

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
TEXOMA	FIVE	TEX5.FUZ	FOUR	09/08/2022	25 JAN 2024

<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DP ROUTE DESCRIPTION:**DALLAS-FORT WORTH INTL****TAKEOFF RWY 31L/R:** CLIMB ON ASSIGNED HEADING, MAINTAIN 5000 THENCE...**TAKEOFF RWY 13L/R, 17L, 35R:** CLIMB ON ASSIGNED HEADING, MAINTAIN 10000, THENCE...**TAKEOFF RWY 17C/R:** CLIMB ON HEADING 160.00, MAINTAIN 10000, THENCE...**TAKEOFF RWY 18L/R:** CLIMB ON HEADING 190.00, MAINTAIN 10000, THENCE...**TAKEOFF RWY 35L/C:** CLIMB ON HEADING 010.00, MAINTAIN 10000, THENCE...**TAKEOFF RWY 36L/R:** CLIMB ON HEADING 340.00, MAINTAIN 10000, THENCE...

...FOR RADAR VECTORS TO APPROPRIATE ROUTE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

DALLAS LOVE FLD**JETS: TAKEOFF RWY 13L/R:** CLIMB ON HEADING 133.00, CROSS CVE 13.00 DME AT OR BELOW 6000, THEN MAINTAIN 8000 FOR RADAR VECTORS TO APPROPRIATE ROUTE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.**JETS: TAKEOFF RWY 31L/R:** CLIMB ON HEADING 313.00 UNTIL THE I-LVF 5.50 DME OR I-OVW 5.50 DME, THEN RIGHT TURN HEADING 013.00 FOR RADAR VECTORS TO APPROPRIATE ROUTE, MAINTAIN ATC ASSIGNED ALTITUDE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.**DALLAS EXEC****TAKEOFF RWY 13:** CLIMB ON HEADING 129.08 TO 1800 BEFORE TURNING WESTBOUND.**TAKEOFF RWY 17:** CLIMB ON HEADING 174.13 TO 2600 BEFORE TURNING WESTBOUND.**TAKEOFF RWY 31:** CLIMB ON HEADING 309.09 TO 1500 BEFORE TURNING SOUTHBOUND.**TAKEOFF RWY 35:** CLIMB ON HEADING 354.13 TO 1400 BEFORE TURNING SOUTHBOUND.**PEROT FLD/FORT WORTH ALLIANCE****TAKEOFF RWY 16R:** CLIMB ON HEADING 166.21 TO 1100 BEFORE TURNING RIGHT.**FORT WORTH MEACHAM INTL****TAKEOFF RWY 16:** CLIMB ON HEADING 165.90 TO 1600 BEFORE PROCEEDING ON COURSE.**TAKEOFF RWY 17:** CLIMB ON HEADING 163.90 TO 1600 BEFORE PROCEEDING ON COURSE.**FORT WORTH SPINKS****TAKEOFF RWY 18R:** CLIMB ON HEADING 177.11 TO 1200 BEFORE TURNING RIGHT.**ARLINGTON MUNI****TAKEOFF RWY 16:** CLIMB ON HEADING 162.02 TO 2500 BEFORE TURNING LEFT.**TAKEOFF RWY 34:** CLIMB ON HEADING 342.02 TO 1400 BEFORE TURNING SOUTHEAST BOUND.**GRAND PRAIRIE MUNI****TAKEOFF RWY 18:** CLIMB ON HEADING 192.34 TO 2500 BEFORE PROCEEDING ON COURSE.**LANCASTER RGNL****TAKEOFF RWY 31:** CLIMB ON HEADING 314.31 TO 1800 BEFORE TURNING LEFT.

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DEPARTING ADDISON, DALLAS EXEC, MCKINNEY NTL, PEROT FLD/FORT WORTH ALLIANCE, FORT WORTH MEACHAM INTL, FORT WORTH SPINKS, FORT WORTH NAS JRB (CARSWELL FLD), ARLINGTON MUNI, DENTON ENTERPRISE, GRAND PRAIRIE MUNI, LANCASTER RGNL, MESQUITE METRO: WHEN ENTERING CONTROLLED AIRSPACE, FLY ASSIGNED HEADING FOR RADAR VECTORS TO APPROPRIATE ROUTE. MAINTAIN ATC ASSIGNED ALTITUDE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
ARDMORE	TEX5.ADM	FUZ VORTAC	LOWGN	348.00 (FUZ R-348)	33.80	4000	2200	
		LOWGN	ADM VORTAC	359.14 (ADM R-179)	45.75	4000	2600	
BLECO	TEX5.BLECO	FUZ VORTAC	BLECO	360.00 (FUZ R-360)	33.80	4000	2700	
DECKK	TEX5.DECKK	FUZ VORTAC	BLECO	360.00 (FUZ R-360)	33.80	4000	2700	
		BLECO	ZEMMA	360.00 (FUZ R-360)	56.20	9000	2900	
		ZEMMA	NOOGY	360.00 (FUZ R-360)	2.63	10000	2700	
		NOOGY	DECKK	323.88 (IRW R-144)	30.45	4400	2900	
EAKER	TEX5.EAKER	FUZ VORTAC	GRABE	012.00 (FUZ R-012)	35.40	4000	3200	
		GRABE	EAKER	012.00 (FUZ R-012)	54.60	11000	3700	
GRABE	TEX5.GRABE	FUZ VORTAC	GRABE	012.00 (FUZ R-012)	35.40	4000	3200	
OKMULGEE	TEX5.OKM	FUZ VORTAC	GRABE	012.00 (FUZ R-012)	35.40	4000	3200	
		GRABE	EAKER	012.00 (FUZ R-012)	54.60	11000	3700	
		EAKER	OKM VOR/DME	016.49 (OKM R-196)	90.40	11000	3400	
ROLLS	TEX5.ROLLS	FUZ VORTAC	LOWGN	348.00 (FUZ R-348)	33.80	4000	2200	
		LOWGN	ADM VORTAC	359.14 (ADM R-179)	45.75	4000	2600	
		ADM VORTAC	MRMAC	303.22 (ADM R-303)	60.00	15000	2900	
		MRMAC	ROLLS	303.22 (ADM R-303)	85.20	15000	4500	
TULSA	TEX5.TUL	FUZ VORTAC	BLECO	360.00 (FUZ R-360)	33.80	4000	2700	
		BLECO	ZEMMA	360.00 (FUZ R-360)	56.20	9000	2900	
		ZEMMA	TUL VORTAC	020.88 (TUL R-201)	123.58	13000	3000	
WILL ROGERS	TEX5.IRW	FUZ VORTAC	BLECO	360.00 (FUZ R-360)	33.80	4000	2700	

QUALITY
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	BLECO	ZEMMA	360.00 (FUZ R-360)	56.20	9000	2900	
	ZEMMA	IRW VORTAC	325.19 (IRW R-145)	65.91	11000	2900	
ZEMMA	TEX5.ZEMMA	FUZ VORTAC	BLECO	360.00 (FUZ R-360)	33.80	4000	2700
	BLECO	ZEMMA	360.00 (FUZ R-360)	56.20	9000	2900	

PBN REQUIREMENT NOTES:**EQUIPMENT REQUIREMENT NOTES:**

RADAR AND DME REQUIRED.

PROCEDURAL DATA NOTES:**BLECO TRANSITION:** ATC ASSIGNED.**DECKK TRANSITION:** FOR ALL AIRCRAFT INBOUND TO THE OKLAHOMA CITY AREA.**EAKER TRANSITION:** FOR AIRCRAFT INBOUND TO THE TULSA TERMINAL AREA.**GRABE TRANSITION:** ATC ASSIGNED.**OKMULGEE TRANSITION:** FOR ALL AIRCRAFT OVERFLYING OKM VOR/DME PROCEEDING ON J181 TO BDF TO DESTINATIONS IN THE CHICAGO TERMINAL AREA AND NORTH.**TULSA TRANSITION:** FOR ALL AIRCRAFT OVERFLYING TUL VORTAC.**WILL ROGERS TRANSITION:** FOR ALL AIRCRAFT OVERFLYING IRW VORTAC.**NOTE (DALLAS-FORT WORTH INTL ONLY):** PROPS: EXPECT JACKY OR TRIGATE DEPARTURE.**NOTE (DALLAS-FORT WORTH INTL ONLY):** MAINTAIN 240 KIAS UNTIL LEAVING 5000.**TAKEOFF MINIMUMS:****DALLAS-FORT WORTH INTL****RWY 13L, 13R, 17L, 17C, 17R, 18L, 18R, 31L, 31R, 35L, 35C, 36L, 36R:** STANDARD.**RWY 35R:** STANDARD WITH MINIMUM CLIMB OF 245 FT/NM TO 1200.**DALLAS LOVE FLD****RWY 31L, 31R:** STANDARD.**RWY 13L:** STANDARD WITH MINIMUM CLIMB OF 290 FT/NM TO 1700.**RWY 13R:** STANDARD WITH MINIMUM CLIMB OF 315 FT/NM TO 1700.**ADDISON****RWY 34:** STANDARD.**RWY 16:** 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 325 FT/NM TO 1100.**DALLAS EXEC****RWY 13, 31, 35:** STANDARD.**RWY 17:** 400-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 220 FT/NM TO 1200.**MCKINNEY NTL****RWY 18, 36:** STANDARD.**PEROT FLD/FORT WORTH ALLIANCE****RWY 34L, 34R:** STANDARD.**RWY 16L:** 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 220 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FEET PRIOR TO DER.**RWY 16R:** 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 225 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2000 FEET PRIOR TO DER.

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FORT WORTH MEACHAM INTL**RWY 16, 17:** STANDARD.**RWY 34:** 300-1 7/8 OR STANDARD WITH MINIMUM CLIMB OF 225 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2000 FEET PRIOR TO DER.**RWY 35:** 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 900, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FEET PRIOR TO DER.**FORT WORTH SPINKS****RWY 18L, 36R:** NA-ENVIRONMENTAL.**RWY 18R, 36L:** STANDARD.**FORT WORTH NAS JRB (CARSWELL FLD)**

REFER TO APPROPRIATE MILITARY SERVICE DIRECTIVES.

ARLINGTON MUNI**RWY 16, 34:** STANDARD.**DENTON ENTERPRISE****RWY 18L, 18R, 36L, 36R:** STANDARD.**GRAND PRAIRIE MUNI****RWY 36:** NA-ATC.**RWY 18:** STANDARD.**LANCASTER RGNL****RWY 13:** STANDARD.**RWY 31:** 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 800, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FEET PRIOR TO DER.**MESQUITE METRO****RWY 18, 36:** STANDARD.**TAKEOFF OBSTACLES NOTES:**

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

CONTROLLING OBSTACLES:**DALLAS-FORT WORTH INTL****RWY 35R:** 1016 FT MSL TOWER 325628.78N/0965931.40W.**DALLAS LOVE FLD****RWY 13L, 13R:** 1368 FT MSL BUILDING 324648.00N/0964814.00W.**ADDISON****RWY 16:** 850 FT MSL BUILDING 325629.00N/0964925.00W (CLIMB GRADIENT, CLIMB-TO ALTITUDE), 975 FT MSL BUILDING 325540.81N/0964919.57W (CEILING), 973 FT MSL BUILDING 325536.93N/0964906.47W (VISIBILITY).**DALLAS EXEC****RWY 17:** 1024 FT MSL TOWER 323817.76N/0965154.08W.

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 13, 17, 31, 35: 2549 FT MSL TOWER 323502.67N/0965748.75W.**PEROT FLD/FORT WORTH ALLIANCE****RWY 16L, 16R:** 961 FT MSL WATER TOWER 325641.35N/0971909.88W (CLIMB GRADIENT, CLIMB-TO ALTITUDE, CEILING), 954 FT MSL TANK 325641.21N/0971909.98W (VISIBILITY).

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 16R: 1002 FT MSL TOWER 325653.00N/0971932.00W.

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FORT WORTH MEACHAM INTL**RWY 34:** 970 FT MSL BUILDING 325123.18N/0972128.11W.**RWY 35:** 826 FT MSL TRANSMISSION LINE 325026.78N/0972232.32W.

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 16: 1196 FT MSL BUILDING 324522.00N/0971950.00W (OFFSET ICA) AND 1743 FT MSL TOWER 324501.00N/0971608.00W (CLIMB-TO ALTITUDE).**RWY 17:** 1743 FT MSL TOWER 324501.00N/0971608.00W.**FORT WORTH SPINKS**

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 18R: 1772 FT MSL TOWER 323212.00N/0972446.86W.**ARLINGTON MUNI**

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 16, 34: 2549 FT MSL TOWER 323502.67N/0965748.75W.**GRAND PRAIRIE MUNI**

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 18: 2549 FT MSL TOWER 323502.67N/0965748.75W.**LANCASTER RGNL****RWY 31:** 661 FT MSL TRANSMISSION LINE 323601.76N/0964358.15W.

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 31: 2549 FT MSL TOWER 323502.67N/0965748.75W.**MSA:**

KDFW: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KDAL: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KADS: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KRBD: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KTKI: MSA FROM CVE VOR/DME 270-090 2700, 090-270 3600.

KAFW: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KFTW: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KFWS: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KNFW: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KGKY: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KDTO: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KGPM: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KLNC: MSA FROM FUZ VORTAC 130-230 3600, 230-130 2700.

KHQZ: MSA FROM CVE VOR/DME 270-090 2700, 090-270 3600.

LOST COMMUNICATIONS PROCEDURES:**ADDITIONAL FLIGHT DATA:****CHART:** IRW R-212 AT MRMAC; BYP R-256 AT GRABE; ADM R-071 AT EAKER.**DALLAS-FORT WORTH INTL - CHART:** TOP ALTITUDE: RWY 13L/13R/17L/17C/17R/18L/18R/35L/35C/35R/36L/36R: 10000; RWY 31L/31R: 5000.**DALLAS LOVE FLD - CHART:** TOP ALTITUDE: RWY 13L/13R: 8000; RWY 31L/31R: ASSIGNED BY ATC.**ADDISON, DALLAS EXEC, MCKINNEY NTL, PEROT FLD/FORT WORTH ALLIANCE, FORT WORTH MEACHAM INTL, FORT WORTH SPINKS, FORT WORTH NAS JRB (CARSWELL FLD), ARLINGTON MUNI, DENTON ENTERPRISE, GRAND PRAIRIE MUNI, LANCASTER RGNL, MESQUITE METRO - CHART:** TOP ALTITUDE: ASSIGNED BY ATC.**AIRPORT MV:** DFW (P) 4E/2015, DAL 3E/2020, ADS 3E/2025, RBD 6E/1990, TKI 3E/2015, AFW 4E/2015, FTW 8E/1975, FWS 3E/2025, NFW 4E/2015, GKY 6E/2000, DTO 4E/2010, GPM 3E/2025, LNC 6E/1990, HQZ 3E/2015.QUALITY
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DP NAME

TEXOMA

NUMBER

FIVE

DP COMPUTER CODE

TEX5.FUZ

SUPERSEDED NUMBER

FOUR

DATED

09/08/2022

ACTUAL EFFECTIVE DATE**25 JAN 2024****AIRPORTS SERVED:****AIRPORT ID****CITY****STATE**

KDFW

DALLAS-FORT WORTH

TX

KDAL

DALLAS

TX

KADS

DALLAS

TX

KRBD

DALLAS

TX

KTKI

DALLAS

TX

KAFW

FORT WORTH

TX

KFTW

FORT WORTH

TX

KFWS

FORT WORTH

TX

KNFW

FORT WORTH

TX

KGKY

ARLINGTON

TX

KDTO

DENTON

TX

KGPM

GRAND PRAIRIE

TX

KLNC

LANCASTER

TX

KHQZ

MESQUITE

TX

COMMUNICATIONS:**CHART ATIS:** DFW, DAL, ADS, RBD, AFW, FTW, FWS, NFW. **CLNC DEL:** DFW, DAL, ADS, RBD, TKI, AFW, FTW, NFW, GKY, DTO.**GND CON:** DFW, DAL, ADS, RBD, TKI, AFW, FTW, FWS, NFW, GKY, DTO, GPM. **TOWER:** DFW, DAL, ADS, RBD, TKI, AFW, FTW, FWS, NFW, GKY, DTO, GPM.**CTAF:** ADS, RBD, TKI, FWS, GKY, DTO, GPM, LNC, HQZ. **CPDLC:** DAL, DFW.**FIXES AND/OR NAVAIDS:****REMARKS:**

1. 100 FT MAXIMUM VEGETATION HEIGHT UTILIZED PER FPT CHECKLIST.

2. CHARTING HIGHEST MOCA 3200 FOR ALL FUZ VORTAC TO FIX GRABE SEGMENTS - BASED ON GRABE TRANSITION CONTROLLING OBSTACLE 2660 TOWER (48-007821) 333336.00N/0965736.00W LOCATED IN THE SECONDARY AREA.

3. CHARTING HIGHEST MOCA 2900 FOR ALL FIX BLECO TO FIX ZEMMA SEGMENTS - BASED ON ZEMMA TRANSITION CONTROLLING OBSTACLE 1857 WINDMILL (40-088383) 343031.80N/0965230.44W.

4. MEA ON SEGMENTS FROM FUZ VORTAC TO FIX LOWGN, AND FROM ADM VORTAC TO FIX MRMAC DUE TO NEXT SEGMENT NAVAID MRA.

5. MEA ON SEGMENTS FROM FUZ VORTAC TO FIX BLECO, AND FROM FUZ VORTAC TO FIX GRABE DUE TO NAVAID MRA ON THE NEXT SEGMENT FOR AIRCRAFT CLIMB TO NEXT MEA.

6. MEA ON SEGMENTS FROM FIX BLECO TO FIX ZEMMA, FROM FIX ZEMMA TO FIX NOOGY, FROM FIX NOOGY TO FIX DECKK, FROM FIX ZEMMA TO IRW VORTAC, FROM FIX ZEMMA TO TUL VORTAC, FROM FIX GRABE TO FIX EAKER, FROM FIX EAKER TO OKM VORTAC, AND FROM FIX MRMAC TO FIX ROLLS DUE TO NAVAID ESV MRA.

7. WAIVER ON FILE: CHART THREE NUMERIC TOP ALTITUDES.

8. SID NAME COORDINATED WITH ATC AND AFS.

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TEXOMA	FIVE	TEX5.FUZ	FOUR	09/08/2022	25 JAN 2024
FLIGHT INSPECTED BY	SIGNATURE		OFFICE	DATE	
JEFFREY A FINDLEY	<i>Digitally signed by</i> CASIMIR L TABAKA Dec 07, 2023		FPO	11/29/2023	
DEVELOPED BY	SIGNATURE		OFFICE	DATE	
MICHAEL MCCARTNEY	<i>Digitally signed by</i> MICHAEL A MCCARTNEY Aug 10, 2023		AJV-A431	05/30/2023	
APPROVED BY	SIGNATURE		OFFICE	DATE	TITLE
ERIC SUSKI	<i>Digitally signed by</i> ERIC N SUSKI Sep 08, 2023		AJV-A431		MANAGER
REQUIRED EFFECTIVE DATE					
ROUTINE					

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, REGIONAL DEP CON, DFW TOWER, DAL TOWER, ADS TOWER, RBD TOWER, TKI TOWER, AFW TOWER, FTW TOWER, FWS TOWER, NFW TOWER, GKY TOWER, DTO TOWER, GPM TOWER, AMGR(S).

CHANGES - REASONS:

- AIRPORT NAME CHANGED FOR KAFW FROM FORT WORTH ALLIANCE TO PEROT FLD/FORT WORTH ALLIANCE, AND UTILIZED UPDATED RUNWAY THRESHOLD LATITUDE/LONGTITUDE AND THRESHOLD ELEVATIONS FOR ALL CALCULATIONS. - AIRFIELD NAME CHANGED IN NASR AND NEW RUNWAY SURVEYS.
- AIRPORT NAMES UPDATED FROM DALLAS-LOVE FIELD TO DALLAS LOVE FLD, FROM DALLAS EXECUTIVE TO DALLAS EXEC, FROM FORT WORTH NAS JRB/CARSWELL FIELD TO FORT WORTH NAS JRB (CARSWELL FLD), AND FROM MCKINNEY NATIONAL TO MCKINNEY NTL. - UPDATED TO OFFICIAL NASR NAMES.
- DP ROUTE DESCRIPTION, UPDATED TERMINOLOGY FROM "VECTOR" TO "RADAR VECTORS". - IAW FAAO 8260.46J PARAGRAPH 2-1-1.G.(2).
- DP ROUTE DESCRIPTION, DALLAS-FORT WORTH INTL, DELETED "UNLESS OTHERWISE ADVISED MAINTAIN ASSIGNED ALTITUDE" AND UPDATED TERMINOLOGY FROM "...ON VECTORS" TO "...FOR RADAR VECTORS". - ALL RUNWAYS HAVE NUMERIC TOP ALTITUDES AND FORMAT IAW FAAO 8260.46J PARAGRAPH 2-1-1.G.(2).
- DP ROUTE DESCRIPTION, CHANGED DALLAS LOVE FLD RWY 13L/R FROM "CLIMB ON HEADING 133.00, FOR VECTOR TO APPROPRIATE ROUTE" TO "CLIMB ON HEADING 133.00, CROSS CVE 13.00 DME AT OR BELOW 6000, THEN MAINTAIN 8000 FOR RADAR VECTORS TO APPROPRIATE ROUTE". - ATC (D10) REQUESTED REDESIGN WITH A MAXIMUM ALTITUDE RESTRICTION FOR DEPARTURES USING CVE VOR/DME TO DECONFLICT WITH DFW DEPARTURES FLYING OVERHEAD; THIRD NUMERIC MAINTAIN ALTITUDE CHARTED IAW WAIVER ON FILE TO CHART THREE NUMERIC TOP ALTITUDES.
- DP ROUTE DESCRIPTION, CHANGED DALLAS LOVE FLD RWY 31L/R NAVAID DESCRIPTION FROM "LVF OR OVW LOCALIZER 5.50 DME" TO "I-LVF 5.50 DME OR I-OVW 5.50 DME", AND REPLACED THE COMMA IN "ASSIGNED ALTITUDE, EXPECT" WITH "AND" TO READ "ASSIGNED ALTITUDE AND EXPECT". - FORMAT IAW FAAO 8260.46J APPENDIX 2.SECTION 1.2.F.(1)(E), AND WORDING FOR CONSISTENCY.
- DP ROUTE DESCRIPTION, CHANGED FORT WORTH MEACHAM INTL TAKEOFF RWY 16 FROM CLIMB ON HEADING 163.90 TO CLIMB ON HEADING 165.90. - AVOID OBSTACLE TO MAINTAIN 200 FT/ NM CLIMB GRADIENT AND MATCH ODP.
- DP ROUTE DESCRIPTION, CHANGED LANCASTER RGNL TAKEOFF RWY 34 FROM CLIMB ON HEADING 314.32 TO CLIMB ON HEADING 314.31. - RUNWAY TRUE BEARING CHANGED FROM 320.32 TO 320.313 IN 2016.
- DP ROUTE DESCRIPTION, ON THE "DEPARTING ADDISON, DALLAS EXEC..." UPDATED VERBIAGE FROM "WHEN ENTERING CONTROLLED AIRSPACE, FLY ASSIGNED HEADING AND ALTITUDE, FOR VECTOR TO APPROPRIATE ROUTE" TO "WHEN ENTERING CONTROLLED AIRSPACE, FLY ASSIGNED HEADING FOR RADAR VECTORS TO APPROPRIATE ROUTE. MAINTAIN ATC ASSIGNED ALTITUDE". - UPDATED TERMINOLOGY AND TOP ALTITUDE VERBIAGE IAW FAAO 8260.46J PARAGRAPHS 2-1-1.G.(2) AND 3-1-1.L.(6).
- TRANSITION ROUTES, OKMULGEE, GRABE AND EAKER TRANSITIONS, INCREASED MOCA ON FUZ VORTAC TO FIX GRABE FROM 2700 TO 3200. - THREE TRANSITIONS USING THIS SEGMENT IDENTIFY TWO DIFFERENT CONTROLLING OBSTACLES. FOR CHARTING PURPOSES DOCUMENTED THE HIGHEST MOCA OF 3200 BASED ON THE GRABE TRANSITION 2660 TOWER (48-007821) 333336.00N/0965736.00W LOCATED IN THE SECONDARY AREA.
- TRANSITION ROUTES, DECKK, TULSA, WILL ROGERS AND ZEMMA TRANSITIONS, INCREASED MOCA ON FIX BLECO TO FIX ZEMMA SEGMENT FROM 2500 TO 2900. - FOUR TRANSITIONS USING THIS SEGMENT IDENTIFY FOUR DIFFERENT CONTROLLING OBSTACLES. FOR CHARTING PURPOSES DOCUMENTED THE HIGHEST MOCA OF 2900 BASED ON THE ZEMMA TRANSITION 1857 WINDMILL (40-088383) 343031.80N/0965230.44W.
- TRANSITION ROUTES, ARDMORE AND ROLLS TRANSITIONS, CHANGED MOCA ON FUZ VORTAC TO FIX LOWGN SEGMENT FROM 2100 TO 2200. - UPDATED TERRAIN ELEVATIONS.
- TRANSITION ROUTES, DECKK TRANSITION, CHANGED MOCA ON FIX ZEMMA TO FIX NOOGY SEGMENT FROM 2500 TO 2700. - NEW OBSTACLE 1864 WINDMILL (40-028912) 342406.21N/0970745.67W.
- TRANSITION ROUTES, DECKK TRANSITION, CHANGED MOCA ON FIX NOOGY TO FIX DECKK SEGMENT FROM 2700 TO 2900. - NEW OBSTACLE 1823 WINDMILL (40-088384) 342951.56N/0965518.67W.
- TRANSITION ROUTES, DECKK TRANSITION, CHANGED MEA ON FIX NOOGY TO FIX DECKK SEGMENT FROM 11000 TO 4400. - LOWERED MEA TO MRA FOR SEGMENT.



DP NAME	NUMBER	DP COMPUTER CODE	SUPERSEDED NUMBER	DATED	ACTUAL EFFECTIVE DATE
TEXOMA	FIVE	TEX5.FUZ	FOUR	09/08/2022	25 JAN 2024

16. MOVED FROM ADDITIONAL FLIGHT DATA "CHART NOTE: DALLAS-FORT WORTH INTL DEPARTURES: MAINTAIN 240 KIAS UNTIL LEAVING 5000" TO PROCEDURAL DATA NOTES AND CHANGED ANNOTATION FROM "CHART NOTE: DALLAS-FORT WORTH INTL DEPARTURES:" TO "NOTE (DALLAS-FORT WORTH INTL ONLY):". - IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.G.

17. TAKEOFF MINIMUMS, CHANGED ALL CLIMB GRADIENT FORMATS FROM "FT PER NM" TO "FT/NM" AND RTRL FROM "FT" TO "FEET". - FORMAT IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.H.

18. TAKEOFF MINIMUMS, CHANGED DALLAS LOVE FLD RWY FORMATS FROM "RWY 31L/R:" TO "RWY 31L, 31R:" AND FOR PEROT FLD/FORT WORTH ALLIANCE FROM "RWY 16L/R:" TO "RWY 16L, 16R:". - FORMAT IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.H.(2).

19. TAKEOFF MINIMUMS, CHANGED PEROT FLD/FORT WORTH ALLIANCE RWY 16R FROM 220 FT PER NM TO 225 FT/NM AND RTRL FROM 1900 FT TO 2000 FEET PRIOR TO DER. - NEW RUNWAY SURVEY AND RWY 16R DER MOVED 115 FT SOUTH.

20. TAKEOFF MINIMUMS, CHANGED FORT WORTH MEACHAM INTL RWY 34 CEILING AND VISIBILITY FROM 300-2 TO 300-1 7/8. - UPDATED DISTANCE CALCULATION TO OBSTACLE.

21. TAKEOFF MINIMUMS, CHANGED FORT WORTH MEACHAM INTL RWY 35 RTRL FROM 1200 FT TO 1300 FEET PRIOR TO DER. - UPDATED OCS PENETRATION CALCULATIONS, CONTROLLING OBSTACLE DID NOT CHANGE.

22. TAKEOFF MINIMUMS, CHANGED LANCASTER RGNL RWY 31 CLIMB GRADIENT FROM 205 FT PER NM TO 210 FT/NM, AND RTRL FROM 1200 FT TO 1300 FEET PRIOR TO DER. - UPDATED OBSTACLE EVALUATION CALCULATIONS, CONTROLLING OBSTACLE DID NOT CHANGE.

23. TAKEOFF MINIMUMS, UPDATED FORMAT, COMBINED DENTON ENTERPRISE RWYS WITH STANDARD TAKEOFF MINIMUMS INTO ONE LINE. - IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.H.

24. CONTROLLING OBSTACLES, ADDED DESCRIPTION MODIFIERS CLIMB GRADIENT, CLIMB-TO ALTITUDE, CEILING AND VISIBILTY AS APPLICABLE. - IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.J.

25. CONTROLLING OBSTACLES, UPDATED DALLAS LOVE FLD RWY 13L, 13R OBSTACLE DESCRIPTION FROM "BLDG" TO "BUILDING" AND DELETED OEAAA NUMBER. - UPDATED DATABASE DESCRIPTION AND OEAAA NUMBER NOT REQUIRED IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.J.(2).

26. CONTROLLING OBSTACLES, DELETED DALLAS LOVE FLD OBSTACLES MANDATING ODP ROUTE DEVELOPMENT FOR RWY 31L, 31R. - RWY 31L, 31R HAS AN ATC REQUESTED DP ROUTE.

27. CONTROLLING OBSTACLES, UPDATED DALLAS EXEC RWY 17 TOWER LAT/LONG FROM 323818.55N/0965153.91W TO 323817.76N/0965154.08W, DELETED "(CG)" FROM THE TOWER OBSTRUCTION, AND DELETED 1026 FT MSL ANTENNA 323817.76N/0965154.08W (CGTA/CEIL/VIS). - UPDATED DATABASE TOWER COORDINATES, ANTENNA OBSTACLE NO LONGER EXISTS AND TOWER IS NOW THE CLIMB GRADIENT, CLIMB-TO ALTITUDE, CEILING, AND VISIBILITY CONTROLLING OBSTRUCTION.

28. CONTROLLING OBSTACLES, ADDED PEROT FLD/FORT WORTH ALLIANCE RWY 16L: 961 FT MSL WATER TOWER 325641.35N/0971909.88W (CLIMB GRADIENT, CLIMB-TO ALTITUDE, CEILING), 954 FT MSL TANK 325641.21N/0971909.98W (VISIBILITY). - MISSING ON PREVIOUS FORMS.

29. CONTROLLING OBSTACLES, CHANGED PEROT FLD/FORT WORTH ALLIANCE RWY 16R VISIBILITY CONTROLLING OBSTRUCTION FROM 961 FT MSL WATER TOWER 325641.35N/0971909.88W TO 954 FT MSL TANK 325641.21N/0971909.98W. - NEW VISIBILITY CONTROLLING OBSTRUCTION AND UPDATED RUNWAY SURVEY.

30. CONTROLLING OBSTACLES, UPDATED FORT WORTH MEACHAM INTL OBSTACLES MANDATING ODP ROUTING DESCRIPTION RWY 16 FROM "BLDG" TO "BUILDING" - UPDATED DATABASE DESCRIPTION.

31. CONTROLLING OBSTACLES, ADDED VERBIAGE "OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:" TO FORT WORTH SPINKS RWY 18R OBSTACLE. - TAKEOFF MINIMUMS ARE STANDARD AND THIS OBSTACLE IS THE REASON FOR THE RWY 18R DP ROUTE DESCRIPTION.

32. CONTROLLING OBSTACLES, LANCASTER RGNL RWY 31, UPDATED OBSTACLE DESCRIPTION FROM "TRANSMISSION TOWER" TO "TRANSMISSION LINE". - UPDATED DATABASE DESCRIPTION.

33. MSA ADDED FOR ALL AIRPORTS. - REQUIRED IAW FAAO 8260.46J PARAGRAPH 3-1-2.

34. ADDITIONAL FLIGHT DATA, DELETED CHARTING OF IRW R-277 AT ROLLS AND ADM R-346 AT DECKK. - THESE CROSSING RADIALS DO NOT HAVE MIN DIVERGENCE WITH NAVAID PROVIDING COURSE GUIDANCE.

35. ADDITIONAL FLIGHT DATA, UPDATED TOP ALTITUDE FORMAT FOR DALLAS-FORT WORTH INTL FROM "DALLAS-FORT WORTH INTL: CHART: TOP ALTITUDE: RWY 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: 10000; RWY 31L/R: 5000" TO "DALLAS-FORT WORTH INTL - CHART: TOP ALTITUDE: RWY 13L/13R/17L/17C/17R/18L/18R/35L/35C/35R/36L/36R: 10000; RWY 31L/31R: 5000". - FORMAT IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.M.

36. ADDITIONAL FLIGHT DATA, UPDATED DALLAS LOVE FLD TOP ALTITUDE FROM "DALLAS-LOVE FIELD: CHART: TOP ALTITUDE ALL RUNWAYS: ASSIGNED BY ATC" TO "DALLAS LOVE FLD - CHART: TOP ALTITUDE: RWY 13L/13R: 8000; RWY 31L/31R: ASSIGNED BY ATC". - ADDED NUMERIC TOP ALTITUDE FOR AIR TRAFFIC DECONFLICTION WITH DFW IAW WAIVER ON FILE TO CHART THREE NUMERIC TOP ALTITUDES, AND FORMAT IAW FAAO 8260.46J APPENDIX D.SECTION 2.2.M.

37. ADDITIONAL FLIGHT DATA, CHANGED ALL OTHER AIRPORT TOP ALTITUDE FORMAT FROM "ALL OTHER AIRPORTS" TO LISTED INDIVIDUAL AIRPORTS. - FORMAT IAW FAAO 2860.46J APPENDIX D. SECTION 2.2.M.

38. ADDITIONAL FLIGHT DATA, MAGNETIC VARIATION ADDED FOR ALL AIRPORTS. - REQUIRED IAW AJV-A MEMO "MAGNETIC VARIATION DOCUMENTATION FOR STANDARD INSTRUMENT DEPARTURES AND GRAPHIC OBSTACLE DEPARTURE PROCEDURES" DATED 07/15/2022.

39. ADDED REMARK "CHARTING HIGHEST MOCA 3200 FOR ALL FUZ VORTAC TO FIX GRABE SEGMENTS - BASED ON GRABE TRANSITION CONTROLLING OBSTACLE 2660 TOWER (48-007821) 333336.00N/0965736.00W LOCATED IN THE SECONDARY AREA". - CHARTING CAN ONLY CHART ONE MOCA ON A SEGMENT.

40. ADDED REMARK "CHARTING HIGHEST MOCA 2900 FOR ALL FIX BLECO TO FIX ZEMMA SEGMENTS - BASED ON ZEMMA TRANSITION CONTROLLING OBSTACLE 1857 WINDMILL (40-088383) 343031.80N/0965230.44W". - CHARTING CAN ONLY CHART ONE MOCA ON A SEGMENT.

41. ADDED REMARK "MEA ON SEGMENTS FROM FUZ VORTAC TO FIX LOWGN, AND FROM ADM VORTAC TO FIX MRMAC DUE TO NEXT SEGMENT NAVAID MRA". - DOCUMENTING REASON WHEN MEA IS NOT BASED ON MOCA FROM TRANSITION ROUTES (GRAPHIC DEPICTION ONLY) SECTION.

42. ADDED REMARK "MEA ON SEGMENTS FROM FUZ VORTAC TO FIX BLECO, AND FROM FUZ VORTAC TO FIX GRABE DUE TO NAVAID MRA ON THE NEXT SEGMENT FOR AIRCRAFT CLIMB TO NEXT MEA". - DOCUMENTING REASON WHEN MEA IS NOT BASED ON MOCA FROM TRANSITION ROUTES (GRAPHIC DEPICTION ONLY) SECTION.

43. ADDED REMARK "MEA ON SEGMENTS FROM FIX BLECO TO FIX ZEMMA, FROM FIX ZEMMA TO FIX NOOGY, FROM FIX NOOGY TO FIX DECKK, FROM FIX ZEMMA TO IRW VORTAC, FROM FIX ZEMMA TO TUL VORTAC, FROM FIX GRABE TO FIX EAKER, FROM FIX EAKER TO OKM VORTAC, AND FROM FIX MRMAC TO FIX ROLLS DUE TO NAVAID ESV MRA". - DOCUMENTING REASON WHEN MEA IS NOT BASED ON MOCA FROM TRANSITION ROUTES (GRAPHIC DEPICTION ONLY) SECTION.

QUALITY
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CHECKED