U.S. Terminal Procedures Publication
South Central (SC) Vol 2 of 5

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05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Components or Visual Aids Table</td>
<td>A1</td>
</tr>
<tr>
<td>Explanation of Terms/Landing Minima Data</td>
<td>B1</td>
</tr>
<tr>
<td>General Information</td>
<td>C1</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>D1</td>
</tr>
<tr>
<td>Legend—IAP Planview</td>
<td>E1</td>
</tr>
<tr>
<td>Legend—IAP Profile</td>
<td>F1</td>
</tr>
<tr>
<td>Legend—Standard Terminal Arrival Charts</td>
<td>G1</td>
</tr>
<tr>
<td>Legend—Departure Procedure Charts</td>
<td>G2</td>
</tr>
<tr>
<td>Legend—Airport Diagram/Sketch</td>
<td>H1</td>
</tr>
<tr>
<td>Legend—Approach Lighting Systems</td>
<td>I1</td>
</tr>
<tr>
<td>Frequency Pairing</td>
<td>J1</td>
</tr>
<tr>
<td>Index of Terminal Charts and Minimums</td>
<td>K1</td>
</tr>
<tr>
<td>IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors)</td>
<td>L1</td>
</tr>
<tr>
<td>IFR Alternate Airport Minimums</td>
<td>M1</td>
</tr>
<tr>
<td>Radar Minimums</td>
<td>N1</td>
</tr>
<tr>
<td>Land and Hold-Short Operations (LAHSO)</td>
<td>O1</td>
</tr>
<tr>
<td>Hot Spots</td>
<td>P1</td>
</tr>
<tr>
<td>Standard Terminal Arrival Charts</td>
<td>Z1</td>
</tr>
<tr>
<td>Terminal Charts</td>
<td>Page 1</td>
</tr>
<tr>
<td>Rate of Climb/Descent Table</td>
<td>Inside Back Cover</td>
</tr>
<tr>
<td>Area of Coverage</td>
<td>Back Cover</td>
</tr>
</tbody>
</table>

**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972

[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

**FOR PROCUREMENT:**
For digital products, visit our website at: [https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

For a list of approved FAA Print Providers, visit our website at:
[https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

Frequently asked questions (FAQ) are answered on our website at: [https://www.faa.gov/go/ais](https://www.faa.gov/go/ais)

See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

1. ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

2. ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200* |

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

3. All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALS, MALS, SSALF, SSALS, SALS, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

4. Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

5. All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

**LANDING MINIMA FORMAT**

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(300-1/2)</td>
<td>288</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540/1-1/2</td>
<td>1640-1</td>
<td>1740-2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>561 (600-2)</td>
<td></td>
</tr>
</tbody>
</table>

**COPTER MINIMA ONLY**

Copter Approach Direction

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-1/2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Visibility in Statute Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
</tr>
<tr>
<td>200</td>
</tr>
<tr>
<td>0</td>
</tr>
<tr>
<td>-10</td>
</tr>
<tr>
<td>-20</td>
</tr>
<tr>
<td>-30</td>
</tr>
<tr>
<td>-40</td>
</tr>
<tr>
<td>-50</td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE ERRORS**

Heights above airport in feet

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>280</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>340</td>
<td>390</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>50</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
<td>710</td>
<td>910</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
<td>950</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td>-50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</td>
</tr>
</tbody>
</table>

**AIRCRAFT APPROACH CATEGORIES**

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certificated aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

<table>
<thead>
<tr>
<th>MANEUVERING TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Category</td>
</tr>
<tr>
<td>Speed (Knots)</td>
</tr>
</tbody>
</table>

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
### TERMS/LANDING MINIMA DATA

**CIRCLING APPROACH OBSTRUCTION PROTECTED AIRSPACE**

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

**STANDARD CIRCLING APPROACH MANEUVERING RADIUS**

Circling approach protected areas developed prior to late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the \( \text{C} \) symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE**

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the \( \text{C} \) symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

**Comparable Values of RVR and Visibility**

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>¼</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>¾</td>
</tr>
<tr>
<td>2200</td>
<td>1</td>
</tr>
</tbody>
</table>

**Radar Minima**

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown—not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1.

**NOTE:** Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

- \( \text{C} \): VHF and UHF emergency frequencies monitored

- \( \text{E} \): VHF emergency frequency (121.5) monitored

- \( \text{U} \): UHF emergency frequency (243.0) monitored

Additionally, unmultiplexed frequencies which are available on request from the controlling agency may be annotated with an "x".

- \( \text{A} \): Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- \( \text{N} \): Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
- \( \text{V} \): Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPS with the (FAA) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number

Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/heads/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box  Equipment Requirements Box
From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
DMF required for LOC only.

Standard Procedure Notes Box

Δ Circling to Rwy 25 NA at night.
# For inap MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box  Equipment Requirements Box
RNAV 1 - DME/DME/IRU or GPS
RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., 🟢, 🟡.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "(*) symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a 🟢

KEY MIKE

<table>
<thead>
<tr>
<th>Function</th>
<th>7 times within 5 seconds</th>
<th>5 times within 5 seconds</th>
<th>3 times within 5 seconds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest intensity available</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFSL</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
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<td>Autopilot System</td>
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<td>Published Radar Minimums at this Airport</td>
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<td>Landing</td>
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<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
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<tr>
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<td>Medium Intensity Approach Light System with RAIL</td>
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<td>Minimum Descent Altitude</td>
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<td>Pre-Departure Clearance</td>
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<td>Runway Centerline Light System</td>
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<td>Radius-to-Fix</td>
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<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>Simplified Directional Facility</td>
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<td>Statute Mile</td>
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<td>Simultaneous Offset Instrument Approach</td>
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<td>Sunrise-Sunset</td>
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<td>Terminal Arrival Area</td>
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<td>Threshold Crossing Height (height in feet above ground level)</td>
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<td>Touchdown Zone</td>
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<td>Touchdown Zone Elevation</td>
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<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>Takeoff Run Available</td>
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<td>Visual Approach Slope Indicator</td>
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<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<td>Vertical Descent Angle</td>
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<td>VDP</td>
<td>Visual Descent Point</td>
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<td>Visual Glide Slope Indicator</td>
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<td>Vertical Navigation</td>
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<td>Wide Area Augmentation System</td>
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<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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</tbody>
</table>
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

- **ROUTES**
  - Procedure Track
  - Feeder Route
  - Missed Approach
  - Visual Flight Path

- **Procedure Turn**
  - Type degree and point of turn optional

- **Minimum Route Altitude**
  - 3100 NoPT to LOM
  - 045° Mileage (14.2)

- **HOLDING PATTERNS**
  - Hold-in-lieu of Procedure Turn

- **Missed Approach**
  - Holding Pattern with maximum restricted airspeed:
    - (175K) applies to all altitudes.
    - (210K) applies to altitudes above 6000' to and including 14000'.

- **Arrival Holding Pattern altitude restrictions** will be indicated when they deviate from the adjacent leg.

- **Timing or distance limits** for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

**FIXES/ATC REPORTING REQUIREMENTS**

- **Reporting Point**
  - Waypoint
  - MAP WP (Flyby)
  - MAP WP (Flyover)
  - Flyover Point

- Computer Navigation Fix (CNF)-No ATC Function
  - "x" omitted when it is a MAP

- **R-198**
  - Radial line and value

- **LR-198**
  - Lead Radial

- **LB-198**
  - Lead Bearing

**ALTITUDES**

- **Mandatory Altitude**
  - 5500
- **Recommended Altitude**
  - 3000

- **Minimum Altitude**
  - 2500
- **Maximum Altitude**
  - 4300

**INDICATED AIRSPEED**

- **Mandatory Airspeed**
  - 175K
- **Minimum Airspeed**
  - 120K
- **Maximum Airspeed**
  - 250K
- **Recommended Airspeed**
  - 180K

**RADIO AIDS TO NAVIGATION**

- **VOR**
  - **VORTAC**
  - **TACAN**

- **DME**
  - **NDB/DME**

- **LOM** (Compass locator at Outer Marker)

- **Localizer Front Course**
  - (LOC/LDA)
  - Right side shading: Front course

- **Localizer Back Course**
  - (LOC/LDA)
  - Left side shading: Back course

- **SDF Course**

- **LOC/LDA/SDF Transmitter**

- **LOC/DME**

- **Primary NAVAID**
  - LIMA
  - 114.5
  - LIM
  - Chan 92

- **Secondary NAVAID**
  - LOM
  - 362
  - AK

- **TACAN or DME NAVAID**
  - SCOTT
  - Chan 59
  - SKE
  - (112.2)

- **VHF**
  - Paired Frequency

**MILEAGE**

- 4 NM

**COMPUTER NAVIGATION FIX (CNF)-NO ATC FUNCTION**

**E1**
**LEGEND**

**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

**RADIO AIDS TO NAVIGATION**

**Compulsory:**
- **VOR**
- **VORTAC**
- **DME**
- **NDB**
- **VOR/DME**
- **TACAN**
- **LOM** (Compass locator at outer marker)

**Non-Compulsory:**
- **VOR**
- **VORTAC**
- **DME**
- **NDB**
- **VOR/DME**
- **TACAN**

*(T)* indicates frequency protection range

**SCOTT**
- **Chan 59**
- **SC-2, 11 JUL 2024 to 05 SEP 2024**

**Underline indicates no voice transmitted on this frequency**

**Y** indicates TACAN must be placed in "Y" mode to receive distance information

**FIXES/ATC REPORTING REQUIREMENTS**

- **Unnamed DME Fix**
- **Reporting Point (Compulsory)**
- **Reporting Point (Non-Compulsory)**

**VHF Paired Frequency**

**NORMAL**
- **Chan 59(Y)**

**Lost Communications Track**

**Special Use Airspace**

**Airways/ATC Reporting Requirements**

- **R-Restricted**
- **W-Warning**
- **P-Prohibited**
- **A-Alert**
- **MOA-Military Operations Area**

**Altitudes**

- **Mandatory Altitude**
- **Minimum Altitude**
- **Maximum Altitude**

- **Indicated Airspeed**

- **MISCELLANEOUS**

- **True North not aligned to the top of the page**

- **Ldg KLAS and KHND**

- **Ldg Rwys 16L/C/R**

- **Terminus**

---

**AIRPORTS**

- **Civil**
- **Military**
- **Joint**

Airports not served by the procedure shown in screened color

**Navigational Aids**

- **VOR**
- **VORTAC**
- **DME**
- **NDB**
- **NDB/DME**
- **TACAN**
- **LOM** (Compass locator at outer marker)

**LOCALIZER**

- **Localizer Front Course**
- **Localizer Back Course**

**DME Mileage**

- **Route Mileage**

**Arrival Route**

- **R-275**

**Transition Route**

- **V12**
- **J80**

**Lost Communication Track**

**Transition Route**

**Altitude Breaks**

- **MEA-Minimum Enroute Altitude**
- **MOCA-Minimum Obstruction Clearance Altitude**

**INDICATED AIRSPEED**

- **175K**
- **120K**
- **250K**

**Block Altitude**

**Mandatory Altitude**

**Minimum Altitude**

**Maximum Altitude**

**Changeover Point**

**Air Defense Identification Zone**

**Miscellaneous**

**Indicates True North is not aligned to the top of the page**

**Ldg KLAS and KHND**

**Ldg Rwys 16L/C/R**

**Terminus**

**Legend**

**SCOTT**
- **Chan 59(Y)**
- **112.25 (T) ORL**
- **SKE**

- **23334**

---

**SC-2, 11 JUL 2024 to 05 SEP 2024**
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

LEGEND

- **Runways**
  - Hard Surface
  - Other Than Hard Surface
  - Stopways, Taxiways, Parking Areas
  - Metal Surface
  - Non-Movement
  - Under Construction
  - Water Runway

- **Closed Runway**
  - Surface
  - Metal
  - Other Than Surface

- **ARRESTING GEAR**: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

- **ARRESTING SYSTEM**
  - uni-directional
  - bi-directional
  - Jet Barrier

- **REFERENCE FEATURES**
  - Displaced Threshold
  - Hot Spot
  - Runway Holding Position Markings
  - Buildings
  - Self-Serve Fuel ##
  - Tanks
  - Obstructions
  - Airport Beacon #
  - Runway Radar Reflectors
  - Bridges
  - Control Tower #
  - Wind Cone
  - Landing Tee
  - Tetrahedron

- **ARRESTING SYSTEM**
  - EMAS

- **NOTE: Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.**

- **NOTE:**
  - Runway Slope measured to midpoint on runways 8000 feet or longer.

- **NOTE:**
  - U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

- **Approach light symbols are shown in the Flight Information Handbook.**

- **Airport diagram scales are variable.**

- **True/magnetic North orientation may vary from diagram to diagram.**

- **Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.**

- **Positional accuracy within ± 600 feet unless otherwise noted on the chart.**

- **Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.**

- **A [D] symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.**

- **NOTE:**
  - All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

**SCOPE**

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., ✒, ○, etc.

A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., ✒. Negative symbology, e.g., ●, ○ indicates Pilot Controlled Lighting (PCL).

<table>
<thead>
<tr>
<th>CATEGORY I</th>
<th>SHORT APPROACH LIGHTING SYSTEM</th>
<th>MEDIUM INTENSITY APPROACH LIGHTING SYSTEM</th>
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<td>SALS/SALSF</td>
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<td>AND CENTERLINE LIGHTING SYSTEM</td>
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</table>

**NOTE:** CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS.

**AVAILABILITY** of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15".
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, ☐, ☐ etc.

A dot * • * portrayed with approach lighting letter identifies sequences flashing lights (F) installed with the approach lighting system e.g., ☐. Negative symbology, e.g., ☐, ☐ indicates Pilot Controlled Lighting (PCL).

**P** PRECISION APPROACH PATH INDICATOR

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: ☐ White ■ Red

**V** VISUAL APPROACH SLOPE INDICATOR

**VASI**

*VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.*

**VASI 2**

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path
- Too low
- Too high
- Slightly low

**VASI 4**

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path
- Too low
- Too high
- Slightly low

**VASI 12**

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path
- Too low
- Too high
- Slightly low

**VASI 36**

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path
- Too low
- Too high
- Slightly low

**CAUTION:** When using this type of system.

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path
- Too low
- Too high
- Slightly low

**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

- Above glide path
- On glide path
- Below glide path

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
### FREQUENCY PAIRING TABLE

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See the Chart Supplement for a complete listing.
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</tr>
<tr>
<td></td>
<td>RNAV (RNAV) Y RWY 31L</td>
<td>159</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (RNAV) Y RWY 31R</td>
<td>160</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>RNAV (RNAV) Z RWY 31L</td>
<td>161</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (RNAV) Z RWY 31R</td>
<td>162</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 13L</td>
<td>163</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 13R</td>
<td>164</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>RNAV (GPS) Y RWY 31L</td>
<td>165</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>RNAV (GPS) Y RWY 31R</td>
<td>166</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>RNAV (GPS) Z RWY 31L</td>
<td>167</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 31R</td>
<td>168</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 13L</td>
<td>169</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 13R</td>
<td>170</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>BACHMAN ONE</td>
<td>171</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>COYOTE FOUR</td>
<td>173</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CIRULSIX (RNAV)</td>
<td>175</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DALLAS THREE</td>
<td>177</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EMMTT FOUR (RNAV)</td>
<td>179</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ESNYE SEVEN (RNAV)</td>
<td>181</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GARLAND FIVE</td>
<td>183</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>JOE POOL SEVEN</td>
<td>185</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>KINGDOM FOUR</td>
<td>187</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>KITTY FIVE (RNAV)</td>
<td>189</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>KRUMM ONE</td>
<td>191</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>KUSO ONE (RNAV)</td>
<td>193</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LNDRE FIVE (RNAV)</td>
<td>195</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LOVE SIX</td>
<td>197</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RAMBL SIX (RNAV)</td>
<td>199</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SNSET FOUR (RNAV)</td>
<td>201</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SWABR ONE (RNAV)</td>
<td>203</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SWTSR SEVEN (RNAV)</td>
<td>205</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TEXOMA FIVE</td>
<td>207</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TRINITY EIGHT</td>
<td>209</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>VENUS FOUR</td>
<td>210</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>WORTH ONE</td>
<td>212</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**INDEX**

24193

---

24193
## INDEX

### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>DALLAS-FORT WORTH, TX</td>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>TAKEOFF MINIMUMS</td>
<td>IAPS</td>
<td>ILS OR LOC RWY 13R</td>
<td>237</td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>DALLAS-FORT WORTH INTL(DFW) (CON'T)</td>
<td>ALTERNATE MINIMUMS</td>
<td>ILS OR LOC RWY 17C</td>
<td>238</td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS OR LOC RWY 17L</td>
<td>239</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS OR LOC RWY 17R</td>
<td>240</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS OR LOC RWY 18L</td>
<td>241</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS OR LOC RWY 18R</td>
<td>242</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS OR LOC RWY 31R</td>
<td>243</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS OR LOC RWY 35C</td>
<td>244</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS OR LOC RWY 35L</td>
<td>245</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS OR LOC RWY 35R</td>
<td>246</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS OR LOC RWY 36L</td>
<td>247</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS OR LOC RWY 36R</td>
<td>248</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 17C (SA CAT I)</td>
<td>249</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 17L (SA CAT I)</td>
<td>250</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 18R (SA CAT I)</td>
<td>251</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 35C (SA CAT I)</td>
<td>252</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 35R (SA CAT I)</td>
<td>253</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 13R (SA CAT I - II)</td>
<td>254</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 17R (SA CAT I - II)</td>
<td>255</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 18L (SA CAT I - II)</td>
<td>256</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 31R (SA CAT I - II)</td>
<td>257</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 17C (CAT II - III)</td>
<td>258</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 17L (CAT II - III)</td>
<td>259</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 18R (CAT II - III)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 17C (CAT II - III)</td>
<td>261</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 35R (CAT II - III)</td>
<td>262</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 36L (SA CAT II)</td>
<td>263</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>CONVERGING ILS Rwy 13R</td>
<td>264</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>CONVERGING ILS Rwy 17C</td>
<td>265</td>
<td></td>
<td></td>
<td></td>
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<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>CONVERGING ILS Rwy 17R</td>
<td>266</td>
<td></td>
<td></td>
<td></td>
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<td>CONVERGING ILS Rwy 31R</td>
<td>267</td>
<td></td>
<td></td>
<td></td>
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<td>CONVERGING ILS Rwy 35C</td>
<td>268</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>CONVERGING ILS Rwy 35L</td>
<td>269</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
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<td>270</td>
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<td></td>
<td></td>
</tr>
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<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>CONVERGING ILS Rwy 36R</td>
<td>271</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>ILS Rwy 18L (CONVERGING)</td>
<td>272</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>ILS Rwy 18R (CONVERGING)</td>
<td>273</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (RNP) Z Rwy 13R</td>
<td>274</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>RNAV (RNP) Z Rwy 31L</td>
<td>275</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (RNP) Z Rwy 31R</td>
<td>276</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Rwy 17C</td>
<td>277</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (GPS) Rwy 17L</td>
<td>278</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Rwy 17R</td>
<td>279</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (GPS) Rwy 18L</td>
<td>280</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Rwy 18R</td>
<td>281</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (GPS) Rwy 35C</td>
<td>282</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Rwy 35L</td>
<td>283</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (GPS) Rwy 35R</td>
<td>284</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Rwy 38L</td>
<td>285</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (GPS) Rwy 38R</td>
<td>286</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Y Rwy 13R</td>
<td>287</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH, TX (CON'T)</td>
<td>RNAV (GPS) Y Rwy 31L</td>
<td>288</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)</td>
<td>RNAV (GPS) Y Rwy 31R</td>
<td>289</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**AIRPORT DIAGRAM**

290
# INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DALLAS-FORT WORTH, TX(CON’T)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL(DFW)(CON’T)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS .......... AKUNA NINE (RNAV)</td>
<td>291</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALIAN TWO (RNAV)</td>
<td>293</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARDIA SEVEN (RNAV)</td>
<td>295</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLECO EIGHT (RNAV)</td>
<td>297</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COYOTE FOUR</td>
<td>299</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS THREE</td>
<td>301</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DARTZ NINE (RNAV)</td>
<td>303</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FORK THREE (RNAV)</td>
<td>305</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GARLAND FIVE</td>
<td>307</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GRABE EIGHT (RNAV)</td>
<td>309</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HIPER THREE (RNAV)</td>
<td>311</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HUJAD TWO (RNAV)</td>
<td>313</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JACKY ONE</td>
<td>315</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JASPA SEVEN (RNAV)</td>
<td>316</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JOE POOL SEVEN</td>
<td>318</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KATZZ TWO (RNAV)</td>
<td>320</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KEENE FOUR</td>
<td>322</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KINGDOM FOUR</td>
<td>323</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KUSO ONE (RNAV)</td>
<td>325</td>
<td></td>
<td></td>
<td></td>
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# INDEX

## INTEGRITY OF TERMINAL CHARTS AND MINIMUMS

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24193
### INDEX OF TERMINAL CHARTS AND MINIMUMS

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---SEE GILMER, TX

FRANKLIN COUNTY
---SEE MOUNT VERNON, TX

GAINES COUNTY
---SEE SEMINOLE, TX

INDEX

24193
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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INDEX

24193
### INDEX OF TERMINAL CHARTS AND MINIMUMS

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### INDEX

**24193**

**K13**
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as “Standard Instrument Departures (SIDs)”. SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ABILENE, TX

ABILENE RGNL (ABI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 17JUN21 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 17L, climb on heading 185° to 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17L, lighting 10' from DER, 5' left of centerline, 2' AGL/1777' MSL.

Rwy 17R, terrain, sign, lighting beginning 8' from DER, 150' left of centerline, up to 1789' MSL.

Lighting beginning 10' from DER, 54' right of centerline, up to 1' AGL/1787' MSL.

Pole 946' from DER, 743' left of centerline, 35' AGL/1821' MSL.

Rwy 35L, lighting 9' from DER, 54' right of centerline, 2' AGL/1759' MSL.

Pole, wind indicator beginning 193' from DER, 516' right of centerline, up to 8' AGL/1769' MSL.

Rwy 35R, lighting 9' from DER, 54' right of centerline, 2' AGL/1791' MSL.

Sign 56' from DER, 428' left of centerline, 2' AGL/1794' MSL.

AMARILLO, TX

RICK HUSBAND AMARILLO INTL (AMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUN18 (18172) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb heading 218° to 4100 before turning northbound.

Rwy 31, climbing right turn heading 360° to 5400 before turning westbound.

TAKEOFF OBSTACLE NOTES:

Rwy 4, sign 12' from DER, 302' right of centerline, 3' AGL/3605' MSL.

VORTAC 1306' from DER, 849' left of centerline, 42' AGL/3637' MSL.

Rwy 31, sign 22' from DER, 257' right of centerline, 7' AGL/3605' MSL.

Sign 103' from DER, 379' left of centerline, 3' AGL/3606' MSL.
AMARILLO, TX (CON’T)

TRADEWIND (TDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17NOV11 (11321) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA - Environmental.

Rwys 35, 300-1/2 or std. w/min. climb of 248’ per NM to 4000.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 004° to 5500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, fence beginning 14’ from DER, left and right of centerline, up to 6’ AGL/3645’ MSL.

Vehicle on road 57’ from DER, left and right of centerline, up to 17’ AGL/3656’ MSL.

Poles beginning 297’ from DER, 331’ right of centerline, up to 34’ AGL/3673’ MSL.

Trees beginning 121’ from DER, 181’ right of centerline, up to 55’ AGL/3675’ MSL.

Trees beginning 175’ from DER, 306’ left of centerline, up to 55’ AGL/3688’ MSL.

Rwy 35, fences and signs beginning 18’ from DER, left and right of centerline, up to 10’ AGL/3659’ MSL.

Vehicle on road beginning 280’ from DER, left and right of centerline, up to 17’ AGL/3666’ MSL.

Power lines beginning 124’ from DER, left and right of centerline, up to 50’ AGL/3679’ MSL.

Trees beginning 168’ from DER, 142’ left of centerline, up to 55’ AGL/3698’ MSL.

Trees beginning 60’ from DER, 166’ right of centerline, up to 55’ AGL/3698’ MSL.

Tower 1.2 NM from DER, 4181’ right of centerline, 300’ AGL/3912’ MSL.

Tower 1.3 NM from DER, 2290’ left of centerline, 250’ AGL/3910’ MSL.

ANDREWS, TX

ANDREWS COUNTY (E11)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 400-2/4 or std. w/ min. climb of 229’ per NM to 3700.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 114° to 3600 before turning left.

Rwy 29, climb heading 234° to 3600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 34, antenna 1189’ from DER, 588’ left of centerline, 52’ AGL/3236’ MSL.

Poles beginning 181’ from DER, 470’ left of centerline, up to 36’ AGL/3210’ MSL.

Bush 471’ from DER, 92’ left of centerline, 7’ AGL/3186’ MSL.

Tree 1207’ from DER, 587’ left of centerline, 44’ AGL/3228’ MSL.

Bushes beginning 282’ from DER, 305’ right of centerline, up to 10’ AGL/3189’ MSL.

Tree 4780’ from DER, 895’ right of centerline, 100’ AGL/3304’ MSL.

ARLINGTON, TX

ARLINGTON MUNI (GKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 18SEP14 (14261) (FAA)

TAKEOFF OBSTACLE NOTES:

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.

Bush 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.

ATHENS, TX

ATHENS MUNI (F44)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10OCT19 (19283) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 86’ from DER, 462’ left of centerline, up to 49’ AGL/482’ MSL.

Terrain 209’ from DER, 412’ right of centerline, up to 443’ MSL.

Trees, fences beginning 209’ from DER, 299’ right of centerline, up to 19’ AGL/460’ MSL.

Trees, fences beginning 237’ from DER, 318’ right of centerline, up to 21’ AGL/463’ MSL.

Trees, fences, buildings beginning 271’ from DER, 299’ right of centerline, up to 22’ AGL/464’ MSL.

Trees beginning 338’ from DER, 243’ left of centerline, up to 53’ AGL/483’ MSL.

Trees, poles beginning 398’ from DER, 126’ right of centerline, up to 32’ AGL/471’ MSL.

Tree 702’ from DER, 528’ right of centerline, 58’ AGL/485’ MSL.

Trees, poles, catenary beginning 738’ from DER, 174’ right of centerline, up to 64’ AGL/493’ MSL.

Tree 1037’ from DER, 465’ left of centerline, 79’ AGL/501’ MSL.

Tree 1083’ from DER, 487’ right of centerline, 54’ AGL/497’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ATHENS, TX (CON’T)
ATHENS MUNI (F44) (CON’T)

Rwy 18 (CON’T), trees, poles, building beginning 1100’ from DER, 6’ right of centerline, up to 62’ AGL/504’ MSL.
Trees beginning 1219’ from DER, 435’ left of centerline, up to 83’ AGL/504’ MSL.
Trees beginning 1330’ from DER, 367’ left of centerline, 86’ AGL/507’ MSL.
Trees beginning 1379’ from DER, 302’ right of centerline, up to 57’ AGL/510’ MSL.
Trees, catenary beginning 1420’ from DER, 4’ left of centerline, up to 94’ AGL/512’ MSL.
Trees, poles, catenary beginning 1480’ from DER, 153’ right of centerline, up to 62’ AGL/518’ MSL.
Trees, catenary, poles beginning 2111’ from DER, 102’ right of centerline, up to 63’ AGL/525’ MSL.
Trees beginning 2199’ from DER, 1’ left of centerline, up to 70’ AGL/523’ MSL.
Trees beginning 2390’ from DER, 132’ right of centerline, up to 68’ AGL/536’ MSL.
Trees, poles beginning 2404’ from DER, 104’ right of centerline, up to 76’ AGL/543’ MSL.
Trees, poles, catenary beginning 2464’ from DER, 30’ right of centerline, up to 75’ AGL/546’ MSL.
Trees beginning 2719’ from DER, 10’ left of centerline, up to 71’ AGL/538’ MSL.
Trees, poles, catenary beginning 2786’ from DER, 42’ right of centerline, up to 84’ AGL/561’ MSL.
Rwy 18, trees, building, vehicles on road, pole beginning 112’ from DER, 250’ right of centerline, up to 62’ AGL/498’ MSL.
Vehicles on road beginning 574’ from DER, 543’ left of centerline, up to 16’ AGL/456’ MSL.
Tree 655’ from DER, 557’ right of centerline, 74’ AGL/499’ MSL.
Tree 683’ from DER, 534’ left of centerline, 27’ AGL/466’ MSL.
Pole 692’ from DER, 415’ left of centerline, 32’ AGL/470’ MSL.
Trees beginning 783’ from DER, 249’ right of centerline, up to 76’ AGL/501’ MSL.
Trees beginning 872’ from DER, 34’ right of centerline, up to 81’ AGL/505’ MSL.
Catenary, pole, trees beginning 889’ from DER, 223’ left of centerline, up to 34’ AGL/475’ MSL.
Trees beginning 1149’ from DER, 354’ left of centerline, up to 71’ AGL/505’ MSL.
Trees beginning 1206’ from DER, 336’ right of centerline, up to 74’ AGL/509’ MSL.
Trees beginning 1484’ from DER, 177’ left of centerline, up to 71’ AGL/510’ MSL.
Trees beginning 1513’ from DER, 149’ right of centerline, up to 76’ AGL/511’ MSL.
Trees beginning 2151’ from DER, 26’ left of centerline, up to 75’ AGL/519’ MSL.

ATLANTA, TX
HALL-MILLER MUNI (ATA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11AUG22 (222223) (FAA)

TAKEOFF MINIMUMS:
Rwys 15, 13, NA-Environmental.
Rwys 23, 300-1% or std. w/min. climb of 300’ per NM to 500.

DEPARTURE PROCEDURE:
Rwy 5, climb on heading 048° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 5, sign, lighting beginning 2’ from DER, 104’ left of centerline, up to 270’ MSL.
Lighting, vehicles on road beginning 8’ from DER, 105’ right of centerline, up to 272’ MSL.
Vegetation 61’ from DER, 499’ left of centerline, 272’ MSL.
Pole 82’ from DER, 376’ right of centerline, 294’ MSL.
Tree, pole beginning 99’ from DER, 198’ right of centerline, up to 302’ MSL.
Tree, fence beginning 101’ from DER, 306’ left of centerline, up to 44’ AGL/311’ MSL.
Trees, pole beginning 219’ from DER, 178’ right of centerline, up to 309’ MSL.
Trees beginning 338’ from DER, 345’ left of centerline, up to 319’ MSL.
Trees, poles beginning 530’ from DER, 47’ left of centerline, up to 322’ MSL.
Trees beginning 2019’ from DER, 737’ right of centerline, up to 324’ MSL.
Trees beginning 2453’ from DER, 257’ right of centerline, up to 359’ MSL.
Tower 4143’ from DER, 678’ left of centerline, 125’ AGL/398’ MSL.

Rwy 23, lighting 9’ from DER, 105’ left of centerline, 281’ MSL.
Vegetation beginning 12’ from DER, 141’ right of centerline, up to 299’ MSL.
Trees beginning 17’ from DER, 247’ left of centerline, 336’ MSL.
Trees beginning 40’ from DER, 322’ left of centerline, up to 90’ AGL/359’ MSL.
Tree, terrain beginning 176’ from DER, 363’ right of centerline, up to 315’ MSL.
Tree 201’ from DER, 349’ right of centerline, 353’ MSL.
Trees beginning 273’ from DER, 356’ right of centerline, up to 365’ MSL.
Trees beginning 292’ from DER, 232’ left of centerline, up to 371’ MSL.
Tree, terrain, vegetation beginning 365’ from DER, 184’ right of centerline, up to 369’ MSL.
Trees, terrain beginning 453’ from DER, 51’ left of centerline, up to 105’ AGL/395’ MSL.
Trees, terrain, vegetation, fence beginning 501’ from DER, 94’ right of centerline, up to 378’ MSL.
Trees, terrain, vegetation beginning 694’ from DER, 19’ right of centerline, up to 395’ MSL.
Trees, terrain, vehicles on road beginning 820’ from DER, 8’ right of centerline, up to 87’ AGL/404’ MSL.
Trees beginning 1173’ from DER, 117’ left of centerline, up to 402’ MSL.
Trees, vegetation, buildings beginning 1326’ from DER, 21’ right of centerline, up to 86’ AGL/422’ MSL.
Trees beginning 1473’ from DER, 548’ left of centerline, up to 405’ MSL.
Trees beginning 1560’ from DER, 535’ left of centerline, up to 412’ MSL.
Trees beginning 1654’ from DER, 15’ left of centerline, up to 414’ MSL.
Tree 1765’ from DER, 825’ left of centerline, 419’ MSL.
Tree 1791’ from DER, 667’ left of centerline, 421’ MSL.
Trees beginning 1805’ from DER, 29’ left of centerline, up to 102’ AGL/428’ MSL.
Trees beginning 4485’ from DER, 762’ left of centerline, up to 429’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ATLANTA, TX (CON’T)
HALL-MILLER MUNI (ATA) (CON’T)
Rwy 23 (CON’T), trees beginning 4554’ from DER, 505’ left of centerline, up to 441’ MSL.
Trees beginning 4812’ from DER, 1667’ right of centerline, up to 423’ MSL.
Trees, transmission line beginning 5135’ from DER, 571’ left of centerline, up to 453’ MSL.
Tree 1 NM from DER, 1595’ left of centerline, 114’ AGL/463’ MSL.
Trees beginning 1 NM from DER, 1063’ right of centerline, up to 447’ MSL.
Trees beginning 1 NM from DER, 1299’ right of centerline, 451’ MSL.
Trees beginning 1.1 NM from DER, 1264’ right of centerline, 80’ AGL/456’ MSL.

BIG SPRING, TX
BIG SPRING MC MAHON-WRINKLE (BPG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  08MAR12  (12068)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 400-1½ w/min. climb of 254’ per NM to 3400, or std. w/min. climb of 399’ per NM to 3100.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 060° to 3300 before turning right.
Rwy 17, climb heading 175° to 3100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 160’ from DER, 177’ right of centerline, up to 25’ AGL/2628’ MSL.
Trees beginning 424’ from DER, 221’ left of centerline, up to 38’ AGL/2739’ MSL.
Poles beginning 1569’ from DER, 19’ left of centerline, up to 36’ AGL/2722’ MSL.
Poles beginning 1529’ from DER, 178’ right of centerline, up to 34’ AGL/2628’ MSL.
Tree 1 NM from DER, 1595’ left of centerline, 114’ AGL/463’ MSL.

BONHAM, TX
JONES FLD (F00)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  25AUG11  (22139)  (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 176° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 106’ from DER, 293’ right of centerline, 20’ AGL/304’ MSL.
Trees 560’ from DER, left and right of centerline, 30’ AGL/304’ MSL.
T-L tower 868’ from DER, 575’ right of centerline, 38’ AGL/322’ MSL.
Multiple power poles 1374’ from DER, left and right of centerline, 45’ AGL/325’ MSL.
Rwy 35, trees 1540’ from DER, 858’ left of centerline, 80’ AGL/659’ MSL.
Trees 1660’ from DER, 812’ right of centerline, 80’ AGL/699’ MSL.

BORGER, TX
HUTCHINSON COUNTY (BGD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  25FEB21  (21056)  (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300- 1½ or std. w/ min. climb of 311’ per NM to 3400.
Rwy 21, 300- 1¾ or std. w/ min. climb of 210’ per NM to 3400.
TAKEOFF OBSTACLE NOTES:
Rwy 17, pole 3’ from DER, 487’ right of centerline, 3083’ MSL.
Vegetation 49’ from DER, 283’ left of centerline, 3057’ MSL.
Building, vehicles on roads, sign beginning 123’ from DER, 274’ right of centerline, up to 31’ AGL/3087’ MSL.
Poles, building, trees beginning 544’ from DER, 140’ right of centerline, up to 38’ AGL/3097’ MSL.
Trees, pole, sign beginning 967’ from DER, 234’ right of centerline, up to 3098’ MSL.
Tree 1136’ from DER, 89’ left of centerline, 3084’ MSL.
Trees, pole beginning 1167’ from DER, 140’ right of centerline, up to 3102’ MSL.
Pole 1262’ from DER, 703’ left of centerline, 3090’ MSL.
Pole, trees beginning 1310’ from DER, 319’ left of centerline, up to 3093’ MSL.
Trees, poles beginning 1314’ from DER, 222’ right of centerline, up to 3107’ MSL.
Pole 1425’ from DER, 464’ left of centerline, 3095’ MSL.
Poles, tree beginning 1427’ from DER, 15’ left of centerline, up to 42’ AGL/3105’ MSL.
Tree 2146’ from DER, 805’ right of centerline, 3109’ MSL.
Tree 2355’ from DER, 57’ left of centerline, 3117’ MSL.
Tower 5300’ from DER, 1011’ left of centerline, 142’ AGL/3246’ MSL.
Tower 5322’ from DER, 1476’ right of centerline, 167’ AGL/3262’ MSL.
Tower 1.2 NM from DER, 1188’ left of centerline, 150’ AGL/3264’ MSL.
Rwy 21, wind indicator 54’ from DER, 496’ left of centerline, 3046’ MSL.
Vegetation, pole beginning 81’ from DER, 101’ right of centerline, up to 3052’ MSL.
Tree, vegetation, terrain beginning 116’ from DER, 54’ left of centerline, up to 3061’ MSL.
Stack 1.4 NM from DER, 2487’ left of centerline, 221’ AGL/3255’ MSL.
Rwy 35, vegetation 18’ from DER, 402’ right of centerline, 7’ AGL/3003’ MSL.
Tree 81’ from DER, 171’ left of centerline, 10’ AGL/3001’ MSL.
Ag equip 238’ from DER, 406’ right of centerline, 24’ AGL/3011’ MSL.

SC-2, 11 JUL 2024 to 05 SEP 2024
BOWIE, TX
BOWIE MUNI (0F2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (09071) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL.
Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL.
Rwy 35, tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL.
Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

BRECKENRIDGE, TX
STEPHENS COUNTY (BKD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26JUL12 (12208) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2 or std. w/ min. climb of 458' per NM to 1300.
Rwy 36, 300-1½ or std. w/ min. climb of 427' per NM to 1200.

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 1424' from DER, 214' left and right of centerline, up to 55' AGL/1344' MSL.
Rwy 35, trees beginning 538' from DER, left and right of centerline, up to 55' AGL/1324' MSL.

Vehicles on road 631' from DER, 205 ft right of centerline, up to 15' AGL/1284' MSL.

BRIDGEPORT, TX
BRIDGEPORT MUNI (XBP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17DEC09 (09351) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-2 or std. w/ min. climb of 458' per NM to 1300.
Rwy 36, 300-1½ or std. w/ min. climb of 427' per NM to 1200.

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1109' MSL.
Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL.
Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL.
Tower 1.2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL.
Rwy 36, trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL.
Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/1039' MSL.
Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL.
Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43' AGL/969' MSL.

BROWNFIELD, TX
TERRY COUNTY (BFE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (09295) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL.
Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL.
Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL.
Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL.
Rwy 13, vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL.
Rwy 20, tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL.
Rwy 31, vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL.
Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL.
Vehicles on roadway beginning 298' from DER, 14' right of centerline up to 15' AGL/3284' MSL.
Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL.
Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CANADIAN, TX
HEMPHILL COUNTY (HHF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-1/4 or std. w/min. climb of 285' per NM to 2700.
Rwy 18, std. w/min. climb of 295' per NM to 3600 or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 22, climb on heading 218° to 3100 before turning left.
VCOA:
Rwy 18, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hemphill County airport at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees, vehicles on road, lighting, terrain, building, pole beginning 8' from DER, 99' right of centerline, up to 49' AGL/2429' MSL.
Lighting 35' from DER, 100' left of centerline, 2379' MSL.
Trees beginning 1032' from DER, 576' left of centerline, up to 2419' MSL.
Trees beginning 1215' from DER, 290' left of centerline, up to 2421' MSL.
Trees beginning 1338' from DER, 216' left of centerline, up to 2422' MSL.
Tower, tree beginning 1438' from DER, 51' left of centerline, up to 2424' MSL.
Pole 3027' from DER, 1205' right of centerline, 2454' MSL.
Trees beginning 3160' from DER, 830' right of centerline, up to 2459' MSL.
Pole 3360' from DER, 1153' right of centerline, 2466' MSL.
Tree 3451' from DER, 768' right of centerline, 2475' MSL.
Tower, trees, poles beginning 3513' from DER, 838' right of centerline, up to 80' AGL/2513' MSL.
Tower 1 NM from DER, 1' right of centerline, 123' AGL/2514' MSL.
Trees beginning 1286' from DER, 630' right of centerline, up to 100' AGL/2008' MSL.
Rwy 18, pole, tree beginning 122' from DER, 384' right of centerline, up to 36' AGL/2427' MSL.
Tree 790' from DER, 246' left of centerline, 100' AGL/2069' MSL.
Tree 5638' from DER, 1746' right of centerline, 100' AGL/2089' MSL.
Rwy 22, terrain, lighting beginning 8' from DER, 111' left of centerline, up to 2394' MSL.
Fence 35' from DER, 299' right of centerline, 2396' MSL.
Fence, terrain beginning 48' from DER, 299' left of centerline, up to 8' AGL/2402' MSL.
Trees and pole beginning 558' from DER, 80' right of centerline, up to 1742' MSL/36' AGL.
Trees beginning 1020' from DER, 267' left of centerline, up to 1743' MSL/40' AGL.
Rwy 36, trees beginning 196' from DER, 442' right of centerline, 100' AGL/2049' MSL.
Tree 578' from DER, 387' left of centerline, 100' AGL/2049' MSL.
CHILDRESS, TX
CHILDRESS MUNI (CDS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT1 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning from 997' from DER, 4' right of centerline, up to 100' AGL/2049' MSL.
Tree 1151' from DER, 432' right of centerline, 1725' MSL.
Trees beginning from 89' from DER, 132' right of centerline, up to 1727' MSL/10' AGL.
Tree 140' from DER, 475' left of centerline, 1739' MSL/42' AGL.
Trees beginning 169' from DER, 388' right of centerline, up to 1737' MSL.
Trees and pole beginning 558' from DER, 80' right of centerline, up to 1742' MSL/36' AGL.
Trees beginning 1020' from DER, 267' left of centerline, up to 1743' MSL/40' AGL.
Rwy 18, pole, tree beginning 99' from DER, 4' right of centerline, up to 100' AGL/2049' MSL.
Tree 1151' from DER, 93' left of centerline, 100' AGL/2049' MSL.
Rwy 18, post 64' from DER, 49' right of centerline, 5' AGL/1958' MSL.
Trees beginning from 1286' from DER, 630' right of centerline, up to 100' AGL/2008' MSL.
Rwy 22, tree 4873' from DER, 231' left of centerline, 100' AGL/2069' MSL.
Tree 5638' from DER, 1746' right of centerline, 100' AGL/2089' MSL.
Rwy 36, trees beginning 196' from DER, 442' right of centerline, 100' AGL/2049' MSL.
Tree 578' from DER, 387' left of centerline, 100' AGL/2049' MSL.
CISCO, TX
GREGORY M SIMMONS MEML (GZN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15AUG19 (23110) (FAA-0)
TAKEOFF OBSTACLE NOTES:
Rwy 18, pipeline 31' from DER, 432' right of centerline, 1725' MSL.
Trees beginning 89' from DER, 132' right of centerline, up to 1727' MSL/10' AGL.
Tree 140' from DER, 475' left of centerline, 1739' MSL/42' AGL.
Trees beginning 169' from DER, 388' right of centerline, up to 1737' MSL.
Trees and pole beginning 558' from DER, 80' right of centerline, up to 1742' MSL/36' AGL.
Trees beginning 1020' from DER, 267' left of centerline, up to 1743' MSL/40' AGL.
Rwy 36, wall 48' from DER, 39' left of centerline, 1716' MSL/12' AGL.
Traverse way 99' from DER, left to right of centerline, 1713' MSL.
Traverse way 177' from DER, 26' left of centerline, 1716' MSL.
Traverse way 333' from DER, 71' right of centerline, 1716' MSL.
Trees and poles beginning 381' from DER, 57' right of centerline, up to 1730' MSL/32' AGL.
Trees beginning 642' from DER, 25' right of centerline, up to 1734' MSL/36' AGL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLEBURNE, TX
CLEBURNE RGNL (CPT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 27JUN13 (13178) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1½ or std. w/ min. climb of 422' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
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.
Transmission pole, 1817' from DER, 183' left of centerline, 80' AGL/900' MSL.

COMMERCE, TX
COMMERCE MUNI (2F7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-2 or std. w/ min. climb of 213' per NM to 900.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 179° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicle on road 7' from DER, 345' left of centerline, 15' AGL/524' MSL.
Trees 725' from DER, 481' right of centerline, up to 200' AGL/759' MSL.
Rwy 36, vehicle on road 9' from DER, 307' right of centerline, 15' AGL/534' MSL.
Terrain 15' from DER, 424' left of centerline, 519' MSL.
Trees beginning 688' from DER, 127' right of centerline, up to 100' AGL/619' MSL.
Vehicle on road 708' from DER, on centerline, 15' AGL/534' MSL.
Trees beginning 4694' from DER, 107' right of centerline, up to 100' AGL/639' MSL.

CORSICANA, TX
C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22SEP11 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 20, NA-Turf.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 188' from DER, 43' left and right of centerline, up to 48' AGL/480' MSL.
Terrain beginning 64' from DER, 16' left and right of centerline, 440' MSL.
Vehicle on road 201' from DER, 349' right of centerline, 15' AGL/446' MSL.
Power lines beginning 1071' from DER, 749' left of centerline, 36' AGL/479' MSL.
Rwy 32, trees beginning 208' from DER, 317' left and right of centerline, up to 51' AGL/500' MSL.
Poles beginning 583' from DER, 384' right of centerline, up to 35' AGL/484' MSL.
Bush, 70' from DER, 493' left of centerline, 11' AGL/460' MSL.
Vehicle on road beginning 482' from DER, on runway centerline, 15' AGL/468' MSL.

CROSBYTON, TX
CROSBYTON MUNI (8F3)
TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES
ORIG-A 26APR18 (18116) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, lighting 8' from DER, 33' left of centerline, 3014' MSL.
Vegetation 81' from DER, 332' right of centerline, 3' AGL/3015' MSL.
Rwy 35, poles and transmission lines, beginning 819' from DER, 273' left and right of centerline, up to 35' AGL/3053' MSL.
Pole 862' from DER, 537' right of centerline, 3047' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DALHART, TX
DALHART MUNI (DHT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 28FEB19 (19059) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 600-2½ or std. w/min. climb of 275' per NM to 4500.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 122' from DER, 465' left of centerline, 4001' MSL.
Tower 1.8 NM from DER, 1307' right of centerline, 343' AGL/4305' MSL.
Rwy 17, lighting 0' from DER, 46' left of centerline, 1' AGL/3987' MSL.
Lighting 0' from DER, 47' right of centerline, 1' AGL/3987' MSL.
Rwy 21, tree 746' from DER, 122' left of centerline, 4006' MSL.
Rwy 35, wind indicator, tree beginning 91' from DER, 238' left of centerline, up to 13' AGL/4001' MSL.
Tree 251' from DER, 425' right of centerline, 4002' MSL.
Tree 517' from DER, 631' right of centerline, 4018' MSL.

DALHART, TX
DALHART MUNI (DHT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 28FEB19 (19059) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 600-2½ or std. w/min. climb of 275' per NM to 4500.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 122' from DER, 465' left of centerline, 4001' MSL.
Tower 1.8 NM from DER, 1307' right of centerline, 343' AGL/4305' MSL.
Rwy 17, lighting 0' from DER, 46' left of centerline, 1' AGL/3987' MSL.
Lighting 0' from DER, 47' right of centerline, 1' AGL/3987' MSL.
Rwy 21, tree 746' from DER, 122' left of centerline, 4006' MSL.
Rwy 35, wind indicator, tree beginning 91' from DER, 238' left of centerline, up to 13' AGL/4001' MSL.
Tree 251' from DER, 425' right of centerline, 4002' MSL.
Tree 517' from DER, 631' right of centerline, 4018' MSL.

DALLAS, TX
ADDISON (ADS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 24MAR22 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 400-2½ or std. w/min. climb of 325' per NM to 1100.
TAKEOFF OBSTACLE NOTES:
Rwy 16, 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/650' MSL.
Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL.
Building 2.0 NM from DER, 58' right of centerline, 362' AGL/973' MSL.
Rwy 34, 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.

DALLAS, TX
ADDISON (ADS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 08NOV18 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2½ or std. w/min. climb of 220' per NM to 1200.
DEPARTURE PROCEDURE:
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.
TAKEOFF OBSTACLE NOTES:
Rwy 13, lighting 19' from DER, 116' left of centerline, 7' AGL/653' MSL.
Lighting 20' from DER, 115' right of centerline, 6' AGL/651' MSL.
Fence 108' from DER, 347' left of centerline, 10' AGL/658' MSL.
Rwy 17, lighting 39' from DER, 116' right of centerline, 663' MSL.
Lighting 40' from DER, 160' left of centerline, 5' AGL/664' MSL.
Tree 62' from DER, 436' left of centerline, 688' MSL.
Trees beginning 119' from DER, 301' right of centerline, up to 684' MSL.
Trees beginning 122' from DER, 404' left of centerline, up to 41' AGL/692' MSL.
Trees beginning 365' from DER, 340' left of centerline, up to 702' MSL.
Tower 2.2 NM from DER, 598' left of centerline, 310' AGL/1024' MSL.
Antenna 2.2 NM from DER, 583' left of centerline, 312' AGL/1026' MSL.
Rwy 31, tree 46' from DER, 256' left of centerline, 681' MSL.
Trees beginning 81' from DER, 267' left of centerline, up to 683' MSL.
Tree 159' from DER, 296' right of centerline, 672' MSL.
Trees beginning 186' from DER, 304' left of centerline, up to 33' AGL/699' MSL.
Trees beginning 347' from DER, 297' left of centerline, up to 700' MSL.
Trees beginning 583' from DER, 72' right of centerline, up to 703' MSL.
Tree 1818' from DER, 745' left of centerline, 722' MSL.
Tree 2326' from DER, 802' left of centerline, 738' MSL.
Tree 2535' from DER, 829' left of centerline, 740' MSL.
Rwy 35, terrain 4' from DER, 10' right of centerline, 651' MSL.
Trees, lighting beginning 9' from DER, 118' left of centerline, up to 37' AGL/675' MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DALLAS, TX (CON’T)

DALLAS EXEC (RBD) (CON’T)

Rwy 35 (CON’T), lighting 41’ from DER, 159’ right of centerline, 656’ MSL.
Building, trees beginning 62’ from DER, 309’ right of centerline, up to 671’ MSL.
Trees beginning 231’ from DER, 521’ left of centerline, up to 679’ MSL.
Trees beginning 402’ from DER, 370’ left of centerline, up to 680’ MSL.
Trees beginning 980’ from DER, 284’ right of centerline, up to 682’ MSL.
Tree 1288’ from DER, 779’ right of centerline, 685’ MSL.
Trees beginning 1386’ from DER, 704’ right of centerline, up to 691’ MSL.

DALLAS LOVE FLD (DAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 17A 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwy 13L, std w/min climb of 290'/NM to 1700.
Rwy 13R, std w/min climb of 315'/NM to 1700.

DEPARTURE PROCEDURE:

Rwys 31L/R, climb on heading 313° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13L, pole 844’ from DER, 637’ left of centerline, 31’ AGL/521’ MSL.
Poles beginning 1166’ from DER, 603’ left of centerline, up to 32’ AGL/525’ MSL.
Rwy 13R, vertical structure 10’ from DER, 4’ right of centerline, 1’ AGL/477’ MSL.
Pole and fence beginning 662’ from DER, 601’ right of centerline, up to 29’ AGL/501’ MSL.
Sign 1423’ from DER, 763’ left of centerline, 42’ AGL/516’ MSL.
Smokestack 2234’ from DER, 979’ left of centerline, 62’ AGL/537’ MSL.
Rwy 31L, light poles 10’ from DER, 55’ left of centerline, 1’ AGL/477’ MSL.
Light poles 10’ from DER, 54’ right of centerline, 1’ AGL/477’ MSL.
Rwy 31R, pole 39’ from DER, 500’ left of centerline, 27’ AGL/487’ MSL.
Pole 1531’ from DER, 720’ right of centerline, 61’ AGL/521’ MSL.

MCKINNEY NTL (TKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23JUN16 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

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-FORT WORTH, TX

DALLAS-FORT WORTH INTL (DFW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 35R, 300-1¾ or std. w/min climb of 230’ per NM to 800, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700 feet prior to DER.

DEPARTURE PROCEDURE:

Rwy 35R, climb heading 356° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13R, sign 104’ from DER, 479’ left of centerline, 3’ AGL/581’ MSL.
Rwy 18L, terrain 1’ from DER, 497’ right of centerline, 577’ MSL.
Rwy 31L, sign 113’ from DER, 390’ right of centerline, 5’ AGL/594’ MSL.
Tree 785’ from DER, 696’ right of centerline, 624’ MSL.
Trees beginning 795’ from DER, 618’ left of centerline, up to 630’ MSL.
Trees beginning 933’ from DER, 712’ right of centerline, up to 631’ MSL.
Trees beginning 1241’ from DER, 743’ right of centerline, up to 641’ MSL.
Trees beginning 1501’ from DER, 741’ right of centerline, up to 649’ MSL.
Tree 2034’ from DER, 873’ left of centerline, 654’ MSL.
Pole 3402’ from DER, 1399’ right of centerline, 708’ MSL.
Transmission line 3433’ from DER, 1401’ right of centerline, 110’ AGL/718’ MSL.
Transmission lines beginning 4097’ from DER, 1407’ right of centerline, up to 105’ AGL/730’ MSL.
Rwy 31R, sign 206’ from DER, 552’ left of centerline, 10’ AGL/559’ MSL.
Pole 378’ from DER, 255’ right of centerline, 15’ AGL/564’ MSL.
Antenna, building beginning 718’ from DER, 633’ left of centerline, up to 49’ AGL/604’ MSL.
Rwy 35L, sign 67’ from DER, 431’ left of centerline, 4’ AGL/569’ MSL.
Terrain 134’ from DER, 495’ left of centerline, 570’ MSL.
Tank 1992’ from DER, 971’ left of centerline, 77’ AGL/643’ MSL.
Rwy 35R, building 5468’ from DER, 795’ right of centerline, 144’ AGL/680’ MSL.
Buildings beginning 1.1 NM from DER, 206’ right of centerline, up to 173’ AGL/714’ MSL.
Building 1.4 NM from DER, 2751’ left of centerline, 204’ AGL/742’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DECLARATION OF NAVIGATION AID

DECATUR, TX
DECLATUR MUNI (LUD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18SEP14 (14261) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, std. w/min. climb of 320’ per NM to 3500, or 1600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 163° to 1700 before proceeding North.
Rwy 35, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Decatur Muni airport at or above 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
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.

DENTON, TX
DENTON ENTERPRISE (DTO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 31DEC20 (20366) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18L, tree 303’ from DER, 525’ right of centerline, 636’ MSL.
Trees beginning 372’ from DER, 571’ right of centerline, up to 54’ AGL/654’ MSL.
Rwy 18R, vegetation 81’ from DER, 489’ left of centerline, 634’ MSL.
Tree 85’ from DER, 447’ left of centerline, 637’ MSL.
Tree 151’ from DER, 415’ right of centerline, 15’ AGL/636’ MSL.
Tree 225’ from DER, 475’ right of centerline, 638’ MSL.
Tree 290’ from DER, 562’ right of centerline, 642’ MSL.
Tree 374’ from DER, 458’ right of centerline, 643’ MSL.
Trees beginning 432’ from DER, 128’ right of centerline, up to 41’ AGL/651’ MSL.
Trees beginning 595’ from DER, 8’ left of centerline, up to 652’ MSL.
Tree 790’ from DER, 323’ right of centerline, 62’ AGL/660’ MSL.
Trees beginning 913’ from DER, 1’ right of centerline, up to 68’ AGL/663’ MSL.
Tree 1070’ from DER, 90’ left of centerline, 49’ AGL/664’ MSL.
Trees beginning 1098’ from DER, 3’ left of centerline, up to 67’ AGL/664’ MSL.
Rwy 36L, terrain 13’ from DER, 193’ left of centerline, 646’ MSL.
NAVAID, vegetation beginning 123’ from DER, 220’ right of centerline, up to 48’ AGL/684’ MSL.
Fence 141’ from DER, 436’ left of centerline, 648’ MSL.
Pole, tree beginning 184’ from DER, 331’ left of centerline, up to 672’ MSL.
Rwy 36R, tree 574’ from DER, 541’ right of centerline, 659’ MSL.
Trees beginning 716’ from DER, 519’ right of centerline, up to 682’ MSL.
Tree 864’ from DER, 496’ left of centerline, 663’ MSL.
Tree 1278’ from DER, 554’ left of centerline, 672’ MSL.

DUMAS, TX
MOORE COUNTY (DUX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11FEB10 (10042) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple poles beginning 766’ from DER, 455’ right of centerline, up to 31’ AGL/3724’ MSL.
Multiple poles and buildings beginning 55’ from DER, 438’ left of centerline, up to 30’ AGL/3723’ MSL.
Vehicle on road 47’ from DER, on centerline, 15’ AGL/3712’ MSL.
Trees 1240’ from DER, 764’ left of centerline, up to 100’ AGL/3789’ MSL.
Trees 2049’ from DER, 933’ right of centerline, up to 100’ AGL/3790’ MSL.
Rwy 19, trees 226’ from DER, 538’ right of centerline, up to 100’ AGL/3809’ MSL.
Trees 228’ from DER, 533’ left of centerline, up to 100’ AGL/3804’ MSL.
Rwy 14, tree 879’ from DER, on centerline, 100’ AGL/3788’ MSL.
Rwy 32, tree 1480’ from DER, 15’ left of centerline, 100’ AGL/3794’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EASTLAND, TX
EASTLAND MUNI (ETN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, std. w/min. climb of 215' per NM to 2300 or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 17, climb heading 175° to 2000' before turning East.
Rwy 35, for climb in visual conditions: cross Eastland Muni at or above 2300 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 48' from DER, 317' left of centerline, 27' AGL/1466' MSL.
Tree 521' from DER, 439' left of centerline, 21' AGL/1457' MSL.
Pole 640' from DER, 466' left of centerline, 31' AGL/1463' MSL.
Pole 650' from DER, 277' left of centerline, 28' AGL/1465' MSL.
Numerous trees and bushes beginning 15' from DER, 248' right of center line, up to 100' AGL/1488' MSL.
Fence 81' from DER, 250' right of centerline, 4' AGL/1449' MSL.
Train on rail 497' from DER left and right of centerline, 23' AGL/1463' MSL.
Rwy 35, numerous trees beginning 38' from DER, right and left of center line, up to 100' AGL/1580' MSL.
Numerous poles starting 1188' from DER, 64' right of centerline, up to 40' AGL/1588' MSL.
Tree 1683' from DER, 51' left of centerline, 21' AGL/1568' MSL.
Pole 2610' from DER, 166' left of centerline, 20' AGL/1561' MSL.
Catenary 1068' from DER, left to right of centerline, 52' AGL/1581' MSL.
Ground 76' from DER, left and right of centerline, 1565' MSL.
Vehicle on road 1291' from DER, left and right of centerline, 15' AGL/1572 MSL.
Oil well 1287' from DER, 293' left of centerline, 16' AGL/1519' MSL.
Oil well 2033' from DER, 499' right of centerline, 14' AGL/1531' MSL.

ENNIS, TX
ENNIS MUNI (F41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN10 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, 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 34, vehicles on road beginning 423' from DER, left and right of centerline, up to 15' AGL/534' MSL.

FLOYDADA, TX
FLOYDADA MUNI (41F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (09295) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL.
Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL.
Rwy 35, road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

FOLLETT, TX
FOLLETT-LIPSCOMB COUNTY (T93)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (10154) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 3005' from DER, 346' right of centerline, 50' AGL/2689' MSL.
Tree 444' from DER, 595' left of centerline, 50' AGL/2639' MSL.
Vehicle 546' from DER, 350' left of centerline, 15' AGL/2624' MSL.
Rwy 35, tree 643' from DER, 624' right of centerline, 50' AGL/2579' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT WORTH, TX
BOURLAND FLD (50F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18SEP14 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-2 or std. w/min. climb of 512' per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 165° to 1400 before turning right.
TAKEOFF OBSTACLE NOTES:
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.

FORT WORTH MEACHAM INTL (FTW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 300-2 or std. w/min. climb of 225' per NM to 1100, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 35, 300-1¼ or std. w/min. climb of 210' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 166° to 1600 before proceeding on course.
Rwy 17, climb heading 164° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, traverse way 587' from DER, 644' left of centerline, 689' MSL.
Pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL.
Trees and building beginning 506' from DER, 464' left of centerline, up to 69' AGL/718' MSL.
Tower, antennas, pole, and buildings beginning 956' from DER, 374' left of centerline, up to 59' AGL/722' MSL.
Rwy 34, traverse ways beginning 5' from DER, 236' left of centerline, up to 722' MSL.
Tree and poles beginning 974' from DER, 681' right of centerline, up to 746' MSL.
Pole 2351' from DER, 986' right of centerline, 39' AGL/770' MSL.
Pole 2469' from DER, 1138' right of centerline, 47' AGL/787' MSL.
Elevator and building beginning 1.5 NM from DER, 2768' right of centerline, 254' AGL/970' MSL.
Rwy 35, trees and traverse way beginning 0' from DER, 248' left of centerline, up to 690' MSL.
Terrain beginning 19' from DER, 342' right of centerline, up to 687' MSL.
Trees beginning 302' from DER, 479' left of centerline, up to 51' AGL/691' MSL.
Traverse way, terrain, poles, and fence beginning 328' from DER, 229' right of centerline, up to 697' MSL.
Terrain 978' from DER, 695' right of centerline, 701' MSL.
Tree and poles beginning 990' from DER, 661' right of centerline, up to 713' MSL.
Traverse way, fence, and terrain beginning 1008' from DER, 118' right of centerline, up to 714' MSL.
Tree 1342' from DER, 838' left of centerline, 29' AGL/705' MSL.
Traverse way and dam beginning 1343' from DER, 1' right of centerline, up to 715' MSL.
Sign 1531' from DER, 282' left of centerline, 6' AGL/707' MSL.
Traverse way beginning 1584' from DER, 718' right of centerline, 720' MSL.
Pole 3032' from DER, 1200' left of centerline, 62' AGL/755' MSL.
Transmission line beginning 6006' from DER, 1288' left of centerline, up to 99' AGL/821' MSL.
Transmission line 1 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT WORTH, TX (CON’T)
FORT WORTH SPINKS (FWS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 27JAN22 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwys 18L, 36R, NA-Environmental
DEPARTURE PROCEDURE:
Rwy 18R, climb heading 177° to 1200 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18R, transmission line 2482' from DER, 1003' right of centerline, 64' AGL/752' MSL.
Tree 4909' from DER, 1556' left of centerline, 830' MSL.
Rwy 36L, transmission line 2942' from DER, 1189' left of centerline, 95' AGL/795' MSL.

KENETH COPELAND (4T2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JAN17 (17005) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees, wall, and rd beginning 7' from DER, 65' right of centerline, up to 79' AGL/732' MSL.
Wsk, grd, and trees beginning 46' from DER, 214' left of centerline, up to 24' AGL/685' MSL.
Trees beginning 470' from DER, 291' left of centerline, up to 41' AGL/710' MSL.
Trees beginning 1902' from DER, 390' left of centerline, up to 79' AGL/727' MSL.
Trees beginning 1986' from DER, 559' left of centerline, up to 82' AGL/729' MSL.
Trees beginning 2382' from DER, 885' left of centerline, up to 86' AGL/742' MSL.

PEROT FLD/FORT WORTH ALLIANCE (AFW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 29MAR18 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwys 16L/R, 300-2½ or std. w/min. climb of 220' per NM to 1100, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900 feet prior to DER.
DEPARTURE PROCEDURE:
Rwy 16R, climb heading 166° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwys 16L/R, vehicles on road beginning 59' from DER, 481' left of centerline, up to 677' MSL.
Multiple poles beginning 1069' from DER, 689' left of centerline, up to 43' AGL/700' MSL.
Water tower 1.7 NM from DER, 3109' right of centerline, 154' AGL/961' MSL.
Rwy 16R, fence 3' from DER, 249' right of centerline, 8' AGL/669' MSL.
Vehicles on road beginning 5' from DER, 10' right of centerline, up to 677' MSL.
Pole 1303' from DER, 518' right of centerline, 36' AGL/698' MSL.
Pole 1579' from DER, 876' right of centerline, 37' AGL/709' MSL.
Water tower 1.7 NM from DER, 2509' right of centerline, 154' AGL/961' MSL.

FORT WORTH NAS JRB (CARSWELL FLD) (NFW)
FORT WORTH, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18MAY23 (23138) (USN)
TAKEOFF OBSTACLE NOTES:
Rwy 18, antenna 1' from DER, 249' right of centerline, 13' AGL/652' MSL.
Terrain 491' from DER, 600' right of centerline, 669' MSL.
GAINESVILLE, TX
GAINESVILLE MUNI (GLE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JAN17 (17005) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 13’ from DER, 147’ left of centerline, up to 12’ AGL/804’ MSL.
Rwy 18, REIL 41’ from DER, 126’ right of centerline, 2’ AGL/794’ MSL.
Rwy 42’ from DER, 125’ left of centerline, 3’ AGL/794’ MSL.
Tree 85’ from DER, 468’ left of centerline, 24’ AGL/815’ MSL.
Rwy 31, tree 18’ from DER, 237’ right of centerline, 22’ AGL/847’ MSL.
Trees beginning 23’ from DER, 271’ right of centerline, up to 24’ AGL/850’ MSL.
Trees and fence beginning 148’ from DER, 335’ right of centerline, up to 28’ AGL/855’ MSL.

GILMER, TX
FOX STEPHENS FLD/GILMER MUNI (JXI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19SEP13 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 262’ from DER, 226’ left of centerline, up to 100’ AGL/529’ MSL.
Rwy 36, REIL 37’ from DER, 124’ right of centerline, 3’ AGL/847’ MSL.
Rwy 36, REIL 37’ from DER, 124’ left of centerline, 3’ AGL/847’ MSL.
Bush, grd, and fence beginning 115’ from DER, 299’ right of centerline, up to 868’ MSL.
Fence and grd beginning 337’ from DER, 369’ left of centerline, up to 865’ MSL.
Poles and trees beginning 1233’ from DER, 57’ left of centerline, up to 31’ AGL/890’ MSL.

GLADEWATER, TX
GLADEWATER MUNI (07F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02JUN11 (11153) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1¾ or std. w/min. climb of 445’ per NM to 700.
Rwy 35, Std. w/min. climb of 280’ per NM to 1300 or 1100-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 177° to 1000 before turning left.
Rwy 35, for climb in visual conditions cross Gladewater Municipal Airport at or above 1200 before proceeding on course.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GLADEWATER, TX (CON’T)
GLADEWATER MUNI (07F) (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicles on roadway beginning 450’ from DER, left and right of centerline, up to 17’ AGL/311’ MSL.

Trees beginning 770’ from DER, left and right of centerline, up to 100’ AGL/311’ MSL.

Power lines 3524’ from DER, left to right of centerline, 150’ AGL/439’ MSL.

Rwy 17, vehicles on roadway beginning 212’ from DER, left and right of centerline, up to 17’ AGL/311’ MSL.

Trees beginning 624’ from DER, left and right of centerline, up to 100’ AGL/509’ MSL.

Power lines 1807’ from DER, left to right of centerline, 150’ AGL/429’ MSL.

Rwy 32, trees beginning 12’ from DER, left and right of centerline, up to 100’ AGL/429’ MSL.

Rwy 35, trees beginning 47’ from DER, left and right of centerline, up to 100’ AGL/520’ MSL.

GRAFORD, TX
POSSUM KINGDOM (F35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 400-2½ or std. w/ a min. climb of 212’ per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1600’ prior to DER.

DEPARTURE PROCEDURE:

Rwy 20, climb heading 204° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 31’ from DER, 22’ left of centerline, up to 100’ AGL/1099’ MSL.

Trees beginning 1023’ from DER, 114’ right of centerline, up to 100’ AGL/1129’ MSL.

Rwy 20, vehicle on roadway 116’ from DER, 498’ right of centerline, 15’ AGL/1024’ MSL.

Trees beginning 494’ from DER, 126’ right of centerline, 150’ AGL/429’ MSL.

Trees beginning 977’ from DER, 115’ left of centerline, up to 100’ AGL/1109’ MSL.

Trees beginning 2.29 miles from DER, 1679’ left of centerline, up to 100’ AGL/1329’ MSL.

GRAHAM, TX
GRAHAM MUNI (RPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/min. climb of 210’ per NM to 1400.

Rwy 36, 300-1½.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 190° to 2000 before turning east.

Rwy 21, climb heading 227° to 2000 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 46’ from DER, 91’ right of centerline, up to 1149’ MSL.

Tree 92’ from DER, 240’ left of centerline, 1123’ MSL.

Tree 253’ from DER, 253’ left of centerline, 1131’ MSL.

Tree 322’ from DER, 354’ left of centerline, 1133’ MSL.

Tree 424’ from DER, 290’ left of centerline, 1140’ MSL.

Tree 439’ from DER, 90’ left of centerline, 1145’ MSL.

Tree 550’ from DER, 313’ left of centerline, 1146’ MSL.

Tree 554’ from DER, 219’ left of centerline, 1148’ MSL.

Pole, tower, tree beginning 599’ from DER, 11’ left of centerline, up to 38’ AGL/1154’ MSL.

Trees beginning 734’ from DER, 88’ right of centerline, up to 1151’ MSL.

Tree 1.3 NM from DER, 2322’ left of centerline, 100’ AGL/1329’ MSL.

Rwy 18, trees beginning 102’ from DER, 31’ left of centerline, up to 100’ AGL/1199’ MSL.

Tree 179’ from DER, 282’ right of centerline, 100’ AGL/1199’ MSL.

Rwy 21, trees beginning 24’ from DER, 32’ left of centerline, up to 1127’ MSL.

Tree 33’ from DER, 373’ right of centerline, 1124’ MSL.

Pole, tree beginning 35’ from DER, 92’ right of centerline, up to 29’ AGL/1139’ MSL.

Tree, pole, transmission line beginning 229’ from DER, 252’ right of centerline, up to 45’ AGL/1159’ MSL.

Transmission line beginning 1958’ from DER, 106’ left of centerline, up to 80’ AGL/1170’ MSL.

Rwy 36, other 0’ from DER, 53’ left of centerline, 7’ AGL/1113’ MSL.

Pole 21’ from DER, 195’ left of centerline, 30’ AGL/1141’ MSL.

Vehicles on roadway beginning 48’ from DER, 148’ left of centerline, up to 17’ AGL/1156’ MSL.

Fence 53’ from DER, 20’ right of centerline, 7’ AGL/1113’ MSL.

Pole 86’ from DER, 381’ left of centerline, 50’ AGL/1168’ MSL.

Vehicles on roadway, bldg beginning 165’ from DER, 115’ right of centerline, up to 17’ AGL/1126’ MSL.

Tree, bldg beginning 212’ from DER, 65’ left of centerline, up to 100’ AGL/1259’ MSL.

Bldg 369’ from DER, 47’ right of centerline, 20’ AGL/1129’ MSL.

Tree 923’ from DER, 735’ left of centerline, 100’ AGL/1339’ MSL.
GRANBURY, TX  
GRANBURY RGNL (GDJ)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 03NOV22 (22307) (FAA)  
TAKEOFF MINIMUMS: 
Rwy 19, 300-1/1 or std. w/min. climb of 210’ per NM to 1100.  
DEPARTURE PROCEDURE: 
Rwy 19, climb on heading 194° to 1500 before proceeding on course.  
TAKEOFF OBSTACLE NOTES: 
Rwy 1, vehicle on road beginning 475’ from DER, 611’ left of centerline, up to 813’ MSL.  
Rwy 19, trees beginning 75’ from DER, 221’ left of centerline, up to 30’ AGL/867’ MSL.  
Trees beginning 408’ from DER, 264’ left of centerline, up to 869’ MSL.  
Tree 425’ from DER, 541’ right of centerline, 854’ MSL.  
Vehicle on road 515’ from DER, 588’ right of centerline, 855’ MSL.  
Trees, pole, vehicle on road beginning 575’ from DER, 226’ left of centerline, up to 871’ MSL.  
Vehicle on road 618’ from DER, 555’ right of centerline, 857’ MSL.  
Tree, vehicle on road beginning 701’ from DER, 518’ right of centerline, up to 859’ MSL.  
Vehicle on road 813’ from DER, 476’ right of centerline, 860’ MSL.  
Poles beginning 889’ from DER, 319’ left of centerline, up to 882’ MSL.  
Vehicle on road 904’ from DER, 431’ right of centerline, 861’ MSL.  
Tree, vehicle on road beginning 935’ from DER, 321’ right of centerline, up to 870’ MSL.  
Poles, vehicle on road, trees beginning 1020’ from DER, 7’ left of centerline, up to 43’ AGL/886’ MSL.  
Trees, vehicle on road beginning 1175’ from DER, 261’ right of centerline, up to 876’ MSL.  
Trees, vehicle on road, light beginning 1347’ from DER, 4’ right of centerline, up to 890’ MSL.  
Tree beginning 1771’ from DER, 308’ left of centerline, up to 888’ MSL.  
Tree 2188’ from DER, 481’ right of centerline, 891’ MSL.  
Poles, tree beginning 2219’ from DER, 442’ right of centerline, up to 43’ AGL/914’ MSL.  
Windmill, poles, trees beginning 2284’ from DER, 309’ right of centerline, up to 916’ MSL.  
Pole, trees beginning 2462’ from DER, 298’ right of centerline, up to 43’ AGL/918’ MSL.  
Pole, trees beginning 2608’ from DER, 620’ right of centerline, up to 43’ AGL/920’ MSL.  
Trees beginning 2901’ from DER, 191’ right of centerline, up to 921’ MSL.  
Trees beginning 3030’ from DER, 179’ right of centerline, up to 38’ AGL/927’ MSL.  
Trees beginning 3107’ from DER, 231’ right of centerline, up to 35’ AGL/929’ MSL.  
Trees beginning 3257’ from DER, 183’ right of centerline, up to 930’ MSL.  
Trees beginning 3420’ from DER, 295’ right of centerline, up to 931’ MSL.  
Tree beginning 3535’ from DER, 400’ right of centerline, up to 944’ MSL.  
Trees beginning 3753’ from DER, 792’ left of centerline, up to 945’ MSL.  
Tree 3935’ from DER, 884’ right of centerline, 954’ MSL.  
Trees beginning 4036’ from DER, 584’ right of centerline, up to 957’ MSL.  
Trees beginning 4522’ from DER, 590’ right of centerline, up to 961’ MSL.  
Tree 1 NM from DER, 1854’ right of centerline, 989’ MSL.  
Tree 1 NM from DER, 1998’ right of centerline, 992’ MSL.  
Tree 1 NM from DER, 1918’ right of centerline, 993’ MSL.  
Tree 1 NM from DER, 2183’ right of centerline, 1004’ MSL.  

GRAND PRAIRIE, TX  
GRAND PRAIRIE MUNI (GPM)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 5A 17JUN21 (21168) (FAA)  
DEPARTURE PROCEDURE: 
Rwy 18, climb on heading 192° to 2500 before proceeding on course.  
Rwy 36, climb on heading 357° to 1400 before turning southbound.  
TAKEOFF OBSTACLE NOTES: 
Rwy 18, antenna, tower, vehicles on road.  
Sign, pole, and trees beginning 190’ from DER, 410’ right of centerline, up to 37’ AGL/620’ MSL.  
Rwy 36, pole 2686’ from DER, 121’ left of centerline, 75’ AGL/653’ MSL.  

GREENVILLE, TX  
MAJORS (GVT)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 1 25SEP08 (08269) (FAA)  
TAKEOFF OBSTACLE NOTES: 
Rwy 17, trees beginning 1832’ from DER, 397’ right of centerline, up to 49’ AGL/578’ MSL.  

GRUVER, TX  
GRUVER MUNI (E19)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 20OCT11 (11293) (FAA)  
TAKEOFF OBSTACLE NOTES: 
Rwy 2, fence beginning 10’ from DER, 284’ right of centerline, 4’ AGL/3191’ MSL.  
Rwy 20, vehicle on road 87’ from DER, 467’ left of centerline, 15’ AGL/3219’ MSL.  
Fence beginning 22’ from DER, 204’ right of centerline, 4’ AGL/3209’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HASKELL, TX
HASKELL MUNI (15F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  04APR91  (91094)  (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 600-2 or std. with a min. climb of 340' per NM to 2300.
DEPARTURE PROCEDURE:
Rwy 18, climb runway heading to 2300 before proceeding on course.

HENDERSON, TX
RUSK COUNTY (RFI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  08APR10  (10098)  (FAA)
TAKEOFF MINIMUMS:
Rwy 12, 300-1.
Rwy 30, 300-1½ or std. w/ min. climb of 282' per NM to 700.
DEPARTURE PROCEDURE:
Rwy 12, climb heading 123° to 1100 before turning northbound.
Rwy 30, climb heading 303° to 2100 before turning northbound.
Rwy 35, climb heading 347° to 1900 before turning westbound.
TAKEOFF OBSTACLE NOTES:
Rwy 12, multiple trees beginning 143' from DER, 440' right of centerline, up to 100' AGL/549' MSL.
Multiple trees beginning 257' from DER, 59' left of centerline, up to 100' AGL/609' MSL.
Vehicle on road beginning 652' from DER, 401' left of centerline, up to 15’ AGL/464’ MSL.
Terrain beginning 82’ from DER, 18’ right of centerline 447’ MSL.
Terrain beginning 291’ from DER, 132’ left of centerline, 506’ MSL.
Rwy 30, multiple trees beginning 640’ from DER, 116’ right of centerline, up to 100’ AGL/539’ MSL.
Multiple trees beginning 478’ from DER, 141’ left of centerline, up to 100’ AGL/539’ MSL.
Terrain beginning 102’ from DER, 459’ left of centerline, 0’ AGL/437’ MSL.
Rwy 35, vehicle on road beginning 145’ from DER, 333’ right of centerline, up to 15’ AGL/454’ MSL.
Trees beginning 1155’ from DER, 353’ right of centerline, up to 100’ AGL/549’ MSL.
Rwy 35, vehicles on road beginning at DER, 225’ left of centerline and 317’ right of centerline, up to 15’ AGL/2594’ MSL.
Trees beginning 427’ from DER, on centerline, up to 60’ AGL/2639’ MSL.

HEREFORD, TX
HEREFORD MUNI (HRX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  11FEB10  (10042)  (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 2, tree 68’ from DER, 495’ left of centerline, 50’ AGL/3834’ MSL.
Trees beginning 280’ from DER, 535’ right of centerline, up to 50 AGL/3834’ MSL.
Trees beginning 984’ from DER, 504’ left of centerline, up to 50’ AGL/3834’ MSL.
Rwy 20, trees beginning 61’ from DER, 461’ right of centerline, up to 50’ AGL/3839’ MSL.
Trees beginning 497’ from DER, 606’ left of centerline, up to 50’ AGL/3839’ MSL.
Tree 1603’ from DER, 760’ right of centerline, 50’ AGL/3829’ MSL.

HIGGINS, TX
HIGGINS/LIPSCOMB COUNTY (1X1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  03JUN10  (21336)  (FAA)
TAKEOFF MINIMUMS:
Rwy 36, vehicles on road beginning at DER, 225’ left of centerline and 317’ right of centerline, up to 15’ AGL/2594’ MSL.
Trees beginning 427’ from DER, on centerline, up to 60’ AGL/2839’ MSL.

HILLSBORO, TX
HILLSBORO MUNI (INJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  16FEB06  (06047)  (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 600-3 or std. w/ min. climb of 250’ per NM to 1500, or 1100-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 16, for climb in visual conditions: Cross Hillsboro Muni Airport at or above 1600 before proceeding on course.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LANCASTER, TX
LANCASTER RGNL (LNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18SEP14 (14261) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, 300-1-1/2 or std. w/min. climb of 205' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
Rwy 31, climb heading 314° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
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 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

LEVELLAND, TX
LEVELLAND MUNI (LLN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 400-2-1/4 or std. w/min. climb of 251' per NM to 4000.
DEPARTURE PROCEDURE:
Rwy 26, for climb in visual conditions cross Levelland Muni airport at or above 4400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 61' from DER, 451' left of centerline, 55' AGL/3564' MSL. Rwy 26, pole 53' from DER, 308' right of centerline, 24' AGL/3543' MSL. Tree 265' from DER, 414' right of centerline, 31' AGL/3550' MSL. Rwy 17, vehicle on road 4' from DER, 387' left of centerline, 15' AGL/3522' MSL. Vehicle on road 205' from DER, 388' left of centerline, 15' AGL/3521' MSL. Tree 1291' from DER, 188' right of centerline, 55' AGL/3564' MSL. Rwy 26, building 1271' from DER, 811' left of centerline, 80' AGL/3593' MSL. Rwy 35, building 124' from DER, 492' left of centerline, 29' AGL/3518' MSL. Poles beginning 1186' from DER, 235' left of centerline, up to 54' AGL/3543' MSL. Trees beginning 1250' from DER, left and right of centerline, up to 59' AGL/3561' MSL.

LITTLEFIELD, TX
LITTLEFIELD TAYLOR BROWN MUNI (LIU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27JUN13 (13178) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 391' from DER, 238' right of centerline, up to 55' AGL/3655' MSL. Trees beginning 466' from DER, 277' left of centerline, up to 55' AGL/3655' MSL. Rwy 13, power poles beginning 623' from DER, across centerline, up to 35' AGL/3630' MSL. Trees beginning 1080' from DER, 694' left of centerline, up to 55' AGL/3650' MSL. Rwy 19, poles beginning 665' from DER, 353' left of centerline, up to 52' AGL/3638' MSL. Trees beginning 715' from DER, 521' left of centerline, up to 61' AGL/3644' MSL. Trees beginning 765' from DER, 576' right of centerline, up to 74' AGL/3657' MSL. Rwy 31, vehicle on road 365' from DER, left and right of centerline, up to 15' AGL/3635' MSL.

LONGVIEW, TX
EAST TEXAS RGNL (GGG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, multiple trees 720' from DER, 547' right of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from DER, 600' right of centerline, up to 55' AGL/409' MSL. Rwy 18, multiple trees beginning 790' from DER, left and right of centerline, up to 94' AGL/459' MSL. Rwy 36, tree 1489' from DER, 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from DER, 755' right of centerline, 63' AGL/420' MSL. Rwy 36, multiple trees beginning 1590' from DER, 520' left of centerline, up to 84' AGL/438' MSL. Tree 2384' from DER, 18' right of centerline, 65' AGL/419' MSL.
LUBBOCK, TX
LUBBOCK PRESTON SMITH INTL (LBB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (12208) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 17L, vehicle on road, 556' from DER, 162' left of centerline 15' AGL/3279' MSL.
- Rw 26, aircraft on taxiway 1174' from DER, on centerline, 42' AGL/3297' MSL.
- Rw 35R, aircraft on taxiway 218' from DER 422' left or right of centerline, 42' AGL/3317' MSL.
  Rod on control tower, 2330' from DER, 877' left of centerline 136' AGL/3379' MSL.

MARSHALL, TX
HARRISON COUNTY (ASL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09FEB12 (12040) (FAA)
TAKEOFF MINIMUMS:
- Rw 2, 300-1 or std w/min. climb of 440' per NM to 600.
- Rw 33, 300-1¼.
TAKEOFF OBSTACLE NOTES:
- Rw 2, trees beginning 207' from DER, left and right of centerline, up to 100' AGL/439' MSL.
  Trees beginning 1281' from DER, 163' left of centerline, up to 100' AGL/489' MSL.
  Trees beginning 3102' from DER, 163' left of centerline, up to 120' AGL/509' MSL.
- Rw 15, trees beginning 81' from DER, 472' right of centerline, up to 94' AGL/394' MSL.
  Trees beginning 180' from DER, 212' left of centerline, up to 90' AGL/410' MSL.
  Trees beginning 1872' from DER, left and right of centerline, up to 121' AGL/401' MSL.
- Rw 20, numerous trees, buildings, and poles beginning 31' from DER, left and right of centerline, up to 100' AGL/469' MSL.
- Rw 33, trees beginning 264' from DER, left and right of centerline, up to 100' AGL/499' MSL.
  Light poles beginning 573' from DER, 365' left of centerline, up to 120' AGL/509' MSL.
  Power lines beginning 1649' from DER, left and right of centerline, up to 120' AGL/509' MSL.
  Trees beginning 1953' from DER, left and right of centerline, up to 100' AGL/529' MSL.

MESQUITE, TX
MESQUITE METRO (HQZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 25JUN15 (15176) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 18, 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.
- Rw 36, 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.

MIDLOTHIAN/WAXAHACHIE, TX
MID-WAY RGNL (JWY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18SEP14 (14261) (FAA)
DEPARTURE PROCEDURE:
- Rw 18, climb heading 178° to 1700 before proceeding northbound.
- Rw 36, climb heading 013° to 2700 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rw 18, vehicles on road, catenaries, and poles beginning 159' from DER, 465' right of centerline, up to 39' AGL/712' MSL.
  Trees beginning 856' from DER, 594' left of centerline, up to 71' AGL/722' MSL.
- Rw 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MINEOLA/QUITMAN, TX
WOOD COUNTY/COLLINS FLD (JDD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 21MAY20 (22363) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-2 or std. w/min. climb gradient of 270' per NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 50’ from DER, 158’ left of centerline, up to 438’ MSL.
Trees beginning 83’ from DER, 393’ right of centerline, up to 61’ AGL/460’ MSL.
Tree 367’ from DER, 500’ left of centerline, 441’ MSL.
Trees beginning 415’ from DER, 448’ right of centerline, up to 465’ MSL.
Trees beginning 480’ from DER, 551’ left of centerline, up to 447’ MSL.
Trees beginning 654’ from DER, 375’ left of centerline, up to 464’ MSL.
Trees beginning 878’ from DER, 573’ right of centerline, up to 475’ MSL.
Trees beginning 1080’ from DER, 19’ right of centerline, up to 482’ MSL.
Tree 1656’ from DER, 150’ left of centerline, 470’ MSL.
Trees beginning 1683’ from DER, 68’ left of centerline, up to 471’ MSL.
Trees beginning 2074’ from DER, 91’ left of centerline, up to 472’ MSL.
Trees beginning 2149’ from DER, 17’ right of centerline, up to 79’ AGL/484’ MSL.
Trees beginning 2304’ from DER, 34’ left of centerline, up to 473’ MSL.
Tree 3512’ from DER, 1145’ left of centerline, 492’ MSL.
Tree 3631’ from DER, 992’ right of centerline, 495’ MSL.
Rwy 18, trees beginning 48’ from DER, 252’ left of centerline, up to 482’ MSL.
Trees beginning 49’ from DER, 285’ right of centerline, up to 507’ MSL.
Tree 127’ from DER, 344’ left of centerline, 491’ MSL.
Trees beginning 136’ from DER, 440’ right of centerline, up to 68’ AGL/512’ MSL.
Tree 189’ from DER, 265’ left of centerline, 500’ MSL.
Tree, terrain, vehicles on road, pole beginning 199’ from DER, 64’ left of centerline, up to 69’ AGL/509’ MSL.
Trees beginning 269’ from DER, 283’ right of centerline, up to 73’ AGL/518’ MSL.
Tree, terrain, vehicles on road beginning 278’ from DER, 12’ right of centerline, up to 79’ AGL/519’ MSL.
Tree, terrain beginning 727’ from DER, 82’ left of centerline, up to 524’ MSL.
Tree, terrain beginning 906’ from DER, 61’ left of centerline, up to 528’ MSL.
Tree, terrain beginning 1006’ from DER, 61’ right of centerline, up to 530’ MSL.
Tree, terrain beginning 1242’ from DER, 136’ left of centerline, up to 533’ MSL.
Tree, terrain beginning 1385’ from DER, 341’ left of centerline, up to 538’ MSL.
Trees beginning 1474’ from DER, 599’ left of centerline, up to 539’ MSL.
Tree, vehicles on road beginning 1584’ from DER, 49’ left of centerline, up to 543’ MSL.
Trees beginning 2134’ from DER, 224’ right of centerline, up to 529’ MSL.
Tree, terrain beginning 2166’ from DER, 50’ right of centerline, up to 541’ MSL.
Trees beginning 2619’ from DER, 559’ right of centerline, up to 561’ MSL.
Trees beginning 2717’ from DER, 330’ left of centerline, up to 571’ MSL.
Trees beginning 2891’ from DER, 320’ right of centerline, up to 574’ MSL.
Trees beginning 3136’ from DER, 34’ right of centerline, up to 580’ MSL.
Trees beginning 3819’ from DER, 34’ right of centerline, up to 584’ MSL.
Tree 4116’ from DER, 1067’ left of centerline, 546’ MSL.
Trees beginning 4137’ from DER, 785’ left of centerline, up to 549’ MSL.
Tree 4436’ from DER, 339’ left of centerline, 554’ MSL.
Tree 4475’ from DER, 243’ left of centerline, 555’ MSL.
Antenna, tree beginning 4534’ from DER, 410’ left of centerline, up to 64’ AGL/558’ MSL.
Trees beginning 4559’ from DER, 116’ left of centerline, up to 567’ MSL.
Trees beginning 4573’ from DER, 37’ right of centerline, up to 585’ MSL.
Trees beginning 4643’ from DER, 60’ left of centerline, up to 568’ MSL.
Vegetation, tree beginning 4799’ from DER, 328’ left of centerline, up to 100’ AGL/576’ MSL.
Tree 4880’ from DER, 863’ left of centerline, 584’ MSL.
Tree 4929’ from DER, 1291’ left of centerline, 590’ MSL.
Tree 4980’ from DER, 1064’ left of centerline, 591’ MSL.
Tree, vegetation beginning 4997’ from DER, 509’ left of centerline, up to 592’ MSL.
Trees beginning 5107’ from DER, 384’ left of centerline, up to 92’ AGL/597’ MSL.
Vegetation, tree beginning 5243’ from DER, 289’ right of centerline, up to 100’ AGL/599’ MSL.
Vegetation 1 NM from DER, 2038’ right of centerline, 100’ AGL/602’ MSL.
Vegetation beginning 1.1 NM from DER, 2026’ right of centerline, up to 100’ AGL/606’ MSL.
Vegetation 1.1 NM from DER, 2270’ right of centerline, 100’ AGL/612’ MSL.
Vegetation 1.2 NM from DER, 2259’ right of centerline, 100’ AGL/619’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MINERAL WELLS, TX
MINERAL WELLS RGNL (MWL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 26MAR20 (20086) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, 500-3 or std. w/min. climb of 265' per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 31, climb on heading 305° to 2000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 13, terrain 73' from DER, 214' right of centerline, 975' MSL.
Trees beginning 91' from DER, 200' left of centerline, up to 980' MSL.
Tree 362' from DER, 222' right of centerline, 986' MSL.
Tree 366' from DER, 252' right of centerline, 986' MSL.
Rwy 17, tree 502' from DER, 279' right of centerline, 100' AGL/1059' MSL.
Tree 525' from DER, 618' left of centerline, 100' AGL/1069' MSL.
Tree 1687' from DER, 804' left of centerline, 100' AGL/1089' MSL.
Tree 31, tree 817' from DER, 485' left of centerline, 932' MSL.
Trees beginning 284' from DER, 130' left of centerline, up to 960' MSL.
Trees beginning 337' from DER, 46' right of centerline, up to 946' MSL.
Trees beginning 930' from DER, 49' left of centerline, up to 964' MSL.
Tower 2.4 NM from DER, 2602' left of centerline, 277' AGL/1349' MSL.
Tower 2.5 NM from DER, 1673' left of centerline, 307' AGL/1377' MSL.
Rwy 35, tree 575' from DER, 21' right of centerline, 30' AGL/946' MSL.
Tree 582' from DER, 614' left of centerline, 31' AGL/940' MSL.
Tree 908' from DER, 696' right of centerline, 100' AGL/1019' MSL.
Tree 1251' from DER, 93' left of centerline, 100' AGL/1009' MSL.
Tree 1407' from DER, 391' right of centerline, 100' AGL/1009' MSL.

MOUNT PLEASANT, TX
MOUNT PLEASANT RGNL (OSA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1¼ or std. w/ min. climb of 309' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1,600' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 1231' from DER, 679' right of centerline, 100' AGL/399' MSL.
Rwy 35, tower 1.04 NM from DER, 1261' right of centerline, 180' AGL/539' MSL.
Trees 695' from DER, 614' left of centerline, 100' AGL/469' MSL.

MOUNT VERNON, TX
FRANKLIN COUNTY (F53)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 400-2½ or std. w/ min. climb of 238' per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 1598' from DER, 84' left of centerline, up to 100' AGL/529' MSL.
Tower and trees beginning 2889' from DER, 1022' right of centerline, up to 280' AGL/780' MSL.
Rwy 31, trees beginning 446' from DER, 175' left of centerline, up to 100' AGL/479' MSL.
Tower and trees beginning 3439' from DER, 452' right of centerline, up to 113' AGL/500' MSL.

OLNEY, TX
OLNEY MUNI (ONY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10JAN13 (13010) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 923' from DER, 721' right of centerline, up to 34' AGL/1303' MSL.
Rwy 13, vehicles on road beginning 700' from DER, left and right of centerline, up to 15' AGL/1264' MSL.
Trees beginning 745' from DER, 428' left of centerline, up to 55' AGL/1304' MSL.
Rwy 22, vehicles on road beginning 272' from DER, 556' right of centerline, up to 15' AGL/1284' MSL.
Trees beginning 930' from DER, left and right of centerline, up to 55' AGL/1324' MSL.
Rwy 31, vehicles on road beginning 845' from DER, left and right of centerline, up to 15' AGL/1294' MSL.
Rwy 35, trees beginning 502' from DER, 428' right of centerline, up to 22' AGL/1293' MSL.
Trees beginning 517' from DER, 22' left of centerline, 30' AGL/1299' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SC-2, 11 JUL 2024 to 05 SEP 2024
PLAINVIEW, TX
HALE COUNTY (PVW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05APR12 (12096) (FAA)
TAKEOFF MINIMUMS:
- Rwy 4, 300-1½ or std. w/min. climb of 420' per NM to 3700.
TAKEOFF OBSTACLE NOTES:
- Rwy 4, fuel pump 137' from DER, 368' right of centerline, 5' AGL/3371' MSL.
- Building 261' from DER, 444' right of centerline, 33' AGL/3394' MSL.
- Pole 264' from DER, 394' right of centerline, 27' AGL/3388' MSL.
- Trees beginning 2817' from DER, 1064' right of centerline, up to 100' AGL/3454' MSL.
- Tower 4696' from DER, 1750' left of centerline, 209' AGL/3558' MSL.
- Multiple elevators beginning 6190' from DER, 339' left of centerline, up to 200' AGL/3555' MSL.
- Rwy 13, trees beginning 1218' from DER, 530' right of centerline, up to 100' AGL/3469' MSL.
- Trees beginning 2137' from DER, 479' left of centerline, up to 100' AGL/3469' MSL.
- Rwy 31, pole 1186' from DER, 204' right of centerline, 35' AGL/3405' MSL.
- Trees beginning 4035' from DER, 841' left of centerline, up to 100' AGL/3479' MSL.

ROCKWALL, TX
RALPH M HALL/ROCKWALL MUNI (F46)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18SEP14 (14261) (FAA)
TAKEOFF OBSTACLE NOTES:
- 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.

SEMINOLE, TX
GAINES COUNTY (GNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, std. w/min. climb of 612' per NM to 3600 or 300-1 w/min. climb of 235' per NM to 3900, or 900-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
- Rwy 35, climb heading 350° to 4000 before turning right. For climb in visual conditions cross Gaines County airport at or above 4100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, brush beginning 147' from DER 388' right of centerline, 30' AGL/3280' MSL.
- Tree 231' from DER, 356' right of centerline, 60' AGL/3293' MSL.
- House 865' from DER, 531' left of centerline, 25' AGL/3297' MSL.
- Pole 1238' from DER, 650' right of centerline, 30' AGL/3297' MSL.
- Rwy 35, tower 2898' from DER, 1016' left of centerline, 169' AGL/3440' MSL.

SEYMOUR, TX
SEYMOUR MUNI (60F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09FEB12 (12040) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 17, vehicles on roadway beginning 27' from DER, left and right of centerline, up to 17' AGL/1356' MSL.
- Aircraft on taxiway 36' from DER, 175' left of centerline, up to 25' AGL/1364' MSL.
- Buildings beginning 73' from DER, 251' left of centerline, up to 40' AGL/1379' MSL.
- Trees beginning 710' from DER, 225' left of centerline, up to 100' AGL/1459' MSL.
- Rwy 35, vehicles on roadway beginning 35' from DER, 202' left of centerline, up to 17' AGL/1356' MSL.
- Trees beginning 421' from DER, 7' right of centerline, up to 100' AGL/1439' MSL.
SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)
WICHITA FALLS, TX
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02DEC21 (21336) (USAF)
DEPARTURE PROCEDURE:
Rwy 15L/C/R, climb on hdg 153° to 2500' before turning westbound.
Rwy 18, climb hdg 160° to 2500', intercept SPS VORTAC R-120 outbound. Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after reaching 3100'.
Rwy 36, climb hdg 355° to 1500' then proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, light pole 837' from DER, 726' left of centerline, 31' AGL/1040' MSL.
Rwy 36, large frame aircraft parking 337' from DER, 542' left of centerline, 56' AGL/1053' MSL.
Large frame aircraft parking 451' from DER, 573' left of centerline, 56' AGL/1053' MSL.

SHERMAN, TX
SHERMAN MUNI (SWI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22AUG13 (13234) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 300-1½ or std. w/min. climb of 267' per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 34, climb heading 343° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 8' from DER, 237' right of centerline up to 55' AGL/755' MSL.
Sign 19' from DER, 133' left of centerline, 1' AGL/713' MSL.
Trees beginning 25' from DER, 314' left of centerline, up to 69' AGL/775' MSL.
Pole 332' from DER, 522' right of centerline, 30' AGL/740' MSL.
Poles beginning 406' from DER, 574' left of centerline up to 37' AGL/747' MSL.
Transmission tower lighted 695' from DER, 242' left of centerline, 23' AGL/733' MSL.
Rwy 34, fence beginning 50' from DER, 38' right of centerline, up to 13' AGL/753' MSL.
Trees beginning 80' from DER, 3' left of centerline, up to 72' AGL/822' MSL.
Oil rig 140' from DER, 300' right of centerline, 31' AGL/771' MSL.
Trees beginning 252' from DER, 15' right of centerline, up to 79' AGL/839' MSL.
Poles beginning 419' from DER, 250' right of centerline, up to 44' AGL/802' MSL.
Light support structure 1074' from DER, 271' right of centerline, 40' AGL/784' MSL.
Building 1499' from DER, 847' right of centerline, 35' AGL/795' MSL.
Tower 1.2 NM from DER, 1026' left of centerline, 164' AGL/938' MSL.

SHERMAN/DENISON, TX
NORTH TEXAS RGNL/PERRIN FLD (GYI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 16MAY24 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwy 18L, 300-1½ or std w/min. climb of 280'/NM to 1000.
DEPARTURE PROCEDURE:
Rwy 18L, climb on heading 179° to 1800 before turning right.
Rwy 18R, climb on heading 179° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18L, pole 1088' from DER, 739' left of centerline, 38' AGL/779' MSL.
Rig 3711' from DER, 821' left of centerline, 96' AGL/861' MSL.
Tree 4126' from DER, 1600' right of centerline, 75' AGL/874' MSL.
Tree 4387' from DER, 1640' right of centerline, 75' AGL/884' MSL.
Tree 4692' from DER, 1682' right of centerline, 75' AGL/894' MSL.
Rwy 18R, trees beginning 1438' from DER, 791' right of centerline, up to 75' AGL/824' MSL.
Rwy 36L, trees beginning 699' from DER, 483' left of centerline, up to 75' AGL/804' MSL.
Trees beginning 1550' from DER, 802' left of centerline, up to 75' AGL/814' MSL.
SLATON, TX

CITY OF SLATON/LARRY T NEAL MEML (F49)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JAN17 (20366) (FAA)

TAKEOFF MINIMUMS:
- Rwy 18, 400-2 or std. w/min. climb of 263’ per NM to 3600.

TAKEOFF OBSTACLE NOTES:
- Rwy 18, equiv 85’ from DER, 369’ left of centerline, 3115’ MSL.
  Trees beginning 278’ from DER, 269’ right of centerline, up to 39’ AGL/3145’ MSL.
  Tower 1.7 NM from DER, 698’ right of centerline, 348’ AGL/3457’ MSL.
- Rwy 36, tree 124’ from DER, 518’ left of centerline, 9’ AGL/3127’ MSL.
  Tree 711’ from DER, 592’ left of centerline, 3142’ MSL.
  Poles beginning 712’ from DER, 261’ left of centerline, up to 3146’ MSL.
  Tree 831’ from DER, 642’ left of centerline, 46’ AGL/3156’ MSL.
  Trees beginning 858’ from DER, 642’ left of centerline, up to 48’ AGL/3158’ MSL.

Snyder, TX

Winston Fld (SNK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10JUL03 (21252) (FAA)

DEPARTURE PROCEDURE:
- Rwy 26, climb via heading 263° to 3000 prior to turning northbound.

SPEARMAN, TX

MAJOR SAMUEL B CORNELIUS FLD (E42)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (22139) (FAA)

TAKEOFF MINIMUMS:
- Rwy 20, 300-1½ or std. w/min. climb of 286’ per NM to 3500.

TAKEOFF OBSTACLE NOTES:
- Rwy 20, vehicle on road 174’ from DER, 496’ right of centerline, 15’ AGL/3228’ MSL.
  Tower 4330’ from DER, 575’ left of centerline, 100’ AGL/3355’ MSL.
  Tower 1.26 NM from DER, 2533’ left of centerline, 250’ AGL/3355’ MSL.

STAMFORD, TX

Arledge Fld (F56)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (21308) (FAA)

TAKEOFF MINIMUMS:
- Rwys 8, 13, 26, 31, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 772’ from DER, 532’ left of centerline, up to 100’ AGL/1659’ MSL.
  Tree 2215’ from DER, 966’ right of centerline, up to 100’ AGL/1659’ MSL.
- Rwy 35, tree 3284’ from DER, 901’ left of centerline, up to 100’ AGL/1669’ MSL.
  Trees beginning 1267’ from DER, 712’ right of centerline, up to 100’ AGL/1664’ MSL.

STEPHENVILLE, TX

Stephenville Clark Rgnl (SEP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF OBSTACLE NOTES:
- Rwy 14, trees, vehicles on road beginning 199’ from DER, 32’ right of centerline, up to 1327’ MSL.
  Trees beginning 220’ from DER, 207’ right of centerline, up to 1340’ MSL.
  Tree 296’ from DER, 254’ left of centerline, 1317’ MSL.
  Tree 339’ from DER, 435’ left of centerline, 1323’ MSL.
  Trees beginning 501’ from DER, 366’ left of centerline, up to 1326’ MSL.
- Rwy 32, tree 128’ from DER, 446’ right of centerline, 1364’ MSL.
  Pole 230’ from DER, 387’ left of centerline, 26’ AGL/1337’ MSL.
  Trees, pole beginning 242’ from DER, 244’ right of centerline, up to 1369’ MSL.
  Tree, pole beginning 258’ from DER, 400’ left of centerline, up to 1342’ MSL.
  Trees, pole beginning 746’ from DER, 3’ right of centerline, up to 1370’ MSL.
  Tree 859’ from DER, 31’ left of centerline, 1349’ MSL.
  Tree 871’ from DER, 140’ left of centerline, 1353’ MSL.
  Tree 1053’ from DER, 250’ left of centerline, 1355’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SULPHUR SPRINGS, TX
SULPHUR SPRINGS MUNI (SLR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (11237) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 1’ from DER, 140’ left of centerline, 27’ AGL/484’ MSL.
Tree 108’ from DER, 265’ right of centerline, 13’ AGL/470’ MSL.
Rwy 19, trees beginning 82’ from DER, 265’ right of centerline, up to 100’ AGL/609’ MSL.
Trees beginning 119’ from DER, 454’ left of centerline, up to 53’ AGL/552’ MSL.
Vehicle on road 492’ from DER, 2’ left of centerline, 17’ AGL/518’ MSL.
Poles beginning 1158’ from DER, 143’ left of centerline, up to 40’ AGL/536’ MSL.
Poles beginning 1521’ from DER, 158’ right of centerline, up to 53’ AGL/552’ MSL.
Tank 1835’ from DER, 14’ right of centerline, 55’ AGL/553’ MSL.
Chimney 1862’ from DER, 172’ right of centerline, 48’ AGL/544’ MSL.
Chimneys beginning 1887’ from DER, 106’ left of centerline, up to 44’ AGL/543’ MSL.

SWEETWATER, TX
AVENGER FLD (SWW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, multiple trees, poles and vehicles on road beginning 19’ from DER, 7’ left of centerline, up to 79’ AGL/2370’ MSL.
Multiple trees, poles and vehicles on road beginning 39’ from DER, 5’ right of centerline, up to 60’ AGL/2353’ MSL.
Rwy 17, sign 12’ from DER, 250’ right of centerline, 2’ AGL/2375’ MSL.
Light 49’ from DER, 90’ right of centerline, 3’ AGL/2372’ MSL.
Multiple vehicles on road beginning 750’ from DER, 8’ right of centerline, up to 15’ AGL/2390’ MSL.
Multiple poles and vehicles on road beginning 755’ from DER, 1’ left of centerline, up to 54’ AGL/2407’ MSL.
Telephone line 943’ from DER, 278’ left of centerline, 48’ AGL/2401’ MSL.
Rwy 22, terrain 49’ from DER, 219’ right of centerline, 2383’ MSL.
Multiple trees, poles, and buildings beginning 298’ from DER, 261’ right of centerline, up to 61’ AGL/2420’ MSL.
Rwy 35, multiple trees beginning 14’ from DER, 361’ left of centerline, up to 27’ AGL/2367’ MSL.
Light 49’ from DER, 90’ left of centerline, 2’ AGL/2342’ MSL.
Light 50’ from DER, 90’ right of centerline, 2’ AGL/2342’ MSL.
Multiple trees beginning 70’ from DER, 187’ right of centerline, up to 60’ AGL/2355’ MSL.

TERRELL, TX
TERRELL MUNI (TRL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 24MAR22 (22083) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 1087’ from DER, 511’ right of centerline, 486’ MSL.
Tree 1220’ from DER, 399’ right of centerline, 488’ MSL.
Tree 1552’ from DER, 200’ right of centerline, 498’ MSL.
Rwy 36, fence 206’ from DER, 349’ right of centerline, 8’ AGL/481’ MSL.
Pole 215’ from DER, 401’ right of centerline, 16’ AGL/488’ MSL.
Pole 250’ from DER, 408’ right of centerline, 25’ AGL/496’ MSL.
Pole 295’ from DER, 524’ right of centerline, 504’ MSL.
Poles beginning 295’ from DER, 298’ right of centerline, up to 34’ AGL/504’ MSL.
Trees beginning 636’ from DER, 319’ right of centerline, up to 519’ MSL.
Trees, poles and lite beginning 770’ from DER, 110’ left of centerline, up to 510’ MSL.
Trees and poles beginning 1186’ from DER, 336’ left of centerline, up to 522’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TYLER, TX
TYLER POUNDS RGNL (TYR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 25FEB21 (21056) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 485' from DER, 602' left of centerline, 549' MSL.
Trees beginning 630' from DER, 305' right of centerline, up to 578' MSL.
Tree 868' from DER, 568' left of centerline, 560' MSL.

Rwy 13, vegetation 12' from DER, 290' right of centerline, 547' MSL.
Tree 172' from DER, 413' right of centerline, 557' MSL.
Tree 519' from DER, 598' right of centerline, 581' MSL.

Rwy 18, tree 150' from DER, 321' right of centerline, 565' MSL.
Trees beginning 384' from DER, 139' right of centerline, up to 588' MSL.
Tree, pole beginning 970' from DER, 337' left of centerline, up to 586' MSL.

Rwy 22, vehicles on road, fence beginning 55' from DER, 429' right of centerline, up to 556' MSL.
Pole beginning 497' from DER, 521' right of centerline, up to 572' MSL.

VERNON, TX
WILBARGER COUNTY (F05)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 401' from DER, 587' right of centerline, up to 15' AGL/1269' MSL.
Pole 329' from DER, 525' right of centerline, up to 30' AGL/1284' MSL.

Rwy 20, vehicle on road 451' from DER, 604' right of centerline, up to 15' AGL/1279' MSL.

WEATHERFORD, TX
PARKER COUNTY (WEA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17NOV11 (11321) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 355° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 430' from DER, 76' left 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.
Vehicle 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.

WHEELER, TX
WHEELER MUNI (T59)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, hanger 360' from DER, 399' left of centerline, 15' AGL/2504' MSL.
Utility pole 593' from DER, 513' right of centerline, 30' AGL/2509' MSL.
Utility pole 623' from DER, 507' left of centerline, 30' AGL/2499' MSL.
Tree 2656' from DER, 887' right of centerline, 50' AGL/2569' MSL.

Rwy 35, tree 2267' from DER, 776' right of centerline, 50' AGL/2497' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WICHITA FALLS, TX
KICKAPOO DOWNTOWN (CWC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  20JUN19  (19171)  (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 300-1 1/2 or std. w/min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE:
- Rwy 17, climb heading 176° to 1700 before proceeding on course.
- Rwy 35, climb heading 356° to 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, poles, vehicle on road, signs, trees beginning 307' from DER, on centerline, up to 54' AGL/1056' MSL.
- Vehicle on road beginning 320' from DER, 178' left of centerline, up to 1018' MSL.
- Vehicle on road beginning 562' from DER, 213' left of centerline, up to 1019' MSL.
- Vehicle on road 713' from DER, 138' left of centerline, 1021' MSL.
- Transmission line beginning 2136' from DER, 393' left of centerline, up to 97' AGL/1089' MSL.
- Transmission line 2473' from DER, 103' right of centerline, 80' AGL/1081' MSL.
- Transmission line 2648' from DER, 600' right of centerline, 85' AGL/1083' MSL.
- Transmission line 2752' from DER, 897' right of centerline, 75' AGL/1075' MSL.
- Rwy 35, pole 176' from DER, 312' left of centerline, 33' AGL/1008' MSL.
Pole 1.3 NM from DER, 1889' right of centerline, 153' AGL/1274' MSL.

WICHITA VALLEY (F14)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  22APR21  (21112)  (FAA)
TAKEOFF MINIMUMS:
- Rwys 4, 16, 22, 34, NA - Environmental.
- Rwy 13, std. w/min. climb of 334' per NM to 2400.
TAKEOFF OBSTACLE NOTES:
- Rwy 13, vehicle on road 269' from DER, 516' right of centerline, 17' AGL/996' MSL.
- Trees beginning 385' from DER, 104' right of centerline, up to 100' AGL/1079' MSL.
- Railroad 445' from DER, 546' right of centerline, 23' AGL/1002' MSL.
- Rwy 31, pole 975' from DER, 627' right of centerline, 35' AGL/1035' MSL.
- Pole 1047' from DER, 593' right of centerline, 33' AGL/1040' MSL.
- Pole beginning 1132' from DER, 749' right of centerline, up to 35' AGL/1043' MSL.
- Pole 1379' from DER, 859' right of centerline, 38' AGL/1045' MSL.

WINNSBORO, TX
WINNSBORO MUNI (F51)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  04AUG83  (83216)  (FAA)
DEPARTURE PROCEDURE:
- Rwy 1, 19, climb runway heading to 1000 prior to turn.
Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

**Alternate Minima (ref: 14 CFR 91.169)**

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<tr>
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1NA when local weather not available.  
2NA when control tower closed.  
3LOC, Category D, 800-2¼; Category E, 900-3.  
4Category D, 800-2¼; Category E, 900-3.  
5Category E, 900-3.  
6Category D, 800-2¼.

**NAME**

**ALTERNATE MINIMUMS**

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<thead>
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2Categories, A, B, 900-2.
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<tr>
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### CORSICANA, TX

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### DALHART, TX

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### DALLAS

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| NAME                      | ALTERNATE MINIMUMS
|---------------------------|------------------------
<p>| <strong>HILLSBORO, TX</strong>         |                        |
| HILLSBORO                 | RNAV (GPS) Rwy 16      |
| MUNI (INJ)…………………..| RNAV (GPS) Rwy 34      |
| NA when local weather not available. | |
| <strong>LAMESA, TX</strong>            |                        |
| LAMESA                    | RNAV (GPS) Rwy 16      |
| MUNI (LUV)…………………..| RNAV (GPS) Rwy 34      |
| Category D, 900-2½.       |                        |
| <strong>LANCASTER, TX</strong>         |                        |
| LANCASTER                 | RNAV (GPS) Rwy 31      |
| RGNL (LNC)………………….| NA when local weather not available. |
| Category C, 800-2½; Category D, 800-2½. | |
| <strong>LONGVIEW, TX</strong>          |                        |
| EAST TEXAS                | ILS or LOC Rwy 13      |
| RGNL (GGG)………………….| RNAV (GPS) Rwy 13      |
| RNAV (GPS) Rwy 18         | RNAV (GPS) Rwy 31      |
| RNAV (GPS) Y Rwy 17      | RNAV (GPS) Y Rwy 35L   |
| VOR/DME or TACAN Rwy 15  | VOR/DME or TACAN Rwy 31 |
| NA when local weather not available. | 1ILS, LOC, Category D, 800-2½; Category E, 800-2½. |
| 2Category D, 800-2½; Category E, 800-2½. | |
| 3Category D, 800-2½.     |                        |
| <strong>LUBBOCK, TX</strong>           |                        |
| lubbock PRESTON SMITH    | ILS or LOC Rwy 17R     |
| INTL (LBB)………………….| RNAV (GPS) Rwy 26      |
| RNAV (GPS) Rwy 26         | RNAV (GPS) Y Rwy 17R   |
| RNAV (GPS) Y Rwy 35L     | VOR/DME or TACAN Rwy 26 |
| 1ILS, Category D, 700-2; Category E, 900-3; LOC, Category E, 900-3. | |
| 2Category D, 800-3.      |                        |
| 3NA when local weather not available. |                      |
| <strong>MESQUITE, TX</strong>          |                        |
| MESQUITE METRO (HQZ)……. | RNAV (GPS) Rwy 18      |
| RNAV (GPS) Y Rwy 36      | NA when local weather not available. |
| <strong>MIDLOTHIAN/WAXAHACHIE, TX</strong> |                        |
| MID-WAY                   | RNAV (GPS) Rwy 18      |
| RGNL (JWY)………………….| RNAV (GPS) Rwy 36      |
| Category D, 800-2½.      | 1NA when local weather not available. |
| <strong>MINEOLA/QUITMAN, TX</strong>   |                        |
| WOOD COUNTY/COLLINS       | RNAV (GPS) Rwy 18      |
| FLD (JDD)………………….| RNAV (GPS) Rwy 36      |
| NA when local weather not available. | |
| <strong>MINERAL WELLS, TX</strong>     |                        |
| MINERAL WELLS             | RNAV (GPS) Rwy 31      |
| RGNL (MWL)………………….| NA when local weather not available. |
| <strong>MOUNT PLEASANT, TX</strong>    |                        |
| MOUNT PLEASANT            | RNAV (GPS) Rwy 17      |
| RGNL (OSA)………………….| RNAV (GPS) Rwy 35      |
| NA when local weather not available. | Category D, 800-2½. |
| <strong>PAMPA, TX</strong>             |                        |
| PERRY LEFORS              | RNAV (GPS) Rwy 17      |
| FLD (PPA)………………….| NA when local weather not available. |
| Category D, 800-2½.      |                        |
| <strong>PARIS, TX</strong>             |                        |
| COX FLD (PRX)……………. | RNAV (GPS) Rwy 17      |
| RNAV (GPS) Y Rwy 35      | VOR Rwy 35             |
| NA when local weather not available. | Category D, 800-2½. |
| <strong>PERRYTON, TX</strong>          |                        |
| PERRYTON OCHILTREE COUNTY (PYX)……………… | RNAV (GPS) Rwy 17 |
| RNAV (GPS) Rwy 35        | NA when local weather not available. |
| <strong>PLAINVIEW, TX</strong>         |                        |
| HALE COUNTY (PVW)………. | RNAV (GPS) Rwy 4       |
| RNAV (GPS) Rwy 22        | NA when local weather not available. |
| Categories C, D, 800-2½. |                        |
| <strong>ROCKWALL, TX</strong>          |                        |
| RAPLH M HALL/ROCKWALL MUNI (F46)……………… | RNAV (GPS) Rwy 17 |
| RNAV (GPS) Rwy 35        | NA when local weather not available. |
| <strong>SEMINOLE, TX</strong>          |                        |
| GAINES                    | RNAV (GPS) Rwy 35      |
| COUNTY (GNC)……………...| NA when local weather not available. |</p>
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<tr>
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<td>SHERMAN/DENSION, TX</td>
<td>NORTH TEXAS RGNL/PERRIN FLD (GYI)..................RNAV (GPS) Rwy 18L RNAV (GPS) Rwy 36R VOR-A</td>
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<td>STEPHENVILLE CLARK RGNL (SEP)....................RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available. Category D, 800-2½.</td>
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<td>WILBARGER COUNTY (F05)..................RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 NA when local weather not available.</td>
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### AMARILLO, TX

**RICK HUSBAND AMARILLO INTL (AMA)**

#### RADAR-1

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<th>CEIL-VIS</th>
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When control tower closed, procedure NA.

### DYESS AFB (KDYS), TX (Abilene) (Amdt 3, 15344 USAF)

#### RADAR - (E)

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<tr>
<td>CIR</td>
<td></td>
<td>A</td>
<td>2300-1</td>
<td>510</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>2320-1¾</td>
<td>530</td>
<td>(600-1¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>2460-1½</td>
<td>670</td>
<td>(700-1¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>2460-2</td>
<td>670</td>
<td>(700-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>2460-2½</td>
<td>670</td>
<td>(700-2½)</td>
</tr>
<tr>
<td>34</td>
<td></td>
<td>A</td>
<td>2300-1</td>
<td>510</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>2320-1</td>
<td>530</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>2460-1¾</td>
<td>670</td>
<td>(700-1¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>2460-2</td>
<td>670</td>
<td>(700-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>2460-2½</td>
<td>670</td>
<td>(700-2½)</td>
</tr>
</tbody>
</table>

1. When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
2. Circling to other than Rwy 34 NA.
3. Circling to other than Rwy 16 NA.
**RADAR INSTRUMENT APPROACH MINIMUMS**

**FORT WORTH NAS JRB (CARSWELL FLD) (NFW),** Fort Worth, TX

Amdt 1 18MAY23 (23138) (USN)  
RADAR - (E) 128.775 371.875 T

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/VHA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>36</td>
<td>3.0°/59/1225</td>
<td>ABCDE</td>
<td>850-½</td>
<td>200 (200-½)</td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>3.0°/61/1071</td>
<td>ABCDE</td>
<td>836-⅔</td>
<td>200 (200-¾)</td>
</tr>
<tr>
<td>PAR W/O GS</td>
<td>18</td>
<td>46</td>
<td>AB</td>
<td>1040-1</td>
<td>404 (400-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>1040-1½</td>
<td>404 (400-1¾)</td>
</tr>
<tr>
<td></td>
<td>36</td>
<td>68</td>
<td>AB</td>
<td>1160-½</td>
<td>510 (600-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>1160-1</td>
<td>510 (600-1)</td>
</tr>
<tr>
<td>ASR</td>
<td>18</td>
<td>9</td>
<td>AB</td>
<td>1100-1</td>
<td>464 (500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>1100-1½</td>
<td>464 (500-1¾)</td>
</tr>
<tr>
<td></td>
<td>36</td>
<td>10</td>
<td>AB</td>
<td>1220-½</td>
<td>570 (600-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>1220-1¾</td>
<td>570 (600-1¼)</td>
</tr>
<tr>
<td>CIR</td>
<td>18-36</td>
<td>11</td>
<td>A</td>
<td>1220-1</td>
<td>570 (600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>B</td>
<td>1320-1</td>
<td>670 (700-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>1320-1½</td>
<td>670 (700-1¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>1340-2¼</td>
<td>690 (700-2¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E</td>
<td>1440-2¾</td>
<td>790 (800-2¾)</td>
</tr>
</tbody>
</table>

1. Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afdl hr subject to chg by NOTAM. Base OPS/ATC not manned outside of publ hrs.
3. When ALS inop, increase vis to ¾ mile.
4. CAUTION: PAR TCH exceeds 60°.
5. CAUTION: WCH for Height Group 1 (53 ft) is higher than the maximum 50 ft. WCH Group 1 includes general aviation, small commuters, corporate turbojets, T-38, C-12, C-20, C-21, T-1, fighter jets, UC-35, T-3, T-6 aircraft.
6. Step down fix at 2 NM from RPI, 1280 min.
7. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
8. Step Down Fix at 2 NM from RPI, 1300 min.
9. Step Down Fix at 2 NM from thld, 1320 min.
10. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
11. Circling not authorized E of Rwy 18-36.
### SHEPpard AFB/Wichita Falls Muni (KSPS), Wichita Falls, TX

Amendment 7 14JUL22 (22195) (USAF)

RADAR 1 \(^2\) - (E) Ctc SHEPpard APP CON 118.2 269.025

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>15C(^5)</td>
<td>ABCDE</td>
<td>1420-(\frac{3}{4})</td>
<td>417</td>
<td>(500-(\frac{3}{4}))</td>
</tr>
<tr>
<td>15R(^5)</td>
<td>ABCDE</td>
<td>1420-(\frac{3}{4})</td>
<td>422</td>
<td>(500-(\frac{3}{4}))</td>
</tr>
<tr>
<td>33L(^4)</td>
<td>ABCDE</td>
<td>1440-(\frac{3}{4})</td>
<td>440</td>
<td>(500-(\frac{3}{4}))</td>
</tr>
<tr>
<td>33C(^6)</td>
<td>ABCDE</td>
<td>1440-(\frac{3}{4})</td>
<td>451</td>
<td>(500-(\frac{3}{4}))</td>
</tr>
</tbody>
</table>

**CIR**\(^7\) ALL RWY

| | | | | |
|-----|------------|-------------------|
| A | 1440-1\(\frac{1}{4}\) | 421 | (500-1\(\frac{1}{4}\)) |
| B | 1480-1\(\frac{1}{4}\) | 461 | (500-1\(\frac{1}{4}\)) |
| C | 1480-1\(\frac{1}{4}\) | 461 | (500-1\(\frac{1}{4}\)) |
| D | 2020-3 | 1001 | (1100-3) |
| E | 2080-3 | 1061 | (1100-3) |

---

1. Sheppard APP CON clsd 0200-1200Z++ Mon-Fri, 2300-1800Z++ Sun, clsd Sat and hol, ctc FORT WORTH CENTER 133.5 350.35.
2. MP ASR 0600-1200Z++ Mon-Fri.
3. ASR not avbl when Sheppard APP CON is clsd.
4. When ALS inop, increase CAT ABCDE vis to 1\(\frac{1}{4}\) miles.
5. Step Down Fix 2.75 NM from rwy thld.
6. When ALS inop, increase CAT AB vis to 1\(\frac{3}{8}\) miles, CAT CDE vis to 1\(\frac{3}{8}\) miles.
7. Circling NA West of Rwy 15R-33L.
**LAND AND HOLD-SHORT OPERATIONS (LAHSO)**

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>DALLAS-FORT WORTH, TX</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DALLAS-FORT WORTH INTL (DFW)</td>
<td>17C</td>
<td>TWY B</td>
<td>10,460 feet</td>
</tr>
<tr>
<td></td>
<td>18R</td>
<td>TWY B</td>
<td>10,100 feet</td>
</tr>
<tr>
<td></td>
<td>35C</td>
<td>TWY EJ</td>
<td>9,050 feet</td>
</tr>
<tr>
<td></td>
<td>36L</td>
<td>TWY Z</td>
<td>10,650 feet</td>
</tr>
<tr>
<td>LONGVIEW, TX</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EAST TEXAS RGNL (GGG)</td>
<td>31</td>
<td>18-36</td>
<td>8,100 feet</td>
</tr>
<tr>
<td></td>
<td>36</td>
<td>13-31</td>
<td>4,080 feet</td>
</tr>
</tbody>
</table>
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

### CITY/AIRPORT HOT SPOT DESCRIPTION*

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>DALLAS, TX ADDISON (ADS)</td>
<td>HS 1</td>
<td>Twy A and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy J and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy H and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Twy G and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Twy F and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 6</td>
<td>Twy E and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 7</td>
<td>Twy D and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 8</td>
<td>Twy C and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 9</td>
<td>Twy A and Rwy End 34. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy.</td>
</tr>
<tr>
<td>DALLAS LOVE FLD (DAL)</td>
<td>HS 1</td>
<td>Rwy 13L hold short line at Twy A.</td>
</tr>
<tr>
<td>TYLER, TX TYLER POUNDS RGNL (TYR)</td>
<td>HS 1</td>
<td>Complex int , Twy K and Twy K2 at Rwy 18-36 and Rwy 13-31.</td>
</tr>
<tr>
<td>WICHITA FALLS, TX SHEPPARD AFB/WICHITA FALLS MUNI (SPS)</td>
<td>HS 1</td>
<td>Rwy 18-36 and Twy E. High number of vehicle traffic and crossings.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy G and Rwy 15R-33L. High numbers of aircraft and vehicles crossing and entering runway.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy G and Rwy 15C-33C. High numbers of aircraft and vehicles crossing and entering runway.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: File this procedure when DAL is landing south.
NOTE: When DFW is landing north, expect the DRYYE RNAV STAR.
NOTE: SHLLY TRANSITION: For ABI terminal area departures only.
NOTE: FRSTI TRANSITION: For ACT and GRK terminal area departures only.
From KNEAD on track 061° to cross BREES at 9000 and at 240K, then on track 061° to cross TUFIT at 9000, then on track 062° to cross RVLEY at or below 7000, then on track 061° to cross BGTEX at 5000 and at 240K, then on track 049° to QUYNN, then on track 360° to REDDN, then on track 315° to BACHR, then on track 315°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

From BERE on track 312° to cross BELLs between 15000 and 17000 and at 270K, then on track 312° to cross TACKE between 13000 and 15000 and at 270K, then on track 312° to cross WARDZ between 12000 and 13000 and at 240K, then on track 312° to cross DIETZ at 12000 and at 210K, then on track 356° to WHOOT, then on track 356° to HEDMN, then on track 356°. Expect RADAR vectors to final approach course.

CRIED TRANSITION (CRIED.BEREE3)
OUTLN TRANSITION (OUTLN.BEREE3)
PNUTS TRANSITION (PNUTS.BEREE3)
POPSY TRANSITION (POPSY.BEREE3)
POWND TRANSITION (POWND.BEREE3)
STUFT TRANSITION (STUFT.BEREE3)
YUYUN TRANSITION (YUYUN.BEREE3)

NOTE: Jet aircraft only.
NOTE: For use when DFW is operating in a south flow. When DFW is operating in a north flow, file and expect the WHINY (RNAV) STAR.
NOTE: OUTLN Transition: Do not file - to be assigned by ATC.
NOTE: POPSY Transition: Do not file - to be assigned by ATC.
NOTE: POWND Transition: Do not file - to be assigned by ATC.
NOTE: Chart not to scale.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.

NOTE: For use when DFW is operating in south flow. When DFW is in north flow, file and expect the SOCKK (RNAV) STAR.

NOTE: SNGGL Transition: For ABI terminal area departures only.

NOTE: KILO Transition: For ACT and GRK terminal area departures only.

NOTE: For use when DFW is operating in south flow. When DFW
RADAR required.

RNAV 1 - DME/DME/IRU or GPS.

REGIONAL APP CON
119.875 133.625 284.65
D-ATIS ARR
123.775

For Arrival Routes.
See following page
for Arrival Routes.

CONTINUED ON FOLLOWING PAGE
ARRIVAL ROUTE DESCRIPTION

From BOOVE on track 040° to cross SHMPP between 15000 and 17000 and at 280K, then on track 040° to cross CURLE between 13000 and 15000 and at 270K, then on track 040° to cross MOWWWW between 12000 and 13000 and at 240K, then on track 040° to cross DELMO at 12000 and at 210K, then on track 357° to LREEE, then on track 357° to BEONE, then on track 040°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

PANHANDLE TRANSITION (PNH.UKW8): From over PNH VORTAC on PNH R-097 to HEATR, then on SPS R-299 to SPS VORTAC, then on SPS R-115 to HUNKI, then on UKW R-299 to UKW VORTAC. Thence. . . .

TEXICO TRANSITION (TXO.UKW8): From over TXO VORTAC on TXO R-086 to GANJA, then on UKW R-283 to UKW VORTAC. Thence. . . .

TULSA TRANSITION (TUL.UKW8): From over TUL VORTAC on TUL R-209 to MOOSE, then on UKW R-015 to UKW VORTAC. Thence. . . .

TURKI TRANSITION (TURKI.UKW8): From over TURKI on TXO R-086 to GANJA, then on UKW R-283 to UKW VORTAC. Thence. . . .

WICHITA FALLS TRANSITION (SPS.UKW8): From over SPS VORTAC on SPS R-115 to HUNKI, then on UKW R-299 to UKW VORTAC. Thence. . . .

WILL ROGERS TRANSITION (IRW.UKW8): From over IRW VORTAC on IRW R-166 to MOOSE, then on UKW R-015 to UKW VORTAC. Thence. . . .

. . . ALL AIRCRAFT: From over UKW on UKW R-129 and TTT R-310. Thence. . . .

. . . JETS LANDING SOUTH: UKW to BEWTS, to NCONA, expect RADAR vectors to final approach course.

. . . JETS LANDING NORTH: UKW to VKTRY, to JOVEM, to HIKAY, to SILER depart heading 175°, expect RADAR vectors to final approach course.

. . . PROPS LANDING SOUTH: UKW to VKTRY, to JOVEM, to HIKAY, expect RADAR vectors to final approach course.

. . . PROPS LANDING NORTH: UKW to VKTRY, to JOVEM, to HIKAY depart heading 160°, expect RADAR vectors to final approach course.
NOTE: Jet aircraft only.

NOTE: For use when DFW is operating in a north flow.

NOTE: JRHED Transition: Do not file - to be assigned by ATC.

NOTE: PROWD Transition: Do not file - to be assigned by ATC.

NOTE: CHMLI Transition: Do not file - to be assigned by ATC.

NOTE: AXXEE and RRONY Transitions for aircraft filing FL230 and below.

AXXEE TRANSITION (AXXEE.BRDJE5)

CHMLI TRANSITION (CHMLI.BRDJE5)

FEWWW TRANSITION (FEWWW.BRDJE5)

HITUG TRANSITION (HITUG.BRDJE5)

JRHED TRANSITION (JRHED.BRDJE5)

PROWD TRANSITION (PROWD.BRDJE5)

RRNET TRANSITION (RRNET.BRDJE5)

RRONY TRANSITION (RRONY.BRDJE5)
BRDJE FIVE ARRIVAL (RNAV)  
Arrival Route  
(SEEVR.BRDJE5) 11JUL24  

ARRIVAL ROUTE DESCRIPTION

From SEEVR on track 225° to cross BRDJE between 17000 and FL190 and at 280K, then on track 226° to cross COVIE at or below 17000, then on track 224° to cross LEMYN between 13000 and 15000 and at 270K, then on track 225° to cross PITHY between 12000 and 13000 and at 240K, then on track 225° to cross STONZ at 12000 and at 210K, then on track 180° to ROCKZ, then on track 176° to JEEKIL, then on track 176°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

PURRS TRANSITION (PURRS.CABBY2)

From DODJE on track 316° to CABBY, then on track 316° to cross ADEMS at 14000 and at 250K, then on track 316° to cross ELLER at 14000 and at 220K, then on track 302°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

JONEZ TRANSITION (JONEZ.CAINE2)

From CAINE on track 217° to cross SASIE at 12000 and at 280K, then on track 217°
to TADDI, then on track 217° to cross ORICK at 12000 and at 250K, then on track
217° to cross CARBS at 12000 and at 220K, then on track 228°. Expect RADAR
eectors to final approach course.
PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW is landing north. When DFW is landing south, expect and/or file the YEAGR STAR.

NOTE: HERRI Transition: ATC assigned only.
NOTE: RADAR required.

NOTE: Chart not to scale.
Arrival Routes

PROPELLER AIRCRAFT LANDING DFW:
Expect this STAR only when DFW is landing north. When DFW is landing south, expect and/or file the YEAGR STAR.

NOTE: RADAR required.
NOTE: HERRI Transition: ATC assigned only.

Note: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AEX.CQY3): From over AEX VORTAC on AEX R-291 to NOBBL, then on FZT R-096 to FZT VOR/DME, then on FZT R-275 and CQY R-095 to CQY VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.CQY3): From over CWK VORTAC on CKW R-040 to NAVYS, then on CQY R-180 to CQY VORTAC. Thence. . . .

ELM GROVE TRANSITION (EMG.CQY3): From over EMG VORTAC on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC. Thence. . . .

GREGG COUNTY TRANSITION (GGG.CQY3): From over GGG VORTAC on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC. Thence. . . .

HERRI TRANSITION (HERRI.CQY3): From over HERRI on FZT R-101 to FZT VOR/DME, then on FZT R-275 and CQY R-095 to CQY VORTAC. Thence. . . .

HUMBLE TRANSITION (IAH.CQY3): From over IAH VORTAC on IAH R-344 to CRIED, then on CQY R-144 to CQY VORTAC. Thence. . . .

LEONA TRANSITION (LOA.CQY3): From over LOA VORTAC on LOA R-341 and CQY R-163 to CQY VORTAC. Thence. . . .

MAGNOLIA TRANSITION (MHZ.CQY3): From over MHZ VORTAC on MHZ R-274 and MLU R-089 to MLU VORTAC, then on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC. Thence. . . .

MONROE TRANSITION (MLU.CQY3): From over MLU VORTAC on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC. Thence. . . .

NAVYS TRANSITION (NAVYS.CQY3): From over NAVYS on CQY R-180 to CQY VORTAC. Thence. . . .

SIDON TRANSITION (SQS.CQY3): From over SQS VORTAC on SQS R-235 and MLU R-054 to MLU VORTAC, then on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC. Thence. . . .

WACO TRANSITION (ACT.CQY3): From over ACT VORTAC on ACT R-050 and CQY R-234 to CQY VORTAC. Thence. . . .

From over CQY VORTAC on CQY R-310. Thence. . . .

JETS LANDING NORTH: To HOWDY. Depart heading 280°, expect RADAR vectors to final.

JETS LANDING SOUTH: To DIETZ. Depart heading 355°, expect RADAR vectors to final.

PROP AIRCRAFT LANDING NORTH: To TACKE. Expect vectors to final approach course.
NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

- **AIRRE TRANSITION (AIRRE.CRIKT1)**
- **AXXEE TRANSITION (AXXEE.CRIKT1)**
- **CAMAL TRANSITION (CAMAL.CRIKT1)**
- **DIRRK TRANSITION (DIRRK.CRIKT1)**
- **HITUG TRANSITION (HITUG.CRIKT1)**
- **JETTT TRANSITION (JETTT.CRIKT1)**
- **JRHED TRANSITION (JRHED.CRIKT1)**
- **KLAWW TRANSITION (KLAWW.CRIKT1)**
- **RRONY TRANSITION (RRONY.CRIKT1)**
- **RUBBR TRANSITION (RUBBR.CRIKT1)**

From FINGR on track 229° to SLANT, then on track 193° to CRIKT, then on track 193°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

JONEZ TRANSITION (JONEZ.DAWGZ2)

From CAINE on track 217° to cross SASIE at 9000 and at 250K, then on track 217° to TADDI, then on track 254° to DAWGZ, then on track 254°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE6): From over AEX VORTAC on AEX R-291 to NOBBL, then on FZT R-096 to FZT VOR/DME, then on FZT R-275 and CQY R-095 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DODJE6): From over CQY VORTAC on CQY R-282 to DODJE. Thence . . . .

CENTEX TRANSITION (CWK.DODJE6): From over CWK VORTAC on CWK R-040 to NAVYS, then on CQY R-180 to ALLMO, then on FUZ R-134 to DODJE. Thence . . . .

ELM GROVE TRANSITION (EMG.DODJE6): From over EMG VORTAC on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DODJE6): From over GGG VORTAC on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

HERRI TRANSITION (HERRI.DODJE6): From over HERRI on FZT R-101 to FZT VOR/DME, then on FZT R-275 and CQY R-095 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

HUMBLE TRANSITION (IAH.DODJE6): From over IAH VORTAC on IAH R-358 to GIFFA, then on CQY R-128 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

LEONA TRANSITION (LOA.DODJE6): From over LOA VORTAC on LOA R-341 to NARCS, then on FUZ R-134 to DODJE. Thence . . . .

MAGNOLIA TRANSITION (MHZ.DODJE6): From over MHZ VORTAC on MHZ R-274 and MLU R-089 to MLU VORTAC, then on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

MONROE TRANSITION (MLU.DODJE6): From over MLU VORTAC on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

NAVYS TRANSITION (NAVYS.DODJE6): From over NAVYS on CQY R-180 to ALLMO, then on FUZ R-134 to DODJE. Thence . . . .

SIDON TRANSITION (SQS.DODJE6): From over SQS VORTAC on SQS R-235 and MLU R-054 to MLU VORTAC, then on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE. Thence . . . .

WACO TRANSITION (ACT.DODJE6): From over ACT VORTAC on ACT R-050 and CQY R-234 to THING, then on FUZ R-134 to DODJE. Thence . . . .

. . . . from over DODJE on FUZ R-134 to CABBY or ADEMS (when directed by ATC). Depart CABBY heading 280°. Expect RADAR vectors to final approach course. Depart ADEMS heading 265°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BGTOE TRANSITION (BGTOE.DRYYE2)
DITSY TRANSITION (DITSY.DRYYE2)
FRSTI TRANSITION (FRSTI.DRYYE2)
SHLLY TRANSITION (SHLLY.DRYYE2)

From KNEAD on track 060° to DRYYE, then on track 070° to SCOPS, then on track 086° to SWVAY, then on track 086°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: For use when DAL is in north flow. When DAL is in south flow, file and expect the LOADS RNAV STAR.

ARRIVAL ROUTE DESCRIPTION

CHEVE TRANSITION (CHEVE.EESAT4)

JROAM TRANSITION (JROAM.EESAT4)

NAVYS TRANSITION (NAVYS.EESAT4)

PNUTS TRANSITION (PNUTS.EESAT4)

PUDJE TRANSITION (PUDJE.EESAT4)

LANDING ALL AIRPORTS: From YEAGR on track 305° to EESAT, then on track 305° to KEFDE, then on track 312°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BONHAM TRANSITION (BYP.FINGR9): From over BYP VORTAC on BYP R-191 to FINGR. Thence . . . .

FORT SMITH TRANSITION (FSM.FINGR9): From over FSM VORTAC on FSM R-215 to MAMEE, then on BYP R-035 to BYP VORTAC, then on BYP R-191 to FINGR. Thence . . . .

LITTLE ROCK TRANSITION (LIT.FINGR9): From over LIT VORTAC on LIT R-247 to MEEOW, then on LIT R-247 and BYP R-064 to GLOVE, then on BYP R-064 to HAKIN, then on CVE R-046 to FINGR. Thence . . . .

PARIS TRANSITION (PRX.FINGR9): From over PRX VOR/DME on PRX R-263 to MONTE, then on CVE R-046 to FINGR. Thence . . . .

RIGYA TRANSITION (RIGYA.FINGR9): From over RIGYA on BYP R-010 to BYP VORTAC, then on BYP R-191 to FINGR. Thence . . . .

TEXARKANA TRANSITION (TXK.FINGR9): From over TXK VORTAC on TXK R-286 to GLOVE, then on BYP R-064 to HAKIN, then on CVE R-046 to FINGR. Thence . . . .

TULSA TRANSITION (TUL.FINGR9): From over TUL VORTAC on TUL R-157 to MAMEE, then on BYP R-035 to BYP VORTAC, then on BYP R-191 to FINGR. Thence . . . .

WILL ROGERS TRANSITION (IRW.FINGR9): From over IRW VORTAC on IRW R-130 to RIGYA, then on BYP R-010 to BYP VORTAC, then on BYP R-191 to FINGR. Thence . . . .

. . . . from FINGR, then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

PURRS TRANSITION (PURRS.FORNY3)

From DODJE on track 318° to FORNY, then on track 278° to SOAAR, then on track 275°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: ATC assigned only.

NOTE: Chart not to scale.
ARIVAL ROUTE DESCRIPTION

GZNTA TRANSITION (GZNTA.GIBBI2)
HYDES TRANSITION (HYDES.GIBBI2)

From GREGS on track 136° to cross ODEEN at 12000 and at 250K, then on track 136° to cross GIBBI at 12000 and at 220K, then on track 125°. Expect RADAR vectors to final approach course.
GREGS ONE ARRIVAL

NOTE: RADAR required.
Prop aircraft expect to cross GREGS at 6000 or 7000.
Turbojets: cross GREGS at 250K.
Turbojets Landing South:
Expect to cross GREGS at 11000.
Turbojets Landing North:
Expect to cross GREGS at 10000.
Aircraft landing DTO:
Turbojets expect to cross GREGS at 5000 or 8000.
Props expect to cross GREGS at 4000.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL DESCRIPTION

BOWIE TRANSITION (UKW.GREGS1): From over UKW VORTAC on UKW R-100 to GREGS. Thence. . . .

HYDES TRANSITION (HYDES.GREGS1): From over HYDES on CVE R-314 to GREGS. Thence. . . .

PANHANDLE TRANSITION (PNH.GREGS1): From over PNH VORTAC on PNH R-097 to HEATR, then on SPS R-299 to SPS VORTAC, then on SPS R-094 to MARDY, then on CVE R-314 to GREGS. Thence. . . .

TEXICO TRANSITION (TXO.GREGS1): From over TXO VORTAC on TXO R-086 to GANJA, then on UKW R-283 to UKW VORTAC, then on UKW R-100 to GREGS. Thence. . . .

TULSA TRANSITION (TUL.GREGS1): From over TUL VORTAC on TUL R-209 to MOOSE, then on UKW R-015 to MASTY, then on CVE R-314 to GREGS. Thence. . . .

TURKI TRANSITION (TURKI.GREGS1): From over TURKI on TXO R-086 to GANJA, then on UKW R-283 to UKW VORTAC, then on UKW R-100 to GREGS. Thence. . . .

WICHITA FALLS TRANSITION (SPS.GREGS1): From over SPS VORTAC on SPS R-094 to MARDY, then on CVE R-314 to GREGS. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS1): From over IRW VORTAC on IRW R-166 to MOOSE, then on UKW R-015 to MASTY, then on CVE R-314 to GREGS. Thence. . . .

. . . . from over GREGS, depart GREGS heading 085°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BELYY TRANSITION (BELYY.HERBZ1)
BUROZ TRANSITION (BUROZ.HERBZ1)
FILGO TRANSITION (FILGO.HERBZ1)
HNKER TRANSITION (HNKER.HERBZ1)
HYDES TRANSITION (HYDES.HERBZ1)
NUKLZ TRANSITION (NUKLZ.HERBZ1)
STNLI TRANSITION (STNLI.HERBZ1)
TURKI TRANSITION (TURKI.HERBZ1)
ZORDA TRANSITION (ZORDA.HERBZ1)

LANDING ALL AIRPORTS: From GREGS on track 115° to cross GUUCH between 6000 and 8000, then on track 115° to cross HERBZ at 6000 and at 240K, then on track 115° to cross CROEW at 5000 and at 240K, then on track 113°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
FINGR.HIBIL3 21112

HIBIL THREE ARRIVAL (RNAV)

NOTE: Chart not to scale.

HIBIL THREE ARRIVAL (RNAV)

AIRRE TRANSITION (AIRRE.HIBIL3)
AXXEE TRANSITION (AXXEE.HIBIL3)
CAMAL TRANSITION (CAMAL.HIBIL3)
DIRRK TRANSITION (DIRRK.HIBIL3)
HITUG TRANSITION (HITUG.HIBIL3)

JETTT TRANSITION (JETTT.HIBIL3)
JRHED TRANSITION (JRHED.HIBIL3)
KLAWW TRANSITION (KLAWW.HIBIL3)
RRONY TRANSITION (RRONY.HIBIL3)
RUBBR TRANSITION (RUBBR.HIBIL3)

From FINGR on track 229° to SLANT, then on track 232° to HIBIL, then on track 232°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BELYY TRANSITION (BELYY.JFRYE5)
BUROZ TRANSITION (BUROZ.JFRYE5)
FILGO TRANSITION (FILGO.JFRYE5)
HNKER TRANSITION (HNKER.JFRYE5)
HYDES TRANSITION (HYDES.JFRYE5)
NUKLZ TRANSITION (NUKLZ.JFRYE5)
STNU TRANSITION (STNU.JFRYE5)
TURKI TRANSITION (TURKI.JFRYE5)
ZORDA TRANSITION (ZORDA.JFRYE5)

LANDING ALL AIRPORTS: From GREGS on track 090° to MNKEE, then on track 116° to JFRYE, then on track 143°. Expect RADAR vectors to final approach course.

NOTE: Jet aircraft only.
NOTE: When DFW is landing north, expect the HERBZ RNAV STAR.
NOTE: ZORDA, BUROZ, and BELYY Enroute Transitions - ATC assigned only.

NOTE: Chart not to scale.
NOTE: Jet aircraft only.

NOTE: For use when DFW is operating in a north flow. When DFW is operating in a south flow, file and expect the VKTRY (RNAV) STAR.

NOTE: IBAKE, FAWNT, WLLTR, BELFR, TYPTN, KLAWW Enroute Transitions - Do Not File - to be assigned by ATC.

NOTE: RBUKL Transition: For OKC terminal area departures only.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

(continued on following page)
ARRIVAL ROUTE DESCRIPTION

From VKTRY on track 131° to cross JOVEM between 13000 and 15000 and at 270K, then on track 131° to cross MSSLE at 12000 and at 240K, then on track 131° to cross SILER at 12000 and at 210K, then on track 173° to KBOOM, then on track 176° to FUEWL, then on track 176°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

NOTE: Chart not to scale.

260°
10 NM
(RNAV
(SLUGG.LIKES3)

044°. Expect RADAR vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

Vertical Navigation Planning Information

Turbinejet:

When DFW is in north flow
Expect 5000
When DFW is in south flow
Expect 6000

When DFW is in north flow
Expect 8000

PROPS:

When DFW is in south flow
Expect 8000

 expect

Slugg Transition (SLUGG.LIKES3): (For ABI terminal area departures only.)

Fossil Transition (FOSIL.LIKES3): (For ACT and GRK terminal area departures only.)

Gekky Transition (GEEKY.LIKES3): (For ABI terminal area departures only.)

Spad Transition (SPPAD.LIKES3): (For ABI terminal area departures only.)

From Slugg on track 044° to Likes, then on track 044°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

CHEVE TRANSITION (CHEVE.LOADS4)
JROAM TRANSITION (JROAM.LOADS4)
NAVYS TRANSITION (NAVYS.LOADS4)
PNUTS TRANSITION (PNUTS.LOADS4)
PUDJE TRANSITION (PUDJE.LOADS4)

LANDING ALL AIRPORTS: From YEAGR on track 319° to LOADS, then on track 331°. Expect RADAR vectors to final approach course.

NOTE: For use when DAL is in south flow. When DAL is in north flow, file NAVYS transition: For KCLL departures only.

NOTE: Chart not to scale.
**ARRIVAL ROUTE DESCRIPTION**

- **CHEVE TRANSITION (CHEVE.MNND04)**
- **FELIZ TRANSITION (FELIZ.MNND04)**
- **HEERE TRANSITION (HEERE.MNND04)**
- **JIGAM TRANSITION (JIGAM.MNND04)**
- **MAJKK TRANSITION (MAJKK.MNND04)**
- **NAVYS TRANSITION (NAVYS.MNND04)**
- **PNUTS TRANSITION (PNUTS.MNND04)**
- **PUDJE TRANSITION (PUDJE.MNND04)**
- **YEAGR TRANSITION (YEAGR.MNND04)**

**From MNND0 on track 313° to GAREE, then on track 313°.**

Expect RADAR vectors to final approach course.

**NOTE:** YEAGR, FELIZ, JIGAM, and HEERE TRANSITIONS: ATC assigned only.

**NOTE:** NAVYS TRANSITION: For KCLL departures only.

**FILE this procedure when DAL is landing north; when DAL is landing south, expect the REDDNR RNAV STAR.**

**NOTE:** Chart not to scale.

**NOTE:** YEAGR, FELIZ, JIGAM, and HEERE TRANSITIONS: ATC assigned only.

**NOTE:** NAVYS TRANSITION: For KCLL departures only.
NOTE: RADAR required.
NOTE: DME required at fix MUDDE.
ARRIVAL ROUTE DESCRIPTION

BOWIE TRANSITION (UKW.MOTZA1): From over UKW VORTAC on UKW R-159 to MOTZA. Thence . . . .

MUDDE TRANSITION (MUDDE.MOTZA1): From over MUDDE on IRW R-166 to MOOSE, then on UKW R-015 to UKW VORTAC, then on UKW R-159 to MOTZA. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA1): From over PNH VORTAC on PNH R-097 to HEATR, then on SPS R-299 to SPS VORTAC, then on SPS R-115 and UKW R-299 to UKW VORTAC, then on UKW R-159 to MOTZA. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA1): From over TXO VORTAC on TXO R-086 to GANJA, then on UKW R-283 to PLEBS, then on FUZ R-303 to MOTZA. Thence . . . .

TULSA TRANSITION (TUL.MOTZA1): From over TUL VORTAC on TUL R-209 to MOOSE, then on UKW R-015 to UKW VORTAC, then on UKW R-159 to MOTZA. Thence . . . .

TURKI TRANSITION (TURKI.MOTZA1): From over TURKI on TXO R-086 to GANJA, then on UKW R-283 to PLEBS, then on FUZ R-303 to MOTZA. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA1): From over SPS VORTAC on SPS R-115 and UKW R-299 to UKW VORTAC, then on UKW R-159 to MOTZA. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA1): From over IRW VORTAC on IRW R-166 to MOOSE, then on UKW R-015 to UKW VORTAC, then on UKW R-159 to MOTZA.

Thence . . . .

. . . . From over MOTZA heading 140° for vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BGTOE TRANSITION (BGTOE.PAWLZ3)

DITSY TRANSITION (DITSY.PAWLZ3)

From KNEAD on track 034° to TUUUU, then on track 069° to PAWLZ, then on track 069°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: ATC assigned only.

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

20198

Z38

REGIONAL APP CON
119.875 133.625 284.65
D-ATIS ARR
123.775

SC-2, 11 JUL 2024 to 05 SEP 2024
ARRIVAL ROUTE DESCRIPTION

CHEVE TRANSITION (CHEVE.REDDN4)
FELIZ TRANSITION (FELIZ.REDDN4)
HEERE TRANSITION (HEERE.REDDN4)
JIGAM TRANSITION (JIGAM.REDDN4)
MAJKK TRANSITION (MAJKK.REDDN4)
NAVYS TRANSITION (NAVYS.REDDN4)
PNUTS TRANSITION (PNUTS.REDDN4)
PUDJE TRANSITION (PUDJE.REDDN4)
YEAGR TRANSITION (YEAGR.REDDN4)

From REDDN on track 315° to BACHR, then on track 315°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

CHEVE TRANSITION (CHEVE.REEKO3)
CRIED TRANSITION (CRIED.REEKO3)
NAVYS TRANSITION (NAVYS.REEKO3): (For CLL departures only).
PNUTS TRANSITION (PNUTS.REEKO3)
PUDJE TRANSITION (PUDJE.REEKO3)

From DODJE on track 296° to REEKO, then on track 281° to SWVAY, then on track 265° to SCOPS, then on track 265°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE7): From over ADM VORTAC on ADM R-125 and BYP R-305 to CAINE, then on FUZ R-035 to SASIE. Thence . . . .

BONHAM TRANSITION (BYP.SASIE7): From over BYP VORTAC on BYP R-248 to SASIE. Thence . . . .

CAINE TRANSITION (CAINE.SASIE7): From over CAINE on FUZ VORTAC R-035 to SASIE. Thence . . . .

FORT SMITH TRANSITION (FSM.SASIE7): From over FSM VORTAC on FSM R-215 to MAMEE, then on BYP R-035 to BYP VORTAC, then on BYP R-248 to SASIE. Thence . . . .

LITTLE ROCK TRANSITION (LIT.SASIE7): From over LIT VORTAC on LIT R-247 to MEEOW, then on LIT R-247 and BYP R-064 to GLOVE, then on BYP R-064 to BYP VORTAC, then on BYP R-248 to SASIE. Thence . . . .

PARIS TRANSITION (PRX.SASIE7): From over PRX VOR/DME on PRX R-263 and BYP R-083 to MONTE, then on BYP R-083 to BYP VORTAC, then on BYP R-248 to SASIE. Thence . . . .

TEXARKANA TRANSITION (TXK.SASIE7): From over TXK VORTAC on TXK R-286 to GLOVE, then on BYP R-064 to BYP VORTAC, then on BYP R-248 to SASIE. Thence . . . .

TULSA TRANSITION (TUL.SASIE7): From over TUL VORTAC on TUL R-157 to MAMEE, then on BYP R-035 to BYP VORTAC, then on BYP R-248 to SASIE. Thence . . . .

. . . . from SASIE, then on heading 255° or as assigned by ATC. Expect RADAR vectors to final approach course.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: For use when DFW is operating in a south flow.
   When DFW is operating in a north flow, file and expect the BRDJE RNAV STAR.
ARRIVAL ROUTE DESCRIPTION

AXXEE TRANSITION (AXXEE.SEEVR4): (For aircraft filing FL230 and below only)
CHMLI TRANSITION (CHMLI.SEEVR4): (ATC assigned only)
FEWWW TRANSITION (FEWWW.SEEVR4)
HITUG TRANSITION (HITUG.SEEVR4)
JRHD TRANSITION (JRHD.SEEVR4): (ATC assigned only)
PROWD TRANSITION (PROWD.SEEVR4): (ATC assigned only)
RRNET TRANSITION (RRNET.SEEVR4)
RRONY TRANSITION (RRONY.SEEVR4): (For aircraft filing FL230 and below only)

From SEEVR on track 225° to cross BRDJE between 11000 and 12000 and at 250K, then on track 248° to cross NUSSS between 8000 and 10000 and at 240K, then on track 263° to cross YAHBT at 6000 and at 230K, then on track 265°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

GZNTA TRANSITION [GZNTA.SHAAM2]
HYDES TRANSITION [HYDES.SHAAM2]

From GREGS on track 136° to ROWDI, then on track 094° to SHAAM, then on track 094°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: KDFW landing north select Rwy 36L Transition. Expect runway assignment from Dallas Regional APP CON prior to ZROBA.

NOTE: KDFW landing south select Rwy 18R Transition. Expect runway assignment from Dallas Regional APP CON prior to ZROBA.

NOTE: Chart not to scale.

**GEEKY TRANSITION (GEEKY.SHMPP3)**
**GUTZU TRANSITION (GUTZU.SHMPP3)**
**KILO TRANSITION (KILO.SHMPP3)**
**SNGGL TRANSITION (SNGGL.SHMPP3)**

(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

From BOOVE on track 040° to SHMPP, then on track 040° to ZROBA.

LANDING RUNWAYS 13L/R, 17L/C/R, 18L/R: From ZROBA on track 040° to cross CURLE at 13000 and at 270K, then on track 040° to cross MOWWWW between 12000 and 13000 and at 240K, then on track 040° to cross DELMO at 12000 and at 210K, then on track 355°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 31L/R, 35L/C/R, 36L/R: From ZROBA on track 080° to cross RJAYY at 11000 and at 250K, then on track 080°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

AIRRE TRANSITION (AIRRE.SLANT3): (For traffic filing FL190 and below.)

AXXEE TRANSITION (AXXEE.SLANT3): (For aircraft filing FL230 and below.)

CAMAL TRANSITION (CAMAL.SLANT3)

DIRRK TRANSITION (DIRRK.SLANT3)

HITUG TRANSITION (HITUG.SLANT3)

JRHED TRANSITION (JRHED.SLANT3): (ATC assigned only.)

KLAWW TRANSITION (KLAWW.SLANT3)

RRONY TRANSITION (RRONY.SLANT3): (For aircraft filing FL230 and below.)

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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AIRRE TRANSITION (AIRRE.SLANT3): (For traffic filing FL190 and below.)

AXXEE TRANSITION (AXXEE.SLANT3): (For aircraft filing FL230 and below.)

CAMAL TRANSITION (CAMAL.SLANT3)

DIRRK TRANSITION (DIRRK.SLANT3)

HITUG TRANSITION (HITUG.SLANT3)

JRHED TRANSITION (JRHED.SLANT3): (ATC assigned only.)

KLAWW TRANSITION (KLAWW.SLANT3)

RRONY TRANSITION (RRONY.SLANT3): (For aircraft filing FL230 and below.)

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From BOOVE on track 040° to cross ISABL between 7000 and 9000 and at 250K, then on track 080° to cross SCKK at 5000 and at 230K, then on track 077°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BGTOE TRANSITION (BGTOE.SWVAY4)

DITSY TRANSITION (DITSY.SWVAY4)

FRSTI TRANSITION (FRSTI.SWVAY4): (For ACT and GRK Terminal Area departures only).

SHLLY TRANSITION (SHLLY.SWVAY4): (For ABI Terminal Area departures only).

From KNEAD on track 058° to DRYYE, then on track 068° to SCOPS, then on track 084° to SWVAY, then on track 084°. Expect RADAR vectors to final approach course.
From KNEAD on track 035° to TILLA, then on track 028° to cross BARGO at 12000 and at 250K, then on track 046°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: ATC assigned only.

NOTE: Turbojet aircraft only.

NOTE: DME/DMR/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DMR/IRU or GPS required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

SASIE VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS NORTH FLOW:
Expect 10000

TURBOJETS SOUTH FLOW:
Expect 11000

PROPS:
Expect 5000 or 6000

ARRIVAL ROUTE DESCRIPTION

AXXEE TRANSITION (AXXEE.TRUUK2): (For aircraft filing FL230 and below).

HITUG TRANSITION (HITUG.TRUUK2)

PONYY TRANSITION (PONYY.TRUUK2)

RRNET TRANSITION (RRNET.TRUUK2)

RRONY TRANSITION (RRONY.TRUUK2): (For aircraft filing FL230 and below).

From SASIE on track 266° to BLECO, then on track 242° to TRUUK, then on track 190°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

Transition Routes

NOTE: For use when DFW is operating in a south flow.
When DFW is operating in a north flow, file and expect the JOVEM RNAV STAR.

NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Aircraft should expect ILS or LOC Rwy 18R.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: ATC assigned only.

[CONTINUED ON FOLLOWING PAGE]

For completeness:

(For OKC Terminal Area Departures only.)
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Aircraft should expect ILS or LOC RWY 18R.
NOTE: For use when DFW is operating in a south flow.
   When DFW is operating in a north flow, file and expect the JOVEM RNAV STAR.

ARRIVAL ROUTE DESCRIPTION

From VKTRY on track 122° to cross ZMMAN between 7000 and 9000 and at 250K.

LANDING RUNWAY 13R: From ZMMAN on track 135° to cross THASA at 5000 and at 240K, then on track 135° to MORRY, then on track 135° to POPPA, then on track 135°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 17L/C/R, 18L/R: From ZMMAN on track 090° to cross PHAUP at 5000 and at 230K, then on track 090°. Expect RADAR vectors to final approach course.
From MOTZA on track 132° to WESAT, then on track 130°. Expect RADAR vectors to final approach course.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: For use when DFW is operating in a north flow. When DFW is operating in a south flow, file and expect the BEREE RNAV STAR.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

CRIED TRANSITION (CRIED.WHINY4):
OUTLN TRANSITION (OUTLN.WHINY4): (ATC assigned only.)
PNUTS TRANSITION (PNUTS.WHINY4):
POPSY TRANSITION (POPSY.WHINY4): (ATC assigned only.)
POWND TRANSITION (POWND.WHINY4): (ATC assigned only.)
STUFT TRANSITION (STUFT.WHINY4):
YUYUN TRANSITION (YUYUN.WHINY4):

From BEREE on track 309° to cross WHINY at or above 12000 and at 260K, then on track 316° to cross HOWDY between 11000 and 12000 and at 250K, then on track 295° to cross BERMS at 8000 and at 240K, then on track 270° to cross HLLZZ at 6000 and at 230K, then on track 270°. Expect RADAR vectors to final approach course.
Transition Routes

CONTINUED ON FOLLOWING PAGE

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

BONHAM TRANSITION (BYP.WILBR9): From over BYP VORTAC on BYP R-196 to WILBR. Thence . . . .
FORT SMITH TRANSITION (FSM.WILBR9): From over FSM VORTAC on FSM R-215 to MAMEE, then on BYP R-035 to BYP VORTAC, then on BYP R-196 to WILBR. Thence . . . .
LITTLE ROCK TRANSITION (LIT.WILBR9): From over LIT VORTAC on LIT R-247 to MEEOW, then on LIT R-247 and BYP R-064 to GLOVE, then on BYP R-064 to DECAP, then on TTT R-042 to WILBR. Thence . . . .
PARIS TRANSITION (PRX.WILBR9): From over PRX VOR/DME on PRX R-263 and BYP R-083 to MONTE, then on BYP R-083 to OKUCI, then on TTT R-042 to WILBR. Thence . . . .
TEXARKANA TRANSITION (TXK.WILBR9): From over TXK VORTAC on TXK R-286 to GLOVE, then on BYP R-064 to DECAP, then on TTT R-042 to WILBR. Thence . . . .
TULSA TRANSITION (TUL.WILBR9): From over TUL VORTAC on TUL R-157 to MAMEE, then on BYP R-035 to BYP VORTAC, then on BYP R-196 to WILBR. Thence . . . .

. . . . from over WILBR on TTT R-042 . . . .

ALL AIRCRAFT LANDING SOUTH: To BRDJE depart heading 255°, expect RADAR vectors for base leg.
JETS LANDING NORTH: To BRDJE, to KNACK, to PERSN, to FUNKY, to TOWNN, then depart heading 175°, expect RADAR vectors.
PROP AIRCRAFT LANDING NORTH: To BRDJE, to KNACK, to PERSN, then depart heading 190°, expect RADAR vectors.
NOTE: RADAR required.

NOTE: HERRI TRANSITION, ATC assigned only.

NOTE: PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect and or file the CEDAR CREEK STAR.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AEX.YEAGR4): From over AEX VORTAC on AEX R-291 to NOBBL, then on FZT R-096 to FZT VOR/DME, then on FZT R-302 to SNOWE, then on CVE R-118 to YEAGR. Thence. . . .

CENTEX TRANSITION (CWK.YEAGR4): From over CWK VORTAC on CWK R-040 to NAVYS, then on CQY R-180 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

ELM GROVE TRANSITION (EMG.YEAGR4): From over EMG VORTAC on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to SNOWE, then on CVE R-118 to YEAGR. Thence. . . .

GREGG COUNTY TRANSITION (GGG.YEAGR4): From over GGG VORTAC on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to SNOWE, then on CVE R-118 to YEAGR. Thence. . . .

GIFFA TRANSITION (GIFFA.YEAGR4): From over GIFFA on CQY R-128 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

HUMBLE TRANSITION (IAH.YEAGR4): From over IAH VORTAC on IAH R-358 to GIFFA, then on CQY R-128 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

LEONA TRANSITION (LOA.YEAGR4): From over LOA VORTAC on LOA R-341 and CQY R-163 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

MAGNOLIA TRANSITION (MHZ.YEAGR4): From over MHZ VORTAC on MHZ R-274 and MLU R-089 to MLU VORTAC, then on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to SNOWE, then on CVE R-118 to YEAGR. Thence. . . .

MONROE TRANSITION (MLU.YEAGR4): From over MLU VORTAC on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to SNOWE, then on CVE R-118 to YEAGR. Thence. . . .

NAVYS TRANSITION (NAVYS.YEAGR4): From over NAVYS on CQY R-180 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

SIDON TRANSITION (SQS.YEAGR4): From over SQS VORTAC on SQS R-235 and MLU R-054 to MLU VORTAC, then on MLU R-262 and EMG R-078 to EMG VORTAC, then on EMG R-264 and GGG R-084 to GGG VORTAC, then on GGG R-253 and CQY R-073 to CAPTI, then on CQY R-073 to SNOWE, then on CVE R-118 to YEAGR. Thence. . . .

WACO TRANSITION (ACT.YEAGR4): From over ACT VORTAC on ACT R-050 and CQY R-234 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

. . . from over YEAGR, depart heading 315° or as assigned by ATC.

Expect RADAR vectors to final.
NOTE: Chart not to scale.

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Prop and Turboprop only.

GEEKY TRANSITION (GEEKY.ZROBA1)
GUTZZ TRANSITION (GUTZZ.ZROBA1)
KILO TRANSITION (KILO.ZROBA1)
SNGGL TRANSITION (SNGGL.ZROBA1)

(CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

D-ATIS ARR
123.775
REGIONAL APP CON
119.875 284.65

NOTE: Chart not to scale.

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Prop and Turboprop only.

ARIAIVAL ROUTE DESCRIPTION

From BOOVE on track 040° to ZROBA.

Landing RUNWAYS 13L/R, 17L/C/R, 18L/R: From ZROBA on track 015° to VIKRZ, then on track 015°. Expect RADAR vectors to final approach course.

Landing RUNWAYS 35L/C/R, 36L/R, 31 L/R: From ZROBA on track 080° to RJAYY, then on track 080°. Expect RADAR vectors to final approach course.
INTENTIONALLY
LEFT
BLANK
RNAV (GPS) RWY 17L
ABILENE RGNL (ABI)

ATIS
118.25
122.5

ABILENE APP CON
125.0 338.3 (EAST)
127.2 282.3 (WEST)

ABILENE TOWER
120.1 257.8

GND CON
121.7 348.6

MISSED APPROACH: Climb to 4000 direct IBRIF and hold, continue climb-in-hold to 4000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C.

Procedure NA for arrivals on ABI VORTAC airway radials 037 CW 071.

LNAV only.

CIRCLING
2300-1 509 (600-1)
2320-1 529 (600-1)
2420-1 629 (700-1)
2460-2 669 (700-2)
2620-3 829 (900-3)

APM CRS
WAAS
CH 50317
W17A

Rwy Idg
1798
1791

Apt Elev
1791

32°25’N-99°41’W

ABILENE, TEXAS
AL-1 (FAA)

22307
RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats to RVR 6000, and LNAV Cats C/D/E to 1/2 SM.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

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** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
VOR or GPS-A

ABILENE RGNL (ABI)

ATIS 118.25
ABILENE APP CON 125.0 388.3 [EAST] 127.2 282.3 [WEST]
ABILENE TOWER 120.1 257.8
GND CON 121.7 348.6

NoPT for arrivals on ABI VORTAC airway radials 195 CW 318.

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct ABI VORTAC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>FAF to MAP 4.3 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>2320-1</td>
<td>2420-1\frac{3}{4}</td>
<td>2460-2</td>
<td></td>
</tr>
<tr>
<td>509 (600-1)</td>
<td>529 (600-1)</td>
<td>629 (700-\frac{3}{4})</td>
<td>669 (700-2)</td>
<td></td>
<td></td>
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</tbody>
</table>

Knots 60 90 120 150 180
Min:Sec 4:18 2:52 2:09 1:43 1:26

ABILENE, TEXAS
Amdt 88 23APR20

32°25'N-99°41'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 17

ALBANY MUNI (T23)

Rwy 17 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Breckenridge altimeter setting.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

3500 direct HAVPU and hold.

Procedure NA for arrivals at CIYAL on V16 northeast bound.

Procedure NA for arrivals at WAPEV on V66 eastbound.

Amdt 1C 25APR19

32°43'N-99°16'W
RNAV (GPS) RWY 35
ALBANY MUNI (T23)

**RNAV APCH.**

Rwy 35 helicopter visibility reduction below 1/2 SM NA. Baro-VNAV NA. Use Breckenridge altimeter setting.

<table>
<thead>
<tr>
<th>BKD AWOS-3</th>
<th>ABILENE APP CON</th>
<th>CTAF</th>
<th>123.5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>120.175</strong></td>
<td><strong>125.0 338.3</strong></td>
<td>122.9</td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 3500 direct JAMKU and hold.

- Procedure NA for arrivals at CIYAL on V16 northeast bound.
- Procedure NA for arrivals at WAPEV on V66 eastbound.

**ELEV 1415**

**TDZE 1415**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1728-1 313 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1728-1 313 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1800-1 385 (400-1)</td>
<td>1800-1 385 (400-1)</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>2000-1 585 (600-1)</td>
<td>2360-2 945 (1000-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

Amdt 1C 25APR19

ALBANY, TEXAS

Apt Elev 1415

**32°43'N-99°16'W**

SC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, procedure NA ASR RF required. GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.

RNAV (RNP) Z RWY 4
RICK HUSBAND AMARILLO INTL (AMA)

APPROACH

ATIS 118.85 350.3
AMARILLO APP CON 119.5 307.0
AMARILLO TOWER 118.3 [CTAF] 257.9
GND CON 121.9 348.6
CLNC DEL 121.65 239.275
UNICOM 122.95

MISA RW04 25 NM

RNAV 1 - GPS or RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).

See planview for multiple IF locations.

CATEGORY

A B C D

RNP 0.12 DA 3969/40 362 (400-½)
RNP 0.30 DA 4019/50 412 (500-1)

AUTHORIZATION REQUIRED

AMARILLO, TEXAS
Amdt 1 12OCT17

RICK HUSBAND AMARILLO INTL (AMA)

RNAV (RNP) Z RWY 4

35°13'N-101°42'W
For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 52°C (125°F). RF required. GPS required. For inop ALS, increase RNP 0.14 all Cats visibility to ½ SM and increase RNP 0.30 all Cats visibility to 1½ SM.

RNAV (RNP) Z RWY 22
RICK HUSDAN AMARILLO INTL (AMA)

MALSR

MISSED APPROACH: (Do not exceed 185 K until FIMVI) Climb to 5400 on track 218° to WEBVI, left turn to FIMVI, then track 070° to CAUDE and hold.

AUTHORIZED: (A) DA

See planview for multiple IF locations.

RNP 0.14 DA
3884-½ 278 (300-½)

RNP 0.30 DA
3958-¾ 352 (400-¾)

AUTHORIZATION REQUIRED

35°13'N-101°42'W
RICK HUSBAND AMARILLO INTL (AMA)
For uncompensated Baro-VNAV systems, procedure NA below
-14°C (7°F) or above 51°C (124°F). GPS required.

**RNAV 1 - GPS or RADAR REQUIRED**

- **ATIS**: 118.85 350.3
- **AMARILLO APP CON**: 119.5 307.0
- **AMARILLO TOWER**: 118.3(CTAF) 257.9
- **GND CON**: 121.9 348.6
- **CLNC DEL**: 121.65 239.275
- **UNICOM**: 122.95

**ELEV 3607**

**TDZE 3601**

**See planview for multiple IF locations.**

**AUTHORIZATION REQUIRED**

- **RNP 0.30 DA**: 3930-1/8 329 (400-1/8)
For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -22°C or above 41°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and UNAV/VNAV and UNAV Cat E to 1/4 SM. **UAVR 1800 authorized with use of FD or AP or HUD to DA.

**UAVR** **APCH.**

**ASR**

**FOR** **PMG** **APCH.**

**MALSR**

**MISSING APPROACH:** Ascend to 5400 direct CIPLI and on track 053° to ZUKTA and hold.

**ATIS**

**AMARILLO APP CON**

**AMARILLO TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**RNP APCH.**

**Procedure NA for arrivals at SIDER on V402 southwest bound.**

**Procedure NA for arrivals at YOCAN on V81 southbound.**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 61).**

**CATEGORY**

**A**  **B**  **C**  **D**  **E**

**LPV DA**

3807/24  200 (200-1/2)

**PNAV/VNAV**

4028/50  421 (500-1)

**MISSED APPROACH:** Climb to 5400 direct CIPLI and on track 053° to ZUKTA and hold.

**SC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Y RWY 13
RICK HUSBAND AMARILLO INTL (AMA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C.

Procedure NA for arrivals at SIDER on V402 southwest bound.

Procedure NA for arrivals at UKDEW on V12-280 northeast bound.

MISSED APPROACH: Climb to 5400 direct PAMPE and on track 105° to CAUDE and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C.
RNAV (GPS) Y RWY 22
RICK HUSBAND AMARILLO INTL (AMA)

AMARILLO, TEXAS

APP CRS
233°
Rwy Idg
13502
TDZE
3606
Apt Elev
3607

TWR
3724

For inop ALS, increase Cat C/D/E visibility to RVR 6000.

ATIS
118.85 350.3
AMARILLO APP CON
119.5 307.0
AMARILLO TOWER
118.3 (CTAF)
GND CON
121.9
CLNC DEL
348.6
UNICOM
121.65
239.275
122.95

GND CON
121.9
348.6
CLNC DEL
121.65
239.275
UNICOM
122.95

RNAP APCH.

For inop ALS, increase Cat C/D/E visibility to RVR 6000.

Procedure NA for arrivals at JUNVE on V304 northbound.

For inop ALS, increase Cat C/D/E visibility to RVR 6000.

RNAV (GPS) Y RWY 22
RICK HUSBAND AMARILLO INTL (AMA)

SC-2, 11 JUL 2024 to 05 SEP 2024

AMARILLO, TEXAS

Amdt 1A 10SEP20

ELEV 3607
TDZE 3606

5400 CAUDE

EGPWS

5400

EGPWS

5400

CAUDE

ELTIC

ZUKTA

5 NM

Holding Pattern

5 NM

Holding Pattern

ELTIC

ZUKTA

0.6 NM to CIPLI

CIPLI

CIRCLING
4080-1
473 (500-1)

4240-1 1/2
633 (700-1 1/4)

4280-2 1/4
673 (700-2 1/4)

4460-3
853 (900-3)

CIRCLING
4080-1
473 (500-1)

4240-1 1/2
633 (700-1 1/4)

4280-2 1/4
673 (700-2 1/4)

4460-3
853 (900-3)

CIRCLING
4080-1
473 (500-1)

4240-1 1/2
633 (700-1 1/4)

4280-2 1/4
673 (700-2 1/4)

4460-3
853 (900-3)
For inop ALS, increase LDA/GS-22 all Cats visibility to ½ SM; increase LDA-22 Cat C/D/E visibility to 3/4 SM. Final approach course offset 4.45 degrees intersects the runway centerline 2509' from Rwy 22 thld.
VOR RWY 13
RICK HUSBAND AMARILLO INTL (AMA)

ATIS         118.85 350.3
AMARILLO APP CON  119.5 307.0
AMARILLO TOWER  118.3 (CTAF)  257.9
GND CON     121.9 348.6
CLNC DEL    121.65 239.275
UNICOM      122.95

DME required.

MISSED APPROACH: Climbing right turn to 5300 on PNH VORTAC R-176 to JILPY/11 DME and hold.

AMARILLO, TEXAS
Orig:B 10OCT19
35°13’N-101°42’W
VOR RWY 22
RICK HUSBAND AMARILLO INTL (AMA)

DME required.

For inop ALS, increase Cat C visibility to 1 SM.

ATIS
AMARILLO APP CON
AMARILLO TOWER
GND CON
CLNC DEL
UNICOM

AL-19 (FAA)
AMARILLO, TEXAS
2020

VOR RWY 22
RICK HUSBAND AMARILLO INTL (AMA)

MISSED APPROACH: Climbing left turn to 5300 on PNH R-176 to JILPY/11 DME and hold.

For inop ALS, increase Cat C visibility to 1 SM.

AMARILLO, TEXAS
Amdt 1A 10OCT19
DME required.

MISSED APPROACH: Climbing left turn to 5300 on PNH VOR/TAC R-176 to JILPY/11 DME and hold.
READBACK OF ALL RUNWAYS HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

RECORD OF ALL RUNWAYS HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 35
TRADEWIND (TDW)

Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.
Boro-VNAV NA. Use Rick Husband Amarillo Intl altimeter setting; when not received, use Hereford altimeter setting; increase LPV DA to 3983 feet, LNAV/VNAV DA to 4108 feet, and all MDAs 80 feet, and increase LNAV/VNAV all Cats and Circling Cat B visibility ¼ SM.

MISSING APPROACH: Climb to 4100 then climbing left turn to 6100 direct ZERAR and hold, continue climb-in-hold to 6100.

AWOS-AV 118.475
AMA ASOS 118.85 350.3
AMARILLO APP CON* 119.5 307.0
CLNC DEL 125.4
UNICOM 122.8 (CTAF)

APAUS-AV 4196
AMA ASOS 4148
AMARILLO APP CON* 4100
CLNC DEL 4100
UNICOM 4256

RNP APCH-GPS.

RNAV (GPS) RWY 35
TRADEWIND (TDW)

AMA ASOS 118.85 350.3
AMARILLO APP CON* 119.5 307.0
CLNC DEL 125.4
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 35
TRADEWIND (TDW)

RNAV (GPS) RWY 35
TRADEWIND (TDW)

RNAV (GPS) RWY 35
TRADEWIND (TDW)

RNAV (GPS) RWY 35
TRADEWIND (TDW)
RNAV (GPS) RWY 16
ANDREWS COUNTY (E11)

**RNAV (GPS) RWY 16**

**AWOS** - 3
118.2

**MIDLAND APP CON**
124.6 290.4

**UNICOM**
122.8 (CTAF)

**AWOS** - 3
118.2

**MIDLAND APP CON**
124.6 290.4

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH:** Climb to 5000 direct ANOXY and via track 150° to PIZON and hold.

**AWOS** - 3
118.2

**MIDLAND APP CON**
124.6 290.4

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH**

**AWOS** - 3
118.2

**MIDLAND APP CON**
124.6 290.4

**UNICOM**
122.8 (CTAF)
When local altimeter setting not received, use Grand Prairie Muni altimeter setting. Inop table does not apply to S-ILS 34. For inop MALSR increase S-LOC 34 Cat A, B visibility to 1 mile.

**ILS or LOC/DME RWY 34**

**ARLINGTON MUNI (GKY)**

**APP CRS**

<table>
<thead>
<tr>
<th>Chan</th>
<th>117.7</th>
<th>113.1</th>
<th>116.2</th>
<th>115.7</th>
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<tr>
<td>Rwy</td>
<td>MOP</td>
<td>T11</td>
<td>CVE</td>
<td>FLZ</td>
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**MALSR**

<table>
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<tbody>
<tr>
<td>MOP</td>
<td>TDZE</td>
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**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA INT/TIT 37 DME and hold.

**ASOS**

| 127.375 | 135.975 | 379.9 |

**REGIONAL APP CON**

| 128.625 (CTAF) |

**ARLINGTON TOWER**

| 121.875 |

**GND CON**

| 121.875 |

**CLNC DEL**

| 118.85 |

**CLNC DEL**

| 118.85 |

**ELEV**

| 628 |

**TDZE**

| 620 |

**MALSR Required**

**LOCALIZER 111.55**

**ILS 5.4 RADAR**

**WIKEB**

**113.1 TTT**

**Chan 78**

**116.2 CVE**

**Chan 109**

**MISS APCH FIX**

**TTT 37**

**TILLA**

**RADAR**

**R-206**

**R-119**

**R-195**

**R-119**

**R-213**

**R-206**

**TILLA**

**TTT**

**VGS and ILS glidepath not coincident**

(VGS Angle 3.00°/TCH 55)

**LOC only.**

**ILS Only.**

**ILS 5.4 RADAR**

**MYKES**

**1140-1**

**1150-1**

**1160-1**

**1170-1**

**1180-1**

**2000-1**

**GS 3.00°**

**TCH 60**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-ILS 34</td>
<td>820-3/4</td>
<td>200 (200-3/4)</td>
<td>NA</td>
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<tr>
<td>S-LOC 34</td>
<td>1060-3/4</td>
<td>440 (500-3/4)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>1140-1</td>
<td>1220-1/2</td>
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</tbody>
</table>
Arlington, Texas

**RNAV (GPS) RWY 16**

**ARLINGTON MUNI (GKY)**

**APP CRS**
- **Rwy Idg**: 6080
- **TDZE**: 628
- **Apt Elev**: 628

**RNAV APCH - GPS**

- **Rwy 16 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Grand Prairie Muni altimeter setting. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.**

**ASOS**
- **Regional App Con**: 127.375, 135.975, 379.9

**Arlington Tower**
- **Regional App Con**: 128.625 (CTAF)

**Gnd Con**
- **Clnc Del**: 121.875
- **Clnc Del**: 118.85

**Missed Approach Fix**
- **4 NM**
  - **RYANE**
  - **IRVNN**
  - **TONNE**
  - **RW16**

**Category**
- **LNAV MDA**: 1040-1, 412 (500-1)
- **Circling**: 1100-1, 472 (500-1), 1140-1, 512 (600-1), 1220-1½, 592 (600-1½)

**Rwy 16**
- **Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Grand Prairie Muni altimeter setting. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.**

**Regional App Con**
- **REGIONAL APP CON**: 128.625 (CTAF)

**TWR 724**
- **Clnc Del**: 121.875
- **TWR 724**

**Missed Approach Fix**
- **4 NM**
  - **RYANE**
  - **IRVNN**
  - **TONNE**
  - **RW16**

**Category**
- **LNAV MDA**: 1040-1, 412 (500-1)
- **Circling**: 1100-1, 472 (500-1), 1140-1, 512 (600-1), 1220-1½, 592 (600-1½)
097°05.5'W

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ASOS
127.375
ARLINGTON TOWER *
128.625
GND CON
121.875
CLNC DEL
121.875
118.85 (When Tower Closed)

FIELD ELEV 628

PRIVATE TWR

TWR 724

RWY 16-34
S-60

GA TENANT RAMP

TERMINAL

FIRE STATION

FBO RAMP

GA TENANT RAMP

HANGAR

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
21224
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

AL-5189 (FAA)

21224

SC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on Lit R-235 to Lit VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD0.
TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
JOE POOL SEVEN DEPARTURE

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

REGIONAL DEP CON
135.975 379.9
CLNC DEL
121.875
CLNC DEL (when twr closed)
118.85
GND CON
121.875
ARLINGTON TOWER *
128.625 (CTAF)

RADAR and DME required.

MAVERICK
113.1 TTI
Chan 78

NELYN
177° (38)

JASPA
176° (35)

DARTZ
154° (35)
TSA
154° (35)

ARDIA
193° (22)

BRDEN
310° (65)

LEONA
110.8 LOA
Chan 45

WACO
115.3 ACT
Chan 100

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115

HOARY
204° (66)

R-307
193°

R-024
154° (70)

HOLLY
210°

CHAN
169°

334°

TORN
334°

WINDU
230°

ELLVR
154° (69)

R-074
4000

R-120
6000

R-012
12000

R-334
2400

R-093
7000

NOTES

Rwys 16, 34: Standard.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.
NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.
NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 345° to 1400 before turning southeast bound.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
TEXOMA FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
PANHANDLE 116.6 PNH
Chan 113

TEXICO 112.2 TXO
Chan 59

CHILDRESS 117.0 CDS
Chan 117

LUBBOCK 109.2 LBB
Chan 29

WICHITA FALLS 112.7 SPS
Chan 74

CORONA 115.5 CNX
Chan 102

NOTE: PODDE Transition: ATC assigned.

TOP ALTITUDE:
ASSIGNED BY ATC

REGIONAL DEP CON
135.975 379.9
CLNC DEL
121.875
CLNC DEL (when twr closed)
118.85
GND CON
121.875
ARLINGTON TOWER*
128.625 (CTAF)

ARLINGTON MUNI
ARLINGTON, TEXAS

ARLINGTON TOWER
121.875
CLNC DEL
135.975
REGIONAL DEP CON
121.875
GND CON
118.85
CLNC DEL (when twr closed)

NOTE: Chart not to scale.

NOTE: Podde Transition: ATC assigned.

TAKEOFF MINIMUMS
Rwys 16, 34: Standard.

ABILENE 113.7 ABI
Chan 84

MILLSAP 117.7 MQP
Chan 124

PODDE Transition: ATC assigned.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500 before turning left.
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
RNAV (GPS) RWY 18
ATHENS MUNI (F44)

Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.

**AWOS-3PT** 119.6

**FORT WORTH CENTER** 135.25 265.1

**UNICOM** 123.0 (CTAF)

Procedure NA for arrivals on FZT VOR/DME airway radials 275 CW 004.

When local altimeter setting not received, procedure NA.

Rwy 18 helicopter visibility reduction below ¾ SM NA.

When local altimeter setting not received, procedure NA.
ATHENS, TEXAS

RNAV (GPS) RWY 36
ATHENS MUNI (F44)

APP CRS
358°
Rwy Idg 3988
TDZE 444
Apt Elev 444

RNP APCH.

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<th>AWOS-3PT</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>119.6</td>
<td>135.25 265.1</td>
<td>123.0  (CTAF)</td>
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MISSED APPROACH: Climb to 3000 direct HEKEV and hold.

Procedure NA for arrivals on FZT VOR/DME airway radials 196 CW 275.

Procedure NA for arrivals at NARCS on V477 southbound.

Procedure NA for arrivals at NARCS on V477 southbound.

Category

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<th>A</th>
<th>B</th>
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<tr>
<td>LNAV MDA</td>
<td>900-1</td>
<td>456 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>536 (600-1)</td>
<td>NA</td>
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SC-2, 11 JUL 2024 to 05 SEP 2024

ATHENS, TEXAS
Amdt 1 10OCT19
RNAV (GPS) RWY 5
HALL-MILLER MUNI (ATA)

Rwy 5 helicopter visibility reduction below 3/4 SM NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct YOVUK and left turn via 302° track to DOGGE and hold.

AWOS-3 118.250
TXK ASOS 120.2
FORT WORTH CENTER 123.925 269.475
CTAF 122.9

ELEV 280
TDZE 280

MIRL Rwy 5-23
REIL Rwys 5 and 23

HALL-MILLER MUNI (ATA)
RNAV (GPS) RWY 5

33°06'N-94°12'W

Amdt 1C 02JAN20
Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet and all Cat B visibility 1/4 mile. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 in ATA NDB holding pattern.

ATLANTA, TEXAS
AL-6164 (FAA)

HALL-MILLER MUNI (ATA)

SC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 6
BIG SPRING McMAHON-WRINKLE (BPG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all DA 130 feet, all MDA 140 feet, and increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA with Midland Intl Air and Space Port altimeter setting.

Procedure NA for arrivals at BGS VORTAC airway radials 128 CW 275.

Procedure NA for arrivals at JOKES on V68 southeast bound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all DA 130 feet, all MDA 140 feet, and increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA with Midland Intl Air and Space Port altimeter setting.

5 NM Holding Pattern

51
RNAV (GPS) RWY 17
BIG SPRING McMAHON-WRINKLE (BPG)

Inop table does not apply to LNAV/VNAV and LNAV Cat C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting; increase all DA 130 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C and D visibility ½ SM. Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. VDP NA with Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 43°C.

AWOS-3PT 118.025

FORT WORTH CENTER 133.7 350.2

UNICOM 122.8 (CTAF)

VUCUL

5200 NoPT
085°
(18.7)

NEGCI

5 NM

35°

ILEBE

2673

5200 NoPT
265°
(5)

YALUT

355°

JIMAM

(FAF)

MISSED APCH FIX

NEGCI

5 NM

35°

ILEBE

2673

5200 NoPT
265°
(5)

YALUT

355°

JIMAM

(FAF)

MISSED APPROACH: Climb to 4600 direct NEGCI and hold.
RNAV (GPS) RWY 24

BIG SPRING, TEXAS

WAAS
CH 45632
W24A
APP CRS 240°
Rwy Idg 133.7 350.2
Apt Elev 4601
TDZE 2573

RNAV APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting; increase all DA 130 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A/B visibility ½ SM, and LNAV Cat A visibility ¾ SM. Baro-VNAV and VDP NA with Midland Intl Air and Space Port altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA.

AWOS-3PT
118.025

FORT WORTH CENTER
133.7 350.2

UNICOM
122.8 (CTAF)

ELEV 2573
TDZE 2573

Procedure NA for arrivals on BGS VORTAC airway radials 075 CW 128.

Procedure NA for arrivals at HYMAN on V66 southwest bound, and on V94 westbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting; increase all DA 130 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A/B visibility ½ SM, and LNAV Cat A visibility ¾ SM. Baro-VNAV and VDP NA with Midland Intl Air and Space Port altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA.

Origin 07NOV19

AL-47 (FAA) 24193

RNAV (GPS) RWY 24

BIG SPRING McMAHON-WRINKLE (BPG)

SC-2, 11 JUL 2024 to 05 SEP 2024
### RNP APCH.

- **WAAS CH 99418**
- **App CRS 355°**
- **Rwy Idg 8803**
- **TDZE 2563**
- **Apt elev 2573**

**Boro-VNAV NA** when using Midland Intl Air and Space Port altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below 20°C or above 43°C. VDP NA with Midland Intl Air and Space Port altimeter setting. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting: increase all DA 130 feet and all MDA 140 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½ SM and LNAV Cat C and D visibility ½ SM.

### AWOS-3PT
- **118.025**

### FORT WORTH CENTER
- **133.7 350.2**

### UNICOM
- **122.8 (CTAF)**

#### MISSED APPROACH: Climb to 5200 direct YALUT and hold.

---

### ELEV 2573
### TDZE 2563

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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<tr>
<td>LPV DA</td>
<td>2813-1 250 (300-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2979-1½ 416 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>3060-1 497 (500-1)</td>
<td>3060-1½ 497 (500-1½)</td>
<td>3060-1½ 497 (500-1½)</td>
<td></td>
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</table>
MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

NoPT for arrival on BGS VORTAC airway radials 249 CW 075.

VOR/DME RWY 17
BIG SPRING McMAHON-WRINKLE (BPG)

SSALS

When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl Air and Space Port altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl Air and Space Port altimeter setting. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and Circling Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile.
When VGSi inoperative, Circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl Air and Space Port altimeter setting. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase all MDA 140 feet, increase S-35 Cats C and D and Circling Cats C and D visibility 1/2 mile.

MISSED APPROACH: Climb to 4500 direct to BGS VORTAC and hold.

AWOS-3PT
118.025

FORT WORTH CENTER
133.7 350.2

UNICOM
122.8 (CTAF)

SC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17
JONES FLD (F:\)

**Category**

<table>
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<td>LPV DA</td>
<td>906-1</td>
<td>288 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1030-1½</td>
<td>412 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1180-1</td>
<td>562 (600-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>1240-1</td>
<td>622 (700-1)</td>
<td>1400-1</td>
<td>782 (800-1)</td>
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</table>

**Procedure NA for arrival on PRX VOR/DME airway radial 263.**

**Procedure NA for arrival on BYP VORTAC airway radials 278 CW 086.**

- **Amdt 2C** 28DEC23
- **AWOS-3 PT** 118.05
- **FORT WORTH CENTER** 127.6 254.3
- **UNICOM** 122.8 (CTAF)

**HOLD** 10000 2500

**BONHAM, TEXAS**

**RNAV (GPS) RWY 17**

**SC-2, 11 JUL 2024 to 05 SEP 2024**
### RNP APCH - GPS

**Baro-VNAV NA. Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Durant altimeter setting.**

### Unicom

<table>
<thead>
<tr>
<th>AWOS-3 PT</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
</tr>
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<tbody>
<tr>
<td>118.05</td>
<td>127.6</td>
<td>122.8 (CTAF)</td>
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</tbody>
</table>

### Holding Pattern

- **HOLD 6000 2300**
- **4 NM**
  - **TDZE 618**
  - **ELEV 618**

### Procedure NA for arrival on BYP VORTAC airway radials 114 CW 264.

### Holding Pattern

- **6000 2300**
- **356°**
- **176°**
- **GP 3.00° TCH 35**

### Category

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<td>338 (400-1)</td>
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<td>1314-2</td>
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<td>LNAV MDA</td>
<td>1340-1</td>
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<td></td>
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<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>722 (800-1)</td>
<td>NA</td>
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</table>

### Holding Pattern

- **5.1 NM**
- **4.9 NM**

### Chart Information

- **BONHAM, TEXAS**
- **AL-6722 (FAA)**
- **RNAV (GPS) RWY 35**
- **JONES FLD (FAA)**
- **MISSED APCH: Climb to 2500 direct UDOCE and hold.**
- **Amdt 1C 28DEC23**

### Chart Notes

- **33°37'N-96°11'W**
When local altimeter setting not received, use Durant altimeter setting.

MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

<table>
<thead>
<tr>
<th>AWOS-3 PT</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>118.05</td>
<td>127.6 254.3</td>
<td>122.8 (CTAF)</td>
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<tr>
<td>S-17</td>
<td>1200-1</td>
<td>582 (600-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1240-1</td>
<td>1400-1</td>
<td>782 (800-1)</td>
<td>NA</td>
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</table>

Bonham, Texas
Amdt 1B 20MAY21

33°37’N-96°11’W
Procedure NA for arrivals at EXELL on V81 northwest bound.

Procedure NA for arrivals at BROKE on V272 eastbound and V12-280 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 51°C.
RNAV (GPS) RWY 35
HUTCHINSON COUNTY (BGD)

ASOS
118.325

AMARILLO APP CON *
119.5 307.0

UNICOM
123.0 (CTAF)

MISSING APCH FIX

5 NM

JISAM

MISSING APCH FIX

5 NM

JISAM

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC

3400 direct JISAM and hold.

MISSED APPROACH: Climb to 5000 direct JISAM and hold.

Rwy 35 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.
RNAV (GPS) RWY 17

BOWIE MUNI (F2)

AWOS-3PT 118.75

FORT WORTH CENTER 127.95 322.325

UNICOM 122.8 (CTAF)

Rwy 17 helicopter visibility reduction below 1 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 54° C.

MISSED APPROACH: Climb to 3000 direct FENUP and hold.

ELEV 1101
TDZE 1101

30 NM to JABEV (NoPT)

080°

30 NM to PEDUE

2800

260°

080°

2800

JABEV

PEDUE

2800

200K

1501

1470

1471

1729

200K

2800

350°

2800

200K

HIXEL

33°36'N-97°47'W

33°36'N-97°47'W

RNAV (GPS) RWY 17

BOWIE MUNI (F2)

RNAV (GPS) RWY 17

BOWIE MUNI (F2)

WAAS CH 99741 W17A

APP CRS 170°

Rwy Idg 3603

TDZE 1101

Apt Elev 1101

RNAV (GPS) RWY 17

BOWIE MUNI (F2)
**RNAV (GPS) RWY 17**  
**STEVENS COUNTY (BKA)**

**AWOS-3**  
**120.175**  
**FORT WORTH CENTER**  
**127.0 360.6**  
**UNICOM**  
**122.8 (CTAF)**

- **Rwy 17** helicopter visibility reduction below ¾ SM NA.

**Procedure NA for arrivals at AJAHO on V77 northeast bound.**

**Procedure NA for arrivals at WAPEV on V66 westbound.**

**Procedure NA for arrivals at CIYAL on V16 northeast bound.**

**MISSED APPROACH:** Climb to 3600 direct RUCOS and hold.

**MISSED APCH FIX**

**RUCOS**

**HOLD 6000**

**6000**

**0.9 NM to AYONA**

**353°**

**3600 to TISEE**

**3600**

**173° to RW17**

**173°**

**1295±**

**1417**

**1328±**

**1407**

**1750**

**2800**

**1920**

**1700-1**

**315 (300-1)**

**LNAV MDA**  
**1700-1 435 (500-1)**  
**1700-1½ 435 (500-1½)**

**AWOS-3**

**120.175**

**FORT WORTH CENTER**

**127.0 360.6**

**UNICOM**

**122.8 (CTAF)**

**Rwy Idg**

**5002**

**1265**

**1284**

**TDZE**

**173°**

**Unicom**

**122.8 (CTAF)**

**ELEV 1284**

**TDZE 1265**

**MISSED APPROACH:** Climb to 3600 direct RUCOS and hold.

**MISSED APCH FIX**

**RUCOS 173° and hold.**

**HOLD 6000**

**6000**

**0.9 NM to AYONA**

**353°**

**3600 to TISEE**

**3600**

**173° to RW17**

**173°**

**1295±**

**1417**

**1328±**

**1407**

**1750**

**2800**

**1920**

**1700-1**

**315 (300-1)**

**LNAV MDA**  
**1700-1 435 (500-1)**  
**1700-1½ 435 (500-1½)**

**AWOS-3**

**120.175**

**FORT WORTH CENTER**

**127.0 360.6**

**UNICOM**

**122.8 (CTAF)**

**Rwy Idg**

**5002**

**1265**

**1284**

**TDZE**

**173°**

**Unicom**

**122.8 (CTAF)**

**ELEV 1284**

**TDZE 1265**

**MISSED APPROACH:** Climb to 3600 direct RUCOS and hold.

**MISSED APCH FIX**

**RUCOS 173° and hold.**

**HOLD 6000**

**6000**

**0.9 NM to AYONA**

**353°**

**3600 to TISEE**

**3600**

**173° to RW17**

**173°**

**1295±**

**1417**

**1328±**

**1407**

**1750**

**2800**

**1920**

**1700-1**

**315 (300-1)**

**LNAV MDA**  
**1700-1 435 (500-1)**  
**1700-1½ 435 (500-1½)**

**AWOS-3**

**120.175**

**FORT WORTH CENTER**

**127.0 360.6**

**UNICOM**

**122.8 (CTAF)**

**Rwy Idg**

**5002**

**1265**

**1284**

**TDZE**

**173°**

**Unicom**

**122.8 (CTAF)**

**ELEV 1284**

**TDZE 1265**

**MISSED APPROACH:** Climb to 3600 direct RUCOS and hold.

**MISSED APCH FIX**

**RUCOS 173° and hold.**

**HOLD 6000**

**6000**

**0.9 NM to AYONA**

**353°**

**3600 to TISEE**

**3600**

**173° to RW17**

**173°**

**1295±**

**1417**

**1328±**

**1407**

**1750**

**2800**

**1920**

**1700-1**

**315 (300-1)**

**LNAV MDA**  
**1700-1 435 (500-1)**  
**1700-1½ 435 (500-1½)**

**AWOS-3**

**120.175**

**FORT WORTH CENTER**

**127.0 360.6**

**UNICOM**

**122.8 (CTAF)**

**Rwy Idg**

**5002**

**1265**

**1284**

**TDZE**

**173°**

**Unicom**

**122.8 (CTAF)**

**ELEV 1284**

**TDZE 1265**

**MISSED APPROACH:** Climb to 3600 direct RUCOS and hold.

**MISSED APCH FIX**

**RUCOS 173° and hold.**

**HOLD 6000**

**6000**

**0.9 NM to AYONA**

**353°**

**3600 to TISEE**

**3600**

**173° to RW17**

**173°**

**1295±**

**1417**

**1328±**

**1407**

**1750**

**2800**

**1920**

**1700-1**

**315 (300-1)**

**LNAV MDA**  
**1700-1 435 (500-1)**  
**1700-1½ 435 (500-1½)**

**AWOS-3**

**120.175**

**FORT WORTH CENTER**

**127.0 360.6**

**UNICOM**

**122.8 (CTAF)**

**Rwy Idg**

**5002**

**1265**

**1284**

**TDZE**

**173°**

**Unicom**

**122.8 (CTAF)**

**ELEV 1284**

**TDZE 1265**
RNAV (GPS) RWY 35
STEPHENS COUNTY (BKD)

Amdt 1A 05DEC19

BRECKENRIDGE, TEXAS

AWOS-3 120.175

FORT WORTH CENTER 127.0 360.6

UNICOM 122.8 (CTAF)

**RNAV (GPS) RWY 35**

**STEPHENS COUNTY (BKD)**

**BRECKENRIDGE, TEXAS**

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<td>LP MDA</td>
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<tr>
<td>LNAV MDA</td>
<td>1700-1 416 (500-1)</td>
<td>1700-1 416 (500-1 1/2)</td>
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**Procedure NA for arrivals at WAPEV on V66 westbound.**

- AWOS-3 120.175
- FORT WORTH CENTER 127.0 360.6
- UNICOM 122.8 (CTAF)

- **Rwy 35 helicopter visibility reduction below ¼ SM NA.**

**MISSED APPROACH:** Climb to 3600 direct TISEE and hold.

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**32°43’N-98°53’W**
RNAV (GPS) RWY 18

BRIDGEPORT MUNI (XBP)

AWOS-3PT 119.225  FORT WORTH CENTER 127.0 360.6  UNICOM 123.0 (CTAF)

Baro-VNAV and VDP NA when using Decatur altimeter setting. Rwy 18 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 1342 feet and LNAV/VNAV DA to 1423 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3600 direct FIPAL and on track 241° to TIEON and hold, continue climb-in-hold to 3600.

LPV DA 1285-1 ½ 443 (500-1 ½) NA
LNAV/VNAV DA 1366-2 524 (600-2) NA
LNAV MDA 1300-1 458 (500-1) NA
CIRCLING 1480-1 616 (700-1) NA

33°10'N-97°50'W

BRIDGEPORT, TEXAS
Orig-B 08OCT20
Procedure NA for arrival on
UKW VORTAC airway radials
194 CW 233.

Visibility reduction by helicopters NA. When local
altimeter setting not received, use Decatur altimeter
setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2800 via UKW
VORTAC R-175 to SKYLA/UKW 16 DME and hold.

AWOS-3PT
119.225

FORT WORTH CENTER
127.0 360.6

UNICOM
123.0 (CTAF)

BRIDGEPORT, TEXAS
Amdt 1A  08OCT20
**RNAV (GPS) RWY 2**

**TERRY COUNTY (BFE)**

**BROWNFIELD, TEXAS**

**WAAS CH** 50441 **W02A**

**APP CRS** 017°

**Rwy Idg** 5218

**TDZE** 3256

**Apt Elev** 3265

**ELEV**

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV DA** 3589-1 333 (400-1)

**LNAV/ VNAV DA** 3589-1 333 (400-1)

**LNAV MDA** 3640-1 384 (400-1) 3640-1 384 (400-1/2)

**CIRCLING** 3760-1 3920-1 3980-2 4100-2 3/4

**GP 3.00°**

**TCH 43**

**TDZE** 3256

**ELEV** 3265

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**5200 direct LEBDE and hold.**

**33°10'N-102°12'W**
MISSED APPROACH: Climb to 5200 direct WOGFE and hold.

LBB ASOS
125.3 270.275

LUBBOCK APP CON
119.2 351.8

UNICOM
122.8 (CTAF)

BARO-VNAV NA. Circling Rwy 13, 31 NA at night. Rwy 20 helicopter visibility reduction below ¾ SM NA. Use Lubbock altimeter setting, when not received, use Seminole altimeter setting and increase LPV DA to 3609 feet; increase LNAV/VNAV DA to 3629 feet; increase all MDA 20 feet and LNAV Cat C/D visibility ½ SM.

BARO-VNAV NA. Circling Rwy 13, 31 NA at night. Rwy 20 helicopter visibility reduction below ¾ SM NA. Use Lubbock altimeter setting, when not received, use Seminole altimeter setting and increase LPV DA to 3609 feet; increase LNAV/VNAV DA to 3629 feet; increase all MDA 20 feet and LNAV Cat C/D visibility ½ SM.

MISSED APCH FIX
WOGFE

LNAV only.

**LNAV only.**
Procedure NA for arrival on BYP VORTAC airway radials 114 CW 173.

MISSED APPROACH: Climb to 2500 direct IGATE and hold.

DAL ASOS 120.15
FORT WORTH CENTER 132.025 360.75
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 4
HEMPHILL COUNTY (HHF)

RNP APCH - GPS.

Circling NA to Rwys 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase LPV DA to 2751; increase LNAV/VNAV DA to 2798 feet and all visibilities ¾ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM. VDP and Baro-VNA NA when using Gage altimeter setting.

Procedure NA for arrivals at HINOD on V12-280 northeast bound.

Procedure NA for arrivals at WUDPI on V140 eastbound.

AWOS-3
ALBUQUERQUE CENTER
KANSAS CITY CENTER
CTAF

AL-6304 (FAA)
RNAV (GPS) RWY 17
PANOLA COUNTY-SHARPE FLD (4F2)

CATHRAGE, TEXAS
AL-6193 (FAA)

RNAV (GPS) RWY 17
PANOLA COUNTY-SHARPE FLD (4F2)

Category

<table>
<thead>
<tr>
<th>MDA</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LNAV</td>
<td>760-1</td>
<td>513</td>
<td>760-1.3%</td>
<td>NA</td>
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APPROACH LDA

<table>
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<tr>
<th>App Crs</th>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>174°</td>
<td>4000</td>
<td>247</td>
<td>248</td>
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</table>

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Longview altimeter setting.

MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.

No PT for arrivals at TUYPO on V94.

A 1060

UNICOM 122.8 (CTAF)

APP CRS

Apt Elev

Rwy Ldg

TDZE

HOLD 2000 2000

4 NM

354°

174°

FAF

POYLI

JIPRI

TUYPO

174° to RW17

174°

174°

2000

(FAF)

POYLI

JIPRI

TUYPO

A 617

3800

A 704

A 792

A 744

A 1060

MISSED APCH FIX

JIPRI

174°

4 NM

VGSI and descent angles not coincident.

ELEV 248

TDZE 247

4000 X 25

MIRL Rwy 17-35

TCH 40

8.5 NM

5.3 NM

354°

513 (600-1)

513 (600-1%)
RNAV (GPS) RWY 35
PANOLA COUNTY-SHARPE FLD (4F2)

Rwy 35 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Longview altimeter setting.

AWOS-3PT
121.125

SHREVEPORT APP CON
119.9 335.55

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2000 direct TUYPO and hold.

NoPT for arrivals at JIPRI on V13 northeast bound.

Visual Segment - Obstacles.

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>840-1 592 (600-1)</td>
<td>840-1/2</td>
<td>592 (600-1/2)</td>
<td>NA</td>
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CARTHAGE, TEXAS
Orig C 11AUG22

32°11'N-94°18'W

RNAV (GPS) RWY 35
PANOLA COUNTY-SHARPE FLD (4F2)

ELEV 248
TDZE 248

MIRL Rwy 17-35

JIPRI

PUCIN

RW35

TUYPO

HOLD 2000 3800

4 NM

3800 250° (17.8)

SC-2, 11 JUL 2024 to 05 SEP 2024

Visual Segment - Obstacles.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>840-1 592 (600-1)</td>
<td>840-1/2</td>
<td>592 (600-1/2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

CARTHAGE, TEXAS
Orig C 11AUG22

32°11'N-94°18'W

RNAV (GPS) RWY 35
PANOLA COUNTY-SHARPE FLD (4F2)

ELEV 248
TDZE 248

MIRL Rwy 17-35

JIPRI

PUCIN

RW35

TUYPO

HOLD 2000 3800

4 NM

3800 250° (17.8)

SC-2, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 36**

**CHILDRESS MUNI (CDS)**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>135.125</td>
<td>133.5 350.35</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**EXONE**

- 5800 ft (13.9)
- IAF: ZELOM
- 4000 ft to NPT
- 176° (8.6)

**FIPIT**

- 356° to RW36
- 4 NM to RW36
- Climbing right turn to RW36
- Climb to 2400 then MISSED APPROACH:
  - 58°
  - 3500 ft
- LPV DA: 2154-3/4
- LNAV/VNAV DA: 2376-1/2
- LNAV MDA: 2340-1/2
- CIRCLING: 2500-1

**Holding Pattern**

- 4 NM
- 2153 A
- 2089 A
- 3500 feet
- 356°

**Procedure**

- for arrivals at CDS VORTAC on V404 northwest bound.

**Notes**

- CIRCLING to Rwy 4, 18, 22 NA at night.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F).
- When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 188 feet, all MDA 200 feet and increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¾ mile, CIRCLING Cat C visibility ¾ mile, and CIRCLING Cat D visibility ½ mile. Baro-VNAV and VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

**Uncompensated Baro-VNAV**

- Baro-VNAV NA below -10°C (14°F) or above 54°C (130°F).
- When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 188 feet, all MDA 200 feet and increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¾ mile, CIRCLING Cat C visibility ¾ mile, and CIRCLING Cat D visibility ½ mile. Baro-VNAV and VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

**UNICOM**

- 122.8

**FORT WORTH CENTER**

- 133.5 350.35

**ASOS**

- 135.125

**TDZE 1954**

- 1954

**ELEV 1954**

- 1954

**CHILDRESS, TEXAS**

- 34°26'N, 100°17'W

---

**Amdt 1B 30DEC21**
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDA 200 feet, and all visibilities ¾ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting. Circling to Rwy 4, 18, 22 NA at night.

Missed Approach: Climb to 3400 via CDS VORTAC R-352, then climbing right. Under normal operations, turn to 3500 direct CDS VORTAC and hold.

ASOS

135.125

FORT WORTH CENTER

133.5 350.35

UNICOM

122.8 (CTAF)

\[
\begin{array}{|c|c|c|}
\hline
\text{CIRCLING} & 2500-1 & 546 (600-1) \\
\hline
\text{Remain within 10 NM} & 172° & 3500 \\
\hline
\end{array}
\]

\[
\begin{array}{|c|c|c|c|}
\hline
\text{CATEGORY} & A & B & C & D \\
\hline
\text{S-36} & 2340-1 & 386 (400-1) & 2340-1\frac{1}{4} & 2700-2\frac{1}{2} \\
\hline
\text{CIRCLING} & 2600-1\frac{3}{4} & 646 (700-1\frac{1}{4}) & 746 (800-2\frac{3}{4}) & \\
\hline
\end{array}
\]

\[
\begin{array}{|c|c|c|c|}
\hline
\text{Knots} & 60 & 90 & 120 & 150 & 180 \\
\hline
\text{Min:Sec} & 3:18 & 2:12 & 1:39 & 1:19 & 1:06 \\
\hline
\end{array}
\]
Procedure NA for aircraft with wingspan greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.

**RNAV (RNP) Z RWY 18**

**CISCO, TEXAS**

- **APP CRS**: 177°
- **Rwy Idg**: 6064
- **TDZE**: 1711
- **Apt Elev**: 1711

**TDZE**: 1711

**ELEV**: 1711

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>RNP 0.30 DA</td>
<td>1990-1</td>
<td>279 (300-1)</td>
<td>2011-1</td>
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<tr>
<td>300 (300-1)</td>
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</table>

**AUTHORIZATION REQUIRED**

**RNAV (RNP) Z RWY 18**

**CISCO, TEXAS**

Amdt 2 23MAR23

**32°22'N-99°01'W**
RNAV (GPS) RWY 36

GREGORY M SIMMONS MEML (GZN)

Amdt 1A 05OCT23

32°22'N-99°01'W

GREGORY M SIMMONS MEML (GZN)

RNAV (GPS) RWY 36

CIRCLING

ACFT DA to 2249 feet and all visibilities SM. Increase all MDAs 80 feet and LNAV visibility altimeter setting not received, use Eastland altimeter setting and increase LPV DA to 2023 feet; increase LNAV/VNAV DA to 2249 feet and all visibilities ½ SM. Increase all MDAs 90 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA.

LNAV/VNAV DA to 2249 feet and all visibilities SM. Increase all MDAs 80 feet and LNAV visibility altimeter setting not received, use Eastland altimeter setting and increase LPV DA to 2023 feet; increase LNAV/VNAV DA to 2249 feet and all visibilities ½ SM. Increase all MDAs 90 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA.

LNAV/VNAV DA to 2249 feet and all visibilities SM. Increase all MDAs 80 feet and LNAV visibility altimeter setting not received, use Eastland altimeter setting and increase LPV DA to 2023 feet; increase LNAV/VNAV DA to 2249 feet and all visibilities ½ SM. Increase all MDAs 90 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA.
RNAV (GPS) Y RWY 18

GREGORY M SIMMONS MEML (GZN)

AWOS-4       ABILENE APP CON       CTAF
118.0        125.0  338.3          122.9

RNP APCH - GPS.

Circling NA east of Rwy 18-36. Baro-VNAV and VDP NA when using Eastland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Eastland altimeter setting and increase LPV DA to 2023 feet; increase LNAV/VNAV DA to 2067 feet; increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM. Rwy 18 helicopter visibility reduction below ½ SM NA.

Amdt 1A  05OCT23

CISCO, TEXAS
Amdt 1A  05OCT23
RNAV (GPS) RWY 15

**CLEBURNE RGNL (CPT)**

### WAAS
- **CH 61331**
- **W15A**
- **APP CRS 153°**
- **Rwy Idg 5512**
- **TDZE 854**
- **Apt Elev 854**

### AWOS-3
<table>
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<tr>
<th>UNICOM</th>
<th>REGIONAL APP CON</th>
<th><strong>RNAV (GPS) RWY 15</strong></th>
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<tr>
<td><strong>119.525</strong></td>
<td><strong>135.975 379.9</strong></td>
<td><strong>RNAV (GPS) RWY 15</strong></td>
</tr>
</tbody>
</table>

### PROCEDURE

- **MISSED APPROACH:** Climb to 3000 direct SACOK and hold.

- **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**

### NOTES
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Rwy 15 helicopter visibility reduction below ½ SM NA.

### FOR INFORMATION...
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**

### PROCEDURE

- **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**

### FOR INFORMATION...
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**

### PROCEDURE

- **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**

### FOR INFORMATION...
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**

### PROCEDURE

- **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**

### FOR INFORMATION...
- **RNAV (GPS) RWY 15**
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- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**

### PROCEDURE

- **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**
  - **RNAV (GPS) RWY 15**

### FOR INFORMATION...
- **RNAV (GPS) RWY 15**
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- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
- **RNAV (GPS) RWY 15**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 3000 direct GOKNE and hold.

### LNAV only.

- **0.9 NM to RW33**
- **1 NM to RW33**
- **3.2 NM to RW33**
- **6.1 NM to RW33**

### CATEGORY

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<td>250 (300-%)</td>
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<td>328 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1400-1</td>
<td>546 (600-1)</td>
<td>1680-2½</td>
<td>826 (900-2½)</td>
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**Procedure NA for arrival on ACT VORTAC airway radials 271 CW 050.**

**AWOS-3**

**REGIONAL APP CON**

**UNICOM**

119.525 135.975 379.9 122.8 (CTAF)
LOC RWY 15

CLEBURNE RGNL (CPT)

AWOS-3

119.525

REGIONAL APP CON

135.975 379.9

UNICOM

122.8 (CTAF)

---

DME required.

\* Rwy 15 helicopter visibility reduction below \(\frac{3}{4}\) SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 180° and ACT VORTAC R-338 to CELTC/ACT 31.2 DME.

CLEBURNE, TEXAS

AL-6000 (FAA)

23166

LOC I-CPT

111.15

APP CRS

153°

Rwy Idg

TDZE

854

Apt Elev

854

---

S-15

1360-1 506 (600-1)

1360-1\(\frac{3}{8}\) 506 (600-1\(\frac{3}{8}\))

1400-1 546 (600-1)

1680-2\(\frac{1}{2}\) 826 (900-2\(\frac{1}{2}\))

1700-2\(\frac{3}{4}\) 846 (900-2\(\frac{3}{4}\))

---

CLEBURNE, TEXAS

Orig-F 10OCT19

82°21'N-97°26'W

SC-2, 11 JUL 2024 to 05 SEP 2024

SC-2, 11 JUL 2024 to 05 SEP 2024
NOTE: Chart not to scale.

**REGIONAL DEP CON**
135.975 379.9
CTAF
122.8

**TOP ALTITUDE: ASSIGNED BY ATC**

- **BONHAM**
  - 114.6 BYP
  - Chan 93

- **PARIS**
  - 113.6 PRX
  - Chan 83

- **TEXARKANA**
  - 116.3 TXK
  - Chan 110

- **SHERO**
  - 112.9 GGG
  - Chan 76

**GREGG COUNTY**
- 112.9 GGG
- Chan 76

**CLEBURNE RGNL (CPT)**
- CLEBURNE, TEXAS
- 300-1 or standard with minimum climb of 422'/NM to 1200.

**MAVERICK**
- 113.1 TTT
- Chan 78

**CLARE**
- 114.2 TYR
- Chan 89

**R-180**
- 094°

**R-184**
- 094°

**R-182**
- 094°

**R-180**
- 094°

**R-181**
- 094°

**R-221**
- 094°

**R-222**
- 094°

**R-244**
- 094°

**R-303**
- 094°

**R-279**
- 094°

**NOTE:** SOLDO Transition: ATC assigned.

**TAKEOFF MINIMUMS**
- Rwy 15: Standard.
- Rwy 33: 300-1½ or standard with minimum climb of 422'/NM to 1200.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.

TOP ALTITUDE: ASSIGNED BY ATC

RAILDA and DME required.

TAKEOFF MINIMUMS
Rwy 15: Standard.
Rwy 33: 300-1½ or standard with minimum climb of 422'/NM to 1200.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
**REGIONAL DEP CON**
135.975 379.9

**RNAV 1 - DME/DME/IRU or GPS.**
RADAR required.

**TOP ALTITUDE:**
ASSIGNED BY ATC

**NOTE:** EAKER transition: For TUL terminal arrivals only.
**NOTE:** TULSA transition: For all aircraft overflying TUL VORTAC.
**NOTE:** Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

**TAKENOFF MINIMUMS**
Rwys 15: Standard
Rwys 33: 300-1/2 or standard with minimum climb of 422' per NM to 1200.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 153° or as assigned by ATC, thence...
TAKEOFF RUNWAY 33: Climb on heading 333° or as assigned by ATC, thence...

... expect RADAR vectors to cross CUZNO at or above 3000, then on track 357°
to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 15: Standard.
Rwy 33: 300-1 1/2 or standard with minimum climb of 422' per NM to 1200.

NOTE: Chart not to scale.
Departure Route Description

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

Alian Transition (SWABR1.ALIAN)
Brhma Transition (SWABR1.BRHEMA)
Cikan Transition (SWABR1.CIKAN)
Dosxx Transition (SWABR1.DOSXX)
Hudad Transition (SWABR1.HUDAD)
Hulze Transition (SWABR1.HULZE)
Wstex Transition (SWABR1.WSTEX)
RNAV (GPS) RWY 18
COMMERCE MUNI (2F7)

**MISSED APPROACH:**
Climb to 3000 direct YEDUC and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>806-1</td>
<td>290 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>806-1</td>
<td>290 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>940-1</td>
<td>424 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>464 (500-1)</td>
<td>1140-1</td>
<td>624 (700-1)</td>
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</tbody>
</table>

**WAAS CH 53744 W**

**APP CRS** 179°

**Rwy Idg** 3907

**TDZE** 516

**Apt Elev** 516

**18°18'N-95°54'W**

**ELEV** 516

**TDZE** 516

**Amdt 1A 25JAN24**

**AL-5943 (FAA)**
Use Greenville altimeter setting, when not received, use Sulphur Springs altimeter setting and increase all MDAs 20 feet. Rwy 36 helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 3000 direct CEKIR and hold.

Procedure NA for arrivals on BYP VORTAC airway radials 083 CW 173.
RNP APCH:

ASOS
120.675

FORT WORTH CENTER
135.25 265.1

UNICOM
122.8 (CTAF)

DRILL

CORSICANA, TEXAS

APP CRS
139°

Rwy Idg
5004

TDZE
449

Apt Elev
449

Visual Segment - Obstacles.

MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

Rwy 14 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

ACUFF 3000
139°
0.5 NM to

MOUAT
3000

(CRS)

139°

ACUFF and hold.

ZAMVI
1.9 NM to
RW14

MIRL Rwy 14-32

REIL Rws 14 and 32

ELEV 449

TDZE 449

CORSICANA, TEXAS

OrigD 05DEC19

32°02’N-96°24’W

3000

ACUFF

3000

139°

2000

1040

ZAMVI

1.9 NM to
RW14

EYEGA

MOUAT

2000

139°

3000

RNP APCH.

C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

RNAV (GPS) RWY 14

SC-2, 11 JUL 2024 to 05 SEP 2024

14
32
5004 X 75
20
3200 X 75

SC-2, 11 JUL 2024 to 05 SEP 2024

95
RNAV (GPS) RWY 32
C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

Missed Approach: Climb to 900, then climbing right turn to 2500 direct HOXDE and hold.

Procedure NA at night.
Rwy 32 helicopter visibility reduction below 1 SM NA.

**ASOS**
- 120.675

**FORT WORTH CENTER**
- 135.25
- 265.1

**UNICOM**
- 122.8 (CTAF)

RNAV (GPS) RWY 32

Apt Elev: 449
Rwy Idg: 5004
TDZE: 442
Apt Elev: 449

Al-5998 (FAA)

SIC-2, 11 JUL 2024 to 05 SEP 2024

32°02'N-96°24'W

CORSICANA, TEXAS

LNAV MDA

820-1 378 (400-1)

3.00° TCH 40

RNP APCH.

319°

[Diagram of CORSICANA, TEXAS with RNP APCH details]
VOR/DME-A
C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

Procedure NA at night. Circling NA to Rwys 2 and 20.

Procedure NA for arrivals at CQY VORTAC on airway radials 163 CW 263.

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>860-1</td>
<td>960-1</td>
<td>1060-1.1/4</td>
<td>1080-2</td>
</tr>
<tr>
<td></td>
<td>411 (500-1)</td>
<td>511 (600-1)</td>
<td>611 (700-1.1/4)</td>
<td>631 (700-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

ACFT 1308

ELEV 449
RNAV (GPS) RWY 17
CROSBYTON MUNI (8F3)

MISSED APPROACH: Climb to 5000 direct CEGUT and hold.

LBB ASOS 125.3
LUBBOCK APP CON 119.2 351.8
UNICOM 122.8 (CTAF)

Procedure NA at night.
Rwy 17 helicopter visibility reduction below 1 SM NA.
Use Lubbock altimeter setting.

Procedure NA for arrival on LBB VORTAC airway radials 004 CW 114.
RNAV (GPS) RWY 35
CROSBYTON MUNI (8F3)

**RNP APCH.**

Use Lubbock altimeter setting. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.

**LBB ASOS**
125.3

**LUBBOCK APP CON**
119.2 351.8

**UNICOM**
122.8 (CTAF)

**Procedure NA for arrivals at ZATIL on V62 northwest bound.**

**Procedure NA for arrivals at WAGUN on V385 eastbound.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>3440-1 423 (500-1)</td>
<td>3440-1½ 423 (500-1½)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>3440-1 423 (500-1)</td>
<td>3440-1½ 423 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3500-1 482 (500-1)</td>
<td>3740-1 722 (800-1)</td>
<td>3920-2 902 (1000-2½)</td>
<td>NA</td>
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</tbody>
</table>
### RNAV (GPS) RWY 17

**DALHART MUNI (DHT)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 51°C (124°F). Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA.**

**MISSING APPROACH:** Climb to 6000 direct WIRNU and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>134.075</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBUQUERQUE CENTER</td>
<td>127.85 285.475</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.95 (CTAF)</td>
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</tbody>
</table>

---

**ELEV 3991**

**TDZE 3991**

**MISSED APCH FIX**

**WIRNU**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 25).**

**LNAV only**

**1 NM to RW17**

**UMGEH**

**6 NM Holding Pattern**

**6000**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>4241-3/4</td>
<td>250 (300-3/4)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>4270-7/8</td>
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<tr>
<td>LNAV MDA</td>
<td>4340-1</td>
<td>349 (400-1)</td>
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**CIRCLING**

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<tr>
<th>4380-1</th>
<th>4660-1</th>
<th>4660-13/4</th>
<th>4660-2</th>
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<tbody>
<tr>
<td>389 (400-1)</td>
<td>669 (700-1)</td>
<td>669 (700-13/4)</td>
<td>669 (700-2)</td>
</tr>
</tbody>
</table>

---

**DALHART, TEXAS**

**Orig-A 02APR15**

---

**36°01'N-102°33'W**

---

**DALHART MUNI (DHT)**

---

**RNAV (GPS) RWY 17**

---

**DALHART, TEXAS**

---

**Orig-A 02APR15**

---

**36°01'N-102°33'W**
**DALHART MUNI (DHT)**

### RNAV (GPS) RWY 35

**Asos:**
- **DALHART, TEXAS:**
- **173°**
- **351°**
- **4021**
- **6000**
- **9000**
- **25000**

**Apt Elev:**
- **3991**
- **TDZE 3988**

**Category:**
- **A**
- **B**
- **C**
- **D**

**Elev:**
- **6400 X 35**
- **351° to RW35**

**Unicom:**
- **122.95 (CTAF)**

### Asos
- **35 NM**
- **351°**
- **3500**

### Diagram
- **DALHART, DHT:**
- **6000 to WIRNU 171° (16.2) 4311**
- **4163 RW35**
- **4021 ONIVY 2.2 NM to RW35**
- **[FAF] JOKTO**
- **[IF/IAF] WIRNU**
- **[IAF] PEZIB**
- **6000 NoPT 051° (7)**
- **6000 NoPT 291° (7)**
- **[IAF] YORCU**
- **6 NM**

### Holding Pattern
- **WIRNU**
- **GP 300° TCH 45**
- **5700**
- **4720**
- **2.2 NM to ONIVY**

**MISSED APPROACH:** Climb to 6000 direct UMGEH and hold.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 52°C (126°F).**

**SC-2, 11 JUL 2024 to 05 SEP 2024**
Circling NA west of Rwy 17-35.

MISSED APPROACH: Climb to 5700 direct DHT VORTAC and hold.

VOR/DME RWY 35
DALHART MUNI (DHT)

DALHART, TEXAS
AL-537 (FAA)

ASOS
134.075

ALBUQUERQUE CENTER
127.85 285.475

UNICOM
122.95 (CTAF)
Circling NA west of Rwy 17-35.

ASOS
134.075

ALBUQUERQUE CENTER
127.85 285.475

UNICOM
122.95 (CTAF) 0

MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.
RNAV (GPS) RWY 16
ADDISON (ADS)

Advisory

- Rw 16 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C visibility to 1/4 SM. Inop table does not apply to LPV all Cats, and LNAV Cats A/B.

- MISSED APPROACH: Climb to 3000 direct VEYXE and on track 076° to TRISS and hold.

ATIS 133.4
REGIONAL APP CON 124.3 282.275
ADDISON TOWER * 126.0 (CTAF) 239.0
GND CON 121.6
CLNC DEL 119.55
UNICOM 122.95

LNAV MDA 300 (300-1)

VPV all Cats, and LNAV Cats A/B.

VRP and RNAV glidepath not coincident
(VRSG Angle 3.00/TCH 60)

ELEV 645
TDZE 644
MISSED APPROACH: Climb to 1,500 then climbing right turn to 5,000 direct FINGR and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.

NOTE: SOLDO Transition: ATC assigned.

TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 400-2 1/2 or standard with minimum climb of 325'/NM to 1100.

REGIONAL DEP CON
124.3 282.275
ATIS
133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER* 126.0 (CTAF) 239.0

BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.

NOTE: SOLDO Transition: ATC assigned.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL3.TKK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: Chart not to scale.

**TOP ALTITUDE: ASSIGNED BY ATC**

- **BONHAM**
  - 114.6 BYP
  - Channel 93
- **PARIS**
  - 113.6 PRX
  - Channel 83
- **TEXARKANA**
  - 116.3 TXK
  - Channel 110
- **GREGG COUNTY**
  - 112.9 GGG
  - Channel 76

**TAKEOFF MINIMUMS**

- Rwy 34: Standard.
- Rwy 16: 400-2 1/2 or standard with minimum climb of 325'/NM to 1100.

**NOTE:** SOLDO Transition: ATC assigned.

**NOTE:** Chart not to scale.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD. TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: Chart not to scale.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.

WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: Chart not to scale.

NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 16: 400-2½ or standard with a minimum climb of 325' per NM to 1100.
Rwy 34: Standard.

(NARRATIVE ON FOLLOWING PAGE)
When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 400-2½ or standard with minimum climb of 325' per NM to 1100.

NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 157° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 34: Climb on heading 337° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357°
to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
Zemma TRANSITION (NANDR2.ZEMMA)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
TOP ALTITUDE: ASSIGNED BY ATC

WILL ROGERS
114.1 IRW
Chan 88

BONHAM
114.4 TUL
Chan 91

OKMULGEE
114.9 OKM
Chan 96

TEXOMA FIVE DEPARTURE

RANGER
115.7 FUZ
Chan 104

NOTE: Chart not to scale.

(TEXOMA FIVE DEPARTURE (TEX5.FUZ) 25JAN24

ANGULAR DEP CON
115.9 ATIS
119.55 CINC DEL
121.6 GND CON
ADDISON TOWER ★ 126.0 (CTAF) 239.0

REGIONAL DEP CON
124.3 282.275
133.4
119.55
121.6

ADDISON (ADS)
DALLAS, TEXAS

RADAR and DME required.

TEXOMA FIVE DEPARTURE

RADAR and DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TEXOMA FIVE DEPARTURE

((TEX5.FUZ) 25JAN24

ADDISON (ADS)
DALLAS, TEXAS

REGIONAL DEP CON
124.3 282.275
133.4
119.55
121.6
ADDISON TOWER ★ 126.0 (CTAF) 239.0

ANGULAR DEP CON
115.9 ATIS
119.55 CINC DEL
121.6

ADDISON (ADS)
DALLAS, TEXAS

RADAR and DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
ADDISON TOWER
126.0 (CTAF)  239.0

NOTE: Chart not to scale.

ADDISON
DALLAS, TEXAS
(ADS)

REGIONAL DEP CON
124.3  282.275
ATIS
133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER *
126.0 (CTAF) 239.0

CLNC DEL
133.4
GND CON
121.6
ADDISON TOWER *
25JAN24

NOTE: Chart not to scale.

PODDE Transition: ATC assigned.

NOTE: PODDE Transition: ATC assigned.

TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 400-2½ or standard with minimum climb of 325'/NM to 1100.

PODDE

TOPOGRAPHIC CONTOURS

CONTINUED ON FOLLOWING PAGE

ADDISON (ADS)
DALLAS, TEXAS

(continued on following page)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
ILS or LOC RWY 31
DALLAS EXEC (RBD)

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on heading 090° and CVE VOR/DME R-125 to FLIPP/CVE 38.5 DME and hold.

ATIS 126.35
REGIONAL APP CON 125.2 343.65
EXECUTIVE TOWER 127.25 (CTAF)
GND CON 119.475
CLNC DEL 118.625
UNICOM 122.95

ELEV 661
TDZE 660

DALLAS, TEXAS
Amdt 9A 03DEC20

32°41′N 96°52′W
Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HOBMI and hold.
RNAV (GPS) RWY 31
DALLAS EXEC (RBD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct FLIPP and hold.

<table>
<thead>
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<th>ATIS</th>
<th>REGIONAL APP CON</th>
<th>EXECUTIVE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<td>125.2</td>
<td>343.65</td>
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<td>499 (500-1)</td>
<td>1220-1</td>
<td>559 (600-1)</td>
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DALLAS, TEXAS

AL-742 (FAA)

VOR RWY 17
DALLAS EXEC (RBD)

DME required. RADAR required for procedure entry.

Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 on CVE VOR/DME R-165 to MOLES/22 DME and hold.

ATIS | REGIONAL APP CON | EXECUTIVE TOWER | GND CON | CLNC DEL | UNICOM
---|---|---|---|---|---
126.35 | 125.2 343.65 | 127.25 (CTAF) | 119.475 | 118.625 | 122.95

REIL Rwys 13, 17, 31 and 35
MIRL Rwys 13-31 and 17-35

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**Amendment 1B**
03DEC20

32°41'N-96°52'W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
RADAR and DME required.

**TOP ALTITUDE: ASSIGNED BY ATC**

- **BONHAM**: 114.6 BYP (Chan 93)
- **MAVERICK**: 113.1 TIT (Chan 78)
- **NOBLY**: 5000 (36) 2300 084°
- **TRISS**: 3000 2300 074° (36)
- **SOLDO**: 3000 2300 084° (36)
- **COBUG**: 5000 2300 074° (36)
- **ORTRO**: 5000 2100 074° (39)
- **SHERO**: 5000 2100 074° (39)
- **CLARE**: 14000 2100 079° (44)
- **POTEN**: 14000 1900 (25) 079° 14000 (25) 14000 (44)
- **SHRLY**: 14000 1900 (25) 079° 14000 (25) 14000 (44)
- **TEKBE**: 14000 1900 (25) 079° 14000 (25) 14000 (44)

**NOTE:**
- **BELCHER Transition:** For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
- **SOLDO Transition:** ATC assigned.

**TAKEOFF MINIMUMS**
- Rwys 13, 31, 35: Standard.
- Rwy 17: 400-2 3/4 or standard with minimum climb of 220'/NM to 1200.

**NOTE:**
- BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
- SOLDO Transition: ATC assigned.
TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (DALL3.TTK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2 3/4 or standard with minimum climb of 220'/NM to 1200.

NOTE: SOLDO Transition: ATC assigned.

GREGG COUNTY
112.9 GGG
Chan 76

TYLER
114.2 TYR
Chan 89

SHERO

R-244

76

ECKEY

PARIS
113.6 PRX
Chan 83

NOBLY

MAVERICK
113.1 TTT
Chan 78

MAGNETIC TITUS 25 NM
2700

090°
270°

360°

CLARE

ROCKK

BONHAM
114.6 BYP
Chan 93

N

TRISS

NOBLY

5000

2000

064°

(24)

76

(39)

R-182

R-180

R-184

R-137

ECKEY

5000

2000

074°

(36)

ROCKK

SOLDO

1800

174°

1400

3500

2100

094°

(36)

5000

2300

084°

(36)

3000

(36)

3500

2400

094°

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GARLAND FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
JOE POOL SEVEN DEPARTURE

REREGIONAL DEP CON
125.2 343.65
ATIS
126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER
127.25 (CTAF)

MAVERICK
113.1 TTT
Chan 78

NELYN
3800
* 2100
* 1770
* 1380

JASPA
2200
1800
* 1560
* 1350

ARDIA
1700
* 1560
* 1350

LERS
2000
1700
* 1560
* 1350

DARTZ
1800
1700
* 1560
* 1350

BRDEN
2000
1800
* 1660
* 1540

WACO
115.3 ACT
Chan 100

GMC
117.25 (CTAF)

EXECUTIVE TOWER
127.25 (CTAF)

NOTE: Chart not to scale.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.
NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.
NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: Chart not to scale.

NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: For all aircraft requesting 17000 and below.

TOP ALTITUDE: ASSIGNED BY ATC

REGIONAL DEP CON
125.2 343.65
ATIS
126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER
127.25 (CTAF)

TAKEOFF MINIMUMS
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2½% or standard with minimum climb of 220’/NM to 1200.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

**KUSSO ONE DEPARTURE (RNAV)**

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** BDDAY Transition: ATC assigned only.

**NOTE:** MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

---

**TOP ALTITUDE: ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**

Rwys 13, 31, 35: Standard.

Rwy 17: 400-2-1/4 or standard with a minimum climb of 220’ per NM to 1200.

---

**NARRATIVE ON FOLLOWING PAGE**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 177° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 312° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 357° to 1400 before turning southbound.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
**NOTICE:** Chart not to scale.

**NOTE:** EAKER transition: For TUL terminal arrivals only.

**NOTE:** TULSA transition: For all aircraft overflying TUL VORTAC.

**NOTE:** Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

**NOTE:** Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 13:** Climb on heading 129° to 1800 before turning westbound or as assigned by ATC, thence . . .

**TAKEOFF RUNWAY 17:** Climb on heading 174° to 2600 before turning westbound or as assigned by ATC, thence . . .

**TAKEOFF RUNWAY 31:** Climb on heading 309° to 1500 before turning southbound or as assigned by ATC, thence . . .

**TAKEOFF RUNWAY 35:** Climb on heading 354° to 1400 before turning southbound or as assigned by ATC, thence . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

**EAKER TRANSITION (NANDR2.EAKER)**

**MC ALESTER TRANSITION (NANDR2.MLC)**

**OKMULGEE TRANSITION (NANDR2.OKM)**

**ROLLS TRANSITION (NANDR2.ROLLS)**

**TULSA TRANSITION (NANDR2.TUL)**

**WILL ROGERS TRANSITION (NANDR2.IRW)**

**ZEMMA TRANSITION (NANDR2.ZEMMA)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

WILL ROGERS
114.1 IRW
Chan 88

OKMULGEE
114.9 OKM
Chan 96

BONHAM
114.6 BYP
Chan 93

Regional Dep Con
125.2 343.65
ATIS
126.35
Clnc Del
118.625
Gnd Con
119.475
Executive Tower
127.25 (CTAF)

Rwy 17: 400-2 3/4 or standard with minimum climb of 220’/NM to 1200.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ZEMMA TRANSITION (TEX5.Zemma): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to TUL R-201 to TUL VORTAC.

TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on OKM R-196 to OKM VOR/DME.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on IRW R-144 to DECKK.

DECKK TRANSITION (TEX5.DECK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-145 to IRW VORTAC.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to GRABE.

GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.Zemma): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.
NOTE: Chart not to scale.

**TOP ALTITUDE: ASSIGNED BY ATC**

- REGIONAL DEP CON 125.2 343.65
- ATIS 126.35
- CLNC DEL 118.625
- GND CON 119.475
- EXECUTIVE TOWER 127.25 (CTAF)

**NOTE:** Chart not to scale.

**WORTH ONE DEPARTURE**

**PODDE Transition:** ATC assigned.

**NOTE:** PODDE Transition: ATC assigned.

**SCABI**

**REGIONAL DEP CON 125.2 343.65**

**PODDE Transition:** ATC assigned.

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

- Rwys 13, 31, 35: Standard.
- Rwy 17: 400-2 ⅞ or standard with minimum climb of 220'/NM to 1200.

*CONTINUED ON FOLLOWING PAGE*
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1_ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.
CHILDRESS TRANSITION (WORTH1_CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.
CORONA TRANSITION (WORTH1_CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.
LUBBOCK TRANSITION (WORTH1_LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
PANHANDLE TRANSITION (WORTH1_PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.
PODDE TRANSITION (WORTH1_PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
TEXICO TRANSITION (WORTH1_TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
DALLAS, TEXAS

ILS or LOC RWY 31L
DALLAS LOVE FLD (DAL)

MISSED APPROACH: Climb to 4000 direct CVE VOR/DME and on CVE R-016 to TADDI/CVE 32.5 DME and hold.

D MANDATORY REPORTING DESIGNATION (REPDEN): 863-01

1. Procedure:
   - Simultaneous approach authorized.
   - RADAR required for procedure entry.
   - DME required.

2. Missed Approach:
   - Climb to 4000 direct CVE VOR/DME and on CVE R-016 to TADDI/CVE 32.5 DME and hold.

3. Category:
   - A
   - B
   - C
   - D

4. APP CRS:
   - 090°

5. TDZE:
   - 270°

6. ELEV:
   - 487

7. Chan 48

8. APCH FIX:
   - ENTRA I-LVF 2.9

9. TADDI/CVE 32.5 DME and hold.

10. ALTERNATE APCH FIX:
    - FINGR

11. MALSR:
    - R-016

12. TDZ/CL Rwys 13L and 31L

13. HIRL Rwys 13L-31R, and 31L

DALLAS, TEXAS

Amdt 23  29DEC22

32°51'N-96°51'W

DALLAS LOVE FLD (DAL)
DME required. RADAR required for procedure entry.

Simultaneous approach authorized.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 150° and CVE VOR/DME R-141 to TACKE/CVE 23 DME and hold.
DALLAS, TEXAS
AL-106 (FAA)

ILS RWY 31R (SA CAT I & II)
DALLAS LOVE FLD (DAL)

Radar required for procedure entry.

Simultaneous approach authorized.
SA CAT I/II: Requires specific OPSPEC, MSPEC or LOA approval.

Misssed approach: Climb to 1000 then climbing right turn to 5000 on heading 330° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ALTERNATE MISSED APCH FIX

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
RNAV (RNP) W RWY 13L
AL-106 (FAA)
24137
DALLAS LOVE FLD (DAL)

AUTHORIZATION REQUIRED

RNP AR APCH. RF required.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

See planview for multiple IF locations.

ELEV 487 TDZE 485

DUMPY

MALSR

MISSED APPROACH: Climb to 3000 direct DATLE and on track 115° to DUMPY and hold.

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). Simultaneous approach authorized. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**PDG 3.00° (TCH 52)**

**MISSING APCH FIX**: Climb to 3600 direct ENAVE and on track 151° to TACKE and hold.

**MISSED APPROACH**

**RNP 0.20 DA**: 781/50 303 (300-1)

**RNP 0.25 DA**: 833/60 355 (400-1/4)

**RNP 0.30 DA**: 929-1 451 (500-1/3)

**TDZ/CL Rwys 13L and 31L**

**HIRL Rwys 13L-31R, and 13R-31L**

**TDZ/CL**

**APCRS 133°**

**ATIS 120.15**

**Regional APP CON**

**LOVE TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**DALLAS LOVE FLD (DAL)**

**AL-106 (FAA)**

**24137**

---

**Radar Required**

**VGS and RNAV glidepath not coincident**

**See planview for multiple IF locations.**
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

See planview for multiple IF locations.
RNAV (RNP) X RWY 13R
DALLAS LOVE FLD (DAL)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). Simultaneous approach authorized. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Missed Approach: Climb to 3000 direct ENAVE and on track 151° to TACKE and hold.

Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
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<td>RNP 0.20 DA</td>
<td>781/50</td>
<td>303 (300-1)</td>
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<tr>
<td>RNP 0.25 DA</td>
<td>833/60</td>
<td>355 (400-1½)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>929-1½</td>
<td>451 (500-1½)</td>
<td></td>
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</tbody>
</table>

En_route RNAV glideslope not coincident
(VGS Angle 3.00°/TCH 52).

See plan view for multiple IF locations.

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 48°C (119°F). Simultaneous approach authorized. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility all Cats to 2½ miles.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct TADDI and hold.

Radar Required

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 48°C (119°F). Simultaneous approach authorized. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility all Cats to 2½ miles.

Radar Required
RNAV (RNP) Z RWY 31R
DALLAS LOVE FLD (DAL)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct FINGR and hold.

RNP 0.30 DA
RNP 0.16 DA

See plan view for multiple IF locations.

RADAR REQUIRED

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31L, and 13R-31L

DALLAS, TEXAS
Orig C 31JAN19

RNAV (RNP) Z RWY 31R
DALLAS LOVE FLD (DAL)

TPA, 11 JUL 2024 to 05 SEP 2024

D-ATIS
120.15

REGIONAL APP CON
NORTH 124.3 282.275
SOUTH 125.2 343.65

LOVE TOWER
123.7 239.3

GND CON
121.75 348.6

CLNC DEL
127.9

CPDLC

MISSAPCH FIX
FINGR

Radar Required

ELEV 487
TDZE 487

APP CRS
313°

MALSR

10549

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 55).

See plan view for multiple IF locations.

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31L, and 13R-31L

DALLAS, TEXAS
Orig C 31JAN19
RNAV (GPS) Y RWY 13L

DALLAS LOVE FLD (DAL)

MISSED APPROACH: Climb to 3000 direct FAVKU and on track 115° to DUMPY and hold.

APP CRS
135°

Rwy Idg 7352
TDZE 485
Apt Elev 487

ELEV
487

REGIONAL APP CON
LOVE TOWER
GND CON
CLNC DEL
CPDLC
124.3 282.275
123.7 239.3
121.75 348.6
127.9

D-ATIS
120.15

NORTH
SOUTH
124.3 282.275
125.2 343.65

FAVKU
3000

FAVKU and on track 115° to DUMPY and hold.

Final approach course offset 1.98°.

TDZE 485

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

TDZ
642

Amdt 1C 13SEP18

1080-1
593 (600-1)

1140-1
653 (700-1)

1220-2
733 (800-2)

1520-3
1033 (1100-3)

(CPDLIN)
RNAV (GPS) Y RWY 13R
DALLAS LOVE FLD (DAL)

MISSED APPROACH: Climb to 5000 direct ECOTO and on track 112° to DUMPY and hold.

Final approach course offset 8.91°.

MISSED APCH FIX
DUMPY
4 NM

TDZE/CL Rwys 13L and 31L
HIRL Rwys 13L-31R and 13R-31L

>32°51’N-96°51’W

DALLAS, TEXAS
Orig-B 13SEP18
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct TADDI and hold.

LOVE TOWER
124.3 282.275

GND CON
123.7 239.3

CLNC DEL
127.9

CPDLC

MISSING APCH FIX
TADDI

2.5 NM to RW31L

GIYET
3.3 NM to RW31L

JAKID

2200

313°

1600*

2200

GP 3.06°

TCH 55

CATEGORY
A
B
C
D

LPV DA
770/22 293 (300-½)

LNAV MDA
1360/40 883 (900-¾) 1360-2 883 (900-2)

CIRCLING
1360-1¼ 873 (900-1¼) 1360-2½ 873 (900-2½) 1520-3 1033 (1100-3)
RNAV (GPS) Z RWY 13L
DALLAS LOVE FLD (DAL)

RNP APCH:
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500.

D-ATIS
120.15
REGIONAL APP CON
NORTH 124.3 282.275
SOUTH 125.2 343.65

LOVE TOWER
123.7 239.3
GND CON
121.75 348.6
CLNCE DEL
127.9

CPDLC

ELEV 487
TDZE 485

MAAP RW13L 25 NM

WADES

(FAF) NNATE

TSKED 1.4 NM to RW 13L

LDZ/CL Rwys 13L and 31L

HIRL Rwys 13L-31R, and 13R-31L

Amdt 4 15AUG19

32°51’N-96°51’W
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

**MISSED APPROACH:**
Climb to 3000 direct ENAVE and on track 151° to TACKE and hold.

**REGIONAL APP CON**
- **NORTH:** 124.3, 282.275
- **SOUTH:** 125.2, 343.65

**LOVE TOWER**
- **GND CON:** 123.7, 239.3
- **CLNC DEL:** 127.9
- **CPDLC:** 120.15

**D-ATIS**
- **REGIONAL APP CON**
  - **NORTH:** 124.3, 282.275
  - **SOUTH:** 125.2, 343.65

**DALLAS LOVE FLD (DAL)**

**RNAV (GPS) Z RWY 13R**

**Lane:** 1.4 NM to 2.9 NM

**CIRCLING:**
- **679/40**
- **593 (600-1)**
- **1140-1**
- **1220-2**
- **1368**

**MISSED APCH FIX**
- **TACKE**
  - **151°**
  - **4 NM**

**Category:**
- **A**
- **B**
- **C**
- **D**

**LPV DA:** 679/40
**LNAV/ VNAV DA:** 834/60
**LNAV MDA:** 980/55

**32°51'N-96°51'W**

**SC-2, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

NOTE: This DP is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: SOLDO Transition: ATC assigned.

NOTE: BELCHER Transition: For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.

NOTE: This DP is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: SOLDO Transition: ATC assigned.

NOTE: BELCHER Transition: For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13R: Climb on heading 163° no later than 0.7 DME outbound on I-DPX localizer southeast course to intercept and climb on CVE R-139 for RADAR vectors to appropriate route, unless otherwise advised maintain 5000, expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH1.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (BACH1.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (BACH1.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (BACH1.TXX): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
**TOP ALTITUDE:**

ALL RUNWAYS: ASSIGNED BY ATC

- TEXICO 112.2 TXO 59
  - Chan 59
- CORONA 115.5 CNX 102
  - Chan 102
- LUBBOCK 109.2 LBB 29
  - Chan 29
- PANHANDLE 116.6 PNH 113
  - Chan 113
- CHILDRESS 117.0 CDS 117
  - Chan 117
- WICHITA FALLS 112.7 SPS 74
  - Chan 74
- MSA T/T 2.5 NM
  - 270°
  - 090°
  - 2200
  - 3600
- SCABAI
- FERRA
- POODE

**NOTE:**

**REGIONAL DEP CON**
- 125.2 343.65 (Rwy 13L/R)
- 124.3 282.275 (Rwy 31L/R)
- D-ATIS 120.15
- CLNC DEL 127.9
- CPDLC GND CON 121.75 348.6
- LOVE TOWER 123.7 239.3

**NOTE:** Chart not to scale.

**REGIONAL DEP CON**
- 125.2 343.65 (Rwy 13L/R)
- 124.3 282.275 (Rwy 31L/R)
- D-ATIS 120.15
- CLNC DEL 127.9
- CPDLC GND CON 121.75 348.6
- LOVE TOWER 123.7 239.3

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

ALL RUNWAYS: ASSIGNED BY ATC

- TEXICO 112.2 TXO 59
  - Chan 59
- CORONA 115.5 CNX 102
  - Chan 102
- LUBBOCK 109.2 LBB 29
  - Chan 29
- PANHANDLE 116.6 PNH 113
  - Chan 113
- CHILDRESS 117.0 CDS 117
  - Chan 117
- WICHITA FALLS 112.7 SPS 74
  - Chan 74
- MSA T/T 2.5 NM
  - 270°
  - 090°
  - 2200
  - 3600
- SCABAI
- FERRA
- POODE

**NOTE:**

**REGIONAL DEP CON**
- 125.2 343.65 (Rwy 13L/R)
- 124.3 282.275 (Rwy 31L/R)
- D-ATIS 120.15
- CLNC DEL 127.9
- CPDLC GND CON 121.75 348.6
- LOVE TOWER 123.7 239.3

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 168° for RADAR vectors to appropriate route. Maintain assigned altitude and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 333° for RADAR vectors to appropriate route. Maintain assigned altitude and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (CYOTE4.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (CYOTE4.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (CYOTE4.CNX): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (CYOTE4.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (CYOTE4.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (CYOTE4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (CYOTE4.TXO): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
**NOTE:** For use by turbojet aircraft only.

**NOTE:** Props file and expect JOE POOL DEPARTURE.

**NOTE:** WACO Transition for aircraft inbound to Waco or Gray terminal area airports.

**NOTE:** SAN ANTONIO Transition for aircraft overflying Centex and San Antonio.

**NOTE:** WINDU Transition for aircraft inbound to Austin or San Antonio terminal area airports.

**NOTE:** COLLEGE STATION Transition for piston and turboprop aircraft inbound to HOU, EFD, GLS, or LBX. Also, for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78, or 6R3.

**NOTE:** ELLVR Transition for turbojet aircraft inbound to HOU, EFD, GLS, or LBX.

**NOTE:** TORN Transition for aircraft landing IAH, CXO, DWH, T78, or 6R3.

**NOTE:** Use the JOE POOL DEPARTURE during the period 2100-0600 local time in lieu of the CURLO DEPARTURE.

**TLE MINIMUMS**

- RWs 13L: Standard with minimum climb of 262'/NM to 1600.
- RWs 13R: Standard with minimum climb of 315'/NM to 1700.
- RWs 31L/R: Standard with minimum climb of 500'/NM to 1000.

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(CURLO6.CURLO) 24025

AL-106 (FAA)

DALLAS LOVE FLD (DAL)

DALLAS, TEXAS

SC-2, 11 JUL 2024 to 05 SEP 2024

175
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, thence. . .

. . .direct to cross DRSET at or below 6000, then on track 133° to cross HAYZZ at or above 6000, then on track 202° to CURLO, then on transition. Maintain 8000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb on heading 313° to 1000, then direct to cross FLOWT at or above 2700, then on track 010° to DRNEN, then on track 010°, thence. . .

TAKEOFF RUNWAY 31R: Climb on heading 313° to 1000, then direct to cross BARYY at or above 2700, then on track 010° to KRENR, then on track 010°, thence. . .

. . .for vectors to cross HAYZZ at or above 6000, then on track 202° to CURLO, then on transition. Maintain 6000. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CURLO6.CLL)
ELLVR TRANSITION (CURLO6.ELLVR)
HOARY TRANSITION (CURLO6.HOARY)
NAVASOTA TRANSITION (CURLO6.TNV)
SAN ANTONIO TRANSITION (CURLO6.SAT)
TORNN TRANSITION (CURLO6.TORNN)
WACO TRANSITION (CURLO6.ACT)
WINDU TRANSITION (CURLO6.WINDU)
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
NOTE: SOLDO Transition: ATC assigned.
DEPARTURE ROUTE DESCRIPTION

JETS:

TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vector to appropriate route and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVW 5.5 DME, then right turn heading 013° for RADAR vector to the appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: RNAV-Capable Props: File and expect KUSSO RNAV SID.
NOTE: BDDAY TRANSITION: ATC assigned only.
NOTE: MRSSH TRANSITION: For aircraft landing in Shreveport, Jackson and Monroe terminal area airports only.

TOP ALTITUDE:
RWY 13L/R: 3000
RWY 31L/R: 6000

TAKEOFF MINIMUMS
Rwys 13L/R: Standard with minimum climb of 500' per NM to 1200.
Rwys 31L/R: Standard with minimum climb of 500' per NM to 1000.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 133° to 1000, then heading 133° or as assigned by ATC, maintain 3000, thence . . . .

. . . . expect RADAR vectors to cross WIGIS at or above 4000, then on track 081° to cross EMMTT at or above 6000, then on (transition). Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb heading 313° to 1000, then direct to cross FLOWT at or above 3000, then on track 031° to cross WIGIS at or above 4000, thence . . . .

TAKEOFF RUNWAY 31R: Climb heading 313° to 1000, then direct to cross BARYY at or above 3000, then on track 031° to cross WIGIS at or above 4000, thence . . . .

. . . . on track 081° to cross EMMTT at or above 6000, then on (transition). Maintain 6000, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (EMMTT4.BDDAY)
BSKAT TRANSITION (EMMTT4.BSKAT)
FORCK TRANSITION (EMMTT4.FORCK)
LOOSE TRANSITION (EMMTT4.LOOSE)
MRSSH TRANSITION (EMMTT4.MRSSH)
ZALEA TRANSITION (EMMTT4.ZALEA)
NOTE: Chart not to scale.

ESNYE SEVEN DEPARTURE (RNAV)

(ESNYE7.ESNYE) 22363

ESNYE SEVEN DEPARTURE (RNAV)

(ESNYE7.ESNYE) 29DEC22

NOTE: Props file and expect TEXOMA Departure.
NOTE: EAKER Transition: For aircraft inbound to Tulsa terminal area.
NOTE: OKMULGEE Transition: For aircraft overflying the OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: ROLLS Transition: For aircraft proceeding northwest bound on J52.
NOTE: TULSA Transition: For aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For aircraft overflying the IRW VORTAC.
NOTE: Aircraft arriving to Oklahoma City terminal area file and expect the ZEMMA Enroute Transition.
NOTE: BLECO and GRABE Transitions: ATC assigned.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, then on heading 133° or as assigned by ATC, maintain 3000, thence. . . .

. . . . expect RADAR vectors to cross WIGIS at or above 4000, then on track 013° to cross JYMME at 5000, then on track 358° to cross BAETZ at 6000, then on track 358° to ESNYE, then on (transition). Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb on heading 313° to 1000, then direct FLOWT at or above 3000 at or below 230K then on track 031° to cross WIGIS at or above 4000 and at or below 240K, thence. . . .

TAKEOFF RUNWAY 31R: Climb on heading 313° to 1000, then direct BARYY at or above 3000 at or below 210K, then on track 031° to cross WIGIS at or above 4000 and at or below 240K, thence. . . .

. . . . thence on track 013° to cross JYMME at 5000, then on track 358° to cross BAETZ at 6000, then on track 358° to ESNYE, then on (transition). Maintain 6000. Expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (ESNYE7.ADM)
BLECO TRANSITION (ESNYE7.BLECO)
EAKER TRANSITION (ESNYE7.EAKER)
GRABE TRANSITION (ESNYE7.GRABE)
MC ALESTER TRANSITION (ESNYE7.MLC)
OKMULGEE TRANSITION (ESNYE7.OKM)
ROLLS TRANSITION (ESNYE7.ROLLS)
TIKYS TRANSITION (ESNYE7.TIKYS)
TULSA TRANSITION (ESNYE7.TUL)
WILL ROGERS TRANSITION (ESNYE7.IRW)
ZEMMA TRANSITION (ESNYE7.ZEMMA)
NOTE: Chart not to scale.

TOP ALTITUDE:
RWYS 13L/R:
8000
RWYS 31L/R:
ASSIGNED BY ATC

NOTE: SOLDO Transition: ATC assigned.

RADER and DME required.
JETS:

TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVW 5.5 DME, then right turn heading 013° for RADAR vectors to appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.

SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
REGIONAL DEP CON
125.125 353.95 (Rwys 13L/R)
118.55 290.35 (Rwys 31L/R)
D-ATIS 120.15
CNC DEL 127.9
CPDLC
GND CON 121.75 348.6
LOVE TOWER 123.7 239.3

NOTE: Chart not to scale.

JOE POOL SEVEN DEPARTURE
(JPOOL7.TIT) 25JAN24

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS

TOP ALTITUDE:
RWYS 13L/13R: 8000
RWYS 31L/31R: ASSIGNED BY ATC

(CONTINUED ON FOLLOWING PAGE)
**DEPARTURE ROUTE DESCRIPTION**

**JETS**

**TAKEOFF RUNWAYS 13L/R:** Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

**TAKEOFF RUNWAYS 31L/R:** Climb on heading 313° until the I-LVF 5.5 DME or I-OVW 5.5 DME, then right turn heading 013° for RADAR vectors to appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

**COLLEGE STATION TRANSITION (JPOOL7.CLL):** From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

**ELLVR TRANSITION (JPOOL7.ELLVR):** From over TTT VOR/DME on TTT R-166 to ELLVR.

**HOARY TRANSITION (JPOOL7.HOARY):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

**NAVASOTA TRANSITION (JPOOL7.TNV):** From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

**SAN ANTONIO TRANSITION (JPOOL7.SAT):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

**TORNN TRANSITION (JPOOL7.TORNN):** From over TTT VOR/DME on TTT R-156 to TORN.

**WACO TRANSITION (JPOOL7.ACT):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

**WINDU TRANSITION (JPOOL7.WINDU):** From over TTT VOR/DME on TTT R-176 to WINDU.

**NOTE:** Props departing DAL must contact clearance delivery for departure instructions.

**NOTE:** **COLLEGE STATION** Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

**NOTE:** **ELLVR** Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

**NOTE:** **SAN ANTONIO** Transition: For aircraft overflying Centex and San Antonio.

**NOTE:** **TORNN** Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

**NOTE:** **WACO** Transition: For aircraft inbound to Waco or Gray terminal area airports.

**NOTE:** **WINDU** Transition: For aircraft inbound to Austin or San Antonio terminal area.
TOP ALTITUDE:
RWYS 13L/R: 8000
RWYS 31L/R: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwy 13L: Standard with minimum climb of 290'/NM to 1700.
Rwy 13R: Standard with minimum climb of 315'/NM to 1700.

NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.
NOTE: Props departing DAL must contact Clearance Delivery for departure instructions.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVV 5.5 DME, then right turn heading 013° for RADAR vectors to appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

LUBBOCK TRANSITION (KING4.LBB): From over TIT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: RNAV-capable props: File and expect the SWABR RNAV SID.
NOTE: ALIAN TRANSITION ATC assigned only.
NOTE: BRHMA TRANSITION for aircraft inbound to Lubbock terminal area.
NOTE: Use WORTH DEPARTURE during the period 2100-0600 local time in lieu of the KKITY DEPARTURE.
NOTE: WSTEX TRANSITION: For aircraft inbound to Abilene and San Angelo terminal area airports only.

TOP ALTITUDE:
RWYS 13L/R: 8000
RWYS 31L/R: 3000

TAKEOFF MINIMUMS
RWys 13L/R: Standard with minimum climb of 500’ per NM to 1200.
RWys 31L/R: Standard with minimum climb of 500’ per NM to 1000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, thence . . .

. . .direct to cross DRSET at or below 6000, then on track 133° to cross HAYZZ at or above 6000, then on track 202° to CURLO, then on track 267° to KKITY, then on (transition). Maintain 8000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° to 2700, then heading 013° or as assigned by ATC, maintain 3000. Thence. . . .

. . .expect RADAR vectors to cross HAYZZ at or above 6000, then on track 202° to CURLO, then on track 267° to KKITY, then on (transition). Expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (KKITY5.ALIAN)
BRHMA TRANSITION (KKITY5.BRHMA)
CIKAN TRANSITION (KKITY5.CIKAN)
DOSXX TRANSITION (KKITY5.DOSXX)
HULZE TRANSITION (KKITY5.HULZE)
HUDAD TRANSITION (KKITY5.HUDAD)
WSTEX TRANSITION (KKITY5.WSTEX)
NOTE: This DP is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: WILL ROGERS Transition: For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.

NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.

NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 BDF VORTAC proceeding to destinations in the Chicago Terminal area and north.

NOTE: BLECO, GRABE and ZEMMA Transitions: ATC assigned.

NOTE: EAKER Transition: For aircraft inbound to the Tulsa Terminal area.

TAKEOFF MINIMUMS
Rwy 13R: Standard with minimum climb of 482' per NM to 1700.

NOTE: Chart not to scale.
TAKEOFF RUNWAY 13R: Turn right on heading 163° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb on the CVE R-139 for vectors to appropriate route, unless otherwise advised maintain 5000 and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (KRUMM1.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM1.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

EAKER TRANSITION (KRUMM1.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

GRABE TRANSITION (KRUMM1.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

OKMULGEE TRANSITION (KRUMM1.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM1.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

TULSA TRANSITION (KRUMM1.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM1.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (KRUMM1.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Props only.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, thence . . . .

. . . . left turn heading 100° or as assigned by ATC, expect RADAR vectors to SALVE, then on track 090° to KUSso, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° to 1000, thence . . . .

. . . . right turn heading 330° or as assigned by ATC, expect RADAR vectors to SALVE, then on track 090° to KUSso, then on (transition). Maintain 2000. Expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: MRSSH TRANSITION for aircraft inbound to Shreveport, Jackson, and Monroe terminal area airports only.
NOTE: RNAV-capable props: File and expect the KUSSO RNAV SID.
NOTE: Use the DALLAS DEPARTURE during the period 2100-0600 local time in lieu of the LNDRE DEPARTURE.
NOTE: BDDAY TRANSITION ATC assigned only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, thence.

. . . . direct to cross DRSET at or below 6000, then on track 133° to cross HAYZZ at or above 6000, then on track 132° to cross SHRAM at or above 7000, then on track 088° to LNDRE, then on (transition). Maintain 8000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° to 2700, thence.

. . . . right turn heading 013° or as assigned by ATC, maintain 3000, expect RADAR vectors to cross SHRAM at or above 7000, then on track 088° to LNDRE, then on (transition). Expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (LNDRE5.BDDAY)
BSKAT TRANSITION (LNDRE5.BSKAT)
FORCK TRANSITION (LNDRE5.FORCK)
LOOSE TRANSITION (LNDRE5.LOOSE)
MRSSH TRANSITION (LNDRE5.MRSSH)
ZALEA TRANSITION (LNDRE5.ZALEA)
NOTE: This departure procedure is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: DME and RADAR required.

NOTE: PODDE TRANSITION: ATC assigned.

TAKENOFF MINIMUMS

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13R: Turn right heading 163° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb on the CVE R-139 for RADAR vectors to appropriate route. Unless otherwise advised maintain 5000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE6.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (LOVE6.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE6.CNX): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-104 to LBB VORTAC, then on LBB R-272 and CNX R-092 to CNX VORTAC.

LUBBOCK TRANSITION (LOVE6.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-104 to LBB VORTAC.

MILLSAP TRANSITION (LOVE6.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (LOVE6.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-117 to PNH VORTAC.

PODDE TRANSITION (LOVE6.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (LOVE6.TXO): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-104 to LBB VORTAC, then on LBB R-305 and TXO R-125 to TXO VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, then on heading 133° or as assigned by ATC, maintain 3000, thence . . . .

. . . .expect RADAR vectors to cross XPRES at or below 9000, then on track 177° to cross RAMBL at or above 10000, then on (transition). Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb on heading 313° to 1000, then direct to cross NNOLN between 4000 and 7000 at or below 230K, then on track 247° to cross ARILE at or above 5000 and at or below 240K, then on track 177° to cross XPRES at or below 9000, thence . . . .

TAKEOFF RUNWAY 31R: Climb on heading 313° to 1000, then direct to cross MEERZ between 4000 and 7000 at or below 230K, then on track 247° to cross ARILE at or above 5000 and at or below 240K, then on track 177° to cross XPRES at or below 9000, thence . . . .

. . . .on track 177° to cross RAMBL at or above 10000, then on (transition). Maintain 10000. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (RAMBL6.CLI)

ELLVR TRANSITION (RAMBL6.ELLVR)

HOARY TRANSITION (RAMBL6.HOARY)

NAVASOTA TRANSITION (RAMBL6.TNV)

SAN ANTONIO TRANSITION (RAMBL6.SAT)

TORNN TRANSITION (RAMBL6.TORRN)

WACO TRANSITION (RAMBL6.ACT)

WINDU TRANSITION (RAMBL6.WINDU)

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area airports.
NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft inbound to William P Hobby, Ellington, Scholes Intl at Galveston, or Texas Gulf Coast Rgnl airports. All other aircraft types inbound to all other Houston terminal area airports except George Bush Intcntl/Houston, Conroe/North Houston Rgnl, David Wayne Hooks Meml, Liberty Muni, or Cleveland Muni airports.
NOTE: ELLVR Transition: For turbojet aircraft inbound to William P Hobby, Ellington, Scholes Intl at Galveston, or Texas Gulf Coast Rgnl airports.
NOTE: TORN TRANSITION: For aircraft inbound to George Bush Intcntl/Houston, Conroe/North Houston Rgnl, David Wayne Hooks Meml, Liberty Muni, or Cleveland Muni airports.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: RNAV-capable props: File and expect the SWABR RNAV SID.
NOTE: ALIAN TRANSITION: ATC assigned only.
NOTE: Aircraft landing in Lubbock terminal area file the BRHMA enroute transition.

NOTE: Chart not to scale.

TOP ALTITUDE: RWYS 13L/R: 3000
RWYS 31L/R: 10000

RAILS 13L/R: Standard with minimum climb of 500' per NM to 1200.

RAILS 31L/R: Standard with minimum climb of 500' per NM to 1200.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13L/R: Climb heading 133° to 1000, then heading 133° or as assigned by ATC, maintain 3000, thence . . . .

. . . . expect RADAR vectors to cross RAMBL at or above 10000, then on track 255° to SNSET, then on (transition). Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb heading 313° to 1000, then direct to cross NNOLN at or above 4000, at or below 7000, then on track 247° to cross ARILE at or above 5000, thence . . . .

TAKEOFF RUNWAY 31R: Climb heading 313° to 1000, then direct to cross MEERZ at or above 4000, at or below 7000, then on track 247° to cross ARILE at or above 5000, thence . . . .

. . . . on track 177° to cross XPRES at or below 9000, then on track 177° to cross RAMBL at or above 10000, then on track 255° to SNSET, then on (transition). Maintain 10000. Expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SNSET4.ALIAN)
BRHMA TRANSITION (SNSET4.BRHMA)
CIKAN TRANSITION (SNSET4.CIKAN)
DOSXX TRANSITION (SNSET4.DOSXX)
HUDAD TRANSITION (SNSET4.HUDAD)
HULZE TRANSITION (SNSET4.HULZE)
WSTEX TRANSITION (SNSET4.WSTEX)
TOP ALTITUDE
Rwys 13L/R: 3000
Rwys 31L/R: 2000

SWABR ONE DEPARTURE (RNAV)

HULZE

HRPER

MUTEE

PGLET

DBLSS

RUFFS

FUMED

ROOOO

LYNDE

RBBIT

CIKAN

WSTEX

LYNDE

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Props only.
NOTE: ALIAN Transition: ATC assigned only.

NARRATIVE ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 313° to 1000, thence . . .
. . . right turn heading 333° or as assigned by ATC, expect RADAR vectors to BOTCH,
then on track 270° to SWABR, then on (transition). Maintain 2000. Expect filed
altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° to 1000, thence . . .
. . . right turn heading 333° or as assigned by ATC, expect RADAR vectors to BOTCH,
then on track 270° to SWABR, then on (transition). Maintain 2000. Expect filed
altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, thence. . . .

. . . direct to cross DRSET at or below 6000, then on track 133° to cross HAYZZ at or above 6000, then on track 132° to cross SHRAM between 7000 and 8000, then on track 088° to LNDRE, then on track 014° to SWTSR, then on (transition). Maintain 8000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb on heading 313° to 1000, then direct to cross FLOWT at or above 2700, then on track 010° to DRNEN, then on track 010°, thence. . . .

TAKEOFF RUNWAY 31R: Climb on heading 313° to 1000, then direct to cross BARYY at or above 2700, then on track 010° to KREN, then on track 010°, thence. . . .

. . . for vectors to cross SHRAM between 7000 and 8000, then on track 088° to LNDRE, then on track 014° to SWTSR, then on (transition). Maintain 8000. Expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (SWTSR7.ADM)
BLECO TRANSITION (SWTSR7.BLECO)
EAKER TRANSITION (SWTSR7.EAKER)
GRABE TRANSITION (SWTSR7.GRABE)
MC ALESTER TRANSITION (SWTSR7.MLC)
OKMULGEE TRANSITION (SWTSR7.OKM)
ROLLS TRANSITION (SWTSR7.ROLLS)
TIKYS TRANSITION (SWTSR7.TIKYS)
TULSA TRANSITION (SWTSR7.TUL)
WILL ROGERS TRANSITION (SWTSR7.IRW)
ZEMMA TRANSITION (SWTSR7.ZEMMA)

NOTE: For use by turbojet aircraft only.
NOTE: Props file and expect TEXOMA DEPARTURE.
NOTE: EAKER Transition for aircraft inbound to Tulsa terminal area.
NOTE: Aircraft inbound Oklahoma City terminal area file and expect the ZEMMA Transition.
NOTE: OKMULGEE Transition for aircraft overflying the OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: ROLLS Transition for aircraft proceeding northwest bound on J52.
NOTE: TULSA Transition for aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition for aircraft overflying the IRW VORTAC.
NOTE: Use the TEXOMA DEPARTURE during the period 2100-0600 local time in lieu of the SWTSR DEPARTURE.
NOTE: Do not file BLECO Transition: to be assigned by ATC.
NOTE: Do not file GRABE Transition: to be assigned by ATC.
TOP ALTITUDE: RWYS 13L/R: 8000
RWYS 31L/R: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwy 13L: Standard with minimum climb of 290'/NM to 1700'.
Rwy 13R: Standard with minimum climb of 315'/NM to 1700'.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
TEXOMA FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

JETS: TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

JETS: TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVV 5.5 DME, then right turn heading 013° for RADAR vectors to appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.

EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
TRINITY EIGHT DEPARTURE

TRINITY EIGHT DEPARTURE

NOTE: This SID is to be used only upon assignment by Love Tower normally between 2100-0600 LCL time.

NOTE: RADAR and DME required.

TAKEOFF MINIMUMS
Rwy 13R: Standard with a minimum climb of 482' per NM to 1700.

TAKEOFF RUNWAY 13R: Turn right heading 163° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb on the CVE R-139 outbound.
Expect vectors to appropriate route, unless otherwise advised maintain 5000 and expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

**VENUS FOUR DEPARTURE**

**RADAR required. DME required.**

- **LOCALIZER 111.1**
  - Chan 48

- **TOP ALTITUDE:**
  - **5000**

**TAKEOFF MINIMUMS**

- Rwy 13R: Standard with minimum climb of 320' per NM to 1700.

**NOTE:** This DP is to be used only upon assignment by Love tower normally between 2100-0600 local time.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13R: Turn right heading 163° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb on the CVE R-139 for RADAR vectors to appropriate route. Unless otherwise advised maintain 5000 and expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (VENUS4.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS4.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (VENUS4.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

NAVASOTA TRANSITION (VENUS4.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TTT R-156 and TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (VENUS4.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS4.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.

WACO TRANSITION (VENUS4.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (VENUS4.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION TRANSITION: For piston and turboprop aircraft inbound to William P Hobby, Ellington, Scholes Intl at Galveston, or Texas Gulf Coast Rgnl airports. All other aircraft types inbound to all other Houston terminal area airports except George Bush Intcntl/Houston, Conroe/North Houston Rgnl, David Wayne Hooks Meml, Liberty Muni, or Cleveland Muni Airports. NOTE: ELLVR TRANSITION: For turbojet aircraft inbound to William P Hobby, Ellington, Scholes Intl at Galveston, or Texas Gulf Coast Rgnl Airports.

NOTE: HOARY TRANSITION: For E/F suffixed aircraft.

NOTE: SAN ANTONIO TRANSITION: For aircraft overflying Centex and San Antonio.

NOTE: TORNN TRANSITION: Only for aircraft inbound to George Bush Intcntl/Houston, Conroe/North Houston Rgnl, David Wayne Hooks Meml, Liberty Muni, or Cleveland Muni Airports.

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

NOTE: WINDU TRANSITION: For aircraft inbound to Austin or San Antonio terminal area.
**TOP ALTITUDE:**
- **RWY 13L/R:** 8000
- **RWY 31L/R:** Assigned by ATC

**REGIONAL DEP CON**
- 125.125
- 353.95 (RWys 13L/R)
- 118.55
- 290.35 (RWys 31L/R)

**D-ATIS**
- 120.15

**CLNC DEL**
- 127.9

**CPDLC**
- 121.75
- 348.6

**GND CON**
- 123.7
- 239.3

**LOCALIZER LOCALIZER**
- 111.5
- 111.1

**I-OVW**
- CVE
- I-LVF

**I-LVF/PODDE**
- 313°
- 313°

**NOTE:**
- Chart not to scale.

**PROPS:** Expect COYOTE or KINGDOM DEPARTURE.

**NOTE:**
- Podde Transition: ATC assigned.
- Prog: Expect COYOTE or KINGDOM DEPARTURE.

**TAKEOFF MINIMUMS**
- RWys 31L/R: Standard.
- RWy 13L: Standard with minimum climb of 290'/NM to 1700.
- RWy 13R: Standard with minimum climb of 315'/NM to 1700.

**CONTINUED ON FOLLOWING PAGE**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVW 5.5 DME, then right turn heading 013° for RADAR vectors appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
ILS or LOC RWY 18
MCKINNEY NTL (TKI)

DME required for procedure entry.

ATIS
119.925

REGIONAL APP CON
124.3 282.275

MC KINNEY TOWER *
118.825 (CTAF)

GND CON
121.875

CLINC DEL
121.35

(When twr closed)

UNICOM
122.95

ALTIDATE.

LOCALIZER 109.35
I-EFE : Channel 30 (Y)

DALLAS, TEXAS

AL-6644 (FAA)

MCKINNEY NTL (TKI)

ILS or LOC RWY 18

MISSING APPROACH:
Climb to 1500 then climbing left turn to 2400 on heading 360° and on
TI T VOR/DME R-042 to
BRDJE/TIT 402 to
and hold.

VDP NA when using Dallas Love Fld altimeter setting. When local altimeter setting
not received, use Dallas Love Fld altimeter setting and increase all DA 70 feet and
all MDA 80 feet, increase S-LOC 18 Cats C/D visibility ½ SM, increase Circling
visibility Cat C ½ SM, Cat D 1/4 SM. For inop ALS, increase S-LOC 18 Cats C/D
visibility to 1 SM. For inop ALS when using Dallas Love Fld altimeter setting,
increase S-ILS all Cats visibility ½ SM and increase S-LOC 18 Cats C/D to 1½ SM.
DME/DME RNP-0.3 NA, VDP NA with Dallas Love Fld altimeter setting. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase LNAV Cats C and D ½ mile, and Circling Cats C and D visibility ½ mile. For inop MALSR when using Dallas Love Fld altimeter setting increase LPV all Cats visibility to 1 mile.

**Atis**
- **Regional App Con**: 124.3 282.275
- **Mckinney Tower**: 119.925
- **Gnd Con**: 121.35
- **Cln Ctl**: 122.95
- **Unicom**: 121.875
- **Sc-2, 11 Jul 2024 to 05 Sep 2024**

**Misin Approach:**
Climb to 3000 direct ONEME and hold.

**Radar Required**

**Missed Apch Fix:**
- **ONEME**: 4 NM
- **Velci**: 1.6 NM

**Category:**
- **A**: 2.5 NM to RW18
- **B**: 6 NM
- **C**: 200 (200-½)
- **D**: 344 (400-½)

**Gnd Con:**
- **121.875** (When twr closed)

**Sasie**

**IKOTY**

**Velci**

**Karla**

**Lirene**

**Ikoty**

**Mckinney NTL**

**Sc-2, 11 Jul 2024 to 05 Sep 2024**

**Dallas, Texas**

**Amdt 2C 26Mar20**
### RNAV (GPS) RWY 36

**MCKINNEY NTL (TKI)**

**ATIS** 119.925  
**REGIONAL APP CON** 124.3 282.275  
**MC KINNEY TOWER** 118.825 (CTAF)  
**GND CON** 121.875  
**CLNC DEL** 121.35  
**UNICOM** 122.95

**Radar Required**  
**1548**

#### Chart Details:
- **CH 49202**  
- **W36A**
- **APP CRS 359°**
- **Rwy Ind 7002**
- **TDZE 589**
- **Apt Elev 589**

**RNAV (GPS) RWY 36**
- **RNAV (GPS) RWY 36**
- **RNAV (GPS) RWY 36**

**TDZE 589**

#### Chart Notes:
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA 70 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C/D and Circling Cat C/D visibility ¼ mile.**
- **DME/DME RNP-0.3 NA, VDP and Baro-VNAV NA when using Dallas Love Fld altimeter setting.**
- **For inop MALS increase LNAV/VNAV all Cats visibility to ½ mile and LNAV Cat D visibility to 1 mile. For inop MALS when using Dallas Love Fld altimeter setting increase LPV all Cats visibility to ½ mile, LNAV/VNAV Cat D visibility to 1 mile, and LNAV Cat D visibility to 1½ mile. Inop table does not apply to LPV all Cats.**

#### Chart Table:

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>789-3/4</td>
<td>200 (200-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>850-3/4</td>
<td>261 (300-3/4)</td>
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<td>LNAV MDA</td>
<td>940-3/4</td>
<td>351 (400-3/4)</td>
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</tr>
</tbody>
</table>

| CIRCLING | 1120-1 | 531 (600-1) | 1200-1  | 611 (700-1/4) | 1380-2½ | 791 (800-2½) |

**ELEV 589**

**TDZE 589**

**33°11'N-96°35'W**
When local altimeter setting not received use Dallas Love Fld altimeter setting and increase all MDA 80 feet and Cats C and D visibility 1/4 mile.

Procedure NA for arrivals on BYP VORTAC airway radials 173 CW 264.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ATIS
119.925
McKinney Tower*
118.825
GND CON
121.875
CLNC DEL
121.35 (When Twr Clsd)
Radar and DME required.

Takeoff Minimums
Rwys 18, 36: Standard.

Top Altitude: Assigned by ATC

NOTE: Belcher Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.

NOTE: SOLDO Transition: ATC assigned.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL3.TKK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: SOLDO Transition: ATC assigned.

NOTE: Chart not to scale.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

**COLLEGE STATION TRANSITION (JPOOL7.CLL):** From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

**ELLVR TRANSITION (JPOOL7.ELLVR):** From over TTT VOR/DME on TTT R-166 to ELLVR.

**HOARY TRANSITION (JPOOL7.HOARY):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

**NAVASOTA TRANSITION (JPOOL7.TNV):** From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

**SAN ANTONIO TRANSITION (JPOOL7.SAT):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

**TORNN TRANSITION (JPOOL7.TORNN):** From over TTT VOR/DME on TTT R-156 to TORNN.

**WACO TRANSITION (JPOOL7.ACT):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

**WINDU TRANSITION (JPOOL7.WINDU):** From over TTT VOR/DME on TTT R-176 to WINDU.

**NOTE:** COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

**NOTE:** ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

**NOTE:** SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

**NOTE:** TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

**NOTE:** WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

**NOTE:** WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: RADAR and DME required.

NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLISAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
**NANDR TWO DEPARTURE (RNAV)**

**RNAV 1 - DME/DME/IRU or GPS.**

**TOP ALTITUDE: ASSIGNED BY ATC**

**RADAR required.**

**NOTE:** EAKER transition: For TUL terminal arrivals only.

**NOTE:** TULSA transition: For all aircraft overflying TUL VORTAC.

**NOTE:** Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

**NOTE:** Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
TAKEOFF RUNWAY 18: Climb on heading 179° or as assigned by ATC, thence...
TAKEOFF RUNWAY 36: Climb on heading 359° or as assigned by ATC, thence...

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2,EAKER)
MC ALESTER TRANSITION (NANDR2,MLC)
OKMULGEE TRANSITION (NANDR2,OKM)
ROLLS TRANSITION (NANDR2,ROLLS)
TULSA TRANSITION (NANDR2,TUL)
WILL ROGERS TRANSITION (NANDR2,IRW)
ZEMMA TRANSITION (NANDR2,ZEMMA)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
TEXOMA FIVE DEPARTURE

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
**TOP ALTITUDE:**

ASSIGNED BY ATC

---

**REGIONAL DEP CON**
124.3 282.275
CLNC DEL (When twr closed)
121.35
GND CON
121.875
MC KINNEY TOWER* 118.825 (CTAF)

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**NOTE:**
Chart not to scale.

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**ASSIGNED BY ATC**

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**NOTE:**

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**CONTINUED ON FOLLOWING PAGE**

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**NOTE:** Chart not to scale.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
**ILS or LOC RWY 18L**

**DALLAS-FORT WORTH INTL (DFW)**

- **LOC/DME 110.55 (FAA)**
- **APP CRS 176°**
- **Rwy 18L 13401 13400**
- **TDZE 602 606**
- **Apt Elev 606 606**

**Radar Required for Procedure Entry**: DME or Radar required.

**Simultaneous Approach Authorization**: With Rwy 17L/C/R. Inop ALS, increase S-LOC 18L Cat C/D and Sidestep 18L Cat C/D visibility to 1.3 mile. Inop table does not apply to Sidestep 18R Cats A and B.

**MISSING APPROACH**: Climb to 1100, then climbing right turn to 3000 on heading 245° and FUZ VOR/TAC R-222 to LIKES INT/FUZ 27 DME and hold.

**D-ATIS**

- **ARR 123.775**
- **DEP 135.925**

**Regional App Con**

- **118.425**

**DFW Tower**

- **126.55**
- **127.5**
- **124.15**
- **134.9**

**GND Con**

- **121.65**
- **121.85**

**D-ATIS**

- **ARR 123.775**
- **DEP 135.925**

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**DFW Tower**

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**D-ATIS**

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- **DEP 135.925**

**Regional App Con**

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- **DEP 135.925**

**Regional App Con**

- **118.425**

**DFW Tower**

- **126.55**
- **127.5**
- **124.15**
- **134.9**

**GND Con**

- **121.65**
- **121.85**

Amdt 3 22APR21
ILS or LOC RWY 35C
DALLAS-FORT WORTH INTL (DFW)

V
Inoperative table does not apply to Sidestep Rwy 35L Cats A and B.
DME or RADAR required.
Simultaneous approach authorized with Rwy 35R, Rwy 36L/R.

D-ATIS
ARR 123.775
DEP 135.925

REGIONAL APP CON
DALLAS-TOWER

GND CON
121.65 121.85

CLNC DEL 128.25

RADAR REQUIRED

MAVERICK
113.1 TTT
Chan 78

BOSSI
TTT 19.7
RND 128.25

COWBOY
116.2 CVE
Chan 109

S-LOC 35C
1000/24 437 (400-1/2)
1000/40 437 (400-1/2)
35L

SIDESTEP 35L
1000/55 436 (400-1)
1000-1 436 (400-1/2)

MINION
REGional APCH CON

PLUS APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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tO BOSSI/TTT 19.7 DME/RADAR
and hold.

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and hold.

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and hold.

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and hold.

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3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.

MISSED APPROACH: Climb to
3000 on TTT VOR/DME R-356
tO BOSSI/TTT 19.7 DME/RADAR
and hold.
Simultaneous approach authorized with Rwy 35L/C/R. Inop table does not apply to Sidestep 36L Cats A and B. DME or RADAR required.

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 on heading 320° and CVE VOR/DME R’298 to KAGLE INT/CVE 39 DME and hold.

RADAR REQUIRED
ILS RWY 17C (SA CAT I)  
DALLAS-FORT WORTH INTL (DFW) 

DME and RADAR required. 

MISSED APPROACH: Climb on heading 176° to cross YUPRU/2.8 DME/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA/TIT/35 DME and hold. 

MISSED APPROACH: Climb on heading 176° to cross YUPRU/2.8 DME/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA/TIT/35 DME and hold. 

ALTITUDE: 1100' 

CATEGORY: A 

Amdt 11B 26MAR20 

DALLAS-FORT WORTH, TEXAS 

ILS RWY 17C (SA CAT I)  
DALLAS-FORT WORTH INTL (DFW) 

DALLAS-FORT WORTH, TEXAS 

AL-6039 (FAA) 

SC-2, 11 JUL 2024 to 05 SEP 2024 

13400 

APP CRS 

Rwy Idg 13400 

TDZE 562 

Apt Elev 607 

176° 

110.3 

40 

ELEV 

Chan 40 

1.8 

113.1 TTT Chan 78 

116.2 CVE Chan 109 

JASPA 

CPE (37.1) 

MAVERICK 

113.1 TTT Chan 78 

JASPA 

TTT (35) 

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74). 

COWBOY 

116.2 CVE Chan 109 

LOCALIZER 110.3 

I-FLQ (1.3) 

RADAR 

BOSI 

I-FLQ 19.3 

RADAR 

JIFFY INT 

I-FLQ 7.7 

RADAR 

PENNY 

I-FLQ 16.2 

RADAR 

ZINGG 

I-FLQ 9.9 

RADAR 

YUPRU/2.8 

DME/RADAR 

110° 

2.2 NM 

3.2 NM 

4.3 NM 

S-IDS 17C 

RA 144/14 150 DA 712 

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED 

DALLAS-FORT WORTH, TEXAS 

Avml 11B 26MAR20 

32°54'N-97°02'W 

249
**ILS RWY 18R (SA CAT I)**

**DALLAS-FORT WORTH INTL (DFW)**

**REGIONAL APP CON**
- **118.425**
- **DALLAS-FORT WORTH INTL**
- **DFW**
- **(DFW)**
- **DALLAS-FORT WORTH, TEXAS**

**D-ATIS**
- **ARR 123.775**
- **DEP 135.925**

**ALTERNATE MISSED APCH FIX**
- **111.9 MOP**
- **CHAN 124**
- **113.1 TTT**
- **R-222**
- **LTZ**
- **TTT 31.9**
- **115.7 FUZ**
- **CHAN 104**
- **FUZ 27**

**MISSED APCH FIX**
- **117.7 MOP**
- **CHAN 124**
- **115.7 FUZ**
- **CHAN 104**
- **FUZ 27**

**LOC/DME I-VYN**
- **111.9 Chan 56**
- **176°**
- **APC CRS**
- **13400**
- **TDZE**
- **Apt Elev 607**

**Rwy 1BR ALSF-2**

**GND CON**
- **121.65 121.85**
- **EAST WEST EAST WEST**

**D-ATIS**
- **CPDLC**
- **DGND CON**
- **DFW TOWER**
- **CLNC DEL**

**RADAR REQUIRED**

**CLAUSER 111.9**
- **I-VYN**
- **Chan 56**

**VAIS** and **ILS glidepath not coincident**
- **VGSI Angle 3.00°/TCH 74°**

**LOCALIZER 111.9**
- **I-VYN**
- **Chan 56**

**MISA TTT 25 NM**
- **270°**

**MISSED APPROACH:**
- Climb to 1100 then climbing right turn to 3000 on heading 250°
- and FUZ VORTAC R-222 to LIKES INT/FUZ VORTAC 27 DME and hold.

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**ILS RWY 18R (SA CAT I)**

**DALLAS-FORT WORTH, TEXAS**

**Amdt 8A 18SEP14**

**32°54'N-97°02'W**

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**DALLAS-FORT WORTH INTL (DFW)**

**HIRM all Rwys**
- **REIL Rwys 13L and 31L**
- **TDZ/CL all Rwys except 13L and 31L**

**ILS RWY 18R (SA CAT I)**
**ILS RWY 31R (SA CAT I & CAT II)**

**DALLAS-FORT WORTH INTL (DFW)**

**LOC/DME**
- I-RRA 110.9
- Chan 46

**APP CRS**
- 311°
- 46

**Rwy Idg**
- 8373

**TDZE**
- 523

**Ap Elev**
- 607

**ELEV**
- 607

**TDZE**
- 523

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 on heading 125° and TTT VOR/ DME R-084 to SOLDO/TTT 35.8 DME and hold.

**D-ATIS**
- ARR 123.775
- DEP 135.925

**REGIONAL APP CON**
- 135.5 125.2

**DFW TOWER**
- 126.55 127.5
- 124.15 134.9

**GND CON**
- 121.65 121.8
- 121.85

**CLNC DEL**
- 128.25

**CPDLC**

**RADAR REQUIRED**

**LOCALIZER 110.9**
- I-RRA
- Chan 46

**MAVERICK**
- 113.1 TTT Chan 78

**COWBOY**
- 116.2 CVE Chan 109
- 28.9

**TTT**
- 267°

**R-084**
- 1368

**FIVIS**
- R-084
- 113.1 TTT Chan 78

**I-RRA**
- 9.3

**116.2 CVE**
- Chan 109

**JOINT ALTERNATE MISSED APCH FIX**
- 28.9

**TTT 35.8**
- 264°

**R-084**
- 267°

**SOLDO**
- 20.6

**GACHO**
- 16.6

**TULOY**
- 16.6

**MISSING APCH FIX**

**MAVS TTT 25 NM**

**2700**

**3500**

**REGIONAL APP CON**
- 613

**ELEV 607**

**TDZE 523**

**HIRM all Rwy’s**
- REIL Rwy’s 13L and 31L
- TDZ/CL all Rwy’s except 13L and 31L

**SA CATEGORY I & II ILS SPECIAL AIRCREW**

& AIRCRAFT CERTIFICATION REQUIRED

Amdt 15  08NOV18

**ILS RWY 31R (SA CAT I & CAT II)**
DALLAS-FORT WORTH, TEXAS

ILS RWY 17C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

DME and RADAR required.

Simultaneous approach authorized with Rwy 17L, 18L/R.

MISSING APPROACH: Climb on heading 176° to cross 
YUPRU/2.8 DME/RADAR at or below 3000, then 
climbing right turn to 4000 on TTT VOR/DME R-176

SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 17L, 18L/R.

HIRL all Rwy

REIL Rwy 13L and 31L

TDZE/CL all Rwys except 13L and 31L

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
**Category II & III ILS - Special Aircrew & Aircraft Certification Required**

**DALLAS-FORT WORTH, TEXAS**

**AL-6039 (FAA)**

**ILS RWY 18R** (CAT II & III)

**DALLAS-FORT WORTH INTL (DFW)**

**APP CRS**

- **LOC/DME I-VYN 111.9 Chan 56**
- **Rwy Idg**
  - **DFW**
    - **TDZE 607**
    - **Apt Elev 607**

**D-MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT, FUZ VORTAC 27° DME and hold.

**ALFSA-2**

**D-ATIS**

- **ARR 123.775**
- **DEP 135.925**

**REGIONAL APP CON**

- **118.425**

**DFW TOWER**

- **126.55**
- **127.5 East**
- **124.15**
- **134.9 West**

**GND CON**

- **121.65 East**
- **121.85 West**

**CLNC DEL**

- **128.25**

**CPDLC**

- **124.15 East**
- **134.9**
- **121.65 West**
- **121.85**

**DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R.**

**Alternate Missed APCH Fix**

- **111.7 MQR Chan 124**
- **113.1 TIT Chan 78**
- **R-102**
- **19.3 ICKEL**
- **16.2 YOHAN**
- **9.9 LEGRE**
- **27° Fuze**

**Missed APCH Fix**

- **111.7 MQR Chan 124**
- **115.7 Fuze Chan 104**
- **27° Fuze**

**ILS RWY 18R (CAT II & III)**

**VSGI and ILS glidepath not coincident (VSGI Angle 3.00/TCH 74).**

**Category ILs 18R**

- **CAT II RTR 106/12 100 DA 707**
- **18L**
- **17R**
- **17C**
- **17L**
- **13L**
- **36R**
- **35L**
- **35C**
- **35R**
- **36L**
- **18R**

**Category II & III ILS - Special Aircrew & Aircraft Certification Required**

**HIRL all Rwys**

**REIL Rwys 13L and 31L**

**TDZ/CL all Rwys except 13L and 31L**

**Amdt 8A 18SEP14**

**DALLAS-FORT WORTH, TEXAS**

**32°54'N-97°02'W**

**DALLAS-FORT WORTH INTL (DFW)**

**Apt Elev**

- **TDZE 607**
- **Chan 78**
**DALLAS-FORT WORTH, TEXAS**

**AL-6039 (FAA)**

**ILS RWY 35C (CAT II & III)**

**DALLAS-FORT WORTH INTL (DFW)**

---

**Radar Required**

**DME or Radar Required.**

Simultaneous approach authorized with RWY 35R, RWY 36L/R.

**ALSF-2**

Missed Approach: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

**D-ATIS**

Arr 123.775

Dep 135.925

**Regional App Con**

**DFW Tower**

126.55 127.5 East

124.15 134.9 West

**Gnd Con**

121.65 121.8 East

121.85 West

**Clnc Del**

128.25

**CpDLC**

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**Category II & III ILS - Special Aircrew & Aircraft Certification Required**

**Dallas-Fort Worth, Texas**

Amdt 3 18SEP14

**ILS RWY 35C (CAT II & III)**

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**Sc-2, 11 JUL 2024 to 05 SEP 2024**

**Sc-2, 11 JUL 2024 to 05 SEP 2024**

**Sc-2, 11 JUL 2024 to 05 SEP 2024**

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**32°54'N-97°02'W**

**261**
DALLAS-FORT WORTH, TEXAS

ILS RWY 35R (CAT II & III)
DALLAS-FORT WORTH INTL (DFW)

Amdt 4B 18SEP14

_LOC/DME I-AJQ
111.75
Chan 54 (Y)

APP CRS
356°

Rwy Idg
8500
TDZE
575
Apt Elev
607

Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. DME required.

D-ATIS
ARR 123.775
DEP 135.925

REGIONAL APP CON
MAVERICK
113.1 TTT
Chan 78

RANGER
115.7 FUZ
Chan 104

MISSED APPROACH: Climb to 1040 then climbing right turn to 3000 on heading 090° and CVE VOR/DME R-033 to PERSN/CVE 22.6 DME and hold.

REGIONAL APP CON
119.4

DFW TOWER
126.55 127.5
124.15 134.9

GND CON
121.65 121.8
121.85

CLNC DEL
128.25

CPDLC

MISSED APCH
FIX

PERSN
CVE 22.6
Chan 118 (Y)

ALTERNATE MISSED
APCH FIX

PERSN
TTT 28.3
Chan 109

ALTSF-2

R-118

MISSING APCH

ELEV 607
TDZE 575

Radar Required

MISA TTT 25 NM

MISSING APCH

COWBOY
116.2 CVE
Chan 109

POLKE INT
1-AJQ 4.7
RADAR

COROL
1-AJQ 7.3
RADAR

FRIZZ
1-AJQ 13.6
RADAR

RANGER
115.7 FUZ
Chan 104

MAVERICK
113.1 TTT
Chan 78

IM

GS 3.00°
TCH 58

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 73).

CAT II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DALLAS-FORT WORTH, TEXAS

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

H I R L all Rwys
REIL Rwys 13L and 31L
TDZE/CL all Rwys except 13L, and 31L

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DALLAS-FORT WORTH, TEXAS

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

H I R L all Rwys
REIL Rwys 13L and 31L
TDZE/CL all Rwys except 13L, and 31L

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
**ILS RWY 36L (SA CAT II)**

**DALLAS-FORT WORTH INT'L (DFW)**

**LOC/DME: I-BXN**
- 111.9
  - Chan 56

**APP CRS**
- 356°

**Rwy Idg**
- TDZE 588

**Apt Elev**
- 606

**DME or RADAR required.**

**Reduced Lighting:** Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**D-ATIS**

**ARR**
- 123.775

**DEP**
- 135.925

**REGIONAL APP CON**
- 118.425

**DFW TOWER**
- 126.55
- 127.5
- EAST
- 128.25
- CPDLC

**GND CON**
- 121.65
- 121.8
- EAST
- 121.85
- WEST

**CLNC DEL**
- 128.25

**ELEV**
- 606
- TDZE 588

**TWR 783**
- U
- 0.6%
- DOW
- 0.5%
- 0.5%

**HIRL all Rwys**

**REIL Rwys 13L and 31L**

**TDZ/CL all Rwys except 13L and 31L**

**MALSR**

**MISS RD APPROACH:** Climb to 1100 then climbing left turn to 3000 on heading 315° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.

**REGIONAL APP CON**
- 111.9
  - Chan 56

**LOCALIZER**
- 111.9
  - Chan 56

**COWBOY**
- 116.2
  - Chan 109

**MAVERICK**
- 113.1
  - Chan 78

**RADAR REQUIRED**

**ELEV**
- 606
- TDZE 588

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**DALLAS-FORT WORTH, TEXAS**

**32°54'N 97°02'W**

**AL-6039 (FAA) 24025**

**AMdt 4A 25JAN24**
Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. For inop MALSR, increase ILS 13R all Cats visibility to 2 1/2.

MISSED APPROACH: Climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT/TIT 35.6 DME and hold.

MISSING APCH FIX

RADAR REQUIRED

MAVERICK

118.1 TTT

Chan 78

ALTERNATE

MISSED

APCH FIX

RANGER

115.7 FUZ

Chan 104

LOC SUMMARY

133.15 118.1

REGIONAL APP CON

AL-6039 (FAA)
CONVERGING ILS RWY 17C
DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required.
Simultaneous approach authorized with Converging ILS Rwy 13R.

MISSUED APPROACH: Climb to 1300 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS/TTT 33.2 DME and hold.

ALSF-2

GND CON
121.65 121.8 EAST
121.85 WEST
STI N DEL 128.25

APP CRS
126.55 127.5 EAST
124.15 134.9 WEST

LOC/DME I-FLQ
110.3
Chan 40

Rwy Ldg 13400
TDZE 562
Apt Elev 607

BELLS
S-ILS 17C

TDZE
LOC/DME I-FLQ

13400
562
607

CONVERGING ILS RWY 17C
DALLAS-FORT WORTH INTL (DFW)

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/ TCH 74).

R-128
116.2 CVE

176°

1016

200 (200- )

18R
18L
17R
17C
17L
13L
35C
35L
36R
36L
33R
33C
32R
32C
31L
31R
8500 X 150
13400 X 200
13401 X 200
9300 X 150
9000 X 200
265
265
2300
3000
5000

GS 3.00°
TCH 58

IM
654
660±

COWBOY
116.2 CVE

113.1 TTT

Chan 78

W-128
R-128

PENNY
I-FLQ 16.2
RADAR

JIFFY INT
I-FLQ 7.7
RADAR

BOSSI
I-FLQ 19.3
RADAR

VAIS/GM and ILS glidepath not coincident (VGSI Angle 3.00°/ TCH 74).

MAVERICK
113.1 TTT
Chan 78

607

RADAR REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 11 JUL 2024 to 05 SEP 2024

PENNY
I-FLQ 16.2
RADAR

BOSSI
I-FLQ 19.3
RADAR

ELEV 607
TDZE 562

DALLAS-FORT WORTH, TEXAS
AL-6039 (FAA)
23334

DALLAS-FORT WORTH, TEXAS
Amdt 8 18SEP'14

32°54'N-97°02'W
DALLAS-FORT WORTH INTL (DFW)

CC-2, 11 JUL 2024 to 05 SEP 2024

265
**DALLAS-FORT WORTH, TEXAS**

**AL-6039 (FAA)**

### CONVERGING ILS RWY 17R

**DALLAS-FORT WORTH INTL (DFW)**

- **LOC/DME I-JHZ**: 111.35
- **Chan**: 50 (Y)
- **ELEV**: 607
- **TDZE**: 567

**DME or RADAR required. Simultaneous approach** authorized with Converging ILS Rwys 13R.

### D-ATIS

- **ARR**: 123.775
- **DEP**: 135.925

**REGIONAL APP CON**: 127.075

### DFW TOWER

**Rwy Idg**: 13400

**TDZE**: 567

**Apt Elev**: 607

### MISSED APPROACH:

- Climb to 1020 then climbing left turn to 3000 on TTT VOR/DME
- R-128 to BILLS INT/TIT 33.2 DME and hold.

### ALTERNATE MISSED APCH FIX

- **BILLS**: CVE 29.6
- **RANGER**: 115.7 FUZ
  - **Chan**: 104

### RADAR REQUIRED

- **LOCALIZER**: 111.35
  - **Chan**: 50 (Y)

### COWBOY

- **Chan**: 109

### MISS APCH FIX

- **TTT**: 33.2

### HIRL all Rwys

- **REIL Rwys**: 13L and 31L
- **TDZ/CL all Rwys except 13L and 31L**

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**AMT 10 18SEP14**

**REGIONAL APP CON**

**CPDLC**

**ARR**: 123.775

**DEP**: 135.925

**REGIONAL APP CON**: 127.075

**GND CON**: 121.85

**CLNC DEL**: 128.25

**CPDLC**
Amdt 3  18SEP14

SC-2, 11 JUL 2024 to 05 SEP 2024

DALLAS-FORT WORTH, TEXAS

D-ATIS

ARR  123.775
DEP  135.925

REGIONAL APP CON

127.075

DFW TOWER

126.55  127.5  EAST
124.15  134.9  WEST

GND CON

121.65  121.8  EAST
  121.85  WEST

CLNC DEL

128.25

RADAR REQUIRED

MAVERICK

113.1  TTT  =

Chan 78

JOBBS INT

I-PKQ  4.5

RADAR

TDZE

Rwy Idg

13400

Apt Elev

563

LOC/DME I-PKQ

110.3

Chan 40

APP CRS

356°

Rwy Elev

607

ALSF-2

MISSED APPROACH: Climb to 3000 on

TTT VOR/DME R-356 to BOSSI/TTT 19.7

DME/RADAR and hold.

BOSSI

TTT  19.7

RADAR

DAYZZ

I-PKQ  7.5

RADAR

CHAN 78

RADAR

TUFFO

I-PKQ  13.8

RADAR

CHAN 78

RADAR

COWBOY

116.2 CVE  =

Chan 109

CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

32°54'N-97°02'W

CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)

SC-2, 11 JUL 2024 to 05 SEP 2024

D-ATIS

ARR  123.775
DEP  135.925

REGIONAL APP CON

127.075

DFW TOWER

126.55  127.5  EAST
124.15  134.9  WEST

GND CON

121.65  121.8  EAST
  121.85  WEST

CLNC DEL

128.25

RADAR REQUIRED

MAVERICK

113.1  TTT  =

Chan 78

JOBBS INT

I-PKQ  4.5

RADAR

TDZE

Rwy Idg

13400

Apt Elev

563

LOC/DME I-PKQ

110.3

Chan 40

APP CRS

356°

Rwy Elev

607

ALSF-2

MISSED APPROACH: Climb to 3000 on

TTT VOR/DME R-356 to BOSSI/TTT 19.7

DME/RADAR and hold.

BOSSI

TTT  19.7

RADAR

DAYZZ

I-PKQ  7.5

RADAR

CHAN 78

RADAR

TUFFO

I-PKQ  13.8

RADAR

CHAN 78

RADAR

COWBOY

116.2 CVE  =

Chan 109

CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

32°54'N-97°02'W

CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)
DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 31R.

**MISSED APPROACH:** Climb to 2000 then climb to 3000 on TTT VOR/DME R 356 to BOSSI/TTT 19.7 DME/RADAR and hold.

**RADAR REQUIRED**

**ELEV 607**

**TDZE 564**

**MALSR**

**MISSING APCH FIX**

**ALTERNATE MISSED APCH FIX**

**REGIONAL APP CON**

**DFW TOWER**

**GND CON**

**CLNC DEL 128.25**

**CPDLC**

**LOC/DEME I-UWX 111.35 Chan 50 (Y)**

**APP CRS 356°**

**Rwy Idg 13400 TDZE 564**

**Apt Elev 607**

**DALLAS-FORT WORTH, TEXAS**

**AL-6039 (FAA)**

**CONVERGING ILS RWY 35L**

**DALLAS-FORT WORTH INTL (DFW)**

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**269**

**23334**
Simultaneous approach authorized with Converging ILS Rwy 31R. DME or Radar required.

**DALLAS-FORT WORTH, TEXAS**

**CONVERGING ILS RWY 36R**

DALLAS-FORT WORTH INTL (DFW)

**MISSING APCH FIX:** Climb to 1100, then climbing left turn to 3000 on heading 320° and CVE VOR/DME R-298 to KAGLE INT/CVE 39 DME and hold.

**Radar Required**

**LOCALIZER 110.55**

I-FJN  
Chan 42 (Y)

**BASIN**

**I-FJN 7.7**

RADAR

**TUTOO**

I-FJN 10.1

RADAR

**KICKA**

I-FJN 16.4

RADAR

**SLOCO**

I-FJN 19.5

RADAR

**MAVERICK**

I-FJN 113.1

TIT

Chan 78

**COWBOY**

116.2

CVE

Chan 109

**LTT 34.4**

KAGLE

TIT

Chan 78

**ALTERNATE MISSED APCH FIX**

**Bi-Directional Runway Access**

**VGSI and ILS glidepath not coincident**

**3000**

**KAGLE**

**3000**

**3000**

**GS 3.00° TCH 66**

**356°**

** CATEGORY  **

**S-ILS 36R**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>781/18</td>
<td>200 (200-1/2)</td>
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</table>

**AL-6039 (FAA) 23362**

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**Ampt 3A  18SEP14**

**32°54’N-97°02’W**

DALLAS-FORT WORTH INTL (DFW)

**32°54’N-97°02’W**
ILS RWY 18L (CONVERGING)
DALLAS-FORT WORTH INTL (DFW)

**DME and RADAR required.**

- **Simultaneous approach authorized with CONVERGING ILS RWY 13R.**
- **MISSING APCH FIX:** Climb to 3000, then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA/TTT 2.3 DME and hold.

**D-FW TOWER**

**Regional App Con**

- **D-ATIS**
  - **ARR** 123.775
  - **DEP** 135.925
  - **REGIONAL APP CON** 118.425

**DFW Tower**

- **GND CON**
  - **EAST** 121.65 121.8
  - **WEST** 121.85

**GND CON**

- **MISSED APPROACH:** Climb to 3000, then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA/TTT 2.3 DME and hold.

**ALTERNATE APCH FIX**

- **113.1 TTT Chan 78**
- **CVE R-186**
- **116.2 CVE Chan 109**
- **JASPA CVE Chan 37.1**
- **TTT R-176**
- **UDALL I-CIX 7.3 RADAR**
- **ALIGN I-CIX 13.6 RADAR**
- **GRAUCH I-CIX 16.7 RADAR**

**MAVERICK Chan 78**

**REGIONAL CON**

- **CPDLC**
  - **128.25**
- **128.25**

**MAVERICK Chan 78**

**APCH FIX**

- **MISSING APCH FIX:** Climb to 3000, then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA/TTT 2.3 DME and hold.

**LOCALIZER 110.55**

**I-CIX Chan 42 (Y)**

**CATALOGUE**

- **S-ILS 18L**
  - **802/18**
  - **200 (200-1/2)**

**HILR all Rwys**

- **REIL Rwys 13L and 31L**
- **TDZ/CL all Rwys except 13L and 31L**
RNAV (RNP) Z RWY 13R
DALLAS-FORT WORTH INTL (DFW)

Misapproach: (Do not exceed 18.5K until HRNTT) Climb to 3000 feet on the RNAV missed approach route to SLOTT and hold.

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Misappproach requires RNP less than 1.0.

Authorization Required

RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 71).

GND CON
121.85
W

CLNC DEL
128.25

MRA RW13R 25 NM

AIRPORT CON

APP CRS
135°

Rwy Idg
9300

TDZE
591

Apt Elev
606

CATEGORY
A

RNP 0.30 DA
1041/45

450 (500-%)

135° (2.8)

123.775

135.925

D-ATIS
ARR
123.775

DEP
135.925

REGIONAL APP CON
133.15
118.1

DFW TOWER
126.55
127.5
EAST

124.15
134.9
WEST

GND CON
121.65
121.8
EAST

121.85
W

CLNC DEL
128.25

CPDLC

GP 3.00°
TCH 55

4.9 NM

2.2 NM

5.2 NM

0.6%

0.5%

0.5%

0.6%

135°

124.15
134.9

121.65
121.8

121.85

128.25

32°54'N-97°02'W

DALLAS-FORT WORTH, TEXAS

Amdt 2 10SEP20

RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

23334
For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 on track 315° to HODAX and on track 306° to KAGLE and hold.

RADAR REQUIRED

ELEV 607 TDZE 581
RNAV (RNP) Z RWY 31R
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.14 all Cats visibility to RVR 5100, RNP 0.23 all Cats visibility to 1/2 mile, RNP 0.30 all Cats visibility to 1/2 mile. Simultaneous approach authorized with RWy 31L. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SOLDO and hold.

RADAR REQUIRED

ELEV 607  TDZE 523

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

32°54’N-97°02’W

AUTHORIZATION REQUIRED
RNAV (GPS) RWY 17L
DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**PREFERRED ARRIVAL COURSE**

**REGIONAL APP CON**

**DFW TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**RADAR REQUIRED**

**ELEV 607**

**TDZE 545**

**MISSED APPROACH:** Climb to 3000 direct TACKE and hold.

**GND CON**

**TACKE**

**RG 1020**

**RG 3000**

**LNAV only.**

**LNAV/DA**

**LNAV/VNAV DA**

**LNAV MDA**

**APP CRS**

**WAAS**

**CH 40008**

**W17B**

**APP CRS 176°**

**Rwy Idg 545**

**Apt Elev 607**

**DALLAS-FORT WORTH, TEXAS**

**AL-6039 (FAA)**

**23334**

**RNAV (GPS) RWY 17L**

**DALLAS-FORT WORTH INTL (DFW)**

**Regional APP Con**

**119.4**

**I**

**Rivet**

**Draak**

**INWOD**

**2300**

**176° (3.1)**

**A**

**B**

**C**

**D**

**LPV DA**

**745/18**

**200 (200-1/2)**

**LNAV/DA**

**1063/60**

**518 (500-1/4)**

**LNAV MDA**

**1240/24**

**695 (700-1/2)**

**1240-1/2**

**695 (700-1/2)**

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**Amr 5A 17AUG17**

**32°54'N-97°02'W**

**DALLAS-FORT WORTH INTL (DFW)**

**RNAV (GPS) RWY 17L**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17L and Rwys 18L/R. DME/DME RNP-0.3 NA. For inop MALSR increase LNAV/VNAV all Cats visibility to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSING APPROACH:** Climb to at or below 3000 direct EYWEP then climb to 4000 on track 179° to JASPA and hold.
**RNAV (GPS) RWY 18L**

**DALLAS-FORT WORTH INTL (DFW)**

**RADAR required for procedure entry. RNP APCH.**

- **Simultaneous approach authorized with RWY 17L/C/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1/3 SM.**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>ARR 123.775</th>
<th>DEP 135.925</th>
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<tbody>
<tr>
<td>REGIONAL APP CON</td>
<td>118.425</td>
<td>126.55 127.5</td>
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<tr>
<td>DFW TOWER</td>
<td>EAST 126.55 127.5</td>
<td>WEST 124.15 134.9</td>
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<tr>
<td>GND CON</td>
<td>EAST 121.65 121.8</td>
<td>WEST 121.85</td>
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<tr>
<td>CLNC DEL</td>
<td>128.25</td>
<td></td>
</tr>
<tr>
<td>CPDLC</td>
<td>1139</td>
<td></td>
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</table>

**MISSING APPROACH: Climb to 1100, then climbing right turn to 3000 direct LIKES and hold.**

**MISSED APPROACH:**

1. **Rwy 18R:** Climb to 3000, then turn right to RWY 18L.
2. **Rwy 18L:** Climb to 3000, then turn right to RWY 18L.
3. **Rwy 17:** Climb to 3000, then turn right to RWY 18L.

**Category:**

- **A:** LPV DA 802/18 200 (200-1/2)
- **B:** LNAV/VNAV DA 1013/40 411 (500-1/2)
- **C:** LNAV MDA 1220/24 618 (700-1/2)
- **D:** LNAV MDA 1220-1/3 618 (700-1/3)

**ELEV 606**

**TDZE 602**

**H IR L all Rwyhs**

**REIL Rwy 13L and 31L**

**TDZ/CL all Rwyhs except 13L and 31L**

**DALLAS-FORT WORTH, TEXAS**

**Amdt 1C 22APR21**

32°54′N-97°02′W
RNAV (GPS) RWY 18R
DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS
AL-6039 (FAA)

RADAR required for procedure entry. RNP APCH.

Simultaneous approach authorized with RW 17L/C/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV Cat. visibility to RVR 6000 and LNAV Cat. C and D visibility to 1½ SM.

RSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct LIKES and hold.

D-ATIS
ARR 123.775
DEP 135.925
REGIONAL APP CON 118.425

DFW TOWER
126.55 127.5
124.15 134.9

GND CON
121.65 121.8
121.85

CLNC DEL 128.25
CPDLC

ELEV 606
TDZE 606

SC-2, 11 JUL 2024 to 05 SEP 2024

Amdt 1C 22APR21

32°54'N-97°02'W
281

RADAR required for procedure entry. RNP APCH.

Simultaneous approach authorized with RW 17L/C/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1½ SM.

- LIKES
- LEGRE
- 1100
- 3000
- YOHAN
- ICKEL
- 176°
- 16.3
- 3000 (3.2)
- 2400
- 176° (2.1)
- 938
- 1016
- 3000
- 2400
- 1100
- 4000
- 3000
- GP 3.00°
- TCH 74

- LIKES
- NETEE
- VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 74).

- 1.7 NM
- 3.8 NM
- 2.1 NM
- 6.3 NM
- 3.2 NM

CATEGORY A  B  C  D
LPV DA  806/18 200 (200-½)
LNAV/ VNAV DA  1012/40 406 (500-¾)
LNAV MDA  1220/24 614 (700-½) 1220-1½ 614 (700-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS
Amdt 1C 22APR21
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000.

Simultaneous approach authorized with Rwy 36 L/R and Rwy 35R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**Pilots must ensure that the facility provides RNAV (GPS) RWY 35C.**

RADAR REQUIRED

**Pilots must ensure that the facility provides RNAV (GPS) RWY 35C.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000.

Simultaneous approach authorized with Rwy 36 L/R and Rwy 35R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**Pilots must ensure that the facility provides RNAV (GPS) RWY 35C.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with RWY 36L/R and RWY 35R.
DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**RADAR REQUIRED**

**MISSED APPROACH:**

Climb to 3000 direct BBAKR and on track 357° to BOSSI and hold.

**REGIONAL APP CON**

<table>
<thead>
<tr>
<th>Arr: 123.775</th>
<th>DEP: 135.925</th>
<th>DFW Tower: 126.55 127.5</th>
<th>GND Con: 121.65 121.8</th>
<th>CLNC Del: 128.25</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST</td>
<td>WEST</td>
<td>EAST</td>
<td>WEST</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ELEV**

607

**TDZE**

564

**MALSR**

**CTAF**

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

RNAV (GPS) RWY 35L

DALLAS-FORT WORTH INTL (DFW)

23334

SC-2, 11 JUL 2024 to 05 SEP 2024

32°54'N-97°02'W

283
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (130°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000.

For simultaneous approaches, use of FD or AP providing RNAV track guidance required.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (130°F) or above 54°C (130°F).

D-ATIS
ARR 123.775
DEP 135.925

Radar Required

ALT CRZ
4000

MIN RADIFIX
6.3 NM

Rwy Idg
35R

Apt Elev
575

APP CRS
356°

ELEV
575

CAT
B

ALS-2

GND CON
121.65 121.8

GND CON
124.15 134.9

MISSED APPROACH:
Climb to 1040 then climbing right turn to 3000 direct PERSN and hold.

REGIONAL APP CON
119.4

CLNC DEL
128.25

DGPS/E6B: On direct RNAV approach, use altitude increments of 500 for Category D aircraft. 

LPV DA
775/18 200 (200-1/2)

LNAV/ VNAV DA
917/30 342 (400-1/2)

LNAV MDA
1040/24 465 (500-1/2)

RNAV (GPS) RWY 35R
DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

23334

DALLAS-FORT WORTH, TEXAS

Amdt 3B 17AUG17

32°54'N 97°02'W

RNAV (GPS) RWY 35R
DALLAS-FORT WORTH INTL (DFW)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cat C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**Missed Approach**: Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1/2 SM.

**MISSPEED APPROACH:** Climb to 1100 then climbing right turn to 3000 direct SLOTT and hold.

**D-ATIS**
- **CONTRAL**
- **ARR**
  - 123.775
- **DEP**
  - 135.925

**REGIONAL APP CON**
- **DFW TOWER**
  - 126.55 127.5 EAST
  - 124.15 134.9 WEST
- **GND CON**
  - 121.65 121.8 EAST
  - 121.85 WEST
- **CLNC DEL**
  - 128.25
- **CPDLC**

**LNAV/MDA**
- **DA**
  - 791/18 200 (200-½)
- **LNAV/VNAV**
  - 991/35 400 (400-¾)
- **LNAV MDA**
  - 1080/24 489 (500-½)
  - 1080/50 489 (500-1)

**CLNC DEL**
- **CLNC DEL**
  - 128.25

**Missed Approach:** Climb to 1100 then climbing right turn to 3000 direct SLOTT and hold.

**LPV DA**
- 791/18 200 (200-½)

**LNAV/VNAV DA**
- 991/35 400 (400-¾)

**LNAV MDA**
- 1080/24 489 (500-½)
  - 1080/50 489 (500-1)

**HIRL all Rwys**
- REIL Rwys 13L and 31L
- TDZ/CL all Rwys except 13L and 31L
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**RNAV (GPS) Y RWY 31L**

DALLAS-FORT WORTH INTL (DFW)

**App CRS** 315°

**Apt Elev** 607

**Rwy Idg** 9300

TDZE 581

**ELEV** 607

**TDZE** 581

**WAAS CH 99703 W31A**

**Regional App Con** 118.425 127.075 119.4

**DFW Tower** 126.55 127.5 EAST

124.15 134.9 WEST

**EAST** 121.65 121.8 EAST

121.85 WEST

**CLNC DEL** 128.25

**CPDLC**

---

**Radar Required**

**MISSED APCH FIX**

**Kagle**

**HODAX**

**A734**

**TARRO**

**NKORT**

**WOLKA**

**ZUREK**

**Hodax**

**3000**

**Kagle**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.13/TCH 72).**

**2400**

**2400**

**3000**

**3000**

**3000**

**5000**

**GP 3.00° TCH 54**

**Category**

A

B

C

D

**LPV DA**

831/40

250 (300-3/4)

**LNAV/VNAV DA**

907/50

326 (400-1)

**LNAV MDA**

1060/55

479 (500-1)

1060-1½

479 (500-1½)

**LNAV only.**

**1.2 NM to RW31L**

**Left 306°**

**126.55 127.5**

**EAST**

121.65 121.8 EAST

121.85 WEST

**Hodax**

**306°**

**TARRO**

**NKORT**

**WOLKA**

**ZUREK**

**2400**

**2400**

**2400**

**4 NM**

**315°**

**GP 3.00° TCH 54**

**Category**

A

B

C

D

**LPV DA**

831/40

250 (300-3/4)

**LNAV/VNAV DA**

907/50

326 (400-1)

**LNAV MDA**

1060/55

479 (500-1)

1060-1½

479 (500-1½)

**Hodax**

**306°**

**TARRO**

**NKORT**

**WOLKA**

**ZUREK**

**2400**

**2400**

**2400**

**4 NM**

**315°**

**GP 3.00° TCH 54**

**Category**

A

B

C

D

**LPV DA**

831/40

250 (300-3/4)

**LNAV/VNAV DA**

907/50

326 (400-1)

**LNAV MDA**

1060/55

479 (500-1)

1060-1½

479 (500-1½)

**Hodax**

**306°**

**TARRO**

**NKORT**

**WOLKA**

**ZUREK**

**2400**

**2400**

**2400**

**4 NM**

**315°**

**GP 3.00° TCH 54**

**Category**

A

B

C

D

**LPV DA**

831/40

250 (300-3/4)

**LNAV/VNAV DA**

907/50

326 (400-1)

**LNAV MDA**

1060/55

479 (500-1)

1060-1½

479 (500-1½)

**Hodax**

**306°**

**TARRO**

**NKORT**

**WOLKA**

**ZUREK**

**2400**

**2400**

**2400**

**4 NM**

**315°**

**GP 3.00° TCH 54**

**Category**

A

B

C

D

**LPV DA**

831/40

250 (300-3/4)

**LNAV/VNAV DA**

907/50

326 (400-1)

**LNAV MDA**

1060/55

479 (500-1)

1060-1½

479 (500-1½)
For inop ALS, increase LP Cat C/D visibility to RVR 5500 and LNAV Cat C/D visibility to RVR 6000.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 direct SOLDO and hold.

### D-ATIS
- **ARR:** 123.775
- **DEP:** 135.925

### REGIONAL APP CON
- **ARR:** 135.5 125.2
- **DEP:** 135.5 125.2

### DFW TOWER
- **EAST:** 126.5 127.5
- **WEST:** 124.15 123.9

### GND CON
- **EAST:** 121.65 121.8
- **WEST:** 121.85 121.8

### CLNC DEL
- **CPDLC:** 128.25

### MSA CEMOL 25 NM
- **ELEV:** 607
- **TDZE:** 523

### HIRL all Rwys
- REIL Rwys 13L and 31L
- TDZ/CL all Rwys except 13L and 31L

### Amdt 3A 05DEC19
- SC-2, 11 JUL 2024 to 05 SEP 2024
AKUNA NINE DEPARTURE (RNAV)

TOP ALTITUDE:
RWY 31L/31R: 5000
RWY 17C/17R/18L/18R/35L/35C/36L/36R: 10000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: Props file and expect JACKY or TRI-GATE departure.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 1120.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb on heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to AKUNA, thence. . . .

TAKEOFF RUNWAY 17R: Climb on heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to AKUNA, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240K, then on depicted route to AKUNA, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240K, then on depicted route to AKUNA, thence. . . .

TAKEOFF RUNWAYS 35L/C: Climb on heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000 and at or below 240K, then on track 020° to cross ITTTT at or above 6000, then on depicted route to AKUNA, thence. . . .

TAKEOFF RUNWAYS 36L/R: Climb on heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000 and at or below 240K, then on track 349° to cross RYNNE at or above 7000, then on depicted route to AKUNA, thence. . . .

. . . . on (transition) maintain 10000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading assigned by ATC, expect RADAR vectors to AKUNA, thence. . . .

. . . . on (transition) maintain 5000. Expect filed altitude 10 minutes after departure.

MC ALESTER TRANSITION (AKUNA9.MLC)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb heading 176° to intercept course 185° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT, thence. . . .

TAKEOFF RWY 17R: Climb heading 176° to intercept course 184° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT, thence. . . .

TAKEOFF RWY 18L/R: Climb heading 176° to 1120, then direct to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT, thence. . . .

TAKEOFF RWY 35C: Climb heading 356° to intercept course 325° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence. . . .

TAKEOFF RWY 35L: Climb heading 356° to intercept course 327° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence. . . .

TAKEOFF RWY 36L: Climb heading 356° to intercept course 340° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence. . . .

TAKEOFF RWY 36R: Climb heading 356° to intercept course 338° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence. . . .

...on track 267° to FUMED, then on track 267° to ALIAN. Maintain 10000, expect filed altitude ten minutes after departure.

TAKEOFF RWY 31L/R: Climb heading assigned by ATC, expect radar vectors to RBBIT, thence. . . .

...on track 267° to FUMED, then on track 267° to ALIAN. Maintain 5000, expect filed altitude ten minutes after departure.
NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARDIA SEVEN DEPARTURE (RNAV)

NOTE: ELLVR TRANSITION: For aircraft inbound to HOU, EFD, GLS or LBX.
NOTE: COLLEGE STATION TRANSITION: For aircraft inbound to West Houston Terminal Area Airports.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbo-jets only.
NOTE: Props file and expect KEENE or TRI-GATE DEPARTURE.
NOTE: RADAR required.

TOP ALTITUDE:
RWYS 13 L/R, 17 L/C/R,
18 L/R, 35 L/C/R, 36 L/R: 10000
RWY 31 L/R: 5000

TAKEOFF MINIMUMS
Rwy 31L/R: Standard.
Rwy 17C/R, 18L/R, 35C/L, 36L/R: Standard with minimum climb of 500' per NM to 1120.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240K, then on track 153° to DALBY, then on track 170° to cross NEAPS at or above 10000, then on depicted route to ARDIA, thence . . . .

TAKEOFF RUNWAYS 18L/R: Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240K, then on track 177° to LIZIE, then on track 159° to cross CUTSO at or above 10000, then on depicted route to ARDIA, thence . . . .

TAKEOFF RUNWAYS 31L/R: Climb on heading assigned by ATC, for RADAR vectors to ARDIA, maintain 5000, expect filed altitude ten minutes after departure.

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240K, 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 ARDIA, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240K, 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 ARDIA, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 340° to GVINE, then on course 262° to cross KMARK at or above 5500 and at or below 240K, then on depicted route to ARDIA, thence . . . .

TAKEOFF RUNWAY 36R: Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMARK at or above 5500 and at or below 240K, then on depicted route to ARDIA, thence . . . .

. . . . (transition) Maintain 10000, expect filed altitude ten minutes after departure.

COLLEGE STATION TRANSITION (ARDIA7.CLL):
ELLVR TRANSITION (ARDIA7.ELLVR):
**BLECO EIGHT DEPARTURE (RNAV)**

- **D-ATIS DEP**: 135.925
- **CLNC DEL**: 128.25
- **CDLC**
- **GND CON**
  - 121.65 121.8 (EAST)
  - 121.85 (WEST)
- **DFW TOWER**
  - 126.55 127.5 (EAST)
  - 124.15 134.9 (WEST)
- **REGIONAL DEP CON**
  - 118.55 290.35 (Rwy 17R/C)
  - 126.47 363.15 (Rwy 18L/R)
  - 125.12 353.95 (Rwys 35L/C and 36L/R)

**TOP ALTITUDE**
- **RWYS 31L/31R**: 5000
- **RWYS 17C/17R/18L/18R/35L/35C/36L/36R**: 10000

**NOTE**:
- **TULSA TRANSITION**: For all aircraft overflying the TUL VORTAC.
- **WILL ROGERS TRANSITION**: For all aircraft overflying the IRW VORTAC.
- **Aircraft arriving to the Oklahoma City terminal area file and expect the ZEMMA enroute transition**.
- **DME/DME/IRU or GPS required**.
- **RNAV 1**.
- **For use by turbojet aircraft only**.
- **Props file and expect JACKY or TRI-GATE DEPARTURE**.
- **RADAR required**.

**TAKEOFF MINIMUMS**
- Rwys 31L/R: Standard.
- Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500’ per NM to 1120.

**LOWGN**
- **BLECO**
- **GRABE**
- **AKUNA**

**ZEMMA**
- **FL180 2500 (8A)**
- **FL180 028 019 (12A)**

**REGIONAL DEP CON**
- 124.15 134.9 **(WEST)**
- 121.65 121.8 **(EAST)**
- **DFW TOWER**
  - 126.47 363.15 (Rwy 18L/R)
  - 125.12 353.95 (Rwys 35L/C and 36L/R)

**NOTE**:
- **Chart not to scale**.

**BLECO EIGHT DEPARTURE (RNAV)**

**NOTE**:
- **Chart not to scale**.

**FL180 354° 356° 1120**

**10° 176° 176° 084°**

**013° 024° 034° 044°**

**054° 064° 074° 084°**

**094° 104° 114° 124°**

**008° 018° 028° 038°**

**002° 012° 022° 032°**

**NOTE**: Chart not to scale.

**BLECO EIGHT DEPARTURE (RNAV)**

**NOTE**: Chart not to scale.

**LOWGN**
- **BLECO**
- **GRABE**
- **AKUNA**

**REGIONAL DEP CON**
- 124.15 134.9 **(WEST)**
- 121.65 121.8 **(EAST)**
- **DFW TOWER**
  - 126.47 363.15 (Rwy 18L/R)
  - 125.12 353.95 (Rwys 35L/C and 36L/R)

**NOTE**:
- **Chart not to scale**.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to BLECO, thence. . . .

TAKEOFF RWY 17R: Climb heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to BLECO, thence. . . .

TAKEOFF RWY 18L: Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on depicted route to BLECO, thence. . . .

TAKEOFF RWY 18R: Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on depicted route to BLECO, thence. . . .

TAKEOFF RWYS 35L/C: Climb heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000, then on track 004° to cross YUNGG at or above 7000, then on depicted route to BLECO, thence. . . .

TAKEOFF RWYS 36L/R: Climb heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on track 349° to cross RYNNE at or above 7000, then on depicted route to BLECO, thence. . . .

. . . .on (transition) maintain 10000. Expect filed altitude ten minutes after departure.

TAKEOFF RWYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to BLECO, thence. . . .

. . . .on (transition) maintain 5000. Expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO8.TUL)
WILL ROGERS TRANSITION (BLECO8.IRW)
ZEMMA TRANSITION (BLECO8.ZEMMA)
TOP ALTITUDE:

REGIONAL DEP CON
135.975 379.9
(Prop aircraft only Rwys 13L/R, 17L/C/R, 18L/R)
118.1 306.95
(Prop aircraft only Rwys 31L/R, 35L/C/R, 36L/R)
D-ATIS DEP 135.925
CLNC DEL 128.25
CPDLC
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 35R: Standard with minimum climb of 245' / NM to 1200.

NOTE: PODDE Transition: ATC assigned.
NOTE: JETS: Expect WORTH DEPARTURE.

(CONTINUED ON FOLLOWING PAGE)
COYOTE FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb on heading 240° for RADAR vectors to appropriate route, thence. . . .

TAKEOFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Climb on heading 270° for RADAR vectors to appropriate route, thence. . . .

. . . . maintain 2000 and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (CYOTE4.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (CYOTE4.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (CYOTE4.CNX): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (CYOTE4.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (CYOTE4.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (CYOTE4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (CYOTE4.TXO): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
Radar and DME required.

Takeoff Minimums
Rwy 35R: Standard with minimum climb of 245'/NM to 1200.

Note: Belcher Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.

Note: SOLDO Transition: ATC assigned.

Note: For all aircraft requesting FL230 and below expect GARLAND departure.

Note: For all aircraft requesting FL240 and above.

Note: Dallas-Fort Worth Intl Departures: Jets maintain 240K until leaving 5000.

Top Altitude:
Rwys 31 L/R: 5000

Note: Chart not to scale.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading, maintain 5000, thence.


. . . . for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL3.TTXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: Chart not to scale.

(DARTZ9.DARTZ) 23334

DARTZ NINE DEPARTURE (RNAV)

NOTE: Chart not to scale.

(DNARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240K, then on track 153° to DALBY, then on track 154° to cross OUTTR at or above 9000, then on track 152° to DARTZ, thence. . .
TAKEOFF RUNWAYS 18L/R: Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240K, then on track 177° to LIZIE, then on track 144° to cross CALEK at or above 10000, then on track 143° to DARTZ, thence. . .
TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 012° to cross MECHL at or above 4000 and at or below 240K, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then track 178° to DARTZ, thence. . .
TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 014° to cross MECHL at or above 4000 and at or below 240K, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 178° to DARTZ, thence. . .
TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 340° to GVINE, then on track 262° to cross KMART at or above 5500 and at or below 240K, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 137° to DARTZ, thence. . .
TAKEOFF RUNWAY 36R: Climb on heading 356° to intercept course 338° to GVINE, then on track 262° to cross KMART at or above 5500 and at or below 240K, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 137° to DARTZ, thence. . .
TAKEOFF RUNWAY 31L: Climb on heading 315° or as assigned by ATC, for vectors to DARTZ, maintain 5000, expect filed altitude 10 minutes after departure.
TAKEOFF RUNWAY 31R: Climb on heading 311° or as assigned by ATC, for vectors to DARTZ, maintain 5000, expect filed altitude 10 minutes after departure.

. . .(transition) maintain 10000, expect filed altitude 10 minutes after departure.

NAVASOTA TRANSITION (DARTZ9.TNV):
TORNN TRANSITION (DARTZ9.TORNN):
NOTE: Chart not to scale.

FORCK THREE DEPARTURE (RNAV)

TOP ALTITUDE:
- RWYS 31L/R: 5000
- RWYS 17C/R, 18L/R, 35L/C, 36L/R: 10000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TAKEOFF MINIMUMS
- RWYS 31L/R: Standard.
- RWYS 17C/R, 18L/R, 35L/C, 36L/R:
  Standard with minimum climb of 500' per NM to 1120.

NOTE: Non-RNAV-capable props: file and expect DALLAS or GARLAND departure.

NOTE: RNAV-capable props: file and expect the KUSSO RNAV departure.

NOTE: For use by turbojet aircraft only.

SC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 081° to PAXTN, then on track 072° to HANUH, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 176° to intercept course 169° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 081° to PAXTN, then on track 072° to HANUH, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 176° to intercept course 168° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 081° to PAXTN, then on track 072° to HANUH, thence. . . .

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 025° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 356° to intercept course 023° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH, thence. . . .

. . . . . on track 079° to LYING, then on track 079° to FORCK. Maintain 10000, expect filed altitude ten minutes after departure.

TAKEOFF RUNWAY 31L/R: Climb on heading assigned by ATC for RADAR vectors to HANUH, thence. . . .

. . . . . on track 079° to LYING, then on track 079° to FORCK. Maintain 5000, expect filed altitude ten minutes after departure.
NOTE: Chart not to scale.

**TOP ALTITUDE:**
Rwys 31L/R: 5000

**TAKEOFF MINIMUMS**
Rwy 35R: Standard with minimum climb of 245'/NM to 1200.

**NOTE:** For all aircraft requesting FL240 and above

**NOTE:** For all aircraft requesting FL230 and below.

**NOTE:** SOLDO Transition: ATC assigned.

**NOTE:** Jets maintain 240K until leaving 5000.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading, maintain 5000, thence.


... for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.

SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
(GRABE8.GRABE) 23334

GRABE EIGHT DEPARTURE (RNAV)

D-ATIS DEP 135.925
CLNC DEL 128.25
CPDLC
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Rwy 17R/C)
126.47 363.15 (Rwy 18L/R)
125.12 353.95 (Rwy 35L/C and 36L/R)

NOTE: EAKER TRANSITION: For aircraft inbound to the Tulsa terminal area.

NOTE: OKMULGEE TRANSITION: For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF VORTAC then to destinations in the Chicago terminal area and north.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNVA 1.

NOTE: For use by turbojet aircraft only.

NOTE: Props file and expect JACKY or TRI-GATE DEPARTURE.

NOTE: RADAR required.

TOP ALTITUDE:
RWYS 31L/31R: 5000
RWYS 17C/17R/18L/18R/35L/35C/36L/36R: 10000

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500’ per NM to 1120.

(NARRATIVE ON FOLLOWING PAGE)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to GRABE, thence. . . .

TAKEOFF RWY 17R: Climb heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to GRABE, thence. . . .

TAKEOFF RWY 18L: Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on depicted route to GRABE, thence. . . .

TAKEOFF RWY 18R: Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on depicted route to GRABE, thence. . . .

TAKEOFF RWYS 35L/C: Climb heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000, then on track 004° to cross YUNGG at or above 7000, then on depicted route to GRABE, thence. . . .

TAKEOFF RWYS 36L/R: Climb heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000, then on track 349° to cross RYNNE at or above 7000, then on depicted route to GRABE, thence. . . .

.on (transition) maintain 10000. Expect filed altitude ten minutes after departure.

TAKEOFF RWYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to GRABE, thence. . . .

.on (transition) maintain 5000. Expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE8.EAKER)
OKMULGEE TRANSITION (GRABE8.OKM)
TOP ALTITUDE:
RWY 17C/R, 18L/R, 35C/L, 36L/R: 10000
RWY 31L/R: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35C/L, 36L/R: Standard
with minimum climb of 500' per NM to 1120.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For use by turbojets only.
NOTE: Non-RNAV props file and expect
KINGDOM or COYOTE DEPARTURE.
NOTE: RNAV-capable props: File and expect
the SWABR RNAV SID.
NOTE: Aircraft landing Lubbock terminal
area file and/or expect the
KATZZ RNAV DEPARTURE.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 205° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 282° to TYGGR, thence . . . .

TAKEOFF RUNWAY 17R: Climb heading 176° to intercept course 203° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 282° to TYGGR, thence . . . .

TAKEOFF RUNWAY 18L: Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 282° to TYGGR, thence . . . .

TAKEOFF RUNWAY 18R: Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 282° to TYGGR, thence . . . .

TAKEOFF RUNWAY 35C: Climb heading 356° to intercept course 346° to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to HUNNT, then on track 242° to TYGGR, thence . . . .

TAKEOFF RUNWAY 35L: Climb heading 356° to intercept course 348° to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to HUNNT, then on track 242° to TYGGR, thence . . . .

TAKEOFF RUNWAYS 36L/R: Climb heading 356° to 1120, then direct to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to HUNNT, then on track 242° to TYGGR, thence . . . .

. . . . on track 287° to DBLSS, then on track 287° to HRPER, then on (transition). Maintain 10000, expect filed altitude ten minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to TYGGR, thence . . . .

. . . . on track 287° to DBLSS, then on track 287° to HRPER, then on (transition). Maintain 5000, expect filed altitude ten minutes after departure.

HULZE TRANSITION (HRPER3.HULZE)
TOP ALTITUDE:
RWY 17C/R, 18L/R,
35C/L, 36L/R: 10000
RWY 31L/R: 5000

TAKEOFF MINIMUMS
 Rwys 31L/R: Standard.
 Rwys 17C/R, 18L/R, 35C/L, 36L/R: Standard
 with minimum climb of 500' per NM to 1120.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: RNAV-Capable props: File and
expect SWABR RNAV SID.
NOTE: Non-RNAV-Capable props: File and
expect KINGDOM or COYOTE DEPARTURE.
NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 205° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 176° to intercept course 203° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 18L: Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 35C: Climb heading 356° to intercept course 346° to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to PGLET, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 356° to intercept course 348° to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to PGLET, thence. . . .

TAKEOFF RUNWAYS 36L/R: Climb heading 356° to 1120, then direct to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to PGLET, thence. . . .

. . . .on track 290° to MUTEE, then on track 290° to HUDAD. Maintain 10000, expect filed altitude ten minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to PGLET, thence. . . .

. . . .on track 290° to MUTEE, then on track 290° to HUDAD. Maintain 5000, expect filed altitude ten minutes after departure.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb on heading 240° for RADAR vectors to appropriate route, thence....

TAKEOFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Climb on heading 270° for RADAR vectors to appropriate route, thence....

....maintain 2000 and expect filed altitude 10 minutes after departure.
**JASPA SEVEN DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

**NOTE:** Props file and expect KEENE or tri-gate departure.

- **TOP ALTITUDE:**
  - RWY 31L/R: 5000

**TAKEOFF MINIMUMS**
- Rwys 31L/R: Standard.
- Rwys 17C/R, 18L/R, 35C/L, 36L/R: Standard with minimum climb of 500' per NM to 1120.

**NOTE:** WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area airports.

**NOTE:** For use by turbo-jets only.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240K, then on track 153° to DALBY, then on track 188° to cross ENIKE at or above 10000, then on track 188° to cross JASPA at or above 10000, thence. . .

TAKEOFF RUNWAYS 18L/R: Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240K, then on track 177° to cross JUGEL at or above 10000, then on track 177° to cross JASPA at or above 10000, thence. . .

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240K, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 202° to cross JASPA at or above 10000, thence...

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240K, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 202° to cross JASPA at or above 10000, thence...

TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 340° to GVINE, then on track 262° to cross K MART at or above 5500 and at or below 240K, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 155° to cross JASPA at or above 10000, thence...

TAKEOFF RUNWAY 36R: Climb on heading 356° to intercept course 338° to GVINE, then on track 262° to cross K MART at or above 5500 and at or below 240K, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 155° to cross JASPA at or above 10000, thence...

. . . (transition) maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31L: Climb on heading 315° or as assigned by ATC, for vectors to JASPA, maintain 5000, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31R: Climb on heading 311° or as assigned by ATC, for vectors to JASPA, maintain 5000, expect filed altitude 10 minutes after departure.

. . . . (transition) maintain 10000, expect filed altitude 10 minutes after departure.

WINDU TRANSITION (JASPA7.WINDU):
NOTE: Chart not to scale.

ROSEBUD W 116° INQ 124.15 134.9 (WEST)

Rosebud \-11 JUL 2024 to 05 SEP 2024

318

NOTE: Maintain 240K until leaving 5000.

NOTE: Props: Expect KEENE or TRI-GATE departure.

NOTE: Chart not to scale.

ROSEBUD W 116° INQ 126.475 363.15 (Rwys 36L/R)

ROSEBUD W 116° INQ 125.125 353.95 (Rwys 17C/R, 18L/R)

ROSEBUD W 116° INQ 126.75 363.15 (Rwys 36L/R)

ROSEBUD W 116° INQ 118.55 290.35 (Rwys 35L/C)

ROSEBUD W 116° INQ 121.65 121.8 (EAST)

ROSEBUD W 116° INQ 124.15 134.9 (WEST)

ROSEBUD W 116° INQ 121.85 121.8 (EAST)

ROSEBUD W 116° INQ 121.65 121.8 (EAST)

NOTE: Takeoff Minimums:


Rwy 35R: Standard with minimum climb of 245°/NM to 1200.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading, maintain 5000, thence....
TAKEOFF RUNWAYS 13L/R, 17L, 35R: Climb on assigned heading, maintain 10000, thence. . .
TAKEOFF RUNWAYS 17C/R: Climb on heading 160°, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 18L/R: Climb on heading 190°, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 35L/C: Climb on heading 010°, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 340°, maintain 10000, thence. . . .

...for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.
NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.
NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: Chart not to scale

TOP ALTITUDE:
RWY 17C/R, 18L/R, 35C/L, 36L/R: 10000
RWY 31L/R: 5000

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 1120.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For use by turbojets only.
NOTE: Non-RNAV-capable props: File and expect KINGDOM or COYOTE DEPARTURE.
NOTE: RNAV-capable props: File and expect the SWABR RNAV SID.
NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb heading 176° to intercept course 185° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 270° to TANNO, then on track 277° to ROOOO, thence. . . .

TAKEOFF RWY 17R: Climb heading 176° to intercept course 184° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 270° to TANNO, then on track 277° to ROOOO, thence . . . .

TAKEOFF RWY 18L/R: Climb heading 176° to 1120, then direct to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 270° to TANNO, then on track 277° to ROOOO, thence. . . .

TAKEOFF RWY 35C: Climb heading 356° to intercept course 325° to GVINE, then on track 262° to cross K MART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

TAKEOFF RWY 35L: Climb heading 356° to intercept course 327° to GVINE, then on track 262° to cross K MART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

TAKEOFF RWY 36L: Climb heading 356° to intercept course 340° to GVINE, then on course 262° to cross K MART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

TAKEOFF RWY 36R: Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross K MART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

. . . on track 282° to RUFFS, then on track 281° to KATZZ, then on (transition). Maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF RWY 31L/R: Climb heading assigned by ATC, expect radar vectors to ROOOO, thence. . . .

. . . on track 282° to RUFFS, then on track 281° to KATZZ, then on (transition). Maintain 5000, expect filed altitude ten minutes after departure.

BRHMA TRANSITION (KATZZ2.BRHMA)
KEENE FOUR DEPARTURE

D-ATIS DEP
135.925
CLNC DEL
128.25
CPDLC
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
135.975 379.9 (Rwys 13L/R, 17L/C/R, 18L/R)
118.1 306.95 (Rwys 31L/R, 35L/C/R, 36L/R)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 35R: 300-1 3/4 or standard with minimum climb of 230' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKEOFF ALL RUNWAYS: Climb on heading 240° for RADAR vectors to appropriate fix. Maintain 2000 and expect filed altitude 10 minutes after departure.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Dallas-Fort Worth Intl Departures: Do not exceed 240K until leaving 5000.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

JETS


. . .maintain 10000 and expect filed altitude 10 minutes after departure.

PROPS

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb on heading 240° then on assigned heading for RADAR vectors to appropriate route, thence. . .
TAKEOFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Climb on heading 270° then on assigned heading for RADAR vectors to appropriate route, thence. . .

. . .maintain 2000 and expect filed altitude 10 minutes after departure.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Props only.

NOTE: BDDAY Transition: ATC assigned only.

NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION


. . . . on track 090° to KUSSO, then on (transition). Maintain 2000. Expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1 LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
D-FW ROLLS TRANSITION: For all aircraft proceeding northwest bound on J52.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 1120.

TOP ALTITUDE:
RWYS 31L/31R: 5000
RWYS 17C/17R/18L/18R/35L/35C/36L/36R: 10000

NOTE: Chart not to scale.

(RNARRATIVE ON FOLLOWING PAGE)
TAKEOFF RWY 17C: Climb heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to LOWGN, thence. . . .
TAKEOFF RWY 17R: Climb heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to LOWGN, thence. . . .
TAKEOFF RWY 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 240K, then on depicted route to LOWGN, thence. . . .
TAKEOFF RWY 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 240K, then on depicted route to LOWGN, thence. . . .
TAKEOFF RWYS 35C/L: Climb heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000 and at or below 240K, then on track 004° to cross YUNGG at or above 7000, then on depicted route to LOWGN, thence. . . .
TAKEOFF RWYS 36L/R: Climb heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000 and at or below 240K, then on track 332° to cross AZIDE at or above 9000, then on depicted route to LOWGN, thence. . . .

. . . .on (transition) maintain 10000. Expect filed altitude ten minutes after departure.

TAKEOFF RWYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to LOWGN, thence. . . .

. . . .on (transition) maintain 5000. Expect filed altitude ten minutes after departure.

ARDMORE TRANSITION (LOWGN8.ADM)
ROLLS TRANSITION (LOWGN8.ROLLS)
NOTE: Chart not to scale.

KUSSO RNAV DEPARTURE.

NOTE: For use by turbojet aircraft only.

Non-RNAV capable props: file and expect the DALLAS or GARLAND DEPARTURE.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

TAKEOFF MINIMUMS

Rwys 31L/R: Standard.

Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500’ per NM to 1120.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 085° to THHOR, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 176° to intercept course 169° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 085° to THHOR, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 176° to intercept course 168° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 085° to THHOR, thence . . . .

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THHOR, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THHOR, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 025° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THHOR, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 356° to intercept course 023° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THHOR, thence . . . .

. . . . on track 090° to JJANE, then on track 091° to MRSSH, then on (transition). Maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading assigned by ATC for RADAR vectors to THHOR, thence . . . .

. . . . on track 090° to JJANE, then on track 091° to MRSSH, then on (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (MRSSH3.BDDAY)
ZALEA TRANSITION (MRSSH3.ZALEA)
DALLAS-FORT WORTH, TEXAS

NELYN SIX DEPARTURE (RNAV)

NOTE: Chart not to scale.

TOP ALTITUDE:
Rwy 31 L/R: 5000

NOTE: SAN ANTONIO TRANSITION: For aircraft overflying CENTEX and SAN ANTONIO.
NOTE: WACO TRANSITION: For aircraft inbound to Waco or Gray terminal airports.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For use by turbo-jets only.
NOTE: Turbo-jet aircraft landing San Antonio and Austin terminals areas expect the JASPA DEPARTURE.
NOTE: Props file and expect KEENE or terminals areas expect the JASPA DEPARTURE.
NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240K, then on track 153° to DALBY, then on track 205° to cross ONKAE at or above 10000, then on depicted route to NELYN, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240K, then on track 191° to cross WETUR at or above 10000, then on depicted route to NELYN, thence. . . .

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240K, 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, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240K, 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, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240K, then on track 262° to cross KMART at or above 5500 and at or below 240K, then on depicted route to NELYN, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 356° to intercept course 011° to cross MECHL at or above 5000 and at or below 240K, then on track 262° to cross KMART at or above 5500 and at or below 240K, then on depicted route to NELYN, thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb on heading assigned by ATC, expect RADAR vectors to NELYN, maintain 5000, expect filed altitude ten minutes after departure.

. . . .(transition) Maintain 10000, expect filed altitude ten minutes after departure.

HOARY TRANSITION (NELYN6.HOARY):
SAN ANTONIO TRANSITION (NELYN6.SAT):
WACO TRANSITION (NELYN6.ACT):
DEPARTURE ROUTE DESCRIPTION


ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading, maintain 5000 thence. . . .
TAKEOFF RUNWAYS 13L/R, 17L, 35R: Climb on assigned heading, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 17C/R: Climb on heading 160°, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 18L/R: Climb on heading 190°, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 35L/C: Climb on heading 010°, maintain 10000, thence. . . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 340°, maintain 10000, thence. . . .

. . . .for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
TAKEOFF MINIMUMS
Rwy 35R: NA-ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb on heading 130° for RADAR vectors to appropriate fix, thence. . . .
TAKEOFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb on heading 030° for RADAR vectors to appropriate fix, thence. . . .

. . . maintain 2000 or as assigned by ATC, expect filed altitude 10 minutes after departure.
NOTE: For use by turbojet aircraft only.

NOTE: Non-RNAV capable props: file and expect DALLAS or GARLAND DEPARTURE.

NOTE: RNAV capable props: file and expect the KUSSO RNAV DEPARTURE.

TOP ALTITUDE:
RWYS 31L/R: 5000
RWYS 17C/R, 18L/R, 35L/C, 36L/R: 10000

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard
with minimum climb of 500' per NM to 1120.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb on heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH, thence. . . .

TAKEOFF RWY 17R: Climb on heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH, thence. . . .

TAKEOFF RWY 18L: Climb on heading 176° to intercept course 145° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH, thence. . . .

TAKEOFF RWY 18R: Climb on heading 176° to intercept course 143° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH, thence. . . .

TAKEOFF RWYS 35L/C: Climb on heading 356° to 1120, then direct to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to SWYFT, then on track 108° to TRRCH, thence. . . .

TAKEOFF RWY 36L: Climb on heading 356° to intercept course 006° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to SWYFT, then on track 108° to TRRCH, thence. . . .

TAKEOFF RWY 36R: Climb on heading 356° to intercept course 004° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to SWYFT, then on track 108° to TRRCH, thence. . . .

. . . . on track 065° to JAYXX, then on track 065° to TRYTN, then on (transition) maintain 10000. Expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 31L/R: Climb on heading assigned by ATC, expect RADAR vectors to TRRCH, thence. . . .

. . . . on track 065° to JAYXX, then on track 065° to TRYTN, then on (transition) maintain 5000. Expect filed altitude 10 minutes after departure.

LOOSE TRANSITION (TRYTN4.LOOSE)
TOP ALTITUDE: 
RWYS 31L/R: 5000

REGIONAL DEP CON
D-FW TOWER

CHANNELS

117.0 CDS
112.7 SPS

NOTE: PODDE Transition: ATC assigned.
NOTE: Maintain 240K until leaving 5000.
NOTE: PROPS: Expect COYOTE or KINGDOM DEPARTURE.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 35L/C/R: Climb on assigned heading thence.

TAKEOFF RUNWAYS 18L/R: Climb on heading 190°, thence.

TAKEOFF RUNWAYS 36L/R: Climb on heading 340°, thence.

... for RADAR vectors to appropriate route, maintain 10000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading and altitude, thence.

... for RADAR vectors to appropriate route, maintain 5000 and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION [WORTH1.ABI]: From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION [WORTH1.CDS]: From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION [WORTH1.CNX]: From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION [WORTH1.LBB]: From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION [WORTH1.PNH]: From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION [WORTH1.PODDE]: From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION [WORTH1.TXO]: From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS
AL-6039 (FAA)
(RNAV)

NOTE: Chart not to scale

WSTEX TWO DEPARTURE (RNAV)

NOTE: RNAV 1.
NOTE: For use by turbojets only.
NOTE: RNAV capable props: File and expect the SWABR RNAV SID.
NOTE: Non-RNAV capable props: File and expect KINGDOM or COYOTE DEPARTURE.
NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

SC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 185° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT, thence . . . .
TAKEOFF RUNWAYS 17R: Climb heading 176° to intercept course 184° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT, thence . . . .
TAKEOFF RUNWAYS 18L/R: Climb heading 176° to 1120, then direct to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT, thence . . . .
TAKEOFF RUNWAY 35C: Climb heading 356° to intercept course 325° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence . . . .
TAKEOFF RUNWAY 35L: Climb heading 356° to intercept course 327° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence . . . .
TAKEOFF RUNWAY 36L: Climb heading 356° to intercept course 340° to GVINE, then on course 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence . . . .
TAKEOFF RUNWAY 36R: Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT, thence . . . .

. . . . on track 261° to LYNDE, then on track 261° to WSTEX, then on (transition). Maintain 10000, expect filed altitude ten minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to RBBIT, thence . . . .

. . . . on track 261° to LYNDE, then on track 261° to WSTEX, then on (transition). Maintain 5000, expect filed altitude ten minutes after departure.

CIKAN TRANSITION (WSTEX2.CIKAN)
DOSXX TRANSITION (WSTEX2.DOSXX)
NOTE: For use by turbojet aircraft only.  
NOTE: Non-RNAV capable props: file and expect DALLAS or GARLAND DEPARTURE.  
NOTE: RNAV capable props: file and expect the SWABR RNAV SID.

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
RWYS 31L/R: 5000
RWYS 17C/R, 18L/R, 35L/C, 36L/R: 10000

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500' per NM to 1120.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb on heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU, thence. . . .

TAKEOFF RWY 17R: Climb on heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU, thence. . . .

TAKEOFF RWY 18L: Climb on heading 176° to intercept course 145° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU, thence. . . .

TAKEOFF RWY 18R: Climb on heading 176° to intercept course 143° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU, thence. . . .

TAKEOFF RWYS 35C/L: Climb on heading 356° to 1120, then direct to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to ZERLU, thence. . . .

TAKEOFF RWY 36L: Climb on heading 356° to intercept course 006° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to ZERLU, thence. . . .

TAKEOFF RWY 36R: Climb on heading 356° to intercept course 004° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to ZERLU, thence. . . .

. . . .on track 063° to SWDIA, then on track 063° to ZACHH, then on (transition) maintain 10000. Expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 31L/R: Climb on heading assigned by ATC for RADAR vectors to ZERLU, thence. . . .

. . . .on track 063° to SWDIA, then on track 063° to ZACHH, then on (transition) maintain 5000. Expect filed altitude 10 minutes after departure.

BSKAT TRANSITION (ZACHH4.BSKAT)
RNAV (GPS) RWY 17

DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¾ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¾ mile. Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Procedure NA for arrivals at UKW VORTAC via V63 southwest bound.

VGSi and RNAV glideslope not coincident (VGSi Angle 3.50/TCH 23).

LPV DA
1297-1  250 (300-1)  NA

LNAV/VNAV DA
1459-1½  412 (500-1½)  NA

LNAV MDA
1560-1  513 (600-1)  NA

CIRCLING
1680-1  633 (700-1)  NA

Decatur, Texas
Orig-A 08OCT20

33°15'N-97°35'W
RNAV (GPS) RWY 35
DECATUR MUNI (LUD)

RNAV (GPS) RWY 35
DECATUR MUNI (LUD)

**AWOS-3**
118.225

**REGIONAL APP CON**
118.1 306.95

**UNICOM**
122.8 (CTAF)

**ELEV** 1047
**TDZE** 1047

- **343°**
  - **Rwy Ldg** 4200
  - **TDZE** 1047
  - **Apt Elev** 1047

**MISSED APPROACH:**
Climbing left turn to 2600 direct HIRGO and hold.

- **AIRPORT**
  - **DECATUR, TEXAS**
  - **LUD**

- **AIRPORT**
  - **DECATUR, TEXAS**
  - **ELEV**
  - **APP CRS** 343°
  - **UNICOM** 122.8
  - **REGIONAL APP CON** 118.1
  - **AWOS-3** 118.225

**Procedure NA for arrival at MQP VORTAC airway radials 330 CW 001.**

**1.9 NM to RW35**

**HOLD**

**4 NM**

**2.5 NM**

**3.04°**

**TCH 45**

**1.9 NM**

**CIRCLING**

**RNAV MDA**

**CIRCLING**

**AIRPORT**

**AIRPORT**
When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to EN'TUR/15 DME and hold.

AWOS-3
118.225

REGIONAL APP CON
118.1  306.95

UNICOM
122.8 (CTAF)

### One Minute Holding Pattern

- **IAF**: BOWIE 117.15 UKW 118 (Y)
- **ENTUR**: UKW 15
- **3100**
- **317°**
- **3000**
- **3000**
- **317°**

VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 23).

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<td>S-17</td>
<td>1700-1</td>
<td>1700-1½</td>
<td>NA</td>
<td></td>
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<td>CIRCLING</td>
<td>1800-1</td>
<td>1800-1½</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

Amdt 2B 08OCT20
**TOP ALTITUDE: ASSIGNED BY ATC**

- **BONHAM**
  - 114.6
  - BYP
  - Chan 93

- **PARIS**
  - 113.6
  - PRX
  - Chan 83

- **TEXARKANA**
  - 116.3
  - TXK
  - Chan 110

- **MAVERICK**
  - 113.1
  - TIT
  - Chan 78

- **CLARE**
  - 114.2
  - TYR
  - Chan 89

- **NOLBY**
  - 094°
  - 084°

- **ROCKK**
  - 094°
  - 084°

- **SHERO**
  - 094°

- **SOLDO Transition: ATC assigned.**

**NOTE:** SOLDO Transition: ATC assigned.

**TAKEOFF MINIMUMS**
- Rwy 17: Standard.
- Rwy 35: Standard with minimum climb of 320’/NM to 3500.

**NOTE:** Chart not to scale.

**RADAR and DME required.**

**REGIONAL DEP CON**
- 118.1
- 306.95
- CTAF
- 122.8

**DECATUR MUNI (LUD)**
- DECATUR, TEXAS
- 1700
- 163°

**MSA LUD 25 NM**
- 4000

**SC-2, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 163° to 1700 before proceeding north.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: Chart not to scale.

NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft overflying the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 163° to 1700 before proceeding north.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport,
   Jackson and Monroe terminal area airports only.

TAKEOFF MINIMUMS
Rwy 17: Standard.
Rwy 35: Standard with minimum climb of 320' per NM to 3500.

TOP ALTITUDE:
ASSIGNED BY ATC

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° to 1700 before proceeding north.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 163° to 1700 before proceeding north, thence...

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 163° to 1700 before proceeding north.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
RNAV (GPS) RWY 18L
DENTON ENTERPRISE (D'TO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cats C and D to 1 SM.

Procedure NA for arrival on BYP VORTAC airway radials 173 CW 305.
RNAP (GPS) RWY 18R
DENTON ENTERPRISE (DTO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

ATIS
119.325

REGIONAL APP CON
118.1 306.95

DENTON TOWER* 119.95 (CTAF)

GND CON 123.95
CLNC DEL 123.95
UNICOM 122.95

Procedure NA for arrival on BYP.
VORTAC airway radials 173 CW 305.
RNAV (GPS) RWY 36R

 **DENTON ENTERPRISE** (DTO)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.**

**Category**

- **A**
- **B**
- **C**
- **D**

**LPV DA**

- **839-\(\frac{3}{4}\)**
- **200 (200-\(\frac{3}{4}\))**

**LNAV/ VNAV DA**

- **964-1**
- **325 (400-1)**

**LNAV MDA**

- **1040-1**
- **401 (400-1)**
- **1040-1\(\frac{1}{2}\)**
- **401 (400-1\(\frac{1}{2}\))**

**SIDESTEP 36L**

- **1040-1**
- **399 (400-1)**
- **1040-1\(\frac{1}{2}\)**
- **399 (400-1\(\frac{1}{2}\))**

**CIRCLING**

- **1100-1**
- **457 (500-1)**
- **1260-1**
- **617 (700-1)**
- **1380-2**
- **737 (800-2)**
- **1380-2\(\frac{1}{4}\)**
- **737 (800-2\(\frac{1}{4}\))**

**MISSED APPROACH:** Climb to 4000 direct ZITAG and on track 282° to CRAFF and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD0.
TEXARKANA TRANSITION (DALL3.TTK): From over TTT VOR/DME on TTT R-074 to SHER0, then on TXK R-244 to TXK VORTAC.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

**COLLEGE STATION TRANSITION (JPOOL7.CLL):** From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

**ELLVR TRANSITION (JPOOL7.ELLVR):** From over TTT VOR/DME on TTT R-166 to ELLVR.

**HOARY TRANSITION (JPOOL7.HOARY):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

**NAVASOTA TRANSITION (JPOOL7.TNV):** From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

**SAN ANTONIO TRANSITION (JPOOL7.SAT):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

**TORNN TRANSITION (JPOOL7.TORNN):** From over TTT VOR/DME on TTT R-156 to TORNN.

**WACO TRANSITION (JPOOL7.ACT):** From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

**WINDU TRANSITION (JPOOL7.WINDU):** From over TTT VOR/DME on TTT R-176 to WINDU.

**NOTE:** COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

**NOTE:** ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

**NOTE:** SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

**NOTE:** TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

**NOTE:** WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

**NOTE:** WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
**NOTE:** LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

**NOTE:** MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

**NOTE:** PODDE Transition: ATC assigned.

**NOTE:** WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

**NOTE:** For all aircraft requesting 17000 and below.

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**NOTE:** Chart not to scale.

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**NOTE:** Takeoff Minimums
Rwys 18L/R, 36L/R: Standard.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(TOP ALTITUDE:
ASSIGNED BY ATC)

TAKEOFF MINIMUMS
Rwys 18L, 36R: Standard.
Rwys 18R, 36L: NA.

NOTE: Chart not to scale.
When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

- BDDAY TRANSITION (KUSSO1.BDDAY)
- BSKAT TRANSITION (KUSSO1.BSKAT)
- FORCK TRANSITION (KUSSO1.FORCK)
- LOOSE TRANSITION (KUSSO1.LOOSE)
- MRSSH TRANSITION (KUSSO1.MRSSH)
- ZALEA TRANSITION (KUSSO1.ZALEA)
NANDR TWO DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

Radar required.

Takeoff minimums:
Rwys 18L/R, 36L/R: Standard.

Tulsa transition: For all aircraft overflying TUL VORTAC.
Eaker transition: For TUL terminal arrivals only.

Note: Chart not to scale.

Narrative on following page
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L/R: Climb on heading 177° or as assigned by ATC, thence...
TAKEOFF RUNWAY 36L/R: Climb on heading 357° or as assigned by ATC, thence...

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
SWABR ONE DEPARTURE (RNAV)

HULZE

BRHMA

KATZZ

ALIAN

CIKAN

WSTEX

DOSXX

HUAD

HRPER

MUTEE

DBLSS

TYGGR

RUFFS

FUMED

LYNDE

RBBIT

7000

*2500

27°

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

TAKOFF MINIMUMS
Rwys 18L, 36R: Standard.
Rwys 18R, 36L: NA.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
NOTE: PODDE Transition: ATC assigned.

**WORTH ONE DEPARTURE**

**REGIONAL DEP CON**
118.1 306.95
CLNC DEL 123.95
GND CON 123.95
DENTON TOWER 119.95 (CTAF)

**TOP ALTITUDE:**
ASSIGNED BY ATC

**WORTH ONE DEPARTURE**

**REGIONAL DEP CON**
118.1 306.95
CLNC DEL 123.95
GND CON 123.95
DENTON TOWER 119.95 (CTAF)

**NOTE:** Chart not to scale.

**WORTH ONE DEPARTURE**

**REGIONAL DEP CON**
118.1 306.95
CLNC DEL 123.95
GND CON 123.95
DENTON TOWER 119.95 (CTAF)

**NOTE:** Chart not to scale.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
Circling Rwy 14, 32 NA at night.

Procedure NA for arrival on DHT VORTAC on V81 northwest bound.

MISSED APPROACH: Climb to 5700 direct MIVRE and hold.

AWOS-3
ALBUQUERQUE CENTER
AL-6429 (FAA)

Circling Rwy 14, 32 NA at night.

Procedure NA for arrival on DHT VORTAC on V81 northwest bound.

MISSED APPROACH: Climb to 5700 direct MIVRE and hold.

AWOS-3
ALBUQUERQUE CENTER
AL-6429 (FAA)
Circling Rwy 14, 32 NA at night.
Rwy 19 helicopter visibility reduction below ½ SM NA.

**AWOS-3**
- 118.075

**ALBUQUERQUE CENTER**
- 127.85
- 285.475

**UNICOM**
- 122.8 (CTAF)

**RNP APCH - GPS.**

**RNAV (GPS) RWY 19**

**MOORE COUNTY (DUX)**

**MISSED APPROACH:** Climb to 5700 direct KIXSO and hold.

**AWOS-3**
- 118.075

**ALBUQUERQUE CENTER**
- 127.85
- 285.475

**UNICOM**
- 122.8 (CTAF)

- 5700
- KIXSO

**DHALT**
- DHT
- 5700
- 083°
- (23.3)

**WAVSU**
- (IF/IAF)

**UCARO**
- MIVRE

**5 NM**
- HOLD
- 10000
- 5700

**5 NM**
- HOVER
- 1014°
- 5700 NoPT
- 104°
- (7.5)

**5700 NoPT**
- 264°
- (7.5)

**(IF/IAF)**
- MIVRE

**VORTAC airway radials 041 CW 129.**

- Procedure NA for arrivals on DHT
- VORTAC airway radials 041 CW 129.

**RNP APCH - GPS.**

**Rwy 19**
- 194°

**Circling Rwy 14, 32 NA at night.**

**Rwy 19**
- 194°
- 194°

**RNAV (GPS) RWY 19**

**MOORE COUNTY (DUX)**

**MISSED APPROACH FIX**

**KIXSO**

**UCARO**

**MIVRE**

**5 NM**
- Holding Pattern

**CATEGORY**
- A
- B
- C
- D

**RNAV MDA**
- 4100-1
- 399 (400-1)
- 4100-1½
- 399 (400-1½)

**CIRCLING**
- 4100-1
- 394 (400-1)
- 4300-1
- 594 (600-1)
- 4400-2
- 694 (700-2)
- 4400-2½
- 694 (700-2½)

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**DUMAS, TEXAS**

**AL-6429 (FAA)**

**22195**

**MIRL Rwy 1-19**

**MIRL Rwy 14-32**

**35°51’N-102°01’W**

**MOORE COUNTY (DUX)**

**RNAV (GPS) RWY 19**

**DUMAS, TEXAS**

**Amdt 1  14JUL22**

**384**
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Breckenridge altimeter setting; increase all MDAs 80 feet; increase LP and LNAV visibility Cat C ½ SM and Circling visibility Cat C ½ SM.

Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

Procedure NA for arrival on MQP VORTAC airway radials 161 CW 330.

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>2040-1</td>
<td>572</td>
<td>2040-1</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2040-1</td>
<td>572</td>
<td>2040-1</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2120-1</td>
<td>652</td>
<td>2320-1</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 35
EASTLAND MUNI (ETN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C (-7°F) or above 54°C (130°F).

When local altimeter setting not received, use Breckenridge altimeter setting: increase LNAV/VNAV DA to 1846 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C 1/4 SM. Baro-VNAV NA when using Breckenridge altimeter setting. Circling Rwy 17 NA at night. Helicopter visibility reduction below 1/8 SM NA.

AWOS-3PT
118.45

FORT WORTH CENTER
127.15  314.0

UNICOM
122.8  (CTAF)

MISSED APCH FIX
4 NM
JIXIM

4 NM Holding Pattern
BEFKO

3600 175° 355°

GP 3.00°
TCH 45

CATEGORY
A  B  C  D
LNAV/ VNAV DA
1777-1  319 (400-1)  NA
LNAV MDA
1980-1  522 (600-1)  1980-11/2  522 (600-11/2)  NA
CIRCLING
2120-1  652 (700-1)  2320-11/4  852 (900-11/4)  2320-21/2  852 (900-21/2)  NA

MIRL Rwy 17-35

EASTLAND, TEXAS
Amdt 2C  21APR22

32°25'N-98°49'W

EASTLAND MUNI (ETN)
When local altimeter setting not received, use Midlothian/Waxahachie altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM.

MISSED APPROACH: Climbing right turn to 2400 on CQY R-285 to WODIE/19 DME and hold.

Procedure NA for arrival at CQY VORTAC airway radials 234 CW 263.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: LUBBOCK Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the
Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.

SWABR ONE DEPARTURE (RNAV)

SWABR ONE DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
RNAV (GPS) RWY 17

FLOYDADA MUNI (41F)

**RNP APCH.**

- **PVW AWOS-3**
  - 119.675
- **LUBBOCK APP CON**
  - 119.2 351.8
- **UNICOM**
  - 122.8 [CTAF]

**ELEV 3187**

**TDZE 3187**

**APP CRS** 172°

- **Rwy Idg** 4600 TDZE 3187
- **Apt Elev** 4800

**3187**

**RWY 17**

**5000**

**5262**

**3591**

**3597**

**4120**

**3608**

**3388**

**3299**

**3480**

**3685**

**3661**

**5300**

**EXONE**

**LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/4 SM.**

**MISSedd APPROACH:** Climb to 5000 direct ASACI and hold.

**LP MDA**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LP MDA</strong></td>
<td>3640-1</td>
<td>453 (500-1)</td>
<td>3640-1½</td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>3720-1</td>
<td>533 (600-1)</td>
<td>3720-1½</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>3840-1</td>
<td>653 (700-1)</td>
<td>3980-2¼</td>
<td>NA</td>
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</tbody>
</table>

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH.**

- **PVW AWOS-3**
  - 119.675
- **LUBBOCK APP CON**
  - 119.2 351.8
- **UNICOM**
  - 122.8 [CTAF]

**ELEV 3187**

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- **Rwy Idg** 4600 TDZE 3187
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<tr>
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<td>3840-1</td>
<td>653 (700-1)</td>
<td>3980-2¼</td>
<td>NA</td>
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**SC-2, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH.**

- **PVW AWOS-3**
  - 119.675
- **LUBBOCK APP CON**
  - 119.2 351.8
- **UNICOM**
  - 122.8 [CTAF]

**ELEV 3187**

**TDZE 3187**

**APP CRS** 172°

- **Rwy Idg** 4600 TDZE 3187
- **Apt Elev** 4800

**3187**

**RWY 17**

**5000**

**5262**

**3591**

**3597**

**4120**

**3608**

**3388**

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**5300**

**EXONE**

**LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/4 SM.**

**MISSedd APPROACH:** Climb to 5000 direct ASACI and hold.

**LP MDA**

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<td><strong>CIRCLING</strong></td>
<td>3840-1</td>
<td>653 (700-1)</td>
<td>3980-2¼</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 35
FLOYDADA MUNI (41F')

**Rwy 35 helicpoter visibility reduction below ¾ SM NA. Use Plainview altimeter setting, when not received, use Lubbock altimeter setting and increase all MDA 20 feet; increase LP Cat C visibility ½ SM and Circling Cat C visibility ¼ mile.**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Frequency</th>
<th>Mode</th>
<th>Services</th>
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<tbody>
<tr>
<td>PVW AWOS-3</td>
<td>119.675</td>
<td>NA</td>
<td>LUBBOCK APP CON 119.2 351.8</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.**

**Visual Segment - Obstacles.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>3760-1</td>
<td>573 (600-1)</td>
<td>3760-1 573 (600-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3840-1</td>
<td>653 (700-1)</td>
<td>3840-1 653 (700-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3840-1</td>
<td>653 (700-1)</td>
<td>3920-1 733 (800-1)</td>
<td>3980-2 793 (800-2)</td>
</tr>
</tbody>
</table>

**34°00'N-101°20'W**

**Amdt 1 13SEP18**

**FLOYDADA, TEXAS**

**WAAS**

<table>
<thead>
<tr>
<th>CH</th>
<th>W35A</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>82442</td>
<td>352°</td>
<td>4600</td>
<td>3187</td>
<td>3187</td>
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</table>

**SC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 35
FOLLETT/LIPSCOMB COUNTY (T93)

**KANSAS CITY CENTER**
126.95  379.2

**CTAF**
122.9

**RNAV (GPS) RWY 35**

**APPROACH**

- Use Gage, OK altimeter setting, when not received, Perryton, TX altimeter setting and increase all MDA 20 feet.

**LNAV MDA**
3100-1  499 (500-1)

**CIRCLING**
3160-1  559 (600-1)

**MANEUVERS**
- Climb to 6000 direct CUTKU and on track 061° to EKEWU and hold, continue climb-in-hold to 6000.
- Procedure NA for arrival on MMB VORTAC airway radials 205 CW 254.

**AIRPORTS**
- FOLLETT, TEXAS (T93)
Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 4000 direct MMB VORTAC and hold.

NoPT for arrivals on MMB VORTAC airway radials 015 CW 142.

If/IAF MBB

One Minute Holding Pattern

5 NM

8 NM

CIRCLING

A

B

C

D

NA

CATEGORI

3160-1 559 (600-1)
Rwy 17 helicopter visibility reduction below 1 SM NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Int'l altimeter setting and increase all MDA 40 feet, increase LNAV Cat C visibility ½ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CPT AWOS: 3

119.525

REGIONAL APP CON

135.975 379.9

UNICOM

123.0 (CTAF)

RNAV (GPS) RWY 17
BOURLAND FLD (50F')

- Category A:
  - LNAV MDA: 1520-1 647 (700-1)

- Category B:
  - LNAV MDA: 1520-1 647 (700-1)

- Category C:
  - LNAV MDA: 1520-1 647 (700-1)

- Category D:
  - LNAV MDA: NA

- MIRL Rwy 17-35
RNAV (GPS) RWY 35
BOURLAND FLD (50F)

Rwy 35 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

<table>
<thead>
<tr>
<th>CPT AWOS-3</th>
<th>REGIONAL APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.525</td>
<td>135.975 379.9</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

FORT WORTH, TEXAS
AL-6854 (FAA)

RNAV (GPS) RWY 35

NA

FORT WORTH, TEXAS
ACTION 2

Amdt 2 10OCT19

32°35'N-97°35'W
BOURLAND FLD (50F)

RNAV (GPS) RWY 35

2017-01-30

FORT WORTH, TEXAS
SC-2, 11 JUL 2024 to 05 SEP 2024
1007-020003

3000 FIFFY

VGSi and descent angles not coincident
(VGSi Angle 3.50/TCH 28).

APP CRS 345°
Rwy Idg 3834
TDZE 865
Apt Elev 873

RNP APCH.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

[Diagram of airport and runway layout with navigation points and distances marked]
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 35: Standard.
Rwy 17: 300-2 or standard with minimum climb of 512'/NM to 1300.

NOTE: SOLDO Transition: ATC assigned.
TAKEOFF RUNWAY 17: Climb on heading 165° to 1400 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 17:** Climb on heading 165° to 1400 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

**LUBBOCK TRANSITION (KING4.LBB):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

**MILLSAP TRANSITION (KING4.MQP):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

**PODDE TRANSITION (KING4.PODDE):** From over TTT VOR/DME on TTT R-250 to PODDE.

**WICHITA FALLS TRANSITION (KING4.SPS):** From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
TAKEOFF MINIMUMS
Rwy 17: 300-2 or standard with minimum climb of 512’ per NM to 1300.
Rwy 35: Standard.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 171° to 1400 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1 .BDDAY)
BSKAT TRANSITION (KUSSO1 .BSKAT)
FORCK TRANSITION (KUSSO1 .FORCK)
LOOSE TRANSITION (KUSSO1 .LOOSE)
MRSSH TRANSITION (KUSSO1 .MRSSH)
ZALEA TRANSITION (KUSSO1 .ZALEA)
NANDR TWO DEPARTURE (RNAV)

REGIONAL DEP CON
135.975  379.9

RNAV 1 - DME/DME/IRU or GPS.
Radar required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.

NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

Takeoff minimums
Rwy 17: 300-2 or standard with minimum climb of 512' per NM to 1300.

NANDR TWO DEPARTURE (RNAV)
(NANDR2.NANDR) 20APR23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 165° or as assigned by ATC, thence...

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

TAKEOFF MINIMUMS
Rwy 35: Standard.
Rwy 17: 300-2 or standard with minimum climb of 512’ per NM to 1300.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 165° to 1400 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
### ILS or LOC RWY 34

**Fort Worth Meacham Intl (FTW)**

#### Inoperative table does not apply to S-LOC 34 Cat C.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>120.7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REGIONAL APP CON</strong></td>
<td>(North) 118.1 306.95</td>
</tr>
<tr>
<td><strong>MEACHAM TOWER</strong></td>
<td>118.3 257.8</td>
</tr>
<tr>
<td><strong>GND CON</strong></td>
<td>121.9</td>
</tr>
<tr>
<td><strong>CLNC DEL</strong></td>
<td>124.65</td>
</tr>
</tbody>
</table>

#### RADAR REQUIRED

- **Category**
  - **S-ILS 34**: 880-3/4 200 (200-3/4)
  - **S-LOC 34**: 1200-3/4 520 (500-3/4) 1200-1 520 (500-1) 1200-1 520 (500-1)
  - **CIRCLING**: 1260-1 550 (600-1) 1280-1 570 (600-1) 1340-1 570 (600-1) 1500-2 790 (800-2)

#### MISSED APPROACH:
- Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

---

**Amdt 2A 18JUN20**

**FORT WORTH MEACHAM INTL (FTW)**

**ILS or LOC RWY 34**

**Almdt 2A 18JUN20**

**32°49'N-97°22'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

Procedure NA for arrivals on UKW VORTAC via V17-161 northbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LNAV/VNAV Cat D and LNAV Cat D visibility to 1½ mile.

MISSED APPROACH: Climb to 3000 direct WOROD and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY INSTRUCTIONS IS REQUIRED.
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
NOTE: SOLDÓ Transition: ATC assigned.

Radar and DME required.

Takeoff Minimums
Rwy 16, 17: Standard.
Rwy 34: 300-1/2 or standard with minimum climb of 225'/NM to 1100, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 35: 300-1/2 or standard with minimum climb of 210'/NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

Regional Dep Con
118.1 306.95 (North)
135.975 379.89 (South)

ATIS
120.7
Clnç Del
124.65
Gnd Con
121.9

Meacham Tower
118.3 257.8

Top Altitude: Assigned by ATC

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 166° to 1600 before proceeding on course.

TAKEOFF RUNWAY 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 166° to 1600 before proceeding on course.
TAKEOFF RUNWAY 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: Chart not to scale.

**REGIONAL DEP CON**
- ATIS
- CLNC DEL
- GND CON
- MEACHAM TOWER

**RADAR and DME required.**

**TOP ALTITUDE: ASSIGNED BY ATC**

**TAKEN OFF MINIMUMS**
- **Rwy 16, 17:** Standard.
- **Rwy 34:** 300-1% or standard with minimum climb of 225'/NM to 1100, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.
- **Rwy 35:** 300-1½ or standard with minimum climb of 210'/NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

**TAKEN OFF MINIMUMS**

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 166° to 1600 before proceeding on course.
TAKEOFF RUNWAY 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.
NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to NELYN, then on ACT R-357 to ACT VORTAC.
WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.
NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: LUBBOCK Transition: For all aircraft overflying the MILLSAP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MILLSAP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 166° to 1600 before proceeding on course.
TAKEOFF RUNWAY 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY transition: ATC assigned only.
NOTE: MRSSH transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb on heading 167° to 1600 before proceeding on course.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
(NANDR2.NANDR) 23110
AL-159 (FAA)
FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (Rwy 34, 35)
135.975 379.9 (Rwy 16, 17)

TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwys 16, 17: Standard.
Rwy 34: 300-2 or standard
with minimum climb of 225'
per NM to 1100, or alternatively,
with standard takeoff minimums
and a normal 200' per NM climb
gradient, takeoff must occur no
later than 2000' prior to DER.
Rwy 35: 300-1 1/4 or standard
with minimum climb of 210'
per NM to 900, or alternatively,
with standard takeoff minimums
and a normal 200' per NM
climb gradient, takeoff must
occur no later than 1200'
prior to DER.

NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area,
file and expect the ZEMMA enroute transition.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb on heading 164° to 1600 before proceeding on course or as assigned by ATC, thence . . . .
TAKEOFF RUNWAYS 34, 35: Climb on heading 344° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 16, 17: Standard.
Rwy 34: 300-1/2% or standard with minimum climb of 225' /NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 35: 300-1/4% or standard with minimum climb of 210' /NM to 900, or alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1300' prior to DER.

(CONTINUED ON FOLLOWING PAGE)
TEXOMA FIVE DEPARTURE

TAKEOFF RUNWAY 16: Climb on heading 166° to 1600 before proceeding on course.
TAKEOFF RUNWAY 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 166° to 1600 before proceeding on course.
TAKEOFF RUNWAY 17: Climb on heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.
CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.
CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.
LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.
PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
MISSING APCH FIX

FUZ 37.5 DME and hold.

and FUZ VORTAC R-222 to SLUGG INT/SLUGG VORTAC.

R-222 to SLUGG INT/Slugg VORTAC.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 on heading 269° climbing.

22027

ILS or LOC RWY 36L
FORT WORTH SPINKS (FWS)

1800 3100

SLUGG

MISSED APCH FIX

Loc 122.7

ATIS 120.025

FORT WORTH, TEXAS

FORT WORTH SPINKS (FWS)

32°34’N-97°19’W

FORT WORTH, TEXAS

SC-2, 11 JUL 2024 to 05 SEP 2024

Amdt 2D 27JAN22
Circling NA west of Rwy 18R-36L. Rwy 18R helicopter visibility reduction below 1/4 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3100 direct SLUGG and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).

LPV DA 950-3/4 250 (300-3/4)
LNAV/VNAV DA 1030-1 330 (400-1)
LNAV MDA 1100-1 400 (400-1) 1100-1/8 400 (400-1/8)
CIRCLING 1200-1 500 (500-1) 1340-1/3 640 (700-1/3) 1340-2 640 (700-2)

RNP APCH-GPS.

RNAV (GPS) RWY 18R
FORT WORTH SPINKS (FWS)

ATIS 120.025
REGIONAL APP CON 135.975 379.9
SPINKS TOWER * 124.625 (CTAF)
GND CON 119.475
UNICOM 122.7

FORT WORTH, TEXAS
Amdt 1D 27JAN22

32°34'N-97°19'W
443
RNAV (GPS) RWY 36L

FORT WORTH SPINKS (FWS)

ATIS 120.025
REGIONAL APP CON 135.975 379.9
SPINKS TOWER 124.625 (CTAF)
GND CON 119.475
UNICOM 122.7

Amdt 1C  27JAN22
SC-2, 11 JUL 2024 to 05 SEP 2024
32°34'N-97°19'W
NOTE: Chart not to scale.
TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (DALL3.TKK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
JOE POOL SEVEN DEPARTURE

REGIONAL DEP CON
135.975 379.9
ATIS
120.025
GND CON
119.475
SPINKS TOWER*
124.625 (CTAF)

MAVERICK
113.1 TTT
Chan 78

NELYN

JASPA

ARDIA

ELLVR

DARTZ

WACO
115.3 ACT
Chan 100

HOARY

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115

LEONA
110.8 LOA
Chan 45

Bilee

THORN

WINDU

COLLEGE STATION
113.3 CLL
Chan 80

NOTE: Chart not to scale.

NOTE: Chart not to scale.

TOP ALTITUDE:
ASSIGNED BY ATC

Radar and DME required.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

NAVASOTA TRANSITION (JPOOL7.TNVT): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORN.

WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

NOTE: TORN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.

JOE POOL SEVEN DEPARTURE
(JPOOL7.TTT) FORT WORTH SPINKS (FWS)

SC-2.11 JUL 2024 to 05 SEP 2024
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

TAKEOFF MINIMUMS
Rwys 18L, 36R: NA - Environmental.
Rwys 18R, 36L: Standard.

TOP ALTITUDE:
ASSIGNED BY ATC

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
ATIS
120.025
GND CON
119.475
SPINKS TOWER *
124.625 (CTAF)
REGIONAL DEP CON
135.975 379.9

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

TAKEOFF MINIMUMS
Rwys 18L, 36R: NA - Environmental.
Rwys 18R, 36L: Standard.

NOTE: Chart not to scale.
TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right or as assigned by ATC, thence...
TAKEOFF RUNWAY 36L: Climb on heading 357° or as assigned by ATC, thence...

... ... expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
TEXOMA FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
RNAV (GPS) RWY 17
KENNETH COPELAND (4T2)

Procedure NA for arrival on MQP VORTAC airway radials 330 CW 001.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3100 direct ODGOY and hold.

Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. Rw 17 helicopter visibility reduction below 1/2 Sm NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham Intl altimeter setting: Increase LPV DA to 973 feet; increase LNAV/VNAV DA to 1135 feet; increase all MDA 40 feet and LNAV Cat C/D and Circling Cat C visibility 1/2 Sm.

Regional App Con
125.8 257.95

Unicom
123.075 (CTAF)

RNAV (GPS) RWY 17
RNAV (GPS) RWY 35
KENNETH COPELAND (4T2)

RNP APCH.

NA Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. RWY 35 helioposter visibility reduction below 2/3 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham Intl altimeter setting: Increase LPV DA to 955 feet; increase LNAV/VNAV DA to 1144 feet; increase all MDA 40 feet and LNAV Cat C/D and Circling Cat C visibility 2/3 SM.

MISSED APPROACH: Climb to 3100 direct ODGOY and hold.

REGIONAL APP CON
125.8 257.95
UNICOM 123.075 (CTAF)

Procedure NA for arrival on MQP VORTAC airway radials 001 CW 161.

RWA S

MFQ QMP -7731

ELEV 693 TDZE 675

3100 ODGOY

* LNAV only.

1.5 NM to RW35

1320* 2400

351° 3000

GP 3.00° TCH 40

LNAV/ VNAV DA

1114-1 1/2 439 (500-1 1/2)

LNAV MDA

1180-1 1/2 505 (500-1)

1180-1 3/4 505 (500-1 3/4)

1340-1 3/4 647 (700-1 3/4)

1440-2 1/2 747 (800-2 1/2)

C CIRCLING

1240-1 547 (600-1)

32°59'N-97°30'W

KENNETH COPELAND (4T2)

FORT WORTH, TEXAS
Orig-A 21MAY20

32°59'N-97°30'W

465
Circling NA east of Rwy 16L-34R. For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and S-LOC 16L Cat C/D/E visibility to RVR 6000.

**ATIS**

**REGIONAL APP CON**

**ALLIANCE TOWER**

**GND CON**

**CLNC DEL**

**ILS or LOC RWY 16L**

**PEROT FLD/FORT WORTH ALLIANCE (AFW)**

**TWR**

**118.1 306.95**

**135.15 257.9**

**132.65 306.2**

**128.725**

**ATIS**

**126.925**

**FTW**

FORT WORTH, TEXAS

APPROACH

AIRPORT

RUNWAY

FAA

FORT WORTH, TEXAS

**ATIS**

**REGIONAL APP CON**

**ALLIANCE TOWER**

**GND CON**

**CLNC DEL**

**ILS or LOC RWY 16L**

**PEROT FLD/FORT WORTH ALLIANCE (AFW)**

**TWR**

**118.1 306.95**

**135.15 257.9**

**132.65 306.2**

**128.725**

**ATIS**

**126.925**

**FTW**

FORT WORTH, TEXAS

APPROACH

AIRPORT

RUNWAY

FAA
Circling NA east of Rwy 16L-34R. For inop ALS, increase S-ILS 34R Cat E visibility to RVR 4000 and S-LOC 34R Cat C/D/E visibility to 1% SM.

ATIS
126.925

REGIONAL APP CON
118.1 306.95

ALLIANCE TOWER
135.15 257.9

GND CON
132.65 306.2

CLNC DEL
128.725

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 270° and FUZ VORTAC R-303 to OBLON INT/FUZ 24 DME and hold.

FORT WORTH, TEXAS
PEROT FLD/FORT WORTH ALLIANCE (AFW)

ATIS
126.925

REGIONAL APP CON
118.1 306.95

ALLIANCE TOWER
135.15 257.9

GND CON
132.65 306.2

CLNC DEL
128.725

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 270° and FUZ VORTAC R-303 to OBLON INT/FUZ 24 DME and hold.

ATIS
126.925

REGIONAL APP CON
118.1 306.95

ALLIANCE TOWER
135.15 257.9

GND CON
132.65 306.2

CLNC DEL
128.725

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 270° and FUZ VORTAC R-303 to OBLON INT/FUZ 24 DME and hold.

ATIS
126.925

REGIONAL APP CON
118.1 306.95

ALLIANCE TOWER
135.15 257.9

GND CON
132.65 306.2

CLNC DEL
128.725

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 270° and FUZ VORTAC R-303 to OBLON INT/FUZ 24 DME and hold.
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 330° and FUZ VORTAC R-303 to OBLON INT/FUZ 24 DME and hold.

ATIS
126.925

REGIONAL APP CON
118.1 306.95

ALIANCE TOWER
135.15 257.9

GND CON
132.65 306.2

CLNC DEL
128.725
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat E visibility to RVR 6000.

**RNAV (GPS) RWY 16L**

**PEROT FLD/FORT WORTH ALLIANCE (AFW)**

**ATIS**

126.925

**REGIONAL APP CON**

118.1 306.95

**ALIANCE TOWER**

135.15 257.9

**GND CON**

132.65 306.2

**CLNC DEL**

128.725

**FORT WORTH, TEXAS**

**REIL Rwys 16R and 34L**

**HIRL Rwys 16L-34R and 16R-34L**

**TDZ/CL Rwys 16L and 34R**

**TDZ/CL 73**

**TDZE 723**

**ELEV 723**

**ELEVATION**

166°

**CIRCLING**

A

B

C

D

E

**CATEGORY**

LPV DA 923/18 200 (200-1/2)

**RNAV/ VNAV DA**

1016/24 293 (300-1/2)

**RNAV MDA**

1120/24 397 (400-1/2) 1120/35 397 (400-1/2)

**CIRCLING**

1160-1 1320-1 1360-1.34 1380-2 1380-2.4

**32°59’N-97°19’W PEROT FLD/FORT WORTH ALLIANCE (AFW)**

**RNAV (GPS) RWY 16L**
RNAV (GPS) RWY 34R
PEROT FLD/FORT WORTH ALLIANCE (AFW)

ATIS
126.925

REGIONAL APP CON
118.1 306.95

ALLIANCE TOWER
135.15 257.9

GND CON
132.65 306.2

CLNC DEL
128.725

MALSR

MISSED APPROACH: Climb to 3000 direct WIGZU and on track 283° to OBLON and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to 2 SM, increase LNAV Cat E visibility to 1% SM.

LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV LNAV only.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to 2 SM, increase LNAV Cat E visibility to 1% SM.
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.

NOTE: SOLDO Transition: ATC assigned.

TOP ALTITUDE: ASSIGNED BY ATC

Radar and DME required.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: SOLDO Transition: ATC assigned.

NOTE: Chart not to scale.

**TOP ALTITUDE:**
**ASSIGNED BY ATC**

**REGIONAL DEP CON**
118.1 306.95
ATIS
126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 257.9

**Radar and DME required.**

**MAVERICK**
113.1 TTT
Chan 78

**NOSOLO**
Transition: ATC assigned.

**PEROT FLD/FORT WORTH ALLIANCE (FAW)**

**FORT WORTH, TEXAS**

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**BONHAM**
114.6 BYP
Chan 93

**PARIS**
113.6 PRX
Chan 83

**TEXARKANA**
116.3 TXK
Chan 110

**SHERO**

**GREGG COUNTY**
112.9 GGG
Chan 76

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

Rwy 16L: 300-2 1/4 or standard with minimum climb of 220'/NM to 1100, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 16R: 300-2 1/4 or standard with minimum climb of 225'/NM to 1100, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
REGIONAL DEP CON
118.1 306.95
ATIS
126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 237.9

Maverick
113.1 TTT
Chan 78

Nelyn
113.1 TTT
Chan 78

Jaspa

Ardia

Dartz

Tornn

Bilee

Briden

Ellvr

Waco

Leona

College Station
113.3 CLL
Chan 80

San Antonio
116.8 SAT
Chan 115

Centex
112.8 CWK
Chan 75

Widen

Hoary

Waco

Leona

College Station
113.3 CLL
Chan 80

San Antonio
116.8 SAT
Chan 115

Centex
112.8 CWK
Chan 75

NOTE: Chart not to scale.

CONNECTION ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLI): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.

WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

**KUSSO ONE DEPARTURE (RNAV)**

**KUSSO ONE DEPARTURE (RNAV)**

**PEROT FLD/FORT WORTH ALLIANCE (AFW)**

**FOR WORTH, TEXAS**

**FOR WORTH, TEXAS**

**ATIS**
126.925
CLNC DEL
128.725
GND CON
135.15
ALLIANCE TOWER
257.9
REGIONAL DEP CON
306.2
118.1
306.95

**TAKEOFF MINIMUMS**

Rwys 16L/R: 300-2 ½ or standard with minimum climb of 220’ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1900’ prior to DER.

Rwys 34L/R: Standard.

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** BDDAY Transition: ATC assigned only.
**NOTE:** MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only

*(NARRATIVE ON FOLLOWING PAGE)*

SC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 169° to 1100 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NANDR TWO DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

TULSA TUL
OKMULGEE OKM
MC ALESTER MLC
TIKYS
AKUNA
ZEemma
EAKER
GRABE
BLECO
ARDMORE ADM
LOWGN
MRMAC
WILL ROGERS IRW
ROLLS

TAKEOFF MINIMUMS
Rwys 34L/R: Standard.
Rwys 16L/R: 300-2½ or standard with minimum climb of 220' per NM to 1100,
or alternatively with standard takeoff
minimums and a normal 200' per NM
climb gradient, takeoff must occur no
later than 1900' prior to DER.

NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area,
file and expect the ZEMMA enroute transition.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb on heading 166° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right or as assigned by ATC, thence . . . .
TAKEOFF RUNWAYS 34L/R: Climb on heading 346° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
REGIONAL DEP CON
118.1 306.95
ATIS
126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 257.9

TOP ALTITUDE:
ASSIGNED BY ATC

WILL ROGERS
114.1 IRW
Chan 88

OKMULGEE
114.9 OKM
Chan 96

BONHAM
114.6 BYP
Chan 93

RANGERS
115.7 FUZ
Chan 104

ARDMORE
116.7 ADM
Chan 114

RADAR and DME required.

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

Rwys 34L/R: Standard.
Rwy 16L: 300-2½ or standard with
minimum climb of 220'/NM to 1100,
or alternatively, with standard takeoff
minimums and a normal 200'/NM
climb gradient, takeoff must occur no
later than 1900' prior to DER.
Rwy 16R: 300-2 or standard with
minimum climb of 225'/NM to 1100,
or alternatively, with standard takeoff
minimums and a normal 200'/NM
climb gradient, takeoff must occur no
later than 2000' prior to DER.

NOTE: Chart not to scale.

TEXOMA FIVE DEPARTURE
(TEX5.FUZ) 25JAN24

PEROT FLD/FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TESOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.

(TEX5.FUZ) 25JAN24

TEXOMA FIVE DEPARTURE
FORT WORTH, TEXAS

PEROT FLD/FORT WORTH ALLIANCE (AFW)

NOTE: Chart not to scale.
TEXOMA FIVE DEPARTURE

\(\text{(TEX5.FUZ) 24025} \quad \text{AL-6918 (FAA)} \quad \text{PEROT FLD/FORT WORTH ALLIANCE (AFW)} \quad \text{FORT WORTH, TEXAS}\)

\(\text{T} \quad \text{DEPARTURE ROUTE DESCRIPTION}\)

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.

EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
NOTE: PODDE Transition: ATC assigned.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
ILS Z or LOC Z RWY 36

FORT WORTH, TEXAS

LOC I-FWH 109.3
APCH CRS 357
Rwy Ldg 11,999
TDZE 650
Arpl Elev 650

[USN] FORT WORTH NAS JR8 (CARSWELL FLD) (KNFW)

FUZ VORTAC or RADAR required.

* When ALS inop, increase vis to 1/4 mile.
** When ALS inop, increase CAT AB vis to 1 mile,
  CAT CDE vis to 1/2 mile.
*** When ALS inop, increase CAT AB vis to 1 mile,
  CAT CDE vis to 1 1/2 mile.
**** Circling not authorized
     E of Rwy 18-36.

ENTER AND FLY COURSE TO
HOLD AT 1000
AT 3500

LOCALIZER 109.3
I-FWH

EMERG SAFE ALT 100 NM 4000
When local altimeter is not received use
Fort Worth Meacham altimeter setting.

CATEGORY
S-ILS 36*
S-LOC 36**
C ****

A 850-1/2
1180-1/2
1220-1/2

B 200
530 (600-1/2)
670 (700-1)

C 200-1/2
530 (600-1)
670 (700-1)

D (200-1/2)
530 (600-1)
670 (700-1)

E

S-ILS 36*
S-LOC 36**
C ****

A 870-1/2
1200-1/2
1240-1/2

B 220
550 (600-1/2)
550 (600-1/2)

C (300-1/2)

MIN

60
200

120
180

90
220

150
233

60
202

150
10

240

60
142

FORT WORTH, TEXAS
32°46'N-97°26'W
FORT WORTH NAS JR8 (CARSWELL FLD) (KNFW)
Orig 18MAY23
FORT WORTH, TEXAS

RNAV (GPS) RWY 18

WAAS CH 71215 W18A

APCH CRS 177*
Rwy Idg 11.999
TDZE 636
Arpl Elev 650

[USN] FORT WORTH NAS JRJ (CARSWELL FLD) (KNFW)

RNP APCH

* Circling not authorized E of Rwy 18-36.
** Baro VNAV NA when local altimeter not received.

ATIS* 351.675
REGIONAL APP CON 125.8 257.95
NAVY FORT WORTH TOWER* 120.950 269.325
GND CON 121.675 279.575
CLNC DEL 126.4 254.325
ASR/PAR

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MOLKE and hold.

1273

When local altimeter is not received use Fort Worth Meacham altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C(4° F) or above 54° C(129° F).

CAUTION: LPV TCH exceeds 60°.

EMERG SAFE ALT 100 NM 4000

CAUTION: Wheel crossing height for height group 1 [53°] is higher than the maximum 50°. Wheel crossing height group 1 includes general aviation, small commuters, corporate turboprops, T-38, C-12, C-20, C-21 T-1, fighter jets, UC-35, T-3, T-6 aircraft.

FORT WORTH MEACHAM ALTIMETER

LPV DA 836-3/4 200 (200-3/4)
LNAV/VNAV DA ** 1079-1 443 (500-1 1/4)
LNAV MDA 1120-1 484 (500-1)
1120-1 1/8 484 (500-1 1/4)
1220-1 570 (600-1)
1320-1 670 (700-1)
1320-1 1/4 670 (700-1 1/4)
1340-2 690 (700-2 1/4)

FORT WORTH, TEXAS
Amdt 2 18MAY23

RNAV (GPS) RWY 18

32°46'N-97°26'W FORT WORTH NAS JRJ (CARSWELL FLD) (KNFW)

493
RNP APCH

** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅞ miles.

*** When ALS inop, increase vis to 1½ miles, Baro VNAV NA when local altimeter not received.

**** Circling not authorized E of Rwy 18-36.

When local altimeter is not received use Fort Worth Meacham altimeter setting.

For uncompensated Baro/VNAV systems, LNAV/VNAV NA below -16°C(4°F) or above 54°C(129°F).

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** When ALS inop, increase vis to ¾ mile.

ATIS* 351.675
REGIONAL APP CON 125.8 257.95
NAVY FORT WORTH TOWER* 120.95 269.325
GND CON 121.675 279.575
CLNC DEL 126.4 254.325
ASR/PAR

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WAAS APCH CRS
CH 49487
W36A

Rwy Idg 11,999
TDZE 650
Arpt Elev 650

[USN]

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FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

FORT WORTH, TEXAS

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200-2-1

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RNW (GPS) RY W36

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EMERG SAFE ALT 100NM 4000
When local altimeter is not received use Fort Worth Meacham altimeter setting.

CAUTION: Intermediate length 5.4 NM less than minimum 6 NM for CAT C-E.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL3.TSK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: SOLDO Transition: ATC assigned.

TAKEOFF MINIMUMS
Refer to appropriate military service directives.

REGIONAL DEP CON
125.8 257.95
ATIS *
351.675
CLNC DEL
126.4 254.325
GND CON
121.675 279.575
NAVY FORT WORTH TOWER *
120.95 269.325

RADAR and DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.

SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

NAVASOTA TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.

WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

**LUBBOCK TRANSITION (KING4.LBB):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

**MILLSAP TRANSITION (KING4.MQP):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

**PODDE TRANSITION (KING4.PODDE):** From over TTT VOR/DME on TTT R-250 to PODDE.

**WICHITA FALLS TRANSITION (KING4.SPS):** From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

(KUSSO1 KUSSO)

AL-18 (FAA)

FORT WORTH NAS JRB (CARSWELL FLD) (NFW)

FORT WORTH, TEXAS

KUSSO ONE DEPARTURE (RNAV)

ATIS ★
351.675
CLNC DEL
126.4  254.325
GND CON
121.675  279.575
NAVY FORT WORTH TOWER ★
120.95  269.325
REGIONAL DEP CON
125.8  257.95

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

NOTE:  RADAR required.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  RADAR required.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
Refer to appropriate military service directives.

NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 177° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 357° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357°
to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
**TOP ALTITUDE:**
**ASSIGNED BY ATC**

- **ATIS:** 351.675
- **CLNC DEL:** 126.4 254.325
- **GND CON:** 121.675 279.575
- **NAVY FORT WORTH TOWER:** 120.95 269.325
- **REGIONAL DEP CON:** 125.8 257.95

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**NOTE:** Chart not to scale.

**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RADAR required.
**NOTE:** ALIAN Transition: ATC assigned only.

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**TOP ALTITUDE:**
**ASSIGNED BY ATC**

- **ATIS:** 351.675
- **CLNC DEL:** 126.4 254.325
- **GND CON:** 121.675 279.575
- **NAVY FORT WORTH TOWER:** 120.95 269.325
- **REGIONAL DEP CON:** 125.8 257.95

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**NOTE:** Chart not to scale.

**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RADAR required.
**NOTE:** ALIAN Transition: ATC assigned only.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.

EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
NOTE: PODDE Transition: ATC assigned.

TOP ALTITUDE: ASSIGNED BY ATC

REGIONAL DEP CON
125.8  257.95
ATIS*
351.675
CLNC DEL
126.4  254.325
GND CON
121.675  279.575
NAVY FORT WORTH TOWER*
120.95  269.325

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1_ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1_CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1_CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1_LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1_PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1_PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1_TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
GAINESVILLE, TEXAS

RNAV (GPS) RWY 18

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rw 18 helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 direct ILOPY and hold.

**RNAV (GPS) RWY 18**

**GAINESVILLE MUNI (GLE)**

**AWOS-3**

**FORT WORTH CENTER**

**UNICOM**

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>124.75 323.0</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at ADM VORTAC on V17-161 northeast bound.**

**Procedure NA for arrivals at TEYUS on V63 northeast bound.**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>1113-⅞</td>
<td>267 (300-⅞)</td>
<td></td>
<td></td>
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<tr>
<td>1114-⅞</td>
<td>268 (300-⅞)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1220-1</td>
<td>374 (400-1)</td>
<td></td>
<td></td>
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<tr>
<td>1280-1</td>
<td>1320-1</td>
<td>1520-2</td>
<td>1600-2½</td>
</tr>
<tr>
<td>434 (500-1)</td>
<td>474 (500-1)</td>
<td>674 (700-2)</td>
<td>754 (800-2½)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 36
GAINESVILLE MUNI (GLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ILOPY and hold.

AWOS-3  118.375
FORT WORTH CENTER  124.75  323.0
UNICOM  123.0 (CTAF)

4 NM
Holding Pattern

HOLD 6000
3000
GOOPY 1.8 NM to RW36
2500
358°
Holding Pattern

1 NM to RW36
2500
ILOPY

LNAV only.

GOOPY 1.8 NM to RW36
(FAF)
LANVE

WATEN
3000 NoPT 088° (7)

TCH 45

GP 3.00°

178°

358°

3000 NoPT 268° (7)
(IF/IAF)
ILIAC

2660

LNAV only.

MIRL Rwy 18-36
REIL Rwys 18 and 36

4.0 NM X 100
0.3 NM X 100

516
RNAV (GPS) RWY 18
FOX STEPHENS FLD/GILMER MUNI (JXI)

WYAAS
CH 60935
W18A

APP CRS
177°

Rwy Idg 3998
TDZE 415
Apt Elev 415

ELEV 122.9

HOLD 3000
6000

MISSED APPROACH:
Climbing right turn to 3000 direct AVIBE and hold.

Procedure NA at night. Rw 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use longview altimeter setting and increase all MDA 60 feet and increase LP, LNAV, and Circling Cat C visibility ½ SM.

AWOS-3PT 120.250
LONGVIEW APP CON 124.275 257.975
CTAF 122.9

Procedure NA for arrivals at DOGGE on V289 northeast bound.

Procedure NA for arrivals at JAXAB on T398 westbound.

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 32).

RNP APCH - GPS.

CEKIL

WITSI

WITSI

3000 AVIBE

VGSi and descent angles not coincident (VGSI Angle 3.75/TCH 32).

MIRL RWY 18-36

FOX STEPHENS FLD/GILMER MUNI (JXI)

32°42'N-94°57'W

GILMER, TEXAS
Orig-D 21MAR24

GILMER, TEXAS
AL-6342 (FAA)

518

24081
When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet and all Cat C visibilities 1/2 mile. Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**RNAV (GPS) RWY 36**

**FOX STEPHENS FLD/GILMER MUNI (JXI)**

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>LONGVIEW APP CON</th>
<th>CTAFF</th>
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</thead>
<tbody>
<tr>
<td>120.250</td>
<td>124.275 257.975</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**Climbing Holding Pattern**

3000 WITSI

3000 N oPT

2.7 NM

177°

3000 N oPT

2.8 NM to

ZIRNA

357°

WUSIN

1113

ZIRNA

357°

5.3 NM

2200

3.00°

TCH 50

1320

357°

2.8 NM to

RW36

685

589

553

ZIPOX

2.8 NM to

RW36

(FAF)

WUSIN

65635

W36A

GILMER, TEXAS

Orig-B 05NOV20

32°42'N-94°57'W

519
GLADEWATER, TEXAS
AL-6562 (FAA)

RNAV (GPS) RWY 14
GLADEWATER MUNI (07F')

RNP APCH.

Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Gilmer altimeter setting, when not received use Longview altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility ½ SM.

Procedure NA for arrivals at OTTIF on V94 westbound.

Procedure NA for arrivals at LASSA on V289 northbound.

Visual Segment - Obstacles.

 CATEGORY | A | B | C | D
---|---|---|---|---
LNAV MDA | 800-1 | 503 (600-1) | 800-1¾ | NA
CIRCLING | 880-1 | 583 (600-1) | 1000-1 | 1000-2

GLADEWATER, TEXAS
Orig-D 02DEC21

RNAV (GPS) RWY 14
GLADEWATER MUNI (07F')

SC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 32
GLADEWATER MUNI (07F')

- **MISSED APPROACH:** Climb to 2500 direct GAVVN and hold.
- **MISSED APCH FIX:** NEVER on V289 northbound.

**Procedure NA for arrivals at OTTIF on V94 westbound.**

**Procedure NA for arrivals at OTTIF on V94 westbound.**

**Procedure NA for arrivals at OTTIF on V94 westbound.**

**Procedure NA for arrivals at OTTIF on V94 westbound.**

---

**GLADEWATER, TEXAS**

**AL-6562 (FAA) 22251**

**RNAV (GPS) RWY 32**

**GLADEWATER MUNI (07F')**

**APP CRS**
- 320°

**Rwy Idg**
- 3299

**Apt Elev**
- 297

**CTAF**
- 122.9

**JXI AWOS-3PT**
- 120.25

**LONGVIEW APP CON**
- 124.275
- 257.975

**GAVVN**
- 2500

**2800**

**HANOF**
- 1.9 NM to RW32

**2500**

**ZOBKO**
- (FAF)

**JOVOG**
- (IF)

**DANAY**
- (IAF)

**BOCAR**
- (IAF)

**OTTIF**
- (IAF)

---

**ELEV**
- 297

**TDZE**
- 297

**32°32'N-94°58'W**

**Orig-C 02DEC21 521**
Procedure NA at night. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ⅛ SM.

**RNAV (GPS) RWY 2**

**POSSUM KINGDOM (F35)**

**CTAF** 122.9

**FORT WORTH CENTER**

**127.0 360.6**

VISUAL SEGMENT - OBSTACLES

**3200** 600

**203°** 023°

**2600**

**023°**

**1860**

**2.5 NM to RW02**

**ANIPE**

**2.3 NM**

**5.1 NM**

**23166**

**POSSUM KINGDOM (F35)**

**32°55'N-98°26'W**
RNAV (GPS) RWY 20
POSSUM KINGDOM (F35)

MISSED APPROACH: Climb to 3200 direct ZOOOO and hold.

Procedure NA for arrival at MQP VORTAC via V18 eastbound and V17-161 southbound.

Procedure NA for arrival at CIYAL via V16 southwest bound.

RNP APCH-GPS

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDAs 80 feet; increase LNAV Cats B and C and visibility ½ SM and Circling Cat C visibility ½ SM.

FORT WORTH CENTER

CTAF 122.9

1990

Plot

204°

Visual Segment - Obstacles.

3200 ZOOOO

Holding Pattern

RW20

KEHRE

COSEV

HIPLA

JAPPEP

MUZZO

4 NM

3500

3600

068°

1794

1460

1394

1368

1525

3200

024°

204°

3200

1801

1893

204°

4 NM

SC-2, 11 JUL 2024 to 05 SEP 2024

GRAFORD, TEXAS

AL-6903 (FAA)

23166
RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Procedure NA for arrivals on MQP via V77 northbound.

4 NM Holding Pattern
NOCID

LNAV MDA
1760-1 644 (700-1)
NA

CIRCLING
1760-1 637 (700-1)
NA

Category A

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 3
Graham Municipal Airport (RPH)

Unicom 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility 1/2 mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
RNAV (GPS) RWY 21

Graham MUNI (RPH)

AWOS-3P 118.025
FORT WORTH CENTER 127.0 360.6
UNICOM 122.975 (CTAF)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet. Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals on MQP VORTAC via airway radial 265 CW 001.
RNAV (GPS) RWY 1

GRANBURY RGNL (GDJ)

MISSED APPROACH: Climb to 3600 direct NUWMN and hold, continue climb-in-hold to 3600.

AWOS-3PT 118.925

FORT WORTH CENTER 127.15 314.0

UNICOM 123.0 (CTAF)

Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
RNAV (GPS) RWY 19
GRANBURY RGNL (GDJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ~16°C or above 54°C.
Circling Rwy 18 NA at night.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 37).

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1020-2½</td>
<td>432 (500-2½)</td>
<td>1280-2½</td>
<td>690 (700-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>32°42'N-97°03'W</td>
<td>32°42'N-97°03'W</td>
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<td>32°42'N-97°03'W</td>
</tr>
</tbody>
</table>

GRAND PRAIRIE, TEXAS
Amdt 1 07SEP23
GRAND PRAIRIE, TEXAS

GRAND PRAIRIE MUNI (GPM) VOR RWY 36

MISSED APPROACH: Climbing left turn to 3000 on heading 230° and TTT VOR/DME R-206 to TILLA/37 DME/RADAR and hold.

MISSED APCH FIX

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 37).

CATEGORY

S-36 1040-2 1/2 452 (500-2 1/2) NA
CIRCLING 1100-2 1/2 510 (600-2 1/2) 1280-2 1/2 690 (700-2 1/2) NA

AWOS-3P 118.475
REGIONAL APP CON 135.975 378.9
GRAND PRAIRIE TOWER 128.55 (CTAF)
GND CON 121.15
UNICOM 123.075

TDZE 588
ELEV 590

AL-9209 (FAA)

SC-2, 11 JUL 2024 to 05 SEP 2024
Amdt 2 07SEP23

GRAND PRAIRIE, TEXAS

32°42′N-97°03′W
529
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.

NOTE: SOLDO Transition: ATC assigned.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: Chart not to scale.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: SOLDO Transition: ATC assigned.
GARLAND FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.
NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NANDR TWO DEPARTURE (RNAV)

- TAKEOFF MINIMUMS
  Rwys 18, 36: Standard.

- NOTE: EAKER transition: For TUL terminal arrivals only.
- NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
- NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 357° to 1400 before turning southbound or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 36: NA-ATC.
Rwy 18: Standard.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

REGIONAL DEP CON
137,35  377,9
GND CON
121,15
GRAND PRAIRIE TOWER*  128,55 (CTAF)

TOP ALTITUDE: ASSIGNED BY ATC

RADAR and DME required.

NOTE: Chart not to scale.

(TEX5.FUZ) 24025
TEXOMA FIVE DEPARTURE

AL-9209 (FAA)
GRAND PRAIRIE MUNI (GPM)

TEXOMA FIVE DEPARTURE
(TEX5.FUZ) 25JAN24

GRAND PRAIRIE, TEXAS

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.
DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.
EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.
GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.
OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.
TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
GRAND PRAIRIE MUNI
GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI
128.55 (CTAF)

Takeoff Minimums
Rwy 36: NA-ATC.
Rwy 18: Standard.

NOTE: PODE Transition: ATC assigned.

Regional Departure Control
135.975 379.9
GND CON 121.15
GRAND PRAIRIE TOWER
128.55 (CTAF)

NOTE: Chart not to scale.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
** FOR MILITARY AIRCRAFT ONLY, TACAN REQUIRED **
**RNAV (GPS) RWY 17**

- **APPLE CRS**: 8030
- **TDZE**: 534
- **Apt Elev**: 535

### MALS

- **MISSED APPROACH**: Climb to 4000 direct VECUN and hold, continue climb-in hold to 4000.

### AWOS-3

- **FORT WORTH CENTER**: 132.025 360.75
- **MAJORS TOWER**: 118.65 (CIAF) 385.425
- **GND CON**: 121.7 335.8
- **UNICOM**: 122.95

**Procedure NA for arrivals at IKOYA on V1.5 northbound.**

**Procedure NA for arrival on BYP VORTAC approach radials 083 CW 114.**

**VGSI and RNAV glidepaths not coincident (VGSI Angle 3.00/TCH 74).**

**RNAV glidepath not coincident with the airway radials 083 CW 114.**

---

**Table: Category Limits**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>734-1</td>
<td>200 (200-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>832-1</td>
<td>298 (300-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1</td>
<td>526 (600-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>525 (600-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Altitude Categories**

- **RG**: 2200
- **CIPEX**: 2200
- **POCNI**: 2200

**RNAV (GPS) RWY 17**

- **GREENVILLE, TEXAS**
- **MAJORS (GVT)**

---

**AWOS-3**: 133.425

**FORT WORTH CENTER**: 132.025 360.75

**MAJORS TOWER**: 118.65 (CIAF) 385.425

**GND CON**: 121.7 335.8

**UNICOM**: 122.95

**MAJORS TOWER**: 118.65 (CIAF) 385.425

---

**Amdt 2A 21MAY20**

**Restricted Use Apron**: X X

---

**33°04'N-96°04'W**

---

**RNAV (GPS) RWY 17**

**GREENVILLE, TEXAS**

**MAJORS (GVT)**

---

**AWOS-3**: 133.425

**FORT WORTH CENTER**: 132.025 360.75

**MAJORS TOWER**: 118.65 (CIAF) 385.425

**GND CON**: 121.7 335.8

**UNICOM**: 122.95

**MAJORS TOWER**: 118.65 (CIAF) 385.425

---

**Amdt 2A 21MAY20**

**Restricted Use Apron**: X X

---

**33°04'N-96°04'W**

---

**RNAV (GPS) RWY 17**

**GREENVILLE, TEXAS**

**MAJORS (GVT)**

---

**AWOS-3**: 133.425

**FORT WORTH CENTER**: 132.025 360.75

**MAJORS TOWER**: 118.65 (CIAF) 385.425

**GND CON**: 121.7 335.8

**UNICOM**: 122.95

**MAJORS TOWER**: 118.65 (CIAF) 385.425

---

**Amdt 2A 21MAY20**

**Restricted Use Apron**: X X

---

**33°04'N-96°04'W**

---

**RNAV (GPS) RWY 17**

**GREENVILLE, TEXAS**

**MAJORS (GVT)**

---

**AWOS-3**: 133.425

**FORT WORTH CENTER**: 132.025 360.75

**MAJORS TOWER**: 118.65 (CIAF) 385.425

**GND CON**: 121.7 335.8

**UNICOM**: 122.95

**MAJORS TOWER**: 118.65 (CIAF) 385.425

---

**Amdt 2A 21MAY20**

**Restricted Use Apron**: X X

---

**33°04'N-96°04'W**

---

**RNAV (GPS) RWY 17**

**GREENVILLE, TEXAS**

**MAJORS (GVT)**

---

**AWOS-3**: 133.425

**FORT WORTH CENTER**: 132.025 360.75

**MAJORS TOWER**: 118.65 (CIAF) 385.425

**GND CON**: 121.7 335.8

**UNICOM**: 122.95

**MAJORS TOWER**: 118.65 (CIAF) 385.425

---

**Amdt 2A 21MAY20**

**Restricted Use Apron**: X X

---

**33°04'N-96°04'W**

---

**RNAV (GPS) RWY 17**

**GREENVILLE, TEXAS**

**MAJORS (GVT)**

---

**AWOS-3**: 133.425

**FORT WORTH CENTER**: 132.025 360.75

**MAJORS TOWER**: 118.65 (CIAF) 385.425

**GND CON**: 121.7 335.8

**UNICOM**: 122.95

**MAJORS TOWER**: 118.65 (CIAF) 385.425

---

**Amdt 2A 21MAY20**

**Restricted Use Apron**: X X

---

**33°04'N-96°04'W**
RNAV (GPS) RWY 35
MAJORS (GVT)

AWOS-3
FORT WORTH CENTER
MAJORS TOWER *
GND CON
UNICOM

133.425
132.025 360.75
118.65 (CTAF) 385.425
121.7 335.8
122.95

|RNP APCH - GPS. |

MISSING APCH FIX
6 NM

| CATEGORY |
| A | B | C | D | E |
| 1 NM - 0.8 | 3.2 NM | 7 NM |

| CIRCLING |
| 1040-1 | 1060-1 | 1060-1½ | 1240-2½ | 1300-2½ |
| 505 (600-1) | 525 (600-1) | 525 (600-1½) | 705 (800-2½) | 775 (800-2½) |

GREENVILLE, TEXAS
AL-5138 (FAA)
23110

SC-2, 11 JUL 2024 to 05 SEP 2024

GREENVILLE, TEXAS
Amdt 1B 23FEB23

33°04'N-96°04'W
GREENVILLE, TEXAS

VOR/DME RWY 17
MAJORS (GVT)

When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet, increase Circling Cats C/D/E visibility by 1/4 SM.

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 74).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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</thead>
<tbody>
<tr>
<td>S-17</td>
<td>1120-1</td>
<td>1120-1½</td>
<td>1120-1½</td>
<td>1120-2</td>
<td>586 (600-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1120-1</td>
<td>1120-1½</td>
<td>1120-1½</td>
<td>1240-2½</td>
<td>1300-2½</td>
</tr>
</tbody>
</table>

AWOS-3 133.425  FORT WORTH CENTER 132.025 360.75  MAJORS TOWER 118.65 (CTAF) 385.425  GND CON 121.7 335.8  UNICOM 122.95

1352

114.6

2400

755

922

1255

2300

3800

33°04'N-96°04'W

33°04'N-96°04'W

553
For inop ALS, increase S-17 Cat E visibility to 1/4 SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on MUF TACAN R-186 to CAJAN/MJF 15 DME and hold.
**TACAN RWY 35**

**MAJORS (GVT)**

**AWOS-3**
133.425

**FORT WORTH CENTER**
132.025 360.75

**MAJORS TOWER**
118.65 (CTAF) 385.425

**GND CON**
121.7 335.8

**UNICOM**
122.95

**CIRCLING**
UNICOM 122.95

**GREENVILLE, TEXAS**

** orig-B 21 MAY 20**

** tdze 532**

**apt Elev 535**

**rwy 35 (109.6)**

**TDZE**
532

**TDZE**
535

**Misssed Approach:** Climb to 1000 then climbing left turn to 3000 on MJF TACAN R-347 to WOLFI/MJF 15 DME and hold.

**MAJORS TOWER**

**Rwy 35 helicopter visibility reduction below 1/2 SM NA.**

**MISSED APCH FIX**

---

**Origin-B 21 MAY 20**

**al-5138 (faa)**

---

**Greenville, Texas**

**Orig-B 21 MAY 20**

**al-5138 (faa)**

---

**Majors (GVT)**

**33°04'N-96°04'W**

**555**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GRUVER, TEXAS

AL-6557 (FAA)

RNAV (GPS) RWY 2
GRUVER MUNI (E19)

RNAV APCH - GPS.

Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Guymon altimeter setting, when not received, use Borger altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 6000 direct YOVSU and hold.

GUY ASOS 119.925
ALBUQUERQUE CENTER 127.85 285.475
CTAF 122.9 0

GRUVER MUNI
AL-6557 (FAA)
36°14'N-101°26'W

557
RNAV (GPS) RWY 20
GRUVER MUNI (E19)

GUY ASOS 119.925
ALBUQUERQUE CENTER 127.85 285.475
CTAF 122.9

MISSED APPROACH:
Climb to 6000 direct WEMEB and hold.

GUY ASOS 42826 TDZE 3205

Rwy Idg 4698 TDZE 3196
Apt Elev 3205

RNAP APCH - GPS.

Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Guymon altimeter setting, when not received, use Borger altimeter setting and increase all MDAs 40 feet.

GUY ASOS 119.925
ALBUQUERQUE CENTER 127.85 285.475
CTAF 122.9

GRUVER, TEXAS
Orig-C 14JUL22

RNAV (GPS) RWY 20
GRUVER MUNI (E19)

36°14'N-101°26'W

RNAV (GPS) RWY 20
GRUVER MUNI (E19)

36°14'N-101°26'W
Procedural NA at night. Use Abilene Rgnl altimeter setting.

Procedure NA for arrivals at WAGUN on V385 northwest bound.

**RNP APCH.**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>183°</td>
<td>N/A</td>
<td>N/A</td>
<td>1625</td>
</tr>
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</table>

**MISSED APPROACH:** Climbing right turn to 4400 direct WALIT and hold.

**ABI ASOS**

<table>
<thead>
<tr>
<th>FORT WORTH CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.25</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**RNAV (GPS)-A**

**HASKELL MUNI (15F')**

**Apt Elev**

**CTAF**

**RNAV (GPS)-A**

**CTAF**

**TCH 40**

**MIRL Rwy 18-36**
RNAV (GPS) RWY 17
RUSK COUNTY (RFI)

UNICOM 122.8 (CTAF)

HENDERSON, TEXAS
AL-6358 (FAA)

AWOS-3
119.375

LONGVIEW APP CON *
124.275 257.975

Procedure NA for arrivals at GGG VORTAC on V94 eastbound.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>980-1 538 (600-1)</td>
<td>980-1/2 538 (600-1/2)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>980-1 538 (600-1)</td>
<td>1200-2 58 (800-2)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

HENDERSON, TEXAS
Amdt 1A 22APR21

32°09'N-94°51'W
**MISSING APPROACH:** Climbing 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES INT/14 DME and hold.

**When local altimeter setting not received, use Longview altimeter setting and increase all MDAs 60 feet and Circling Cat C visibility 1/2 SM. Circling Rwy 12, 17 and 30 NA at night.**

**AWOS-3**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
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<tbody>
<tr>
<td>119.375</td>
<td>LONGVIEW APP CON *</td>
<td>124.275 257.975</td>
</tr>
<tr>
<td>122.8 (CTAF)</td>
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<td></td>
</tr>
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</table>

**RUSK COUNTY (RFT)**

**HENDERSON, TEXAS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>1220-1¼</td>
<td>1220-2¼</td>
<td>NA</td>
</tr>
<tr>
<td>ELEV 442</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

**HENDERSON, TEXAS**

**UNICOM**

204 3° 56.4 W 32°09’N-94°51’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rick Husband Amarillo Intl altimeter setting: Increase LPV DA to 4098 feet and all Cats visibility ¼ SM, increase LNAV/VNAV DA to 4238 feet and all Cats visibility ¼ SM, increase all MDA 120 feet; increase LNAV Cats C/D visibility ¼ SM, increase Circling Cat C visibility ½ SM and Cat D visibility ¼ SM. Baro-VNAV NA when using Rick Husband Amarillo Intl altimeter setting. VDP NA with Rick Husband Amarillo Intl altimeter setting.

**MISSED APPROACH:** Climb to 6000 direct WAHLO and hold.

**Procedure NA for arrival on PNH VORTAC airway radials 247 CW 261.**

**Procedure NA for arrivals at TXO VORTAC via V530 westbound.**

**5 NM Holding Pattern**

**WAIAS CH 50416**

**HEREFORD MUNI (HRX)**

**AWOS-3**

**AMARILLO APP CON**

**UNICOM**

**HEREFORD, TEXAS**

**AL-6446**

**HEREFORD, TEXAS**

**HEREFORD MUNI (HRX)**
### VOR/DME-A

**HIGGINS/LIPSCOMB COUNTY (1X1)**

**VOR CRs**
- **VORTAC MMB**
  - 115.6
  - Chan 103

**Rwy Idg**
- **T)**

**Apt Elev**
- N/A

**APP CRS**
- 197°

**TDZE**
- N/A

**Apt Elev**
- 2566

**Setting**
- 3066 ±

**CTAF**
- 122.9°

**KANSAS CITY CENTER**
- 126.95
- 379.2

---

**Procedure**

- Procedure NA at night. Use Canadian altimeter setting; when not received, use Gage, OK altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH**

- Climbing right turn to 4000 direct MMB VORTAC and hold.

---

**IF/IAF**
- MITBEE
  - 115.6
  - MMB
  - Chan 103

**Holding Pattern**

- MMB VORTAC and hold.

**MISSED APPROACH**

- Climbing right turn to 4000 direct MMB VORTAC and hold.

---

**Table: CATEGORY & CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>3140-1</td>
<td>574 (600-1)</td>
<td>3140-1½</td>
<td>574 (600-1½)</td>
</tr>
</tbody>
</table>

---

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**HIGGINS, TEXAS**

**Amdt 1 03JUN10**

**36°06'N 100°02'W**
RNAV (GPS) RWY 16
HILLSBORO MUNI (INJ)

Amdt 1  25SEP08

HILLSBORO, TEXAS

AWOS-3PT  
118.725

WACO APP CON  
127.65 352.0

CTAF  
122.9

MISSED APCH FIX

ILUCU

3000 156° to 5 NM

HILLSBORO MUNI (INJ)

32° 05' N-97° 06' W

565
RNAV (GPS) RWY 16
LAMESA MUNI (LUV)

RNP APCH.

Circling Rwy 7, 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

AWOS-3P
124.175

FORT WORTH CENTER
132.6 269.05

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 5500 direct YUPUC and hold.

Procedure NA for arrivals at YOTUD on V563 northwest bound.

NoPT for arrival at ZOPNI on V76-81 southbound.

HOLD 6000 5500
5 NM

5500 YUPUC

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 31).

5500 YUPUC

* LNAV only.

1.5 NM to RW16

5 NM

841 (900-2/4)

HOLD 6000 5500

14.8 NM

5090 NAPF 5500

159°

3245-3/4

250 (300-3/4)

3500-1 501 (600-1)

3700-2

701 (800-2)

3840-3/4

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

MISSED APCH FIX

YUPUC

1.5 NM

5500 NoPT

3.4 NM

3500-1 505 (600-1)

3500-1 5/8

505 (600-1/8)

3840-2 3/4

567
RNAV (GPS) RWY 34
LAMESA MUNI (LUV)

Missed Approach: Climb to 5500 direct ZOPNI and hold.

Circling Rwy 7, 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Procedure NA for arrivals at MERGE on V81 southbound.

RNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Uncompensated Baro-MISSED APPROACH: Climb to 5500 direct ZOPNI and hold.

Procedure NA for arrivals at MERGE on V81 southbound.

RNAV (GPS) RWY 34
LAMESA MUNI (LUV)

Missed Approach: Climb to 5500 direct ZOPNI and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Dallas Exec altimeter setting. When local altimeter setting not received, use Dallas Exec altimeter setting and increase LPV DA to 732 feet; increase LNAV/VNAV DA to 970 feet and visibility all Cats ¾ SM; increase all MDAs 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¾ SM.

MISSED APPROACH: Climb to 2000 direct DOCAV and right turn on track 053° to WARER then climb to 3000 on track 053° to SOLDO and hold.

WIPE

RNAV (GPS) RWY 31
LANCASTER RGNL (LNC)

AWOS-3PT
REGIONAL APP CON
GCO
UNICOM

118.975
125.2 343.65
121.725
122.7 (CTAF)

Radar Required

ELEV 501  TDZE 487

LANCASTER, TEXAS
Amdt 1A  07OCT21

LANCASTER RGNL (LNC)
32°35'N-96°43'W
569
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
NOTE: SOLDO Transition: ATC assigned.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 13: Standard.
Rwy 31: 300-1½ or standard with a minimum climb of 210'/NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.
LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLD0.
TEXARKANA TRANSITION (DALL3.TTK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
**NOTE:** Chart not to scale.

### TAKEOFF MINIMUMS

Rwy 13: Standard.

Rwy 31: 300-1½ or standard with minimum climb of 210'/NM to 800', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

**NOTE:** SOLDO Transition: ATC assigned.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: Chart not to scale.

REGIONAL DEP CON
125.2  343.65
CTAF
122.7

Radar and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

AGL TTT 25 NM

1800

090° - 270°

3600

NOTE: Chart not to scale.

SC-2, 11 JUL 2024 to 05 SEP 2024

JOE POOL SEVEN DEPARTURE

(Continued on following page)
TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.

NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.

WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.

NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.

NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.

NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.

NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.

NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: LUBBOCK Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the
Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.

TAKEOFF MINIMUMS
Rwy 13: Standard.
Rwy 31: 300-1/4 or standard with minimum climb of 210'/NM to 800, or alternatively, with standard takeoff minimums and a
normal 200'/NM climb gradient, takeoff must occur no later
than 1300' prior to DER.

TOP ALTITUDE:
ASSIGNED BY ATC

RADAR and DME required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
**KUSSO ONE DEPARTURE (RNAV)**

**RNAV**

- **025°**
- **051°**
- **109°**
- **144°**
- **TRRCH**
- **HANUH**
- **THHOR**
- **066°**
- **JAYXX**
- **091°**
- **JJANE**
- **066°**
- **MRSSH**
- **BDDAY**
- **ZALEA**
- **105°**
- **115°**
- **KUSSO**
- **TRYTN**
- **090°**
- **(35)**
- **1900**
- **10000**
- **(8)**
- **2100**
- **8500**
- **(6)**
- **1900**
- **10000**
- **(7)**
- **2000**
- **10000**
- **(5)**
- **1900**
- **10000**
- **(10)**
- **2100**
- **10000**
- **(7)**
- **1800**
- **SALVE**
- **FORCK**
- **578**

**NARRATIVE ON FOLLOWING PAGE**

**TOP ALTITUDE: ASSIGNED BY ATC**

**TAKING MINS:**

- Rwy 13: Standard.
- Rwy 31: 300-1/4° or standard with a minimum climb of 205° per NM to 800.
- Alternatively, with standard takeoff minimums and a normal 200° per NM climb gradient, takeoff must occur no later than 1200’ prior to DER.

**TOP ALTITUDE:**

- **ASSIGNED BY ATC**

**CTAF:**

- **122.7**
- **125.2 343.65**

**REGIONAL DEP CON**

- **SC-2, 11 JUL 2024 to 05 SEP 2024**

**LANCASTER RGNL (LNC)**

*Lancaster, Texas*
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 320° to 1800 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
REGIONAL DEP CON
125.2 343.65

**TAKEN OFF MINIMUMS**

Rwy 13: Standard.
Rwy 31: 300-1¼ or standard with
minimum climb of 205' per NM to 800,
or alternatively, with standard takeoff
minimums and a normal 200' per NM
climb gradient, takeoff must occur
no later than 1200' prior to DER.

**NOTE:** EAKER transition: For TUL terminal arrivals only.
**NOTE:** TULSA transition: For all aircraft overflying TUL VORTAC.
**NOTE:** Aircraft arriving to the Oklahoma City terminal area,
file and expect the ZEMMA enroute transition.

**NOTE:** Chart not to scale.

**(NARRATIVE ON FOLLOWING PAGE)**
TAKEOFF RUNWAY 13: Climb on heading 134° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
(SWABR, SWABR) Z2883

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

SWABR ONE DEPARTURE (RNAV)

ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.

REGIONAL DEP CON
125.2 343.65

CTAF
122.7

NARRATIVE ON FOLLOWING PAGE

NOTE: Chart not to scale.

SC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
NOTE: Chart not to scale.

(TEXOMA FIVE DEPARTURE)

TOP ALTITUDE: ASSIGNED BY ATC

TEXOMA FIVE DEPARTURE

TAKEOFF MINIMUMS

Rwy 13: Standard.
Rwy 31: 300-1/4 or standard with minimum climb of 210'/NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
TEXOMA FIVE DEPARTURE

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.

EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.
NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.
NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.
NOTE: GRABE Transition: ATC assigned.
NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
TAKING OFF MINIMUMS
Rwy 13: NA-ATC.
Rwy 31: 300-1/2 or standard with minimum climb of 205'/NM to 800', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ABILENE TRANSITION (WORTH1.ABI): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

CHILDRESS TRANSITION (WORTH1.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH1.CNX): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

PANHANDLE TRANSITION (WORTH1.PNH): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH1.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.TXO): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
RNAV (GPS) RWY 17
LEVELLAND MUNI (LLN)

Rwy 17 helicopter visibility reduction below 2/3 SM NA. Boro-VNAV NA. Use Lubbock altimeter setting. Circling to Rwy 8, 26 NA at night. Circling NA west of Rwy 17-35.

Procedure NA for arrival on LBB VORTAC airway radials 216 CW 004.

HOLD 5500 direct HEGTA and hold.

MISSED APCH: Climb to 5500 direct HEGTA and hold.

Category

LPV DA 3856 1/8 348 (400-1/8)
LNAV/VNAV DA 4268 2 760 (800-2 2/4)
LNAV MDA 4180 672 (700-1) 4180 1 672 (700-1)
CIRCLING 4180 666 (700-1) 4300 806 (900-2 4/4) 4320 2 806 (900-2 1/4)

Level 353° 10000 5500

Holding Pattern

RAWNI RW17

5 NM

173°

3.5°

5500 NaPT 103°(7.2) 5500 NaPT 242° (6.5)

5500 27° (17.3)

2072 X 55 20

3633 ±

3843

4065 A

3821 A

3950

3672

4071

5400

5500

173°

5200

173°

5200

5.2 NM

5.8 NM

GP 300°

TCH 47

3821 A

173°

5500

10000

5500

10000

10000

10000

10000
**RNAV (GPS) RWY 35**  
**LEVELLAND MUNI (LLN)**

**RNP APCH-GPS.**

- **Holding Pattern:** 5 NM, 353°
- **SOMKE**: Holding Pattern 5500
- **ADORY**: 3672 3633 ±  
- **FEVOL**: 3843 ±  3584 ±  
- **RW35**: 5200
- **LNAV** only.
- **MISSED APPROACH:** Climb to 5300 direct SOMKE and hold.

**Table:**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>3862-1½</td>
<td>348 (400-1¼)</td>
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<td>LNAV/ VNAV DA</td>
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<td>348 (400-1¼)</td>
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<td>4300-1¼</td>
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**AWOS-3PT:** 121.125  
**LBB ASOS:** 125.3 270.275  
**LUBBOCK APP CON:** 119.2 351.8  
**UNICOM:** 122.8 (CTAF)

**Notes:**
- Baro-VNAV NA. Use Lubbock altimeter setting. Circling to Rwy 8, 26 NA at night. Circling NA west of Rwy 17-35.
- NoPT for arrival at HEGTA on V102 northeast bound.

**UNICOM:** 122.8 (CTAF)
RNAV (GPS) RWY 1
LITTLEFIELD TAYLOR BROWN MUNI (LIU)

LBB ASOS
125.3 270.275

LUBBOCK APP CON
119.2 351.8

UNICOM
122.8 (CTAF)

UNICOM
119.2 351.8

Baro-VNAV NA. Use Lubbock altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.

LNAV MDA
CIRCLING

MISSED APPROACH: Climbing right turn to 6000 direct FLATT and hold.

RNAV (GPS) RWY 1
LITTLEFIELD TAYLOR BROWN MUNI (LIU)

RNAV (GPS) RWY 1
LITTLEFIELD TAYLOR BROWN MUNI (LIU)

RNAV (GPS) RWY 1
LITTLEFIELD TAYLOR BROWN MUNI (LIU)

RNAV (GPS) RWY 1
LITTLEFIELD TAYLOR BROWN MUNI (LIU)
RNAV (GPS) RWY 13
EAST TEXAS RGNL (GGG)

RNP APCH-GPS.

Baro-VNAV and VDP NA when using Gilmer altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat E visibility to 1/4 SM. When local altimeter setting not received use Gilmer altimeter setting and increase LPV DA to 671 feet; increase LNAV/VNAV DA to 785 feet; increase all MDA 60 feet, and LNAV visibility Cat C to RVR 5000, and Circling visibility Cats C/D/E 1/4 SM. For inop ALS when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV Cat E visibility to 1/4 SM, and LNAV Cats C/D/E visibility to 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ATIS
LONGVIEW APP CON*
LONGVIEW, TEXAS
TDZE 358
ELEV 366
APT Elev 366

MALSR
MISSING APPROACH: Climb to 3000 direct FANDAL and hold.

ATIS
LONGVIEW APP CON*
LONGVIEW, TEXAS
TDZE 358
ELEV 366
APT Elev 366

AL-807 (FAA)

LONGVIEW, TEXAS
AL-807 (FAA)

RNAV (GPS) RWY 13
EAST TEXAS RGNL (GGG)

MISSED APCH FIX

ELEV 366
TDZE 358

32°23'N-94°43'W

RNAV (GPS) RWY 13
EAST TEXAS RGNL (GGG)
RNAV (GPS) RWY 18
EAST TEXAS RGNL (GGG)

Baro-VNAV and VDP NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 18 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Gilmer altimeter setting and increase LPV DA to 689 feet, LNAV/VNAV DA to 711 feet and all MDA 60 feet; increase LPV visibility all Cats ½ SM and LNAV and Circling visibility Cats C/D ½ SM.

MISSED APPROACH: Climb to 2400 direct AMUTE and on track 192° to PIPES and hold.

 Procedure NA for arrivals at GGG VORTAC on V94 westbound.

VGS and RNP APCH - GPS.

Atmospheric Pressure System - GPS.

LPV DA
630-76 274 (300-76)
LNAV/VNAV DA
652-1 296 (300-1)
LNAV MDA
720-1 364 (400-1)
CIRCLING
860-1 494 (500-1)
980-1¼ 614 (700-1¼)
1080-2¼ 714 (800-2¼)

RNP APCH - GPS.

LPV DA
630-76 274 (300-76)
LNAV/VNAV DA
652-1 296 (300-1)
LNAV MDA
720-1 364 (400-1)
CIRCLING
860-1 494 (500-1)
980-1¼ 614 (700-1¼)
1080-2¼ 714 (800-2¼)

RNP APCH - GPS.

LPV DA
630-76 274 (300-76)
LNAV/VNAV DA
652-1 296 (300-1)
LNAV MDA
720-1 364 (400-1)
CIRCLING
860-1 494 (500-1)
980-1¼ 614 (700-1¼)
1080-2¼ 714 (800-2¼)
**RNAV (GPS) RWY 31**

**EAST TEXAS RGNL (GGG)**

- **ATIS**: 119.65
- **LONGVIEW APP CON**: 124.675 257.975
- **EASTEX TOWER**: 119.2 (CTAF) 377.05
- **GND CON**: 121.6
- **UNICOM**: 122.95

**ATIS**

- **LONGVIEW APP CON**: 124.675 257.975
- **EASTEX TOWER**: 119.2 (CTAF) 377.05
- **GND CON**: 121.6
- **UNICOM**: 122.95

**MISSED APCH FIX**

- **4 NM**: 311°
- **BOSME**: 658°
- **3000 to FANAL 131° (15.9)**
- **A994**: 632°
- **JUPAT 2.5 NM to RW31**: 529°
- **(IAF) BETSE**: 776°
- **(FAF) ARobe**: 594°
- **BOSME and hold.**

**ELEV 366 TDZE 354**

**RNP APCH - GPS**

- **311°**
- **728° (18.8)**
- **980-1 354 (500-1)**
- **1064 354 (500-1)**

**Rwy Idg**

- **TDZE**: 354
- **Apt Elev**: 366

**Amdt 1B 16MAY24**

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**LONGVIEW, TEXAS**

**AL-807 (FAA)**

**24193**

**EAST TEXAS RGNL (GGG)**

**RNAV (GPS) RWY 31**

**LONGVIEW, TEXAS**

**32°23'N-94°43'W**

**366**

**3.1 NM**

**TCH 50**

**LPV DA**

- **604°-3/4 250 (300-3/4)**

**LNAV/ VNAV DA**

- **682°-1/4 328 (400-1/4)**

**LNAV MDA**

- **800-1 446 (500-1)**
- **800-1 446 (500-1)**

**CIRCLING**

- **860-1 494 (500-1)**
- **980-1 446 (500-1)**
- **980-1 446 (500-1)**

**GM 3.00°**

**TCH 50**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**
- **E**
RNAV (GPS) RWY 36
EAST TEXAS RGNL (GGG)

ELEV 366  TDZE 365

ATIS 119.65  LONGVIEW APP CON 124.675 257.975
EASTEX TOWER 119.2 (CTAF) 377.05  GND CON 121.6  UNICOM 122.95

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

RNAV (GPS) RWY 36
EAST TEXAS RGNL (GGG)

LONGVIEW, TEXAS
Amdt 1B 16MAY24

32°23'N-94°43'W
595
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and Circling visibility Cat C/D ½ SM.

**MISSED APPROACH:** Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

### Table

<table>
<thead>
<tr>
<th>ATIS</th>
<th>119.65</th>
</tr>
</thead>
<tbody>
<tr>
<td>LONGVIEW APP CON*</td>
<td>124.675 257.975</td>
</tr>
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<td>EASTEX TOWER*</td>
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</tr>
<tr>
<td>GND CON</td>
<td>121.6</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.95</td>
</tr>
</tbody>
</table>

---

**Sc-2, 11 JUL 2024 to 05 SEP 2024**

**Category** | **A** | **B** | **C** | **D**
---|-----|-----|-----|-----
CIRCLING | 860-1 | 494 (500-1) | 980-1¾ | 1080-2¾

**Notes:**
- Circling visibility Cat C/D ½ SM.
- When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.
- Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

---

**ELEV** 366

**ELEV** 1720

**FAF to MAP** 2.3 NM

**GND CON** 121.6

**UNICOM** 122.95

**LONGVIEW, TEXAS**

**Orig-C** 16 MAY 24

**LAT:** 32°23′N 94°43′W

---

**Notes:**
- Circling visibility Cat C/D ½ SM.
- When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.
- Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.
January 2020
Annual Rate of Change
0.1° W

Atis
119.65
Eastex Tower
119.2 (CTAF)
121.6

Gnd Con
119.2 (CTAF)
377.05

Eastex Tower
119.65
ATIS

L
D

121°
312°
177°
357°
358°

Elev
354

Station
Fire
Terminal
Hangars
Hangars
Hangars
Hangars
Hangars
FBO
FBO

Al-807 (FAA)
Airport Diagram

Readback of all runway holding instructions is required.

Caution: Be alert to runway crossing clearances.
ILS or LOC RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO INT/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

# RVR 1800 authorized with the use of FD or AP or HUD to DA.

For inop MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, S-LOC 17R Cat C/D/E visibility to 1/4 mile, and NUSNE DME Fix Minimums, increase S-LOC 17R Cat C/D/E visibility to RVR 5000.

# RVR 1800 authorized with the use of FD or AP or HUD to DA.

Amdt 18 05JAN17

LOC/DME I-LBB
111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
TDZE
3282

Apt Elev
3282

MALSR

GS 3.00°

LOC/DME I-LBB
111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
TDZE
3282

Apt Elev
3282

For inop MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, S-LOC 17R Cat C/D/E visibility to 1/4 mile, and NUSNE DME Fix Minimums, increase S-LOC 17R Cat C/D/E visibility to RVR 5000.

# RVR 1800 authorized with the use of FD or AP or HUD to DA.

Amdt 18 05JAN17

LOC/DME I-LBB
111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
TDZE
3282

Apt Elev
3282

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Ch 54

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174°

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11500
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111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
TDZE
3282

Apt Elev
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111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
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Apt Elev
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11500
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Rwy Idg
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Rwy Idg
11500
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Amdt 18 05JAN17

LOC/DME I-LBB
111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
TDZE
3282

Apt Elev
3282

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# RVR 1800 authorized with the use of FD or AP or HUD to DA.

Amdt 18 05JAN17

LOC/DME I-LBB
111.7
Ch 54

APP CRS
174°

Rwy Idg
11500
TDZE
3282

Apt Elev
3282

For inop MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, S-LOC 17R Cat C/D/E visibility to 1/4 mile, and NUSNE DME Fix Minimums, increase S-LOC 17R Cat C/D/E visibility to RVR 5000.

# RVR 1800 authorized with the use of FD or AP or HUD to DA.
For inop MALS, increase S-ILS 26 Cat E visibility to RVR 4000 and increase S-LOC 26 Cat C/D/E visibility to RVR 4500. 

#MALS
#RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSED APPROACH:** Climb to 3800 then climbing right turn to 4800 direct LBB VORTAC and hold (TACAN aircraft climb to 3800 then climbing right turn to 5100 on heading 300° and on LBB VORTAC R-035 to JAZDE/LBB 5 DME and hold northeast left turn 215° inbound).

**ATIS**
---
**Channel 29**
**119.2**

---
**LUBBOCK APP CON**
**119.2** **351.8**

---
**LUBBOCK TOWER**
**120.5** **239.3**

---
**GND CON**
**121.9** **348.6**

---
**CLNC DEL**
**125.8** **281.55**

---
**PLAINVIEW**
**112.9** **PWV:**

---
**LOMBIA**
**272** **LD:**

---
**LOMBIA**
**264°**

---
**LOCATOR 111.9**
**2927**

---
**AGO**
**4015**

---
**4182**

---
**ELEV 3282**

---
**TDZE 3255**

---
**35L**

---
**35R**

---
**REIL Rwy 8**
**HRL Rwy 8-26 and 17R-35L**

---
**CIRCLING**

---
**GS 3.0°**

---
**TCH 52**

---
**CATEGORY**

A | B | C | D | E
---|---|---|---|---
S-ILS 26 | #3455/24 | 200 (200-1½) | 3740-1 | 3720-1 | 3700-1
S-LOC 26 | 3560/24 | 305 (300-½) | 3740-1 | 3720-1 | 3700-1

---
**LUBBOCK, TEXAS**
Amdt 4B 05JAN17

---
**33°40'N-101°49'W**

---
**601**
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 51°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 6000.

Procedure NA for arrivals at SPADE on V62 northwest bound.

Procedure NA for arrivals at FLOYD on V14 northeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 51°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 6000.

Procedure NA for arrivals at SPADE on V62 northwest bound.

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For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 51°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 6000.

Procedure NA for arrivals at SPADE on V62 northwest bound.

Procedure NA for arrivals at FLOYD on V14 northeast bound.
RNAV (RNP) Z RWY 35L
LUBBOCK PRESTON SMITH INTL (LBB)

For uncompensated Baro-VNAV systems, procedure NA below -12° C or above 51° C.

MISSED APPROACH: Climb to 5400 on track 354° to TUDPY and hold.

Procedure NA for arrivals at RUKTE on V102 southwest bound.

AUTHORIZATION REQUIRED
RNAP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 52°C.

**Missed Approach:** Climb to 5000 direct CELRA and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>LUBBOCK APP CON</th>
<th>LUBBOCK TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.3 270.275</td>
<td>119.2 351.8</td>
<td>120.5 239.3</td>
<td>121.9 348.6</td>
<td>125.8 281.55</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at SPADE on V62 northwest bound.**

**Procedure NA for arrivals at SLIDE on V76-81 southbound.**

**ATIS:**
- LUBBOCK APP CON 119.2 351.8
- LUBBOCK TOWER 120.5 239.3
- GND CON 121.9 348.6
- CLNC DEL 125.8 281.55

**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**MISSED APPROACH:**
- Climb to 5000 direct CELRA and hold.

**ATIS:**
- 125.3 270.275
- 119.2 351.8
- 120.5 239.3
- 121.9 348.6
- 125.8 281.55

**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**Mismatched Approach:**
- Climb to 5000 direct CELRA and hold.

**ATIS:**
- LUBBOCK APP CON 119.2 351.8
- LUBBOCK TOWER 120.5 239.3
- GND CON 121.9 348.6
- CLNC DEL 125.8 281.55

**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**Mismatched Approach:**
- Climb to 5000 direct CELRA and hold.

**ATIS:**
- LUBBOCK APP CON 119.2 351.8
- LUBBOCK TOWER 120.5 239.3
- GND CON 121.9 348.6
- CLNC DEL 125.8 281.55

**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**Mismatched Approach:**
- Climb to 5000 direct CELRA and hold.

**ATIS:**
- LUBBOCK APP CON 119.2 351.8
- LUBBOCK TOWER 120.5 239.3
- GND CON 121.9 348.6
- CLNC DEL 125.8 281.55

**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**Mismatched Approach:**
- Climb to 5000 direct CELRA and hold.

**ATIS:**
- LUBBOCK APP CON 119.2 351.8
- LUBBOCK TOWER 120.5 239.3
- GND CON 121.9 348.6
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**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**Mismatched Approach:**
- Climb to 5000 direct CELRA and hold.

**ATIS:**
- LUBBOCK APP CON 119.2 351.8
- LUBBOCK TOWER 120.5 239.3
- GND CON 121.9 348.6
- CLNC DEL 125.8 281.55

**APCH CRS:**
- 084°

**Rwy Idg:**
- 8003
- 3258
- 3282

**Apt Elev:**
- 3282
- 3258
- 3282

**Mismatched Approach:**
- Climb to 5000 direct CELRA and hold.
Procedure NA for arrivals at FLOYD on V14 northeast bound.

Procedure NA for arrivals at SLIDE on V76-81 southbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 51°C.

For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000 and LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E visibility to RVR 6000.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** RVR 5000 and LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E visibility to RVR 6000.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
Procedure NA for arrivals at MANIC on V102 southwest bound.
LOC BC RWY 35L
LUBBOCK PRESTON SMITH INTL (LBB)

ATIS 125.3 270.275
LUBBOCK APP CON 119.2 351.8
LUBBOCK TOWER 120.5 239.3
GND CON 121.9 348.6
CLNC DEL 125.8 281.55

DME or RADAR REQUIRED

4000 5200 LBB
170° R-114

HYDRO △
FRITS I-LBB 4.7 RADAR

ENZIE FIX MINIMUMS
S-35L 3560-1 306 (300-1) 3560-0 306 (300-0)
CIRCLING 3720-1 3740-1 3880-1 3940-2
438 (500-1) 458 (500-1) 578 (600-1) 658 (700-2)

CATEGORY
A

B

C

D

S-35L 3820-1 566 (600-1) 3820-0 566 (600-0)
CIRCLING 3820-1 538 (600-1) 3880-1 3940-2
598 (600-1) 658 (600-2)

174° 354° 5200

Disregard glide slope indications.

Remain within 10 NM

LOC BC RWY 35L
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 15
HARRISON COUNTY (ASL)

**AWOS-3PT**

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<th>MARSHALL, TEXAS</th>
<th>118.675</th>
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**SWIREPORT APP CON**

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<th>119.9 335.55</th>
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**UNICOM**

<table>
<thead>
<tr>
<th>MARSHALL, TEXAS</th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
</table>

**RNP APCH**

- **NA**
  - Rwy 15 helicopter visibility reduction below 1 SM NA.
  - When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet; increase LP Cat C visibility ½ mile.
  - Procedure NA at night.

**MISSED APPROACH**

- Climb to 3000 direct FAXDO and hold.

**ELEV**

| 357 |

**TDZE**

| 357 |

**VGS1 and descent angles not coincident.**

**REIL RWys 15 and 33**

**MIRL Rwy 15-33**

**Rwy 15 and 33 (ASL)**

**MARSHALL, TEXAS**

**Orig-C 07NOV19**

**HARRISON COUNTY (ASL)**

**RNAV (GPS) RWY 15**

**32°31'N-94°18'W**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>780-1</td>
<td>423 (500-1)</td>
<td>780-1 423 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>800-1</td>
<td>443 (500-1)</td>
<td>800-1 443 (500-1)</td>
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</tbody>
</table>
**VOR/DME-A**

**HARRISON COUNTY (ASL)**

**MARSHALL, TEXAS**

**VORTAC GGG**

112.9

Chan 76

**APP CRS**

068°

**Rwy Idg**

TDZE

**Apt Elev**

N/A

N/A

**2100**

**N**

**357**

**-068**

**R**

**2100**

**5**

**(IAF)**

**G**

**G**

**G**

**14**

**2100**

**068°**

**14**

**R-068**

**BEDDI**

**GGG**

**[14]**

**GGG**

**[14]**

**2100**

**GGG**

**[19]**

**2100**

**GGG**

**[19]**

**746**

**751**

**248**

**566**

**764**

**740**

**GGG**

**[19]**

**RHALL**

**GGG**

**[19]**

**991**

**ELEV 357**

**AWOS-3PT**

118.675

**SHREVEPORT APP CON**

119.9

335.55

**UNICOM**

122.8

(CTAF)

**MISSPANN APPROACH:** Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

**Helicopter visibility reduction below 1 SM NA.**

**When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet; increase Cat B visibility to 1/2. Night Landing: Rwy 2, 15, 20 NA.**

**CAUTION:** Visibility reduction below 1 SM.

**Amdt 4F 25MAR21**

**SC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36
MESQUITE METRO (HQZ)

**AWOS-3**
118.175

**REGIONAL APP CON**
125.2 343.65

**MESQUITE TOWER**
120.3 (CTAF)

**GND CON**
118.85

**UNICOM**
123.05

---

**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility to 1 mile, increase Circling Cat C visibility to 2½ mile. VDP NA when using Dallas Love Fld altimeter setting.

**MISSED APPROACH:**
Climbing right turn to 3000 direct YEAGR and hold.

---

**WELED**

2900

358°

---

**TDZE**
443

---

**36°N-96°W**
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
NOTE: Chart not to scale.

NOTE: SOLDO Transition: ATC assigned.

120.3  CTAF
125.2  343.65
REGIONAL DEP CON

TOP ALTITUDE:
ASSIGNED BY ATC

RADAR and DME required.
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
JOE POOL SEVEN DEPARTURE

REGIONAL DEP CON
125.2  343.65
CTAF
120.3

Radar and DME required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.

CONTINUED ON FOLLOWING PAGE

JOE POOL SEVEN DEPARTURE

AL 6444 (FAA)

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

SC-2, 11 JUL 2024 to 05 SEP 2024

NOTE: Chart not to scale.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

**NOTE:**
- COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.
- ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
- SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
- TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
- WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
- WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.
NOTE: Chart not to scale.

NOTE: LUBBOCK Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the
Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.

(CONTINUED ON FOLLOWING PAGE)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

REGIONAL DEP CON
120.3 343.65

CTAF
125.2

TOP ALTITUDE:
ASSIGNED BY ATC

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 11 JUL 2024 to 05 SEP 2024
When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
(NANDR2,NANDR) 23110

Al-6444 (FAA)

Regional Dep Con
125.2 343.65 (Rwy 18)
124.3 282.275 (Rwy 36)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

Top Altitude:
Assigned by ATC

Takeoff Minimums
Rwys 18, 36: Standard.

NOTE: Eaker Transition: For TUL terminal arrivals only.
NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area,
file and expect the ZEMMA enroute transition.

NOTE: Chart not to scale.

(Narrative on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC, thence...
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC, thence...

. . . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357°
to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1_ALIAN)
BRHMA TRANSITION (SWABR1_BRHMA)
CIKAN TRANSITION (SWABR1_CIKAN)
DOSXX TRANSITION (SWABR1_DOSXX)
HUDAD TRANSITION (SWABR1_HUDAD)
HULZE TRANSITION (SWABR1_HULZE)
WSTEX TRANSITION (SWABR1_WSTEX)
REGIONAL DEP CON
125.2 343.65
CTAF
120.3

TOP ALTITUDE:
ASSIGNED BY ATC

WILL ROGERS
114.1 IRW \( \equiv \equiv \)
Chan 88

OKMULGEE
114.9 OKM \( \equiv \equiv \)
Chan 96

RADAR and DME required.

RANGER
115.7 FUZ \( \equiv \equiv \)
Chan 104

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): From over FUZ VORTAC on FUZ R-360 to BLECO.

DECKK TRANSITION (TEX5.DECKK): From over FUZ VORTAC on FUZ R-360 to NOOGY, then on IRW R-144 to DECKK.

EAKER TRANSITION (TEX5.EAKER): From over FUZ VORTAC on FUZ R-012 to EAKER.

GRABE TRANSITION (TEX5.GRABE): From over FUZ VORTAC on FUZ R-012 to GRABE.

OKMULGEE TRANSITION (TEX5.OKM): From over FUZ VORTAC on FUZ R-012 to EAKER, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): From over FUZ VORTAC on FUZ R-348 to LOWGN, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS.

TULSA TRANSITION (TEX5.TUL): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): From over FUZ VORTAC on FUZ R-360 to ZEMMA, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA.

NOTE: BLECO Transition: ATC assigned.

NOTE: DECKK Transition: For all aircraft inbound to the Oklahoma City area.

NOTE: EAKER Transition: For aircraft inbound to the Tulsa terminal area.

NOTE: GRABE Transition: ATC assigned.

NOTE: OKMULGEE Transition: For all aircraft overflying OKM VOR/DME proceeding on J181 to BDF to destinations in the Chicago terminal area and north.

NOTE: TULSA Transition: For all aircraft overflying TUL VORTAC.

NOTE: WILL ROGERS Transition: For all aircraft overflying IRW VORTAC.
SC-2. 11 JUL 2024 to 05 SEP 2024

(Continued on following page)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

**ABILENE TRANSITION (WORTH1.ABI):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC.

**CHILDRESS TRANSITION (WORTH1.CDS):** From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

**CORONA TRANSITION (WORTH1.CNX):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

**LUBBOCK TRANSITION (WORTH1.LBB):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

**PANHANDLE TRANSITION (WORTH1.PNH):** From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC, then on CDS R-297 and PNH R-118 to PNH VORTAC.

**PODDE TRANSITION (WORTH1.PODDE):** From over TTT VOR/DME on TTT R-250 to PODDE.

**TEXICO TRANSITION (WORTH1.TXO):** From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC, then on LBB R-305 and TXO R-124 to TXO VORTAC.
RNAV (GPS) RWY 18
MID-WAY RGNL (JWY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct CABBY and hold.

AWOS-3
119.575

REGIONAL APP CON
125.2 343.65

UNICOM
122.975 (CTAF)

WAAS
CH 62920
W18A

APP CRS
178°

Rwy Idg 6500
TDZE 727
Apt Elev 727

ELEV 727
TDZE 727
178° to RW18

OMGEE
927-3/4
200 (200-3/4)

1.4 NM
4.3 NM
6.1 NM

LNAV/ VNAV DA
998-7/6
271 (300-7/6)

LNAV MDA
1220-1
493 (500-1)

1220-13/8
493 (500-13/8)

1300-11/2
573 (600-11/2)

1420-21/4
693 (700-21/4)

CABBY
1300
3000

MIRL Rwy 18-36
REIL Rwy 18

Orig-C 27JAN22

32°27'N-96°55'W

AL-9212 (FAA)
22027

SC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (117°F). DME/DME RNP 0.3 NA. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Dallas Love Fld altimeter setting.

**RNAV (GPS) RWY 36**

**MID-WAY RGNL (JWY)**

**MIDLOTHIAN/WAXAHACHIE, TEXAS**

**AWOS-3**

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**RNAV (GPS) RWY 36**

**MID-WAY RGNL (JWY)**

**MIDLOTHIAN/WAXAHACHIE, TEXAS**

**AWOS-3**

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**RNAV (GPS) RWY 36**

**MID-WAY RGNL (JWY)**

**MIDLOTHIAN/WAXAHACHIE, TEXAS**

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**RNAV (GPS) RWY 36**

**MID-WAY RGNL (JWY)**

**MIDLOTHIAN/WAXAHACHIE, TEXAS**

**AWOS-3**

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**RNAV (GPS) RWY 36**

**MID-WAY RGNL (JWY)**

**MIDLOTHIAN/WAXAHACHIE, TEXAS**

**AWOS-3**

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NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18:  Climb on heading 178° to 1700 before proceeding northbound.
TAKEOFF RUNWAY 36:  Climb on heading 013° to 2700 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 178° to 1700 before proceeding northbound.
TAKEOFF RUNWAY 36: Climb on heading 013° to 2700 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport,
Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 184° to 1700 before proceeding northbound.
TAKEOFF RUNWAY 36: Climb on heading 019° to 2700 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
SWABR ONE DEPARTURE (RNAV) 24MAR22

HULZE
10000
3200
285°
(37)

HRPER
10000
3600
297°
(27)

MUTEE
10000
2900
288°
(69)

PGLET
10000
2500
304°
(11)

DBLSS
10000
2800
288°
(27)

TYGGR
10000
2500
304°
(7)

RUFFS
10000
2800
283°
(26)

ALIAN
10000
3100
288°
(51)

FUMED
10000
3100
268°
(51)

LYNDE
10000
3100
262°
(25)

RBBIT
10000
3100
262°
(25)

SWABR
10000
2500
270°
(7)

BOTCH
7000
2500
270°

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

TOP ALTITUDE: ASSIGNED BY ATC
CTAF
122.975
REGIONAL DEP CON
125.2 343.65

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 178° to 1700 before proceeding northbound.
TAKEOFF RUNWAY 36: Climb on heading 013° to 2700 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
**RNAV (GPS) RWY 18**  
WOOD COUNTY/COLLINS FLD (JDD)

### RNP APCH - GPS

- **Circling Rwy 36 NA at night.**
- Rwy 18 helicopter visibility reduction below 3/4 SM NA.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>LONGVIEW APP CON *</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.9</td>
<td>128.75 379.15</td>
<td>122.8</td>
</tr>
</tbody>
</table>

### Holding Pattern

<table>
<thead>
<tr>
<th><strong>Category</strong></th>
<th><strong>A</strong></th>
<th><strong>B</strong></th>
<th><strong>C</strong></th>
<th><strong>D</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>820-1</td>
<td>399 (400-1)</td>
<td>820-1/2</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>940-1</td>
<td>507 (600-1)</td>
<td>1000-1</td>
<td>1000-1/2</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2200 direct DUCAG and hold.
Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 36 NA at night.

MISSING APPROACH: Climb to 2100 direct VERGO and hold.

Procedure NA for arrivals on FZT VOR/DME airway radials 275 CW 004.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

2200 NoPT 001° (28.9)
MINERAL WELLS, TEXAS

LOCATION

LOC/DME I-VMH

109.55

APP CRS

310°

Rwy Idg

5596

TDZE

974

Apt Elev

974

DME required.

MINERAL WELLS RGNL (MWL)

ILS or LOC RWY 31

FORT WORTH CENTER

ASOS

135.075

127.0

360.6

UNICOM

122.725 (CTAF)

Circling to Rwy 17-35 NA at night.
Autopilot coupled approach NA below 1500.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct MQP VORTAC and hold.

ELEV

974

TDZE

974

ELEV 974

TDZE 974

MINERAL WELLS RGNL (MWL)

ILS or LOC RWY 31

MINERAL WELLS, TEXAS

Amdt 1A  26MAR20

32°47'N-98°04'W

MINERAL WELLS RGNL (MWL)

ILS or LOC RWY 31
RNAV (GPS) RWY 31
MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct HEAST and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Circling Rwys 17, 35 NA at night.
Circling to Rwy 17 NA at night. When local altimeter setting not received, use Fort Worth Meacham altimeter setting.

MISSING APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.
RNAV (GPS) RWY 35
MOUNT PLEASANT RGNL (OSA)

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3 119.775
FORT WORTH CENTER 132.025 360.75
UNICOM 122.7 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¾ mile all Cats and circling visitibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MOUNT PLEASANT, TEXAS
AL-10186 (FAA) 21364

RNAV (GPS) RWY 35
MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¾ mile all Cats and circling visitibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3 119.775
FORT WORTH CENTER 132.025 360.75
UNICOM 122.7 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¾ mile all Cats and circling visitibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3 119.775
FORT WORTH CENTER 132.025 360.75
UNICOM 122.7 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¾ mile all Cats and circling visitibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.
RNAV (GPS) RWY 31
FRANKLIN COUNTY (F53)

MOUNT VERNON, TEXAS
AL-9047 (FAA)

APP CRS
311°
Rwy Idg 3900
TDZE 412
Apt Elev 412

RNP APCH

NA

Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below 1/3 SM NA. Use Mount Pleasant Rgnl altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold.

OSA AWOS:3
119.775

FORT WORTH CENTER
132.025 360.75

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at JAXAB on V573 southwest bound and on V583 northbound.

Procedure NA for arrivals at HEBIP on V54 northeast bound.

RNAV MDA
1160-1
748 (800-1)

1160-1½
748 (800-1½)

CIRCLING
1160-1
748 (800-1)

1160-1½
748 (800-1½)

NA

NA

SC-2, 11 JUL 2024 to 05 SEP 2024

33°13'N-095°14'W

MOUNT VERNON, TEXAS
Orig-B 21MAY20
Use Clovis Rgnl altimeter setting; when not received use Hereford Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CTAF 122.9
RNAV (GPS) RWY 17
OLNEY MUNI (ONY)

RWP AWOS-3P 118.025
FORT WORTH CENTER 133.5 350.35
UNICOM 122.8 (CTAF) 0

Procedure NA for arrivals at CIYAL on V16 southwest bound.

Procedure NA for arrivals at KARYN on V568 southeast bound.

MISSED APPROACH: Climb to 1800 then climbing left turn to 5000 direct KARYN and hold.

OLNEY, TEXAS
AL-6443 (FAA)

RNP APCH - GPS.

SC-2, 11 JUL 2024 to 05 SEP 2024

Amdt 1A 03NOV22

RNAV (GPS) RWY 17
OLNEY MUNI (ONY)
RNAV (GPS) RWY 35
OLNEY MUNI (ONY)

**RNP APCH - GPS.**

Baro-VNAV NA. Use Graham altimeter setting.

**RPH AWOS-3P**
118.025

**FORT WORTH CENTER**
133.5 350.35

**UNICOM**
122.8 [CTAF]

MISSED APPROACH: Climb to 1800 then climb to 5000 direct POSTE and hold.

**WAAS**
CH 53331
W35A

**APP CRS**
355°

**Rwy Idg**
5101

**TDZE**
1267

**Apt Elev**
1275

**OLNEY, TEXAS**
AL-6443 (FAA)

22307

RNAV (GPS) RWY 35
OLNEY MUNI (ONY)

**ELEV** 1275
**TDZE** 1267

**OLNEY MUNI**

**Amdt 1A 03NOV22**

**SC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 17
PERRY LEFORS FLD (PPA)

Rwy 17 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Procedure NA at night.

MISSED APPROACH: Climb to 6000 direct NOSEW and hold, continue climb-in-hold to 6000.

Procedure NA for arrivals at HINOD on V12-280 northeast bound.

Procedure NA for arrivals at BRISC on V402 southwest bound and V402-440 northeast bound.

MISSAPCH FIX
NOSEW
RNAV (GPS) RWY 17
PANHANDLE-CARSON COUNTY (T45)

MISSED APPROACH: Climb to 5500 direct WUXEL and hold.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

Procedure NA for arrivals at BROKE on V272 eastbound.

Procedure NA for arrival on PNH VORTAC airway radials 313 CW 081.
Use Rick Husband Amarillo Intl altimeter setting; when not received, use Hutchinson County altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility to 2. Rwy 35 helicopter visibility reduction below ¾ SM NA.

**Procedure NA for arrivals on PNH VORTAC airway radials 045 CW 176.**

**RADAR Required for arrivals at UMHOB.**

**Missed Approach: Climb to 5500 direct JASMI and hold.**

**Category C visibility to 2. Rwy 35 helicopter visibility reduction below ¾ SM NA.**

**RNAV (GPS) RWY 35**

**PANHANDLE-CARSON COUNTY (T45)**

**AMA ASOS**

118.85 350.3

**AMA APPL CON**

119.5 307.0

**UNICOM**

122.7 (CTAF)

**RNP APCH - GPS**

**Apt Elev**

3454

**Rwy Idg**

4404

**TDZE**

3454

**ELEV**

3454

**TDZE**

3454

**RNAV (GPS) RWY 35**

**PANHANDLE-CARSON COUNTY (T45)**

**ELEV 3454**

**TDZE 3454**

**35°22'N-101°22'W**

**661**
AWOS: 3PT
119.675

FORT WORTH CENTER
124.875

UNICOM
122.975 (CTAF)

PARIS, TEXAS

VOR/DME PRX
113.6
Chan 83

APP CRS
350°

Rwy Idg
TDZE
Apt Elev
6002
532
548

Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2300 direct PRX VOR/DME and hold.

PRX VOR/DME
Remain within 10 NM

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).

CATEGORY
A
B
C
D

S-35
960-1
428 (500-1)
960-1½
428 (500-1½)

CIRCLING
1060-1
512 (600-1)
1100-1½
552 (600-1½)

1220-2½
672 (700-2½)

Knots
Min:Sec
60
3:28
90
2:36
120
2:05
150
1:44
180

Circling NA to Rwy 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Procedure NA for arrivals at ZALIK on V507 southeast bound.
RNAV (GPS) RWY 35
PERRYTON OCHILTREE COUNTY (PYX)

**WAAS CH 77633**
**W35A**
**APP CRS 353°**
**Rwy Idg 5701**
**TDZE 2918**
**Apt Elev 2918**

- BARO-VNAV and VDP NA when using Gage altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 54°C (130°F).
- When local altimeter setting not received, use Gage altimeter setting and increase all DAs 208 feet and MDA 220 feet; increase LPV and LNAV/VNAV CAts A and B visibility 3/4 miles and Circling Cat B visibility 1/4 mile. DME/DME RNP -0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Circling NA to Rwys 4 and 22.

**AWOS-3**
**118.175**
**KANSAS CITY CENTER**
**126.95 379.2**
**UNICOM**
**122.8 (CTAF) 0**

**MISSING APPROACH:** Climb to 6000 direct LUMUQ and on track 031° to ZALIK and hold.

**Procedure NA for arrivals on MMB VORTAC airway radials 205 CW 327.**

**VGSi and RNAV glidepath not coincident** (VGSi Angle 3.5°/TCH 23).

**IGZEG**
**Rwy Idg 3253**
**LUMUQ 3089**

**353°**
**2944 RW35**
**3379 IGZEG**

**ING 1.1 NM to RW35**
**[IF] EJUPU**

**Procedure NA for arrivals on MMB VORTAC airway radials 205 CW 327.**

**Ferry Flight: ZALIK**
**2.1 NM to**
**GIWHI**

**353°**
**2918 RW35**
**3320-1 4500**

**5000 GP 3.00°**
**TCH 40**

**MISSED APCH FIX**

**5 NM**
**ZALIK**

**2900 X 144 353°**

**CATEGORY**
**A**
**B**
**C**
**D**

**LPV DA**
3168-7 250 (300-7)
NA

**LNAV/VNAV DA**
3168-7 250 (300-7)
NA

**LNAV MDA**
3320-1 402 (500-1)
NA

**CIRCLING**
3320-1 402 (500-1)
3580-1 662 (700-1)
NA

**Amdt 1B 13 OCT 16**

**PERRYTON, TEXAS**
**36°25’N-100°45’W**

**AL 5391 (FAA)**

**22251**

**RNAV (GPS) RWY 35**
**PERRYTON OCHILTREE COUNTY (PYX)**

**ELEV 2918**
**TDZE 2918**

**MITBEE MMB**

**353° to RW35**

**35° to RW35**
PERRYTON, TEXAS

AL 5391 (FAA)

SC-2, 11 JUL 2024 to 05 SEP 2024

PERRYTON OCHILTREE COUNTY

PERRYTON, TEXAS

AWOS-3

KANSAS CITY CENTER

UNICOM

118.175

126.95 379.2

122.8 (CTAF) 0

W

MISSGED APPROACH: Climb to 4000 then climbing right turn to 5000.

NA

When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet and Cat B visibility 1/2 mile. Circling NA to Rwys 4 and 22.

CIRCLING

MIRL Rwy 17-35 0

MAN

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 and hold.

PERRYTON

3304A

NDB-PYX 266

APP CRS 270°

Rwy Idg N/A

TDZE N/A

Apt Elev 2919

NDB-A

Remain within 10 NM

ELEV 2919

PYX NDB

3490

3253

2944

090°

270°

5000

3379

090°

270°

NDB-PYX 266

NDB-A

3089

3379

5000

270°

NA

5000

(42.3)

3304A

266°

3000

PYX

5000

270°

NA

3000

270°

5000

3304A

2919

5100

3490

4900

270° to NDB

3000

Amdt 4B 13OCT16

36°25'N-100°45'W

667
RNAV (GPS) RWY 21
YOAKUM COUNTY (F'98)

PLAINS, TEXAS

EPW 1B 11AUG22

33°13' N-102°50' W

669
RNAV (GPS) RWY 22
HALE COUNTY (PVW)

**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet and increase Circling Cat C/D visibility½ SM. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 5100 direct JEKUT and hold.

**AWOS-3**
119.675

**LUBBOCK APP CON**
119.2 351.8

**CLNC DEL**
118.4

**UNICOM**
123.0 (CTAF)

---

**Procedure NA for arrivals at PVW VOR/DME via V81 southbound.**

**ELEV 3374**

**TDZE 3373**

**Category A**

**LNAV MDA**
3820-1 447 (500-1)

**CIRCLING**
3940-1 566 (600-1)

---

**REIL Rwy 4**

**REIL Rwy 22**

**MIRL Rwy 4-22 and 13-31**

---

**PLAINVIEW, TEXAS**

**AL-876 (FAA)**

**SC-2, 11 JUL 2024 to 05 SEP 2024**

---

**PLAINVIEW, TEXAS**

**Orig-A 20MAY21**

---

**34°10'N-101°43'W**

---

**671**
RNAV (GPS) RWY 17
RALPH M HALL/ROCKWALL MUNI (F46)

DAJCA and on track 160° to YEAGR and hold.

MISSED APPROACH: Climb to 5000 direct
DAJCA and on track 160° to YEAGR and hold.

ROCKWALL, TEXAS

32°56'S-96°26'W

673
RNAV (GPS) RWY 35
RALPH M HALL/ROCKWALL MUNI (F46)

**Category**

- **A**
- **B**
- **C**
- **D**

**RNAV (GPS) RWY 35**

**Regional App Con**

**RNAV (GPS) RWY 35**

**Missed Approach**

- Climb to 5000 direct FIJWE and on track 016° to FINGR and hold.

**Localizer Visibility Reduction**

- Use Dallas Love Field altimeter setting and increase all MDA 80 feet.

**Alternate Procedures**

- Use Dallas Love Field altimeter setting and increase all MDA 80 feet.

**Unicom**

- 122.8 (CTAF)

**Regional App Con**

**Unicom**

- 122.8 (CTAF)
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: LUBBOCK Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the
MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the
Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

(NARRATIVE ON FOLLOWING PAGE)
When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
NOTE: EAKER transition: For TUL terminal arrivals only.

NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.

NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.

TAKEOFF MINIMUMS
Rwys 15, 33: Standard.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 167° or as assigned by ATC, thence...
TAKEOFF RUNWAY 35: Climb on heading 347° or as assigned by ATC, thence...

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357°
to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase LPV DA to 3704 feet and all visibilities ≥0.2 SM; increase LNAV/VNAV DA to 3767 feet and all visibilities ≥0.2 SM; increase all MDAs 180 feet and visibility LNAV and Circling Cat C ≥0.2 SM. Baro-VNAV and VDP NA when using Midland Intl Air and Space Port altimeter setting.

MISSED APPROACH: Climb to 6000 direct OSHWA and hold, continue climb-in-hold to 6000.

### RNAV (GPS) RWY 35

**GAINES COUNTY (GNC)**

| App Crs | Rw Shell | Rw Idg | Altitude | Category | Ltng
|---------|----------|--------|----------|----------|------
| 7291A   | W35A     | 5002   | 3278     | 3315     | 685  |

### For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase LPV DA to 3704 feet and all visibilities ≥0.2 SM; increase LNAV/VNAV DA to 3767 feet and all visibilities ≥0.2 SM; increase all MDAs 180 feet and visibility LNAV and Circling Cat C ≥0.2 SM. Baro-VNAV and VDP NA when using Midland Intl Air and Space Port altimeter setting.

### MISSED APPROACH: Climb to 6000 direct OSHWA and hold, continue climb-in-hold to 6000.
FORT WORTH CENTER 133.5 350.35

CTAF 122.9

RNAV (GPS) RWY 17
SEYMOUR MUNI (601F')

RNAP APCH - GPS.

\( \triangle \) NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ELLEN and hold.

MISSED APPROACH CLIMB: Climb to 3000 direct ELLEN and hold.

3000 direct ELLEN and hold.

5 NM

 obtains local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

5 NM

NA

Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altitude setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 16
SHERMAN MUNI (SWI)

Use Sherman/Denison altimeter setting, if not received use Dallas Love Fld altimeter setting and increase all MDA 140 feet and increase LNAV visibility Cat B ½ SM, Cat C ½ SM, and increase Circling visibility Cats A/B ½ SM, Cat C ½ SM.

Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.

FORT WORTH CENTER
124.75 323.0

UNICOM
122.8 (CTAF) 0

RNAV (GPS) RWY 16
SHERMAN MUNI (SWI)

MISSED APPROACH:
Climbing left turn to 3000 direct URH DME and hold.

Procedure NA for arrivals on VORTAC on V17-161 northeast bound.

Procedure NA for arrivals on BYP VORTAC airway radials 264 CW 010.

Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1440-1</td>
<td>694 (700-1)</td>
<td>1440-2</td>
<td>694 (700-2)</td>
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<tr>
<td>Circling</td>
<td>1440-1</td>
<td>694 (700-1)</td>
<td>1620-2</td>
<td>874 (900-2½)</td>
</tr>
</tbody>
</table>

HOLD
4000
(optional)
**VOR/DME-A**

**SHERMAN MUNI (SWI)**

**APP CRS**
- **280°**

**Rwy Idg**
- **TDZE**

**Apt Elev**
- **N/A**

**ELEV**
- **746**

**UNICOM**
- **122.8 (CTAF)**

**FORT WORTH CENTER**
- **124.75 323.0**

**WIND**
- **100° 10 NM**

**Procedure for Approach**
- Use Sherman/Denison altimeter setting when not received, use Dallas Love Fld altimeter setting and increase all MDA 140 feet, increase visibility Cat B ½ mile, Cat C ⅓ mile, and Cat D ⅛ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH**
- Climb to 2300, then climbing left turn to 2400 on BYP R-280 to TEREY/13.2 DME and hold.

**IF/IAF**
- **114.6 BYP Chan 93**

**MCA/VORTAC**
- **280° 18 NM**

**TDZE**
- **2300**

**Category**
- **A**
  - 1300-1
  - 674 (700-1)

- **B**
  - 1420-1
  - 874 (900-2-½)

- **C**
  - 1620-2½
  - 874 (900-2-½)

- **D**
  - 1620-2¾
  - 874 (900-2-¾)

**MIRL Rwy 16-34**
- **746**

**Orig-D**
- **04FEB16**

**33°37'N-96°35'W**
ILS or LOC RWY 18L
NORTH TEXAS RGNL/PERRIN FLD (GYI)

ATIS: 118.775
FORT WORTH CENTER: 124.75 323.0
NORTH TEXAS TOWER: 120.575 (CTAF) 233.7
GND CON: 124.125

MIRL Rwy 18L-36R

TO GND CON

ATM CRN

SHERMAN/DENISON, TEXAS

AL-389 (FAA)

SC-2, 11 JUL 2024 to 05 SEP 2024

MIRL Rwy 18L-36R

ELEV 749 (GYI)
TDZE 741

CIRCLING

DSB

2000
2800
DNI

200 (200-½)
479 (500-½)
479 (500-1)
741 (700-1¼)
791 (800-2½)

 CATEGORY A B C D

S-ILS 18L 941-1/2 200 (200-½)
S-LOC 18L 1220-1/2 479 (500-½) 1220-1 479 (500-1)
CIRCLING 1300-1 551 (600-1) 1400-1/4 651 (700-1¼) 1540-2/½

SC-2, 11 JUL 2024 to 05 SEP 2024

33°43'N-96°40'W

699
**ATIS** 118.775

 Procedure NA for arrival on ADM VORTAC airway radials 030 CW 125.

 Procedure NA for arrival on BYP VORTAC airway radials 264 CW 305.

 **MISSED APCH FIX**

 SERYO

 VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 48). 4 NM Holding Pattern

 Holding Pattern

 CATEGORY  

 A | B | C | D

 LPV  DA 941-½ 200 [200-½]  

 LNAV/ VNAV  DA 1015-½ 274 [300-½]  

 LNAV MDA 1200-½ 459 [500-½] 1200-7½ 459 [500-½]  

 **CIRCLING** 1300-1 551 [600-1] 1400-1¾ 651 [700-1¼] 1540-2½ 791 [800-2½]  

 **LNAV/VNAV all Cats visibility to 8 SM.**

 LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 8 SM.  

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA at night.  

 **RNAV (GPS) RWY 18L**

 **NORTH TEXAS RGNL/PERRIN FLD (GYI)**

 **SC-2, 11 JUL 2024 to 05 SEP 2024**

 **MIRL Rwy 18L-36R**

 **180° 36R**

 **33°43.4'-96°40.0'W**
MIRL Rwy 18L-36R
SHERMAN/DENISON, TEXAS
AL-389 (FAA)

RNAV (GPS) RWY 36R
NORTH TEXAS RGNL/PERRIN FLD (GYT)

RNP APCH - GPS.

- Circling Rwy 18R, 36L NA at night.
  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

ATIS 118.775
FORT WORTH CENTER 124.75 323.0
NORTH TEXAS TOWER * 120.575 (CTAF) 233.7
GND CON 124.125

MISSED APCH FIX

GEYEG

MISSED APPROACH: Climb to 3000 direct GYEYG and hold.

Procedure NA for arrival on BYP VORTAC airway radials 264 CW 305.

- Holding Pattern
- 4 NM
- SERYO
- GP 3.00° TCH 51
- CATEGORY A B C D
- LPV DA
  949-3/4 200 (200-3/4)
- LNAV/ VNAV DA
  1220-13/8 471 (500-13/8)
- LNAV MDA
  1220-3/4 471 (500-3/4)
  1220-13/8 471 (500-13/8)
- CIRCLING
  1300-1 551 (600-1)
  1400-13/4 651 (700-13/4)
  1540-2 791 (800-2)

SHERMAN/DENISON, TEXAS
Amdt 1 16MAY24

33°43'N-96°40'W
701
Circling Rwy 18R, 36L NA at night.

Procedure NA for arrival on BYP VORTAC airway radials 264 CW 305.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 on heading 140° and BYP VORTAC R-290 to HIPAN/20 DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>591 (600-1)</td>
<td>1400-1 ¾</td>
<td>1540-2 ½</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>651 (700-1 ¼)</td>
<td>791 (800-2 ½)</td>
</tr>
</tbody>
</table>

Ampd 2 16MAY24

VOR-A
NORTH TEXAS RGNL/PERRIN FLD (GYI)

33°43'N-96°40'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 18

 город Слатон / Аэропорт "Ларри Т. Нил Мемл" (F49)

утрачен

Разделена по направлению LBB ASOS 125.3 270.275 LUBBOCK APP CON 119.2 351.8 UNICOM 123.0 (CTAF)

MISSED APPROACH: Climb to 5000 direct HAXEB and hold.

Процедура NA для прибытия на были все VORTAC
направление 004 CW 177.

Procedure NA for arrival on LBB VORTAC
airway radials 004 CW 177.

Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 3/4 SM NA.

Если нет другого указания, LNAV только.

MISSED APCH FIX HAXEB

Разделена по направлению LBB ASOS 125.3 270.275 LUBBOCK APP CON 119.2 351.8 UNICOM 123.0 (CTAF)

MISSED APPROACH: Climb to 5000 direct HAXEB and hold.

Процедура NA для прибытия на были все VORTAC
направление 004 CW 177.

Procedure NA for arrival on LBB VORTAC
airway radials 004 CW 177.

Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS) RWY 36
CITY OF SLATON/LARRY T NEAL MEML (F49)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals on LBB VORTAC airway radials 075 CW 216.

MISSED APPROACH: Climb to 5300 direct JONON and hold.

Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3883-3</td>
<td>759 (800-3)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>3849-3</td>
<td>725 (800-3)</td>
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<tr>
<td>LNAV MDA</td>
<td>3760-1</td>
<td>636 (700-1)</td>
<td>3760-1/4</td>
<td>636 (700-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>3760-1</td>
<td>3820-1</td>
<td>3820-2</td>
<td>3820-2/4</td>
</tr>
<tr>
<td></td>
<td>636 (700-1)</td>
<td>696 (700-1)</td>
<td>696 (700-2)</td>
<td>696 (700-2/4)</td>
</tr>
</tbody>
</table>

33°29’N-101°40’W
705
RNAV (GPS) RWY 35
WINSTON FLD (SNK)

RNAP APCH-GPS:

- Baro-VNAV NA when using Sweetwater altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. VDP NA with Sweetwater altimeter setting. When local altimeter setting not received, use Sweetwater altimeter setting and increase LPV DA to 2698 and all visibilities ½ SM; increase LNAV/VNAV DA to 2748 and all visibilities 3/4 SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C ½ SM. Circling NA to Rwys 8 and 26. Circling Ry 17 NA at night.

- LGT NA below -19°C or above 54°C; increase all MDAs 80 feet and all visibilities ½ SM. Circling NA with Sweetwater altimeter setting 027° to WABVI and hold, continue climb-in-hold to 6000.

- VDP NA with Sweetwater altimeter setting and increase LPV DA to 2698 and all visibilities ½ SM; increase LNAV/VNAV DA to 2748 and all visibilities 3/4 SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C ½ SM. Circling NA to Rwys 8 and 26. Circling Ry 17 NA at night.

- LGT NA below -19°C or above 54°C; increase all MDAs 80 feet and all visibilities ½ SM. Circling NA with Sweetwater altimeter setting 027° to WABVI and hold, continue climb-in-hold to 6000.

- VDP NA with Sweetwater altimeter setting and increase LPV DA to 2698 and all visibilities ½ SM; increase LNAV/VNAV DA to 2748 and all visibilities 3/4 SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C ½ SM. Circling NA to Rwys 8 and 26. Circling Ry 17 NA at night.

- LGT NA below -19°C or above 54°C; increase all MDAs 80 feet and all visibilities ½ SM. Circling NA with Sweetwater altimeter setting 027° to WABVI and hold, continue climb-in-hold to 6000.

- VDP NA with Sweetwater altimeter setting and increase LPV DA to 2698 and all visibilities ½ SM; increase LNAV/VNAV DA to 2748 and all visibilities 3/4 SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C ½ SM. Circling NA to Rwys 8 and 26. Circling Ry 17 NA at night.

- LGT NA below -19°C or above 54°C; increase all MDAs 80 feet and all visibilities ½ SM. Circling NA with Sweetwater altimeter setting 027° to WABVI and hold, continue climb-in-hold to 6000.
NA  Circling NA to Rwys 8 and 26. Circling Rwy 17 NA at night.

AWOS-3  119.925
FORT WORTH CENTER  127.45  290.3
UNICOM  122.8 (CTAF) 

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

32°42'N-100°57'W
RNAV (GPS) RWY 2
MAJOR SAMUEL B CORNELIUS FLD (E42)

MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>ALBUQUERQUE CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.925</td>
<td>127.85 285.475</td>
<td>122.9</td>
</tr>
</tbody>
</table>

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Int'l altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ½ mile, LNAV Cat C visibility ½ mile, Circling Cat A visibility ½ mile, and Circling Cat C visibility ½ mile.

36°13'N-101°12'W
MAJOR SAMUEL B CORNELIUS FLD (E42)
RNAV (GPS) RWY 2

SC-2, 11 JUL 2024 to 05 SEP 2024
 Orig 15JAN09

SPEARMAN, TEXAS
AL-6776 (FAA)
23166

APP CRS 020°
Rwy Idg 5022
TDZE 3090
Apt Elev 3090

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>3780-1 690 (700-1)</td>
<td>3780-2 690 (700-2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3840-1 750 (800-1)</td>
<td>3840-1½ 750 (800-1½)</td>
<td>3840-2½ 750 (800-2½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

V GSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).
RNAV (GPS) RWY 20
MAJOR SAMUEL B CORNELIUS FLD (E42)

DME/DME RNP-0.3 NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ¾ mile, Circling Cat A visibility ½ mile, and Circling Cat C visibility ½ mile.

AWOS-3P 118.925
ALBUQUERQUE CENTER 127.85 285.475
CTAF 122.9

MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

OYUSA to 6000

6000

4090

36°13'N-101°12'W

MAJOR SAMUEL B CORNELIUS FLD (E42)
RNAV (GPS) RWY 20
MISSED APPROACH: Climb to 3300 direct HINTA and hold.

Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDAs 40 feet. Rwy 17 helicopter visibility reduction below 1 SM NA.

ABILENE APP CON
127.2  282.3

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 17
ARLEDGE FLD (F56)

RNAV (GPS) RWY 17
ARLEDGE FLD (F56)
RNAV (GPS) RWY 35
ARLEDGE FLD (F56)

RNP APCH-GPS.

Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM. Procedure NA at night.

ABILENE APP CON
127.2 282.3

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at ROTAN via V62 northwest bound.

Procedure NA for arrivals at ROGEE on V16 northeast bound.

Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
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</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>2020-1</td>
<td>460 (500-1)</td>
<td>2020-1½</td>
<td>460 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2100-1</td>
<td>539 (600-1)</td>
<td>2200-1½</td>
<td>639 (700-1½)</td>
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</tbody>
</table>
**RNAV (GPS) RWY 14**

**STEPHENVILLE CLARK RGNL (SEP)**

**AWOS-3PT**

- **FORT WORTH CENTER**
  - **TDZE 1321**
  - **1321**
  - **314.0**
  - **127.15**
  - **AWOS-3PT 118.075**

**UNICOM**

- **122.8 (CTAF)**

---

**MISSED APPROACH:** Climb to 3600 direct HOVIR and hold.
RNAV (GPS) RWY 32
STEPHENVILLE CLARK RGNL (SEP)

AWOS-3PT 118.075
FORT WORTH CENTER 127.15 314.0
UNICOM 122.8 (CTAF)

DME/DME RNP 0.3 NA. Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

APP CRS 322°
Rwy Idg 4209
TDZE 1313
Apt Elev 1321

STEPHENVILLE, TEXAS
Orig-B 20MAY21

SC-2, 11 JUL 2024 to 05 SEP 2024
JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° W
MIRL Rwy 14-32 98°10.5'W 98°11.0'W
32°12.5'N 32°13.0'N
122.8 CTAF/UNICOM 118.075 AWOS-3PT
145.3° 0.8% U P 325.3°
4209 X 75 1289 ELEV
1375 FIELD ELEV
1321
STEPHENVILLE, TEXAS
18 AL-6026 (FAA)
24193 FIELD (SEP)
STEPHENVILLE CLARK RGNL 24193
24193
AIRPORT DIAGRAM SC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 1
SULPHUR SPRINGS MUNI (SLR)

AWOS:3 118.35  FORT WORTH CENTER 132.025 360.75

UNICOM 123.075 (CTAF)

SULPHUR SPRINGS, TEXAS  AL-5559 (FAA)

SC-2, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 1
SULPHUR SPRINGS MUNI (SLR)

RNP APCH-GPS.

Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrivals at CINOK on V15 northbound.

MISSED APPROACH: Climb to 3000 direct WEDAT and hold.

AWOS-3 118.35  FORT WORTH CENTER 132.025 360.75

UNICOM 123.075 (CTAF)

MISSED APCH FIX

MISSING APCH FIX

4 NM 18° 322° (5)

HOLD 2500 2000

LNAV only.

LNAV/VNAV MA below -15°C or above 54°C.

Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>803-1</td>
<td>314 (400-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>RNP/LNAV/ VNAV</td>
<td>975-1</td>
<td>486 (500-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1000-1</td>
<td>511 (600-1)</td>
<td>1000-1/2</td>
<td>511 (600-1)</td>
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<td>CIRCLING</td>
<td>1000-1</td>
<td>511 (600-1)</td>
<td>1000-1/2</td>
<td>511 (600-1)</td>
</tr>
</tbody>
</table>
Circling NA east of Rwy 1-19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**MISSED APPROACH:** Climb to 3000 direct EDDGR and hold.
**RNAV (GPS) RWY 4**

**AVENGER FLD (SWW)**

- **MISSED APPROACH:** Climb to 4400 direct AWBIR and hold.

**AWOS-3**  
**ABILENE APP CON**  
**UNICOM**  
119.025  
127.2  
122.8 (CTAF)

**Procedure NA for arrivals at LORAN on V16 westbound.**

- **LORAN** at 4400.
- **IF/IAF** OKWOR  
- **WATUV**
- **ALATE** 1.9 NM to RW04
- **4400** AOWBIR
- **LNAV only**

**Holding Pattern**

- **4400**
- **215° 035°**
- **OKWOR**
- **WATUV**
- **4000**
- **3020**
- **1.9 NM to RW04**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

- **LPV DA** 2630-1 250 (300-1)
- **LNAV/ VNAV DA** 2727-1 347 (400-1½)
- **LNAV MDA** 2820-1 440 (500-1½)
- **CIRCLING** 2880-1 500 (500-1)

**SC-2, 11 JUL 2024 to 05 SEP 2024**

**AVENGER FLD (SWW)**

**RNAV (GPS) RWY 4**

**SC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 17
AVenger Fld (SWW)

Rwy 17 helicopter visibility reduction below 1 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Straight-in Rwy 17 and Circling Rwy 17, 22 NA at night.

MISSED APPROACH: Climb to 4400 direct WOGUG and hold.

Procedure NA for arrivals at ABI VORTAC airway radials 242 CW 319.

Procedure NA for arrivals at SHEPP on V94 eastbound.

AWOS-3

119.025

ABIleenE APP CON

127.2

282.3

UNICOM

122.8 (CTAF)

~ 5 NM

HOLD

4000

4400

WOGUG

4400 NoPT

256°

8

(8)

SWWW

AL-808 (FAA)
When VGSI inop, Circling Rwy 17 and 22 NA at night. Baro-VNAV NA when using Snyder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When VGSI inop, Straight in/Circling Rwy 22 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Snyder altimeter setting and increase LPV and LNAV/VNAV DA to 2677 feet, increase all MDAs 80 feet; increase LPV and LNAV/VNAV visibility all Cats ½ SM, LNAV visibility Cats C and D and Circling Cat C and D visibility ⅓ SM.

MISSED APPROACH:
Climb to 4400 direct OKWOR and hold.

AWOS-3
119.025

UNICOM
122.8 (CTAF)

ABILENE APP CON
127.2 282.3

Procedure NA for arrival on ABI VORTAC airway radials 195 CW 319.

Apt Elev 2380
TDZE 2355

REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35

SC-2, 11 JUL 2024 to 05 SEP 2024

AVENGER FLD (SWW)

238-22 25MAR21

ELEV 2380
TDZE 2355

WAAS
CH 49125
W22A

APP CRS
215°

Rwy Idg
5658
TDZE
2355
Apt Elev 2380

RNAV (GPS) RWY 22
AVENGER FLD (SWW)

21336
When VGSI inop, Circling Rwy 17 and 22 NA at night. Baro-VNAV NA when using Snyder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When VGSI inop, Straight-in/Circling Rwy 35 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Snyder altimeter setting and increase LPV DA to 2677 feet, LNAV/VNAV DA to 2785 feet, and all MDAs 80 feet; increase LNAV/VNAV visibility all Cats 1/4 SM, LNAV visibility Cats C and D 1/2 SM, and Circling Cat C and D visibility 1/4 SM.

MISSED APPROACH: Climb to 4400 direct TORYO and hold.

Procedure NA for arrivals at SHEPP on V94 eastbound and V77 northbound.

CATEGORY A B C D
LPV DA 2605-1 250 (300-1)
LNAV/VNAV DA 2713-1/1 358 (400-1/1)
LNAV MDA 2820-1 465 (500-1) 2820-1/1 465 (500-1/1)
CIRCLING 2880-1 500 (500-1) 3080-2 700 (700-2) 3080-2/1 700 (700-2/1)
**RNAV (GPS) RWY 18**

**TERRELL MUNI (TRL)**

---

**ASOS**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>119.275</td>
<td>FORT WORTH CENTER</td>
<td>132.025 360.75</td>
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</tbody>
</table>

---

**HOLD**

5 NM to TUCUN (NoPT) 3000

---

**MISSED APPROACH**: Climb to 3000 direct OLEG and hold.

---

**Category A**

- LPV DA: 756-7/8 282 (300-7/8)
- LNAV/VNAV DA: 1013-1/2 539 (600-1/2)
- LNAV MDA: 960-1 486 (500-1)
- CIRCLING: 1000-1 526 (600-1)

**Category B**

- NA

**Category C**

- NA

**Category D**

- NA

---

**WAAS**

- CH 77699
- W18A
- APP CRS 176°
- Rwy Idg 5006
tdze 474
- Apt Elev 474

---

**RNAV APCH - GPS.**

- Ryw 18 helicopter visibility reduction below 1/2 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

---

**MISSING APCH FIX**

- OLEG
- KUYPE 2.3 NM to RW18
- RW18

---

** Terminal Information**

- TERRELL, TEXAS
- TERRELL MUNI (TRL)
- TRL

---

**ELEV** 474  
**TDZE** 474

---

**Navigation Aids**

- ASOS 119.275
- FORT WORTH CENTER 132.025 360.75
- UNICOM 123.075 (CTAF)

---

**SC-2, 11 JUL 2024 to 05 SEP 2024**

---

**TERRELL, TEXAS**

- Orig-C 24MAR22
ILS or LOC RWY 4
TYLER POUNDS RGNL (TYR)

For inop ALS increase S-LOC 4 Cat C/D visibility to 1 SM.

Procedure NA for arrivals at FZT VOR/DME on V583 southbound.

Use I-TYR DME when on the localizer course.

TDZE 542

LANE 9.9

MIN Rwy 18-36

LOC/DM E I-TYR
111.95

Chan 56 (Y)

S-ILS 4
900-½ 358 (400-½)

S-LOC 4
900-½ 358 (400-½)

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on TYR VOR/DME R-087 to OTTIF/TYR 9.5 DME and hold.

MALSR

ATIS
126.25

LONGVIEW APP CON
128.75 379.15

POUNDS TOWER
120.1 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

ALTERNATE MISSED APCH FIX

LOC only.

REIL Rwy 22
MIRL Rwy 18-36
HIRL Rwy 4-22 and 13-31

TYLER, TEXAS
Orig A 20APR23

32°21'N-95°24'W

723
**RNAV (GPS) RWY 13**

**TYLER POUNDS RGNL (TYR)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.**

**ATIS**

126.25 | **LONGVIEW APP CON**

128.75 | **POUNDS TOWER**

379.15 | **GND CON**

**UNICOM**

121.9 | 122.95

**RNP APCH.**

**HOLD**

6000

2200

**2200 NoPT**

087° (6)

**(RIF/IAF)**

**L E L P E**

**W U R L O**

1.7 NM to RW13

**W U R L O**

**132°**

**E Q A N Y**

**2000**

**2000**

**1.7 NM to RW13**

**R W 1 3**

**E Q A N Y**

**926**

**795**

**929**

**1030**

**J U H W O**

**4 NM**

**120°**

**J U H W O**

**3000**

**3000**

**6000**

**6000**

**132°**

**312°**

**312°**

**312°**

**E Q A N Y**

**W U R L O**

**2000**

**2000**

**1.7 NM to RW13**

**R W 1 3**

**1433°**

**3000**

**J U H W O**

**4 NM**

**132°**

**6000**

**2200**

**312°**

**132°**

**IJEQU**

**GW 3.00°**

**T C H 55**

**CIRCLING**

**980-1**

**436 (500-1)**

**1020-1**

**476 (500-1)**

**1160-1¾**

**616 (700-1¾)**

**1280-2¾**

**736 (800-2¾)**

** CATEGORY**

A | 739-¾ | 200 (200-¾)

B | 820-½ | 281 (300-½)

C | 900-1 | 361 (400-1)

D | **739-¾** | 200 (200-¾)

**LPV DA**

**LNAV/VNAV DA**

**LNAV MDA**

**REIL Rwy 22**

**M I R L Rwy 18-36**

**H I R L Rwys 4-22 and 13-31**

**TYLER, TEXAS**

**Amdt 3A 08OCT20**

**TYLER POUNDS RGNL (TYR)**

**RNAV (GPS) RWY 13**

**AL-622 (FAA)**

**23278**

**32°21'N-95°24'W**

**725**
RNAV (GPS) RWY 22
TYLER POUNDS RGNL (TYR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

ATIS 126.25
LONGVIEW APP CON 128.75
POUNDS TOWER 120.1
GND CON 121.9
UNICOM 122.95

ELEV 544
TDZE 539

Procedure NA for arrivals at GODHO on V94 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct UHIZO and on track 261° to CAPTI and hold.

ATIS 126.25
LONGVIEW APP CON 128.75
POUNDS TOWER 120.1
GND CON 121.9
UNICOM 122.95

ELEV 544
TDZE 539

Procedure NA for arrivals at GODHO on V94 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct UHIZO and on track 261° to CAPTI and hold.

ATIS 126.25
LONGVIEW APP CON 128.75
POUNDS TOWER 120.1
GND CON 121.9
UNICOM 122.95

ELEV 544
TDZE 539

Procedure NA for arrivals at GODHO on V94 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct UHIZO and on track 261° to CAPTI and hold.
CAUTION: BE ALERT TO READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 2
WILBARGER COUNTY (F05)

AWOS-3
118.525

ALTUS APP CON
125.1 353.7

UNICOM
122.8 (CTAF)

When local altimeter setting not received, use Frederick altimeter setting:
- increase all MDA 40 feet.
- VDP NA when using Frederick altimeter setting.

Procedure NA for arrivals on CDS VORTAC airway: radials 054 CW 110.

MISSED APPROACH: Climbing right turn to 3300 direct OXULY and hold.

RNP APCH.
RNAV (GPS) RWY 20

WILBARGER COUNTY (F05)

AWOS-3
ALTUS APP CON
UNICOM

118.525  125.1  353.7  122.8 (CTAF)

VERNON, TEXAS
AL-6490 (FAA)

ERLON CRS 204° Rdg Idg 5099 Apt Elev 1265

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frederick altimeter setting: increase all DA/MDA 40 feet.

MISSED APPROACH: Climb to 3300 direct OXULY and hold.

AWOS-3
ALTUS APP CON
UNICOM

118.525  125.1  353.7  122.8 (CTAF)

VERNON, TEXAS
AL-6490 (FAA)

ERLON CRS 204° Rdg Idg 5099 Apt Elev 1265

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frederick altimeter setting: increase all DA/MDA 40 feet.

MISSED APPROACH: Climb to 3300 direct OXULY and hold.

AWOS-3
ALTUS APP CON
UNICOM

118.525  125.1  353.7  122.8 (CTAF)

VERNON, TEXAS
AL-6490 (FAA)

ERLON CRS 204° Rdg Idg 5099 Apt Elev 1265

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frederick altimeter setting: increase all DA/MDA 40 feet.

MISSED APPROACH: Climb to 3300 direct OXULY and hold.
Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 via heading 290° and MQP R-077 to PANTR and hold.

One Minute Holding Pattern

PANTR MQP 11

ELEV 991

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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1680-1</td>
<td>689 (700-1)</td>
<td>1860-2½</td>
<td>869 (900-2½)</td>
</tr>
</tbody>
</table>

WEATHERFORD, TEXAS
Orig-B 04NOV21

PARKER COUNTY (WEA)

WEATHERFORD, TEXAS
AL-6497 (FAA)
NOTE: Chart not to scale.
TAKEOFF RUNWAY 35: Climb on heading 355° to 1600 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL5.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL5.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL5.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL5.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL5.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.

NOTE: PODDE Transition: ATC assigned.

NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.

NOTE: For all aircraft requesting 17000 and below.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

REGIONAL DEP CON
135.975 379.9
CIAP 122.7
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb on heading 355° to 1600 before turning left.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.

MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BDDAY Transition: ATC assigned only.
NOTE: MRSSH Transition: For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb on heading 001° to 1600 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 090° to KUSSO, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)
NOTE: EAKER transition: For TUL terminal arrivals only.
NOTE: TULSA transition: For all aircraft overflying TUL VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area, file and expect the ZEMMA enroute transition.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 175° or as assigned by ATC, thence...
TAKEOFF RUNWAY 35: Climb on heading 355° to 1600 before turning left, thence...

. . . . expect RADAR vectors to cross CUZNO at or above 3000, then on track 357°
to cross NANDR at or below 13000, then on assigned transition.

EAKER TRANSITION (NANDR2.EAKER)
MC ALESTER TRANSITION (NANDR2.MLC)
OKMULGEE TRANSITION (NANDR2.OKM)
ROLLS TRANSITION (NANDR2.ROLLS)
TULSA TRANSITION (NANDR2.TUL)
WILL ROGERS TRANSITION (NANDR2.IRW)
ZEMMA TRANSITION (NANDR2.ZEMMA)
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: ALIAN Transition: ATC assigned only.

TOOT ALTITUDE: ASSIGNED BY ATC

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb on heading 355° to 1600 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR1.ALIAN)
BRHMA TRANSITION (SWABR1.BRHMA)
CIKAN TRANSITION (SWABR1.CIKAN)
DOSXX TRANSITION (SWABR1.DOSXX)
HUDAD TRANSITION (SWABR1.HUDAD)
HULZE TRANSITION (SWABR1.HULZE)
WSTEX TRANSITION (SWABR1.WSTEX)
Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Hemphill County altimeter setting.

<table>
<thead>
<tr>
<th>HHF AWOS-3</th>
<th>ALBUQUERQUE CENTER</th>
<th>CTAF</th>
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<tbody>
<tr>
<td>119.025</td>
<td>127.85 285.475</td>
<td>122.9</td>
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</tbody>
</table>

Procedure NA for arrivals at BRISC on V272-440 westbound.

MISSED APCH FIX
XANZI
35°27'N-100°12'W

3000-1 3020-1½
510 (600-1) 530 (600-1) .550 (600-1½) NA

CIRCLING

<p>| | | |</p>
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<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
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</tbody>
</table>

35°27'N-100°12'W

Amdt 1 17AUG17
Helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.
Use Hemphill County altimeter setting.

MISSED APPROACH: Climb to 7000 direct LUDIY and hold, continue climb-in-hold to 7000.

Procedure NA for arrivals at BRISC on V272-440 westbound and V402-440 eastbound.

Procedure NA for arrivals at WUDPI on V140 westbound.

Use Hemphill County altimeter setting.
Helicopter visibility reduction below SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct LUDIY and hold, continue climb-in-hold to 7000.
**RNAV (GPS) RWY 35**

**KICKAPOO DOWNTOWN (CWC)**

<table>
<thead>
<tr>
<th>WAAS CH 90438 W35A</th>
<th>APP CRS 356°</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td></td>
<td></td>
<td>4200</td>
<td>1000</td>
<td>1003</td>
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</tbody>
</table>

**RNP APCH.**

1. Circling NA east of Rwy 17-35. Rwy 35 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

2. Procedure NA for arrival on SPS VORTAC airway radials 092 CW 115.

**AWOS-3**

<table>
<thead>
<tr>
<th>SHEPPARD APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>119.625</td>
<td>120.4</td>
<td>121.2</td>
</tr>
<tr>
<td>*</td>
<td>269.025</td>
<td>122.7</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**

Climb to 1500 then climbing right turn to 3000 direct FITMO and hold.

**UNICOM**

- **AWOS-3:** 119.625
- **SHEPPARD APP CON:** 120.4 269.025
- **CLNC DEL:** 121.2
- **UNICOM:** 122.7 (CTAF)

**HOLD 6000**

**FITMO 3000**

**FITMO 4 NM**

**HOLD 6000**

**FITMO 3000**

**356° to RW35**

**LNAV only.**

**BESLE 1.5 NM to RW35**

**HUXZE**

**FITMO**

**4 NM**

**FITMO Holding Pattern**

**1500**

**2500**

**356°**

**356°**

**356°**

**176°**

**6000**

**3000**

**1.5 NM**

**3.1 NM**

**5 NM**

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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>1284-1</td>
<td>284 (300-1)</td>
<td>NA</td>
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<tr>
<td>LPV DA</td>
<td>1299-7/8</td>
<td>299 (300-7/8)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1380-1</td>
<td>380 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>437 (500-1)</td>
<td>1480-1</td>
<td>477 (500-1)</td>
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</table>
Use Sheppard AFB/Wichita Falls Muni altimeter setting; when not received, use Frederick, OK altimeter setting and increase all MDA 100 feet. Increase Circling Cat C visibility ¼ mile. Circling NA to Rwys 4/22 and 16/34.

UNITCOM
122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 2800 direct SPS VORTAC and hold.
WINNSBORO, TEXAS

APP CRS
044°

TDZE
N/A

Apt Elev
513

RNAV (GPS)-A
WINNSBORO MUNI (F51)

**TYR ASOS**
126.25

**LONGVIEW APP CON**
128.75 379.15

**CTAF**
122.9

---

**HOLD 5000**

4 NM

**Holding Pattern**

6000 3000

224°

044°

TOVNE

2000

3000

TOVNE

2600

UIM DME

JEGSU

**CATEGORY**

A

B

C

D

*CIRCLING*

1100-1

587 (600-1)

1340-1 1/4

827 (900-1 1/4)

1340-2 1/2

827 (900-2 1/2)

NA

**MIRL Rwy 1-19**

61

903

903

MAP

JEGSU

QUITMAN UIM

**RNAV (GPS)-A**

**WINNSBORO, TEXAS**

Orig 10SEP20

32°56'N-95°17'W

SC-2, 11 JUL 2024 to 05 SEP 2024

NA

**Procedure NA at night. Use Tyler altimeter setting; when not received, use Longview altimeter setting and increase all MDA 40 feet.**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct TOVNE and hold.
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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<th>%</th>
<th>GROUND SPEED (knots)</th>
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