


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> AMENDMENT	<b>Task Type:</b> SID	<b>Date Open:</b> 03/21/2018	<b>Task #:</b> 2018032126373301009	<b>Request #:</b> 20180321263733
<b>Procedure:</b> SID DALLAS FIVE DALLAS-FORT WORTH TX KDFW			<b>Airport ID:</b> KDFW	<b>Airport:</b> DALLAS-FORT WORTH INTL	<b>Reimbursable #:</b> NO	
<b>City:</b> DALLAS-FORT WORTH	<b>ST:</b> TX	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 10/10/2019		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> SYLVAN DRAKES		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	10/11/2018	05/17/2019	DONALD LANIER	 <i>Digitally signed by</i> <i>Digitally signed by</i> <b>BRIAN J BICKETT</b> <b>WARDELL HENNING</b> Jun 05, 2019 Jun 25, 2019		
<b>QA:</b>	05/17/2019					
<b>Liaison:</b>						
<b>Procedure Comments:</b>			ENROUTE <b>Remark Type:</b> INFORMATION			
<p>ABBREVIATED AMENDMENT.</p> <p>FAA FORM 8260-1 - WAIVER REQUESTED TO ALLOW MORE THAN TWO TOP ALTITUDES BE PUBLISHED PER NAMED PROCEDURE.</p> <p>PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION NOT REQUIRED.</p> <p>CONTACT: PATRICK MULQUEEN OR WARDELL HENNING, 405.954.4073/9954.</p>						

### IFP Validation Checklist

KDFW	DALLAS-FORT WORTH INTL	DALLAS-FORT WORTH, TX
<b>Airport ID</b>	<b>Airport Name</b>	<b>Airport Location (City, ST)</b>

**Requested by:**

**Procedure(s) Description:**

DALLAS FIVE DEPARTURE, GARLAND SEVEN DEPARTURE

**Request Outcome (provide justification comments on page 2):**

**Validated** ☒ **Denied** ☐

**Request Tracking Number:**

**Approach Categories:**

A ☐ B ☐ C ☐ D ☐ E ☐

(If less than D, enter justification in the comments below)

**Comments:**

CHANGE TOP ALTITUDE TO SHOW JETS 10000 PROPS 2000. REMOVE REFERENCE TO THE 160 AND 005 HEADING IN THE DEPARTURE ROUTE DESCRIPTION. CHANGE DEPARTURE ROUTE DESCRIPTION TO "FLY ASSIGNED HEADING, EXPECT VECTORS TO APPROPRIATE ROUTE, MAINTAIN 10000 (JETS) 2000 (PROPS), EXPECT FILED ALT 10 MIN AFTER DEPARTURE.

**Requested Pub Date:**

(enter justification in the comments above)

**Hard Date Required:**

Yes ☐ No ☒

CHARLES R ERICKSON

Digitally signed by CHARLES R  
ERICKSON  
Date: 2019.07.19 08:30:35 -05'00'

**Service Center Flight Procedures Team**

**Objection** ☐ **No Objection** ☒

MARJORIE L  
LACKEY

Digitally signed by MARJORIE  
L LACKEY  
Date: 2019.07.22 07:21:04  
-05'00'

**Service Center Air Traffic Operations**

**Support - Objection** ☐ **No Objection** ☒

JOAN M SEWARD

Digitally signed by JOAN M SEWARD  
Date: 2019.07.22 10:21:41 -05'00'

**Flight Standards Division**

**Objection** ☐ **No Objection** ☒

ERIC B SWANN

Digitally signed by ERIC B SWANN  
Date: 2019.07.22 07:54:37 -05'00'

**Regional Airports Division**

**Objection** ☐ **No Objection** ☐

ANGELA J  
ANDERSON

Digitally signed by ANGELA J  
ANDERSON  
Date: 2019.07.23 13:37:06 -05'00'

**Service Center Planning & Requirements**

**Group - Objection** ☐ **No Objection** ☒

**Date**

**Flight Procedures Team Comments:**

**Air Traffic Comments:**

**Airports Comments:**

**Flight Standards Comments:**

**Planning and Requirements Comments:**

# Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/14/2018
IFP: Inkman, Thomas (thomas.inkman@faa.gov)
Airport Contact: N/A
Request ID: KDFW_181004_29 Single or Multiple Procedure: Multiple Procedure Name(s):  DALLAS and GARLAND Standard Instrument Departures (SID)  Procedure Request Description:  Both procedures are being amended to remove published 005 and 160 degree headings on initial climb out for rwys 35L/C and 17R/C. ATC will assign a departure heading on both SIDs. In addition, various procedural notes will be removed or changed. Please see attached document from ATC outlining the required changes. No other ground tracks or altitudes will be changed.
Declaration of Exclusion: The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.
Basis for this Determination: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.
The applicable Categorical Exclusion is:  5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)
The above flight procedure has been developed within the accepted parameters.
Concurrence/Reviewed By:

**DAISY MATHER**

Digitally signed by DAISY MATHER

Date: 2018.12.14 10:00:39 -06'00'

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Daisy Mather

Environmental Specialist, Operations Support Group, AJV-C25

Approved By: \_\_\_\_\_

for

**JOHN A WITUCKI**

Digitally signed by JOHN A WITUCKI

Date: 2018.12.14 10:29:36 -06'00'

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Anthony Schneider

Manager, Operations Support Group, AJV-C

**1. FLIGHT PROCEDURE IDENTIFICATION:**

DALLAS DEPARTURE, Standard Instrument Departure (SID)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Waiver requested for DALLAS SID to allow more than two Top Altitudes be published per named procedure. Applicable standard to be waived is FAA Order 8260.46G, Departure Procedure (DP) Program, Para. 2-1-1.e(1)(f) and accompanying note.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

Currently, the DALLAS SID has three specific top altitudes charted for the procedure. Current criteria only allows two per procedure. D10 and DAL ATC facilities request to retain three top altitudes by publishing two specific altitudes for DFW departures and a third altitude for DAL departures to be "assigned by ATC."

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

Departures from DFW will have specific top altitudes published in the textual departure route description as well as the top altitude placard on the procedure. Departures from DAL will be assigned a specific altitude by ATC, which requires the pilot to read back the assigned altitude to ATC. ATC will ensure the read back is correct. In addition, "Assigned by ATC" will be published in the top altitude placard for DAL and "maintain assigned altitude" will be published in the textual departure route description.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Allowing the three specific top altitudes to remain as currently published. Reducing the top altitudes to two would cause undue risk to the NAS, in the form of increased controller to pilot communication issues (Readback/Hearback). It would also force an increase in workload and an increase in errors, introducing a higher level of safety risk to the system.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

D10 Approach Control, Dallas-Fort Worth Intl (DFW) ATCT, and Dallas Love Field (DAL) ATCT

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
5/6/19	TCTFW	Support Manager - Airspace+Procedures	

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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