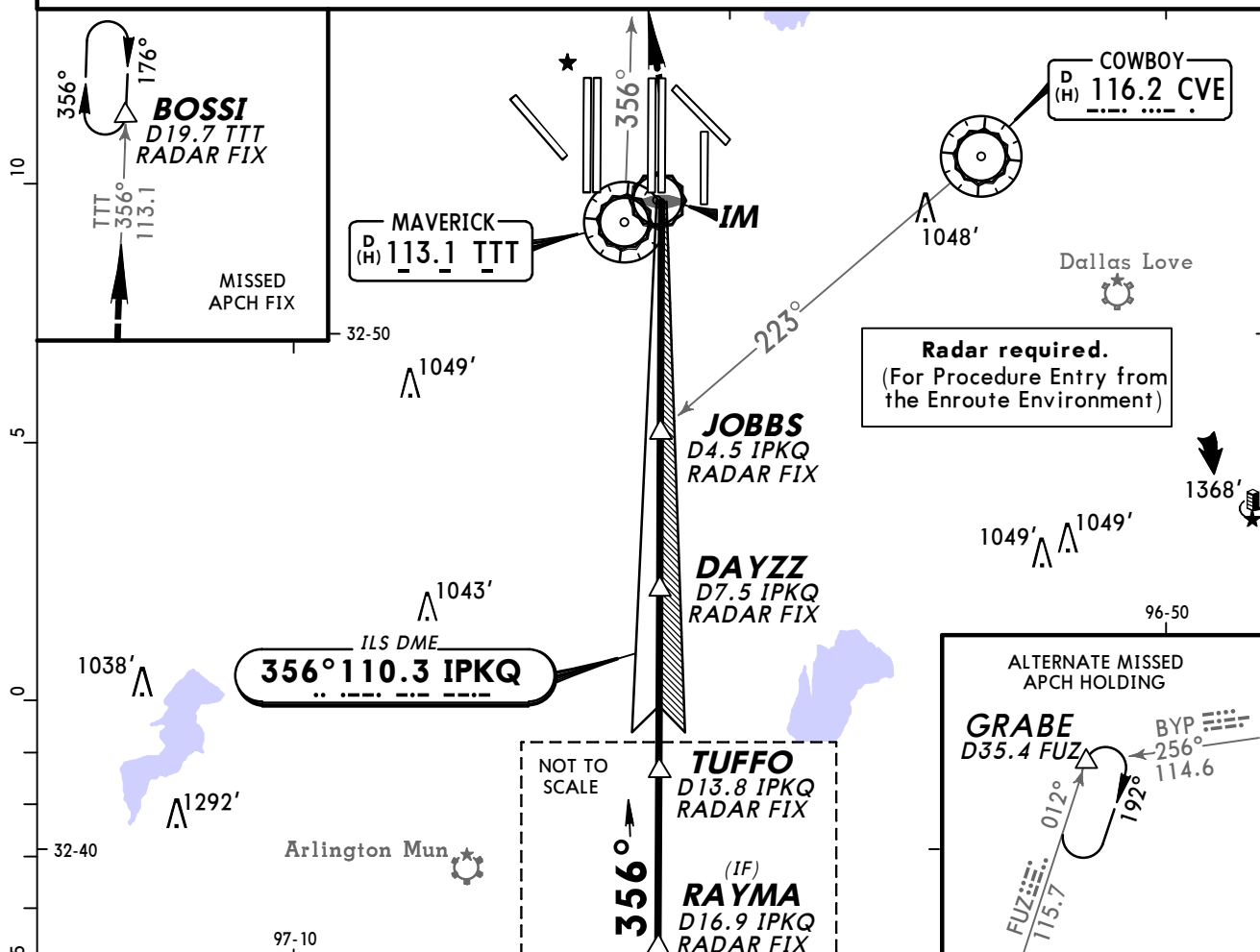
D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	127.07	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC IPKQ 110.3	Final Apch Crs 356°	GS JOBBS 2100' (1537')	ILS DA(H) 763' (200')	Apt Elev 607'	TDZE 563'	2700' 090° ← 270° 3600'	
MISSED APCH: Climb to 3000' outbound on TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold, or as directed by ATC.							MSA TTT VOR

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 35R, 36L/R. 3. VGSI and ILS glidepath not coincident. 4. MALSR and PAPI-L on Rwy 35L.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		3000'	TTT	BOSSI
GS	3.00°	372	478	531	637	743	849	PAPI	↑	113.1	R-356
JOBBS to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43				

TERPS STRAIGHT-IN LANDING RWY 35C				LOC (GS out)		SIDESTEP LANDING RWY 35L	
ILS DA(H) 763' (200')				MDA(H) 1000' (437')		MDA(H) 1000' (436')	
FULL	TDZ or CL out	ALS out		ALS out		RAIL out	ALS out
A							
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1	RVR 55 or 1
C				RVR 40 or 3/4	1 1/4	1 1/2	1 1/2
D							2

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

CHANGES: Notes, THR to TDZE, minimums.

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TERPS AMEND 3 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

12 SEP 14
Eff 18 Sep

61-16A

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 3000' outbound on TTT VOR R-356 to BOSSI/
D19.7 TTT/RADAR FIX and hold, or as directed by ATC.

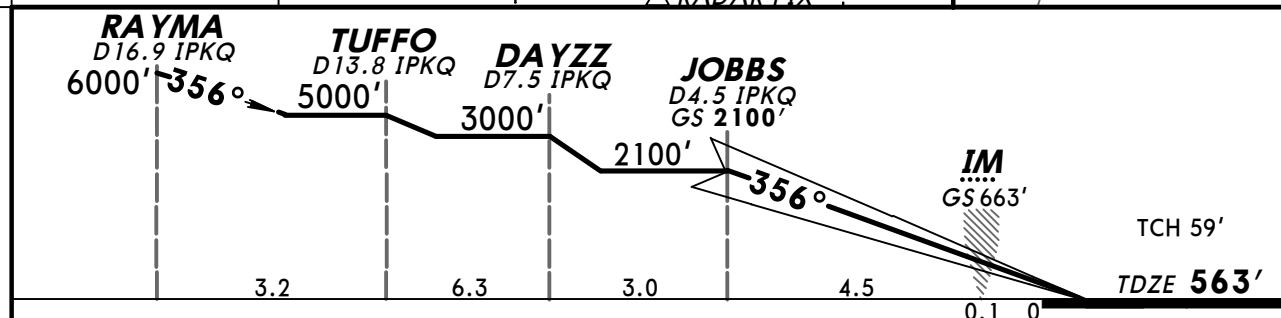
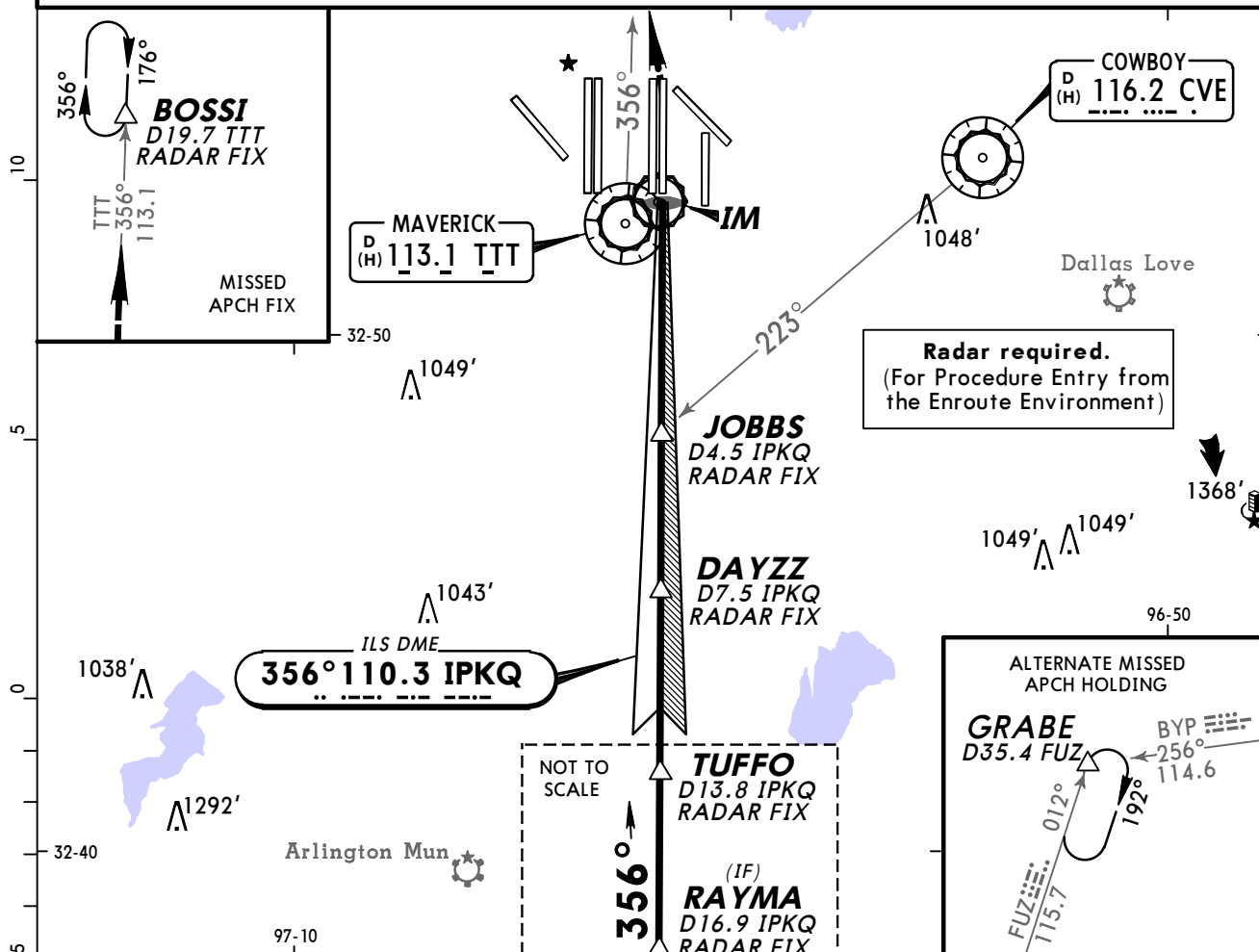
MSA TTT VOR

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 35R, 36L/R. 4. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160			ALSF-II					
GS 3.00°	372	478	531	637	743	849			PAPI		3000'		TTT 113.1	
											on		R-356	
													BOSSI	

TERPS 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

CHANGES: Notes, THR to TDZE, minimums.

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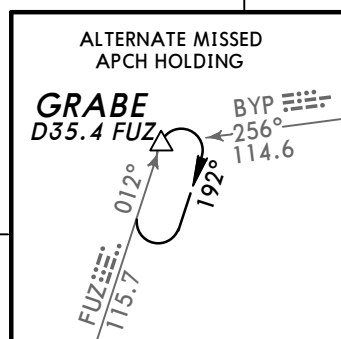
TERPS AMEND 3 18 SEP 2014

ALLAS-FT WORTH, TEXAS
ILS Rwy 35C SA CAT I

MSA TTT VOR

Trans alt: 18000'

3. Simultaneous

BOSSI

RVR 14

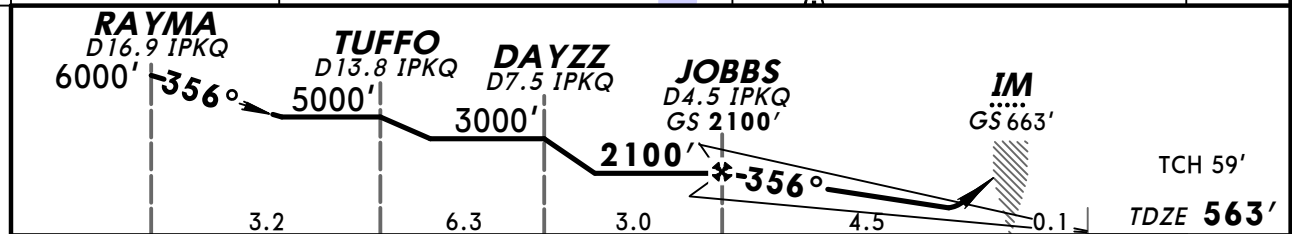
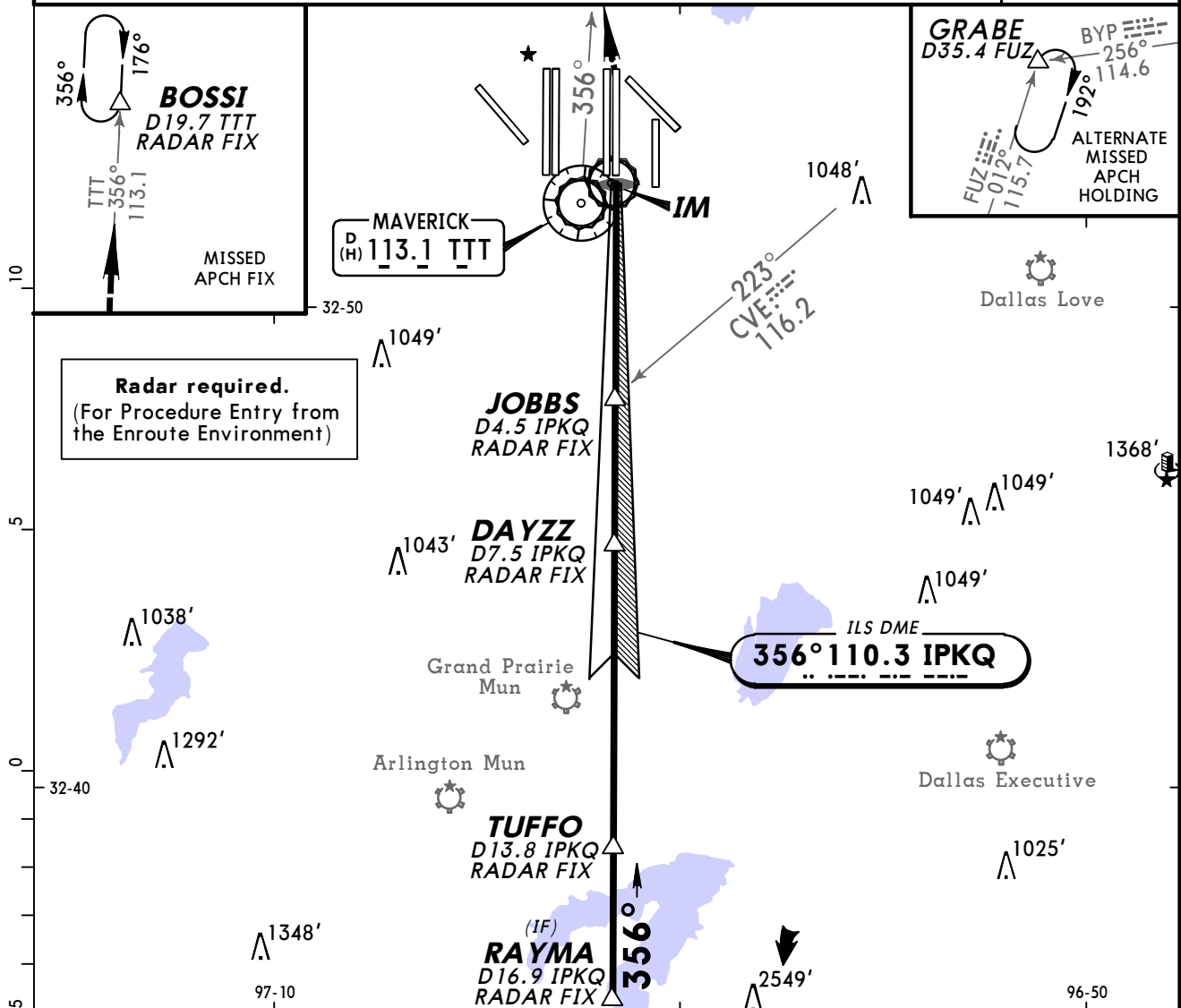
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KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL CONVERGING ILS Rwy 35C

12 SEP 14
Eff 18 Sep 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 563'			
MISSED APCH: Climb to 3000' outbound on TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold, or as directed by ATC.						Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Converging ILS Rwy 31R.	
						MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	TTT	BOSSI
GS	3.00°	372	478	531	637	743	849	PAPI	on	113.1
										R-356

TERPS			STRAIGHT-IN LANDING RWY 35C		
			ILS		
			DA(H) 763' (200')		
			FULL		
			TDZ or CL out		
			ALS out		
A	RVR 18 or $\frac{3}{8}$		RVR 24 or $\frac{1}{2}$		RVR 40 or $\frac{3}{4}$
B					
C					
D					

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

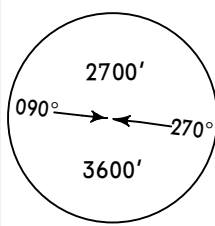
CHANGES: Notes, THR to TDZE, minimums.

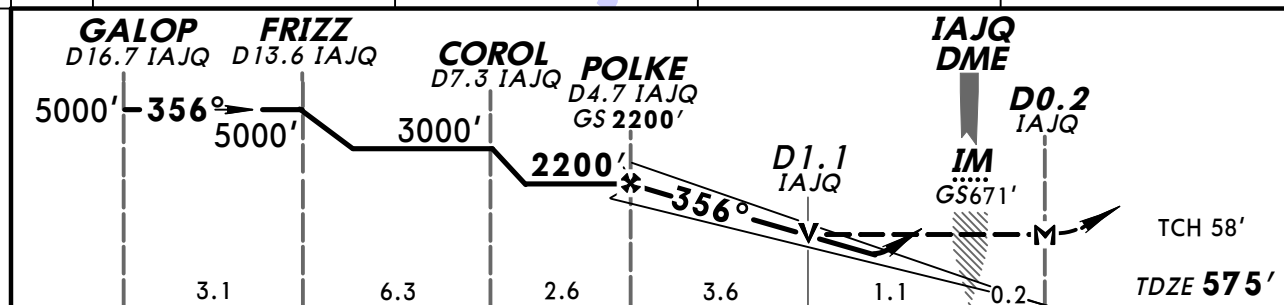
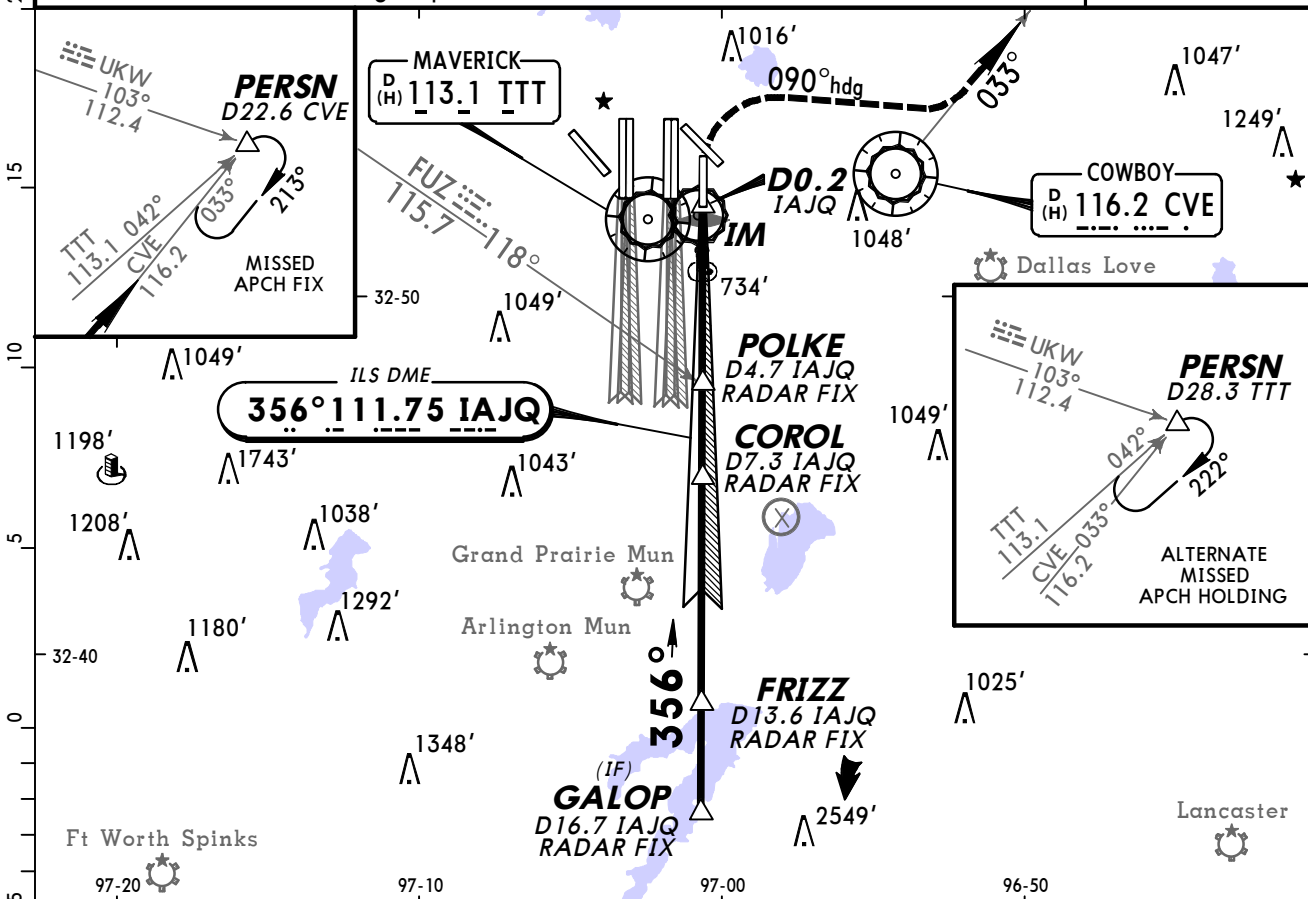
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TERPS AMEND 3 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-18) ILS or LOC Rwy 35R

BRIEFING STRIP	D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower		Ground	
	123.77	119.4	West 124.15 134.9	East 126.55 127.5	West 121.85	East 121.65 121.8
	LOC IAJQ 111.75	Final Apch Crs 356°	GS POLKE 2200' (1625')	ILS DA(H) 775' (200')	Apt Elev 607' TDZE 575'	
MISSED APCH: Climb to 1040', then climbing RIGHT turn to 3000' on heading 090° and outbound via CVE VOR R-033 to PERSN INT/D22.6 CVE and hold, or as directed by ATC.						MSA TTT VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar and DME required. 2. Simultaneous approach authorized with Rwy 36L/R and 35 L/C. 3. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1040'	3000'	090°	CVE
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	116.2
MAP at D0.2 IAJQ or POLKE to MAP	4.9	4:12	3:16	2:56	2:27	1:50					R-033

TERPS				STRAIGHT-IN LANDING RWY 35R		LOC (GS out)	
ILS				DA(H) 775' (200')		MDA(H) 1040' (465')	
FULL		TDZ or CL out		ALS out		ALS out	
A							
B							
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4				
D							

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

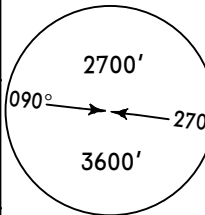
CHANGES: THR to TDZE.

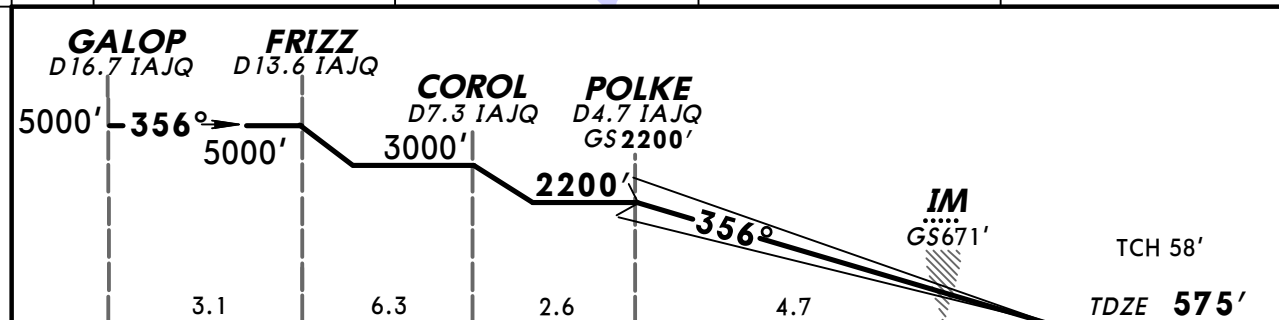
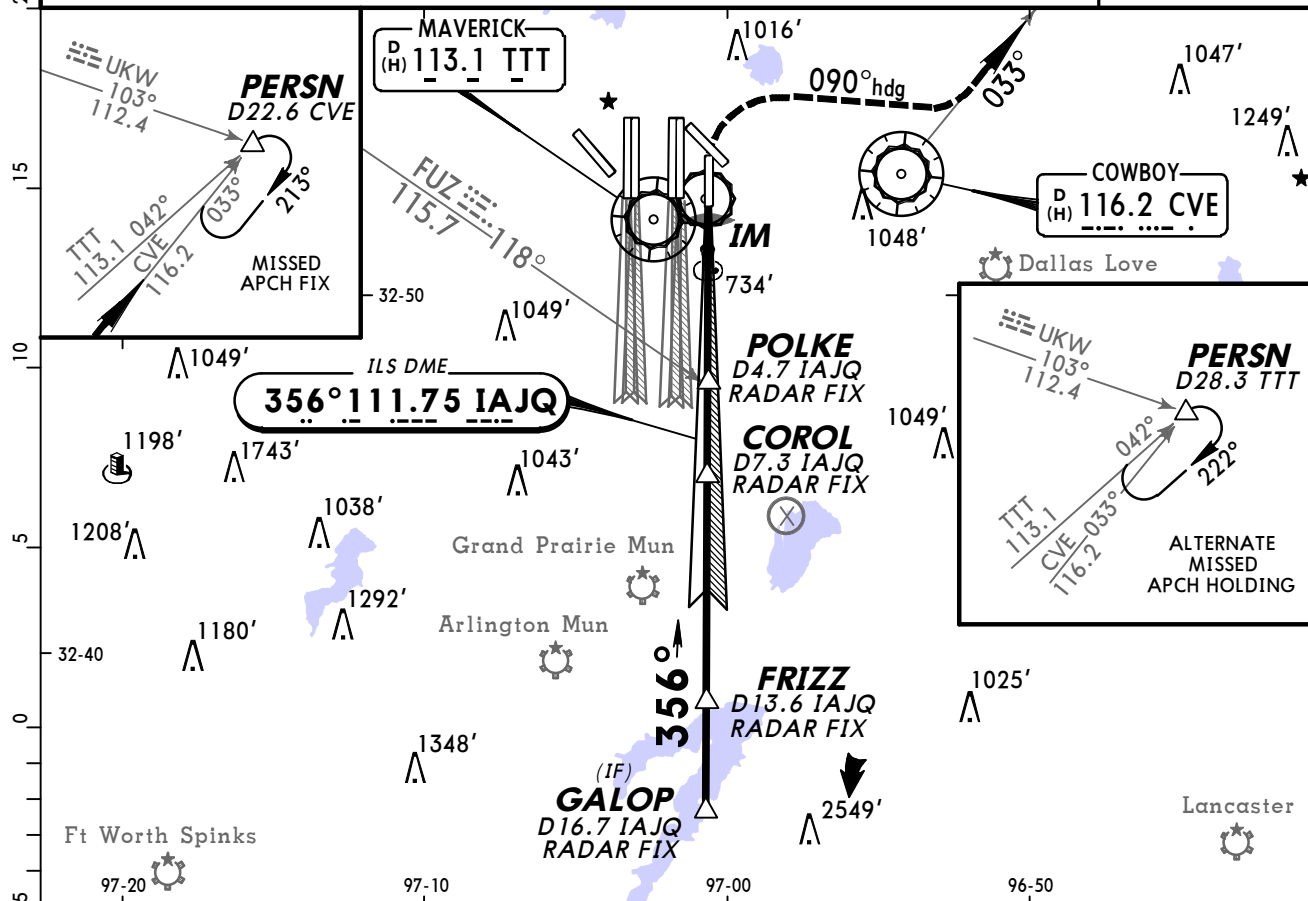
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TERPS AMEND 4B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (61-18A) ILS Rwy 35R CAT II & III

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	
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)	TDZE		
MISSED APCH: Climb to 1040', then climbing RIGHT turn to 3000' on heading 090° and outbound via CVE VOR R-033 to PERSN INT/D22.6 CVE and hold, or as directed by ATC.									
Alt Set: INCHES								Trans level: FL 180	
Trans alt: 18000'									
1. Special Aircrew & Aircraft Certification Required. 2. Radar and DME required.									
3. Simultaneous approach authorized with Rwy 36L/R, 35L/C. 4. VGSI and ILS glidepath not coincident.								MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1040'	3000'	090°	CVE
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on 090° and 116.2
											R-033

TERPS 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

CHANGES: THR to TDZE.

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TERPS AMEND 4B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL ILS Rwy 35R SA CAT I

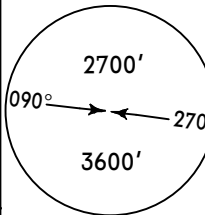
12 SEP 14

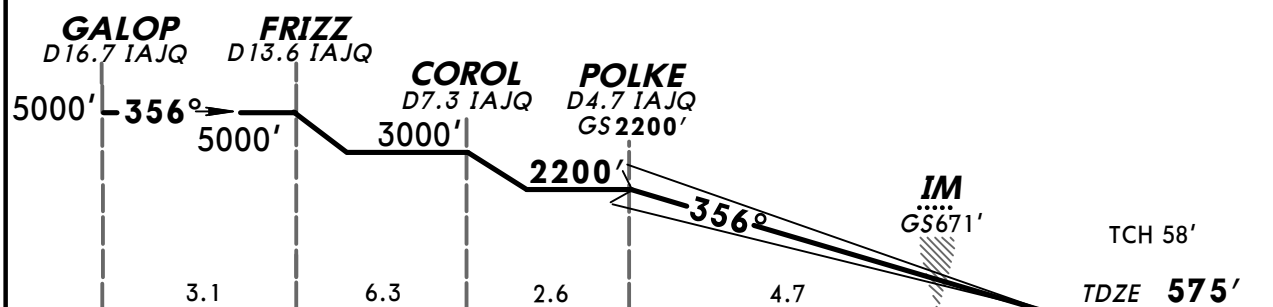
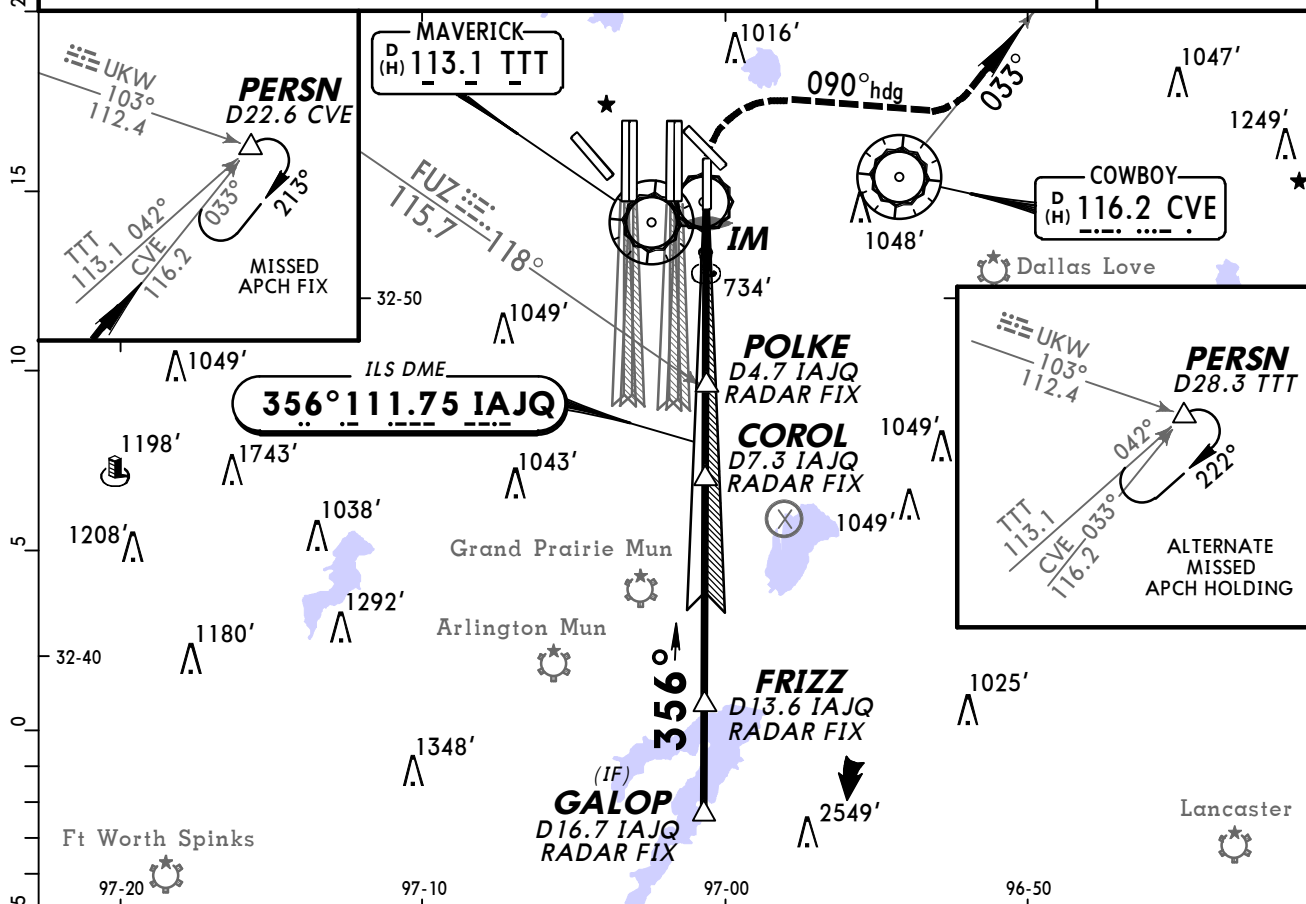
(61-18B)

10

BRIEFING STRIP

TH

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			
LOC IAJQ 111.75	Final Apch Crs 356°	GS POLKE 2200' (1625')	SA CAT I ILS RA 144' DA(H) 725' (150')	Apt Elev 607' TDZE 575'	
MISSED APCH: Climb to 1040', then climbing RIGHT turn to 3000' on heading 090° and outbound via CVE VOR R-033 to PERSN INT/D22.6 CVE and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Aircraft Certification Required. 2. Radar and DME required. 3. Simultaneous approach authorized with Rwy 36L/R, 35L/C. 4. VGSI and ILS glidepath not coincident.					
MSA TTT VOR					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1040'	3000'	090°	CVE
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	on	116.2
											hdg	R-033

TERPS STRAIGHT-IN LANDING RWY 35R
1 SA CAT I ILS
RA 144'
 DA(H) 725' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: THR to TDZE.

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TERPS AMEND 4B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 26 SEP 14 (61-19) ILS or LOC Rwy 36L

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 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 3000' on heading 305° and outbound CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold, or as directed by ATC.

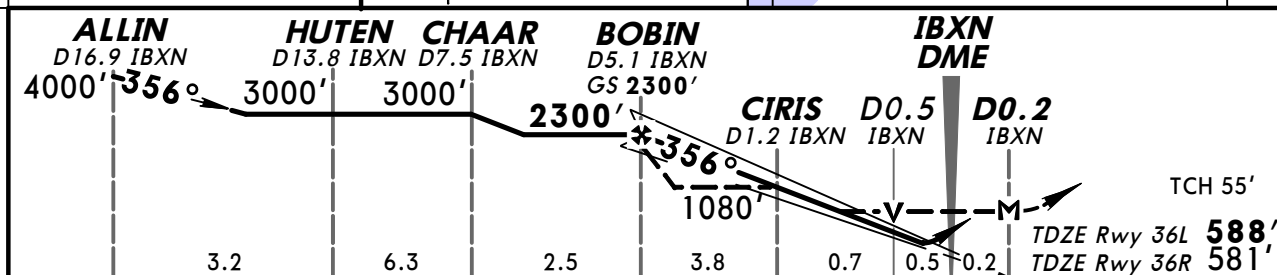
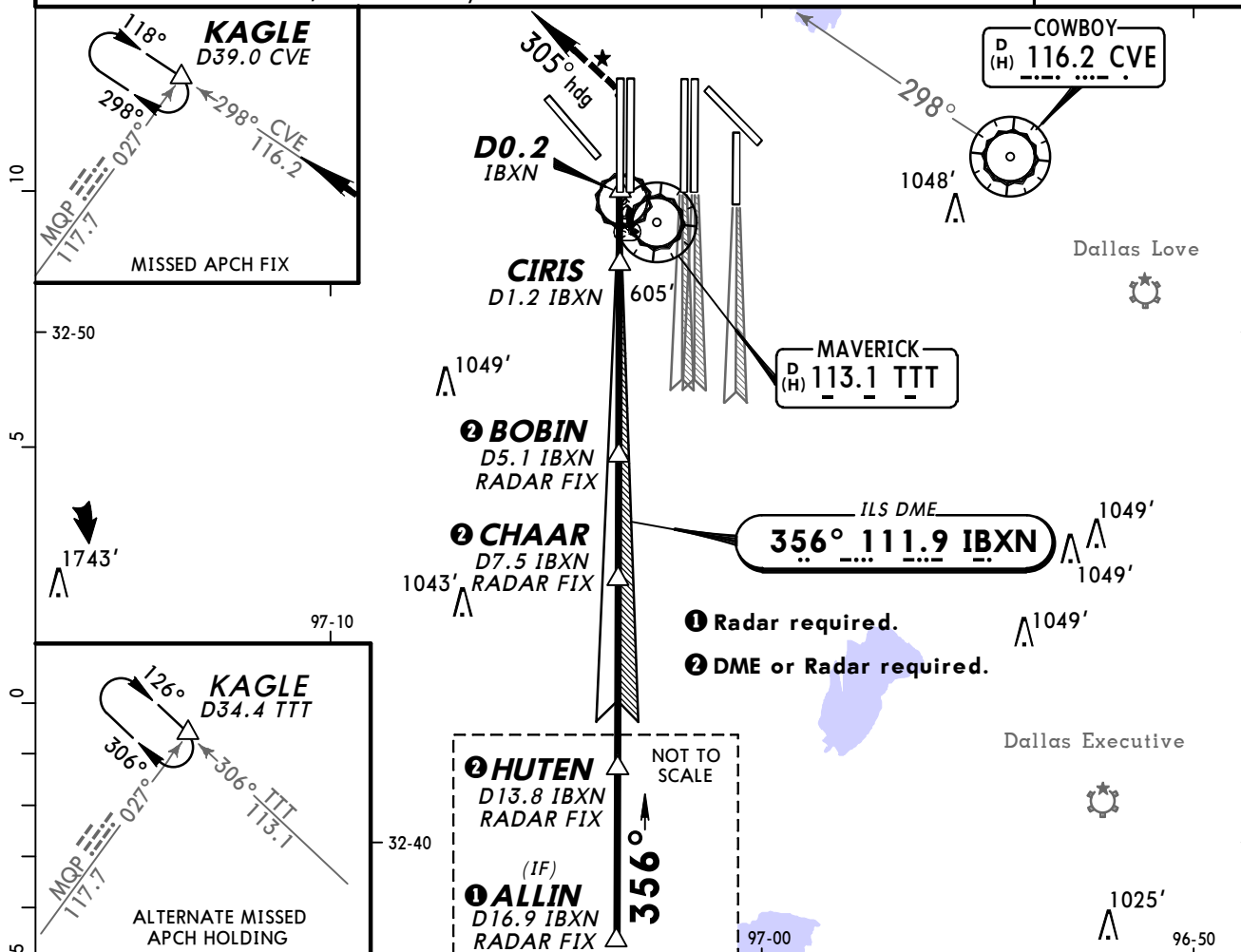
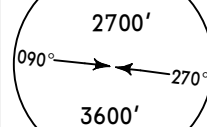
Alt Set: INCHES

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 36R.

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	305°	CVE
GS	3.00°	372	478	531	637	743	849				116.2
MAP at D0.2 IBXN or BOBIN to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				R-298

TERPS				STRAIGHT-IN LANDING RWY 36L				SIDESTEP LANDING RWY 36R			
ILS				LOC (GS out)				LOC (GS out)			
DA(H) 788' (200')				MDA(H) 880' (292')				MDA(H) 1080' (492')			
FULL				With CIRIS				Without CIRIS			
TDZ or CL out				RAIL out				RAIL out			
ALS out				ALS out				ALS out			
A											
B	RVR 18	RVR 24	RVR 40	RVR 24	RVR 40	RVR 55	RVR 24	RVR 40	RVR 55	RVR 50	RVR 50
C	or 3/8	or 1/2	or 3/4	or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1	or 1	or 1
D											

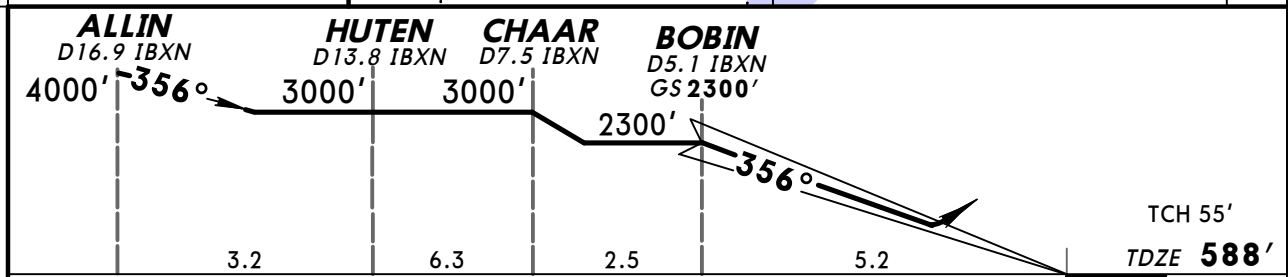
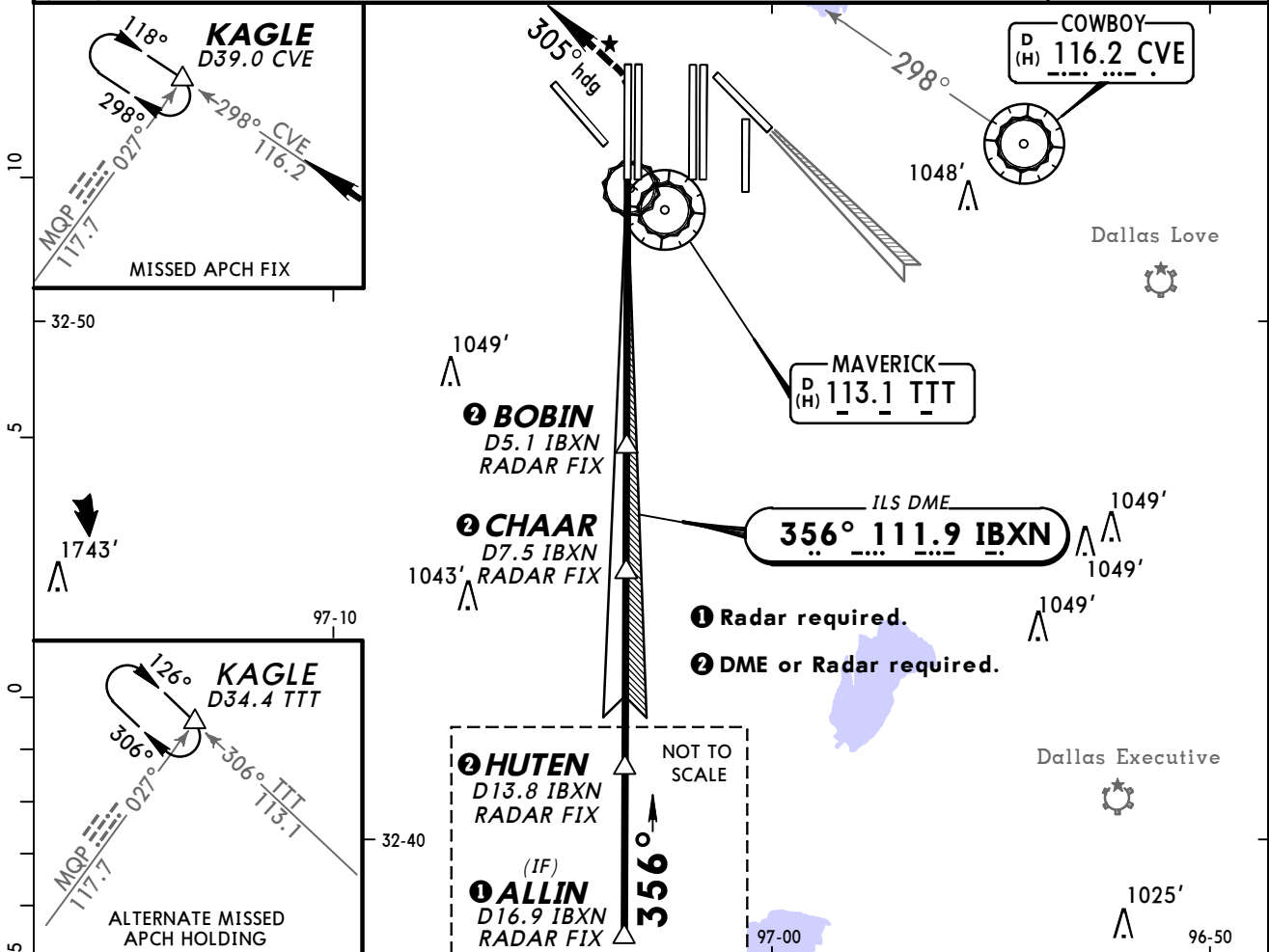
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Reissue.

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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
LOC IBXN 111.9	Final Apch Crs 356°	GS BOBIN 2300' (1712')	ILS DA(H) 788' (200')	Apt Elev 607' TDZE 588'		 MSA TTT VOR
MISSED APCH: Climb to 1100', then climbing LEFT turn to 3000' on heading 305° and outbound CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Converging ILS Rwy 31R. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	305°	CVE
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	on	116.2
												R-298

TERPS			STRAIGHT-IN LANDING RWY36L		
			ILS		
			DA(H) 788' (200')		
FULL		TDZ or CL out		RAIL or ALS out	
A					
B					
C	RVR 18 or $\frac{3}{8}$		1 RVR 24 or $\frac{1}{2}$		RVR 40 or $\frac{3}{4}$
D					

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

CHANGES: None.

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TERPS AMEND 2A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL ILS or LOC Rwy 36R

26 SEP 14 (61-21)

BRIEFING STRIP

D-ATIS Arrival

123.77

REGIONAL Approach (R)

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 581'

MISSED APCH:

Climb to 1100' then climbing LEFT turn to 3000' on 320° heading and outbound CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold, or as directed by ATC.

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.

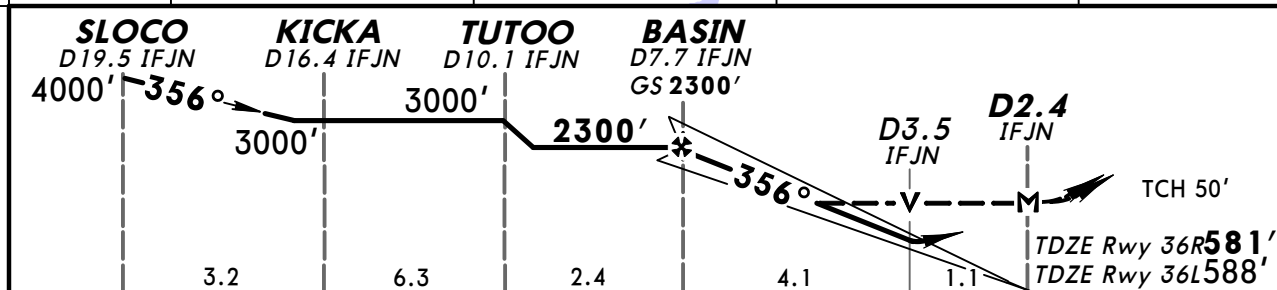
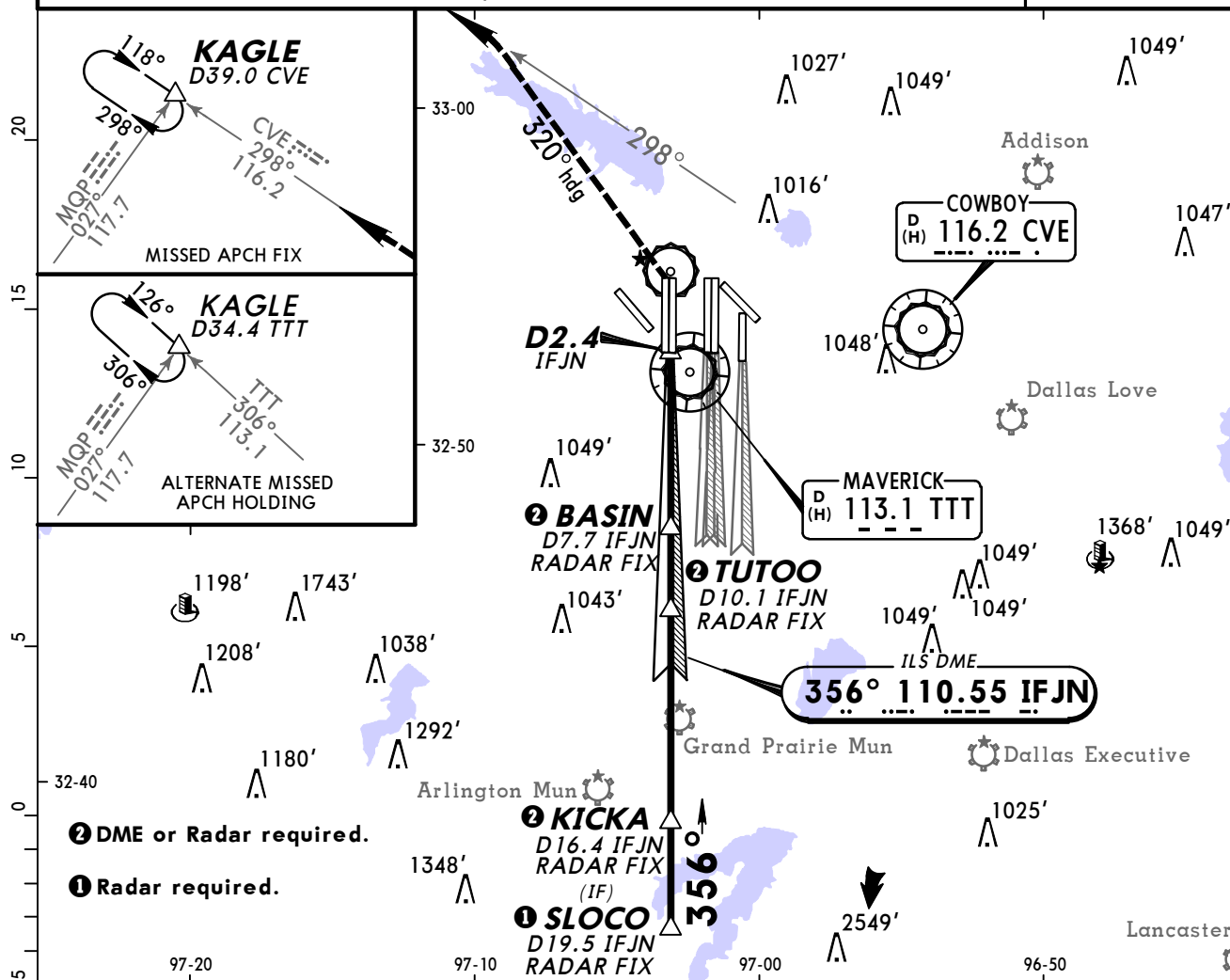
2700'

090°

270°

3600'

MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	320°	CVE
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	hdg	116.2
MAP at D2.4 IFJN or BASIN to MAP	5.3	4:33	3:32	3:11	2:39	2:16						R-298

TERPS STRAIGHT-IN LANDING RWY 36R				SIDESTEP LANDING RWY 36L			
ILS		LOC (GS out)		DA(H) 781' (200')		MDA(H) 1080' (492')	
FULL		TDZ or CL out		RAIL or ALS out		RAIL or ALS out	
A							
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
C							1 1/2
D							2

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

CHANGES: Reissue.

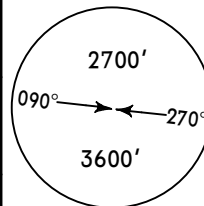
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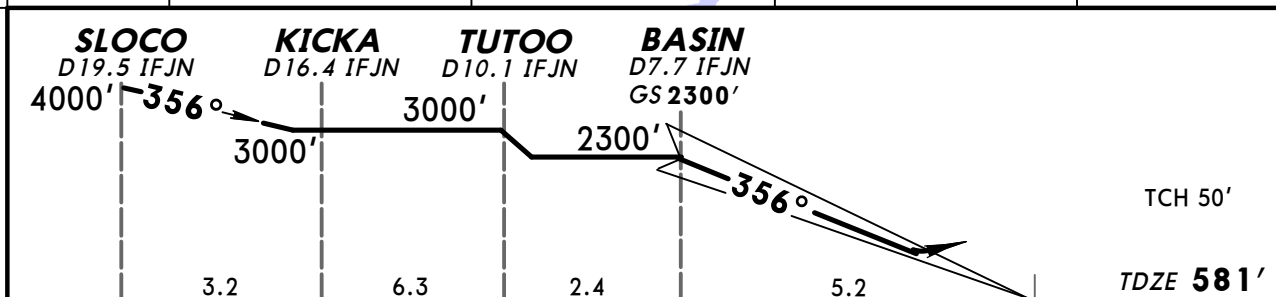
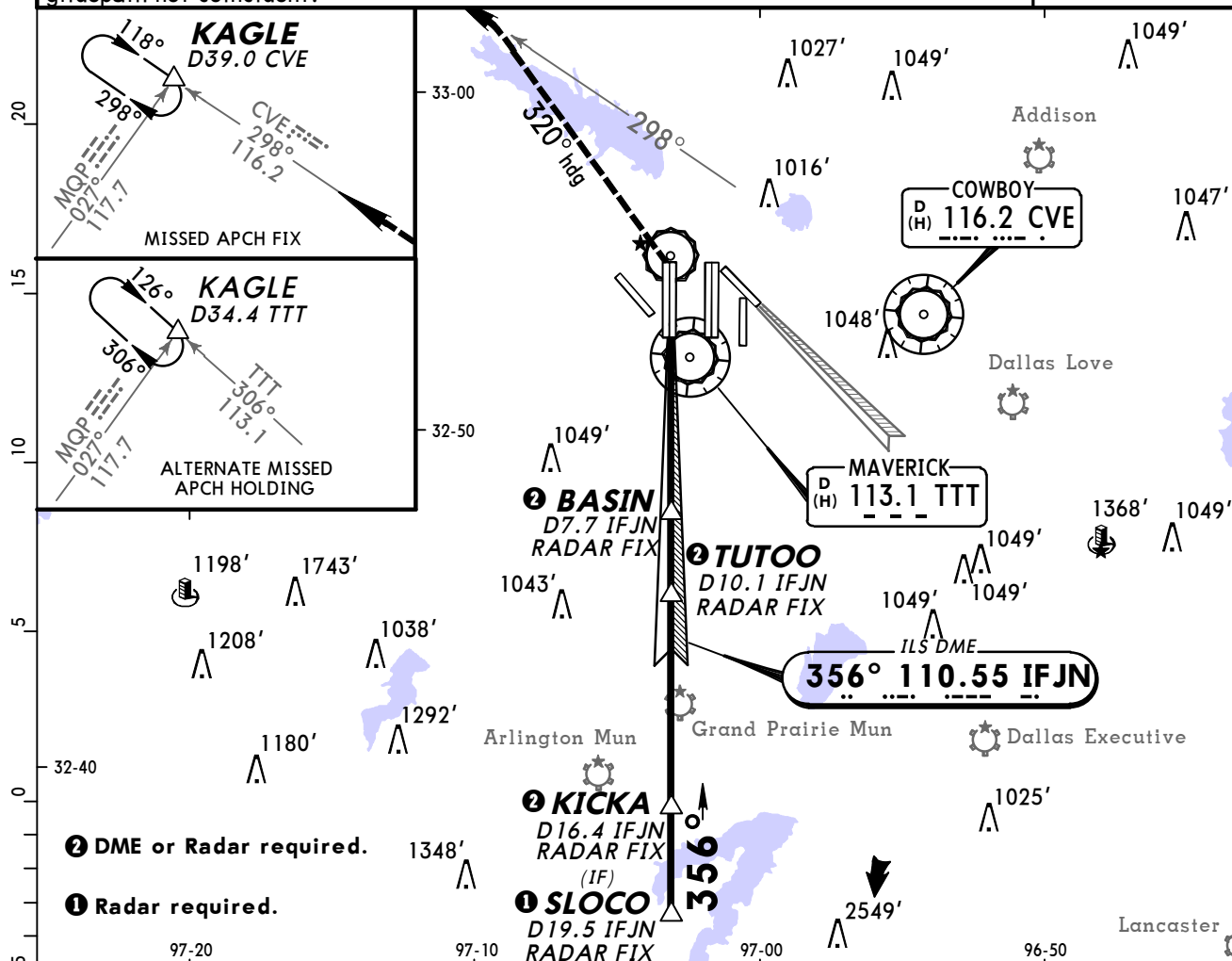
TERPS AMEND 5A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL CONVERGING ILS Rwy 36R

26 SEP 14 (61-22)

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
	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 1100' then climbing LEFT turn to 3000' on 320° heading and outbound CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Converging ILS Rwy 31R. 2. VGSI and ILS glidepath not coincident.						
MSA TTT VOR						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	320°	CVE
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	hdg	116.2
											R-298

TERPS			STRAIGHT-IN LANDING RWY 36R		
			ILS DA(H) 781' (200')		
FULL		TDZ or CL out		RAIL or ALS out	
A					
B					
C					
D					

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

CHANGES: None.

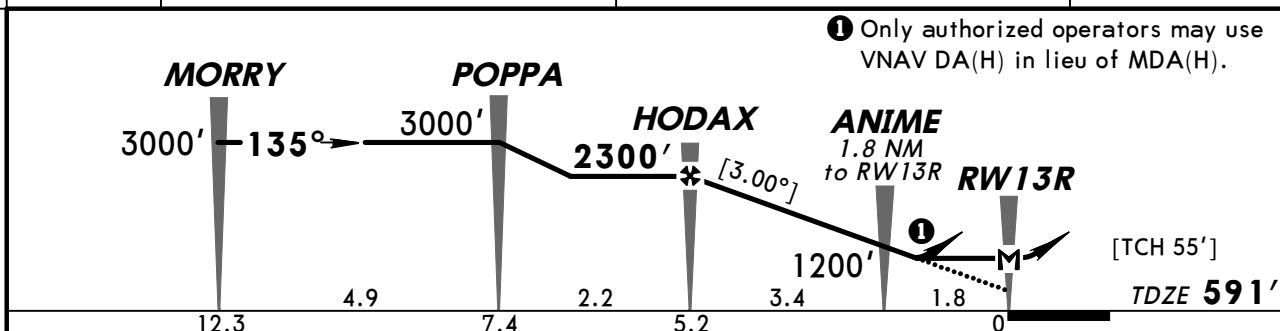
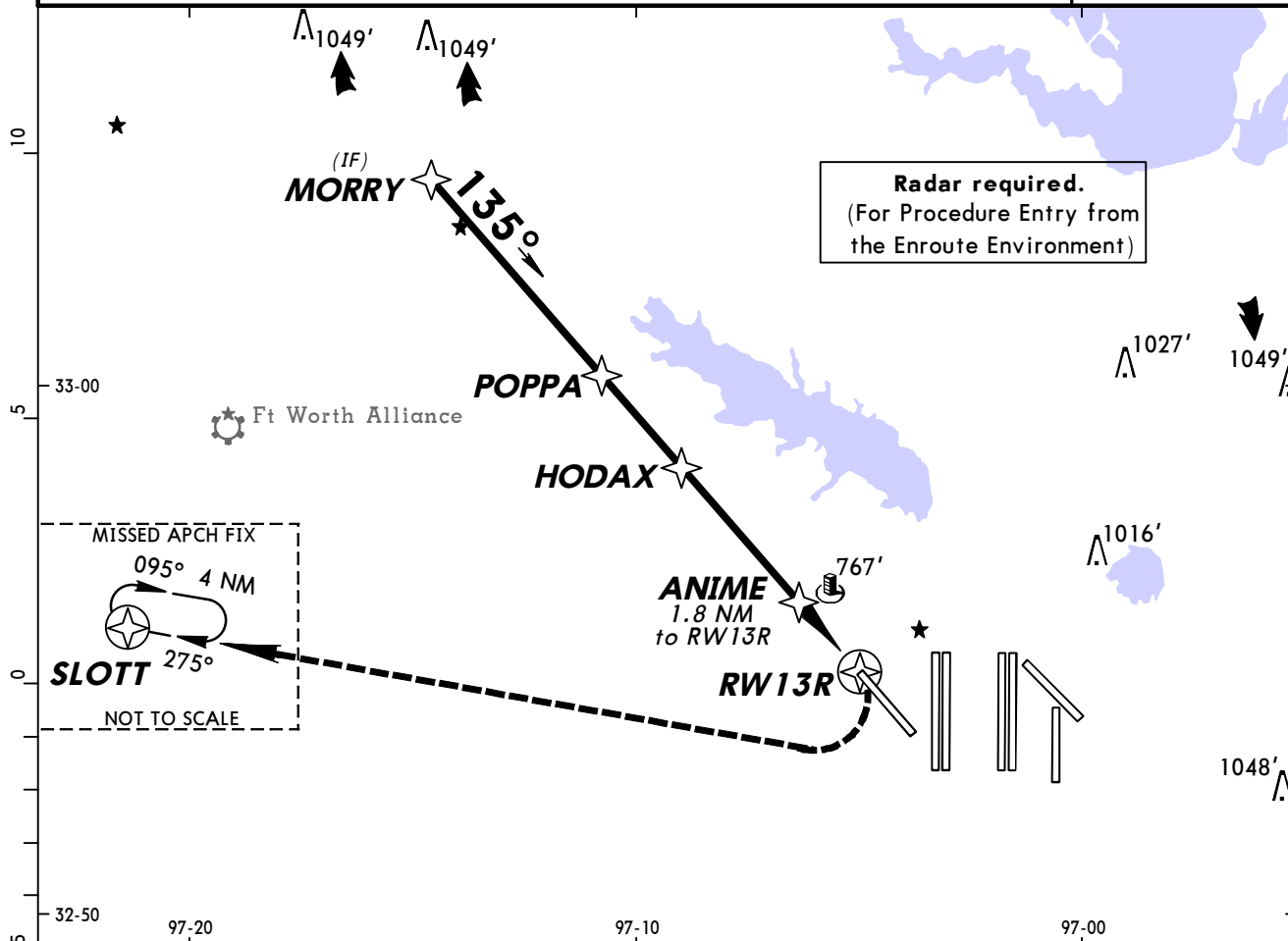
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TERPS AMEND 3A, 18 SEP 2014

BRIEFING STRIP

TM

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 135°	Minimum Alt HODAX 2300' (1709')	LNAV MDA(H) 1080' (489')	Apt Elev 607' TDZE 591'		3600' MSA RW13R			
MISSED APCH: Climbing RIGHT turn to 3000' direct SLOTT and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'		D	SLOTT
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		RT			
MAP at RW13R												

TERPS STRAIGHT-IN LANDING RWY 13R											
LNAV											
MDA(H) 1080' (489')											
RAIL out				ALS out							
A	RVR 24 or 1/2			RVR 40 or 3/4			RVR 55 or 1				
B											
C	RVR 50 or 1			RVR 60 or 1 1/8			1 3/8				
D											

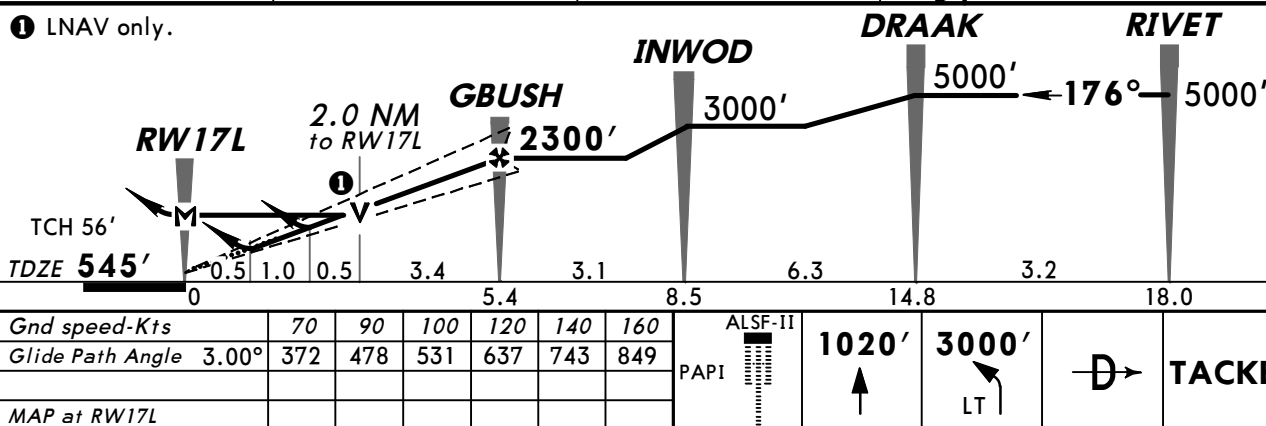
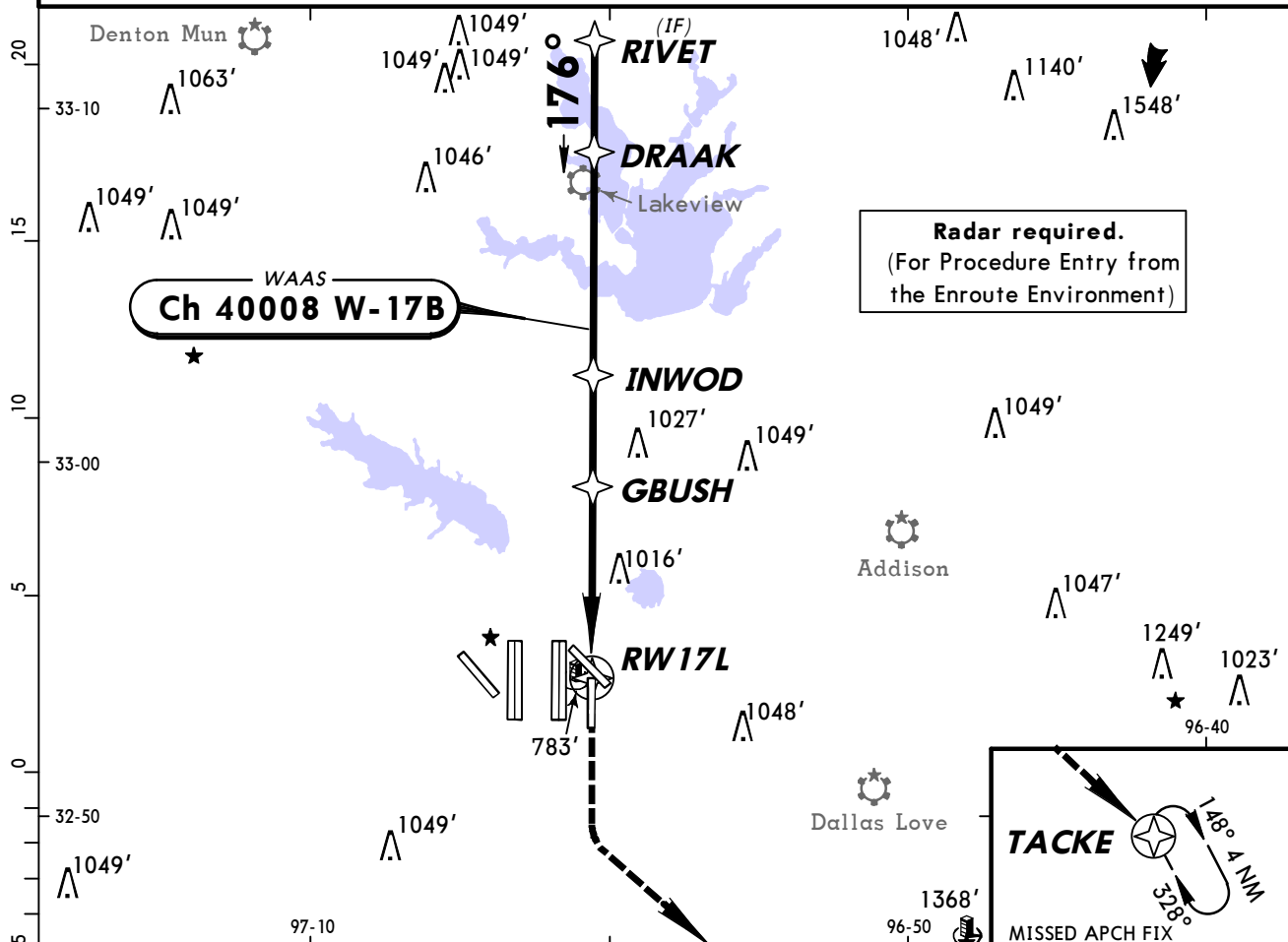
KDFW/DFW **JEPPesen** DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 **(62-2)** Eff 18 Sep RNAV (GPS) Rwy 17L

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 Apch Crs 176°	Minimum Alt GBUSH 2300' (1755')	LPV DA(H) 745' (200')	Apt Elev 607' TDZE 545'	3600' MSA RW17L		
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' direct TACKE and hold.							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17 C/R and Rwy 18 L/R. 5. VGS1 and RNAV glidepath not coincident.



TERPS						STRAIGHT-IN LANDING RWY 17L		LNAV	
LPV		LNAV/VNAV		LNAV		DA(H) 745' (200')		MDA(H) 1240' (695')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 5/8		RVR 24 or 1/2	RVR 55 or 1		
C						1 1/2	2		
D									

1 Not authorized during simultaneous operations.

CHANGES: THR to TDZE, notes, procedure bearings, missed approach hold.

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TERPS AMEND 5 18 SEP 2014

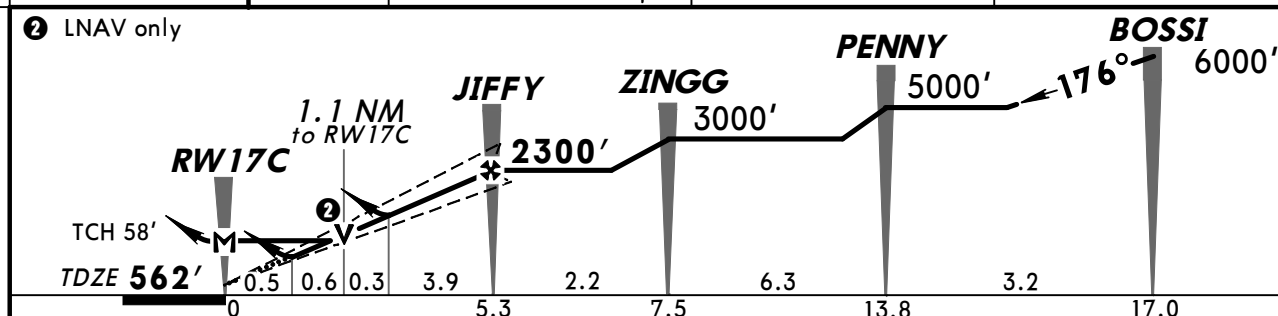
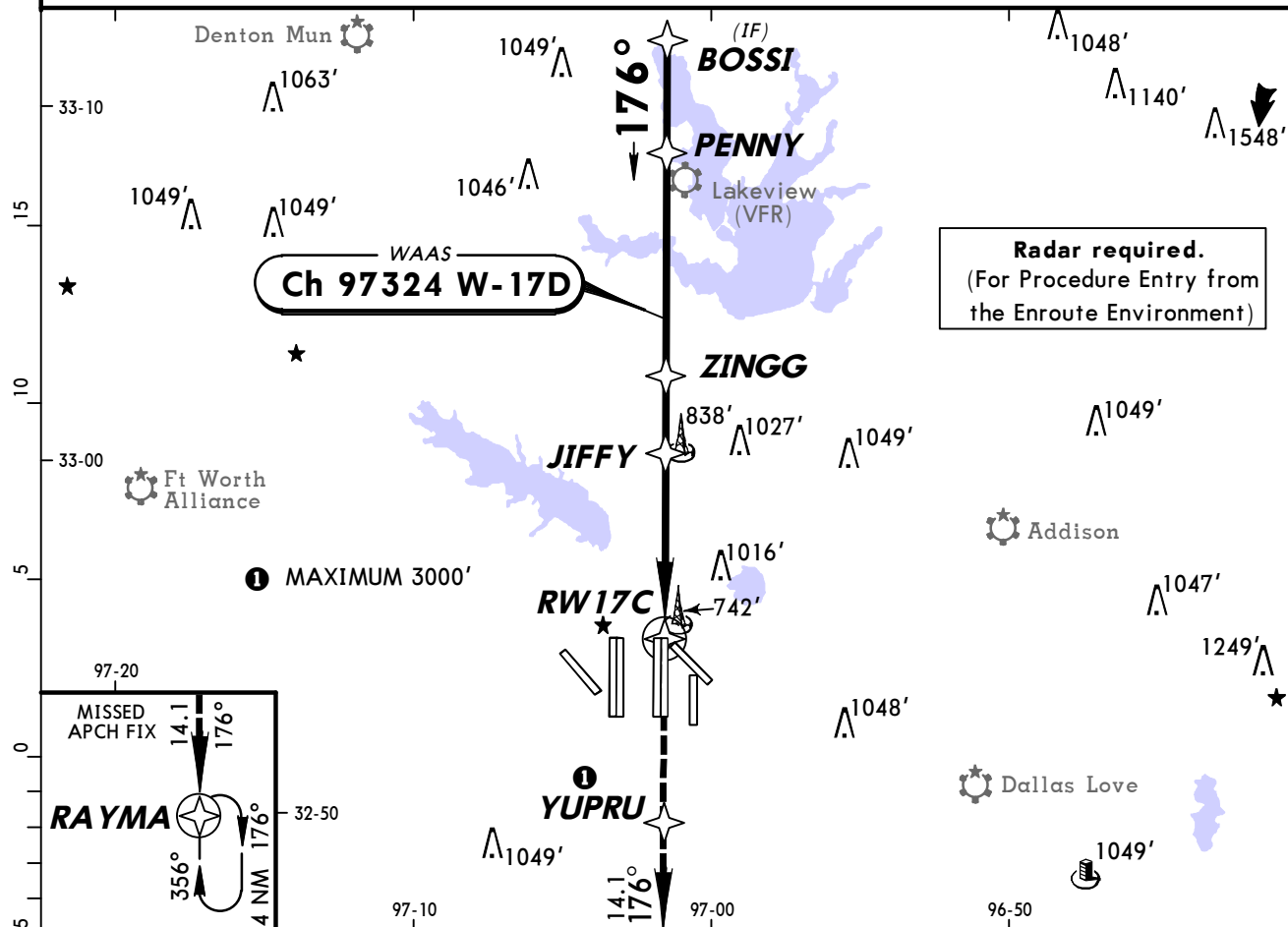
KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (62-3) Eff 18 Sep 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> 176°	<i>Minimum Alt</i> <i>JIFFY</i> 2300' (1738')	<i>LPV</i> <i>DA(H)</i> 762' (200')	<i>Apt Elev</i> 607' <i>TDZE</i> 562'		3600' MSA RW17C		
MISSED APCH: Climb at or below 3000' direct YUPRU then climb to 4000' on track 176° to RAYMA and hold.								

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17L, 18L/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000' or below	YUPRU
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW17C									

TERPS STRAIGHT-IN LANDING RWY 17C					
LPV		LNAV/VNAV		1 LNAV	
DA(H) 762' (200')		DA(H) 1068' (506')		MDA(H) 1000' (438')	
ALS out		ALS out		ALS out	
A					
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/8	1 5/8	RVR 24 or 1/2
C					RVR 40 or 3/4
D					1 1/4

1 Not authorized during simultaneous operations.

CHANGES: THR to TDZE, notes, procedure bearings.

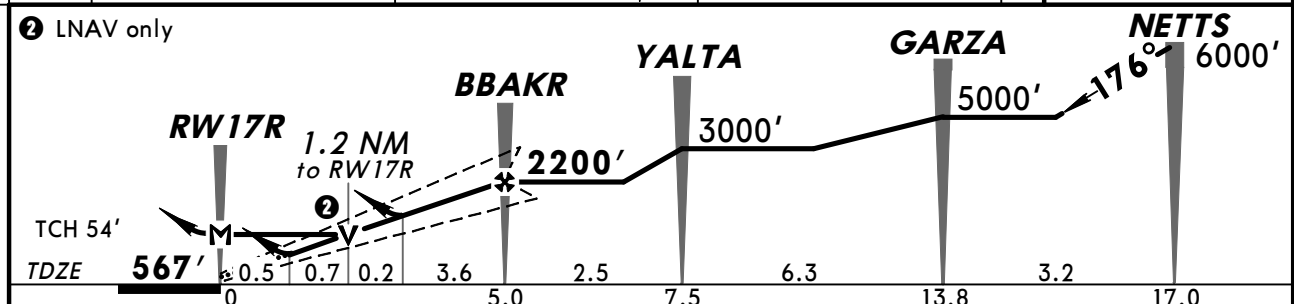
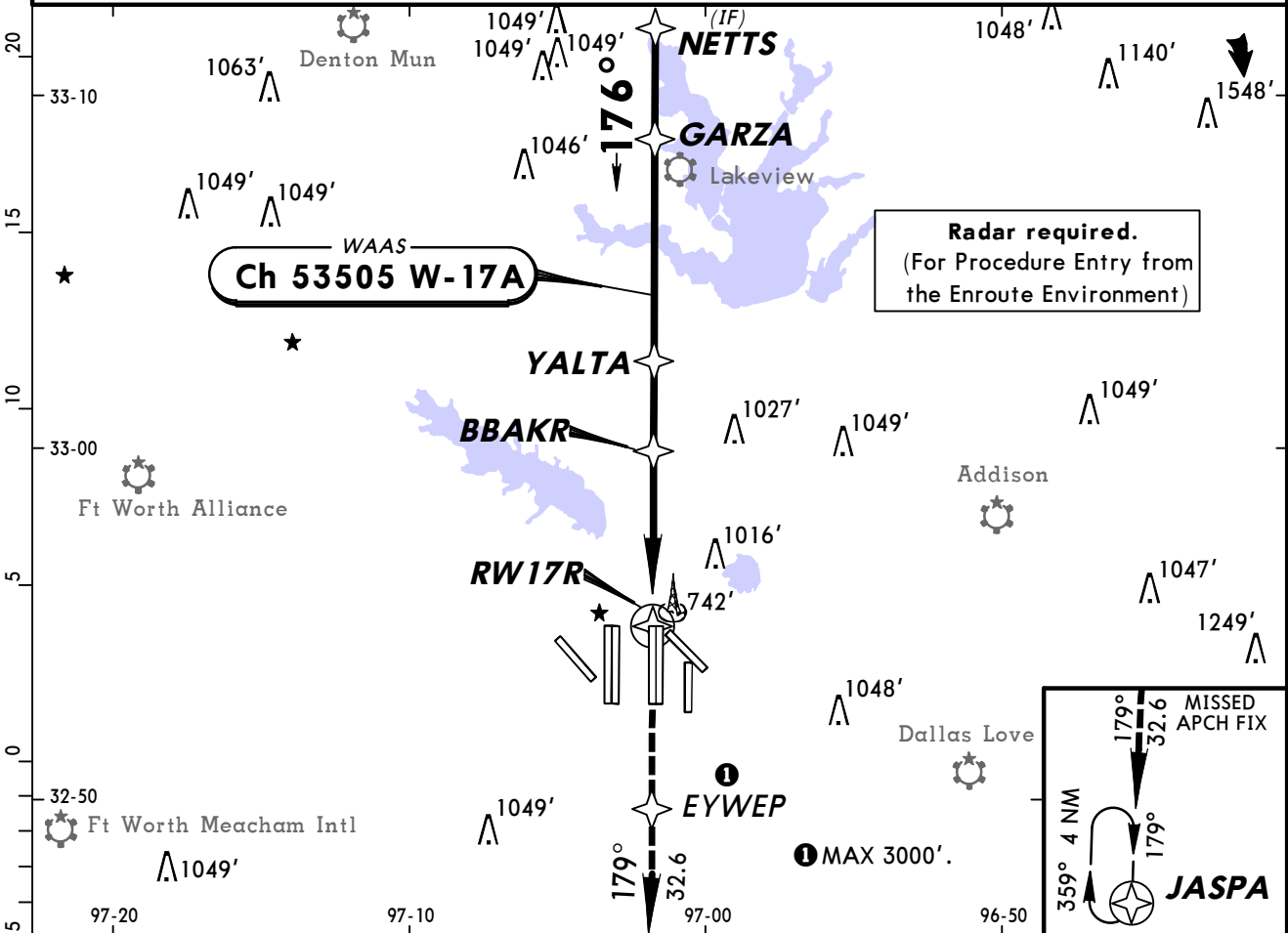
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TERPS AMEND 2A 18 SEP 2014

BRIEFING STRIP™

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
123.77	127.07	West	East	West	East		
		124.15	134.9	126.55	127.5	121.85	121.65 121.8
WAAS Ch 53505 W-17A	Final Aptch Crs 176°	Minimum Alt BBAKR 2200' (1633')	LPV DA(H) 767' (200')	Apt Elev 607' TDZE 567'	3600'		
MISSED APCH: Climb to at or below 3000' direct EYWEP then climb to 4000' on track 179° to JASPA and hold.						MSA RW17R	

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR		PAPI		3000' or below		EYWEP	
Glide Path Angle 3.00°	372	478	531	637	743	849								
MAP at RW17R														

TERPS		STRAIGHT-IN LANDING RWY 17R							
		LPV		LNAV/VNAV			1 LNAV		
		DA(H) 767' (200')		DA(H) 1066' (499')			MDA(H) 1000' (433')		
		RAIL or ALS out		RAIL out		ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 5/8	RVR 24	RVR 40	RVR 55		
B					or 1/2	or 3/4	or 1		
C					RVR 40	RVR 50	1 1/4		
D					or 3/4	or 1			

1 Not authorized during simultaneous operations.
CHANGES: THR to TDZE, missed approach procedure, notes, procedure bearings. © JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 2A 18 SEP 2014

KDFW/DFW

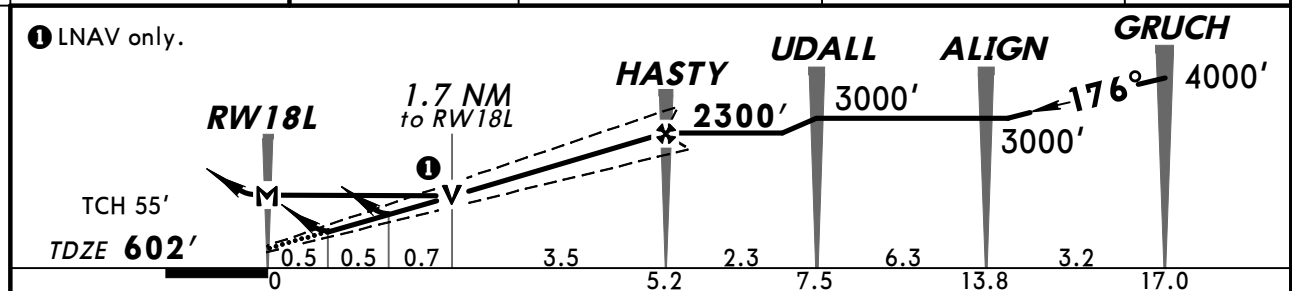
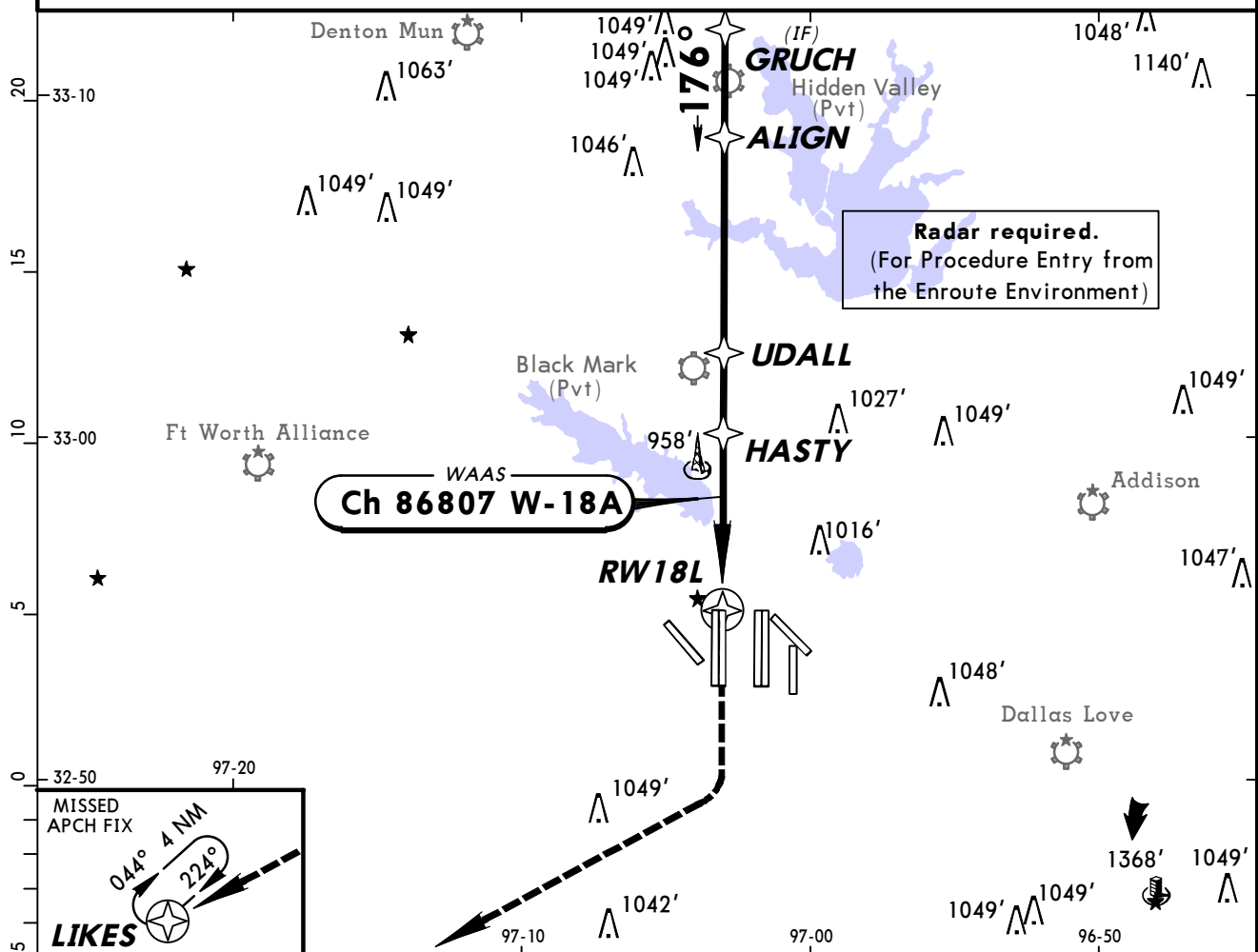
DALLAS-FT WORTH INTL

12 SEP 14 (62-5) Eff 18 Sep RNAV (GPS) Rwy 18L

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
WAAS Ch 86807 W-18A	Final Apch Crs 176°	Minimum Alt HASTY 2300' (1698')	LPV DA(H) 802' (200')	Apt Elev 607' TDZE 602'	3600' MSA RW18L		
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' direct LIKES and hold.							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17L/C/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	LIKES
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT
MAP at RW18L										

TERPS			STRAIGHT-IN LANDING RWY 18L			LNAV		
LPV			LNAV/VNAV			LNAV		
DA(H) 802' (200')			DA(H) 980' (378')			MDA(H) 1220' (618')		
RAIL or ALS out			RAIL out			RAIL out		
A								
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C						1 3/8	1 1/2	1 3/4
D								

1. Not authorized during simultaneous operations.

CHANGES: THR to TDZE, notes, procedure bearings.

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KDFW/DFW

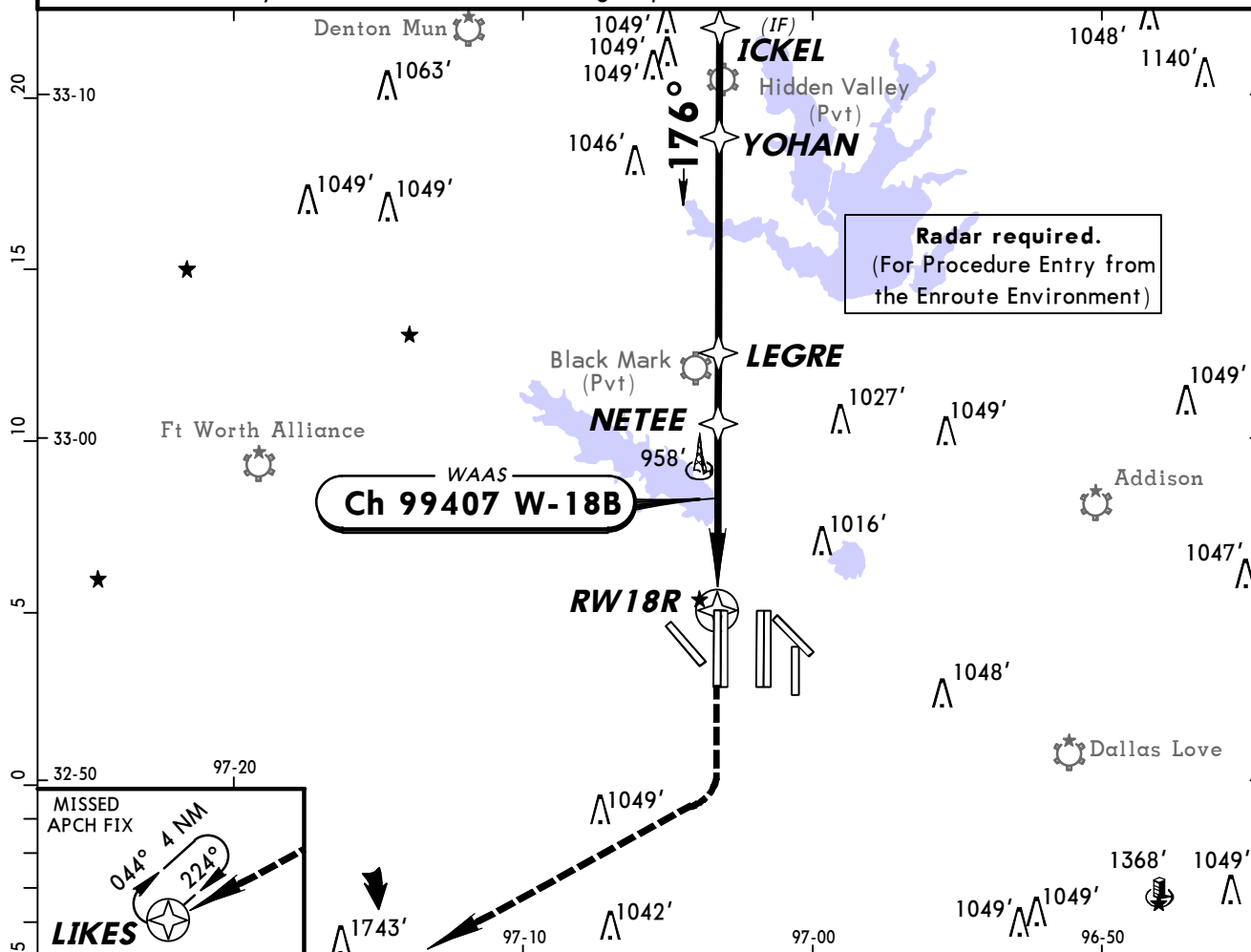
DALLAS-FT WORTH INTL

12 SEP 14 **62-6** Eff 18 Sep RNAV (GPS) Rwy 18R

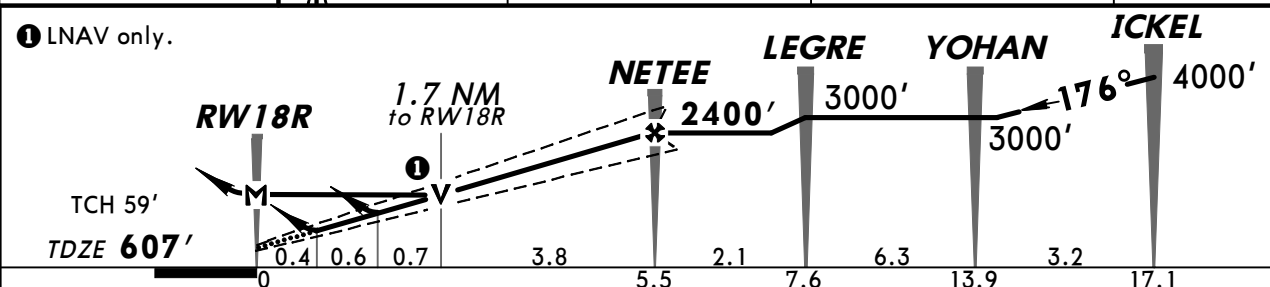
D-ATIS Arrival	REGIONAL Approach (R)	West	DFW Tower	East	West	Ground	East
123.77	118.42	124.15	134.9	126.55	127.5	121.85	121.65 121.8
WAAS Ch 99407 W-18B	Final Apch Crs 176°	Minimum Alt NETEE 2400' (1793')	LPV DA(H) 807' (200')	Apt Elev 607' TDZE 607'	3600' MSA RW18R		
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' direct LIKES and hold.							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17L/C/R. 5. VGSI and RNAV glidepath not coincident.



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	3000'	LIKES
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	→
MAP at RW18R										

TERPS		STRAIGHT-IN LANDING RWY18R		① LNAV	
LPV		LNAV/VNAV		MDA(H) 1220' (613')	
DA(H) 807' (200')		DA(H) 980' (373')		ALS out	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 55 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	
D				1 3/8	1 3/4

① Not authorized during simultaneous operations.

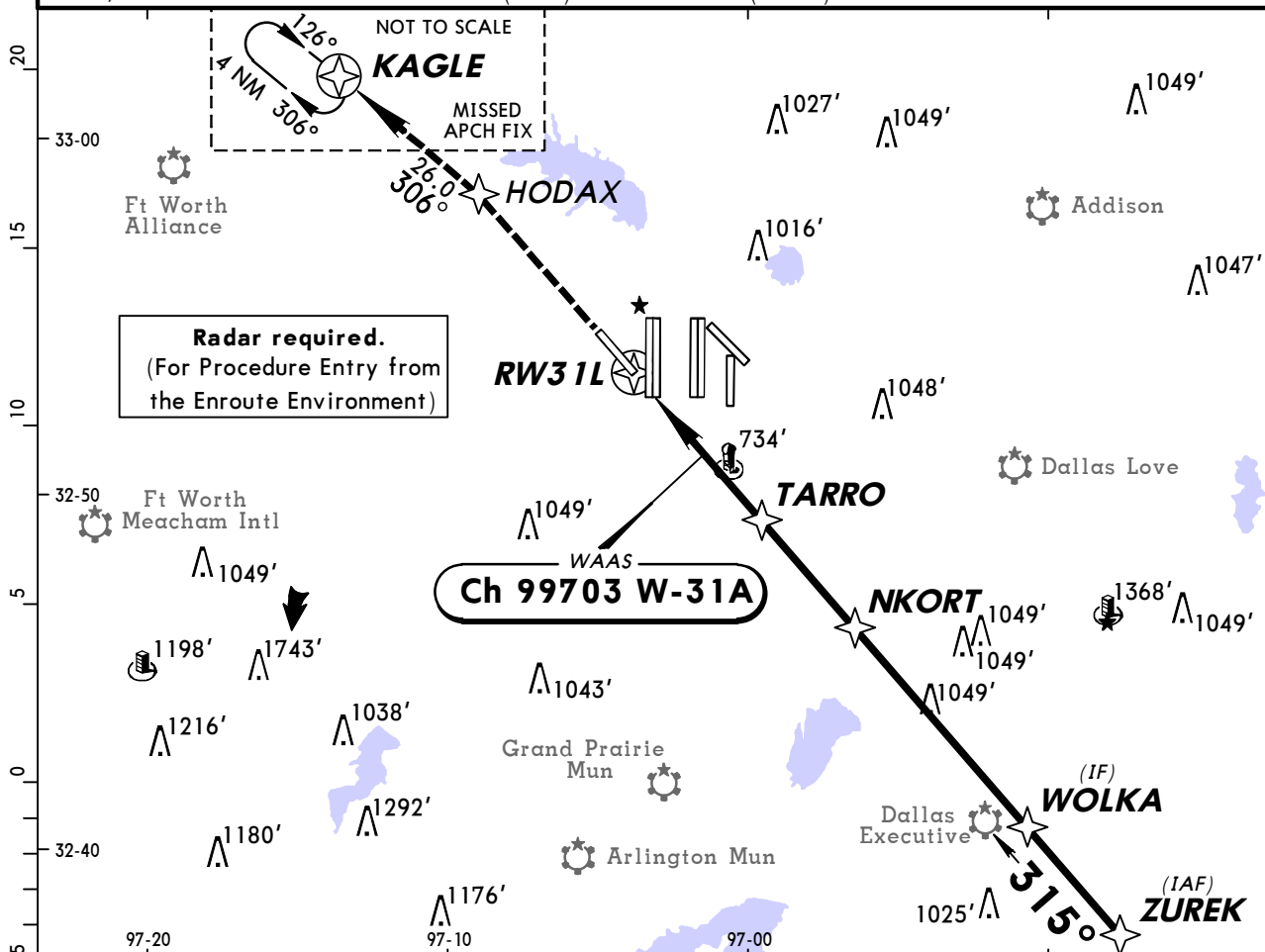
CHANGES: THR to TDZE, notes, procedure bearings.

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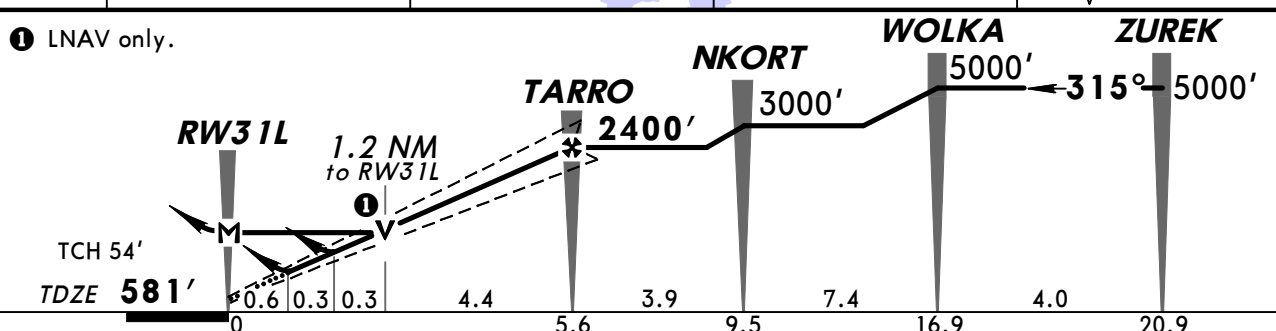
TERPS AMEND 1A 18 SEP 2014

D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower			Ground		
123.77	135.5	125.2	West	East	West	East	East	121.8
124.15	134.9	126.55	127.5	121.85	121.65	121.8		
WAAS Ch 99703 W-31A	Final Apch Crs 315°	Minimum Alt TARRO 2400' (1819')	LPV DA(H) 831' (250')	Apt Elev 607' TDZE 581'	3600'			
MISSED APCH: Climb to 3000' direct HODAX and on track 306° to KAGLE and hold.						MSA RW31L		

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized with Rwy 31R. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F).



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle	3.00°	372	478	531	637	743	849				
MAP at RW31L											

TERPS

STRAIGHT-IN LANDING RWY 31L

LPV DA(H) 831' (250')		LNAV/VNAV DA(H) 907' (326')		① LNAV MDA(H) 1060' (479')	
RVR 40 or 3/4		RVR 50 or 1		RVR 55 or 1	
				13/8	

① Not authorized during simultaneous operations.

CHANGES: THR to TDZE, procedure bearings, notes.

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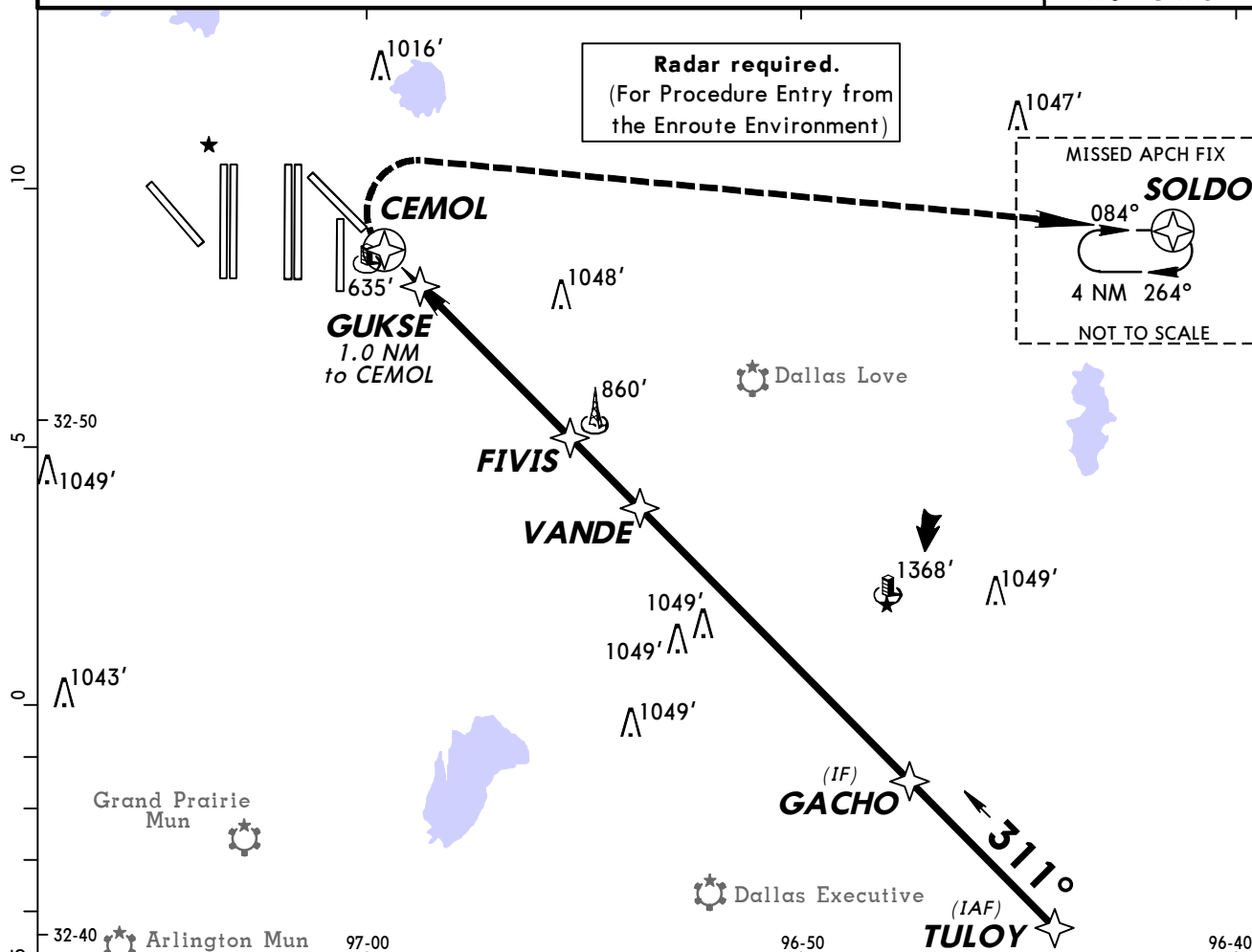
TERPS AMEND 1B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

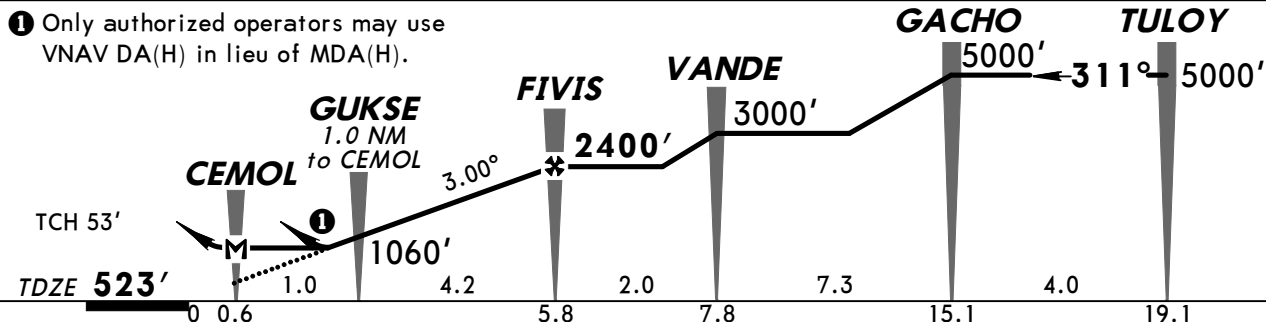
DALLAS-FT WORTH INTL 12 SEP 14 (62-8) Eff 18 Sep RNAV (GPS) Y Rwy 31R

BRIEFING STRIP

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 311°		Minimum Alt FIVIS 2400' (1877')		LNAV MDA(H) 940' (417')		Apt Elev 607' TDZE 523'		3600' MSA CEMOL	
MISSED APCH: Climbing RIGHT turn to 3000' direct SOLDO and hold.										
Alt Set: INCHES										



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



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'		SOLDO	
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at CEMOL												

TERPS STRAIGHT-IN LANDING RWY 31R

LNAV
MDA(H) **940'** (417')

	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 55 or 1
B	RVR 40 or 3/4	RVR 60 or 1 1/8
C	RVR 50 or 1	
D	RVR 60 or 1 1/8	

CHANGES: Final approach course, TDZE, minimums.

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TERPS AMEND 2A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

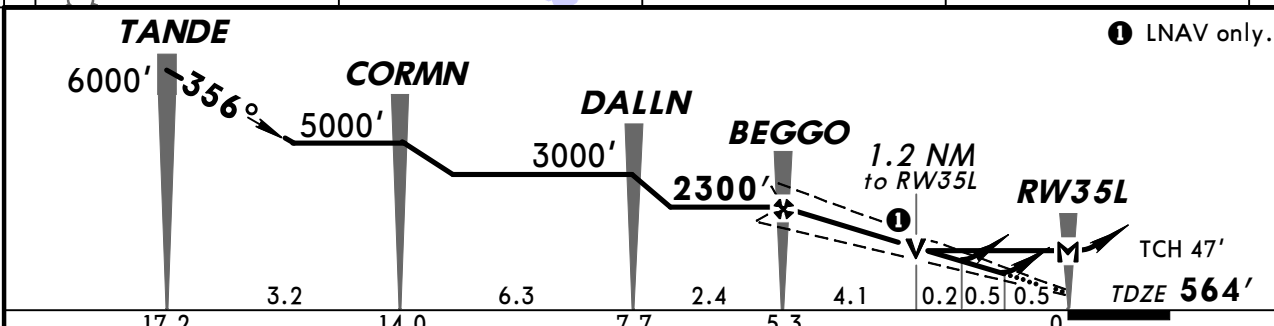
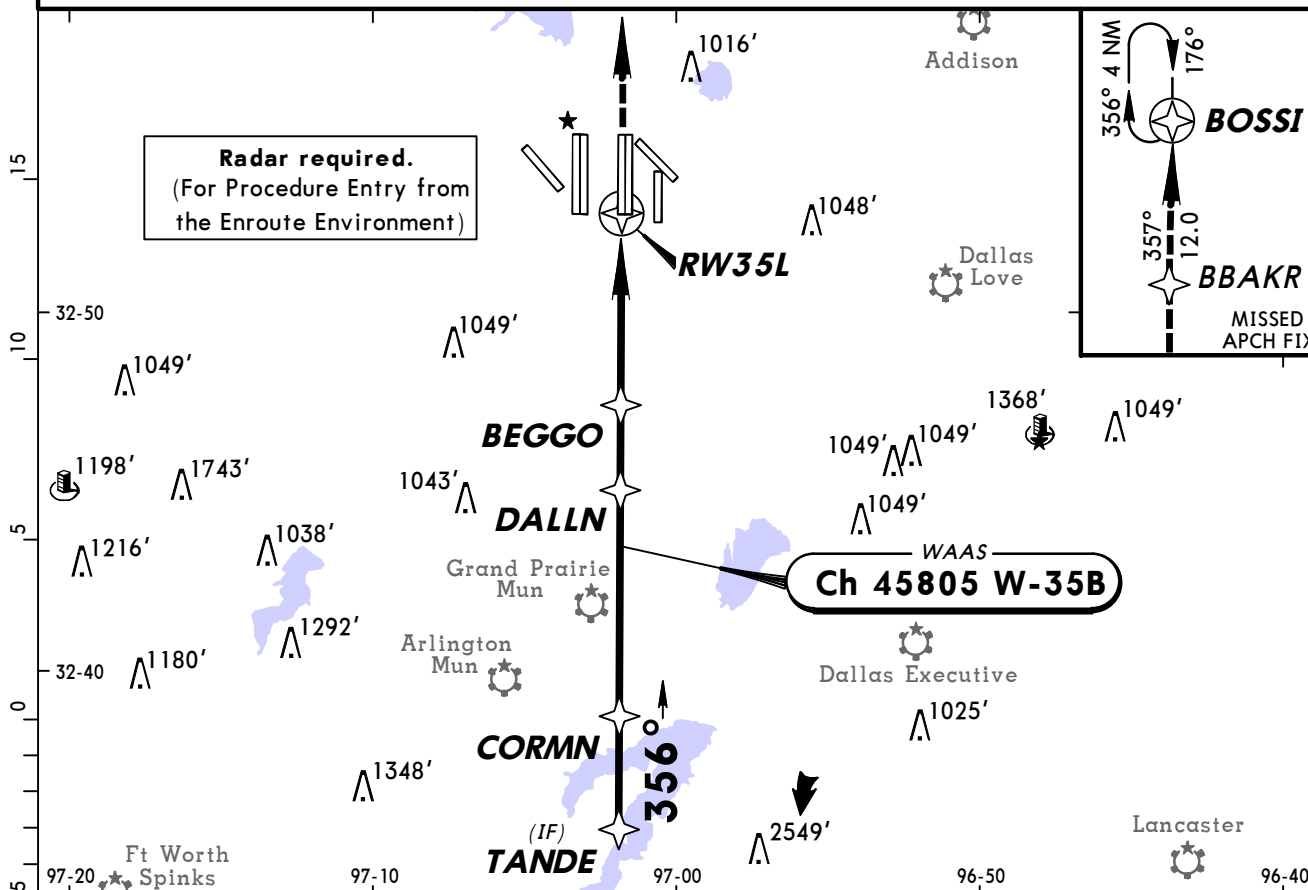
DALLAS-FT WORTH INTL 12 SEP 14 (62-9) Eff 18 Sep RNAV (GPS) Rwy 35L

BRIEFING STRIP™

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground	
123.77	127.07	West	East	West	East		
124.15	134.9	126.55	127.5	121.85	121.65	121.8	
WAAS Ch 45805 W-35B	Final Apch Crs 356°	Minimum Alt BEGGO 2300' (1736')	LPV DA(H) 764' (200')	Apt Elev 607' TDZE 564'	3600'		
MISSED APCH: Climb to 3000' direct BBAKR and on track 357° to BOSSI and hold.						MSA RW35L	

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 36L/R and Rwy 35R.



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'		D → BBAKR	
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑			
MAP at RW35L												

TERPS						STRAIGHT-IN LANDING RWY 35L					
LPV			LNAV/VNAV			LNAV			LNAV		
DA(H) 764' (200')			DA(H) 928' (364')			MDA(H) 1020' (456')			MDA(H) 1020' (456')		
RAIL or ALS out			RAIL out			RAIL out			RAIL out		
ALS out			ALS out			ALS out			ALS out		
A											
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 3/8			
C											
D											

1 Not authorized during simultaneous operations.

CHANGES: THR to TDZE, procedure bearings, notes.

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TERPS AMEND 2A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH, TEXAS

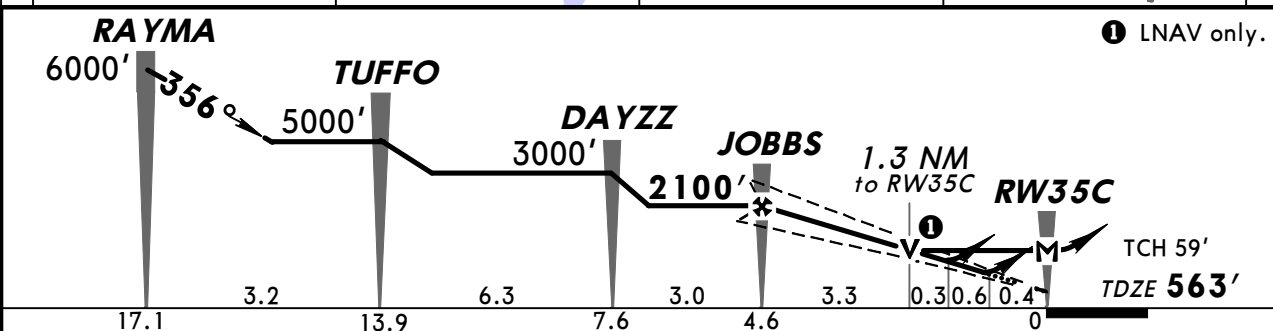
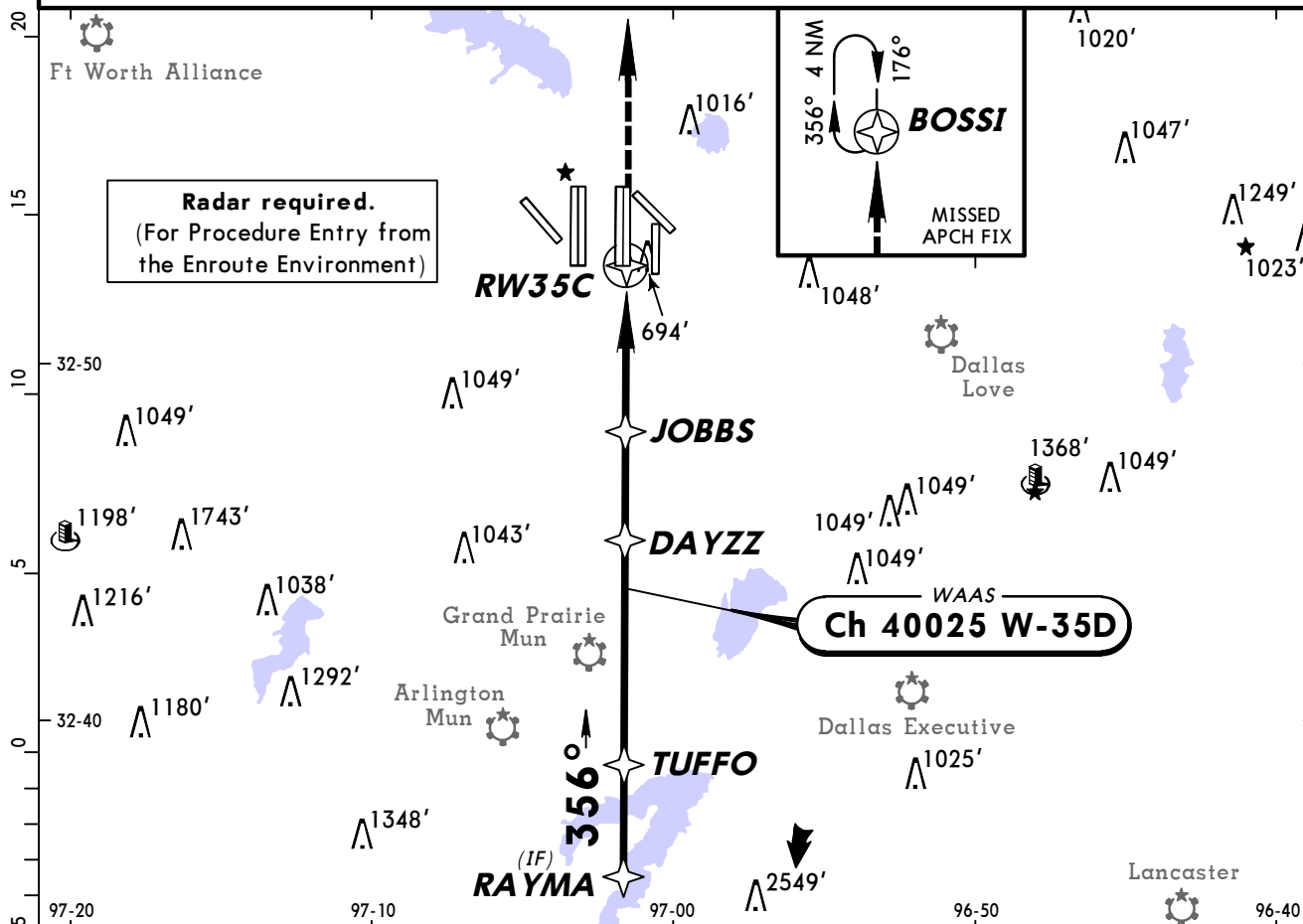
DALLAS-FT WORTH INTL 12 SEP 14 (62-10) Eff 18 Sep RNAV (GPS) Rwy 35C

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 356°		Minimum Alt JOBBS 2100' (1537')		LPV DA(H) 763' (200')		Apt Elev 607' TDZE 563'		
MISSED APCH: Climb to 3000' direct BOSSI and hold.									3600' MSA RW35C	

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 36L/R and 35R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		PAPI		3000'	→	BOSSI
Glide Path Angle 3.00°	372	478	531	637	743	849					↑		
MAP at RW35C													

TERPS STRAIGHT-IN LANDING RWY 35C					
LPV		LNAV/VNAV		1 LNAV	
DA(H) 763' (200')		DA(H) 932' (369')		MDA(H) 1040' (477')	
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 1/8	RVR 24 or 1/2
D					RVR 50 or 1

1 Not authorized during simultaneous operations.

CHANGES: THR to TDZE, procedure bearings, notes.

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BRIEFING STRIP TM

Trans alt: 18000'

below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 35L/C and Rwy 36L/R. 5. VGSI and RNAV glidepath not coincident.

MAP at RW35R

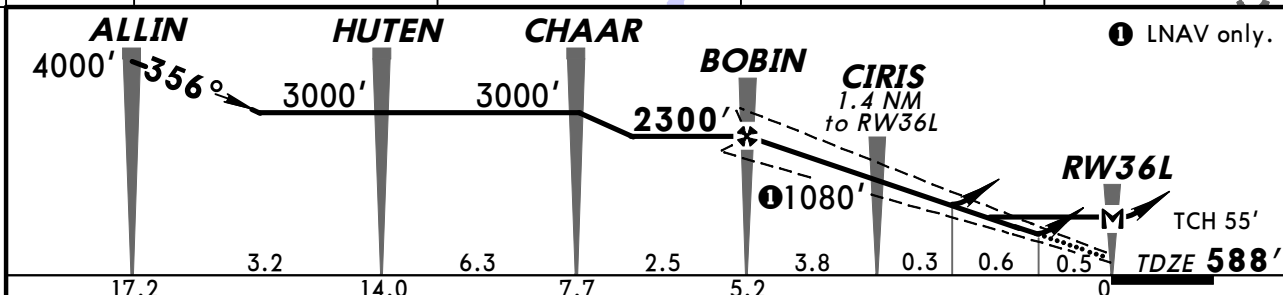
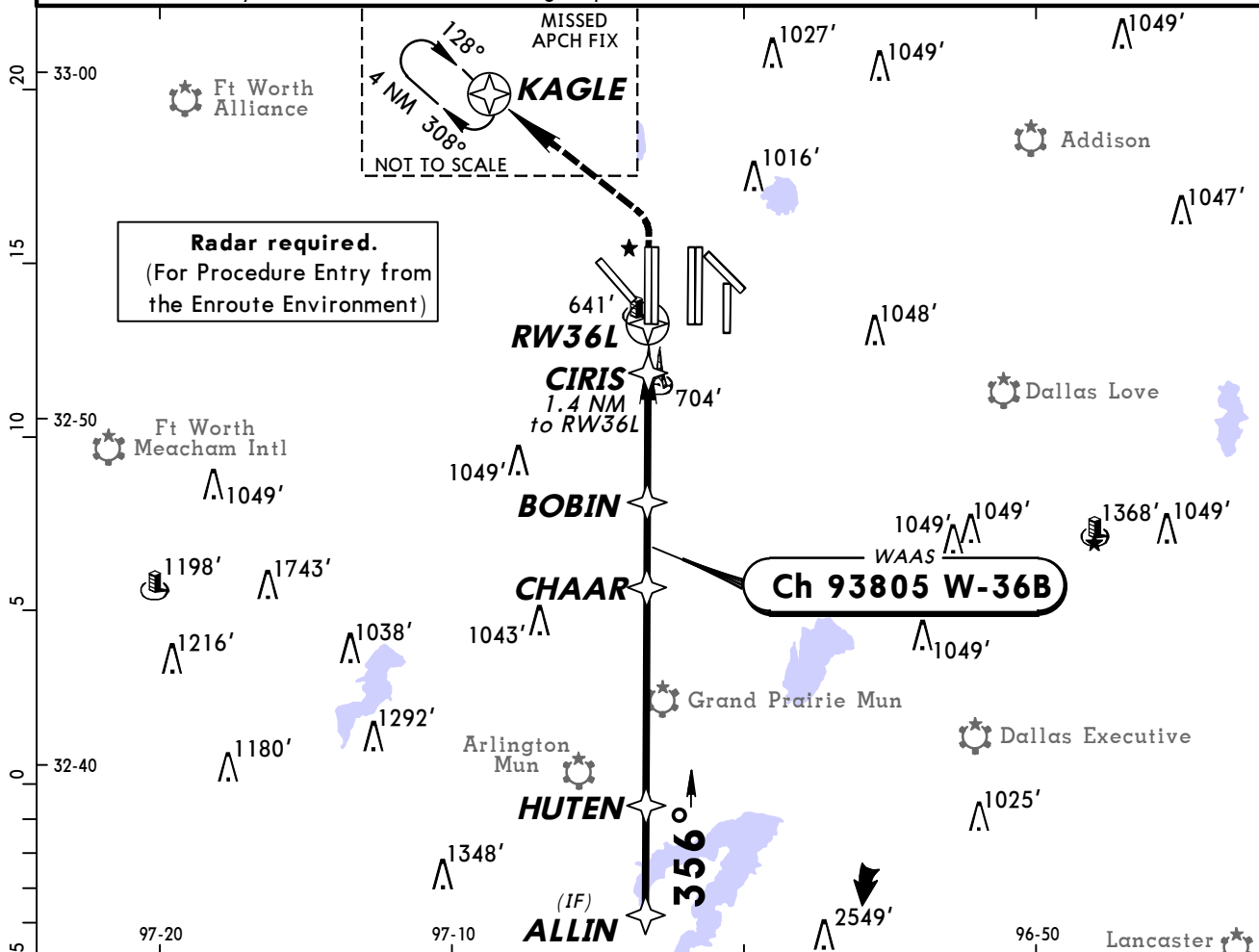
STRAIGHT-IN LANDING RWY 35R

LPV

CHANGES: None.

BRIEFING STRIP™	D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground		
	123.77	118.42	West	East	West	East	West	East	
	124.15	134.9	126.55	127.5	121.85	121.65	121.8		
	WAAS Ch 93805 W-36B	Final Aptch Crs 356°	Minimum Alt BOBIN 2300' (1712')	LPV DA(H) 788' (200')	Apt Elev 607' TDZE 588'	3600'			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct KAGLE and hold.							MSA RW36L		

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 35L/C/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1100'	3000'	D	KAGLE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	LT		
MAP at RW36L											

TERPS		STRAIGHT-IN LANDING RWY 36L				LNAV	
LPV		LNAV/VNAV				MDA(H)	
DA(H) 788' (200')		DA(H) 987' (399')				960' (372')	
RAIL or ALS out		RAIL out		ALS out		RAIL out	
A							
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C					RVR 35 or 5/8		
D							

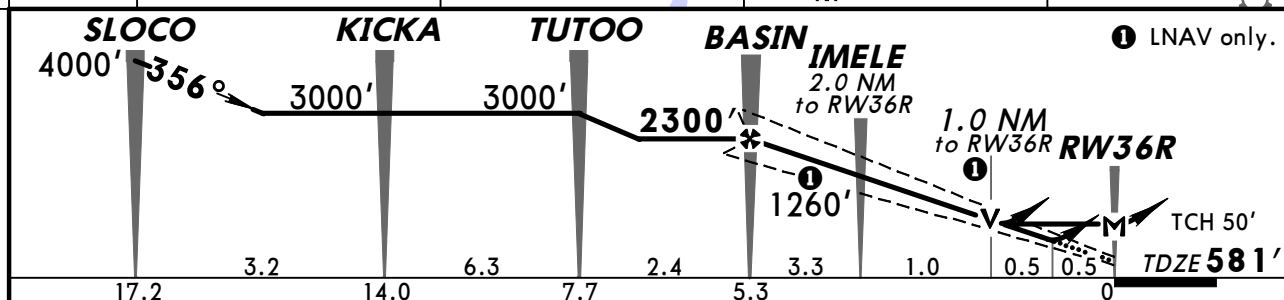
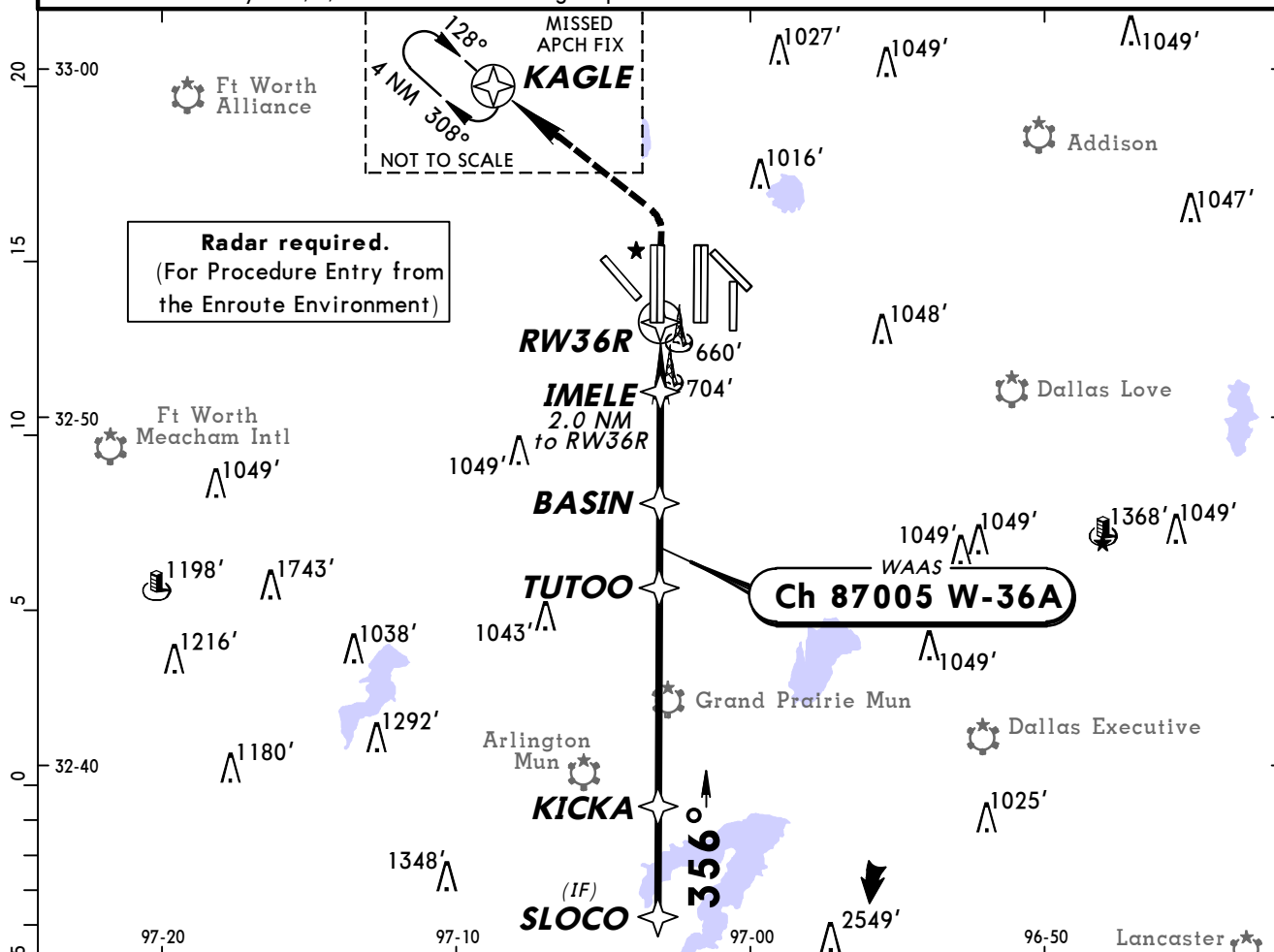
1 Not authorized during simultaneous operations.

CHANGES: Profile, minimums.

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BRIEFING STRIP™	D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower				Ground		
	123.77	118.42	West	East	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 356°	Minimum Alt BASIN 2300' (1719')	LPV DA(H) 781' (200')	Apt Elev 607' TDZE 581'	3600'			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct KAGLE and hold.							MSA RW36R		

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 35 L/C/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	KAGLE	
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT	→
MAP at RW36R											

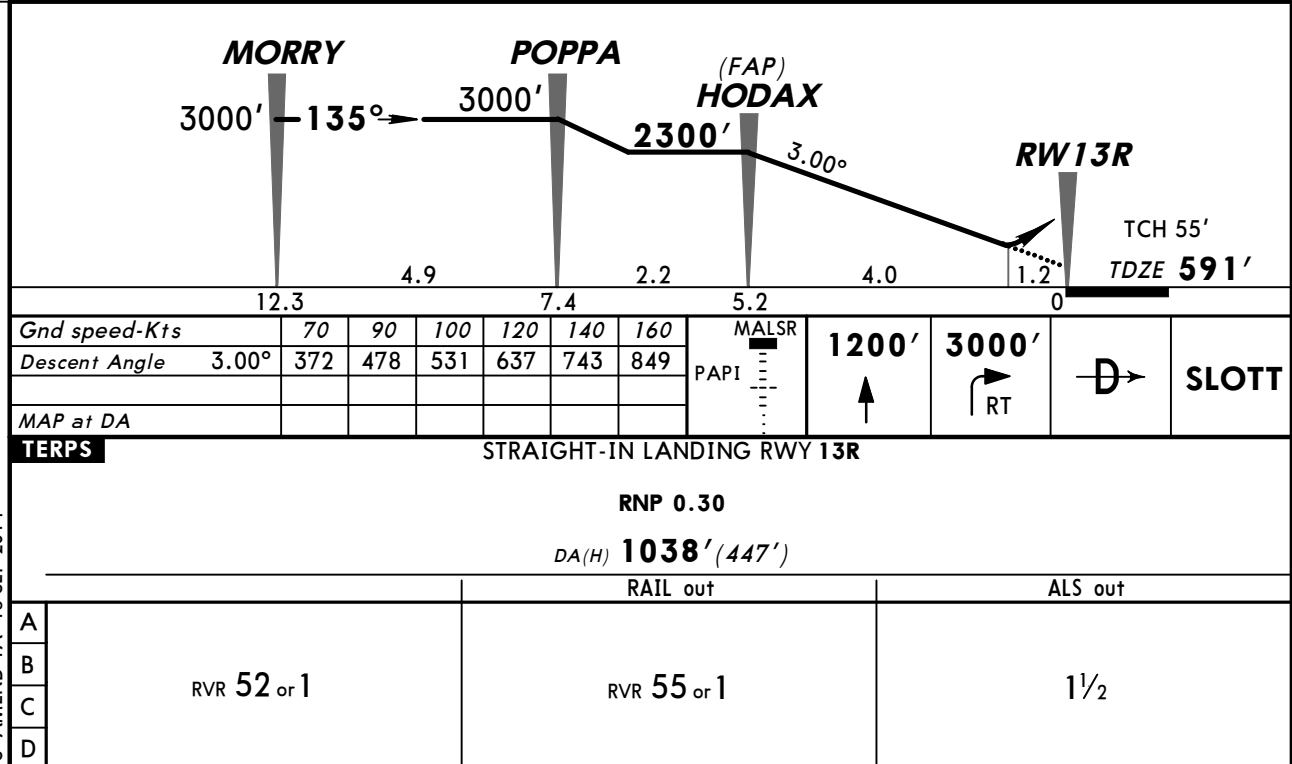
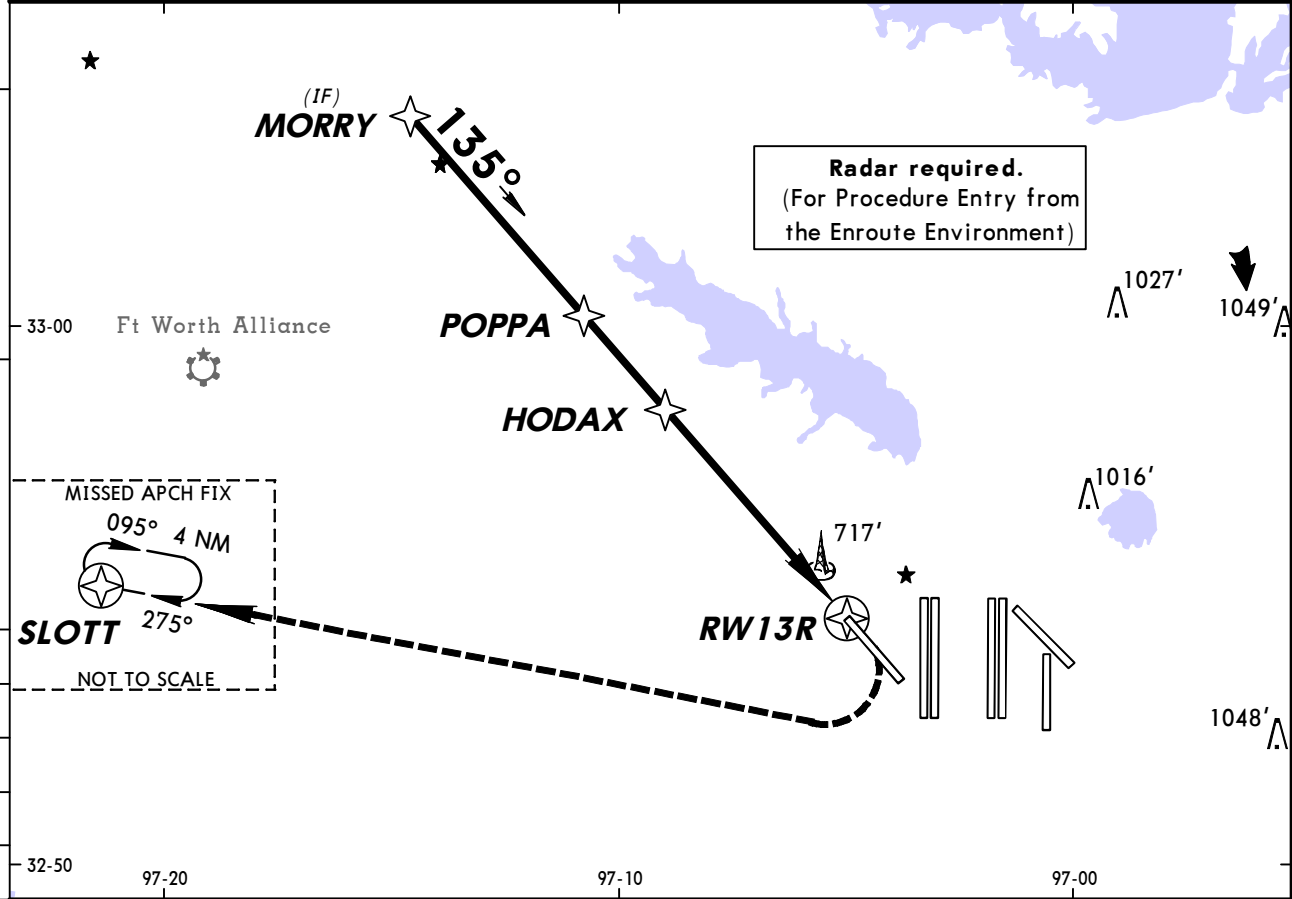
TERPS			STRAIGHT-IN LANDING RWY 36R			1 LNAV		
LPV			LNAV/VNAV			MDA(H) 960' (379')		
DA(H) 781' (200')			DA(H) 941' (360')					
RAIL or ALS out			RAIL out			RAIL out		
ALS out			ALS out			ALS out		
A								
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	
C								
D								

1 Not authorized during simultaneous operations.

CHANGES: Profile, minimums.

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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 135°	Minimum Alt HODAX 2300' (1709')	RNP 0.30 DA(H) 1038' (447')	Apt Elev 607' TDZE 591'	3600' MSA RW13R			
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 3000' direct SLOTT 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 -4°C (25°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.								



KDFW/DFW 12 SEP 14 JEPPESSEN DALLAS-FT WORTH, TEXAS DALLAS-FT WORTH INTL Eff 18 Sep 62-21 RNAV (RNP) Z Rwy 31L

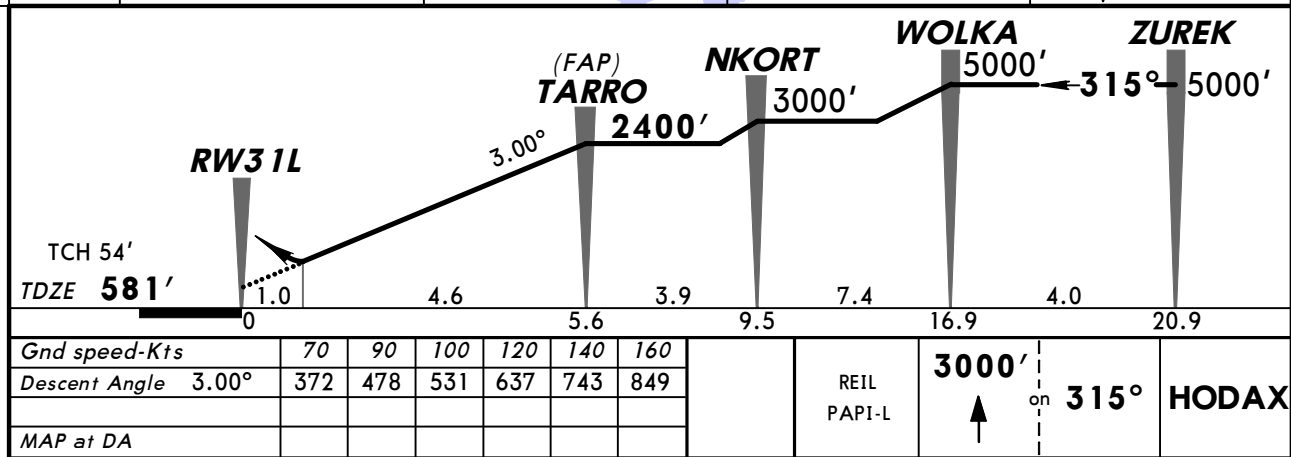
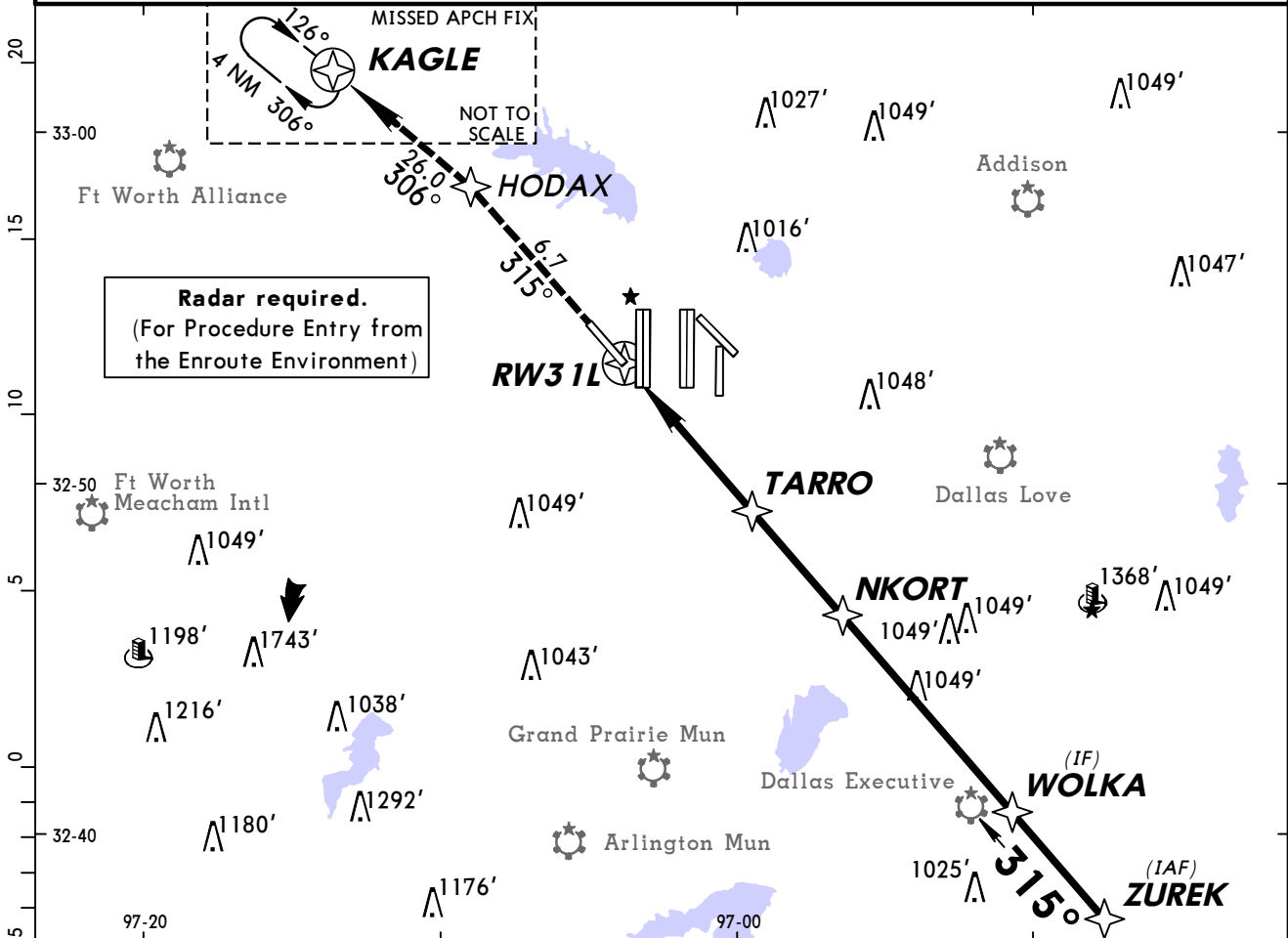
D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground	
123.77	135.5	125.2	West	124.15	134.9	East	West	East
							121.85	121.65 121.8
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30	Apt Elev	607'	3600'		
	315°	2400' (1819')	DA(H)	TDZE	581'			
MISSED APCH: Climb to 3000' on track 315° to HODAX and on track 306° to KAGLE and hold.							MSA RW31L	

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized with Rwy 31R. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.



TERPS		STRAIGHT-IN LANDING RWY 31L	
		RNP 0.30	
		DA(H) 951'(370')	
A	RVR 60 or 1 1/8		
B			
C			
D			

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

12 SEP 14
Eff 18 Sep 62-22

RNAV (RNP) Z Rwy 31R

BRIEFING STRIP

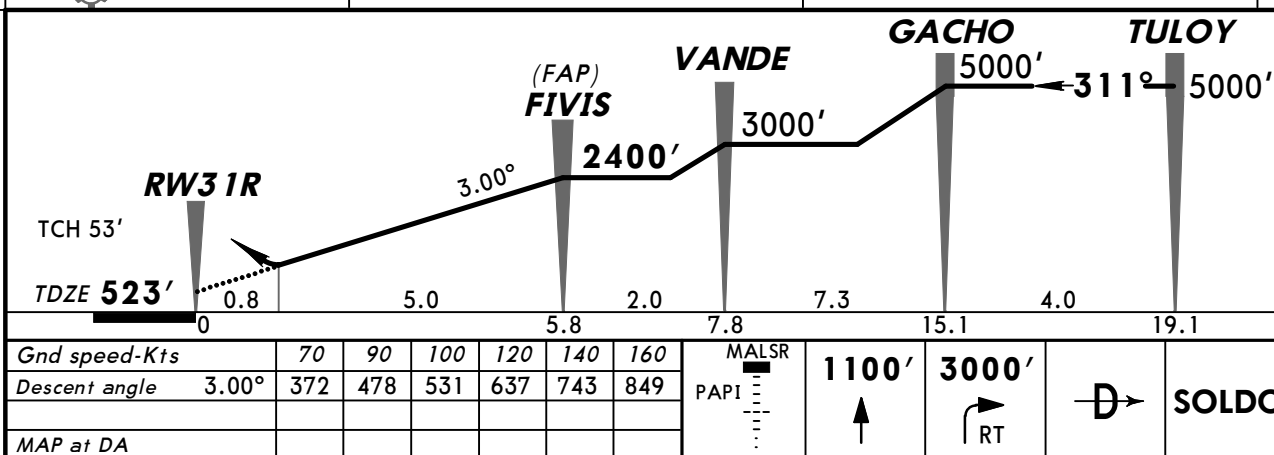
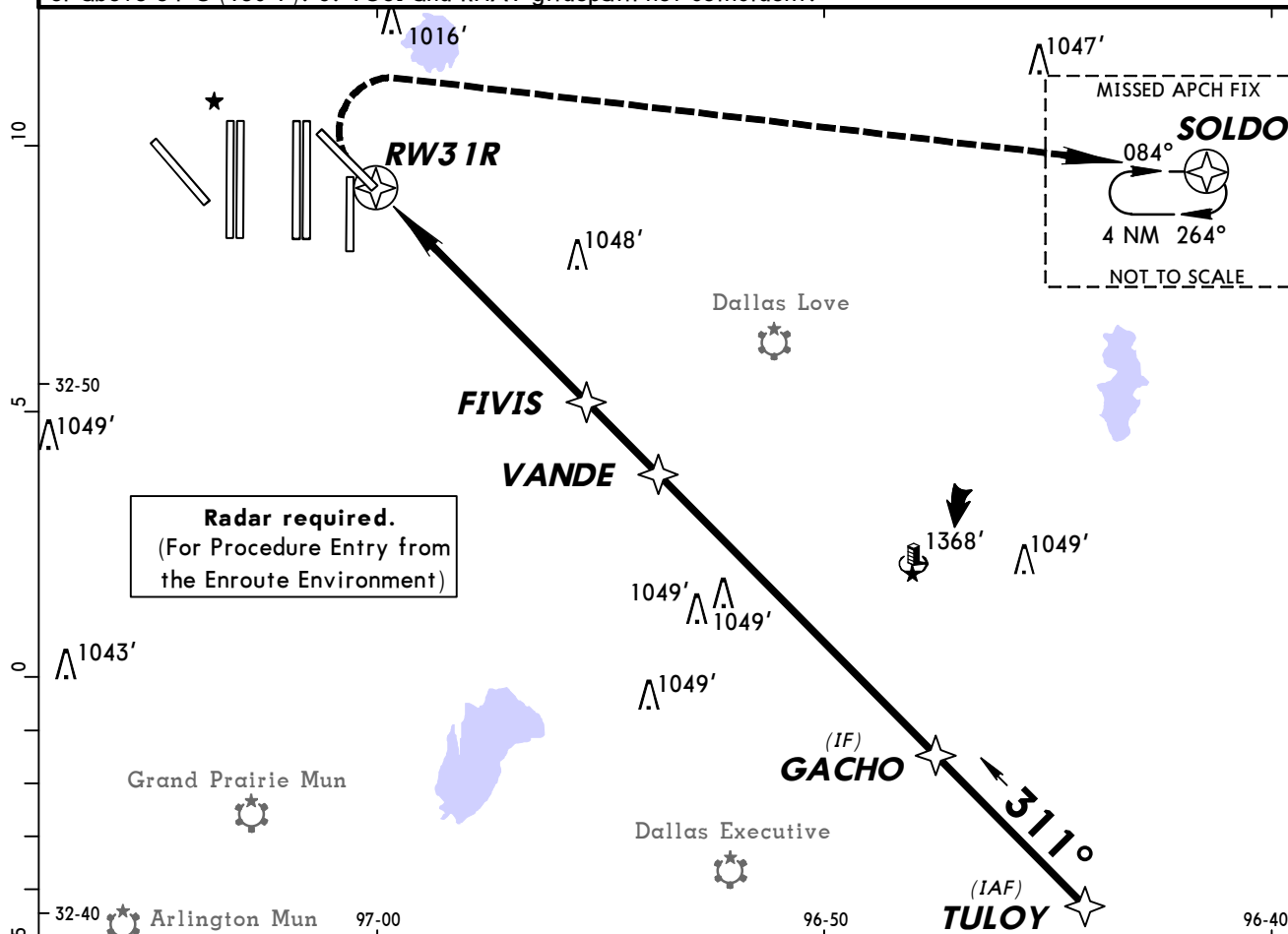
D-ATIS Arrival	REGIONAL Approach (R)		DFW Tower				Ground	
123.77	135.5	125.2	West	East	West	East	West	East
			124.15	134.9	126.55	127.5	121.85	121.65 121.8
RNAV	Final Apch Crs 311°	Minimum Alt FIVIS 2400' (1877')	RNP 0.14 DA(H) 838' (315')	Apt Elev 607' TDZE 523'	3600'			
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' direct SOLDO and hold.								MSA RW31R

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized with Rwy 31L. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.



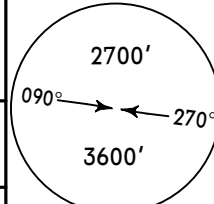
TERPS			STRAIGHT-IN LANDING RWY 31R								
RNP 0.14			RNP 0.23			RNP 0.30					
DA(H) 838' (315')			DA(H) 928' (405')			DA(H) 987' (464')					
		RAIL out	ALS out			RAIL out	ALS out			RAIL out	ALS out
A	RVR 27 or 1/2	RVR 40 or 3/4	RVR 51 or 1	RVR 44 or 7/8	RVR 50 or 1	1 3/8	RVR 55 or 1	RVR 60 or 1 1/8	1 1/2		
B											
C											
D											

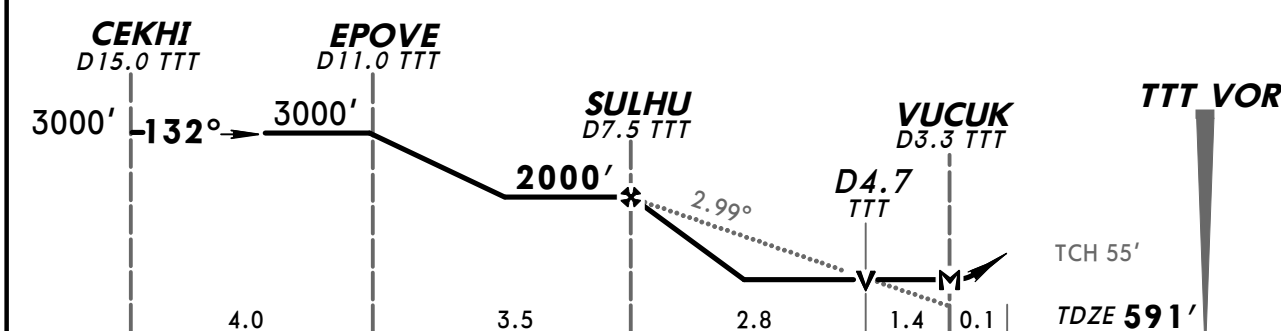
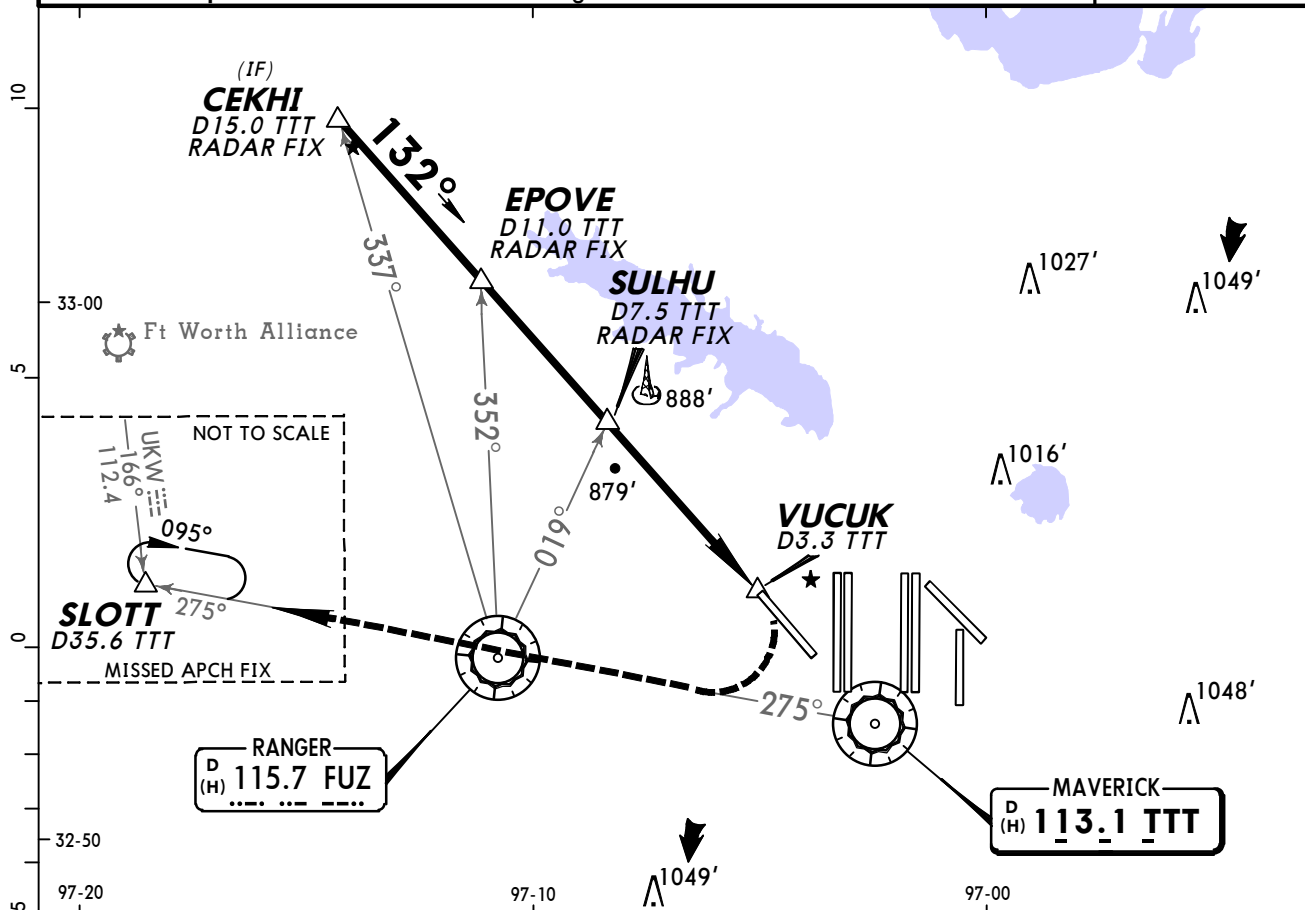
CHANGES: THR to TDZE, procedure bearings, notes.

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TERPS AMEND 2A 18 SEP 2014

BRIEFING STRIP™

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) 1140' (549')	Apt Elev 607' TDZE 591'	
MISSED APCH: Climbing RIGHT turn to 3000' outbound on TTT VOR R-275 to SLOTT INT/D35.6 TTT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required. 2. VGSI and descent angles not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	TTT	SLOTT
Descent angle	2.99°	370	476	529	635	741	846	PAPI	on	113.1	
MAP at VUCUK or SULHU to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35		RT	R-275	

TERPS STRAIGHT-IN LANDING RWY 13R

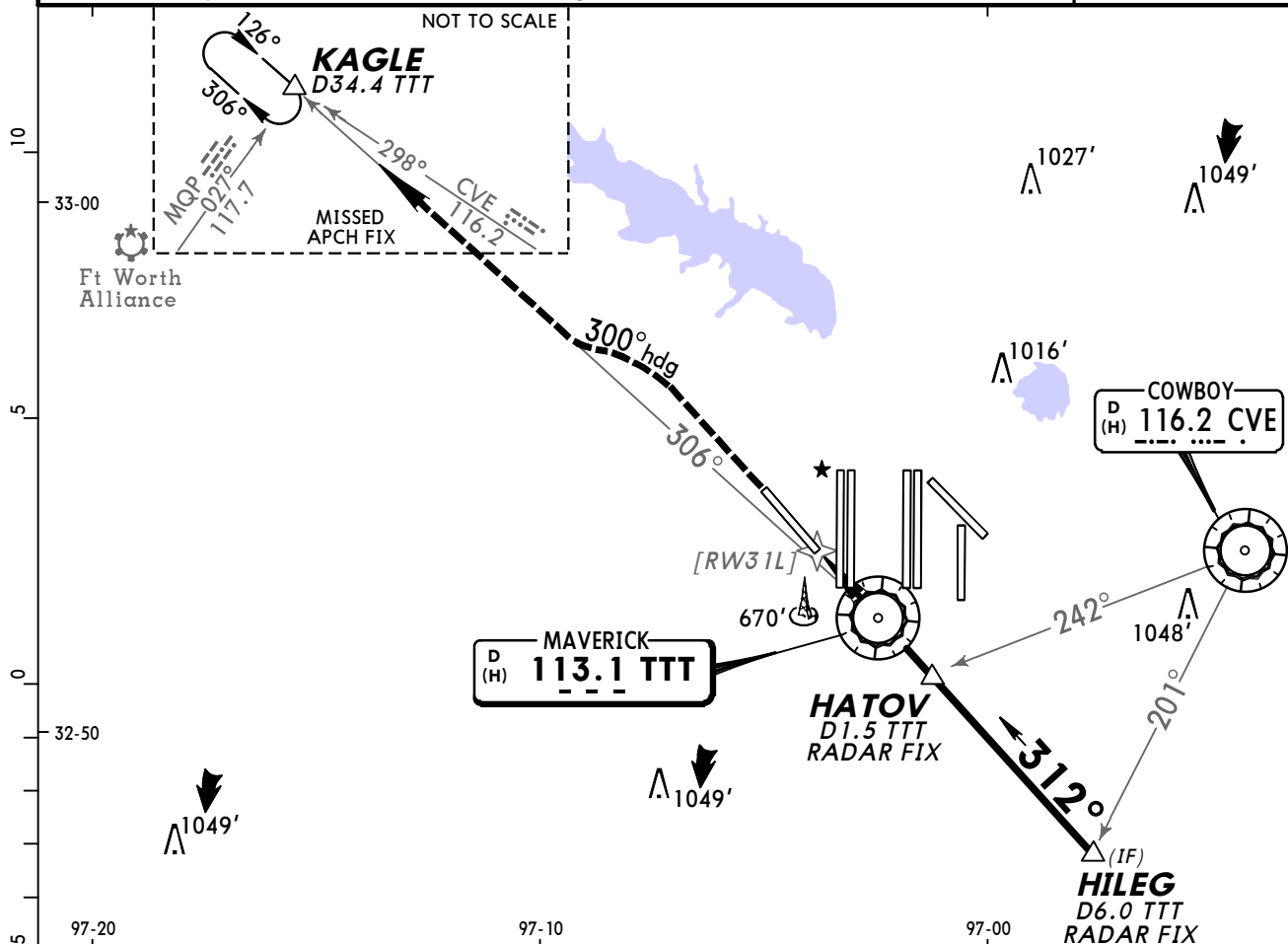
MDA(H) **1140'** (549')

	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 55 or 1
B	RVR 40 or 3/4	
C	RVR 60 or 1 1/8	1 5/8
D		

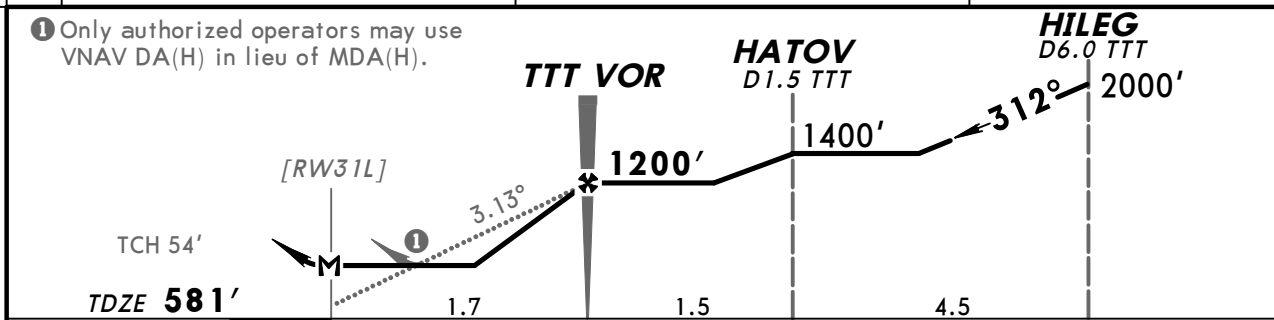
KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 12 SEP 14 (63-2) VOR Rwy 31L

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 312°	Minimum Alt VOR 1200' (619')	MDA(H) 1020' (439')	Apt Elev 607' TDZE 581'	2700' 090° → ← 270° 3600' MSA TTT VOR
MISSED APCH: Climb to 1200' then climbing LEFT turn to 5000' on 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.					



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° on hdg	TTT R-306
Descent angle 3.13°	388	498	554	665	775	886				↑	LT		
VOR to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38							

TERPS		STRAIGHT-IN LANDING RWY 31L	
		MDA(H) 1020' (439')	
A	RVR 55 or 1		
B			
C			
D			
1 3/8			

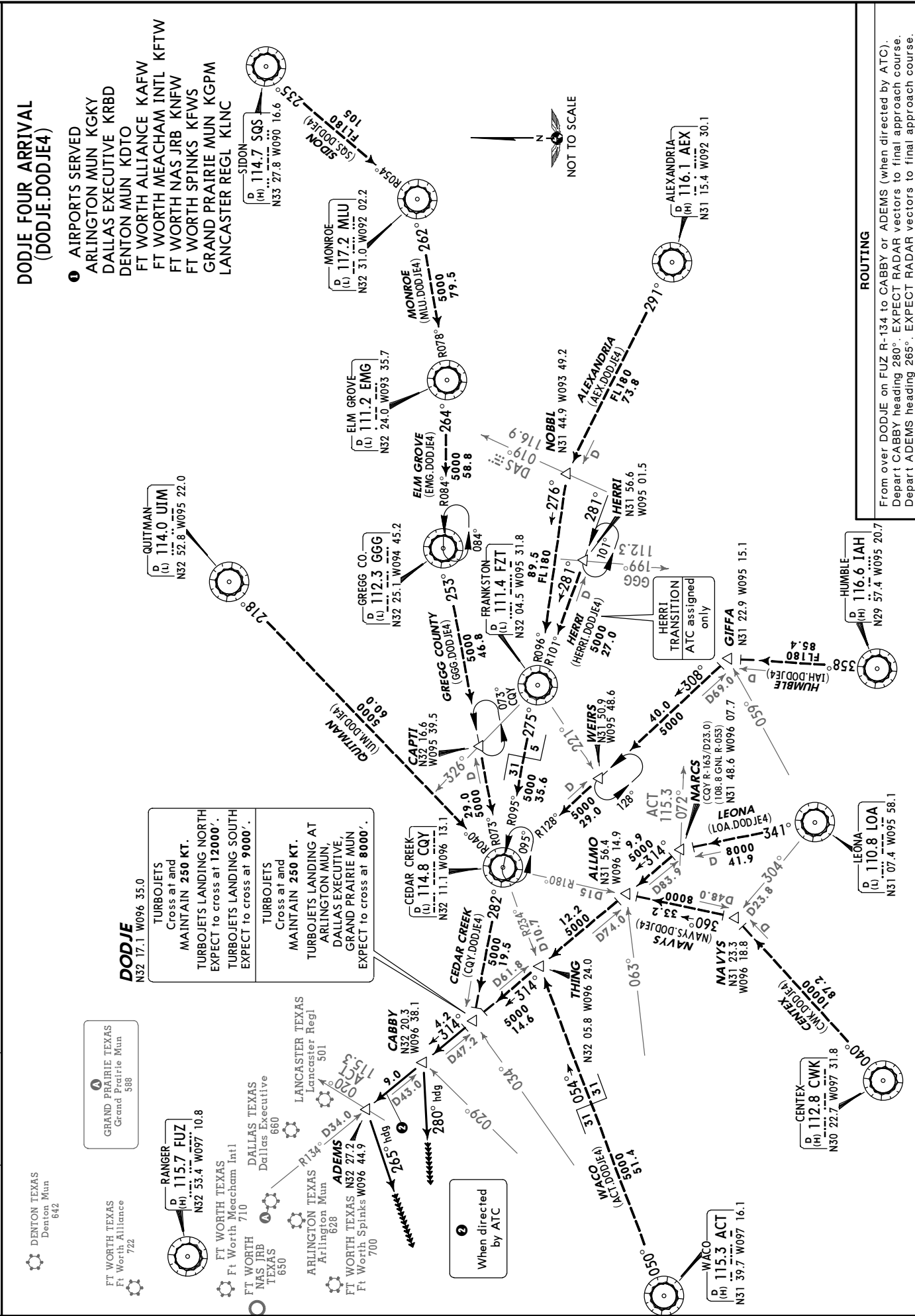
CHANGES: THR to TDZE.

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TERPS AMEND OC 18 SEP 2014

AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)	Apt Elev See Graphic	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'
125.2				

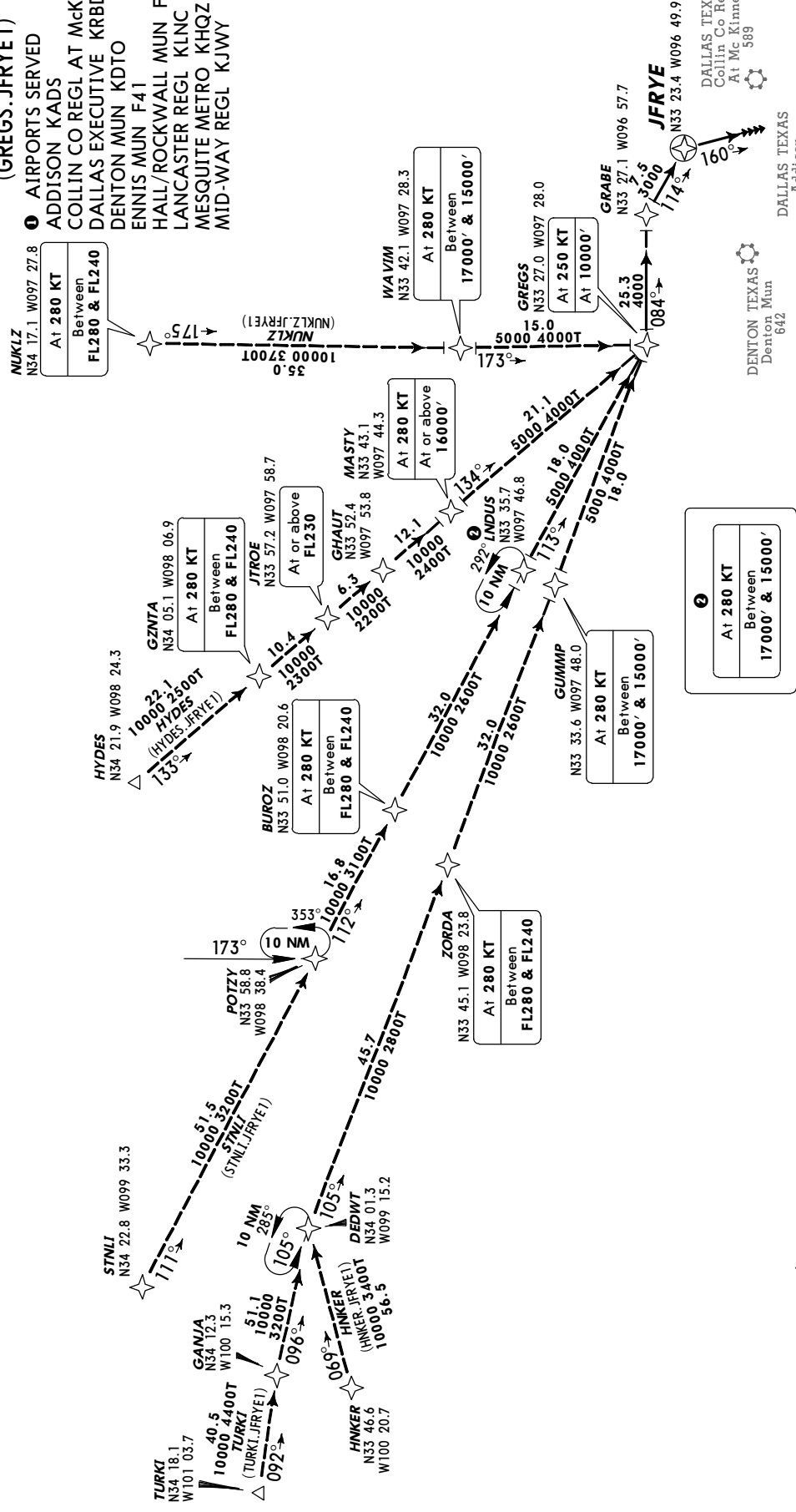


AREA STAR SERVES ONLY: 1

REGIONAL Approach (R) 118.1	Alt Set: INCHES 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	Trans level: FL180 Trans alt: '18000'	5. All Turbojet aircraft except landing Denton Mun, can EXPECT altitudes as published; all other aircraft can EXPECT altitudes as assigned by ATC.
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JFRYE ONE RNAV ARRIVAL
(GREGS.JFRYE1)

- 1 AIRPORTS SERVED**
ADDISON KADS
COLLIN CO REGL AT McKINNEY KTKN
DALLAS EXECUTIVE KRBD
DENTON MUN KDTO
ENNIS MUN F41
HALL/ROCKWALL MUN F46
LANCASTER REGL KINC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY



ROUTING

From GREGS on track 084° to GRABE, then on track 114° to JFRYE, then on track 160°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at these airports:

AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)	<i>Apt Elev</i>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
North South	<i>See Graphic</i>		
135.975	125.8		

LIKES ONE RNAV ARRIVAL
(SLUGG.LIKES1)

ARLINGTON MUN KGKY
BOURLAND 50F
CIEBURNE REGL KCPT
DECATUR MUN KLUD
DENTON MUN KDTO
FT WORTH ALLIANCE K
FT WORTH MEACHAM IN
FT WORTH NAS JRB KNR
FT WORTH SPINKS KFW
GRAND PRAIRIE MUN K
PARKER CO KWEA


DECATUR TEXAS
 Decatur Mun
 1047


DENTON TEXAS
 Denton Mun
 642

FT WORTH TEXAS
Ft Worth Alliance
722

FT WORTH TEXAS
Ft Worth Meacham Intl
710

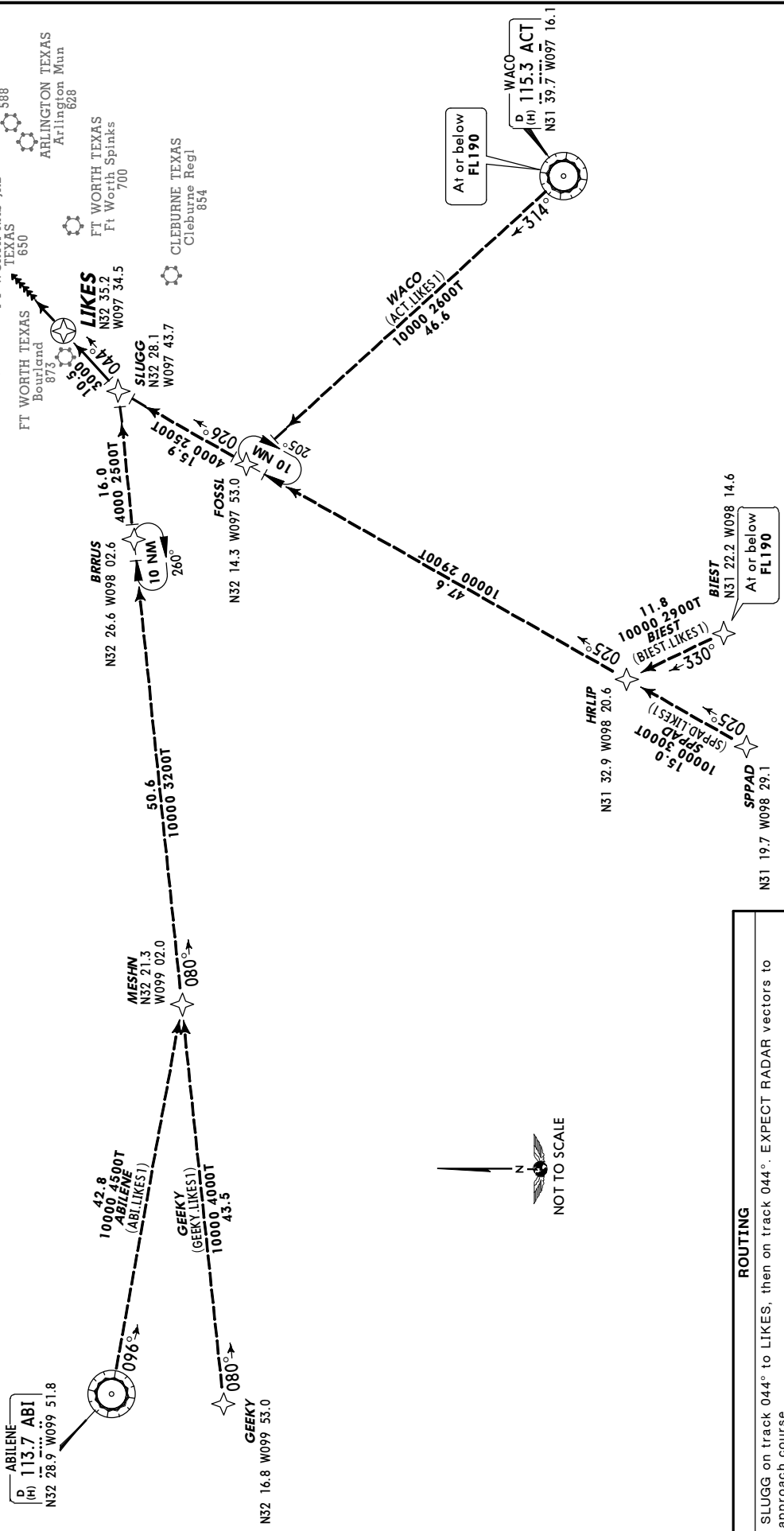
WEATHERFORD TEXAS
Parker Co
991

GRAND PRAIRIE TEXAS
Grand Prairie Mun 588

ARLINGTON TEXAS
Arlington Mun
628

NORTH TEXAS
North Spinks
700

854
burne Regl
URNE TEXAS

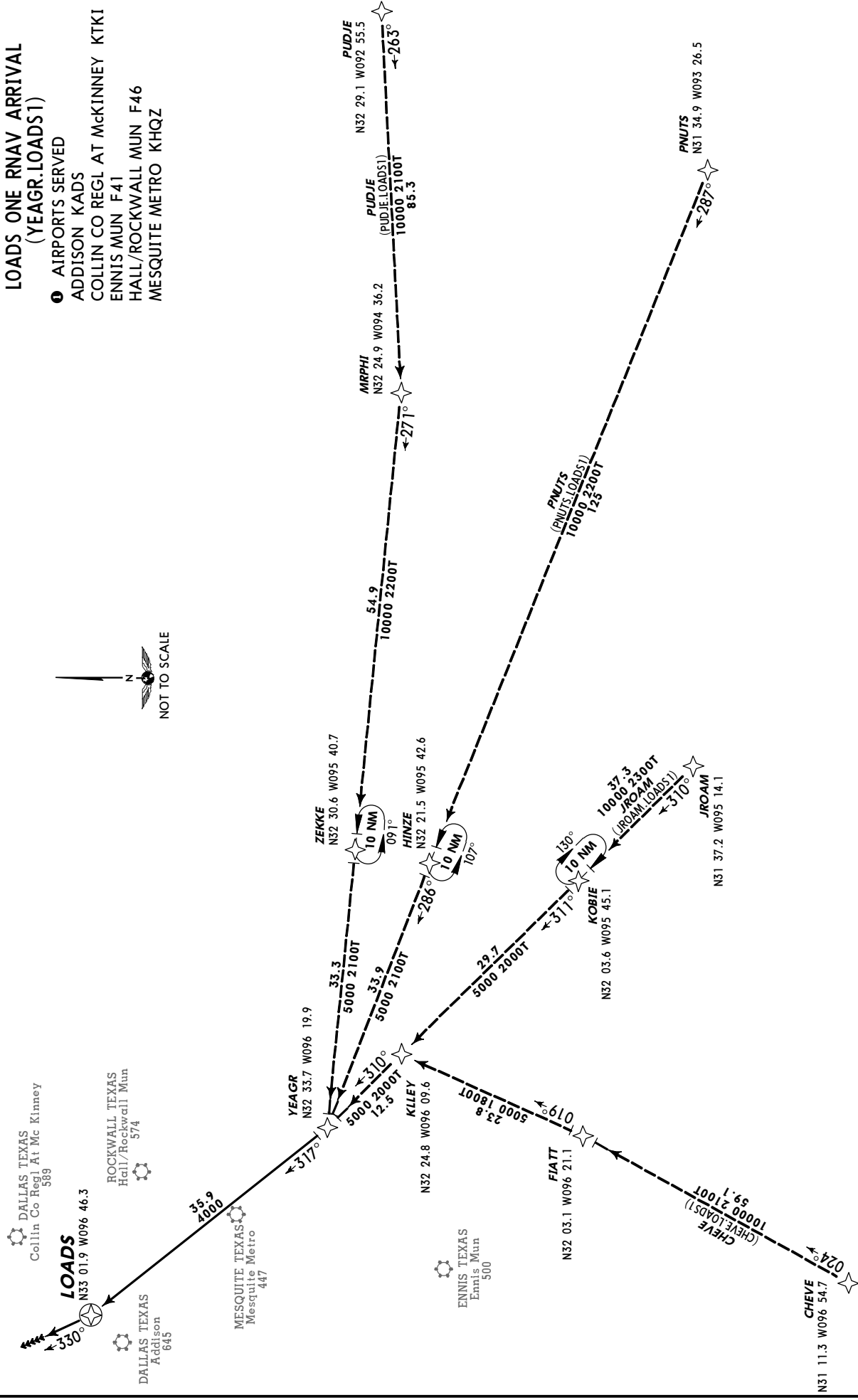


ROUTING

From SLUGG on track 044° to LIKES, then on track 044°. EXPECT RADAR vectors to final approach course.

LOADS ONE RNAV ARRIVAL
(YEAGR.LOADS1)

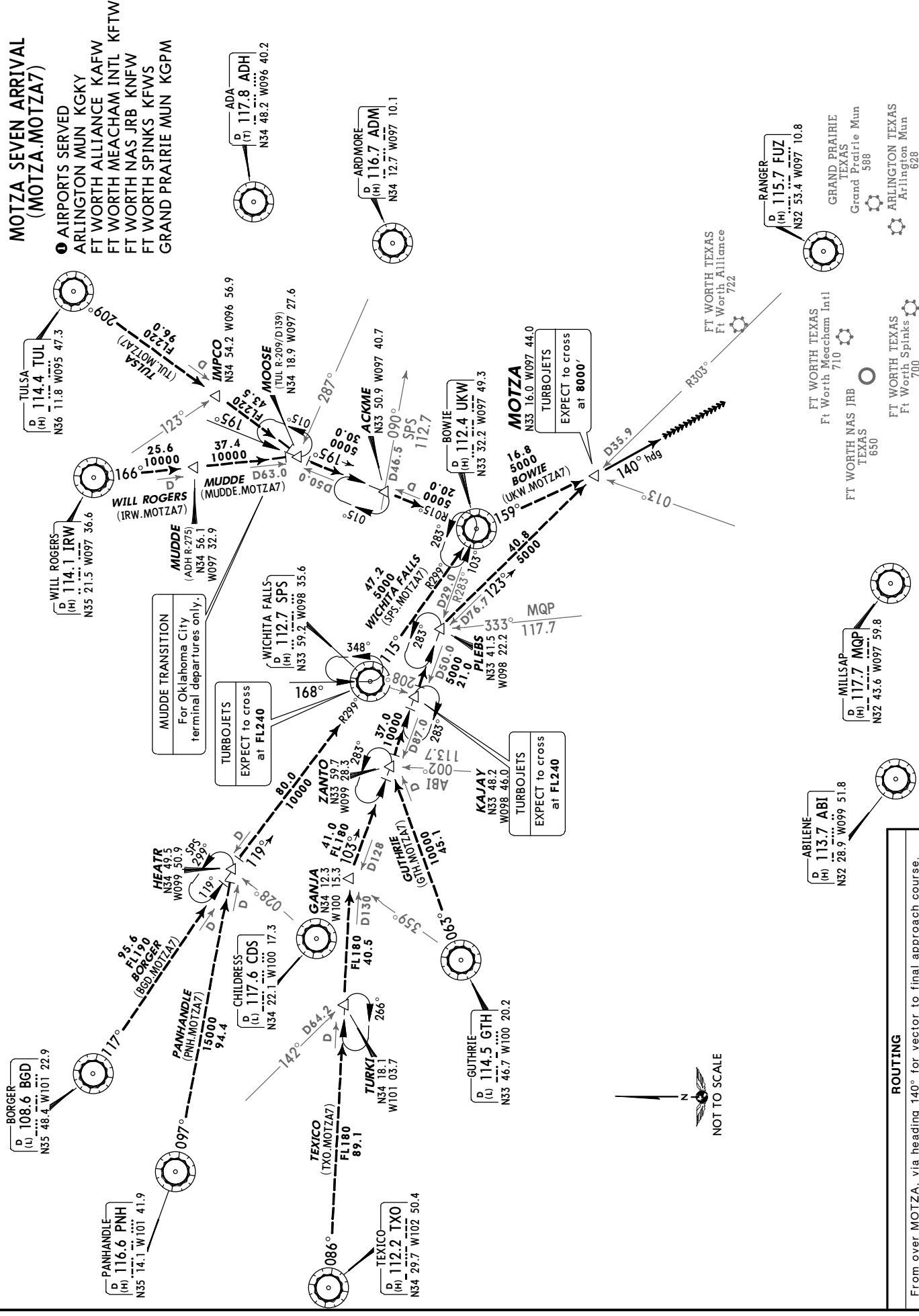
- AIRPORTS SERVED**
ADDISON KADS
COLLIN CO REGl AT McKINNEY KTK1
ENNIS MUN F41
HALL/ROCKWALL MUN F46
MESQUITE METRO KHQZ



ROUTING

From YEAGR on track 317° to LOADS, then on track 330°. EXPECT RADAR vectors to final approach course.

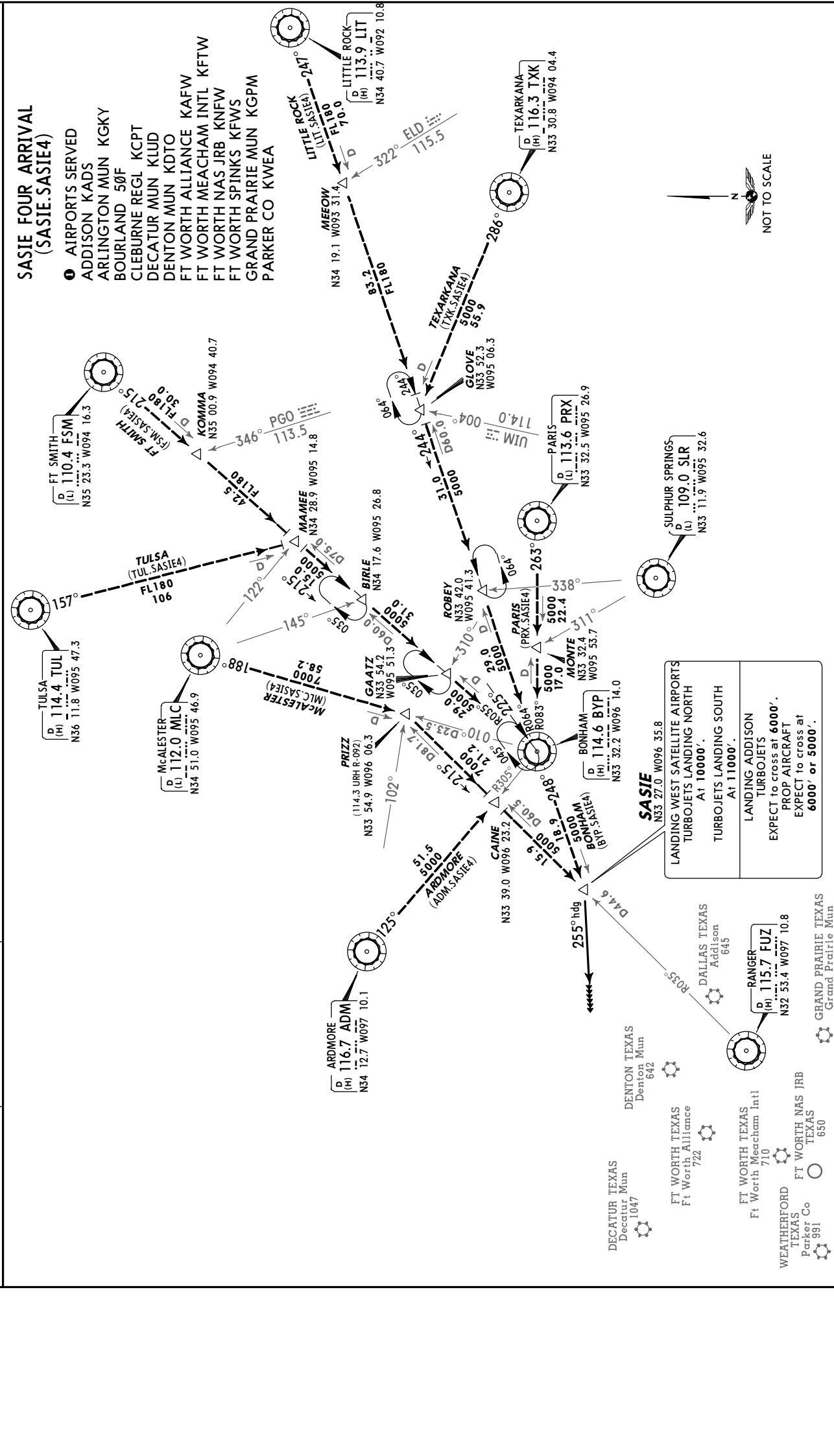
CHANGES: New procedure at these airports.



From over MOTZA, via heading 140° for vector to final approach course.

SASIE FOUR ARRIVAL
(SASIE.SASIE4)

- AIRPORTS SERVED
- ADDISON KADS
- ARLINGTON MUN KGKY
- BOURLAND 50F
- CLEBURNE REGL KCPT
- DECATUR MUN KLUD
- DENTON MUN KDTO
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KFW
- FT WORTH SPINKS KFW
- GRAND PRAIRIE MUN KGPM
- PARKER CO KWEA



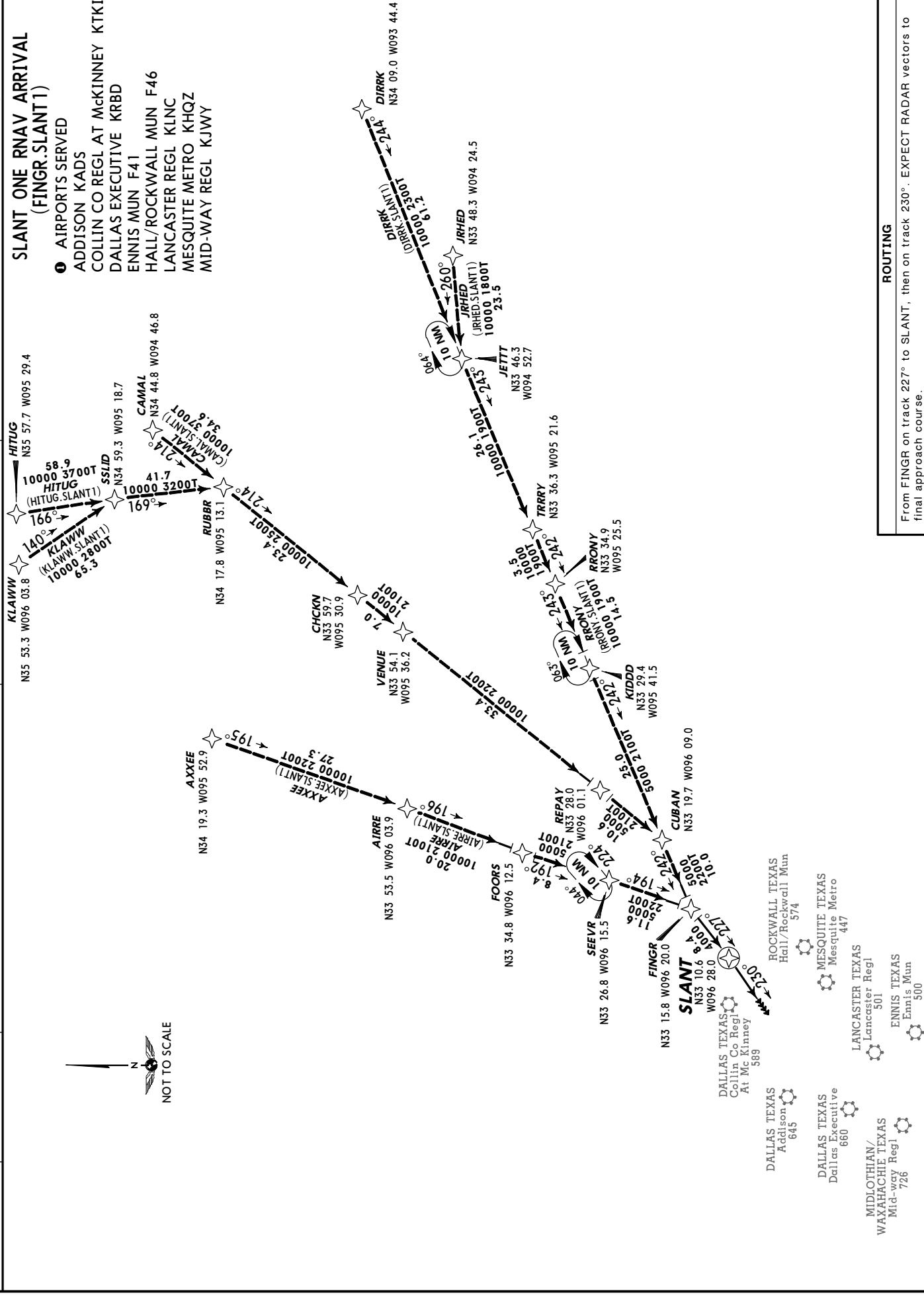
From SASIE, then on 255° heading or as assigned by ATC.
EXPECT RADAR vectors to final approach course.

ROUTING

REGIONAL Approach (R)	125.27	<i>Apt Elev</i> <i>See Graphic</i>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. AXEE and RRONY Transitions for aircraft filing FL230 and below. 5. AIRRE Transition for aircraft filing FL190 and below and for OKC Terminal arrivals only. 6. JRHED Transition is ATC assigned only.
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SLANT ONE RNAV ARRIVAL
(FINGER.SLANT1)

- 1 AIRPORTS SERVED**
ADDISON KADS
COLLIN CO REGL AT MCKINNEY KTKL
DALLAS EXECUTIVE KRBK
ENNIS MUN F41
HALL/ROCKWALL MUN F46
LANCASTER REGL KLNC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY

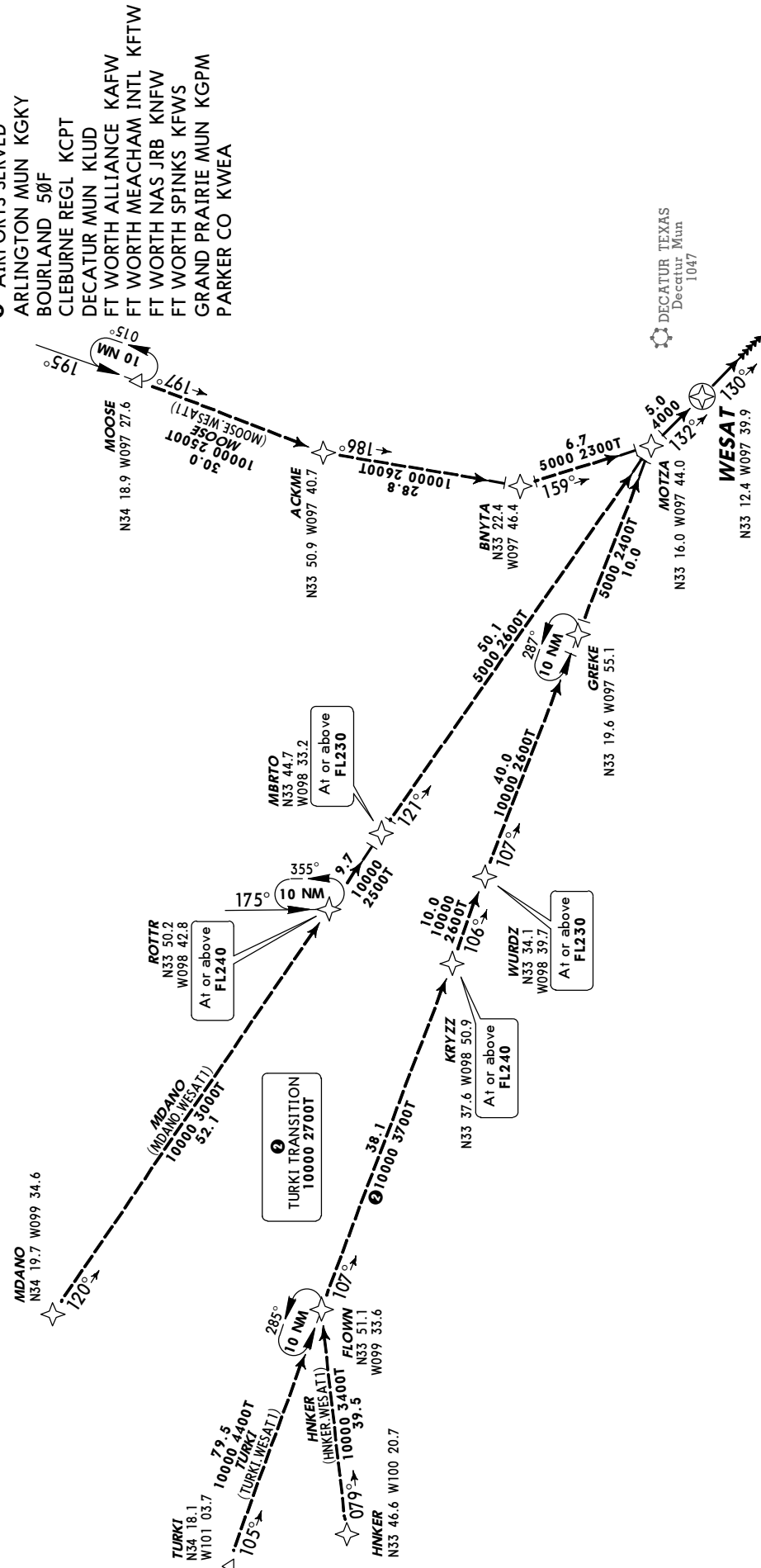


ROUTING

From FINGR on track 227° to SLANT, then on track 230°. EXPECT RADAR vectors to final approach course

WESAT ONE RNAV ARRIVAL
(MOTZ.WESAT1)

- 1 AIRPORTS SERVED**
 ARLINGTON MUN KGKY
 BOURLAND 50F
 CLEBURNE REGL KCPT
 DECATUR MUN KLUD
 FT WORTH ALLIANCE KAFW
 FT WORTH MEACHAM INTL KFTW
 FT WORTH NAS JRB KNFW
 FT WORTH SPINKS KFWS
 GRAND PRAIRIE MUN KGPM
 PARKER CO KWEA



FT WORTH TEXAS
Ft Worth Alliance
722

FT WORTH TEXAS
Ft Worth Meacham Intl
710

FT WORTH TEXAS
Grand Prairie Texas
588

FT WORTH TEXAS
Grand Prairie Mun
580

FT WORTH TEXAS
Ft Worth NAS IRB
TEXAS
650

FT WORTH TEXAS
Bourland
873

FT WORTH TEXAS
Cleburne Regl
854

FT WORTH TEXAS
Ft Worth Spinks
700

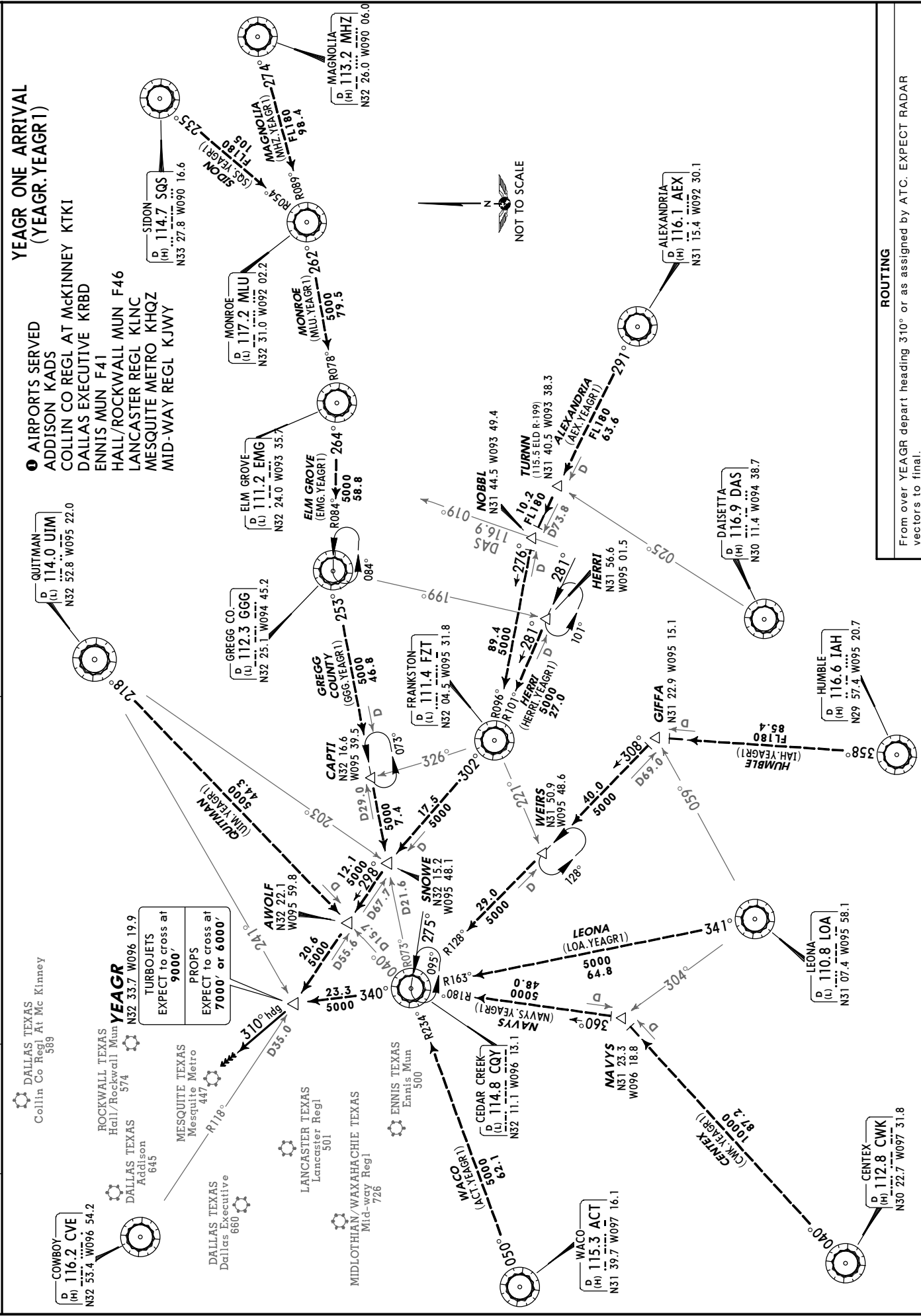
ROUTING

From MOTZA on track 132° to WESAT, then on track 130° . EXPECT RADAR vectors to final approach course.

AREA STAR SERVES ONLY: 1

REGIONAL Approach (R)	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
125.27	See Graphic	

1. RADAR required.
2. HERRI Transition ATC assigned only.



AREA SID SERVES ONLY: 1

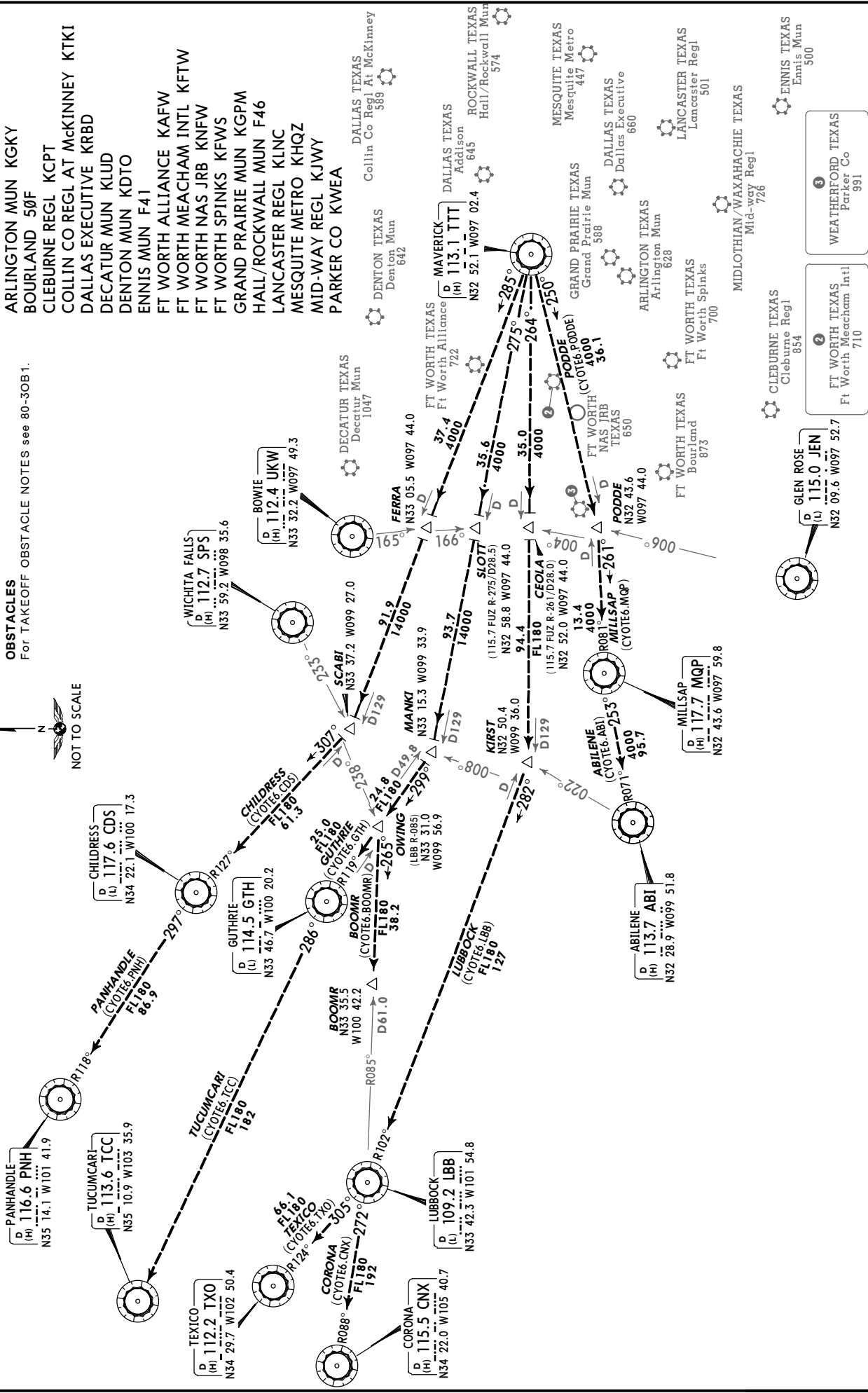
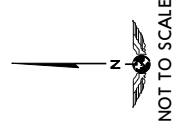
Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000'
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1. RADAR required.
2. TUCUMCARI Transition: GTH to TCC, GPS required.
3. BOOMR Transition: For aircraft inbound to the Lubbock terminal area.
4. PODDE Transition: ATC assigned.

COYTE SIX DEPARTURE
(CYOTE6.TTT)
1 AIRPORTS SERVED

- ADDISON KADS
ARLINGTON MUN KGKY
BOURLAND 50F
CLEBURNE REGL KCPT
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS EXECUTIVE KRBD
DECATUR MUN KLUD
DENTON MUN KDTO
ENNIS MUN F41
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
HALL/ROCKWALL MUN F46
LANCASTER REGL KINC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY
PARKER CO KWEA

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-30B.1.



- 2 FT WORTH TEXAS
Parker Co
Ft Worth Meccam Int'l
710
- 3 WEATHERFORD TEXAS
Parker Co
991

AREA SID SERVES ONLY: 1

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000'
-------------------------	--------------------	-------------------

- 1. RADAR required.**
2. For Jets requesting FL180 and above, 3. Jets requesting 17000' and below EXPECT GARLAND Departure.
4. Props EXPECT the WYLIE or HUBBARD Departure.

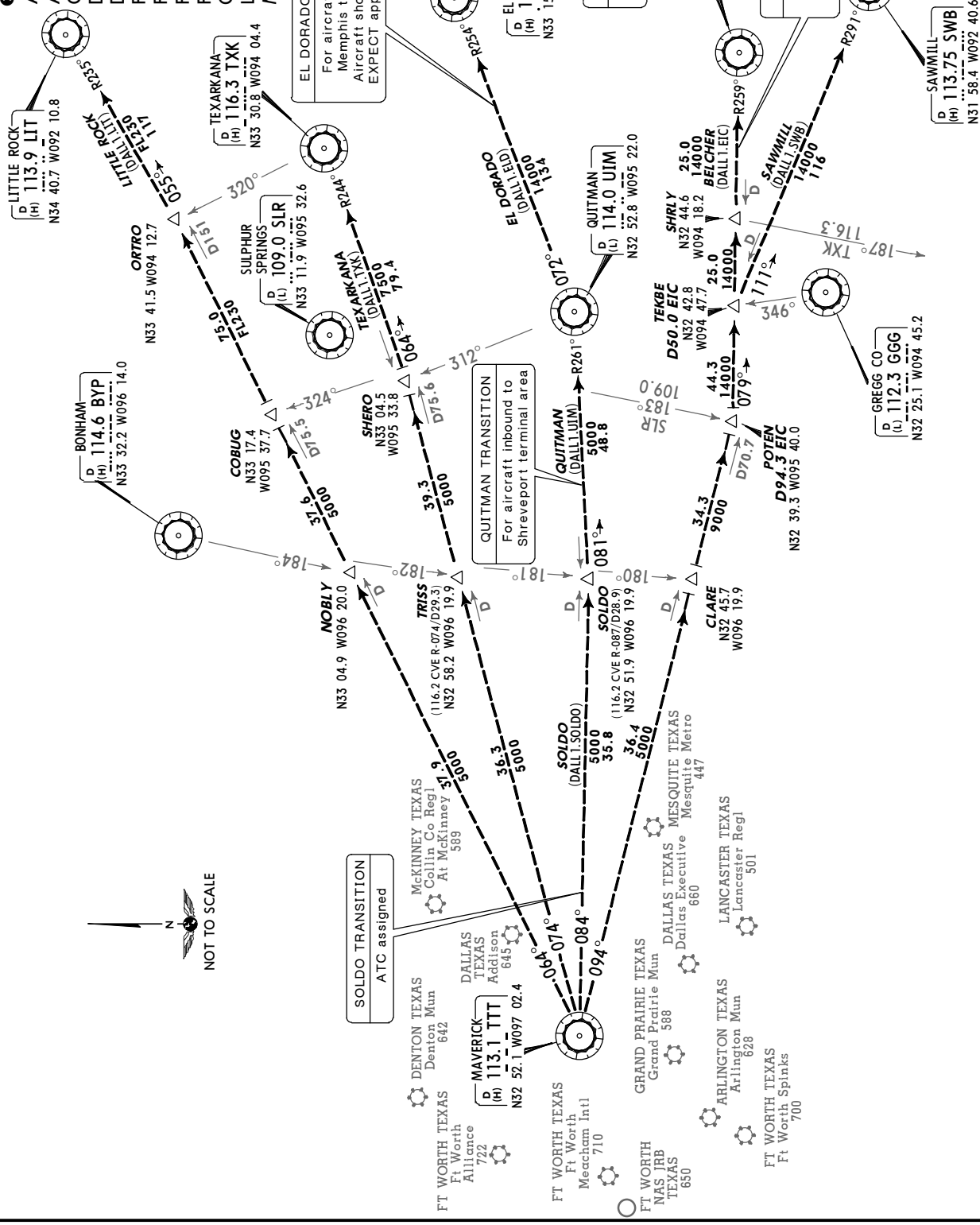
**DALLAS ONE DEPARTURE
(DALL1.TTT)**

For Procedure Text and
Takeoff Minimums see 80-3A-1
PROCEDURE GRAPHIC

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-3OB1.

AIRPORTS SERVED

- ADDISON KADS
- ARLINGTON MUN KGKY
- COLLIN CO REGL AT MCKINNEY KTKI
- DALLAS EXECUTIVE KRB
- 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 REGL KLNC
- MESQUITE METRO KHQZ



AREA SID SERVES ONLY: 1

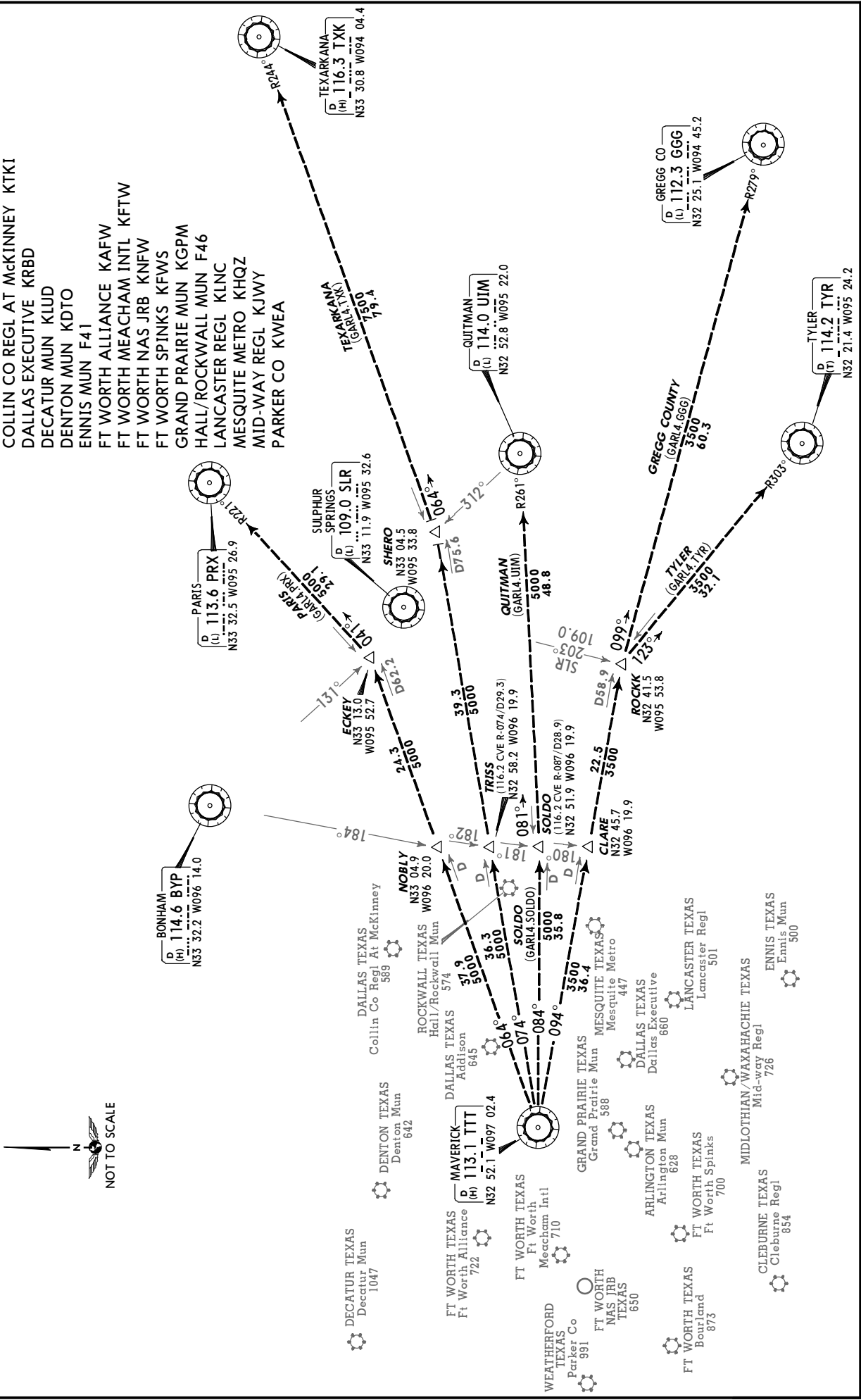
Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000'
-------------------------	--------------------------------------

- 1. RADAR required.
- 2. For Jets requesting 17000' and below.
- 3. Props EXPECT WYLIE or HUBBARD Departure.
- 4. SOLD0 Transition: ATC assigned.

1 AIRPORTS SERVED GARLAND FOUR DEPARTURE (GARL4.TTT)

ADDISON KADS
ARLINGTON MUN KGKY
BOURLAND 50F
CLEBURNE REGL KCPT
COLLIN CO REGL AT MCKINNEY KTK1
DALLAS EXECUTIVE KRBD
DECATUR MUN KLUD
DENTON MUN KDTO
ENNIS MUN F41
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
HALL/ROCKWALL MUN F46
LANCASTER REGL KLNC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY
PARKER CO KWEA

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-30B1.



**GARLAND FOUR DEPARTURE
(GARL4.TTT)**

For Procedure Graphic see 80-3B
PROCEDURE TEXT

This SID requires take-off minimums

(for standard minimums, refer to airport chart):

ADDISON: Rwy 15: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 325' per NM to 1100'.

Rwy 33: Standard (or lower than standard, if authorized):

BOURLAND: Rwy 17: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 512' per NM to 1300'.

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

CLÉBURNE REG: Rwy 15: Standard (or lower than standard, if authorized).

Rwy 33: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 422' per NM to 1200'.

DALLAS EXECUTIVE: Rws 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 a minimum climb of 220' per NM to 1200'.

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

Rwy 35: Standard (or lower than standard, if authorized) with a minimum climb of 320' per NM to 3500'.
Rwy 36L: Standard
Rwy 36C: Standard
Rwy 36R: Standard

FI WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 208'.

authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no

Rwy 16R: 300-2 1/4 of standard (or lower than standard, it and a normal 200' per NIM climb gradient take off must occur

and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

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 a minimum climb of 220' per NM to 1000', 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 1500' prior to DER.

Rwys 16, 17, 27: Standard (or lower than standard, if authorized).

Rwy 34: 300–2 or standard (or lower than standard, if authorized), with standard (or lower than standard, if authorized) take-off minimum per NM to 1100', or alternatively, with standard (or lower than standard, if authorized) take-off minimum per NM climb gradient, take-off must occur no later than 1800' prior to DER.

Rwy 35: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of

and a normal 200' per NM climb gradient, take-off must occur no later

FT WORTH SPINKS: Rwys 17L, 35R: Not Authorized - environment

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 - ATC.

LANCASTER REGL: Rwy 13: Standard (or lower than standard, if authorized).

[illegible]

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

AIRPORT	INITIAL CLIMB
ARLINGTON MUN	Rwy 16: Climb heading 162° to 2500' before turning LEFT.
	Rwy 34: Climb heading 342° to 1400' before turning SOUTHEASTBOUND.
BOURLAND	Rwy 17: Climb heading 165° to 1400' before turning RIGHT.
DALLAS EXECUTIVE	Rwy 13: Climb heading 129° to 1800' before turning WESTBOUND.
	Rwy 17: Climb heading 174° to 2600' before turning WESTBOUND.
	Rwy 31: Climb heading 309° to 1500' before turning SOUTHBOWN.
	Rwy 35: Climb heading 354° to 1400' before turning SOUTHBOWN.
DECATUR MUN	Rwy 17: Climb heading 163° to 1700' before proceeding NORTH.
FT WORTH ALLIANCE	Rwy 16R: Climb heading 166° to 1100' before turning RIGHT.
FT WORTH MEACHAM INTL	Rwy 9: Climb heading 092° to 1800' before proceeding on course.
	Rwys 16, 17: Climb heading 164° to 1600' before proceeding on course.
FT WORTH SPINKS	Rwy 17R: Climb heading 173° to 1200' before turning RIGHT.
GRAND PRAIRIE MUN	Rwy 17: Climb heading 189° to 2500' before proceeding on course.
LANCASTER REGL	Rwy 31: Climb heading 314° to 1800' before turning LEFT.
MID-WAY REGL	Rwy 18: Climb heading 178° to 1700' before proceeding NORTHBOUND.
	Rwy 36: Climb heading 013° to 2700' before turning LEFT.
PARKER CO	Rwy 35: Climb heading 355° to 1600' before turning LEFT.
ROUTING	
When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.	
ALL OTHER AIRPORTS	
When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.	

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

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

AREA SID SERVES ONLY: 1

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

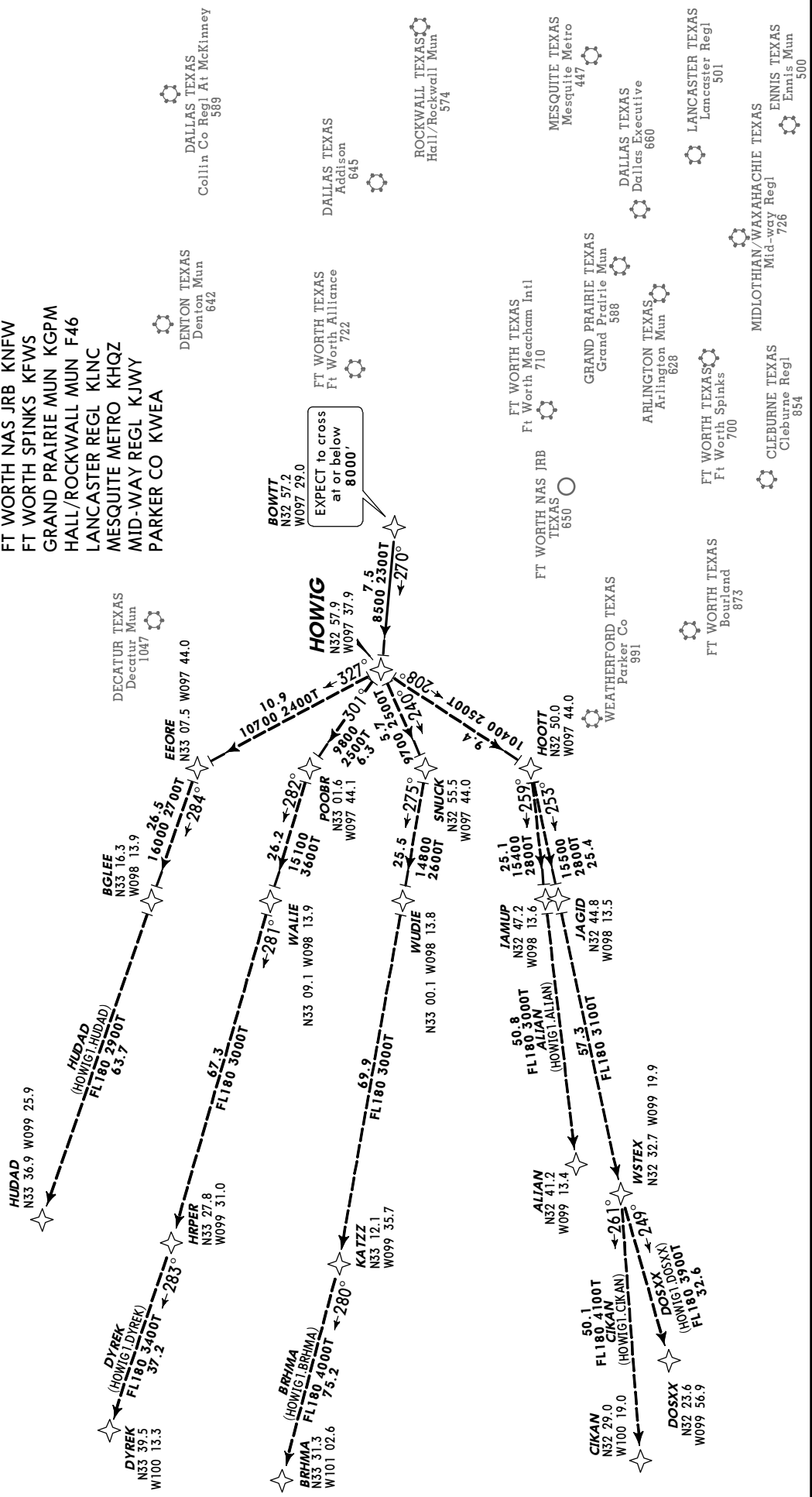
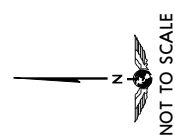
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.

4. For use by turbojets only. 5. Props file and EXPECT KINGDOM or COYOTE Departure.
6. File this SID when Dallas-Ft Worth Intl is on NORTH flow departing Rwy 35, 36. File SWABR Departure when Dallas-Ft Worth Intl is on SOUTH flow departing Rwy 17, 18.

AIRPORTS SERVED
HOWIG ONE RNAV DEPARTURE
(HOWIG1.HOWIG)

ADDITION KADS
ARLINGTON MUN KGKY
BOURLAND 50F
CLEBURNE REGL KCPT
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS EXECUTIVE KRBD
DECATUR MUN KLUD
ENNIS MUN F41
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
HALL/ROCKWALL MUN F46
LANCASTER REGL KLNC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY
PARKER CO KWEA

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-30B1.



**HOWIG ONE RNAV DEPARTURE
(HOWIG1.HOWIG)**

For Procedure Graphic see 80-3C
PROCEDURE TEXT

This SID requires take-off minimums

(for standard minimums, refer to airport chart):

ADDITION: Rwy 15: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 325' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).

BOURLAND: Rwy 17: 300-2 or standard (or lower than st

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

CLEBURNE REG: Rvw 15: Standard (or lower than standard, if authorized).

Rwy 33: 300-1 1/2 or standard (or lower than standard) with a minimum climb of 422' per NM to 1200'.

DALLAS EXECUTIVE: Bwvs 13. 31. 35: Standard (or lower than standard if authorized).

SALES EXECUTIVE: 17yrs 10, 01, 00. Standard (or lower than standard, if authorized)
Bwv 17: 400-2 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 220' per NM to 1200'.

DECATUR MUN: Bwy 17: Standard (or lower than standard if authorized)

DEGRATION MON: Hwy 17: Standard (or lower than standard, if authorized); Rwy 35: Standard (or lower than standard, if authorized) with a minimum climb of 320' per NM to 3500'.

FT 1000 ALLIANCE: Rwy 16L: 300-2 1/4 or 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 1400' prior to DER.

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

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 a minimum climb of 220' per NM to 1000', or alternatively, with standard (or lower than standard, authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

Rwvs 16. 17. 27: Standard (or lower than standard, if authorized).

Rwy 34: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 220'.

and a normal 200' per NM climb gradient. take-off must occur no later than 1800' prior to DER.

Rwy 35: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of

and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.

FT WORTH SPINKS: Bwys 17L 35B: Not Authorized - environmental

Bwys 17B. 35L: Standard (or lower than standard, if authorized)

ET WORTH NAS-IRB. Refer to appropriate military service directives always 1711, 93E: Standard (or lower than standard, if authorized):

GRAND PRAIRIE MUN: Bwy 17: Standard (or lower than standard if authorized)

GRAND PRAIRIE MON. HWY 17
Bwy 35. Not Authorized - ATC

LANCASTER REGI : Bwy 13: Standard (or lower than standard if authorized)

LANCASTER REG. Hwy 13: Standard (or lower than standard, if authorized).

and a normal 200' per NM climb gradient take-off must occur no later than 1200'. prior to DER take-off. With standard or lower than standard, it authorized) take-off minimum climb or lower than standard, it authorized) with a minimum climb of 200' per NM to 800' , or alternatively, with standard or lower than standard, it authorized) take-off must occur no later than 1200'. prior to DER take-off.

ALL OTHER ABORTS: Standard (or lower than standard if authorized)

AIRPORT	INITIAL CLIMB
ARLINGTON MUN	Rwy 16: Climb heading 162° to 2500' before turning LEFT.
	Rwy 34: Climb heading 342° to 1400' before turning SOUTHEASTBOUND.
BOURLAND	Rwy 17: Climb heading 165° to 1400' before turning RIGHT.
DALLAS EXECUTIVE	Rwy 13: Climb heading 129° to 1800' before turning WESTBOUND.
	Rwy 17: Climb heading 174° to 2600' before turning WESTBOUND.
	Rwy 31: Climb heading 309° to 1500' before turning SOUTHBOUND.
	Rwy 35: Climb heading 354° to 1400' before turning SOUTHBOUND.
	Rwy 17: Climb heading 163° to 1700' before proceeding NORTH.
DECATUR MUN	Rwy 16R: Climb heading 166° to 1100' before turning RIGHT.
FT WORTH ALLIANCE	Rwy 9: Climb heading 092° to 1800' before proceeding on course. Rwys 16, 17: Climb heading 164° to 1600' before proceeding on course.
FT WORTH SPINKS	Rwy 17R: Climb heading 173° to 1200' before turning RIGHT.
GRAND PRAIRIE MUN	Rwy 17: Climb heading 189° to 2500' before proceeding on course.
LANCASTER REGL	Rwy 31: Climb heading 314° to 1800' before turning LEFT.
MID-WAY REGL	Rwy 18: Climb heading 178° to 1700' before proceeding NORTHBOUND.
	Rwy 36: Climb heading 013° to 2700' before turning LEFT.
PARKER CO	Rwy 35: Climb heading 355° to 1600' before turning LEFT.

When entering controlled airspace, fly heading assigned by ATC, EXPECT vector to BOWWT, then on track 270° to HOWIG, then on assigned transition. MAINTAIN altitude assigned by ATC. EXPECT filed altitude 10 minutes after departure.

ALL OTHER AIRPORTS

When entering controlled airspace, fly heading assigned by ATC, EXPECT vector to BOWWT, then on track 270° to HOWIG, then on assigned transition. MAINTAIN altitude assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at these airports:

AREA SID SERVES ONLY: 1

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000'
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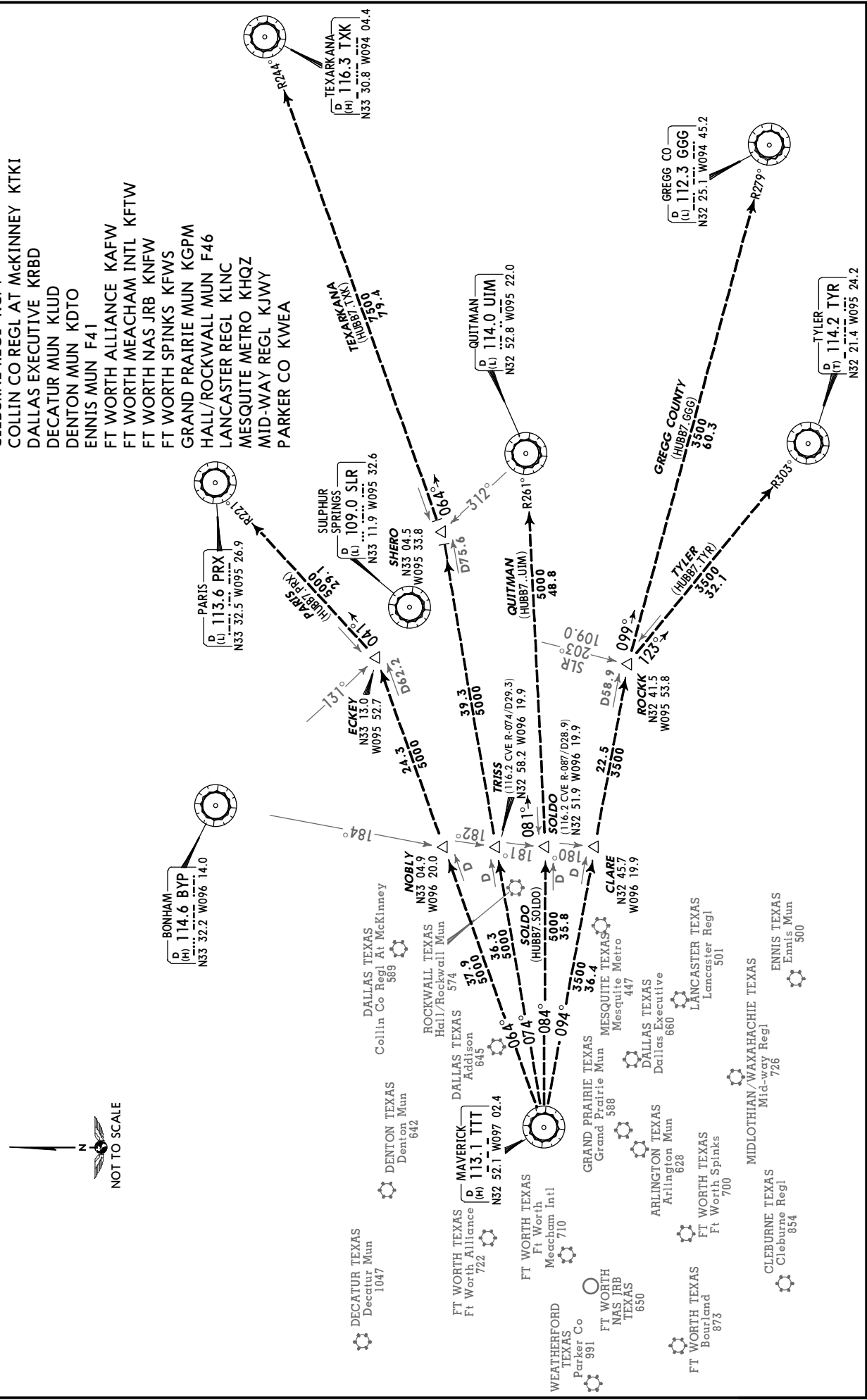
1. RADAR required.
2. For props requesting FL230 and below. Props requesting FL240 or above EXPECT WYLIE Departure.

AIRPORTS SERVED HUBBARD SEVEN DEPARTURE (HUBB7.TTT)

- ADDISON KADS
ARLINGTON MUN KGKY
BOURLAND 50F
CLEBURNE REGL KCPT
COLLIN CO REGL AT MCKINNEY KTK1
DALLAS EXECUTIVE KRBD
DECATUR MUN KLUD
DENTON MUN KDTO
ENNIS MUN F41
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
HALL/ROCKWALL MUN F46
LANCASTER REGL KLNC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY
PARKER CO KWEA

OBSTACLES

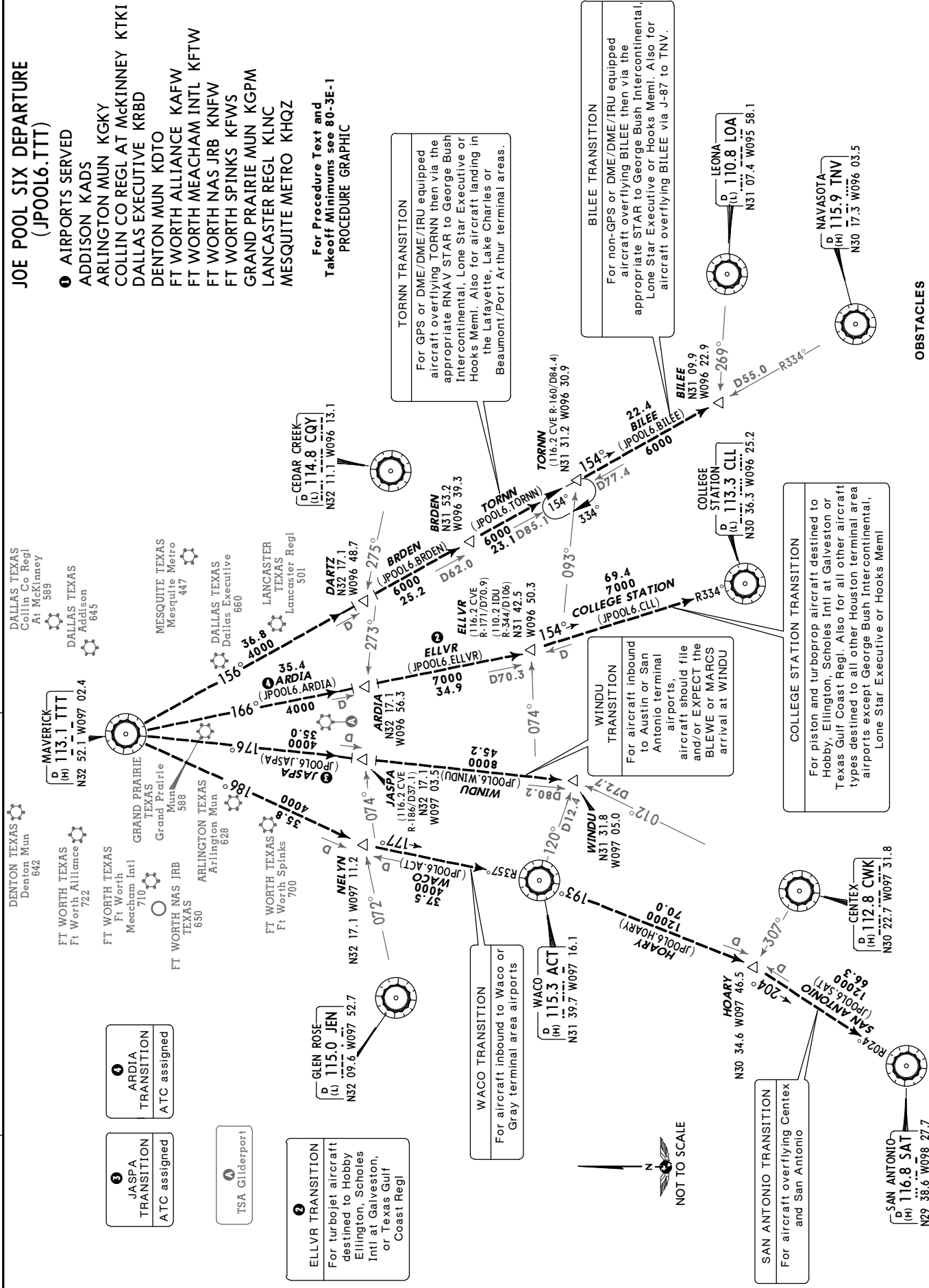
For TAKEOFF OBSTACLE NOTES see 80-30B1.



JOE POOL SIX DEPARTURE
(JP00L6.TTT)

- 1 AIRPORTS SERVED**
ADDISON KADS
ARLINGTON MUN KGKY
COLLIN CO REGL AT MCKINNEY KTKI
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 REGL KLNC
MESQUITE METRO KHQZ

For Procedure Text and
Takeoff Minimums see 80-3E-1
PROCEDURE GRAPHIC



OBSTACLES

For TAKEOFF

JOE POOL SIX DEPARTURE

(JPOOL6.TTT)

For Procedure Graphic see 80-3E

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ADDITION: Rwy 15: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 325' 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 a minimum climb of 220' per NM to 1200'.
FT WORTH ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 208' per NM to 1100', 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 1400' prior to DER.
Rwy 16R: 300-2 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 210' per NM to 1100', 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 1500' prior to DER.
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 a minimum climb of 220' per NM to 1000', 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 1500' prior to DER.
Rwys 16, 17, 27: Standard (or lower than standard, if authorized).
Rwy 34: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 220' per NM to 1100', 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 1800' prior to DER.
Rwy 35: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 205' per NM to 900', 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 1200' prior to DER.
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 - ATC.
LANCASTER REGL: Rwy 13: Standard (or lower than standard, if authorized).
Rwy 31: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 205' 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 1200' prior to DER.
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

AIRPORT		INITIAL CLIMB
ARLINGTON MUN DALLAS EXECUTIVE	Rwy 16:	Climb heading 162° to 2500' before turning LEFT.
	Rwy 34:	Climb heading 342° to 1400' before turning SOUTHEASTBOUND.
	Rwy 13:	Climb heading 129° to 1800' before turning WESTBOUND.
	Rwy 17:	Climb heading 174° to 2600' before turning WESTBOUND.
	Rwy 31:	Climb heading 309° to 1500' before turning SOUTHBOUND.
FT WORTH ALLIANCE	Rwy 35:	Climb heading 354° to 1400' before turning SOUTHBOUND.
	Rwy 16R:	Climb heading 166° to 1100' before turning RIGHT.
FT WORTH MEACHAM INTL	Rwy 9:	Climb heading 092° to 1800' before proceeding on course.
	Rwys 16, 17:	Climb heading 164° to 1600' before proceeding on course.
FT WORTH SPINKS	Rwy 17R:	Climb heading 173° to 1200' before turning RIGHT.
GRAND PRAIRIE MUN	Rwy 17:	Climb heading 189° to 2500' before proceeding on course.
LANCASTER REGL	Rwy 31:	Climb heading 314° to 1800' before turning LEFT.
ROUTING		
When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.		
ALL OTHER AIRPORTS		
When entering controlled airspace, fly assigned heading and altitude. EXPECT vector to appropriate route.		

CHANGES: None.

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
2. For all aircraft requesting 17000' and below.

3. GUTHRIE Transition: For all aircraft landing within the Lubbock terminal area or proceeding WESTBOUND on V-18 to GTH.
4. MILLSAP Transition: For all aircraft overflying MQP WESTBOUND on V-18 or direct.
5. PODDE Transition: ATC assigned.
6. WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying SPS.

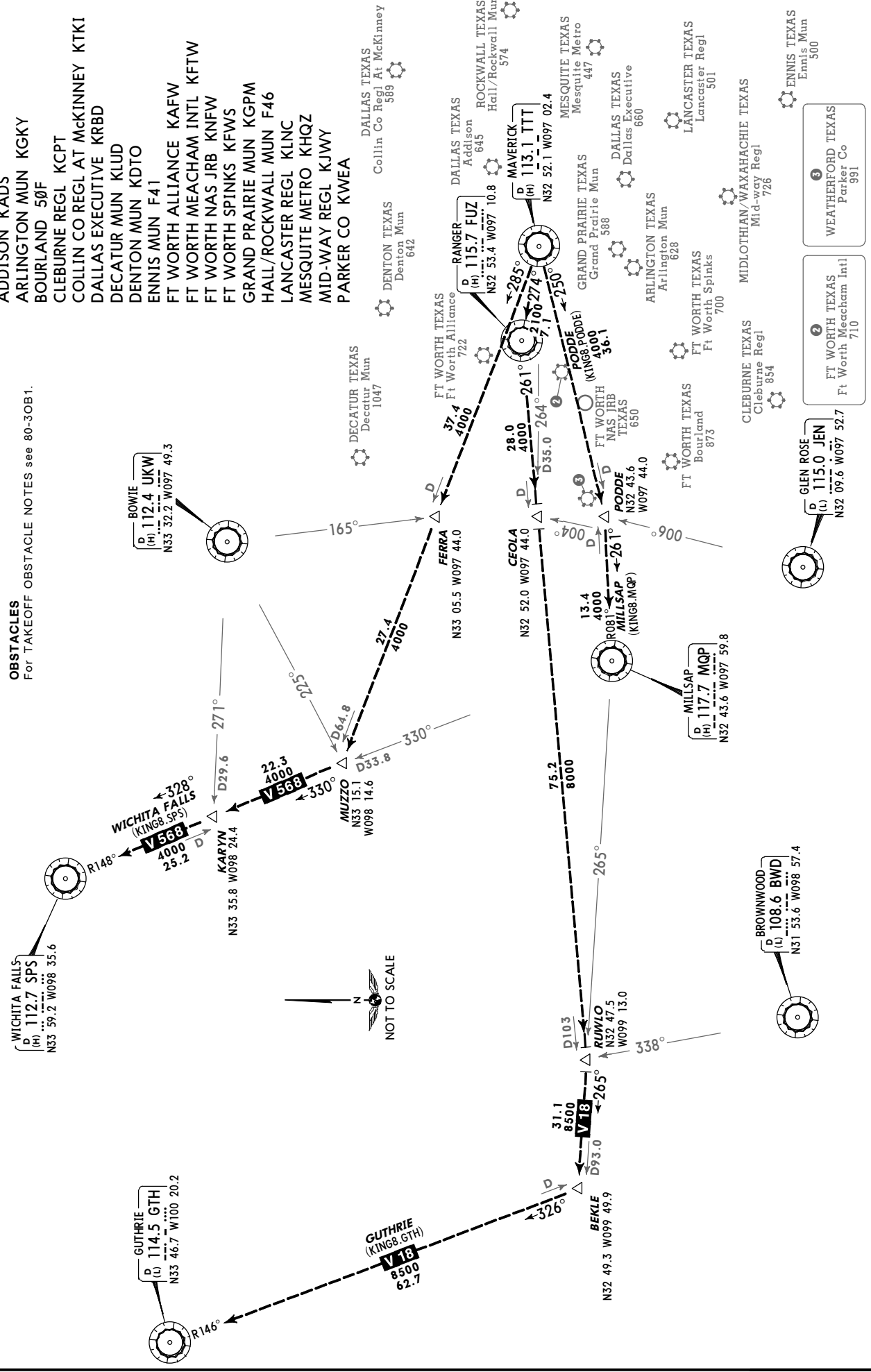
KINGDOM EIGHT DEPARTURE
(KING8.TTT)

1 AIRPORTS SERVED

- ADDISON KADS
- ARLINGTON MUN KGKY
- BOURLAND 50F
- CLEBURNE REGL KCPT
- COLLIN CO REGL AT MCKINNEY KTKI
- DALLAS EXECUTIVE KRBD
- DECATUR MUN KLUD
- DENTON MUN KDTO
- ENNIS MUN F41
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH NAS JRB KNFW
- FT WORTH SPINKS KFWs
- GRAND PRAIRIE MUN KGPM
- HALL/ROCKWALL MUN F46
- LANCASTER REGL KINC
- MESQUITE METRO KHQZ
- MID-WAY REGL KJWY
- PARKER CO KWEA

For Procedure Text and
Takeoff Minimums see 80-3F-1
PROCEDURE GRAPHIC

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-3OB1.



AREA SID SERVES ONLY: 1

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.** 2. **RNAV 1.**

3. **DME/DME/IRU or GPS required.**

4. For use by turbojets requesting FL180 and above. 5. Turbojets requesting 17000' and below EXPECT GARLAND Departure. 6. Props file and EXPECT WYLIE or HUBBARD Departure. 7. File this SID when Dallas-Ft Worth Intl is on SOUTH flow departing Rwy 17. 18. File LEEAG Departure when Dallas-Ft Worth Intl is on NORTH flow departing Rwy 35, 36.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 80-30B1.

AIRPORTS SERVED

- ADDISON KADS**
- ARLINGTON MUN KGKY
- BOURLAND 50F
- CLEBURNE REGL KCPT
- COLLIN CO REGL AT MCKINNEY KTKI
- DALLAS EXECUTIVE KRBD
- DECATUR MUN KLUD
- DENTON MUN KDTO
- ENNIS MUN F41
- FT WORTH ALLIANCE KAFW
- FT WORTH MEACHAM INTL KFTW
- FT WORTH SPINKS KFW
- GRAND PRAIRIE MUN KGPM
- HALL/ROCKWALL MUN F46
- LANCASTER REGL KLNC
- MESQUITE METRO KHQZ
- MID-WAY REGL KJWY
- PARKER CO KWEA

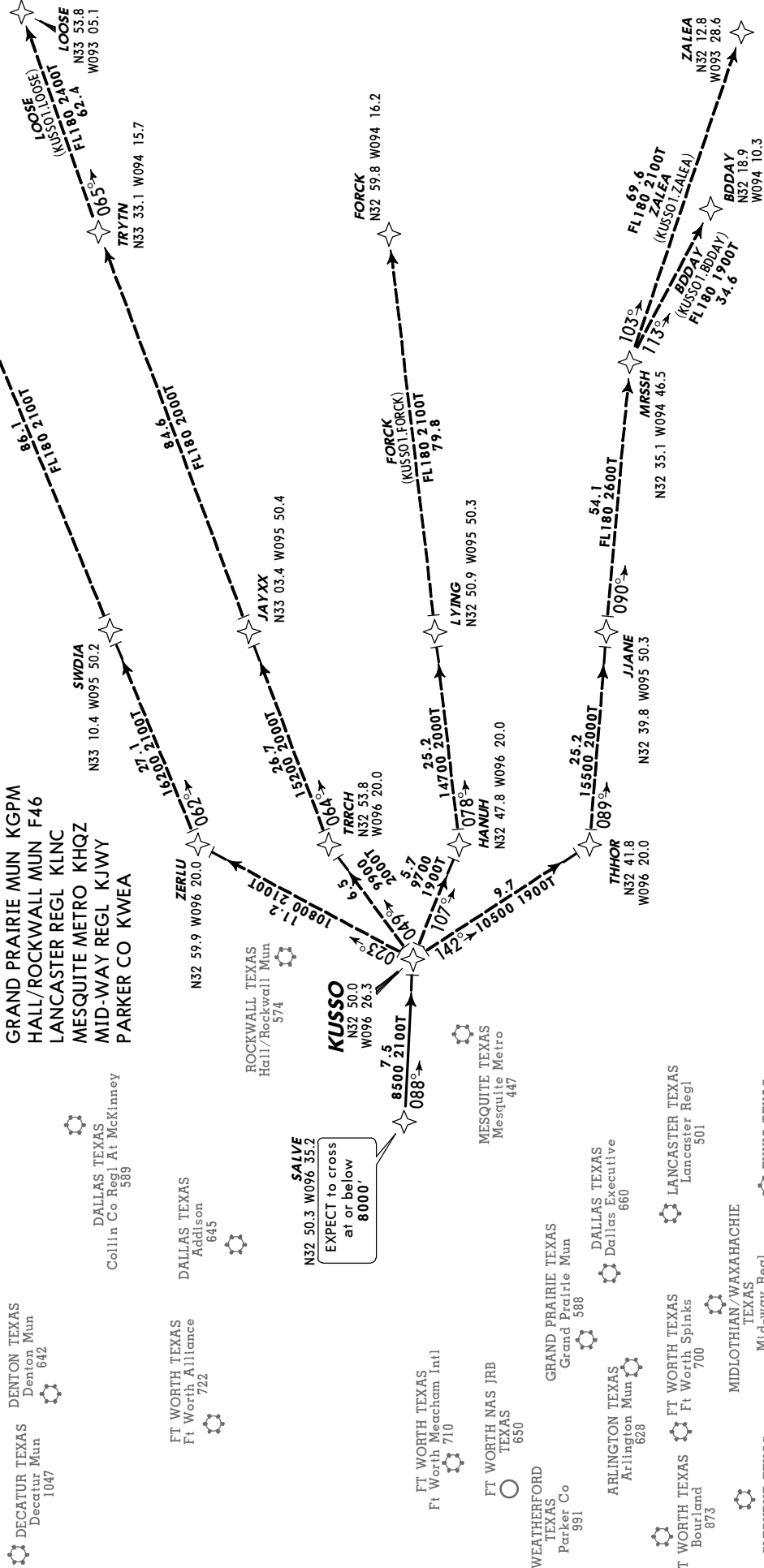
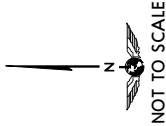
KUSO ONE RNAV DEPARTURE

(KUSO1.KUSO)

For Procedure Text and

Takeoff Minimums see 80-3G-1

PROCEDURE GRAPHIC



**KUSSO ONE RNAV DEPARTURE
(KUSSO1.KUSSO)
For Procedure Graphic see 80-3G
PROCEDURE TEXT**

This SID requires take-off minimums

(for standard minimums, refer to airport chart):

ADDISON: Rwy 15: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 325' per NM to 1100'.

Rwy 33: Standard (or lower than standard, if authorized).

BOURLAND: Rwy 17: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 512' per NM to 1300'.

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

CLEBURNE REG: Rwy 15: Standard (or lower than standard, if authorized).

Rwy 33: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 422' per NM to 1200'.

DALLAS EXECUTIVE: Rwy's 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 a minimum climb of 220' per NM to 1200'.

DECA IUR MUN: Hwy 1/: Standard (or lower than standard, if authorized).

FT WORTH ALLIANCE: Hwy 16L: 300-2 1/4 or standard (if authorized) with a minimum climb of 208' per NM to 1100', or alternatively, with standard (or lower than standard, if Hwy 35: Standard (or lower than standard, if authorized) with a minimum climb of 320' per NM to 3500'.

take-off minimum climb gradient, take-off must occur no later than 1500' prior to DER; 300-2 1/4' per NM climb gradient, take-off must occur no later than 1500' prior to DER; 300-2 1/4' or standard (or lower than standard, if authorized) with a minimum climb of 210' per NM to 1100', or alternatively, with standard (or lower than standard, if authorized), take-off minimum climb of 210' per NM to 1100';

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 a minimum climb of 220' per NM to 1000', or alternatively, with standard (or lower than standard, if authorized) take-off must occur no later than 1500' prior to DER.

Rwys 16, 17, 27: Standard (or lower than standard, if authorized).

per NM to 1100', or alternatively, with standard (or lower than standard, if authorized) take-off minimum climb of 220'.
Rwy 34: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 220'.
Rwy 33: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 220'.
and a normal 200' per NM climb gradient, take-off must occur no later than 1800' prior to 220'.

Rwy 35: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 205' per NM to 900', or alternatively, with standard (or lower than standard, if authorized) take-off minimum

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 - ATC.

LANCASTER REGL: Rwy 13: Standard (or lower than standard, if authorized).

and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER. Hwy 31: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 205' per NM to 800', or alternatively, with standard (or lower than standard, if authorized) take-off minimum

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

AIRPORT	INITIAL CLIMB
ARLINGTON MUN	Rwy 16: Climb heading 162° to 2500' before turning LEFT.
	Rwy 34: Climb heading 342° to 1400' before turning SOUTHEASTBOUND.
	Rwy 17: Climb heading 165° to 1400' before turning RIGHT.
BOURLAND	Rwy 13: Climb heading 129° to 1800' before turning WESTBOUND.
	Rwy 17: Climb heading 174° to 2600' before turning WESTBOUND.
	Rwy 31: Climb heading 309° to 1500' before turning SOUTHBOWN.
DALLAS EXECUTIVE	Rwy 35: Climb heading 354° to 1400' before turning SOUTHBOWN.
	Rwy 17: Climb heading 163° to 1700' before proceeding NORTH.
	Rwy 16R: Climb heading 166° to 1100' before turning RIGHT.
FT WORTH ALLIANCE	Rwy 9: Climb heading 092° to 1800' before proceeding on course.
	Rwys 16, 17: Climb heading 164° to 1600' before proceeding on course.
	Rwy 17R: Climb heading 173° to 1200' before turning RIGHT.
FT WORTH SPINKS	Rwy 17: Climb heading 189° to 2500' before proceeding on course.
	Rwy 31: Climb heading 314° to 1800' before turning LEFT.
	Rwy 18: Climb heading 178° to 1700' before proceeding NORTHBOUND.
GRAND PRAIRIE MUN	Rwy 36: Climb heading 013° to 2700' before turning LEFT.
	Rwy 35: Climb heading 355° to 1600' before turning LEFT.
	Rwy 31: Climb heading 314° to 1800' before turning LEFT.
LANCASTER REGL	
MID-WAY REGL	
PARKER CO	
ROUTING	
When entering controlled airspace, fly heading assigned by ATC, EXPECT vector to SALVE, then on track 088° to KUSSO, then on assigned transition. MAINTAIN altitude assigned by ATC, EXPECT filed altitude 10 minutes after departure.	
ALL OTHER AIRPORTS	
When entering controlled airspace, fly heading assigned by ATC, EXPECT vector to SALVE, then on track 088° to KUSSO, then on assigned transition. MAINTAIN altitude assigned by ATC, EXPECT filed altitude 10 minutes after departure.	

CHANGES: New procedure at these airports.

LEEAG ONE RNAV DEPARTURE
(LEEAG1.LEEAG)

For Procedure Graphic see 80-3H
PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport).

ADDITION: Rwy 15: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 325' per NM to 1100'.
Rwy 33: Standard (or lower than standard, if authorized).

BOURLAND: Rwy 17: 300-2 or standard (or lower than standard) (or lower than standard, if authorized).
Rwy 35: Standard (or lower than standard, if authorized).

CLEBURNE REGL: Rwy 15: Standard (or lower than standard, if authorized).

Rwy 33: 300-1 1/2 or standard (or lower than standard, if authorized with a minimum climb of 422' per NM to 1200').

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

DEVIATION MON. Hwy 17: Standard (or lower than standard, if authorized).
Rwy 35: Standard (or lower than standard, if authorized) with a minimum climb of 320' per NM to 3500'.

FT 1000 ALLIANCE: Rwy 16L: 300-2 1/4 or standard (or lower than standard, 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 1400' prior to DER.

authorized take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. Rwy 16R: 300-2 1/4 or standard (if authorized), with a minimum climb of 210' per NM to 1100', 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 1500' prior to DER.

FT WORTH MEACHAM INTL. Rwy 9: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 220' per NM to 1000', 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 1500' prior to DER.

Rwys 16, 17, 27: Standard (or lower than standard, if authorized).

Rwy 34: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 220' per NM to 1100', 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 1800' prior to DER.

Rwy 35: 300-1 1/4 or 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 100' prior to DER. Rwy 35: 300-1 1/4 or 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 1200' prior to DER.

FT WORTH SPINKS: Rwy's 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 - ATC.

LANCASTER REGL: Rwy 13: Standard (or lower than standard, if authorized).

Rwy 31: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 205' 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 1200' prior to DER.

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

AIRPORT	INITIAL CLIMB
ARLINGTON MUN	Rwy 16: Climb heading 162° to 2500' before turning LEFT.
	Rwy 34: Climb heading 342° to 1400' before turning SOUTHEASTBOUND.
BOURLAND	Rwy 17: Climb heading 165° to 1400' before turning RIGHT.
DALLAS EXECUTIVE	Rwy 13: Climb heading 129° to 1800' before turning WESTBOUND.
	Rwy 17: Climb heading 174° to 2600' before turning WESTBOUND.
	Rwy 31: Climb heading 309° to 1500' before turning SOUTHBOUND.
	Rwy 35: Climb heading 354° to 1400' before turning SOUTHBOUND.
	Rwy 17: Climb heading 163° to 1700' before proceeding NORTH.
DECATUR MUN	Rwy 16R: Climb heading 166° to 1100' before turning RIGHT.
FT WORTH ALLIANCE	Rwy 9: Climb heading 092° to 1800' before proceeding on course. Rwys 16, 17: Climb heading 164° to 1600' before proceeding on course.
FT WORTH SPINKS	Rwy 17R: Climb heading 173° to 1200' before turning RIGHT.
GRAND PRAIRIE MUN	Rwy 17: Climb heading 189° to 2500' before proceeding on course.
LANCASTER REGL	Rwy 31: Climb heading 314° to 1800' before turning LEFT.
MID-WAY REGL	Rwy 18: Climb heading 178° to 1700' before proceeding NORTHBOUND.
	Rwy 36: Climb heading 013° to 2700' before turning LEFT.
PARKER CO	Rwy 35: Climb heading 355° to 1600' before turning LEFT.

When entering controlled airspace, fly heading assigned by ATC, EXPECT vector to JSTIS, then on track 080° to LEEAG, then on assigned transition. MAINTAIN altitude assigned by ATC, EXPECT filed altitude 10 minutes after departure.

ALL OTHER AIRPORTS

When entering controlled airspace, fly heading assigned by ATC, EXPECT vector to JUSTIS, then on track 089° to LEEAG, then on assigned transition. MAINTAIN altitude assigned by ATC, EXPECT filed altitude 10 minutes after departure.

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025
208' per NM	260	347	520	693	867	1040
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100
320' per NM	400	533	800	1067	1333	1600
325' per NM	406	542	813	1083	1354	1625
422' per NM	528	703	1055	1407	1758	2110
512' per NM	640	853	1280	1707	2133	2560

Apt Elev
See Graphic

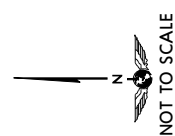
Trans level: FL180 Trans alt: 18000'

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

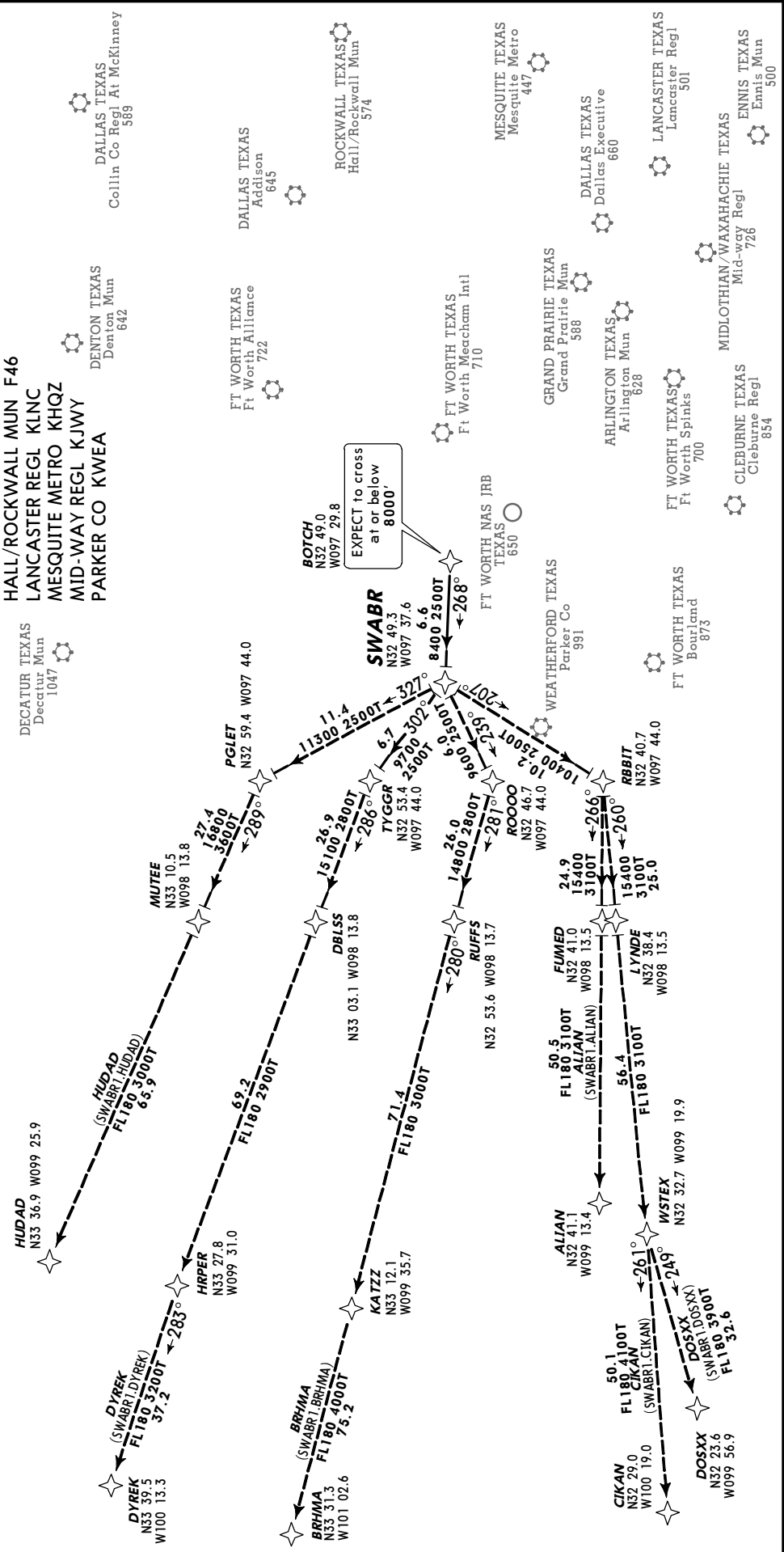
4. ALIAN Transition ATC assigned only. 5. Props file and EXPECT KINGDOM or COYOTE Departure.
6. File this SID when Dallas-Ft Worth Intl is on SOUTH flow departing Rwy 17, 18. File HOWIG Departure when Dallas-Ft Worth Intl is on NORTH flow departing Rwy 35, 36.

1 AIRPORTS SERVED
SWABR ONE RNAV DEPARTURE
ADDISON KADS
(SWABR1.SWABR)
For Procedure Text and
Takeoff Minimums see 80-3J-1
PROCEDURE GRAPHIC

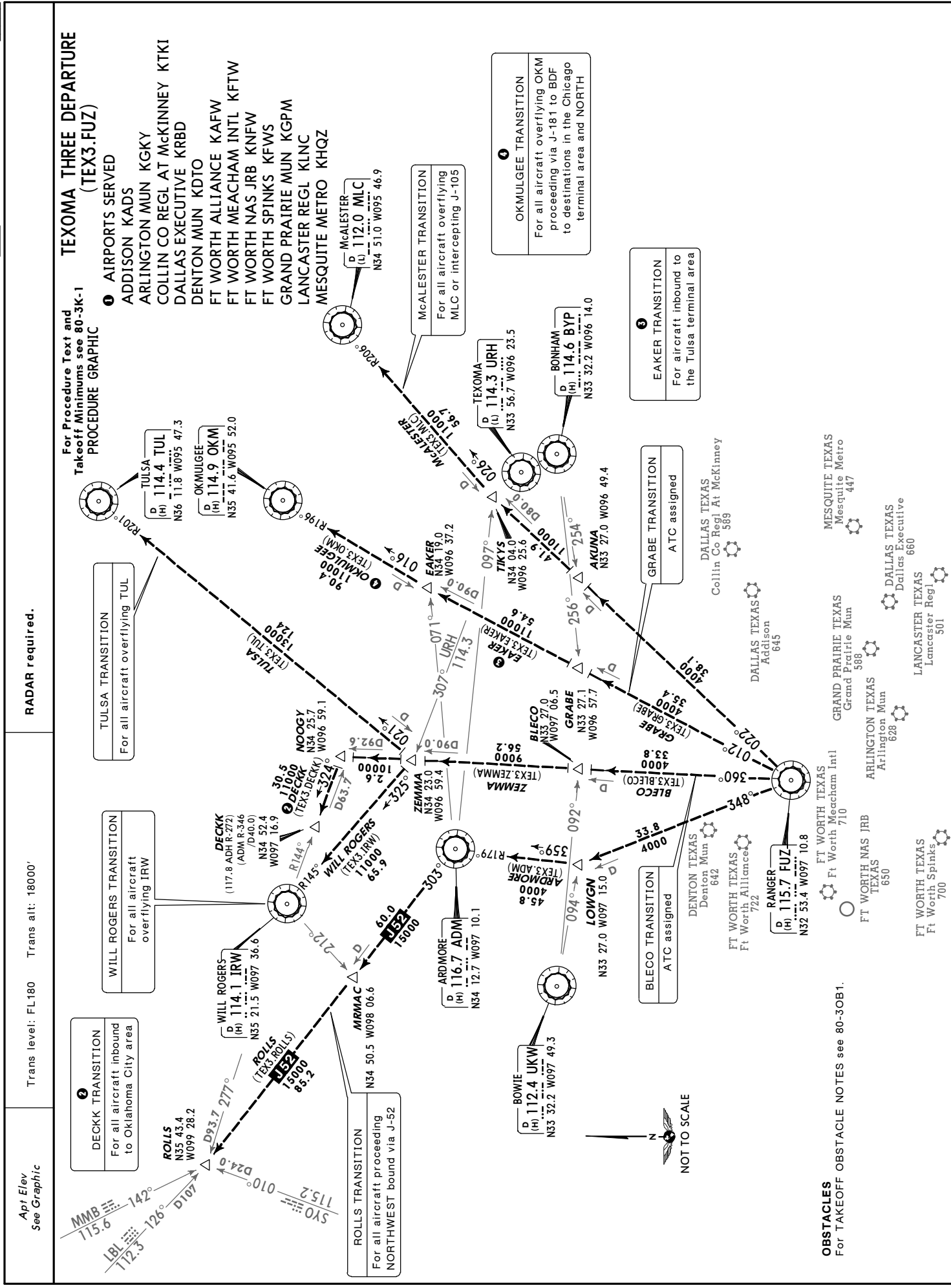
OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-3OB1.



ARLINGTON MUN KGKY
BOURLAND 50F
CLEBURNE REGL KCPT
COLLIN CO REGL AT MCKINNEY KTKI
DALLAS EXECUTIVE KRBD
DECATUR MUN KLUD
DENTON MUN F41
FT WORTH ALLIANCE KAFW
FT WORTH MEACHAM INTL KFTW
FT WORTH NAS JRB KNFW
FT WORTH SPINKS KFWs
GRAND PRAIRIE MUN KGPM
HALL/ROCKWALL MUN F46
LANCASTER REGL KLNC
MESQUITE METRO KHQZ
MID-WAY REGL KJWY
PARKER CO KWEA



AREA SID SERVES ONLY: 1



AREA SID SERVES ONLY: 1

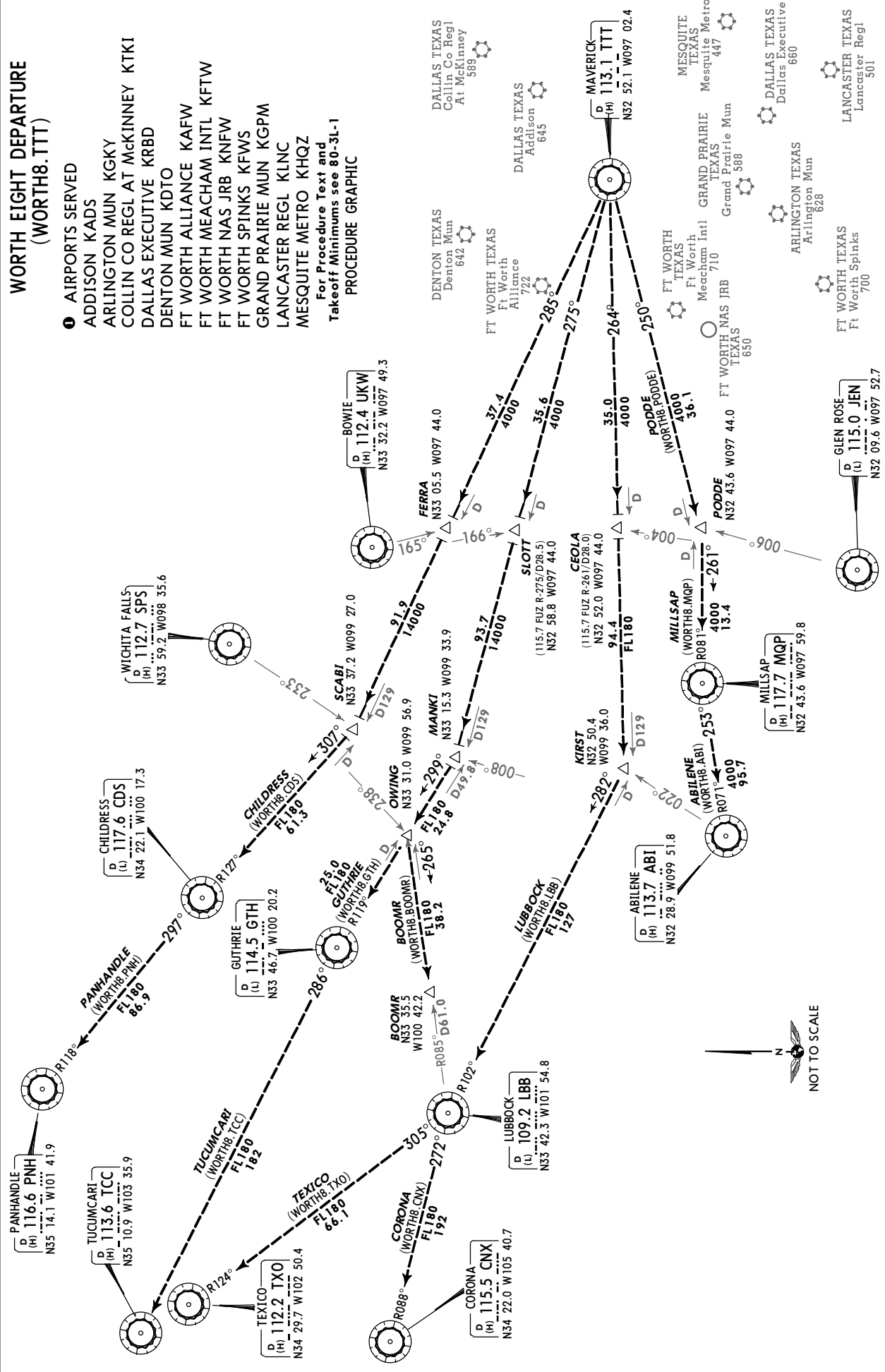
Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000'
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1. RADAR required. 2. BOOMR Transition: For aircraft inbound to Lubbock terminal area. DME required.
3. TUCUMCARI Transition: GTH to TCC, GPS required.
4. PODDE Transition: ATC assigned.

**WORTH EIGHT DEPARTURE
(WORTH8.TTT)**

1 AIRPORTS SERVED

- ADDISON KADS
 - ARLINGTON MUN KGKY
 - COLLIN CO REGL AT MCKINNEY KTKI
 - 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 REGL KHQZ
 - MESQUITE METRO
- For Procedure Text and
Takeoff Minimums see 80-3L-1
PROCEDURE GRAPHIC



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 80-3OB1.

TAKEOFF OBSTACLE NOTES**ADDISON**

◦ RWY 15:

VEHICLES ON ROAD AND IN PARKING LOTS, RAILROADS AND POLES BEGINNING 168' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 36' AGL/665' MSL. NAVAID, SIGN, VEHICLES IN PARKING LOTS, RAILROADS, POLES, TREES AND BUILDINGS BEGINNING 316' FROM DER, 1' LEFT OF CENTERLINE, UP TO 50' AGL/683' MSL. POLE AND TREES BEGINNING 1705' FROM DER, 46' RIGHT OF CENTERLINE, UP TO 59' AGL/690' MSL. BUILDINGS BEGINNING 3191' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 149' AGL/787' MSL. BUILDING 1.1 NM FROM DER, 279' LEFT OF CENTERLINE, 229' AGL/850' MSL. BUILDING 1.9 NM FROM DER, 970' RIGHT OF CENTERLINE, 345' AGL/975' MSL. BUILDING 2.1 NM FROM DER, 58' RIGHT OF CENTERLINE, 362' AGL/973' MSL.

◦ RWY 33:

SERVICE ROAD AND BUILDINGS BEGINNING 45' FROM DER, 458' RIGHT OF CENTERLINE, UP TO 10' AGL/653' MSL. SIGN, VEHICLES IN PARKING LOTS, POLES, BUILDINGS AND TREES BEGINNING 641' FROM DER, 335' LEFT OF CENTERLINE, UP TO 34' AGL/693' MSL. SIGN, VEHICLES ON ROAD AND IN PARKING LOTS, POLES, BUILDINGS AND TREES BEGINNING 651' FROM DER, 455' RIGHT OF CENTERLINE, UP TO 37' AGL/696' MSL. BUILDINGS, POLES AND TREES BEGINNING 1597' FROM DER, 3' RIGHT OF CENTERLINE, UP TO 54' AGL/723' MSL. BUILDINGS, POLES AND TREES BEGINNING 1667' FROM DER, 4' LEFT OF CENTERLINE, UP TO 47' AGL/716' MSL.

ARLINGTON MUN

◦ RWY 16:

REILS BEGINNING 80' FROM DER, 126' LEFT OF CENTERLINE, UP TO 15' AGL/601' MSL. REILS BEGINNING 77' FROM DER, 126' RIGHT OF CENTERLINE, UP TO 19' AGL/603' MSL. TREES 593' FROM DER, 479' RIGHT OF CENTERLINE, UP TO 26' AGL/614' MSL. TRANSMISSION TOWER 3596' FROM DER, 1433' LEFT OF CENTERLINE, 112' AGL/702' MSL.

◦ RWY 34:

TREES BEGINNING 228' FROM DER, 403' LEFT OF CENTERLINE, UP TO 35' AGL/654' MSL. TREES BEGINNING 1090' FROM DER, 439' RIGHT OF CENTERLINE, UP TO 61' AGL/670' MSL. TREES 1525' FROM DER, 339' LEFT OF CENTERLINE, UP TO 72' AGL/681' MSL.

BOURLAND

◦ RWY 17:

TREES BEGINNING 9' FROM DER, 87' RIGHT OF CENTERLINE, UP TO 60' AGL/886' MSL. TREES BEGINNING 17' FROM DER, 113' LEFT OF CENTERLINE, UP TO 57' AGL/886' MSL. TREES 188' FROM DER, 28' LEFT OF CENTERLINE, UP TO 15' AGL/844' MSL. TERRAIN, POLE, VEHICLES ON ROAD AND TREES BEGINNING 680' FROM DER, 15' RIGHT OF CENTERLINE, UP TO 38' AGL/988' MSL. TERRAIN, VEHICLES ON ROAD AND TREES BEGINNING 871' FROM DER, 10' LEFT OF CENTERLINE, UP TO 47' AGL/987' MSL. TREES 2723' FROM DER, 533' RIGHT OF CENTERLINE, UP TO 32' AGL/1011' MSL. TRANSMISSION TOWER 1.4 NM FROM DER, 2471' RIGHT OF CENTERLINE, 123' AGL/1123' MSL. TRANSMISSION TOWER 1.5 NM FROM DER, 2849' RIGHT OF CENTERLINE, 93' AGL/1092' MSL.

◦ RWY 35:

TERRAIN, FENCES, VEHICLES IN PARKING LOT, VEHICLES ON ROAD, SIGNS, POLES AND TREES BEGINNING 22' FROM DER, 30' LEFT OF CENTERLINE, UP TO 26' AGL/935' MSL. TERRAIN, FENCES, VEHICLES ON ROAD, POLES, TREES AND SIGNS BEGINNING 165' FROM DER, 42' RIGHT OF CENTERLINE, UP TO 42' AGL/925' MSL. TERRAIN, VEHICLES IN PARKING LOT, VEHICLES ON ROAD AND TREES BEGINNING 1013' FROM DER, 29' RIGHT OF CENTERLINE, UP TO 15' AGL/956' MSL. TERRAIN, VEHICLES IN PARKING LOT, VEHICLES ON ROAD AND TREES BEGINNING 2606' FROM DER, 328' RIGHT OF CENTERLINE, UP TO 16' AGL/995' MSL. TERRAIN, VEHICLES IN PARKING LOT, VEHICLES ON ROAD AND TREES BEGINNING 2433' FROM DER, 663' LEFT OF CENTERLINE, UP TO 17' AGL/1006' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**CLEBURNE REGL**

◦ RWY 15:

MULTIPLE POLES BEGINNING 952' FROM DER, 425' RIGHT OF CENTERLINE, UP TO 30' AGL/883' MSL. TREE 441' FROM DER, 501' RIGHT OF CENTERLINE, 55' AGL/868' MSL. POLE 1137' FROM DER, 742' LEFT OF CENTERLINE, 35' AGL/875' MSL.

◦ RWY 33:

MULTIPLE TREES BEGINNING 602' FROM DER, 300' LEFT OF CENTERLINE, UP TO 55' AGL/873' MSL. WELL DRILLING RIG 3268' FROM DER, 123' LEFT OF CENTERLINE, 174' AGL/1043' MSL. WELL DRILLING RIG 1.2 NM FROM DER, 615' LEFT OF CENTERLINE, 104' AGL/976' MSL. TRANSMISSION POLE 1817' FROM DER, 183' LEFT OF CENTERLINE, 80' AGL/900' MSL.

COLLIN CO REGL AT Mc KINNEY

◦ RWY 18:

TREE 2445' FROM DER, 689' RIGHT OF CENTERLINE, 70' AGL/653' MSL.

◦ RWY 36:

TREE 1126' FROM DER, 703' RIGHT OF CENTERLINE, 35' AGL/610' MSL.

DALLAS EXECUTIVE

◦ RWY 13:

REIL AND OBSTRUCTION LIGHT ON BLAST FENCE BEGINNING 19' FROM DER, 115' LEFT OF CENTERLINE, UP TO 10' AGL/658' MSL. REIL 20' FROM DER, 115' RIGHT OF CENTERLINE, 6' AGL/651' MSL.

◦ RWY 17:

REIL 38' FROM DER, 116' RIGHT OF CENTERLINE, 5' AGL/663' MSL. REIL 40' FROM DER, 160' LEFT OF CENTERLINE, 5' AGL/664' MSL. TREES BEGINNING 61' FROM DER, 340' LEFT OF CENTERLINE, UP TO 63' AGL/702' MSL. TREES BEGINNING 113' FROM DER, 304' RIGHT OF CENTERLINE, UP TO 37' AGL/686' MSL. TOWER 2.2 NM FROM DER, 583' LEFT OF CENTERLINE, 314' AGL/1027' MSL.

◦ RWY 31:

REIL 29' FROM DER, 152' LEFT OF CENTERLINE, 5' AGL/656' MSL. REIL 29' FROM DER, 151' RIGHT OF CENTERLINE, 5' AGL/658' MSL. TREES BEGINNING 11' FROM DER, 237' LEFT OF CENTERLINE, UP TO 29' AGL/700' MSL. TREES BEGINNING 23' FROM DER, 268' RIGHT OF CENTERLINE, UP TO 47' AGL/686' MSL. TREES BEGINNING 1095' FROM DER, 167' RIGHT OF CENTERLINE, UP TO 69' AGL/708' MSL. TREES BEGINNING 1560' FROM DER, 554' LEFT OF CENTERLINE, UP TO 71' AGL/740' MSL.

◦ RWY 35:

TERRAIN AND REIL BEGINNING 4' FROM DER, 10' RIGHT OF CENTERLINE, UP TO 5' AGL/656' MSL. REIL 40' FROM DER, 118' LEFT OF CENTERLINE, 5' AGL/654' MSL. TREES BEGINNING 87' FROM DER, 302' LEFT OF CENTERLINE, UP TO 51' AGL/680' MSL. BUILDING AND TREES BEGINNING 82' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 65' AGL/691' MSL.

DECATUR MUN

◦ RWY 17:

TREES AND POLES BEGINNING 120' FROM DER, 372' LEFT OF CENTERLINE, UP TO 51' AGL/1071' MSL. TERRAIN AND TREES BEGINNING 327' FROM DER, 452' RIGHT OF CENTERLINE, UP TO 18' AGL/1067' MSL. POLES 766' FROM DER, 45' RIGHT OF CENTERLINE, UP TO 33' AGL/1065' MSL. POLES 2287' FROM DER, 662' LEFT OF CENTERLINE, UP TO 54' AGL/1095 MSL. STACKS AND BUILDINGS BEGINNING 2495' FROM DER, 786' RIGHT OF CENTERLINE, UP TO 62' AGL/1112' MSL. TOWER 5149' FROM DER, 895' RIGHT OF CENTERLINE, 117' AGL/1173' MSL.

◦ RWY 35:

TREES BEGINNING 378' FROM DER, 276' RIGHT OF CENTERLINE, UP TO 31' AGL/1050' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 1)

DENTON MUN

◦ RWY 18:

VEHICLES ON ROAD BEGINNING 36' FROM DER, 274' LEFT OF CENTERLINE, UP TO 10' AGL/636' MSL. TREES BEGINNING 8' FROM DER, 381' RIGHT OF CENTERLINE, UP TO 27' AGL/636' MSL.

◦ RWY 36:

TREES BEGINNING 88' FROM DER, 218' RIGHT OF CENTERLINE, UP TO 17' AGL/646' MSL. TREES 123' FROM DER, 217' LEFT OF CENTERLINE, UP TO 22' AGL/652' MSL. TREES BEGINNING 574' FROM DER, 517' RIGHT OF CENTERLINE, UP TO 43' AGL/682' MSL. TREES BEGINNING 864' FROM DER, 497' LEFT OF CENTERLINE, UP TO 43' AGL/672' MSL.

ENNIS MUN

◦ RWY 15:

VEHICLE ON ROAD 362' FROM DER, 561' RIGHT OF CENTERLINE, 15' AGL/494' MSL. TREES BEGINNING 870' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/579' MSL.

◦ RWY 33:

VEHICLES ON ROAD BEGINNING 423' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/534' MSL. TREES BEGINNING 40' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/609' MSL.

FT WORTH ALLIANCE

◦ RWY 16L:

LIGHT POLE 1285' FROM DER, 689' LEFT OF CENTERLINE, 49' AGL/697' MSL. TANK 1.8 NM FROM DER, 3121' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 16R:

FENCE 4' FROM DER, 249' RIGHT OF CENTERLINE, 8' AGL/669' MSL. TANK 1.8 NM FROM DER, 2520' RIGHT OF CENTERLINE, 148' AGL/954' MSL.

◦ RWY 34L:

FENCE 8' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/719' MSL. RAILROAD BEGINNING 421' FROM DER, 287' LEFT OF CENTERLINE, UP TO 23' AGL/738' MSL.

◦ RWY 34R:

POLE 217' FROM DER, 145' LEFT OF CENTERLINE, 29' AGL/728' MSL.

FT WORTH MEACHAM INTL

◦ RWY 9:

TERRAIN, WINDSOCK, FENCES, VEHICLES ON ROAD, BUILDINGS, POLES AND TREES BEGINNING 4' FROM DER, 330' LEFT OF CENTERLINE, UP TO 46' AGL/721' MSL. VEHICLES ON ROAD, SIGNS, POLES, BUILDINGS AND TREES BEGINNING 7' FROM DER, 216' RIGHT OF CENTERLINE, UP TO 33' AGL/707' MSL. SIGN AND TREES BEGINNING 640' FROM DER, 155' LEFT OF CENTERLINE, UP TO 43' AGL/708' MSL. TREES BEGINNING 972' FROM DER, 155' LEFT OF CENTERLINE, UP TO 63' AGL/720' MSL. ANTENNA AND SIGN BEGINNING 2450' FROM DER, 540' LEFT OF CENTERLINE, UP TO 131' AGL/803' MSL. ELEVATOR 1.2 NM FROM DER, 2211' LEFT OF CENTERLINE, 229' AGL/877' MSL.

◦ RWY 17:

BUSHES 16' FROM DER, 160' RIGHT OF CENTERLINE, UP TO 3' AGL/674' MSL. LIGHT POLE 140' FROM DER, 454' LEFT OF CENTERLINE, 34' AGL/677' MSL. POLE, TOWER, HANGAR, BUILDINGS, TREES AND ANTENNAS BEGINNING 531' FROM DER, 388' LEFT OF CENTERLINE, UP TO 59' AGL/722' MSL.

◦ RWY 27:

TREES 237' FROM DER, 490' LEFT OF CENTERLINE, UP TO 36' AGL/685' MSL. TREES BEGINNING 750' FROM DER, 248' RIGHT OF CENTERLINE, UP TO 67' AGL/699' MSL. BUILDING AND TREES BEGINNING 1594' FROM DER, 610' LEFT OF CENTERLINE, UP TO 51' AGL/735' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 2)**FT WORTH MEACHAM INTL CONT'D:**

◦ RWY 34:

VEHICLES ON ROAD BEGINNING 4' FROM DER, 236' LEFT OF CENTERLINE, UP TO 17' AGL/722' MSL. POLES AND TREES BEGINNING 973' FROM DER, 681' RIGHT OF CENTERLINE, UP TO 30' AGL/746' MSL. LIGHT POLES BEGINNING 2468' FROM DER, 1138' RIGHT OF CENTERLINE, UP TO 47' AGL/787' MSL. BUILDING 1.5 NM FROM DER, 2768' RIGHT OF CENTERLINE, 256' AGL/970' MSL.

◦ RWY 35:

VEHICLES ON ROAD AND TREES BEGINNING ABEAM DER, 294' LEFT OF CENTERLINE, UP TO 29' AGL/705' MSL. TERRAIN, FENCES, VEHICLES ON ROAD AND POLES BEGINNING 20' FROM DER, 229' RIGHT OF CENTERLINE, UP TO 17' AGL/697' MSL. TERRAIN, DAM, FENCES AND VEHICLES ON ROAD BEGINNING 979' FROM DER, 1' RIGHT OF CENTERLINE, UP TO 17' AGL/720' MSL. SIGN AND POLE BEGINNING 1531' FROM DER, 282' LEFT OF CENTERLINE, UP TO 62' AGL/755' MSL. TRANSMISSION TOWER 6006' FROM DER, 1294' LEFT OF CENTERLINE, 99' AGL/821' MSL. TRANSMISSION TOWER 1.0 NM FROM DER, 1957' LEFT OF CENTERLINE, 98' AGL/826' MSL.

FT WORTH SPINKS

◦ RWY 17R:

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

GRAND PRAIRIE MUN

◦ RWY 17:

ANTENNA, TOWER, VEHICLES ON ROAD, SIGN, POLE AND TREES BEGINNING 190' FROM DER, 410' RIGHT OF CENTERLINE, UP TO 37' AGL/620' MSL.

◦ RWY 35:

POLE 2686' FROM DER, 121' LEFT OF CENTERLINE, 75' AGL/653' MSL.

HALL/ROCKWALL MUN

◦ RWY 17:

VEHICLES ON ROAD BEGINNING 19' FROM DER, ON CENTERLINE AND LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/584' MSL. TREES BEGINNING 128' FROM DER, 354' LEFT OF CENTERLINE, UP TO 30' AGL/599' MSL. TREES BEGINNING 135' FROM DER, 205' RIGHT OF CENTERLINE, UP TO 30' AGL/589' MSL. TREES BEGINNING 810' FROM DER, ON CENTERLINE AND LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/679' MSL.

◦ RWY 35:

TRANSMISSION LINE AND TRANSMISSION TOWERS BEGINNING 362' FROM DER, ON CENTERLINE AND LEFT AND RIGHT OF CENTERLINE, UP TO 91' AGL/607' MSL.

LANCASTER REGL

◦ RWY 31:

TREES 888' FROM DER, 637' RIGHT OF CENTERLINE, UP TO 35' AGL/536' MSL. TREES BEGINNING 1133' FROM DER, 479' LEFT OF CENTERLINE, UP TO 45' AGL/541' MSL. TRANSMISSION TOWER 1.0 NM FROM DER, 1685' RIGHT OF CENTERLINE, 127' AGL/661' MSL.

MESQUITE METRO

◦ RWY 17:

FENCE AND TREES BEGINNING ABEAM DER, 362' LEFT OF CENTERLINE, UP TO 5' AGL/447' MSL. SIGN, VEHICLES ON ROAD AND TREES BEGINNING 254' FROM DER, 453' LEFT OF CENTERLINE, UP TO 49' AGL/478' MSL.

◦ RWY 35:

TREES BEGINNING 45' FROM DER, 389' RIGHT OF CENTERLINE, UP TO 29' AGL/452' MSL. POLE 814' FROM DER, 288' RIGHT OF CENTERLINE, 27' AGL/467' MSL. BUILDING, POLE AND TREES BEGINNING 53' FROM DER, 497' LEFT OF CENTERLINE, UP TO 41' AGL/483' MSL.

TAKEOFF OBSTACLE NOTES (CONTD 3)**MID-WAY REGL**

◦ RWY 18:

VEHICLES ON ROAD, CATENARIES AND POLES BEGINNING 159' FROM DER, 465' RIGHT OF CENTERLINE, UP TO 39' AGL/712' MSL. TREES BEGINNING 956' FROM DER, 594' LEFT OF CENTERLINE, UP TO 71' AGL/722' MSL.

◦ RWY 36:

TREES BEGINNING 6' FROM DER, 334' LEFT OF CENTERLINE, UP TO 34' AGL/753' MSL. TREES BEGINNING 82' FROM DER, 251' RIGHT OF CENTERLINE, UP TO 40' AGL/759' MSL. CATENARIES AND TREES BEGINNING 1067' FROM DER, 629' LEFT OF CENTERLINE, UP TO 37' AGL/765' MSL.

PARKER CO

◦ RWY 17:

TREES BEGINNING 430' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 35' AGL/1016' MSL. HOUSES BEGINNING 952' FROM DER, 76' LEFT OF CENTERLINE, UP TO 30' AGL/1012' MSL. UTILITY POLES BEGINNING 1958' FROM DER, 185' RIGHT OF CENTERLINE, UP TO 55' AGL/1037' MSL.

◦ RWY 35:

TREES BEGINNING 25' FROM DER, 176' LEFT OF CENTERLINE, UP TO 35' AGL/1014' MSL. VEHICLES ON ROAD 105' FROM DER, ACROSS CENTERLINE, 17' AGL/1007' MSL. SIGN AND POLE 193' FROM DER, 295' RIGHT OF CENTERLINE, 30' AGL/1008' MSL.

DALLAS-FT WORTH, TX (DALLAS-FT WORTH INTL - KDFW)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KDFW

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(60-9E, 60-9F): subtract 2 degrees from all runway bearings (see 60-9 for correct runway bearings).